

APPLICATION/PROJECT PROGRAMMING REQUEST

SCCRTC 2025 Consolidated Grants Program (2026 RTIP)

A. PROJECT INFORMATION		
Applicant/Implementing Agency		Public Agency Sponsor (if different)
Santa Cruz Metropolitan Transit District		Santa Cruz County Regional Transportation
Contact Name	Phone	E-mail Address
Derek Toups	831-420-2580	dtoups@scmtd.com
Project Title		
HASTUS by CSched 2026 Upgrade		
Agency Priority Number (e.g. 1 of 3)		2 of 4
Description and Scope of Work (attach extra pages to fully describe scope)		
<p>This project will upgrade METRO’s scheduling and operations software package (Giro HASTUS) from version 2009 (which is years’ beyond its end-of-life and has been deprecated by Giro) to a 2026 cloud-native version of HASTUS hosted by CSched. METRO is requesting \$900,000 in FY2025/26 STA 99113 funds to apply toward the (operating) cost of the SaaS. The 3-year operational cost is \$1,023,460 and METRO will provide \$123,460 in local match from FY2025/26 STA 99314 funds towards the project. The expense includes the software license, hosting, maintenance/support and a bank of 240 hours of consultant work. \$481,250 of FY2025/26 State of Good Repair (SGR) funds will be utilized for the one-time implementation (capital) cost of the software upgrade. See Attachment A Scope of Work_HASTUS Software Upgrade.</p>		
Location, Limits, Length (attach map(s)/photos separately)		
<p>The HASTUS hosted by CSched SaaS will be utilized at METRO's operating and administrative offices to plan, schedule, assist in daily operations, and relay customer information regarding the deployment of METRO's fleet in the transit service for Santa Cruz County. METRO operates over 479 directional route miles throughout the county. See Attachment B Map of METRO Service.</p>		
Roadway Functional Classification (see Caltrans map link):	Select If Applicable	
Summary of Project Benefits, Purpose and Need		
<p>METRO is operating the oldest version of HASTUS software of any transit agency in North America. The agency has struggled to allocate capital and operating funding to allow the agency to upgrade from its current HASTUS 2009 version, while continuing to increase service levels and work towards the transition to a 100% zero-emission bus (ZEB) fleet. Receiving FY2025/26 STA 99113 funds to purchase HASTUS 2026 by CCched will enable METRO to build more efficient schedules, support unique requirements of a (ZEB) fleet transition, such as battery range management practices, yard management, and other planning tools. The HASTUS upgrade will provide METRO with the most up-to-date software tools to improve daily operations for riders, better control operating costs, and adjust resources on-demand in daily service. The hosted version of HASTUS will allow METRO access to product enhancements while avoiding bespoke code that is customized for METRO. This is the general direction of the ITS software industry and METRO will be in a much stronger position to be on the same platform as our peers. Purchasing the HASTUS software hosted by CSched also eliminates the need for the agency to manage complex IT file server and database server administration, software installation, backups and acquisition of expensive infrastructure and database platforms. The hosted HASTUS software package will also facilitate data exchange and interoperability between HASTUS and other applications and systems utilized by METRO. These grant funds will enable METRO to utilize the 2026 HASTUS software version for the next three years.</p>		

SCCRTC Consolidated Call for Projects (RSTPX, STIP, LPP)

Funds requested	\$900,000	Total Project Cost	\$1,023,460	Estimated # of Daily Users	12,603
Are you able/willing to receive federal funds?	Yes				
Was project previously programmed for funds by RTC?	No	RTIP ID			
Project Cost by Mode (list approximate percentage of total project costs)					
Mode		% of Total Cost			
Pavement Preservation (rehab, overlay, etc.)					
Road-Auto serving (not rehab)					
Bicycle					
Pedestrian					
Transit		100%			
Transportation System Management (TSM)					
Transportation Demand Management (TDM)					
Other: <i>Include description</i>					
Total		100%			

B. PROJECT BENEFITS/ EVALUATION CRITERIA

Information in this section will be used to evaluate projects. The RTC is required to consider how well projects advance regional, state and federal goals, policies, performance metrics and targets, including how projects will contribute towards implementation of the long-range transportation plan (Regional Transportation Plan) and other state and federal regulations including the California Complete Streets Act of 2008, SB375, the Federal FAST Act. See **Attachment 2** of the call for projects for examples of type of information to demonstrate benefits.

Project Title:		HASTUS by CSched 2026 Upgrade
Generally, what are the benefits of this project?		
<p>The HASTUS upgrade will provide METRO with the most up-to-date software tools to improve daily operations for riders and the agency as a whole. The hosted version of HASTUS will enable METRO to keep up with product enhancements while avoiding bespoke code that is customized for METRO. This is the general direction of the ITS software industry and METRO will be in a much stronger position to be on the same platform as our peers. HASTUS 2026 by CSched will enable METRO to build more efficient schedules, support unique requirements of a zero-emission bus (ZEB) fleet transition, such as battery range management practices, yard management, and other planning tools. Newly offered modules will also enable METRO to better control operating costs and adjust resources on-demand to increase efficiency. HASTUS by CSched eliminates the needs for the agency to manage complex IT file server and database server administration, software installation, backups and acquisition of expensive infrastructure and database platforms. The hosted HASTUS software package will also facilitate data exchange and interoperability between HASTUS and other applications and systems utilized by METRO.</p>		
How does this project address any of the following criteria?		<i>Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".</i>
1	Access for All	This project serves as a critical component in improving METRO's transit service promoting increased transit usage and reducing vehicle miles traveled and the resulting mode shift. The software will assist METRO in more efficiently operating its ZEB fleet by creating vehicle schedules and block assignments that consider ZEB mileage limitations and reduce inefficiencies in timetables and running times.
2	Collisions and Safety	N/A
3	System Preservation & Infrastructure Condition	The project will enhance cost-effectiveness and operational efficiency as newly offered HASTUS modules will also enable METRO to better control operating costs and adjust resources on-demand in daily operations.
4	System Performance	While, the project will not directly reduce greenhouse gases, the software upgrade will advance air quality and climate goals by assisting METRO in more efficiently operating its ZEB fleet by creating vehicle schedules and block assignments that consider ZEB mileage limitations and reduce inefficiencies in timetables and run times.
5	Public Health	N/A
6	Benefits to Equity Priority Communities	Approximately 80% of METRO's passengers do not have access to a private automobile and are dependent upon METRO for essential transportation to schools, medical facilities, jobs and shopping. The proposed software investment will help advance equity by assisting METRO to provide clean transit services to multiple historically disadvantaged communities (HDCs) and increase transportation options for low-income and minority communities.
7	Climate Change and Resiliency	N/A
8a	Funding- Overall Funding Plan: If RTC approves the requested funds, will the project be fully funded? If not, how much additional funding is needed, and what is the likelihood of securing those funds? Please provide a realistic assessment of the project's overall funding security.	METRO already secured \$481,250 in SGR funding to pay for the one-time implementation (capital) cost. METRO will provide \$123,460 in STA 99314 funding as local match for the (operational) cost. If RTC approves the requested funds, then METRO will be able to fully fund this project.

8b	Committed Funding: What other funding has been secured for the project?	METRO secured \$481,250 in SGR capital expenditure for the project.
8c	Leveraging: Will the funds you are requesting from RTC be used to leverage other grants? If so, please identify those grants and the potential funding amounts. If RTC funding is not approved, will any of this other funding be at risk of being lost?	The funds requested in the application are not being used to leverage other grants funds. However, METRO already acquired \$481,250 in SGR 99314 funding for the capital expense of the HASTUS by CSched software upgrade. As the project is only partially funded by SGR 99314, METRO now needs the \$900,000 funding requested for the operating expense (SaaS) component of the project.
8d	Eligibility for Other Grants: Is this project eligible for any other competitive grants? If so, what other grants are reasonably available for this project, and what is the status of those applications?	METRO is not seeking other funding from competitive grant sources to cover the operational costs for this project.
8e	Funding for Cost Increases: How will potential cost increases be funded? What potential funding sources are available to cover unanticipated cost increases?	If there are minor increases in the operational costs of this project, such as increased training needs or changes to Software configuration, then METRO will be able to utilize STA 99314 to cover additional hours of CSched services.
8f	Partial Funding: If the RTC approves partial funding or the project costs increase, can the project be scaled to match available funds?	The project cannot be scaled back further. The 2026 cloud-native version of HASTUS hosted by Csched is the most cost-efficient option for METRO stay up to date with HASTUS product enhancements.
9	Project Readiness and Potential Delivery Risks-	
9a	Schedule: How quickly can the project be implemented to provide benefits to the community? Are there any potential risks that could impact the project schedule?	The project will be implemented in 2026 and continue to operate through 2028, at least. The only identified risk that could impact the project schedule is completing user training before the system is fully accepted. However, METRO will mitigate this risk by providing sufficient access to training and hours of consultant services for any necessary software configuration.
9b	Deliverability: Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	The agency successfully handled a previous HASTUS upgrade to its current 2009 version. More recently, the agency undertook a migration from outdated separate HR and Payroll software to Workday, a single cloud-based software.
9c	Environmental: Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic)	N/A
9d	Mitigating Risks: What efforts will be undertaken to minimize risks to project implementation.	The current operational budget provides over 10,000 employee training hours to offer sufficient training for METRO employees over the one-year implementation period. The agency will also have access to 120 hours of consultancy services to effect any necessary software configurations for METRO's specific operations.
9e	Other: Describe any other potential risks and plans to mitigate risks.	N/A
10	Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines and integrates complete streets elements.	Upgrading METRO's planning and scheduling software will make transit operations more efficient by enabling METRO to better control operating costs and adjust resources on-demand through the use of Intelligence Transportation Systems (ITS).
11a	Public engagement: Was this project identified as a priority by the community? How was it determined to be a priority? How have residents in the project area been involved in the decision-making or project information process to date?	Survey work conducted by METRO in the fall of 2022 revealed nearly half of non- or infrequent riders reported they would be likely to ride METRO regularly if buses came more often and 70% supported investing in more frequent service versus expanding coverage. In order to not only maintain the current service levels, but to increase service frequency, METRO must address its need for more efficient service and to implement vehicle range improvement practices to best utilize ZEBs in transit service.
11b	Outreach: Describe how the public and stakeholders were/will be engaged in the development and implementation of the project (e.g. intended outreach methods, activities, pop-up planning events; planning activities at community events; community workshops; design charrettes; online and social media, etc.)	METRO will proactively share key project updates through existing communication channels on its website, through social media and press releases, and disseminating information at transit centers and on buses.

11c	<p>Diverse Participation: How will you ensure participation from diverse and historically underrepresented members of the public in project planning? What specific outreach to low-income, BIPOC (Black, Indigenous, and People of Color), etc., residents about this project has already been conducted or is planned?</p>	<p>Data from METRO's 2019 Onboard Transit Ridership Survey indicate that 65% of METRO's customers earn less than \$24,000. The Watsonville service area comprises eleven U.S. Census Tracts designated as Areas of Persistent Poverty. By utilizing the agency's existing communication channels METRO will be able to share key project updates with low-income populations.</p>
12a	<p>RTP Consistency: If project is included in the approved 2045 or draft 2050 Regional Transportation Plan (RTP) Project List, provide RTP Project Number/title</p>	<p>MTD-P35 Transit System Technology Improvements & MTD-P06 Transit Technological Improvements from 2024 RTP Project List</p>
12b	<p>Consistency with other plans. What other plans is this project listed in, if any?</p>	<p>METRO assets, including software, are tracked in the agency's Transit Asset Management (TAM) plan. This project also falls under GP RRTB22 in AMBAG's 2025 MTIP.</p>
13	<p>Scale of Benefits - How many users are expected to use the facility, service or program? What is the source of this estimate?</p>	<p>FY25 METRO boardings totaled over 4,600,000 in FY25. The agency's transit service supports 12,603 average daily boardings. METRO tracks boardings using the automatic passenger count hardware installed on all buses operating in the agency's fleet.</p>

D1. NON-INFRASTRUCTURE PROJECTS/PROGRAMS - DETAILED TASKS, COSTS, AND SCHEDULE

For non-capital projects, summarize tasks/work/activities to be completed; estimated cost/funding for each; and schedule Below is a sample, but update to match work anticipated for your project - ex. preliminary planning, project implementation, public outreach project completion and timeline for each. Add additional lines if needed to reflect all tasks and additional columns if needed to reflect other funding sources.

Project Title:	HASTUS by CSched 2026 Upgrade	HASTUS by CSche
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Task #	Task Title (UPDATE WITH TASKS APPLICABLE TO YOUR PROJECT)	RTC Grant Request*	Fund Source:	Estimated Local In-Kind Match*	Estimated Total Project Cost	Task
			STA 99114			
1	License, Hosting, Maintenance, and Support	\$0	\$849,973	\$116,597	\$966,570	License, Hosting, I
2	Consultant Hours (Software Configuration)	\$0	\$50,027	\$6,863	\$56,890	Consultant Hours
Totals		\$0	\$900,000	\$123,460	\$1,023,460	
						Minimum match = 11.47% of total cost \$ 117,390.86

* Use only whole dollars in the financial information fields.

2026 Upgrade

SCHEDULE (indicate with "x" or gray-out each month of activity)

	FY 2025/26					FY 2026/27					FY 2027/28					FY 2028/29																									
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J					
Maintenance, and Support																																									
(Software Configuration)																																									

D2. NON-INFRASTRUCTURE PROJECTS/PROGRAMS - STAFFING

For non-capital projects, summarize tasks/work/activities to be completed; estimated cost/funding for each; and schedule Below is a sample, but update to match work anticipated for your project - ex. preliminary planning, project implementation, public outreach project completion and timeline for each. Add additional lines if needed to reflect all tasks and additional columns if needed to reflect other funding sources.









Project Title:	HASTUS by CSched 2026 Upgrade
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Task #	Task Title (UPDATE WITH TASKS APPLICABLE TO YOUR PROJECT)	Estimated Total Project Cost	Staffing - Person 1			
			Name	Position-Classification	Estimated Hours	Hourly Rate
1	Consultant Hours (Software Configuration)	\$56,890	CSched	Consultant	240	\$237
Totals		\$56,890				

* Must have current ICR approved by Caltrans to bill for indirect costs

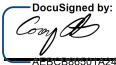
E. CERTIFICATION AND ASSURANCES

As authorized representative for my agency, I hereby certify that the information contained in this application, including required attachments, is accurate and hereby certify the following:

Project:	#REF!	INITIALS
1	The project implementing agency possesses legal authority to nominate projects and to finance, acquire, construct, and/or implement the proposed project;	
2	This project is among the highest priorities for this agency;	
3	The proposed transportation investments have received the full review and vetting required by law;	
4	Such investments are an appropriate use of taxpayer dollars. The agency shall adhere to principles and policies that ensure government oversight and management of the contracting process to ensure taxpayer funds are spent wisely; contracts are not wasteful, inefficient, or subject to misuse; unnecessary no-bid and cost-plus contracts are avoided; and contracts are awarded according to the best interests of California taxpayers;	
5	The agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. I understand that with the approval of the California Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property;	
6	If these new funds are used to replace funds previously committed to this project, the agency will maintain its effort with regard to redirecting those funds to similar transportation projects;	
7	The agency will give RTC and California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the project;	
8	Work on the project shall commence within a reasonable time after receipt of notification that funds have been approved, allocated or obligated, as applicable, and that the project will be carried to completion with reasonable diligence;	

9	The agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and any other federal, state, and/or local laws, rules and/or regulations;	
10	The agency shall comply with all reporting requirements outlined by FHWA, FTA, RTC, Caltrans, the California Transportation Commission (CTC) or state statute, as applicable;	
11	The agency will commit the funds necessary to ensure this project is fully funded.	

Implementing Agency Representative:

Signed  _____ **Date** 9/15/2025
Printed (Name and Title) Corey Aldridge/CEO
Implementing Agency Santa Cruz Metropolitan Transit District

Project Sponsor – if different

Signed _____ **Date** _____
Printed (Name and Title) Sarah Christensen/Executive Director
Sponsor Agency Santa Cruz County Regional Transportation D

COST ESTIMATE FOR

**SANTA CRUZ METROPOLITAN TRANSIT
DISTRICT (SCMTD)
FOR THE MIGRATION TO HASTUS-By-CSched**

JULY 31, 2025





This proposal is submitted in confidence and contains proprietary and confidential information of GIRO Inc./Le Groupe en Informatique et Recherche Opérationnelle, which may include trade secrets, scientific information, financial information, technical information, commercial information, and labour relations information. The content of this proposal shall not be disclosed to any other party and shall not be duplicated, used, or disclosed in whole or in part for any purpose other than to evaluate the proposal.

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1 EXECUTIVE SUMMARY

SCMTD requires an effective and powerful fixed-route vehicle/operator scheduling and daily operations system to tackle the challenges of future growth and to support improvements to service delivery and efficiency. GIRO's HASTUS™ software has been specifically designed to meet these needs.

GIRO is recognized as a world leader in the field of public transport software and related services. HASTUS is a field-proven and mature product based on Windows. It is currently in use at more than 300 sites around the world. The software is modular and all modules are seamlessly integrated through an open relational database running on either Oracle® or Microsoft SQL Server®.

Through our partner, CSched, we propose the turn-key hosted solution "HASTUS By CSched".

HASTUS by CSched combines the powerful HASTUS scheduling software developed by Montreal-based GIRO Inc., with the training, support, experience and consulting services of Montréal-based scheduling consultants CSched.

HASTUS by CSched is the ideal pairing for small transit agencies needing a fixed-route scheduling and operations software. In essence, **HASTUS by CSched** is a secure and robust SaaS environment ("Software as a Service") that eliminates the needs for clients to manage complex IT file server and database server administration, software installation, backups and acquisition of expensive infrastructure and database platforms.

The *HASTUS By CSched* solution will include the following modules:

- Vehicle to help build efficient timetables and vehicle schedules.
- MinBus to optimize multi-depot trip and block assignments.
- Crew with the CrewOpt optimizer to build efficient operator shifts to cover vehicle schedules.
- Roster with Optimize to build weekly operator shifts that consider work rules and regulations.
- Geo to generate map displays and manage geographical data that you can integrate seamlessly into other HASTUS modules. Count on Geo to calculate the distances between your various network entities and give you detailed route and deadhead itineraries.
- Bid to efficiently organize and carry out different processes for employees to pick work and vacations. BidWeb reduces bidding costs by letting employees submit their choices remotely.
- ATP to establish run times by analyzing observed values and comparing them with current planned values using powerful algorithm techniques. You can import the observed times from other systems such as AVL systems.
- Rider to analyse using ridership data from on-board systems or other sources. Validate and adapt the service offer and timetable based on expected ridership.
- DailyCrew/DailyVehicle for daily driver dispatching, spare-board and overtime management, automated timekeeping, attendance management, payroll interface, making daily service-level adjustments, as well as providing flexible reporting options.
- SelfService to allow operators to access their current information, view and print assignments and payroll reports, and also to enter overtime preferences and absences, or days-off requests.
- EPM to manage employee awards and disciplinary measures based on criteria and rules configured in accordance with collective bargaining agreements and transit agency practices.

The solution also includes our Connect module. Connect's integration tools facilitate seamless data exchange and interoperability between HASTUS and other applications and systems.

Further HASTUS modules, not included in this quote, are available to meet your evolving needs. They could be added as options as and when required.

Beyond the software itself, we are also proposing GIRO and CSched's expertise to SCMTD.

GIRO, through our CSched partner, will configure the proposed system to your specific operating environment, and provide training and support in the use and administration of the system. Expert staff will guide SCMTD through the tasks required to bring the system into production, from the selection and installation of the required hardware to connect to the Cloud hosting solution, to data entry and conversion, and finally to a system test and cutover.

2 GIRO INC. OVERVIEW

GIRO Inc. creates and implements integrated software solutions for planning and managing transport-related operations in the public transit/transport and postal industries. Our products bring tangible benefits by combining advanced optimization techniques derived from operations research with powerful data-management tools.

Established in Montréal in 1979, we serve clients in the Americas, Europe, Australia, and Asia.

GIRO employs more than 600 full-time staff, of whom more than 80% hold bachelors' or advanced degrees in information technology, engineering, or operations research. Many are former academic researchers with proven R&D experience.

Close ties with Montréal's research institutes and universities ensure the continued superiority of our optimization tools. In addition, GIRO has earned an excellent reputation for timely delivery of proven software and the quality of our post-sales support.

The company is privately owned, with all shares held by senior management, and it has always financed growth from revenues.

GIRO is proud to partner with CSched.

Since 2010, CSched provides consulting services to public transit agencies, private providers of public transit services, and consultants engaged in planning for public transit agencies. The international experience of CSched senior staff team represents fifty years of innovative solutions applied to the transportation industry including airline, passenger rail, and bus transit operations.

2.1 Products

GIRO's three software products are HASTUS™ for fixed-route public transport, HASTUS-OnDemand™ for paratransit and on-demand transport services, and GeoRoute™ for postal distribution:

- HASTUS provides a modular solution for planning, scheduling, daily operations, and customer information. It is designed for bus, tram, metro, light rail, and commuter rail operations. Using a common set of tools and database, HASTUS makes possible improved synchronization between transit modes. It is used in 29 countries by over 250 companies at more than 300 sites, for fleets ranging in size from 15 to over 6,500 vehicles/rail cars. It is deployed in cities such as Paris, Vienna, Los Angeles, Montréal, Brussels, Munich, Hamburg, Stockholm, Singapore, and Sydney, as well as with private operators.
- HASTUS-OnDemand enables agencies providing between 500 and 12,000 trips per day to deliver high-quality service while controlling operating costs, by optimizing their on-demand services to better adjust resources to demand and improve performance and efficiency.
- GeoRoute is designed to plan and optimize the collection and delivery of mail and parcels. It is the most widely used route-optimization software in the postal industry. Installations include, among others, Canada Post, Deutsche Post, Royal Mail (United Kingdom), and Swiss Post.

2.2 Corporate values

Our corporate values guide us in our work for our clients:

Expertise

Leverage our unique industry know-how to provide quality products and expert services.

Commitment

Take your goals to heart and engage ourselves fully in the success of your projects.

Collaboration

Share our knowledge, skills, and experience with you to implement the best solution for your needs

Long-term vision

Build long-term business relationships based on integrity and sustainable solutions.

2.3 Research & Development

Our position of industry leadership is supported by the level of resources that we devote to R&D. Over the last 10 years, we have assigned 30% of our resources to R&D and we expect to maintain the same level for the foreseeable future.

Each year, our five-year development roadmap is reviewed to ensure that the priorities continue to match our clients' and the market's requirements. We also improve our modules continually with advancements and added functionalities based on suggestions provided by our clients and on our observations of market trends.

Each new HASTUS version incorporates enhancements made in recent client projects, as well as those resulting from GIRO's R&D efforts. New versions also serve to accommodate new underlying technologies (e.g. new Windows® or Oracle® versions).

Our R&D efforts ensure that HASTUS will continue to evolve according to our clients' needs.

3 SCOPE OF WORK

This **cost estimate** is based on high-level discussions with SCMTD. It includes access and configuration of the Geo, Vehicle, Minbus Crew, CrewOpt, Roster, ATP, Rider, DailyCrew, DailyVehicle, Bid, BidWeb, SelfService, EPM and WebServices modules of the *HASTUS By CSched* solution.

To fully benefit from the *HASTUS By CSched* solution, SCMTD will be required to use the generic features of *HASTUS By CSched*. Unless stated otherwise, customizations of the current HASTUS v2009 will not be available in the proposed HASTUS By CSched.

The use of Geo modules assumes that map data will be provided by the client in a HASTUS-compatible format. Changes to software configuration will be covered through the bank of hours under CSched-Services.

User training: 10439 hrs / Up to 5 visit(s) totalling 39 staff-days, up to 2 staff(s) per visit

IT management, infrastructure, and hosting include 10 logins and periodic software upgrades.

Hosting Environment capacity for concurrent connexions : up to 3 user(s), 2 batch jobs and 1 connection(s) to Web-Services

Changes to Software configuration will be covered through the bank of hours under CSched-Services.

Unused hours for CSched-Services will roll over to subsequent years.

Additional hours for CSched-Services can be purchased on an as-needed basis.

Further discussion will be necessary to confirm the final scope of work.

4 COST ESTIMATE

4.1 Cost summary

The costs estimate for the proposed HASTUS modules (Geo, Vehicle, Minbus Crew, CrewOpt, Roster, ATP, Rider, DailyCrew, DailyVehicle, Bid, BidWeb, SelfService, EPM and WebServices) are outlined below:

DESCRIPTION	2026	2027	2028	TOTAL (3 YEARS)
Implementation Services	\$481 250			\$481 250
License ¹ , hosting, maintenance and support	\$316 910	\$316 910	\$332 750	\$966 570
Bank of hours	\$27 960 (120 hours)	\$18 970 (80 hours)	\$9 960 (40 hours)	\$56 890 (240 hours)
TOTAL	\$826 120	\$335 880	\$342 710	\$1 504 710

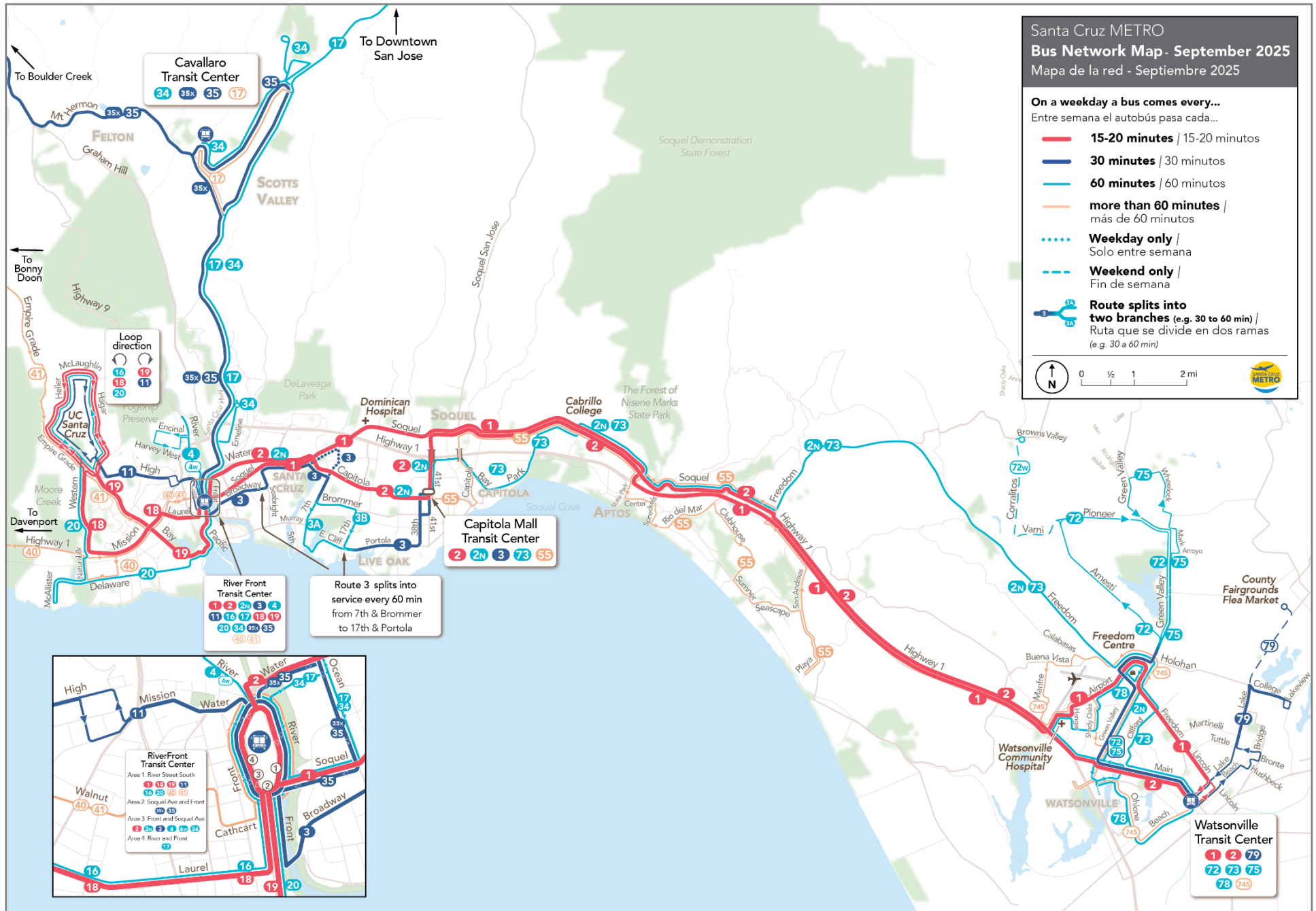
Table 1 – Estimated cost.

Notes:

1. License for 75 peak vehicles for the Geo, Vehicle, Minbus Crew, CrewOpt, Roster, ATP, Rider, DailyCrew, DailyVehicle, Bid, BidWeb, SelfService, EPM and WebServices modules of the HASTUS By CSched solution .

4.2 Notes and conditions

1. This is an **estimate** in American dollars based on our 2026 price list. All prices quoted herein are exclusive of any taxes that may apply. Calculating and remitting any applicable taxes would be the responsibility of SCMTD.
2. This cost estimate is valid until September 30th 2025.
3. This document is not a binding formal proposal. Further discussions are necessary to provide a formal proposal to SCMTD.
3. Prices are based on the number of peak vehicles and an upper limit of 75 peak vehicles is proposed here for licensing purposes.
5. Any required hardware or system software upgrade, such as Oracle®/Microsoft SQL Server® is not included.



Santa Cruz METRO
Bus Network Map - September 2025
 Mapa de la red - Septiembre 2025

- On a weekday a bus comes every...**
 Entre semana el autobús pasa cada...
- **15-20 minutes** | 15-20 minutos
 - **30 minutes** | 30 minutos
 - **60 minutes** | 60 minutos
 - **more than 60 minutes** | más de 60 minutos
 - ⋯ **Weekday only** | Solo entre semana
 - - - **Weekend only** | Fin de semana
 - Route splits into two branches** (e.g. 30 to 60 min) | Ruta que se divide en dos ramas (e.g. 30 a 60 min)

0 1/2 1 2 mi

Cavallaro Transit Center
 34 35x 35 17

Loop direction
 16 19 18 20

River Front Transit Center
 1 2 2N 3 4
 11 16 17 18 19
 20 34 35x 35
 40 41

Route 3 splits into service every 60 min from 7th & Brommer to 17th & Portola

Capitola Mall Transit Center
 2 2N 3 73 55

Watsonville Transit Center
 1 2 79
 72 73 75
 78 743

RiverFront Transit Center
 Area 1: River Street South
 1 2 3 4
 Area 2: Soquel Ave and Front
 3 4 5
 Area 3: Front and Soquel Ave
 3 4 5 6 7 8 9 10 11
 Area 4: River and Front
 1 2