



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
BOARD OF DIRECTORS AGENDA
REGULAR MEETING
DECEMBER 19, 2025 – 9:00 AM
HYBRID MEETING**

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

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

**Zoom [Link](#)
Dial In: 1-669-900-6833
Meeting ID: 897 0829 3225**

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

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

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

BOARD ROSTER

Director Rebecca Downing	County of Santa Cruz
Director Jimmy Dutra	City of Watsonville
Director Shebreh Kalantari-Johnson	City of Santa Cruz
Director Manu Koenig	County of Santa Cruz
Director Fabian Leonor	County of Santa Cruz
Director Donna Lind	City of Scotts Valley
Vacant	County of Santa Cruz
Director Monica Martinez	County of Santa Cruz
Director Scott Newsome	City of Santa Cruz
Director Melinda Orbach	City of Capitola
Vacant	City of Watsonville
Ex-Officio Director Alta Northcutt	Cabrillo College
Ex-Officio Director Edward Reiskin	UC Santa Cruz
Corey Aldridge	METRO CEO/General Manager
Julie Sherman	METRO General Counsel

SECTION I: OPEN SESSION

NOTE: THE BOARD CHAIR MAY TAKE ITEMS OUT OF ORDER

1 CALL TO ORDER

2 SAFETY DEBRIEF

Gregory Strecker, Safety, Security and Risk Management Director

3 ROLL CALL

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

4 ANNOUNCEMENTS

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

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

5 BOARD OF DIRECTORS COMMENTS

6 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

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

6.1 Post Cards from Various Public Members received 11/24/25

6.2 Post Cards from Various Public Members received 12/4/25

7 LABOR ORGANIZATION COMMUNICATIONS

8 ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS

CONSENT AGENDA

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

- 9.1 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK AND ACH JOURNAL DETAIL FOR THE MONTH OF NOVEMBER 2025**
Chuck Farmer, Chief Financial Officer
- 9.2 ACCEPT AND FILE MINUTES OF:**
 - A. OCTOBER 15, 2025 METRO ADVISORY COMMITTEE MEETING**
 - B. NOVEMBER 21, 2025 BOARD OF DIRECTORS REGULAR MEETING**Corey Aldridge, CEO/General Manager
- 9.3 APPROVE: RECOMMENDED ACTION ON TORT CLAIMS**
Gregory Strecker, Safety, Security and Risk Management Director
- 9.4 ACCEPT AND FILE: FINANCIAL UPDATE AS OF NOVEMBER 2025**
Chuck Farmer, Chief Financial Officer
- 9.5 APPROVE: CONSIDERATION OF CONTRACT AWARD TO CAPUZZI CONSULTING GROUP INC. FOR RAPID CORRIDORS PROJECT DESIGN AND ENGINEERING SERVICES IN AN AMOUNT NOT TO EXCEED \$2,789,231**
John Urgo, Chief Planning and Innovation Officer
- 9.6 APPROVE: APPOINTMENT TO THE METRO ADVISORY COMMITTEE (MAC)**
Corey Aldridge, CEO/General Manager
- 9.7 APPROVE: CONSIDERATION OF ELECTRONIC PAYMENT ACCEPTANCE SERVICES UNDER STATE AGREEMENT NO. 5-10-99-02 WITH ELAVON, INC. FOR PAYMENT PROCESSING OF CONTACTLESS CREDIT/DEBIT CARD TRANSACTIONS ON METRO BUSES**
John Urgo, Chief Planning and Innovation Officer

REGULAR AGENDA

- 10 UPDATE ON BALLOT MEASURE SURVEY RESULTS**
Sara LaBatt, EMC Research
- 11 METRO ADVISORY COMMITTEE (MAC) SEMI-ANNUAL ORAL UPDATE**
Veronica Elsea, MAC Chair

- 12 APPROVE ADOPTING A RESOLUTION TO RENAME PACIFIC STATION TO THE ROTKIN TRANSIT CENTER**
Shebreh Kalantari-Johnson, Donna Lind, and Scott Newsome, METRO Board Directors
- 13 UPDATE ON CHANGES TO THE RALPH M. BROWN ACT (SB 707)**
Julie Sherman, General Counsel
- 14 MOBILE HYDROGEN FUELING STATION**
Corey Aldridge, CEO/General Manager
- 15 CONSIDERATION OF A RESOLUTION OF APPRECIATION FOR OUTGOING BOARD MEMBER**
Rebecca Downing, Board Chair
- 16 CEO ORAL REPORT**
Corey Aldridge, CEO/General Manager
- 17 ANNOUNCEMENT OF NEXT MEETING: FRIDAY, JANUARY 23, 2026 AT 9:00 AM AT THE SCOTTS VALLEY CITY COUNCIL CHAMBERS, 1 CIVIC CENTER DRIVE, SCOTTS VALLEY, CA**
Board Chair Downing
- 18 ADJOURNMENT**
Board Chair Downing

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

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

ACCESSIBILITY FOR INDIVIDUALS WITH DISABILITIES

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

PUBLIC COMMENT

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

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

- THIS PAGE INTENTIONALLY LEFT BLANK -

COMMUNICATIONS TO THE BOARD OF DIRECTORS

Dear Commissioner Leonor

The Corridor ID sponsorship is a once in a life-time/generation opportunity for Santa Cruz County. The Federal government and CAI/STA are ready to fund and guide the next phase - with minimal local cost.

Thank you for helping seize this moment by voting to move forward with the rail project. Sincerely,
Jeff

Dear Commissioner Leonor

MOVING FORWARD with Corridor ID will shape mobility in our county for generations. With most costs federally funded, the responsible next step is clear.

Thank you for your leadership at this critical moment !!

Sincerely,
Jeff

COMMUNICATIONS TO THE BOARD OF DIRECTORS

Dear Commissioner Leonor

Thank you for standing up for our community's future - even when it's not easy. Supporting the Rail & Trail isn't just about transportation. It's about fairness, access, and protecting what makes our county so special.

You're proving that leadership means saying yes to progress and yes to the kind of connected, sustainable Santa Cruz County we all want! Thank you for your courage and commitment. Thank you Jan

Dear Commissioner Leonor

I wanted to reach out to express my gratitude for your continued leadership on the Rail & Trail project, transforming efforts that are long term only succeed because of public servants like you who are willing to do the hard work to see them through completion.

Years from now when our kids and grand kids are walking, biking, or riding the train along the corridor they'll have you to thank. That's a legacy to be proud of!! Thank you Jan

COMMUNICATIONS TO THE BOARD OF DIRECTORS

Dear Fabian Leonor - I'm writing to tell you how important the Rail AND Trail are to me. I've lived in Santa Cruz since 1980. In 1998, I think it was, a Danish light rail came to Santa Cruz and I was lucky to ride from the Boardwalk to Watsonville. I imagined this would have been a reality decades ago.
Sincerely Corrie C

Dear Rebecca Downing - I want to take this opportunity to ask you to support the Rail AND Trail, even just a trial stretch from 4/1st to Swift Street. We do not want to ^{cover} bank the tracks. That's another way of saying destroying any future possibility for rail service. I've been impatiently waiting for the day that I can relax and travel across the County. More forward with Corridor ID. Sincerely Corrie C

- THIS PAGE INTENTIONALLY LEFT BLANK -

COMMUNICATIONS TO THE BOARD OF DIRECTORS



Subject: Request time to address challenges related to the hydrogen system

Dear Board of Directors and Public

I am writing to underscore the critical importance of the hydrogen system to our transit operations and the communities we serve. The hydrogen system is essential to maintaining the current service level and ensuring reliable transit throughout Santa Cruz County and neighboring regions.

Shutting down this system would potentially result in employee lay-offs and significant service reductions. These impacts would be felt immediately across Santa Cruz County, including UCSC routes and the Highway 17 routes. Route 17 is a vital regional corridor relied upon by students, employees, and commuters traveling over the hill and beyond. Reduced service would affect not only Santa Cruz County but also neighboring counties, disrupting regional mobility and access to employment, education, and essential services.

In addition, METRO, the city of Santa Cruz, and the board of directors should take into consideration the mechanical damage and long-term costs that could result from not keeping the hydrogen buses operational. Prolonged inactivity of specialized hydrogen equipment may lead to system degradation, increased maintenance costs, and reduced fleet reliability.

We would greatly appreciate being given the time necessary to resolve the issues that have resulted from the temporary hydrogen system. New rules and procedures have been implemented regarding how METRO refuels the hydrogen buses. These measures were put in place with careful consideration for the safety of our public and for our surrounding neighbors, and they reflect our commitment to responsible and safe operations.

COMMUNICATIONS TO THE BOARD OF DIRECTORS

Allowing time for these improvements to take effect will help stabilize operations, protect public investment, and ensure that Santa Cruz METRO can continue to serve the community safely and effectively as we move forward towards cleaner air for tomorrow.

Thank you for your time and consideration. We welcome the opportunity to discuss this matter further and to work collaboratively towards a solution.

Sincerely

Jaime renteria



General chairperson

SMART LOCAL 0023

831-750-2872

Louie Costa



California State Legislative Director



COMMUNICATIONS TO THE BOARD OF DIRECTORS



MONTEREY BAY CENTRAL LABOR COUNCIL, AFL-CIO

931 E. Market St - Salinas CA 93905 – laborcouncil@mbclc.org

December 16, 2025

Subject: Request for Time to Address Challenges Related to the Hydrogen Transit System

Dear Members of the Board of Directors and Members of the Public,

The Monterey Bay Central Labor Council (MBCLC) strongly urges the Board to protect both essential transit service and the workers who make that service possible by allowing time to resolve the current challenges facing the hydrogen bus system. Immediate shutdown of this system would trigger layoffs, and service cuts that Santa Cruz County cannot afford.

The hydrogen system is critical to maintaining current service levels. Shutting it down would immediately reduce service on UCSC routes and the Highway 17 corridor—a vital regional lifeline for students, workers, and commuters traveling between counties. These impacts would extend well beyond Santa Cruz County, disrupting access to jobs, education, and essential services throughout the region.

We also caution that taking hydrogen buses out of service risks long-term mechanical damage, increased maintenance costs, and loss of public investment. Specialized hydrogen equipment deteriorates when left idle, creating higher costs and reduced reliability in the future.

New safety rules and refueling procedures have already been implemented to address the issues affecting the system. These changes reflect a serious commitment to public safety and responsible operations. They deserve the time necessary to work.

MBCLC urges the Board to allow that time—protecting workers, preserving service, and keeping the region moving toward a cleaner transportation future.

Sincerely,

A handwritten signature in blue ink, appearing to read 'FR', is positioned above the typed name of the Executive Director.

Francisco Rodriguez
Executive Director, Monterey Bay Central Labor Council, AFL-CIO

- THIS PAGE INTENTIONALLY LEFT BLANK -

COMMUNICATIONS TO THE BOARD OF DIRECTORS

From: [REDACTED]
To: [boardinquiries](#)
Subject: Public Transit is a Lifeline – Don't Cut Service to Fix Noise
Date: Thursday, December 18, 2025 3:35:12 PM

This Message Is From an External Sender

This message came from outside your organization.

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

To the Santa Cruz METRO Board of Directors:

I urge you to adopt **Option 2: Continue Use with Restricted Hours**.

Option 1 would devastate our community by cutting **~2,700 customer trips per day** (15% of ridership), eliminating UCSC Route 16, reducing countywide routes, and causing long-term fleet deterioration. **These aren't just numbers – they're students who can't get to class, workers who can't reach their jobs, and seniors who can't access medical care.**

Our bus system is already strained. Removing routes to solve a noise problem punishes riders who didn't create this infrastructure issue and depend on METRO to survive.

Option 2 solves the late-night noise complaint through time-restricted fueling and manual venting while **maintaining all current service with no rider impacts and no additional costs**. Yes, daytime venting will temporarily remain out of compliance, but this is vastly preferable to abandoning the people you serve.

You cannot solve a compliance problem by cutting off transportation access for our most vulnerable residents. Keep the buses running. Choose Option 2.

Respectfully,

Christian Ortiz

- THIS PAGE INTENTIONALLY LEFT BLANK -

COMMUNICATIONS TO THE BOARD OF DIRECTORS

From: [REDACTED]
To: [boardinquiries](#)
Subject: 12/19 Agenda Item #14
Date: Thursday, December 18, 2025 2:38:05 PM

This Message Is From an External Sender

This message came from outside your organization.

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

Dear SC Metro Board,

I am writing to express my support for Option 2 of the three options presented as resolutions to the issue of the potential closure of the temporary hydrogen fuel station (item #14). According to metro workers, this closure will negatively affect both themselves and the UCSC community with likely service reductions to routes that serve the UCSC campus. Many graduate student workers like myself, as well as countless other campus residents, workers, and students, rely on the Metro buses to get to campus and the frequency of the buses on the lines serving UCSC is already less than ideal for a reliable commute. A reduction in service would have a drastically negative effect on our community's ability to get to and from campus. Reliable public transit is such an important part of a functioning society and I hope this will be a priority in your decision.

Respectfully,
Jessica Gagliardi

--

Jessica Gagliardi

Pronouns: [she/her](#)

PhD Candidate

Dept. of Earth and Planetary Science, University of California Santa Cruz

- THIS PAGE INTENTIONALLY LEFT BLANK -

COMMUNICATIONS TO THE BOARD OF DIRECTORS

From:

Subject:

Re: METRO Mobile Hydrogen Fueler fiasco

Date:

Thursday, December 18, 2025 4:56:00 PM

Attachments:

[img-4b90aa24-a25e-40bc-b71f-5f72b387f468](#)

This Message Is From an External Sender

This message came from outside your organization.

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

Dear Metro Board,

I am submitting a letter for the 19 December meeting, since as a working single parent, I cannot attend a 9am weekday meeting.

As a close resident extremely negatively affected by the illegal noise from the bus yard since June 2025 due to the mobile hydrogen refueler, I request that the Metro move forward in the short-term with Option 1 presented at the community meeting Tuesday night - shut down the refueler until it can be demonstrated that the noise is not over legal limits.

I understand that a new wider diameter venting pipe is to be installed on December 22. In order to have new data for the next meeting on 16 January, I request Option 1 now, with the exception of potential noise testing on ONLY Dec 22 and 23 (the day of installation and a subsequent day for noise testing). But the rest of the month until the next meeting, NO NOISE.

The noise disrupts working from home, trying to relax at home, particularly affects kids and elderly residents, etc., etc., etc. And it would be inhumane to continue to subject us to a 7th month of this noise, especially during the upcoming holidays.

To put this into context, our neighborhood has had to put up with 2 years of noise disruption day and night from the Water Department, and as that has been wrapping up, now the Metro is in extreme violation of the law continuing to disrupt our lives. An older resident pointed out at the community meeting that when the Metro facility in the current location was built years ago, there was community outcry, and Metro assured residents it would not result in noise increases, but it most definitely has - not only the current fiasco, but at least a decade of previous increases in multiple noise types. So it is not hard to see how there is little trust.

Option 2 is not a valid choice for multiple reasons:

- It is very open-ended; there is no end date. It is implied that it will last until the permanent refueler goes in, but if there are construction delays and budget crises,

COMMUNICATIONS TO THE BOARD OF DIRECTORS

this could be 2027, or even later.

- There are no details about emergencies. Releases will have to occur if too much hydrogen boils. If more resources are invested in advance, emergencies will be minimized, while less investment will yield more emergencies
- No specific mitigations are named, nor dates specific mitigations would be implemented or completed
- There is a continued disconnect between Metro staff and administrators. We repeatedly hear that the noise does not occur that often, nor is it that loud, neither of which are true. At the Tuesday meeting, one staffer stated that the noise only occurs 7 times per day recently, maybe 8. I documented at least 23 times on December 10 last week (and I was not even home the entire day), and then at least 18 times on December 17, yesterday, the day after that statement was made.

Regarding Option 1, I am confident that Metro can get creative to retain bus service for those county residents who need it most. For example, one route proposed to be cut (Route 16 for UCSC) will not have much effect in the short term due to UCSC winter break until Jan 6, and this cut would not affect (or minimally affect) south county residents.

Nearby residents have been patient and cooperative for many months; now we have no more patience. Perhaps you can understand how our nerves would be frayed from over 6 months of daily disruption.

Sincerely,
Julie Thayer

On Wed, Dec 17, 2025 at 5:38 PM Danielle Frost <dfrost@scmetro.org> wrote:

Dear Neighbors,

Thank you to everyone who was able to join us at last night's community meeting to discuss METRO's mobile hydrogen fueler. We truly appreciated the opportunity to have an open, engaging conversation and to hear directly from you.

As requested, the presentation from last night's meeting is attached. Several attendees also asked for information about the muffler manufacturer. The device was produced by Pulsco, and the point of contact there is Cassidy Rungo at C.Rungo@pulsco.com.

The METRO Board of Directors will be reviewing the mobile hydrogen fuel project at its meeting this Friday, December 19, beginning at 9:00 AM at METRO's Administrative Building,

COMMUNICATIONS TO THE BOARD OF DIRECTORS

110 Vernon Street. If you are unable to attend but would like to submit comments, you may send them to boardinquiries@scmtd.com by 5:00 PM on Thursday to be included in the agenda. [The full calendar of Board Meetings can also be found on our website.](#)

Additionally, If you know of others who would like to be added to this distribution list, kindly forward their contact information or share my email with them so we can add them to future correspondence.

We appreciate your time, patience, and continued engagement as we work to address concerns surrounding the mobile hydrogen fueler. Thank you again for your participation and partnership.

Sincerely,

Danielle Frost

Chief Communications &
Marketing Officer

Santa Cruz METRO

831.420.2550 (0)

dfrost@scmetro.org



- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: November 19, 2025

TO: Board of Directors

FROM: Chuck Farmer, Chief Financial Officer

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

I. RECOMMENDED ACTION

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

II. SUMMARY

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

III. DISCUSSION/BACKGROUND

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

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

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

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

VI. CHANGES FROM COMMITTEE

N/A.

VII. ALTERNATIVES CONSIDERED

None.

VIII. ATTACHMENTS

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

Prepared by: Holly Alcorn, Accounting Specialist

IX. APPROVALS

Chuck Farmer, Chief Financial Officer

A handwritten signature in black ink, appearing to read "Chuck Farmer", written over a horizontal line.

Corey Aldridge, CEO/General Manager

A handwritten signature in black ink, appearing to read "Corey Aldridge", written over a horizontal line.

- THIS PAGE INTENTIONALLY LEFT BLANK -

Attachment A

NOVEMBER 2025 CHECK PAYMENTS



Check Date	Check Number	Supplier Name	Line Item Description	Amount
11/5/2025	96204	DEPARTMENT OF TREASURY - IRS	PP22-2025	\$ 770.93
11/5/2025	96205	FRANCHISE TAX BOARD	PP22-2025	\$ 1,998.77
11/5/2025	96206	SANTA CRUZ COUNTY SHERIFF DEP	PP22-2025	\$ 183.72
11/5/2025	96207	SEIU LOCAL 521	PP22-2025	\$ 4,318.08
11/5/2025	96208	SCMTD PETTY CASH - FINANCE	PETTY CASH REPLENISH FINANCE	\$ 419.76
11/5/2025	96209	ABC BUS INC	REVENUE VEHICLE PARTS	\$ 5,137.19
11/5/2025	96210	AMAZON CAPITAL SERVICES INC.	OFFICE SUPPLIES	\$ 188.77
11/5/2025	96211	AT&T	X2217 OCEAN TO LOMA PRIETA/LP 09/19/20	\$ 1,837.59
11/5/2025	96212	ATHENS INSURANCE SERVICE INC	November 2025 Monthly Fee	\$ 4,465.00
11/5/2025	96213	CATTO'S GRAPHICS INC.	Lohman Bus Wrap Designs	\$ 1,446.83
11/5/2025	96214	CENTER FOR TRANSPORTATION AND	SCON2024-00188 ZERO EMISSION	\$ 22,195.27
11/5/2025	96215	CITY OF SANTA CRUZ/PARKING	CS Parking Permits - Nov2025	\$ 900.00
11/5/2025	96216	CITY OF WATSONVILLE UTILITIES	ORGANICS CART / WTC	\$ 2,384.60
11/5/2025	96217	CLEAN ENERGY	MONTHLY INSPECTION WO# 226700 / SBF	\$ 23,782.68
11/5/2025	96218	COAST PAPER & SUPPLY INC.	CLEANING SUPPLIES / MMF	\$ 1,599.50
11/5/2025	96219	CRYSTAL SPRINGS WATER CO.	WATER DELIVERY / CEC	\$ 146.30
11/5/2025	96220	CUMMINSINC	REVENUE VEHICLE PARTS	\$ 439.85
11/5/2025	96221	EMPLOYNET INC	For marketing interns. Weekend Date: 10/12/20	\$ 3,543.28
11/5/2025	96222	HANSON BRIDGETT LLP	MATTER # 032117.004002	\$ 8,037.80
11/5/2025	96223	KIMLEY-HORN AND ASSOCIATES INC	SERVICES THRU 9/30/25 / MASTER PLAN	\$ 43,235.92
11/5/2025	96224	MARTEZA INC DBA: BUDGET BLINDS	WO# 226385 / PRC BLINDS	\$ 3,933.00
11/5/2025	96225	MISSION UNIFORM	TOWELS MATS MOPS / MMF	\$ 695.86
11/5/2025	96226	NIDAL HALABI & NADA ALGHARIB	NAME PLATES	\$ 140.48
11/5/2025	96227	PACIFIC GAS & ELECTRIC	S/P 09/22/25 - 10/21/25 / SBF ELECTRIC	\$ 48,901.53
11/5/2025	96228	PHILIP J CROUCH	REVENUE VEHICLE PARTS 2802; 341514	\$ 4,533.79
11/5/2025	96229	PIED PIPER EXTERMINATORS INC.	MONTHLY PEST CONTROL - CEC	\$ 387.50
11/5/2025	96230	PLUG POWER HYDROGEN HOLDINGS	09/12 & 09/25/2025 HYDROGEN FUEL DELIV	\$ 38,830.93
11/5/2025	96231	PORTOLA SYSTEMS INC.	ORG INV 8/14/2025	\$ 1,740.00
11/5/2025	96232	RICHARD SOLORIO (Inactive)	WO# 225673 / PRC	\$ 5,190.00
11/5/2025	96233	SLINGSHOT CONNECTIONS LLC	CSR Week Ending 10/26/25	\$ 940.80
11/5/2025	96234	SPX TECHNOLOGIESINC.	REVENUE VEHICLE PARTS	\$ 129.35
11/5/2025	96235	US BANK NATIONAL ASSOCIATION	08/25-09/25/2025 EQUIPMENT LEASE CONT	\$ 3,713.52
11/5/2025	96236	VIA HEART PROJECT CORP	AED BATTERY PACKS (7)	\$ 3,141.41
11/5/2025	96237	WORKFORCEQA LLC	Pre Emp & Prof Tech - Workforce-09/2025- DC	\$ 84.00
11/7/2025	96238	9280-0366 QUEBEC INC DBA: TRANSIT	Guide Monthly fee November 2025	\$ 6,162.50
11/7/2025	96239	AMAZON CAPITAL SERVICES INC.	OFFICE SUPPLIES / FLEET	\$ 1,557.53
11/7/2025	96240	AVAAP USA LLC	10/2025 AMS LIFELINE RENEWAL	\$ 7,312.50
11/7/2025	96241	BFS GROUP LLC	WO# 225047 / PRC	\$ 72.96
11/7/2025	96242	BRASS KEY LOCKSMITH INC	WO# 226663 / KEY COPIES	\$ 112.82
11/7/2025	96243	CATTO'S GRAPHICS INC.	Hydrogen Bus Wraps (3)	\$ 28,490.88
11/7/2025	96244	CFM STRATEGIC COMMUNICATIONS	Federal legislative services for October 2025	\$ 6,643.00
11/7/2025	96245	CINTAS CORPORATION NO.2	FIRST AID KIT RESTOCK - SBF	\$ 388.91
11/7/2025	96246	CLEAN ENERGY	LNG 10.10.25	\$ 136,642.12
11/7/2025	96247	COAST PAPER & SUPPLY INC.	CLEANING SUPPLIES / MMF	\$ 1,039.22
11/7/2025	96248	COUNTY OF SANTA CRUZ	CEQA notice of exemption - Transit Stations	\$ 150.00
11/7/2025	96249	CUMMINSINC	REVENUE VEHICLE PARTS	\$ 10,518.83
11/7/2025	96250	D & G SANITATION	PORTA POTTIES FOR BUS ROADEO / WTC	\$ 320.35
11/7/2025	96251	DYNAMIC SECURITY TECHNOLOGIES	ORG INV DATE 06/29/2025 - JOB #20394 SCI	\$ 5,729.59
11/7/2025	96252	EAST BAY TIRE CO.	Spend Category Name Tires and Tubes Reven	\$ 12,752.51
11/7/2025	96253	EMPLOYNET INC	For marketing interns. Weekend Date: 10/19/20	\$ 1,587.96

Attachment A

11/7/2025	96254	Emtrain Inc	Emtrain Solution Training Subscription- 12/13/2	\$	5,000.00
11/7/2025	96255	FERGUSON US HOLDINGS INC.	WO# 226623 / PRC	\$	60.21
11/7/2025	96256	GILLIG LLC	REVENUE VEHICLE PARTS	\$	3,240.05
11/7/2025	96257	GRAINGER	CLOCK GRAFFITI WIPES / MMF	\$	1,128.34
11/7/2025	96258	GRANITE ROCK COMPANY	WO# 226528 - SBF & 226613 - WTC	\$	333.75
11/7/2025	96259	HOGAN MFG. INC DBA: LIFT-U; MURR	REVENUE VEHICLE PARTS dc 5531; wo 341	\$	70.20
11/7/2025	96260	J.J.R ENTERPRISESINC.	HP TONER	\$	206.33
11/7/2025	96261	KELLEY'S SERVICE INC.	REVENUE VEHICLE PARTS	\$	1,961.41
11/7/2025	96262	KIMBALL MIDWEST	Parts & Supplies Non Inventory	\$	1,845.01
11/7/2025	96263	KJRB INC.	Outside Repair Rev Veh 0421; 342278	\$	594.00
11/7/2025	96264	LAW OFFICES OF MARIE F. SANG	CL#22000654	\$	433.20
11/7/2025	96265	LINDE GAS & EQUIPMENT INC.	Parts & Supplies Non Inventory	\$	14.95
11/7/2025	96266	LLOYD'S TIRE SERVICE INC.	Tires and Tubes Revenue/Non Revenue Vehicl	\$	1,072.10
11/7/2025	96267	LUMINATOR TECH GROUP GLOBAL	ORG INV 6/5/2025 Jane said to process them.	\$	1,037.15
11/7/2025	96268	MARK THOMAS & COMPANY INC	SERVICES THROUGH 9/28/25 / PROJECT ID	\$	3,154.30
11/7/2025	96269	MAXIMUM OIL SERVICE LLC	HAZARDOUS WASTE DISPOSAL OF USED (\$	219.00
11/7/2025	96270	MID VALLEY SUPPLY INC.	Cleaning Supplies	\$	1,867.21
11/7/2025	96271	MISSION UNIFORM	Uniforms and Laundry	\$	542.70
11/7/2025	96272	NICKELL FIRE PROTECTION INC.	WO# 226702 / BIANNAL FIRE INSPECITON /	\$	1,722.51
11/7/2025	96273	NIDAL HALABI & NADA ALGHARIB	NAME PLATES	\$	81.22
11/7/2025	96274	PACIFIC TRUCK PARTS INC.	REVENUE VEHICLE PARTS	\$	795.83
11/7/2025	96275	POWER BUSINESS TECHNOLOGY LL	CONTRACT USAGE CHARGE FOR THE 09/2	\$	401.89
11/7/2025	96276	QOVO SOLUTIONS INC.	NOV 25 CAMERAS BEACH ST WATS	\$	1,800.00
11/7/2025	96277	QUADIENT LEASING USA INC.	Leasing of Admin postage meter 11/28/25 to 0	\$	729.63
11/7/2025	96278	QUEST DIAGNOSTIC INC.	10/28/25 Pre emp & Prof Tech Quest Invoices	\$	725.40
11/7/2025	96279	RICOH USA INC CA	08/01-10/31/2025 USAGE CUSTOMER #4218	\$	299.38
11/7/2025	96280	RJMS CORPORATION DBA: TOTAL INI	Outside Repair Equipment	\$	348.64
11/7/2025	96281	ROMAINE ELECTRIC CORP	REVENUE VEHICLE PARTS	\$	4,925.62
11/7/2025	96282	SHAW YODER ANTWIH	Legislative representation for November 2025	\$	5,700.00
11/7/2025	96283	SLINGSHOT CONNECTIONS LLC	CSR Week Ending 11/2/2025	\$	1,131.90
11/7/2025	96284	SPX TECHNOLOGIESINC.	REVENUE VEHICLE PARTS	\$	1,029.92
11/7/2025	96285	THE HOSE SHOP INC	Parts & Supplies Non Inventory	\$	224.35
11/7/2025	96286	VEHICLE MAINTENANCE PROG INC	REVENUE VEHICLE PARTS	\$	170.71
11/7/2025	96287	WCDJR LLC	Outside Repair Rev Veh pc 1501; 333123	\$	1,612.42
11/10/2025	96288	EMPLOYNET INC	W/E 10/19/2025 36.50HRS FLEET	\$	1,766.34
11/10/2025	96289	NORTH BAY FORD LINC-MERCURY	REVENUE VEHICLE PARTS	\$	2,118.25
11/10/2025	96290	SANTA CRUZ AUTO PARTS INC.	REVENUE VEHICLE PARTS	\$	1,159.45
11/10/2025	96291	SANTA CRUZ METRO TRANSIT W/C	10/01-10/31/2025 W/C REPLENISH	\$	106,768.84
11/10/2025	96292	THE AFTERMARKET PARTS CO LLC	REVENUE VEHICLE PARTS	\$	36,684.92
11/10/2025	96293	TOM LOPES DISTRIBUTING INC	Fuels and Lubricants Revenue Vehicles	\$	5,452.10
11/10/2025	96294	VERIZON WIRELESS	09/02-10/01/2025 PARACRUZ ACCT#542316	\$	2,786.84
11/14/2025	96308	DEPARTMENT OF JUSTICE	2025 DOJ FILING	\$	25.00
11/14/2025	96309	AAA BUSINESS SUPPLIES DBA: AAA \	OFFICE SUPPLIES	\$	506.72
11/14/2025	96310	ABC BUS INC	REVENUE VEHICLE PARTS	\$	903.06
11/14/2025	96311	ACCO-WILSON INC	ORIGINAL INV DATE 5/28/25 / CEC S/C 5/22/	\$	3,755.00
11/14/2025	96312	ALBERTSONS COMPANIES INC	Flu shot Camp on 9/26(OPS& Fleet) and 9/30(l	\$	900.00
11/14/2025	96313	ALWAYS UNDER PRESSURE	WO# 226706 / WTC - CASTERS	\$	155.36
11/14/2025	96314	AMAZON CAPITAL SERVICES INC.	Tools Under\$10000	\$	453.08
11/14/2025	96315	AT&T	S/P 10/01/25 - 10/31/25 / PT TO PT2	\$	1,996.08
11/14/2025	96316	AVAAP USA LLC	ORG INV 9/30/2025 09/2025 SC METRO LIFE	\$	12,857.50
11/14/2025	96317	BATTERIES PLUS #314	WO# 226484 / BATTERIES FOR FIRE DECTE	\$	280.74
11/14/2025	96318	BATTERY SYSTEMS INC.	REVENUE VEHICLE PARTS	\$	5,968.57
11/14/2025	96319	BFS GROUP LLC	WO# 225047 / PRC	\$	112.83
11/14/2025	96320	BRASS KEY LOCKSMITH INC	WO# 226394 / OPS / ONLY PARTS TAXABLE	\$	359.81
11/14/2025	96321	BROWN ARMSTRONG ACCOUNTANC	WIP 2025 AUDIT	\$	30,000.00
11/14/2025	96322	BUZZA INC DBA SIGN PRO INC	MAP HOLDER SIGNS / FIELD / WO# 226428	\$	2,971.60
11/14/2025	96323	CATTO'S GRAPHICS INC.	Outside Repair Revenue Vehicles 1902; 34272	\$	1,013.96

Attachment A

11/14/2025	96324	CENTER FOR TRANSPORTATION ANI ZEBRA 2026 Dues	\$	3,500.00
11/14/2025	96325	CINTAS CORPORATION NO.2 FIRST AID KIT RESTOCK / WTC	\$	327.47
11/14/2025	96326	CITY OF SANTA CRUZ-FINANCE DEP DEC 25 RENT	\$	2,031.76
11/14/2025	96327	CLAREMONT EAP EAP - NOVEMBER 2025 - LAST INVOICE WI	\$	979.29
11/14/2025	96328	CLEAN ENERGY LNG 10.31.25	\$	9,114.64
11/14/2025	96329	COAST PAPER & SUPPLY INC. CLEANING SUPPLIES / MMF	\$	22.50
11/14/2025	96330	COMMUNITY PRINTERS INC. PRINTING	\$	369.56
11/14/2025	96331	COMMUNITY TELEVISION OF Regular Board meeting coverage on Septembe	\$	360.25
11/14/2025	96332	COMPLETE COMPANIES INC ANNUAL EV CHARGER PM / WO# 226756 / C	\$	8,775.00
11/14/2025	96333	CTSJPA (CALTIP) SEPT-OCT 2025 CALTIP INS	\$	41,324.95
11/14/2025	96334	CUMMINSINC REVENUE VEHICLE PARTS	\$	3,853.87
11/14/2025	96335	D&B POWER ASSOCIATES INC AUG 25 UPS COVERAGE	\$	6,394.00
11/14/2025	96336	D & G SANITATION PORTA POTTY / WTC LOT	\$	3,088.81
11/14/2025	96337	DEPARTMENT OF JUSTICE 10/2025 Fingerprints Cust #142316	\$	96.00
11/14/2025	96338	EAST BAY TIRE CO. Tires and Tubes Revenue/Non Revenue Vehicl	\$	9,228.30
11/14/2025	96339	ENVIRONMENTAL LOGISTICS INC PUMP OUT / WO# 226599 / MMF	\$	9,686.82
11/14/2025	96340	FLYERS ENERGY LLC Fuels and Lubricants Non Revenue Vehicles	\$	18,159.79
11/14/2025	96341	GLOBAL WATER TECHNOLOGY INC MONTHLY TREATMENT /WO# 226761 / OPS	\$	299.10
11/14/2025	96342	GREENWASTE RECOVERY INC. S/P 10/01/25 - 10/31/25 / PRC	\$	1,101.26
11/14/2025	96343	LAW OFFICES OF MARIE F. SANG CL#20000168	\$	1,101.05
11/14/2025	96344	MGP XI REITLLC DEC 25 RENT	\$	2,570.48
11/14/2025	96345	SCMTD C/S CHANGE FUND CUST SVC INCREASE CHANGE FUNDS	\$	800.00
11/14/2025	96346	SELF INSURED SERVICES COMPANY 11/2025 DENTAL	\$	50,985.00
11/14/2025	96347	SOQUEL III ASSOCIATES DEC 25 RENT	\$	17,750.91
11/14/2025	96348	SPX TECHNOLOGIESINC. REVENUE VEHICLE PARTS	\$	1,646.39
11/14/2025	96349	US BANK NATIONAL ASSOCIATION 10/25-11/25/2025 EQUIPMENT LEASE CONT	\$	1,856.76
11/14/2025	96350	ASHLEY DONDLINGER PP23-2025	\$	160.00
11/14/2025	96351	DEPARTMENT OF TREASURY - IRS PP23-2025	\$	770.93
11/14/2025	96352	FRANCHISE TAX BOARD PP23-2025	\$	1,441.06
11/14/2025	96353	HARTFORD LIFE AND ACCIDENT INS PP23-2025	\$	2,450.94
11/14/2025	96354	SANTA CRUZ COUNTY SHERIFF DEP, PP23-2025	\$	510.80
11/14/2025	96355	SEIU LOCAL 521 PP23-2025	\$	4,370.67
11/14/2025	96356	SMART-TRANSPORTATION DIVISION PP23-2025	\$	16,303.07
11/19/2025	96357	ABACHERLI ARLETTE DEC 25 RETIREE REIMBURSEMENT	\$	99.40
11/19/2025	96358	ADAMS ELLEN DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/19/2025	96359	ANN DORICE DEC 25 RETIREE REIMBURSEMENT	\$	24.38
11/19/2025	96360	ARCHIBEQUE ELEANOR DEC 25 RETIREE REIMBURSEMENT	\$	20.42
11/19/2025	96361	BAN MARK DEC 25 RETIREE REIMBURSEMENT	\$	48.76
11/19/2025	96362	BARRY BARTHOLOMEW DEC 25 RETIREE REIMBURSEMENT	\$	22.11
11/19/2025	96363	BLAIR GARY DEC 25 RETIREE REIMBURSEMENT	\$	22.11
11/19/2025	96364	BLIGHT KAREN DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/19/2025	96365	BRONDSTATTER WALLACE DEC 25 RETIREE REIMBURSEMENT	\$	58.47
11/19/2025	96366	BROWN ERNEST DEC 25 RETIREE REIMBURSEMENT	\$	58.47
11/19/2025	96367	BYTHEWAY MARY DEC 25 RETIREE REIMBURSEMENT	\$	22.11
11/19/2025	96368	CLARKE PATRICIA DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/19/2025	96369	CONTRERAS-NAVARRO FRANCISCO DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/19/2025	96370	CRAMBLETT LAWRENCE DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/19/2025	96371	CRAWFORD TERRI DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/19/2025	96372	CUMMINS MAJOR DEC 25 RETIREE REIMBURSEMENT	\$	58.47
11/19/2025	96373	DEVIVO WILLIAM DEC 25 RETIREE REIMBURSEMENT	\$	47.43
11/19/2025	96374	DORFMAN IRIS DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/19/2025	96375	DRAKE JUDITH DEC 25 RETIREE REIMBURSEMENT	\$	22.11
11/19/2025	96376	ELIA LARRY DEC 25 RETIREE REIMBURSEMENT	\$	22.11
11/19/2025	96377	ESCARCEGA MIGUEL DEC 25 RETIREE REIMBURSEMENT	\$	58.47
11/19/2025	96378	FALLAU NICHOLAS DEC 25 RETIREE REIMBURSEMENT	\$	17.15
11/19/2025	96379	FLAGG PAULA DEC 25 RETIREE REIMBURSEMENT	\$	17.15
11/19/2025	96380	GALLOWAY SCOTT DEC 25 RETIREE REIMBURSEMENT	\$	22.11

Attachment A

11/19/2025	96381	GARBEZ MANNY	DEC 25 RETIREE REIMBURSEMENT	\$	22.11
11/19/2025	96382	GOSE JOHN	DEC 25 RETIREE REIMBURSEMENT	\$	22.11
11/19/2025	96383	GRANADOS-BOYCE MARIA	DEC 25 RETIREE REIMBURSEMENT	\$	48.76
11/19/2025	96384	GROSJEAN DOUGLAS	DEC 25 RETIREE REIMBURSEMENT	\$	44.22
11/19/2025	96385	HAMM CAROLYN	DEC 25 RETIREE REIMBURSEMENT	\$	22.11
11/19/2025	96386	HERNANDEZ MARGARITO	DEC 25 RETIREE REIMBURSEMENT	\$	22.11
11/19/2025	96387	HERSHEY ANDREA	DEC 25 RETIREE REIMBURSEMENT	\$	47.43
11/19/2025	96388	HICKLIN LUCILLE	DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/19/2025	96389	HOLCOMB MICHAEL	DEC 25 RETIREE REIMBURSEMENT	\$	58.47
11/19/2025	96390	HYMAN JOE	DEC 25 RETIREE REIMBURSEMENT	\$	58.47
11/19/2025	96391	JACINTO FRANK	DEC 25 RETIREE REIMBURSEMENT	\$	48.76
11/19/2025	96392	KALE RICKEY	DEC 25 RETIREE REIMBURSEMENT	\$	58.47
11/19/2025	96393	LEGORRETA PETE	DEC 25 RETIREE REIMBURSEMENT	\$	40.83
11/19/2025	96394	LOGIUDICE FRED	DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/19/2025	96395	LORENZANO JAMES	DEC 25 RETIREE REIMBURSEMENT	\$	103.04
11/19/2025	96396	LUNA SUZANNE	DEC 25 RETIREE REIMBURSEMENT	\$	44.83
11/19/2025	96397	MC CALMONT DIANE	DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/19/2025	96398	MCDONALD JANIE	DEC 25 RETIREE REIMBURSEMENT	\$	27.31
11/19/2025	96399	MCDONALD KEVIN	DEC 25 RETIREE REIMBURSEMENT	\$	22.11
11/19/2025	96400	MESECK MARGARITA	DEC 25 RETIREE REIMBURSEMENT	\$	22.11
11/19/2025	96401	MILLER FOREST	DEC 25 RETIREE REIMBURSEMENT	\$	22.11
11/19/2025	96402	MILLER MARY	DEC 25 RETIREE REIMBURSEMENT	\$	33.60
11/19/2025	96403	MITCHELL LISA	DEC 25 RETIREE REIMBURSEMENT	\$	16.84
11/19/2025	96404	MORGAN JEANETTE	DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/19/2025	96405	MULLIS MICHAEL	DEC 25 RETIREE REIMBURSEMENT	\$	91.18
11/19/2025	96406	MUNGIOLI LARRY	DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/19/2025	96407	O'HAGIN JUSTINA	DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/19/2025	96408	OJEDA ROBERTO	DEC 25 RETIREE REIMBURSEMENT	\$	58.47
11/19/2025	96409	OWENS ROLAND	DEC 25 RETIREE REIMBURSEMENT	\$	99.40
11/19/2025	96410	PARHAM WALLACE	DEC 25 RETIREE REIMBURSEMENT	\$	58.47
11/19/2025	96411	PETERS TERRIE	DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/19/2025	96412	PHILLIPS TYRONE	DEC 25 RETIREE REIMBURSEMENT	\$	2.74
11/19/2025	96413	PRINCE PETER	DEC 25 RETIREE REIMBURSEMENT	\$	48.76
11/19/2025	96414	REED KATHY	DEC 25 RETIREE REIMBURSEMENT	\$	22.41
11/19/2025	96415	REGAN MICHAEL	DEC 25 RETIREE REIMBURSEMENT	\$	48.76
11/19/2025	96416	ROWE RUBY	DEC 25 RETIREE REIMBURSEMENT	\$	73.80
11/19/2025	96417	RUIZ ESTEVAN	DEC 25 RETIREE REIMBURSEMENT	\$	48.76
11/19/2025	96418	SALGUEIRO MICHAEL	DEC 25 RETIREE REIMBURSEMENT	\$	48.76
11/19/2025	96419	SANDOVAL ANGEL	DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/19/2025	96420	SERRATO JUAN	DEC 25 RETIREE REIMBURSEMENT	\$	48.76
11/19/2025	96421	SLATER ROBYN	DEC 25 RETIREE REIMBURSEMENT	\$	87.21
11/19/2025	96422	SWART RANDY	DEC 25 RETIREE REIMBURSEMENT	\$	44.22
11/19/2025	96423	THOMAS RUSSELL	DEC 25 RETIREE REIMBURSEMENT	\$	58.47
11/19/2025	96424	TOVAR SERENA	DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/19/2025	96425	WADSWORTH RITA	DEC 25 RETIREE REIMBURSEMENT	\$	22.11
11/19/2025	96426	WHITNEY LUCERE	DEC 25 RETIREE REIMBURSEMENT	\$	58.47
11/19/2025	96427	WU PETER	DEC 25 RETIREE REIMBURSEMENT	\$	24.38
11/19/2025	96428	WYANT JUDI	DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/19/2025	96429	YANCY TERRY	DEC 25 RETIREE REIMBURSEMENT	\$	29.23
11/20/2025	96430	4IMPRINTINC.	Promo Item reorder OCT 2025	\$	14,095.23
11/20/2025	96431	ADARIDE.COM LLC	10/2025 ELIGIBILITY SERVICES	\$	7,101.25
11/20/2025	96432	AMAZON CAPITAL SERVICES INC.	14-MONTH PLANNER FOR PAYROLL	\$	395.09
11/20/2025	96433	ANDREW J. O'KEEFE II	Monthly services November	\$	4,000.00
11/20/2025	96434	CALIFORNIA NEWSPAPERS P'SHIP -	LEGAL NOTICES	\$	110.40
11/20/2025	96435	CITY OF SANTA CRUZ FINANCE RRF	OCTOBER DUMP	\$	45.14
11/20/2025	96436	COMCAST BUSINESS	S/P 11/21/25 - 12/20/25 / CEC INTERNET	\$	172.32
11/20/2025	96437	FEDEX OFFICE	LATE FEE INV 510200105405	\$	650.78

Attachment A

11/20/2025	96438	FRONTIER COMMUNICATIONS - 3025 S/P 11/16/25 - 12/15/25 / SKYLINE TO RIVER	\$	53.97
11/20/2025	96439	GARDA CL WEST INC. 11/2025 SERVICES ACCT#189686	\$	13,116.93
11/20/2025	96440	GRAINGER CREDIT FOR INV 9673332673 / WO# 226623	\$	1,088.05
11/20/2025	96441	HARTFORD LIFE AND ACCIDENT INS OCTOBER 2025 - LONG TERM DISABILITY II	\$	20,039.00
11/20/2025	96442	J.J.R ENTERPRISESINC. HP TONER	\$	206.33
11/20/2025	96443	KJRB INC. Outside Repair Revenue Vehicles WO342460	\$	1,138.50
11/20/2025	96444	LANGUAGE LINE SERVICES INC BOARD MEETING INTERPRETER	\$	543.60
11/20/2025	96445	LUMINATOR TECH GROUP GLOBAL REVENUE VEHICLE PARTS	\$	1,226.95
11/20/2025	96446	MANSFIELD OIL CO OF GAINSVILLE fuels and lubricants revenue vehicles del 10.20	\$	20,184.73
11/20/2025	96447	MARK THOMAS & COMPANY INC TASK ORDER 14 PAC STATION	\$	1,216.55
11/20/2025	96448	MASABI LLC ANNUAL SUPPORT 9/1/25-6/30/25 AND WAF	\$	22,900.00
11/20/2025	96449	MISSION UNIFORM TOWELS MOPS MATS / MMF	\$	1,260.56
11/20/2025	96450	MOHAWK MFG. & SUPPLY CO. REVENUE VEHICLE PARTS	\$	1,392.38
11/20/2025	96451	MUNICIPAL MAINTENANCE WO# 226584 / MMF / REPAIR CONNECTOR	\$	503.12
11/20/2025	96452	NIDAL HALABI & NADA ALGHARIB Santa Cruz Metro Magnetic Badge	\$	298.52
11/20/2025	96453	NORTH BAY FORD LINC-MERCURY REVENUE VEHICLE PARTS	\$	5,282.64
11/20/2025	96454	PACIFIC TRUCK PARTS INC. Tools Under \$10000	\$	172.07
11/20/2025	96455	PASSPORT SOFTWARE INC ACA Full Service 2025	\$	3,985.25
11/20/2025	96456	PIED PIPER EXTERMINATORS INC. MONTHLY PEST CONTROL / MMF	\$	752.00
11/20/2025	96457	PORTOLA SYSTEMS INC. IT SERVICES	\$	269.00
11/20/2025	96458	POWER BUSINESS TECHNOLOGY LLI BLACK TONER FOR EQUIPMENT PB13800 C	\$	8.95
11/20/2025	96459	RANDY WEST OPS-300 CONDITION SHEETS	\$	603.63
11/20/2025	96460	RIVERSIDE LIGHTING INC. WO# 226708 / WTC	\$	317.93
11/20/2025	96461	SANTA CRUZ AUTO PARTS INC. REVENUE VEHICLE PARTS	\$	823.91
11/20/2025	96462	SELF INSURED SERVICES COMPANY 12/2025 DENTAL	\$	51,777.00
11/21/2025	96463	ABC BUS INC REVENUE VEHICLE PARTS	\$	39.97
11/21/2025	96464	AMAZON CAPITAL SERVICES INC. OFFICE SUPPLIES	\$	446.49
11/21/2025	96465	AT&T S/P 10/13/25 - 11/12/25 / PT TO PT1	\$	1,141.56
11/21/2025	96466	BATTERY SYSTEMS INC. REVENUE VEHICLE PARTS	\$	21,397.61
11/21/2025	96467	BFS GROUP LLC WO# 226174 / FIELD	\$	286.11
11/21/2025	96468	CELTIS VENTURES INC. Miscellaneous Campaigns. Services Rendered	\$	8,023.75
11/21/2025	96469	CENTER FOR TRANSPORTATION ANI SCON2024-00188 ZERO EMISSION	\$	13,349.52
11/21/2025	96470	CITY OF SANTA CRUZ/PARKING DEC2025 CS Parking Permits Front/Soquel Gz	\$	900.00
11/21/2025	96471	CLEAN ENERGY LNG 11.10.25	\$	15,625.37
11/21/2025	96472	CLEVER DEVICES LTD. ONBOARD HARDWARE WARRANTY	\$	46,687.00
11/21/2025	96473	COMMUNITY PRINTERS INC. Reimagine METRO Car Cards	\$	5,243.91
11/21/2025	96474	COMPLETE COACH WORKS INC REVENUE VEHICLE PARTS 5535: 342185	\$	53.35
11/21/2025	96475	CUMMINSINC REVENUE VEHICLE PARTS	\$	3,493.46
11/21/2025	96476	EAST BAY TIRE CO. Tires and Tubes Revenue/Non Revenue Vehicl	\$	20,193.36
11/21/2025	96477	EMPLOYNET INC Marketing Interns Weekend Date: 10/26/2025	\$	4,362.53
11/21/2025	96478	FIRST ALARM SECURITY & PATROL Patrol Services for October 2025	\$	93,198.48
11/21/2025	96479	FLYERS ENERGY LLC Fuels and Lubricants Non Revenue Vehicles 1	\$	12,891.19
11/21/2025	96480	FRONTIER COMMUNICATIONS - 6145 11/13 12/12/2025 SKYLINE TO OCEAN ACCT	\$	68.12
11/21/2025	96481	GILLIG LLC REVENUE VEHICLE PARTS	\$	5,777.96
11/21/2025	96482	GRAINGER CLEANING SUPPLIES / MMF	\$	134.54
11/21/2025	96483	GROUP 4 ARCHITECTURERESEARCH 19-0020 SERVICES THROUGH 10/31/2025	\$	19,451.25
11/21/2025	96484	HANSON BRIDGETT LLP MATTER # 032117.001002	\$	43,015.54
11/21/2025	96485	HPT MOTORS LLC DBA: SANTA CRUZ Parts & Supplies Non Inv - Credit 469771CM tc	\$	170.10
11/21/2025	96486	HUNT & SONS INC. Fuel and Lubricants Revenue Vehicles	\$	252.55
11/21/2025	96487	K&D LANDSCAPING INC CREDIT FOR CONTRACT/SERVICE ISSUES	\$	1,833.00
11/21/2025	96488	KELLEY'S SERVICE INC. REVENUE VEHICLE PARTS	\$	3,020.21
11/21/2025	96489	KIMBALL MIDWEST Parts & Supplies Non Inventory	\$	1,064.73
11/21/2025	96490	KJRB INC. Outside Repair Revenue Vehicles 2318; 34298	\$	693.00
11/21/2025	96491	MANSFIELD OIL CO OF GAINSVILLE Fuels and Lubricants Revenue Vehicles	\$	21,442.04
11/21/2025	96492	MID VALLEY SUPPLY INC. CLEANING SUPPLIES / MMF	\$	161.88
11/21/2025	96493	MILLER MAXFIELD INC Sentinel ad; client communication	\$	5,883.13
11/21/2025	96494	MODEL 1 COMMERCIAL VEHICLES IN REVENUE VEHICLE PARTS PC1702; 342134	\$	225.84

Attachment A

11/21/2025	96495	PACIFIC GAS & ELECTRIC	10/07-11/11/2025 PARACRUZ ACCT#817529	\$	1,799.41
11/21/2025	96496	QUADIENT FINANCE USA INC	ADMIN POSTAGE ACCT ENDING 1598	\$	836.00
11/21/2025	96497	SANTA CRUZ COUNTY CHAMBER OF	Tiered Membership Dues 01/01/2026 to 12/31/	\$	3,000.00
11/21/2025	96498	SANTA CRUZ MUNICIPAL UTILITIES	S/P 10/01/25 - 10/31/25 / SBF IRRIGATION	\$	12,317.39
11/24/2025	96509	AMAZON CAPITAL SERVICES INC.	OFFICE SUPPLIES	\$	153.10
11/24/2025	96510	CITY OF WATSONVILLE UTILITIES	ORGANICS CART / WTC	\$	2,259.51
11/24/2025	96511	HANSON BRIDGETT LLP	LEGAL SERVICES	\$	9,295.40
11/24/2025	96512	JOHNSON CONTROLS INC	S/P 11/01/25 - 1/31/26 / FINAL ACCT INV / OF	\$	989.36
11/24/2025	96513	LAW OFFICES OF MARIE F. SANG	CL#23004270	\$	306.85
11/24/2025	96514	RICOH USA INC CA	11/01-11/30/2025 BASE OPS ACCT#4218837	\$	205.11
11/24/2025	96515	SANTA CRUZ RECORDS MNGMT INC	MONTHLY SHRED ALL LOCATIONS	\$	305.00
11/24/2025	96516	SCARBOROUGH LBR & BLDG SUPPLY	WO# 226744 / SVT	\$	27.43
11/24/2025	96517	SCOTTS VALLEY WATER DISTRICT	S/P 10/01/25 - 10/31/25 / SVT / LATE FEE \$7	\$	714.45
11/24/2025	96518	SLINGSHOT CONNECTIONS LLC	CSR Week Ending 11/16/25	\$	2,293.20
11/24/2025	96519	SOUTHWEST COMMERCIAL PRODUC	CLEANING SUPPLIES / PARTS INV	\$	240.00
11/24/2025	96520	SPORTWORKS GLOBAL LLC	REVENUE VEHICLE PARTS	\$	1,387.63
11/24/2025	96521	THE AFTERMARKET PARTS CO LLC	REVENUE VEHICLE PARTS	\$	13,131.81
11/24/2025	96522	THE HOSE SHOP INC	WO# 226778 / SVT	\$	70.94
11/24/2025	96523	USSC ACQUISITION CORP DBA: FOGI	REVENUE VEHICLE PARTS PC4623; 341051	\$	18.39
11/24/2025	96524	VALLEY POWER SYSTEMS NORTHIN	REVENUE VEHICLE PARTS	\$	4,621.23
11/24/2025	96525	WEBER HAYES & ASSOCIATES INC	SOIL TESTING PACIFIC STATION	\$	1,615.00
11/13/2025	96295	Cesar Alvarez-Castillo (1161)	REIMBURSEMENT	\$	150.00
11/13/2025	96296	Daniel Zaragoza (764)	REIMBURSEMENT	\$	80.35
11/13/2025	96297	Daniel Zaragoza (764)	REIMBURSEMENT	\$	1,560.38
11/13/2025	96298	Dario Rocha (1030)	REIMBURSEMENT	\$	500.00
11/13/2025	96299	Eddie Manuel Martinez (1336)	REIMBURSEMENT	\$	150.00
11/13/2025	96300	Greg Strecker (1518)	REIMBURSEMENT	\$	1,129.77
11/13/2025	96301	Jaime Hernandez (604)	REIMBURSEMENT	\$	500.00
11/13/2025	96302	Maria Flores Demoran (1394)	REIMBURSEMENT	\$	250.00
11/13/2025	96303	Michael Bois (1299)	REIMBURSEMENT	\$	1,560.00
11/13/2025	96304	Miguel Villarruel Tavares (1118)	REIMBURSEMENT	\$	250.00
11/13/2025	96305	Rina Solorio Gomez (1047)	REIMBURSEMENT	\$	163.50
11/13/2025	96306	Ryan MacDonell (776)	REIMBURSEMENT	\$	119.99
11/13/2025	96307	Suzie Mistry (1400)	REIMBURSEMENT	\$	167.94
11/24/2025	96499	Cesar Medina Rodriguez (1111)	REIMBURSEMENT	\$	150.00
11/24/2025	96500	Corey Aldridge (1607)	REIMBURSEMENT	\$	396.01
11/24/2025	96501	Corey Aldridge (1607)	REIMBURSEMENT	\$	674.88
11/24/2025	96502	Daniel Zaragoza (764)	REIMBURSEMENT	\$	80.00
11/24/2025	96503	Derek Toups (1517)	REIMBURSEMENT	\$	439.14
11/24/2025	96504	Eric Lopez Guerra (1613)	REIMBURSEMENT	\$	125.00
11/24/2025	96505	Freddy Rocha (721)	REIMBURSEMENT	\$	1,343.00
11/24/2025	96506	Margo Ross (1238)	REIMBURSEMENT	\$	1,295.13
11/24/2025	96507	Michell Collins (1204)	REIMBURSEMENT	\$	150.00
11/24/2025	96508	Stefan Woliczko (922)	REIMBURSEMENT	\$	250.00
Grand Total				\$	1,540,012.43

Attachment A

NOVEMBER 2025 ACH PAYMENTS



Payment Type	Payment Date	Payee	Line Item Description2	Total
EFT	11/4/2025	NEW FLYER OF AMERICA INC	FORTY-FOUR (44) 40FT HYDROGEN BUSESPROJECT: 23-0001	\$ 2,377,181.78
	11/6/2025	UNITED PARCEL SERVICE	P/U 10/3, 10/9, 10/10, 10/16	\$ 134.99
		MESSER LLC	HYDROGEN FUEL STORAGE, COMPRESSION, AND DISPENSING	\$ 95,463.24
	11/13/2025	NEW FLYER OF AMERICA INC	FORTY-FOUR (44) 40FT HYDROGEN BUSESPROJECT: 23-0001	\$ 1,188,590.89
	11/14/2025	UNITED PARCEL SERVICE	P/U 10/21, 10/27 & 10/29	\$ 185.32
			PLD FEE FOR 10/24/25 SHIPMENT	\$ 185.32
			WEEKLY SERVICES AND 10/17 P/U	\$ 185.32
11/19/2025		AGUIRRE, CIRO	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 17.15
		AITKEN, ANGELA	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 117.02
		ALLEN, ROBERT	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 22.11
		ANDRADE, GERALD	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 48.76
		ARCHIBEQUE, JUANITA	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 58.47
		AVILES, PATRICIA	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 29.23
		BASS, BETTY	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 29.23
		BOYD, MICHAEL	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 58.47
		BREGANTE, BATTISTA	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 22.11
		BRONDSTATTER, CHERYL	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 29.23
		BROWN, KENNETH	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 58.47
		BURKET, JANET	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 29.23
		CANALES, DONNA	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 34.31
		CAPELLA, KATHLEEN	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 48.76
		CASANEGA, RICHARD	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 22.11
		CAVATAIO, PASQUALE	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 44.22
		CENTER, DOUGLAS	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 22.11
		CHANDLEY, PAUL	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 99.40
		CLAYTON, MICHAEL	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 22.11
		COTTER, ROBERT	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 58.47
		CRUISE, RICHARD	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 29.23
		CUMMINGS, PATRICIA	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 48.76
		DEAN, RONALD	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 29.23
		DIAZ, OLIVIA	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 80.92
		DOBBS, LILLIAN	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 22.11
		EMERSON, WILLIAM	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 58.47
		FENN, MARILYN	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 29.23
		FLORES, JUAN	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 80.92
		FLOREZ, ROSIE	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 22.11
		FORRESTER, WALBURGA	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 29.23
		FRANCIS, RUFUS	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 34.31
		GABRIEL, RICHARD	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 29.23
		GABRIELE, BERNARD	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 16.84
		GABRIELE, CATHLEEN	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 16.84
		GALE, TERRY	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 58.47
		GARCIA, DANIEL	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 29.23
		GARCIA, SAMUEL	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 29.23
		GROBMAN, BRUCE	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 22.11
		HERNANDEZ, JUAN	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 48.76
		HILL, ANDREW	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 29.23
		HILTNER, THOMAS	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 103.04
		JUSSEL, PETE	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 22.11
		KAMEDA, TERRY	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 29.23
		KELLY, ELOISE	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 22.11
		KONNO, DAVID	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 40.83
		LAWSON, LOIS	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 29.23
		LEFFLER, JEAN	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 29.23
		LONGNECKER, LLOYD	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 58.47
		LUCIER, MARILYN	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 22.11
		LYNCH, GLENN	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 58.47
		MACHADO, MARGARET	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 22.11
		MALPHRUS, BRENDA	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 24.38
		MARTIN, DAWN	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 58.47
		MARTINEZ, MANUEL	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 116.03
		MARTINEZ, MARK	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 48.76
		MCFADDEN, IAN	RETIREE REIMBURSEMENT - DECEMBER 25	\$ 29.23

Attachment A

EFT	45980	MCHALE, BRIAN	RETIREE REIMBURSEMENT - DECEMBER 25	\$	58.47
		MELLON, JOHN	RETIREE REIMBURSEMENT - DECEMBER 25	\$	22.11
		MOREAU, DAVID	RETIREE REIMBURSEMENT - DECEMBER 25	\$	99.40
		MORR, BONNIE	RETIREE REIMBURSEMENT - DECEMBER 25	\$	48.76
		MUNGUIA, GUSTAVO	RETIREE REIMBURSEMENT - DECEMBER 25	\$	44.22
		NABOR, GLEN	RETIREE REIMBURSEMENT - DECEMBER 25	\$	29.23
		NAUKKARINEN, JUKKA	RETIREE REIMBURSEMENT - DECEMBER 25	\$	29.23
		NELSON, EDWARD	RETIREE REIMBURSEMENT - DECEMBER 25	\$	22.11
		NELSON, RICHARD	RETIREE REIMBURSEMENT - DECEMBER 25	\$	58.47
		NIETO, MANUEL	RETIREE REIMBURSEMENT - DECEMBER 25	\$	44.22
		NORTH, JEFFREY	RETIREE REIMBURSEMENT - DECEMBER 25	\$	99.40
		NORTHON, M	RETIREE REIMBURSEMENT - DECEMBER 25	\$	142.23
		O'DONNELL, SHAWN	RETIREE REIMBURSEMENT - DECEMBER 25	\$	58.47
		OROZCO, RICHARD	RETIREE REIMBURSEMENT - DECEMBER 25	\$	116.03
		PAULSON, STEVEN	RETIREE REIMBURSEMENT - DECEMBER 25	\$	58.47
		PEREZ, ANTONIO	RETIREE REIMBURSEMENT - DECEMBER 25	\$	44.22
		PHILLIPS, THOMAS	RETIREE REIMBURSEMENT - DECEMBER 25	\$	22.11
		PICARELLA, FRANCIS	RETIREE REIMBURSEMENT - DECEMBER 25	\$	22.11
		POLANCO, JOSE	RETIREE REIMBURSEMENT - DECEMBER 25	\$	58.47
		PRECIADO, MARY LOU	RETIREE REIMBURSEMENT - DECEMBER 25	\$	22.11
		PRICE, HARRY	RETIREE REIMBURSEMENT - DECEMBER 25	\$	58.47
		PRINCE, DEBRA	RETIREE REIMBURSEMENT - DECEMBER 25	\$	29.23
		PRUDDEN, RICHARD	RETIREE REIMBURSEMENT - DECEMBER 25	\$	58.47
		PYE, GINA	RETIREE REIMBURSEMENT - DECEMBER 25	\$	58.47
		RAMIREZ, MANUEL	RETIREE REIMBURSEMENT - DECEMBER 25	\$	17.15
		RHODES, BRUCE	RETIREE REIMBURSEMENT - DECEMBER 25	\$	29.23
		ROCHA, SHERRI	RETIREE REIMBURSEMENT - DECEMBER 25	\$	24.38
		ROSS, ELISABETH	RETIREE REIMBURSEMENT - DECEMBER 25	\$	29.23
		ROSS, EMERY	RETIREE REIMBURSEMENT - DECEMBER 25	\$	29.23
		ROY, ARLEN	RETIREE REIMBURSEMENT - DECEMBER 25	\$	29.23
		RYLANDER, REED	RETIREE REIMBURSEMENT - DECEMBER 25	\$	44.22
		SANCHEZ, ASCENCION	RETIREE REIMBURSEMENT - DECEMBER 25	\$	103.04
		SCARGILL, RAYMOND	RETIREE REIMBURSEMENT - DECEMBER 25	\$	58.47
		SCHRAEDER, PAUL	RETIREE REIMBURSEMENT - DECEMBER 25	\$	44.22
		SCILLA, JOSEPH	RETIREE REIMBURSEMENT - DECEMBER 25	\$	29.23
		SILVA, EDUARDO	RETIREE REIMBURSEMENT - DECEMBER 25	\$	22.11
		STARKEY, THOMAS	RETIREE REIMBURSEMENT - DECEMBER 25	\$	24.38
		STICKEL, THOMAS	RETIREE REIMBURSEMENT - DECEMBER 25	\$	44.22
		TERESI, CHARMIEL	RETIREE REIMBURSEMENT - DECEMBER 25	\$	29.23
		TOLENTINO, SALVADOR	RETIREE REIMBURSEMENT - DECEMBER 25	\$	44.83
		TRENT, VICKI	RETIREE REIMBURSEMENT - DECEMBER 25	\$	24.38
		TUTTLE-CALLIS, CHERI	RETIREE REIMBURSEMENT - DECEMBER 25	\$	103.04
		VALDEZ, JOSE	RETIREE REIMBURSEMENT - DECEMBER 25	\$	48.76
		VAN DE VEER, JOHN	RETIREE REIMBURSEMENT - DECEMBER 25	\$	91.18
		VANDERZANDE, ED	RETIREE REIMBURSEMENT - DECEMBER 25	\$	58.47
		VEST, SHELLY	RETIREE REIMBURSEMENT - DECEMBER 25	\$	29.23
		VONWAL, YVETTE	RETIREE REIMBURSEMENT - DECEMBER 25	\$	29.23
		WALTER, KEVIN	RETIREE REIMBURSEMENT - DECEMBER 25	\$	44.22
		WHITE, LESLIE	RETIREE REIMBURSEMENT - DECEMBER 25	\$	29.23
		WILLIS, GREGORY	RETIREE REIMBURSEMENT - DECEMBER 25	\$	117.02
		WILSON, BONNIE	RETIREE REIMBURSEMENT - DECEMBER 25	\$	58.47
		WOODBRIDGE, ELIZABETH	RETIREE REIMBURSEMENT - DECEMBER 25	\$	99.40
		YEO, BILL	RETIREE REIMBURSEMENT - DECEMBER 25	\$	22.41
	11/20/2025	NEW FLYER OF AMERICA INC	FORTY-FOUR (44) 40FT HYDROGEN BUSESPROJECT: 23-0001	\$	1,188,590.89
	11/24/2025	SPECIALTY FIELD SERVICE INC	REPAIR OF VTA HYBRID BUSES (VEHICLES 4201-4210)	\$	1,280.00
		UNITED PARCEL SERVICE	P/U 11/4, 11/6 & 11/10	\$	119.89
EFT Total				\$	4,856,908.80
Manual	11/24/2025	U.S. BANK - CAL-CARD	MISC EXPENSES, TRAVEL & TRAINING	\$	30,692.48
Manual Total				\$	30,692.48
Grand Total				\$	4,887,230.64

MINUTES*

MAC MEETING OF OCTOBER 15, 2025



The METRO Advisory Committee (MAC) met on Wednesday, October 15, 2025. The meeting was held as a hybrid meeting. *Minutes are “summary” minutes, not verbatim minutes.

1. **CALLED TO ORDER** at 6:14 PM by Chair Elsea.
2. **ROLL CALL** - The following MAC Members were **present**, representing a quorum:

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

Michael Pisano
Becky Taylor
James Von Hendy

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

Mr. Von Hendy mentioned that his term will expire in December 2025 and will not be applying for reappointment to serve on MAC. Mr. Cruse shared his experience of riding a METRO Bus so that staff could look into it further. Lisa, member of the public, shared her experience with riding ParaCruz. She said that fares are high if a rider misses their ParaCruz ride and needs to reschedule. Daniel Zaragoza, Operations Deputy Director, explained that ParaCruz waits five minutes at the destination before leaving. If ParaCruz must return, a \$16 fare is charged. To avoid this charge, riders just need to call ahead and reschedule. Rebecca Downing, METRO Board Chair, thanked the MAC members for their hard work and participation at the MAC meetings. She provided an update that the MAC Ad Hoc Committee met and the Committee recommended extending the nomination period to allow more candidates to apply. She also mentioned that she will be providing a recap of the Week Without Driving event at the next MAC meeting.

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

4. **RECEIVE AND FILE MINUTES FROM THE METRO ADVISORY COMMITTEE MEETING OF AUGUST 20, 2025**

MOTION: ACCEPT AND FILE THE MINUTES FROM THE METRO ADVISORY COMMITTEE MEETING OF AUGUST 20, 2025, AS PRESENTED

MOTION: PISANO

SECOND: DE WIT

MOTION PASSED WITH 7 AYES: Elsea, Martinez, Cruse, de Wit, Pisano, Taylor, Von Hendy.

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

Chair Elsea mentioned the letter in the packet that she wrote to Corey Aldridge, CEO/General Manager.

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

6. **UPDATE ON THE STATUS OF THE NEW METRO WEBSITE AND APPS**

Michael Bois, Communications and Marketing Manager, provided an update on the new METRO website and apps. He reported that METRO is still in the final stages of developing the website. Mr. Cruse requested clarification on aspects of the Transit app and furnished screenshots so staff could review.

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

7. UPDATE ON THE MOBILITY TRAINING COORDINATOR

Michael Bois, Communications and Marketing Manager, provided an update on the Mobility Training Coordinator position. He reported that more than 30 applications were received, and the position has now been filled. The new Mobility Training Coordinator is expected to start in early November 2025.

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

8. RECAP OF THE SANTA CRUZ COUNTY FAIR

John Urgo, Chief Planning and Innovation Officer, reported that the Santa Cruz County Fair took place September 10 – 14, 2025. METRO offered free fares on all trips to the fair on Route 79F (daily), Route 79 (weekends only), and ParaCruz. Riders also received a voucher for a discount on fair tickets. He reported that there were about 1,000 fair boardings over those five days.

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

9. UPDATE ON OPERATIONS

Daniel Zaragoza, Operations Deputy Director, provided an update on operations. He mentioned that nine hydrogen buses are currently in service. He mentioned that the temporary hydrogen fueler can fuel 20 buses at a time and that most hydrogen buses are operating on Routes 1 and 2, as well as Highway 17. Deputy Director Zaragoza also mentioned that ParaCruz has provided about 18,000 rides so far this year.

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

10. SERVICE PLANNING UPDATE

a. Quarterly Ridership Report

John Urgo, Chief Planning and Innovation Officer, stated that METRO is still working on the quarterly ridership report and that no report is available at this time.

b. Bus Stops

b.i. Update on Braille Bus Stop Signage

There are no new updates at this time. METRO will continue to work on this issue.

b.ii. Installation of Bus Stops on Islands

Officer Urgo reported that the project is moving into the design phase now but has not started yet. The purpose of the project is to speed up bus service. Discussion continued on bus stops, shelters, and islands.

c. Other Projects

c.i. Update on Reimagine METRO

Officer Urgo provided an update on Reimagine METRO. He mentioned that service has increased about 30%. Discussion continued on ridership and service changes related to Reimagine METRO.

c.ii. Update on River Front Transit Center

Officer Urgo reported that no recent changes have been made to the River Front Transit Center.

c.iii. Update on Pacific Station North

Officer Urgo reported that Pacific Station North is still scheduled to open in 2026.

c.iv. Update on Watsonville Transit Center

Officer Urgo reported that the Watsonville Transit Center is currently in the design phase.

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

11. ESTABLISH AND APPROVE THE METRO ADVISORY COMMITTEE 2026 MEETING SCHEDULE

MOTION: APPROVE THE 2026 MAC MEETING DATES OF FEBRUARY 18, MAY 20, AUGUST 19, AND OCTOBER 21

MOTION: DE WIT

SECOND: TAYLOR

MOTION PASSED WITH 7 AYES: Elsea, Martinez, Cruse, de Wit, Pisano, Taylor, Von Hendy.

12. ELECT THE METRO ADVISORY COMMITTEE CHAIR AND VICE CHAIR FOR 2026 TERM

MOTION: ELECT CHAIR DE WIT FOR A ONE-YEAR TERM (JANUARY 1 – DECEMBER 31, 2026)

MOTION: MARTINEZ

SECOND: CRUSE

MOTION PASSED WITH 7 AYES: Elsea, Martinez, Cruse, de Wit, Pisano, Taylor, Von Hendy.

MOTION: ELECT VICE CHAIR TAYLOR FOR A ONE-YEAR TERM (JANUARY 1 – DECEMBER 31, 2026)

MOTION: DE WIT

SECOND: PISANO

MOTION PASSED WITH 7 AYES: Elsea, Martinez, Cruse, de Wit, Pisano, Taylor, Von Hendy.

Donna Lind, METRO Board Director, congratulated the new Chair and Vice Chair, and thanked James Von Hendy for his service with MAC. She also acknowledged the MAC members and expressed appreciation for their hard work and participation at the MAC meetings.

13. COMMUNICATIONS TO THE METRO/GENERAL MANAGER

None.

14. COMMUNICATIONS TO THE METRO BOARD OF DIRECTORS

None.

15. ITEMS FOR NEXT MEETING AGENDA

- Service Planning Updates
- Quarterly Ridership Report
- Update on Reimagine METRO
- Update on Transit Centers (Watsonville Transit Center, Pacific Station North, and River Front Transit Center)
- Mobility Training Coordinator
- Recap of Week Without Driving
- Update on Website & Apps
- Update on Operations
- Chair Semi-Annual Report
- Update on Rapid Corridors Project

16. DISTRIBUTION OF VOUCHERS

Vouchers distributed by Elizabeth Rocha, Administrative Specialist.

17. ANNOUNCEMENT OF NEXT MEETING IN 2026

Chair Elsea announced the next MAC meeting will be held on Wednesday, February 18, 2026, at 6:00 PM at the METRO Admin Office, 110 Vernon Street, Santa Cruz.

18. ADJOURNMENT

Chair Elsea adjourned the meeting at 7:36 PM.

Respectfully submitted,

Elizabeth Rocha
Administrative Specialist

DRAFT



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
BOARD OF DIRECTORS MEETING MINUTES*
ADMIN OFFICE, 110 VERNON STREET, SANTA CRUZ, CA
NOVEMBER 21, 2025 – 9:00 AM**

A regular meeting of the Board of Directors of the Santa Cruz Metropolitan Transit District (METRO) convened on Friday, November 21, 2025, as a hybrid meeting.

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

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

1 CALLED TO ORDER at 9:00 AM by Board Chair Downing.

2 SAFETY DEBRIEF

Gregory Strecker, Safety, Security & Risk Management Director, provided a debriefing on safety, emphasizing METRO’s response to an active threat, fire, earthquake and/or medical emergency, and the evacuation routes.

3 ROLL CALL

Ex-Officio Director Reiskin announced he is participating remotely for just cause under AB 2449 due to the need to provide care for a family member. The following Directors were **present**, representing a quorum:

Director Rebecca Downing	County of Santa Cruz
Director Jimmy Dutra <i>AR 9:22 AM</i>	City of Watsonville
Director Shebreh Kalantari-Johnson*	City of Santa Cruz
Director Manu Koenig	County of Santa Cruz
Director Fabian Leonor	County of Santa Cruz
Director Donna Lind	City of Scotts Valley
Director Elizabeth Madrigal	County of Santa Cruz
Director Monica Martinez	County of Santa Cruz
Director Scott Newsome	City of Santa Cruz
Director Melinda Orbach	City of Capitola
Director Vanessa Quiroz-Carter** <i>AR 9:15 AM</i>	City of Watsonville
Ex-Officio Director Alta Northcutt	Cabrillo College
Ex-Officio Director Edward Reiskin	UC Santa Cruz

*Attended virtually from 515 15th St. NW, Washington, DC

**Attended virtually from 231 Oakes Road, Santa Cruz, CA

Corey Aldridge
Nicole Witt

CEO/General Manager
General Counsel

4 ANNOUNCEMENTS

- 4.1 Today's meeting was broadcast by Community Television of Santa Cruz County.
- 4.2 Hector Guzman from Language Line Services provided Spanish interpretation services for today's meeting.

5 BOARD OF DIRECTORS COMMENTS

Director Martinez expressed appreciation of the 35X Route that started in September 2025 and is receiving great feedback from her San Lorenzo Valley constituents. She also rode the service and was pleased that it took about the same amount of time as driving a car.

Board Chair Downing thanked the METRO staff and Santa Cruz County Regional Transportation Commissioners who serve on METRO's Board for their work on the consolidated grant applications. The positive result is most welcome, and we look forward to the improvements and service they will provide our riders, METRO staff, and community. She also announced that the Board will take a five-minute recess after Item 12 on the agenda.

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

6 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Brian Peoples, Trail Now, spoke of the importance of METRO's RTC representatives focusing on METRO issues. He recognized Director Leonor as doing a phenomenal job representing METRO at the meetings and recommended adding like representatives when determining the committee slates in 2026.

7 LABOR ORGANIZATION COMMUNICATIONS

Veronica Velazquez, Internal Organizer, SEIU Local 521, handed out a letter to the Board Members (attached) and spoke to it. Olivia Martinez, SEIU Region 2 Director, commented that SEIU membership does not feel that the Board takes their concerns seriously and because of the Board's previous decisions for the agency, are leading METRO toward a fiscal cliff. She asked the Board to step up and help its employees.

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

8 ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS

There were six additional communications to the Board of Directors that will be added to the agenda packet.

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

CONSENT AGENDA

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

- 9.1 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK AND ACH JOURNAL
DETAIL FOR THE MONTH OF OCTOBER 2025
Chuck Farmer, Chief Financial Officer

- 9.2 ACCEPT AND FILE:
A. MINUTES OF OCTOBER 24, 2025 BOARD OF DIRECTORS MEETING
B. MINUTES OF NOVEMBER 14, 2025 FINANCE, BUDGET AND AUDIT
STANDING COMMITTEE MEETING
Corey Aldridge, CEO/General Manager
- 9.3 ACCEPT AND FILE: THE YEAR-TO-DATE MONTHLY FINANCIAL REPORT AS
OF OCTOBER 31, 2025
Chuck Farmer, Chief Financial Officer
- 9.4 ACCEPT AND FILE: THE YEAR-TO-DATE KEY PERFORMANCE INDICATORS
(KPI) REPORT FOR QUARTER ONE AS OF SEPTEMBER 30, 2025
Chuck Farmer, Chief Financial Officer
- 9.5 ACCEPT AND FILE: THE METRO PARACRUZ OPERATIONS STATUS REPORT
FOR JULY, AUGUST AND SEPTEMBER 2025
Rina Solorio Gomez, Assistant Operations Manager, Paratransit
- 9.6 ACCEPT AND FILE: FISCAL YEAR 2025 FIRST QUARTER GRANTS
MANAGEMENT REPORT
Derek Toups, Planning and Innovation Deputy Director
- 9.7 APPROVE: RECOMMENDED ACTION ON TORT CLAIMS
Gregory Strecker, Safety, Security and Risk Management Director
- 9.8 APPROVE: 2026 BOARD OF DIRECTORS' MEETING SCHEDULE
Corey Aldridge, CEO/General Manager
- 9.9 APPROVE: REQUEST TO FUND A TRANSPORTATION PLANNER I/II
POSITION AND DEFUND THE PLANNING DATA ANALYST POSITION
Dawn Crummié, Chief Human Resources Officer

There were no public comments.

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

ACTION: MOTION TO APPROVE THE CONSENT AGENDA AS PRESENTED

MOTION: DIRECTOR LEONOR

SECOND: DIRECTOR LIND

MOTION PASSED WITH 10 AYES (Directors Downing, Kalantari-Johnson, Koenig, Leonor, Lind, Madrigal, Martinez, Newsome, Orbach, and Quiroz-Carter). Director Dutra was absent.

REGULAR AGENDA

- 10 PRESENTATION OF EMPLOYEE LONGEVITY AWARDS FOR:**
(20 YEARS) IDAN ALBARADO, BUS OPERATOR*
(20 YEARS) CAROLYN BOWERS, BUS OPERATOR
(20 YEARS) JUAN FERNANDEZ MAGANA, BUS OPERATOR*
(20 YEARS) JOY OLANDER, PAYROLL SUPERVISOR
(20 YEARS) EZEQUIEL OSORIO, BUS OPERATOR
(20 YEARS) JAIME RENTERIA, BUS OPERATOR*

(20 YEARS) CHRIS SULLIVAN, PARATRANSIT SUPERVISOR*
(20 YEARS) HECTOR TORRES, BUS OPERATOR*
(20 YEARS) VALENTIN ZARATE, BUS OPERATOR

*Denotes those in attendance to receive their certificates.

Jaime Renteria, SMART General Chairperson, Local 0023, thanked God for allowing him to be here and looking forward to 10 more years at METRO. He added that the Bus Operators are his second family—they've been there for him, and he will be there for them.

Board Members congratulated all on this accomplishment and for their service to METRO. Director Leonor especially thanked the Bus Operators for getting riders to their destinations. Ex-Officio Director Northcutt thanked the Bus Operators for their courtesy, love and care for the riders.

There were no public comments.

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

11 SALES TAX AND FISCAL CLIFF UPDATE

Corey Aldridge, CEO/General Manager, provided a brief background on when Reimagine METRO started. It added 30% more service, increased ridership, and allowed METRO to hire over 100 employees. This is funded by a one-time state grant which will run out in 2026. To maintain this level of service, we need an additional infusion of money. METRO worked with Senator Laird to pass legislation in 2023 which allowed a one-half cent sales tax measure specifically for METRO. The current plan is to bring this ballot measure to the voters in November 2026.

We are conducting a voter survey and will present the results to the Board in December. Today, we are looking at four scenarios to see what it would look like with a sales tax, without it, if it doesn't pass, and going to the voters in 2028. Nothing has been decided. As we move forward, we will provide the Board with updates.

Chuck Farmer, Chief Financial Officer, spoke to his presentation providing a high-level overview of the sales tax measure and fiscal cliff. He said this presentation is mainly a stress-test exercise and provided scenarios based on conservative estimates. He reviewed the operating cash reserve balances, base level assumptions on revenue, expenses and capital expenditures for each scenario in detail.

Discussion followed on:

- Pre-COVID ridership numbers
- Contractual wage adjustments
- What a 25% reduction to headcount would entail
- Compounding effects of delaying sales tax measure
- Tax applies to all of Santa Cruz County
- Citizens' initiative
- Additional state funding
- Polling survey
- Election costs
- Transit and Intercity Rail Capital Program (TIRCP) funds used

- Educating public on the value of METRO's service to the community and what a well-funded METRO looks like
- Congestion pricing
- Population growth/reduction
- Impacts of sales tax measure on each jurisdiction within the County
- Consider implementing cost savings now

Staff responded to all concerns.

There were no public comments.

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

12 MOBILE HYDROGEN FUELER-ALTERNATIVE SITE CONSIDERATION AND NOISE MITIGATION UPDATE

Margo Ross, Chief Operations Officer, spoke to this item and provided an update on considering an alternative site for the mobile fueler and the costs to develop a site for hydrogen and battery-electric buses. In addition, she provided the cost of physically relocating the existing mobile fueler and the challenges involved with such a move. She gave an update on the noise mitigation efforts currently taking place and anticipated testing for additional noise reduction.

Discussion followed on:

- National Environmental Policy Act (NEPA) compliance
- Total cost and timeline of moving mobile fueler to 809 W. Beach Street
- Impacts to service if METRO paused the temporary fueler today
- Decommissioning aged fleet under the VW Grant and replacing these vehicles with hydrogen buses
- Gaseous fueler
- Mitigating fueling during daytime hours
- Future purchases of buses and infrastructure required
- Vetting new buses and making them road ready
- Bringing the permanent fueler online
- Impacts on Watsonville when moving the temporary fueler there
- Commission a noise study in Watsonville before moving fueler

Jessie Beckett Parr, Ocean Street Extension Association, recommended better communication and transparency to the association going forward.

Gwyan Rhabyt, Ocean Street Extension Association, expressed concern over promises made and broken over the past months regarding the muffler. This involves outreach and communication. He wants assurances that none of this will happen with the permanent fueler.

Heather McDougal, Ocean Street Extension Association, spoke to the disruption to people's lives. Our community has been going through this for six months and is bearing the burden of this problem.

Director Kalantari-Johnson thanked the community members for attending the meeting. She stated that if this is not resolved at the Judy K. Souza facility, moving the mobile fueler to Watsonville will produce the same issues and she wouldn't support that. She requested that staff return to the Board with an update and opportunity for Board action on the following:

- Ensuring effective training and compliance to adhere to the protocols in using the temporary fueler
- Having staff engage in consistent communication to the Ocean Street Extension neighborhood
- Ensuring the proper installation of the muffler on the temporary fueler and confirming this installation will bring the equipment into compliance with the City of Santa Cruz's noise ordinance
- Discontinuing use of the temporary fueler immediately if the muffler does not adequately mitigate the noise and the temporary fueler remains out of compliance when fully installed.
- An analysis of the gaseous fueler option, including the procurement cost, procurement steps and timeline for the Board to consider at its December meeting for possible action.

Director Quiroz-Carter added that she would like the Board to be updated in writing via email on any action that is taken on this item, including the study findings and was in favor of shutting the fueler down if standards are not met.

Director Martinez was concerned that there are continued problems with training and communication when Board Members were assured that staff were addressing these issues. She hopes this is resolved by the December Board meeting.

Board Chair Downing concurred with Director Kalantari-Johnson that she does not want this repeated in Watsonville. She wants adequate communication in place when the permanent fueler comes online to the neighbors.

The meeting was paused for a break at 10:54 AM and resumed at 11:02 AM.

Director Kalantari-Johnson and Ex-Officio Director Northcutt left the meeting at 10:54 AM.

13 STATE LEGISLATIVE UPDATE FROM SHAW, YODER, ANTWIH, SCHMELZER AND LANGE

Michael Pimentel and Brendan Repicky, Shaw, Yoder, Antwih, Schmelzer and Lange spoke to their presentation. Mr. Pimentel provided an update on where the state is in the 2025-26 legislative session and the changes in legislative leadership. He provided a brief recap of the state budget process, the reauthorization of the Cap-and-Trade Program, and expenditures at risk. Through advocacy from the California Transit Association and METRO, we were successful in protecting all the money previously committed by the state through 2030 and continuing the investment in our TIRCP and LCTOP (Low Carbon Transit Operations Program) programs. He reviewed SB 125 funding, TIRCP Cycle 6, Cap-and-Invest Expenditure plan, and securing state delegation support for several Federal priorities.

Mr. Repicky reviewed the status of the following bills. SB 71, SB 707, AB 394, AB 1250 were signed by Governor Newsom. SB 512 was vetoed by Governor Newsom. SB 752 was held in the Senate Appropriations Committee.

Discussion followed on:

- Housing projects and the funding dispersed to Santa Cruz and Watsonville
- Remote participation at meetings
- Highway 1 projects and funding
- Classifying zero-emission buses
- High speed rail and private sector investments
- Local opportunities for engagement with the state
- Legislative conversations around gas tax and toll lanes

All concerns were addressed by Mr. Pimentel and Mr. Repicky.

There were no public comments.

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

14 FEDERAL LEGISLATIVE UPDATE FROM CFM ADVOCATES

Joel Rubin, CFM Advocates, spoke to his presentation. He reviewed the funding requests that have been awarded to METRO in the 2025 legislative session. For those projects not awarded, he suggested there is a way to modify the grant requests for the next round of requests. He provided an overview of his team's efforts at the federal level and the scope of services his team provides METRO. He reviewed the funding history of Bus and Bus Facility Program and the importance of protecting the gains made over the years. He covered the current transportation reauthorization bill expiring in September 2026. Congress is now working to draft the next reauthorization bill and the push by his team to maintain the \$2.2 billion in the Bus and Bus Facility Program and the Competitive Grant Program along with the challenges they face. He also covered opportunities available in the future and lastly, provided a DC update on the shutdown, appropriations outlook and timing, court battles, and a midterm election forecast.

Discussion followed on:

- Grant proposal for property in Watsonville
- Nationwide drop in building buses
- Low or No Emission Grant Program

There were no public comments.

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

15 CEO ORAL REPORT

Corey Aldridge, CEO/General Manager, did not provide an oral update to expedite the meeting, and will email the report to the Board Members instead.

There were no public comments.

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

16 ANNOUNCEMENT OF NEXT MEETING: FRIDAY, DECEMBER 19, 2025 AT 9:00 AM AT THE ADMIN OFFICE, 110 VERNON STREET, SANTA CRUZ, CA
Board Chair Downing

17 ADJOURNMENT
Board Chair Downing adjourned the meeting at 12:10 PM.

Respectfully submitted,

Donna Bauer
Sr. Executive Assistant

DRAFT

Attachment



SERVICE EMPLOYEES
INTERNATIONAL UNION
CTW-CLC

SAN JOSE H.Q.

2302 Zanker Road
San Jose, CA 95131

Phone: 408-678-3300
Fax: 408-954-1538

BAKERSFIELD

1001 17th Street
Bakersfield, CA 93301

Phone: 661-321-4160
Fax: 661-325-7814

FRESNO

5228 E. Pine Avenue
Fresno, CA 93727

Phone: 559-447-2560
Fax: 559-261-9308

HANFORD

101 N. Irwin St., Suite 203
Hanford, CA 93230

Phone: 559-587-1521
Fax: 559-587-1524

REDWOOD CITY

This location has been
closed. Please mail
correspondence to our
San Jose Headquarters

Phone Calls / Facsimiles
received at our San Jose
Headquarters:

Phone: 650-801-3500
Fax: 650-595-1930

SALINAS

334 Monterey Street
Salinas, CA 93901

Phone: 831-784-2560
Fax: 831-757-1863

SANTA CRUZ

517B Mission Street
Santa Cruz, CA 95060

Phone: 831-824-9255
Fax: 831-459-0756

VISALIA

1811 W. Sunnyside Avenue
Visalia, CA 93277

Phone: 559-635-3720
Fax: 559-733-5006

www.seiu521.org

November 21, 2025

Board of Directors
Santa Cruz Metropolitan District
110 Vernon Street
Santa Cruz, CA 95060

Dear Board of Directors of the Santa Cruz Metropolitan District,

We are concerned about decisions that the district is taking which will presumably negatively impact employees in 2026. The district is discussing a financial cliff-fall, which brings up issues with the following:

- **110 Vernon Office Remodel:** Currently, the district is remodeling the 110 Vernon offices. Where is the money coming from? Are you considering layoffs in 2026 to cover this shortfall?
- **Increased Use of Consultants:** In 2024, District Management reclassified their titles and were given high wages increases. However, we are concerned that we are seeing an increase in consultants performing some of the duties that fall under management responsibility.
 - For example, the use of Hanson Bridgets for everyday questions that Human Resources should have knowledge of and provide answers for is concerning. The reason that METRO defunded the local staff attorney was a cost savings measure, yet it seems the district is spending more money using the firm.
- **Management Job Descriptions:** We recently found on METRO's website that management job descriptions were updated on May 15, 2025; however, we did not see the update passed to the Board of Directors for review. We are concerned that Human Resources updated management job descriptions without having final approval from the Board.
- **Disparity of Remote Work:** While management gets to work remotely, staff have little to no opportunity to do the same. Management gets to work from home and benefits by keeping their appointments, picking up their kids, or going on vacation out of state while claiming they are working remotely. They are allowed to work remotely due to home emergencies and even are allowed to work from home when recovering from medical procedures.
 - That we are at critical times in METRO and do not have management in the office is concerning. Staff question if this behavior is a misappropriation of public funds.
- **Personal health issues:** We question whether the behavior discussed above constitutes misappropriation of public funds. By not having Management use



Attachment

Page 2 of 2
Board of Directors
November 20, 2025

their personal accrual time, or by failing to follow the Management Compensation Policy, which was recently revised and approved by the Board at the May board meeting, we are led to this conclusion.

- **Provisional Hires and Temporary Workers:** We are concerned that the district is consistently using provisional hires or temporary workers for budgeted positions, specifically for customer services positions. Setting up the conditions for a high turnover among temporary or provisional positions is a disservice to the public.

We have officially hit the six-month mark since SEIU produced and overwhelmingly passed a vote of no confidence to the CEO and HR Director. The METRO Board of Directors has not responded or reached out to address the concerns or discuss improvements that we are seeking. We have done our part and humbly request accountability from the Board of Directors and to represent the workers that make METRO possible to operate.

Sincerely,

Veronica Velazquez

Veronica Velazquez
Internal Organizer
SEIU Local 521

VV:sjw



DATE: December 19, 2025
TO: Board of Directors
FROM: Gregory Strecker, Safety, Security and Risk Management Director
SUBJECT: RECOMMENDED ACTION ON TORT CLAIMS

I. RECOMMENDED ACTION

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

II. SUMMARY

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

III. DISCUSSION/BACKGROUND

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

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

None

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

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

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

VIII. DESCRIPTION OF CLAIM

Claimant	Claim #	Description	Recommended Action
USAA a/s/o Scott Kupor	25-0010	Claimant alleges that METRO is liable for expenses related to property damage. Amount of claim: \$603.91	Reject
Victor Cheng	25-0011	Claimant alleges that METRO is liable for expenses related to property damage. Amount of claim: \$5,185.83	Reject
Subroclaims obo Geico aso Paul Yee	25-00012	Claimant alleges that METRO is liable for expenses related to property damage. Amount of claim: \$955.59	Reject

IX. APPROVALS

Gregory Strecker, Safety, Security
and Risk Management Director



Corey Aldridge,
CEO/General Manager



- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: December 19, 2025

TO: Board of Directors

FROM: Chuck Farmer, Chief Financial Officer

SUBJECT: ACCEPT AND FILE THE FINANCIAL UPDATE AS OF NOVEMBER 2025

I. RECOMMENDED ACTION

That the Board of Directors accept and file the Financial Update as of November 2025

II. SUMMARY OF ISSUES

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

This staff report is the web-accessible companion document to the attached PowerPoint presentation titled "Financial Update as of November 2025."

Staff recommends that the Board accept and file the attached report.

III. DISCUSSION/BACKGROUND

Below are the written explanations of the various charts and graphs in the attached Financial Update as of November 2025. The fiscal year has elapsed 42%.

Slide 1

(Cover) Financial Update as of November 2025

Slide 2

(Cover) November 2025, Pre-Close Financials

Slide 3

November 2025 Operating Surplus/(Deficit) Actual* vs. Budget

- Actuals are \$0.6M favorable to budget – excludes UAL/Bond Payment, Retiree Obligations
 - Passenger Fares – unfavorable by \$74K
 - Labor, Regular – favorable by \$136K, due to funded/vacant positions
 - Fringe Benefits – favorable by \$458K
 - Labor, OT – unfavorable by \$142K, increased overtime, primarily for Bus Operators, Operations, Fleet Mechanics
 - Non-Personnel – favorable by \$270K

Slide 4

November 2025 Operating Revenue and Expenses

- Operating Revenue, net unfavorable by \$74K
 - Passenger Fares - unfavorable by \$48K
 - Special Transit Fares – unfavorable by \$26K
- Operating Expense, net favorable by \$723K – Favorable wages/fringe driven by open headcount and timing of benefits, slightly offset by overtime
 - Labor Regular – favorable by \$136K
 - Labor OT – unfavorable by \$142K
 - Fringe Benefits – favorable by \$458K, excludes UAL and Retiree Obligations related costs
 - Non-Personnel – favorable by \$270K, excludes Bond payment related costs
- Operating Surplus/(Deficit) favorable by \$649K
 - Farebox Recovery – 14.9% vs 14.3% budget
- Non-Operating Revenue/(Expense), net unfavorable by \$270K– driven by lower sales tax revenue
 - Sales Tax/including Measure D – unfavorable by \$241K
 - Federal/State Grants – unfavorable by \$43K
 - Pension UAL/Bond Payment costs – favorable by \$11K
 - Retiree Obligations – favorable by \$23K
 - All Other Revenues – unfavorable by \$21K
- Operating Surplus/(Deficit) before Transfers favorable by \$379K

Slide 5

(Cover) YTD November 2025, Pre-Close Financials

Slide 6

YTD November 2025 Operating Surplus/(Deficit) Actual vs. Budget

- Actuals are \$1.6M favorable to budget – excludes UAL/Bond Payment and Retiree Obligations
 - Passenger Fares – unfavorable by \$229K
 - Labor Regular – favorable by \$202K, due to funded/vacant positions
 - Labor OT – unfavorable by \$747K, driven by overtime for Bus Operators, Fleet, Operations, and Paratransit departments

- Fringe Benefits – favorable by \$894K due to retirement and medical insurance savings from funded/vacant positions
- Non-Personnel – favorable by \$1,442K, primarily due to timing of spend related to Marketing programs and deferred Bridge Loan payments

Slide 7

YTD November 2025 Operating Revenue and Expenses

- Operating Revenue, net unfavorable by \$229K
 - Passenger Fares - unfavorable by \$108K
 - Special Transit Fares – unfavorable by \$121K
- Operating Expense, net favorable by \$1,791K– driven by open headcount, lower benefit costs, delayed marketing spend, and timing of bridge-loan interest payment
 - Labor Regular – favorable by \$202K
 - Labor OT – unfavorable by \$747K
 - Fringe Benefits – favorable by \$894K, excludes UAL/Retiree Obligation related costs
 - Non-Personnel – favorable by \$1,442K, excludes Bond payment related costs
- Operating Surplus/(Deficit) \$1,562K favorable
 - Farebox Recovery – 13.7% vs 13.6% budget
- Non-Operating Revenue/(Expense), net favorable by \$602K – due to higher sales tax revenue and higher drawdowns from FTA 5307 grant funding - Sales tax of \$14.1M is 1.2% higher than budget
 - Sales Tax/including Measure D – favorable by \$168K
 - Federal/State Grants – favorable by \$262K
 - Pension UAL/Bond Payment costs – favorable by \$53K
 - Retiree Obligations – favorable by \$144K
 - All Other Revenues – unfavorable by \$26K
- Operating Surplus/(Deficit) before Transfers favorable by \$2,164K

Slide 8

(Cover) Capital Spending

Slide 9

November 2025 Capital Budget Spend

Total Capital Projects spending month to date is \$3,588K against full year revised budget of \$89.5M, which was approved in September 2025; Year to Date spending:

- Construction Related Projects – spending of \$3,697K against budget of \$36,903K
- IT Projects – spending of \$4K against budget of \$1,192K
- Facilities Repair & Improvements – spending of \$116K against budget of \$2,047K
- Revenue Vehicle Replacement – spending of \$18,769K against budget of \$47,757K
- Revenue Vehicle Electrification Projects – no spending, no budget
- Non-Revenue Vehicle Replacement – spending of \$190K against budget of \$209K
- Fleet & Maintenance Equipment – no spending, against a budget of \$933K
- Office Equipment – no spending, no budget
- Miscellaneous – no spending against budget of \$500K

Slide 10

(Cover) Questions

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

Favorable budget variances in Operating Revenues and Expenses contribute to favorable budget variance in Operating Balance, Year to Date as of November 2025.

VI. ALTERNATIVES CONSIDERED

There are no alternatives to consider, as this is an accept and file Financial Update Report.

VII. ATTACHMENTS

Attachment A: Financial Update as of November 2025 Presentation

Prepared by: Finance Department

VIII. APPROVALS

Chuck Farmer, Chief Financial Officer



Corey Aldridge, CEO/General Manager



- THIS PAGE INTENTIONALLY LEFT BLANK -



Financial Update as of November 2025

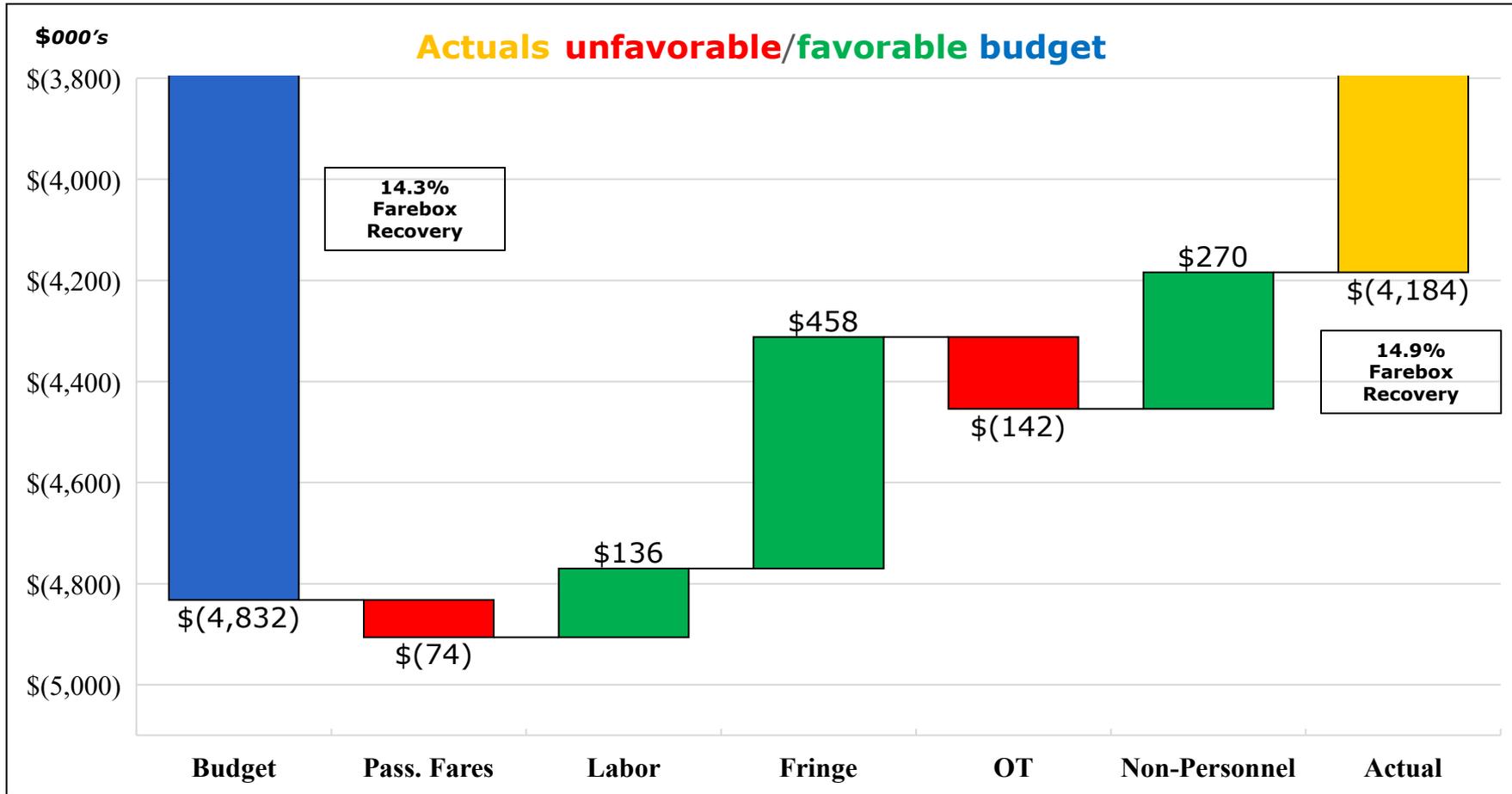
Board of Directors
December 19, 2025

Chuck Farmer, Chief Financial Officer

November 2025, Pre-Close Financials

November 2025 Operating Surplus/(Deficit) Actual* vs. Budget

Overall \$0.6M favorable



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

Operating Revenue and Expenses

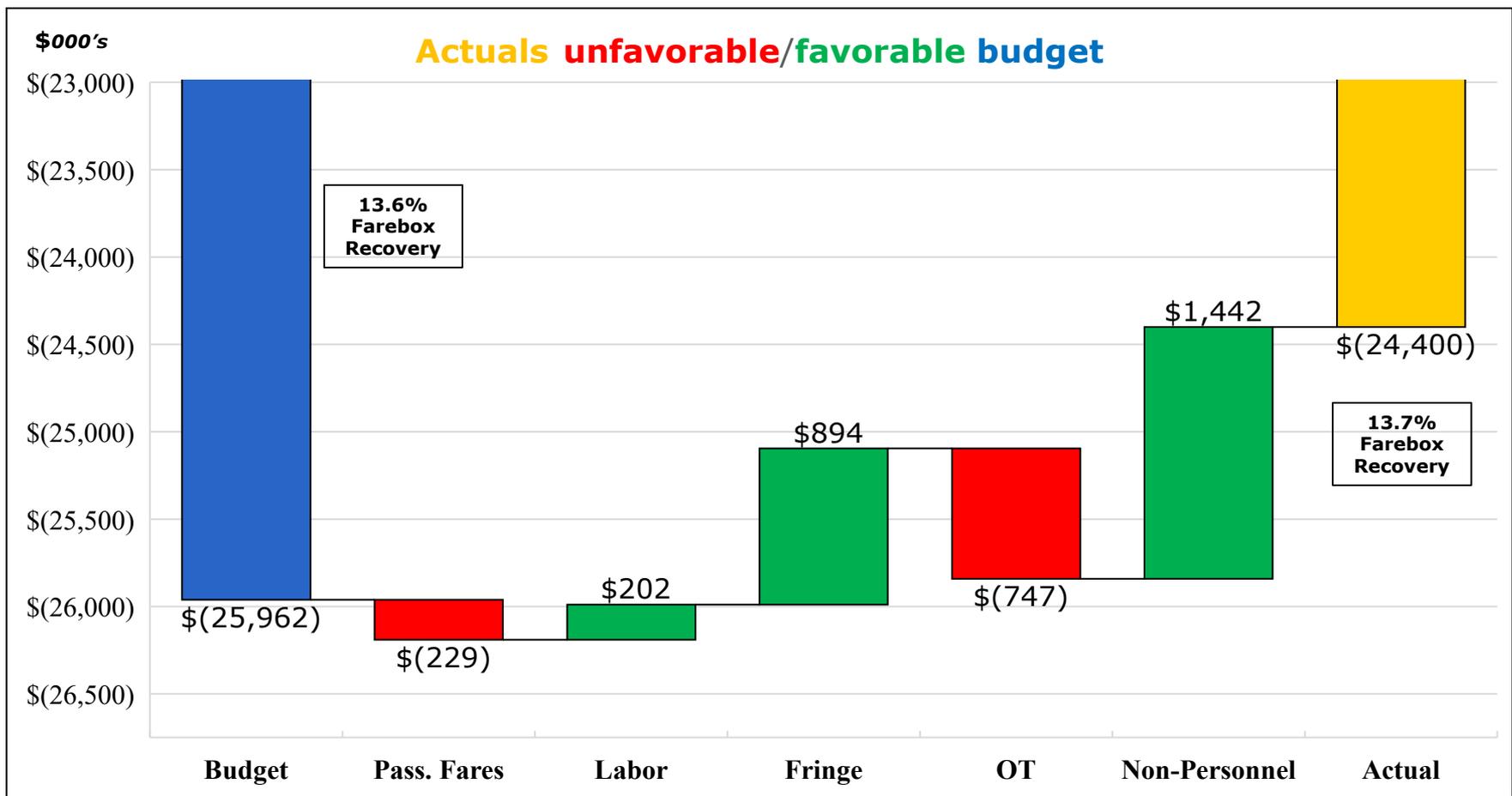
<i>\$ 000's</i>	<u>Actual</u>	<u>Budget</u>	<u>Fav/ (Unfav)</u>
Operating Revenue			
Passenger Fares	\$ 248	\$ 296	(\$ 48)
Special Transit Contracts	486	512	(26)
Total Operating Revenue	\$ 734	\$ 808	(\$ 74)
Operating Expense			
Labor - Regular	\$ 2,095	\$ 2,232	\$ 136
Labor - OT	228	87	(142)
Fringe (<i>excludes UAL & Retiree costs</i>)	1,401	1,859	458
Non-Personnel (<i>excludes Bond costs</i>)	1,193	1,463	270
Total OpEx	\$ 4,918	\$ 5,641	\$ 723
Operating Surplus/(Deficit)	(\$ 4,183)	(\$ 4,832)	\$ 649
<i>Farebox/Contracts Recovery</i>	<i>14.9%</i>	<i>14.3%</i>	<i>0.6%</i>
Non-Operating Revenue/(Expense)			
Sales Tax/including Measure D	\$ 2,815	\$ 3,055	(\$ 241)
Federal/State/Local Grants	691	733	(43)
Pension UAL/Bond Interest Payment	(215)	(226)	11
Retiree Obligations	(475)	(499)	23
All Other	161	182	(21)
Total Non-Operating Revenue/(Expense)	\$ 2,975	\$ 3,246	(\$ 270)
Operating Surplus/(Deficit) before Transfers	(\$ 1,208)	(\$ 1,587)	\$ 379

- Operating Surplus/(Deficit) favorable \$649K, driven by open headcount and timing of benefits, slightly offset by overtime.
- Non-Operating Revenue/(Expense) \$270K unfavorable, driven by lower sales tax revenue of \$241K.

YTD November 2025, Pre-Close Financials

YTD November 2025 Operating Surplus/(Deficit) Actual* vs. Budget

Overall \$1.6M favorable



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

YTD November 2025

Operating Revenue and Expenses

<i>\$ 000's</i>	<u>Actual</u>	<u>Budget</u>	<u>Fav/ (Unfav)</u>
Operating Revenue			
Passenger Fares	\$ 1,245	\$ 1,353	(\$ 108)
Special Transit Contracts	2,627	2,747	(121)
Total Operating Revenue	\$ 3,872	\$ 4,101	(\$ 229)
Operating Expense			
Labor - Regular	\$ 11,004	\$ 11,207	\$ 202
Labor - OT	1,193	447	(747)
Fringe (<i>excludes UAL & Retiree costs</i>)	8,083	8,977	894
Non-Personnel (<i>excludes Bond costs</i>)	7,991	9,432	1,442
Total OpEx	\$ 28,271	\$ 30,063	\$ 1,791
Operating Surplus/(Deficit)	(\$ 24,400)	(\$ 25,962)	\$ 1,562
<i>Farebox/Contracts Recovery</i>	<i>13.7%</i>	<i>13.6%</i>	<i>0.1%</i>
Non-Operating Revenue/(Expense)			
Sales Tax/including Measure D	\$ 14,056	\$ 13,888	\$ 168
Federal/State/Local Grants	10,531	10,269	262
Pension UAL/Bond Interest Payment	(1,082)	(1,136)	53
Retiree Obligations	(2,382)	(2,526)	144
All Other	863	889	(26)
Total Non-Operating Revenue/(Expense)	\$ 21,987	\$ 21,385	\$ 602
Operating Surplus/(Deficit) before Transfers	(\$ 2,413)	(\$ 4,577)	\$ 2,164

- Operating Surplus/(Deficit) is favorable \$1,562K, driven by open headcount, lower benefit costs, delayed marketing spend, and timing of bridge-loan interest payment.
- Non-Operating Revenue/(Expense) \$602K favorable, due to higher sales tax revenue and higher drawdowns from FTA 5307 grant funding.

Capital Spending

November 2025 Capital Budget Spend

\$000's	Project Category:	Month to Date	Year to Date	Portfolio Total *	
		Actuals	Actuals	Budget	% Spend
	Construction	\$ 3	\$ 3,697	\$ 36,903	10.0%
	IT Projects	-	4	1,192	0.3%
	Facilities Upgrades and Improvements	0	116	2,047	5.7%
	Revenue Vehicle Replacements and Campaigns	3,585	18,769	47,757	39.3%
	Revenue Vehicle Fleet Electrification	-	-	-	0.0%
	Non-Revenue Vehicle Purchases and Replacements	-	190	209	90.9%
	Fleet Maintenance and Equipment	-	-	933	0.0%
	Office Equipment	-	-	-	0.0%
	Miscellaneous Projects	-	-	500	0.0%
	Total	\$ 3,588	\$ 22,776	\$ 89,541	25.4%

Month

- Spending includes payment for 3 hydrogen 40' buses.

Year-to-date

- Construction: \$3.7M, driven by the Watsonville Parking Lot (\$2.9M), Hydrogen Fueling Stations (\$0.4M), and Watsonville Station Redevelopment (\$0.2M).
- Revenue Vehicle Replacements & Campaigns: \$18.8M YTD, primarily for the purchase of 15 hydrogen buses.

* Pre-close financials, subject to adjustments post close

** Revised Budget Adopted September 2025

Questions?

12/17/25 - REVISIONS MADE IN RED

*Santa Cruz Metropolitan
Transit District*



DATE: Date of Board Meeting
TO: Board of Directors
FROM: John Urgo, Chief of Planning and Innovation
SUBJECT: CONSIDERATION OF CONTRACT AWARD TO CAPUZZI CONSULTING GROUP, INC. FOR RAPID CORRIDORS PROJECT DESIGN AND ENGINEERING SERVICES IN AN AMOUNT NOT TO EXCEED ~~\$2,789,231~~ \$2,601,000

I. RECOMMENDED ACTION

That the Board of Directors award a contract to Capuzzi Consulting Group, Inc. for the Rapid Corridors Project Design and Engineering services in an amount not to exceed ~~\$2,324,359~~ \$2,601,000, (includes with a 20% design contingency allowance of ~~\$276,641~~ 464,872), and authorize the CEO/General Manager to execute the Capuzzi Consulting Group, Inc. contract, in a form approved by legal counsel.

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) received grant funding to develop and implement new service on two of its existing fixed bus routes (Lines 1 and 2) for METRO's Rapid Bus Corridor Infrastructure Enhancements (Rapid Corridors) Project.
- METRO has a need for professional design and engineering services to support the preparation of plans, specifications and cost estimates (PS&E) for the Rapid Corridors Project.
- A formal Request for Proposals (RFP) was conducted to solicit proposals from qualified firms. Two firms submitted proposals for METRO's review.
- A 5-member evaluation team composed of METRO staff and external agency staff from the cities of Santa Cruz and Watsonville evaluated the proposals, and is recommending that the METRO Board of Directors (Board) award a contract to the highest ranked proposer, Capuzzi Consulting Group, Inc. (Capuzzi) in an amount not to exceed ~~\$2,324,359~~ \$2,601,000, ~~with a 20% (includes \$276,641 design contingency allowance, for a not-to-exceed total authorized amount of \$2,789,231).~~
- Capuzzi was ranked highest among responding firms for its technical proposal and had excellent project reference scores. METRO and Capuzzi have reached agreement on the proposed project hours, cost, billing rates and contract terms.

12/17/25 - REVISIONS MADE IN RED

- Funding will be allocated by the California Transportation Commission (CTC) in January 2026, and work is expected to begin on the PS&E (Design) phase of the project no later than February 2026.

III. DISCUSSION/BACKGROUND

METRO is investing \$25 million in State and local funding to implement capital improvements along a roughly 25-mile corridor that hosts METRO bus Routes 1 and 2, which connect the cities of Watsonville and Santa Cruz through the City of Capitola and unincorporated sections of Santa Cruz County. Once improved, Routes 1 and 2 will become METRO's first "rapid" corridors that are aimed at improving transit speeds and reliability while reducing traffic congestion in the corridors.

In 2022, METRO received a planning grant to develop a *Transit Speed and Reliability Study*, which project was later completed and the results published in a [final study report](#) in January 2024. METRO used this study to pursue the different funding opportunities, which are now secured. The project expenditure plan includes over \$22 million in construction spending and around \$3 million for engineering and design services. The design phase of the project will culminate with the production of detailed plans, specifications and cost estimates (PS&E) that will then be used to bid out the construction phase(s) of the project.

On September 2, 2025, METRO advertised and distributed notice of RFP No. 26-04 to over 2,000 firms, including over 1,000 Disadvantaged Business Enterprises (DBEs), posted notice on its Bonfire portal, and emailed notices to all Mailchimp subscribers. This was a qualifications-based procurement in accordance with State law, meaning that technical proposals would be evaluated and scored without taking price proposals into consideration; only the price proposal from the top-ranked firm would be opened and evaluated. Two firms submitted proposals by the submission deadline of September 30, 2025: Capuzzi, located in Alpine, California, and Kimley-Horn and Associates, Inc., located in San Mateo, California. An evaluation team composed of METRO staff from the Planning and Grants Department and engineers from the cities of Santa Cruz and Watsonville reviewed and evaluated the technical proposals using the following criteria as contained in the RFP:

Evaluation Criteria	Points
Qualifications and recent experience	25
Understanding of and technical approach to Project	40
Key staff and their quality of relevant experience	25
References	10
Total Points Possible	100

12/17/25 - REVISIONS MADE IN RED

Capuzzi was determined to be the top-ranked firm whose proposal fulfills the requirements of the RFP. Evaluation team staff from METRO then opened the price proposal submitted by Capuzzi and, upon review, commenced negotiations. The final agreed upon pricing reflects costs that are fair and reasonable.

The Capuzzi team includes multiple subconsultants who together bring extensive qualifications and demonstrated experience delivering innovative multimodal, transit, and corridor improvement projects across California. Relevant project experience from this team includes the design and engineering of improvements for San Diego's Downtown and South Bay Rapid Transit corridors and University Bikeway project; the West Valley Connector Bus Rapid Transit (BRT) project in San Bernardino County; Washington Street Corridor Improvements project in Napa County, and AC Transit's East Bay Bus Rapid Transit (BRT) project in Alameda and Contra Costa Counties in the San Francisco Bay Area.

These projects showcase the Capuzzi Team's ability to adapt multimodal design strategies that balance roadway, pedestrian, and transit needs in settings that closely resemble Santa Cruz METRO's Route 1 and 2 corridors, including protected intersections, transit islands, separated bike lanes, transit and bike signals, pedestrian hybrid beacons, and safe pedestrian crossings. The consultant team is also well versed in supporting multi-jurisdictional projects that require coordination with stakeholders and multiple authorities having jurisdiction (AHJs) over the regulatory and permitting process.

Scope of Work

Under the scope of work for the Rapid Corridors project, Capuzzi will develop to 100% Plans, Specifications and Estimates (PS&E) and Capuzzi will:

- Perform engineering and design services for bus only lanes on Front Street and River Street in the City of Santa Cruz;
- Engineer and design up to 23 transit boarding islands;
- Engineer and design one (1) high-intensity activated crosswalk (HAWK);
- Engineer and design five (5) rapid rectangular flashing beacons (RRFBs), each with new street lights and high-visibility crosswalks;
- Engineer and specify "typical" design standards, special provisions, construction details, and recommended passenger amenity standards for up to 110 enhanced bus stops, each to be equipped with improved shelter / seating / lighting and real-time passenger information (RTPI) displays;
- Perform survey, utility coordination, and design services for above improvements and associated stormwater related improvements;
- Develop a coordinated Transit Signal Priority (TSP) strategy in partnership with the County and cities of Capitola, Santa Cruz, and Watsonville;

12/17/25 - REVISIONS MADE IN RED

Board of Directors
December 19, 2025
Page 4 of 7

- Develop a public outreach plan for the Rapid Corridors Project and perform outreach to project stakeholders and affected property owners before and during the project's construction;
- Apply for and secure Caltrans Encroachment Permit(s) for improvements to be performed within State Highway Rights-of-Way; and
- Provide construction-phase design support services as may be required.

Additional (optional) services that Capuzzi may be directed to perform (through the 20% project contingency allowance) include, but are not limited to:

- Potholing (i.e., digging small exploratory holes to locate and confirm the position of underground utilities);
- Geotechnical engineering;
- Design and engineering for up to 12 queue jump locations (i.e., a lane designated for bus-only use that allows a bus to bypass a line of traffic at a signalized intersection and get to the front of the queue), with additional surveying and mapping services as needed;
- Coordination of signal timing / signal synchronization improvements with local jurisdictions, and/or provide technical oversight of TSP systems integrator / supplier contract(s);
- Microsimulation / traffic operations analysis for queue jump and/or traffic signal modifications;
- Preparation of a Caltrans Decision Document (if required), for the section of the project on State Route (SR) 152 in the City of Watsonville;
- Right-of-way acquisition services, which may be necessary to implement portions of the project;
- Additional public outreach associated with the optional scope services; and
- Additional design, engineering, and/or technical support as may be needed during the Construction phase of the Rapid Corridors Project.

Staff is recommending that the Board award a contract to Capuzzi to perform design and engineering services for the Rapid Corridors Project in an amount not to exceed \$2,324,359, and authorize the CEO/General Manager to execute the Cappuzi contract in a form approved by legal counsel. Staff is also recommending the addition of a 20% design contingency allowance (not to exceed ~~\$276,641,464,872~~) and requesting authority for the CEO/General Manager to execute any necessary change orders or amendments up to this contingency amount, for a maximum contract value of ~~\$2,789,231~~\$2,601,000.

12/17/25 - REVISIONS MADE IN RED

Board of Directors
December 19, 2025
Page 5 of 7

Capuzzi will provide services meeting all METRO's specifications and requirements of the contract. John Urgo, Chief Planning and Innovation Officer, will serve as the Contract Administrator and will ensure contract compliance.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

The award of this contract will support the following Strategic Plan Priorities:

1. Safety
2. Financial Stability, Stewardship & Accountability
3. Service Quality and Delivery
4. State of Good Repair

V. FINANCIAL CONSIDERATIONS/IMPACT

In 2023, METRO was awarded \$9.6 million for the Rapid Corridors Project from Cycle 6 of the State's Transit and Intercity Rail Capital Program (TIRCP) discretionary and Senate Bill (SB) 125 formula programs. METRO will apply ~~\$341,000~~\$560,000 of its SB125 funding, and has requested that the California Transportation Commission (CTC) allocate \$733,000 of its FY23 TIRCP discretionary funding, to support the Rapid Corridors PS&E project phase. METRO has also requested that the CTC allocate ~~\$1,251,000~~\$654,000 in Local Partnership Program formula (LPP-F) funding to support the PS&E phase of the Rapid Corridors project. Both of these funding allocations are expected to be approved at the CTC's January 31, 2026 meeting.

METRO has also been awarded \$13.84 million for the Rapid Corridors Project through its partnership with the Santa Cruz County Regional Transportation Commission (SCCRTC) and its Watsonville-Santa Cruz Multimodal Corridor Program. This funding is being reserved for construction and is derived from an FY24 SB1 Solutions for Congested Corridors Program (SCCP) grant. The CTC, who will authorize a majority of the funding for these projects, intends that the funds be spent quickly to alleviate congestion, reduce greenhouse gas emissions, and provide communities with multimodal options that improve safety and efficiency for all corridor users.

VI. CHANGES FROM COMMITTEE

None.

VII. ALTERNATIVES CONSIDERED

The Board could choose not to award the contract to Capuzzi. That would require METRO to either recommence a new purchasing process, or to turn away the funding it received for the Rapid Corridors project. Staff does not recommend that alternative.

12/17/25 - REVISIONS MADE IN RED

Board of Directors
December 19, 2025
Page 6 of 7

VIII. ATTACHMENTS

None.

Prepared by: Derek Toups, Planning and Innovation Deputy Director
 Joan Jeffries, Purchasing Manager

12/17/25 - REVISIONS MADE IN RED

Board of Directors
December 19, 2025
Page 6 of 6

IX. APPROVALS

John Urgo
Chief Planning and Innovation Officer



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



Corey Aldridge, CEO/General Manager



- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: December 19, 2025
TO: Board of Directors
FROM: Corey Aldridge, CEO/General Manager
SUBJECT: APPOINTMENT TO THE METRO ADVISORY COMMITTEE (MAC)

I. RECOMMENDED ACTION

The Board of Directors approve the appointment of Curtis Halpin to the Metro Advisory Committee (MAC) for a term ending December 31, 2029.

II. SUMMARY

- There is currently one seat on the METRO Advisory Committee (MAC) expiring on December 31, 2025.
- The MAC Ad Hoc Committee recommends the appointment of Curtis Halpin to fill the seat expiring on December 31, 2025 for a four-year term expiring on December 31, 2029.

III. DISCUSSION/BACKGROUND

Section 3.1 of the MAC Bylaws states “The MAC shall be composed of no greater than 7 members appointed by the Board of Directors.” One member’s term expires on December 31, 2025.

A 30-day nomination period opened on September 1, 2025 to solicit and accept Board nominations and citizen applications to fill that seat. The MAC Ad Hoc Committee (Committee) met on October 14, 2025 to review all applications. Additionally, the Committee extended the nomination period through November 21, 2025. Following a thorough review, the Committee recommends the METRO Board of Directors appoint Curtis Halpin to serve as a member of the MAC (application attached).

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report pertains to METRO’s Strategic Alliances and Community Outreach.

V. FINANCIAL CONSIDERATIONS/IMPACT

None.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

None. The goal is to attain a seven-member committee.

VIII. ATTACHMENTS

Attachment A: MAC Application: Curtis Halpin

Attachment B: MAC Bylaws

Prepared by: Elizabeth Rocha, Administrative Specialist

IX. APPROVALS

Corey Aldridge, CEO/General Manager



A handwritten signature in black ink, appearing to read "Corey Aldridge", is written over a horizontal line. The signature is stylized and cursive.

- THIS PAGE INTENTIONALLY LEFT BLANK -



Ticket #920494

Volunteer To Serve on MAC

Status	Open	Name	Curtis Ryan Halpin
Priority	Normal	Email	[REDACTED]
Department	MAC	Phone	[REDACTED]
Create Date	11/10/25 10:29 PM	Source	Web
Assigned To	MAC	Help Topic	Volunteer To Serve on MAC
SLA Plan	CS SLA	Last Response	
Due Date	11/24/25 4:00 PM	Last Message	

Volunteer To Serve on MAC

Why do you want to join MAC? :

I am a local Santa Cruzan, born and raised. For years I have used public transportation, and I would be a good asset to the Metro Advisory Committee (MAC). I will be able to report on the current quality of the metro services, and I may advise the METRO'S Board of Directors. I would like to give back to a group that I have been associated with for some time. Public transportation is an important infrastructure. I am eager to learn more of the SC Metro's operations.

What is your occupation?:

Student

Are you aware of any conflicts of interest that would prevent you from serving on MAC if appointed? :

N/A

Please outline your availability in terms of meeting times/dates and total time per month you can devote to MAC activities::

[REDACTED]

What relevant interests and experience do you have that would make you an effective MAC member? :

Outdoor enthusiast. I love getting around Santa Cruz by walking, skating, and bicycling while using the public transportation. I know the metro so I will be able to best address concerns.

Contact Name :

Curtis

Street Address::

[REDACTED]

Attachment A



City:: Santa Cruz
Zip Code:: 95065
Which area do you live in?: Mid-County
Do you ride Santa Cruz METRO fixed route or Paracruz Service ?: Santa Cruz METRO fixed route
How often do you use Santa Cruz METRO Fixed Route or METRO ParaCruz Service?: Weekly
What are your particular transit interests?: I would like to promote public transportation in a positive light. Focusing on how it encourages an active lifestyle, adventurous, seeing parts of Santa Cruz I haven't discovered yet. Collaboration with SC businesses.
What do you think are the biggest challenges for Santa Cruz METRO?: Getting down route times and efficient, timely pickup/dropoffs, community visibility
What do you believe that you can contribute to Santa Cruz METRO & MAC if appointed?: Communication and bringing together of peoples from variety of backgrounds. I am friendly, and I will bring my light-hearted whilst serious character. I am bilingual and observant. Writing proficiency and wide range of technological skills.
Disability Community: Yes
Student or Employee of UCSC: No
Highway 17 Commuter: Yes
Disadvantaged Business Community: No
Student or Employee of Cabrillo College: Yes
Paratransit Rider: No



BYLAWS

Metro Advisory Committee

ADOPTED JANUARY 26, 2018

Attachment B

BYLAWS FOR THE SANTA CRUZ METRO ADVISORY COMMITTEE

Article I GENERAL PROVISIONS

§1.1 Purpose - Bylaws

These Bylaws shall govern the proceedings of the METRO Advisory Committee (MAC), an advisory committee established by the Board of Directors of the Santa Cruz Metropolitan Transit District (METRO).

§1.1.1 Purpose – METRO Advisory Committee (MAC)

The MAC members serve at the pleasure of the Santa Cruz Metropolitan Transit District Board of Directors. The purpose of the MAC is to provide a citizen forum (advisory committee) in which the METRO Board and CEO/General Manager can delegate topics for discussion and in which recommendations can be formulated and communicated to the METRO Board of Directors. MAC members should be current frequent riders of the fixed-route, paratransit or commuter services provided by Santa Cruz METRO and should approach their review of topics from a regional thinker perspective in their review of matters referred by the METRO Board of Directors or the CEO/General Manager.

§1.2 Construction of Bylaws

As used in these Bylaws, “MAC” means the METRO Advisory Committee. These Bylaws shall govern the MAC’s proceedings to the extent they are not inconsistent with METRO Administrative Code or Regulations or California or Federal law. These Bylaws or amendments become effective upon approval by the METRO Board of Directors.

§1.2.1 Orderly Administration of MAC Meetings

The MAC shall follow Robert’s Rules of Order or Sturgis, the Standard Code of Parliamentary Procedure, as may be adopted by the current Chair of MAC.

§1.3 Definitions: As used in these Bylaws:

- a. “Chair” means the Chair of the MAC Committee.
- b. “Vice chair” means the Vice Chair of the MAC Committee.

Attachment B

- c. "Staff" means staff members that are assigned to support the MAC Committee by the METRO CEO/General Manager.

Article II DUTIES AND AUTHORITY

§2.1 Duties

It shall be the duty of the MAC to provide recommendations to the Board of Directors on matters referred to the MAC by the Board or CEO/General Manager, and to perform such additional duties as assigned by the Board. The MAC may also address issues which members or the public raise with respect to the quantity and quality of services provided by METRO.

§2.2 Limitations on Authority

The sole jurisdiction and authority of the MAC is to serve in an advisory capacity to the Board of Directors. MAC shall not have any authority to take actions that bind METRO or the Board of Directors. With the approval of the CEO/General Manager, and subject to budget considerations, the MAC may design informational signs to be placed on the inside of buses and it may design and distribute an informational brochure to increase the public's knowledge of the operation and existence of the MAC. MAC members are not allowed to give direction to the administrative support personnel or any other METRO employee.

- a. Reports to the Santa Cruz METRO Board of Directors.

Communications by the MAC to the Board of Directors shall be through the CEO/General Manager. All such communications shall be provided to the Board of Directors and placed on the next available Board agenda as a consent item under the heading of "communications to the Board from the MAC."

At the request of the MAC Chair or Vice Chair, and upon concurrence of a majority of the MAC members, matters which the MAC intends to discuss with the Board of Directors may be placed on the Board of Director's agenda by the CEO/General Manager. MAC shall comply with all requirements for the inclusion of such items on the Board's agenda as are deemed appropriate by the CEO/General Manager.

The MAC Chair or Vice Chair shall provide the Board of Directors an oral report on MAC activities twice a year, once in June and once in December.

Attachment B

Article III MEMBERSHIP

§3.1 Membership

a. Appointment to the MAC.

The MAC shall be composed of no greater than 7 members appointed by the Board of Directors. All MAC members shall serve for a term of 4 years and will serve at the pleasure of the Board of Directors. Members wishing to resign from an appointment may submit such resignation to the CEO/General Manager.

The METRO Board of Directors shall nominate individuals to be considered for appointment as members of the MAC. Additionally, Santa Cruz County residents who have submitted an application directly to METRO shall be considered. Annually, the METRO Board Chair shall appoint an Ad Hoc Committee composed of four members of the Board and who shall meet as needed to review the list of Board nominees and other citizen applications and make appointment recommendations to the full Board. Appointments to the METRO Advisory Committee shall be made by the METRO Board of Directors.

b. Composition of Membership on MAC.

All members shall be residents of the County of Santa Cruz. When making its appointments, the Board shall strive to balance the membership to reflect the ethnic, gender, and geographic diversity of the County.

To the extent it is practical, representation on MAC will be regular riders of the system and will include representatives of the following consumer groups:

- i. At least one member from the Disability community.
- ii. At least one member from University of California, Santa Cruz, who is either a student or employee of the same.
- iii. At least one member who is a commuter using the Highway 17 service.
- iv. At least one member of the Disadvantaged Business Community.
- v. At least one member from Cabrillo College, who is either a student or an employee of the same.
- vi. At least one member who is a rider of Paratransit.

Attachment B

No member of the Board of Directors or elected public official shall be appointed to the Committee.

No employee of METRO or any agency that provides funding to, or contracts with, METRO shall be appointed to the Committee. However, individuals who are employed by the University of California, Santa Cruz in departments other than the Transportation and Parking Services (TAPS), or in the offices that directly supervise TAPS, shall be exempt from the financial/contracting prohibition for MAC members outlined in this section.

§3.2 Members' Terms

- a. The term of membership of each MAC member shall be four years, commencing with the date of appointment by the METRO Board of Directors and terminating on December 31st of the year in which the seat expires. Members may be considered by the Board Ad Hoc Committee for reappointment for additional terms, as approved by the METRO Board of Directors.
- b. Effective January 2018, seat term limits shall follow the following term schedule in order to ensure quorum in future election years as follows:

Seat 1: December 31, 2021

Seat 2: December 31, 2021

Seat 3: December 31, 2021

Seat 4: December 31, 2019

Seat 5: December 31, 2020

Seat 6: December 31, 2020

Seat 7: December 31, 2019

Thereafter, each seat's term will be four years from appointment or re-appointment.

- c. If a seat is vacated prior to the end of its designated term, the newly appointed MAC member shall fill the seat vacated through its designated termination date.

§3.3 Attendance at MAC meetings.

If a member accumulates no less than two consecutive absences from MAC Meetings, without a reasonable excuse, in any rolling twelve-month period, the position shall automatically be declared vacant. In the event of a known absence to an upcoming MAC Meeting, it is expected of the MAC Member(s) that they will contact the Santa Cruz Metropolitan Transit

Attachment B

District Front Office Administration Staff by telephone as soon as the absence is known, but no later than 12:00PM (noon) on the day of the meeting, and that failure to make said contact will constitute an unexcused absence unless circumstances restrict such contact. The Board of Directors shall then be notified of the vacancy so the Ad Hoc Committee can then meet and recommend to the METRO Board a successor to be appointed to fill the remainder of the vacated MAC member's term.

§3.4 Compensation of MAC members

No individual member of the MAC shall be entitled to compensation from METRO, with the exception that Members of the Committee shall receive one (1) system-wide day passes for each meeting that they attend. Any request for reimbursement for travel or other expenses shall not be considered unless approved in advance by the CEO/General Manager.

§3.5 Vacancies

When a vacancy is created or a MAC member's term expires, the METRO Board shall be solicited for nominations. The METRO Board nomination period shall be open for thirty (30) days following the notification to METRO Board Members of the vacancy(s). The METRO Board shall be notified of the open nomination period via email correspondence. Following the conclusion of the thirty-day nomination period, the Ad Hoc Committee shall convene and review current MAC applications on file and current Board Member nominations. The Ad Hoc Committee shall then make new appointee recommendation(s) to the full METRO Board for consideration and approval to fill the expired seat, or the remainder of the vacated MAC member's term.

Article IV OFFICERS

§4.1 Chair and Vice Chair

The MAC shall elect from its membership a Chair and a Vice Chair at the end of the agenda for the last meeting of the calendar year, to serve for a one-year term. In election years when MAC members' terms expire, the Chair and Vice Chair shall be elected at the first meeting after METRO Board appointments and/or reappointments of MAC members have been made, establishing a quorum.

The Chair shall preside at all meetings of the MAC and represent the MAC before the METRO Board of Directors. The Vice Chair shall perform the

Attachment B

duties of the Chair when the Chair is absent. In the event of a vacancy in the Chair's position, the Vice Chair shall succeed as Chair for the balance of the Chair's term and the MAC shall elect a successor to fill the vacancy in the Vice Chair's position. In the event of a vacancy in the Vice Chair's position, the MAC shall elect a successor from its membership to fill the Vice Chair's position for the remainder of the Vice Chair's term. If the Chair vacates the position prior to the end of his/her one-year appointment, the Vice Chair will be allowed to complete the vacated Chair's term and one full year following the end of the vacated Chair's term.

The Chair may be elected for up to two consecutive terms, and again multiple times during their appointment term(s) provided there is a minimum of a one-year break after having served two consecutive terms.

§4.2 Staff Support

The CEO/General Manager of METRO shall determine the proper staff support for MAC meetings, if any, and furnish administrative personnel to prepare and distribute the MAC's agendas, notices, minutes, correspondence and other materials. The METRO administrative personnel assigned to support the MAC shall maintain a record of all proceedings of the MAC as required by law and shall perform other support duties to the committee as assigned by the CEO/General Manager. The minutes of each meeting, when approved by the MAC shall be made available on the Santa Cruz METRO website on the MAC page. The METRO Board of Directors are encouraged to review these minutes after each MAC meeting.

Article V MEETINGS

§5.1 Regular Meetings

Regular meetings of the MAC shall be held not more than once each calendar quarter (e.g.: March, June, September & December), on the third Wednesday of the month that is selected for the meeting. Whenever a regular meeting falls on a holiday observed by METRO, the meeting shall be held on another day or canceled at the direction of the MAC. A rescheduled regular meeting shall be designated a regular meeting. With the approval of the CEO/General Manager, or at the direction of the METRO Board, the MAC may convene additional "Special" meetings during the calendar year to address time sensitive issues. e.g.: service changes, fare increases, Fiscal Year Budget review. All such "Special"

Attachment B

meetings shall be posted in compliance with Article V, Section 5.3 and Article 6, Section 6.4 below.

At the MAC's last meeting of the calendar year it shall establish a calendar of its regular meetings for the following year. In election years when MAC members' terms expire, it shall establish at the MAC's last meeting of the calendar year the first meeting of the following year. The remaining meetings for that calendar year shall be established once METRO Board appointments and/or reappointments have been made, establishing a quorum. MAC's regular meeting schedule shall be posted on the METRO website once adopted by the MAC.

§5.2 Calling and Noticing of Meetings

All meetings shall be called, noticed and conducted in accordance with the applicable provisions of the Ralph M. Brown Act (commencing with Section 54950 of the Government Code). The CEO/General Manager and METRO Counsel shall be given notice of all meetings.

§5.3 Quorum; Vote

The presence of a majority of the appointed (4) members shall constitute a quorum for the transaction of business. However, when there are vacancies on the MAC the quorum shall be reduced to a majority of the number of Members appointed to the MAC with the provision that a quorum shall never be less than three (3) Members. All official acts of the MAC shall require the affirmative vote of the majority of members present, providing that a quorum is maintained at all times.

§5.4 Thirty Minute Rule

If a quorum has not been established within thirty minutes of the noticed starting time for the meeting, the Chair, or Vice Chair, shall declare the meeting cancelled.

§5.5 Matters Not Listed On the Agenda Requiring Committee Action

All items requiring MAC discussion and/or action are required to be posted on the Agenda and in compliance with Article V, Section 5.3 and Article 6, Section 6.4.

§5.6 Time Limits for Speakers

Each member of the public appearing at a MAC meeting shall be limited to three minutes in his or her presentation, unless the Chair, at his or her

Attachment B

discretion, permits further remarks to be made. Any person addressing the MAC may submit written statements, petitions or other documents to complement his or her presentation. Public presentations that have been scheduled prior to the meeting with the MAC Chair shall not be subject to the time limits contained in this section.

§5.7 Impertinence; Disturbance of Meeting

Any person making personal, impertinent or indecorous remarks while addressing the MAC may, as the Chair's discretion, have their testimony immediately terminated and may, at the Chair's discretion, be barred from further appearance before the MAC at that meeting, unless permission to continue is granted by an affirmative majority vote of the MAC. The Chair may order any person removed from the MAC meeting who causes a disturbance or interferes with the conduct of the meeting, and the Chair may direct the meeting room cleared when deemed necessary to maintain order.

§5.8 Access to Public Records Distributed at Meetings

Writings which are public records and which are distributed during a MAC meeting shall be made available for public inspection at the meeting if prepared by the METRO staff or a member of the MAC, or after the meeting if prepared by some other person. In all instances, every effort shall be made to provide all writings in an accessible format. Anyone having difficulties accessing specific documents should contact the METRO Administrative Office for assistance.

Except as provided above, all public records requests for MAC records shall be made to Santa Cruz METRO pursuant to Santa Cruz METRO's policies and procedures for the same.

Article VI AGENDAS AND MEETING NOTICES

§6.1 Agenda Format

The agenda shall specify the location, starting time and anticipated ending time of each meeting. Each matter to be considered by MAC shall contain a brief general description of each item of business to be transacted or discussed at the meeting. The description shall be reasonably calculated to adequately inform the public of the subject matter of each agenda item. The agenda may include recommendations for MAC action as appropriate.

Attachment B

§6.2 Public Communications

Each agenda for a regular meeting shall provide an opportunity for members of the public to address the MAC on matters of interest to the public either before or during the MAC's consideration of the item, if it is listed on the agenda, or, if it is not listed on the agenda but is within the jurisdiction of the MAC, under the agenda item heading "Oral/Written Communications". The MAC shall not act upon an item that is not listed on the agenda. Each notice for a special meeting shall provide an opportunity for members of the public to directly address the MAC concerning any item that has been described in the notice for the meeting before or during consideration of that item.

§6.3 Agenda Preparation

The METRO administrative personnel assigned to the MAC shall prepare the agenda for each meeting. One week prior to the posting date of the MAC Agenda, the MAC Chair will work with the assigned METRO administrative personnel to create a draft MAC Agenda. Prior to finalizing the MAC Agenda, the MAC Chair, or Vice Chair, shall meet with the CEO/General Manager, either in person or by phone, to discuss the draft Agenda and to determine whether or not certain items should be included in the MAC Agenda. Since the CEO/General Manager is responsible for oversight of METRO personnel and budget, the CEO/General Manager will have the final approval on the contents of the MAC Agenda, as it relates to all items requiring METRO staff support and compliance with the MAC Bylaws.

§6.4 Agenda Posting and Delivery

The written agenda for each regular meeting and each meeting continued for more than five calendar days shall be posted by the METRO Staff at least 72 hours before the meeting is scheduled to begin. The written agenda for every special meeting shall be posted by the METRO Staff at least 24 hours before the special meeting is scheduled to begin. The agenda shall be posted in a location that is freely accessible to members of the public. The MAC agenda will also be posted to the METRO website (www.scmttd.com) under the Agency Information tab.

The agenda together with supporting documents shall be transmitted to each MAC member, the CEO/General Manager and the METRO Counsel at least three days before each regular meeting and at least 24 hours before each special meeting.

Attachment B

Article VII MISCELLANEOUS

§7.1 Adoption and Amendment of Bylaws

These Bylaws shall be effective upon approval by the METRO Board of Directors and may be revised and amended only by the METRO Board of Directors. The MAC shall have no authority to amend these Bylaws without approval by the Board of Directors

§7.2 MAC Process

The intent of the MAC is to provide consensus based advice and recommendations regarding all matters that have been referred to it by the METRO Board of Directors. However, when such consensus cannot be reached, the Chair of MAC shall present a report that includes the majority consequences and provides a summary of the comments made by those who have not voted with the majority. If no majority consensus is reached, then the report shall so state the same.

Approved by Board of Directors:

September 26, 2003

Revised for 10/24/03

Revised for 12/19/03

Amended/Adopted 12/19/03

Amended/ Adopted 7/23/04

Amended/Adopted 6/23/06

Amended/Adopted 4/27/07

Amended/Adopted 5/25/07

Amended/Adopted 12/16/11

Revised 01/22/16 – Effective 01/01/16

Amended/Adopted 1/26/18

- THIS PAGE INTENTIONALLY LEFT BLANK -

*Santa Cruz Metropolitan
Transit District*



DATE: December 19, 2025
TO: Board of Directors
FROM: John Urgo, Chief of Planning and Innovation Officer
SUBJECT: CONSIDERATION OF ELECTRONIC PAYMENT ACCEPTANCE SERVICES UNDER STATE AGREEMENT NO. 5-10-99-02 WITH ELAVON, INC. FOR PAYMENT PROCESSING OF CONTACTLESS CREDIT/DEBIT CARD TRANSACTIONS ON METRO BUSES

I. RECOMMENDED ACTION

That the Board of Directors award a contract to Elavon, Inc. for contactless bank card payment processing services in an amount not to exceed \$100,000 over five years and authorize the CEO/General Manager to execute the Elavon, Inc. contract in a form approved by legal counsel.

II. SUMMARY

- At its June 27, 2025 meeting, the Santa Cruz Metropolitan Transit District (METRO) Board of Directors (Board) approved contracts with Kuba, Inc., and Littlepay, Inc., and a proposed agreement with Worldpay, LLC, for METRO's proposed contactless open-loop fare payment system that will be implemented in 2026.
- The contract with Worldpay, LLC was proposed by Littlepay, Inc. as a downstream merchant services agreement (DMSA) from the Littlepay contract for transit fare processing services, and since that time, METRO has been unsuccessful in negotiating fair terms of the DMSA with Worldpay through the head contract with Littlepay.
- METRO has an alternative to the DMSA with Worldpay through the State of California's Mobility Marketplace, Master Service Agreement (MSA) No. 5-10-99-02 with Elavon, Inc., who can provide the same services to METRO.
- Elavon's cost to process a credit or debit card payment transaction and settle the funds into METRO's bank account is \$0.03 per transaction, and Elavon will also pass through variable costs known as interchange and card network fees. The fixed amount of \$0.03 per transaction is established in the MSA and is fixed for the life of the contract, which has a four-year term.
- Interchange and card network fees are variable and entirely dependent on two factors: the type of card being used and the transaction value.

- The total amount of METRO's fare revenue to be deducted by Elavon is dependent upon the number of transactions occurring on the open payment platform. Based on data from other agencies participating in the state's California Integrated Traveler Project (Cal-ITP), these fees in total may amount to roughly 5 percent of the overall sales volume from the open loop transactions. Assuming \$300,000 in fare revenue is processed through the system per year, the total fee amount would be around \$15,000 per year.

III. DISCUSSION/BACKGROUND

As previously discussed with the Board, METRO is partnering with Cal-ITP to introduce contactless payments on its bus fleet. The current estimated launch of this service is in the fourth quarter of FY26. METRO has been working with the payment acceptance device vendor (Kuba) and transit fare calculation vendor (Littlepay), and staff are now preparing the banking agreement to process Europay, MasterCard and Visa (EMV) credit and debit card payments, including Discover and American Express. To meet the project's aggressive implementation timeline, METRO needs to finalize a contract with Elavon, Inc. ("Elavon") so that the account set up can be completed and tested before passengers begin using the system next year. The initial contract term with Elavon extends through June 1, 2027, and can be extended annually thereafter in accordance with the term of the MSA.

The MSA between the State of California and Elavon was designed to be used by local agencies like METRO. The contract was originally sourced in 2010 for a maximum seven-year term; however, it has since been extended beyond the original contract term and additional services specific to mass transit were added through a recent Seventh Amendment without any additional competition. Staff anticipates that the total expenditure will be less than \$15,000 per year; however, Elavon will not set a not-to-exceed amount to its agreement with METRO and is bound by the terms of the MSA. For that reason, execution of the contract requires Board approval because the expenditures could exceed the authority delegated by the Board to the CEO/General Manager.

Staff recommends that the Board authorize the CEO/General Manager to execute a contract with Elavon, in a form approved by legal counsel, for up to \$100,000 in transaction fees to be processed under the new open loop fare payment system. This will ensure that METRO and its partners (Kuba and Littlepay) can launch the new fare payment system in the last quarter of this fiscal year.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

The award of this contract will support the following Strategic Plan Priorities:

1. Financial Stability, Stewardship & Accountability
2. Service Quality and Delivery
3. Internal and External Technology

V. FINANCIAL CONSIDERATIONS/IMPACT

METRO, through a partnership with the Capital Corridor Joint Powers Authority (CCJPA), was awarded \$1,726,000 in funding from the Transit and Intercity Rail Capital Program (TIRCP) in FY23 to develop the contactless open payment system for the METRO bus fleet that provides connecting bus service to the Amtrak Capitol Corridor train, in order to have a connected regional fare payment system for riders of both systems. METRO will apply funds from the TIRCP grant to develop a contactless open payment system including the Elavon merchant services fees. The funding is expected to cover the full cost of Kuba, Littlepay and Elavon services and support fees for a contract term of five years.

VI. CHANGES FROM COMMITTEE

None.

VII. ALTERNATIVES CONSIDERED

The Board could choose not to award the contract to Elavon. That would require METRO to either recommence a new purchasing process, or to turn away the funding it received for the fare collection project and to continue to rely upon outdated cash fareboxes that are beyond their useful life. Staff does not recommend that alternative.

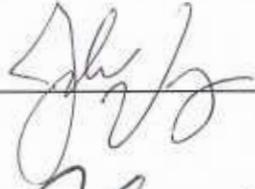
VIII. ATTACHMENTS

None.

Prepared by: Derek Toups, Planning and Innovation Deputy Director

IX. APPROVALS

John Urgo,
Chief Planning and Innovation Officer



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



Corey Aldridge, CEO/General Manager



VERBAL PRESENTATION

BALLOT MEASURE SURVEY RESULTS

SARA LABATT, EMC RESEARCH

- THIS PAGE INTENTIONALLY LEFT BLANK -

VERBAL PRESENTATION

METRO ADVISORY COMMITTEE (MAC) SEMI-ANNUAL ORAL UPDATE

Veronica Elsea, MAC Chair

- THIS PAGE INTENTIONALLY LEFT BLANK -

*Santa Cruz Metropolitan
Transit District*



DATE: December 19, 2025
TO: Board of Directors
FROM: Shebreh Kalantari-Johnson, Donna Lind, and Scott Newsome, Board Directors
SUBJECT: APPROVE ADOPTING A RESOLUTION TO RENAME PACIFIC STATION TO THE ROTKIN TRANSIT CENTER

I. RECOMMENDED ACTION

That the Board of Directors approve a resolution renaming Pacific Station to the Rotkin Transit Center.

II. SUMMARY

Board of Director members Kalantari-Johnson, Lind, and Newsome recommend that the Board of Directors approve a resolution renaming the new Pacific Station under development to the Rotkin Transit Center.

III. DISCUSSION/BACKGROUND

In 2020 the Santa Cruz Metropolitan Transit District (METRO) and the City of Santa Cruz (City) entered into a Memorandum of Understanding to temporarily relocate METRO's Pacific Station to Front Street while the Pacific Station North Redevelopment Project was underway. This redevelopment project will provide a new facility for Santa Cruz METRO on the ground floor for transit services. With the redevelopment in its final phase and expected to open in 2026, METRO would like the Board of Directors to consider renaming the transit center in honor of Mike Rotkin.

Throughout his decades of service-from 1979-2025, Mike Rotkin played a pivotal role in shaping modern transit in Santa Cruz County. His contributions included oversight of transit center development in Santa Cruz, Watsonville, and Scotts Valley; creation of the Beach Shuttle and student transportation programs; passage of key ballot measures and adoption of long-term investment strategies; and improvements that increased accessibility, safety, and passenger experience countywide. His leadership ensured transit remained a critical public good that supports mobility, sustainability, and social equity.

Board of Directors
December 19, 2025
Page 2 of 3

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report pertains to METRO's Strategic Alliances and Community Outreach.

V. FINANCIAL CONSIDERATIONS/IMPACT

There will be a minimal financial impact on the adoption of this resolution. Costs of signage for the transit center are budgeted under Project 19-0002 Pacific Station/METRO Center Redevelopment, Account Buildings & Improvements.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

METRO can keep the original name of Pacific Station but staff recommends the renaming of the transit center to celebrate Mike Rotkin's legacy.

VIII. ATTACHMENTS

Attachment A: Resolution to Rename Pacific Station

Prepared by: Donna Bauer, Sr. Executive Assistant

Board of Directors
December 19, 2025
Page 3 of 3

IX. APPROVALS

Shebreh Kalantari-Johnson
Board Director

Signed by:

618E6D8A6A71481...

Donna Lind
Board Director

DocuSigned by:

D90D370E47BF4E4...

Scott Newsome
Board Director

Signed by:

ACDC5C1DA0284A6...

- THIS PAGE INTENTIONALLY LEFT BLANK -

Attachment A



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

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

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT AUTHORIZING THE PACIFIC STATION TO BE RENAMED THE ROTKIN TRANSIT CENTER

WHEREAS, the Pacific Station North Redevelopment Project for Pacific Station is in its final phase and expected to open in 2026; and

WHEREAS, it is recommended that the new transit center be named the Rotkin Transit Center to honor Mike Rotkin who served multiple terms on METRO's Board of Directors and was a strong proponent of public transportation; and

WHEREAS, Mike Rotkin's leadership over multiple terms from April 1979 through May 2025 supported transformational initiatives including the modernization of METRO's facilities and transit centers across Santa Cruz County, expanded transit access for youth, students, seniors, and working families, and championed passenger-first improvements including ADA upgrades, bilingual access, bike integration, and onboard Wi-Fi; and

WHEREAS, Mike advocated for sustainable investments in METRO's fleet, technology, labor relations, and long-range financial planning, improving transit reliability and resilience through natural disasters, economic downturns, and the COVID-19 pandemic; and

WHEREAS, his tireless commitment significantly elevated the quality, reach, and equity of transit service in Santa Cruz County; and

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors hereby approves the renaming of Pacific Station to the **Rotkin Transit Center** for the purpose of signage design and facility identification; and

BE IT FURTHER RESOLVED, that this naming recognizes and honors the lifetime of service, leadership, and dedication that Mike Rotkin has given to the advancement of equitable, accessible, and community-centered public transportation in Santa Cruz County, ensuring transit remains a vital public good that supports mobility, sustainability, and opportunity for all residents.

Attachment A

Resolution No. _____
Page 2

PASSED AND ADOPTED this 19th Day of December 2025 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

Approved:

Rebecca Downing, Board Chair

Attest:

Corey Aldridge, CEO/General Manager

Approved as to form:

Julie A. Sherman, General Counsel



SENATE BILL 707 BROWN ACT AMENDMENT

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
DECEMBER 19, 2025 BOARD OF DIRECTORS MEETING

AGENDA

- Traditional Teleconferencing Requirements
- Alternative Teleconferencing Requirements
- Eligible Subsidiary Bodies (Advisory Committee)
- Eligible Legislative Bodies
- Additional Brown Act Updates

Traditional Teleconferencing Rules (Pre-Covid Requirements) [Gov't Code § 54953(b)]

The traditional Brown Act teleconferencing requirements remain unchanged by SB 707. Under this approach:

- Each teleconference location must be identified on the notice and agenda for the meeting.
- The agenda must be posted at each teleconference location.
- Each teleconference location must be open and accessible to the public.
- Members of the public must be allowed to participate in the meeting from each noticed teleconference location.
- A quorum of the Board must participate in the meeting from locations within Metro's boundaries.
- All votes must be by roll call vote.

Alternative Teleconferencing Rules (former AB 2449 Requirements) **[Gov't Code §§ 54953.8–54953.8.7]**

SB 707 clarifies and expands the former AB 2449 requirements.

Allows Board members to participate remotely without opening their physical location to the public (do not have to put Board member location on the meeting agenda) or posting an agenda at the location, for either:

- (1) just cause basis; or
- (2) state or local emergency basis.

Alternative Teleconferencing Rules (former AB 2449 Requirements) [Gov't Code §§ 54953.8–54953.8.7]

For all meetings held under these rules, the following requirements apply:

- Public participation via:
 - Two-way audiovisual platform (video for public may be disabled), or
 - Two-way telephonic service + live webcast
- Agency must provide remote access details and allow real-time public comment
- No advance-only public comments; real-time participation required
- If remote access is disrupted, no action until restored; actions during disruption can be challenged
- Minutes must list remote members and statutory basis for remote participation
- Remote members must disclose if adults (18+) are present and their relationship with such adults

1. Just Cause [Gov't Code § 54953.8.3]

These additional procedural requirements for participating remotely for "just cause" remain the same (as under AB 2449):

- Board members are limited to participating remotely under the just cause basis two times per calendar year because the Board regularly meets once per month.
- Board members must notify Metro of the reason; the meeting minutes must note the reason, and two-way audio/video is required.
- The substantive reasons for just cause remote participation include:
 - Caregiving for family
 - Contagious illness or health needs
 - Official agency travel
 - Physical/family medical emergencies
 - **Protecting an immunocompromised close relative from exposure to illness (new)**
 - **Military service obligations (new)**

2. State or Local Emergency **[Gov't Code § 54953.8.2]**

The Board may hold Board meetings remotely under the state or local emergency basis:

- Allowed when a state or local emergency is officially proclaimed under California law
- No physical location required for public attendance; meetings can use two-way telephonic service without webcast
- Board must vote to reauthorize remote meetings every 45 days while the emergency remains active

Eligible Subsidiary Bodies [Gov't Code § 54953.8.6]

SB 707 provides an avenue for the Advisory Committee to meet fully remotely, if the following conditions are met:

- Board must make findings (initial + every 6 months) that:
 - Remote meetings enhance public access and improves attraction, retention, and diversity of committee members
- Advisory Committee votes to allow remote meetings
- A staffed in-jurisdiction physical location is open for public to access meeting from
- Members appear on camera
- Recommendations made remotely must be discussed at a regular Metro Board meeting before action; cannot be on consent calendar

Disability Accommodation Carve-Out [Gov't Code § 54953(c)]

SB 707 exempts Board members who participate remotely as a reasonable accommodation for a disability (as defined by the Americans with Disabilities Act, 42 U.S.C. § 12102) from the traditional and alternative teleconferencing requirements. Instead, the following requirements apply:

- Remote participation as a reasonable accommodation under the Americans with Disabilities Act is treated as in-person for quorum and location requirements.
- The Board member must participate through both audio and visual technology, except if their disability requires off-camera participation.
- The Board member must disclose if any other individuals aged 18 years or older are present in the room at the remote location and their relationship to the Board member.

Eligible Legislative Bodies (Effective July 1, 2026)

[Gov't Code § 54953.4]

Beginning July 1, 2026, certain very large local agencies are designated as “eligible legislative bodies” and must follow enhanced teleconferencing and transparency requirements, such as translation of agendas, closed captioning for remote platforms, and outreach to certain groups.

Metro does not fall within the definition of eligible legislative body and therefore these new requirements do not apply to Metro.

QUESTIONS?

- THIS PAGE INTENTIONALLY LEFT BLANK -

ADDED 12/18/25

*Santa Cruz Metropolitan
Transit District*



DATE: December 19, 2025
TO: Board of Directors
FROM: Corey Aldridge, CEO/General Manager
SUBJECT: MOBILE HYDROGEN FUELING STATION

I. RECOMMENDED ACTION

That the Board of Directors provide direction to staff regarding continued interim operation of the mobile hydrogen fueler, including authorization to proceed subject to defined mitigation requirements, enforceable deadlines, cost accountability, contingency actions, and reporting back to the Board, as follows:

- Direct staff to immediately issue and enforce a formal breach-of-contract notice to Plug Power.
- Affirm that the mobile hydrogen fueler may continue operating on a temporary, interim basis only while additional noise mitigation efforts are underway, via conditions outline below.
- Starting on December 22, 2025, fueling hours will be from 9AM to 3PM, with the last manual vent at 6PM, with lockout controls preventing evening and overnight fueling.
- Direct Plug Power to install the 8-inch stack modification immediately upon delivery on December 22, with installation to completed within two (2) business days.
- Direct staff to conduct internal preliminary sound measurements following installation, and if found to be in compliance, proceed immediately to have an independent sound consultant complete an official noise study to verify the preliminary results.
- Direct staff, in the event of non-compliance, to require Plug Power, at its sole cost, to implement and test additional engineered mitigation measures including surge tanks.
- Direct staff to suspend operation fo the Plug Power mobile liquid hydrogen fueler if compliance is not achieved after mitigation options are exhausted or by January 31, 2026, whichever comes first.
- Direct staff to continue, throughout the interim operation period, parallel evaluation of alternative fueling options, including third-party solutions and a gaseous hydrogen fueler, to ensure minimal disruption of service if the Plug Power mobile liquid hydrogen fueler cannot meet the required standards.
- Direct staff to provide updates to the Board and neighboring resident for which we have email addresses, following each defined milestone or event,

including interal preliminary sound results, compliance determinations, service impact implications, and a clear recommendation regarding continued operation, discontinuation of the mobile liquid hydrogen fueler, with a formal update at the January Board meeting.

II. SUMMARY

The mobile hydrogen fueler remains a temporary but operationally critical component of METRO's zero-emission bus program. Since installation of the mobile hydrogen fueler, staff has addressed sustained neighborhood noise complaints related primarily to venting events occurring during late evening and overnight hours. Mitigation measures have reduced noise levels materially; however, preliminary third-party findings indicate that the fueler still exceeds applicable noise thresholds.

The Board has previously stated that compliance with enforceable noise standards is non-negotiable. At the same time, the Board has acknowledged that loss of the mobile fueler would have measurable and disproportionate impacts on service and residents that depend on METRO.

This report outlines the current compliance status, summarizes prior Board direction, describes service and fiscal impacts, and presents a clear decision framework aligned with Board expectations.

III. DISCUSSION/BACKGROUND

Transition to Hydrogen Fuel Cell Buses

METRO's transition to hydrogen fuel cell buses was driven by state zero-emission regulatory requirements, fleet replacement needs, and the availability of significant state and federal grant funding. California's Innovative Clean Transit regulation requires transit agencies to transition to zero-emission bus fleets on a defined timeline. At the time procurement decisions were made, METRO evaluated available zero-emission technologies to replace aging compressed natural gas buses while maintaining service reliability, range, and operational flexibility across a geographically diverse service area.

Hydrogen fuel cell technology was selected because it offered operational characteristics comparable to conventional diesel and CNG buses, including longer range, rapid refueling, and the ability to support all-day service without mid-day charging. These attributes were particularly important given METRO's service patterns, topography, and facility constraints. Fuel Cell Electric Buses provide a one-to-one replacement for conventional buses with no compromise to service quality, with ranges of up to 350 miles and refueling times of less than 10 minutes.

On January 27, 2023, the Board adopted a resolution approving METRO's Zero-Emission Bus Rollout Plan and authorized its submission to the California Air

Resources Board in compliance with the Innovative Clean Transit regulation. That action directed that all new fixed-route bus purchases in 2023–2024 be Fuel Cell Electric Buses to meet longer routes and high-energy duty cycles. On September 22, 2023, the Board authorized the purchase of forty-four 40-foot and nine 60-foot New Flyer Fuel Cell Electric Buses.

The acquisition of hydrogen buses and related facility upgrades was largely funded through competitive state and federal grants targeted at advancing zero-emission transit, covering the substantial majority of vehicle and infrastructure costs and significantly reducing local financial exposure. Permanent hydrogen fueling infrastructure was anticipated as part of this transition. To support deployment of the fleet while permanent facilities are permitted and constructed, METRO pursued an interim mobile hydrogen fueling solution. On October 25, 2024, the Board awarded a contract to Plug Power to furnish and maintain a Mobile Hydrogen Fuel Solution and supply liquid hydrogen for operations. The contract requires Plug Power's equipment to comply with all applicable local, state, and federal regulations.

Mobile Hydrogen Fueler Operations

The mobile hydrogen fueler was deployed as an interim solution to support METRO's hydrogen bus fleet while permanent fueling infrastructure is permitted and constructed. The fueler enables daily deployment of hydrogen buses that are integral to maintaining scheduled service levels.

Primary concerns raised by nearby residents relate to noise generated during venting, particularly during nighttime hours. These impacts have driven the current review and mitigation effort.

Noise Compliance and Mitigation

Staff, in coordination with the fueler vendor and independent acoustic specialists, has implemented multiple mitigation measures, including equipment modifications and operational setting changes. These actions have resulted in an estimated noise reduction of approximately 15 decibels.

Despite these improvements, data indicates that noise levels still exceed the City's ordinance thresholds, particularly during venting events.

Staff has already implemented interim operational controls, including limiting fueling activity into evening hours and eliminating overnight fueling.

Summary of Board Direction From Prior Board Meeting

At the previous Board meeting, the Board provided clear and consistent direction:

- Noise compliance is mandatory and must be demonstrated through credible, third-party verification.
- Neighborhood impacts must be addressed directly, transparently, and with urgency.

- Avoidable service reductions should be minimized.
- Staff has discretion to pursue mitigation and interim solutions, but there is a defined decision threshold. If compliance cannot be achieved, continued operation is not acceptable.
- Temporary alternative fueling options are acceptable if they are compliant, fiscally reasonable, and protect service while permanent infrastructure advances.
- The mobile fueler is temporary; the permanent fueling facility remains the strategic end state.

This staff report and recommended action reflect and implement that direction.

Service Impacts if Fueler Is Unavailable

Analysis conducted by staff indicates that removal of hydrogen buses due to loss of fueling capacity would result in impacts across the county. Approximately five (5) percent of total service would be eliminated, resulting in an estimated 2,700 lost customer trips per day, approximately 15 percent of systemwide ridership.

These impacts would be highly visible, concentrated during peak periods, and counter to METRO's ridership recovery and service reliability goals.

Alternative Interim Fueling Options

Staff is evaluating a quieter gaseous hydrogen fueling alternative that could be deployed on a temporary basis if the current mobile fueler cannot meet compliance standards. The estimated cost is approximately \$27,000 per month, all-in, and would take months to have delivered, installed, and operational.

This option presents tradeoffs, including reduced fueling throughput and operational complexity.

Permanent Fueling Infrastructure

Progress on the permanent hydrogen fueling facility continues; however, timelines remain subject to permitting, regulatory review, and construction sequencing. The mobile fueler remains necessary until the permanent facility is operational.

IV. FINANCIAL CONSIDERATIONS/IMPACT

- Continued operation of the existing mobile fueler has no new incremental cost beyond current operating expenses.
- A temporary alternative gaseous fueling solution is estimated at approximately \$27,000 per month.
- Service reductions, if required, would reduce operating costs but carry significant ridership, equity, and public trust impacts.

Board of Directors
December 19, 2025
Page 5 of 6

No additional appropriations are requested as part of this action.

V. ALTERNATIVES CONSIDERED

Immediately ceasing operation of the mobile hydrogen fueler and hydrogen buses, pursue contractual remedies with the vendor, and implement service reductions and alternative fueling contingencies to maintain operations to the extent feasible.

While this option would eliminate noise impacts associated with the mobile fueler, it would result in material service impacts. Based on current fleet and operational constraints, cessation would require systemwide service reductions, including frequency reductions and potential route suspensions, disproportionately affecting transit-dependent riders. Even with hydrogen buses removed from daily service, buses would still require limited fueling and cycling to maintain equipment integrity, meaning noise impacts may not be fully eliminated.

This alternative also introduces operational and financial risk, including disruption to grant-funded assets, uncertainty around alternative fueling availability, and reduced system reliability during peak demand periods. For these reasons, this alternative is considered a last-resort measure if compliance cannot be achieved through mitigation and interim operational controls.

VI. ATTACHMENTS

Attachment A: Bollard Noise Study Results

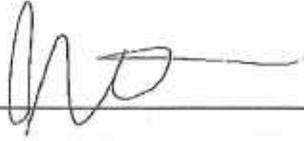
Attachment B: Plug Power Statement

Prepared By: Corey Aldridge, CEO/General Manager

Board of Directors
December 19, 2025
Page 6 of 6

VII. APPROVALS:

Approved as to form:
Julie Sherman, General Counsel



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

DocuSigned by:
Chuck Farmer
61B470E2B4D74F7...

Corey Aldridge, CEO/General Manager



Silencer Effectiveness Noise Evaluation

Santa Cruz Metro Hydrogen Bus Fueling Facility

1200 River Street, Santa Cruz, California

BAC Job # 2025-164

Prepared For:

Santa Cruz Metro

110 Vernon Street
Santa Cruz, CA 95060

Prepared By:

Bollard Acoustical Consultants, Inc.



Paul Bollard, President

December 12, 2025



Executive Summary

Bollard Acoustical Consultants, Inc. (BAC) has completed a detailed ambient noise survey at the nearest residences to the south, east, north and west of the Santa Cruz Metro hydrogen fueling facility. The purposes of the ambient noise survey were to determine the extent by which the recently installed silencer reduced noise generated during hydrogen venting activities, and whether the resulting noise levels were satisfactory relative to City of Santa Cruz noise standards.

The results of BAC's evaluation indicate the following:

- 1 The installation of the silencer appears to have resulted in a reduction in maximum noise levels received at the nearest residences by approximately 10-15 dBA during hydrogen venting operations. This is considered a substantial decrease in noise levels and is consistent with feedback BAC received from local residents that noise levels had decreased following installation of the silencer.
- 2 Noise levels currently being generated by the hydrogen fueling facility are satisfactory relative to the City of Santa Cruz 60 dBA DNL exterior noise level standard applicable to residential uses.
- 3 Noise generated by operations at the temporary fueling does not appear to have had an appreciable effect on ambient noise levels measured in terms of hourly averages (Leq), or day/night average (DNL), descriptors.
- 4 Maximum noise levels generated by hydrogen venting operations remain substantially above baseline maximum ambient conditions at the nearest residences to the north of the facility. Despite the substantial noise attenuation provided by the recently installed silencer, maximum noise levels remain approximately 10-15 dBA above City of Santa Cruz standards for acceptable increases in ambient noise environments.

It is BAC's understanding that additional measures are currently being engineered to further reduce maximum noise levels generated during hydrogen venting operations. Because the temporary facility will reportedly continue to operate for several months, BAC supports these efforts and recommends that measures which could feasibly provide further reductions in noise generated during hydrogen venting activity be implemented. BAC also supports steps recently taken by Santa Cruz Metro to refuel hydrogen vehicles during daytime hours, thereby reducing the generation of noise during the more sensitive nighttime hours. Such efforts should continue and be expanded to the extent feasible.

It should be noted that the design of the proposed permanent facility is such that venting would reportedly occur at lower pressures, and would also undergo acoustic silencing, thereby resulting in far lower noise levels than those generated during operations of the temporary fueling facility. Nonetheless, efforts should be made to continue research into measures which could further reduce the noise generation of the temporary facility until the permanent facility is operational, and the temporary facility is no longer needed.

Introduction

Santa Cruz Metro operates a temporary hydrogen bus fueling facility at 1200 River Street in the City of Santa Cruz, California. The project site location is shown in Figure 1. Figure 2 shows the specific location of the temporary bus fueling facility.

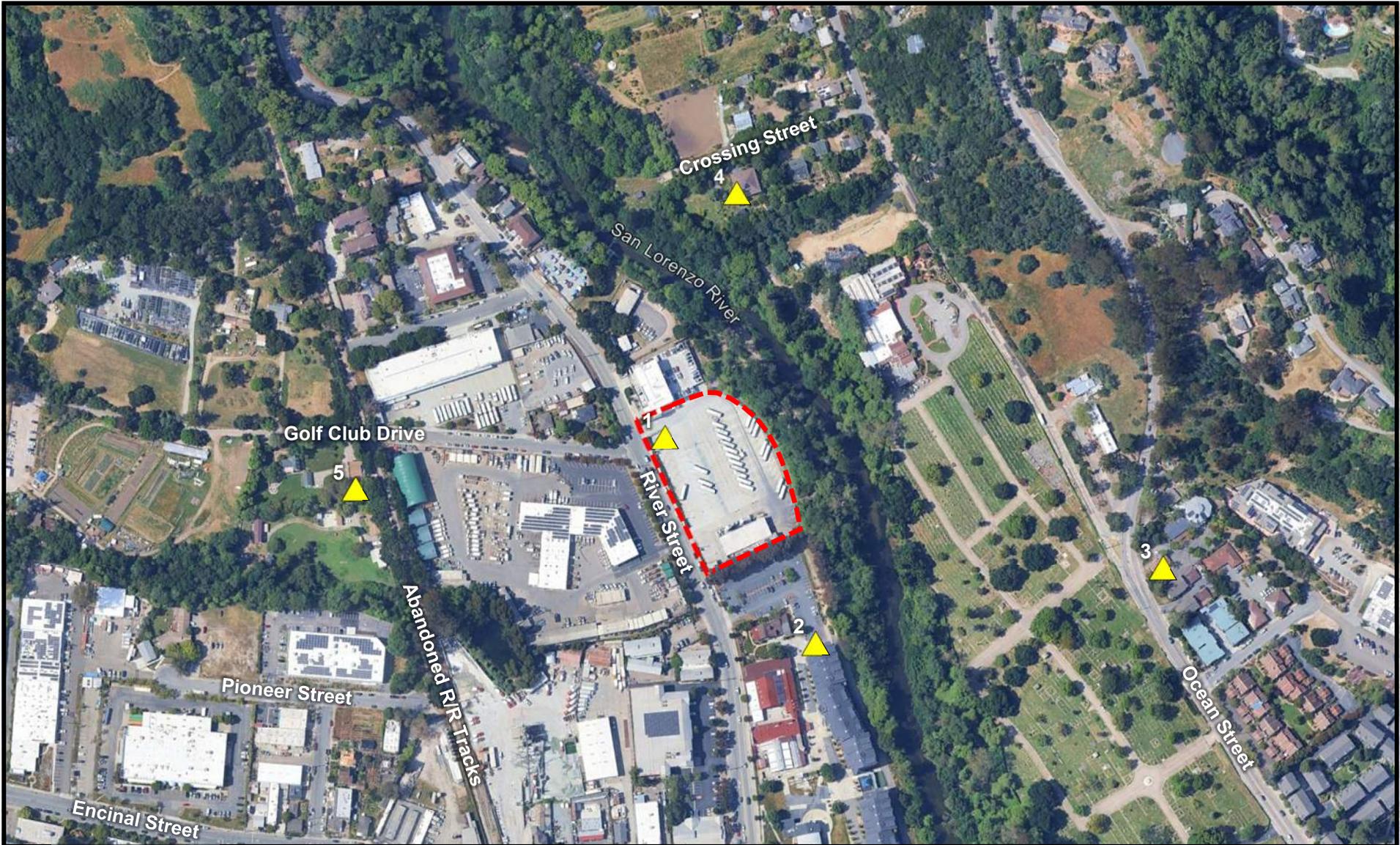
Noise generated during venting of hydrogen gas from the temporary fueling station has been a source of concern for nearby residents. As a result, a silencer has recently been installed to reduce the noise of the venting. Following installation of that silencer, Santa Cruz Metro retained Bollard Acoustical Consultants, Inc. (BAC) to conduct a noise survey to determine the extent by which the silencer has reduced noise generated during hydrogen venting at the temporary fueling facility. This report contains BAC's evaluation.

Noise Fundamentals and Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 3 shows common noise levels associated with various sources.

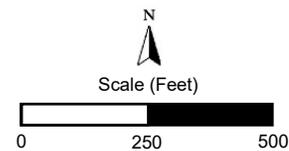
The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}) over a given time period (usually one hour). The L_{eq} is the foundation of the Day-Night Average Level noise descriptor, L_{dn} or DNL, and shows very good correlation with community response to noise.



Legend

- - - Project Site Boundary (Approximate)
- ▲ Ambient Noise Measurement Locations



Project Location and Noise Survey Locations

Hydrogen Fuel Station Project
Santa Cruz, California

Figure 1



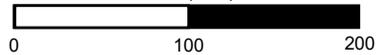


Legend

 Existing (Temporary) Hydrogen Fueling Facility Location



Scale (Feet)

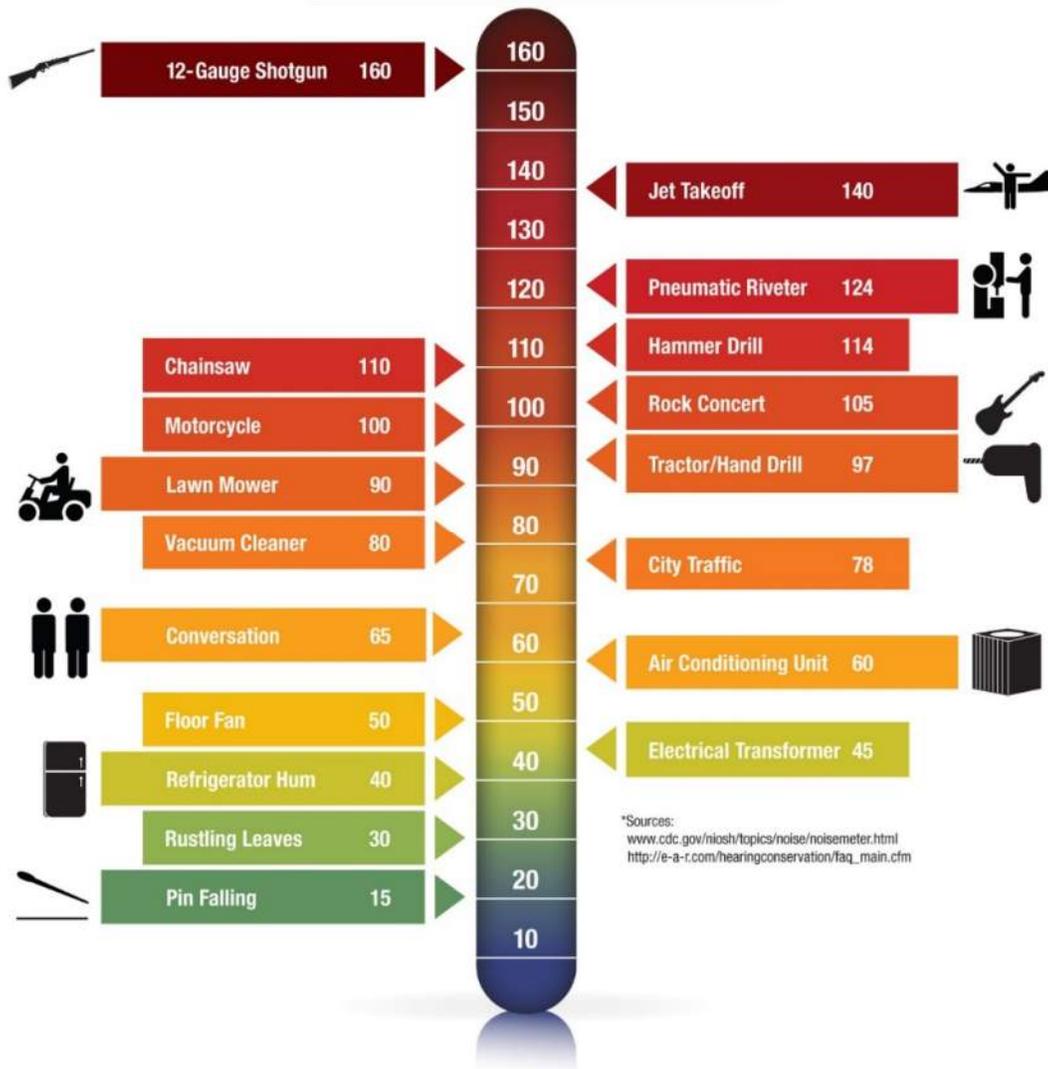


Existing and Proposed Hydrogen
Fuel Station Locations
Santa Cruz, California

Figure 2



Figure 3
 Typical A-Weighted Sound Levels of Common Noise Sources
 Decibel Scale (dBA)*



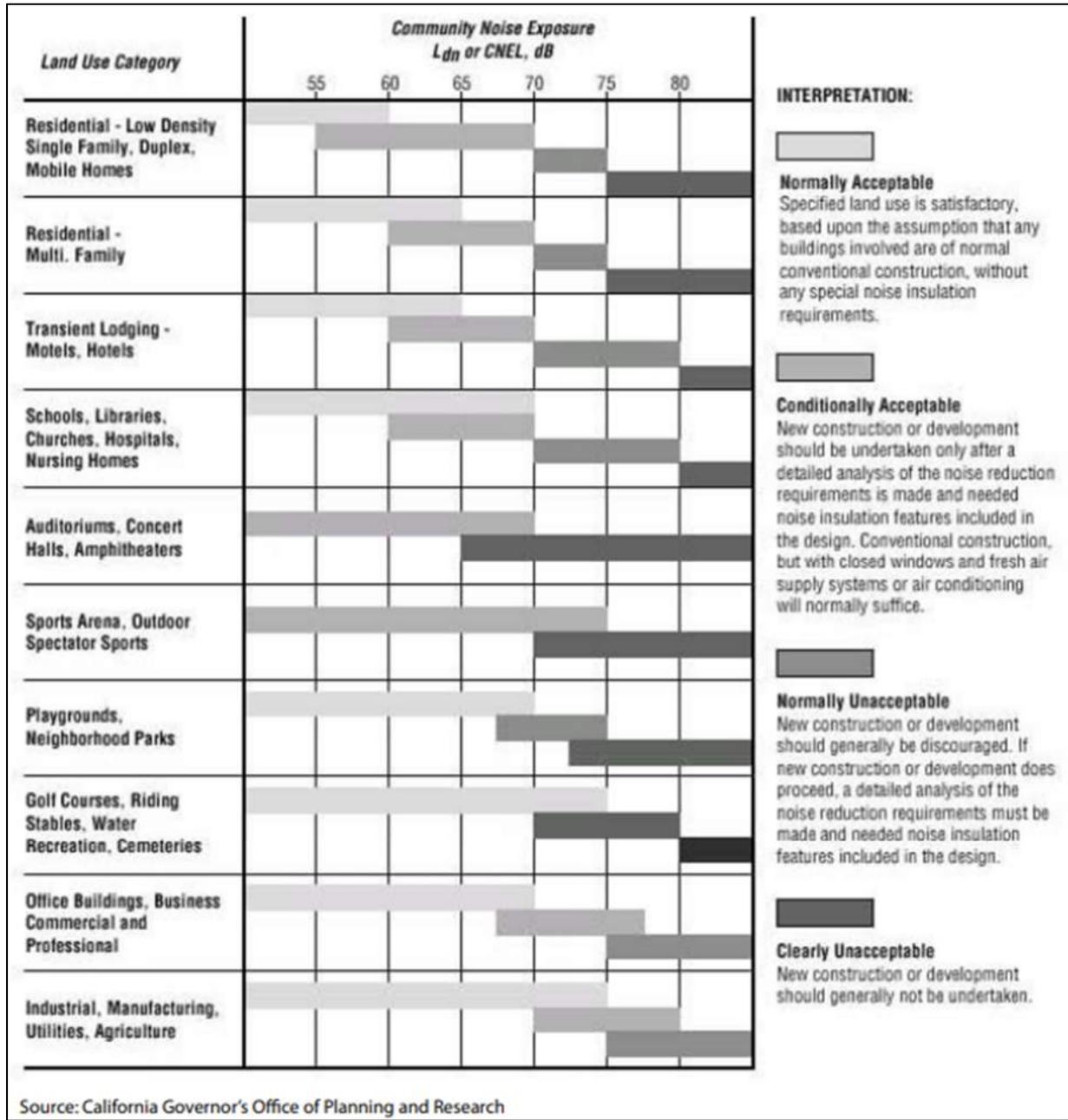
The Day-Night Average Level (DNL) is based upon the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because DNL represents a 24-hour average, it tends to disguise short-term variations in the noise environment. DNL-based noise standards are commonly used to assess noise impacts associated with traffic, railroad, and aircraft noise sources.

Criteria for Acceptable Noise Exposure

Santa Cruz General Plan 2030

Chapter 8 of the Santa Cruz General Plan 2030 (Hazards, Safety, and Noise) contains numeric thresholds for acceptable community noise level exposure for various land categories, which are included in Figure 4.

Figure 4
Santa Cruz General Plan Community Noise Level Exposure Limits



According to Figure 4, the level of noise considered normally acceptable for residential land uses is 60 dB DNL or less. (Ldn and DNL both represent the Day/Night Average Level, but DNL has become the standard convention for expressing Day/Night Average Levels).

Santa Cruz Municipal Code

The Santa Cruz Municipal Code provides noise level criteria pertaining to noise generated on residential property, commercial and industrial property in Section 24.14.260. For the assessment of noise impacts related to the existing fueling facility, the pertinent portions of the Municipal Code reproduced below were applied:

24.14.260 Noise

At the points of measurement specified in this part, the **maximum** sound level shall not exceed the following limits:

1. **Noise Limits, Residential Property.** No person shall produce, suffer, or allow to be produced by any machine or device, or any combination of the same, on nonresidential property, a noise level more than five dBA above the local ambient at the points of measurement established in this part. The local ambient shall establish the maximum noise limit. More stringent noise limits may be established for specific uses through the conditions of a use permit.
2. **Noise Limits, Commercial and Industrial Property.** No person shall produce, suffer, or allow to be produced by any machine or device, or any combination of the same, on non-residential property, a noise level more than six dBA above the local ambient at the points of measurement established in this part. The local ambient shall establish the maximum noise limit. More stringent noise limits may be established for specific uses through the conditions of a use permit.
3. **Corrections.** The allowable noise level in relation to the ambient level shall be reduced for noise of unusual character. The allowable noise level will be adjusted as follows for unusual noise:
 - a. Noise with no unusual character: **+0**
 - b. Noise containing a piercing, pure tone: **+5***
 - c. Noise that is impulsive, rattling, rising or falling in pitch or volume, humming, screeching, throbbing, pulsating, etc.: **+5**
 - d. Noise which contains speech, music or other information content: **+5**

* - By adding to the measured noise, the unusual noise is penalized 5dBA.

Noise Level Criteria Applied to this Project

For this project, the concern is noise being generated on non-residential property affecting existing residential uses. As a result, an increase of 5 dBA above the local ambient is considered to be significant. However, because the noise sources related to the project are considered by the City of Santa Cruz to be of unusual character (rapid rising of volume during venting activity), the standards are decreased by 5 dBA. Therefore, noise generated by the proposed fueling station shall not exceed the ambient conditions or generate noise levels exceeding 60 dBA DNL at nearby residential uses.

It is important to note here that the City of Santa Cruz has stated that noise generated during venting operations at the temporary hydrogen fueling facility should not be considered part of the existing ambient noise environment. More discussion of the significance of this determination is provided in the following section.

Ambient Noise Environment in the Project Vicinity without Venting

Four (4) specific areas containing noise-sensitive land uses (primarily residential but also worship spaces), were identified by the City of Santa Cruz for specific inclusion in this noise study. Those locations consist of residential uses to the north, south, east and west, of the project site.

The existing ambient noise environment at the nearest residential areas to the project site varies depending on proximity to the existing bus fueling area and local roadways. As part of a noise study recently prepared by BAC for the proposed permanent hydrogen fueling facility, a detailed ambient noise survey was conducted. Specifically, BAC conducted noise level surveys from Thursday October 24th, 2025, through Saturday, October 25, 2025. The noise survey locations consisted of a location on the project site approximately 50 feet from the temporary fueling facility, and locations representative of the nearest existing residences in each compass direction. The noise survey locations are illustrated in Figure 1. Representative photographs of the noise survey locations are provided in Appendix B.

Larson-Davis Laboratories (LDL) Model 831 and LxT precision (Type 1) integrating sound level meters were used to complete the ambient noise level survey. The meters were calibrated immediately before and after use with an LDL Model CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

As noted previously, the City of Santa Cruz has stated that noise generated during venting operations at the temporary hydrogen fueling facility should not be considered part of the existing ambient noise environment. As a result, BAC utilized digital audio recordings to identify periods during the noise survey when venting occurred. During the 72-hour period extending from Thursday – Saturday, venting was identified as having occurred for a total of 41 minutes and 18 seconds. Each second of the survey during which venting was identified as having occurred was manually removed from the ambient data set.

Because each of the sound level meters was time-synchronized and programmed to log data on a second-by-second basis, the data collected at each monitoring site during each second when venting was occurring was similarly removed from the ambient data set.

It should be noted that, due to a battery malfunction at Monitoring Site 5, ambient noise level data collected at that location was limited to the 10-hour period from 1 pm to 11 pm on Wednesday, October 22, 2025. Nonetheless, that sample period was sufficient to establish the relationship of noise generated at the project site to ambient conditions present at the residences to the west of the project site. The long-term ambient noise level survey results, with the periods of venting at the temporary facility omitted, are summarized in Table 1.

Table 1
Summary of Long-Term Noise Survey Measurement Results
Noise Generated by Temporary Hydrogen Bus Fueling Facility Venting Operations Omitted

Site ¹	Date	DNL (dB)	Average Measured Hourly Noise Levels (dB)			
			Daytime ²		Nighttime ³	
			L _{eq}	L _{max}	L _{eq}	L _{max}
Site 1	Thursday, October 23, 2025	67	63	81	60	78
	Friday, October 24, 2025	70	64	82	63	79
	Saturday, October 25, 2025	74	65	80	68	79
	Average	70	64	81	64	78
Site 2	Thursday, October 23, 2025	63	57	72	56	69
	Friday, October 24, 2025	63	56	72	56	69
	Saturday, October 25, 2025	59	55	72	52	69
	Average	61	56	72	55	69
Site 3	Thursday, October 23, 2025	70	68	83	61	78
	Friday, October 24, 2025	70	68	82	62	78
	Saturday, October 25, 2025	69	68	83	60	78
	Average	69	68	83	61	78
Site 4	Thursday, October 23, 2025	52	48	61	45	52
	Friday, October 24, 2025	54	48	60	47	55
	Saturday, October 25, 2025	52	47	58	46	56
	Average	53	48	60	46	54
Site 5 ⁴	Wednesday, October 22, 2025	49	46	62	42	61

¹ Long-term noise survey locations are identified in Figure 1.
² Daytime hours: 7:00 a.m. to 10:00 p.m.
³ Nighttime hours: 10:00 p.m. to 7:00 a.m.
⁴ Only data for Wednesday, October 22, 2025, was collected at Monitoring Site 5.

Source: Bollard Acoustical Consultants, Inc. (2025)

The Table 1 data indicates that, following removal of existing venting noise, baseline ambient noise levels at the nearest residences to the project site ranged from elevated at Site 3 (69 dBA DNL), to fairly quiet at Sites 4 and 5 (49 - 53 dBA DNL). Both Sites 4 and 5 were substantially removed from nearby traffic noise sources, and the residences represented by Site 5 are located behind an approximately 16-foot-tall, abandoned railroad track embankment. This embankment provides substantial shielding of noise generated at the project site to the existing residences located on the west side of the embankment.

The higher noise levels measured at Site 3 were due to the proximity of the existing residences, and correspondingly, the sound level meter, to Ocean Street. Similarly, the elevated noise levels at the control location (Site 1), were due to a combination of noise from traffic on River Street and operations at the bus parking and fueling facility.

Site 2 represents the nearest residential units within the Artspace Tannery Lofts, which is the closest residential development to the proposed hydrogen bus fueling facility. Ambient conditions at this location were somewhat elevated due to noise from traffic on River Street and activity at the bus parking and fueling facility.

It should be noted that, while the venting noise from the temporary hydrogen fueling facility was removed from the ambient data reported in Table 1, activities at the project site not related to hydrogen fueling were also observed to generate noise. This noise is included in the Table 1 data.

In light of the City's Municipal Code policy that a project must not generate noise levels of an unusual character above baseline ambient conditions at residential land uses, the Table 1 data was used to establish the noise level standards which would be applicable to the recently silenced venting operations of hydrogen bus fueling facility. Those criteria, which basically represent the ambient noise level data shown in Table 1, without noise generated by existing venting operations at the temporary fueling facility, are presented in Table 2.

Table 2
Noise Criteria Applied to Proposed Hydrogen Bus Fueling Facility Operations at Nearest Residences

Residential Area ¹	Noise Standard			
	Daytime ³		Nighttime ⁴	
	L _{eq}	L _{max}	L _{eq}	L _{max}
South – Site 2	56	72	55	69
East – Site 3	68	83	61	78
North – Site 4	48	60	46	54
West – Site 5	46	62	42	61

1. Residences to the South, East, North and West are represented by noise survey locations 2, 3, 4 and 5, shown in Figure 1.
2. Daytime hours: 7:00 a.m. to 10:00 p.m.
3. Nighttime hours: 10:00 p.m. to 7:00 a.m.
Source: Bollard Acoustical Consultants, Inc. (2025)

Post Silencer Installation Ambient Noise Survey

Following installation of a vent silencer at the temporary fueling facility, a supplemental ambient noise survey was conducted by BAC. The survey period extended from November 25th through December 7th, a period of 13 days. The noise survey locations and equipment used for the supplemental ambient noise survey were identical to those described previously in this report for the October ambient noise survey. The specific duration of monitoring completed at some sites was fewer than 13 days due to interruptions caused by loss of battery power. Table 3 contains a summary of the post-silencer installation noise survey results. The detailed results of the ambient noise surveys are provided in tabular and graphical formats in Appendices C & D.

Table 3
Summary of Long-Term Noise Survey Measurement Results after Silencer Installation

Site ¹	Date	DNL (dB)	Average Measured Hourly Noise Levels (dB)			
			Daytime ²		Nighttime ³	
			Leq	L _{max}	Leq	L _{max}
1	Tuesday, November 25, 2025	72	70	87	64	79
	Wednesday, November 26, 2025	76	71	83	69	80
	Thursday, November 27, 2025	76	69	79	69	76
	Friday, November 28, 2025	73	66	82	66	74
	Saturday, November 29, 2025	70	64	81	63	74
	Sunday, November 30, 2025	69	64	81	62	75
	Monday, December 1, 2025	73	65	83	66	80
	Tuesday, December 2, 2025	74	69	85	67	80
	Wednesday, December 3, 2025	74	67	84	67	81
	Thursday, December 4, 2025	75	67	82	69	81
	Friday, December 5, 2025	76	71	86	69	79
	Averages	73	68	83	66	78
	2	Tuesday, November 25, 2025	61	56	74	55
Wednesday, November 26, 2025		61	58	74	53	73
Thursday, November 27, 2025		61	54	72	55	70
Friday, November 28, 2025		62	56	74	55	66
Saturday, November 29, 2025		59	55	72	52	66
Sunday, November 30, 2025		58	55	73	51	67
Monday, December 1, 2025		64	55	72	58	68
Tuesday, December 2, 2025		61	56	76	54	69
Wednesday, December 3, 2025		59	57	74	52	66
Thursday, December 4, 2025		64	57	74	57	69
Friday, December 5, 2025		62	56	75	56	68
Saturday, December 6, 2025		59	55	72	52	65
Sunday, December 7, 2025		61	57	73	54	66
Averages	61	56	73	54	68	
3	Tuesday, November 25, 2025	69	68	84	61	79
	Wednesday, November 26, 2025	69	67	84	61	80

Table 3
Summary of Long-Term Noise Survey Measurement Results after Silencer Installation

Site ¹	Date	DNL (dB)	Average Measured Hourly Noise Levels (dB)			
			Daytime ²		Nighttime ³	
			L _{eq}	L _{max}	L _{eq}	L _{max}
	Thursday, November 27, 2025	66	65	82	57	78
	Friday, November 28, 2025	68	66	82	60	81
	Saturday, November 29, 2025	68	67	84	59	77
	Sunday, November 30, 2025	67	66	81	57	77
	Monday, December 1, 2025	68	67	83	60	78
	Tuesday, December 2, 2025	69	67	82	61	79
	Wednesday, December 3, 2025	69	67	82	60	77
	Thursday, December 4, 2025	69	68	84	60	79
	Friday, December 5, 2025	70	67	84	62	79
	Averages	68	67	83	60	79
4	Tuesday, November 25, 2025	53	51	66	46	53
	Wednesday, November 26, 2025	53	49	66	46	56
	Thursday, November 27, 2025	52	47	61	45	53
	Thursday, December 4, 2025	52	48	62	45	53
	Friday, December 5, 2025	52	49	65	45	54
	Saturday, December 6, 2025	52	48	64	45	55
	Sunday, December 7, 2025	52	48	59	45	55
	Averages	52	49	63	45	54
5	Tuesday, November 25, 2025	54	55	68	42	55
	Wednesday, November 26, 2025	52	50	66	43	56
	Thursday, November 27, 2025	54	55	72	43	56
	Friday, November 28, 2025	53	5	68	45	57
	Saturday, November 29, 2025	52	53	71	40	53
	Sunday, November 30, 2025	49	46	66	41	55
	Monday, December 1, 2025	51	48	63	44	54
	Tuesday, December 2, 2025	56	57	67	42	55
	Wednesday, December 3, 2025	51	49	67	43	56
	Thursday, December 4, 2025	53	52	67	45	55
	Friday, December 5, 2025	52	50	68	44	55
	Saturday, December 6, 2025	50	50	66	40	50
	Sunday, December 7, 2025	49	49	66	39	49
	Averages	52	48	67	42	54

¹ Long-term noise survey locations are identified in Figure 1.
² Daytime hours: 7:00 a.m. to 10:00 p.m.
³ Nighttime hours: 10:00 p.m. to 7:00 a.m.
Source: Bollard Acoustical Consultants, Inc. (2025)

Analysis of Measured Ambient Noise Levels in Terms of Santa Cruz Day/Night Average (DNL) Noise Standards

The Table 3 data indicate that measured ambient noise levels exceeded 60 dBA DNL at residences represented by noise measurement sites 2 and 3, but noise levels measured at Sites 4 and 5 were well below the Santa Cruz 60 dBA DNL exterior noise standard applicable to residential uses. However, ambient noise measurement Sites 2 and 3 were significantly influenced by local traffic on River and Ocean Streets, respectively, which is believed to be the cause of the 60 dBA DNL exceedance at those locations. Also, measured DNL values at all of the noise survey locations were within 0-3 dBA of ambient conditions without noise generated by venting operations at the temporary facility, and essentially the same as ambient conditions without venting operations at Sites 2, 3 and 4. As a result, following installation of the recent vent silencer, operations at the temporary hydrogen fueling facility do not appear to have an appreciable effect on baseline DNL values at the nearest residences, and do not appear to cause DNL values to exceed 60 dBA at nearby residential locations.

Analysis of Measured Ambient Noise Levels in Terms of Santa Cruz Average (Leq) Noise Standards

Because the most significant noise generation of the temporary hydrogen fueling facility is the venting operations, which tended to be fairly brief during the supplemental noise measurement survey, those brief activities do not appear to have had a substantial effect on average baseline ambient conditions at the nearest residences. For example, measured average hourly noise levels following the installation of the silencer were measured to be within 0-2 dBA of average hourly baseline conditions without venting activities, and only then during daytime hours. As a result, following installation of the recent vent silencer, operations at the temporary hydrogen fueling facility do not appear to have an appreciable effect on baseline Leq values at the nearest residences.

Analysis of Measured Ambient Noise Levels in Terms of Santa Cruz Maximum (Lmax) Noise Standards

Because venting operations result in brief bursts of elevated noise levels, the noise metric which is most significantly affected by venting operations is the maximum (Lmax) metric. Although analysis of the Table 3 data indicate that, following installation of the silencer, measured overall maximum noise levels were within 1 – 5 dBA Lmax of overall maximum noise levels present prior to operations of the temporary fueling facility, individual, single-event, maximum noise levels were determined to exceed baseline ambient noise levels present when no venting was occurring by as much as 10-15 dBA. This represents an exceedance of the City's Noise Ordinance requirements that project noise sources of an unusual character not exceed ambient conditions by any amount.

It should be noted, however, that the installation of the new silencer appears to have reduced maximum noise levels generated during hydrogen venting by approximately 10-15 dBA, which is a substantial decrease in noise levels. This finding is consistent with feedback BAC staff received from local residents who noted noise generated during venting did appear to have decreased

following installation of the silencer. In addition, residents noted that the venting did not appear to be occurring as frequently during nighttime hours. This is likely due to shift in the hours during which Santa Cruz Metro is refueling the hydrogen vehicles.

The substantial (10-15 dBA at some locations) increase in maximum ambient noise levels which occur during venting indicates that additional sound suppression of hydrogen venting activities is required to achieve satisfaction with City of Santa Cruz noise standards. But the substantial decrease in maximum noise levels which resulted from the installation of the silencer is an indication that sound suppression measures can be effectively implemented at the temporary fueling facility. To that end, the equipment suppliers are utilizing the noise survey results with operational data to identify additional noise control measures which could be implemented to further target noise generated during venting operations. Reportedly a second silencer is being engineered at this time, and it is worth noting that the different design of the proposed permanent facility is such that venting operations would occur at far lower pressures, thereby generating considerably lower maximum noise levels than those generated by the temporary facility.

Conclusions & Recommendations

Noise generated by hydrogen bus fueling facility venting operations were determined to be the most significant component of the facility's noise generation. Although those venting operations are not causing exceedance of the City's 60 dBA DNL exterior noise level standard at existing residences in the immediate vicinity of the fueling facility, and although the recently installed silencer appears to have resulted in a substantial decrease in maximum noise levels during venting operations, maximum noise levels generated during venting operations nonetheless remain above City of Santa Cruz standards for acceptable noise level increases. This is particularly evident at the nearest residences to the north of the facility where ambient conditions are the lowest (i.e. residences on Crossing Street).

Despite reductions in maximum noise levels during venting which resulted from the installation of the recent silencer, the temporary fueling facility is projected to continue to operate for several more months. As a result, BAC recommends that Santa Cruz Metro's efforts to implement additional noise control measures with the goal of further reducing noise generated during venting operations be pursued. To achieve compliance with the City's noise standards, it appears that an additional noise attenuation of 10-15 dBA at the residences to the north would be required from such efforts. BAC also recommends that Santa Cruz Metro continue to limit the louder operations to daytime hours, thereby minimizing the generation of elevated noise levels during the more sensitive nighttime hours.

This concludes BAC's noise evaluation for the Hydrogen Bus Fueling Facility project in Santa Cruz, California. Please contact BAC at (530) 537-2328 or paulb@bacnoise.com with any questions regarding this assessment.

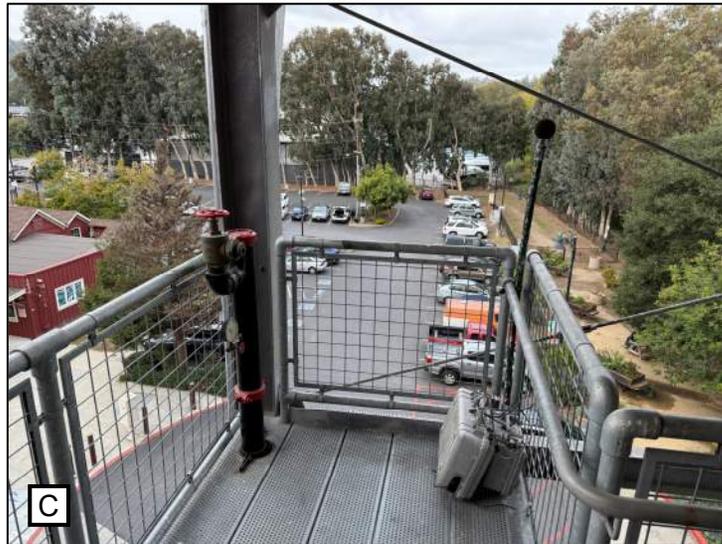
Appendix A Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
IIC	Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.
L_{dn}	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
L_{max}	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.
RT₆₀	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
STC	Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.

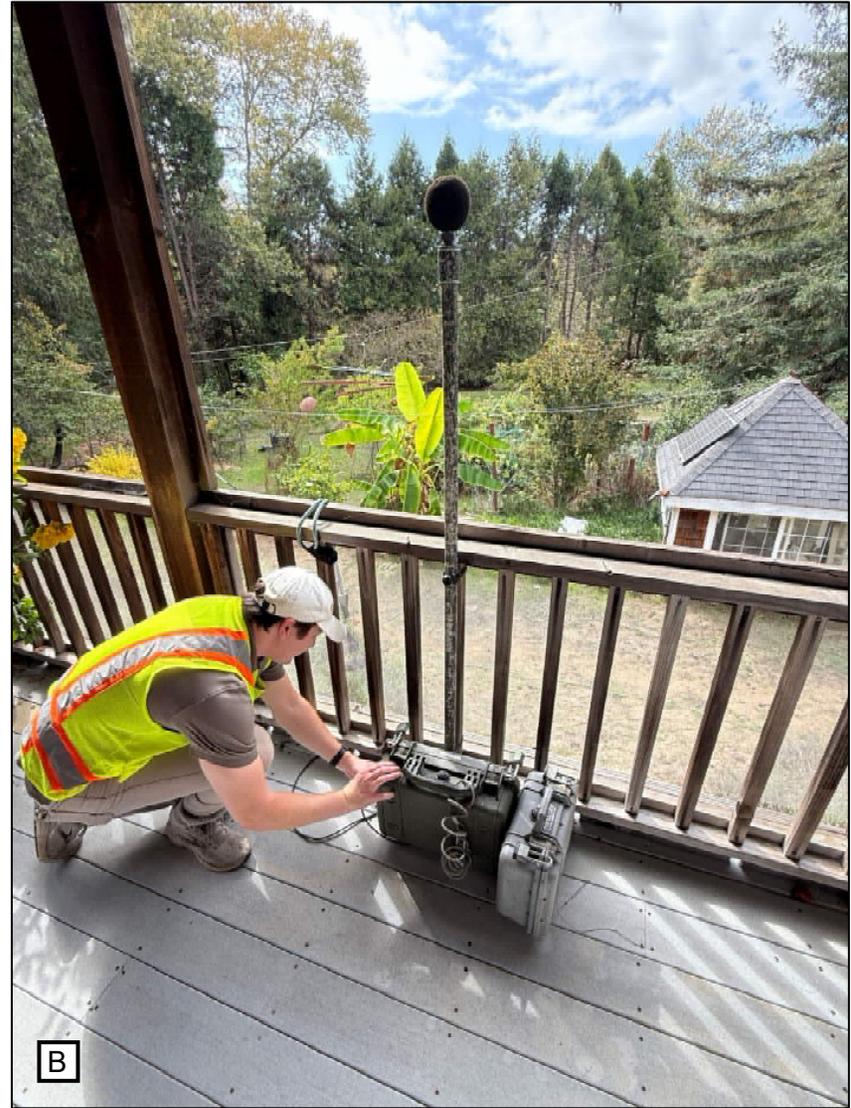




A



C



B

Legend

- A** Site 1 Noise Measurement Location
- B** Site 4 Noise Measurement Location
- C** Site 2 Noise Measurement Location

Santa Cruz Hydrogen Fuel
Station Project
Representative Noise Survey
Photographs

Appendix B-1





A



B

Legend

A Site 5 Noise Measurement Location

B Site 3 Noise Measurement Location

Santa Cruz Hydrogen Fuel
Station Project
Representative Noise Survey
Photographs

Appendix B-2



**Appendix C-1
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Tuesday, November 25, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	59	79	54	53
1:00 AM	57	83	54	53
2:00 AM	54	71	54	53
3:00 AM	54	74	54	53
4:00 AM	58	74	54	54
5:00 AM	66	84	62	55
6:00 AM	67	80	63	56
7:00 AM	68	74	68	67
8:00 AM	70	82	70	69
9:00 AM	69	86	70	56
10:00 AM	67	75	59	52
11:00 AM	75	95	71	55
12:00 PM	72	96	65	56
1:00 PM	71	98	59	54
2:00 PM	61	89	57	54
3:00 PM	58	80	57	52
4:00 PM	59	78	56	52
5:00 PM	57	78	54	52
6:00 PM	71	97	57	52
7:00 PM	74	97	65	61
8:00 PM	69	92	59	53
9:00 PM	69	87	68	68
10:00 PM	69	85	68	68
11:00 PM	68	81	68	67

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	75	57	70	69	54	64
Lmax (Maximum)	98	74	87	85	71	79
L50 (Median)	71	54	62	68	54	59
L90 (Background)	69	52	57	68	53	57

Computed DNL (dB)	72
% Daytime Energy	86%
% Nighttime Energy	14%

GPS Coordinates	36°59'22.49"N 122° 1'51.27"W
-----------------	---------------------------------

**Appendix C-2
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, November 26, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	69	85	68	68
1:00 AM	69	86	69	68
2:00 AM	70	74	70	69
3:00 AM	70	71	70	69
4:00 AM	70	74	70	69
5:00 AM	69	80	69	69
6:00 AM	69	76	69	68
7:00 AM	71	84	69	68
8:00 AM	78	86	75	71
9:00 AM	70	74	70	70
10:00 AM	70	79	70	70
11:00 AM	72	81	71	70
12:00 PM	70	74	71	70
1:00 PM	60	86	56	52
2:00 PM	65	88	64	58
3:00 PM	65	77	65	58
4:00 PM	61	80	58	56
5:00 PM	59	77	56	54
6:00 PM	69	93	56	53
7:00 PM	72	95	64	57
8:00 PM	67	91	56	52
9:00 PM	68	79	67	67
10:00 PM	68	86	67	67
11:00 PM	69	85	69	67

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	78	59	71	70	68	69
Lmax (Maximum)	95	74	83	86	71	80
L50 (Median)	75	56	64	70	67	69
L90 (Background)	71	52	62	69	67	68

Computed DNL (dB)	76
% Daytime Energy	70%
% Nighttime Energy	30%

GPS Coordinates	36°59'22.49"N 122° 1'51.27"W
-----------------	---------------------------------

**Appendix C-3
 Long-Term Ambient Noise Monitoring Results - Site 1
 Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
 Thursday, November 27, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	71	88	70	69
1:00 AM	70	78	70	69
2:00 AM	70	75	70	69
3:00 AM	70	74	70	69
4:00 AM	70	71	69	69
5:00 AM	70	77	70	69
6:00 AM	70	76	70	69
7:00 AM	70	74	70	70
8:00 AM	70	86	70	70
9:00 AM	69	79	70	49
10:00 AM	69	77	69	49
11:00 AM	68	78	69	45
12:00 PM	68	78	70	45
1:00 PM	70	88	71	51
2:00 PM	70	77	70	49
3:00 PM	69	83	70	46
4:00 PM	67	73	69	44
5:00 PM	69	80	69	51
6:00 PM	67	76	69	47
7:00 PM	67	73	68	49
8:00 PM	69	86	68	49
9:00 PM	67	74	68	47
10:00 PM	67	73	68	43
11:00 PM	68	73	68	67

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	70	67	69	71	67	69
Lmax (Maximum)	88	73	79	88	71	76
L50 (Median)	71	68	69	70	68	69
L90 (Background)	70	44	51	69	43	66

Computed DNL (dB)	76
% Daytime Energy	59%
% Nighttime Energy	41%

GPS Coordinates	36°59'22.49"N 122° 1'51.27"W
-----------------	---------------------------------



**Appendix C-4
 Long-Term Ambient Noise Monitoring Results - Site 1
 Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
 Friday, November 28, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	68	69	68	67
1:00 AM	68	69	68	67
2:00 AM	67	68	67	67
3:00 AM	68	73	68	67
4:00 AM	66	72	67	53
5:00 AM	67	81	67	54
6:00 AM	66	74	66	56
7:00 AM	68	75	67	67
8:00 AM	68	79	68	67
9:00 AM	68	86	63	53
10:00 AM	68	78	62	53
11:00 AM	67	79	59	52
12:00 PM	68	78	67	54
1:00 PM	56	71	55	49
2:00 PM	60	85	56	53
3:00 PM	57	76	55	51
4:00 PM	58	82	54	50
5:00 PM	55	81	51	46
6:00 PM	63	91	54	48
7:00 PM	71	95	62	49
8:00 PM	67	89	51	46
9:00 PM	62	84	52	47
10:00 PM	59	80	50	43
11:00 PM	61	83	53	48

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	71	55	66	68	59	66
Lmax (Maximum)	95	71	82	83	68	74
L50 (Median)	68	51	58	68	50	64
L90 (Background)	67	46	52	67	43	58

Computed DNL (dB)	73
% Daytime Energy	61%
% Nighttime Energy	39%

GPS Coordinates	36°59'22.49"N 122° 1'51.27"W
-----------------	---------------------------------

**Appendix C-5
 Long-Term Ambient Noise Monitoring Results - Site 1
 Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
 Saturday, November 29, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	60	85	51	44
1:00 AM	63	74	64	54
2:00 AM	64	68	64	64
3:00 AM	64	66	64	64
4:00 AM	64	67	64	64
5:00 AM	64	71	64	64
6:00 AM	65	78	64	64
7:00 AM	65	77	65	64
8:00 AM	64	78	64	63
9:00 AM	62	77	63	52
10:00 AM	61	79	55	50
11:00 AM	57	80	55	50
12:00 PM	56	73	55	51
1:00 PM	58	79	55	50
2:00 PM	56	76	54	48
3:00 PM	57	76	55	49
4:00 PM	59	79	55	50
5:00 PM	57	77	52	48
6:00 PM	71	95	53	48
7:00 PM	70	97	60	51
8:00 PM	64	87	51	46
9:00 PM	60	78	53	49
10:00 PM	56	76	51	46
11:00 PM	61	83	52	49

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	71	56	64	65	56	63
Lmax (Maximum)	97	73	81	85	66	74
L50 (Median)	65	51	56	64	51	60
L90 (Background)	64	46	51	64	44	57

Computed DNL (dB)	70
% Daytime Energy	67%
% Nighttime Energy	33%

GPS Coordinates	36°59'22.49"N 122° 1'51.27"W
-----------------	---------------------------------



Appendix C-6
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Sunday, November 30, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	59	81	50	49
1:00 AM	55	81	49	48
2:00 AM	51	76	49	48
3:00 AM	49	64	48	48
4:00 AM	49	62	48	48
5:00 AM	54	77	49	48
6:00 AM	68	76	68	60
7:00 AM	67	85	66	50
8:00 AM	55	74	50	44
9:00 AM	60	89	52	44
10:00 AM	57	77	51	45
11:00 AM	56	75	53	46
12:00 PM	56	78	54	46
1:00 PM	55	75	53	47
2:00 PM	56	74	54	47
3:00 PM	58	81	54	47
4:00 PM	57	78	51	46
5:00 PM	57	76	52	46
6:00 PM	70	95	53	45
7:00 PM	71	96	62	57
8:00 PM	66	88	54	53
9:00 PM	65	79	64	55
10:00 PM	65	80	64	64
11:00 PM	65	82	65	64

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	71	55	64	68	49	62
Lmax (Maximum)	96	74	81	82	62	75
L50 (Median)	66	50	55	68	48	54
L90 (Background)	57	44	48	64	48	53

Computed DNL (dB)	69
% Daytime Energy	74%
% Nighttime Energy	26%

GPS Coordinates	36°59'22.49"N 122° 1'51.27"W
-----------------	---------------------------------

**Appendix C-7
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Monday, December 1, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	65	79	65	65
1:00 AM	64	73	64	64
2:00 AM	65	68	65	64
3:00 AM	64	74	64	64
4:00 AM	64	76	64	64
5:00 AM	66	78	64	63
6:00 AM	72	93	64	63
7:00 AM	64	80	63	53
8:00 AM	66	88	59	51
9:00 AM	58	78	54	51
10:00 AM	57	76	54	50
11:00 AM	62	82	58	56
12:00 PM	62	71	61	57
1:00 PM	57	74	55	49
2:00 PM	61	82	56	49
3:00 PM	59	82	55	47
4:00 PM	57	77	53	47
5:00 PM	70	94	54	47
6:00 PM	70	96	59	54
7:00 PM	71	96	64	58
8:00 PM	68	91	53	49
9:00 PM	57	75	52	49
10:00 PM	64	86	55	52
11:00 PM	66	89	55	51

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	71	57	65	72	64	66
Lmax (Maximum)	96	71	83	93	68	80
L50 (Median)	64	52	57	65	55	62
L90 (Background)	58	47	51	65	51	61

Computed DNL (dB)	73
% Daytime Energy	57%
% Nighttime Energy	43%

GPS Coordinates	36°59'22.49"N 122° 1'51.27"W
-----------------	---------------------------------



**Appendix C-8
 Long-Term Ambient Noise Monitoring Results - Site 1
 Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
 Tuesday, December 2, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	64	80	60	59
1:00 AM	68	81	67	67
2:00 AM	67	68	67	67
3:00 AM	67	74	67	67
4:00 AM	69	86	67	67
5:00 AM	69	85	69	68
6:00 AM	70	78	70	69
7:00 AM	73	87	69	67
8:00 AM	68	82	68	55
9:00 AM	73	97	68	51
10:00 AM	69	85	69	55
11:00 AM	69	87	69	52
12:00 PM	67	77	69	51
1:00 PM	69	80	69	55
2:00 PM	59	79	55	50
3:00 PM	58	79	55	49
4:00 PM	62	86	54	48
5:00 PM	55	68	53	46
6:00 PM	73	96	59	52
7:00 PM	69	94	65	61
8:00 PM	70	92	55	50
9:00 PM	64	89	55	52
10:00 PM	64	83	51	48
11:00 PM	64	87	52	47

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	73	55	69	70	64	67
Lmax (Maximum)	97	68	85	87	68	80
L50 (Median)	69	53	62	70	51	63
L90 (Background)	67	46	53	69	47	62

Computed DNL (dB)	74
% Daytime Energy	70%
% Nighttime Energy	30%

GPS Coordinates	36°59'22.49"N 122° 1'51.27"W
-----------------	---------------------------------



**Appendix C-9
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, December 3, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	67	91	51	47
1:00 AM	62	83	52	49
2:00 AM	64	69	63	63
3:00 AM	64	69	64	63
4:00 AM	65	82	64	63
5:00 AM	72	95	66	63
6:00 AM	64	73	63	62
7:00 AM	66	84	62	55
8:00 AM	71	95	63	53
9:00 AM	72	99	63	59
10:00 AM	64	79	62	51
11:00 AM	62	79	62	51
12:00 PM	61	77	57	50
1:00 PM	57	72	55	50
2:00 PM	59	80	56	51
3:00 PM	58	78	55	50
4:00 PM	57	73	55	50
5:00 PM	56	78	53	49
6:00 PM	69	98	60	50
7:00 PM	71	96	61	57
8:00 PM	71	96	54	49
9:00 PM	65	82	61	51
10:00 PM	68	84	67	67
11:00 PM	70	85	67	66

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	72	56	67	72	62	67
Lmax (Maximum)	99	72	84	95	69	81
L50 (Median)	63	53	58	67	51	62
L90 (Background)	59	49	52	67	47	60

Computed DNL (dB)	74
% Daytime Energy	61%
% Nighttime Energy	39%

GPS Coordinates	36°59'22.49"N 122° 1'51.27"W
-----------------	---------------------------------

**Appendix C-10
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Thursday, December 4, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	69	85	69	67
1:00 AM	69	86	68	68
2:00 AM	69	70	69	68
3:00 AM	69	78	68	68
4:00 AM	69	74	69	69
5:00 AM	71	85	69	69
6:00 AM	70	82	69	69
7:00 AM	69	86	68	55
8:00 AM	63	80	59	55
9:00 AM	63	88	58	52
10:00 AM	62	80	60	58
11:00 AM	60	81	59	57
12:00 PM	57	79	54	48
1:00 PM	56	70	53	46
2:00 PM	56	77	54	48
3:00 PM	56	76	53	46
4:00 PM	59	81	55	48
5:00 PM	56	71	54	49
6:00 PM	73	96	55	48
7:00 PM	74	99	67	57
8:00 PM	70	87	67	66
9:00 PM	69	82	69	63
10:00 PM	69	87	69	63
11:00 PM	70	87	69	63

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	74	56	67	71	69	69
Lmax (Maximum)	99	70	82	87	70	81
L50 (Median)	69	53	59	69	68	69
L90 (Background)	66	46	53	69	63	67

Computed DNL (dB)	75
% Daytime Energy	50%
% Nighttime Energy	50%

GPS Coordinates	36°59'22.49"N 122° 1'51.27"W
-----------------	---------------------------------

Appendix C-11
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Friday, December 5, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	69	86	69	69
1:00 AM	68	76	68	68
2:00 AM	68	69	68	68
3:00 AM	68	77	68	68
4:00 AM	69	77	69	69
5:00 AM	69	81	69	68
6:00 AM	69	80	69	68
7:00 AM	69	88	69	68
8:00 AM	69	78	69	68
9:00 AM	74	96	70	69
10:00 AM	71	93	69	51
11:00 AM	68	75	69	51
12:00 PM	69	73	70	54
1:00 PM	68	75	69	50
2:00 PM	75	98	70	60
3:00 PM	68	79	69	55
4:00 PM	67	76	68	51
5:00 PM	67	82	68	48
6:00 PM	73	95	69	61
7:00 PM	73	98	68	62
8:00 PM	70	91	68	49
9:00 PM	70	90	68	52
10:00 PM	68	78	69	51
11:00 PM	72	92	68	53

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	75	67	71	72	68	69
Lmax (Maximum)	98	73	86	92	69	79
L50 (Median)	70	68	69	69	68	69
L90 (Background)	69	48	57	69	51	65

Computed DNL (dB)	76
% Daytime Energy	71%
% Nighttime Energy	29%

GPS Coordinates	36°59'22.49"N 122° 1'51.27"W
-----------------	---------------------------------

**Appendix C-12
 Long-Term Ambient Noise Monitoring Results - Site 2
 Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
 Tuesday, November 25, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	51	69	50	48
1:00 AM	49	64	48	47
2:00 AM	49	65	47	47
3:00 AM	48	61	47	47
4:00 AM	53	69	50	47
5:00 AM	61	88	54	51
6:00 AM	58	71	56	53
7:00 AM	57	75	56	53
8:00 AM	58	79	56	53
9:00 AM	55	71	54	52
10:00 AM	56	71	54	51
11:00 AM	57	73	54	51
12:00 PM	57	75	54	51
1:00 PM	57	76	54	52
2:00 PM	56	78	54	51
3:00 PM	55	72	54	51
4:00 PM	55	67	54	52
5:00 PM	55	72	54	51
6:00 PM	56	76	53	51
7:00 PM	57	78	53	51
8:00 PM	55	78	52	50
9:00 PM	54	69	52	50
10:00 PM	52	66	51	49
11:00 PM	51	64	51	50

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	58	54	56	61	48	55
Lmax (Maximum)	79	67	74	88	61	68
L50 (Median)	56	52	54	56	47	50
L90 (Background)	53	50	51	53	47	49

Computed DNL (dB)	61
% Daytime Energy	70%
% Nighttime Energy	30%

GPS Coordinates	36°59'17.49"N
	122° 1'46.37"W



**Appendix C-13
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, November 26, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	50	65	49	48
1:00 AM	50	77	49	47
2:00 AM	49	66	48	47
3:00 AM	49	58	48	47
4:00 AM	52	68	51	49
5:00 AM	56	69	53	51
6:00 AM	58	77	56	53
7:00 AM	58	72	56	53
8:00 AM	59	71	58	54
9:00 AM	55	70	54	51
10:00 AM	58	77	54	51
11:00 AM	60	77	55	52
12:00 PM	55	71	54	51
1:00 PM	55	71	53	50
2:00 PM	54	71	53	50
3:00 PM	56	73	54	50
4:00 PM	65	91	54	52
5:00 PM	56	71	55	53
6:00 PM	55	74	53	51
7:00 PM	56	76	54	52
8:00 PM	55	74	53	51
9:00 PM	53	74	52	50
10:00 PM	52	69	51	49
11:00 PM	54	82	51	49

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	65	53	58	58	49	53
Lmax (Maximum)	91	70	74	82	58	70
L50 (Median)	58	52	54	56	48	51
L90 (Background)	54	50	51	53	47	49

Computed DNL (dB)	61
% Daytime Energy	82%
% Nighttime Energy	18%

GPS Coordinates	36°59'17.49"N
	122° 1'46.37"W

**Appendix C-14
 Long-Term Ambient Noise Monitoring Results - Site 2
 Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
 Thursday, November 27, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	52	70	50	48
1:00 AM	50	66	49	47
2:00 AM	49	60	48	47
3:00 AM	48	57	48	47
4:00 AM	51	67	49	47
5:00 AM	62	91	49	48
6:00 AM	53	69	49	48
7:00 AM	53	74	51	49
8:00 AM	54	69	53	51
9:00 AM	55	75	53	51
10:00 AM	57	76	53	50
11:00 AM	53	65	52	50
12:00 PM	53	76	51	49
1:00 PM	53	68	51	49
2:00 PM	55	79	51	48
3:00 PM	54	78	51	48
4:00 PM	54	73	51	49
5:00 PM	53	65	51	50
6:00 PM	56	79	52	50
7:00 PM	52	68	51	50
8:00 PM	53	66	51	49
9:00 PM	52	63	50	48
10:00 PM	50	60	49	48
11:00 PM	55	88	49	47

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	57	52	54	62	48	55
Lmax (Maximum)	79	63	72	91	57	70
L50 (Median)	53	50	51	50	48	49
L90 (Background)	51	48	49	48	47	48

Computed DNL (dB)	61
% Daytime Energy	56%
% Nighttime Energy	44%

GPS Coordinates	36°59'17.49"N
	122° 1'46.37"W



**Appendix C-15
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Friday, November 28, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	49	59	48	47
1:00 AM	49	66	48	47
2:00 AM	48	55	47	47
3:00 AM	48	58	47	47
4:00 AM	51	64	49	47
5:00 AM	63	86	56	55
6:00 AM	56	70	55	53
7:00 AM	57	74	54	52
8:00 AM	57	73	53	50
9:00 AM	59	87	54	51
10:00 AM	56	75	54	52
11:00 AM	55	71	54	51
12:00 PM	57	81	53	51
1:00 PM	55	70	54	51
2:00 PM	54	68	53	50
3:00 PM	55	72	54	51
4:00 PM	56	72	54	52
5:00 PM	55	74	53	51
6:00 PM	55	72	53	51
7:00 PM	56	75	53	50
8:00 PM	54	70	52	50
9:00 PM	53	71	51	49
10:00 PM	52	63	51	49
11:00 PM	52	74	51	49

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	59	53	56	63	48	55
Lmax (Maximum)	87	68	74	86	55	66
L50 (Median)	54	51	53	56	47	50
L90 (Background)	52	49	51	55	47	49

Computed DNL (dB)	62
% Daytime Energy	66%
% Nighttime Energy	34%

GPS Coordinates	36°59'17.49"N
	122° 1'46.37"W



**Appendix C-16
 Long-Term Ambient Noise Monitoring Results - Site 2
 Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
 Saturday, November 29, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	50	64	49	48
1:00 AM	54	79	48	47
2:00 AM	49	59	47	46
3:00 AM	48	56	47	46
4:00 AM	49	62	48	47
5:00 AM	51	65	50	48
6:00 AM	56	73	53	50
7:00 AM	55	67	54	51
8:00 AM	54	65	52	50
9:00 AM	56	71	54	51
10:00 AM	55	76	53	50
11:00 AM	54	67	53	50
12:00 PM	54	71	53	50
1:00 PM	54	75	53	50
2:00 PM	54	68	53	50
3:00 PM	57	74	53	50
4:00 PM	56	72	54	50
5:00 PM	56	82	53	51
6:00 PM	55	75	52	50
7:00 PM	56	77	53	51
8:00 PM	54	72	52	50
9:00 PM	54	75	51	50
10:00 PM	53	73	51	48
11:00 PM	51	65	50	48

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	57	54	55	56	48	52
Lmax (Maximum)	82	65	72	79	56	66
L50 (Median)	54	51	53	53	47	49
L90 (Background)	51	50	50	50	46	48

Computed DNL (dB)	59
% Daytime Energy	77%
% Nighttime Energy	23%

GPS Coordinates	36°59'17.49"N
	122° 1'46.37"W

Appendix C-17
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Sunday, November 30, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	51	69	49	48
1:00 AM	50	65	48	47
2:00 AM	50	75	47	47
3:00 AM	48	58	47	46
4:00 AM	49	58	47	46
5:00 AM	52	70	50	49
6:00 AM	54	67	53	50
7:00 AM	54	69	51	49
8:00 AM	53	68	51	49
9:00 AM	59	84	53	50
10:00 AM	55	80	52	49
11:00 AM	54	71	52	50
12:00 PM	55	76	53	50
1:00 PM	56	74	54	51
2:00 PM	54	69	52	49
3:00 PM	54	73	53	49
4:00 PM	54	67	52	50
5:00 PM	54	65	53	50
6:00 PM	59	86	51	49
7:00 PM	55	75	52	50
8:00 PM	53	68	51	49
9:00 PM	52	71	51	49
10:00 PM	52	70	50	48
11:00 PM	52	70	51	49

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	59	52	55	54	48	51
Lmax (Maximum)	86	65	73	75	58	67
L50 (Median)	54	51	52	53	47	49
L90 (Background)	51	49	50	50	46	48

Computed DNL (dB)	58
% Daytime Energy	81%
% Nighttime Energy	19%

GPS Coordinates	36°59'17.49"N
	122° 1'46.37"W



**Appendix C-18
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Monday, December 1, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	52	68	51	49
1:00 AM	51	61	50	48
2:00 AM	51	62	50	48
3:00 AM	51	64	51	48
4:00 AM	53	67	52	50
5:00 AM	67	96	53	51
6:00 AM	56	69	54	52
7:00 AM	57	68	56	54
8:00 AM	57	78	55	52
9:00 AM	55	67	54	51
10:00 AM	55	74	54	51
11:00 AM	54	72	53	50
12:00 PM	53	64	52	49
1:00 PM	54	70	53	50
2:00 PM	55	73	53	50
3:00 PM	55	72	53	50
4:00 PM	55	71	54	52
5:00 PM	57	75	54	52
6:00 PM	55	77	53	51
7:00 PM	55	75	53	51
8:00 PM	54	72	52	50
9:00 PM	53	71	52	50
10:00 PM	51	62	50	48
11:00 PM	50	61	49	48

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	57	53	55	67	50	58
Lmax (Maximum)	78	64	72	96	61	68
L50 (Median)	56	52	53	54	49	51
L90 (Background)	54	49	51	52	48	49

Computed DNL (dB)	64
% Daytime Energy	45%
% Nighttime Energy	55%

GPS Coordinates	36°59'17.49"N
	122° 1'46.37"W



Appendix C-19
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Tuesday, December 2, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	50	62	49	48
1:00 AM	49	60	49	48
2:00 AM	49	71	47	46
3:00 AM	48	61	47	46
4:00 AM	52	66	50	49
5:00 AM	61	88	53	51
6:00 AM	57	75	56	53
7:00 AM	58	82	56	54
8:00 AM	56	69	55	53
9:00 AM	57	78	54	51
10:00 AM	57	82	53	50
11:00 AM	54	72	53	50
12:00 PM	55	74	53	50
1:00 PM	55	78	53	50
2:00 PM	56	78	54	51
3:00 PM	56	72	54	51
4:00 PM	57	76	54	51
5:00 PM	54	69	53	51
6:00 PM	57	75	53	51
7:00 PM	55	74	53	51
8:00 PM	54	72	52	50
9:00 PM	59	87	52	50
10:00 PM	51	66	50	48
11:00 PM	50	67	49	47

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	59	54	56	61	48	54
Lmax (Maximum)	87	69	76	88	60	69
L50 (Median)	56	52	53	56	47	50
L90 (Background)	54	50	51	53	46	48

Computed DNL (dB)	61
% Daytime Energy	72%
% Nighttime Energy	28%

GPS Coordinates	36°59'17.49"N
	122° 1'46.37"W

Appendix C-20
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, December 3, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	50	61	49	47
1:00 AM	49	60	48	47
2:00 AM	51	69	48	47
3:00 AM	49	62	48	47
4:00 AM	52	67	50	48
5:00 AM	55	65	53	50
6:00 AM	55	71	54	52
7:00 AM	57	72	56	53
8:00 AM	56	74	54	51
9:00 AM	56	77	54	51
10:00 AM	55	76	54	51
11:00 AM	59	77	55	52
12:00 PM	59	79	54	52
1:00 PM	54	71	53	51
2:00 PM	54	68	54	51
3:00 PM	56	75	54	51
4:00 PM	55	67	54	52
5:00 PM	56	70	55	53
6:00 PM	58	80	54	51
7:00 PM	57	79	55	53
8:00 PM	57	74	54	51
9:00 PM	54	71	52	50
10:00 PM	52	76	50	49
11:00 PM	51	65	50	49

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	59	54	57	55	49	52
Lmax (Maximum)	80	67	74	76	60	66
L50 (Median)	56	52	54	54	48	50
L90 (Background)	53	50	51	52	47	48

Computed DNL (dB)	59
% Daytime Energy	83%
% Nighttime Energy	17%

GPS Coordinates	36°59'17.49"N
	122° 1'46.37"W



**Appendix C-21
 Long-Term Ambient Noise Monitoring Results - Site 2
 Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
 Thursday, December 4, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	51	66	50	48
1:00 AM	50	62	49	48
2:00 AM	48	62	47	47
3:00 AM	48	58	47	47
4:00 AM	51	65	49	47
5:00 AM	65	94	54	51
6:00 AM	58	71	57	53
7:00 AM	57	77	56	54
8:00 AM	58	67	57	54
9:00 AM	56	72	55	51
10:00 AM	55	72	54	51
11:00 AM	56	74	55	51
12:00 PM	55	67	54	50
1:00 PM	60	89	53	50
2:00 PM	54	69	53	50
3:00 PM	55	74	54	51
4:00 PM	56	75	55	52
5:00 PM	56	71	55	53
6:00 PM	58	83	54	51
7:00 PM	58	78	53	50
8:00 PM	56	81	53	50
9:00 PM	53	65	52	50
10:00 PM	56	79	50	48
11:00 PM	51	63	50	49

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	60	53	57	65	48	57
Lmax (Maximum)	89	65	74	94	58	69
L50 (Median)	57	52	54	57	47	50
L90 (Background)	54	50	51	53	47	48

Computed DNL (dB)	64
% Daytime Energy	57%
% Nighttime Energy	43%

GPS Coordinates	36°59'17.49"N
	122° 1'46.37"W



Appendix C-22
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Friday, December 5, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	52	65	50	48
1:00 AM	49	64	48	47
2:00 AM	49	62	47	47
3:00 AM	49	63	47	47
4:00 AM	54	65	50	48
5:00 AM	63	87	58	55
6:00 AM	55	67	54	52
7:00 AM	57	69	56	54
8:00 AM	57	75	56	53
9:00 AM	57	75	55	52
10:00 AM	56	72	54	52
11:00 AM	55	73	54	51
12:00 PM	57	81	53	51
1:00 PM	54	73	53	50
2:00 PM	57	83	54	51
3:00 PM	58	83	54	51
4:00 PM	55	72	54	52
5:00 PM	55	72	54	52
6:00 PM	57	75	54	52
7:00 PM	56	78	54	52
8:00 PM	54	70	53	51
9:00 PM	55	73	53	50
10:00 PM	53	75	51	49
11:00 PM	52	65	51	49

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	58	54	56	63	49	56
Lmax (Maximum)	83	69	75	87	62	68
L50 (Median)	56	53	54	58	47	51
L90 (Background)	54	50	51	55	47	49

Computed DNL (dB)	62
% Daytime Energy	64%
% Nighttime Energy	36%

GPS Coordinates	36°59'17.49"N
	122° 1'46.37"W



**Appendix C-23
 Long-Term Ambient Noise Monitoring Results - Site 2
 Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
 Saturday, December 6, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	51	73	49	48
1:00 AM	50	66	49	47
2:00 AM	48	57	47	47
3:00 AM	49	58	47	47
4:00 AM	50	64	48	47
5:00 AM	54	67	53	53
6:00 AM	55	70	54	51
7:00 AM	55	74	54	52
8:00 AM	55	75	53	51
9:00 AM	54	64	53	51
10:00 AM	54	71	53	50
11:00 AM	55	72	54	51
12:00 PM	55	72	54	51
1:00 PM	54	71	53	50
2:00 PM	55	69	53	50
3:00 PM	54	64	53	50
4:00 PM	57	83	54	51
5:00 PM	58	83	54	51
6:00 PM	56	75	53	51
7:00 PM	58	77	54	52
8:00 PM	55	73	52	50
9:00 PM	53	63	51	50
10:00 PM	52	67	51	49
11:00 PM	52	63	51	49

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	58	53	55	55	48	52
Lmax (Maximum)	83	63	72	73	57	65
L50 (Median)	54	51	53	54	47	50
L90 (Background)	52	50	51	53	47	49

Computed DNL (dB)	59
% Daytime Energy	80%
% Nighttime Energy	20%

GPS Coordinates	36°59'17.49"N
	122° 1'46.37"W



**Appendix C-24
 Long-Term Ambient Noise Monitoring Results - Site 2
 Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
 Sunday, December 7, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	51	64	50	49
1:00 AM	49	63	48	47
2:00 AM	51	75	48	47
3:00 AM	49	69	47	47
4:00 AM	50	63	49	48
5:00 AM	57	66	53	49
6:00 AM	59	72	59	53
7:00 AM	55	73	53	52
8:00 AM	55	71	54	52
9:00 AM	55	71	54	52
10:00 AM	54	69	54	52
11:00 AM	56	74	55	53
12:00 PM	56	72	55	53
1:00 PM	56	70	55	53
2:00 PM	57	75	56	54
3:00 PM	56	74	55	52
4:00 PM	57	70	56	54
5:00 PM	57	76	55	53
6:00 PM	62	85	56	54
7:00 PM	57	78	55	52
8:00 PM	55	68	54	52
9:00 PM	56	69	54	52
10:00 PM	56	63	56	53
11:00 PM	56	63	55	53

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	62	54	57	59	49	54
Lmax (Maximum)	85	68	73	75	63	66
L50 (Median)	56	53	55	59	47	52
L90 (Background)	54	52	53	53	47	49

Computed DNL (dB)	61
% Daytime Energy	74%
% Nighttime Energy	26%

GPS Coordinates	36°59'17.49"N
	122° 1'46.37"W



**Appendix C-25
 Long-Term Ambient Noise Monitoring Results - Site 3
 Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
 Tuesday, November 25, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	58	82	41	39
1:00 AM	55	78	38	36
2:00 AM	50	75	38	37
3:00 AM	53	80	38	37
4:00 AM	57	80	42	38
5:00 AM	61	77	47	43
6:00 AM	66	82	60	48
7:00 AM	68	84	65	51
8:00 AM	67	80	65	53
9:00 AM	68	87	65	49
10:00 AM	67	81	64	50
11:00 AM	73	104	65	50
12:00 PM	67	83	65	51
1:00 PM	67	82	64	49
2:00 PM	68	89	66	51
3:00 PM	68	86	66	53
4:00 PM	69	86	67	55
5:00 PM	69	89	67	54
6:00 PM	67	81	64	49
7:00 PM	65	77	60	47
8:00 PM	64	79	55	45
9:00 PM	64	79	54	44
10:00 PM	63	85	48	43
11:00 PM	59	78	44	40

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	73	64	68	66	50	61
Lmax (Maximum)	104	77	84	85	75	79
L50 (Median)	67	54	64	60	38	44
L90 (Background)	55	44	50	48	36	40

Computed DNL (dB)	69
% Daytime Energy	90%
% Nighttime Energy	10%

GPS Coordinates	36°59'19.13"N
	122° 1'36.19"W



Appendix C-26
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, November 26, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	56	76	41	38
1:00 AM	55	76	38	36
2:00 AM	56	81	39	37
3:00 AM	53	75	40	39
4:00 AM	57	75	43	40
5:00 AM	62	84	48	45
6:00 AM	66	80	58	49
7:00 AM	68	86	64	51
8:00 AM	67	81	65	52
9:00 AM	67	87	64	50
10:00 AM	67	80	64	48
11:00 AM	67	79	65	49
12:00 PM	67	82	65	52
1:00 PM	67	84	64	50
2:00 PM	70	97	65	51
3:00 PM	68	86	66	52
4:00 PM	69	90	67	55
5:00 PM	68	90	65	52
6:00 PM	66	80	63	50
7:00 PM	65	79	61	49
8:00 PM	64	84	55	46
9:00 PM	64	79	54	46
10:00 PM	62	86	48	44
11:00 PM	60	84	45	42

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	70	64	67	66	53	61
Lmax (Maximum)	97	79	84	86	75	80
L50 (Median)	67	54	63	58	38	44
L90 (Background)	55	46	50	49	36	41

Computed DNL (dB)	69
% Daytime Energy	89%
% Nighttime Energy	11%

GPS Coordinates	36°59'19.13"N
	122° 1'36.19"W



Appendix C-27
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Thursday, November 27, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	59	83	43	39
1:00 AM	56	77	40	38
2:00 AM	56	79	39	37
3:00 AM	53	79	39	37
4:00 AM	51	74	40	37
5:00 AM	56	74	41	39
6:00 AM	59	78	44	41
7:00 AM	61	77	48	43
8:00 AM	64	82	55	46
9:00 AM	65	81	58	46
10:00 AM	65	79	61	47
11:00 AM	66	89	62	48
12:00 PM	66	79	64	48
1:00 PM	66	87	63	46
2:00 PM	66	81	63	47
3:00 PM	65	78	62	46
4:00 PM	64	80	58	47
5:00 PM	64	80	58	47
6:00 PM	64	83	58	46
7:00 PM	65	83	60	48
8:00 PM	64	86	58	46
9:00 PM	63	85	54	44
10:00 PM	61	77	46	42
11:00 PM	58	78	44	39

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	66	61	65	61	51	57
Lmax (Maximum)	89	77	82	83	74	78
L50 (Median)	64	48	59	46	39	42
L90 (Background)	48	43	46	42	37	39

Computed DNL (dB)	66
% Daytime Energy	90%
% Nighttime Energy	10%

GPS Coordinates	36°59'19.13"N
	122° 1'36.19"W



Appendix C-28
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Friday, November 28, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	56	81	40	38
1:00 AM	54	75	38	36
2:00 AM	54	76	38	36
3:00 AM	54	79	39	37
4:00 AM	54	79	40	37
5:00 AM	66	92	45	42
6:00 AM	62	79	47	43
7:00 AM	64	77	55	46
8:00 AM	64	79	57	46
9:00 AM	66	82	62	50
10:00 AM	67	81	64	50
11:00 AM	67	87	65	51
12:00 PM	68	90	65	50
1:00 PM	67	75	66	52
2:00 PM	67	83	66	52
3:00 PM	67	78	66	51
4:00 PM	68	89	65	52
5:00 PM	68	84	66	51
6:00 PM	66	83	62	48
7:00 PM	65	87	59	47
8:00 PM	64	77	56	45
9:00 PM	64	82	55	45
10:00 PM	62	87	48	43
11:00 PM	61	81	46	40

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	68	64	66	66	54	60
Lmax (Maximum)	90	75	82	92	75	81
L50 (Median)	66	55	62	48	38	42
L90 (Background)	52	45	49	43	36	39

Computed DNL (dB)	68
% Daytime Energy	87%
% Nighttime Energy	13%

GPS Coordinates	36°59'19.13"N
	122° 1'36.19"W

**Appendix C-29
 Long-Term Ambient Noise Monitoring Results - Site 3
 Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
 Saturday, November 29, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	59	78	42	39
1:00 AM	56	76	39	37
2:00 AM	55	75	37	36
3:00 AM	53	74	37	35
4:00 AM	54	74	41	37
5:00 AM	57	76	41	39
6:00 AM	61	80	46	40
7:00 AM	64	79	51	44
8:00 AM	65	81	60	46
9:00 AM	67	79	64	48
10:00 AM	69	93	65	50
11:00 AM	68	85	65	52
12:00 PM	67	80	66	52
1:00 PM	68	84	65	51
2:00 PM	68	82	66	50
3:00 PM	69	93	66	55
4:00 PM	69	91	66	52
5:00 PM	67	81	65	51
6:00 PM	67	90	62	47
7:00 PM	65	81	59	46
8:00 PM	64	81	56	45
9:00 PM	64	84	53	45
10:00 PM	63	81	49	42
11:00 PM	61	78	45	39

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	69	64	67	63	53	59
Lmax (Maximum)	93	79	84	81	74	77
L50 (Median)	66	51	62	49	37	42
L90 (Background)	55	44	49	42	35	38

Computed DNL (dB)	68
% Daytime Energy	92%
% Nighttime Energy	8%

GPS Coordinates	36°59'19.13"N
	122° 1'36.19"W

**Appendix C-30
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Sunday, November 30, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	58	76	42	38
1:00 AM	56	76	39	37
2:00 AM	56	81	39	37
3:00 AM	51	74	37	36
4:00 AM	52	74	37	36
5:00 AM	56	77	39	37
6:00 AM	59	78	43	40
7:00 AM	61	76	48	41
8:00 AM	65	80	57	44
9:00 AM	66	85	63	48
10:00 AM	67	78	64	50
11:00 AM	67	83	65	50
12:00 PM	68	78	66	53
1:00 PM	67	82	65	51
2:00 PM	68	87	66	50
3:00 PM	68	87	66	52
4:00 PM	67	78	65	51
5:00 PM	67	83	64	49
6:00 PM	65	82	61	46
7:00 PM	64	77	56	45
8:00 PM	63	82	51	45
9:00 PM	62	77	48	44
10:00 PM	61	83	44	41
11:00 PM	59	76	42	40

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	68	61	66	61	51	57
Lmax (Maximum)	87	76	81	83	74	77
L50 (Median)	66	48	60	44	37	40
L90 (Background)	53	41	48	41	36	38

Computed DNL (dB)	67
% Daytime Energy	93%
% Nighttime Energy	7%

GPS Coordinates	36°59'19.13"N
	122° 1'36.19"W

**Appendix C-31
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Monday, December 1, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	57	82	41	39
1:00 AM	53	76	38	37
2:00 AM	53	75	39	37
3:00 AM	52	73	40	38
4:00 AM	55	74	41	37
5:00 AM	62	84	47	42
6:00 AM	66	86	58	47
7:00 AM	68	81	66	51
8:00 AM	68	84	67	51
9:00 AM	67	86	64	48
10:00 AM	66	84	63	48
11:00 AM	66	84	63	48
12:00 PM	66	80	63	47
1:00 PM	67	81	64	48
2:00 PM	67	81	65	51
3:00 PM	69	87	67	52
4:00 PM	70	86	68	55
5:00 PM	69	82	67	53
6:00 PM	67	84	63	49
7:00 PM	65	81	60	48
8:00 PM	64	86	55	46
9:00 PM	63	78	51	44
10:00 PM	61	75	46	42
11:00 PM	58	80	42	40

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	70	63	67	66	52	60
Lmax (Maximum)	87	78	83	86	73	78
L50 (Median)	68	51	63	58	38	44
L90 (Background)	55	44	49	47	37	40

Computed DNL (dB)	68
% Daytime Energy	89%
% Nighttime Energy	11%

GPS Coordinates	36°59'19.13"N
	122° 1'36.19"W



**Appendix C-32
 Long-Term Ambient Noise Monitoring Results - Site 3
 Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
 Tuesday, December 2, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	56	77	41	39
1:00 AM	52	77	39	37
2:00 AM	51	75	38	36
3:00 AM	52	73	40	37
4:00 AM	56	75	43	40
5:00 AM	62	82	48	44
6:00 AM	67	88	61	47
7:00 AM	68	80	66	51
8:00 AM	68	82	67	53
9:00 AM	67	82	64	48
10:00 AM	67	82	63	48
11:00 AM	66	83	63	49
12:00 PM	67	79	64	50
1:00 PM	67	83	64	51
2:00 PM	68	80	66	52
3:00 PM	69	90	67	54
4:00 PM	69	84	67	55
5:00 PM	69	83	67	55
6:00 PM	67	85	64	50
7:00 PM	66	83	60	46
8:00 PM	65	81	57	45
9:00 PM	64	80	54	43
10:00 PM	61	80	45	40
11:00 PM	60	81	41	38

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	69	64	67	67	51	61
Lmax (Maximum)	90	79	82	88	73	79
L50 (Median)	67	54	64	61	38	44
L90 (Background)	55	43	50	47	36	40

Computed DNL (dB)	69
% Daytime Energy	89%
% Nighttime Energy	11%

GPS Coordinates	36°59'19.13"N
	122° 1'36.19"W



**Appendix C-33
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, December 3, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	57	77	39	37
1:00 AM	52	76	37	35
2:00 AM	52	74	39	36
3:00 AM	54	76	40	37
4:00 AM	54	75	43	40
5:00 AM	62	79	49	44
6:00 AM	66	80	61	48
7:00 AM	69	91	66	52
8:00 AM	68	81	66	52
9:00 AM	67	83	64	49
10:00 AM	67	80	63	48
11:00 AM	67	85	64	48
12:00 PM	67	79	64	49
1:00 PM	67	82	64	50
2:00 PM	67	82	64	50
3:00 PM	68	86	66	52
4:00 PM	69	84	68	55
5:00 PM	69	81	67	54
6:00 PM	66	79	63	49
7:00 PM	66	80	61	48
8:00 PM	64	81	56	46
9:00 PM	63	78	52	44
10:00 PM	62	78	47	42
11:00 PM	59	76	43	40

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	69	63	67	66	52	60
Lmax (Maximum)	91	78	82	80	74	77
L50 (Median)	68	52	63	61	37	44
L90 (Background)	55	44	50	48	35	40

Computed DNL (dB)	69
% Daytime Energy	89%
% Nighttime Energy	11%

GPS Coordinates	36°59'19.13"N
	122° 1'36.19"W



**Appendix C-34
 Long-Term Ambient Noise Monitoring Results - Site 3
 Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
 Thursday, December 4, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	57	82	40	38
1:00 AM	54	76	39	36
2:00 AM	52	77	38	35
3:00 AM	52	74	38	36
4:00 AM	56	78	41	37
5:00 AM	61	77	48	45
6:00 AM	66	87	60	48
7:00 AM	68	84	66	51
8:00 AM	68	85	66	52
9:00 AM	67	82	64	48
10:00 AM	66	81	63	47
11:00 AM	72	103	63	48
12:00 PM	67	84	64	49
1:00 PM	67	81	64	47
2:00 PM	67	85	65	49
3:00 PM	69	87	66	53
4:00 PM	69	81	67	55
5:00 PM	68	81	67	54
6:00 PM	67	85	64	49
7:00 PM	65	79	61	47
8:00 PM	64	79	57	45
9:00 PM	64	76	54	45
10:00 PM	63	83	49	42
11:00 PM	59	81	43	40

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	72	64	68	66	52	60
Lmax (Maximum)	103	76	84	87	74	79
L50 (Median)	67	54	63	60	38	44
L90 (Background)	55	45	49	48	35	40

Computed DNL (dB)	69
% Daytime Energy	90%
% Nighttime Energy	10%

GPS Coordinates	36°59'19.13"N
	122° 1'36.19"W

Appendix C-35
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Friday, December 5, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	57	81	41	39
1:00 AM	52	74	39	38
2:00 AM	52	75	38	37
3:00 AM	51	72	39	37
4:00 AM	57	77	44	39
5:00 AM	68	93	49	45
6:00 AM	65	80	58	47
7:00 AM	68	85	66	51
8:00 AM	68	82	66	51
9:00 AM	66	79	63	48
10:00 AM	66	85	63	48
11:00 AM	67	88	64	49
12:00 PM	67	92	64	47
1:00 PM	67	86	65	49
2:00 PM	68	85	66	52
3:00 PM	69	84	67	54
4:00 PM	69	83	67	55
5:00 PM	69	83	67	54
6:00 PM	67	80	65	50
7:00 PM	66	82	62	48
8:00 PM	66	76	61	47
9:00 PM	65	85	57	45
10:00 PM	63	77	50	42
11:00 PM	62	84	46	40

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	69	65	67	68	51	62
Lmax (Maximum)	92	76	84	93	72	79
L50 (Median)	67	57	64	58	38	45
L90 (Background)	55	45	50	47	37	40

Computed DNL (dB)	70
% Daytime Energy	85%
% Nighttime Energy	15%

GPS Coordinates	36°59'19.13"N
	122° 1'36.19"W



Appendix C-36
Long-Term Ambient Noise Monitoring Results - Site 4
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Tuesday, November 25, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	45	55	45	45
1:00 AM	45	52	45	44
2:00 AM	45	49	45	44
3:00 AM	45	55	45	44
4:00 AM	46	53	45	45
5:00 AM	47	58	47	46
6:00 AM	48	52	47	47
7:00 AM	49	59	48	47
8:00 AM	48	58	48	47
9:00 AM	48	66	47	46
10:00 AM	49	65	47	46
11:00 AM	56	76	50	48
12:00 PM	51	72	47	46
1:00 PM	55	73	53	47
2:00 PM	51	63	49	47
3:00 PM	48	58	47	46
4:00 PM	48	59	48	47
5:00 PM	48	61	47	46
6:00 PM	50	73	47	46
7:00 PM	52	72	47	46
8:00 PM	48	69	46	46
9:00 PM	47	60	46	46
10:00 PM	46	54	46	45
11:00 PM	46	52	46	45

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	56	47	51	48	45	46
Lmax (Maximum)	76	58	66	58	49	53
L50 (Median)	53	46	48	47	45	46
L90 (Background)	48	46	46	47	44	45

Computed DNL (dB)	53
% Daytime Energy	84%
% Nighttime Energy	16%

GPS Coordinates	36°59'28.65"N
	122° 1'49.03"W

Appendix C-37
Long-Term Ambient Noise Monitoring Results - Site 4
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, November 26, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	45	58	45	45
1:00 AM	45	53	45	45
2:00 AM	45	57	45	44
3:00 AM	45	53	45	44
4:00 AM	46	53	46	45
5:00 AM	47	63	46	46
6:00 AM	48	54	48	47
7:00 AM	49	56	48	47
8:00 AM	49	59	48	47
9:00 AM	47	65	47	46
10:00 AM	50	71	47	46
11:00 AM	52	71	51	48
12:00 PM	48	59	47	46
1:00 PM	49	70	47	46
2:00 PM	48	60	47	46
3:00 PM	49	67	48	47
4:00 PM	50	70	48	47
5:00 PM	48	56	48	47
6:00 PM	51	72	48	47
7:00 PM	51	73	47	47
8:00 PM	50	73	47	46
9:00 PM	48	64	47	46
10:00 PM	47	56	46	46
11:00 PM	46	55	46	46

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	52	47	49	48	45	46
Lmax (Maximum)	73	56	66	63	53	56
L50 (Median)	51	47	48	48	45	46
L90 (Background)	48	46	47	47	44	45

Computed DNL (dB)	53
% Daytime Energy	78%
% Nighttime Energy	22%

GPS Coordinates	36°59'28.65"N
	122° 1'49.03"W

Appendix C-38
Long-Term Ambient Noise Monitoring Results - Site 4
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Thursday, November 27, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	46	55	46	45
1:00 AM	45	59	45	45
2:00 AM	45	52	45	44
3:00 AM	45	56	45	45
4:00 AM	45	50	45	45
5:00 AM	45	48	45	45
6:00 AM	46	50	46	45
7:00 AM	46	54	46	45
8:00 AM	47	64	47	46
9:00 AM	47	54	46	45
10:00 AM	47	63	46	45
11:00 AM	48	63	46	46
12:00 PM	47	62	46	45
1:00 PM	46	54	46	45
2:00 PM	47	70	46	45
3:00 PM	48	68	46	46
4:00 PM	47	65	47	46
5:00 PM	46	61	46	45
6:00 PM	46	61	46	45
7:00 PM	47	57	46	46
8:00 PM	48	66	46	46
9:00 PM	46	53	46	45
10:00 PM	45	54	45	45
11:00 PM	45	51	45	44

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	48	46	47	46	45	45
Lmax (Maximum)	70	53	61	59	48	53
L50 (Median)	47	46	46	46	45	45
L90 (Background)	46	45	45	45	44	45

Computed DNL (dB)	52
% Daytime Energy	71%
% Nighttime Energy	29%

GPS Coordinates	36°59'28.65"N
	122° 1'49.03"W



**Appendix C-39
Long-Term Ambient Noise Monitoring Results - Site 4
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Thursday, December 4, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	45	51	45	44
1:00 AM	45	52	45	44
2:00 AM	44	54	44	44
3:00 AM	45	52	44	44
4:00 AM	44	54	44	44
5:00 AM	45	50	45	44
6:00 AM	47	53	46	46
7:00 AM	48	57	47	47
8:00 AM	49	62	48	47
9:00 AM	48	62	48	47
10:00 AM	48	62	47	46
11:00 AM	48	60	47	46
12:00 PM	48	56	47	46
1:00 PM	48	65	47	46
2:00 PM	47	59	47	46
3:00 PM	48	67	47	46
4:00 PM	49	66	47	46
5:00 PM	48	59	47	46
6:00 PM	47	57	47	46
7:00 PM	52	73	46	46
8:00 PM	51	73	46	45
9:00 PM	46	56	46	45
10:00 PM	46	53	45	45
11:00 PM	45	55	45	45

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	52	46	48	47	44	45
Lmax (Maximum)	73	56	62	55	50	53
L50 (Median)	48	46	47	46	44	45
L90 (Background)	47	45	46	46	44	44

Computed DNL (dB)	52
% Daytime Energy	78%
% Nighttime Energy	22%

GPS Coordinates	36°59'28.65"N
	122° 1'49.03"W



Appendix C-40
Long-Term Ambient Noise Monitoring Results - Site 4
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Friday, December 5, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	45	56	45	44
1:00 AM	45	55	45	44
2:00 AM	44	52	44	44
3:00 AM	44	50	44	44
4:00 AM	45	55	44	44
5:00 AM	46	51	46	45
6:00 AM	47	60	46	46
7:00 AM	47	56	47	46
8:00 AM	48	55	47	46
9:00 AM	49	71	47	46
10:00 AM	52	73	47	46
11:00 AM	48	64	47	46
12:00 PM	48	62	47	46
1:00 PM	48	62	47	46
2:00 PM	49	68	48	46
3:00 PM	51	76	47	46
4:00 PM	48	61	48	46
5:00 PM	49	61	48	47
6:00 PM	48	64	47	46
7:00 PM	51	72	47	46
8:00 PM	50	73	46	45
9:00 PM	46	58	46	45
10:00 PM	46	57	46	45
11:00 PM	46	52	45	45

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	52	46	49	47	44	45
Lmax (Maximum)	76	55	65	60	50	54
L50 (Median)	48	46	47	46	44	45
L90 (Background)	47	45	46	46	44	44

Computed DNL (dB)	52
% Daytime Energy	80%
% Nighttime Energy	20%

GPS Coordinates	36°59'28.65"N
	122° 1'49.03"W



**Appendix C-41
Long-Term Ambient Noise Monitoring Results - Site 4
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Saturday, December 6, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	46	57	45	44
1:00 AM	45	57	45	44
2:00 AM	45	52	44	44
3:00 AM	44	52	44	44
4:00 AM	44	55	44	44
5:00 AM	45	53	45	44
6:00 AM	46	52	45	45
7:00 AM	46	61	45	45
8:00 AM	47	53	46	45
9:00 AM	47	55	46	45
10:00 AM	48	58	47	46
11:00 AM	48	63	47	46
12:00 PM	48	62	47	46
1:00 PM	48	59	48	46
2:00 PM	48	67	47	46
3:00 PM	49	65	47	46
4:00 PM	48	61	47	46
5:00 PM	48	67	47	46
6:00 PM	49	74	47	46
7:00 PM	51	71	47	46
8:00 PM	51	71	47	46
9:00 PM	47	69	46	45
10:00 PM	47	62	46	45
11:00 PM	46	55	46	45

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	51	46	48	47	44	45
Lmax (Maximum)	74	53	64	62	52	55
L50 (Median)	48	45	47	46	44	45
L90 (Background)	46	45	46	45	44	44

Computed DNL (dB)	52
% Daytime Energy	76%
% Nighttime Energy	24%

GPS Coordinates	36°59'28.65"N
	122° 1'49.03"W

**Appendix C-42
Long-Term Ambient Noise Monitoring Results - Site 4
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Sunday, December 7, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	46	54	45	45
1:00 AM	45	55	45	44
2:00 AM	45	57	45	44
3:00 AM	45	64	44	44
4:00 AM	44	56	44	44
5:00 AM	45	52	45	44
6:00 AM	45	52	45	45
7:00 AM	46	57	46	45
8:00 AM	46	60	46	45
9:00 AM	47	57	47	46
10:00 AM	48	61	47	46
11:00 AM	51	67	49	47
12:00 PM	49	63	48	47
1:00 PM	49	67	48	47
2:00 PM	49	68	48	47
3:00 PM	48	61	48	47
4:00 PM	48	59	48	47
5:00 PM	47	55	47	46
6:00 PM	48	56	47	46
7:00 PM	47	53	47	46
8:00 PM	47	53	47	45
9:00 PM	47	56	47	46
10:00 PM	47	52	46	45
11:00 PM	45	50	45	45

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	51	46	48	47	44	45
Lmax (Maximum)	68	53	59	64	50	55
L50 (Median)	49	46	47	46	44	45
L90 (Background)	47	45	46	45	44	44

Computed DNL (dB)	52
% Daytime Energy	75%
% Nighttime Energy	25%

GPS Coordinates	36°59'28.65"N
	122° 1'49.03"W

**Appendix C-43
 Long-Term Ambient Noise Monitoring Results - Site 5
 Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
 Tuesday, November 25, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	40	60	39	37
1:00 AM	38	52	36	35
2:00 AM	37	49	36	35
3:00 AM	36	49	36	35
4:00 AM	45	58	41	35
5:00 AM	44	56	44	40
6:00 AM	46	58	45	43
7:00 AM	46	57	45	44
8:00 AM	46	61	45	43
9:00 AM	47	60	45	42
10:00 AM	48	63	47	45
11:00 AM	50	72	47	44
12:00 PM	48	61	46	43
1:00 PM	49	67	47	44
2:00 PM	61	83	49	45
3:00 PM	63	87	43	41
4:00 PM	46	71	43	41
5:00 PM	57	89	42	41
6:00 PM	42	59	41	40
7:00 PM	49	75	41	39
8:00 PM	43	64	40	39
9:00 PM	41	55	40	39
10:00 PM	40	60	39	38
11:00 PM	39	54	38	36

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	63	41	55	46	36	42
Lmax (Maximum)	89	55	68	60	49	55
L50 (Median)	49	40	44	45	36	39
L90 (Background)	45	39	42	43	35	37

Computed DNL (dB)	54
% Daytime Energy	97%
% Nighttime Energy	3%

GPS Coordinates	36°59'21.37"N
	122° 2'0.84"W



Appendix C-44
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, November 26, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	38	56	36	36
1:00 AM	36	49	36	35
2:00 AM	37	46	37	35
3:00 AM	39	48	39	37
4:00 AM	46	57	42	39
5:00 AM	45	60	44	43
6:00 AM	46	61	45	43
7:00 AM	47	68	46	45
8:00 AM	48	63	46	44
9:00 AM	47	63	45	42
10:00 AM	47	63	46	43
11:00 AM	47	63	45	43
12:00 PM	50	69	47	44
1:00 PM	58	81	48	45
2:00 PM	51	74	45	42
3:00 PM	55	74	46	43
4:00 PM	49	70	46	43
5:00 PM	45	61	44	43
6:00 PM	45	63	44	43
7:00 PM	45	60	44	42
8:00 PM	43	61	42	40
9:00 PM	44	62	42	40
10:00 PM	47	71	42	40
11:00 PM	41	60	40	39

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	58	43	50	47	36	43
Lmax (Maximum)	81	60	66	71	46	56
L50 (Median)	48	42	45	45	36	40
L90 (Background)	45	40	43	43	35	38

Computed DNL (dB)	52
% Daytime Energy	89%
% Nighttime Energy	11%

GPS Coordinates	36°59'21.37"N
	122° 2'0.84"W

**Appendix C-45
 Long-Term Ambient Noise Monitoring Results - Site 5
 Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
 Thursday, November 27, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	39	48	39	37
1:00 AM	39	51	38	37
2:00 AM	38	49	38	36
3:00 AM	38	52	37	36
4:00 AM	44	53	40	37
5:00 AM	43	60	39	38
6:00 AM	41	54	40	38
7:00 AM	45	64	42	39
8:00 AM	45	60	44	43
9:00 AM	46	65	44	42
10:00 AM	50	73	45	42
11:00 AM	50	73	44	41
12:00 PM	51	70	47	42
1:00 PM	50	69	46	41
2:00 PM	58	80	52	45
3:00 PM	61	80	58	50
4:00 PM	61	75	59	53
5:00 PM	58	74	56	50
6:00 PM	53	73	50	46
7:00 PM	52	83	45	42
8:00 PM	51	79	47	44
9:00 PM	49	68	45	41
10:00 PM	49	77	43	40
11:00 PM	44	63	42	39

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	61	45	55	49	38	43
Lmax (Maximum)	83	60	72	77	48	56
L50 (Median)	59	42	48	43	37	39
L90 (Background)	53	39	44	40	36	37

Computed DNL (dB)	54
% Daytime Energy	96%
% Nighttime Energy	4%

GPS Coordinates	36°59'21.37"N
	122° 2'0.84"W



Appendix C-46
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Friday, November 28, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	53	84	41	38
1:00 AM	41	63	37	36
2:00 AM	37	45	36	35
3:00 AM	37	46	37	36
4:00 AM	43	55	39	35
5:00 AM	41	54	40	37
6:00 AM	41	55	41	39
7:00 AM	42	64	40	39
8:00 AM	42	57	41	40
9:00 AM	44	60	43	40
10:00 AM	46	67	43	40
11:00 AM	45	68	43	40
12:00 PM	44	62	41	39
1:00 PM	49	72	43	40
2:00 PM	44	68	41	39
3:00 PM	45	66	43	41
4:00 PM	48	61	46	43
5:00 PM	56	78	42	40
6:00 PM	55	80	42	41
7:00 PM	49	72	42	41
8:00 PM	55	78	41	39
9:00 PM	40	58	39	38
10:00 PM	40	55	40	38
11:00 PM	39	56	37	36

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	56	40	50	53	37	45
Lmax (Maximum)	80	57	68	84	45	57
L50 (Median)	46	39	42	41	36	39
L90 (Background)	43	38	40	39	35	37

Computed DNL (dB)	53
% Daytime Energy	84%
% Nighttime Energy	16%

GPS Coordinates	36°59'21.37"N
	122° 2'0.84"W



Appendix C-47
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Saturday, November 29, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	38	54	37	36
1:00 AM	36	49	35	34
2:00 AM	35	52	35	34
3:00 AM	35	45	35	34
4:00 AM	38	50	36	35
5:00 AM	37	53	36	35
6:00 AM	39	64	37	35
7:00 AM	40	58	39	37
8:00 AM	45	63	42	40
9:00 AM	42	59	40	37
10:00 AM	42	60	40	38
11:00 AM	59	85	48	40
12:00 PM	52	74	45	41
1:00 PM	52	73	45	44
2:00 PM	56	84	46	44
3:00 PM	50	78	45	43
4:00 PM	50	72	47	44
5:00 PM	55	76	45	44
6:00 PM	50	78	46	45
7:00 PM	55	77	46	45
8:00 PM	55	76	46	45
9:00 PM	46	56	46	45
10:00 PM	45	55	45	44
11:00 PM	44	58	44	43

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	59	40	53	45	35	40
Lmax (Maximum)	85	56	71	64	45	53
L50 (Median)	48	39	44	45	35	38
L90 (Background)	45	37	42	44	34	37

Computed DNL (dB)	52
% Daytime Energy	97%
% Nighttime Energy	3%

GPS Coordinates	36°59'21.37"N
	122° 2'0.84"W

Appendix C-48
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Sunday, November 30, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	46	60	44	43
1:00 AM	44	60	44	43
2:00 AM	42	62	37	35
3:00 AM	40	58	35	34
4:00 AM	35	47	34	33
5:00 AM	34	45	34	33
6:00 AM	36	52	35	34
7:00 AM	47	67	37	35
8:00 AM	41	63	37	35
9:00 AM	41	60	39	37
10:00 AM	45	68	42	40
11:00 AM	44	71	41	39
12:00 PM	42	59	41	39
1:00 PM	51	78	43	40
2:00 PM	48	69	43	41
3:00 PM	49	76	45	43
4:00 PM	47	73	44	40
5:00 PM	46	66	45	45
6:00 PM	45	64	45	44
7:00 PM	45	57	45	44
8:00 PM	46	67	45	44
9:00 PM	45	57	45	44
10:00 PM	40	53	39	38
11:00 PM	40	57	39	37

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	51	41	46	46	34	41
Lmax (Maximum)	78	57	66	62	45	55
L50 (Median)	45	37	43	44	34	38
L90 (Background)	45	35	41	43	33	37

Computed DNL (dB)	49
% Daytime Energy	85%
% Nighttime Energy	15%

GPS Coordinates	36°59'21.37"N
	122° 2'0.84"W



Appendix C-49
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Monday, December 1, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	38	49	37	36
1:00 AM	40	48	41	36
2:00 AM	42	53	42	39
3:00 AM	42	53	43	38
4:00 AM	44	55	42	36
5:00 AM	42	56	40	36
6:00 AM	47	59	47	46
7:00 AM	50	68	48	47
8:00 AM	48	61	47	46
9:00 AM	49	62	47	45
10:00 AM	47	68	44	42
11:00 AM	48	65	45	42
12:00 PM	49	61	47	45
1:00 PM	52	71	45	41
2:00 PM	45	61	43	40
3:00 PM	52	76	42	40
4:00 PM	46	62	41	39
5:00 PM	45	59	45	42
6:00 PM	46	60	45	45
7:00 PM	47	65	47	45
8:00 PM	46	56	46	45
9:00 PM	46	51	46	45
10:00 PM	45	56	45	44
11:00 PM	45	54	45	44

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	52	45	48	47	38	44
Lmax (Maximum)	76	51	63	59	48	54
L50 (Median)	48	41	45	47	37	42
L90 (Background)	47	39	43	46	36	39

Computed DNL (dB)	51
% Daytime Energy	83%
% Nighttime Energy	17%

GPS Coordinates	36°59'21.37"N
	122° 2'0.84"W



**Appendix C-50
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Tuesday, December 2, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	44	55	44	37
1:00 AM	38	53	36	35
2:00 AM	36	42	35	35
3:00 AM	38	47	37	35
4:00 AM	45	58	41	39
5:00 AM	44	60	41	39
6:00 AM	44	59	44	41
7:00 AM	48	62	45	44
8:00 AM	45	60	44	42
9:00 AM	47	62	45	43
10:00 AM	50	68	47	44
11:00 AM	65	89	49	46
12:00 PM	47	62	46	43
1:00 PM	57	74	47	43
2:00 PM	66	83	47	43
3:00 PM	45	64	42	40
4:00 PM	43	59	41	38
5:00 PM	47	66	46	43
6:00 PM	50	77	47	46
7:00 PM	47	56	46	45
8:00 PM	46	54	46	45
9:00 PM	45	61	45	44
10:00 PM	45	65	45	37
11:00 PM	38	55	36	35

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	66	43	57	45	36	42
Lmax (Maximum)	89	54	67	65	42	55
L50 (Median)	49	41	45	45	35	40
L90 (Background)	46	38	43	41	35	37

Computed DNL (dB)	56
% Daytime Energy	98%
% Nighttime Energy	2%

GPS Coordinates	36°59'21.37"N
	122° 2'0.84"W

**Appendix C-51
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, December 3, 2025**

Hour	Leq	Lmax	L50	L90
12:00 AM	40	57	37	35
1:00 AM	41	59	36	35
2:00 AM	37	51	36	35
3:00 AM	39	51	38	36
4:00 AM	44	56	41	39
5:00 AM	45	59	43	41
6:00 AM	45	59	44	42
7:00 AM	47	74	44	42
8:00 AM	48	73	46	44
9:00 AM	49	67	47	45
10:00 AM	47	59	46	45
11:00 AM	48	66	46	44
12:00 PM	48	72	47	45
1:00 PM	48	68	46	45
2:00 PM	47	64	46	44
3:00 PM	48	61	47	45
4:00 PM	48	63	47	44
5:00 PM	48	63	47	46
6:00 PM	56	86	46	45
7:00 PM	46	60	46	45
8:00 PM	47	58	46	45
9:00 PM	47	75	45	44
10:00 PM	45	55	44	44
11:00 PM	44	54	44	43

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	56	46	49	45	37	43
Lmax (Maximum)	86	58	67	59	51	56
L50 (Median)	47	44	46	44	36	40
L90 (Background)	46	42	44	44	35	39

Computed DNL (dB)	51
% Daytime Energy	87%
% Nighttime Energy	13%

GPS Coordinates	36°59'21.37"N
	122° 2'0.84"W



Appendix C-52
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Thursday, December 4, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	43	52	43	43
1:00 AM	44	54	43	43
2:00 AM	43	47	43	43
3:00 AM	43	53	43	43
4:00 AM	46	59	44	43
5:00 AM	47	61	47	45
6:00 AM	47	61	46	45
7:00 AM	48	59	47	46
8:00 AM	50	62	48	46
9:00 AM	46	62	45	42
10:00 AM	49	72	47	44
11:00 AM	56	78	52	42
12:00 PM	46	66	43	41
1:00 PM	61	84	46	42
2:00 PM	52	65	47	40
3:00 PM	47	60	42	40
4:00 PM	46	71	42	40
5:00 PM	46	59	46	45
6:00 PM	46	60	45	44
7:00 PM	53	81	45	44
8:00 PM	47	62	46	45
9:00 PM	46	57	46	45
10:00 PM	45	53	45	44
11:00 PM	45	58	45	44

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	61	46	52	47	43	45
Lmax (Maximum)	84	57	67	61	47	55
L50 (Median)	52	42	46	47	43	44
L90 (Background)	46	40	43	45	43	44

Computed DNL (dB)	53
% Daytime Energy	90%
% Nighttime Energy	10%

GPS Coordinates	36°59'21.37"N
	122° 2'0.84"W

Appendix C-53
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Friday, December 5, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	40	50	38	36
1:00 AM	38	51	37	36
2:00 AM	37	49	37	36
3:00 AM	37	48	36	36
4:00 AM	47	53	43	37
5:00 AM	45	57	41	39
6:00 AM	44	61	43	41
7:00 AM	50	71	45	43
8:00 AM	48	72	45	43
9:00 AM	49	69	46	43
10:00 AM	50	72	47	44
11:00 AM	48	62	45	44
12:00 PM	56	82	45	44
1:00 PM	49	64	48	41
2:00 PM	47	61	46	41
3:00 PM	43	62	42	40
4:00 PM	48	66	47	44
5:00 PM	48	71	46	46
6:00 PM	48	69	46	45
7:00 PM	47	68	46	45
8:00 PM	48	68	46	45
9:00 PM	50	68	46	45
10:00 PM	48	69	45	44
11:00 PM	45	55	45	44

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	56	43	50	48	37	44
Lmax (Maximum)	82	61	68	69	48	55
L50 (Median)	48	42	46	45	36	41
L90 (Background)	46	40	44	44	36	39

Computed DNL (dB)	52
% Daytime Energy	85%
% Nighttime Energy	15%

GPS Coordinates	36°59'21.37"N
	122° 2'0.84"W



Appendix C-54
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Saturday, December 6, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	45	52	45	44
1:00 AM	38	51	35	34
2:00 AM	35	45	35	34
3:00 AM	34	45	34	34
4:00 AM	36	45	36	34
5:00 AM	36	51	36	35
6:00 AM	39	53	38	36
7:00 AM	43	60	40	38
8:00 AM	39	58	39	37
9:00 AM	44	70	40	38
10:00 AM	43	61	40	38
11:00 AM	44	65	41	39
12:00 PM	42	63	40	38
1:00 PM	42	60	40	38
2:00 PM	46	67	40	38
3:00 PM	42	63	39	38
4:00 PM	46	63	41	39
5:00 PM	56	78	46	43
6:00 PM	47	62	46	46
7:00 PM	57	80	46	45
8:00 PM	55	78	46	45
9:00 PM	46	59	45	45
10:00 PM	40	52	40	39
11:00 PM	40	53	39	37

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	57	39	50	45	34	40
Lmax (Maximum)	80	58	66	53	45	50
L50 (Median)	46	39	42	45	34	37
L90 (Background)	46	37	40	44	34	36

Computed DNL (dB)	50
% Daytime Energy	95%
% Nighttime Energy	5%

GPS Coordinates	36°59'21.37"N
	122° 2'0.84"W

Appendix C-55
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Sunday, December 7, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	38	52	37	36
1:00 AM	36	46	36	34
2:00 AM	37	49	36	35
3:00 AM	36	46	35	34
4:00 AM	36	46	35	34
5:00 AM	37	51	37	36
6:00 AM	38	48	38	36
7:00 AM	44	60	41	39
8:00 AM	41	64	40	38
9:00 AM	40	59	39	37
10:00 AM	43	60	41	39
11:00 AM	51	73	42	40
12:00 PM	48	69	43	40
1:00 PM	45	66	41	39
2:00 PM	44	62	41	39
3:00 PM	43	63	41	39
4:00 PM	47	63	45	40
5:00 PM	54	75	46	46
6:00 PM	47	60	47	46
7:00 PM	54	76	47	46
8:00 PM	47	67	46	46
9:00 PM	48	67	46	45
10:00 PM	45	52	45	40
11:00 PM	41	54	39	38

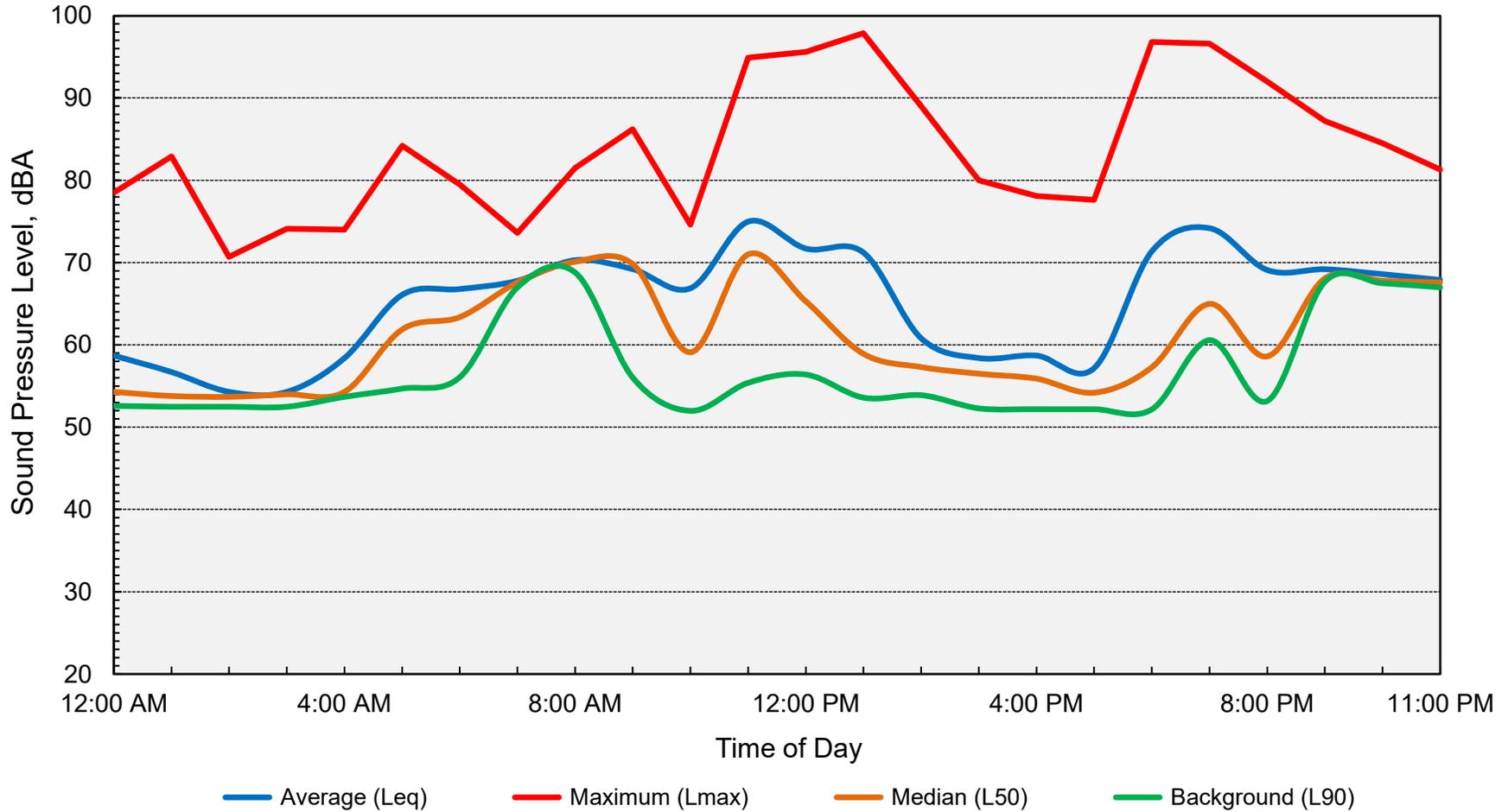
	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	54	40	49	45	36	39
Lmax (Maximum)	76	59	66	54	46	49
L50 (Median)	47	39	43	45	35	38
L90 (Background)	46	37	41	40	34	36

Computed DNL (dB)	49
% Daytime Energy	93%
% Nighttime Energy	7%

GPS Coordinates	36°59'21.37"N
	122° 2'0.84"W



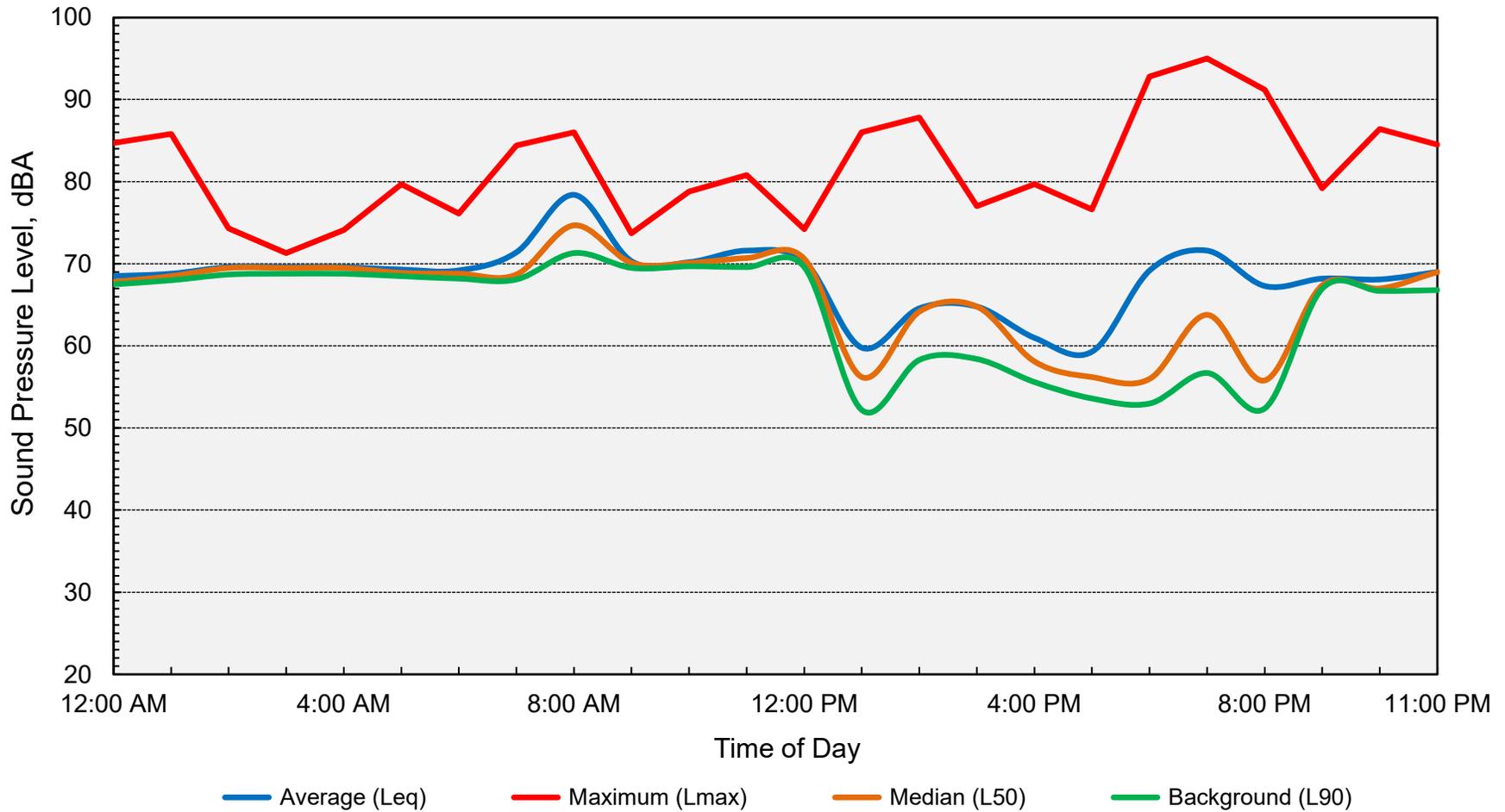
Appendix D-1
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Tuesday, November 25, 2025



Computed DNL = 72 dB



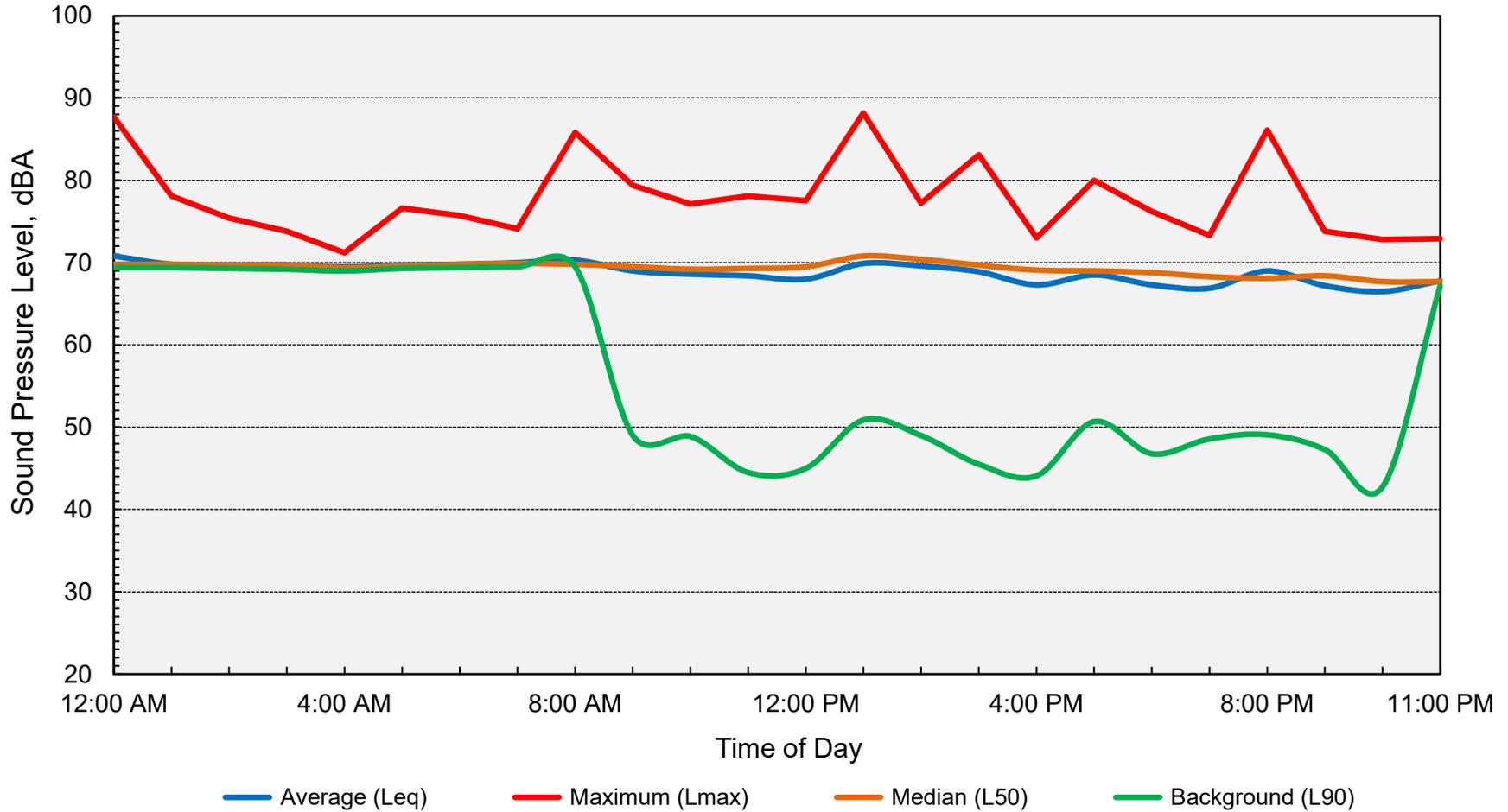
Appendix D-2
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, November 26, 2025



Computed DNL = 76 dB



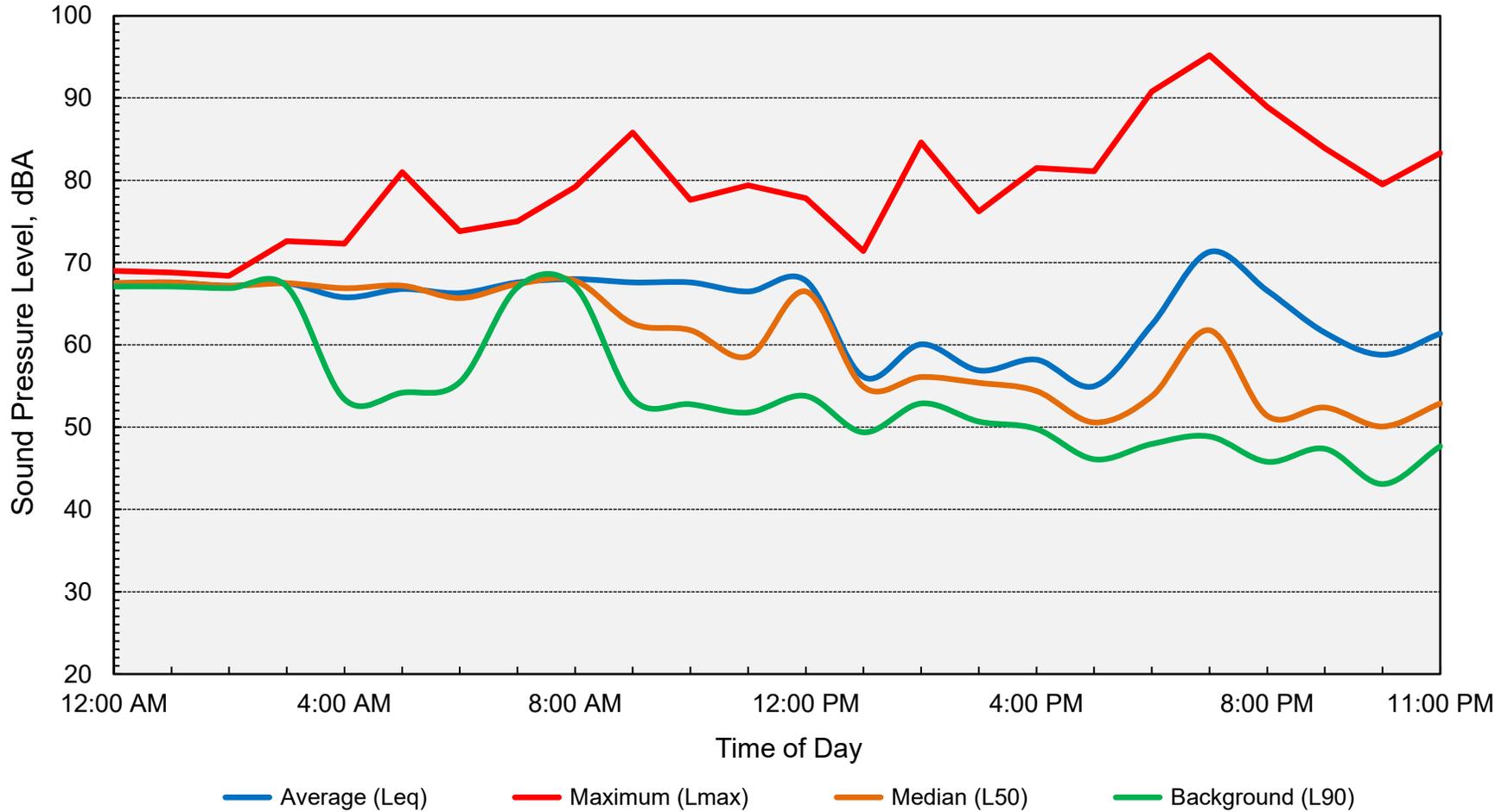
Appendix D-3
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Thursday, November 27, 2025



Computed DNL = 76 dB



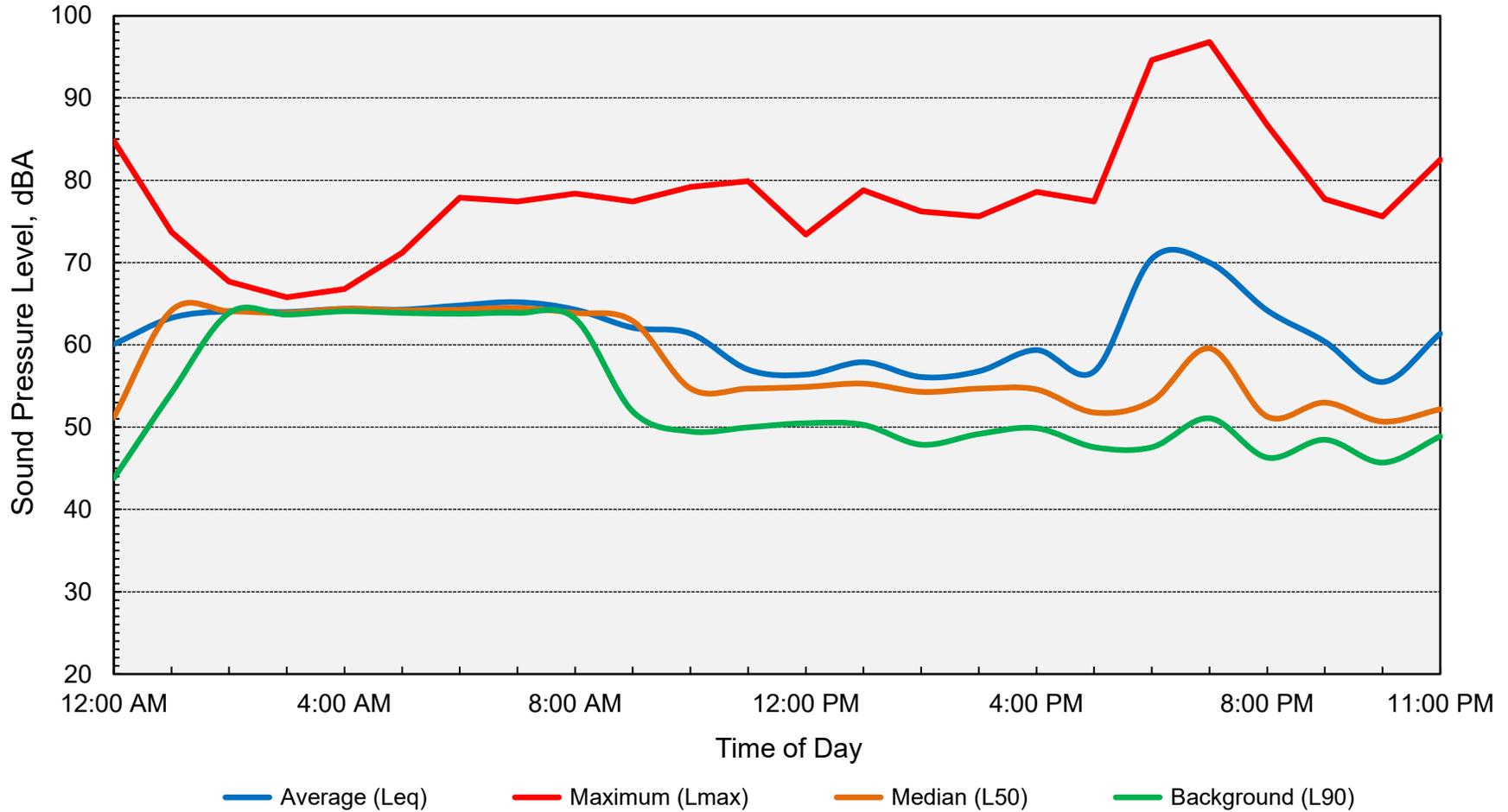
Appendix D-4
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Friday, November 28, 2025



Computed DNL = 73 dB



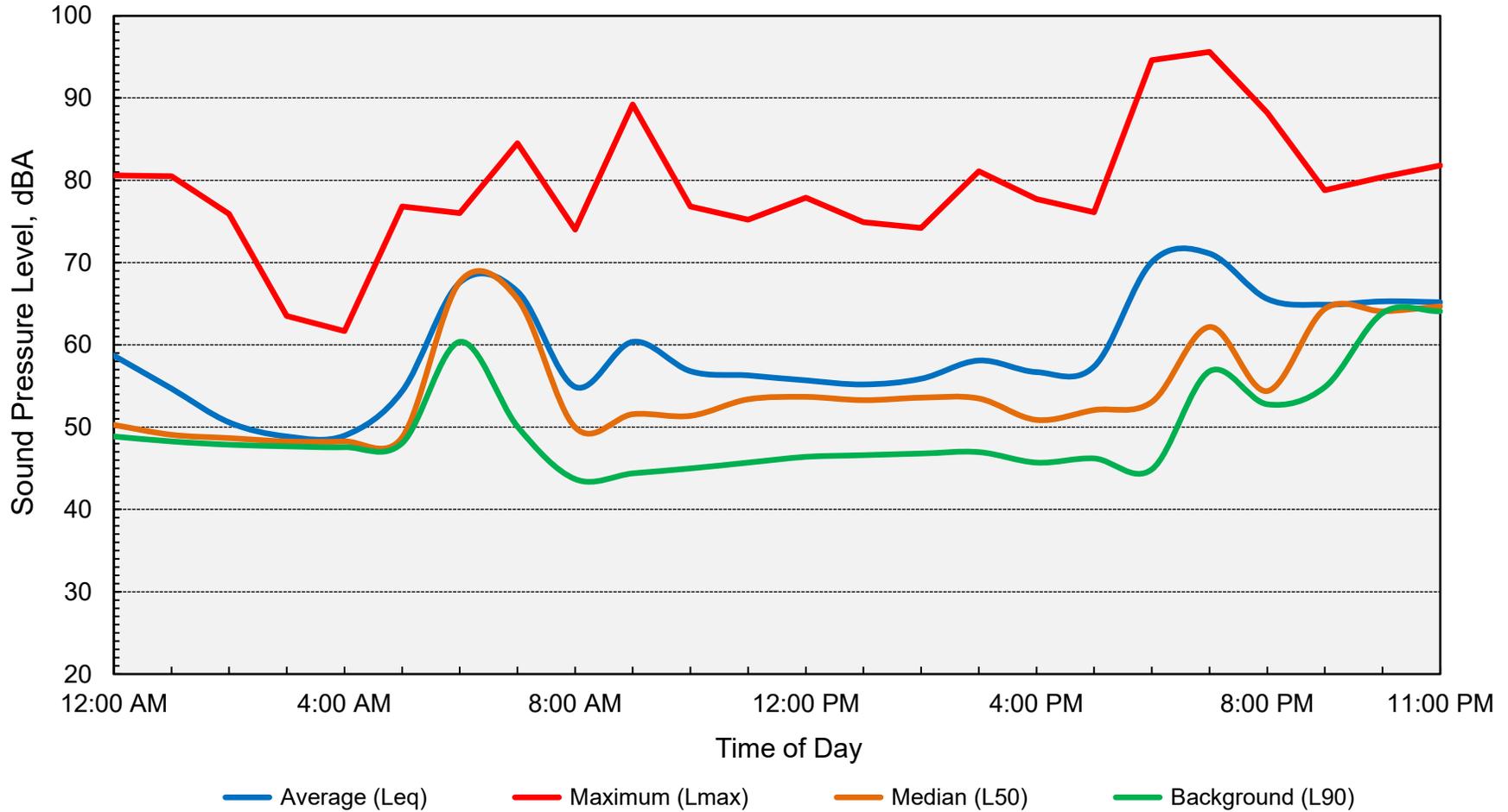
Appendix D-5
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Saturday, November 29, 2025



Computed DNL = 70 dB



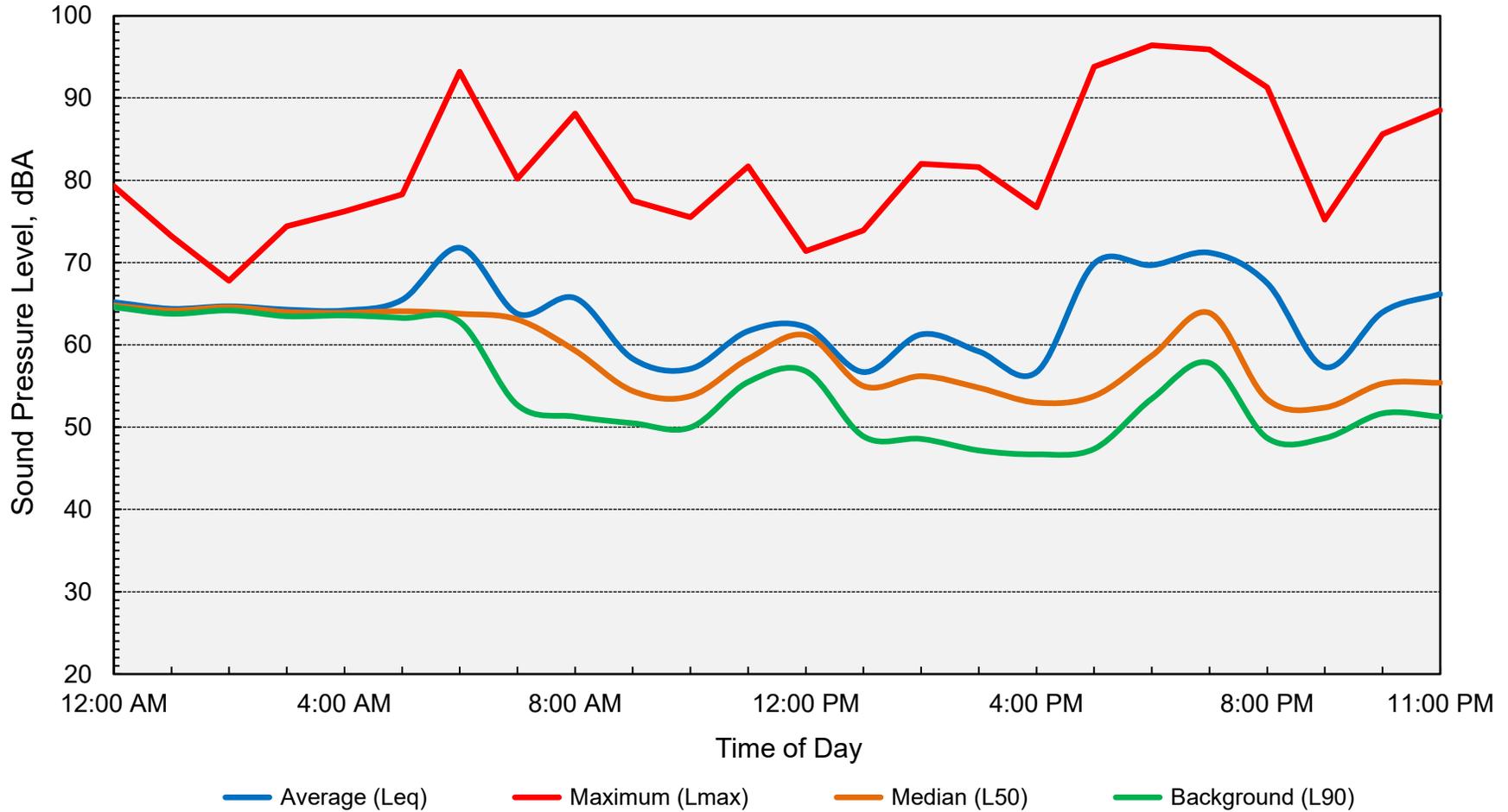
Appendix D-6
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Sunday, November 30, 2025



Computed DNL = 69 dB



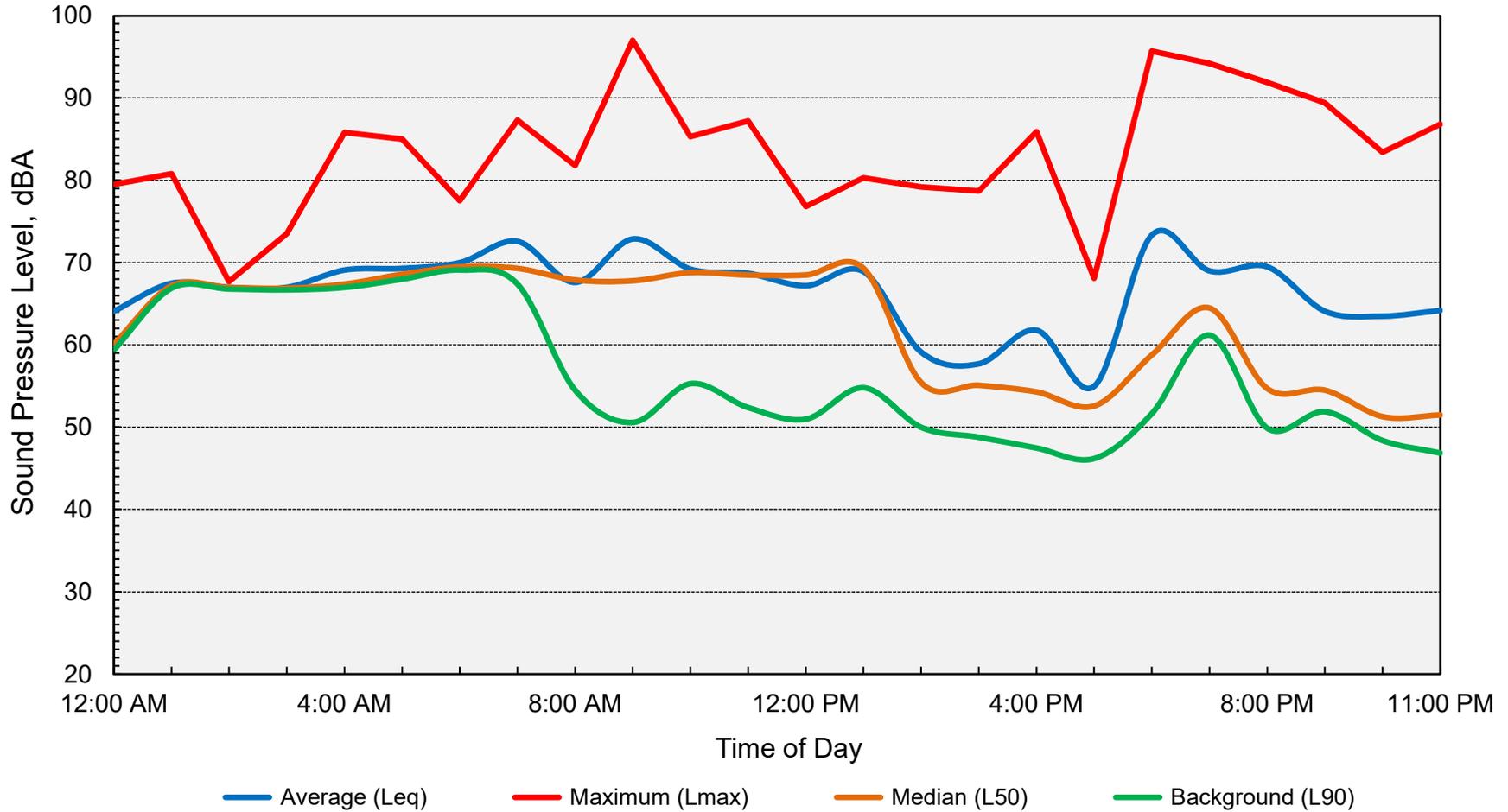
Appendix D-7
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Monday, December 1, 2025



Computed DNL = 73 dB



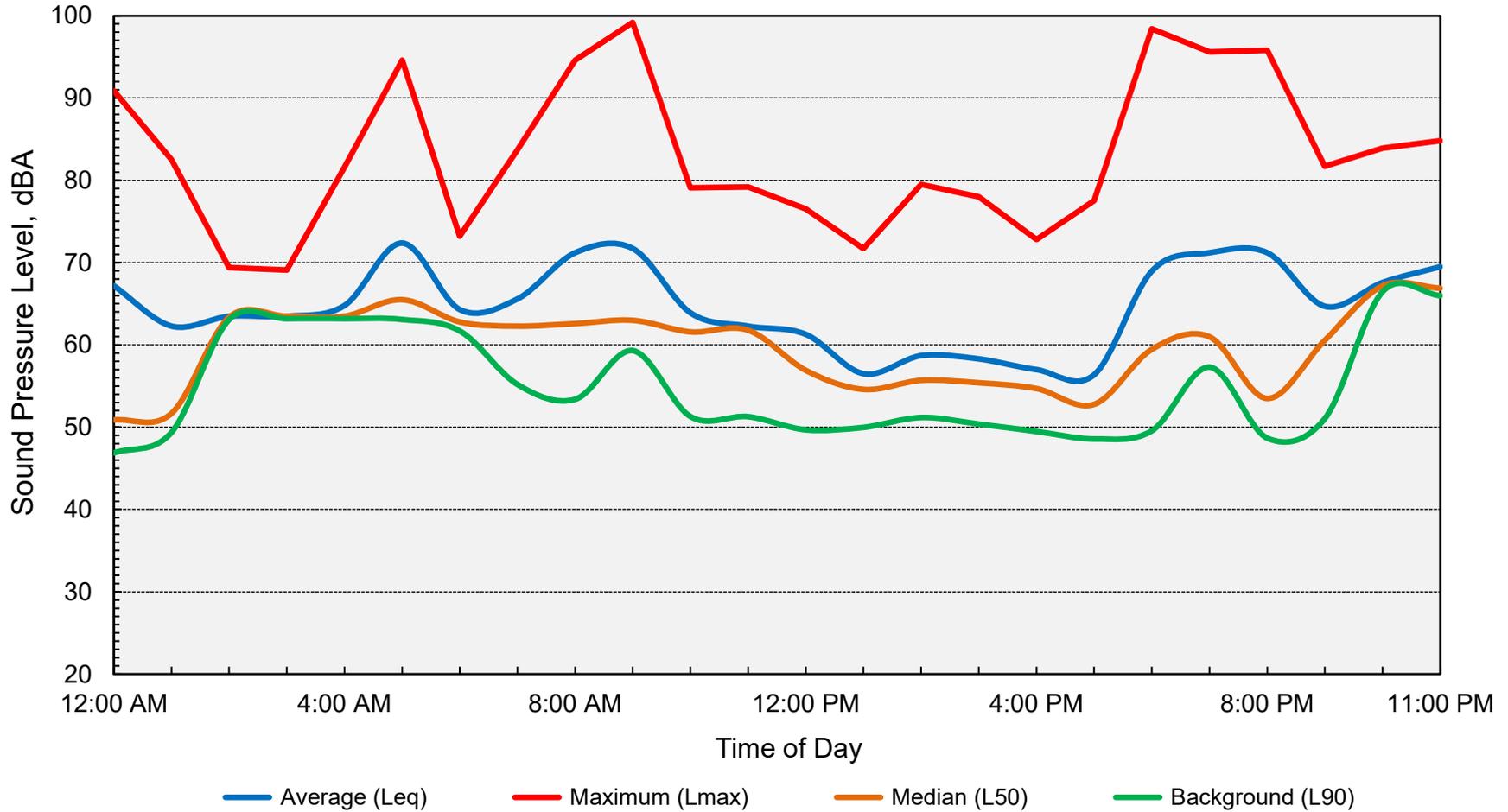
Appendix D-8
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Tuesday, December 2, 2025



Computed DNL = 74 dB



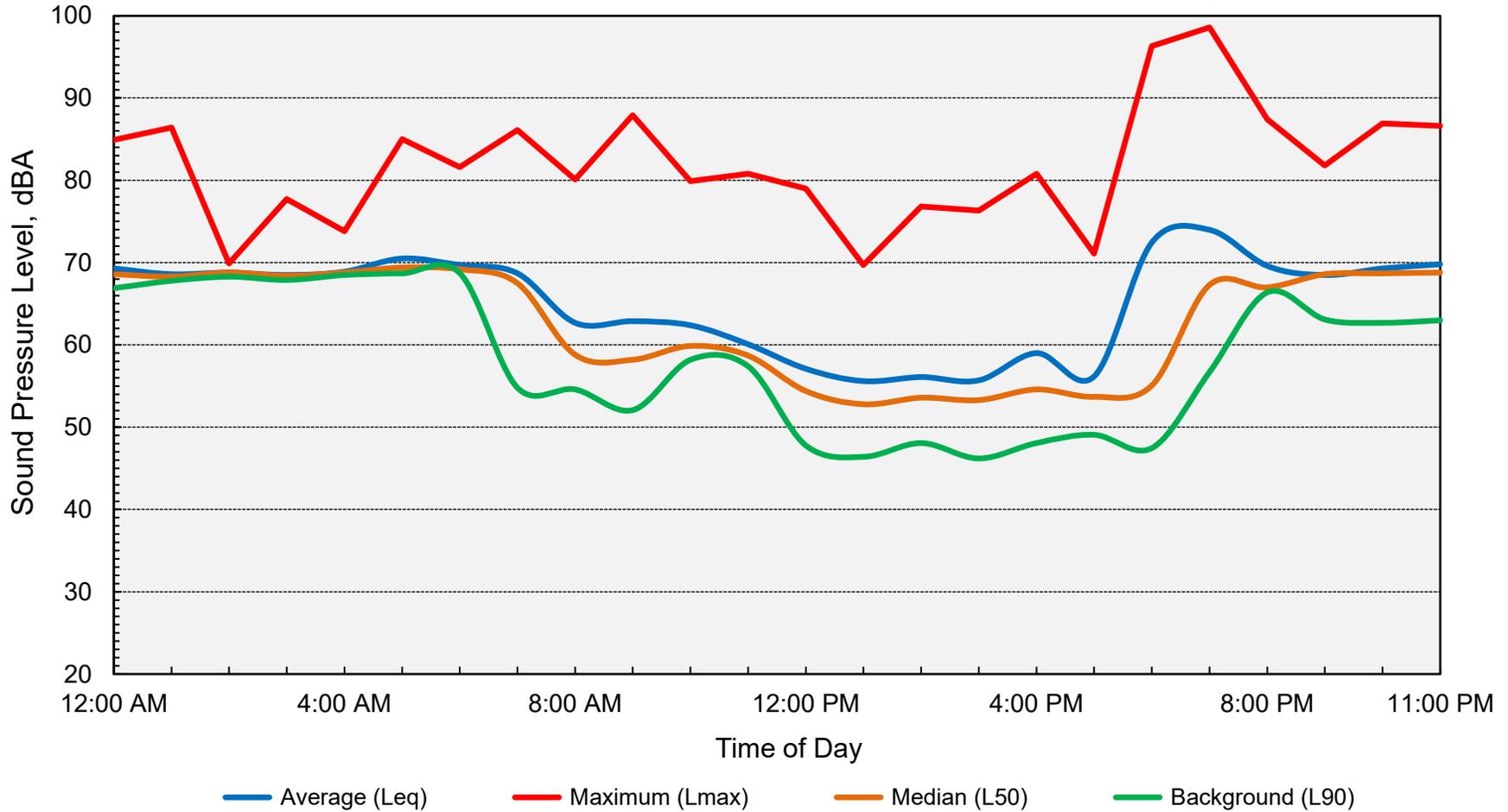
Appendix D-9
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, December 3, 2025



Computed DNL = 74 dB



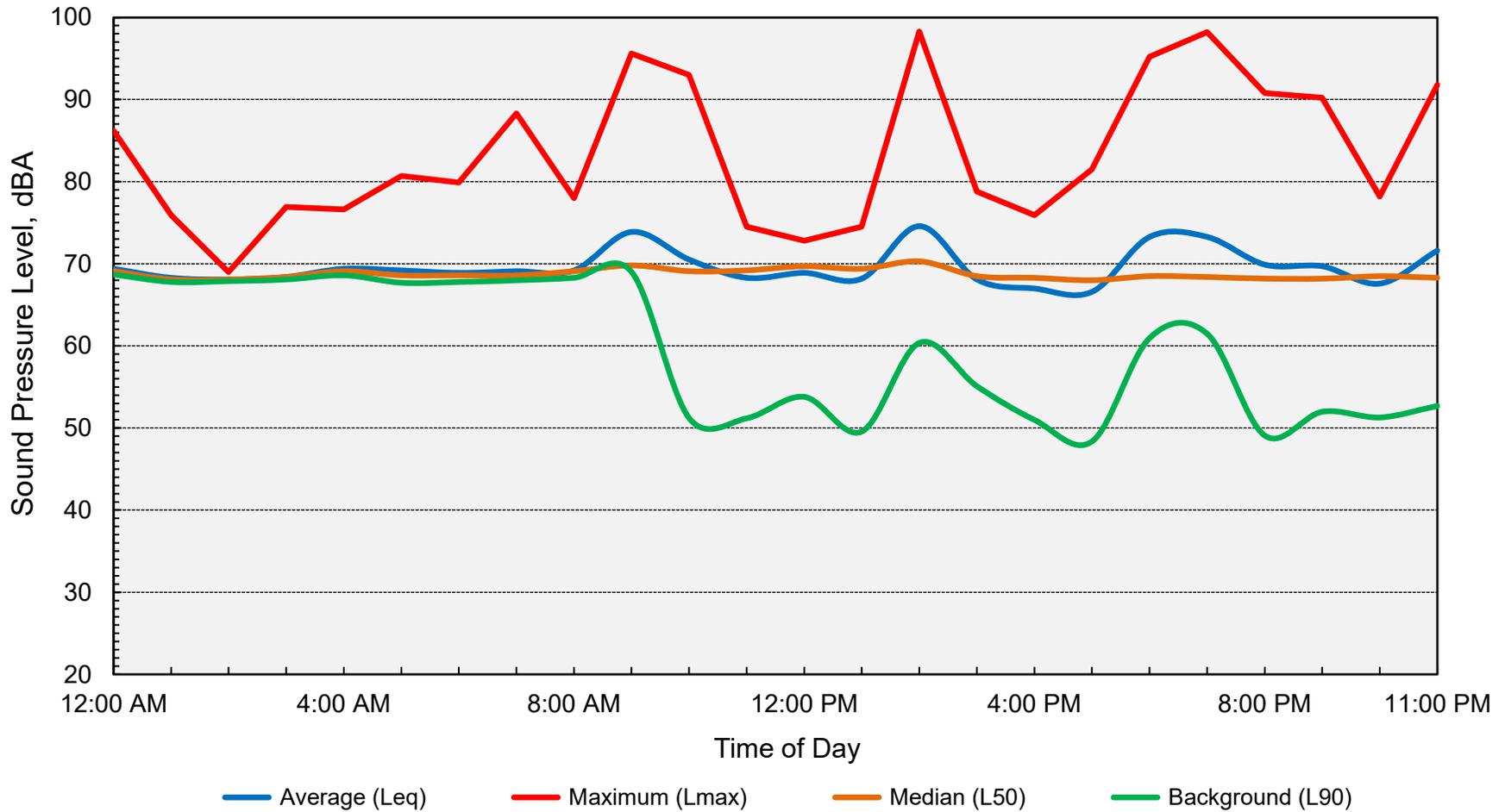
Appendix D-10
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Thursday, December 4, 2025



Computed DNL = 75 dB



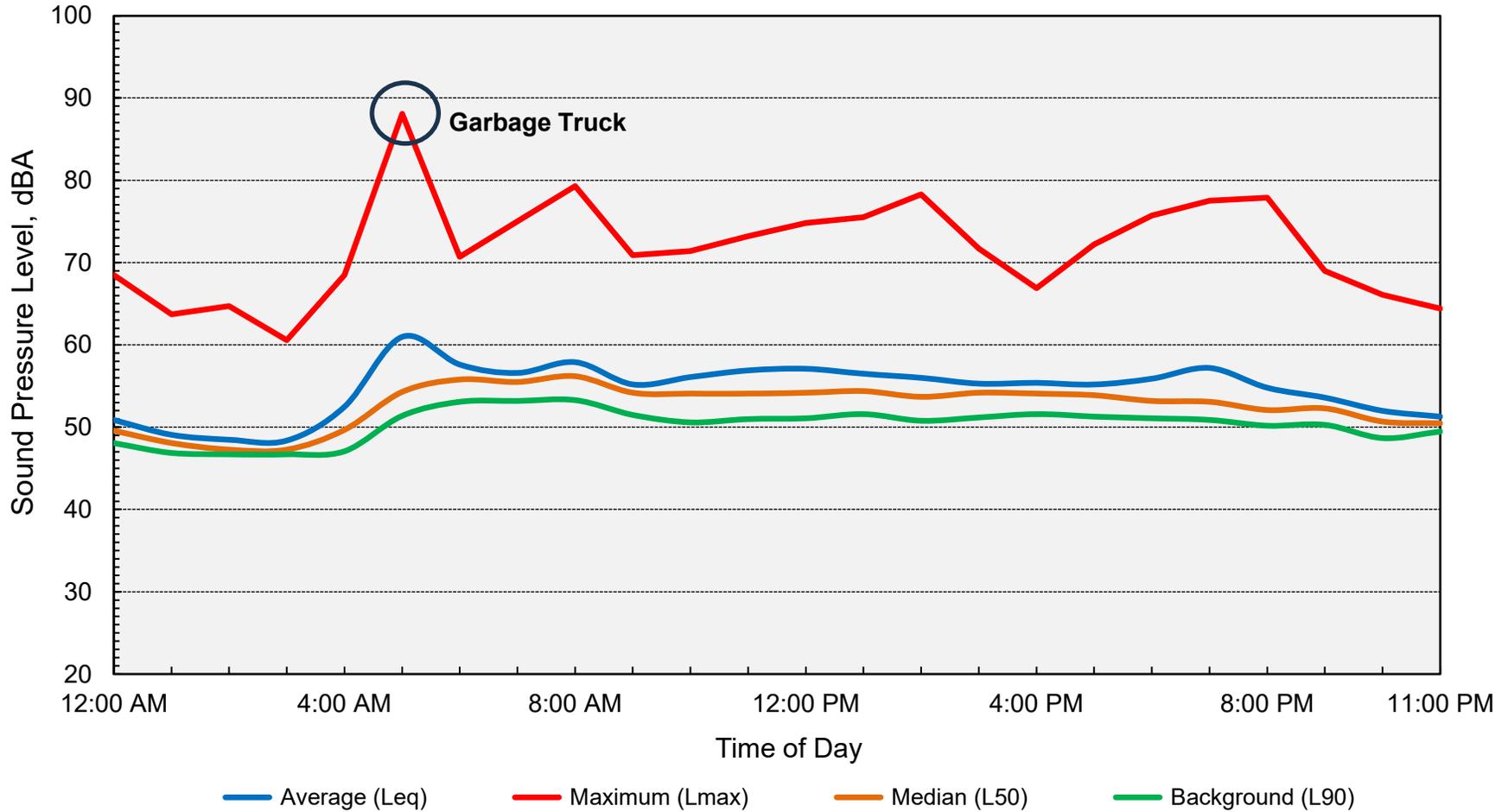
Appendix D-11
Long-Term Ambient Noise Monitoring Results - Site 1
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Friday, December 5, 2025



Computed DNL = 76 dB



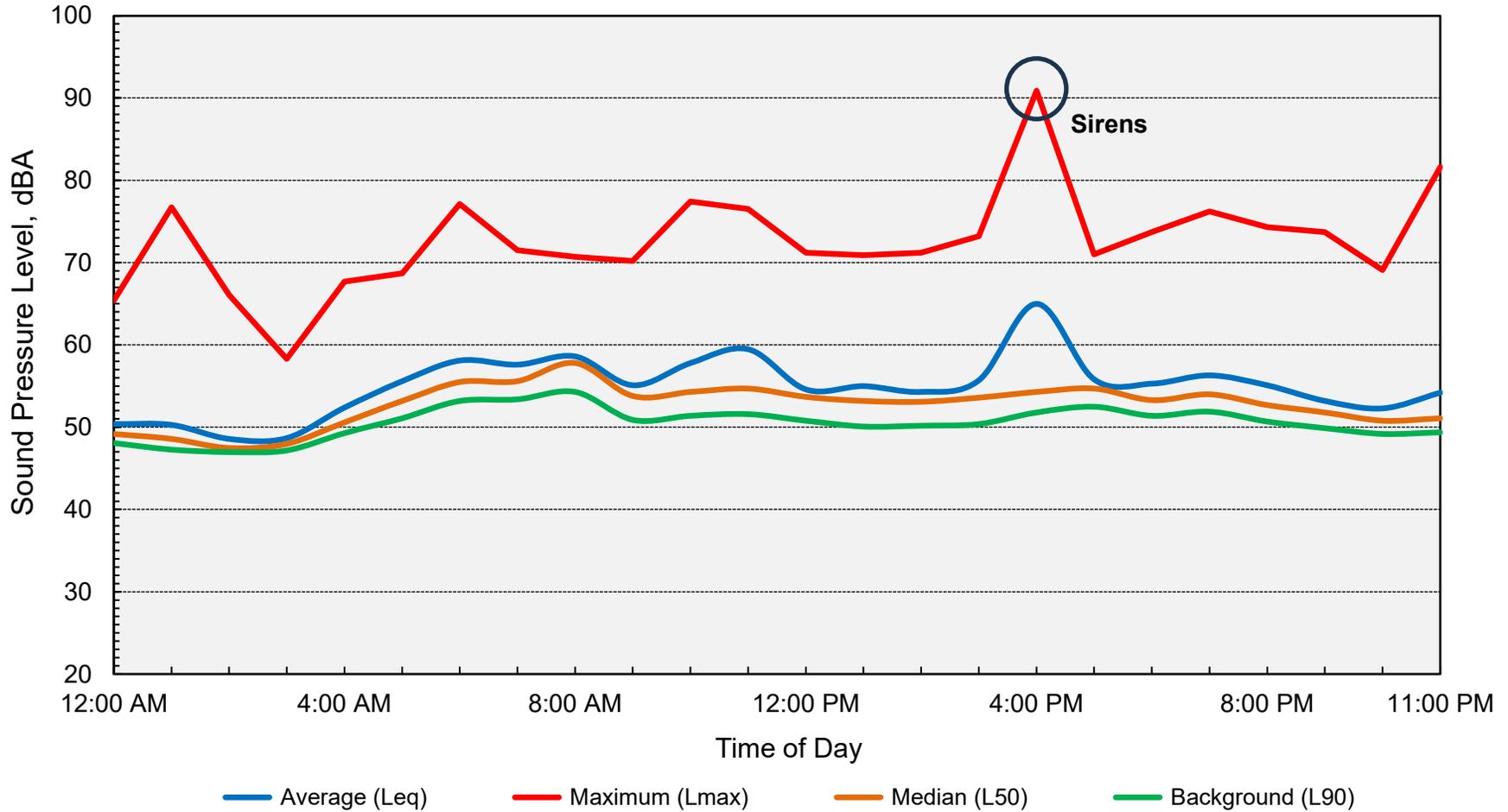
Appendix D-12
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Tuesday, November 25, 2025



Computed DNL = 61 dB



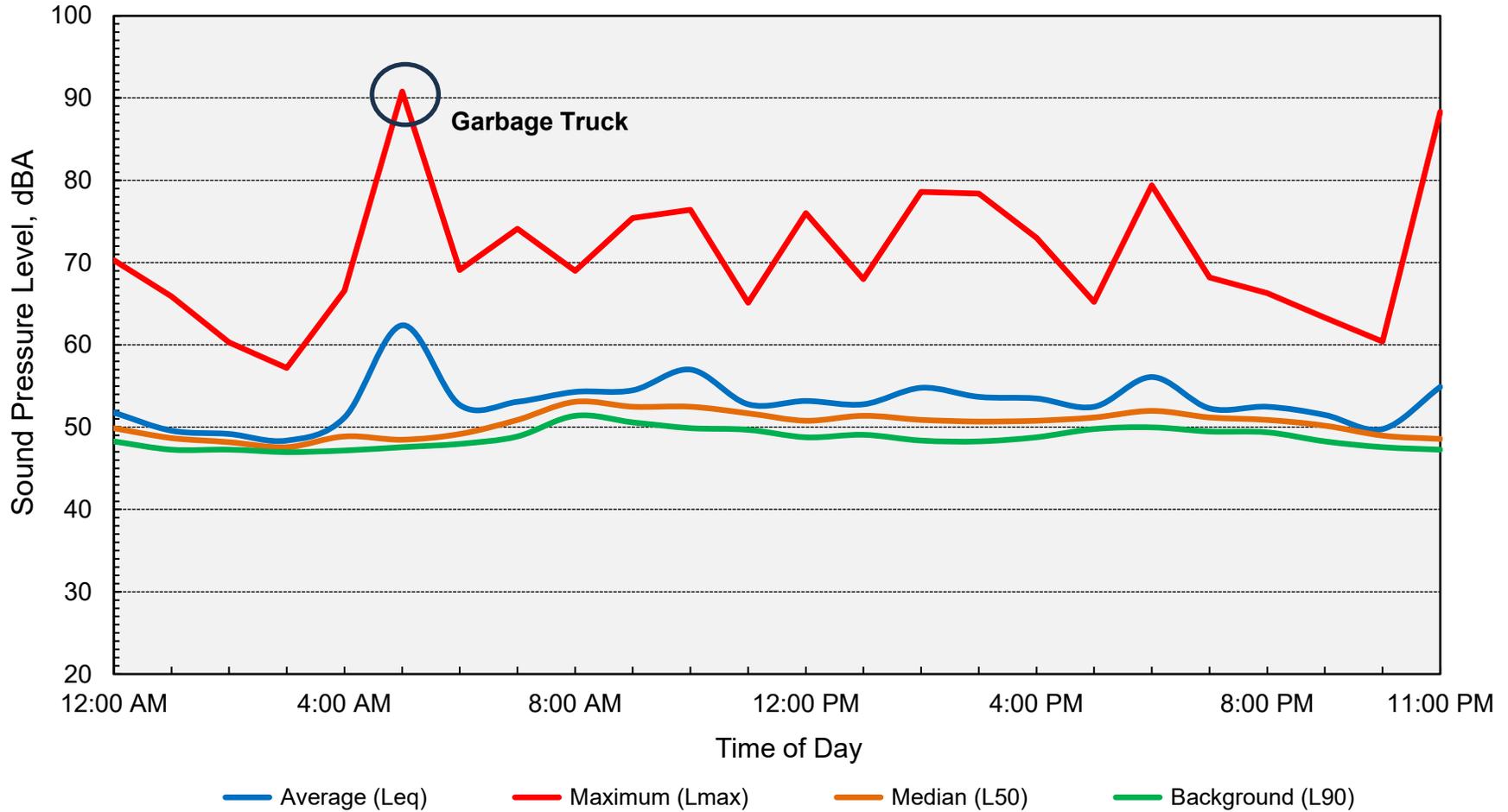
Appendix D-13
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, November 26, 2025



Computed DNL = 61 dB



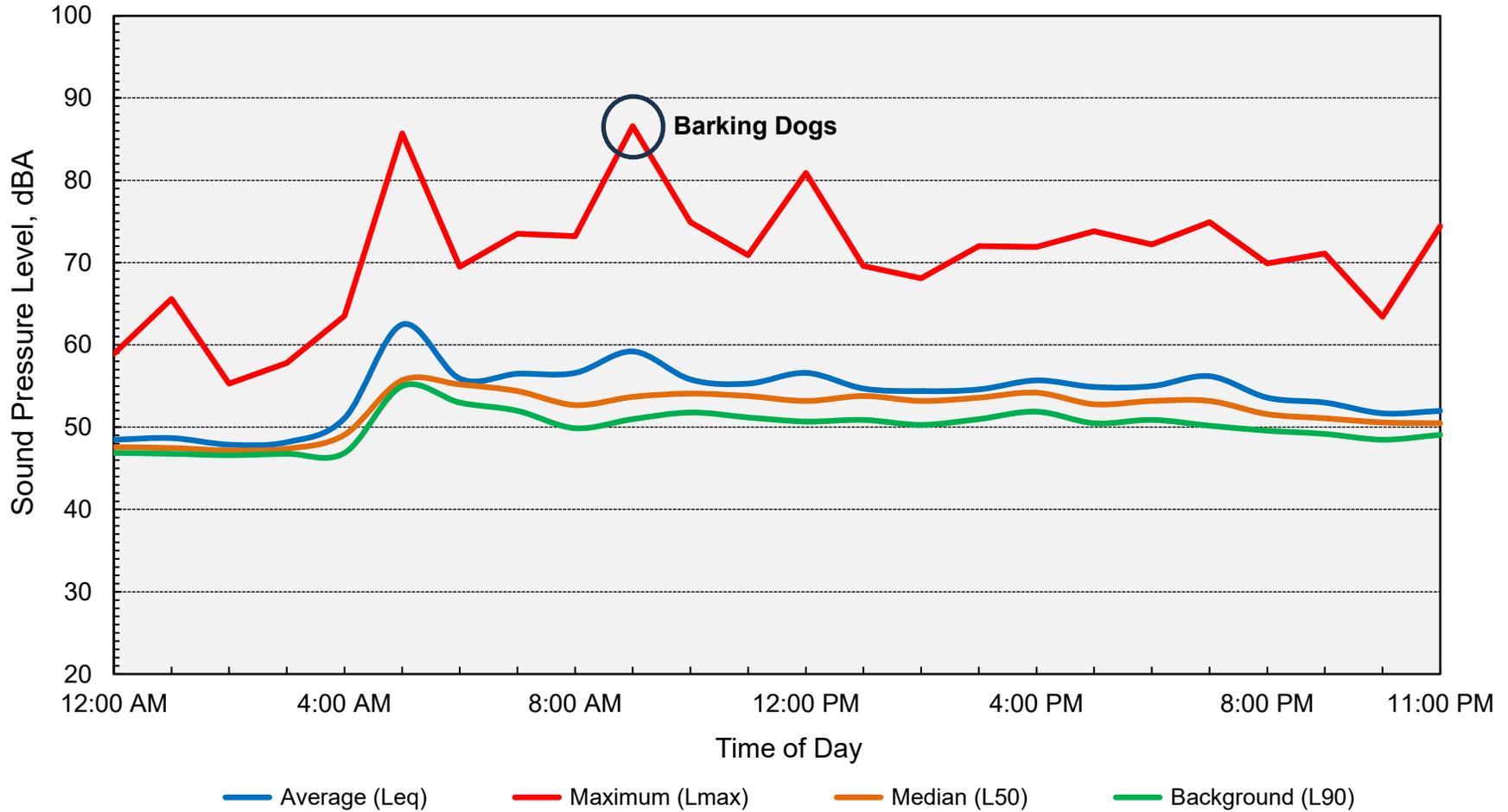
Appendix D-14
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Thursday, November 27, 2025



Computed DNL = 61 dB



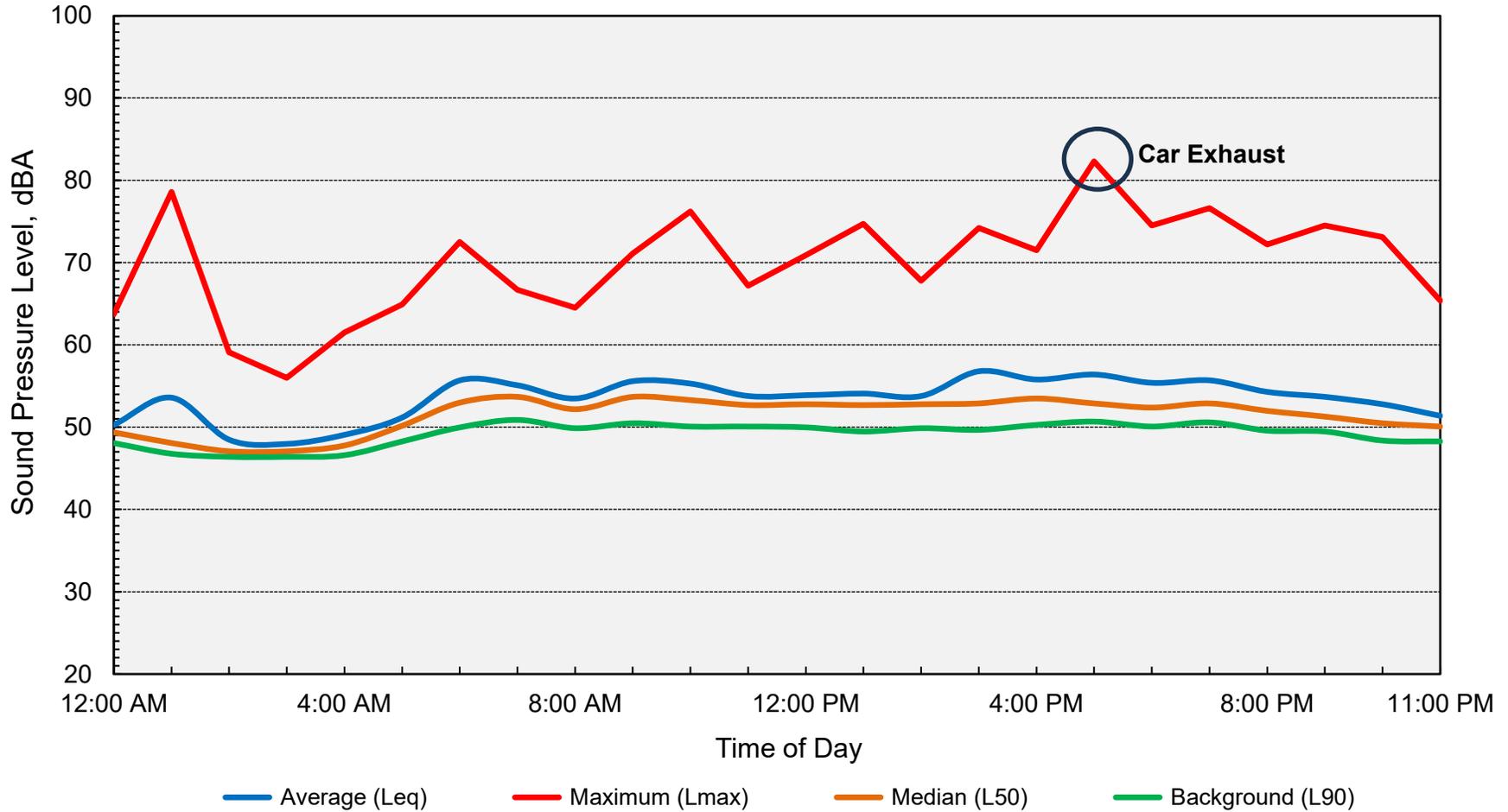
Appendix D-15
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Friday, November 28, 2025



Computed DNL = 62 dB



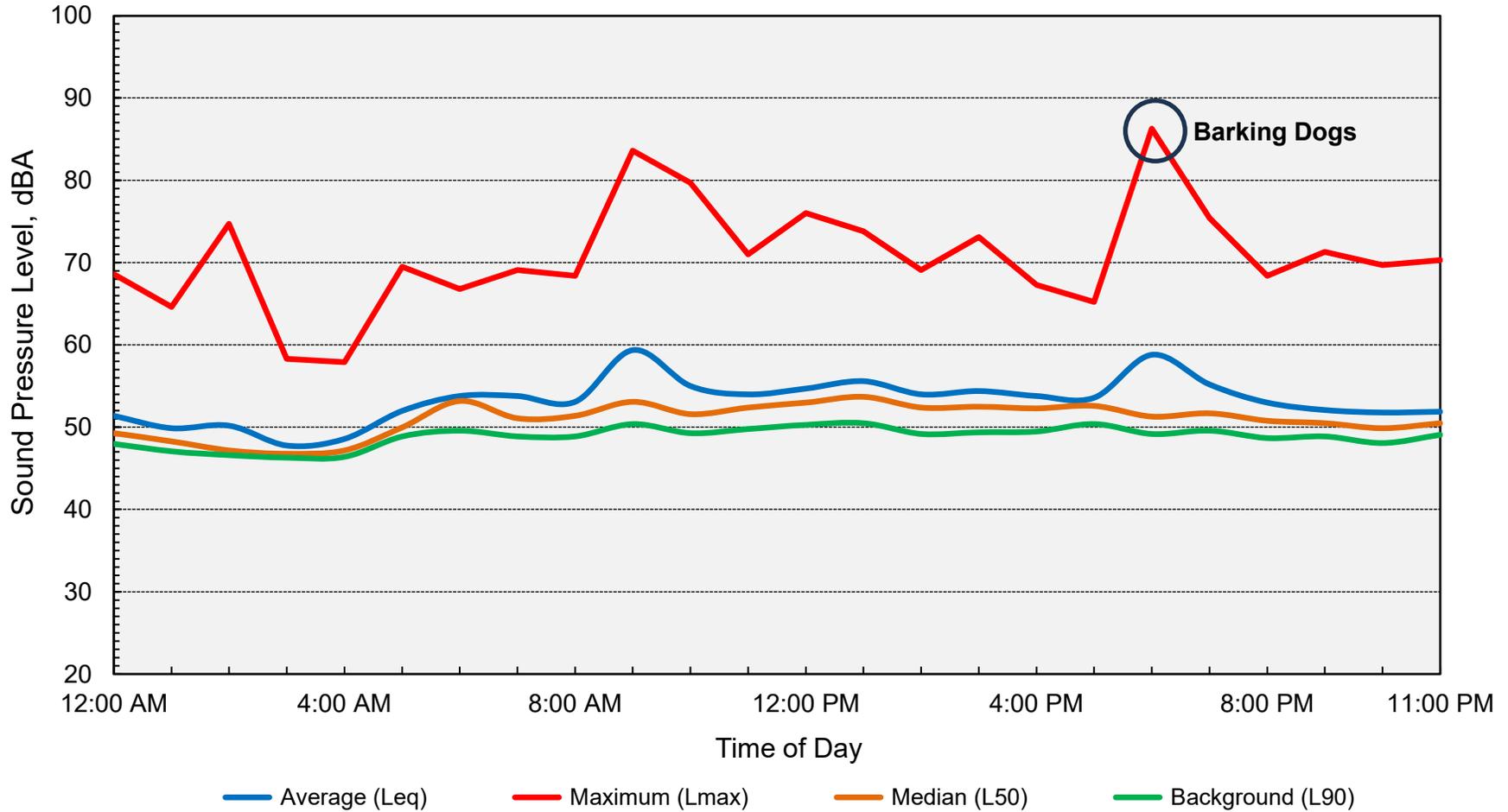
Appendix D-16
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Saturday, November 29, 2025



Computed DNL = 59 dB



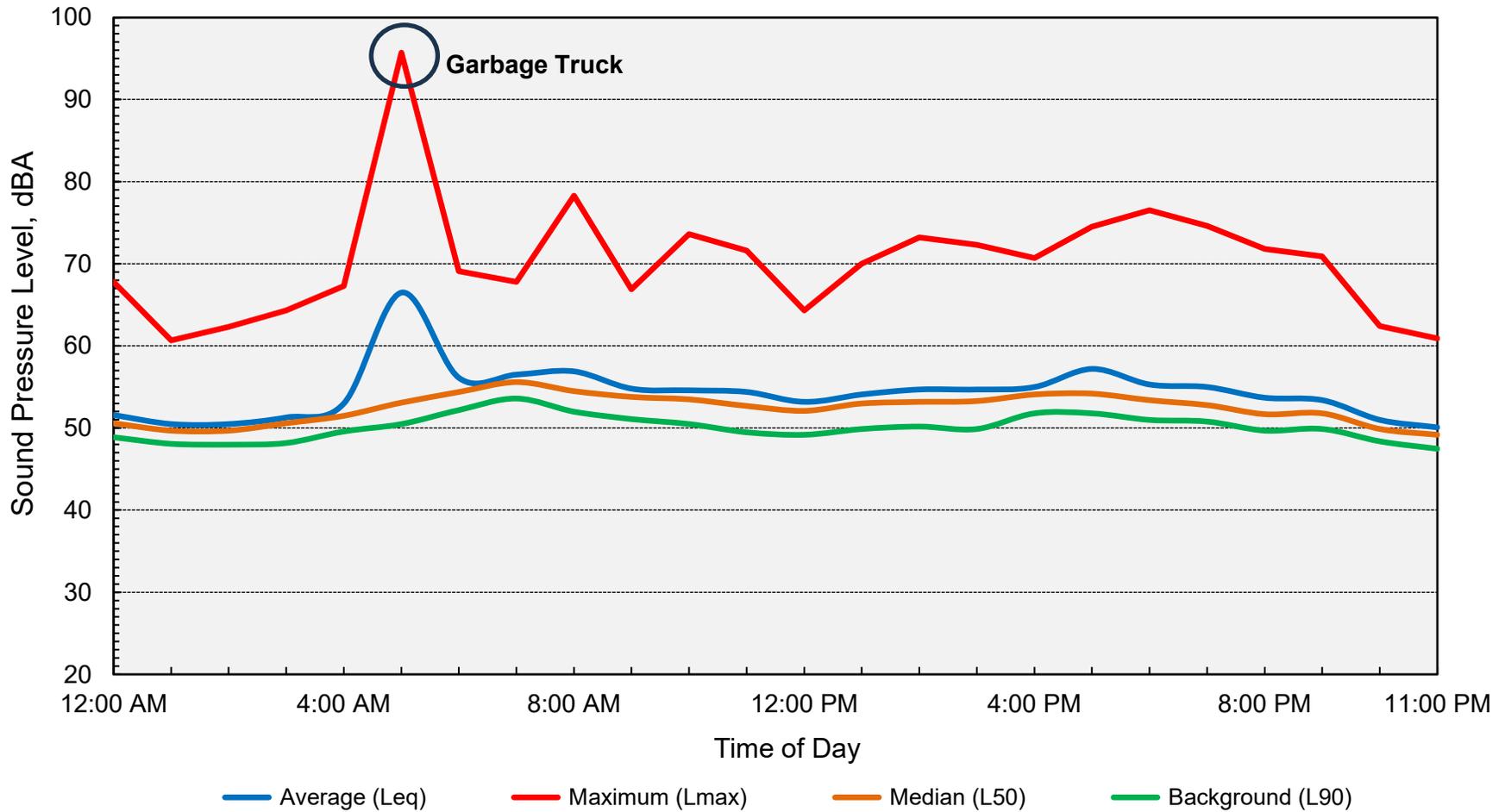
Appendix D-17
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Sunday, November 30, 2025



Computed DNL = 58 dB



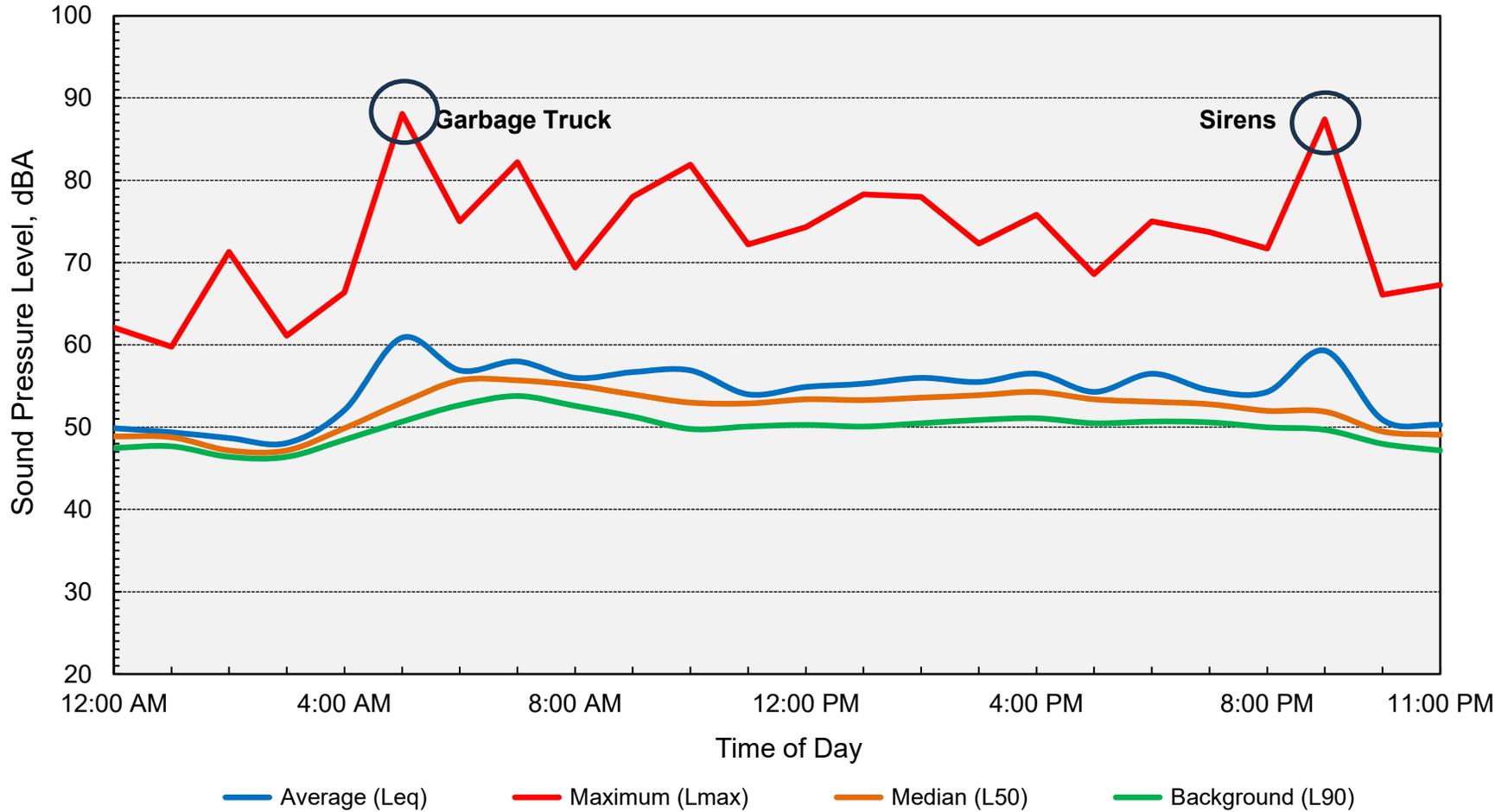
Appendix D-18
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Monday, December 1, 2025



Computed DNL = 64 dB



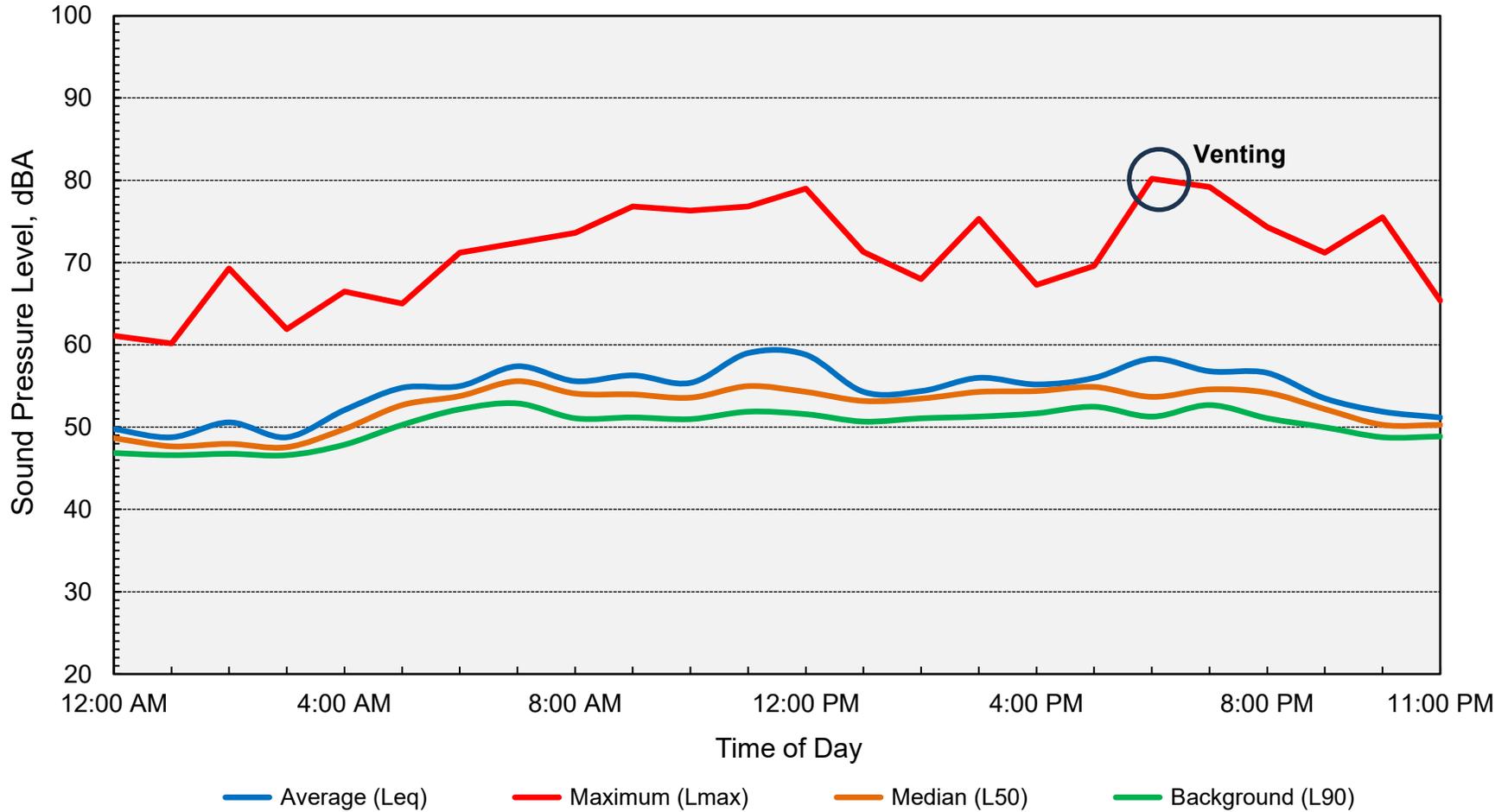
Appendix D-19
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Tuesday, December 2, 2025



Computed DNL = 61 dB



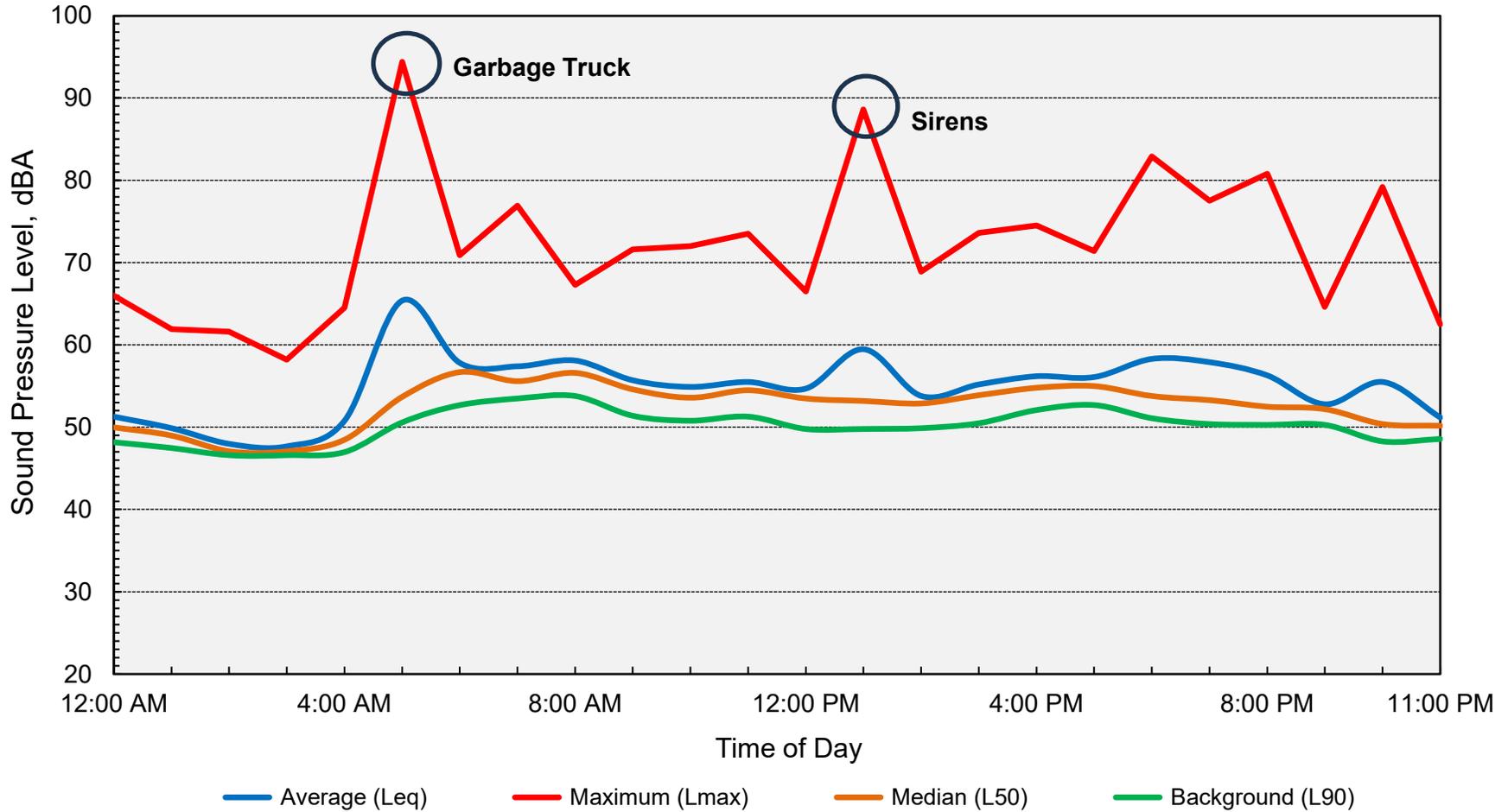
Appendix D-20
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, December 3, 2025



Computed DNL = 59 dB



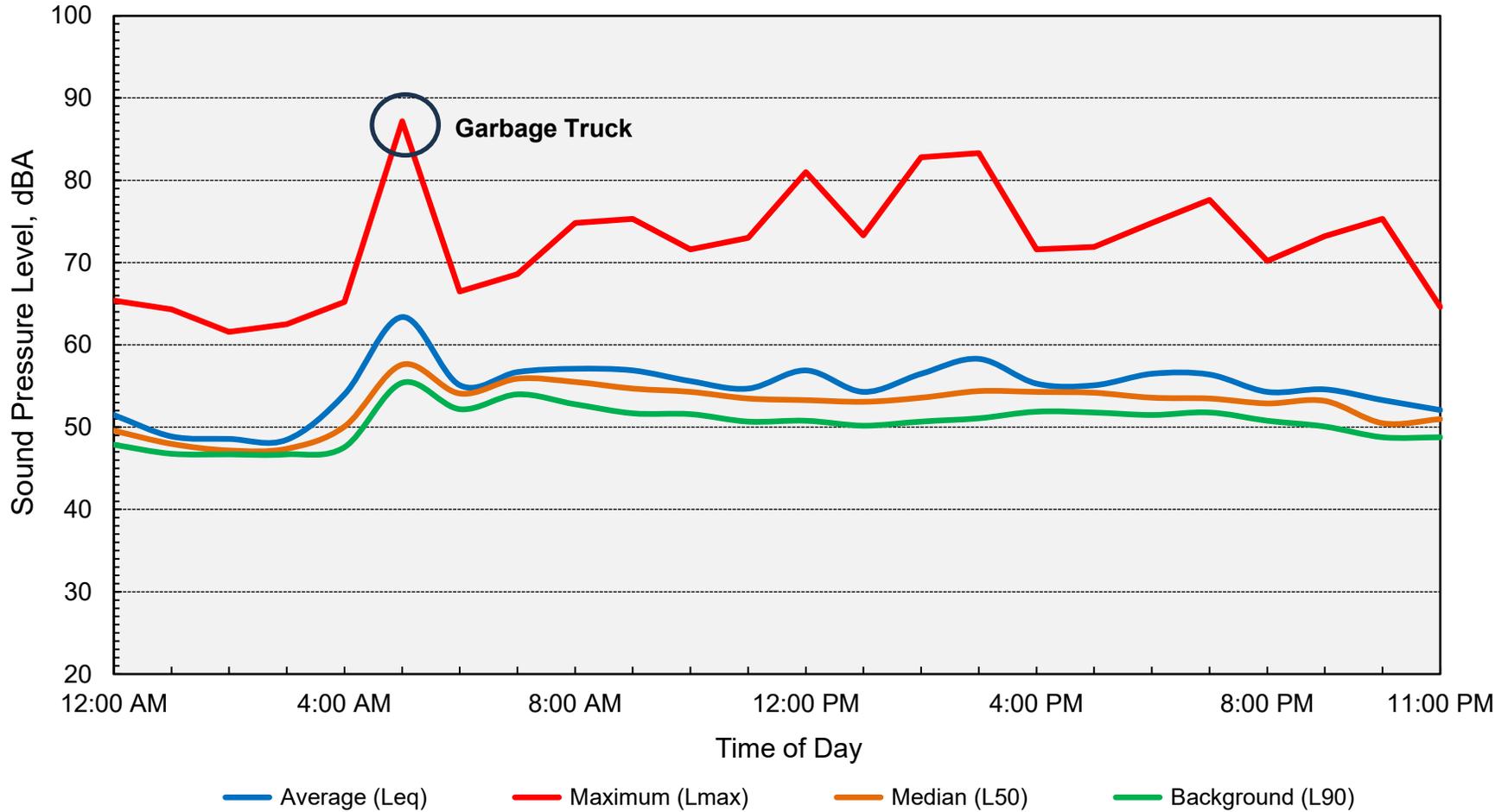
Appendix D-21
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Thursday, December 4, 2025



Computed DNL = 64 dB



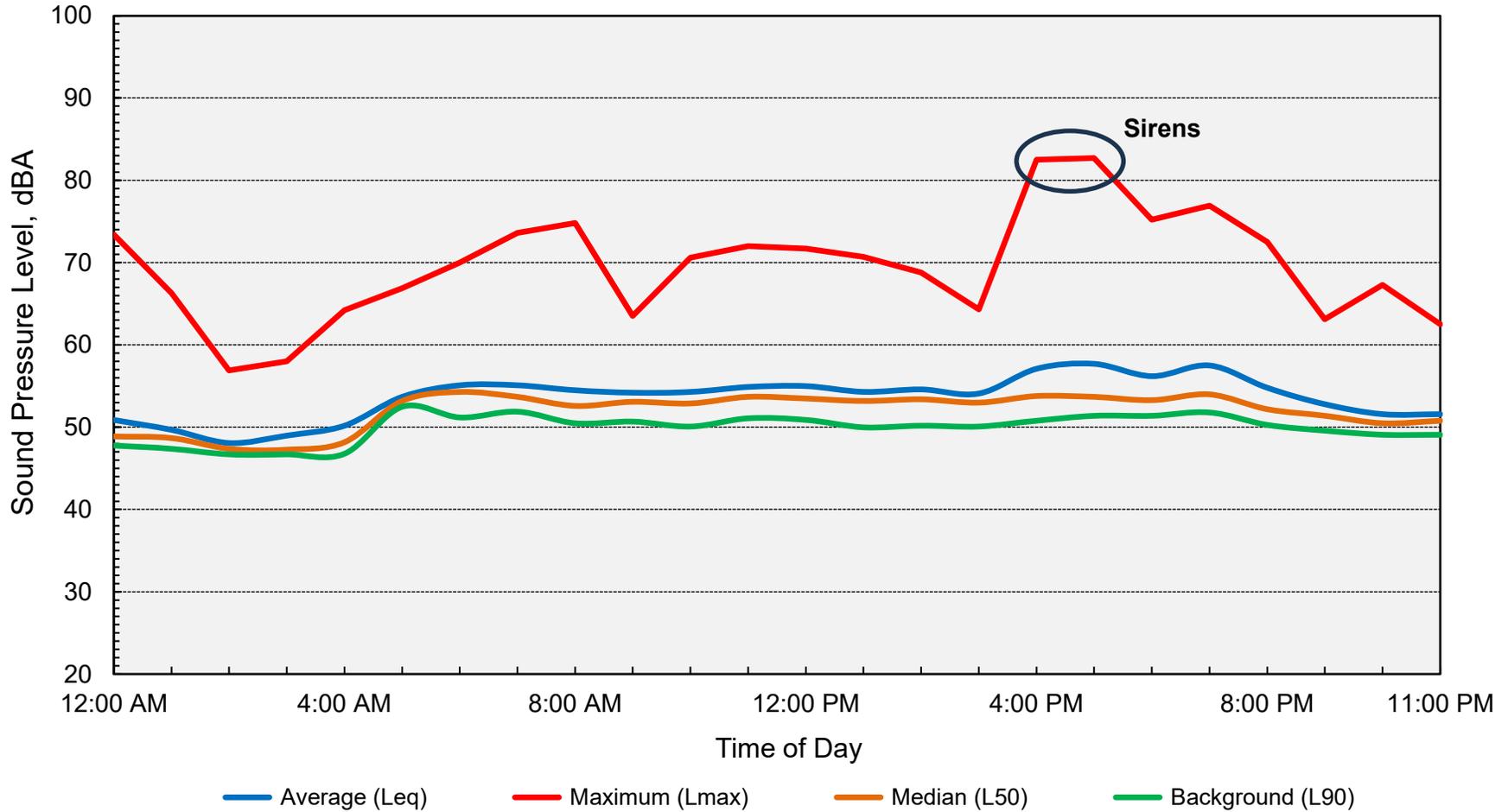
Appendix D-22
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Friday, December 5, 2025



Computed DNL = 62 dB



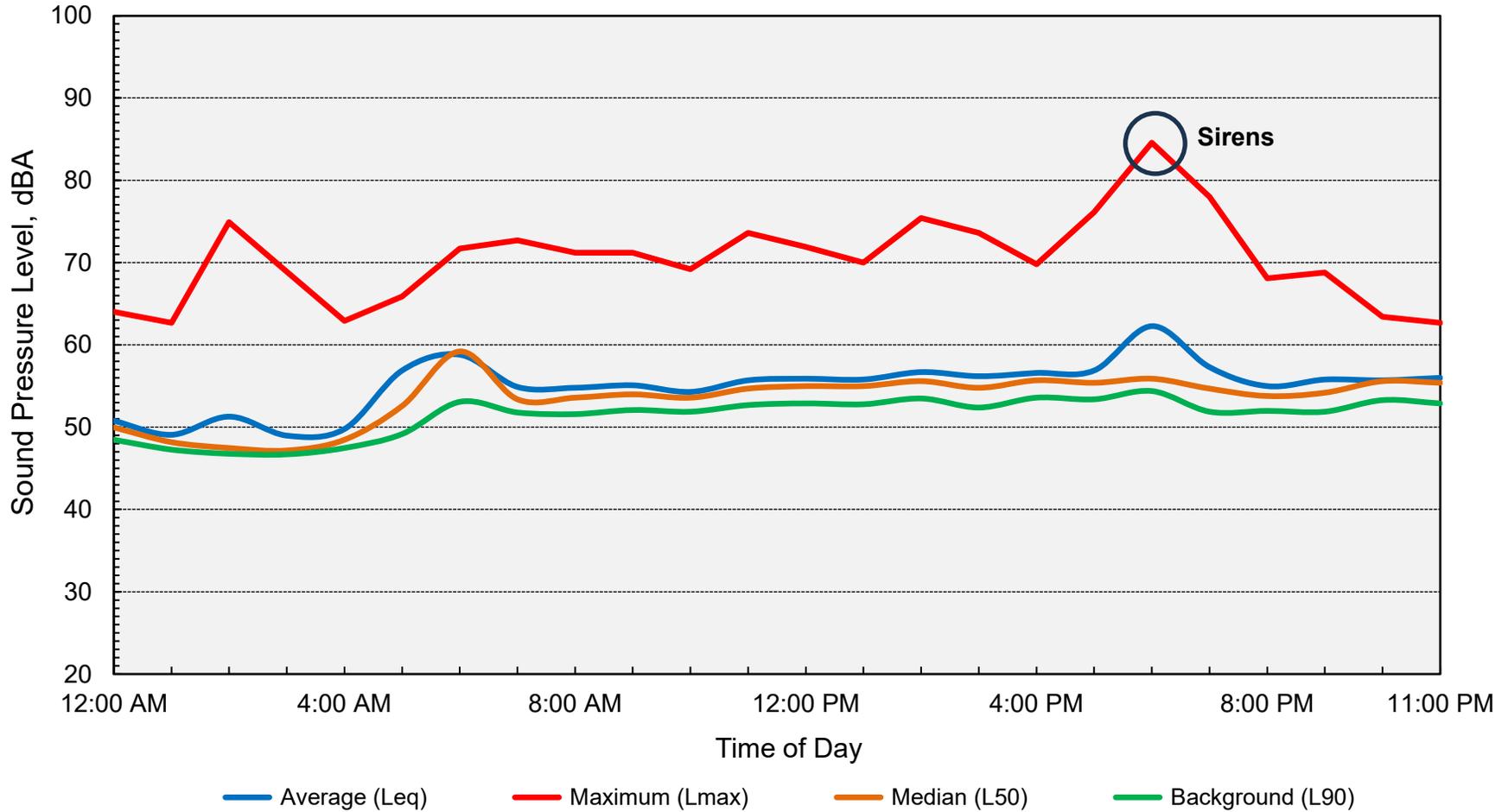
Appendix D-23
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Saturday, December 6, 2025



Computed DNL = 59 dB



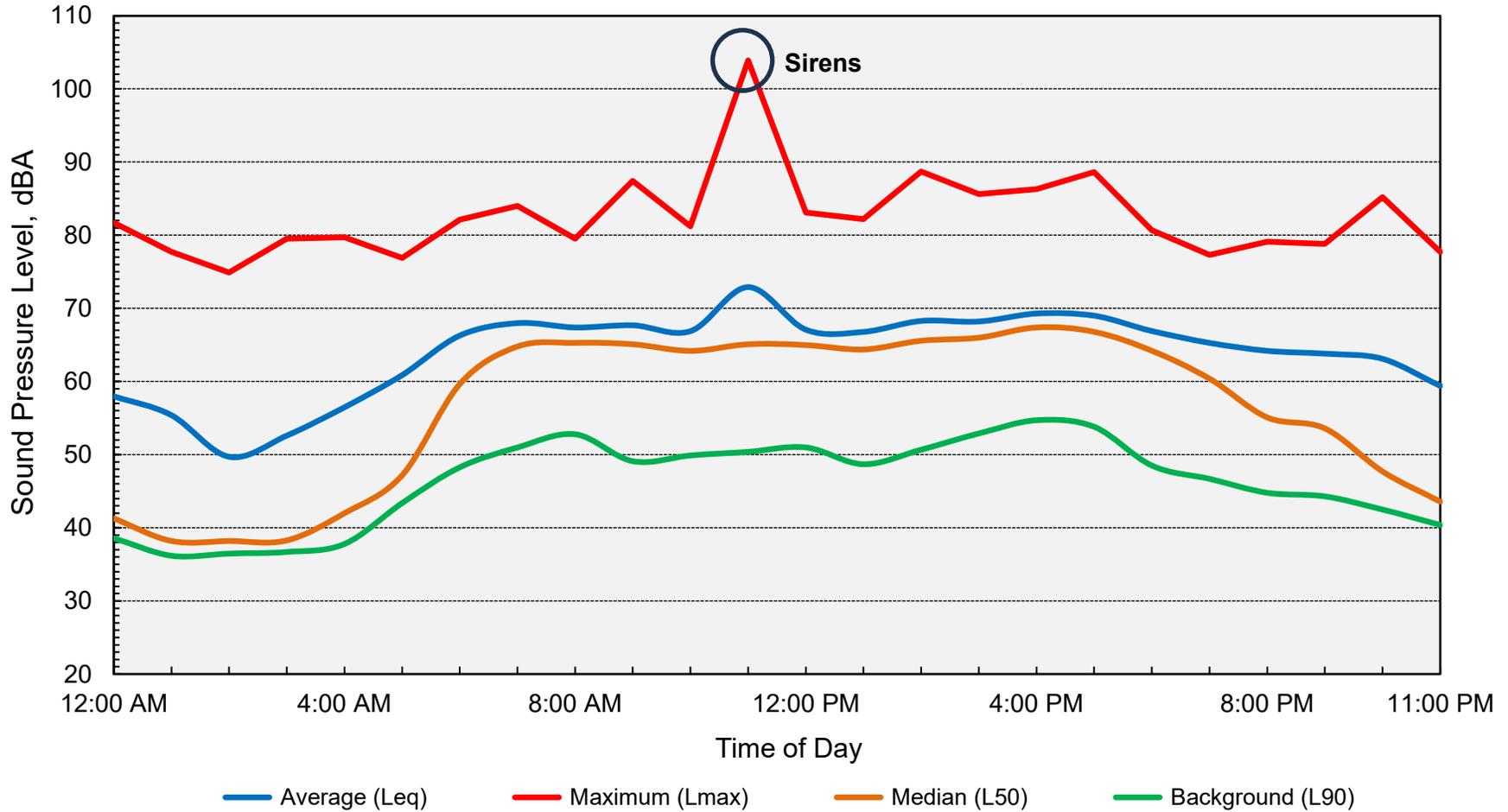
Appendix D-24
Long-Term Ambient Noise Monitoring Results - Site 2
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Sunday, December 7, 2025



Computed DNL = 61 dB



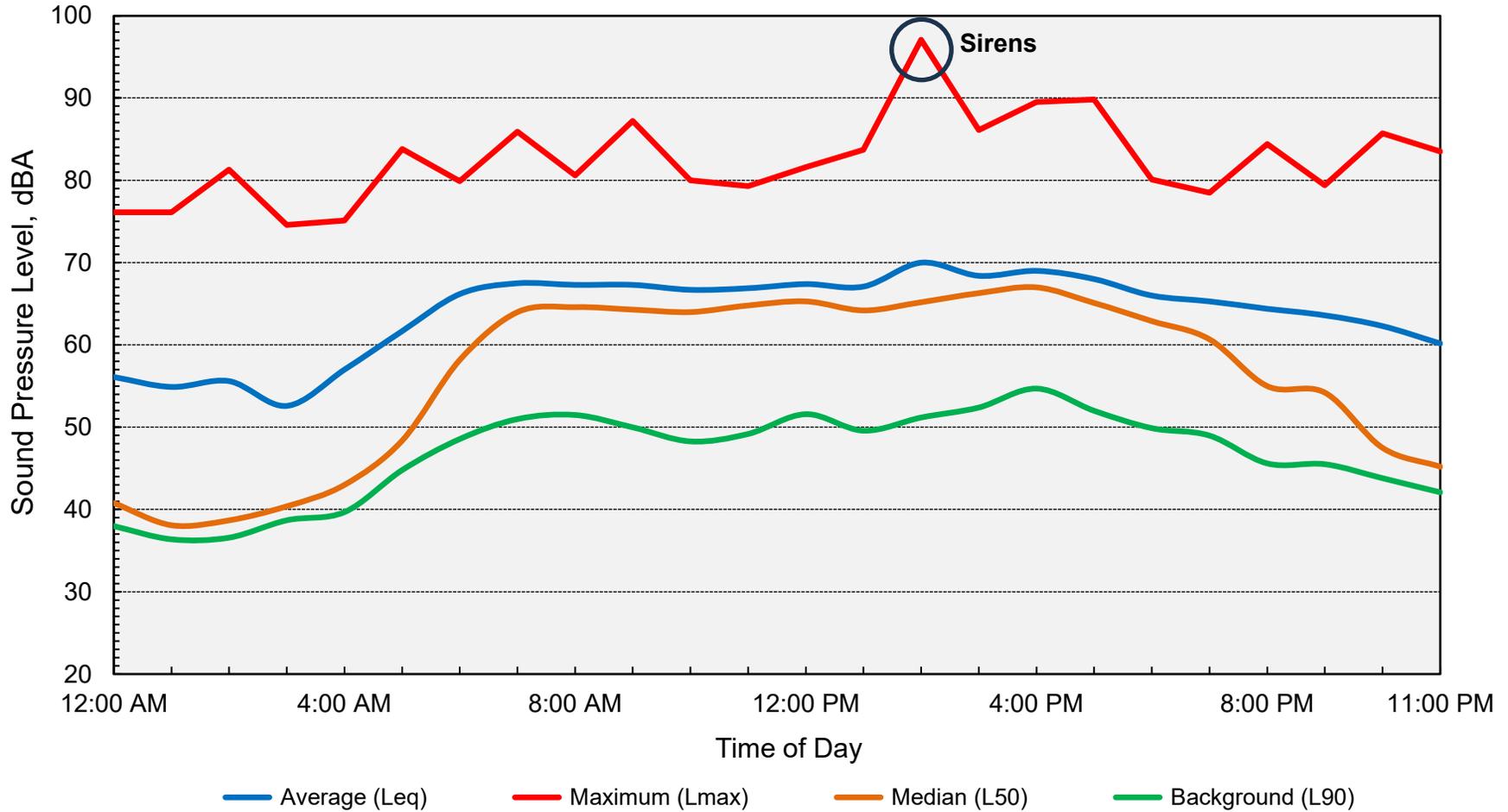
Appendix D-25
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Tuesday, November 25, 2025



Computed DNL = 69 dB



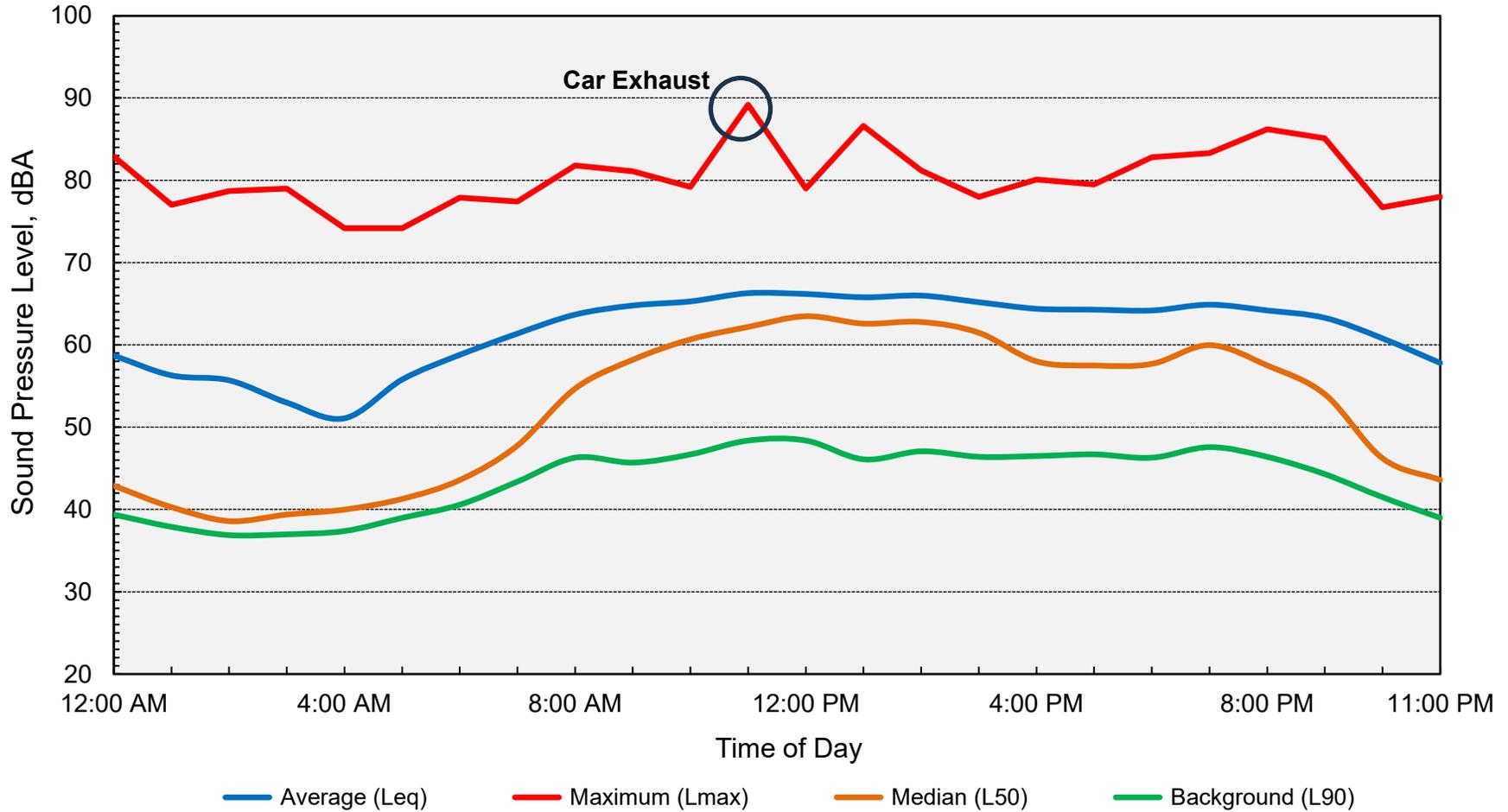
Appendix D-26
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, November 26, 2025



Computed DNL = 69 dB



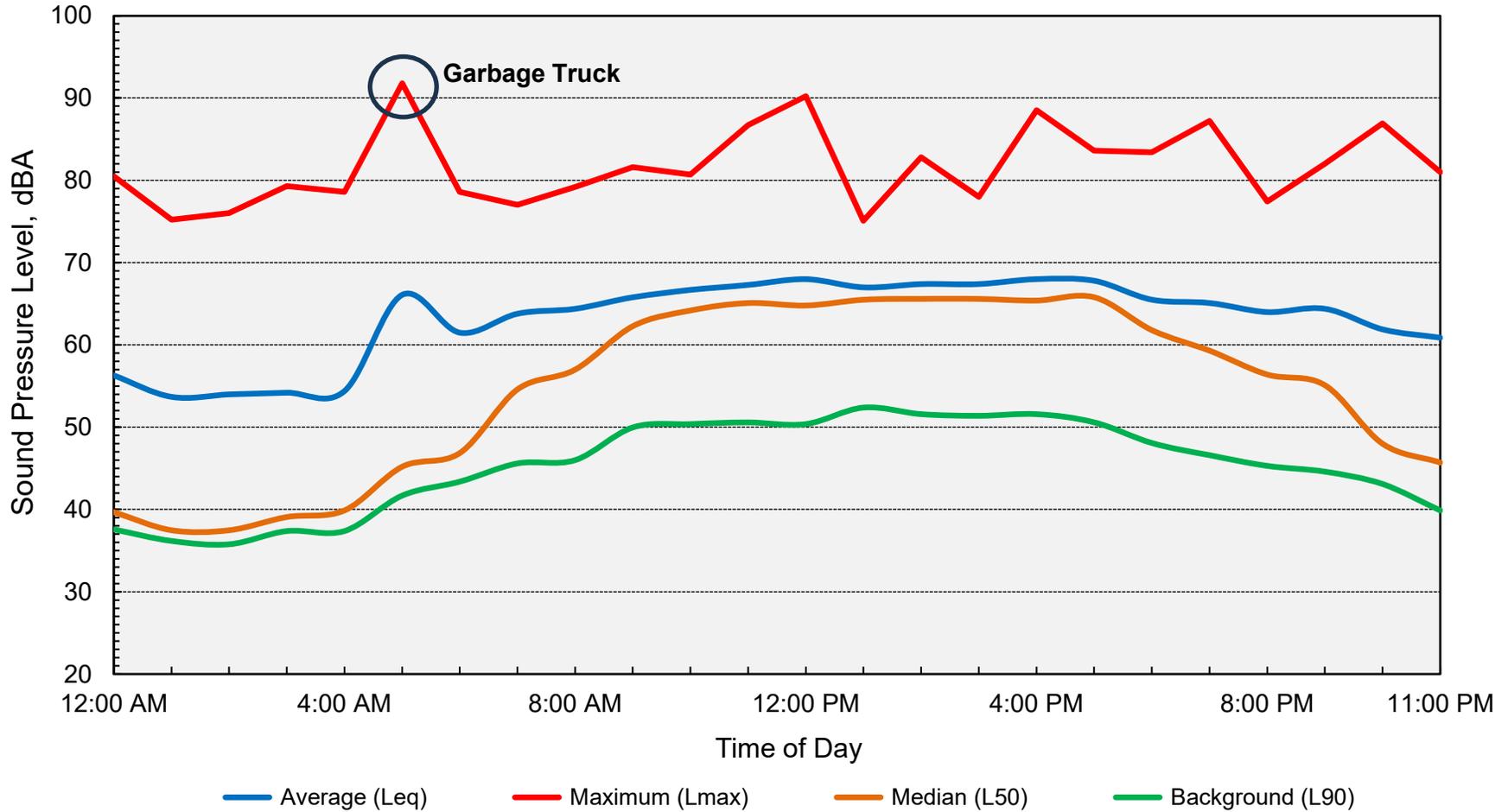
Appendix D-27
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Thursday, November 27, 2025



Computed DNL = 66 dB



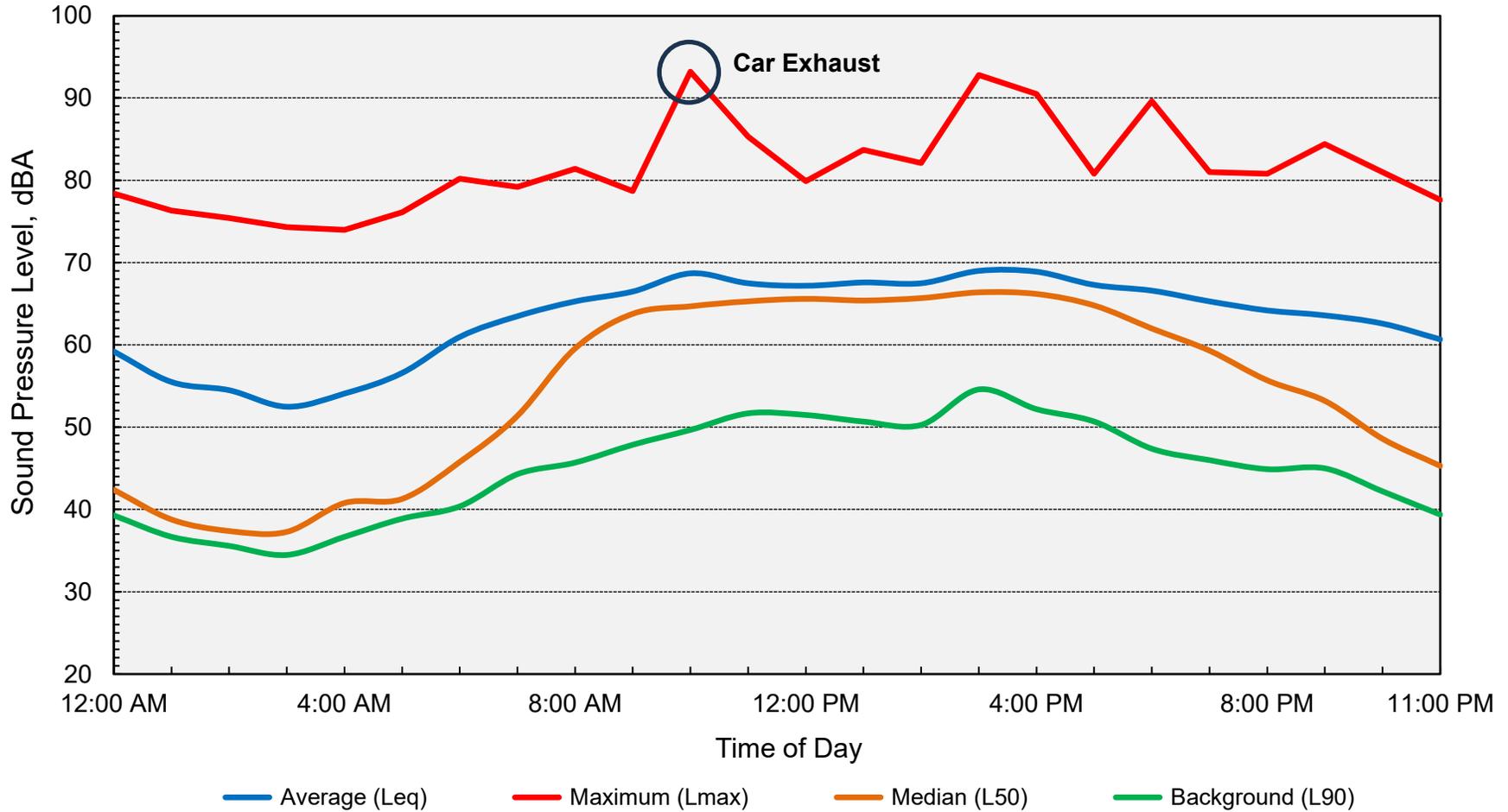
Appendix D-28
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Friday, November 28, 2025



Computed DNL = 68 dB



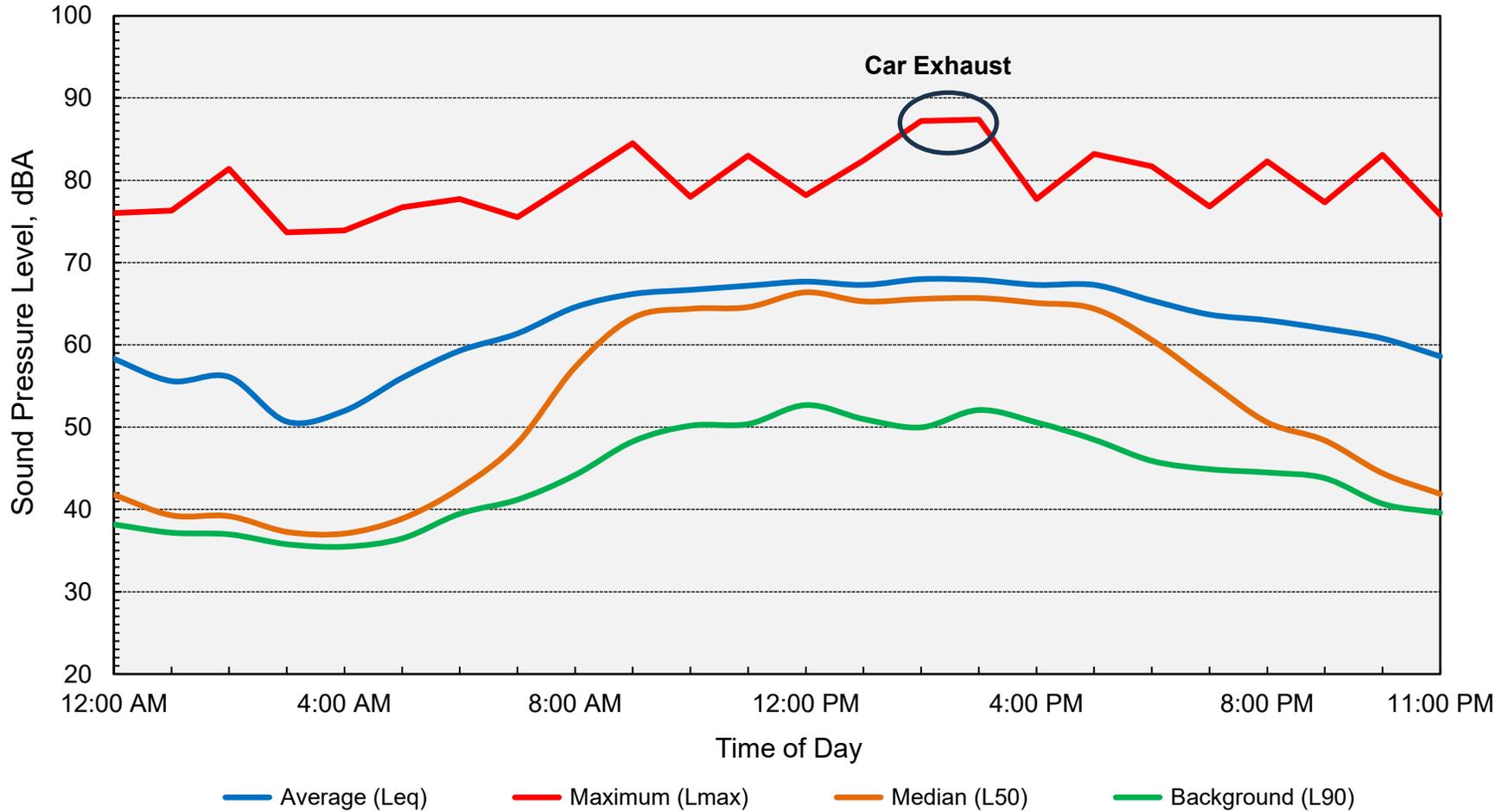
Appendix D-29
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Saturday, November 29, 2025



Computed DNL = 68 dB



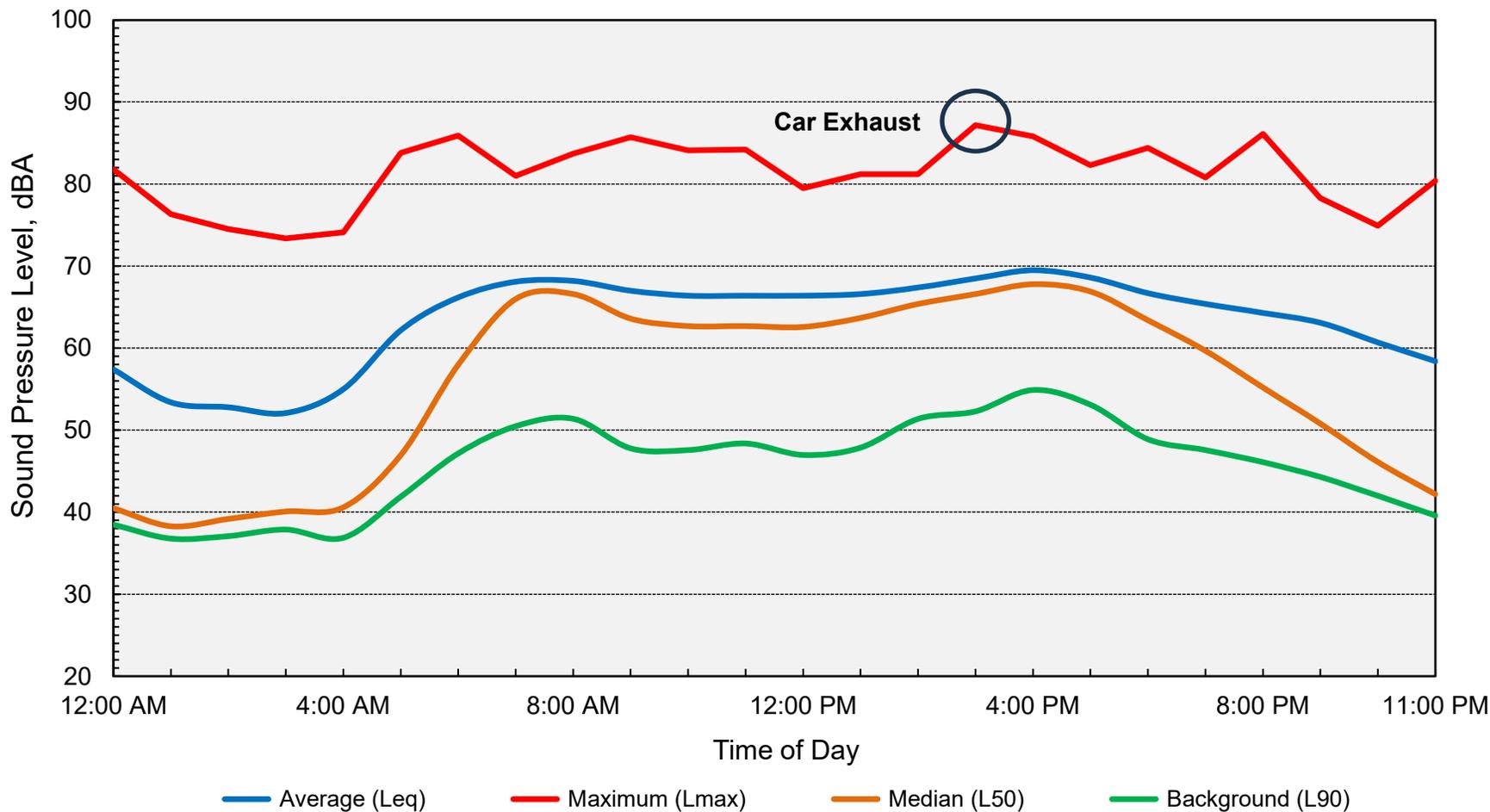
Appendix D-30
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Sunday, November 30, 2025



Computed DNL = 67 dB



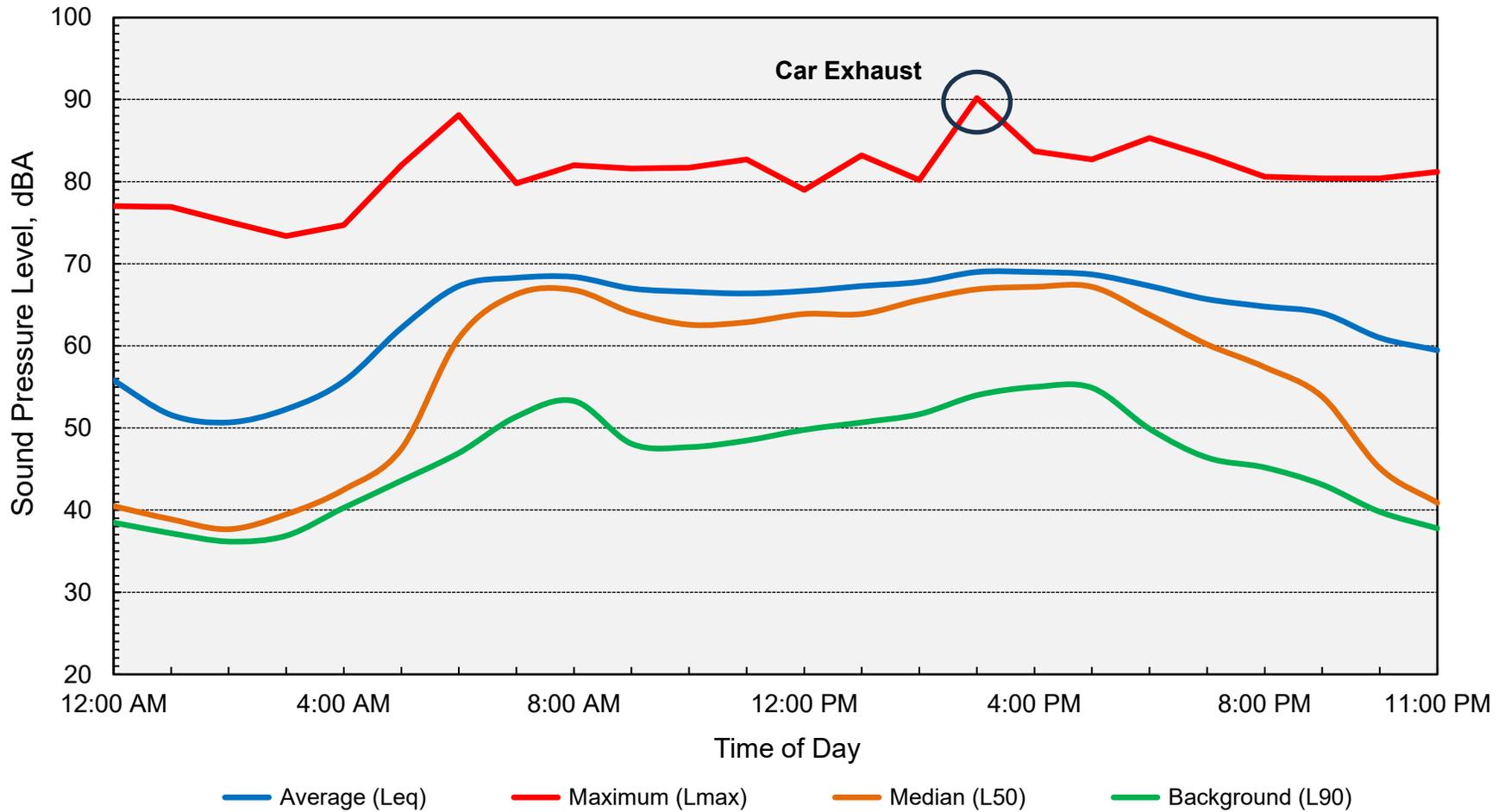
Appendix D-31
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Monday, December 1, 2025



Computed DNL = 68 dB



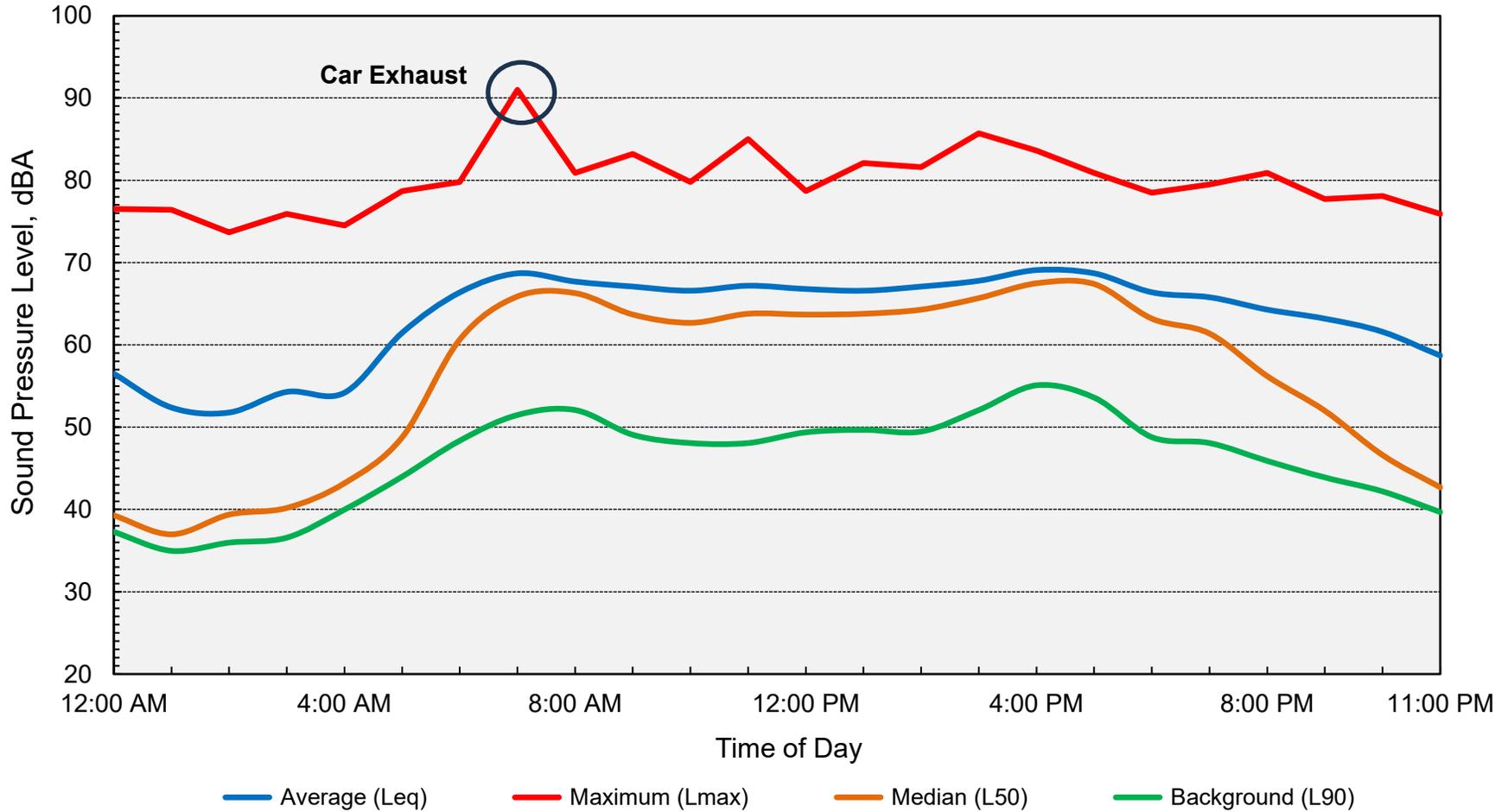
Appendix D-32
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Tuesday, December 2, 2025



Computed DNL = 69 dB



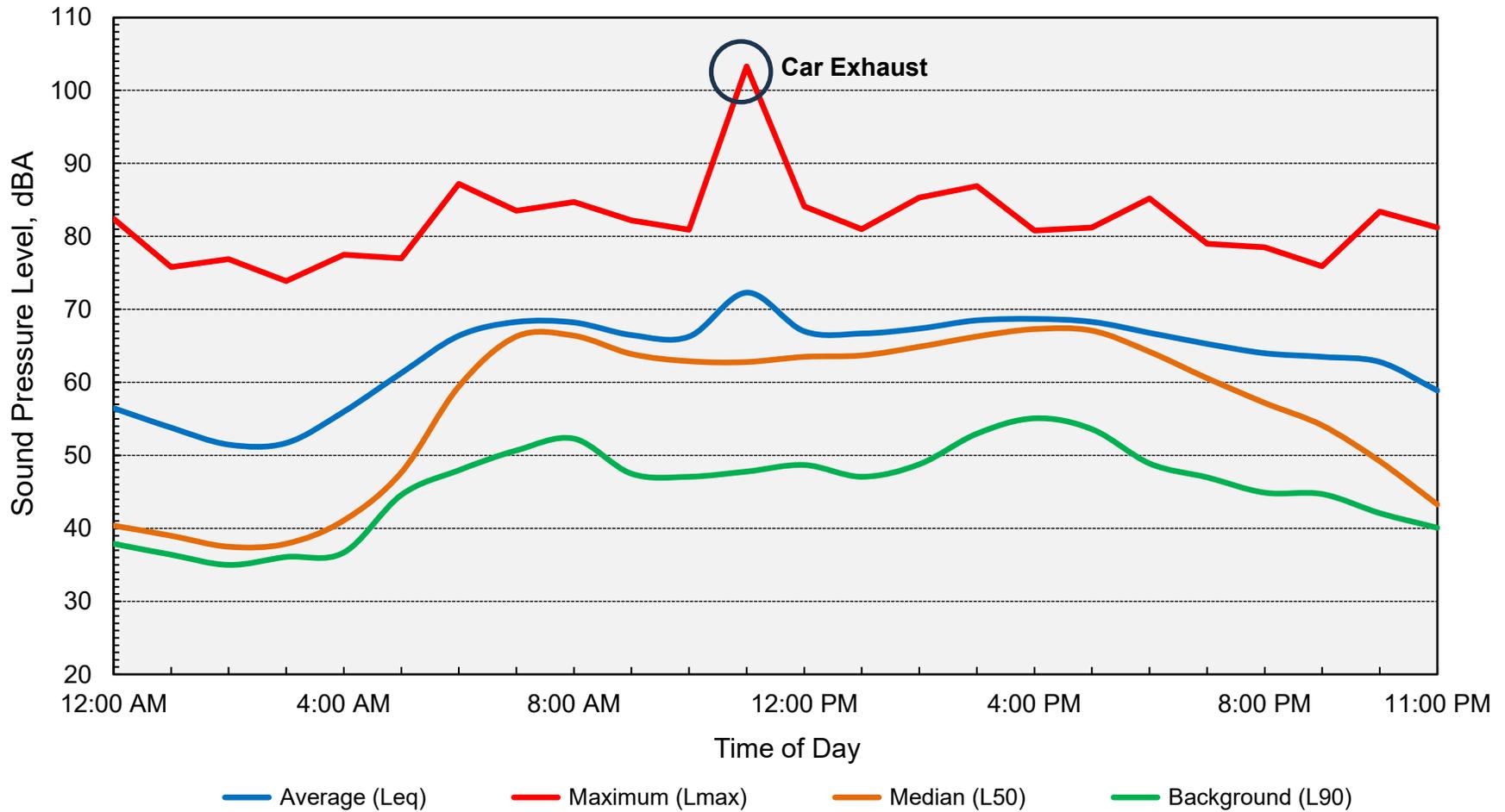
Appendix D-33
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, December 3, 2025



Computed DNL = 69 dB



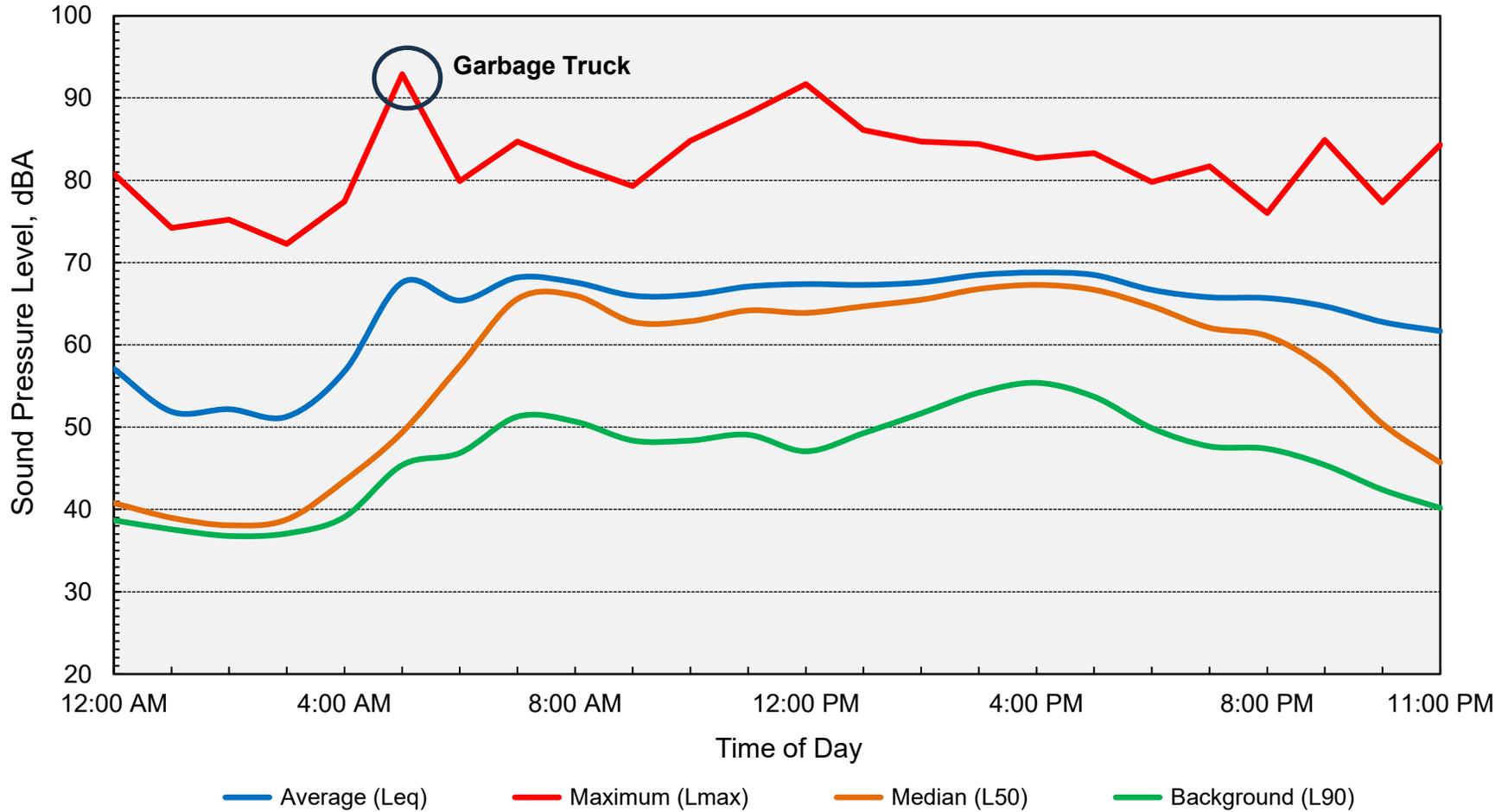
Appendix D-34
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Thursday, December 4, 2025



Computed DNL = 69 dB



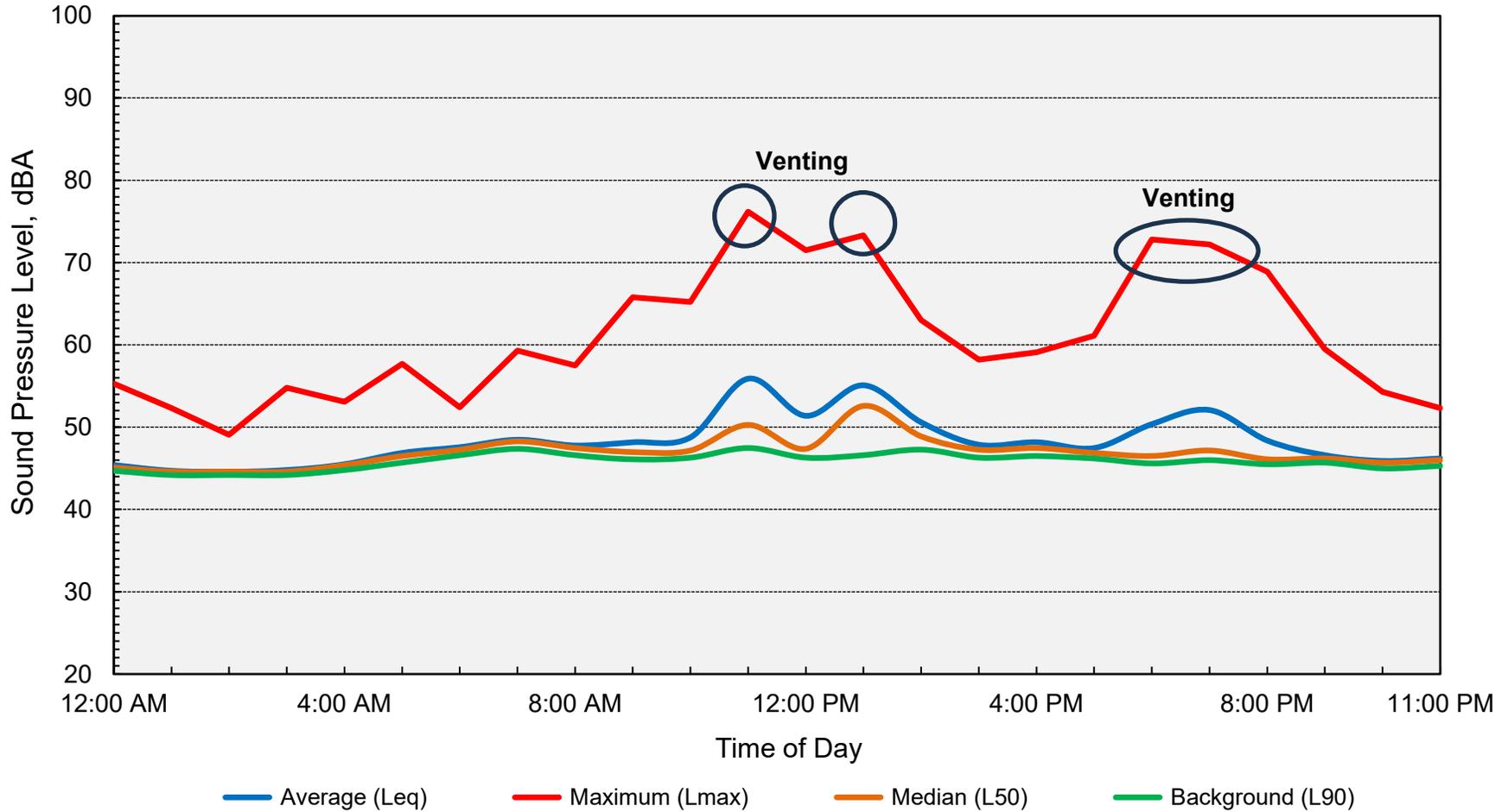
Appendix D-35
Long-Term Ambient Noise Monitoring Results - Site 3
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Friday, December 5, 2025



Computed DNL = 70 dB



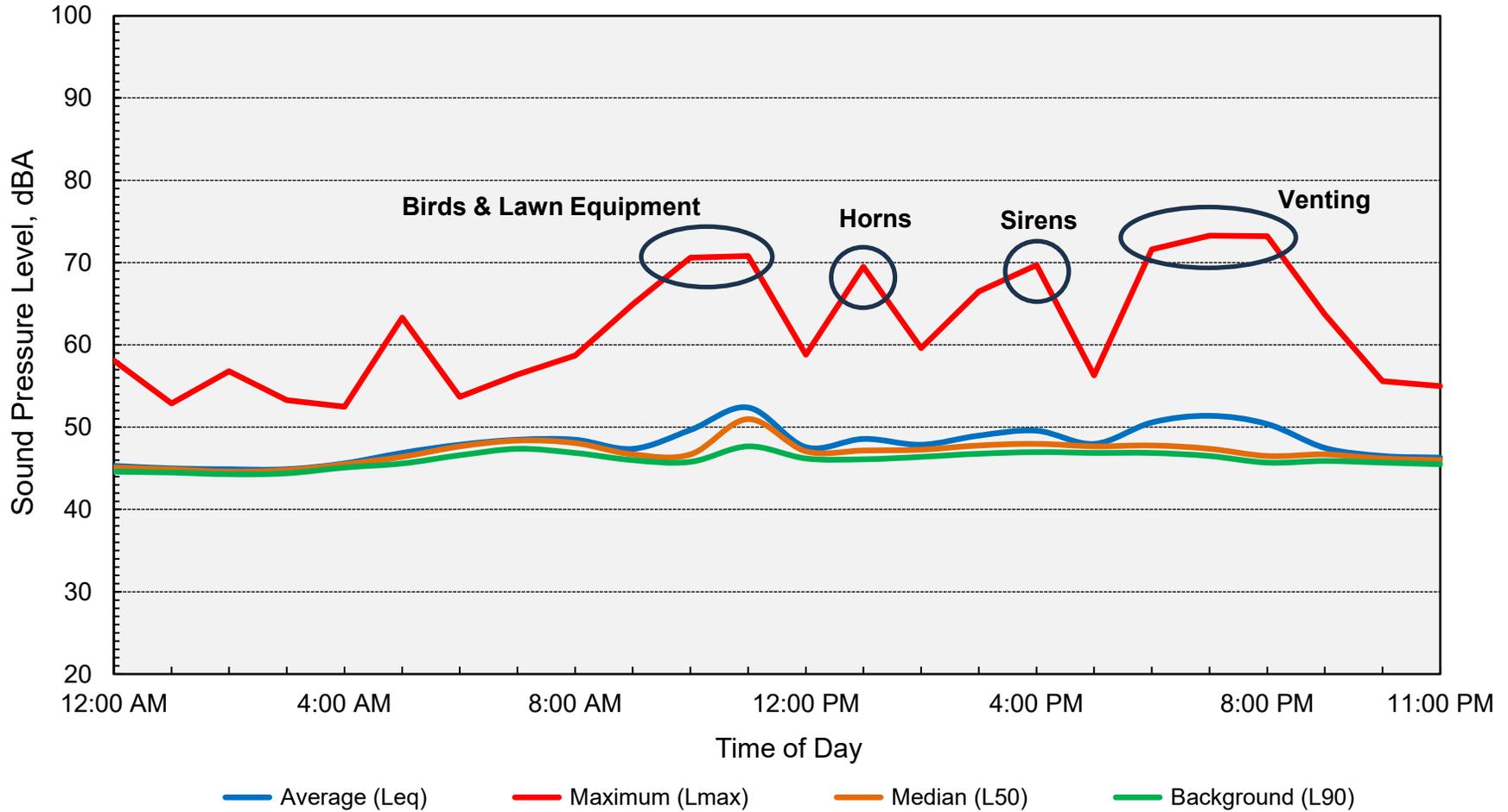
Appendix D-36
Long-Term Ambient Noise Monitoring Results - Site 4
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Tuesday, November 25, 2025



Computed DNL = 53 dB



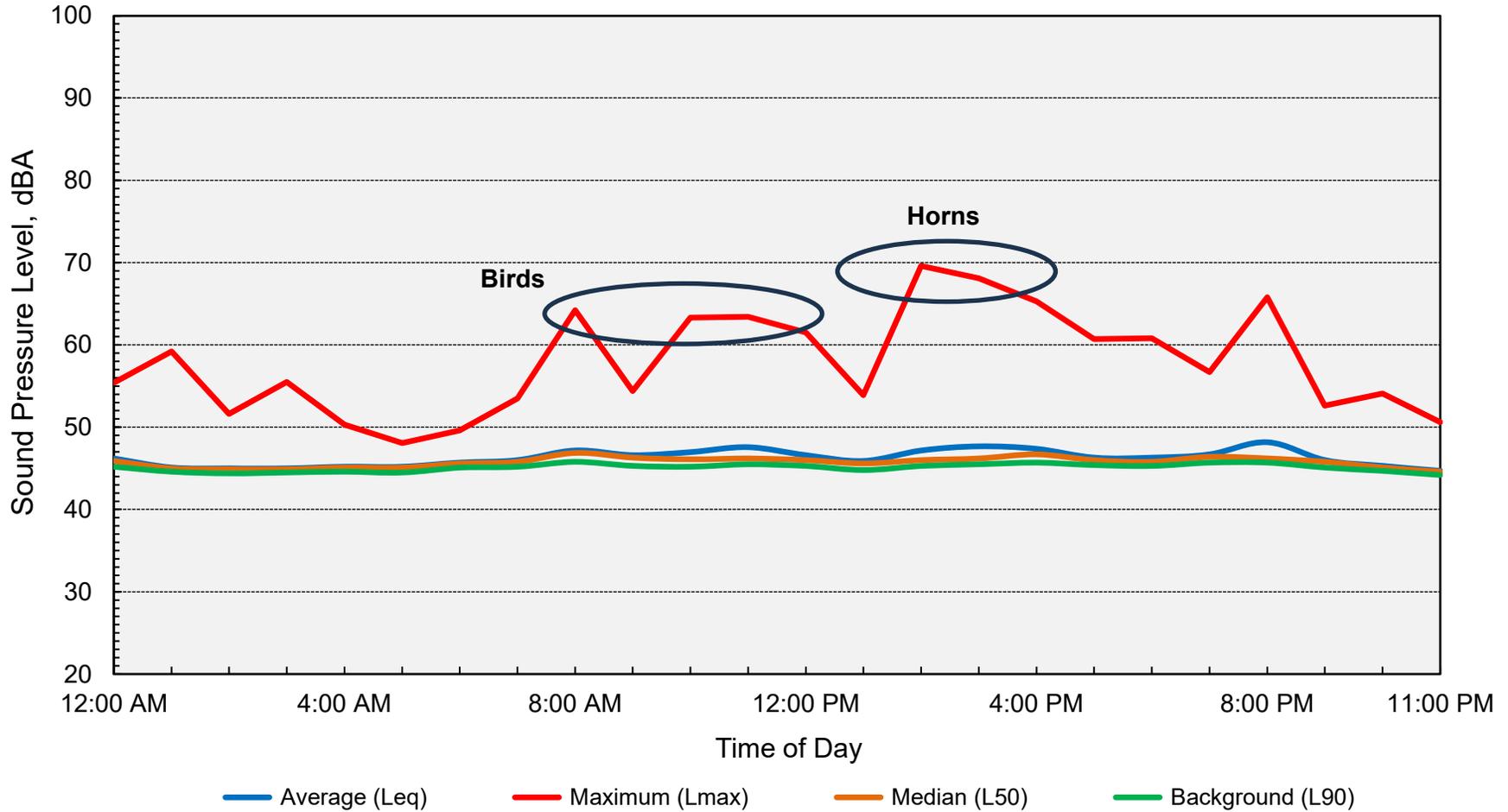
Appendix D-37
Long-Term Ambient Noise Monitoring Results - Site 4
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, November 26, 2025



Computed DNL = 53 dB



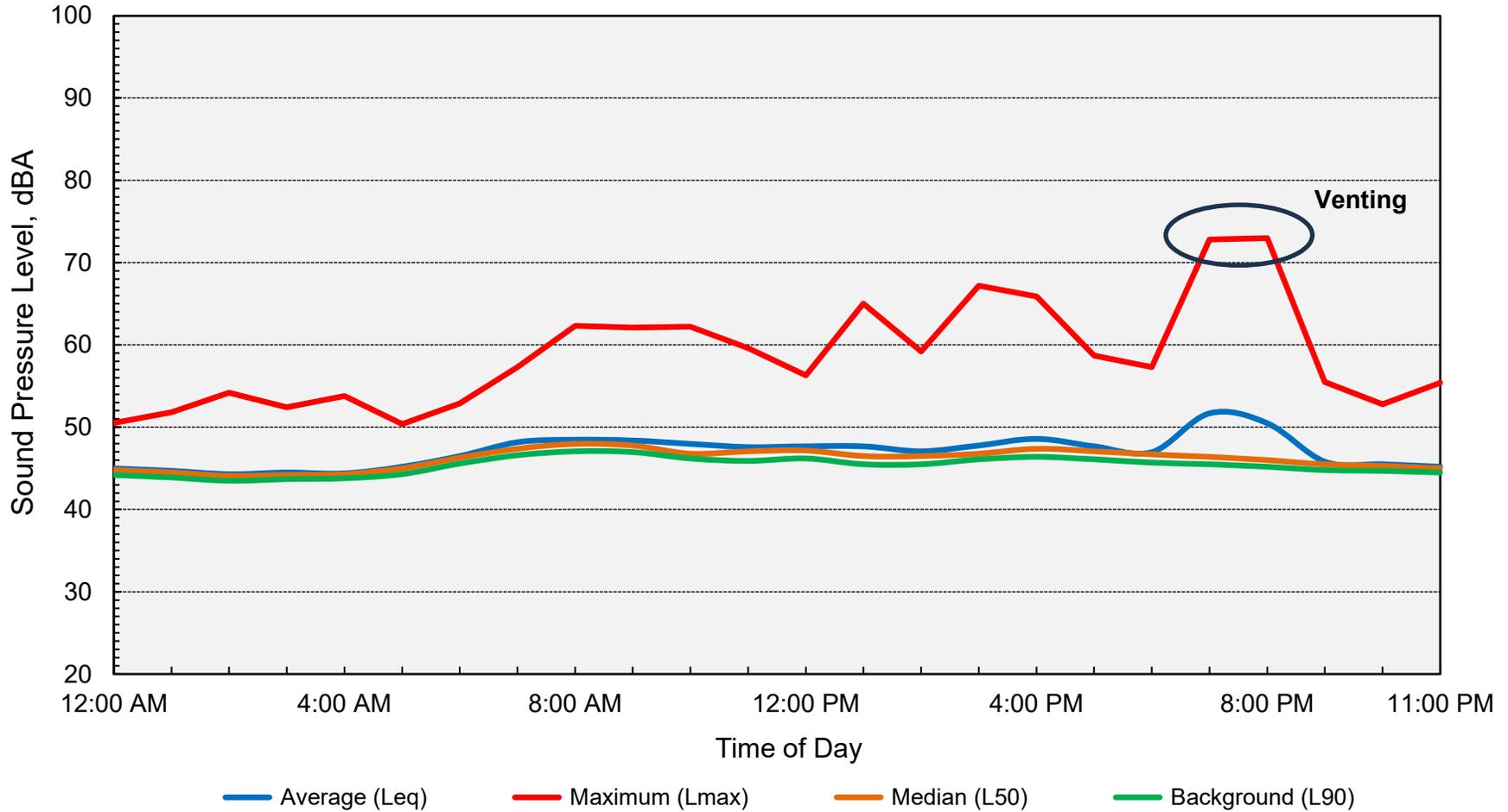
Appendix D-38
Long-Term Ambient Noise Monitoring Results - Site 4
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Thursday, November 27, 2025



Computed DNL = 52 dB



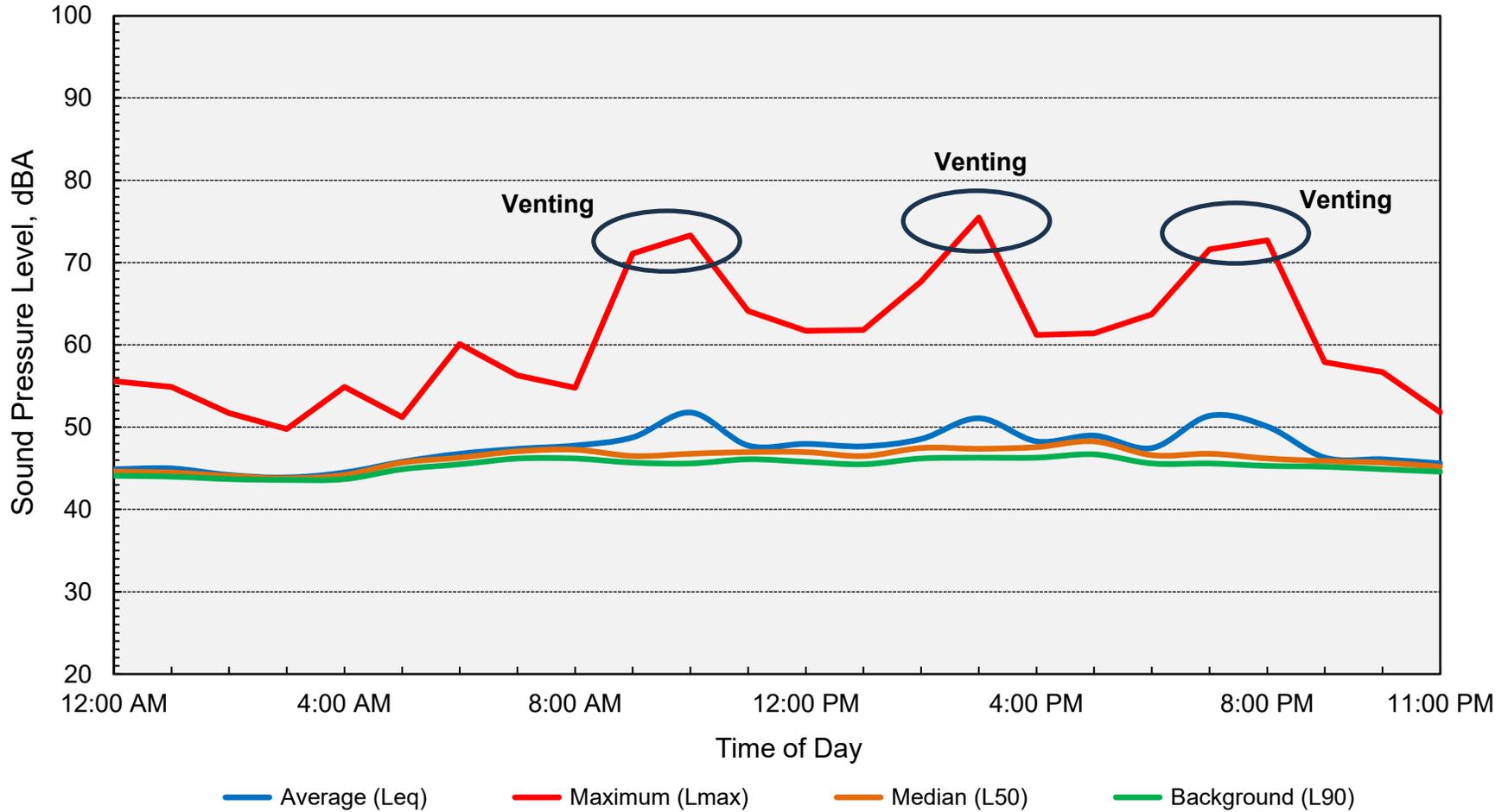
Appendix D-39
Long-Term Ambient Noise Monitoring Results - Site 4
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Thursday, December 4, 2025



Computed DNL = 52 dB



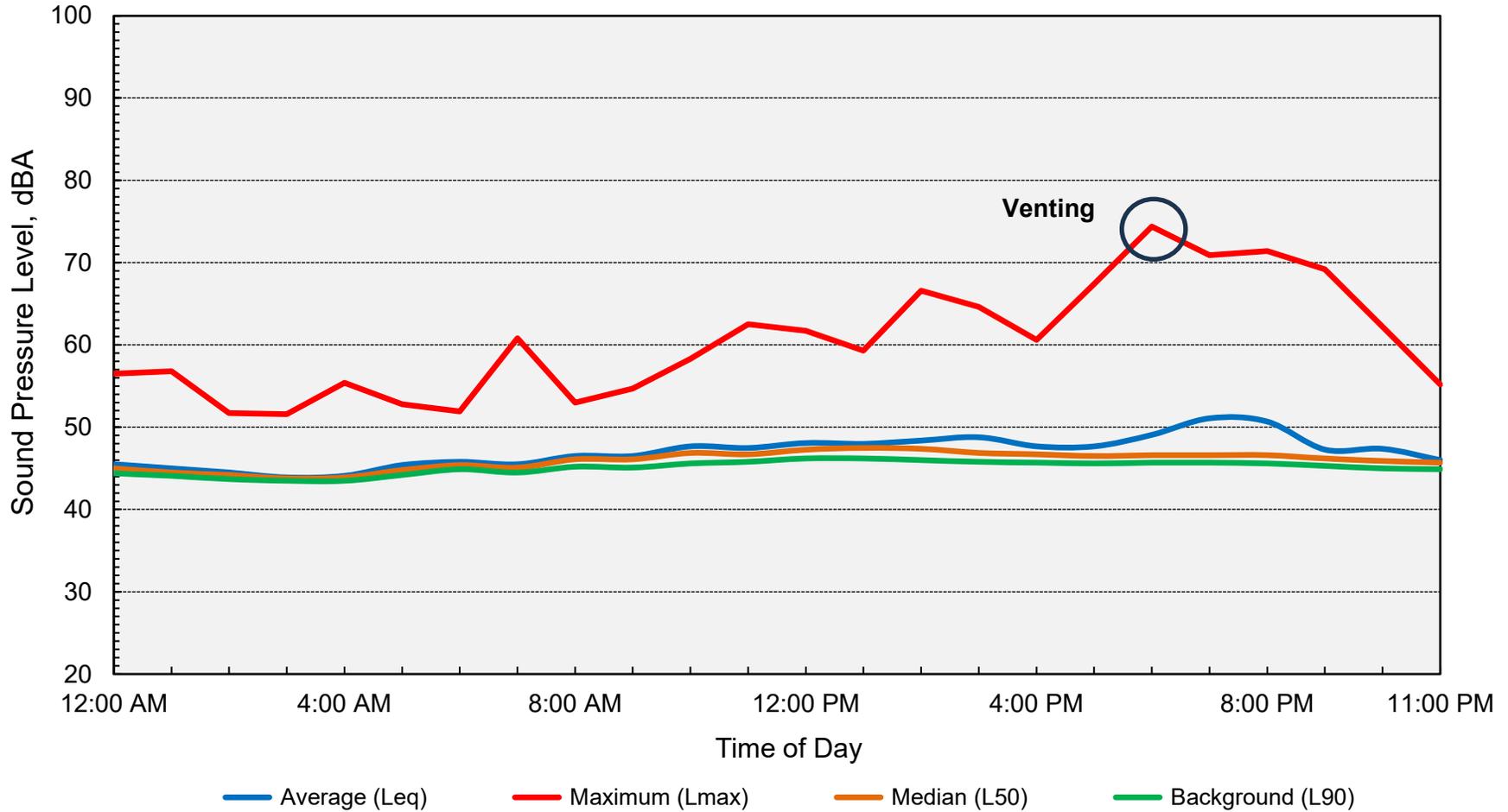
Appendix D-40
Long-Term Ambient Noise Monitoring Results - Site 4
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Friday, December 5, 2025



Computed DNL = 52 dB



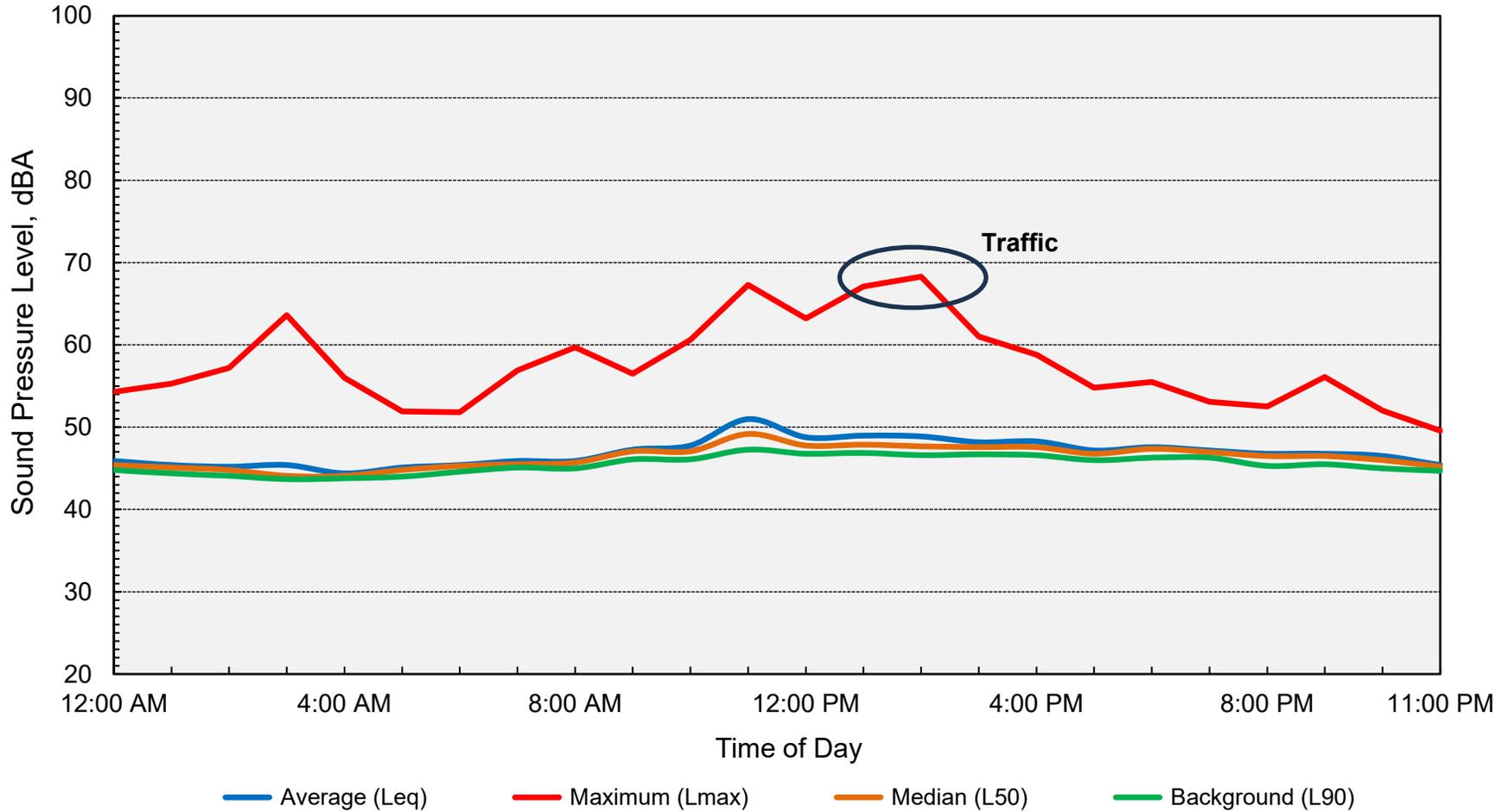
Appendix D-41
Long-Term Ambient Noise Monitoring Results - Site 4
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Saturday, December 6, 2025



Computed DNL = 52 dB



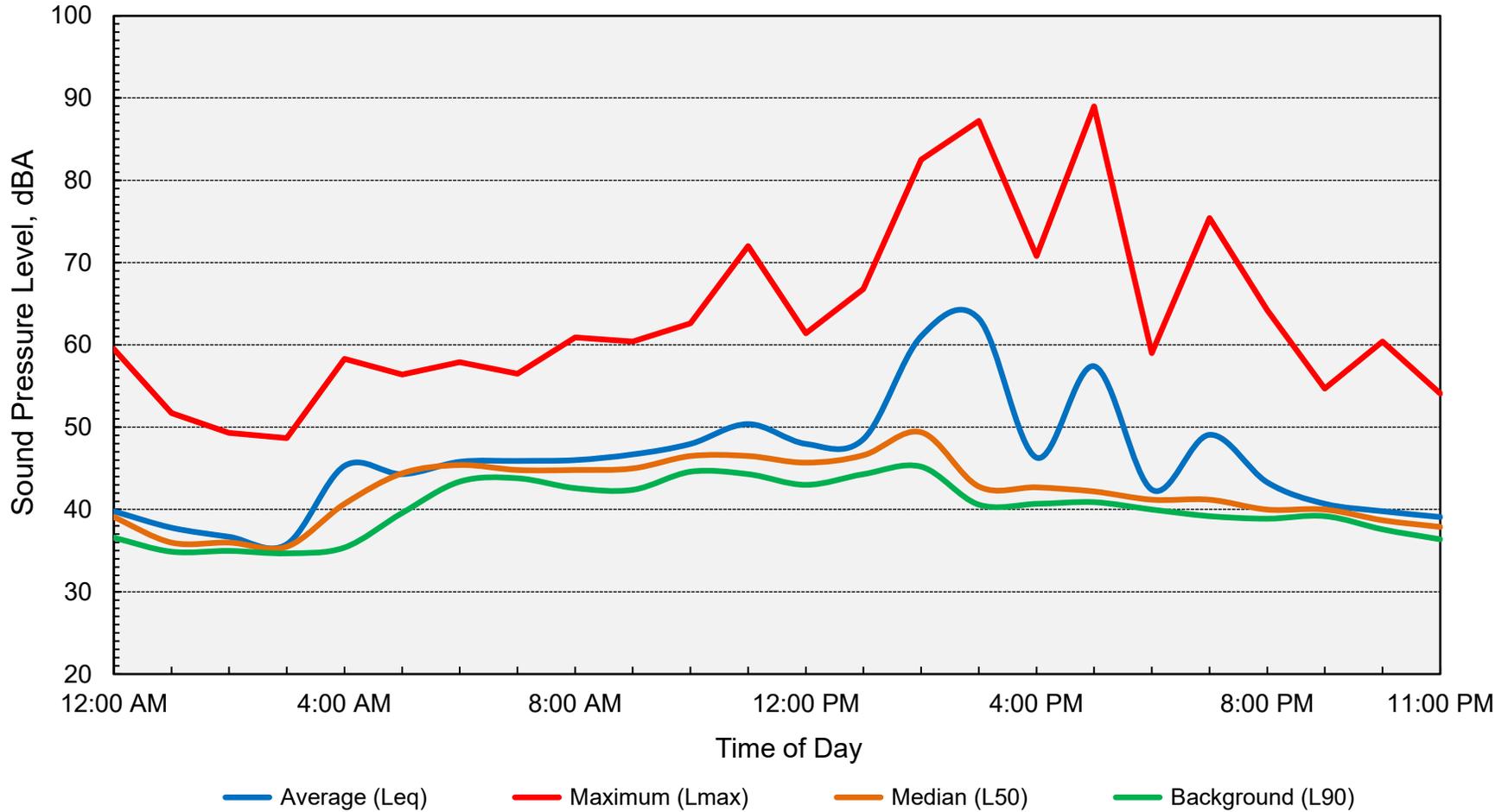
Appendix D-42
Long-Term Ambient Noise Monitoring Results - Site 4
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Sunday, December 7, 2025



Computed DNL = 52 dB



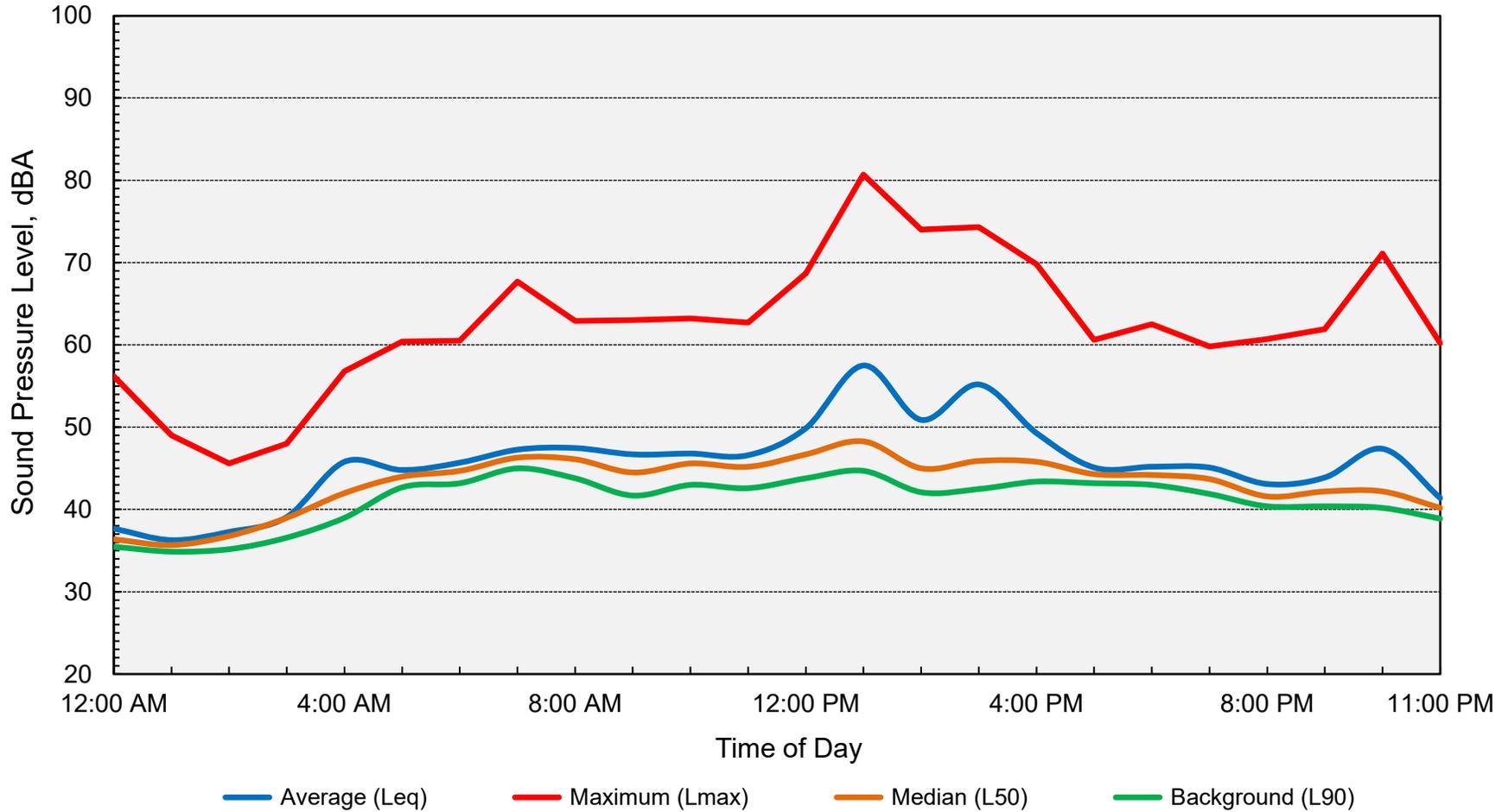
Appendix D-43
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Tuesday, November 25, 2025



Computed DNL = 54 dB



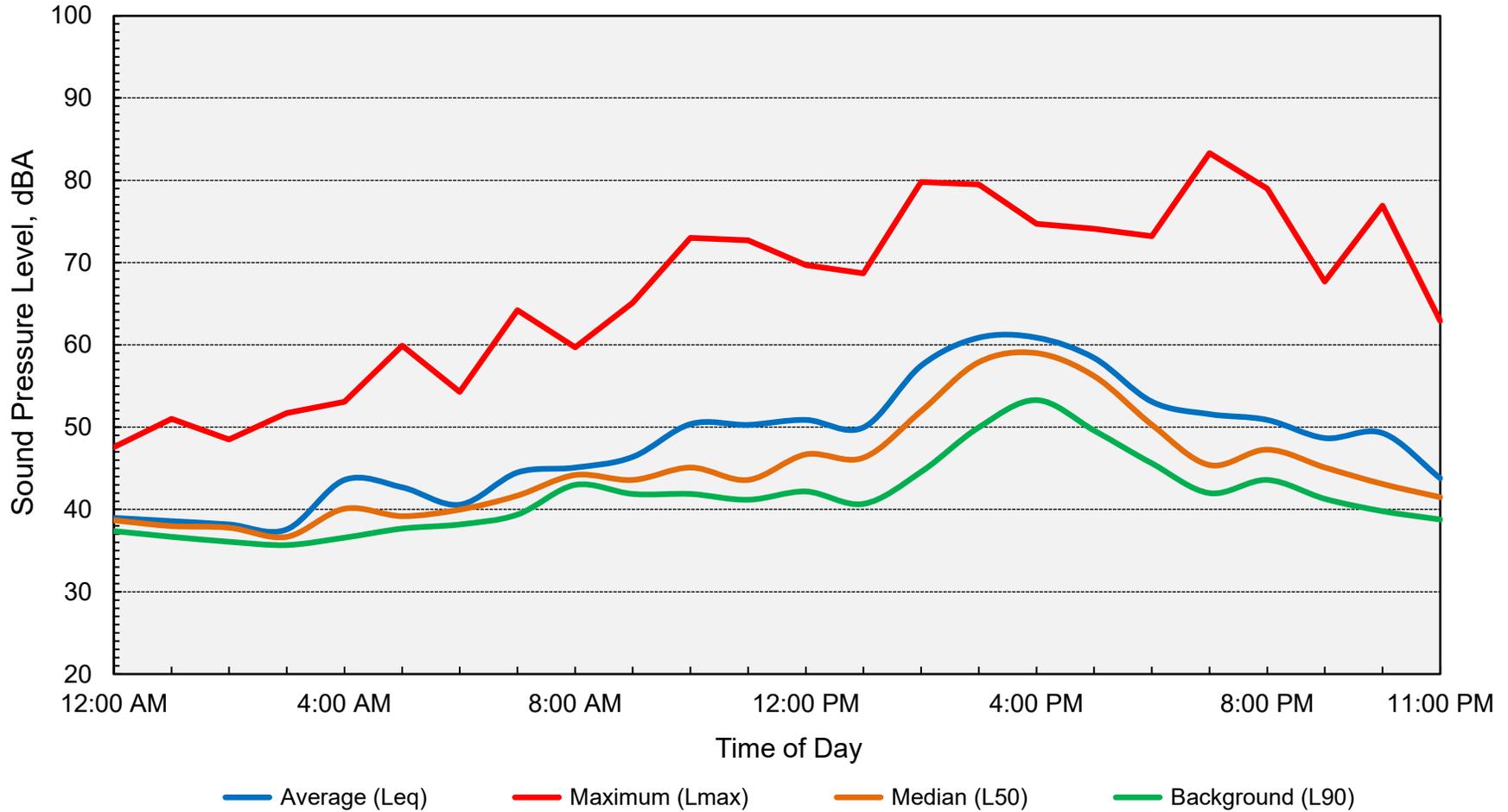
Appendix D-44
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, November 26, 2025



Computed DNL = 52 dB



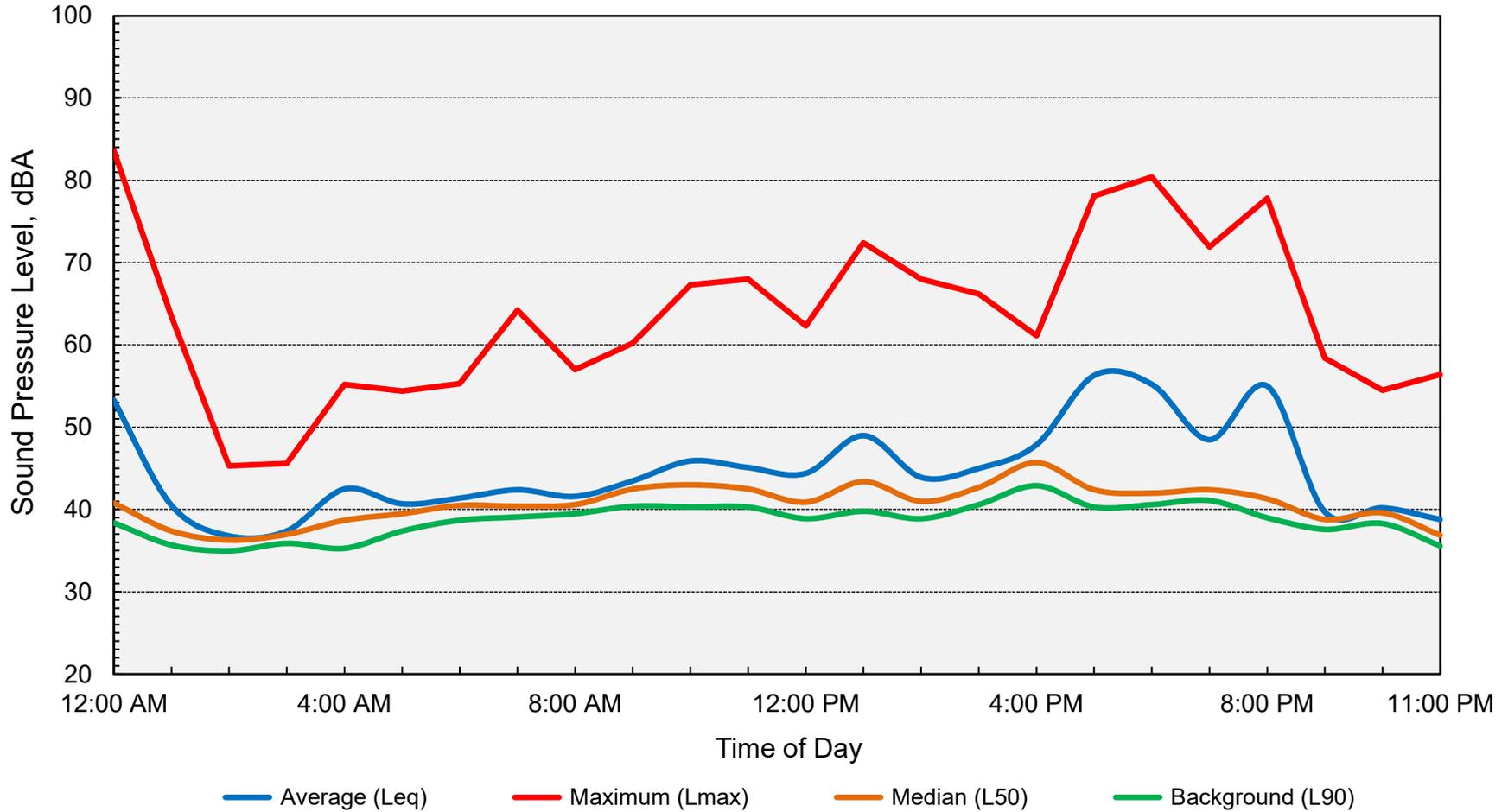
Appendix D-45
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Thursday, November 27, 2025



Computed DNL = 54 dB



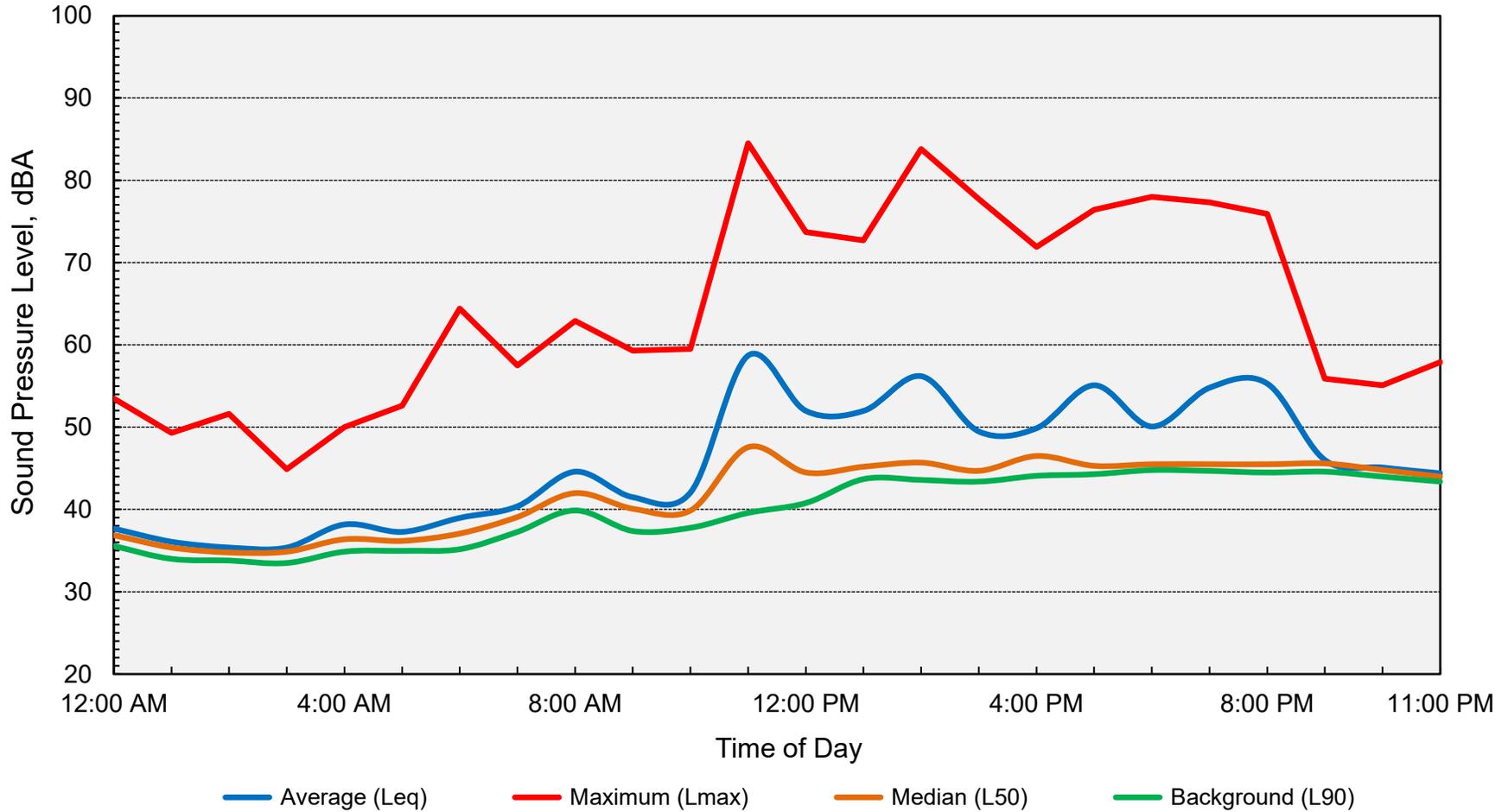
Appendix D-46
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Friday, November 28, 2025



Computed DNL = 53 dB



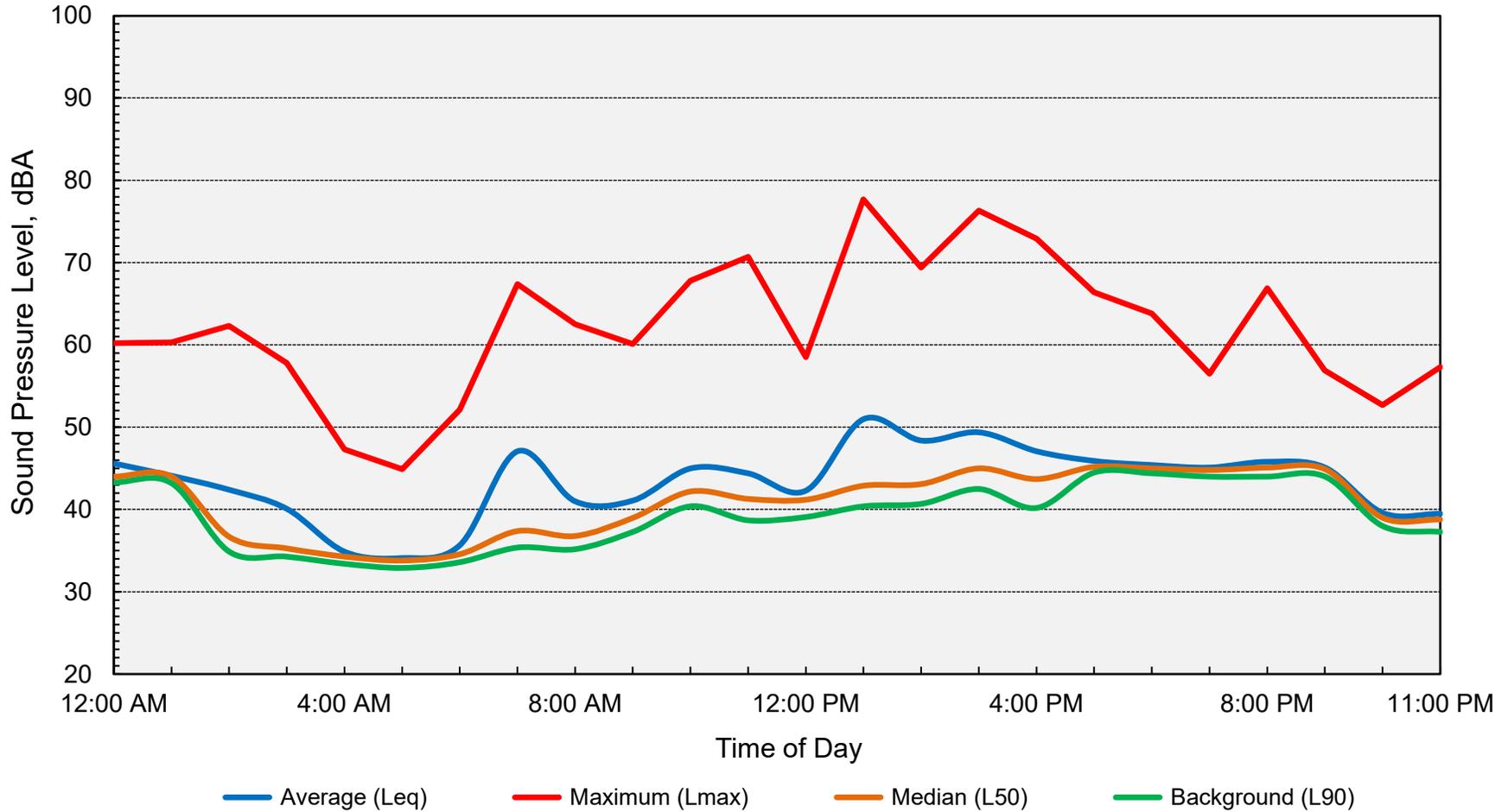
Appendix D-47
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Saturday, November 29, 2025



Computed DNL = 52 dB



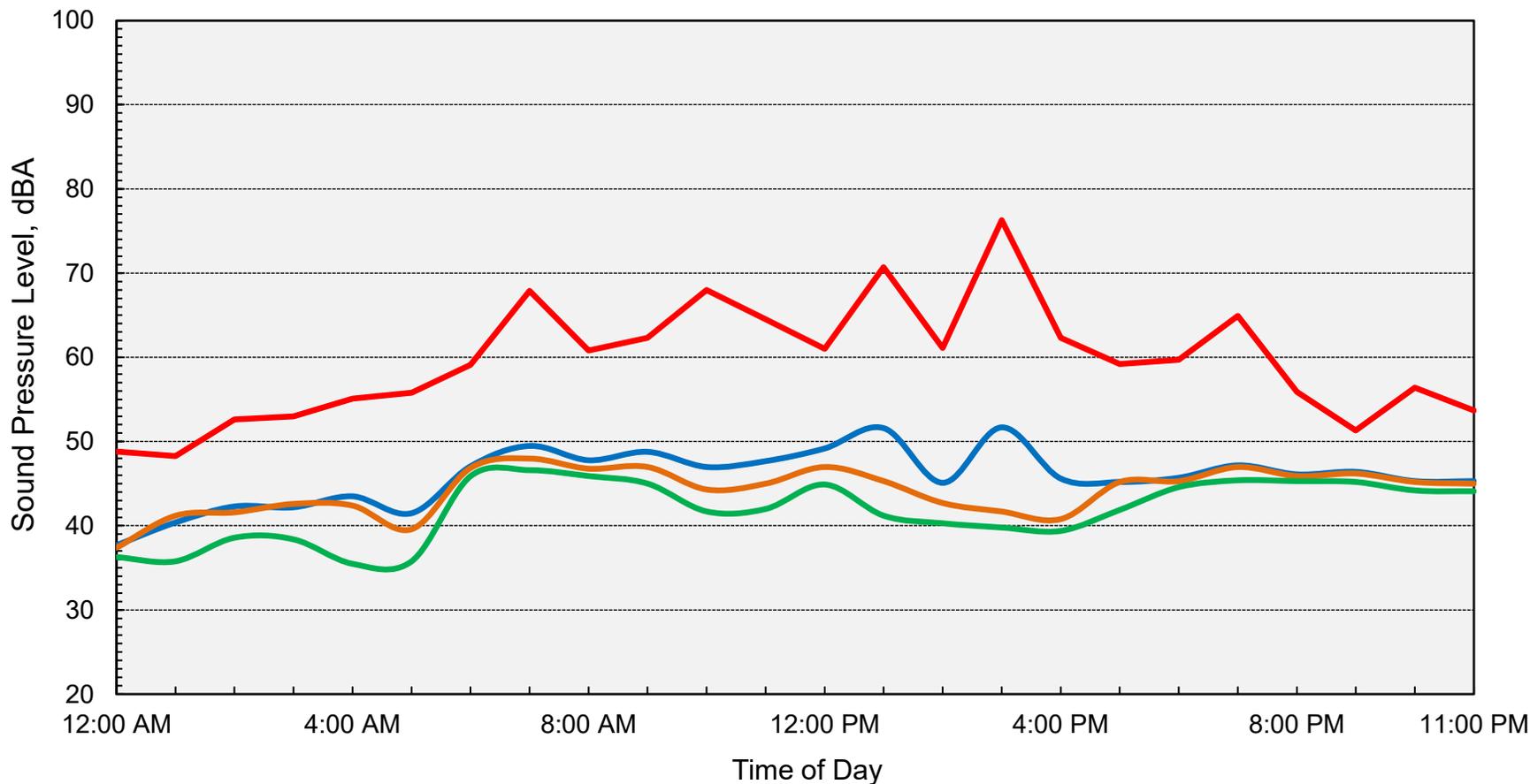
Appendix D-48
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Sunday, November 30, 2025



Computed DNL = 49 dB



Appendix D-49
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Monday, December 1, 2025

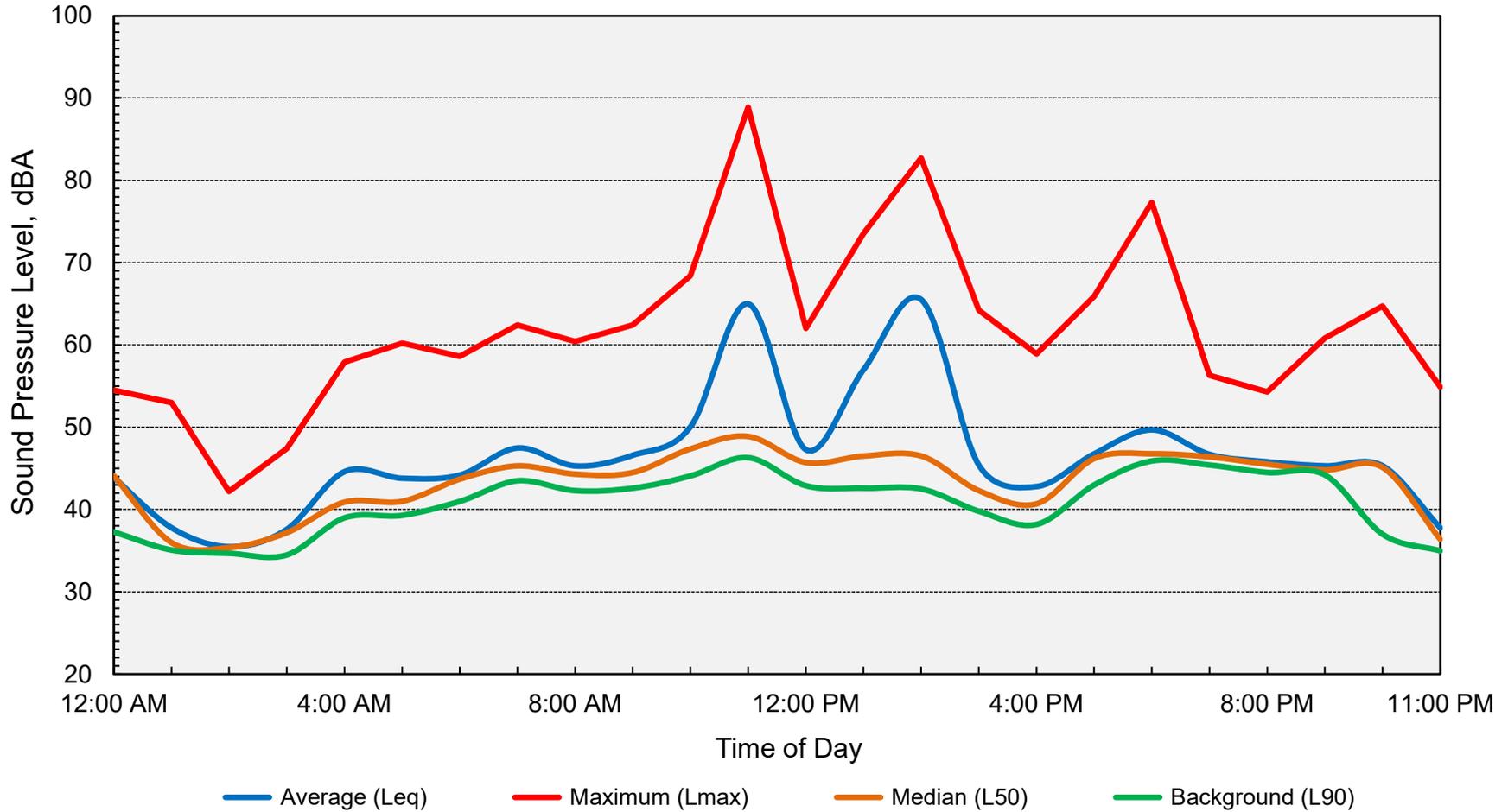


— Average (Leq) — Maximum (Lmax) — Median (L50) — Background (L90)

Computed DNL = 51 dB



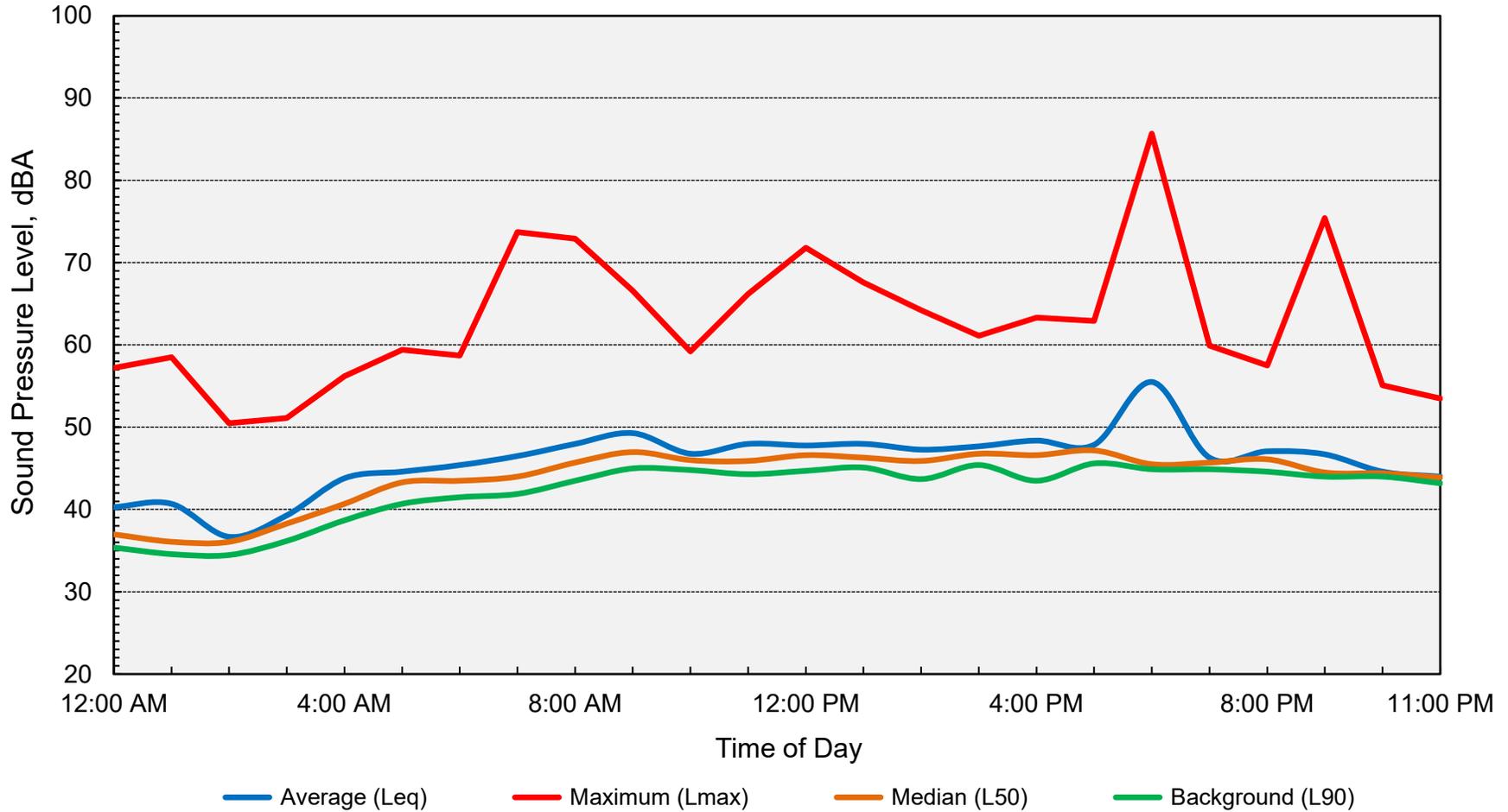
Appendix D-50
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Tuesday, December 2, 2025



Computed DNL = 56 dB



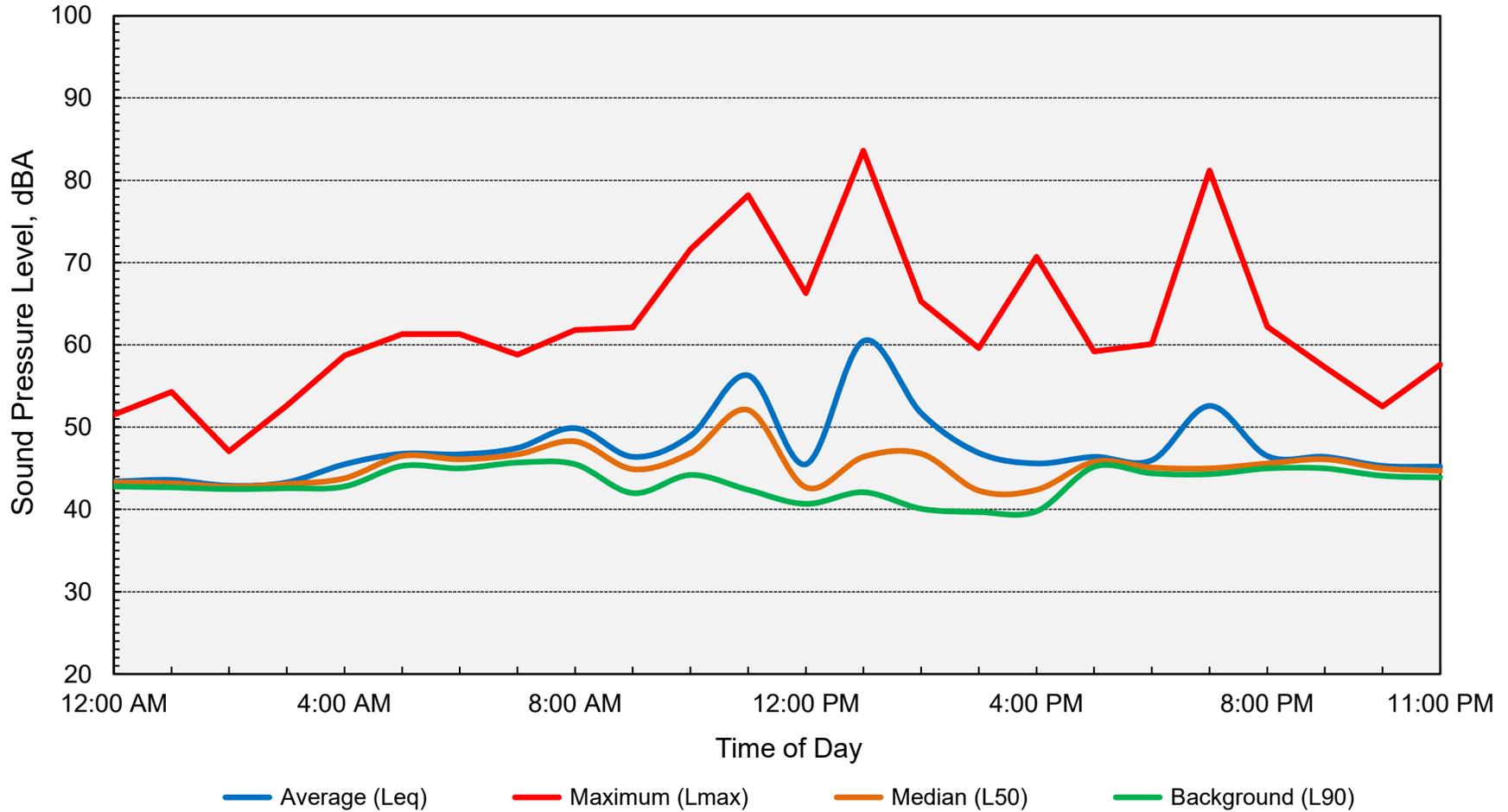
Appendix D-51
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Wednesday, December 3, 2025



Computed DNL = 51 dB



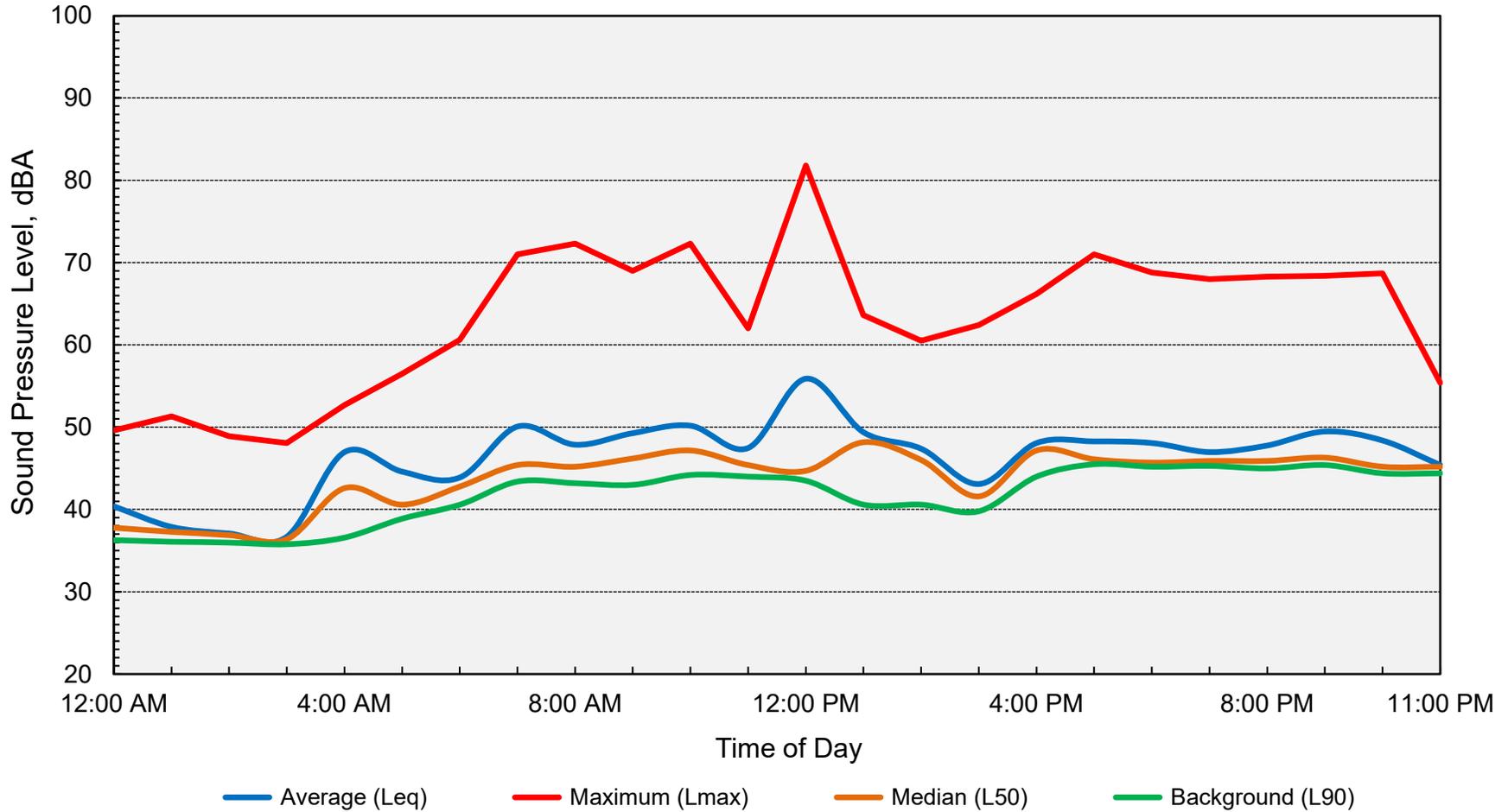
Appendix D-52
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Thursday, December 4, 2025



Computed DNL = 53 dB



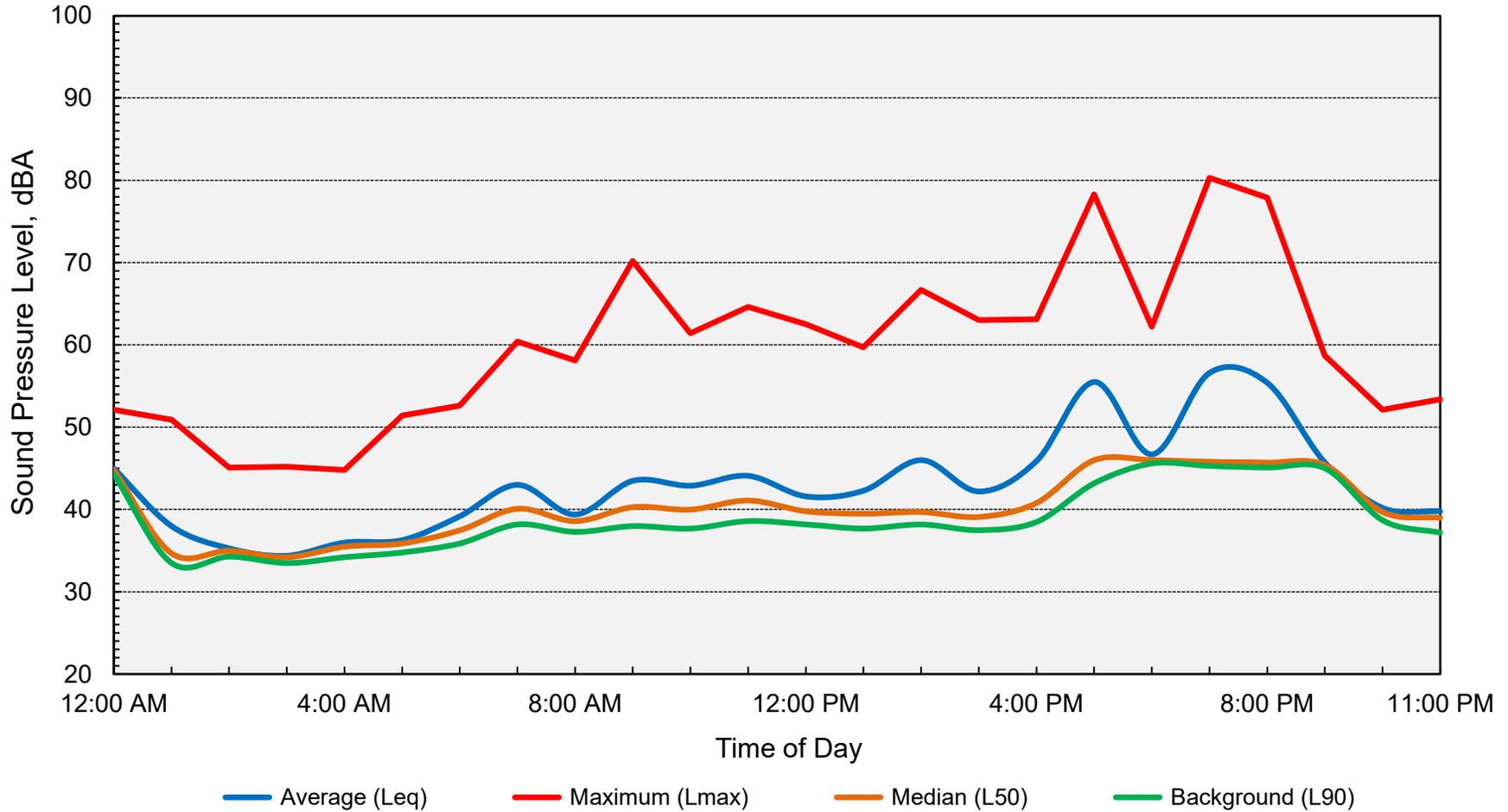
Appendix D-53
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Friday, December 5, 2025



Computed DNL = 52 dB



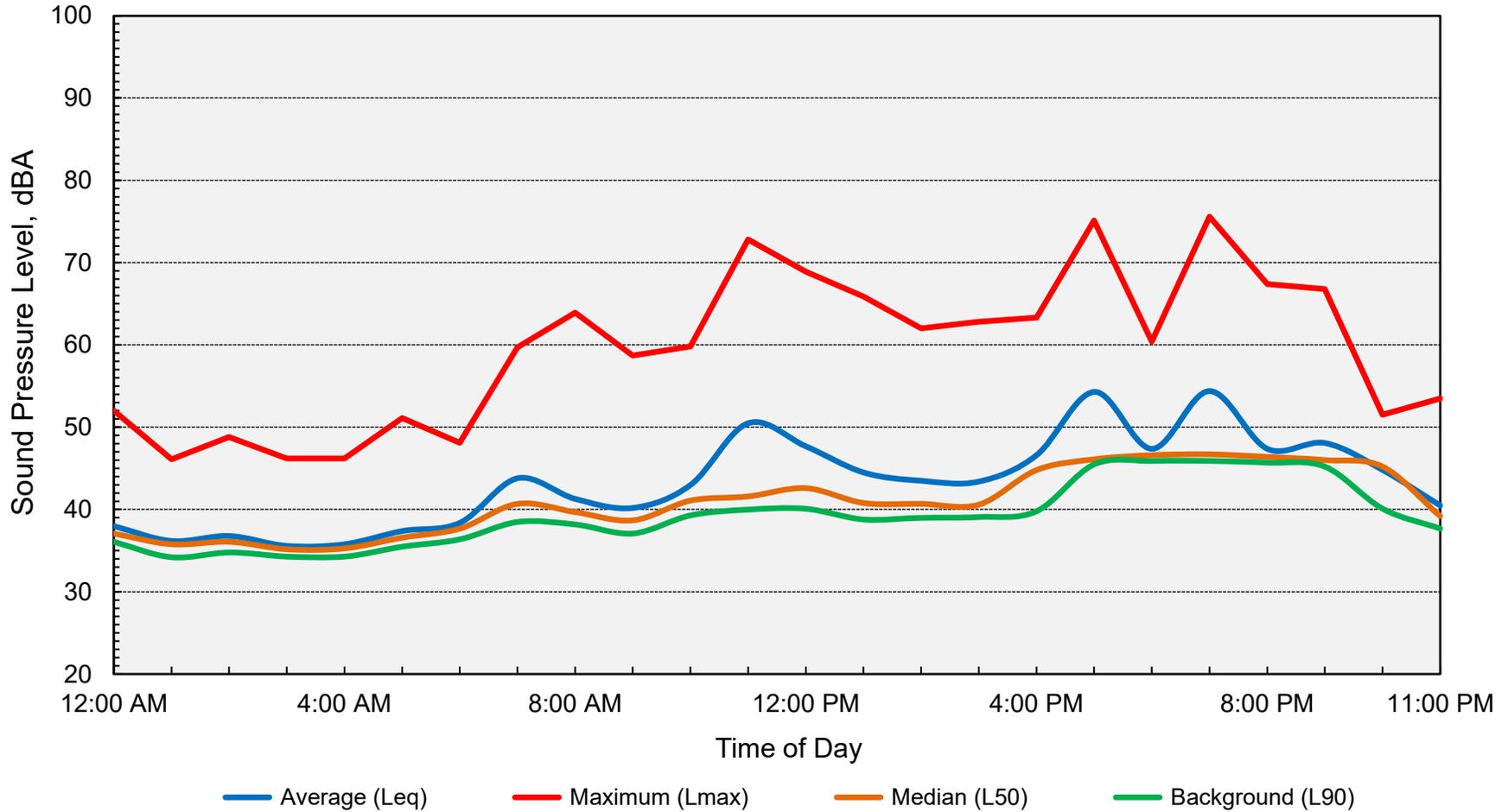
Appendix D-54
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Saturday, December 6, 2025



Computed DNL = 50 dB



Appendix D-55
Long-Term Ambient Noise Monitoring Results - Site 5
Santa Cruz Hydrogen Fuel Silencer Monitoring - Santa Cruz, California
Sunday, December 7, 2025



Computed DNL = 49 dB



Plug Power Statement on Hydrogen Refueler Noise Mitigation

Mon 12/15/2025 2:38 PM

Dear Santa Cruz Metro,

Plug Power is providing this letter to summarize the noise mitigation actions completed to date and to outline additional improvements currently being implemented in response to sound concerns associated with the hydrogen vent system at the Santa Cruz Metro facility.

Since these concerns were first identified, Plug Power has worked closely with Santa Cruz Metro to evaluate the source of the sound and to identify mitigation measures that reduce noise while maintaining full system safety and performance. This collaborative approach has focused on practical, engineered solutions that align with applicable design and operational requirements.

As an initial corrective action, Plug Power procured and installed a vent silencer on the hydrogen vent stack. This modification resulted in a measurable reduction in sound levels during venting events and improved overall acoustic performance of the system. Following implementation and subsequent review, both parties recognized that additional improvement would be beneficial, particularly during system startup and cooldown conditions under ambient outdoor environments.

In response, Plug Power has developed supplemental vent modification designed to further reduce transient noise associated with the initial release of gas and to minimize amplification effects within the vent stack. This enhancement is fully passive, preserves an unobstructed vent path, and does not introduce backpressure or impact system safety functions. The design builds upon the mitigation already implemented and represents a further refinement of the system's acoustic performance. These additional improvements are being executed in coordination with Santa Cruz Metro and are currently targeted to be completed and ready for installation as early as the week of December 22.

Randy Black
Engineering Manager
C: [\(281\) 658-2360](tel:(281)658-2360)
O: [\(281\) 888-3884](tel:(281)888-3884)
E: RBlack@plugpower.com



PLUG POWER CONFIDENTIAL AND PROPRIETARY INFORMATION

The information in this communication is confidential, proprietary and may be legally privileged. It is intended solely for the use of Plug Power Inc. and any unauthorized review, use, disclosure, dissemination, distribution, or copying of this communication, or any of its contents, is strictly prohibited. If you are not the intended recipient, or a person responsible for delivering this message to the recipient, you are not authorized to read, copy, print, or transfer this message and any of its attachments and please notify the sender immediately by email and delete the entire email message including

- THIS PAGE INTENTIONALLY LEFT BLANK -



**RESOLUTION OF APPRECIATION FOR THE SERVICES OF
ALTA NORTHCUTT AS AN EX-OFFICIO MEMBER OF THE
SANTA CRUZ METROPOLITAN TRANSIT DISTRICT BOARD OF DIRECTORS**

Resolution No.
On the Motion of Director
Duly Seconded by Director
The following Resolution is adopted:

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

WHEREAS, Cabrillo College, requiring strong public representation, appointed Alta Northcutt as an Ex-Officio Member of the Board of Directors of the Santa Cruz Metropolitan Transit District (METRO); and

WHEREAS, Alta Northcutt served as an Ex-Officio Member of the Board of Directors from November 2018 through December 2025; and

WHEREAS, Alta Northcutt provided METRO with strong leadership and insightful guidance during her term in office; and

WHEREAS, during the time that Alta Northcutt served on the Board of Directors, METRO had implemented an articulated bus pilot project with UCSC; addressed impacts of the COVID-19 pandemic; performed an on-demand micro transit pilot program; supported the pension obligation bond to refinance CalPERS UAL; joined the Pajaro Regional Flood Management Agency benefit assessment for levee operations and maintenance; implemented an enterprise resource planning program; adopted a social equity and community funding policy; created the Reimagine METRO bus network; adopted the Youth Ride Free Program; studied bus on shoulder and rapid bus transit; purchased hydrogen buses and the required infrastructure; supported AB 2561—status of job vacancies, recruitment and retention efforts; adopted CUPCCAA (California Uniform Public Construction Cost Accounting Act Ordinance); supported the redevelopment of Pacific Station and the Watsonville Transit Center; accepted the integrated ticketing project, extension of UCSC agreement for transit services, and RTC awards for multiple transit infrastructure projects; the acquisition of 809 W. Beach St. property; updates on hydrogen vehicles and fueler, sales tax measure, the facilities master plan, and the migration of Hastus-by-CSched; and

WHEREAS, Alta Northcutt represented Cabrillo College students providing a unique perspective and strong advocacy for those students and supported the student body to continue the transportation fee for the duration of four years; and

WHEREAS, the quality of public transit service in Santa Cruz County has improved dramatically as a result of the dedication, commitment and efforts of Alta Northcutt; and

WHEREAS, Alta Northcutt completed her term as an Ex-Officio Member of the Board of Directors in December 2025.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the METRO does hereby commend Alta Northcutt for her efforts in the advancement of public transportation service in Santa Cruz County and expresses appreciation on behalf of itself, the METRO staff and all of the residents of Santa Cruz County; and

BE IT FURTHER RESOLVED, that a copy of this resolution be presented to Alta Northcutt and that a copy of this resolution be entered into the official records of the METRO.

PASSED AND ADOPTED this 19th day of December 2025.

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

APPROVED:

REBECCA DOWNING, Board Chair

ATTEST:

COREY ALDRIDGE, CEO/General Manager

APPROVED AS TO FORM:

JULIE SHERMAN, District Counsel

VERBAL PRESENTATION

CEO ORAL REPORT

Corey Aldridge

- THIS PAGE INTENTIONALLY LEFT BLANK -