



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
BOARD OF DIRECTORS AGENDA REGULAR MEETING
AUGUST 27, 2021 – 9:00 AM**

DUE TO COVID-19, THE AUGUST 27, 2021 SANTA CRUZ METRO BOARD OF DIRECTORS MEETING WILL BE CONDUCTED AS A TELECONFERENCE PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDERS N-25-20 AND N-210-20, WHICH SUSPEND CERTAIN REQUIREMENTS OF THE RALPH M. BROWN ACT

MEMBERS OF THE PUBLIC MAY NOT ATTEND THIS MEETING IN PERSON

The public may participate remotely via the Zoom website [at this link](#) and following the instructions or by calling 1-669-900-6833 Meeting ID 818 8629 5491

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.

The Board of Directors Meeting Agenda Packet can be found online at www.SCMTD.com.

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 Jimmy Dutra	City of Watsonville
Director Aurelio Gonzalez	City of Watsonville
Director Shebreh Kalantari-Johnson	City of Santa Cruz
Director Manu Koenig	County of Santa Cruz
Director Donna Lind	City of Scotts Valley
Director Bruce McPherson	County of Santa Cruz
Director Donna Meyers	City of Santa Cruz
Director Larry Pageler	County of Santa Cruz
Director Kristen Petersen	City of Capitola
Director Dan Rothwell	County of Santa Cruz
Director Mike Rotkin	County of Santa Cruz
Ex-Officio Director Dan Henderson	UC Santa Cruz
Ex-Officio Director Alta Northcutt	Cabrillo College
Alex Clifford	METRO CEO/General Manager
Julie Sherman	METRO General Counsel

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 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.

SECTION I: OPEN SESSION

NOTE: THE BOARD CHAIR MAY TAKE ITEMS OUT OF ORDER

- 1 CALL TO ORDER**
- 2 ROLL CALL**
- 3 ANNOUNCEMENTS**
 - 3-1. Today's meeting is being broadcast by Community Television of Santa Cruz County.
- 4 BOARD OF DIRECTORS COMMENTS**
- 5 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS**
 - 5.1 VTA Letter of Appreciation dated June 18, 2021
 - 5.2 Lobby Closure email from Mr. Saba
- 6 LABOR ORGANIZATION COMMUNICATION**
- 7 METRO ADVISORY COMMITTEE (MAC) WRITTEN COMMUNICATION**
- 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 JOURNAL DETAIL FOR THE MONTHS OF JUNE AND JULY 2021**
Chuck Farmer, CFO
- 9.2. ACCEPT AND FILE: JUNE 25, 2021 BOARD OF DIRECTORS MEETING MINUTES, AUGUST 13, 2021 FINANCE, BUDGET, & AUDIT STANDING COMMITTEE MEETING AND AUGUST 13, 2021 PERSONNEL/HR STANDING COMMITTEE MEETING**
Alex Clifford, CEO/General Manager
- 9.3. ACCEPT AND FILE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF JULY 31, 2021**
Chuck Farmer, CFO
- 9.4. APPROVE: FY22 RENEWAL OF PROPERTY INSURANCE COVERAGE WITH ZURICH AMERICAN INSURANCE COMPANY AND EMPLOYMENT PRACTICES LIABILITY COVERAGE WITH QBE SPECIALTY INSURANCE COMPANY**
Chuck Farmer, CFO

- 9.5 APPROVE: CONSIDER A RESOLUTION DESIGNATING THE CEO AS THE AUTHORIZED AGENT TO SUBMIT A PROJECT LIST AND EXECUTE AGREEMENTS TO RECEIVE CALIFORNIA STATE OF GOOD REPAIR FUNDS**
Wondimu Mengistu, Grants/Legislative Analyst
- 9.6 APPROVE: CONSIDER ADOPTING A RECOMMENDATION TO SUPPORT ASSEMBLY BILL 418 (VALLADARES) AND TRANSMIT POSITION STATEMENTS TO ASSEMBLY MEMBER VALLADERES**
Wondimu Mengistu, Grants/Legislative Analyst
- 9.7 APPROVE: CONSIDER ADOPTING A RESOLUTION THAT APPROVES A GRANT APPLICATION TO RECEIVE FUNDS FROM THE FEDERAL TRANSIT ADMINISTRATION (FTA) FY21 AREAS OF PERSISTENT POVERTY PROGRAM TO DEVELOP A MASTER PLAN FOR THE SOUTH COUNTY ZERO-EMISSIONS OPERATING AND MAINTENANCE FACILITY**
Wondimu Mengistu, Grants/Legislative Analyst
- 9.8 APPROVE: CONSIDER A RESOLUTION DESIGNATING THE CEO AS THE AUTHORIZED AGENT TO EXECUTE ALL REQUIRED DOCUMENTS TO CLAIM FUNDS AWARDED THROUGH THE FY2021-22 CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM**
Wondimu Mengistu, Grants/Legislative Analyst
- 9.9 ACCEPT AND FILE: QUARTERLY STATUS REPORT OF GRANT APPLICATIONS, ACTIVE AND PENDING GRANTS FOR THE FOURTH QUARTER OF FY21**
Wondimu Mengistu, Grants/Legislative Analyst
- 9.10 ACCEPT AND FILE: METRO PARACRUZ OPERATIONS STATUS REPORT FOR APRIL, MAY AND JUNE 2021**
Daniel Zaragoza, Operations Manager, Paratransit Division
- 9.11 APPROVE: RECOMMENDED ACTION ON TORT CLAIMS**
Curtis Moses, Safety, Security & Risk Management Director
- 9.12 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 2ND CONTRACT AMENDMENT WITH ALLIED UNIVERSAL DBA FIRST ALARM SECURITY & PATROL, INC. TO INCREASE THE CONTRACT TOTAL FOR SECURITY GUARD SERVICES**
Curtis Moses, Safety, Security & Risk Management Director
- 9.13 APPROVE: METRO ADVISORY COMMITTEE (MAC) VACANCIES**
Alex Clifford, CEO/General Manager
- 9.14 APPROVE THE AMENDED MANAGEMENT COMPENSATION POLICY**
Dawn Crummié, HR Director

9.15 APPROVE: CONSIDERATION OF RATIFICATION OF THE PURCHASE OF THREE NON-REVENUE ELECTRIC VEHICLES

Margo Ross, COO

9.16 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO/GM TO EXECUTE A LEASE AGREEMENT BETWEEN METRO AND SHUTTLE BUS LEASING FOR FOUR ARTICULATED BUSES FOR USE ON FIXED ROUTES SERVICING UCSC

John Urgo, Planning and Development Director

REGULAR AGENDA

10 EMPLOYEE LONGEVITY AWARDS PRESENTATION: LES BECK (25 years)

Donna Lind, Board Chair

11 RETIREE RESOLUTION OF APPRECIATION: JOHN OTTO

Donna Lind, Board Chair

12 ACCEPT AND FILE: YEAR TO DATE KEY PERFORMANCE INDICATORS (KPI) REPORT FOR QUARTER FOUR AS OF JUNE 30, 2021

Kristina Mihaylova, Finance Deputy Director

13 APPROVE: CONSIDERATION OF AUTHORIZING AND FUNDING TWO PARTS AND INVENTORY CLERK POSITIONS

Chuck Farmer, CFO

14 ACCEPT AND FILE: METRO RIDERSHIP REPORTS FOR THE FOURTH QUARTER OF FY21

John Urgo, Planning & Development Director

15 CEO ORAL REPORT / COVID-19 UPDATE

Alex Clifford, CEO/General Manager

16 REVIEW OF ITEMS TO BE DISCUSSED IN CLOSED SESSION

Julie Sherman, General Counsel

17 ANNOUNCEMENT OF NEXT MEETING: FRIDAY, SEPTEMBER 24, 2021 AT 9:00 AM, VENUE (TELECONFERENCE OR PHYSICAL) TO BE DETERMINED

Donna Lind, Board Chair

SECTION II: CLOSED SESSION

18 CONFERENCE WITH LABOR NEGOTIATOR PURSUANT TO GOVERNMENT CODE SECTION 54957.6

Agency Designated Representative:

Alex Clifford, CEO/General Manager

Employee Organizations:

SEIU, Local 521

**SMART, Local 23 Fixed Route and
ParaCruz Operation**

SECTION III: RECONVENE TO OPEN SESSION

19 ADJOURNMENT Donna Lind, Board Chair

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@scmted.com. Upon request, Santa Cruz METRO will provide for 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@scmted.com or submitted by phone to the Executive Assistant at 831.426.6080. Requests made by mail (sent to the 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.

- THIS PAGE INTENTIONALLY LEFT BLANK -

Communications to the Board



June 18, 2021

Santa Cruz Metropolitan Transit District
920 Pacific Avenue
Santa Cruz, California 95060

Attention: Mr. Alex Clifford, General Manager/CEO

Subject: Letter of Appreciation

Dear Mr. Clifford:

On behalf of the Santa Clara Valley Transportation Authority (VTA), I would like to personally express our appreciation to you and Santa Cruz METRO for joining VTA in solidarity by providing mutual aid after the May 26th tragedy.

Words cannot express the sense of loss we continue to feel as result of this incident, but we are encouraged by the outpourings of support from our community and organizations like yours that have provided support to the families and our staff.

Again, your thoughts, prayers and support are sincerely appreciated by the VTA family.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Wesley White', is written over the word 'Sincerely'.

John Wesley White
Chief Procurement Officer



- THIS PAGE INTENTIONALLY LEFT BLANK -

Communications to the Board

From: ahmed_saba
To: boardinquiries@scmttd.com
Subject: Lobby closure
Date: Friday, August 20, 2021 9:16:46 AM

Dear Directors,

My name is Ahmed Saba from Metro Market, and I am following up with you about the two emails that I've sent you before about the lobby closure. I explained to you how hard it is to continue doing business with only one door open that leads to Pacific Ave. I also ask if you can please send someone to take a look at it and to get a better picture of it. Now we are approaching the return of the students and I'm hoping to have at least one more door that leads to the buses terminal so I can be able to stay in business. I'm requesting if you can please add my matter to the agenda so you can discuss it in the meeting.

Thank you
Your help on this matter will be appreciated
Ahmed Saba

- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: August 27, 2021
TO: Board of Directors
FROM: Chuck Farmer, CFO
**SUBJECT: ACCEPT AND FILE PRELIMINARY APPROVED CHECK JOURNAL
DETAIL FOR THE MONTHS OF JUNE & JULY 2021**

I. RECOMMENDED ACTION

That the Board of Directors accept and file the preliminary approved Check Journal Detail for the months of June & July 2021

II. SUMMARY

- This staff report provides the Board of Directors (Board) with a preliminary approved Check Journal Detail for the months of June & July 2021.
- The Finance Department is submitting the check journals for Board acceptance and filing.

III. DISCUSSION/BACKGROUND

This preliminary approved Check 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 months of June & July 2021 have been processed, the checks 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 journals present the invoices paid in June & July 2021 for Board review, agency disclosure and transparency.

VI. CHANGES FROM COMMITTEE

N/A.

VII. ALTERNATIVES CONSIDERED

None.

VIII. ATTACHMENTS

Attachment A: Check Journal Detail for the Months of June & July 2021

Prepared by: Holly Alcorn, Accounting Specialist

IX. APPROVALS

Chuck Farmer, CFO



Alex Clifford, CEO/General Manager



- THIS PAGE INTENTIONALLY LEFT BLANK -

Attachment A - June 2021

DATE 07/01/21 09:03

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 1

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
72111	06/02/21	-1,024,883.60	PROTERRA INC		107154	PROTERRA BUS#1 0120	-1,024,883.60	**VOID
72447	06/10/21	-980.68	SPORTWORKS NORTHWEST, INC.		107396	INVENTORY ORDER	-980.68	**VOID
72845	06/07/21	679.44	ABC BUS INC		107881	INVENTORY ORDER	144.34	
					107923	VEH 2224 PARTS	535.10	
72846	06/07/21	34.75	AMERICAN MESSAGING SVCS, LLC		107934	JUN 21 PAGER SVC	34.75	
72847	06/07/21	10,500.00	CAPITALEDDGE ADVOCACY, INC.		107944	MAY 21 LEGISLATE SVC	5,250.00	
					107945	JUN 21 LEGISLATE SVC	5,250.00	
72848	06/07/21	546.25	CAITTO'S GRAPHICS, INC.		107910	DIGITAL PRINTS CS	546.25	
72849	06/07/21	92.98	CITY OF SCOTT'S VALLEY		107893	3/16-5/15 SVT	92.98	
72850	06/07/21	1,412.62	CITY OF WATSONVILLE UTILITIES		107940	4/20-5/18 WTC	154.69	
					107941	4/20-5/18 WTC	88.22	
					107942	4/20-5/18 WTC	158.49	
					107943	5/19/21 WASTE WTC	1,011.22	
72851	06/07/21	29,578.62	CLASSIC GRAPHICS		107920	REFURBISH 6 BUSSTOPS	29,578.62	
72852	06/07/21	387.00	COMMUNITY TELEVISION OF		107824	4/23 BOD MEETING	387.00	
72853	06/07/21	170.43	CONNER WATER SYSTEMS, INC		107938	SALT INV ORDER MMF	170.43	
72854	06/07/21	375.00	CREATIVE BUS SALES, INC.		107880	VEH 2404 PARTS	375.00	
72855	06/07/21	2,670.82	CUMMINS PACIFIC LLP		107836	INVENTORY ORDER	8.54	
					107879	INVENTORY ORDER	2,662.28	
72856	06/07/21	1,512.65	EAST BAY TIRE CO.		107927	NON REVENUE TIRES	143.20	
					107928	FLAT REPAIR	25.00	
					107929	REVENUE TIRES	432.79	
					107930	REVENUE TIRES	295.33	
					107931	REVENUE TIRES	616.33	
72857	06/07/21	211.20	EMPLOYNET INC		107823	TEMP W/E 4/11	211.20	
72858	06/07/21	1,490.48	EXPRESS SERVICES INC.		107825	TEMP W/E 5/16	582.00	
					107935	TEMP W/E 5/23 7555	908.48	
72859	06/07/21	2,625.78	FASTENAL COMPANY INC		107843	NON INVENTORY ORDER	2,587.18	
					107844	INVENTORY ORDER	38.60	
72860	06/07/21	93.38	FEDERAL EXPRESS CORPORATION		107936	FREIGHT	93.38	
72861	06/07/21	119.82	GILLIG LLC		107878	VEH 1905 PARTS	119.82	
72862	06/07/21	894.25	GRAINGER		107832	FLUSH HANDLE VERNON	53.00	
					107835	INVENTORY ORDER MMF	446.47	
					107837	NON INVENTORY ORDER	21.55	
					107838	INVENTORY ORDER	32.44	
					107839	NON INVENTORY ORDER	132.33	
					107842	NON INVENTORY ORDER	16.52	
					107845	INVENTORY ORDER	191.94	
72863	06/07/21	338.49	KELLEY'S SERVICE INC.		107876	VEH# 1213 PARTS	2.64	

Attachment A - June 2021

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

DATE 07/01/21 09:03

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
72864	06/07/21	200.00	LANGUAGE LINE SERVICES INC		107877	INVENTORY ORDER	335.85	
					107858	MAR 21 TRANSLATE SVC	100.00	
72865	06/07/21	989.93	MISSION UNIFORM		107859	APR 21 TRANSLATE SVC	100.00	
					107840	COVID 19/UNIFORM SUP	326.39	
					107841	COVID 19/FUEL TOWELS	156.00	
					107915	COVID 19/FUEL TOWELS	156.00	
					107916	COVID 19/UNIFORM SUP	326.29	
					107917	LAUNDRY/CUSTODIAL	25.25	
72866	06/07/21	120.00	MONTESINO, EDUARDO		107939	REIMB DMV PHYSICAL	120.00	
72867	06/07/21	546.31	NORTH BAY FORD LINC-MERCURY		107847	VEH PC1709 PARTS	13.50	
					107849	INVENTORY ORDER	4.76	
					107872	INVENTORY ORDER	125.55	
					107925	RPR VEH PC1703	402.50	
72868	06/07/21	972.87	NORTHERN SAFETY CO., INC.		107918	N95 RESPIRATORS	972.87	
72869	06/07/21	11,247.47	PACIFIC GAS & ELECTRIC		107889	4/26-5/24 VERNON	4,090.96	
					107890	4/27-5/25 1122 RIVER	44.28	
					107891	4/26-5/24 1122 RIVER	2,185.05	
					107892	4/26-5/24 MMF	4,927.18	
72870	06/07/21	2,702.53	PALACE ART & OFFICE SUPPLY		107895	OFFICE SUPPLIES	50.07	
					107896	OFFICE SUPPLIES	58.45	
					107908	OFFICE SUPPLIES	1,944.70	
					107911	OFFICE SUPPLIES	649.31	
72871	06/07/21	65.00	PIED PIPER EXTERMINATORS, INC.		107855	MAY 21 PEST VERNON	65.00	
72872	06/07/21	223.32	PITNEY BOWES INC. RENTAL PMT		107909	6/1-5/31/22 LEASE CS	223.32	
72873	06/07/21	89.01	PROBUILD COMPANY LLC		107833	HOG RINGS SBF	6.18	
					107834	DOOR CLOSER WTC	82.83	
72874	06/07/21	1,024,883.60	PROTERRA INC		107937	BUSH1 VEH# 0120	1,024,883.60	
72875	06/07/21	157.62	QUADIANT LEASING USA, INC.		107919	5/28-6/27 LEASE	157.62	
72876	06/07/21	267.66	RICOH USA, INC. TX		107912	6/3-7/2/21 LEASE C/S	267.66	
72877	06/07/21	1,308.56	ROMAINE ELECTRIC CORP		107914	INVENTORY ORDER	1,308.56	
72878	06/07/21	409.12	SANTA CRUZ AUTO PARTS, INC.		107863	NON INVENTORY ORDER	10.60	
					107864	INVENTORY ORDER	22.29	
					107865	INVENTORY ORDER	69.59	
					107866	INVENTORY ORDER	158.70	
					107867	VEH 803 PARTS	48.86	
					107868	INVENTORY ORDER	100.68	
					107869	INVENTORY ORDER	8.41	
					107870	INVENTORY ORDER	11.84	
					107871	CREDIT INV# 405657	-21.85	

Attachment A - June 2021

DATE 07/01/21 09:03

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 3

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
72879	06/07/21	44,276.39	SANTA CRUZ METRO TRANSIT W/C		107956	MAY 21 REPLENISH W/C	44,276.39	
72880	06/07/21	8,168.64	SANTA CRUZ MUNICIPAL UTILITIES		107946	4/8-5/6 BUS STOP 26	1,050.60	
					107947	4/8-5/6 IRRIG MMF	11.83	
					107948	4/8-5/6 PACIFIC	50.55	
					107949	4/8-5/6 PACIFIC ISL	90.39	
					107950	4/8-5/6 SMC	1,699.07	
					107951	4/8-5/6 VERNON	528.62	
					107952	4/8-5/6 MMF	1,420.60	
					107953	4/8-5/6 SBF	3,008.59	
					107954	4/8-5/6 OPS	308.39	
72881	06/07/21	240.00	SANTA CRUZ RECORDS MNGMT INC		107894	5/12 SHREDDING MULTI	240.00	
72882	06/07/21	3,437.13	SANTA CRUZ STAFFING, LLC		107921	TEMP W/E 5/16	1,243.88	
					107922	TEMP W/E 5/23	674.25	
					107933	TEMP W/E 5/23	1,519.00	
72883	06/07/21	88.00	SANTA CRUZ SENTINEL	0	107860	4/30 LEGAL ADS	88.00	
72884	06/07/21	4,302.68	SCOTTS BODY SHOP CORP	7	107861	VEH_PC 1704 BODYWORK	4,302.68	
72885	06/07/21	13,419.11	SLINGSHOT CONNECTIONS LLP		107826	TEMP W/E 5/16	1,114.99	
					107827	TEMP W/E 5/16	1,122.00	
					107828	TEMP W/E 5/16	1,122.00	
					107829	TEMP W/E 5/16	1,122.00	
					107830	TEMP W/E 5/16	1,114.99	
					107831	TEMP W/E 5/16	1,107.98	
					107897	TEMP W/E 5/23 46621	673.20	
					107898	TEMP W/E 5/23 46622	673.20	
					107899	TEMP W/E 5/23 46622	154.28	
					107900	TEMP W/E 5/23 46620	1,009.80	
					107901	TEMP W/E 5/23 46616	1,114.99	
					107902	TEMP W/E 5/23 46617	897.60	
					107903	TEMP W/E 5/23	1,122.00	
					107907	TEMP W/E 5/23	1,070.08	
					107848	VEH 1610 PARTS ORDER	18.89	
72886	06/07/21	1,271.91	THE AFTERMARKET PARTS CO LLC		107873	CREDIT RETURN 0426	-62.76	
					107874	INVENTORY ORDER	85.95	
					107875	VEH 1203 PARTS	22.03	
					107905	INVENTORY ORDER	596.44	
					107906	VEH# 2224 PARTS	111.72	
					107924	INVENTORY ORDER	343.61	
					107926	INVENTORY ORDER	51.91	
					107932	INVENTORY ORDER	104.12	

Attachment A - June 2021

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

DATE 07/01/21 09:03

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
72887	06/07/21	9,704.51	THERMO KING OF SALINAS, INC		107852	INVENTORY ORDER	2,775.83	
					107853	INVENTORY ORDER	1,607.41	
72888	06/07/21	18,998.21	U.S. BANK		107854	VEH# 2224 PARTS	5,321.27	
72889	06/07/21	54.42	UNITED PARCEL SERVICE		107955	***-***-***-5971	18,998.21	
					107851	FREIGHT	15.45	
					107913	FREIGHT	38.97	
72890	06/07/21	9,547.01	VALLEY POWER SYSTEMS, INC.		107846	INVENTORY ORDER	6.05	
					107850	INVENTORY ORDER	3,642.37	
					107883	INVENTORY ORDER	34.24	
					107884	VEH# 2226 PARTS	317.23	
					107885	VEH# 2224 PARTS	1,628.54	
					107886	VEH# 2224 PARTS	3.50	
					107887	VEH 2224 PARTS	3,943.58	
					107888	CREDIT RETURN K91442	-91.78	
					107904	VEH# 2224 PARTS	63.28	
72891	06/07/21	417.00	VISION COMMUNICATIONS		107882	RADIO REPAIRS	417.00	
72892	06/07/21	946.65	WORKIN.COM, INC.		107856	JOB PLACEMENT AD	342.15	
					107857	JOB PLACEMENT AD	292.25	
					107862	JOB PLACEMENT AD	312.25	
72893	06/14/21	927.04	ABC BUS INC		108010	INVENTORY ORDER	927.04	
72894	06/14/21	312.74	AIRTEC SERVICE INC.		108030	METAL COVERS WIRING	312.74	
72895	06/14/21	39,250.00	AMERICAN PUBLIC TRANSPORTATION		108041	7/1-6/30/22 MEMBRSH	39,250.00	
72896	06/14/21	1,027.97	AT&T		107990	4/19-5/18 DAVENPORT	166.16	
					107991	4/19-5/18 OCEAN LG	283.26	
					108016	5/1-5/31 WTC/VER	578.55	
72897	06/14/21	997.02	AT&T MOBILITY		107978	4/24-5/23 BUS WIFI	997.02	
72898	06/14/21	752.13	B & H FOTO & ELECTRONICS CORP		108039	NETWORK SWITCHES PS	704.49	
					108040	SD CARD READERS OPS	47.64	
72899	06/14/21	1,200.00	BIBRIESCA, EDUARDO		108050	TSI TRANSIT SUP CTF	1,200.00	
72900	06/14/21	167.28	CALTIP		108027	MAY 21 CODE=5100	167.28	
72901	06/14/21	382.48	CDW GOVERNMENT, INC.		107987	MONITORS/USB DOCK	382.48	
72902	06/14/21	4,165.46	CLEAN ENERGY		108009	5/21 LNG CHARGES	4,165.46	
72903	06/14/21	3,700.00	COMMUNITY TRANSPORTATION ASSOC		108043	FY22 MEMBERSHIP	3,700.00	
72904	06/14/21	482.16	CUMMINS PACIFIC LLP		108007	INVENTORY ORDER	4.96	
					108008	INVENTORY ORDER	422.41	
					108047	CREDIT RETURN 48375	-1,496.81	
					108048	CREDIT RETURN 48375	-273.13	
72905	06/14/21	839.98	D & G SANITATION		108054	PARTS 51614/51616	1,824.73	
					108051	MAY WASH STATION SVT	279.90	

Attachment A - June 2021

DATE 07/01/21 09:03

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 5

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
72906	06/14/21	64.00	DEPARTMENT OF JUSTICE		108052	MAY WASH STATION SMC	279.90	
72907	06/14/21	7,077.70	DOCUSIGN, INC. LOCKBOX		108053	MAY WASH STATION WTC	280.18	
72908	06/14/21	5,458.15	DYNAMIC SYSTEMS INC		108062	MAY 21 FINGERPRINTS	64.00	
72909	06/14/21	979.20	EXPRESS SERVICES INC.		108067	5/28-5/27/22 SUPPORT	7,077.70	
72910	06/14/21	1,137.11	FASTENAL COMPANY INC		108034	2/4-2/3/22 SUPPORT	2,122.66	
72911	06/14/21	46,789.15	FIRST ALARM SECURITY & PATROL		108035	2/28-2/27/22 SUPPORT	3,335.49	
72912	06/14/21	2,997.50	FLEET MAINTENANCE SPECIALIST		107982	TEMP W/E 5/23	979.20	
72913	06/14/21	11,124.32	FLYERS ENERGY LLC		107999	NON INVENTORY ORDER	989.70	
72914	06/14/21	5,173.08	GARDA CL WEST, INC.		108006	NON INVENTORY ORDER	147.41	
72915	06/14/21	1,366.01	GILLIG LLC		108061	MAY 21 SECURITY	46,789.15	
72916	06/14/21	1,435.96	GRAINGER		108017	INSPECTION OF BUSES	2,997.50	
72917	06/14/21	1,150.53	GRANITEROCK COMPANY		107960	5/16-5/31 REV FUEL	7,931.68	
72918	06/14/21	14,874.43	HARTFORD LIFE AND ACCIDENT INS		107961	5/16-5/31NONREV FUEL	3,192.64	
72919	06/14/21	508.94	IO, RODNEY H		108049	JUNE 21 VAULT SVC	5,173.08	
72920	06/14/21	4,535.36	JASPER WELLER LLC		107962	INVENTORY ORDER	8.82	
72921	06/14/21	152.77	KELLEY'S SERVICE INC.		108001	VEH# 4201 PARTS	45.08	
72922	06/14/21	23,627.38	KEY GOVERNMENT FINANCE INC		108005	INVENTORY ORDER	1,312.11	
72923	06/14/21	163.86	MAC TOOLS INC DBA		107957	NON INVENTORY ORDER	16.52	
72924	06/14/21	596.96	MISSION UNIFORM		107958	NON INVENTORY ORDER	141.06	
					107959	INVENTORY ORDER	803.69	
					107977	INVENTORY ORDER	40.94	
					107981	SVT SIGNAGE INSTALL	71.12	
					108018	SIGNAGE MMF REPAIR	39.14	
					108019	SIGNAGE MMF REPAIR	64.38	
					108020	SIGNAGE MMF REPAIR	2.45	
					108021	SIGNAGE MMF REPAIR	256.66	
					108045	AGG ROCK FLD/OPS	787.72	
					108046	AGG ROCK FLD	362.81	
					108065	JUNE 21 LIFE AD&D	4,068.29	
					108066	JUNE 21 LTD	10,806.14	
					108002	VEH #1213 REPAIRS	508.94	
					108059	REPLACE TRANSMISSION	4,535.36	
					108011	INVENTORY ORDER	116.72	
					108012	INVENTORY ORDER	28.47	
					108013	VEH# 1403 PARTS	8.58	
					108014	CREDIT INV 1294947	-1.00	
					108015	JUN 21 LEASE PAYMENT	23,627.38	
					108055	EE TOOL REPLACEMENT	163.86	
					107993	TOWELS/MOP/MAT	41.75	

Attachment A - June 2021

DATE 07/01/21 09:03

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 6

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
72925	06/14/21	200.00	NATALIE NIEMAN		108000	LAUNDRY/CUSTODIAL	25.25	
72926	06/14/21	207.58	NEXTEL COMMUNICATIONS/SPRINT		108003	COVID 19/FUEL TOWELS	156.00	
72927	06/14/21	6,745.25	PACIFIC GAS & ELECTRIC		108004	COVID/UNIFORM SUPPL	332.21	
					108023	TOWELS/MOPS/MATS	41.75	
72928	06/14/21	392.07	PACIFIC TRUCK PARTS, INC.		107989	BROCHURE.ECOLANE TS	200.00	
					108044	4/26-5/25 OPS	207.58	
					108057	4/29-5/27 SMC	2,973.75	
					108058	04/29-5/27 OPS	3,771.50	
					107975	INVENTORY ORDER	174.71	
					107976	VEH# 2224 PARTS	217.36	
72929	06/14/21	1,359.97	PALACE ART & OFFICE SUPPLY		107974	OFFICE SUPPLIES	29.60	
					107985	OFFICE SUPPLIES WTC	497.51	
					108028	COPY PAPER	793.54	
					108029	OFFICE SUPPLIES CS	39.32	
72930	06/14/21	685.00	PIED PIPER EXTERMINATORS, INC.		108031	JUN 21 PEST MMF	217.50	
					108032	JUN21 PEST SBF CREEK	255.00	
					108033	JUN 21 PEST OPS PARK	212.50	
72931	06/14/21	212.04	PROBUILD COMPANY LLC		107986	HARDWARE FLD	9.71	
					107992	WIRE STRIPPER VERNON	28.44	
					107994	TAPE MEASURE MMF	28.49	
					107995	FLAT PLATE SMC	4.41	
					107996	DOOR INSTALL TOOLS	38.20	
					107997	DOOR INSTALL SMC	23.57	
					107998	DOOR INSTALL SMC	8.35	
					108024	SWAGING TOOL MMF	36.29	
					108026	CABLE MISC. MMF	34.58	
72932	06/14/21	400.00	QUADIENT FINANCE USA INC		108022	*****-***-1598	400.00	
72933	06/14/21	357.70	QUEST DIAGNOSTIC INC.		108042	5/25 DOT DRUG TESTS	357.70	
72934	06/14/21	1,638.75	RANDY WEST	7	107983	VEHICLE SHEETS FORM	1,638.75	
72935	06/14/21	50.95	SANTA CRUZ AUTO PARTS, INC.		107972	INVENTORY ORDER	6.22	
					107984	INVENTORY ORDER	44.73	
72936	06/14/21	3,464.25	SANTA CRUZ STAFFING, LLC		107973	TEMP W/E 5/30	891.25	
					108056	TEMP W/E 5/30	992.00	
					108064	TEMP W/E 5/30	1,581.00	
72937	06/14/21	798.15	SCOTT'S VALLEY WATER DISTRICT		108063	5/1-5/31 KINGS VILL	798.15	
72938	06/14/21	1,338.87	SHERMAN & BOONE REALTORS		108060	BROKERAGE FEE	1,338.87	
72939	06/14/21	2,075.00	SJB GLOBALNET, INC.		108025	JUNE 21 IT SUPPORT	2,075.00	
72940	06/14/21	1,070.08	SLINGSHOT CONNECTIONS LLP		107988	TEMP W/E 5/16	1,070.08	
72941	06/14/21	449.81	TEC ASSOCIATES INC		108038	INSECT SCREENS SBF	449.81	

Attachment A - June 2021

DATE 07/01/21 09:03

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 8

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
72963	06/21/21	35.50	D & G SANITATION		108144	COVID 19/SOAP DISP	35.50	
72964	06/21/21	13,721.76	DYNAMIC SECURITY TECH INC		108113	ACCESSCONTRLTHRU5/26	13,721.76	
72965	06/21/21	2,885.82	EAST BAY TIRE CO.		108079	REV TIRES	201.11	
					108080	REV TIRES	590.67	
					108085	NON REV TIRES #1213	583.48	
					108086	NON REV TIRES #501	238.32	
					108087	REV TIRES	107.31	
					108088	NON REV TIRES	249.23	
					108089	NON REV TIRES	95.00	
					108090	NON REV TIRES # 401	204.37	
					108091	REV TIRES	616.33	
72966	06/21/21	149.25	EDPO		108158	PROPANE TANK# 449304	149.25	
72967	06/21/21	2,303.49	FEDEX OFFICE		108118	HEAVY DUTY TAPE	12.00	
					108119	COVID 19 SUPPLIES	98.13	
					108167	PRINTING SERVICES	176.20	
					108168	TRANSITCENTERPOSTER	10.79	
					108168	LARGE PRINT HEADWAYS	1,117.41	
					108171	TRANSIT CTR POSTERS	888.96	
72968	06/21/21	6,731.28	FIRST ALARM SECURITY & PATROL		108176	MAY 21 LOBBY GUARDS	6,731.28	
72969	06/21/21	387.04	FIS		108202	MAY 21 MERCHANT FEES	387.04	
72970	06/21/21	120.00	FORTHUN, PATRICK		108177	REIMB DMV PHYSICAL	120.00	
72971	06/21/21	347.42	GARDA CL WEST, INC.		108196	JUNE 21 SERVICES	347.42	
72972	06/21/21	572.58	GILLIG LLC		108154	INVENTORY ORDER	572.58	
72973	06/21/21	275.00	GLOBAL WATER TECHNOLOGY INC		108121	WATER TREATMENT/SVC	275.00	
72974	06/21/21	1,140.72	GREENWASTE RECOVERY, INC.		108124	MAY 21 FREEDOM	61.28	
					108125	MAY 21 SVT	334.92	
					108126	MAY 21 PRC	376.84	
					108127	MAY 21 GREEN VALLEY	61.28	
					108128	MAY 21 AIRPORT/FREED	61.28	
					108129	MAY 21 HWY1/BOULDER	183.84	
					108130	MAY 21 FREEDOM/BOWKR	61.28	
72975	06/21/21	36,370.20	HANSON BRIDGETT LLP		108139	M# 032117.004001	3,758.40	
					108140	M# 032117.006001	8,055.90	
					108141	M# 032117.006003	555.90	
					108142	MAY 21 RETAINER	24,000.00	
72976	06/21/21	1,615.75	HEREDIA, KEN R.		108194	VEH# 804 REPAIRS	1,505.19	
72977	06/21/21	704.27	HOSE SHOP, THE INC		108195	VEH# 804 REPAIRS	110.56	
72978	06/21/21	2,751.71	IO, RODNEY H		108134	INV/NON INV ORDER	704.27	
					108152	VEH# 803 REPAIRS	1,904.67	

Attachment A - June 2021

DATE 07/01/21 09:03

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 9

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
72979	06/21/21	1,571.52	JOHNSON CONTROLS INC		108153	VEH# PC1105 REPAIRS	847.04	
					108199	7/1-9/30/21 ALARMSMC	414.65	
					108200	7/1-9/30/21 ALARMSVT	711.17	
					108201	7/1-9/30/21ALARM WTC	445.70	
72980	06/21/21	1,941.55	KEISH ENVIRONMENTAL PC CORP		108132	MAY 21 OUTFALL MITIG	1,941.55	
72981	06/21/21	137.81	KELLEY'S SERVICE INC.		108133	VEH# 717 PARTS	171.96	
					108178	CREDIT INV# 1273553	-34.15	
72982	06/21/21	11,806.00	LES IMAGES TURBO INC.		108161	VEH# 0420 BUS WRAP	3,068.61	
					108162	VEH# 0320 BUS WRAP	3,068.62	
					108163	PROTERRA BUS1-4 WRAP	2,600.15	
					108164	VEH# 0220 BUS WRAP	3,068.62	
72983	06/21/21	2,248.49	MGP XI REIT, LLC		108155	JUL 21 RENT CAPITOLA	2,248.49	
72984	06/21/21	4,043.75	MILLER MAXFIELD INC		108166	CONSULTING MAR-MAY21	4,043.75	
72985	06/21/21	21.00	MISSION UNIFORM		108116	TOWELS/MATS	10.50	
					108117	TOWELS/MATS	10.50	
72986	06/21/21	12,283.03	NORTH BAY FORD LINC-MERCURY		108149	VEH PC 1709 RPR	322.24	
					108156	VEH# 0806 REPAIRS	9,898.11	
					108197	VEH# 0103 REPAIRS	1,428.13	
					108198	VEH# PC1111 REPAIRS	634.55	
72987	06/21/21	188.78	NORTHERN SAFETY CO., INC.		108143	INVENTORY ORDER	188.78	
72988	06/21/21	1,497.62	PACIFIC TRUCK PARTS, INC.		108190	INVENTORY ORDER	1,497.62	
72989	06/21/21	82.88	PALACE ART & OFFICE SUPPLY		108145	INVENTORY ORDER	31.10	
					108146	INVENTORY ORDER	51.78	
72990	06/21/21	43,534.90	PREFERRED BENEFIT		108172	JUNE 21 VSP	8,415.00	
					108173	JUNE 21 DENTAL	35,119.90	
72991	06/21/21	110.17	RICOH USA, INC CA		108170	JUNE 21 LEASE OPS	110.17	
72992	06/21/21	4,245.46	ROMAINE ELECTRIC CORP		108110	VEH# 2224 PARTS	1,026.95	
					108111	INVENTORY ORDER	3,218.51	
72993	06/21/21	328.93	SANTA CRUZ MUNICIPAL UTILITIES		108179	5/1-5/31 SBF IRRIG	224.68	
					108180	5/1-5/31 IRRIG VER	104.25	
72994	06/21/21	3,162.00	SANTA CRUZ STAFFING, LLC		108076	TEMP W/E 06/06	1,395.00	
					108078	TEMP W/E 6/6	713.00	
					108135	TEMP W/E 6/6	1,054.00	
72995	06/21/21	105.60	SANTA CRUZ SENTINEL	0	108138	5/31 LEGAL ADS	105.60	
72996	06/21/21	3,880.76	SCOTT'S BODY SHOP CORP	7	108148	VEH# PC 2404 RPR	3,880.76	
72997	06/21/21	13,803.74	SLINGSHOT CONNECTIONS LLP		108077	TEMP W/E 6/6	802.56	
					108093	TEMP W/E 5/30	1,114.99	
					108094	TEMP W/E 5/30	897.60	
					108095	TEMP W/E 5/30	1,122.00	

Attachment A - June 2021

DATE 07/01/21 09:03

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 10

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
72998	06/21/21	115.00 115		SNAP-ON INDUSTRIAL		108096	TEMP W/E 5/30	729.30	
72999	06/21/21	2,270.00 003482		SPECIALTY FIELD SERVICES INC		108097	TEMP W/E 5/30	1,122.00	
73000	06/21/21	13,815.86 003285		THE AFTERMARKET PARTS CO LLC		108098	TEMP W/E 5/30	673.20	
						108181	TEMP W/E 5/2 426946	1,122.00	
						108182	TEMP W/E 6/6 427432	897.60	
						108183	TEMP W/E 6/6 427431	1,122.00	
						108184	TEMP W/E 6/6 427428	841.50	
						108185	TEMP W/E 6/6 427435	448.80	
						108186	TEMP W/E 6/6 427427	890.59	
						108187	TEMP W/E 6/6 427434	673.20	
						108188	TEMP W/E 6/6 427433	448.80	
						108203	TEMP W/E 6/6 427430	897.60	
						108147	SHOP TOOL REPAIR	115.00	
						108191	VEH 4209 SERVICE	450.00	
						108192	VEH# 4202 REPAIRS	1,820.00	
						108092	VEH# 1005 PARTS	95.71	
						108099	INVENTORY ORDER	729.58	
						108100	INVENTORY ORDER	252.37	
						108101	VEH# 2224 PARTS	2,133.12	
						108102	VEH # 2224 PARTS	13.24	
						108103	VEH# 2224 PARTS	1,519.79	
						108104	VEH# 2224 PARTS	115.15	
						108105	INVENTORY ORDER	364.35	
						108106	INVENTORY ORDER	51.91	
						108107	INVENTORY ORDER	1,627.01	
						108108	INVENTORY ORDER	2,298.95	
						108109	INVENTORY ORDER	4,614.68	
						108175	RECRUITING SVC PM	8,076.16	
73001	06/21/21	8,076.16 003121		THE MERCER GROUP	0	108131	5/2-6/1 PARACRUZ	651.54	
73002	06/21/21	1,026.17 434		VERIZON WIRELESS		108150	5/2-6/1 PAGERS MMF	65.75	
						108151	5/2-6/1 PARACRUZ	308.88	
						108112	JOB PLACEMENT AD	312.25	
73003	06/21/21	312.25 915		WORKIN.COM, INC.		108256	SVTRAILMODIFICATIONS	2,385.00	
73004	06/28/21	2,385.00 001712		ABACHERLI FENCE COMPANY	7	108315	SOFTWARE TRAINING	850.00	
73005	06/28/21	5,550.00 003398		ACTS - ALLIANCE CAREER		108316	20 TRAINING VOUCHERS	4,700.00	
73006	06/28/21	1,085.76 148		ACUTY SPECIALTY PRODUCTS, INC		108321	TEST SOAP BUS WRAP	1,085.76	
73007	06/28/21	430.84 002828		ALLIED ELECTRONICS		108330	INVENTORY ORDER	430.84	
73008	06/28/21	1,831.75 001D		AT&T		108211	05/13-6/12 VER/SMC	1,831.75	
73009	06/28/21	1,100.71 003199		B & H FOTO & ELECTRONICS CORP		108311	APC BACK UPS	218.46	

Attachment A - June 2021

DATE 07/01/21 09:03

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 11

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73010	06/28/21	001356	709.97	BRENCO OPERATING-TEXAS, LP		108312	LENOVO LAPTOP	582.93	
73011	06/28/21	914	359.43	CALTRONICS BUSINESS SYSTEMS		108313	MISC IT TOOLS	299.32	
73012	06/28/21	E1072	83.00	CARRANCO, JOSE III		108314	VEH#2224 PARTS	709.97	
73013	06/28/21	001159	26,367.55	CATTO'S GRAPHICS, INC.		108339	OFFICE SUPPLIES	359.43	
						108263	CDL FEE DMV REIMB	83.00	
						108275	ORDER OF HATS CS	918.97	
						108278	EMB POLOS/JACKETS	1,556.94	
						108303	ALUMINUM SIGNS	568.10	
						108323	BUS STOP SIGNS/STKRS	22,033.43	
						108297	SCREEN PRINTING TEES	1,290.11	
73014	06/28/21	002109	1,100.00	CITY OF SANTA CRUZ/PARKING		108348	JUL21 PARKING PERMIT	1,100.00	
73015	06/28/21	130	56.53	CITY OF WATSONVILLE UTILITIES		108287	5/10-6/16 WTC	56.53	
73016	06/28/21	909	3,503.55	CLASSIC GRAPHICS		108305	VEH# 2228 REPAIRS	3,503.55	
73017	06/28/21	001124	19,970.94	CLEAN ENERGY		108306	6/8 LNG CHARGES	7,901.90	
						108307	5/14 LNG CHARGES	7,789.52	
73018	06/28/21	075	2,856.89	COAST PAPER & SUPPLY INC.		108255	5/11 LNG CHARGES	4,279.52	
73019	06/28/21	163	1,559.01	COMMUNITY PRINTERS, INC.		108341	PRESSURE HOSES MULTI	173.71	
73020	06/28/21	003116	2,752.70	CUMMINS PACIFIC LLP		108264	INVENTORY ORDER	2,683.18	
						108231	ECOLANE BORCHURES	1,559.01	
						108232	INVENTORY ORDER	1,713.48	
73021	06/28/21	916	512.50	DOCTORS ON DUTY MEDICAL CLINIC		108288	INVENTORY ORDER	284.29	
						108325	INVENTORY ORDER	754.93	
						108326	DOT DRUG TESTING	32.50	
						108327	DOT DRUG TESTING	32.50	
						108328	DOT DRUG TESTING	32.50	
						108329	DOT DRUG TESTING	32.50	
						108330	DOT DRUG TESTING	32.50	
						108331	DOT DRUG TESTING	77.50	
						108332	DOT DRUG TESTING	32.50	
						108333	DOT DRUG TESTING	32.50	
						108334	DOT DRUG TESTING	32.50	
						108335	DOT DRUG TESTING	32.50	
						108336	DOT DRUG TESTING	32.50	
						108337	DOT DRUG TESTING	77.50	
73022	06/28/21	003274	2,609.76	EAST BAY TIRE CO.		108214	REVENUE TIRES	1,848.97	
						108235	REV TIRES	30.46	
						108289	REV TIRES	616.33	
						108290	REV TIRES	114.00	

Attachment A - June 2021

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73023	06/28/21	421.19	EDWARD J. PARRAS	0	108281	NON INVENTORY ORDER	421.19	
73024	06/28/21	2,841.00	ENVIRONMENTAL LOGISTICS INC		108209	HAZMAT COLL MMF/FAC	2,841.00	
73025	06/28/21	3,912.40	EXPRESS SERVICES INC.		108276	TEMP W/E 5/30	1,762.56	
					108277	TEMP W/E 6/6	587.52	
					108291	TEMP W/E 5/30	454.24	
					108298	TEMP W/E 5/23	1,108.08	
73026	06/28/21	57.77	FASTENAL COMPANY INC		108236	NON INV ORDER	57.77	
73027	06/28/21	12,125.84	FLYERS ENERGY LLC		108292	6/1-6/15 NONREV FUEL	2,834.50	
					108296	6/1-6/15 REV FUEL	9,291.34	
73028	06/28/21	57.79	FRONTIER COMMUNICATIONS - 3025		108342	6/16-7/15 SKY-RIVER	57.79	
73029	06/28/21	57.79	FRONTIER COMMUNICATIONS - 6145		108343	6/13-7/12 SKYLINE	57.79	
73030	06/28/21	192.27	GRAINGER		108237	INVENTORY ORDER	113.41	
					108308	NON INVENTORY ORDER	78.86	
73031	06/28/21	3,450.00	GREENE, JOHN M. M.D.		108344	EMPLOYEE PSYCH EVAL	3,450.00	
73032	06/28/21	1,634.62	HOSE SHOP, THE INC		108238	NON INVENTORY ORDER	728.16	
					108239	VEH# 2229 PARTS	469.93	
					108240	INVENTORY ORDER	23.81	
73033	06/28/21	13,879.57	JASPER WELLER LLC		108260	PRESSURE HOSE ASSY	412.72	
					108299	VEH#2224TRANSMISSION	4,580.71	
					108300	VEH#1302TRANSMISSION	4,649.43	
					108301	VEH# 2805 PART ORDER	4,649.43	
					108212	REPLACE GEN HOSE PRC	568.83	
					108338	CDL FEE DMV RELIMB	83.00	
73034	06/28/21	568.83	JOHNSON & CODY ELECTRIC, INC.		108229	VEH# 2807 PARTS	35.57	
73035	06/28/21	83.00	KAMINSKY, MATTHEW		108338	VEH# 2807 PARTS	35.57	
73036	06/28/21	35.57	KELLEY'S SERVICE INC.		108208	BAY 9 LIFT RPR MMF	626.01	
73037	06/28/21	626.01	MAKAI SOLUTIONS		108208	BAY 9 LIFT RPR MMF	626.01	
73038	06/28/21	21,254.05	MANSFIELD OIL CO OF GAINSVILLE		108241	6/9 DIESEL FUEL 1696	21,254.05	
73039	06/28/21	745.64	MARK THOMAS & COMPANY INC		108324	SERVICES THRU MAY2	745.64	
73040	06/28/21	15.50	MAYWEATHER, ANSON		108340	REF POSTAGE LAPTOP	15.50	
73041	06/28/21	2,250.88	MID VALLEY SUPPLY INC.		108247	INVENTORY ORDER	2,250.88	
73042	06/28/21	1,078.03	MISSION UNIFORM		108204	TOWELS/MATS PRC	10.50	
					108242	COVID 19/FUEL TOWELS	156.00	
					108243	COVID19/UNIFORM SUPP	326.39	
					108244	LAUNDRY/CUSTODIAL	25.25	
					108246	TOWELS/MOP/MAT	41.75	
					108248	COVID19/FUEL TOWELS	156.00	
					108249	COVID19 UNIFORM SUPP	326.39	
					108253	LAUNDRY/CUSTODIAL	25.25	
					108257	TOWELS/MATS PRC	10.50	
73043	06/28/21	4,919.67	NICKELL FIRE PROTECTION, INC.		108206	POST FIRE SPR INSP	3,449.89	

Attachment A - June 2021

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73044	06/28/21	55.71	NIDAL HALABI & NADA ALGHARIB		108207	POST FIRE SPR INSP	1,469.78	
					108258	NAME/TITLE PLATES HR	29.49	
					108259	TITLE PLATES HR	26.22	
73045	06/28/21	348.63	NORTH BAY FORD LINC-MERCURY		108216	VEH# PC1711 PARTS	86.46	
					108217	VEH# 708 RPR PART	2.19	
					108218	VEH# 602 RPR PART	223.58	
					108219	INVENTORY ORDER	36.40	
73046	06/28/21	2,061.82	PACIFIC GAS & ELECTRIC		108279	5/5-6/3 SVT/WTC/PS	2,061.82	
73047	06/28/21	333.04	PACIFIC TRUCK PARTS, INC.		108220	INVENTORY ORDER	108.68	
					108221	INVENTORY ORDER	228.96	
					108310	CREDIT INV 1842717	-4.60	
73048	06/28/21	92.05	PALACE ART & OFFICE SUPPLY		108293	OFFICE SUPPLIES	7.43	
					108294	OFFICE SUPPLIES	61.98	
					108318	OFFICE SUPPLIES	22.64	
73049	06/28/21	144.50	PIED PIPER EXTERMINATORS, INC.		108261	JUN 21 PEST WTC MKT	79.50	
					108262	JUN 21 PEST WTC CTR	65.00	
73050	06/28/21	25.15	PROBUILD COMPANY LLC		108245	CABLE MMF	2.35	
					108254	CABLE FERRULES MMF	15.76	
					108280	NON INV ORDER	7.04	
73051	06/28/21	216.32	RANDY WEST	7	108265	BUSINESS CARDS HR	216.32	
73052	06/28/21	88.35	RICOH USA, INC CA		108319	6/12-7/11 RIVER	88.35	
73053	06/28/21	392.51	SANTA CRUZ AUTO PARTS, INC.		108223	INVENTORY ORDER	99.37	
					108224	VEH# PC1706 PARTS	19.64	
					108225	VEH# PC1124 PARTS	129.86	
					108226	CREDIT RETURN 406973	-10.60	
					108227	CREDIT FOR 399995	-16.30	
					108266	NON INVENTORY ORDER	55.97	
					108282	NON INV ORDER/CR0528	114.57	
73054	06/28/21	1,112.98	SANTA CRUZ MUNICIPAL UTILITIES		108345	5/7-6/7 PACIFIC	50.55	
					108346	5/7-7/7 MMF IRRIG	11.83	
					108347	5/7-6/7 BS26	1,050.60	
73055	06/28/21	864.51	SANTA CRUZ STAFFING, LLC		108302	TEMP W/E 6/13	864.51	
73056	06/28/21	19.73	SCARBOROUGH LER & BLDG SUPPLY		108213	CABLE INSTALL SVT	19.73	
73057	06/28/21	2,585.73	SHERMAN & BOONE REALTORS		108272	MANGO TANGO WTC	355.97	
					108273	BROKERAGE FEE CRUISE	2,229.76	
73058	06/28/21	1,070.08	SLINGSHOT CONNECTIONS LLP		108304	TEMP W/E 6/13	1,070.08	
73059	06/28/21	546.24	SNAP-ON INDUSTRIAL		108328	SHOP TOOL	546.24	
73060	06/28/21	17,733.72	SOQUEL III ASSOCIATES	7	108320	JUL 21 RENT RESEARCH	17,733.72	
73061	06/28/21	1,544.94	SPORTWORKS NORTHWEST, INC.		108317	INVENTORY ORDER	1,544.94	

Attachment A - June 2021

DATE 07/01/21 09:03

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 14

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73062	06/28/21	1,260.00	SWIFT CONSULTING SERVICES INC		108271	CONSULT PRC FAC PROJ	1,260.00	
73063	06/28/21	9.69	TACONY CORPORATION		108222	STEAM CLEANER PARTS	9.69	
73064	06/28/21	7,763.27	THE AFTERMARKET PARTS CO LLC		108233	VEH# 1211 PARTS	152.70	
					108234	INVENTORY ORDER	3,760.69	
					108267	VEH# 1612 PARTS	643.72	
					108268	VEH# 1209 PARTS	362.75	
					108269	INVENTORY ORDER	14.81	
					108270	INVENTORY ORDER	19.22	
					108283	INVENTORY ORDER	615.82	
					108284	INVENTORY ORDER	113.55	
					108285	INVENTORY ORDER	1,850.98	
					108286	INVENTORY ORDER	229.03	
73065	06/28/21	80.91	UNITED PARCEL SERVICE		108322	FREIGHT	80.91	
73066	06/28/21	2,065.73	VALLEY POWER SYSTEMS, INC.		108250	VEH# 2224 PARTS	19.51	
					108251	INVENTORY ORDER	553.60	
					108252	INVENTORY ORDER	1,492.62	
73067	06/28/21	51.08	VERIZON WIRELESS	0	108274	5/2-6/1 CUST SERV	51.08	
73068	06/28/21	52.00	WORKFORCEQA LLC		108210	MAY 21 MRO SERVICES	52.00	
73069	06/28/21	840.00	WORKWELL MEDICAL PROF. CORP.		108295	DMV RENEWAL EXAMS	720.00	
					108309	DMV RENEWAL EXAM	120.00	
73070	06/28/21	20.32	ZEE MEDICAL SERVICE CO.		108205	FIRST AID SUPPLIES	20.32	
73071	06/29/21	84.56	ABACHERLI, ARLETTE		9002962	MEDICAL SUPPLIMENTAL	84.56	
73072	06/29/21	15.58	ALLEN, ROBERT		9002963	MEDICAL SUPPLIMENTAL	15.58	
73073	06/29/21	17.50	ANDERSON, WILLIAM		9003137	MEDICAL SUPPLIMENTAL	17.50	
73074	06/29/21	84.56	ANDRADE, GERALD		9002964	MEDICAL SUPPLIMENTAL	84.56	
73075	06/29/21	19.06	ANDRADE, OSCAR		9003138	MEDICAL SUPPLIMENTAL	19.06	
73076	06/29/21	19.17	ANN, DORICE		9002965	MEDICAL SUPPLIMENTAL	19.17	
73077	06/29/21	15.58	ARCHIBEQUE, ELEANOR		9002966	MEDICAL SUPPLIMENTAL	15.58	
73078	06/29/21	38.12	ARCHIBEQUE, JUANITA		9002967	MEDICAL SUPPLIMENTAL	38.12	
73079	06/29/21	35.00	ASPESI, JOHN		9002968	MEDICAL SUPPLIMENTAL	35.00	
73080	06/29/21	35.00	BAILLEY, EDWIN		9002969	MEDICAL SUPPLIMENTAL	35.00	
73081	06/29/21	17.50	BAKER, DALE		9002970	MEDICAL SUPPLIMENTAL	17.50	
73082	06/29/21	38.34	BAN, MARK		9002971	MEDICAL SUPPLIMENTAL	38.34	
73083	06/29/21	121.66	BARNES, SCOTT		9002972	MEDICAL SUPPLIMENTAL	121.66	
73084	06/29/21	15.58	BARRY, BARTHOLOMEW		9003139	MEDICAL SUPPLIMENTAL	15.58	
73085	06/29/21	17.50	BARTZ, GLENN		9003140	MEDICAL SUPPLIMENTAL	17.50	
73086	06/29/21	17.50	BASS, BETTY		9002973	MEDICAL SUPPLIMENTAL	17.50	
73087	06/29/21	103.36	BAUER, FRANK		9002974	MEDICAL SUPPLIMENTAL	103.36	
73088	06/29/21	15.58	BLAIR, GARY		9002975	MEDICAL SUPPLIMENTAL	15.58	

Attachment A - June 2021

DATE 07/01/21 09:03

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 15

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73089	06/29/21	19.06	M163	BLAIR-ALWARD, GREGORY	9002976	MEDICAL SUPPLIMENTAL	19.06	
73090	06/29/21	17.50	M164	BLAKE, GENEVA	9002977	MEDICAL SUPPLIMENTAL	17.50	
73091	06/29/21	35.00	M165	BLIGHT, KAREN	9002978	MEDICAL SUPPLIMENTAL	35.00	
73092	06/29/21	46.79	M166	BOOTON, EMMA	9002979	MEDICAL SUPPLIMENTAL	46.79	
73093	06/29/21	38.12	M167	BOYD, MICHAEL	9002980	MEDICAL SUPPLIMENTAL	38.12	
73094	06/29/21	15.58	M169	BREGANTE, BATTISTA	9002981	MEDICAL SUPPLIMENTAL	15.58	
73095	06/29/21	19.06	M337	BRONDSATTER, CHERYL	9003141	MEDICAL SUPPLIMENTAL	19.06	
73096	06/29/21	64.29	M170	BROWN, ERNEST	9002982	MEDICAL SUPPLIMENTAL	64.29	
73097	06/29/21	64.29	M171	BROWN, KENNETH	9002983	MEDICAL SUPPLIMENTAL	64.29	
73098	06/29/21	17.50	M338	BRYANT, KATHLEEN	9003142	MEDICAL SUPPLIMENTAL	17.50	
73099	06/29/21	19.06	M172	BURKET, JANET	9002984	MEDICAL SUPPLIMENTAL	19.06	
73100	06/29/21	15.58	M173	BYTHEWAY, MARY	9002985	MEDICAL SUPPLIMENTAL	15.58	
73101	06/29/21	32.45	M339	CANALES, DONNA	9003143	MEDICAL SUPPLIMENTAL	32.45	
73102	06/29/21	84.56	M174	CAPELLA, KATHLEEN	9002986	MEDICAL SUPPLIMENTAL	84.56	
73103	06/29/21	15.58	M175	CARLSON, MERRYL	9002987	MEDICAL SUPPLIMENTAL	15.58	
73104	06/29/21	17.50	M176	CARR, DALE	9002988	MEDICAL SUPPLIMENTAL	17.50	
73105	06/29/21	15.58	M177	CASANEGA, RICHARD	9002989	MEDICAL SUPPLIMENTAL	15.58	
73106	06/29/21	31.16	M178	CAVATAIO, PASQUALE	9002990	MEDICAL SUPPLIMENTAL	31.16	
73107	06/29/21	15.58	M340	CENTER, DOUGLAS	9003144	MEDICAL SUPPLIMENTAL	15.58	
73108	06/29/21	15.58	M179	CERVANTES, GLORIA	9002991	MEDICAL SUPPLIMENTAL	15.58	
73109	06/29/21	15.58	M341	CHAVARRIA, JOHNNY	9003145	MEDICAL SUPPLIMENTAL	15.58	
73110	06/29/21	35.00	M342	CILIBERTO, ANTHONY	9003146	MEDICAL SUPPLIMENTAL	35.00	
73111	06/29/21	17.50	M343	CLARKE, PATRICIA	9003147	MEDICAL SUPPLIMENTAL	17.50	
73112	06/29/21	15.58	M180	CLAYTON, MICHAEL	9002992	MEDICAL SUPPLIMENTAL	15.58	
73113	06/29/21	32.45	M344	CODD, FREDERICK	9003148	MEDICAL SUPPLIMENTAL	32.45	
73114	06/29/21	100.81	M181	COLWELL, ARLAN	9002993	MEDICAL SUPPLIMENTAL	100.81	
73115	06/29/21	35.00	M345	CONKLIN, CAROLYN	9003149	MEDICAL SUPPLIMENTAL	35.00	
73116	06/29/21	17.50	M182	CONTRERAS-NAVARRO, FRANCISCO	9002994	MEDICAL SUPPLIMENTAL	17.50	
73117	06/29/21	38.01	M183	COON, RICHARD	9002995	MEDICAL SUPPLIMENTAL	38.01	
73118	06/29/21	46.28	M184	COTRONEO, MICHAEL	9002996	MEDICAL SUPPLIMENTAL	46.28	
73119	06/29/21	17.50	M346	COUSINS, DOROTHY	9003150	MEDICAL SUPPLIMENTAL	17.50	
73120	06/29/21	46.95	M185	COWELL, RICHARD	9002997	MEDICAL SUPPLIMENTAL	46.95	
73121	06/29/21	58.50	M347	CRAIG, CRAIG	9003151	MEDICAL SUPPLIMENTAL	58.50	
73122	06/29/21	19.06	M186	CRAMBLETT, LAWRENCE	9002998	MEDICAL SUPPLIMENTAL	19.06	
73123	06/29/21	38.01	M376	CRANDELL, DANA	9003179	MEDICAL SUPPLEMENTAL	38.01	
73124	06/29/21	17.50	M187	CRAWFORD, FLOYD	9002999	MEDICAL SUPPLIMENTAL	17.50	
73125	06/29/21	13.09	M348	CRAWFORD, TERRI	9003152	MEDICAL SUPPLIMENTAL	13.09	
73126	06/29/21	19.06	M188	CRUISE, RICHARD	9003000	MEDICAL SUPPLIMENTAL	19.06	
73127	06/29/21	35.00	M190	CRUTCH, SHELTON	9003001	MEDICAL SUPPLIMENTAL	35.00	

Attachment A - June 2021

DATE 07/01/21 09:03

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 16

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73128	06/29/21	15.58	M349		MEDICAL SUPPLIMENTAL	15.58	
73129	06/29/21	38.34	M191		MEDICAL SUPPLIMENTAL	38.34	
73130	06/29/21	35.00	M192		MEDICAL SUPPLIMENTAL	35.00	
73131	06/29/21	46.79	M193		MEDICAL SUPPLIMENTAL	46.79	
73132	06/29/21	46.79	M194		MEDICAL SUPPLIMENTAL	46.79	
73133	06/29/21	92.56	M195		MEDICAL SUPPLIMENTAL	92.56	
73134	06/29/21	15.58	M196		MEDICAL SUPPLIMENTAL	15.58	
73135	06/29/21	13.09	M351		MEDICAL SUPPLIMENTAL	13.09	
73136	06/29/21	15.58	M373		RETIREE SUPPLEMENTAL	15.58	
73137	06/29/21	46.95	M197		MEDICAL SUPPLIMENTAL	46.95	
73138	06/29/21	31.16	M198		MEDICAL SUPPLIMENTAL	31.16	
73139	06/29/21	15.58	M199		MEDICAL SUPPLIMENTAL	15.58	
73140	06/29/21	15.58	M200		MEDICAL SUPPLIMENTAL	15.58	
73141	06/29/21	35.00	M201		MEDICAL SUPPLIMENTAL	35.00	
73142	06/29/21	40.68	M202		MEDICAL SUPPLIMENTAL	40.68	
73143	06/29/21	40.68	M203		MEDICAL SUPPLIMENTAL	40.68	
73144	06/29/21	15.58	M352		MEDICAL SUPPLIMENTAL	15.58	
73145	06/29/21	13.09	M353		MEDICAL SUPPLIMENTAL	13.09	
73146	06/29/21	46.79	M205		MEDICAL SUPPLIMENTAL	46.79	
73147	06/29/21	15.87	M354		MEDICAL SUPPLIMENTAL	15.87	
73148	06/29/21	15.87	M355		MEDICAL SUPPLIMENTAL	15.87	
73149	06/29/21	15.58	M206		MEDICAL SUPPLIMENTAL	15.58	
73150	06/29/21	15.58	M207		MEDICAL SUPPLIMENTAL	15.58	
73151	06/29/21	38.01	M208		MEDICAL SUPPLIMENTAL	38.01	
73152	06/29/21	15.58	M209		MEDICAL SUPPLIMENTAL	15.58	
73153	06/29/21	103.36	M210		MEDICAL SUPPLIMENTAL	103.36	
73154	06/29/21	15.58	M211		MEDICAL SUPPLIMENTAL	15.58	
73155	06/29/21	58.50	M041	0	MEDICAL SUPPLIMENTAL	58.50	
73156	06/29/21	84.56	M213		MEDICAL SUPPLIMENTAL	84.56	
73157	06/29/21	15.58	M214		MEDICAL SUPPLIMENTAL	15.58	
73158	06/29/21	31.16	M215		MEDICAL SUPPLIMENTAL	31.16	
73159	06/29/21	15.58	M216		MEDICAL SUPPLIMENTAL	15.58	
73160	06/29/21	15.58	M217		MEDICAL SUPPLIMENTAL	15.58	
73161	06/29/21	19.06	M218		MEDICAL SUPPLIMENTAL	19.06	
73162	06/29/21	38.34	M219		MEDICAL SUPPLIMENTAL	38.34	
73163	06/29/21	15.58	M220		MEDICAL SUPPLIMENTAL	15.58	
73164	06/29/21	46.95	M221		MEDICAL SUPPLIMENTAL	46.95	
73165	06/29/21	17.50	M222		MEDICAL SUPPLIMENTAL	17.50	
73166	06/29/21	15.58	M223		MEDICAL SUPPLIMENTAL	15.58	

Attachment A - June 2021

DATE 07/01/21 09:03

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 17

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73167	06/29/21	35.00	M224	HOBBS, JAMES	9003033	MEDICAL SUPPLIMENTAL	35.00	
73168	06/29/21	55.51	M225	HOLCOMB, MICHAEL	9003034	MEDICAL SUPPLIMENTAL	55.51	
73169	06/29/21	99.71	M226	HOLONICK, JAMES	9003035	MEDICAL SUPPLIMENTAL	99.71	
73170	06/29/21	38.12	M227	HORTON, JOE	9003036	MEDICAL SUPPLIMENTAL	38.12	
73171	06/29/21	17.50	M356	HOWARD, CAROL	9003159	MEDICAL SUPPLIMENTAL	17.50	
73172	06/29/21	93.58	M228	HOWARD, WARD	9003037	MEDICAL SUPPLIMENTAL	93.58	
73173	06/29/21	64.29	M229	HYMAN, JOE	9003038	MEDICAL SUPPLIMENTAL	64.29	
73174	06/29/21	38.34	M230	JACINTO, FRANK	9003039	MEDICAL SUPPLIMENTAL	38.34	
73175	06/29/21	19.06	M231	JAHNKE, EILEEN	9003040	MEDICAL SUPPLIMENTAL	19.06	
73176	06/29/21	31.16	M232	JENSEN, MERAL	9003041	MEDICAL SUPPLIMENTAL	31.16	
73177	06/29/21	15.58	M357	JUSSEL, PETE	9003160	MEDICAL SUPPLIMENTAL	15.58	
73178	06/29/21	38.12	M233	KALE, RICKY	9003042	MEDICAL SUPPLIMENTAL	38.12	
73179	06/29/21	15.58	M235	KELLY, ELOISE	9003043	MEDICAL SUPPLIMENTAL	15.58	
73180	06/29/21	35.00	M236	KOREA, PATRICIA	9003044	MEDICAL SUPPLIMENTAL	35.00	
73181	06/29/21	19.06	M237	LANTHIER, BURT	9003045	MEDICAL SUPPLIMENTAL	19.06	
73182	06/29/21	17.50	M238	LAWHON, JACK	9003046	MEDICAL SUPPLIMENTAL	17.50	
73183	06/29/21	19.06	M239	LAWSON, LOIS	9003047	MEDICAL SUPPLIMENTAL	19.06	
73184	06/29/21	64.29	M240	LEE, HENRY	9003048	MEDICAL SUPPLIMENTAL	64.29	
73185	06/29/21	19.06	M241	LEFFLER, JEAN	9003049	MEDICAL SUPPLIMENTAL	19.06	
73186	06/29/21	81.36	M242	LEGORRETA, PETE	9003050	MEDICAL SUPPLIMENTAL	81.36	
73187	06/29/21	19.06	M243	LOGUDICE, FRED	9003051	MEDICAL SUPPLIMENTAL	19.06	
73188	06/29/21	38.12	M244	LONGNECKER, LLOYD	9003052	MEDICAL SUPPLIMENTAL	38.12	
73189	06/29/21	83.80	M379	LORENZANO, JAMES	9003180	MEDICAL SUPPLEMENTAL	83.80	
73190	06/29/21	15.58	M245	LUCIER, MARILYN	9003053	MEDICAL SUPPLIMENTAL	15.58	
73191	06/29/21	38.12	M246	LYNCH, GLENN	9003054	MEDICAL SUPPLIMENTAL	38.12	
73192	06/29/21	52.01	M247	MAHAN, DAVID	9003055	MEDICAL SUPPLIMENTAL	52.01	
73193	06/29/21	19.17	M248	MALPHRUS, BRENDA	9003056	MEDICAL SUPPLIMENTAL	19.17	
73194	06/29/21	38.01	M249	MARCUS, STEVEN	9003057	MEDICAL SUPPLIMENTAL	38.01	
73195	06/29/21	64.29	M250	MARTIN, DAWN	9003058	MEDICAL SUPPLIMENTAL	64.29	
73196	06/29/21	123.80	M251	MARTINEZ, MANUEL	9003059	MEDICAL SUPPLIMENTAL	123.80	
73197	06/29/21	65.45	M252	MARTINEZ, MARK	9003060	MEDICAL SUPPLIMENTAL	65.45	
73198	06/29/21	28.33	M254	MCDONALD, JANIE	9003061	MEDICAL SUPPLIMENTAL	28.33	
73199	06/29/21	15.58	M255	MCDONALD, KEVIN	9003062	MEDICAL SUPPLIMENTAL	15.58	
73200	06/29/21	19.06	M358	MCFADDEN, IAN	9003161	MEDICAL SUPPLIMENTAL	19.06	
73201	06/29/21	31.16	M359	MCGINNIS, POLLY	9003162	MEDICAL SUPPLIMENTAL	31.16	
73202	06/29/21	35.00	M374	MCHALE, BRIAN	9003177	MEDICAL SUPPLIMENTAL	35.00	
73203	06/29/21	17.50	M360	MEJIA, INDELISA	9003163	MEDICAL SUPPLIMENTAL	17.50	
73204	06/29/21	15.58	M361	MELLON, JOHN	9003164	MEDICAL SUPPLIMENTAL	15.58	
73205	06/29/21	15.58	M256	MESECK, MARGARITA	9003063	MEDICAL SUPPLIMENTAL	15.58	

Attachment A - June 2021

DATE 07/01/21 09:03

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 18

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73206	06/29/21	15.58	MILLER, FOREST		9003165	MEDICAL SUPPLIMENTAL	15.58	
73207	06/29/21	46.28	MILLER, MARY		9003064	MEDICAL SUPPLIMENTAL	46.28	
73208	06/29/21	52.01	MITCHELL, LISA		9003065	MEDICAL SUPPLIMENTAL	52.01	
73209	06/29/21	52.01	MITCHELL, TODD		9003066	MEDICAL SUPPLIMENTAL	52.01	
73210	06/29/21	17.50	MORGAN, JEANETTE		9003067	MEDICAL SUPPLIMENTAL	17.50	
73211	06/29/21	38.34	MORR, BONNIE		9003068	MEDICAL SUPPLIMENTAL	38.34	
73212	06/29/21	122.64	MULLIS, MICHAEL		9003069	MEDICAL SUPPLIMENTAL	122.64	
73213	06/29/21	19.06	MUNGIOLI, LARRY		9003070	MEDICAL SUPPLIMENTAL	19.06	
73214	06/29/21	31.16	MUNGUIA, GUSTAVO		9003071	MEDICAL SUPPLIMENTAL	31.16	
73215	06/29/21	17.50	NAUKKARINEN, JUKKA		9003072	MEDICAL SUPPLIMENTAL	17.50	
73216	06/29/21	15.58	NELSON, EDWARD		9003073	MEDICAL SUPPLIMENTAL	15.58	
73217	06/29/21	35.00	NELSON, RICHARD		9003074	MEDICAL SUPPLIMENTAL	35.00	
73218	06/29/21	31.16	NIETO, MANUEL		9003075	MEDICAL SUPPLIMENTAL	31.16	
73219	06/29/21	93.58	NJAA, N		9003076	MEDICAL SUPPLIMENTAL	93.58	
73220	06/29/21	84.56	NORTH, JEFFREY		9003077	MEDICAL SUPPLIMENTAL	84.56	
73221	06/29/21	52.01	NORTHON, M		9003078	MEDICAL SUPPLIMENTAL	52.01	
73222	06/29/21	38.12	O'DONNELL, SHAWN		9003079	MEDICAL SUPPLIMENTAL	38.12	
73223	06/29/21	19.06	O'HAGIN, JUSTINA		9003080	MEDICAL SUPPLIMENTAL	19.06	
73224	06/29/21	19.06	O'MARA, KATHLEEN		9003083	MEDICAL SUPPLIMENTAL	19.06	
73225	06/29/21	35.00	OJEDA, ROBERTO		9003081	MEDICAL SUPPLIMENTAL	35.00	
73226	06/29/21	47.38	OLANDER, MARTIN		9003082	MEDICAL SUPPLIMENTAL	47.38	
73227	06/29/21	17.50	ORTEGA, MANUELA		9003084	MEDICAL SUPPLIMENTAL	17.50	
73228	06/29/21	84.56	OWENS, ROLAND		9003085	MEDICAL SUPPLIMENTAL	84.56	
73229	06/29/21	19.06	PARHAM, WALLACE		9003086	MEDICAL SUPPLIMENTAL	19.06	
73230	06/29/21	35.00	PENDRAGON, LINDA		9003087	MEDICAL SUPPLIMENTAL	35.00	
73231	06/29/21	31.16	PEREZ, ANTONIO		9003088	MEDICAL SUPPLIMENTAL	31.16	
73232	06/29/21	58.50	PEREZ, CHERYL		9002961	MEDICAL SUPPLIMENTAL	58.50	
73233	06/29/21	17.50	PETERS, TERRIE		9003089	MEDICAL SUPPLIMENTAL	17.50	
73234	06/29/21	15.58	PHILLIPS, THOMAS		9003090	MEDICAL SUPPLIMENTAL	15.58	
73235	06/29/21	15.58	PICARELLA, FRANCIS		9003091	MEDICAL SUPPLIMENTAL	15.58	
73236	06/29/21	56.91	POLANCO, JOSE		9003092	MEDICAL SUPPLIMENTAL	56.91	
73237	06/29/21	50.40	PONS, JUAN		9003093	MEDICAL SUPPLIMENTAL	50.40	
73238	06/29/21	50.40	POTEFTE, BEVERLY		9003094	MEDICAL SUPPLIMENTAL	50.40	
73239	06/29/21	15.58	PRECIADO, MARY LOU		9003166	MEDICAL SUPPLIMENTAL	15.58	
73240	06/29/21	38.12	PRICE, HARRY		9003095	MEDICAL SUPPLIMENTAL	38.12	
73241	06/29/21	19.06	PRINCE, DEBRA		9003096	MEDICAL SUPPLIMENTAL	19.06	
73242	06/29/21	84.56	PRINCE, PETER		9003097	MEDICAL SUPPLIMENTAL	84.56	
73243	06/29/21	35.00	PRUDDEN, RICHARD		9003098	MEDICAL SUPPLIMENTAL	35.00	
73244	06/29/21	19.06	RACKLEY, BOBBIE		9003099	MEDICAL SUPPLIMENTAL	19.06	

Attachment A - June 2021

DATE 07/01/21 09:03

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 19

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73245	06/29/21	16.22	M295		9003100	MEDICAL SUPPLIMENTAL	16.22	
73246	06/29/21	131.05	M296		9003101	MEDICAL SUPPLIMENTAL	131.05	
73247	06/29/21	15.58	M364		9003167	MEDICAL SUPPLIMENTAL	15.58	
73248	06/29/21	84.56	M297		9003102	MEDICAL SUPPLIMENTAL	84.56	
73249	06/29/21	38.12	M298		9003103	MEDICAL SUPPLIMENTAL	38.12	
73250	06/29/21	19.17	M299		9003104	MEDICAL SUPPLIMENTAL	19.17	
73251	06/29/21	17.50	M300		9003105	MEDICAL SUPPLIMENTAL	17.50	
73252	06/29/21	19.06	M365		9003168	MEDICAL SUPPLIMENTAL	19.06	
73253	06/29/21	38.34	M301		9003106	MEDICAL SUPPLIMENTAL	38.34	
73254	06/29/21	64.73	M302		9003107	MEDICAL SUPPLIMENTAL	64.73	
73255	06/29/21	19.06	M303		9003108	MEDICAL SUPPLIMENTAL	19.06	
73256	06/29/21	84.56	M304		9003109	MEDICAL SUPPLIMENTAL	84.56	
73257	06/29/21	31.16	M305		9003110	MEDICAL SUPPLIMENTAL	31.16	
73258	06/29/21	38.34	M306		9003111	MEDICAL SUPPLIMENTAL	38.34	
73259	06/29/21	17.50	M366		9003169	MEDICAL SUPPLIMENTAL	17.50	
73260	06/29/21	92.56	M307		9003112	MEDICAL SUPPLIMENTAL	92.56	
73261	06/29/21	17.50	M308		9003113	MEDICAL SUPPLIMENTAL	17.50	
73262	06/29/21	84.56	M309		9003114	MEDICAL SUPPLIMENTAL	84.56	
73263	06/29/21	15.58	M367		9003170	MEDICAL SUPPLIMENTAL	15.58	
73264	06/29/21	15.58	M310		9003115	MEDICAL SUPPLIMENTAL	15.58	
73265	06/29/21	39.16	M311		9003116	MEDICAL SUPPLIMENTAL	39.16	
73266	06/29/21	35.00	M368		9003171	MEDICAL SUPPLIMENTAL	35.00	
73267	06/29/21	31.16	M369		9003172	MEDICAL SUPPLIMENTAL	31.16	
73268	06/29/21	35.00	M312		9003117	MEDICAL SUPPLIMENTAL	35.00	
73269	06/29/21	15.58	M370		9003173	MEDICAL SUPPLIMENTAL	15.58	
73270	06/29/21	26.18	M371		9003174	MEDICAL SUPPLIMENTAL	26.18	
73271	06/29/21	35.00	M313		9003118	MEDICAL SUPPLIMENTAL	35.00	
73272	06/29/21	77.57	M314		9003119	MEDICAL SUPPLIMENTAL	77.57	
73273	06/29/21	15.58	M315		9003120	MEDICAL SUPPLIMENTAL	15.58	
73274	06/29/21	17.50	M316		9003121	MEDICAL SUPPLIMENTAL	17.50	
73275	06/29/21	19.17	M317		9003122	MEDICAL SUPPLIMENTAL	19.17	
73276	06/29/21	64.29	M318		9003123	MEDICAL SUPPLIMENTAL	64.29	
73277	06/29/21	38.34	M319		9003124	MEDICAL SUPPLIMENTAL	38.34	
73278	06/29/21	92.37	M320		9003125	MEDICAL SUPPLIMENTAL	92.37	
73279	06/29/21	38.01	M321		9003126	MEDICAL SUPPLIMENTAL	38.01	
73280	06/29/21	19.06	M375		9003178	MEDICAL SUPPLIMENTAL	19.06	
73281	06/29/21	19.06	M323		9003127	MEDICAL SUPPLIMENTAL	19.06	
73282	06/29/21	15.58	M324		9003128	MEDICAL SUPPLIMENTAL	15.58	
73283	06/29/21	31.16	M325		9003129	MEDICAL SUPPLIMENTAL	31.16	

Attachment A - June 2021

DATE 07/01/21 09:03

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 20

DATE: 06/01/21 THRU 06/30/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73284	06/29/21	35.00	WHITNEY, LUCERE		9003130	MEDICAL SUPPLIMENTAL	35.00	
73285	06/29/21	17.50	WILLIAMS, CHRISTOPHER		9003131	MEDICAL SUPPLIMENTAL	17.50	
73286	06/29/21	35.00	WILSON, BONNIE		9003175	MEDICAL SUPPLIMENTAL	35.00	
73287	06/29/21	84.56	WOODBRIIDGE, ELIZABETH		9003132	MEDICAL SUPPLIMENTAL	84.56	
73288	06/29/21	46.28	WU, PETER		9003133	MEDICAL SUPPLIMENTAL	46.28	
73289	06/29/21	15.58	YAGI, RANDY		9003134	MEDICAL SUPPLIMENTAL	15.58	
73290	06/29/21	17.50	YANGY, TERRY		9003135	MEDICAL SUPPLIMENTAL	17.50	
73291	06/29/21	40.68	ZENKER, JEFFREY		9003136	MEDICAL SUPPLIMENTAL	40.68	
TOTAL		930,677.36	ACCOUNTS PAYABLE			TOTAL CHECKS	930,677.36	

Attachment A - July 2021

DATE 08/02/21 07:36

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 1

DATE: 07/01/21 THRU 07/31/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73292	07/05/21	2,524.21	003151	ABC BUS INC		108418	INVENTORY ORDER	2,524.21	
73293	07/05/21	5,203.54	001D	AT&T		108400	5/19-6/18 MAIN ACCT	4,595.59	
						108401	5/19-6/18OPSELEVATOR	158.53	
						108413	5/19-6/18 DAVENPORT	166.16	
						108414	5/19-6/18 OCEAN LG	283.26	
73294	07/05/21	2,568.82	002802	BATTERY SYSTEMS INC.		108398	INVENTORY ORDER	2,568.82	
73295	07/05/21	339.04	T301	BAUER, DONNA		108428	REIMBCOVIDTESTSAMPLE	339.04	
73296	07/05/21	635.55	003248	BAY ALARM COMPANY		108427	7/1-10/1/21 VERNON	635.55	
73297	07/05/21	166.16	E936	BIBRIESCA, EDUARDO		108465	EMP TRAVEL REIMB	166.16	
73298	07/05/21	349.60	001159	CATTO'S GRAPHICS, INC.		108442	INVENTORY ORDER	349.60	
73299	07/05/21	14,809.06	003320	CENTER FOR TRANSPORTATION AND		108447	1/1-2/28 PROJ19-0037	11,094.89	
						108448	3/1-3/31PROJ 19-0037	3,714.17	
73300	07/05/21	29,578.62	909	CLASSIC GRAPHICS		108464	REFURBISH 6 BUSTOPS	29,578.62	
73301	07/05/21	21,181.85	001124	CLEAN ENERGY		108432	6/22 LNG CHARGES	7,743.87	
						108433	6/15 LNG CHARGES	5,457.06	
						108434	6/18 LNG CHARGES	7,980.92	
73302	07/05/21	287.75	003275	CONSTRUCTION SPECIALTIES INC		108457	REPLACE FLOORMAT SVT	287.75	
73303	07/05/21	586.38	003116	CUMMINS PACIFIC LLP		108383	INVENTORY ORDER	217.70	
						108384	INVENTORY ORDER	97.67	
						108443	VEH# 4209 PARTS	235.25	
						108444	VEH# 2812 PARTS	35.76	
73304	07/05/21	268.73	003520	DONNA NORTH		108417	REPLACE GLASS SMC	268.73	
73305	07/05/21	178.65	003274	EAST BAY TIRE CO.		108391	REVENUE TIRES	53.65	
						108397	REVENUE TIRES	125.00	
73306	07/05/21	1,895.03	432	EXPRESS SERVICES INC.		108373	CREDIT INV 25549006	-19.31	
						108374	CREDIT INV 25592227	-129.74	
						108375	TEMP W/E 6/6	908.48	
						108376	TEMP W/E 6/13	1,135.60	
73307	07/05/21	698.32	001297	FASTENAL COMPANY INC		108404	NON INVENTORY ORDER	698.32	
73308	07/05/21	929.28	647	GENFARE A DIV OF SPX CORP		108392	INVENTORY ORDER	929.28	
73309	07/05/21	423.41	282	GRAINGER		108372	INVENTORY ORDER	5.21	
						108387	NON INVENTORY ORDER	131.76	
						108394	COVID 19 SUPPLIES	112.64	
						108396	NON INVENTORY ORDER	72.99	
						108410	INVENTORY ORDER	100.81	
						108402	VEH# 717 REPAIRS	163.02	
73310	07/05/21	163.02	003327	IO, RODNEY H		108388	NON INVENTORY ORDER	23.71	
73311	07/05/21	6.23	1117	KELLEY'S SERVICE INC.		108412	CREDIT INV 1294947	-17.48	
						108357	MAY 21 TRANSLATE SVC	100.00	
73312	07/05/21	100.00	003450	LANGUAGE LINE SERVICES INC		108449	SVC THRUWAY2 19-0003	6,132.84	
73313	07/05/21	6,132.84	003391	MARK THOMAS & COMPANY INC		108456	LADDER PARTS DEPT	634.59	
73314	07/05/21	634.59	003585	MATERIAL CONTROL, INC.		108399	USED OIL PICKUP MMF	240.00	
73315	07/05/21	240.00	003249	MAXIMUM OIL SERVICE LLC		108389	LAUNDRY/CUSTODIAL	25.25	
73316	07/05/21	559.89	041	MISSION UNIFORM		108416	TOWELS/MOPS/MATS	41.75	
						108424	TOWELS/MATS PRC	10.50	
						108453	COVID/FUEL ST TOWELS	156.00	

Attachment A - July 2021

DATE 08/02/21 07:36

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 2

DATE: 07/01/21 THRU 07/31/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73317	07/05/21	104.44 003326		NIDAL HALABI & NADA ALGHARIB		108454	COVID19/UNIFORM SUPP	326.39	
73318	07/05/21	1,282.04 004		NORTH BAY FORD LINC-MERCURY		108380	NAME BADGES	104.44	
73319	07/05/21	1,022.14 009		PACIFIC GAS & ELECTRIC		108361	VEH# 1401 RPRS	1,282.04	
73320	07/05/21	1,620.00 002947		PEDX COUPLER AND CARGO	7	108446	5/14-6/14 PRC	1,022.14	
73321	07/05/21	2,318.04 003443		PROFERRA INC		108405	MAY 21 COURIER SVC	1,620.00	
73322	07/05/21	157.62 003059		QUADIENT LEASING USA, INC.		108423	80 PIECE TOOL SET	2,318.04	
73323	07/05/21	66.76 003024		RICOH USA, INC CA		108415	6/28-7/27 LEASE	157.62	
73324	07/05/21	374.65 135		SANTA CRUZ AUTO PARTS, INC.		108386	6/14-7/13 PRC	66.76	
						108435	INVENTORY ORDER	266.84	
						108440	INVENTORY ORDER	66.47	
73325	07/05/21	7,165.89 079		SANTA CRUZ MUNICIPAL UTILITIES		108458	INVENTORY ORDER	41.34	
						108459	5/7-6/7 OPS	339.91	
						108460	5/7-6/7 SBF	3,024.44	
						108461	5/7-6/7 MMF	1,388.90	
						108462	5/7-6/7 VERNON	528.62	
						108463	5/7-6/7 SMC	1,777.87	
73326	07/05/21	4,541.11 001307		SANTA CRUZ STAFFING, LLC		108377	5/7-6/7 PACIFIC ISL	106.15	
						108378	TEMP W/E 6/13	775.00	
						108379	TEMP W/E 6/20	627.75	
						108430	TEMP W/E 6/20	1,185.36	
						108358	JUN 21 LEGISLATE SVC	1,953.00	
73327	07/05/21	2,500.00 002267		SHAW YODER ANTWIH		108349	TEMP W/E 6/13 427562	2,500.00	
73328	07/05/21	15,665.12 003292		SLINGSHOT CONNECTIONS LLP		108350	TEMP W/E 6/13 427563	1,122.00	
						108351	TEMP W/E 6/13 427561	1,122.00	
						108352	TEMP W/E 6/13 427566	1,072.91	
						108353	TEMP W/E 6/13 427559	1,122.00	
						108354	TEMP W/E 6/13 427558	750.34	
						108355	TEMP W/E 6/13 427565	1,122.00	
						108356	TEMP W/E 6/13 427564	1,122.00	
						108431	TEMP W/E 6/20 427687	1,122.00	
						108436	TEMP W/E 6/20	448.80	
						108437	TEMP W/E 6/20	1,104.47	
						108438	TEMP W/E 6/20 427567	217.39	
						108439	TEMP W/E 6/20 427686	1,114.99	
						108441	TEMP W/E 6/20	1,082.62	
						108450	TEMP W/E 6/20 427691	897.60	
						108451	TEMP W/E 6/20 427692	1,122.00	
73329	07/05/21	4,789.32 003465		SWIFT CONSULTING SERVICES INC		108425	3/30 PRC FAC PROJ	3,870.00	
						108426	4/28 PRC FAC PROJ	919.32	
73330	07/05/21	125.56 E983		SZESTOWICKI, THOMAS		108452	REIMB UPS SHIPPING	125.56	
73331	07/05/21	200.08 001040		TERRYBERRY CO., LLC		108411	ANNIVERSARY AWARD	200.08	
73332	07/05/21	3,698.39 003285		THE AFTERMARKET PARTS CO LLC		108359	INVENTORY ORDER	2,473.15	
						108360	PART ORDER VEH# 1004	223.31	
						108370	INVENTORY ORDER	479.21	
						108371	INVENTORY ORDER	40.95	

Attachment A - July 2021

DATE 08/02/21 07:36

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 3

DATE: 07/01/21 THRU 07/31/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73333	07/05/21	1,961.05 003242	THE JANEK CORPORATION		108381	INVENTORY ORDER		261.87	
73334	07/05/21	5,819.25 001800	THERMO KING OF SALINAS, INC		108382	INVENTORY ORDER		156.25	
73335	07/05/21	25,952.30 002829	VALLEY POWER SYSTEMS, INC.		108408	VEH# 2229 PARTS		63.65	
					108455	RPR ELECTRONIC ITEMS		1,961.05	
					108385	COVID 19 SUPPLIES		5,060.25	
					108390	VEH# 2810 PARTS		759.00	
					108364	VEH# 2224 PARTS		4,365.36	
					108365	VEH# 2224 PARTS		8.82	
					108366	VEH# 2224 PARTS		360.21	
					108367	VEH# 2224 PARTS		7.41	
					108368	VEH# 2224 PARTS		8.19	
					108369	VEH# 2224 PARTS		11.42	
					108393	VEH# 2224 PARTS		808.59	
					108395	VEH# 2224 PARTS		263.75	
					108406	PARTS VEH# 2224		144.11	
					108407	VEH# 2224 PARTS		1,359.98	
					108409	VEH# 2224 PARTS		25.66	
					108419	VEH# 2224 PARTS		2,604.13	
					108420	CORE RET CR 91990		16,401.18	
					108421	CORE RET CR K 91784		-177.53	
					108422	VEH# 2224 CR K91597		-68.28	
					108403	MISC FLEET WORK		-170.70	
					108445	BUDGET PUBLICHEARING		5,004.00	
					108362	VEH PC1124 PARTS		194.01	
					108539	BACKFLOW MMF/VER/OPS		266.47	
					108540	CHKCOOLING TOWER OPS		1,681.85	
					108541	HVAC PM SVC MMF		304.00	
					108542	HVAC PM SVC SVT		973.00	
					108490	BURNER REPAIR MMF		257.00	
					108532	JUL 21 PAGER SERVICE		528.91	
					108488	6/1-6/30/21 WTC/VER		33.07	
					108555	JUL21MONTHLY/ANN FEE		578.55	
					108487	SLEEVES FLD		4,106.01	
					108530	CONTRACT#7152-401		13.66	
					108531	CONTRACT#7152-401		7,500.00	
					108498	BUSINESS IMPROVE ASS		7,500.00	
					108493	5/18-6/21 WTC		491.21	
					108494	5/18-6/21 WTC		205.29	
					108495	5/18-6/21 WTC		88.32	
					108496	6/23/21 WASTE WTC		126.15	
					108473	JUN 21 MAINT SBF		1,011.22	
					108549	PRE-BRD MEET AGENDA		14,842.00	
					108474	INVENTORY ORDER		150.17	
					108485	JUL 21 LANDSCAPING		13.11	
					108550	A/P WIRE FEES FY20		2,890.00	
								96.30	

Attachment A - July 2021

DATE 08/02/21 07:36

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 4

DATE: 07/01/21 THRU 07/31/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
					108551	PERS PROGR 457 FY20	383.10	
					108552	COPE-METRO FY20	26.40	
73354	07/12/21	66.04	CRUMMIE, DAWN		108527	DEPT LUNCH MEETING	66.04	
73355	07/12/21	235.25	CUMMINS PACIFIC LLP		108504	INVENTORY ORDER	235.25	
73356	07/12/21	1,266.50	DOCTORS ON DUTY MEDICAL CLINIC		108478	DOT DRUG TESTING	32.50	
					108479	DOT DRUG TESTING	150.00	
					108480	DOT DRUG TESTING	32.50	
					108481	DOT DRUG TESTING	32.50	
					108482	DOT DRUG TESTING	182.50	
					108556	DOT DRUG TESTING	32.50	
					108557	DOT DRUG TESTING	77.50	
					108558	DOT DRUG TESTING	32.50	
					108559	DOT DRUG TESTING	32.50	
					108560	DOT DRUG TESTING	32.50	
					108561	DOT DRUG TESTING	77.50	
					108562	DOT DRUG TESTING	32.50	
					108563	DOT DRUG TESTING	32.50	
					108564	DOT DRUG TESTING	32.50	
					108565	DOT DRUG TESTING	32.50	
					108566	DOT DRUG TESTING	32.50	
					108567	DOT DRUG TESTING	93.00	
					108568	DOT DRUG TESTING	77.50	
					108569	DOT DRUG TESTING	93.00	
					108570	DOT DRUG TESTING	32.50	
					108571	DOT DRUG TESTING	93.00	
					108476	REVENUE TIRES	107.31	
73357	07/12/21	107.31	EAST BAY TIRE CO.		108476	REVENUE TIRES	107.31	
73358	07/12/21	10,845.00	ENVIRONMENTAL LOGISTICS INC		108544	HAZMAT DISPOSAL MMF	2,792.80	
					108545	HAZMAT WASTE SBF	2,227.25	
					108546	HAZMAT DISPOSAL SBF	2,633.70	
					108547	HAZMAT DISPOSAL MMF	2,175.00	
					108548	HAZMAT DISPOSAL MMF	1,016.25	
73359	07/12/21	5,207.09	GARDA CL WEST, INC.		108553	JULY 21 VAULT SVC	5,207.09	
73360	07/12/21	266.72	GRAINGER		108483	INVENTORY ORDER MMF	204.00	
					108484	INVENTORY ORDER MMF	62.72	
73361	07/12/21	14,946.84	HARTFORD LIFE AND ACCIDENT INS		108499	JULY 21 LTD	10,808.50	
					108500	JULY 21 LIFE AD&D	4,138.34	
73362	07/12/21	156.80	HOSE SHOP, THE INC		108512	PRESSUREWASHHOSEMMF	156.80	
73363	07/12/21	802.83	IO, RODNEY H		108505	VEH PC1708 BRAKE RPR	802.83	
73364	07/12/21	930.28	JOHNSON & CODY ELECTRIC, INC.		108502	RPR OPS GENERATOR	930.28	
73365	07/12/21	2,578.60	KAUFMAN DOLOWICH VOLUCK LLP		108534	SEP 30 CL#OE-0073	2,258.60	
					108535	OCT 20 CL#OE-0073	320.00	
73366	07/12/21	180.85	KELLEY'S SERVICE INC.		108520	INVENTORY ORDER	180.85	
73367	07/12/21	100.00	LANGUAGE LINE SERVICES INC		108466	JUN 21 TRANSLATE SVC	100.00	
73368	07/12/21	6,140.12	MARK THOMAS & COMPANY INC		108492	SVC THRU 5/2 19-0011	6,140.12	
73369	07/12/21	2,807.20	MDC SYSTEMS CORP		108507	SENSOR CALIBRATE MMF	2,807.20	
73370	07/12/21	603.64	MISSION UNIFORM		108513	TOWELS/MOP/MAT MMF	41.75	

Attachment A - July 2021

DATE 08/02/21 07:36

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 5

DATE: 07/01/21 THRU 07/31/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73371	07/12/21	5,000.00 003291	MONTEREY BAY ECON PARTNERSHIP	108514		LAUNDRY/UNIFORMS	27.25		
73372	07/12/21	92.97 002721	NEXTEL COMMUNICATIONS/SPRINT	108521		TOWELS/MATS PRC	10.50		
73373	07/12/21	598.40 004	NORTH BAY FORD LINC-MERCURY	108528		COVID/UNIFORM SUPPL	326.39		
				108529		COVID/FUEL ST TOWELS	156.00		
				108538		TOWELS/MOPS/MATS	41.75		
				108515		FY22 MEMBERSHIP	5,000.00		
				108506		5/26-6/25 OPS	92.97		
				108516		VEH# 714 REPAIRS	320.75		
				108517		VEH# 1401 PARTS	240.92		
				108518		VEH# PC 4019 PARTS	2.36		
				108519		VEH# PC4019 PARTS	34.37		
				108489		5/25-6/23 1122 RIVER	2,881.63		
				108573		5/28-6/28 OPS	4,600.82		
				108574		5/28-6/28 SMC	4,032.59		
				108575		5/25-6/23 MMF	5,729.62		
				108576		5/25-6/23 VERNON	5,763.04		
				108577		5/26-6/24 1122 RIVER	38.86		
				108475		OFFICE SUPPLIES	131.35		
				108491		OFFICE SUPPLIES	57.11		
				108508		JUN 21 PEST SMC TAQ	40.00		
				108509		JUNE 21 PEST SMC CTR	65.00		
				108510		JUN 21 PEST VERNON	65.00		
				108511		JUNE 21 PEST SMC MKT	55.50		
				108472		RUBBER STRAPS VERNON	14.71		
				108477		DEGREASER WTC	23.71		
				108537		BUS#4/VEH#0420	1,024,883.60		
				108497		****-****-****-1598	400.00		
				108536		ADDIMAGESFLEET/MAINT	151.11		
				108543		4/1-6/30ADMIN COPIES	1,793.67		
				108554		JUN REPLENISH W/C	37,259.99		
				108467		TEMP W/E 6/27	1,087.33		
				108572		TEMP W/E 6/27	1,240.00		
				108501		6/30 LEGAL ADS	315.20		
				108486		RIVET TOOL SVT	24.68		
				108578		6/1-6/30 KINGS VILL	1,750.76		
				108579		4/6-6/7/21 SVT	282.78		
				108523		TEMP W/E 6/20	1,122.00		
				108524		TEMP W/E 6/20	1,122.00		
				108468		VEH# 9810 PARTS	6.35		
				108469		VEH# 9810 PARTS	61.89		
				108470		VEH# 1303 PARTS	321.86		
				108471		VEH# 2812 PARTS	18.05		
				108522		****-****-****-5971	27,410.61		
				108526		FREIGHT	92.36		
				108525		5/13-6/12 WIFI BUSES	3,725.08		
				108503		FIRSTAID RESTOCK MMF	48.87		

Attachment A - July 2021

DATE 08/02/21 07:36

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 6

DATE: 07/01/21 THRU 07/31/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73392	07/19/21	4,811.00 382	AIRTEC SERVICE INC.		108607	PREV MAINT OPS	3,077.00		
					108610	HVAC PREV MAINT SBF	220.00		
					108687	HVAC PREV MAINT VER	864.00		
					108688	HVAC PREV MAINT SMC	388.00		
					108689	HVAC PREV MAINT PRC	262.00		
73393	07/19/21	2,771.00 001141	AMERICAN BUSINESS SYSTEMS, INC		108692	7/1-6/30/22 SUPPORT	2,771.00		
73394	07/19/21	516.29 001D	AT&T		108613	6/10-7/9 INTERNET	516.29		
73395	07/19/21	997.02 003105	AT&T MOBILITY		108675	WIFI BUSES 5/24-6/23	997.02		
73396	07/19/21	4,638.55 003199	B & H FOTO & ELECTRONICS CORP		108641	GENERAL IT ITEMS	4,638.55		
73397	07/19/21	2,804.43 002802	BATTERY SYSTEMS INC.		108674	INVENTORY ORDER	2,804.43		
73398	07/19/21	1,000.00 616	BROWN ARMSTRONG ACCOUNTANCY		108682	WORK IN PROG21 AUDIT	1,000.00		
73399	07/19/21	765,872.65 588	CAL TIP		108592	JUNE 21 CODE 5100	348.65		
					108593	5/21-5/22 LIAB INS	765,524.00		
73400	07/19/21	5,438.47 001089	CASEY PRINTING, INC		108612	SUMMER HEADWAYS	5,438.47		
73401	07/19/21	3,482.47 001346	CITY OF SANTA CRUZ-FINANCE		108686	COOP RETAIL MNGMT	3,482.47		
73402	07/19/21	44.22 003373	CITY OF SANTA CRUZ FINANCE RRF		108691	JUNE 21 LANDFILL	44.22		
73403	07/19/21	3,370.21 909	CLASSIC GRAPHICS		108685	REPAIR VEH# 2234	3,370.21		
73404	07/19/21	172,431.28 001124	CLEAN ENERGY		108586	6/25 COMPRESSOR SBF	152,334.36		
					108661	6/29 LNG CHARGES	7,721.74		
					108662	6/25 LNG CHARGES	8,511.93		
					108663	6/11 LNG CHARGES	3,863.25		
73405	07/19/21	710.41 163	COMMUNITY PRINTERS, INC.		108617	PRINTING BOOKLETS	710.41		
73406	07/19/21	645.00 367	COMMUNITY TELEVISION OF		108590	5/21 BOD MEETING	473.00		
					108655	6/25 BOD MEETING	172.00		
73407	07/19/21	466.21 019	CONNER WATER SYSTEMS, INC		108695	H20 SOFTENER SVC SBF	466.21		
73408	07/19/21	21.76 001025	COUNTY OF SANTA CRUZ PUB WORKS		108651	WOODWASTE	21.76		
73409	07/19/21	307.96 001501	D & G SANITATION		108698	JUNE WASH STAT WTC	102.72		
					108699	JUNE WASH STAT SMC	102.62		
					108700	JUNE WASH STAT SVT	102.62		
73410	07/19/21	2,201.14 003274	EAST BAY TIRE CO.		108656	REVENUE TIRES	107.31		
					108657	REVENUE TIRES	616.33		
					108658	REVENUE TIRES	432.77		
					108659	REVENUE TIRES	616.33		
					108660	REVENUE TIRES	428.40		
73411	07/19/21	3,864.00 003153	ENVIRONMENTAL LOGISTICS INC		108693	HAZ WASTE PUMPOUTMMF	3,864.00		
73412	07/19/21	1,742.07 432	EXPRESS SERVICES INC.		108589	TEMP W/E 6/13	1,742.07		
73413	07/19/21	173.60 001297	FASTENAL COMPANY INC		108676	NON INV/COVID SUPPL	173.60		
73414	07/19/21	597.38 039	FEDEX OFFICE		108609	SUMMER SVC SCHEDULES	597.38		
73415	07/19/21	69,241.33 002295	FIRST ALARM SECURITY & PATROL		108587	JUNE 21 SECURITY	47,344.77		
					108588	JUN 21 LOBBY GUARDS	21,896.56		
73416	07/19/21	12,921.47 002952	FLYERS ENERGY LLC		108677	6/16-6/30 NONREVFUEL	2,410.15		
73417	07/19/21	357.80 001302	GARDA CL WEST, INC.		108679	6/16-6/30 REV FUEL	10,511.32		
73418	07/19/21	1,200.00 647	GENFARE A DIV OF SPX CORP		108683	JULY 21 SERVICES	357.80		
					108647	TECHNICAL SUPPORT	300.00		
					108648	FARE STRUCTR CHANGE	600.00		
					108650	MODIFY PEM MACHINES	300.00		

Attachment A - July 2021

DATE 08/02/21 07:36

PAGE 7

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

DATE: 07/01/21 THRU 07/31/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73419	07/19/21	656.14 282	GRAINGER			108603	INVENTORY ORDER	36.22	
						108678	NON INVENTORY ORDER	7.67	
73420	07/19/21	258.92 546	GRANITEROCK COMPANY			108681	INV/NON INV ORDER	612.25	
73421	07/19/21	1,140.72 001097	GREENWASTE RECOVERY, INC.			108606	SANDBAGS BUS TESTMMF	258.92	
						108618	JUNE 21 GREEN VALLEY	61.28	
						108619	JUNE 21 PRC	376.84	
						108620	JUNE 21 SVT	334.92	
						108621	JUNE 21 FREEDOM	61.28	
						108622	JUNE 21 FREED/BOWKR	61.28	
						108623	JUNE 21 HWY1/BOULDER	183.84	
						108624	JUNE 21 AIRPORT/FRDM	61.28	
73422	07/19/21	25,028.40 003109	HANSON BRIDGETT LLP			108652	M#032117.006001	766.80	
						108653	M#032117.006003	261.60	
						108654	JUNE 21 RETAINER	24,000.00	
73423	07/19/21	120.00 E445	ITALIA, MAURIZIO			108684	DMV PHYSICAL EXAM	120.00	
73424	07/19/21	1,187.08 003284	KEISH ENVIRONMENTAL PC CORP			108596	JUN 21 OUTFALL MITIG	1,187.08	
73425	07/19/21	23,627.38 003366	KEY GOVERNMENT FINANCE INC			108680	JUL 21 LEASE PAYMENT	23,627.38	
73426	07/19/21	5,173.31 003391	MARK THOMAS & COMPANY INC			108591	5/30 AUTO GATES JKS	5,173.31	
73427	07/19/21	50.50 041	MISSION UNIFORM			108594	LAUNDRY/CUSTODIAL	25.25	
						108615	LAUNDRY/CUSTODIAL	25.25	
73428	07/19/21	200.00 003542	NATALIE NIEMAN			108614	4TH OF JULY BANNER	200.00	
73429	07/19/21	3,062.67 003573	NICKELL FIRE PROTECTION, INC.			108644	FIRE SPR INSP SBF	1,856.12	
						108645	FIRE SPR INSP OPS	1,206.55	
73430	07/19/21	400.54 003326	NIDAL HALABI & NADA ALGHARIB			108611	STAFF NAME TAGS	400.54	
73431	07/19/21	15,185.00 003218	NVB EQUIPMENT, INC.			108664	JUNE 21 FIRE SUP SVC	1,300.00	
						108665	JUNE21 FIRE SUPP SVC	900.00	
						108666	MAY/JUN 21FIRE SUPP SVC	795.00	
						108667	JUN 21 FIRE SUPP SVC	1,590.00	
						108669	MAY/JUN21FIRE SUPP SVC	5,035.00	
						108670	MAY/JUN21FIRE SUPP SVC	1,325.00	
						108671	JUN 21 FIRE SUP SVC	530.00	
						108672	MAY/JUN21FIRE SUPP SVC	1,060.00	
						108673	MAY/JUN21FIRE SUPP SVC	2,650.00	
73432	07/19/21	521.27 009	PACIFIC GAS & ELECTRIC			108634	5/29-6/29 RIVER CHG	521.27	
73433	07/19/21	54.94 043	PALACE ART & OFFICE SUPPLY			108595	BANKERS BOXES	54.94	
73434	07/19/21	1,725.00 002947	PEDX COURIER AND CARGO		7	108640	JUNE 21 COURIER SVC	1,725.00	
73435	07/19/21	894.50 481	PIED PIPER EXTERMINATORS, INC.			108597	JUL 21 PEST WTC	65.00	
						108598	JULY 21 WTC MKT	79.50	
						108599	JULY 21 PEST SVT	65.00	
						108600	JULY 21 PEST PARKING	212.50	
						108601	JUL 21 PEST SBFCREEK	255.00	
						108602	JUL 21 PEST MMF	217.50	
73436	07/19/21	41,905.10 002939	PREFERRED BENEFIT			108701	JULY 21 DENTAL	33,715.10	
						108702	JULY 21 VSP	8,190.00	
73437	07/19/21	9.13 107A	PROBUILD COMPANY LLC			108608	SCREWDRIIVER SET SMC	9.13	
73438	07/19/21	180,975.00 858	PUBLIC RISK, INNOVATION,			108643	FY 22 W/C INSURANCE	180,975.00	

Attachment A - July 2021

DATE 08/02/21 07:36

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 8

DATE: 07/01/21 THRU 07/31/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73439	07/19/21	110.17 003024		RICOH USA, INC CA		108690	7/1-7/31 LEASE OPS	110.17	
73440	07/19/21	240.00 001292		SANTA CRUZ RECORDS MNGMT INC		108605	6/23 SHREDDING MULTI	240.00	
73441	07/19/21	3,535.08 001307		SANTA CRUZ STAFFING, LLC		108580	TEMP W/E 7/4	1,176.45	
						108581	TEMP W/E 6/27	186.00	
						108582	TEMP W/E 05/30	337.13	
						108583	TEMP W/E 6/6	456.00	
						108584	TEMP W/E 6/13	232.50	
						108585	TEMP W/E 6/20	279.00	
						108646	TEMP W/E 7/4	868.00	
73442	07/19/21	660.13 003545		SCHINDLER ELEVATOR CORPORATION		108694	JUNE 21 MAINT MULTI	660.13	
73443	07/19/21	492.32 122		SCMTD PETTY CASH - OPS		108697	PETTY CASH REIMB OPS	492.32	
73444	07/19/21	2,075.00 001277		SJB GLOBALNET, INC.		108642	JULY IT SUPPORT	2,075.00	
73445	07/19/21	179.74 003590		TFORCE FREIGHT, INC.		108696	FREIGHT	179.74	
73446	07/19/21	1,088.99 434		VERIZON WIRELESS	0	108616	6/2-7/1 PAGERS MMF	65.72	
						108636	6/2-7/1 PARACRUZ	308.88	
						108637	6/2-7/1 PARACRUZ	714.39	
73447	07/19/21	367.03 003530		ZORO TOOLS, INC.		108604	WATER COOLER MMF	367.03	
73448	07/20/21	84.56 M148		ABACHERLI, ARLETTE		9003183	MEDICAL SUPPLEMENTAL	84.56	
73449	07/20/21	19.06 M149		ADAMS, ELLEN		9003184	MEDICAL SUPPLEMENTAL	19.06	
73450	07/20/21	15.58 M150		ALLEN, ROBERT		9003185	MEDICAL SUPPLEMENTAL	15.58	
73451	07/20/21	17.50 M333		ANDERSON, WILLIAM		9003359	MEDICAL SUPPLEMENTAL	17.50	
73452	07/20/21	84.56 M151		ANDRASE, GERALD		9003186	MEDICAL SUPPLEMENTAL	84.56	
73453	07/20/21	19.06 M334		ANDRADE, OSCAR		9003360	MEDICAL SUPPLEMENTAL	19.06	
73454	07/20/21	19.17 M152		ANN, DORICE		9003187	MEDICAL SUPPLEMENTAL	19.17	
73455	07/20/21	15.58 M153		ARCHIBEQUE, ELEANOR		9003188	MEDICAL SUPPLEMENTAL	15.58	
73456	07/20/21	38.12 M154		ARCHIBEQUE, JUANITA		9003189	MEDICAL SUPPLEMENTAL	38.12	
73457	07/20/21	35.00 M155		ASPESI, JOHN		9003190	MEDICAL SUPPLEMENTAL	35.00	
73458	07/20/21	35.00 M156		BAILEY, EDWIN		9003191	MEDICAL SUPPLEMENTAL	35.00	
73459	07/20/21	17.50 M157		BAKER, DALE		9003192	MEDICAL SUPPLEMENTAL	17.50	
73460	07/20/21	38.34 M158		BAN, MARK		9003193	MEDICAL SUPPLEMENTAL	38.34	
73461	07/20/21	121.66 M159		BARNES, SCOTT		9003194	MEDICAL SUPPLEMENTAL	121.66	
73462	07/20/21	15.58 M335		BARRY, BARTHOLOMEW		9003361	MEDICAL SUPPLEMENTAL	15.58	
73463	07/20/21	17.50 M336		BARTZ, GLENN		9003362	MEDICAL SUPPLEMENTAL	17.50	
73464	07/20/21	17.50 M160		BASS, BETTY		9003195	MEDICAL SUPPLEMENTAL	17.50	
73465	07/20/21	103.36 M161		BAUER, FRANK		9003196	MEDICAL SUPPLEMENTAL	103.36	
73466	07/20/21	15.58 M162		BLAIR, GARY		9003197	MEDICAL SUPPLEMENTAL	15.58	
73467	07/20/21	19.06 M163		BLAIR-ALWARD, GREGORY		9003198	MEDICAL SUPPLEMENTAL	19.06	
73468	07/20/21	17.50 M164		BLAKE, GENEVA		9003199	MEDICAL SUPPLEMENTAL	17.50	
73469	07/20/21	35.00 M165		BLIGHT, KAREN		9003200	MEDICAL SUPPLEMENTAL	35.00	
73470	07/20/21	46.79 M166		BOOTON, EMMA		9003201	MEDICAL SUPPLEMENTAL	46.79	
73471	07/20/21	38.12 M167		BOYD, MICHAEL		9003202	MEDICAL SUPPLEMENTAL	38.12	
73472	07/20/21	15.58 M169		BREGANTE, BATTISTA		9003203	MEDICAL SUPPLEMENTAL	15.58	
73473	07/20/21	19.06 M337		BRONDSATTER, CHERYL		9003363	MEDICAL SUPPLEMENTAL	19.06	
73474	07/20/21	64.29 M170		BROWN, ERNEST		9003204	MEDICAL SUPPLEMENTAL	64.29	
73475	07/20/21	64.29 M171		BROWN, KENNETH		9003205	MEDICAL SUPPLEMENTAL	64.29	
73476	07/20/21	17.50 M338		BRYANT, KATHLEEN		9003364	MEDICAL SUPPLEMENTAL	17.50	

Attachment A - July 2021

DATE 08/02/21 07:36

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 9

DATE: 07/01/21 THRU 07/31/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73477	07/20/21	19.06 M172	BURKET, JANET	9003206	MEDICAL SUPPLIMENTAL	19.06			
73478	07/20/21	15.58 M173	BYTHEWAY, MARY	9003207	MEDICAL SUPPLIMENTAL	15.58			
73479	07/20/21	32.45 M339	CANALES, DONNA	9003365	MEDICAL SUPPLIMENTAL	32.45			
73480	07/20/21	84.56 M174	CAPELLA, KATHLEEN	9003208	MEDICAL SUPPLIMENTAL	84.56			
73481	07/20/21	15.58 M175	CARLSON, MERRYL	9003209	MEDICAL SUPPLIMENTAL	15.58			
73482	07/20/21	17.50 M176	CARR, DALE	9003210	MEDICAL SUPPLIMENTAL	17.50			
73483	07/20/21	15.58 M177	CASANEGA, RICHARD	9003211	MEDICAL SUPPLIMENTAL	15.58			
73484	07/20/21	31.16 M178	CAVATAIO, PASQUALE	9003212	MEDICAL SUPPLIMENTAL	31.16			
73485	07/20/21	15.58 M340	CENTER, DOUGLAS	9003366	MEDICAL SUPPLIMENTAL	15.58			
73486	07/20/21	15.58 M179	CERVANTES, GLORIA	9003213	MEDICAL SUPPLIMENTAL	15.58			
73487	07/20/21	15.58 M341	CHAVARRIA, JOHNNY	9003367	MEDICAL SUPPLIMENTAL	15.58			
73488	07/20/21	35.00 M342	CILIBERTO, ANTHONY	9003368	MEDICAL SUPPLIMENTAL	35.00			
73489	07/20/21	17.50 M343	CLARKE, PATRICIA	9003214	MEDICAL SUPPLIMENTAL	17.50			
73490	07/20/21	15.58 M180	CLAYTON, MICHAEL	9003370	MEDICAL SUPPLIMENTAL	15.58			
73491	07/20/21	32.45 M344	CODD, FREDERICK	9003215	MEDICAL SUPPLIMENTAL	32.45			
73492	07/20/21	100.81 M181	COLWELL, ARLAN	9003371	MEDICAL SUPPLIMENTAL	100.81			
73493	07/20/21	35.00 M345	CONKLIN, CAROLYN	9003216	MEDICAL SUPPLIMENTAL	35.00			
73494	07/20/21	17.50 M182	CONTRERAS-NAVARRO, FRANCISCO	9003217	MEDICAL SUPPLIMENTAL	17.50			
73495	07/20/21	38.01 M183	COON, RICHARD	9003218	MEDICAL SUPPLIMENTAL	38.01			
73496	07/20/21	46.28 M184	COTRONEO, MICHAEL	9003372	MEDICAL SUPPLIMENTAL	46.28			
73497	07/20/21	17.50 M346	COUSINS, DOROTHY	9003219	MEDICAL SUPPLIMENTAL	17.50			
73498	07/20/21	46.95 M185	COWELL, RICHARD	9003373	MEDICAL SUPPLIMENTAL	46.95			
73499	07/20/21	58.50 M347	CRAIG, CRAIG	9003220	MEDICAL SUPPLIMENTAL	58.50			
73500	07/20/21	19.06 M186	CRAMBLETT, LAWRENCE	9003401	MEDICAL SUPPLEMENTAL	19.06			
73501	07/20/21	38.01 M376	CRANDELL, DANA	9003221	MEDICAL SUPPLEMENTAL	38.01			
73502	07/20/21	17.50 M187	CRAWFORD, FLOYD	9003374	MEDICAL SUPPLEMENTAL	17.50			
73503	07/20/21	13.09 M348	CRAWFORD, TERRI	9003222	MEDICAL SUPPLEMENTAL	13.09			
73504	07/20/21	19.06 M188	CRUISE, RICHARD	9003223	MEDICAL SUPPLEMENTAL	19.06			
73505	07/20/21	35.00 M190	CRUTCH, SHELTON	9003375	MEDICAL SUPPLEMENTAL	35.00			
73506	07/20/21	15.58 M349	CUMMINGS, CYNTHIA	9003224	MEDICAL SUPPLEMENTAL	15.58			
73507	07/20/21	38.34 M191	CUMMINGS, PATRICIA	9003225	MEDICAL SUPPLEMENTAL	38.34			
73508	07/20/21	35.00 M192	CUMMINS, MAJOR	9003226	MEDICAL SUPPLEMENTAL	35.00			
73509	07/20/21	46.79 M193	DAKIWAG, FRED	9003227	MEDICAL SUPPLEMENTAL	46.79			
73510	07/20/21	46.79 M194	DANIEL, REBECCA	9003228	MEDICAL SUPPLEMENTAL	46.79			
73511	07/20/21	65.45 M195	DAVIDOSKI, PATTI	9003376	MEDICAL SUPPLEMENTAL	65.45			
73512	07/20/21	15.58 M196	DAVILLA, ANA	9003229	MEDICAL SUPPLEMENTAL	15.58			
73513	07/20/21	13.09 M351	DEAN, RONALD	9003398	RETIREE SUPPLEMENTAL	13.09			
73514	07/20/21	15.58 M373	DEL PO, CAROLYN	9003230	MEDICAL SUPPLEMENTAL	15.58			
73515	07/20/21	46.95 M197	DEVIVO, WILLIAM	9003231	MEDICAL SUPPLEMENTAL	46.95			
73516	07/20/21	31.16 M198	DOBBS, GLENN	9003232	MEDICAL SUPPLEMENTAL	31.16			
73517	07/20/21	15.58 M199	DRAKE, JUDITH	9003233	MEDICAL SUPPLEMENTAL	15.58			
73518	07/20/21	15.58 M200	ELIA, LARRY	9003234	MEDICAL SUPPLEMENTAL	15.58			
73519	07/20/21	35.00 M201	ESCARCEGA, MIGUEL	9003235	MEDICAL SUPPLEMENTAL	35.00			
73520	07/20/21	40.68 M202	FALLAU, NICHOLAS	9003236	MEDICAL SUPPLEMENTAL	40.68			
73521	07/20/21	40.68 M203	FLAGG, PAULA	9003377	MEDICAL SUPPLEMENTAL	40.68			
73522	07/20/21	15.58 M352	FLOREZ, ROSIE	9003377	MEDICAL SUPPLEMENTAL	15.58			

Attachment A - July 2021

DATE 08/02/21 07:36

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 10

DATE: 07/01/21 THRU 07/31/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73523	07/20/21	M353	13.09	FLYNN, CHRISTINA		9003378	MEDICAL SUPPLIMENTAL	13.09	
73524	07/20/21	M205	46.79	GABRIEL, RICHARD		9003237	MEDICAL SUPPLIMENTAL	46.79	
73525	07/20/21	M354	15.87	GABRIELE, BERNARD		9003379	MEDICAL SUPPLIMENTAL	15.87	
73526	07/20/21	M355	15.87	GABRIELE, CATHLEEN		9003380	MEDICAL SUPPLIMENTAL	15.87	
73527	07/20/21	M206	15.58	GARBEZ, LINDA		9003238	MEDICAL SUPPLIMENTAL	15.58	
73528	07/20/21	M207	15.58	GARBEZ, MANNY		9003239	MEDICAL SUPPLIMENTAL	15.58	
73529	07/20/21	M208	38.01	GARCIA, DANIEL		9003240	MEDICAL SUPPLIMENTAL	38.01	
73530	07/20/21	M209	15.58	GARCIA, HELEN		9003241	MEDICAL SUPPLIMENTAL	15.58	
73531	07/20/21	M210	103.36	GARCIA, SAMUEL		9003242	MEDICAL SUPPLIMENTAL	103.36	
73532	07/20/21	M211	15.58	GOSE, JOHN		9003243	MEDICAL SUPPLIMENTAL	15.58	
73533	07/20/21	M041	58.50	GOVEIA, ROBERT	0	9003181	MEDICAL SUPPLIMENTAL	58.50	
73534	07/20/21	M213	84.56	GRANADOS-BOYCE, MARIA		9003244	MEDICAL SUPPLIMENTAL	84.56	
73535	07/20/21	M214	15.58	GROBMAN, BRUCE		9003245	MEDICAL SUPPLIMENTAL	15.58	
73536	07/20/21	M215	31.16	GROSTEAN, DOUGLAS		9003246	MEDICAL SUPPLIMENTAL	31.16	
73537	07/20/21	M216	15.58	HALL, SHIRLEY		9003247	MEDICAL SUPPLIMENTAL	15.58	
73538	07/20/21	M217	15.58	HAMM, CAROLYN		9003248	MEDICAL SUPPLIMENTAL	15.58	
73539	07/20/21	M218	19.06	HAMMER, ALLYNE		9003249	MEDICAL SUPPLIMENTAL	19.06	
73540	07/20/21	M219	38.34	HERNANDEZ, JUAN		9003250	MEDICAL SUPPLIMENTAL	38.34	
73541	07/20/21	M220	15.58	HERNANDEZ, MARGARITO		9003251	MEDICAL SUPPLIMENTAL	15.58	
73542	07/20/21	M221	46.95	HERSHEY, ANDREA		9003252	MEDICAL SUPPLIMENTAL	46.95	
73543	07/20/21	M222	17.50	HILL, ANDREW		9003253	MEDICAL SUPPLIMENTAL	17.50	
73544	07/20/21	M223	15.58	HINDIN, LENORE		9003254	MEDICAL SUPPLIMENTAL	15.58	
73545	07/20/21	M224	35.00	HOBBS, JAMES		9003255	MEDICAL SUPPLIMENTAL	35.00	
73546	07/20/21	M225	55.51	HOLCOMB, MICHAEL		9003256	MEDICAL SUPPLIMENTAL	55.51	
73547	07/20/21	M226	99.71	HOLODNICK, JAMES		9003257	MEDICAL SUPPLIMENTAL	99.71	
73548	07/20/21	M227	38.12	HORTON, JOE		9003258	MEDICAL SUPPLIMENTAL	38.12	
73549	07/20/21	M356	17.50	HOWARD, CAROL		9003381	MEDICAL SUPPLIMENTAL	17.50	
73550	07/20/21	M228	93.58	HOWARD, WARD		9003259	MEDICAL SUPPLIMENTAL	93.58	
73551	07/20/21	M229	64.29	HYMAN, JOE		9003260	MEDICAL SUPPLIMENTAL	64.29	
73552	07/20/21	M230	38.34	JACINTO, FRANK		9003261	MEDICAL SUPPLIMENTAL	38.34	
73553	07/20/21	M231	19.06	JAHNKE, EILEEN		9003262	MEDICAL SUPPLIMENTAL	19.06	
73554	07/20/21	M232	31.16	JENSEN, MERAL		9003263	MEDICAL SUPPLIMENTAL	31.16	
73555	07/20/21	M357	15.58	JUSSEL, PETE		9003382	MEDICAL SUPPLIMENTAL	15.58	
73556	07/20/21	M233	38.12	KALE, RICKY		9003264	MEDICAL SUPPLIMENTAL	38.12	
73557	07/20/21	M235	15.58	KELLY, ELOISE		9003265	MEDICAL SUPPLIMENTAL	15.58	
73558	07/20/21	M236	35.00	KOREA, PATRICIA		9003266	MEDICAL SUPPLIMENTAL	35.00	
73559	07/20/21	M237	19.06	LANTHIER, BURT		9003267	MEDICAL SUPPLIMENTAL	19.06	
73560	07/20/21	M238	17.50	LAWSON, JACK		9003268	MEDICAL SUPPLIMENTAL	17.50	
73561	07/20/21	M239	19.06	LAWSON, LOIS		9003269	MEDICAL SUPPLIMENTAL	19.06	
73562	07/20/21	M240	64.29	LEE, HENRY		9003270	MEDICAL SUPPLIMENTAL	64.29	
73563	07/20/21	M241	19.06	LEFFLER, JEAN		9003271	MEDICAL SUPPLIMENTAL	19.06	
73564	07/20/21	M242	81.36	LEGORRETA, PETE		9003272	MEDICAL SUPPLIMENTAL	81.36	
73565	07/20/21	M243	19.06	LOGUDICE, FRED		9003273	MEDICAL SUPPLIMENTAL	19.06	
73566	07/20/21	M244	38.12	LONGNECKER, LLOYD		9003274	MEDICAL SUPPLIMENTAL	38.12	
73567	07/20/21	M379	83.80	LORENZANO, JAMES		9003402	MEDICAL SUPPLEMENTAL	83.80	
73568	07/20/21	M245	15.58	LUCIER, MARILYN		9003275	MEDICAL SUPPLEMENTAL	15.58	

9.1A.30

Attachment A - July 2021

DATE 08/02/21 07:36

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 11

DATE: 07/01/21 THRU 07/31/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73569	07/20/21	246	38.12	LYNCH, GLENN		9003276	MEDICAL SUPPLIMENTAL	38.12	
73570	07/20/21	M247	52.01	MAHAN, DAVID		9003277	MEDICAL SUPPLIMENTAL	52.01	
73571	07/20/21	M248	19.17	MALPHRUS, BRENDA		9003278	MEDICAL SUPPLIMENTAL	19.17	
73572	07/20/21	M249	38.01	MARCUS, STEVEN		9003279	MEDICAL SUPPLIMENTAL	38.01	
73573	07/20/21	M250	64.29	MARTIN, DAWN		9003280	MEDICAL SUPPLIMENTAL	64.29	
73574	07/20/21	M251	123.80	MARTINEZ, MANUEL		9003281	MEDICAL SUPPLIMENTAL	123.80	
73575	07/20/21	M252	65.45	MARTINEZ, MARK		9003282	MEDICAL SUPPLIMENTAL	65.45	
73576	07/20/21	M254	28.33	MCDONALD, JANIE		9003283	MEDICAL SUPPLIMENTAL	28.33	
73577	07/20/21	M255	15.58	MCDONALD, KEVIN		9003284	MEDICAL SUPPLIMENTAL	15.58	
73578	07/20/21	M358	19.06	MCFADDEN, IAN		9003383	MEDICAL SUPPLIMENTAL	19.06	
73579	07/20/21	M359	31.16	MCGINNIS, POLLY		9003384	MEDICAL SUPPLIMENTAL	31.16	
73580	07/20/21	M374	35.00	MCHALE, BRIAN		9003399	MEDICAL SUPPLIMENTAL	35.00	
73581	07/20/21	M360	17.50	MEJIA, INDELISA		9003385	MEDICAL SUPPLIMENTAL	17.50	
73582	07/20/21	M361	15.58	MELLON, JOHN		9003386	MEDICAL SUPPLIMENTAL	15.58	
73583	07/20/21	M256	15.58	MESSECK, MARGARITA		9003285	MEDICAL SUPPLIMENTAL	15.58	
73584	07/20/21	M362	15.58	MILLER, FOREST		9003387	MEDICAL SUPPLIMENTAL	15.58	
73585	07/20/21	M257	46.28	MILLER, MARY		9003286	MEDICAL SUPPLIMENTAL	46.28	
73586	07/20/21	M258	52.01	MITCHELL, LISA		9003287	MEDICAL SUPPLIMENTAL	52.01	
73587	07/20/21	M259	52.01	MITCHELL, TODD		9003288	MEDICAL SUPPLIMENTAL	52.01	
73588	07/20/21	M261	17.50	MORGAN, JEANETTE		9003289	MEDICAL SUPPLIMENTAL	17.50	
73589	07/20/21	M262	38.34	MORR, BONNIE		9003290	MEDICAL SUPPLIMENTAL	38.34	
73590	07/20/21	M263	122.64	MULLIS, MICHAEL		9003291	MEDICAL SUPPLIMENTAL	122.64	
73591	07/20/21	M264	19.06	MUNGIOLI, LARRY		9003292	MEDICAL SUPPLIMENTAL	19.06	
73592	07/20/21	M265	31.16	MUNGUIA, GUSTAVO		9003293	MEDICAL SUPPLIMENTAL	31.16	
73593	07/20/21	M266	17.50	NAUKKARINEN, JUUKA		9003294	MEDICAL SUPPLIMENTAL	17.50	
73594	07/20/21	M267	15.58	NELSON, EDWARD		9003295	MEDICAL SUPPLIMENTAL	15.58	
73595	07/20/21	M268	35.00	NELSON, RICHARD		9003296	MEDICAL SUPPLIMENTAL	35.00	
73596	07/20/21	M269	31.16	NIETO, MANUEL		9003297	MEDICAL SUPPLIMENTAL	31.16	
73597	07/20/21	M270	93.58	NJAA, N		9003298	MEDICAL SUPPLIMENTAL	93.58	
73598	07/20/21	M271	84.56	NORTH, JEFFREY		9003299	MEDICAL SUPPLIMENTAL	84.56	
73599	07/20/21	M272	52.01	NORTHON, M		9003300	MEDICAL SUPPLIMENTAL	52.01	
73600	07/20/21	M273	38.12	O'DONNELL, SHAWN		9003301	MEDICAL SUPPLIMENTAL	38.12	
73601	07/20/21	M274	19.06	O'HAGIN, JUSTINA		9003302	MEDICAL SUPPLIMENTAL	19.06	
73602	07/20/21	M277	19.06	O'MARA, KATHLEEN		9003305	MEDICAL SUPPLIMENTAL	19.06	
73603	07/20/21	M275	35.00	OJEDA, ROBERTO		9003303	MEDICAL SUPPLIMENTAL	35.00	
73604	07/20/21	M276	47.38	OLANDER, MARTIN		9003304	MEDICAL SUPPLIMENTAL	47.38	
73605	07/20/21	M278	17.50	ORTEGA, MANUELA		9003306	MEDICAL SUPPLIMENTAL	17.50	
73606	07/20/21	M279	84.56	OWENS, ROLAND		9003307	MEDICAL SUPPLIMENTAL	84.56	
73607	07/20/21	M280	19.06	PARHAM, WALLACE		9003308	MEDICAL SUPPLIMENTAL	19.06	
73608	07/20/21	M281	35.00	PENDRAGON, LINDA		9003309	MEDICAL SUPPLIMENTAL	35.00	
73609	07/20/21	M282	31.16	PEREZ, ANTONIO		9003310	MEDICAL SUPPLIMENTAL	31.16	
73610	07/20/21	M109	58.50	PEREZ, CHERYL		9003182	MEDICAL SUPPLIMENTAL	58.50	
73611	07/20/21	M284	17.50	PETERS, TERRIE		9003311	MEDICAL SUPPLIMENTAL	17.50	
73612	07/20/21	M285	15.58	PHILLIPS, THOMAS		9003312	MEDICAL SUPPLIMENTAL	15.58	
73613	07/20/21	M286	15.58	PICARELLA, FRANCIS		9003313	MEDICAL SUPPLIMENTAL	15.58	
73614	07/20/21	M287	56.91	POLANCO, JOSE		9003314	MEDICAL SUPPLIMENTAL	56.91	

Attachment A - July 2021

DATE 08/02/21 07:36

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 12

DATE: 07/01/21 THRU 07/31/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73615	07/20/21	M288	50.40	PONS, JUAN		9003315	MEDICAL SUPPLIMENTAL	50.40	
73616	07/20/21	M289	50.40	POTEETE, BEVERLY		9003316	MEDICAL SUPPLIMENTAL	50.40	
73617	07/20/21	M363	15.58	PRECIADO, MARY LOU		9003388	MEDICAL SUPPLIMENTAL	15.58	
73618	07/20/21	M290	38.12	PRICE, HARRY		9003317	MEDICAL SUPPLIMENTAL	38.12	
73619	07/20/21	M291	19.06	PRINCE, DEBRA		9003318	MEDICAL SUPPLIMENTAL	19.06	
73620	07/20/21	M292	84.56	PRINCE, PETER		9003319	MEDICAL SUPPLIMENTAL	84.56	
73621	07/20/21	M293	35.00	PRUDDEN, RICHARD		9003320	MEDICAL SUPPLIMENTAL	35.00	
73622	07/20/21	M294	19.06	RACKLEY, BOBBIE		9003321	MEDICAL SUPPLIMENTAL	19.06	
73623	07/20/21	M295	16.22	RAMIREZ, MANUEL		9003322	MEDICAL SUPPLIMENTAL	16.22	
73624	07/20/21	M296	131.05	RAMOS, ROSALIO		9003323	MEDICAL SUPPLIMENTAL	131.05	
73625	07/20/21	M364	15.58	READ, TIMON		9003389	MEDICAL SUPPLIMENTAL	15.58	
73626	07/20/21	M297	84.56	REGAN, MICHAEL		9003324	MEDICAL SUPPLIMENTAL	84.56	
73627	07/20/21	M298	38.12	RHODES, BRUCE		9003325	MEDICAL SUPPLIMENTAL	38.12	
73628	07/20/21	M299	19.17	ROCHA, SHERRI		9003326	MEDICAL SUPPLEMENTAL	19.17	
73629	07/20/21	M300	17.50	RODGERS, MARILYN		9003327	MEDICAL SUPPLIMENTAL	17.50	
73630	07/20/21	M365	19.06	ROGERS, SYLVIA		9003390	MEDICAL SUPPLIMENTAL	19.06	
73631	07/20/21	M301	38.34	ROSSI, DENISE		9003328	MEDICAL SUPPLIMENTAL	38.34	
73632	07/20/21	M302	64.73	ROWE, RUBY		9003329	MEDICAL SUPPLIMENTAL	64.73	
73633	07/20/21	M303	19.06	ROY, ARLEN		9003330	MEDICAL SUPPLIMENTAL	19.06	
73634	07/20/21	M304	84.56	RUIZ, ESTEVAN		9003331	MEDICAL SUPPLIMENTAL	84.56	
73635	07/20/21	M305	31.16	RYLANDER, REED		9003332	MEDICAL SUPPLIMENTAL	31.16	
73636	07/20/21	M306	38.34	SALGUEIRO, MICHAEL		9003333	MEDICAL SUPPLIMENTAL	38.34	
73637	07/20/21	M366	17.50	SANDOVAL, ANGEL		9003391	MEDICAL SUPPLIMENTAL	17.50	
73638	07/20/21	M307	92.56	SCARGILL, RAYMOND		9003334	MEDICAL SUPPLIMENTAL	92.56	
73639	07/20/21	M308	17.50	SCILLA, JOSEPH		9003335	MEDICAL SUPPLIMENTAL	17.50	
73640	07/20/21	M309	84.56	SERRATO, JUAN		9003336	MEDICAL SUPPLIMENTAL	84.56	
73641	07/20/21	M367	15.58	SILVIA, EDUARDO		9003392	MEDICAL SUPPLIMENTAL	15.58	
73642	07/20/21	M310	15.58	SLOAN, SUZANNE		9003337	MEDICAL SUPPLIMENTAL	15.58	
73643	07/20/21	M311	39.16	SMITH, DONNA		9003338	MEDICAL SUPPLIMENTAL	39.16	
73644	07/20/21	M368	35.00	STRICKLAND, JAMES		9003393	MEDICAL SUPPLIMENTAL	35.00	
73645	07/20/21	M369	31.16	SWART, RANDY		9003394	MEDICAL SUPPLIMENTAL	31.16	
73646	07/20/21	M312	35.00	TAYLOR, JAMES		9003339	MEDICAL SUPPLIMENTAL	35.00	
73647	07/20/21	M370	15.58	TAYLOR, THOMAS		9003395	MEDICAL SUPPLIMENTAL	15.58	
73648	07/20/21	M371	26.18	TERESI, JAMES		9003396	MEDICAL SUPPLIMENTAL	26.18	
73649	07/20/21	M313	35.00	THOMAS, RUSSELL		9003340	MEDICAL SUPPLIMENTAL	35.00	
73650	07/20/21	M314	77.57	TICHENOR, KENNETH		9003341	MEDICAL SUPPLIMENTAL	77.57	
73651	07/20/21	M315	15.58	TOLINE, DONALD		9003342	MEDICAL SUPPLIMENTAL	15.58	
73652	07/20/21	M316	17.50	TOVAR, SERENA		9003343	MEDICAL SUPPLIMENTAL	17.50	
73653	07/20/21	M317	19.17	TRENT, VICKI		9003344	MEDICAL SUPPLIMENTAL	19.17	
73654	07/20/21	M318	64.29	TUTTLE CALLIS, CHERI		9003345	MEDICAL SUPPLIMENTAL	64.29	
73655	07/20/21	M319	38.34	VALDEZ, JOSE		9003346	MEDICAL SUPPLIMENTAL	38.34	
73656	07/20/21	M320	92.37	VAN DEER VEER, JOHN		9003347	MEDICAL SUPPLIMENTAL	92.37	
73657	07/20/21	M321	38.01	VAN DYKE, CURTIS		9003348	MEDICAL SUPPLIMENTAL	38.01	
73658	07/20/21	M375	19.06	VEST, SHELLY		9003400	MEDICAL SUPPLEMENTAL	19.06	
73659	07/20/21	M322	19.06	VONWAL, YVETTE		9003349	MEDICAL SUPPLIMENTAL	19.06	
73660	07/20/21	M324	15.58	WADSWORTH, RITA		9003350	MEDICAL SUPPLIMENTAL	15.58	

Attachment A - July 2021

DATE 08/02/21 07:36

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 13

DATE: 07/01/21 THRU 07/31/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73661	07/20/21	M325	31.16	WALTER, KEVIN		9003351	MEDICAL SUPPLIMENTAL	31.16	
73662	07/20/21	M326	35.00	WHITNEY, LUCERE		9003352	MEDICAL SUPPLIMENTAL	35.00	
73663	07/20/21	M327	17.50	WILLIAMS, CHRISTOPHER		9003353	MEDICAL SUPPLIMENTAL	17.50	
73664	07/20/21	M372	35.00	WILSON, BONNIE		9003397	MEDICAL SUPPLIMENTAL	35.00	
73665	07/20/21	M328	84.56	WOODBRIE, ELIZABETH		9003354	MEDICAL SUPPLIMENTAL	84.56	
73666	07/20/21	M329	46.28	WU, PETER		9003355	MEDICAL SUPPLIMENTAL	46.28	
73667	07/20/21	M330	15.58	YAGI, RANDY		9003356	MEDICAL SUPPLIMENTAL	15.58	
73668	07/20/21	M331	17.50	YANCY, TERRY		9003357	MEDICAL SUPPLIMENTAL	17.50	
73669	07/20/21	M332	40.68	ZENKER, JEFFREY		9003358	MEDICAL SUPPLIMENTAL	40.68	
73670	07/26/21	003271	360.00	AUTO CARE TOWING		108793	VEH# 1004 TOW	360.00	
73671	07/26/21	080A	224.00	CALIFORNIA DEPARTMENT OF TAX		108812	APR-JUN21 DIESEL TAX	224.00	
73672	07/26/21	002109	1,100.00	CITY OF SANTA CRUZ/PARKING		108864	AUG21 PARKING PERMIT	1,100.00	
73673	07/26/21	733	1,314.00	CLAREMONT EAP		108819	JUL21 EAP PREMIUM	663.75	
73674	07/26/21	075	594.59	COAST PAPER & SUPPLY INC.		108820	AUG 21 EAP PREMIUM	650.25	
73675	07/26/21	003116	3,223.84	CUMMINS PACIFIC LLP		108708	CLEANING SUPPLIES	162.83	
73676	07/26/21	798	127.46	D&D COMPRESSOR, INC		108748	INVENTORY ORDER	431.76	
73677	07/26/21	002567	128.00	DEPARTMENT OF JUSTICE		108709	VEH#4201/4202 PARTS	470.50	
73678	07/26/21	003274	2,628.31	EAST BAY TIRE CO.		108710	INVENTORY ORDER	519.84	
73679	07/26/21					108711	INVENTORY ORDER	717.00	
73680	07/26/21					108848	CORE CREDIT	-692.19	
73681	07/26/21					108849	INVENTORY ORDER	2,208.69	
73682	07/26/21					108796	INVENTORY ORDER MMF	127.46	
73683	07/26/21					108806	JUNE 21 FINGERPRINTS	128.00	
73684	07/26/21					108704	REVENUE TIRES	201.11	
						108712	REVENUE TIRES	216.39	
						108713	REVENUE TIRES	616.33	
						108714	REVENUE TIRES	90.00	
						108715	NON REVENUE TIRES	190.17	
						108716	REVENUE TIRES	107.31	
						108791	REVENUE TIRES	616.33	
						108792	REVENUE TIRES	590.67	
						108805	TRANSIT OP TEST	50.00	
						108816	7/15BILLINGUALTESTING	150.00	
						108759	TEMP W/E 7/11	908.48	
						108776	TEMP W/E 7/11	1,566.72	
						108844	TEMP W/E 6/27/21	1,115.73	
						108847	TEMP W/E 6/20/21	1,135.60	
						108870	CREDIT 6/20/21	-14.20	
						108717	NON INVENTORY ORDER	87.75	
						108725	NON INVENTORY ORDER	33.87	
						108726	NON INVENTORY ORDER	35.28	
						108727	NON INVENTORY ORDER	52.04	
						108790	NON INVENTORY ORDER	21.94	
						108858	JUN 21 MERCHANT FEES	490.58	
						108789	PROPANE	31.92	
						108851	7/1-7/15 NONREV FUEL	2,510.96	

Attachment A - July 2021

DATE 08/02/21 07:36

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 14

DATE: 07/01/21 THRU 07/31/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK VENDOR AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73685	07/26/21	9,188.10	117	GILLIG LLC		108853	7/1-7/15 REV FUEL PC	9,119.22	
						108728	VEH# 2224 PARTS	251.03	
						108771	KEYS FOR 19 GILLIGS	117.74	
						108772	INVENTORY ORDER	96.18	
						108797	COACH DOWN-IONIZERS	8,932.79	
						108798	INVENTORY ORDER	600.43	
						108799	VEH# 4201/4202 PARTS	32.42	
						108800	CREDIT INV#40648593	-186.99	
						108801	CORE CREDIT 40804674	-655.50	
						108863	4TH OF JULY PARADE	512.97	
73686	07/26/21	512.97	E1073	GLAGOLA, DANIELLE		108729	NON INVENTORY ORDER	11.36	
73687	07/26/21	641.60	282	GRAINGER		108730	NON INVENTORY ORDER	115.49	
						108731	NON INVENTORY ORDER	24.33	
						108732	NON INVENTORY ORDER	41.78	
						108742	INV ORDER PARTS	63.39	
						108788	NON INVENTORY ORDER	90.45	
						108794	PRESSURE WASH HOSE	294.80	
						108871	NON INVENTORY ORDER	9.94	
						108872	CREDIT	-9.94	
73688	07/26/21	678.55	003577	HEREDIA, KEN R.		108773	VEH# PC1701 REPAIRS	678.55	
73689	07/26/21	509.08	166	HOSE SHOP, THE INC		108787	VEH# 1205 PARTS	335.22	
						108850	NON INVENTORY ORDER	77.89	
						108852	NON INVENTORY ORDER	95.97	
73690	07/26/21	1,248.00	003581	IHEARTMEDIA ENTERTAINMENT, INC		108857	JUN 21 RADIO ADV	1,248.00	
73691	07/26/21	949.22	003327	IO, RODNEY H		108857	VEH# PC1127 REPAIRS	949.22	
73692	07/26/21	6,322.50	003472	JOHN P KRUKAR		108811	AWNING@ FUEL STATION	6,322.50	
73693	07/26/21	1,186.83	003442	JOHNSON CONTROLS INC		108874	8/1-10/31 MMF	1,186.83	
73694	07/26/21	17.89	1117	KELLEY'S SERVICE INC.		108786	INVENTORY ORDER	17.89	
73695	07/26/21	1,647.24	003362	LUMINATOR TECHNOLOGY GROUP INC		108815	INVENTORY ORDER	1,647.24	
73696	07/26/21	37,000.00	001303	MAINSTAR		108810	MAINSTAR UPGRADE	37,000.00	
73697	07/26/21	21,612.99	003017	MANSFIELD OIL CO OF GAINSVILLE		108775	7/8 DIESEL 2440520	21,612.99	
73698	07/26/21	2,248.49	003273	MGP XI REIT, LLC		108778	AUG 21 RENT CAPITOLA	2,248.49	
73699	07/26/21	1,091.18	041	MISSION UNIFORM		108746	TOWELS/MOPS/MATS MMF	41.75	
						108770	UNIFORM REPAIR	61.65	
						108782	COVID/UNIFORM SUPPL	326.39	
						108783	COVID/FUEL ST TOWELS	156.00	
						108784	COVID/UNIFORM SUPPL	328.39	
						108785	COVID/FUEL ST TOWELS	156.00	
						108808	TOWELS/MATS PRC	10.50	
						108809	TOWELS/MATS PRC	10.50	
73700	07/26/21	2,430.10	003573	NICKELL FIRE PROTECTION, INC.		108817	POST INSPECT RPR VER	2,430.10	
73701	07/26/21	12.28	004	NORTH BAY FORD LINC-MERCURY		108741	VEH# 1401 PARTS	12.28	
73702	07/26/21	4,180.00	003218	NVB EQUIPMENT, INC.		108854	ANNUAL FIRE SUPPRESS	3,180.00	
73703	07/26/21	2,971.51	009	PACIFIC GAS & ELECTRIC		108855	ANNUAL FIRE SUPPRESS	1,000.00	
73704	07/26/21	325.63	023	PACIFIC TRUCK PARTS, INC.		108873	6/4-7/5 PNR SVT WTC	2,971.51	
						108735	INVENTORY ORDER	325.63	

Attachment A - July 2021

DATE 08/02/21 07:36

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 15

DATE: 07/01/21 THRU 07/31/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73705	07/26/21	2,557.87 043		PALACE ART & OFFICE SUPPLY		108744	COVID/PPE SUPPLIES	1,911.88	
						108745	OFFICE SUPPLIES	281.81	
						108750	OFFICE SUPPLIES	54.94	
						108774	OFFICE SUPPLIES	175.98	
						108795	OFFICE SUPPLIES MMF	133.26	
73706	07/26/21	147.49 050		PITNEY BOWES INC. RENTAL PMT		108862	7/1-9/30 POSTAL RENT	147.49	
73707	07/26/21	10,925.00 003443		PROTERRA INC		108813	DIAGNOSTIC TOOL KIT	10,925.00	
73708	07/26/21	212.55 003059		QUADIENT LEASING USA, INC.		108803	8/3-11/2 LEASE PRC	212.55	
73709	07/26/21	408.80 003020		QUEST DIAGNOSTIC INC.		108807	6/25 DOT DRUG TESTS	408.80	
73710	07/26/21	1,494.40 135		SANTA CRUZ AUTO PARTS, INC.		108724	INVENTORY ORDER	26.18	
						108736	NON INVENTORY ORDER	1,370.00	
						108737	INVENTORY ORDER	90.40	
						108738	INVENTORY ORDER	7.82	
73711	07/26/21	40.00 001292		SANTA CRUZ RECORDS MNGMT INC		108779	6/25 SHREDDING PC	40.00	
73712	07/26/21	2,164.58 001307		SANTA CRUZ STAFFING, LLC		108703	TEMP W/E 7/11	552.58	
						108856	TEMP W/E 7/11/21	434.00	
						108866	TEMP W/E 7/4/21	465.00	
						108867	TEMP W/E 7/18/21	713.00	
73713	07/26/21	660.13 003545		SCHINDLER ELEVATOR CORPORATION		108818	JULY 21 MAINT MULTI	660.13	
73714	07/26/21	19.44 570		SCMTD PETTY CASH - CUST SVC		108860	YEAR END REPLENISHME	19.44	
73715	07/26/21	40.00 788		SCMTD PETTY CASH - FINANCE		108804	PETTY CASH REIMB	40.00	
73716	07/26/21	2,500.00 002267		SHAW YODER ANTIWIH		108743	JUL21 LEGISLATE SVC	2,500.00	
73717	07/26/21	20,284.37 003292		SLINGSHOT CONNECTIONS LLP		108718	TEMP W/E 7/4 427963	897.60	
						108719	TEMP W/E 7/4 427966	960.71	
						108720	TEMP W/E 7/4 427964	897.60	
						108721	TEMP W/E 7/4 427962	673.20	
						108722	TEMP W/E 7/4 427961	1,114.99	
						108723	TEMP W/E 7/4 427965	448.80	
						108753	TEMP W/E 7/11 47086	1,122.00	
						108754	TEMP W/E 7/11 47088	1,122.00	
						108755	TEMP W/E 7/11 47085	890.59	
						108756	TEMP W/E 7/11 47089	1,122.00	
						108757	TEMP W/E 7/11 47090	1,122.00	
						108758	TEMP W/E 7/11 47087	1,122.00	
						108760	TEMP W/E 6/27 427695	42.08	
						108761	TEMP W/E 6/27 427829	897.60	
						108762	TEMP W/E 6/27 427828	1,122.00	
						108763	TEMP W/E 6/27 427830	1,122.00	
						108764	TEMP W/E 6/27 427827	897.60	
						108765	TEMP W/E 6/27 427831	897.60	
						108766	TEMP W/E 6/27 427832	1,122.00	
						108767	TEMP W/E 6/27 427833	897.60	
						108768	TEMP W/E 5/2 426948	705.60	
						108769	TEMP W/E 5/30	1,086.80	
73718	07/26/21	550.75 115		SNAP-ON INDUSTRIAL		108706	SHOP TOOL DATA CABLE	550.75	
73719	07/26/21	17,733.72 001075		SOQUEL III ASSOCIATES	7	108777	AUG21 RENT RESEARCH	17,733.72	

Attachment A - July 2021

DATE 08/02/21 07:36

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 16

DATE: 07/01/21 THRU 07/31/21

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
73720	07/26/21	003314	324.00	SOUTHWEST COMMERCIAL PROD INC.		108802	INVENTORY ORDER	324.00	
73721	07/26/21	003465	1,521.75	SWIFT CONSULTING SERVICES INC		108861	6/30 PRC FAC PROJ	1,521.75	
73722	07/26/21	001040	154.90	TERRYBERRY CO., LLC		108747	ANNIVERSARY AWARD	154.90	
73723	07/26/21	003285	1,905.75	THE AFTERMARKET PARTS CO LLC		108705	VEH# 1208 PARTS	18.91	
						108733	INVENTORY ORDER	121.38	
						108734	INVENTORY ORDER	1,275.01	
						108751	VEH# 1001 PARTS	12.27	
						108752	VEH# 1001 PARTS	53.59	
						108781	VEH# 9810 PARTS	22.63	
						108846	INVENTORY ORDER	401.96	
73724	07/26/21	003121	135.00	THE MERCER GROUP		108814	JOB PLACEMENT AD PM	135.00	
73725	07/26/21	007	86.70	UNITED PARCEL SERVICE		108749	FREIGHT	86.70	
73726	07/26/21	003200	787.00	UPS STORE #1128		108821	5/20 FINGERPRINTING	32.00	
						108822	5/20 FINGERPRINTING	32.00	
						108823	6/20 FINGERPRINTING	32.00	
						108824	9/20 FINGERPRINTING	32.00	
						108825	9/20 FINGERPRINTING	32.00	
						108826	10/20 FINGERPRINTING	32.00	
						108827	1/21 FINGERPRINTING	35.00	
						108828	1/21 FINGERPRINTING	35.00	
						108829	2/21 FINGERPRINTING	35.00	
						108830	2/21 FINGERPRINTING	35.00	
						108831	3/21 FINGERPRINTING	35.00	
						108832	3/21 FINGERPRINTING	35.00	
						108833	3/21 FINGERPRINTING	35.00	
						108834	3/21 FINGERPRINTING	35.00	
						108835	3/21 FINGERPRINTING	35.00	
						108836	3/21 FINGERPRINTING	35.00	
						108837	3/21 FINGERPRINTING	35.00	
						108838	3/21 FINGERPRINTING	35.00	
						108839	5/21 FINGERPRINTING	35.00	
						108840	6/21 FINGERPRINTING	35.00	
						108841	6/21 FINGERPRINTING	35.00	
						108842	6/21 FINGERPRINTING	35.00	
						108843	6/21 FINGERPRINTING	35.00	
73727	07/26/21	002829	601.57	VALLEY POWER SYSTEMS, INC.		108707	VEH# 2224 PARTS	65.05	
						108739	INVENTORY ORDER	19.87	
						108740	INVENTORY ORDER	98.00	
						108845	RPR VEH #2235	418.65	
73728	07/26/21	434	51.08	VERIZON WIRELESS	0	108865	6/2-7/1 CUSTOMER SVC	51.08	
73729	07/26/21	915	312.25	WORKIN.COM, INC.		108859	JOB PLACEMENT AD	312.25	
73730	07/26/21	003524	9,866.67	YORKE ENGINEERING, LLC		108868	MAR-APR21 AIR SAMPLI	4,289.40	
						108869	MAR-APR21 NOISE SAMP	3,543.58	
						108875	MAY 21 NOISE SAMPLIN	1,376.94	
						108876	MAY 21 AIR SAMPLING	656.75	
73731	07/28/21	080	5,439.00	CALIFORNIA DEPARTMENT OF TAX		108949	APR-JUNE21 SALES TAX	5,439.00	

Attachment A - July 2021

DATE 08/02/21 07:36

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

PAGE 17

DATE: 07/01/21 THRU 07/31/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
		2,982,950.50	ACCOUNTS PAYABLE		440	TOTAL CHECKS	2,982,950.50	

TOTAL 2,982,950.50 ACCOUNTS PAYABLE 440 TOTAL CHECKS 2,982,950.50

- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: August 27, 2021
TO: Board of Directors
FROM: Alex Clifford, CEO/General Manager
SUBJECT: ACCEPT AND FILE MINUTES OF THE JUNE 25, 2021 BOARD OF DIRECTORS MEETING, THE AUGUST 13, 2021 FINANCE, BUDGET & AUDIT STANDING COMMITTEE MEETING, AND THE AUGUST 13, 2021 PERSONNEL/HR STANDING COMMITTEE MEETING

I. RECOMMENDED ACTION

That the Board of Directors Accept and File the Minutes of the June 25, 2021 Board of Directors Meeting, the August 13, 2021 Finance, Budget & Audit Standing Committee Meeting, and the August 13, 2021 Personnel/HR Standing Committee Meeting

II. SUMMARY

- Staff is providing minutes from the Santa Cruz Metropolitan Transit District (METRO) June 25, 2021 Board of Directors Meeting, the August 13, 2021 Finance, Budget & Audit Standing Committee Meeting, and the August 13, 2021 Personnel/HR Standing Committee Meeting.
- Each meeting staff will provide minutes from the previous METRO Board and Committee meetings.

III. DISCUSSION/BACKGROUND

The Board requested that staff include, in the Board Packet, minutes from previous METRO Board and Committee meetings. Staff is enclosing the minutes from these meetings.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

The actions taken in this report tie to METRO's Stewardship and Accountability responsibility.

V. FINANCIAL CONSIDERATIONS/IMPACT

None.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

None.

VIII. ATTACHMENTS

Attachment A: Draft minutes for the Board of Directors Meeting of June 25, 2021

Attachment B: Draft minutes for the Finance, Budget & Audit Standing Committee Meeting of August 13, 2021

Attachment C: Draft minutes for the Capital Projects Standing Committee Meeting of August 13, 2021

Prepared by: Gina Pye, Executive Assistant

IX. APPROVALS

Alex Clifford, CEO/General Manager

A handwritten signature in blue ink is written over a solid black horizontal line. The signature is stylized and appears to read 'Alex Clifford'.

- THIS PAGE INTENTIONALLY LEFT BLANK -

Attachment A



SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO) BOARD OF DIRECTORS MEETING MINUTES* JUNE 25, 2021 – 9:00AM MEETING HELD VIA TELECONFERENCE

A regular meeting of the Board of Directors of the Santa Cruz Metropolitan Transit District (METRO) convened on Friday, June 25, 2021, via teleconference.

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 CALL TO ORDER** at 9:00AM by Board Chair Lind.
- 2 ROLL CALL:** The following Directors were **present** via teleconference, representing a quorum:

Director Jimmy Dutra	City of Watsonville
Director Aurelio Gonzalez	City of Watsonville
Director Shebreh Kalantari-Johnson	City of Santa Cruz
Director Manu Koenig	County of Santa Cruz
Director Donna Lind	City of Scotts Valley
Director Bruce McPherson	County of Santa Cruz
Director Donna Meyers	City of Santa Cruz
Director Larry Pageler	County of Santa Cruz
Director Kristen Petersen	City of Capitola
Director Dan Rothwell	County of Santa Cruz
Director Mike Rotkin	County of Santa Cruz
Ex-Officio Director Dan Henderson	UC Santa Cruz
Ex-Officio Director Alta Northcutt	Cabrillo College

Additional METRO staff:
Alex Clifford
Julie Sherman

CEO/General Manager
General Counsel

- 3 ANNOUNCEMENTS**
Today’s meeting is being broadcast by Community Television of Santa Cruz County.

Attachment A

4 BOARD OF DIRECTORS COMMENTS

Director Dutra invited the public to join him in attending/participating in the Mayor's bike ride, behind one of METRO's electric buses, in the City of Watsonville's Fourth of July Parade.

Chair Lind invited the assembly to participate/attend the City of Scotts Valley Fourth of July Parade and Fly Over at 3:00P.

Director Koenig invited the attendees to check out the Portola Drive pop-up, which illustrates the proposed roadwork along this corridor. The pop-up will be in place through July 21st.

Director Gonzalez announced the Pajaro Valley Arts is kicking off their gallery opening with a Pencas del Corazón/Heart of the Cactus event with a reception this Sunday at 2:00PM.

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

5 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Director Rotkin thanked Congressmember Eshoo for her support as documented in the letters included in today's agenda.

Having nothing further, Chair Lind moved to the next agenda item.

6 LABOR ORGANIZATION COMMUNICATIONS

Having none, Chair Lind moved to the next agenda item.

7 ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS

Hearing none, Chair Lind moved to the next agenda item.

CONSENT AGENDA

8.1 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK JOURNAL DETAIL FOR THE MONTH OF MAY 2021

8.2 ACCEPT AND FILE: YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF APRIL 30, 2021

8.3 ACCEPT AND FILE: MINUTES OF THE MAY 21, 2021 BOARD OF DIRECTORS MEETING, JUNE 11, 2021 FINANCE, BUDGET & AUDIT STANDING COMMITTEE MEETING & JUNE 11, 2021 CAPITAL PROJECTS STANDING COMMITTEE MEETING

8.4 ACCEPT AND FILE: QUARTERLY PROCUREMENT REPORT FOR 1ST QUARTER OF FY22

8.5 APPROVE: UNCASHED CHECK POLICY

8.6 APPROVE: CONSIDERATION OF AWARD OF CONTRACT TO PLANE MORAN FOR AN ENTERPRISE RESOURCE PLANNING (ERP) CONSULTANT NOT TO EXCEED \$200,000

8.7 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 2ND AMENDMENT EXTENDING THE CONTRACT WITH HANSON BRIDGETT FOR SEVEN YEARS

Attachment A

Board of Directors
June 25, 2021
Page 3 of 6

- 8.8 APPROVE: RENEWAL OF LIABILITY AND VEHICLE PHYSICAL DAMAGE INSURANCE PROGRAM COVERAGE WITH CALTIP FOR FY22
- 8.9 APPROVE: RECOMMENDED ACTION ON TORT CLAIMS
- 8.10 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A PURCHASE ORDER WITH PROOFPOINT, INC. TO RENEW EMAIL THREAT PROTECTION SUITE SERVICES AND SUPPORT IN THE AMOUNT OF \$101,881 FOR A THREE YEAR PERIOD
- 8.11 APPROVE: CONSIDER ADOPTING A RESOLUTION TO AUTHORIZE THE CEO TO SUBMIT A GRANT APPLICATION AND EXECUTE AN AGREEMENT TO RECEIVE FEDERAL FUNDS FROM THE REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT PROGRAM TO DEVELOP A MASTER PLAN FOR THE SOUTH COUNTY ZERO-EMISSIONS OPERATING AND MAINTENANCE FACILITY
- 8.12 ACCEPT AND FILE: SEMI-ANNUAL REPORT ON THE STATUS OF METRO'S DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM
- 8.13 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A CONTRACT FOR TRANSIT SERVICE WITH CABRILLO COLLEGE
- 8.14 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A FOUR-YEAR EXTENSION AMENDMENT (SEVENTH AMENDMENT) TO THE CONTRACT FOR TRANSIT SERVICES WITH THE UNIVERSITY OF CALIFORNIA, SANTA CRUZ (UCSC)
- 8.15 PULLED FROM THE AGENDA BY CHAIR LIND – APPROVE: CONSIDERATION OF AUTHORIZING THE CEO/GM TO SUBMIT A JOINT APPLICATION WITH THE CITY OF SANTA CRUZ FOR THE INFILL AND INFRASTRUCTURE GRANT (IIG) PROGRAM ON BEHALF OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
- 8.16 APPROVE: CONSIDERATION OF AWARD OF CONTRACT TO GALEB PAVING, INC. FOR MAINTENANCE FACILITY SITE IMPROVEMENTS – PHASE I
- 8.17 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE: 1) A LEASE AMENDMENT EXTENDING THE LEASE WITH SOQUEL III ASSOCIATES FOR THE PARACRUZ FACILITY LOCATED AT 2880 RESEARCH PARK DRIVE IN SOQUEL, EXTENDING THE TERM OF THE LEASE; AND, 2) A CONTRACT WITH SOQUEL III ASSOCIATES NOT TO EXCEED \$487,200
- 8.18 APPROVE: FY22 RENEWAL OF EXCESS WORKERS' COMPENSATION INSURANCE THROUGH PUBLIC RISK INNOVATION, SOLUTIONS AND MANAGEMENT (PRISM), FORMERLY KNOWN AS CALIFORNIA STATE ASSOCIATION OF COUNTIES EXCESS INSURANCE AUTHORITY (CSAC EIA)
- 8.19 APPROVE: CONSIDERATION OF DECLARING VEHICLES AND/OR EQUIPMENT AS EXCESS FOR PURPOSES OF DISPOSAL OR AUCTION

Attachment A

Agenda Item 8-15 was pulled from today's agenda by Chair Lind.

Director Gonzalez voiced his support for the new facility proposed in Agenda Item 8-11, saying this represents a positive step for the community and the county.

There were no public comments.

ACTION: MOTION TO APPROVE THE CONSENT AGENDA AS PRESENTED WITH AGENDA ITEM 8-15 PULLED

MOTION: DIRECTOR PAGELER

SECOND: DIRECTOR GONZALEZ

MOTION PASSED WITH 10 AYES (Directors Dutra, Gonzalez, Kalantari-Johnson, Koenig, Lind, McPherson, Meyers, Pageler, Rothwell & Rotkin) Director Petersen was not present.

REGULAR AGENDA

9 PRESENTATION OF EMPLOYEE LONGEVITY AWARDS: PEDRO GUTIERREZ & OSCAR HERRERA (15 YEARS) AND JOSE NANEZ (20 YEARS)

Chair Lind read short bios, recognizing the employees in absentia.

There was no public comment.

10 RETIREE RESOLUTIONS OF APPRECIATION: BRIAN LAM, WILLIAM McINTYRE AND GREG WILLIS

Chair Lind read short bios, recognizing the employees in absentia.

There was no public comment.

ACTION: MOTION TO APPROVE THE RETIREE RESOLUTIONS AS PRESENTED

MOTION: DIRECTOR ROTKIN

SECOND: DIRECTOR GONZALEZ

MOTION PASSED WITH 10 AYES (Directors Dutra, Gonzalez, Kalantari-Johnson, Koenig, Lind, McPherson, Meyers, Pageler, Rothwell and Rotkin) Director Petersen was not present.

11 ORAL MAC SEMI-ANNUAL REPORT

MAC Chair, James Von Hendy, presented an oral report on MAC activities. He thanked all the MAC members, past MAC officers and METRO staff for providing updates on matters pertinent to MAC and the community at large. He invited the public to attend the next two meetings in 2021: August 18 and October 20, 2021

Director Rotkin thanked Mr. Von Hendy and his fellow MAC members for their service, adding their efforts help METRO provide better service.

There was no public comment.

12 CEO ORAL REPORT / COVID-19 UPDATE

CEO Clifford welcomed Nicholas Serrano, new ParaCruz Dispatch/Scheduler, to METRO.

He went on to provide the following updates:

- COVID updates:
 - METRO has had no new cases since March 15, 2021.

Attachment A

- Due to Governor Newsom's June 15th announcement, METRO's fixed route buses can now be at full capacity. Margo Ross, COO, added Santa Clara County has removed their capacity restrictions as well.
- Late last week CalOSHA met to discuss employee environment safeguards. Fully vaccinated employees (with proof) no longer need to wear face coverings in their cube or in office/non-public hallways. Non-vaccinated employees must continue to wear face coverings. In the outdoor workplace environment, no face covering is needed; but non-vaccinated employees must wear face coverings when within six feet of other employees
- The suspension of Brown Act teleconference rules will terminate September 30, 2021. METRO will return to in person Board and committee meetings in October 2021.
- Funding updates from the various federal and state legislative bodies:

Director McPherson noted that formula grants have historically produced the best outcome for METRO and asked if we should continue supporting this route. CEO Clifford agreed; METRO continues to advocate for formula grants versus discretionary and/or competitive grants.

In response to Director Rotkin's offer of Board assistance, CEO Clifford offered to provide a METRO-authored letter of support that the Board members could present to their respective legislative bodies for submission to state and federal representatives.

John Urgo, Planning and Development Director, said METRO has until 2024 to complete the study funded by the new CalTRANS grant, with an intent to add improvements to speed up service along the Soquel Avenue/Drive corridor.

Director McPherson added the exciting news that Santa Cruz County also won a grant, which will be used to make Highway 1 improvements from Park Avenue to La Fonda.

There were no public comments.

13 **PUBLIC HEARING: FINAL ADOPTION OF SANTA CRUZ METRO'S FY22 AND FY23 BUDGET:**

Public Hearing Opened at 9:45AM

CFO Farmer provided commentary to the presentation as represented in agenda item 13A; highlighting slides re operating revenues, expenses and transfers, operating surplus/(deficit) budget changes, capital budget/portfolio, capital spend portfolio/budget changes and operating reserves as of 6/30/2021: Agenda pages 13A.4, 13A.5, 13A.15, 13A.16 and 13A.19, respectively.

Director Rotkin inquired as to the CNG bus funding source. CEO Clifford responded they will be funded through low-no grant(s).

CEO Clifford assured the public that METRO is not adopting a \$55M budget without a lot of input/discussion. In fact, METRO has been working on this since March 2021, in both Committee and Board meetings.

Director Rotkin added the Union also had opportunities to meet and discuss the budget in detail.

There was no Public Comment.

Attachment A

Board of Directors
June 25, 2021
Page 6 of 6

Public hearing closed at 9:57AM.

ACTION: MOTION TO ADOPT THE SANTA CRUZ METRO FY22 & FY23 BUDGET AS PRESENTED

MOTION: DIRECTOR ROTKIN

SECOND: DIRECTOR KALANTARI-JOHNSON

MOTION PASSED WITH 10 AYES (Directors Dutra, Gonzalez, Kalantari-Johnson, Koenig, Lind, McPherson, Meyers, Pageler, Rothwell and Rotkin) Director Petersen was not present. .

14 ANNOUNCEMENT OF NEXT MEETING: AUGUST 27, 2021

Chair Lind announced the next meeting on August 27, 2021 and reminded the assembly to check the SCMTD website for venue updates, as we remain dependent upon the public health orders in place at the time.

15 ADJOURNMENT

Chair Lind adjourned the meeting at 9:59AM

Respectfully submitted,

Gina Pye
Executive Assistant

DRAFT

Attachment B



SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO) FINANCE, BUDGET AND AUDIT STANDING COMMITTEE MEETING MINUTES* AUGUST 13, 2021 – 8:00AM MEETING HELD VIA TELECONFERENCE

A regular meeting of the Finance, Budget and Audit Standing Committee of the Santa Cruz Metropolitan Transit District (METRO) was convened on Friday, August 13, 2021, via teleconference.

The Committee 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 **CALL TO ORDER** at 8:03 AM by Chair Lind

2 **ROLL CALL:** The following Directors were **present** via teleconference, representing a quorum:

Director Shebreh Kalantari-Johnson	City of Santa Cruz
Director Manu Koenig	County of Santa Cruz
Board Chair Donna Lind	City of Scotts Valley
Director Mike Rotkin	County of Santa Cruz

Alex Clifford
Julie Sherman

METRO CEO/General Manager
METRO General Counsel

METRO EMPLOYEES AND MEMBERS OF THE PUBLIC WHO VOLUNTARILY INDICATED THEY WERE PRESENT (IN ALPHABETICAL ORDER) WERE:

Chuck Farmer
Kristina Mihaylova

METRO CFO
METRO Finance Deputy Director

3 **ORAL AND WRITTEN COMMUNICATIONS TO THE FINANCE, BUDGET AND AUDIT STANDING COMMITTEE**

Hearing none, Director Lind moved to the next agenda item.

4 **ADDITIONS OR DELETIONS FROM AGENDA/ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS**

Having none, Director Lind moved to the next agenda item.

5 **MONTHLY FINANCIAL UPDATE**

Chuck Farmer, CFO, added commentary to the presentation.

In response to Director Rotkin’s question regarding METRO’s readiness to serve UCSC once open for in-person instruction in the fall, John Urgo, Planning and Development Director, replied METRO does not currently have the Operators needed to reinstate the pre-COVID level of service to UCSC; we plan to provide 70%. To mitigate overcrowding, we will ask the Board at the August 27 meeting for approval to

Attachment B

lease four large(r) articulated buses to handle the anticipated capacity. UCSC has advised METRO that fewer than 100% of the classes will be in-person. Additionally, our data indicates 80% of UCSC's enrolled students reside in Santa Cruz County.

CEO Clifford added the Operator shortage is not unique to METRO; it is nationwide. METRO is recruiting as quickly as possible to fill the 19 vacant Operator positions. The last recruitment netted three new hires who began training this week. METRO's Operator pay ranks among one of the top ten agencies in the nation. A new Operator receives a starting wage of \$19.97, an increase to \$23.75 after a 4-month probation and \$25.26 after the first year.

A suggestion was put forth to pay a premium or differential for those working hours outside of a normal 8-5 weekday position, similar to that negotiated by the Scotts Valley Police Department for nighttime differential pay. General Counsel Sherman to research and advise on this issue.

CFO Farmer informed the Committee that going forward "pre-close" data will be presented to provide a more timely view into METRO's financial condition. Any significant differences in the "final closed" results will be explained the following month.

There were no public comments.

6 KEY PERFORMANCE INDICATORS (KPI) REPORT FOR 4TH QUARTER THROUGH JUNE 30, 2021

Kristina Mihaylova, Finance Deputy Director, spoke to the presentation.

Referencing the "Productivity, Local Ridership" slide, Director Kalantari-Johnson asked how METRO plans to increase our Operator numbers to coincide with the increase in ridership. Mr. Urgo answered METRO is trying to hire and train as quickly as possible. Our first strategy during the pandemic was to replace all local service. Without cancelling local service, we are focusing on providing 70% of the UCSC and 50% weekday/100% weekend Highway 17 service. UCSC on-campus rider flow is being mitigated to avoid losing students.

CEO Clifford reminded the assembly that federal funding allowed METRO to have as much service in place as possible when the riders are ready to return as opposed to waiting for ridership to recover and then put the service back into place.

There were no public comments

7 PENSION AND OPEB DISCUSSION

Chuck Farmer, CFO, stressed the informative intent of today's presentation, answer committee questions and return with a recommendation in September. Bottom line: METRO is attempting to minimize risk and reduce interest on pension payments.

CEO Clifford assured the Board that they would be involved in a long term investment policy. An investment committee will be established to review all options such as stocks versus mutual funds. METRO is looking for a long term rather than a short term fix.

METRO will work with a partner to administer the program, taking into account socially conscious investments and the local constituency. There was some discussion regarding other transit agencies, socially conscious investing and the conservativeness of CalPERS' investments as a result of their socially conscious investments.

Attachment B

CFO Farmer to provide the Committee members with a CalPERS versus similar index funds analysis over the last 10-20 years. Initial indications are CalPERS investments have consistently underperformed the market.

There were no public comments.

8 **CEO ORAL REPORT / COVID-19 UPDATE**

Alex Clifford, CEO/General Manager, provided a brief update on the following:

A fully vaccinated METRO employee tested positive for COVID-19 recently; the first positive test since March 15th.

METRO is adhering to the CDC face covering recommendation; the unvaccinated must wear a mask at all times while indoor METRO facilities, including buses.

A mandatory COVID testing and/or mandatory vaccination policy, similar to that in San Francisco, is currently under review and will be brought to the full Board for feedback in the near future.

METRO anticipates meeting with the FTA in the next couple of weeks to discuss the modification of a \$4M 2016 grant that was intended to buy electric buses for use on Highway 17. Unfortunately, the BYD OTR coaches initially identified were not capable of meeting our needs. The Proterra 660s appear to have more functionality and meet our specifications.

There were no public comments:

9 **ADJOURNMENT**

Director Lind adjourned the meeting at 10:10AM.

Respectfully submitted,

Gina Pye

Executive Assistant

- THIS PAGE INTENTIONALLY LEFT BLANK -

Attachment C



SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO) PERSONNEL/HR STANDING COMMITTEE MEETING MINUTES* AUGUST 13, 2021 – 10:30AM MEETING HELD VIA TELECONFERENCE

A regular meeting of the Personnel/HR Standing Committee of the Santa Cruz Metropolitan Transit District (METRO) was convened on Friday, August 13, 2021, via teleconference.

The Committee 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 **CALL TO ORDER** at 10:34AM by Director Lind.
- 2 **ROLL CALL:** The following Directors were **present** via teleconference, representing a quorum:

Director Jimmy Dutra
Director Donna Lind, 2021 Board Chair
Director Bruce McPherson, 2021 Board Vice Chair
Director Kristen Petersen
Director Mike Rotkin, Immediate Past Board Chair

City of Watsonville
City of Scotts Valley
County of Santa Cruz
City of Capitola
County of Santa Cruz

Alex Clifford
Julie Sherman
Liz Masson, Esq.
Gilbert Tsai, Esq.

METRO CEO/General Manager
METRO General Counsel
Hanson Bridgett, LLC
Hanson Bridgett, LLC

METRO EMPLOYEES AND MEMBERS OF THE PUBLIC WHO VOLUNTARILY INDICATED THEY WERE PRESENT (IN ALPHABETICAL ORDER) WERE:

Dawn Crummié

METRO HR Director

- 3 **ADDITIONS OR DELETIONS FROM AGENDA/ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS**
Having none, Director Lind moved to the next agenda item.
- 4 **ORAL AND WRITTEN COMMUNICATIONS TO THE PERSONNEL/HR STANDING COMMITTEE**
Having none, Director Lind moved to the next agenda item.
- 5 **REVIEW THE AMENDED MANAGEMENT COMPENSATION POLICY & RECOMMEND APPROVAL TO THE FULL BOARD OF DIRECTORS**
Alex Clifford, Dawn Crummié, Liz Masson and Gilbert Tsai spoke to the agenda item stating non-comprehensive changes were last made in 2016. Today’s changes were necessitated by law or otherwise required. The Policy has been reviewed with affected employees.

Attachment C

Personnel/HR Standing Committee Agenda
August 13, 2021
Page 2 of 2

There was no public comment.

MOTION TO RECOMMEND APPROVAL OF THE AMENDED MANAGEMENT COMPENSATION POLICY & RECOMMEND APPROVAL TO THE FULL BOARD OF DIRECTORS AS PRESENTED

MOTION: DIRECTOR ROTKIN

SECOND: DIRECTOR McPHERSON

MOTION PASSED UNANIMOUSLY

6 **ADJOURNMENT**

Director Lind adjourned the meeting at 10:52AM.

Respectfully submitted,
Gina Pye
Executive Assistant

DRAFT



DATE: August 27, 2021
TO: Board of Directors
FROM: Chuck Farmer, Chief Financial Officer
SUBJECT: ACCEPT AND FILE THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF JULY 31, 2021

I. RECOMMENDED ACTION

That the Board of Directors accept and file the Year to Date Monthly Financial Report as of July 31, 2021

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 "Year to Date Monthly Financial Report as of July 31, 2021."

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 Year to Date Monthly Financial Report as of July 31, 2021. The fiscal year has elapsed 8%.

Slide 1

(Cover) Year to Date Monthly Financial Report as of July 31, 2021

Slide 2

(Cover) FY21 Pre-Audit Financials

Slide 3

FY21 Operating Revenue and Expenses for the YTD June 30, 2021

- Operating Revenues, net favorable by \$2,196K
 - Passenger Fares - unfavorable by \$5,475K
 - Sales Tax/including Measure D - favorable by \$1,729K
 - Federal/State Grants - favorable by \$6,381K
 - All Other Revenues - unfavorable by \$439K

- Operating Expenses, net favorable by \$6,023K
 - Labor Regular - favorable by \$2,824K
 - Labor OT - favorable by \$612K
 - Fringe Benefits – favorable by \$1,885K
 - Non-Personnel - favorable by \$702K
- Bus Replacement Fund – favorable by \$49K
 - Bus Replacement Fund - \$3M annual commitment from Measure D sales tax (\$2.3M) and STA-SGR (\$0.7M)
- Transfers – favorable by \$8,170K
 - Transfers TBD – UAL/OPEB, Operating Reserves, or COVID Recovery Fund
- Operating Balance – zero

Slide 4

FY21 Capital Budget Spending Year to Date as of June 30, 2021

- Total Capital Projects spending year to date is \$6,337K, or 22.8% of \$27,789K budget
 - Construction Related Projects spending is \$171K for the following projects:
 - New METRO-owned ParaCruz facility
 - Pacific Station/METRO Center redevelopment, conceptual design
 - IT Projects had no spending in FY21
 - Facilities Repair & Improvements spending is \$869K for the following projects:
 - Maintenance facility roof replacement
 - Maintenance yard security/expanded parking/access control
 - Fuel management system
 - Bus stop improvements
 - Golf Club Drive fire egress
 - Awning at fueling station
 - Asphalt Repair – Pacific Station
 - Watsonville Bus Shelter
 - Revenue Vehicle Replacement & Campaigns spending is \$594K for the following projects:
 - Principal lease payment on three new Flyer replacement buses
 - AVL/ITS

- Completion of cameras on six buses
- Revenue Vehicle Replacement Electrification Projects spending is \$4,391K for the following projects:
 - ZEB deployment and fleet planning
 - FY18 STIP – 2 ZEBs, 2 Electric Buses (Watsonville Circulator & Service)
- Non-Revenue vehicle replacement spending is \$1K
 - Replace custodial support vehicle
 - Bus yard scrubber/sweeper
- Fleet & Maintenance Equipment spending is \$8K for the following project:
 - Transmission Jack – VTA Gillig buses
- Miscellaneous spending is \$303K for the following projects:
 - Vapor compressor replacement @ fueling station
 - Laptops for Marketing
 - WTC Server and security cameras (3 new, 3 replacement)
 - Four folding machines
 - Four METRO ParaCruz cameras
 - Furniture for Customer Service
 - Security Radios
 - Zoom System for Santa Cruz Conference Room
 - Hardware for Bus Stop redesign
- Completed projects in FY21
 - 4 Proterra electric buses accepted, will be put into service Fall 2021
 - 3 ParaCruz vans put into service in June 2021
 - Maintenance Facility roof replacement and access control
 - Golf Club Dr. fire egress
 - Fuel management system
 - Vapor compressor system

Slide 5

(Cover) FY22 Pre-Close Financials

Slide 6

FY22 Operating Revenue and Expenses for July 31, 2021

- Operating Revenues, net favorable by \$2,778K

- Passenger Fares - unfavorable by \$43K
- Sales Tax/including Measure D - favorable by \$701K
- Federal/State Grants - favorable by \$2,120K
- All Other Revenues – no variance
- Operating Expenses, net favorable by \$728K
 - Labor Regular - favorable by \$275K
 - Labor OT - unfavorable by \$100K
 - Fringe Benefits – favorable by \$185K
 - Non-Personnel - favorable by \$368K
- Bus Replacement Fund – favorable by \$112K
- Operating Balance – favorable by \$3,394K

Slide 7

FY22 YTD Revenue Actual vs. Budget

- Actuals are \$2.8M higher than budget
 - Passenger Fares – lower by \$43K, Ridership is still below pre-pandemic levels
 - Sales Tax Revenue (including Measure D) – higher by \$701K due to higher than anticipated receipts
 - Federal/State Grants – higher by \$2,120K due to Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) drawdown

Slide 8

FY22 YTD Expense Actual vs. Budget

- Actuals are \$0.7M lower than budget
 - Labor, Regular – lower by \$275K, due to funded/vacant positions
 - Labor, OT – higher by \$100K, increased overtime for Bus operators
 - Fringe Benefits – lower by \$185K due to retirement and medical insurance savings from funded/vacant positions
 - Non-Personnel – lower by \$368K due to reduced spending in Mobile Materials and Services related to professional/tech fees, equipment repairs, and fuel/lube/parts/repairs for revenue vehicles

Slide 9

(Cover) Capital Budget

Slide 10

FY22 Capital Budget Spending Year to Date as of July 31, 2021

- Total Capital Projects spending year to date is \$88K, or 0.6%, of \$13,665K budget
 - Construction Related Projects – no spending has occurred
 - IT Projects – no spending has occurred
 - Facilities Repair & Improvements – spending is \$6K for the following project:
 - Awning at fueling station, design phase
 - Revenue Vehicle Replacement & Campaigns – spending is \$22K for the following project:
 - Principal lease payment on three new Flyer replacement buses
 - Revenue Vehicle Replacement Electrification Projects – no spending has occurred
 - Non-Revenue vehicle replacement – no spending has occurred
 - Fleet & Maintenance Equipment – spending is \$23K for the following project:
 - Floor scrubber for Maintenance shop
 - Miscellaneous – spending is \$37K for the following project:
 - Maintstar upgrade
- Spending of \$88K, or 0.3%, of Capital Portfolio budget of \$27.2M

Slide 11

(Cover) Questions?

Slide 12

(Cover) Additional Information

Slide 13

Additional Information for the month of June 2021

- Unemployment Rate %
 - Santa Cruz County is 6.9%
 - State of California is 8.0%
 - National is 5.9%
- Gasoline per Gallon for the San Francisco-Oakland-San Jose area is \$4.33; Diesel is \$4.10
- Ridership YTD as of June 2021 changed as follows, year-over-year (FY20 – FY21):
 - 77.1% decrease in Total ridership
 - 77.0% decrease in Highway 17 ridership

- 74.3% decrease in Local ridership
- 93.1% decrease in UCSC ridership - 2020 – 2021 school year is primarily online due to COVID-19
- 97.4% decrease in Cabrillo ridership - 2020 – 2021 school year is primarily online due to COVID-19
- 50.9% decrease in Non-Student ridership
- Ridership recovery is 106,180 total passengers in June 2021 compared to 36,113 total passengers at the start of the COVID-19 pandemic in April 2020

Slide 14

FY22 & Beyond Capital Portfolio Funding \$27.2M

- Transfers from Operating Budget (Measure D) – \$7.8M
- Federal Capital Grants – \$5.8M
- Operating and Capital Reserve Fund –\$5.6M
- PTMISEA – \$4.5M
- State Transportation Improvement Plan (STIP) – \$1.4M
- Local Partnership Program (LPP) – \$1.1M
- Transfers from Operating Budget (STA-SB1) – \$0.9M
- Surface Transportation Block Grant (STBG) – \$0.2M
- Capital Restricted STA – \$0.03M

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 July 31, 2021.

VI. CHANGES FROM COMMITTEE

None.

VII. ALTERNATIVES CONSIDERED

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

VIII. ATTACHMENTS

Attachment A: Year to Date Monthly Financial Report as of July 31, 2021
Presentation

Prepared by: Cathy Downes, Sr. Financial Analyst

IX. APPROVALS

Chuck Farmer, Chief Financial Officer



Alex Clifford, CEO/General Manager





Year to Date Monthly Financial Report as of July 31, 2021

Board of Directors

August 27, 2021

Chuck Farmer, Chief Financial Officer

FY21 Pre-Audit Financials

9.3A.2

FY21 Operating Revenue and Expenses

	YTD June 30, 2021		Fav / (Unfav)
	Actual	Budget	
Operating Revenue			
Passenger Fares	\$ 4,780	\$ 10,255	\$ (5,475)
Sales Tax/including Measure D	27,618	25,889	1,729
Federal/State Grants	26,333	19,952	6,381
All Other	729	1,168	(439)
Total Revenue	\$ 59,460	\$ 57,264	\$ 2,196
Operating Expense			
Labor - Regular	\$ 15,928	\$ 18,752	\$ 2,824
Labor - OT	946	1,558	612
Fringe	23,171	25,056	1,885
Non-Personnel	8,931	9,633	702
Total OpEx	\$ 48,976	\$ 54,999	\$ 6,023
Bus Replacement Fund*	\$ (2,314)	\$ (2,265)	\$ 49
Transfers **	(8,170)	-	8,170
Operating Surplus/(Deficit)	\$ -	\$ -	\$ -

- Preliminary, pre-close/pre-audit year end financials
- Revenues favorable due to higher Sales Tax revenues and unbudgeted COVID related grants
- Actuals include \$8.9M drawdown of CARES/CRRSAA funds
- Expenses favorable due to lower labor/fringe costs as a result of vacant positions and extended unpaid leaves of absence
- Bus Replacement Fund favorable due to higher than expected Measure D sales tax

* Bus Replacement Fund - \$3M annual commitment from Measure D sales tax (\$2.3M) and STA-SGR (\$0.7M)
 ** Transfers TBD – UAL/OPEB, Operating Reserves, COVID Recovery Fund

FY21 Capital Budget Spend

<i>\$000's</i>	Full Year Spending*	Full Year Budget	% Spend
Project Category:			
Construction Related Projects	\$ 171	\$ 4,434	3.9%
IT Projects	-	800	0.0%
Facilities Repair & Improvements	869	2,487	35.0%
Revenue Vehicle Replacement	594	8,954	6.6%
Revenue Vehicle Electrification Projects	4,391	10,170	43.2%
Non-Revenue Vehicle Replacement	1	254	0.6%
Fleet & Maintenance Equipment	8	133	5.8%
Misc.	303	558	54.3%
	Total \$ 6,337	\$ 27,789	22.8%

9.3A.4

Completed projects in FY21

- 4 Proterra electric buses accepted, will be put into service Fall 2021
- 3 ParaCruz vans put into service in June 2021
- Maintenance Facility roof replacement and access control
- Golf Club Dr. fire egress
- Fuel management system
- Vapor compressor system

FY22 Pre-Close Financials

9.3A.5

FY22 Operating Revenue and Expenses

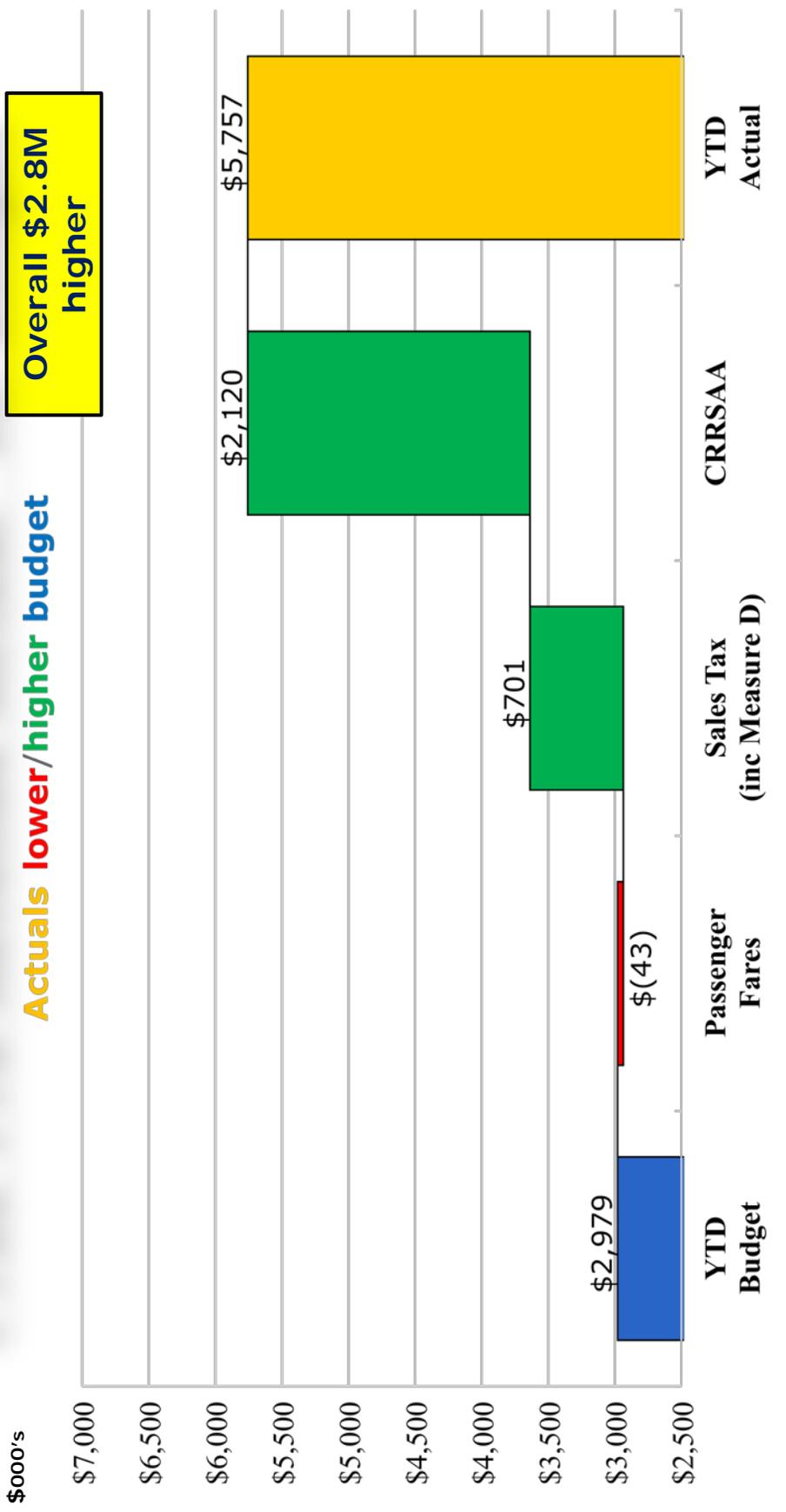
	<u>July 31, 2021</u>		
\$ 000's	Actual*	Budget	Fav / (Unfav)
Operating Revenue			
Passenger Fares	\$ 514	\$ 557	\$ (43)
Sales Tax/including Measure D	3,082	2,381	701
Federal/State Grants	2,120	-	2,120
All Other	41	41	-
Total Revenue	\$ 5,757	\$ 2,979	\$ 2,778
Operating Expense			
Labor - Regular	\$ 1,302	\$ 1,577	\$ 275
Labor - OT	160	60	(100)
Fringe	1,955	2,140	185
Non-Personnel	447	815	368
Total OpEx	\$ 3,864	\$ 4,592	\$ 728
Bus Replacement Fund*	\$ (307)	\$ (195)	\$ (112)
Operating Surplus/(Deficit)	\$ 1,586	\$ (1,808)	\$ 3,394

- Revenues favorable due to higher Sales Tax revenues and unbudgeted COVID related grants
- Expenses favorable due to lower labor/fringe costs as a result of vacant positions (32) and extended unpaid leaves of absence
- Bus Replacement Fund favorable due to net Measure D sales tax revenues of \$425K (less average of five Bus Operators' compensation)

* Bus Replacement Fund - \$3M annual commitment from Measure D sales tax (\$2.2M) and STA-SGR (\$0.8M)

9.3A.6

FY22 YTD Revenue Actual* vs. Budget



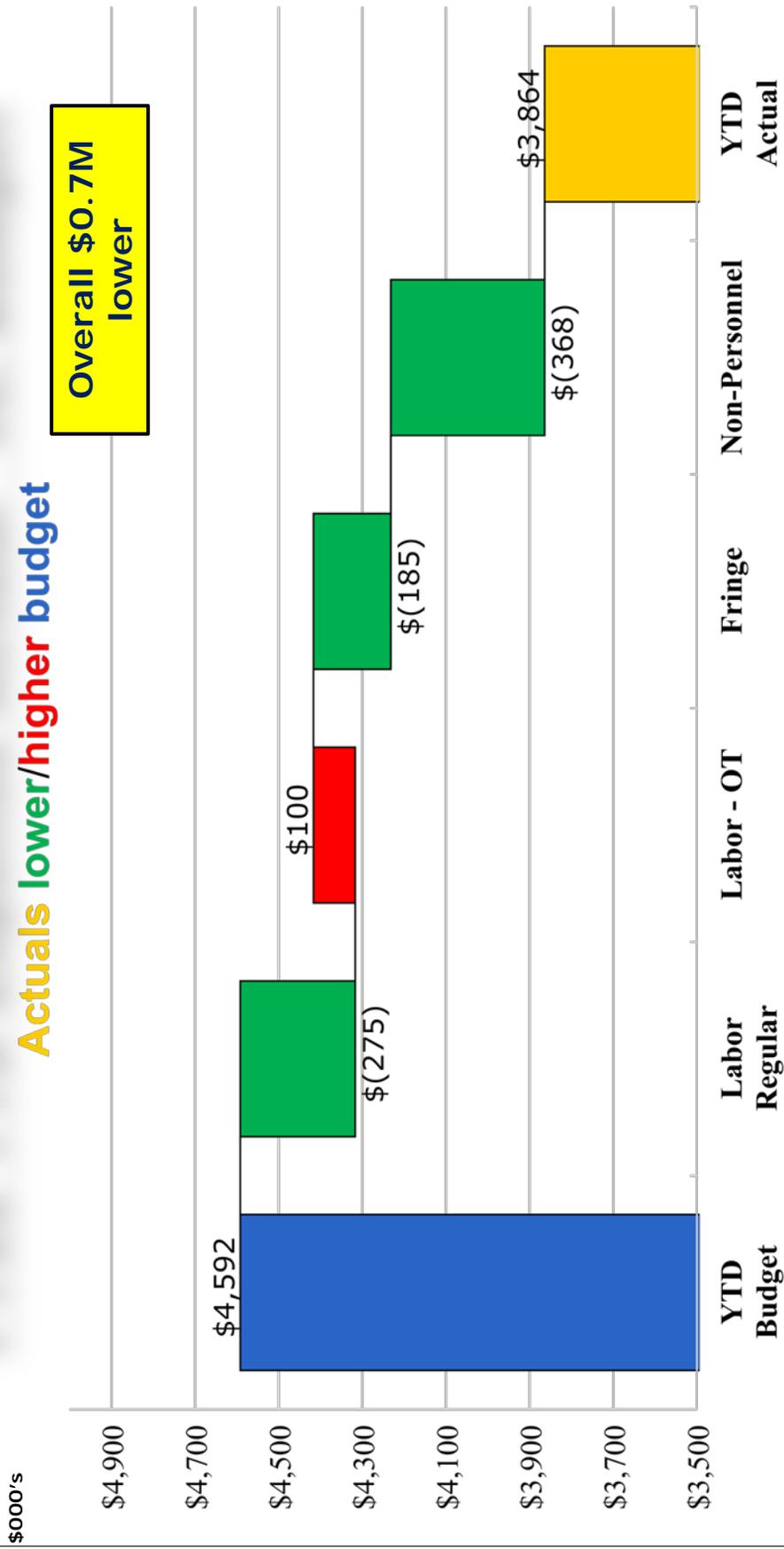
- Ridership is still below pre-pandemic levels
- Sales tax higher than anticipated
- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) drawdown

* Excludes Transfers

FY22 YTD Expense Actual* vs. Budget

Actuals **lower/higher** budget

Overall \$0.7M lower



9.3A.8

- Personnel lower due to funded/vacant positions; fringe savings is retirement and medical insurance costs
- Non-Personnel lower due to reduced spending in Mobile Materials and Services, related to professional/tech fees, equipment repairs, and fuel/lube/parts/repairs for revenue vehicles

* Pre-close financials, subject to adjustments post close

Capital Budget

FY22 Capital Budget Spend

\$000's	YTD Spending*	Full Year Budget	% Spend
Project Category:			
Construction Related Projects	\$ -	\$ 672	0.0%
IT Projects	-	549	0.0%
Facilities Repair & Improvements	6	1,709	0.4%
Revenue Vehicle Replacement	22	7,351	0.3%
Revenue Vehicle Electrification Projects	-	2,690	0.0%
Non-Revenue Vehicle Replacement	-	250	0.0%
Fleet & Maintenance Equipment	23	125	18.2%
Misc.	37	319	11.6%
Total \$	88	\$ 13,665	0.6%

- Full year, monthly budget break out is still in process
- Spending of \$65K, or 0.3%, of Capital Portfolio of \$27.2M

9.3A.10

Questions?

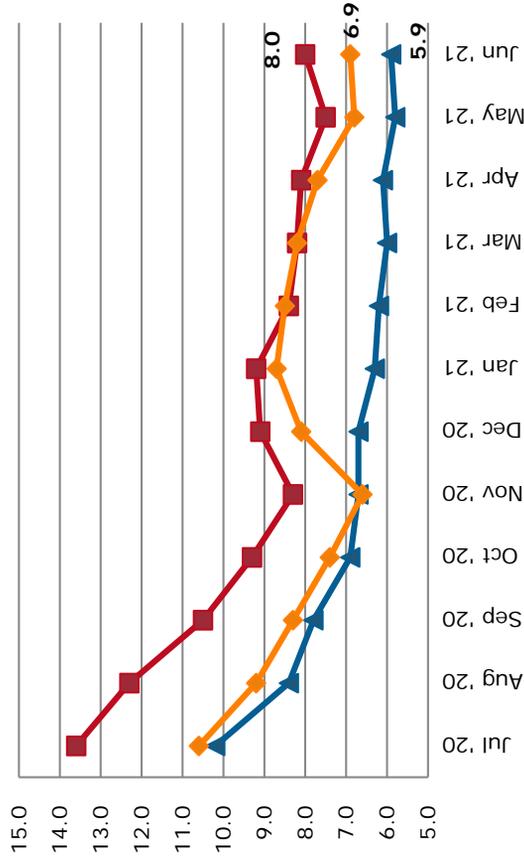
Additional Information

9.3A.12

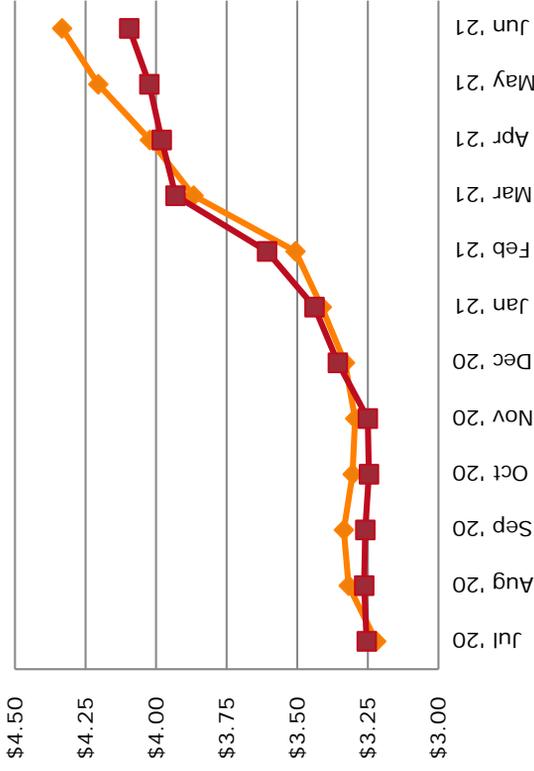
Economic Indicators & Ridership as of June 2021

Unemployment Rate %

—▲ National
 —■ State of CA
 —◆ SC County

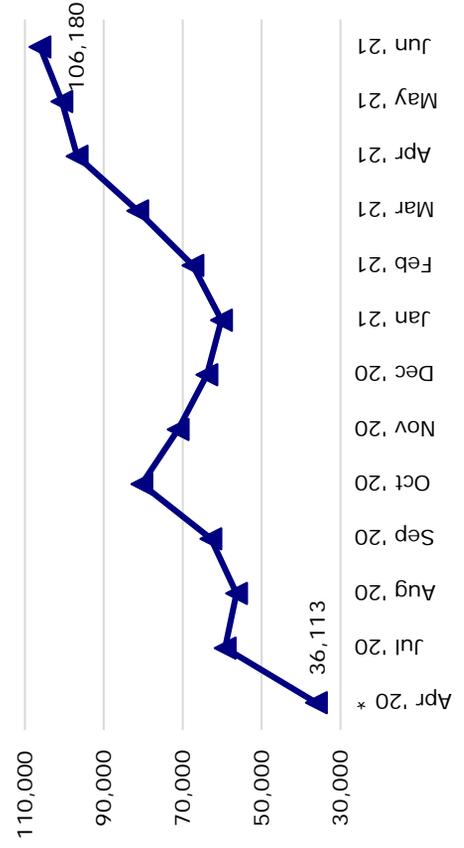


\$ Diesel/Gasoline per Gallon
 San Francisco – Oakland – San Jose
—◆ \$ Gasoline per Gallon
 —■ \$ Diesel per Gallon



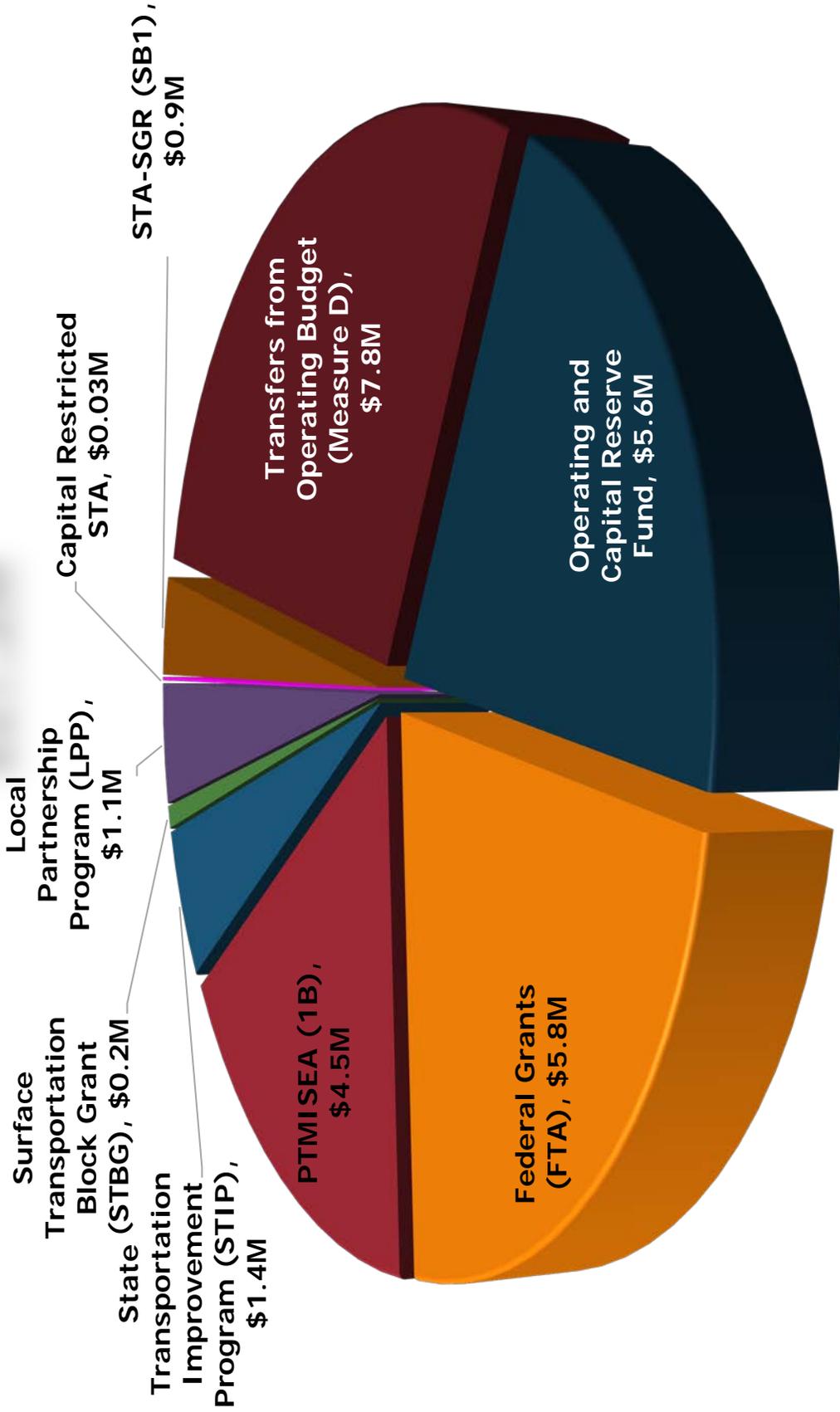
FY20-FY21 Ridership: June YTD			
Ridership	FY20	FY21	% Change
Total	3,493,572	800,634	-77.1%
Hwy 17	200,240	46,024	-77.0%
Local	3,344,240	860,790	-74.3%
UCSC	1,732,537	119,138	-93.1%
Cabrillo	220,054	5,773	-97.4%
Non-Student	1,591,889	781,903	-50.9%

Post Pandemic Ridership Recovery



FY22 & Beyond Capital Portfolio Funding*

\$27.2M



*Full portfolio amounts, will be updated until next budget cycle or if funding sources change



DATE: August 27, 2021
TO: Board of Directors
FROM: Chuck Farmer, Chief Financial Officer
**SUBJECT: FY22 RENEWAL OF PROPERTY INSURANCE COVERAGE
WITH ZURICH AMERICAN INSURANCE COMPANY AND
EMPLOYMENT PRACTICES LIABILITY COVERAGE WITH QBE
SPECIALTY INSURANCE COMPANY**

I. RECOMMENDED ACTION

That the Board of Directors authorize the renewal of property insurance coverage with Zurich American Insurance Company and the renewal of employment practices liability coverage with QBE Specialty Insurance Co.

II. SUMMARY

- Santa Cruz Metropolitan Transit District (METRO) maintains property insurance on all its owned and leased facilities in accordance with lease agreements, as well as on building contents. In addition, METRO maintains Employment Practices Liability (EPL) insurance that protects METRO from financial consequences associated with a variety of employment-related lawsuits.
- Staff recommends that the Board of Directors (Board) authorize the renewal of property insurance coverage with Zurich American Insurance Company in the amount of \$50,780 and the renewal of EPL insurance coverage with QBE Specialty Insurance Co. in the amount of \$62,623.

III. DISCUSSION/BACKGROUND

Marsh & McLennan, METRO's insurance broker, has arranged for renewal of property insurance coverage with Zurich American Insurance Company and EPL coverage with QBE Specialty Insurance Co.

The property insurance coverage is all risk coverage; excluding earthquake, flood, and motor vehicles licensed for road use; and includes buildings and contents, and other equipment, with a \$10,000 deductible.

The Zurich American Insurance Company is rated A+ XV by A. M. Best. The "A+" is the superior or highest rating on the A.M. Best rating scale, and "XV" refers to financial size category (FSC) and is based on adjusted policyholders' surplus. "XV" translates to two billion or greater.

METRO carries separate policies for flood insurance for the Judy K. Souza Operations Building at 1200 “A” River Street and the Fueling and Service Building at 1200 “B” River Street.

METRO does not carry earthquake insurance.

Staff recommends that the Board authorize the renewal of property insurance coverage with Zurich American Insurance Company in the amount of \$50,780.

The EPL insurance coverage protects METRO from financial consequences associated with a variety of employment-related lawsuits; excluding Criminal Acts, Fiduciary Liability, Asbestos, Bodily Injury or Property Damage; Law Enforcement Activities, Prior Knowledge and Notice, Pollution, and Violations of Worker’s Compensation, Disability Benefits or Unemployment Compensation Law.

The QBE Specialty Insurance Company is rated A, XV by A. M. Best.

Staff recommends that the Board authorize the renewal of EPL with QBL Specialty Insurance in the amount of \$62,623. The annualized year-over-year increase is approximately \$10K or 20%. The significant increase is due to overall market pressures (COVID-19 and expected wrongful termination/discrimination claims).

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report pertains to METRO’s Safety First Culture and Financial Stability, Stewardship & Accountability.

V. FINANCIAL CONSIDERATIONS/IMPACT

The following outlines the elements of the above recommendation:

1. AMOUNT OF RECOMMENDATION: \$113,403 (\$50,780 – Property insurance and \$62,623 – EPL insurance). The premiums quoted may change slightly before the end the month, subject to final commission adjustments and applicable fees.
2. SOURCE OF FUNDING: FY22 Operating Budget
3. EXPENSE ACCOUNTS TO CHARGE: Ins. Property – 506011; EPL - 506021

VI. CHANGES FROM COMMITTEE

N/A.

VII. ALTERNATIVES CONSIDERED

- Using an alternate insurance carrier is certainly an option but could negatively affect the cost, coupled with the fact that no other insurance companies bid on the renewal.
- METRO could self-insure, but does not currently have the cash reserves to support such a program.

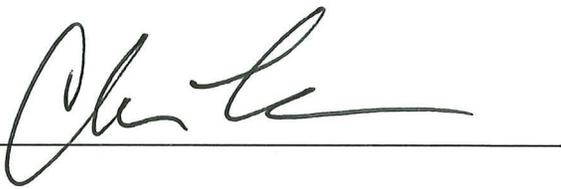
VIII. ATTACHMENTS

None

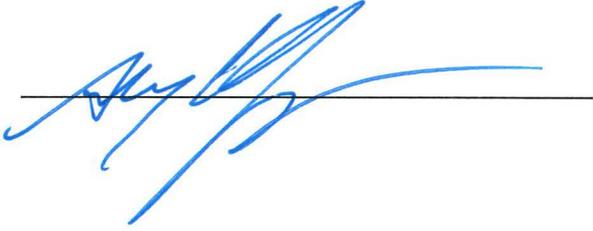
Prepared By: Kristina Mihaylova, Finance Deputy Director

IX. APPROVALS

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



Alex Clifford, CEO/General Manager





DATE: August 27, 2021
TO: Board of Directors
FROM: Wondimu Mengistu, Grants and Legislative Analyst
SUBJECT: **CONSIDER A RESOLUTION DESIGNATING THE CEO AS THE AUTHORIZED AGENT TO SUBMIT A PROJECT LIST AND EXECUTE AGREEMENTS TO RECEIVE CALIFORNIA STATE OF GOOD REPAIR FUNDS**

I. RECOMMENDED ACTION

That the Board of Directors adopt a resolution designating the CEO as the Authorized Agent to submit a project list and to execute all agreements necessary to receive funds from the California State of Good Repair program

II. SUMMARY

- The California Road Repair and Accountability Act of 2017 (SB 1) created a State of Good Repair (SGR) formula program for transit capital improvement projects.
- The State Controller's Office (SCO) apportions SGR funds to the Santa Cruz County Regional Transportation Commission (RTC) and the Santa Cruz Metropolitan Transit District (METRO) according to the formula established for apportionment of State Transit Assistance (STA) funds.
- For FY22, the SCO apportioned \$760,266 to Santa Cruz County, \$400,510 to RTC and \$359,756 to METRO.
- The RTC can sub-allocate its apportionment to METRO as currently shown in RTC's amended FY22 Budget.
- METRO has committed its entire apportionment of FY22 SGR funds, as well 100% (\$400,510) of RTC's apportionment of FY22 SGR funds, for bus replacements and/or for the required local match for competitive grant opportunities.
- The RTC approved METRO's request to transfer METRO's entire SGR apportionment as well as its 100% of population-based SGR revenue to METRO for transit capital improvements.
- Staff recommends that the Board of Directors (Board) adopt a resolution designating the CEO as the Authorized Agent to submit an application and to

execute all agreements and take all other actions, including executing the Certifications and Assurances, necessary to receive the SGR funds.

III. DISCUSSION/BACKGROUND

On April 28, 2017, Governor Brown signed SB 1, creating new taxes and fees to fund \$50 billion in transportation improvements across all transportation modes throughout the State of California. SB 1 established a new Transportation Improvement Fee on vehicle registrations to fund a new SGR transit capital improvement program. SGR funds are apportioned to counties statewide according to the existing formula in the STA program, which distributes 50% of the revenue to Regional Transportation Planning Agencies based upon county population (the §99313 share) and 50% to transit operators based upon their proportionate share of statewide transit revenue from fares and local taxes (the §99314 share).

The SCO apportions funds to eligible entities throughout the state based upon the revenue it anticipates collecting throughout the year from the Transportation Improvement Fee. For FY22, the SCO apportioned \$760,266 to Santa Cruz County, \$400,510 for the §99313 share to RTC and \$359,756 to METRO for the §99314 share. Both shares, however, are disbursed directly to the RTC, which is responsible for sub-allocating the §99314 SGR funds to METRO and for paying the §99313 SGR funds to METRO or to any other transit operator in the county.

METRO has already committed its entire anticipated FY22 apportionment, as well as 100% of RTC's FY22 SGR funds, for bus replacement projects and/or for the required local match for competitive grant opportunities. At its May 6, 2021 meeting, the RTC approved METRO's request to transfer METRO's entire SGR apportionment as well as its 100% of population-based SGR revenue to METRO for transit capital improvements. METRO's highest capital improvement priority is to replace buses that have exceeded their useful lifespan. In FY18, a new METRO capital budget funding strategy was introduced that would result in an estimated \$3M per year to be dedicated to the annual capital budget. The strategy of creating a "Bus Replacement Fund" establishes consistent annual transfers of SGR, STA-SB1 funds and Measure D funds to the capital budget to provide stable funding to purchase and/or provide required local match(es) for fixed-route buses that have exceeded their useful life. METRO plans to use all of its FY22 SGR funds (\$359,756) as well as 100% (\$400,510) of RTC's FY22 SGR funds for bus replacements and/or for the required local match for competitive grant opportunities.

Staff recommends that the Board adopt a resolution (Attachment A) to designate the CEO as the Authorized Agent to submit a project list to Caltrans and to execute all documents and take all further actions necessary to receive FY22 SGR funds.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

METRO would receive \$760,266 from Santa Cruz County's FY22 SGR apportionment to use for bus replacement projects and/or for the required local match for competitive grant opportunities. If METRO chooses not to use the funds to purchase or lease CNG replacement buses, METRO will reprogram the SGR funds as matching funds required for competitive grant opportunities.

The RTC would pay SGR funds to METRO quarterly as RTC receives them from the SCO. METRO must retain the SGR funds and interest earnings in a separate account until spent.

VI. ALTERNATIVES CONSIDERED

There are no alternatives. METRO has already committed the anticipated SGR funds for bus replacements.

VII. ATTACHMENTS

Attachment A: Authorizing Resolution

Prepared by: Wondimu Mengistu, Grants/Legislative Analyst

VIII. APPROVALS:

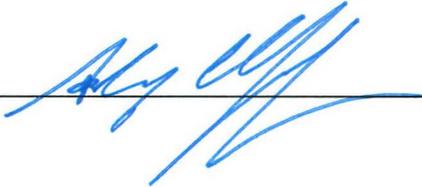
John Urgo, Planning
and Development Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Alex Clifford, CEO/General Manager



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 EXECUTION OF CERTIFICATIONS AND ASSURANCES AND DESIGNATING ALEX CLIFFORD, CEO/GENERAL MANAGER, AS THE AUTHORIZED AGENT TO TAKE ALL ACTIONS AND EXECUTE ALL DOCUMENTS NECESSARY TO RECEIVE FUNDS FROM THE STATE OF GOOD REPAIR PROGRAM

WHEREAS, California Governor Brown enacted the Road Repair and Accountability Act of 2017 (SB 1) on 4/28/2017 to provide \$50 billion for transportation investments throughout the State of California during the next decade; and

WHEREAS, SB 1 established the State of Good Repair program (SGR) funded by a Transportation Improvement Fee on motor vehicle registrations beginning 1/1/2018 for transit system capital improvements; and

WHEREAS, SB 1 delegated SGR implementation to the California Department of Transportation (Caltrans) and specified that the State Controller's Office (SCO) apportion SGR funds to the Regional Transportation Planning Agencies and to the eligible transit operators by the same formula used to distribute State Transit Assistance funds; and

WHEREAS, the Santa Cruz Metropolitan Transit District (METRO) is an eligible transit operator and will receive its SGR funds from the Santa Cruz County Regional Transportation Commission (RTC), to which the SCO disburses all of the SGR revenue for Santa Cruz County; and

WHEREAS, METRO proposes to receive Santa Cruz County's entire population and revenue-based SGR apportionments from the RTC for transit capital improvement projects; and

Attachment A

Resolution No. _____

Page 2

WHEREAS, METRO authorizes submittal of the following project list to Caltrans for the FY22 SGR funds:

Project Name: Bus replacements

Total SGR Funds Requested: \$760,266

RTC FY22 apportionment: \$400,510

METRO FY22 apportionment: \$359,756

Short Description: Use FY22 SGR funds to replace buses that have exceeded their useful lifespan.

Contributing Sponsor: RTC

-OR-

Project Name: For the required local match for competitive grant opportunities

Total SGR Funds Requested: \$760,266

RTC FY22 apportionment: \$400,510

METRO FY22 apportionment: \$359,756

Short Description: Use FY22 SGR funds for the required local match for competitive grant opportunities.

Contributing Sponsor: RTC

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Santa Cruz Metropolitan Transit District hereby agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and in the applicable statutes, regulations and guidelines for the SGR; and

BE IT FURTHER RESOLVED, that the Board of Directors of the Santa Cruz Metropolitan Transit District hereby authorizes Alex Clifford, CEO/General Manager, to establish an agreement with the RTC to transfer the County's population-based apportionment of FY22 State of Good Repair funds to METRO to use the funds for bus replacements and/or to pay the local match for competitive grant opportunities to buy CNG replacement buses; and

THEREFORE, BE IT FURTHER RESOLVED, that the Board of Directors the Santa Cruz Metropolitan Transit District hereby designates Alex Clifford, CEO/General Manager, or his designee, as the Authorized Agent to take all actions and execute all documents necessary to receive funds from the SGR.

PASSED AND ADOPTED this 27th Day of August 2021 by the following vote:

AYES: Directors -

NOES: Directors -

9.5A.2

Attachment A

Resolution No. _____

Page 3

ABSTAIN: Directors -

ABSENT: Directors -

APPROVED _____

Donna Lind
Board Chair

ATTEST _____

ALEX CLIFFORD
CEO/General Manager

APPROVED AS TO FORM:

JULIE SHERMAN
General Counsel

- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: August 27, 2021
TO: Board of Directors
FROM: Wondimu Mengistu, Grants and Legislative Analyst
SUBJECT: CONSIDER ADOPTING A RECOMMENDATION TO SUPPORT ASSEMBLY BILL 418 (VALLADARES) AND TRANSMIT POSITION STATEMENTS TO ASSEMBLY MEMBER VALLADARES

I. RECOMMENDED ACTION

That the Board of Directors approve a recommendation to support Assembly Bill 418 (Valladares) and transmit position statements to Assembly Member Valladares.

II. SUMMARY

- In response to historically catastrophic wildfires caused by electric utility equipment, the California Public Utilities Commission (CPUC) authorized the State's privately owned electric utilities (known as investor-owned utilities or IOUs) to implement Public Safety Power Shutoff (PSPS) events.
- As a consequence of the PSPS events initiated, the Santa Cruz Metropolitan Transit District (METRO) lost ready access to the electricity needed to maintain essential services to much of our community during these PSPS events.
- AB 418 will help local governments mitigate the impacts of PSPS events by formally establishing the Community Power Resiliency Program (CPRP).
- In doing so, this Bill will provide a pathway through which METRO can access necessary grants to ensure the continuity of critical services during these PSPS events.
- Staff is requesting the Board of Directors approve adoption of a recommendation to support Assembly Bill 418 (Valladares) and transmit position statements to Assembly Member Valladares.

III. DISCUSSION/BACKGROUND

In response to historically catastrophic wildfires caused by electric utility equipment, the California Public Utilities Commission (CPUC), Code Sections 451 and 399.2 (a), authorized the State's privately owned electric utilities to implement Public Safety Power Shutoff (PSPS) events, temporarily halting electric power delivery. In 2019 and 2020, due to the CZU Lightning Complex fire

and to lower the risk of starting fires, Pacific Gas & Electric Company (PG&E) employed PSPS events, temporarily halting power to areas deemed susceptible to wildfires. As a consequence of the PSPS events initiated by PG&E, sometimes for days at a time, METRO lost ready access to the electricity needed to maintain essential services to much of our community during this difficult time.

Recognizing the disruption caused by PSPS events, the State has recently made funds available to help local governments prepare for, and mitigate the harm related to, PSPS events. Community Power Resiliency Grants have offered local governments needed support. The 2019 and 2020 budgets set aside tens of millions of dollars to fund Community Power Resiliency Grants to help local governments mitigate the impacts of PSPS events. This funding, administered by the California Governor's Office of Emergency Services (Cal OES), focused on jurisdictions where there was heightened PSPS vulnerability. However, the administration of these grants is not codified in statute, is not sufficiently transparent and is not flexible enough to meet the diverse needs of local communities experiencing emergencies. Furthermore, the Governor's 2021-22 Budget Proposal does not include any funding to the program.

Authored by Assembly Member Suzette Valladares (R-38 Santa Clarita), Assembly Bill 418 establishes the CPRP, which will help counties, cities and special districts mitigate the impacts of PSPS events. By codifying this program, AB 418 will provide a pathway through which local communities can access necessary grants to ensure the continuity of critical services during emergencies. Additionally, the Bill will provide counties, cities and special districts greater flexibility in how they use these grants to address the diverse needs of their constituencies.

Eligible uses of the grant funds include the procurement of generators and generator connections, portable vehicle-mounted charging stations and equipping resource centers with back-up electrical support during power de-energization events.

Given that PSPS events are likely to continue, METRO will be forced to continue managing the fallout from often unpredictable and last-minute power outages. CPRP grant funds will help METRO continue to sustain critical public transit services to our community during these difficult times. In addition, the grant funds will help METRO plan for charging its electric buses in light of the recent fires, winds and PG&E's grid shutdowns.

Staff is requesting the Board of Directors adopt a recommendation (Attachment A) to support Assembly Bill 418 (Valladares) and transmit position statements to Assembly Member Valladares.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

The actions taken in this report tie to METRO's Financial Stability, Stewardship and Accountability, Service Quality and Delivery, and State of Good Repair Strategic Priorities.

V. FINANCIAL CONSIDERATIONS/IMPACT

The CPRP grant program would provide discretionary grant funds necessary to improve the energy resiliency of METRO's critical infrastructure necessary to ensure the continuity of critical services during emergencies. Staff will request a Capital Budget amendment when these grants are submitted and awarded.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

Adopt an "oppose" position on Assembly Bill 418 or take no action on Assembly Bill 418. METRO is seeking capital funding from external sources to improve METRO's energy resiliency necessary to ensure the continuity of critical services during emergencies. AB 418 presents an opportunity to acquire grant funds to ensure METRO will have the necessary resources to maintain essential services during PSPS events and other emergencies. Opposing or taking no action on Assembly Bill 418 will force METRO to continue managing the fallout from often unpredictable and last-minute power outages. These alternatives are not recommended.

VIII. ATTACHMENTS

Attachment A: Approve a recommendation to support Assembly Bill 418 (Valladares) and transmit position statements to Assembly Member Valladares.

Attachment B: Assembly Bill No. 418 Text

Prepared by: Wondimu Mengistu, Grants/Legislative Analyst

IX. APPROVALS

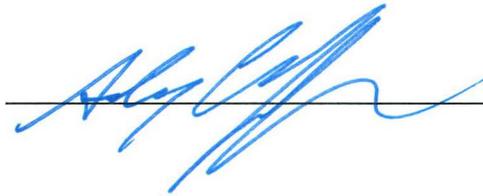
John Urgo, Planning
and Development Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Alex Clifford, CEO/General Manager



Santa Cruz Metropolitan Transit District



August 27, 2021

The Honorable Suzette Valladares
California State Assembly, District 38
State Capitol Building, Room 3149
Sacramento, CA 94249

Re: Assembly Bill 418 (Valladares) – SUPPORT

Dear Assembly Member Valladares:

On behalf of the Santa Cruz Metropolitan Transit District (METRO) Board of Directors, I wish to inform you of our support for Assembly Bill 418.

Assembly Bill 418 would establish the Community Power Resiliency Program (CPRP) within the California Governor's Office of Emergency Services (Cal OES) to support local governments with grant opportunities to maintain essential services during Public Safety Power Shutoffs (PSPS). De-energization events have an enormous impact on all layers of local governments, including transit service providers. Assisting public transit agencies with CPRP grant funds during PSPS events is critical to ensure the continuity of providing critical transit services during emergencies.

Santa Cruz County has a very high vulnerability to wildfires during periods of high wind and low humidity. The CZU lightning complex fire, which started on August 16, 2020, burned 63,754 acres in Santa Cruz County and destroyed 1,431 structures. During this period, Pacific Gas & Electric Company (PG&E) implemented a Public Safety Power Shutoff (PSPS), temporarily halting electric power delivery in Santa Cruz County. As a consequence of the PSPS, METRO lost ready access to the electricity needed to maintain essential services to much of our community during this difficult time. Without the Assembly Bill 418 funding, METRO will be forced to continue managing the fallout from often unpredictable and last-minute power outages and unable to support first responders and provide public transit services to our community during these PSPS events and other emergencies.

Attachment A

Assembly Bill 418 (Valladares) – SUPPORT
Page 2 of 2

Thank you again for your support on this important legislation and your strong support of public transit in the Santa Cruz region.

Sincerely,

Donna Lind
Chair, Board of Directors

cc: Alex Clifford, CEO/General Manager
Honorable Members, Senate Appropriations Committee
Griffin Bovee, Legislative Director, Office of Assembly Member Valladares
Matt Osterli, Consultant, Senate Republican Caucus

9.6A.2

Attachment B

AMENDED IN ASSEMBLY APRIL 19, 2021

AMENDED IN ASSEMBLY APRIL 8, 2021

CALIFORNIA LEGISLATURE—2021–22 REGULAR SESSION

ASSEMBLY BILL

No. 418

Introduced by Assembly Member Valladares

February 4, 2021

An act to add Article 16.7 (commencing with Section 8654.15) to Chapter 7 of Division 1 of Title 2 of the Government Code, relating to emergency services.

LEGISLATIVE COUNSEL'S DIGEST

AB 418, as amended, Valladares. Emergency services: grant program.

Existing law, the California Emergency Services Act establishes the Office of Emergency Services in the office of the Governor and provides that the office is responsible for the state's emergency and disaster response services for natural, technological, or manmade disasters and emergencies.

This bill would establish the Community Power Resiliency Program (program), to be administered by the Office of Emergency Services, to support local governments' efforts to improve ~~energy~~ resiliency in response to ~~deenergization events and to mitigate the loss of electricity occurring from any other event, as provided.~~ *power outage events, as provided.* The bill would authorize the office to allocate specified sums, pursuant to an appropriation by the Legislature, to local governments, special districts, and tribes for various purposes relating to power resiliency, and would require certain entities, in order to be eligible for funding, to either describe the portion of their emergency plan that

Attachment B

AB 418

— 2 —

includes power outages or confirm that power outages will be included when the entity revises any portion of their emergency plan. ~~Cities,~~

~~Cities,~~ special ~~districts~~ *districts*, and tribes would be eligible, under the provisions of this bill, to apply for competitive grants, while counties would be allocated a noncompetitive amount to be divided between all counties based upon population. The bill would require the office to provide an annual report to ~~certain committees~~ of the Legislature detailing specified information, and to monitor, track, and report to the Legislature information regarding specific projects. The bill would authorize the office to retain up to 3% of the total appropriation and would require the office to administer the program.

The bill would specify that the Legislature intends to enact future legislation to transfer \$100,000,000 from the General Fund to the Office of Emergency Services for the program.

The bill would specify sums that would be allocated to the entities if the Legislature enacts future legislation to allocate only \$50,000,000 to the office for the program.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Article 16.7 (commencing with Section 8654.15)
2 is added to Chapter 7 of Division 1 of Title 2 of the Government
3 Code, to read:

4
5 Article 16.7. Community Power Resiliency Program

6
7 8654.15. (a) The Community Power Resiliency Program is
8 hereby established, to be administered by the office, to support
9 local government efforts to improve ~~energy~~ resiliency in response
10 to ~~deenergization events by electrical corporations or local publicly~~
11 ~~owned electric utilities and to mitigate the loss of electricity~~
12 ~~occurring from any other event.~~ *power outage events.*

13 (b) The office shall also provide competitive and noncompetitive
14 grant funding through the program to local governments, special
15 districts, and tribes to plan and deploy ~~energy~~ resiliency projects
16 that maintain ~~energy services during a deenergization event or~~
17 ~~other power outage.~~ *service during power outage events.*

Attachment B

1 8654.16. (a) The office shall allocate funds, pursuant to any
2 future appropriation by the ~~Legislature, to~~ *Legislature for the*
3 *purposes of this article, as follows:*

4 (1) *To* counties on a noncompetitive basis, to be divided between
5 all counties based upon the population. Counties shall use grant
6 funds to improve local ~~power~~ resilience to ensure that local
7 operations and critical facilities and infrastructure can continue to
8 operate during a ~~deenergization event or other power outage.~~ *power*
9 *outage events.*

10 ~~(b) The office shall allocate funds, pursuant to any future~~
11 ~~appropriation by the Legislature, to~~

12 (2) *To* cities on a competitive basis. Cities shall be eligible for
13 grants of up to three hundred thousand dollars (\$300,000). The
14 office shall give preference points to cities that did not receive a
15 grant award from the 2019 Community Power Resiliency
16 appropriation or the 2020 Community Power Resiliency
17 appropriation.

18 ~~(c) The office shall allocate funds, pursuant to any future~~
19 ~~appropriation by the Legislature, to~~

20 (3) *To* special districts on a competitive basis. Special districts
21 shall be eligible to apply for grants of up to three hundred thousand
22 dollars (\$300,000) to improve the energy resiliency of a critical
23 facility or infrastructure operated by the special district.

24 ~~(d) The office shall allocate funds, pursuant to any future~~
25 ~~appropriation by the Legislature, to~~

26 (4) *To* California federally recognized tribes on a competitive
27 basis. Tribes are eligible to apply for grants of up to two hundred
28 thousand dollars (\$200,000) without specification of prioritization
29 of funding. The office shall give preference points to tribes that
30 did not receive a grant award from the 2019 Community Power
31 Resiliency appropriation or the 2020 Community Power Resiliency
32 appropriation.

33 ~~(e)~~

34 (b) Before being eligible to receive funding, all entities who are
35 required to have an emergency plan shall do either of the following:

36 (1) Describe the portion of their emergency plan that includes
37 power outages, whether resulting from power shutoff events or
38 for any other reason.

39 (2) Confirm that power outages, whether resulting from power
40 shutoff events or for any other reason, will be included the next

Attachment B

AB 418

— 4 —

1 time the local or tribal government revises any portion of its
2 emergency plan.

3 ~~(f)~~

4 (c) The office shall provide an annual report to the ~~Assembly~~
5 ~~Committee on Emergency Management and the Senate Committee~~
6 ~~on Governmental Organization detailing, Legislature, including,~~
7 at a minimum, all of the following:

8 (1) The number of applications received under this program to
9 date.

10 (2) The total amount requested by eligible entities to date.

11 (3) How the eligible entities invested grants under this program.

12 (4) The effectiveness and performance metrics used in carrying
13 out this program.

14 ~~(g) (1) The~~

15 (d) *The* office shall monitor, track, and report to the Legislature
16 specific projects, per established protocols, to ensure timely and
17 effective utilization of allocated funds and staff resources for the
18 purpose of building resiliency to ~~public safety power shutoff events~~
19 ~~or other power outages. in response to power outage events.~~

20 ~~(2)~~

21 (e) The office shall submit the ~~report~~ *reports* to the Legislature
22 required by this ~~chapter~~ *article* in compliance with Section 9795
23 of the Government Code.

24 8654.17. The office may retain up to 3 percent of any
25 appropriation to administer the program, including the competitive
26 grant resource allocation, approval determination, and procedures
27 for allocating preference points.

28 SEC. 2. It is the intent of the Legislature to enact future
29 legislation to transfer one hundred million dollars (\$100,000,000)
30 to the office to support the Community Power Resiliency Program
31 as described in Section 1 of this act. If the Legislature transfers
32 one hundred million dollars (\$100,000,000) to the office, the office
33 shall allocate the funds based on Section 1 of this act and the
34 following:

35 (a) Thirty million dollars (\$30,000,000) to counties.

36 (b) Thirty million dollars (\$30,000,000) to cities.

37 (c) Thirty million dollars (\$30,000,000) to special districts.

38 (d) Seven million dollars (\$7,000,000) to tribes.

39 SEC. 3. If the Legislature enacts future legislation to transfer
40 fifty million dollars (\$50,000,000) to the office to support the

Attachment B

— 5 —

AB 418

- 1 Community Power Resiliency Program as described in Section 1
- 2 of this act, the office shall allocate the funds based on Section 1
- 3 of this act and the following:
- 4 (a) Twenty million dollars (\$20,000,000) to counties.
- 5 (b) Thirteen million dollars (\$13,000,000) to cities.
- 6 (c) Thirteen million dollars (\$13,000,000) to special districts.
- 7 (d) Two million five hundred thousand dollars (\$2,500,000) to
- 8 tribes.

O

97

9.6B.5

- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: August 27, 2021
TO: Board of Directors
FROM: Wondimu Mengistu, Grants and Legislative Analyst
SUBJECT: CONSIDER ADOPTING A RESOLUTION THAT APPROVES A GRANT APPLICATION TO RECEIVE FUNDS FROM THE FEDERAL TRANSIT ADMINISTRATION (FTA) FY21 AREAS OF PERSISTENT POVERTY PROGRAM TO DEVELOP A MASTER PLAN FOR THE SOUTH COUNTY ZERO-EMISSIONS OPERATING AND MAINTENANCE FACILITY

I. RECOMMENDED ACTION

That the Board of Directors adopt a resolution approving a grant application to the FTA, committing \$150,000 in matching funds and authorizing the CEO to execute agreements to receive funding from the FTA's FY21 Areas of Persistent Poverty Program to develop a master plan for the South County Zero-Emissions Operating and Maintenance Facility

II. SUMMARY

- The FTA announced a funding opportunity for the competitive FY21 Areas of Persistent Poverty Program (AoPP) on June 30, 2021 with applications due August 30, 2021.
- In December 2018, the California Air Resources Board (CARB) adopted an Innovative Clean Transit (ICT) Regulation, which mandates, starting in 2026, an escalating percentage of future bus procurements to be zero emission buses (ZEBs).
- Santa Cruz Metropolitan Transit District's (METRO) existing bus yard is limited in its ability to accommodate the footprint required for a fueling/charging, operating and maintenance infrastructure for a full fleet of ZEBs. A new Zero-Emissions Operating and Maintenance Facility in the South County is necessary for METRO to fully transition to zero-emission buses by 2040.
- FTA anticipates a maximum grant award not to exceed \$850,000. Staff recommends that the Board of Directors (Board) commit \$150,000 in matching funds to pay 15% of the \$1 million project cost rather than the required 10% minimum local share in order to submit a more competitive proposal.

- Staff is requesting the Board of Directors adopt a resolution (Attachment A) that authorizes the CEO to submit a grant application, commits METRO to \$150,000 in matching funds from FY22 Operating and Capital Reserve Fund and authorizes the CEO to execute any agreements necessary to receive said FTA funds.

III. DISCUSSION/BACKGROUND

On June 30, 2021, the FTA published a Notice of Funding Opportunity (NOFO) to apply for \$16.3 million in Fiscal Year (FY) 2021 discretionary grant funding through the Areas of Persistent Poverty Program (AoPP). AoPP funds will be awarded competitively for planning, engineering or development of technical or financing plans for projects that assist areas of persistent poverty. This grant solicitation offers METRO an opportunity to submit applications for the South County Zero-Emissions Operating and Maintenance Facility Plan (“Proposed Project”).

On December 14, 2018, CARB adopted its ICT Regulation which requires all transit agencies designated as a small transit agency to transition their bus fleet to all ZEBs beginning in 2026. Starting in 2026, small transit agencies must purchase ZEBs for 25% of all bus purchases, and 100% of all bus purchases must be ZEBs starting in 2029. METRO has already taken steps to electrify its fleet with battery electric zero emission buses. In addition, staff believes that hydrogen fuel cell electric buses (FCEBs) may prove to have a greater range than BEBs and that METRO’s journey towards ICT compliance may include a mix of BEBs and FCEBs. Staff intends to apply for a 2022 FTA Low or No Emission Program (Low-No Program) grant for five hydrogen FCEBs.

However, METRO’s existing bus facility is limited to accommodate its currently planned ZEB deployments, and is not adequate to meet the needs of a fleet-wide ZEB transition goal by 2040. Under a best case scenario, if METRO transitions to 100% battery electric buses (BEB), a maximum of 67 BEBs can fit in the current bus lot with a possible overhead gantry charging system (METRO’s current bus fleet is 94 buses). In addition, there is not sufficient room at the current facility to add a hydrogen fuel cell fueling facility (See Attachment B - Center for Transportation & the Environment).

A new Zero-Emissions Operating and Maintenance Facility in the South County would enable METRO to meet the ICT rule while providing a base for its buses serving four Watsonville local routes as well as inter-city routes to Santa Cruz (Proposed Project). The Proposed Project, once completed, will also support ZEB operations at the Watsonville Transit Center (WTC), which is the primary transfer point between four Watsonville local routes, four inter-city routes to Santa Cruz, and other regional transit agency routes serving WTC, including Monterey-Salinas Transit (MST), which operates three routes to/from WTC. It will also eliminate costly and inefficient deadheading of 17 miles back to Santa Cruz

for midday recharging and a bus exchange. The Proposed Project will also promote economic development, reduce burdens of commuting and improve overall well-being in the South County.

The AoPP grant will be used to develop a master plan for the Proposed Project, including functional analysis, alternative studies, site selection, hazardous material and geotechnical studies, utility and third party coordination, environmental compliance, and compliance with the Uniform Act of 1970 for real estate acquisitions. This planning grant will also fund up to 90% of the conceptual/preliminary design assessing the spatial area requirements for general bus maintenance, fueling, exterior washing, interior cleaning and additional space required for administrative and operations staff offices.

METRO previously submitted a grant application on June 8, 2021 for \$1 million in US Department of Transportation's (USDOT) the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, with no local matching funds to fund the Proposed Project. Staff believes the AoPP grant application will help diversify sources of funding to weather potential downturns and improve METRO's chances of getting the appropriate funding to implement the Proposed Project. METRO will disclose in the AoPP application that it is seeking funding for the Proposed Project from USDOT's RAISE grants program. In the event the Proposed Project is selected by USDOT, METRO will notify FTA and withdraw the application given the selection and duplication of applications. FTA will not award funding from two sources for the same scope of work. The Proposed Project meets the FTA's AoPP primary evaluation criteria for favorably ranking the project. The FTA will favorably consider an operator's application if it increases transit access for environmental justice, reduces greenhouse gas emissions and addresses the effects of climate change in FTA's Areas of Persistent Poverty.

FTA anticipates a maximum grant award not to exceed \$850,000. Staff recommends that the Board of Directors (Board) commit \$150,000 in matching funds to pay 15% of the \$1 million project cost rather than the required 10% minimum local share in order to submit a more competitive proposal. The FY22 budget shows funds available for the local match from FY22 operating and capital reserve fund. Staff recommends committing \$150,000 from this fund to pay the local match for federal financial assistance for the Proposed Project.

Staff is seeking the Board adopt a resolution (Attachment A) approving a grant application to the FTA, committing matching funds and authorizing the CEO to execute agreements to receive funding from the FTA's FY21 AoPP to develop a master plan for the South County Zero-Emissions Operating and Maintenance Facility Plan.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

The actions taken in this report tie to METRO's Financial Stability, Stewardship and Accountability, Service Quality and Delivery, and State of Good Repair Strategic Priorities.

V. FINANCIAL CONSIDERATIONS/IMPACT

If awarded, the planning grant from AoPP would provide revenue necessary to develop planning, environmental clearance, conceptual/preliminary design and real estate acquisition cost estimates for a new facility with METRO contributing \$150,000 from FY22 Operating and Capital Reserve Fund to pay the local match for federal financial assistance for the Proposed Project. Staff will request a Capital Budget amendment if the grant is awarded.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

Do not submit an AoPP grant application. METRO is seeking capital funding from external sources to plan, design and build a new facility needed to accommodate the required footprint for fueling/charging infrastructure, operating and maintenance capacity for a fleet-wide transition to 100% ZEBs. The current federal grant solicitation presents an opportunity to acquire planning funds with 15% local share. Forgoing this opportunity will delay METRO's plan to transition to a 100% zero emission fleet by 2040. This alternative is not recommended.

VIII. ATTACHMENTS

Attachment A: Resolution approving a grant application to the FTA, committing matching funds and authorizing the CEO to execute agreements to receive funding from the FTA's FY21 Areas of Persistent Poverty Program to develop a master plan for the South County Zero-Emissions Operating and Maintenance Facility Plan, including functional analysis, Alternative studies, site selection, environmental clearance and conceptual/preliminary design.

Attachment B: CTE Memo- Parking Impacts of Large-Scale BEB Infrastructure at SCMTD

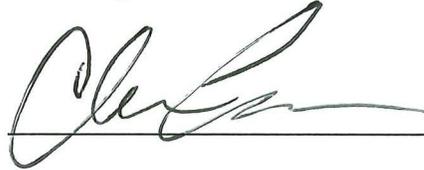
Prepared by: Wondimu Mengistu, Grants/Legislative Analyst

IX. APPROVALS

John Urgo, Planning
and Development Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Alex Clifford, CEO/General Manager



- 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, WHICH APPROVES A GRANT APPLICATION, COMMITS \$150,000 IN MATCHING FUNDS AND AUTHORIZES THE CEO TO EXECUTE AN AGREEMENT TO RECEIVE FUNDS FROM THE FEDERAL TRANSIT ADMINISTRATION (FTA) FY21 AREAS OF PERSISTENT POVERTY PROGRAM TO DEVELOP A MASTER PLAN FOR THE SOUTH COUNTY ZERO-EMISSIONS OPERATING AND MAINTENANCE FACILITY

WHEREAS, the Federal Transit Administration (FTA) is soliciting a grant application for \$16.3 million available nationwide in Areas of Persistent Poverty Program (AoPP); and

WHEREAS, Santa Cruz Metropolitan Transit District (METRO) is an eligible recipient of FTA grant funds from the AoPP grants program; and

WHEREAS, METRO needs capital funding to develop a master plan for the South County Zero-Emissions Operating and Maintenance Facility, including functional analysis, alternative studies, site selection, environmental clearance and conceptual/preliminary design; and

WHEREAS, METRO hereby commits \$150,000 in revenue from its FY22 Operating and Capital Reserve Fund to provide a 15% local match for the project.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Santa Cruz Metropolitan Transit District hereby authorizes Alex Clifford, CEO/General Manager, or his designee, to submit grant applications for funds to develop a master plan for the South County Zero-Emissions Operating and Maintenance Facility, including functional analysis, alternative studies, site

Attachment A

Resolution No. _____

Page 2

selection, environmental clearance and conceptual/preliminary design, and to execute all agreements necessary to receive said funds from the FTA; and

BE IT FURTHER RESOLVED, that the Santa Cruz Metropolitan Transit District hereby commits \$150,000 in revenue from its FY22 Operating and Capital Reserve Fund to provide a 15% local match for the project.

PASSED AND ADOPTED this 27th Day of August 2021 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

APPROVED _____
DONNA LIND
Board Chair

ATTEST _____
ALEX CLIFFORD
CEO/General Manager

APPROVED AS TO FORM:

JULIE SHERMAN
District Counsel

Attachment B

MEMO

Re: Parking impacts of Large-Scale BEB Infrastructure at SCMTD

From: CTE

To: SCMTD Staff

Feb. 4, 2021

CTE understands there are concerns regarding the impact of potential overhead infrastructure to support large scale BEB charging on the parking capacity at the SCMTD facilities, which already experience a shortage of parking spaces¹. CTE has been working with AECOM to develop conceptual layouts of such charging infrastructure and used those preliminary analyses to quantify the parking impact of such infrastructure.

Table 1: Parking Requirements

SCMTD's total fleet size	94 buses
Buses that can currently be Parked Overnight at Maintenance Facility (10% of fleet)	9 buses
Required Capacity at Ops. Bldg. Lot	85 buses
Current Capacity at Ops Bldg. Lot	83 buses
Estimated Capacity at Ops. Bldg. Lot with Overhead Charging Infrastructure	77 buses

Figure 1 shows SCMTD's current bus parking layout, accommodating 68 buses in striped parking spaces, and 15 in the drive lanes for a total of 83 buses. AECOM's layout shows enough room for 67 battery electric buses (BEBs) to be parked in striped spaces, and 10 buses in the drive lanes, for a total of 77 buses². This net loss of 6 parking spaces indicates that large-scale overhead BEB charging infrastructure is likely to excessively impact parking capacity at SCMTD.

¹ Currently, SCMTD's Ops. Bldg. Lot has bus parking capacity for 83 buses, which is two spaces short of the 85 bus parking spaces that SCMTD needs for their operations.

² The middle nose-to-tail parking section on AECOM's layout is five buses wide compared to SCMTD's current parking layout which is only four buses wide (i.e. parking spots 55-58 in Figure 1). Therefore, only a single line of buses could be parked in the eastern most drive lane, reducing net parking capacity by five buses. The gantry support structures for the overhead infrastructure further eliminate an additional two spaces of hearing-bone parking.

Attachment B

Figure 1: Current Parking Layout: 83 Buses

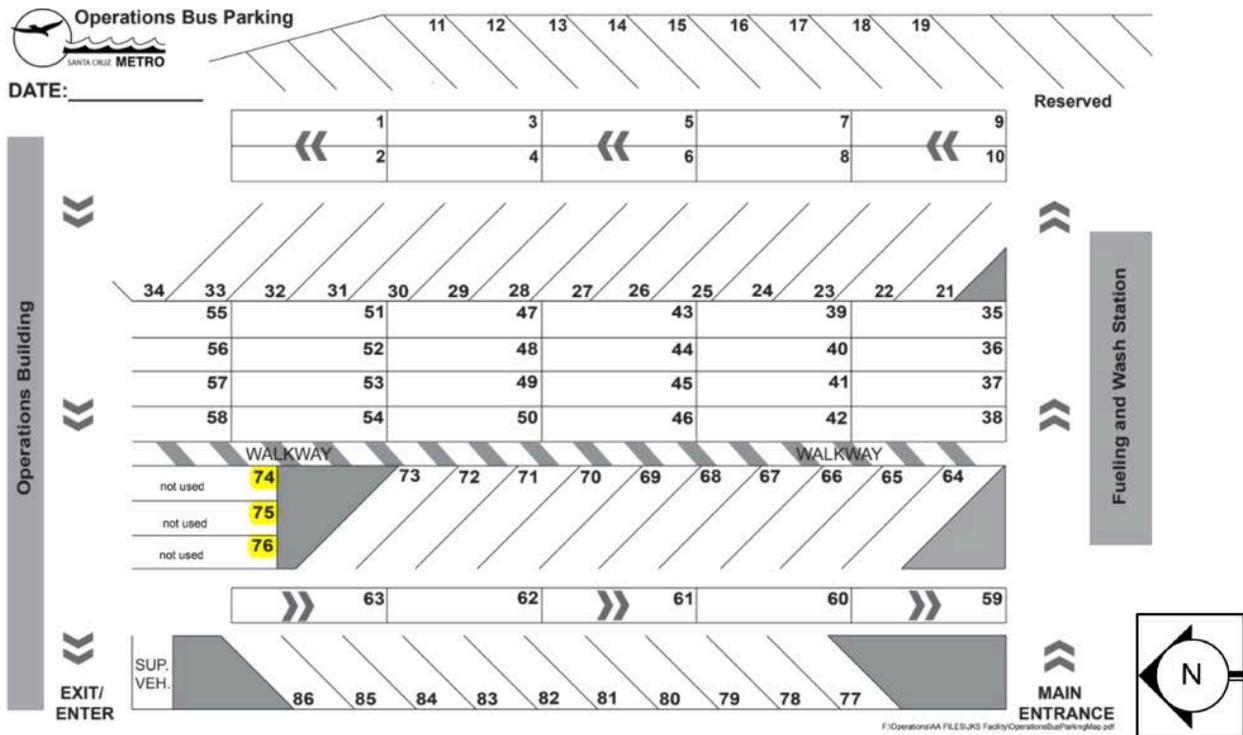
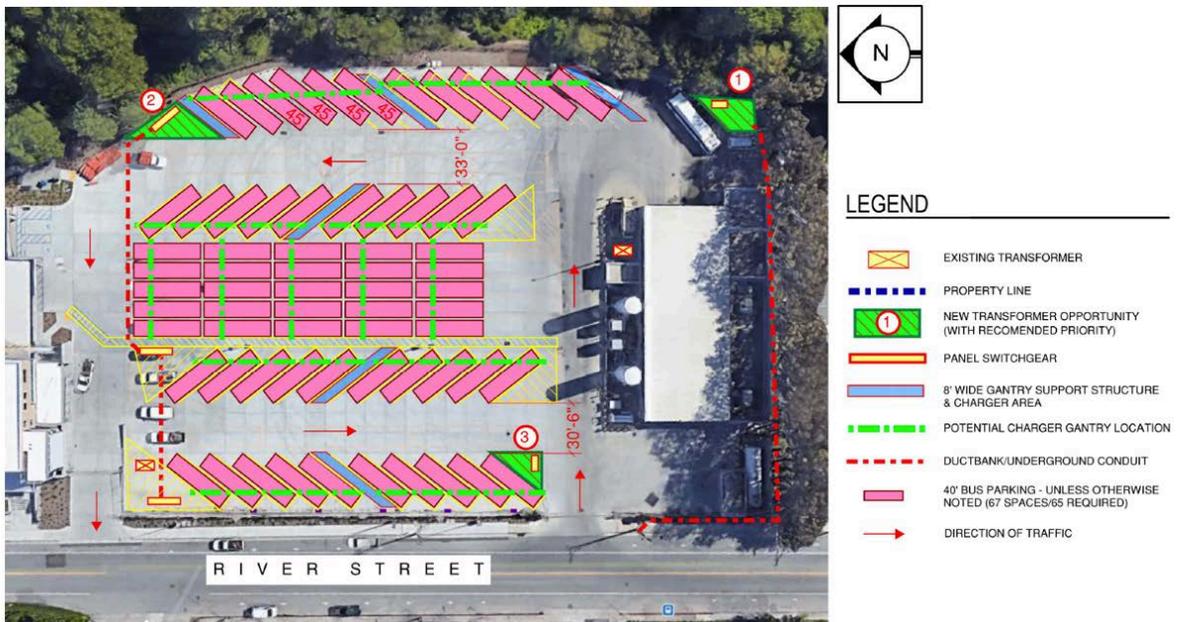


Figure 2. Conceptual SCMTD Parking Layout with BEB Charging Infrastructure: 77 Buses





DATE: August 27, 2021
TO: Board of Directors
FROM: Wondimu Mengistu, Grants and Legislative Analyst
SUBJECT: **CONSIDER A RESOLUTION DESIGNATING THE CEO AS THE AUTHORIZED AGENT TO EXECUTE ALL REQUIRED DOCUMENTS TO CLAIM FUNDS AWARDED THROUGH THE FY2021-22 CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM**

I. RECOMMENDED ACTION

That the Board of Directors adopt a resolution designating the CEO as the Authorized Agent to execute all required documents to claim funds awarded through the FY2021-22 Caltrans Sustainable Transportation Planning Grant Program

II. SUMMARY

- In February 2021, the Santa Cruz Metropolitan Transit District (METRO) staff submitted an application for a Caltrans Sustainable Transportation Planning Grant Program (STPG) to fund the Watsonville - Santa Cruz Inter-City Transit Speed and Reliability Study (Study).
- The Study will evaluate traffic and travel conditions along the primary transit corridors connecting Watsonville and Santa Cruz to identify opportunities for pedestrian, bus stop and transit priority improvements aimed at improving the convenience, access and reliability of METRO's core service.
- In June 2021, METRO received notification from Caltrans that it was a recipient of the STPG in the amount of \$289,425.
- METRO's Board of Directors (Board) must approve the restricted grant agreement to accept and use these grant funds.
- Staff recommends that the Board adopt a resolution (Attachment A) designating the CEO as the Authorized Agent to execute all required documents to claim funds awarded through the FY2021-22 Caltrans sustainable transportation planning grant program.

III. DISCUSSION/BACKGROUND

The California Legislature passed, and Governor Edmund G. Brown Jr. signed into law, Senate Bill 1 (SB 1, Beall, Chapter 5, Statutes of 2017), the Road Repair and Accountability Act of 2017, a transportation funding bill that provides a

reliable source of funds to maintain and integrate the State's multi-modal transportation system. In addition to the \$9.5 million in traditional State and federal grants, approximately \$25 million in SB 1 funds for Sustainable Communities Grants is available for the FY2021-22 grant cycle. The purpose of Sustainable Communities Grants is to fund local and regional multimodal transportation and land use planning projects that contribute to the State's greenhouse gas (GHG) reduction targets and advances transportation related GHG emission reduction project types/strategies.

Caltrans published a Notice of Funding Opportunity in December, 2020. In February 2021, METRO staff submitted an application for STPG to fund the Watsonville - Santa Cruz Inter-City Transit Speed and Reliability Study. In June 2021, METRO received notification from Caltrans that it was a recipient of the STPG in the amount of \$289,425. METRO will use the FY22 Operating and Capital Reserve Fund for the required local match of \$40,499. This brings the total project cost to \$329,924. The timeframe for this project will be November 1, 2021 through February 29, 2024.

Funds will be used to assist in evaluating traffic and travel conditions along the primary transit corridors connecting Watsonville and Santa Cruz in order to identify opportunities for pedestrian, bus stop and transit priority improvements aimed at improving the convenience, access and reliability of METRO's core service. The Study will contribute to a sustainable transportation system that reduces vehicle miles traveled (VMT), reduces greenhouse gases (GHGs) emissions and congestion, improves the transit and active transportation network, and serves communities that are transportation disadvantaged.

Caltrans requires that agencies that are awarded a grant authorize a resolution to accept the grant and relevant grant conditions. Staff recommends that the Board adopt a resolution designating the CEO as the Authorized Agent to execute all required documents to claim funds awarded through the FY2020-21 Caltrans Sustainable Transportation Planning Grant program.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

METRO would receive \$289,425 in grants from Caltrans FY21-22 STPG program to fund the Study. In addition, this grant requires a local match in the amount of \$40,499, defined as in-kind local match. The FY22 Operating and Capital Reserve Fund will cover this amount.

VI. ALTERNATIVES CONSIDERED

Do not receive the FY21-22 Caltrans STPG award. Staff does not recommend this alternative because METRO would lose critically needed revenue to increase bus speed and reliability which will support ridership and provide a better service for the transportation disadvantaged communities in Watsonville, Santa Cruz and unincorporated urban areas of the County. Without this Study, traffic congestion will continue to degrade transit travel times and on-time performance. Operational costs will increase due to peak operational requirements as additional slack is added to schedules to provide some level of on-time performance.

VII. ATTACHMENTS

Attachment A: Authorizing Resolution

Prepared by: Wondimu Mengistu, Grants/Legislative Analyst

VIII. APPROVALS:

John Urgo, Planning
and Development Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Alex Clifford, CEO/General Manager



Attachment A



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 CEO
TO EXECUTE AGREEMENTS WITH THE CALIFORNIA DEPARTMENT OF
TRANSPORTATION FOR THE WATSONVILLE-SANTA CRUZ INTERCITY TRANSIT SPEED
AND RELIABILITY STUDY**

WHEREAS, the Santa Cruz Metropolitan Transit District (METRO) is eligible to receive Federal and State funding for certain transportation planning related plans, through the California Department of Transportation; and

WHEREAS, a Restricted Grant Agreement is needed to be executed with the California Department of Transportation before such funds can be claimed through the Transportation Planning Grant Programs; and

WHEREAS, the California Department of Transportation has awarded METRO \$289,425 in funding for the Watsonville - Santa Cruz Intercity Transit Speed and Reliability Study; and

WHEREAS, the METRO Board of Directors authorizes matching funds totaling \$40,499 as a match to the state grant; and

WHEREAS, METRO wishes to delegate authorization to execute all required documents to Alex Clifford, CEO/General Manager.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Santa Cruz Metropolitan Transit District authorizes Alex Clifford, CEO/General Manager, to execute all required documents, including any Restricted Grant Agreements and any amendments thereto, with the California Department of Transportation to fund the Watsonville - Santa Cruz Inter-City Transit Speed and Reliability Study.

PASSED AND ADOPTED by the Board of Directors of the Santa Cruz Metropolitan Transit District this 27th Day of August 2021 by the following vote:

AYES: Directors -

Attachment A

Resolution #
Page 2 of 2

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

APPROVED _____

Donna Lind
Board Chair

ATTEST _____

ALEX CLIFFORD
CEO/General Manager

APPROVED AS TO FORM:

JULIE SHERMAN
General Counsel

9.8A.2



DATE: August 27, 2021
TO: Board of Directors
FROM: Wondimu Mengistu, Grants/Legislative Analyst
SUBJECT: ACCEPT AND FILE QUARTERLY STATUS REPORT OF GRANT APPLICATIONS, ACTIVE AND PENDING GRANTS FOR THE FOURTH QUARTER OF FY21

I. RECOMMENDED ACTION

That the Board of Directors receive and file the quarterly report on grant applications and active and pending grants. This is for information only. No action is required.

II. SUMMARY

- During the fourth quarter (Q4) of FY21 (April 1- June 30, 2021), the Santa Cruz Metropolitan Transit District (METRO) received one formula and four discretionary grants which will be used for capital improvements and planning programs.
- Staff also submitted two discretionary and one formula grant applications for operating assistance and capital improvements during the quarter.
- Previously awarded grant-funded projects are underway to purchase replacement vehicles and upgrade facilities.
- A list of METRO's active grants (Attachment A) and pending applications (Attachment B) is provided quarterly to apprise the Board of Directors (Board) of grant funding status.
- No action is required; this report is for information only.

III. DISCUSSION/BACKGROUND

During Q4 of FY21, METRO received one formula and four discretionary grants.

Formula Grants

- The American Rescue Plan Act (ARPA)
 - METRO was awarded \$26,020,080 in FTA FFY21 Federal Section 5307 formula funds through ARPA, approved by Congress and signed into law on March 11, 2021. A primary objective of the ARPA funding is to ensure

that METRO receives sufficient funding under this bill, when combined with its Coronavirus Aid, Relief and Economic Security (CARES) Act apportionments and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), to equal at least 132% of its 2018 operating expenses totaling nearly \$46 million, setting METRO's 132% cap at \$60.72 million in ARPA funding. Accounting for the \$20,560,417 and \$13,551,007 in funds that were already awarded to METRO through the CARES Act and CRRSAA, respectively, METRO will receive \$26,020,080 in ARPA funding to be applied to operating costs. The ARPA funds will pay for FTA qualifying METRO operating expenses going back to January 20, 2020 to help offset the extraordinary direct costs and revenue losses as a result of the novel Coronavirus (COVID-19) pandemic. The federal share is 100 percent.

Discretionary grants

- FY 2021-22 Caltrans Sustainable Transportation Planning Grant funding:
 - METRO was awarded \$329,924 in Caltrans Sustainable Transportation Planning Grant funding for the Watsonville - Santa Cruz Intercity Transit Speed and Reliability Study. This grant funding will be used to evaluate traffic and travel conditions along the primary transit corridors connecting Watsonville and Santa Cruz to identify opportunities for pedestrian, bus stop and transit priority improvements aimed at improving the convenience, access and reliability of METRO's core service.
- FY22 Congressionally Directed Funding, pending the full House passing the FY 2022 spending bills: The House Appropriations Committee has included "Community Project Funding," formerly known as earmarks, in the FY 2022 spending bills. METRO looks forward to the full House passing this important legislation in the coming weeks.
 - \$1.84 million of a \$2.3 million capital request to replace one diesel articulated bus and two 1998 diesel-fueled buses with new CNG buses, with METRO funding the required 20% (\$460,000) local match. These CNG vehicles, powered by recycled methane from landfills, will provide a clean fuel bridge as METRO transitions to 100% zero-emission vehicles by 2040.
 - \$505,750 in federal funding to purchase seven Paratransit Vans. METRO would provide \$89,250 (15%) in local funds toward the project to replace seven Paratransit vans that have exceeded their useful lifespan.
 - Senator Alex Padilla has submitted METRO's earmark requests for congressionally directed funding. METRO has submitted a request for

\$229,500 with a 15% local match of \$40,500 to replace six gasoline vehicles that have exceeded their useful lifespan.

During the quarter, staff submitted two discretionary and one formula grant applications for operating assistance and capital improvements.

Discretionary Grant

- Affordable Housing and Sustainable Communities (AHSC) Round 6
 - METRO submitted a joint grant application with the City of Santa Cruz for the AHSC grant program to redevelop the current Pacific Station Transit Center (Pacific Station) site and adjacent City-owned properties into a bus tarmac and mixed-use development, in a total amount of \$30,000,000. The Project will redevelop the existing Pacific Station bus terminal in Downtown Santa Cruz with the construction of a seven-story, 94-unit, net-zero affordable housing development that includes new regional bus transit facilities, retail and office space. Affordable housing will be situated adjacent to the new 22-bay bus station providing badly needed housing options in this fast-growing employment center.
- FY21 USDOT - Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant
 - Staff submitted a discretionary grant application for RAISE grant funding to cover the costs of planning and environmental clearance work associated with implementing the South County Zero-Emissions Operating and Maintenance Facility Plan (“Proposed Project”). Specifically, if awarded, the grant will cover up to ninety percent of the preliminary design work needed to assess the special requirements for ZEB maintenance, fueling, exterior washing, and interior cleaning, and administrative and operating staff offices.

Formula Grants

- FY21 FTA 5311 CRRSAA Operating Assistance
 - This application requested \$524,932 in FTA FFY21 5311 formula funds through CRRSAA funding to be applied to rural operating costs. Total federal assistance under this program, when combined with the CARES Act apportionments, may not exceed 125% of 2018 operating expenses, which for METRO is a cap of \$2.5million. Accounting for the \$584,604 in funds that were already awarded to METRO through the CARES Act, METRO will receive \$524,932 in CRRSAA funding to be applied to FTA qualifying operating expenses going back to January 20, 2020. The federal share is 100 percent.

Closed-out Grants

There are no closed-out grants during this quarter. However, staff submitted closeout reports for Project# 19-0038 and #19-0039 to Caltrans for FY2017-18 funds allocated to purchase two new battery-electric buses, pending Caltrans' approval. Staff also submitted closeout reports for Project# 19-0033 to the Santa Cruz County Regional Transportation Commission (RTC) for FY19 Regional Surface Transportation Program Exchange (RSTPX) to purchase three paratransit vehicles, pending RTC's approval.

Active, Pending and Future Grants

This staff report apprises the Board of active (Attachment A), pending and future (Attachment B) grants which fund METRO's operations and capital improvements.

Active operating and capital improvement grants total \$49,958,579 in formula and \$8,072,263 in competitive funds. Of this amount, \$8,072,263 is to replace and refurbish buses. The remaining awarded funds are for operating assistance and capital improvement projects.

Pending grant applications request \$31,144,926 of new formula funding and \$5,124,846 of new discretionary funding. Of this \$5,124,846 in funding requests, \$3,660,000 is to replace buses. The remaining applications request funds for operating assistance and facilities improvement projects.

METRO staff continuously seeks grant funds for operating assistance and capital improvements. During the next three months, staff will prepare grant applications for State and Federal disaster relief funding through the California Office of Emergency Services (CalOES), the FY21 FTA 5339(b) Buses and Bus Facilities Discretionary Grant Program, and the FTA FY21 Areas of Persistent Poverty Program.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

Current active grants (Attachment A) of \$58,030,842 for METRO's operations and capital improvements projects. The Operating and Capital Budgets will be amended as necessary when grants are awarded.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

This is for information only and there are no alternatives to consider.

VIII. ATTACHMENTS

Attachment A: Active Grants as of August 2021

Attachment B: Pending Grants as of August 2021

Prepared by: Wondimu Mengistu, Grants/Legislative Analyst

IX. APPROVALS

John Urgo, Planning
and Development Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Alex Clifford, CEO/General Manager



Santa Cruz METRO

Active Grants as of 8/27/2021

Formula Grant

#	Project Description	Project Scope	Funding Source	\$ Budget Grant	\$ Budget Total Project	Project % Complete
Operating Projects						
1	Operate Watsonville Circulator	Operate new circulator route w/ ZEB in Wats DAC	FY21 LCTOP	\$ 489,213	\$ 489,213	5%
2	FY22 Operating assistance	Operating assistance	FY22 SCRTC Transportation Development Act-Local Transportation Fund (TDA-LTF)	\$ 7,468,499	\$ 14,936,998	25%
3	FY21 Rural Transit Operations	Operating assistance	FY21 FTA5311 Rural Operating Assistance Award:TBD	\$ 198,566	\$ 596,091	60%
4	FY21 CRRSAA	Operating assistance	FY21 5307Coronavirus Response & Relief Supplemental Appropriations Act (CRRSAA)	\$ 13,551,007	\$ 13,551,007	50%

Santa Cruz METRO

Active Grants as of 8/27/2021

5	FY21 CRRSAA	Operating assistance	FY21 5311 Coronavirus Response & Relief Supplemental Appropriations Act (CRRSAA)	\$ 524,932	\$ 524,932	25%
6	FY22 operating and capital assistance	Operating and capital assistance	FY21 SCCRTC Transportation Development Act-State Transit Assistance (TDA-STA)	\$3,454,690	\$ 6,909,380	25%

End of Operating Projects

Capital Projects

7	Purchase 2 CNG buses	Purchase of two CNG BRT Plus Low Floor buses	FY19 SGR (\$687,360) FY20 SGR (\$195,394) PTMISEA (\$433,338) Measure D (\$131,609)	\$ 1,447,701	\$ 1,447,701	15%
8	3 ParaCruz Vans Replacement	Purchase 3 ParaCruz Vans Replacement	SCCRTC FY19 Surface Transportation Block Grant program Award: 9/5/19	\$ 200,000	\$ 222,940	90%
9	Vouchers for 4 ZEBs	HVIP for 4 Proterra ZEBs	CALSTART Heavy-duty zero-emission Vehicle Incentive Program (HVIP) for 4 ZEBs	\$ 600,000	\$ 600,000	95%
10	FY20 LCTOP Capital assistance	Caltrans FY20 Formula Capital assistance	Caltrans FY20 Formula Capital assistance Award:7/28/2020	\$ 969,394	\$ 969,394	0%

Santa Cruz METRO

Active Grants as of 8/27/2021

11	Roof for Golf Club Facility	Renovating Golf Club Roof	FTA FY19 5339(a) Bus and Bus Facilities Formula Program Pre-Award: 12/10/19	\$ 450,000	\$ 450,000	80%
12	Bus Washer	Mid-life overhaul for bus washer	FTA FY19 5339(a) Bus and Bus Facilities Formula Program Pre-Award: 12/10/19	\$ 100,000	\$ 100,000	50%
13	Gate control-bus entries at JKS	Install Gate control-bus entries at JKS-Lower	FTA FY18 5339(a) Bus and Bus Facilities Formula Program Award: 7/9/19	\$ 100,000	\$ 100,000	20%
14	Maintenance Facility-Paint Exterior	Paint Exterior-Maintenance Facility	FTA FY18 5339(a) Bus and Bus Facilities Formula Program Award: 7/9/19	\$ 60,000	\$ 60,000	85%
15	Custodial Vehicles	Purchase Custodial Vehicles	FTA FY18 5339(a) Bus and Bus Facilities Formula Program Award: 7/9/19	\$ 30,000	\$ 30,000	100%
16	Floor scrubber	Purchase Floor scrubber	FTA FY18 5339(a) Bus and Bus Facilities Formula Program Award: 7/9/19	\$ 45,000	\$ 45,000	75%
17	Bus Yard Scrubber/Sweeper	Purchase Bus Yard Scrubber	FTA FY18 5339(a) Bus and Bus Facilities Formula Program Award: 7/9/19	\$ 75,000	\$ 75,000	75%

Santa Cruz METRO

Active Grants as of 8/27/2021

18	SBF-Awning A&E	Engineering and design cost for ABF-awning	FTA FY18 5339(a) Bus and Bus Facilities Formula Program Award: 7/9/19	\$ 25,000	\$ 25,000	20%
19	Fencing projects	Fencing behind diesel tank for facilities	FTA FY18 5339(a) Bus and Bus Facilities Formula Program Award: 7/9/19	\$ 7,000	\$ 7,000	75%
20	Metro Center- layover Lot repair	Metro Center- layover Lot repair	FTA FY18 5339(a) Bus and Bus Facilities Formula Program Award: 7/9/19	\$ 16,000	\$ 16,000	75%
21	Facilities improvement bucket	Used for emergency security gate at Facilities and other projects	FTA FY18 5339(a) Bus and Bus Facilities Formula Program Award: 7/9/19	\$ 85,000	\$ 85,000	100%
22	Concrete surface repair- bus yard	Concrete surface repair- bus yard	FTA FY18 5339(a) Bus and Bus Facilities Formula Program Award: 7/9/19	\$ 10,000	\$ 10,000	50%
23	CS Call Center cubicles & furniture	CS Call Center cubicles & furniture	FTA FY18 5339(a) Bus and Bus Facilities Formula Program Award: 7/9/19	\$ 19,000	\$ 19,000	100%
24	Bus stop improvements	Bus stop improvements	FTA FY18 5339(a) Bus and Bus Facilities Formula Program Award: 7/9/19	\$ 124,725	\$ 124,725	20%

Santa Cruz METRO

Active Grants as of 8/27/2021

25	1 Electric Bus for Watsonville DAC	Watsonville Circulator	FY17 and FY18 Low Carbon Transit Operations Program (LCTOP) Award: 6/30/18	\$ 709,292	\$ 1,251,559	95%
26	1 Electric Bus for Watsonville DAC	Serving Watsonville DAC area	FY16 Low Carbon Transit Operations Program (LCTOP) Award: 3/31/16.	\$ 863,102	\$ 1,094,945	95%
27	2 ZEBs	STIP purchase 2 ZEBs	CTC FY18 Local Partnership Program CTC FY19 STIP Award: 10/17/18	\$ 870,000	\$ 2,312,811	95%
28	3 Electric replacement buses for Highway 17 Express	Purchase 3 ZEBs, Depot and end-route charging	FTA FY16 5339(c) LoNo Award:8/21/17	\$ 3,810,348	\$ 4,936,512	20%
29	6 CNG Bus Replacements	Buy 6 CNG Buses w/ remaining PTMISEA funding per BOD: 11/15/2019	FY10 - 13, FY15 Public Transportation Modernization, Infrastructure and Service Enhancement Act (PTMISEA) Award:10/25/16	\$ 4,000,000	\$ 4,000,000	20%
30	Pacific Station expansion and renovation architectural services	Design and engineering	FY08 FTA 5309 CA-04-0102 Award:9/12/08	\$ 490,000	\$ 612,500	90%

Santa Cruz METRO

Active Grants as of 8/27/2021

31	Pacific Station expansion and renovation architectural services	Design and engineering	FY06 FTA 5309 CA-04-0021 Award:2/14/07	\$ 396,000	\$ 495,000	90%
32	Bus replacement projects	Bus replacement projects and/or for the required local match for competitive grant opportunities	FY22 SCCRTC Transportation Development Act-Local Transportation Fund (TDA-SGR)	\$ 760,226	\$ 760,226	0%
33	Golf Club Parts Washers	Replace the JRI units purchased 2010	FY20 FTA 5339a Buses and Bus Facilities	\$ 80,000	\$ 80,000	5%
34	Non-revenue Electric Vehicles	Replace up to 3 old non-rev vehicles with electric non-rev vehicles	FY20 FTA 5339a Buses and Bus Facilities	\$ 100,000	\$ 100,000	5%
35	Service Truck	Road call fitted with service equipment	FY20 FTA 5339a Buses and Bus Facilities	\$ 150,000	\$ 150,000	5%
36	Fueling and Wash Facility - Awning Install	Construction phase -Awning at front of fueling island	FY20 FTA 5339a Buses and Bus Facilities	\$ 238,908	\$ 238,908	5%
37	ParaCruz Van	Purchase 6	FY19 LPP	\$ 302,000	\$ 604,000	25%
			Total	\$ 42,820,603	\$ 58,030,842	

Attachment B

Santa Cruz METRO Pending Grants as of 8/27/2021

Competitive Grant					
Formula Grant					
#	Project Description	Project Scope	Funding Source	\$ Budget Grant	\$ Budget Total Project
1	FTA FFY21 Federal Section 5307 American Rescue Plan Act of 2021(ARPA)	FTA FY21 5307 ARPA Formula Operating Assistance	FTA FY21 5307 ARPA Formula Operating	\$26,020,080	\$26,020,080
	FY22 Congressionally Directed Fundin	Replace six gasoline vehicles	FY22 Congressionally Directed Fundin	\$269,500	\$269,500
	FY22 Congressionally Directed Funding	Replace one diesel articulated bus and two CNG buses	FY22 Congressionally Directed Funding	\$2,300,000	\$2,300,000
	FY22 Congressionally Directed Funding	Purchase seven Paratransit Vans	FY22 Congressionally Directed Funding	\$595,000	\$595,000
2	FY21/22 Caltrans Sustainable Transportation Planning Grant funding	FY21/22 Transportation Planning Grant funding	FY21/22 Caltrans Sustainable Transportation Planning Grant funding	\$329,924	\$329,924
3	Federal Emergency Management Agency (FEMA)- Emergency Protective Measures	Cleaning and disinfection in response to COVID-19 cases	(FEMA)- Emergency Protective Measures	\$270,422	\$270,422
5	Replace two 1998 diesel-fueled buses with two CNG buses	FY20 State of California FTA Section 5339 program	CalTrans FY20 5339 Discretionary Funds	\$1,088,000	\$1,360,000
Total				\$ 30,872,926	\$ 31,144,926
End of Pending Grants					

- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: August 27, 2021
TO: Board of Directors
FROM: Daniel L. Zaragoza, Operations Manager, Paratransit Division
SUBJECT: ACCEPT AND FILE THE METRO PARACRUZ OPERATIONS STATUS REPORT FOR APRIL, MAY AND JUNE 2021

I. RECOMMENDED ACTION

That the Board of Directors accept and file the quarterly METRO ParaCruz Operations Status Report for April, May and June 2021

II. SUMMARY

ParaCruz is the federally mandated ADA complementary paratransit program of the Santa Cruz Metropolitan Transit District (METRO), providing shared ride, door-to-door demand-response transportation to customers certified as having disabilities, which prevent them from independently using the fixed route bus.

ParaCruz during the months of April, May and June ParaCruz provided 12,021 rides. On Time Performance for this period was 99.94%.

ParaCruz is currently funded for 30 Paratransit Operators; one of these positions is vacant.

III. DISCUSSION/BACKGROUND

- Summary review of monthly operational statistics for ParaCruz.
Comparing the monthly statistics of FY20 to the monthly statistics of FY21:
 - In April, the number of ParaCruz rides increased by: 1,692
 - In May, the number of ParaCruz rides increased by: 1,669
 - In June, the number of ParaCruz rides increased by: 1,507
- Summary review of monthly operational information about ParaCruz for FY21:
 - April number of total ParaCruz rides: 3,570
 - May number of total ParaCruz rides: 3,834
 - June number of total ParaCruz rides: 4,617

- Comparing March 2021 statistics to April 2021, ParaCruz rides increased by 142; but down by 2,918 compared to April 2019.
 - Comparing April 2021 statistics to May 2021, ParaCruz rides increased by 264, but down by 2,564 compared to May 2019.
 - Comparing May 2021 statistics to June 2021, ParaCruz rides increased by 783; but down by 1,157 compared to June 2019.
 - Summary review of monthly operational information about Microtransit Service for FY21:
 - April number of total Microtransit rides: 32
 - May number of total Microtransit rides: 209
 - June number of total Microtransit rides: 222
- Microtransit Service began on April 19, 2021.

ParaCruz response to COVID-19

ParaCruz has experienced a decrease in ridership due to the COVID-19 pandemic Shelter in Place order.

ParaCruz vehicles are sanitized after every shift.

ParaCruz implemented a mandatory facemask policy for all ParaCruz office staff, ParaCruz Operators and riders, and a mandatory face shield for all ParaCruz Operators when securing any mobility device.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report pertains to METRO's Service Quality and Delivery.

V. FINANCIAL CONSIDERATIONS/IMPACT

There are no financial considerations for this report.

During the months of April, May and June ParaCruz provided 463 Microtransit rides.

VI. CHANGES FROM COMMITTEE

N/A

VII. COORDINATION

This staff report has been coordinated with statistics provided by the Finance and Fleet Departments. The Eligibility Coordinator and Candis Almanza, Paratransit Supervisor, provided additional data.

VIII. ATTACHMENTS

- Attachment A:** ParaCruz On-time Performance Charts for April, May and June.
- Attachment B:** Comparative Operating Statistics Tables for April, May and June.
- Attachment C:** Number of Rides Comparison Chart.
- Attachment D:** Total Ride vs. Shared Ride Chart.
- Attachment E:** Annual Miles Comparison Chart.
- Attachment F:** Monthly Assessments.
- Attachment G:** Top Monthly Ride Destinations for April, May and June.

Prepared by: Daniel L. Zaragoza, Operations Manager, Paratransit Division.

IX. APPROVALS

Daniel L. Zaragoza, Operations
Manager, Paratransit Division



Alex Clifford, CEO/General Manager



Attachment A

ParaCruz On-time Performance Report for April 2021

	April 2020	April 2021
Total pick ups	1,878	3,570
Percent in “ready window” *	99.15%	99.92%
1 to 5 minutes late	.48%	.03%
6 to 10 minutes late	.22%	.03%
11 to 15 minutes late	.11%	.00%
16 to 20 minutes late	.00%	.00%
21 to 25 minutes late	.04%	.00%
26 to 30 minutes late	.00%	.02%
31 to 35 minutes late	.00%	.00%
36 to 40 minutes late	.00%	.00%
41 or more minutes late (excessively late/missed trips)	.00%	.00%
Total beyond “ready window”	.85%	0.08%

*Target: 90%

On-time Performance

During April, ParaCruz’ on time performance increased by .01% from last month. Ridership increased from last month. ParaCruz has three Operator positions unfilled and two Operators out on medical leave. The total number of available working ParaCruz Operators is now 21 per weekday, not including Operators on annual leave.

A Customer Service Report is either a compliment, comment, or a complaint.

During the month of April 2021, ParaCruz did not receive any Customer Service Reports.

Attachment A

ParaCruz On-time Performance Report for May 2021

	May 2020	May 2021
Total pick ups	2,165	3,834
Percent in “ready window”	99.35%	100.00%
1 to 5 minutes late	.42%	.00%
6 to 10 minutes late	.18%	.00%
11 to 15 minutes late	.05%	.00%
16 to 20 minutes late	.00%	.00%
21 to 25 minutes late	.00%	.00%
26 to 30 minutes late	.00%	.00%
31 to 35 minutes late	.00%	.00%
36 to 40 minutes late	.00%	.00%
41 or more minutes late (excessively late/missed trips)	.00%	.00%
Total beyond “ready window”	.65%	0.00%

*Target: 90%

On-time Performance

During May, ParaCruz' on time performance increased by .08 from last month. Ridership increased from last month. ParaCruz has three Operator positions unfilled and two Operators out on medical leave. The total number of available working ParaCruz Operators is 21 per weekday, not including Operators on annual leave.

A Customer Service Report is either a compliment, comment, or a complaint.

During the month of May 2021, ParaCruz received two Customer Service Reports. One was an Operator compliment; and, one was a person who thought her mother would have ParaCruz certification two days after her initial contact with Eligibility. She was contacted and informed that it takes 7-10 days to complete the process for new riders.

Attachment A

ParaCruz On-time Performance Report for June 2021

	June 2020	June 2021
Total pick ups	3,997	4,617
Percent in “ready window”	96.33%	99.89%
1 to 5 minutes late	1.27%	.03%
6 to 10 minutes late	1.01%	.04%
11 to 15 minutes late	.98%	.04%
16 to 20 minutes late	.19%	.00%
21 to 25 minutes late	.10%	.00%
26 to 30 minutes late	.05%	.00%
31 to 35 minutes late	.03%	.00%
36 to 40 minutes late	.02%	.00%
41 or more minutes late (excessively late/missed trips)	.02%	0.08%
Total beyond “ready window”	3.67%	0.11%

*Target: 90

On-time Performance

During June, ParaCruz' on time performance decreased by .11 % from last month. June ridership increased from last month. ParaCruz has hired two new Operators who are currently in training. One Operator position remains unfilled. And, two Operators are out on medical leave. The total number of available working ParaCruz Operators is 21 per weekday, not including Operators on annual leave.

A Customer Service Report is either a compliment, comment, or a complaint.

During the month of June 2021, ParaCruz did not receive any Customer Service Reports.

- THIS PAGE INTENTIONALLY LEFT BLANK -

Attachment B

Comparative Operating Statistics through April 2021

	April 2020	April 2021	FY 20	FY 21	Performance Averages	Performance Goals
Requested	3,561	5,832	64,064	49,469	4833	
Performed	1,878	3,570	56,356	30,275	2,988	
Cancels	36.74%	36.45%	20.45%	36.53%	36.39%	
No Shows	4.22%	3.81%	4.08%	4.01%	4.00%	Less than 3%
Total miles	18,973	25,165	298,385	242,955	23,950	
Av trip miles	6.47	7.05	5.97	6.28	6.27	
Within ready window	99.15%	99.92%	94.95%	99.89%	99.73%	90.00% or better
Call center volume	1,635	2,419	51,398	21,974	2,202	
Hold times less than 2 minutes	98.12%	97.64%	93.44%	98.12%	98.08%	Greater than 90%
Distinct riders	208	385	1,527	933	327	
Most frequent rider	53 rides	81 rides	431 rides	648 rides	67 rides	
Shared rides	24.50%	22.18%	68.78%	18.37%	19.75%	Greater than 60%
Passengers per rev hour	1.87	1.77	1.91	1.76	1.79	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	N/A	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	N/A	
Rides < 10 miles	53.46%	56.41%	62.23%	59.47%	59.17%	
Rides > 10	48.54%	43.59%	37.77%	40.23%	40.83%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	0	0	40	0	.08	
Excessively Long Trips	0	0	16	0	0	
# Trips at Base Fare	965	2,084	23,193	20,186	1,700	
# Trips > Base Fare	398	691	7,024	6,269	562	

Attachment B

Comparative Operating Statistics through May 2021

	May 2020	May 2021	FY 20	FY 21	Performance Averages	Performance Goals
Requested	3,516	6,063	67,652	55,532	5,045	
Performed	2,165	3,834	58,521	34,109	3,126	
Cancels	35.93%	34.37%	24.07%	36.34%	36.26%	
No Shows	3.91%	3.78%	4.07%	3.98%	3.99%	Less than 3%
Total miles	21,562	24,143	319,911	267,098	24,190	
Av trip miles	6.41	6.43	5.99	6.29	6.27	
Within ready window	99.35%	100.00%	95.11%	99.90%	99.79%	90.00% or better
Call center volume	1,939	3,571	53,337	25,545	2,338	
Hold times less than 2 minutes	98.11%	97.90%	93.86%	98.12%	98.06%	Greater than 90%
Distinct riders	234	436	1,597	1,022	344	
Most frequent rider	62 rides	74 rides	468 rides	722 rides	69 rides	
Shared rides	28.80%	26.44%	27.75%	19.10%	19.55%	Greater than 60%
Passengers per rev hour	1.90	1.86	1.91	1.77	1.79	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	N/A	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	N/A	
Rides < 10 miles	57.41%	58.92%	62.05%	59.42%	59.29%	
Rides > 10	42.59%	41.08%	37.95%	40.58%	40.71%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	0	0	40	0	.08	
Excessively Long Trips	0	0	16	0	0	
# Trips Base Fare	1,065	2228	24,258	20,186	1,797	
# Trips > Base Fare	563	760	7,587	6,269	579	

Attachment B

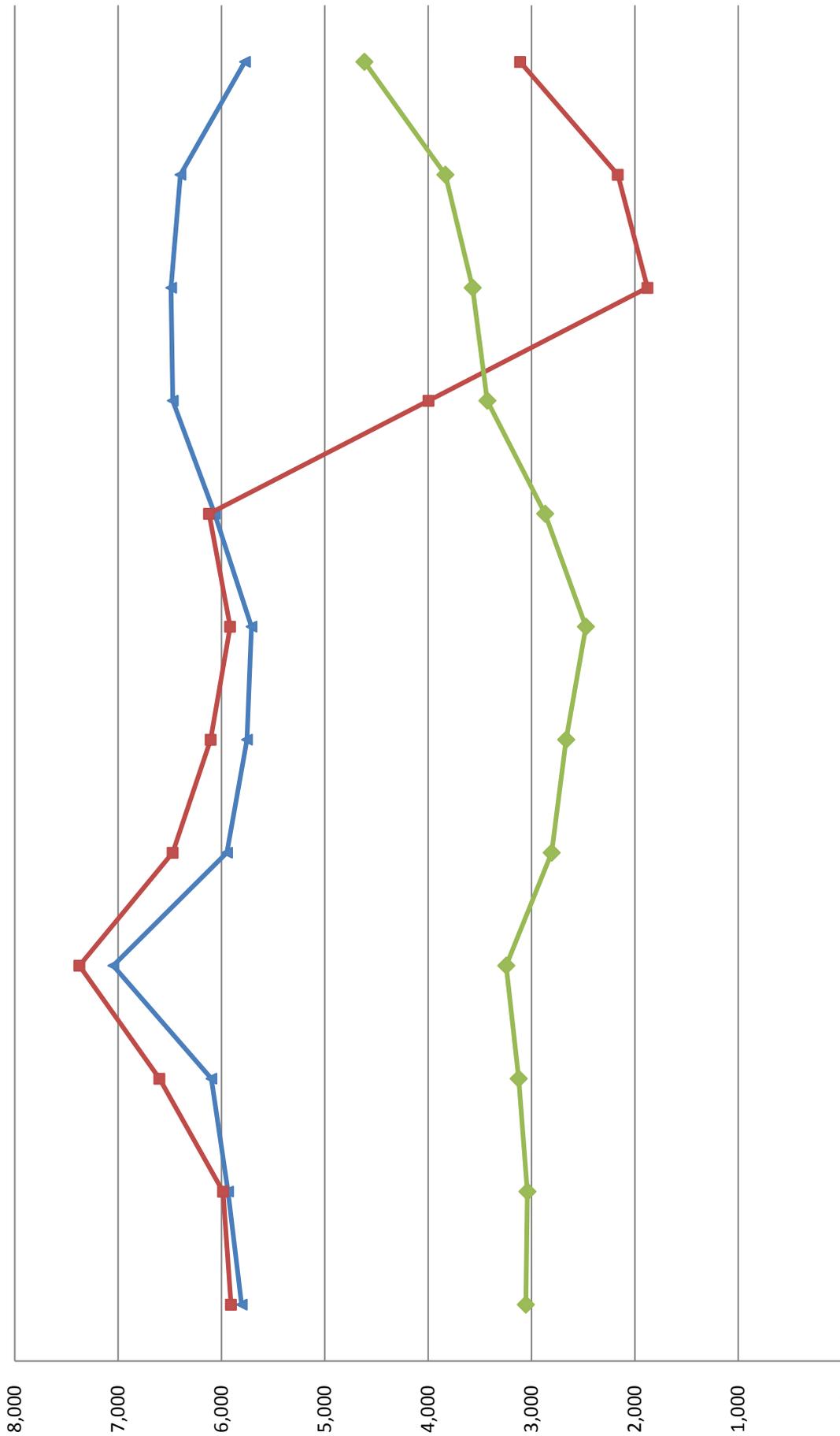
Comparative Operating Statistics through June 2021

	June 2020	June 2021	FY 20	FY 21	Performance Averages	Performance Goals
Requested	4,391	6,370	60,485	61,902	5,159	
Performed	3,997	4,617	53,508	38,726	3,252	
Cancels	5.02%	25.09%	18.82%	35.40%	35.40%	
No Shows	8.99%	2.41%	4.07%	3.85%	3.85%	Less than 3%
Total miles	31,684	28,521	279,412	303,402	24,634	
Av trip miles	5.58	6.37	5.90	6.30	6.30	
Within ready window	96.33%	99.89%	94.80%	99.90%	99.90%	90.00% or better
Call center volume	3,984	4,317	49,763	29,862	2,489	information not available
Hold times less than 2 minutes	92.44%	97.08%	92.92%	98.03%	98.03%	Greater than 90%
Distinct riders	581	479	1,319	1108	356	
Most frequent rider	36 rides	86 rides	378 rides	808 rides	71 rides	
Shared rides	60.10%	31.94%	60.50%	20.17%	20.79%	Greater than 60%
Passengers per rev hour	1.93	1.97	1.91	1.78	1.78	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	N/A	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	N/A	
Rides < 10 miles	56.42%	59.87%	62.53%	59.87%	59.46%	
Rides > 10	43.58%	40.13%	37.47%	40.13%	40.54%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	2	0	31	0	0	N/A
Excessively Long Trips	2	0	16	0	0	
# Trips Base Fare	2,446	2,762	22,228	22,948	1,912	
# Trips > Base Fare	674	866	6,635	7,135	573	

- THIS PAGE INTENTIONALLY LEFT BLANK -

Attachment C

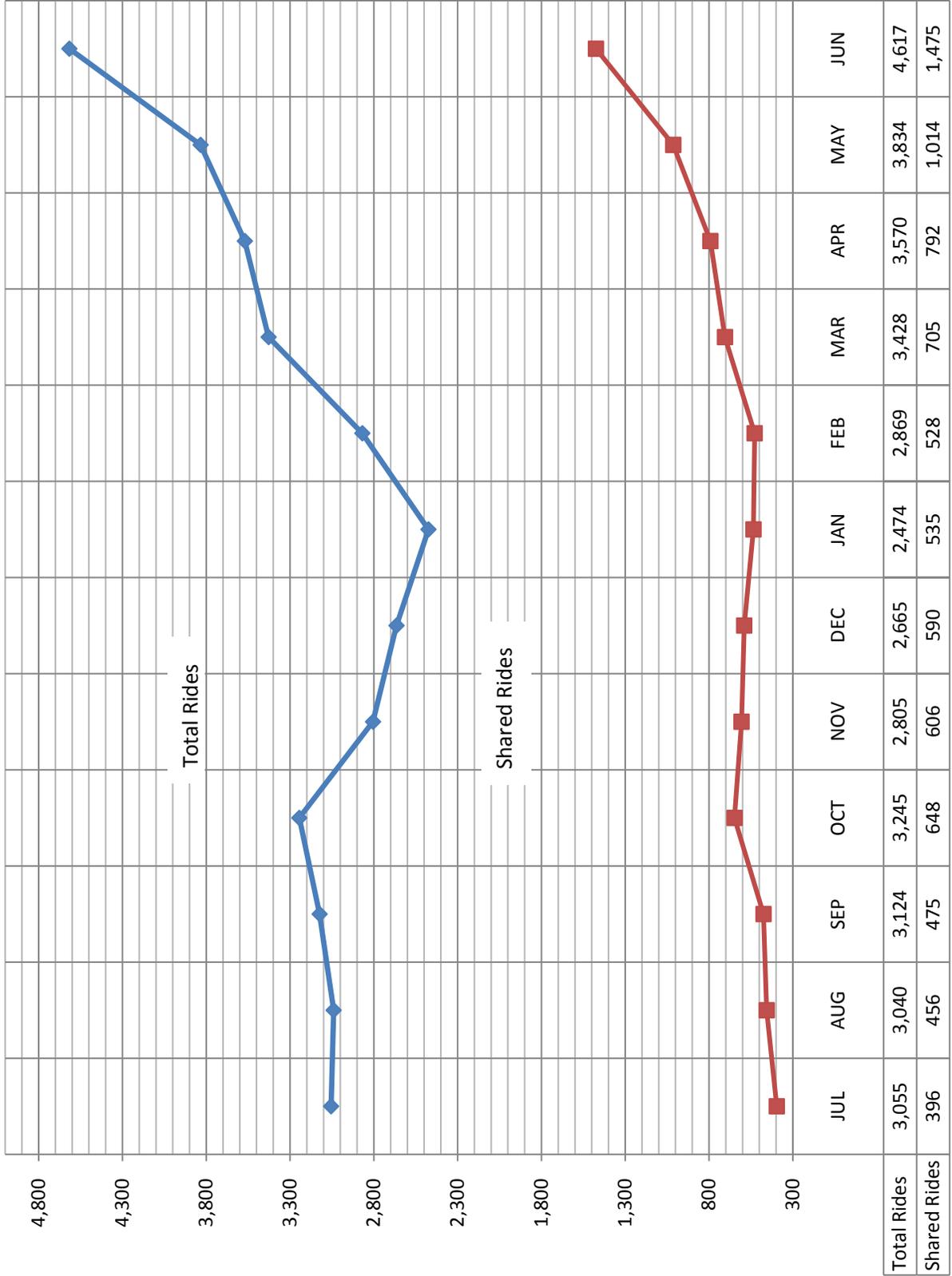
Number of Rides Comparison



- THIS PAGE INTENTIONALLY LEFT BLANK -

Attachment D

Total Ride vs. Shared Ride Count

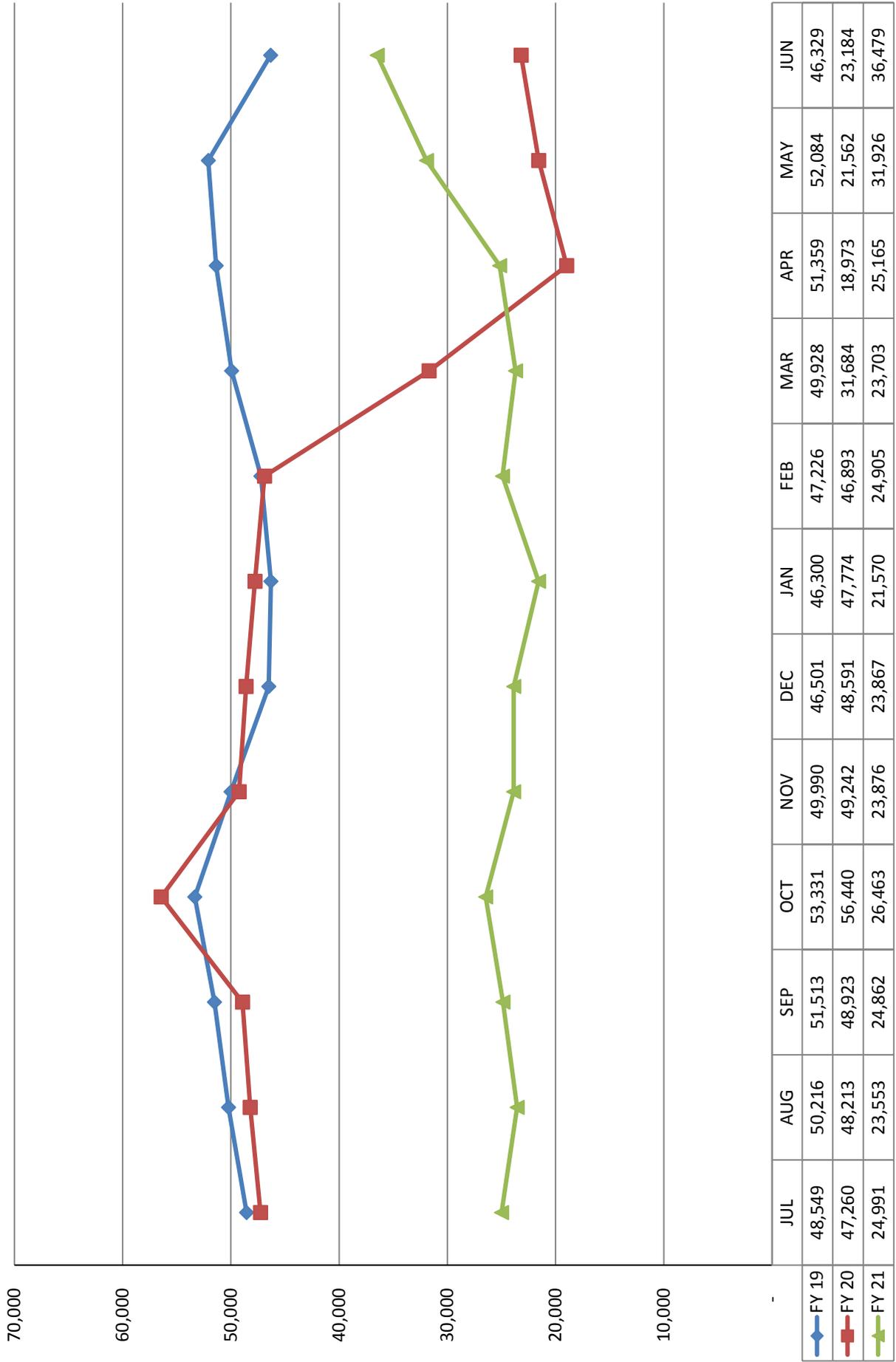


9.10D.1

- THIS PAGE INTENTIONALLY LEFT BLANK -

Attachment E

Annual Miles Comparison



9.10E.1

- THIS PAGE INTENTIONALLY LEFT BLANK -

Attachment F

Monthly Assessments

MONTHLY ASSESSMENTS						
	UNRESTRICTED	RESTRICTED CONDITIONAL	RESTRICTED TRIP BY TRIP	TEMPORARY	DENIED	TOTAL
JULY 2020	0	0	0	36	0	36
AUGUST 2020	0	0	0	55	0	55
SEPTEMBER 2020	0	0	0	48	0	48
OCTOBER 2020	0	0	0	39	0	39
NOVEMBER 2020	0	0	0	28	0	28
DECEMBER 2020	0	0	0	23	0	23
JANUARY 2021	5	0	0	23	0	39
FEBRUARY 2021	22	0	0	37	0	59
MARCH 2021	10	0	0	38	0	48
APRIL 2021	25	0	0	28	1	54
MAY 2021	25	0	1	20	0	46
JUNE 2021	52	0	0	27	0	79

Number of Eligible Riders for the month of April 2021 = 2,781

Number of Eligible Riders for the month of May 2021 = 2,775

Number of Eligible Riders for the month of June 2021 =2,751

Unrestricted: If, because of a disability, a person can never use the fixed route bus service under any condition.

Restricted: If a person can use fixed route bus service for some trips, then they may be determined eligible but restricted from those trips that they could make using the fixed route bus system.

Immediate need: If, due to unforeseeable circumstances, a person may need transportation before completing the eligibility process, they made be provided with immediate need eligibility for up to 14 days.

Temporary: If a person has a limited term condition that prevents them from using the fixed route service system.

- THIS PAGE INTENTIONALLY LEFT BLANK -

Attachment G

Top Ride Destinations

LOCATION	April	May	June	Total	% of total rides
Satellite Dialysis - Capitola	579	597	641	1,817	15.12%
Satellite Dialysis 40 Penny Ln. Watsonville	227	221	240	688	5.75%
Palo Alto Medical 2025 Soquel Ave. SC	93	122	151	366	3.04%
Santa Cruz Post-Acute 1115 Capitola Rd. SC	59	83	175	317	2.63%
Pacific Coast Manor 1935 Wharf Rd. Capitola	98	89	117	304	2.53%
LA Posada 609 Frederick St. SC	88	68	122	278	2.31%
Satellite Dialysis 5 Nielsen St. Watsonville	0	0	269	269	2.23%
Watsonville Community Hospital 75 Nielsen St. Watsonville	72	56	90	218	1.81%
Comfort Inn Hotel 112 Airport Blvd.	59	64	74	197	1.64%
Bay Avenue Senior Apartments 750 Bay Ave. Capitola	55	49	92	196	1.63%
Trader Joe's 700 Front St. SC	69	57	59	185	1.54%
Chestnut Street Apartments 95 Chestnut St. SC	51	57	76	184	1.53%

Number of rides for the month of April 2021 = **3,570**

Number of rides for the month of May 2021 = **3,834**

Number of rides for the month of June 2021 = **4,617**

- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: August 27, 2021
TO: Board of Directors
FROM: Curtis Moses, 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 August 2021, as reflected in Section VIII of this report

II. SUMMARY

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

III. DISCUSSION/BACKGROUND

METRO's Risk Department received one claim for the month of June 2021 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
Norma M. Tasker	21-0003	Claimant alleges that METRO is responsible for her falling while boarding the bus. Amount of claim: \$10,000.00	Reject

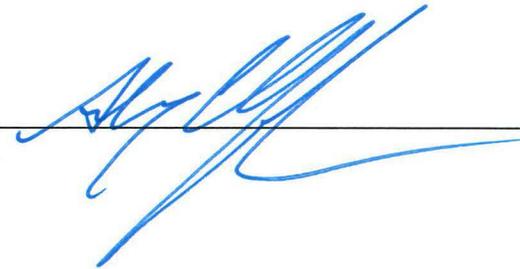
Prepared by: Tom Szestowicki, Safety Specialist

IX. APPROVALS

Curtis Moses, Safety, Security
and Risk Management Director



Alex Clifford, CEO/General Manager



- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: August 27, 2021
TO: Board of Directors
FROM: Curtis Moses, Safety, Security and Risk Management Director
SUBJECT: **CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 2ND CONTRACT AMENDMENT WITH ALLIED UNIVERSAL DBA FIRST ALARM SECURITY & PATROL, INC. TO INCREASE THE CONTRACT TOTAL FOR SECURITY GUARD SERVICES**

I. RECOMMENDED ACTION

That the Board of Directors authorize the CEO/General Manager to execute a second contract amendment with Allied Universal dba First Alarm Security & Patrol, Inc. to increase the contract total by \$72,677.51 for Security Guard Services, thereby increasing the total contract authority from \$1,862,356.96 to \$1,935,034.47

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) has a contract with Allied Universal dba First Alarm Security & Patrol, Inc. (First Alarm) for Security Guard Services at all METRO facilities.
- In May of 2021, when METRO re-opened the restrooms at two of its transit centers to the public, a First Amendment was executed with First Alarm in order for them to provide additional security guard coverage to mitigate the increased risk of COVID-19 transmission.
- METRO staff wish to extend this additional security guard coverage through the end of September 2021. A second amendment to add additional funding in the amount of \$72, 677.51 is required at this time in order to extend the term of this special coverage.

III. DISCUSSION/BACKGROUND

On March 17, 2020, in response to the COVID-19 pandemic, METRO closed the lobbies of the Pacific Station Transit Center and the Watsonville Transit Center. It was not known at the time how long the closures would be in effect, but they continued into 2021. In February of this year, the Customer Service windows of both transit centers re-opened to the public. However, due to ongoing pandemic-related concerns, the lobbies and restrooms of both transit centers remained closed.

In April of this year, the Board of Directors (Board) expressed an interest in re-opening the restrooms of these transit centers to the public. Staff then put together a plan to do this safely by utilizing security guards, one at each transit center, to escort members of the public to and from the bathrooms. The intent was to minimize overcrowding and excessive loitering, thereby potentially reducing the risk of COVID-19 transmission and spread.

METRO has an existing contract with First Alarm for Security Guard Services. An amendment to this contract was executed in May to add \$30,664.72 in funds to cover two additional guards for a period of six weeks, and on May 21, 2021, the restrooms re-opened. The amount of funding added was within the signature authority of the CEO, but was only enough to cover these services through the end of June. Staff now wish to extend the additional security guard coverage at the transit center restrooms through the end of September. The funding required for an additional two months of coverage is \$72,677.51.

The additional security contractors are a deterrent for loitering and illegal drug activity within the restroom. The presence of the security contractor has promoted a healthier and safer environment for the riding public. Staff recommends that the Board authorize the CEO to execute a second contract amendment on behalf of METRO to add the funds necessary to continue this coverage through the end of September. Curtis Moses, Safety, Security and Risk Management Director, will continue to serve as the Contract Administrator and will ensure contract compliance.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This amendment would align with the following Strategic Priorities:

- Safety First Culture
- Strategic Alliances and Community Outreach

V. FINANCIAL CONSIDERATIONS/IMPACT

The contract with First Alarm for security guard services at all METRO facilities does not expire until June of 2023, and has a not to exceed total of \$1,862,356.96. Additional funds in an amount of \$72,677.51, specifically for the additional transit center restroom coverage, are requested for approval at this time. The new contract totals not to exceed would be \$1,935,034.47.

Funds to support this contract amendment are included in the Safety, Security & Risk FY22 Security Services (503171) Operating Budget.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

Discontinue the additional security contractor's coverage at the two transit center restrooms would result in an increase in loitering and illegal drug activity. The loitering would require more frequent disinfection of the restrooms to offset the rise in COVID cases. Therefore, staff does not recommend this option.

VIII. ATTACHMENTS

Attachment A: Second Amendment to the Contract with First Alarm

Prepared by: Joan Jeffries, Purchasing Agent
Curtis Moses, Safety, Security & Risk Management Director

IX. APPROVALS

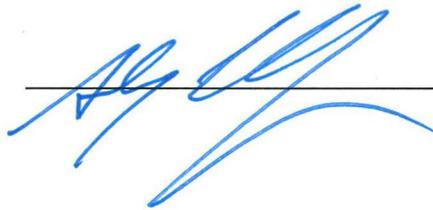
Curtis Moses, Safety, Security &
Risk Management Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Alex Clifford, CEO/General Manager



Attachment A

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT SECOND AMENDMENT TO CONTRACT NO. 20-09 FOR SECURITY GUARD SERVICES

This Second Amendment to Contract No. 20-09 for Security Guard Services is made effective August 27, 2021 between the Santa Cruz Metropolitan Transit District (“Santa Cruz METRO”), a political subdivision of the State of California, and Allied Universal d/b/a First Alarm Security & Patrol, Inc. (“Contractor”).

I. RECITALS

- 1.1 Santa Cruz METRO and Contractor entered into a Contract for Security Guard Services (“Contract”) on June 1, 2020.
- 1.2 The Contract allows for amendment upon mutual written consent.
- 1.3 In connection with the re-opening of the public restrooms at Pacific Station and Watsonville Transit Center, on May 21, 2021, the Contract was amended to incorporate an Additional Service Request for two (2) additional security guards, one at each location, through June 30, 2021, and to increase the Contract total not-to-exceed amount accordingly.
- 1.4 Santa Cruz METRO and Contractor now desire to amend the Contract to extend the term for this Additional Service Request through September 30, 2021, and to increase the Contract total not-to-exceed amount to allow for additional time for this coverage.

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

II. COMPENSATION

- 2.1 Article 2, section 3, “Recitals,” is amended to read as follows:

The Recitals set forth in Article 1 of this Contract, Article 1 of the First Amendment, and Article 1 of the Second Amendment are part of this Contract.

- 2.2 Article 5, section 1, “Terms of Payment,” is amended to increase the Contract total not-to-exceed amount by \$72,677.51 and read as follows:

Santa Cruz METRO shall compensate Contractor in an amount not to exceed the amounts/rates agreed upon by Santa Cruz METRO.

Santa Cruz METRO shall reasonably determine whether work has been successfully performed for purposes of payment. Compensation shall be made within thirty (30) days of Santa Cruz METRO’s written approval of Contractor’s written invoice for said work. Contractor understands and agrees that if it exceeds the \$1,935,034.47 maximum amount payable under this Contract, it does so at its own risk.

Attachment A

As of August 13, 2021, the transit bathroom coverage will be billed entirely at time-and-a-half. Santa Cruz METRO shall compensate Contractor for transit bathroom coverage at the rates agreed upon and set forth in Contractor's proposal, Attachment A to the Second Amendment.

III. REMAINING TERMS AND CONDITIONS

3.1 All other provisions of the Contract that are not affected by this Amendment shall remain unchanged and in full force and effect.

IV. AUTHORITY

4.1 Article 8 is amended to include the following language:

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

Signed on _____

Santa Cruz METRO –
SANTA CRUZ METROPOLITAN
TRANSIT DISTRICT

Alex Clifford, CEO/General Manager

Contractor–
ALLIED UNIVERSAL d/b/a FIRST
ALARM SECURITY & PATROL, INC.

Wes W. Walker, Branch Manager



Approved as to Form:

Julie Sherman, General Counsel





DATE: August 27, 2021
TO: Board of Directors
FROM: Alex Clifford, CEO/General Manager
SUBJECT: METRO ADVISORY COMMITTEE (MAC) VACANCIES

I. RECOMMENDED ACTION

- 1) The Board Chair appoint a MAC Ad Hoc Committee of four METRO Board Members.**
- 2) Open a 30-day nomination period beginning September 1, 2021 to solicit and accept Board nominees and citizen applications.**
- 3) Allow the MAC Ad Hoc Committee to convene upon conclusion of the nomination period to review and recommend candidates to the full Board.**

II. SUMMARY

- The METRO Advisory Committee (MAC) is to be comprised of seven members. There are three seats with terms expiring December 31, 2021.
- The MAC Bylaws state “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.”

III. DISCUSSION/BACKGROUND

The MAC Bylaws Section 3.5 states, “When a vacancy is created or a MAC member’s term expires, the METRO Board shall be solicited for nominations.” There are three seats on MAC with terms expiring December 31, 2021.

In an effort to fill these three seats, staff requests the METRO Board Chair appoint a MAC Ad Hoc Committee of four Board members to review Board member nominees and citizen applications.

Staff also requests the METRO Board of Directors open a 30-day nomination period beginning September 1, 2021. Once this nomination period has concluded, the MAC Ad Hoc Committee will meet to review and recommend candidates to the full Board of Directors at their October 22, 2021 meeting.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This request aligns to the Strategic Alliances and Community Outreach strategic priority.

V. FINANCIAL CONSIDERATIONS/IMPACT

None.

VI. CHANGES FROM COMMITTEE

N/A.

VII. ALTERNATIVES CONSIDERED

None.

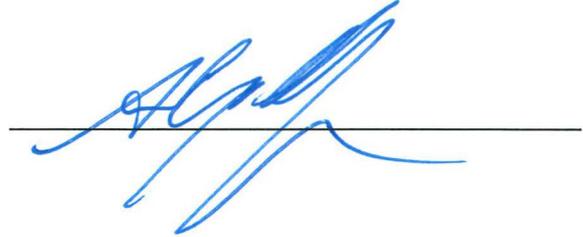
VIII. ATTACHMENTS

Attachment A: MAC Bylaws Adopted January 26, 2018

Prepared by: Donna Bauer, Administrative Specialist

IX. APPROVALS

Alex Clifford, CEO/General Manager

A handwritten signature in blue ink, appearing to read 'Alex Clifford', is written over a solid horizontal black line. The signature is stylized and cursive.

- THIS PAGE INTENTIONALLY LEFT BLANK -



BYLAWS

Metro Advisory Committee

ADOPTED JANUARY 26, 2018

Attachment A

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 A

- 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 A

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 A

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 A

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 A

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 A

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 A

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 A

§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 A

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: August 27, 2021
TO: Board of Directors
FROM: Dawn Crummié, Human Resources Director
SUBJECT: APPROVE THE AMENDED MANAGEMENT COMPENSATION POLICY

I. RECOMMENDED ACTION

That the Board of Directors approve the Management Compensation Policy

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) Management Personnel are unrepresented and covered by a Management Compensation Plan (now retitled "Policy").
- The provisions of the Management Compensation Policy are typically revised when there are substantial changes or language revisions.
- The Management Compensation Policy was last revised on August 26, 2016.
- The proposed amended Management Compensation Policy has been updated to give back the previously deleted birthday holiday. This holiday was part of a "give-back" in 2016 during the structural deficit; however, an error was made and language was left out to receive this holiday back in 2019.
- The proposed amended Management Compensation Policy was updated to reflect current law, current practices and given a new title to Management Compensation "Policy".
- The amended Management Compensation Policy was provided to management staff for review and there were no objections to the proposed changes.
- On August 13, 2021 the METRO Personnel/HR Standing Committee reviewed and unanimously recommended approval of the amended Policy as presented to the full Board of Directors (Board).

III. DISCUSSION/BACKGROUND

The Management Compensation Policy was established in order to create a compensation plan for the unrepresented management staff and to provide a fair and equitable system of personnel management.

The Management Compensation Policy was created and adopted by the Board to ensure just and similar treatment for those included in the unrepresented management group.

The proposed amended Management Compensation Policy has been updated to give back the previously deleted birthday holiday, updated to reflect current law and practices, and given a new title of Management Compensation Policy.

The proposed Policy also includes new provisions regarding longevity pay, employees' medical premium contributions and "opt-out" payments for employees who waive METRO's health coverage, and cash-outs of unused leave.

The management staff were given the opportunity to review and discuss the proposed amended Management Compensation Policy and no objections were raised to the proposed changes.

METRO staff presented the proposed changes to the Management Compensation Policy to the Personnel/HR Standing Committee on August 13, 2021. Attached is a redlined copy of the Management Compensation Plan (Attachment A), showing the language that has been revised.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

The Management Compensation Policy applies to METRO's Employee Engagement : Attract, Retain and Develop Strategic Priority.

V. FINANCIAL CONSIDERATIONS/IMPACT

The monetary value of the previously deleted birthday holiday in FY22 is \$10,577.

VI. ALTERNATIVES CONSIDERED

The Board of Directors could decline to approve the amended Management Compensation Policy. Staff does not recommend this, as this plan was last updated on August 26, 2016.

VII. ATTACHMENTS

Attachment A: Management Compensation Policy (Final and Redlined versions)

Prepared by: Dawn Crummié, HR Director

VIII. APPROVALS

Dawn Crummié
Human Resources Director



Chuck Farmer
Chief Financial Officer



Alex Clifford, CEO/General Manager



- THIS PAGE INTENTIONALLY LEFT BLANK -



SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

MANAGEMENT COMPENSATION POLICY

Board Adopted – August 27, 2021
Effective – August 30, 2021

Attachment A - FINAL

SANTA CRUZ METRO MANAGEMENT COMPENSATION POLICY

TABLE OF CONTENTS

I. MANAGEMENT POSITIONS	1
II. PROBATIONARY STATUS	1
III. SALARY POLICY	1
A. Management Hourly Rate Schedules	1
B. Longevity	1
C. Supplemental Cash Payment	1
IV. HEALTH & WELFARE BENEFITS	1
A. Medical Insurance	1
B. Dental Insurance	2
C. Vision Insurance	2
D. Life and AD&D Insurance	2
E. Survivor's Benefits	2
F. Retirement Benefits	2
G. State Disability Insurance	3
H. Long Term Disability Insurance	3
I. Deferred Compensation Plan	3
J. Industrial Injury	3
K. Continuation of Insurance During an Unpaid Leave of Absence	3
L. Principal Domestic Partner Coverages	3
M. Holidays	4
V. PAID LEAVES	5
A. Annual Leave	5
B. Sick Leave	5
C. Administrative Leave	6
D. Personal Leave	7
E. Bereavement Leave	7
F. Hospice and Critical Care Leave	7
G. Paid Birth/Adoptive Leave	7
H. Jury Duty	7
I. Paid Military Leave	8
VI. UNPAID LEAVES OF ABSENCE	8
A. Maternity/Childcare Leave	8
B. FMLA/CFRA	8
VII. EXEMPT MANAGEMENT PROVISION	8
VIII. OTHER BENEFITS	8
A. Training	8
B. On Call Duty	9
C. Communication Allowance	9
IX. LAYOFF	9
A. Insurance	9
B. Severance Pay	10
X. RELOCATION EXPENSES FOR THE RECRUITMENT OF MANAGEMENT POSITIONS	10

Attachment A - FINAL

I. MANAGEMENT POSITIONS

. An employee whose salary and benefits are identified in this Management Compensation Policy is engaged in developing, implementing or recommending policy, involved in executive level decisions or in decisions affecting employer-employee relations, and shall receive wages and benefits as provided for in this Policy and applicable salary schedules adopted by the Board of Directors ("Board") of the Santa Cruz Metropolitan Transit District ("Santa Cruz METRO" or "METRO").

Non-exempt employees will be paid in accordance with the Fair Labor Standard Act (FLSA). All METRO policies and Rules and Regulations apply to such employees unless otherwise modified by the Policy. This Management Compensation Policy represents a Board approved Policy, not a contract with employees covered by the Policy. From time-to-time, Policy changes may be submitted to the Board for their consideration and possible approval.

II. PROBATIONARY STATUS

An employee shall serve a probationary period for twelve (12) months following the date of appointment or promotion to a regular budgeted management position.

III. SALARY PLAN

A. In order to avoid regularly updating the Management Compensation Policy, please refer to the most current Management Compensation Wage Scale adopted by the Board.

B. Longevity

Santa Cruz METRO shall compensate an employee with longevity increments as follows:

Employees covered by the Policy as of December 31, 2021:

- 5.0% of the base salary after ten years continuous service.
- An additional 5.0% of the base salary after fifteen years continuous service.

Employees hired on or after January 1, 2022:

- 5.0% of the base salary after fifteen years continuous service.
- An additional 5.0% of the base salary after twenty years continuous service

IV. HEALTH & WELFARE BENEFITS

A. Medical Insurance

Santa Cruz METRO shall provide medical insurance coverage for an employee, retiree and eligible dependents under the provisions of CalPERS. Effective the first pay period covering CY2022 Medical Plans, METRO shall pay 95% of the monthly premium for the Public Employees' Medical & Hospital Care Act (PEMHCA) Medical Insurance Program Plan selected by the employee/retiree and their eligible dependents. Santa Cruz METRO will continue to offer the H-Care Plan (IRC Section 125 pre-tax medical reimbursement plan) as allowed by the County of Santa Cruz.

An employee who declines participation in Santa Cruz METRO's medical insurance program and produces satisfactory evidence of other medical insurance coverage shall be paid

Attachment A - FINAL

\$1000 for each full three calendar month quarter beginning January 1 of each year while in active service and in which Santa Cruz METRO paid coverage would have been provided had Santa Cruz METRO's medical program been elected.

B. Dental Insurance

Santa Cruz METRO shall provide paid dental insurance coverage for an employee and eligible dependents.

C. Vision Insurance

Santa Cruz METRO shall provide paid vision insurance coverage for an employee and eligible dependents.

D. Life and AD&D Insurance

An employee shall be entitled to a \$50,000 term life and AD&D insurance policy paid by Santa Cruz METRO plus \$150,000 in optional supplementary life and AD&D insurance paid by the employee.

E. Survivor's Benefits

Upon the death of a covered employee, who is on Santa Cruz METRO's payroll and has dependents covered under Santa Cruz METRO's medical, vision and dental plans, Santa Cruz METRO's share of coverage of the eligible dependents shall continue for twenty-six (26) consecutive pay periods.

F. Retirement Benefits

An employee shall be enrolled in the Public Employees Retirement System (PERS) including the third level 1959 Survivors benefit as allowed by PERS. Classic Employees shall pay the "employee share" of PERS up to a maximum of eight percent. PEPRAs employees shall contribute at the applicable contribution rate, based on periodic actuarial evaluations provided to METRO by PERS.

Dental, vision, and life insurance plan coverage shall be provided by Santa Cruz METRO for an employee retired under the provisions of PERS and the employee's dependents until the retired employee reaches age 65, provided that the retired employee continues to pay their monthly share of the cost of such benefits that was in effect at the time of their retirement, if any. Upon the retired employee's attainment of age 65, all METRO paid dental, vision, and life insurance will terminate. To qualify for this benefit, the retired employee shall have been an employee of Santa Cruz METRO for the equivalent of ten (10) full-time years immediately prior to the date of retirement and reached the age of 50 years.

The amount of the retired employee's monthly contribution towards their medical premiums will be consistent with the annual premium contribution amount specified for employees in the Management Compensation Policy in effect at the time of the individual's retirement.

Qualifying individuals who retired prior to July 1 2005 shall continue to receive supplemental premium payments in accordance with Santa Cruz METRO's Retiree supplemental Premium Participation Plan adopted August 25, 2006.

The CEO/General Manager, at their sole discretion, may authorize the limited use of accruals when an employee covered by the Policy notifies the CEO/General Manager of

Attachment A - FINAL

their retirement. Generally, such use of accruals upon notification of retirement shall be limited to thirty (30) day maximum.

G. State Disability Insurance

Santa Cruz METRO shall provide paid coverage for an employee for State Disability Insurance.

H. Long Term Disability Insurance

Santa Cruz METRO shall provide for a long term disability insurance plan (LTD). The plan shall provide for monthly payments to an eligible employee of up to \$10,000 per month. The plan eligibility benefits shall begin LTD the first of the month following one year after the date of hire.

I. Deferred Compensation Plan

Santa Cruz METRO shall provide a deferred compensation plan to an employee.

J. Industrial Injury

An employee shall be entitled to workers compensation insurance to be provided by Santa Cruz METRO.

K. Continuation of Insurance During an Unpaid Leave of Absence

An employee who is on an unpaid leave of absence exceeding one hundred eighty (180) calendar days must pay the total monthly premiums in advance to continue medical, dental and vision insurance coverage. Failure of an employee to make advance payments for insurance coverage shall result in the employee and any dependent(s) being dropped from the plans.

L. Registered Domestic Partner Coverages

Santa Cruz METRO medical, dental and vision insurance coverages may be extended to an employee's registered domestic partner (RDP) while the employee's own coverages are being paid by Santa Cruz METRO. In the absence of the PERS Medical Program allowing for RDP coverage, reimbursement of monthly premiums may be made to an individual medical plan to a maximum of \$185.

M. Holidays

An employee shall be entitled to the following holidays with pay:

Thanksgiving Day
Christmas Day
New Year's Day
Labor Day
Independence Day
Memorial Day
Martin Luther King, Jr. Day

Employee's Birthday *Must be taken within the employee's birthday month*

Attachment A - FINAL

~~For an employee's birthday falling on February twenty-ninth (29th), the twenty-eighth (28th) day of February will be observed as the employee's birthday in years other than leap years. If an employee's birthday falls on the same day as a paid holiday the employee will be allowed to take the day off and receive the regular hourly rate for the holiday and the equivalent number of hours at the regular hourly rate for their birthday holiday, or, have the equivalent number of hours at the regular hourly rate for their birthday holiday added to his/her annual leave accrual.~~

Floating Holidays - In addition to the above-specified days, an employee may choose any (11) eleven additional days as floating holidays or when working a partial year, a prorated number of days as determined by the CEO/General Manager. An employee shall be compensated for any unused floating holiday time at the end of the fiscal year at the employee's regular rate of pay, not to exceed the total of eighty-eight (88) hours. An employee shall be entitled to receive any special non-recurring holiday designated as an official State holiday by the Governor of the State of California or as an official national holiday by the President of the United States, subject to the approval of the Board of Directors.

Upon departure from Santa Cruz METRO for any reason, an employee shall be compensated for any unused holiday time at the employee's regular rate.

V. PAID LEAVES

A. Annual Leave

An employee shall accrue annual leave at the following rates:

- a. For the first five years of employment eleven (11) days/year
- b. Between five and nine years of employment nineteen (19) days/year
- c. After nine years of employment twenty-four (24) days/year

Upon approval of the CEO/General Manager, an employee shall be permitted to take a minimum of two weeks annual leave each calendar year.

An employee shall accrue the pro-rata portion of annual leave for which they are entitled for each pay period or major fraction thereof, for which they are in paid status.

An employee may not carry over into the next fiscal year more than (3) three times the annual allotted time.

Upon departure from Santa Cruz METRO for any reason, an employee shall be compensated for any unused annual leave at the employee's regular rate.

B. Sick Leave

An employee shall be entitled to earn paid sick leave at the rate of one day for each month of employment. Sick leave shall be approved for personal illness or physical incapacity caused by factors over which the employee has no reasonable immediate control, or the illness of a member of the immediate family of such employee which illness requires their personal care and attention. Immediate family shall include the, spouse, or registered domestic partner; parent, step-parent, grandparent of employee or of the spouse or registered domestic partner, child, which includes their biological, adopted, foster, stepchild,

Attachment A - FINAL

or legal ward; grandchild, or sibling. Sick leave may also be used for doctor and dental appointments.

An employee who has accumulated sick leave above 120 days (960 hours) may elect to receive a cash payment of 25% of the accrued sick leave above 120 days in lieu of retaining excess sick leave credits. Any sick leave accrued beyond a balance of 96 hours may, at the option of the employee, be converted to annual leave.

Upon termination of employment from Santa Cruz METRO for any reason other than retirement, an employee shall be compensated for any unused sick leave in excess of ninety-six (96) hours at the employee's regular rate. For an employee who retires from METRO under the provisions of PERS, all unused accrued sick leave shall be paid at their regular hourly rate.

C. Administrative Leave

An exempt employee shall be entitled to eighty (80) hours of Administrative Leave each year as an acknowledgement of the many hours worked annually in excess of a normal eight-hour (8) workday. **At no time will there ever be more than 80 hours of Administrative Leave in an employee's bank.** When working a partial year, a prorated amount as determined by the CEO/General Manager shall be granted.

Upon approval of the CEO/General Manager, unusual excessive time worked in a pay period may result in the CEO/General Manager granting District Paid time off in another pay period when unusual excessive time worked results from participation in unusual, lengthy after-hours activities, which require the presence of the employee in meetings, hearings, or negotiations.

Upon departure from Santa Cruz METRO for any reason, an employee shall be compensated for any unused Administrative Leave at the employee's regular rate.

D. Personal Leave

An employee shall be entitled to use forty (40) hours per year of personal leave, chargeable to accumulated sick leave.

E. Bereavement Leave

An employee shall be granted a leave with pay in the event of the death of any member of the employee's family. The leave shall be for a period of three (3) working days, five (5) working days if travel is required in excess of 350 miles. A family member for the purpose of this section shall include spouse, registered domestic partner or domestic partner; the parent, stepparent or grandparent of the employee or their spouse, registered domestic partner or domestic partner; the employee's child, which includes biological, adopted, foster, stepchild, or legal ward; the employee's grandchild; the employee's sibling(s), brother-in-law, sister-in-law, mother-in-law, father-in-law, aunt, uncle, niece, and nephew

F. Hospice and Critical Care Leave

An employee shall be granted an unpaid leave for up to four (4) months for the care of a critically ill family member with appropriate verification. Prior to taking unpaid leave, an employee must first exhaust all compensatory leave, then exhaust all available sick leave, then exhaust their annual leave balance down to a level of forty (40) hours before being placed in unpaid status.

Attachment A - FINAL

G. Paid Birth/Adoptive Leave

An employee is entitled to forty (40) hours leave with pay at or about the time of the birth of the employee's child, at the time of adopting a child, or the foster care placement of a new child in their home. The paid leave shall be within two months of the birth, adoption or foster care placement, or at the employee's option at the expiration of State Disability Insurance payments. . An employee may also be eligible for Paid Family Leave (PFL), administered by the California Employment Development Department (EDD).

H. Jury Duty

An employee required to report for jury duty (except for Grand jury) or to answer a subpoena, as a witness shall be granted leave with full pay until released by the court. An employee shall either decline court-paid per diems or have court-paid per diems deducted from his/her daily pay during jury duty assignment.

I. Paid Military Leave

An employee in permanent status who is called to active duty, required to attend military training exercises as part of their military reserve obligation, or is called for National Guard Duty shall be granted paid military leave equal to the employee's regular rate of pay, not to exceed thirty (30) working days annually. Employees may also use any or all of their accrued but unused leave or other paid time off during their military service leave.

Military spouse leave is available to any employee who is married to or is registered as a domestic partner to a qualifying member of the military who works 20 or more hours per week, and is a regular full-time or part-time employee. An eligible employee is entitled to leave for up to ten (10) days during the qualifying spouse's military leave from active duty.

VI. UNPAID LEAVES OF ABSENCE

A. Parental Leave

Parental leave shall be granted for a maximum period of twelve (12) months to cover absences for medical reason related to the pregnancy, delivery, or recovery of an employee or their spouse/registered domestic partner. Parental leave may also be utilized for the purpose of a post-natal infant care of medical reasons related to the adoption or foster care placement of a child.. If an employee does not have a sufficient paid leave balance to cover the period of absence, an unpaid leave of absence shall be granted. Parental leave shall run concurrently with FMLA/CFRA leave.

B. FMLA/CFRA

Santa Cruz METRO will comply with the Family Medical Leave Act and the California Family Rights Act, as amended. These Acts provide for up to twelve (12) weeks (480 hours) of unpaid, job-protected leave for a serious health condition of the employee or an eligible family member. To be eligible for FMLA/CFRA the employee must have worked 1,250 hours in the twelve- month period preceding the leave. An employee's accrued sick leave must be used before any unpaid leave. FMLA/CFRA leave will run concurrently with any other absence due to an employee's own serious health condition or the serious health condition of the employee's child, parent, spouse, registered domestic partner, grandparent, grandchild, or sibling.

Attachment A - FINAL

If the employee is taking a leave for the birth, adoption, or foster care placement of a child, the basic minimum duration of the leave is two (2) weeks and the employee must conclude the leave within one year of the birth, placement for adoption, or foster care placement.

VII. EXEMPT MANAGEMENT PROVISION

An employee who has exhausted all leave accruals shall not have his/her salary reduced by being absent from work on an authorized absence of less than one full day.

VIII. OTHER BENEFITS

A. Training

Upon approval by the CEO/General Manager, an employee shall be authorized to attend transit seminars and workshops, and to visit other properties as part of his/her ongoing job duties, and shall be compensated for receipted expenses incurred in so doing.

An employee may submit a request to the CEO/General Manager for consideration of release time and reimbursement of expenses for course work relevant to the employee's current duties and area of responsibility.

Reimbursable expenses include tuition, fees, meals and books. For courses requiring overnight travel employees shall refer to Santa Cruz METRO's Travel Policy.

Reimbursement will be made for academic or professional credentials, certifications, and/or degrees for courses directly related to the employee's current position, specific job tasks and areas of responsibility.

Approval of release time and reimbursement of expenses is at the discretion of the CEO/General Manager and subject to the demonstrated cost-benefit ratio of the training and the current workload of the employee.

B. On Call Duty – After Regular Working Hours Business Matters

Upon providing a proper written justification to the CEO/General Manager, the CEO/General Manager has the authority, and may authorize on a case-by-case basis, a short-term or extended-term take home company vehicle to the few employees who may qualify for such. Take home vehicles are restricted to such business matters in which the employee must regularly respond to METRO business matters after hours or to respond to incidents and accidents after hours. Take home vehicles may be subject to IRS tax ramifications.

Non-exempt employees will be paid in accordance with FLSA regulations.

C. Communication Allowance

When approved by the CEO/General Manager, an employee may receive a communication allowance of \$75 each two-week pay period.

IX. LAYOFF

A. Insurance

An employee separated from Santa Cruz METRO service as a result of layoff shall have their insurance benefits paid by Santa Cruz METRO at the same level while employed for a period of ninety (90) days from the date of separation.

Attachment A - FINAL

B. Severance Pay

An employee laid off shall be given a severance payment eighty (80) hours severance pay, subject to signing a release of claims..

X. RELOCATION EXPENSES FOR THE RECRUITMENT OF MANAGEMENT POSITIONS

The CEO/General Manager is authorized to negotiate the compensation packages of all Management Employees at the time of hire, including, the authority to provide relocation packages for those management positions when in the discretion and determination of the CEO/General Manager they are necessary to recruit the most qualified applicant for a vacant Management position. In no case shall the CEO/General Manager's authority exceed: 1) a cash payment not to exceed \$15,000 for receipted moving expenses; and (b) up to two roundtrip airfare reimbursements for use by the candidate of choice only; and (c) a cash payment not to exceed \$5,000 for receipted temporary housing. Employees receiving this benefit will be provided the appropriate IRS tax reporting form to reflect payment of covered expenses.

Whenever the CEO/General Manager exercises the authority granted under this section, they shall report the expenditure to the Board of Directors annually when the next year's budget is presented to the Board of Directors



SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

MANAGEMENT COMPENSATION ~~PLAN~~POLICY

Board Adopted – ~~August 26, 2016~~August 27, 2021
Effective – ~~September 9, 2016~~August 30, 2021

9.14A.REDLINE.1

SANTA CRUZ METRO MANAGEMENT COMPENSATION ~~PLAN~~POLICY

TABLE OF CONTENTS

I. MANAGEMENT POSITIONS	1
II. PROBATIONARY STATUS	1
III. SALARY PLAN <u>POLICY</u>	1
A. Management Hourly Rate Schedules	1
B. Longevity	1
C. Supplemental Cash Payment	1
IV. HEALTH & WELFARE BENEFITS	21
A. Medical Insurance	21
B. Dental Insurance	21 <u>212</u>
C. Vision Insurance	2
D. Life and AD&D Insurance	2
E. Survivor's Benefits	2
F. Retirement Benefits	2
G. State Disability Insurance	323
H. Long Term Disability Insurance	323
I. Deferred Compensation Plan	323
J. Industrial Injury	323
K. Continuation of Insurance During an Unpaid Leave of Absence	323
L. Principal Domestic Partner Coverages	3
M. Holidays	434
V. PAID LEAVES	545
A. Annual Leave	545
B. Sick Leave	545
C. Administrative Leave	546
D. Personal Leave	657
E. Bereavement Leave	657
F. Hospice and Critical Care Leave	657
G. Paid Birth/Adoptive Leave	757
H. Jury Duty	757
I. Paid Military Leave	758
VI. UNPAID LEAVES OF ABSENCE	758
A. Maternity/Childcare Leave	758
B. FMLA/CFRA	768
VII. EXEMPT MANAGEMENT PROVISION	868
VIII. OTHER BENEFITS	868
A. Training	868
B. Mileage Reimbursement	86
C. On Call Duty	869
D. Communication Allowance	979
IX. LAYOFF	979
A. Insurance	979
B. Severance Pay	9710
X. RELOCATION EXPENSES FOR THE RECRUITMENT OF MANAGEMENT POSITIONS	9710

I. MANAGEMENT POSITIONS

~~An employee in a regular budgeted management position identified in Exhibit A is engaged in developing, implementing or recommending policy and in affecting employer-employee relations, and shall receive wages and benefits as provided in this plan. Non-exempt employees will be paid in accordance with the Fair Labor Standards Act (FLSA). An employee whose salary and benefits are identified in this Management Compensation Policy is engaged in developing, implementing or recommending policy, involved in executive level decisions or in decisions affecting employer-employee relations, and shall receive wages and benefits as provided for in this Policy and applicable salary schedules adopted by the Board of Directors ("Board") of the Santa Cruz Metropolitan Transit District ("Santa Cruz METRO" or "METRO").~~

Non-exempt employees will be paid in accordance with the Fair Labor Standard Act (FLSA). All METRO policies and Rules and Regulations apply to such employees unless otherwise modified by the Policy. This Management Compensation Policy represents a Board approved Policy, not a contract with employees covered by the Policy. From time-to-time, Policy changes may be submitted to the Board for their consideration and possible approval.

III.II. PROBATIONARY STATUS

An employee shall serve a probationary period for twelve (12) months following the date of appointment or promotion to a regular budgeted management position.

IV.III. SALARY PLAN

A. ~~Management Hourly Rate Schedules~~

A. ~~Please refer to the most current Board of Directors adopted Management Hourly Rate Schedules. In order to avoid regularly updating the Management Compensation Policy, please refer to the most current Management Compensation Wage Scale adopted by the Board.~~

B. Longevity

Santa Cruz METRO shall compensate an employee with longevity increments as follows:

Employees covered by the Policy as of December 31, 2021:

- 5.0% of the base salary after ten years continuous service.
- An additional 5.0% of the base salary after fifteen years continuous service.

Employees hired on or after January 1, 2022:

- 5.0% of the base salary after fifteen years continuous service.
- An additional 5.0% of the base salary after twenty years continuous service

E. ~~Supplemental Cash Payment~~

~~In the payroll period of June 21, 2012, employees covered by the Management Compensation Plan will receive a \$1,750 supplemental cash taxable payment.~~

VII.IV. HEALTH & WELFARE BENEFITS

A. Medical Insurance

Santa Cruz METRO shall provide medical insurance coverage for an employee, retiree and eligible dependents under the provisions of CalPERS. Effective the first pay period covering CY2022 Medical Plans, METRO shall pay 95% of the monthly premium for the Public Employees' Medical & Hospital Care Act (PEMHCA) Medical Insurance Program Plan selected by the employee/retiree and their eligible dependents. Santa Cruz METRO shall pay premiums at a level sufficient to cover the cost of the basic monthly medical insurance premiums for HMO plans offered in Santa Cruz County by the CalPERS medical program. Santa Cruz METRO will continue to offer the H-Care Plan (IRC Section 125 pre-tax medical reimbursement plan) as allowed by the County of Santa Cruz. ~~The amount Santa Cruz METRO pays towards medical premiums for retirees will be consistent with the premium participation amount specified in the Management Compensation Plan in effect at the time of the individual's retirement or the amount stated in Santa Cruz METRO's contract with CalPERS, whichever is greater. Qualifying individuals who retired prior to July 1 2005 shall continue to receive supplemental premium payments in accordance with Santa Cruz METRO's Retiree supplemental Premium Participation Plan adopted August 25, 2006.~~

An employee who declines participation in Santa Cruz METRO's medical insurance program and produces satisfactory evidence of other medical insurance coverage shall be paid ~~\$300~~ 1000 for each full three calendar month quarter beginning January 1 of each year while in active service and in which Santa Cruz METRO paid coverage would have been provided had Santa Cruz METRO's medical program been elected.

B. Dental Insurance

Santa Cruz METRO shall provide paid dental insurance coverage for an employee and eligible dependents.

C. Vision Insurance

Santa Cruz METRO shall provide paid vision insurance coverage for an employee and eligible dependents.

D. Life and AD&D Insurance

An employee shall be entitled to a \$50,000 term life and AD&D insurance policy paid by Santa Cruz METRO plus \$150,000 in optional supplementary life and AD&D insurance paid by the employee.

E. Survivor's Benefits

Upon the death of a covered employee, who is on Santa Cruz METRO's payroll and has dependents covered under Santa Cruz METRO's medical, vision and dental plans, Santa Cruz METRO's share of coverage of the eligible dependents shall continue for twenty-six (26) consecutive pay periods.

F. Retirement Benefits

An employee shall be enrolled in the Public Employees Retirement System (PERS) including the third level 1959 Survivors benefit as allowed by PERS. ~~The Classic Employees~~ shall pay the "employee share" of PERS up to a maximum of eight percent. PEPRA employees shall contribute at the applicable contribution rate, based on periodic actuarial evaluations provided to METRO by PERS.

Dental, vision, and life insurance plan coverage shall be provided by Santa Cruz METRO for an employee retired under the provisions of PERS and the employee's dependents until the retired employee reaches age 65-, provided that the retired employee continues to pay their monthly share of the cost of such benefits that was in effect at the time of their retirement, if any. Upon the retired employee's attainment of age 65, all METRO paid dental, vision, and life insurance will terminate. –To qualify for this benefit, the retired employee shall have been an employee of Santa Cruz METRO for the equivalent of ten (10) full-time years immediately prior to the date of retirement and reached the age of 50 years.

The amount of the retired employee's monthly contribution towards their medical premiums will be consistent with the annual premium contribution amount specified for employees in the Management Compensation Policy in effect at the time of the individual's retirement.

Qualifying individuals who retired prior to July 1 2005 shall continue to receive supplemental premium payments in accordance with Santa Cruz METRO's Retiree supplemental Premium Participation Plan adopted August 25, 2006.

The CEO/General Manager, at their sole discretion, may authorize the limited use of accruals when an employee covered by the Policy notifies the CEO/General Manager of their retirement. Generally, such use of accruals upon notification of retirement shall be limited to thirty (30) day maximum.

G. State Disability Insurance

Santa Cruz METRO shall provide paid coverage for an employee for State Disability Insurance.

H. Long Term Disability Insurance

Santa Cruz METRO shall provide for a long term disability insurance plan (LTD). The plan shall provide for monthly payments to an eligible employee of up to \$10,000 per month. The plan eligibility benefits shall start begin LTD the first of the month following one year after the date of hire. and one month after month of hire.

I. Deferred Compensation Plan

Santa Cruz METRO shall provide a deferred compensation plan to an employee.

J. Industrial Injury

An employee shall be entitled to workers compensation insurance to be provided by Santa Cruz METRO.

K. Continuation of Insurance During an Unpaid Leave of Absence

An employee who is on an unpaid leave of absence exceeding one hundred eighty (180) calendar days must pay the total monthly premiums in advance to continue medical, dental and vision insurance coverage. Failure of an employee to make advance payments for insurance coverage shall result in the employee and any dependent(s) being dropped from the plans.

L. Principal Registered Domestic Partner Coverages

Santa Cruz METRO medical, dental and vision insurance coverages may be extended to an employee's principal-registered domestic partner (PDP/RDP) while the employee's own coverages are being paid by Santa Cruz METRO. In the absence of the PERS Medical Program allowing for PDP-RDP coverage, reimbursement of monthly premiums may be made to an individual medical plan to a maximum of \$185.

M. Holidays

An employee shall be entitled to the following holidays with pay:

Thanksgiving Day
Christmas Day
New Year's Day
Labor Day
Independence Day
Memorial Day
Martin Luther King, Jr. Day
Employee's Birthday
Employee's Birthday *Must be taken within the employee's birthday month*

~~Effective September 9, 2016 an employee shall no longer be entitled to the following holiday with pay:~~

~~Employee's Birthday~~

~~For an employee's birthday falling on February twenty-ninth (29th), the twenty-eighth (28th) day of February will be observed as the employee's birthday in years other than leap years. If an employee's birthday falls on the same day as a paid holiday the employee will be allowed to take the day off and receive the regular hourly rate for the holiday and the equivalent number of hours at the regular hourly rate for their birthday holiday, or, have the equivalent number of hours at the regular hourly rate for their birthday holiday added to his/her annual leave accrual.~~

Floating Holidays - In addition to the above-specified days, an employee may choose any (11) eleven additional days as floating holidays or when working a partial year, a prorated number of days as determined by the CEO/General Manager. An employee shall be compensated for any unused floating holiday time at the end of the fiscal year at the employee's regular base regular rate of pay, not to exceed the total of eighty-eight (88) hours, ~~when combined with Administrative Leave.~~

An employee shall be entitled to receive any special non-recurring holiday designated as an official State holiday by the Governor of the State of California or as an official national holiday by the President of the United States, subject to the approval of the Board of Directors.

Upon departure from Santa Cruz METRO for any reason, an employee shall be compensated for any unused holiday time at the employee's hourly base regular rate.

VIII.V. PAID LEAVES

A. Annual Leave

An employee shall accrue annual leave at the following rates:

- a. For the first five years of employment eleven (11) days/year
- b. Between five and nine years of employment nineteen (19) days/year
- c. After nine years of employment twenty-four (24) days/year

Upon approval of the CEO/General Manager, an employee shall be permitted to take a minimum of two weeks annual leave each calendar year.

An employee shall accrue the pro-rata portion of annual leave for which ~~he/she~~they are is entitled for each pay period or major fraction thereof, for which ~~he/she is~~they are in paid status.

An employee may not carry over into the next fiscal year more than (3) three times the annual allotted time. ~~Annual leave accumulated beyond two hundred (200) hours shall upon two (2) weeks advance written request of the employee, be paid to the employee based on the employee's current base hourly rate. Payment shall be made in the subsequent pay period.~~

Upon departure from Santa Cruz METRO for any reason, an employee shall be compensated for any unused annual leave at the employee's regular rate.

B. Sick Leave

An employee shall be entitled to earn paid sick leave ~~with pay~~ at the rate of one day for each month of employment. Sick leave shall ~~mean~~ be approved for personal illness or physical incapacity caused by factors over which the employee has no reasonable immediate control, or the illness of a member of the immediate family of such employee which illness requires ~~his/hers~~their personal care and attention. Immediate family shall include the ~~parent~~, spouse, or registered domestic partner; parent, step-parent, grandparent of employee or of the spouse or registered domestic partner, child, which includes their biological, adopted, foster, stepchild, or legal ward; grandchild, or sibling. Sick leave may also be used for doctor and dental appointments. ~~and children, brother, or sister of the employee.~~

An employee who has accumulated sick leave above 120 days (960 hours) may elect to receive a cash payment of 25% of the accrued sick leave above 120 days in lieu of retaining excess sick leave credits. Any sick leave accrued beyond a balance of 96 hours may, at the option of the employee, be converted to annual leave. ~~All unused sick leave accrued shall be paid to an employee who retires immediately upon leaving Santa Cruz METRO under the provisions of PERS.~~

Upon departure ~~re~~termination of employment from Santa Cruz METRO for any reason other than retirement, an employee shall be compensated for any unused sick leave in excess of ninety-six (96) hours at the employee's regular rate. For an employee who retires from METRO, under the provisions of PERS, all unused accrued sick leave shall be paid at their base regular hourly rate. under the provisions of PERS

C. Administrative Leave

An exempt employee shall be entitled to eighty (80) hours of ~~administrative~~ Administrative leave ~~Leave~~ each year ~~in lieu of overtime~~ as an acknowledgement of the many hours

worked annually in ~~access~~ excess of a normal eight-hour (8) workday. At no time will there ever be more than 80 hours of Administrative Leave in an employee's bank, or when When working a partial year, a prorated amount as determined by the CEO/General Manager shall be granted.

~~As of June 15, 2017 – June 12, 2019, an exempt employee shall be entitled to twenty eight (28) hours of administrative leave each year in lieu of overtime or when working a partial year, a prorated amount as determined by the CEO/General Manager.~~

~~As of June 13, 2019, an exempt employee shall be entitled to eighty (80) hours of administrative leave each year in lieu of overtime or when working a partial year, a prorated amount as determined by the CEO/General Manager.~~

Upon approval of the CEO/General Manager, unusual excessive time worked in a pay period may result in the CEO/General Manager granting District Paid time off in another pay period when unusual excessive time worked results from time worked in excess of eighty (80) hours in a pay period may be saved and taken as time off in another pay period when the extra hours are earned through participation in unusual, lengthy after-hours activities, which require the presence of the employee in meetings, hearings, or negotiations.

~~Administrative leave not taken during the fiscal year is lost. Upon departure from Santa Cruz METRO for any reason, an employee shall be compensated for any unused Administrative Leave at the employee's regular rate.~~

~~Upon the approval of the CEO/ General Manager, an employee may elect to convert up to eighty (80) hours of Administrative Leave to a bonus payout. In no case, will the Administrative Leave and the Floating Holiday amount paid to the employee total more than eighty-eight (88) hours.~~

D. Personal Leave

An employee shall be entitled to use forty (40) hours per year of personal leave, chargeable to accumulated sick leave.

E. Bereavement Leave

An employee shall be granted a leave with pay in the event of the death of any member of the employee's family. The leave shall be for a period of three (3) working days, five (5) working days if travel is required in excess of 350 miles. The A family member for the purpose of this section shall include spouse, registered domestic partner or domestic partner; the parent, stepparent or grandparent of the employee or their spouse, registered domestic partner or domestic partner; the employee's child, which includes biological, adopted, foster, stepchild, or legal ward; the employee's grandchild; the employee's sibling(s), brother-in-law, sister-in-law, mother-in-law, father-in-law, aunt, uncle, niece, and nephew is defined as spouse, parent, grandparent, sister, brother, child, grandchild, foster parent, stepparent, foster child, stepchild, father-in-law, mother-in-law, brother-in-law, sister-in-law, nieces, nephews, aunt, uncle, or any person living in the immediate household of the employee.

F. Hospice and Critical Care Leave

An employee shall be granted ~~necessary leaves~~ an unpaid leave for up to four (4) months for the care of a critically ill family member with appropriate verification. ~~An employee shall be paid for these absences from his/her sick leave or annual leave accruals.~~ Prior to taking

unpaid leave, an employee must first exhaust all compensatory leave, then exhaust all available sick leave, then exhaust their annual leave balance down to a level of forty (40) hours before being placed in unpaid status.

G. Paid Birth/Adoptive Leave

An employee is entitled to forty (40) hours leave with pay at or about the time of the birth of the employee's child, ~~or at the time of adopting a child.~~, or the foster care placement of a new child in their home. The paid leave shall be within two months of the birth, ~~or adoption~~ or foster care placement, or at the employee's option at the expiration of State Disability Insurance payments. An employee may also be eligible for Paid Family Leave (PFL), administered by the California Employment Development Department (EDD).

H. Jury Duty

An employee required to report for jury duty (except for Grand jury) or to answer a subpoena, as a witness shall be granted leave with full pay until released by the court. An employee shall either decline court-paid per diems or have court-paid per diems deducted from his/her daily pay during jury duty assignment.

I. Paid Military Leave

An employee in permanent status who is called to active duty, required to attend ~~summer~~ military training exercises as part of ~~his/her~~their military reserve obligation, or is called for National Guard Duty shall be granted paid military leave equal to the employee's base regular rate of pay, not to exceed thirty (30) working days annually. Employees may also use any or all of their accrued but unused leave or other paid time off during their military service leave.

Military spouse leave is available to any employee who is married to or is registered as a domestic partner to a qualifying member of the military who works 20 or more hours per week, and is a regular full-time or part-time employee. An eligible employee is entitled to leave for up to ten (10) days during the qualifying spouse's military leave from active duty.

VI. UNPAID LEAVES OF ABSENCE

A. ~~Maternity/Childcare Leave~~ Parental Leave

~~Maternity/childcare~~ Parental leave shall be granted for a maximum period of twelve (12) months to cover absences for medical reason related to the pregnancy, delivery, or recovery of an employee or their spouse/registered domestic partner. Parental leave may also be utilized for the purpose of a post-natal infant care of medical reasons related to the adoption or foster care placement of a child. If an employee does not have a sufficient paid leave balance to cover the period of absence, an unpaid leave of absence shall be granted. Parental leave shall run concurrently with FMLA/CFRA leave.

B. FMLA/CFRA

Santa Cruz METRO will comply with the Family Medical Leave Act and the California Family Rights Act, as amended. These Acts provide for up to twelve (12) weeks (480 hours) of unpaid, job-protected leave for a serious health condition of the employee or an eligible family member. To be eligible for FMLA/CFRA and the employee has must have worked 1,250 hours in the twelve- month period preceding the leave. An employee's Accrued accrued sick leave must be used before any unpaid leave. ~~This~~ FMLA/CFRA leave will run

concurrently with any other absence due to an employee's own serious health condition or the serious health condition of the employee's child, parent, spouse, registered domestic partner, grandparent, grandchild, or sibling.

If the employee is taking a leave for the birth, adoption, or foster care placement of a child, the basic minimum duration of the leave is two (2) weeks and the employee must conclude the leave within one year of the birth, placement for adoption, or foster care placement.

VII. EXEMPT MANAGEMENT PROVISION

An employee who has exhausted all leave accruals shall not have his/her salary reduced by being absent from work on an authorized absence of less than one full day.

VIII. OTHER BENEFITS

A. Training

Upon approval by the CEO/General Manager, An an employee shall be authorized to attend transit seminars and workshops, and to visit other properties as part of his/her ongoing job duties, and shall be compensated for receipted expenses incurred in so doing.

An employee may submit a request to the CEO/General Manager for consideration of release time and reimbursement of expenses for course work relevant to the employee's current duties and area of responsibility.

Reimbursable expenses include tuition, fees, meals and books. For courses requiring overnight travel employees shall refer to Santa Cruz METRO's Travel Policy.

Reimbursement will be made for academic or professional credentials, certifications, and/or degrees for courses directly related to the employee's current position, specific job tasks and areas of responsibility.

Approval of release time and reimbursement of expenses is at the discretion of the CEO/General Manager and subject to the demonstrated cost-benefit ratio of the training and the current workload of the employee.

~~B. Mileage Reimbursement~~

~~If Santa Cruz METRO requires an employee to use the employee's private insured automobile to conduct Santa Cruz METRO business, the employee shall be reimbursed for automobile expenses at the rate established annually by the IRS.~~

~~C.B. On Call Duty – After Regular Working Hours Business Matters~~

~~Upon providing a proper written justification to the CEO/General Manager, the CEO/General Manager has the authority, and may authorize on a case-by-case basis, a short-term or extended-term take home company vehicle to the few employees who may qualify for such. Take home vehicles are restricted to such business matters in which the employee must regularly respond to METRO business matters after hours or to respond to incidents and accidents after hours. Take home vehicles may be subject to IRS tax ramifications. If an employee is required to be on call, they shall be offered access to a Santa Cruz METRO vehicle in order to provide for home to work transportation. "On call" shall be defined as the requirement for the employee to report to work after or before normal duty hours to perform the functions, which cannot otherwise be performed during regular duty hours. When an~~

~~employee is assigned such duties on a regular basis, he/she may be assigned a car for home to work transportation on a regular basis. If such work is assigned on a periodic or occasional basis, the assignment of a car for home to work transportation shall be on an as-needed basis only, as approved by the CEO/General Manager. The staff car assigned on an on-call basis to an employee shall be used to provide transportation only between the home and the work place. It shall not be used to make intermediate stops or for any other personal use. During normal duty hours, staff cars are similarly restricted for use only for official business of Santa Cruz METRO, or for transportation between the facilities of Santa Cruz METRO.~~

Non-exempt employees will be paid in accordance with FLSA regulations.

D.C. Communication Allowance

When approved by the CEO/General Manager, an employee may receive a communication allowance of \$75 each two-week pay period. ~~An employee on approved Santa Cruz METRO travel with the CEO/General Manager's approval may be reimbursed for eligible roaming and long distance charges.~~

IX. LAYOFF

A. Insurance

An employee separated from Santa Cruz METRO service as a result of layoff shall have ~~his/her/their~~ insurance benefits paid by Santa Cruz METRO at the same level while employed for a period of ninety (90) days from the date of separation.

B. Severance Pay

An employee laid off shall be given a severance payment ~~equal to eight (8) hours at the base hourly rate for each 2,080 hours of active service, up to a maximum of eighty (80) hours severance pay, subject to signing a release of claims..~~

X. RELOCATION EXPENSES FOR THE RECRUITMENT OF MANAGEMENT POSITIONS

The CEO/General Manager is authorized to negotiate the compensation packages of all Management Employees at the time of hire, including, the authority to provide relocation packages for those management positions when in the discretion and determination of the CEO/General Manager they are necessary to recruit the most qualified applicant for a vacant Management position. In no case shall the CEO/General Manager's authority exceed: 1) a cash payment not to exceed \$15,000 for receipted moving expenses; and (b) up to two roundtrip airfare reimbursements for use by the candidate of choice only; and (c) a cash payment not to exceed \$5,000 for receipted temporary housing. Employees receiving this benefit will be provided the appropriate IRS tax reporting form to reflect payment of covered expenses.

Whenever the CEO/General Manager exercises the authority granted under this section, ~~he/she/they~~ shall report the expenditure to the Board of Directors annually when the next year's budget is presented to the Board of Directors at the first available Board meeting following the finalization of a successful recruitment.

- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: August 27, 2021
TO: Board of Directors
FROM: Margo Ross, Chief Operations Officer
**SUBJECT: CONSIDERATION OF RATIFICATION OF THE PURCHASE OF THREE
NON-REVENUE ELECTRIC VEHICLES**

I. RECOMMENDED ACTION

That the Board of Directors ratify the purchase of three (3) non-revenue electric vehicles from Watsonville Chevrolet for a total of \$94,381.08 utilizing Federal Transportation Administration (FTA) FY20 5339a grant funds

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) had a need for three non-revenue vehicles to replace aging non-revenue vehicles in METRO's fleet.
- Funds for this purchase were available through the FTA 5339a FY20 grant.
- Staff thought it prudent to purchase the vehicles without delay due to: (1) the ongoing shortage of available vehicles; (2) the immediate accessibility of the electric vehicles from a local dealership; and, (3) the discounts provided by the HVIP rebate.
- This purchase was already blessed by the Board of Directors (Board) pursuant to the Board's approval of the FY21 capital projects list, which included the purchase of non-revenue vehicles in the amount of \$100,000.
- Staff recommends the Board ratify the purchase of three 2022 Chevrolet Bolt EUV electric vehicles from Watsonville Chevrolet for the amount of \$94,381.08.

III. DISCUSSION/BACKGROUND

METRO had a need for three electric vehicles to replace aging vehicles in its non-revenue fleet. The non-revenue vehicles are used by Bus Operators for daily transportation to and from relief points throughout Santa Cruz County.

Staff obtained quotes for 2022 Chevrolet Bolt electric vehicle (EV) and electric utility vehicles (EUV) from three local vendors. After deciding that EUVs were the preferred choice due to extra headspace and leg room, staff determined that

Watsonville Chevrolet had the best pricing for this vehicle out of the three vendors. On top of a lower base price, Watsonville Chevrolet has access to one rebate per vehicle (a \$1,500 HVIP rebate), the cost saving of which they have passed on to METRO, in addition to a \$2000-per-vehicle state contract discount.

The COVID-19 pandemic has resulted in a chip shortage, which in turn has resulted in a shortage of available new vehicles. While Watsonville Chevrolet had these three vehicles in stock, staff realized they would likely be sold quickly, and thought it in METRO's best interest to purchase them without delay rather than risk losing this opportunity and the discounts being offered. Additionally, this purchase was already blessed by the Board pursuant to the Board's approval of the FY21 capital projects list, which included the purchase of non-revenue vehicles in the amount of \$100,000. Staff recommends that the Board ratify the purchase of these three 2022 Chevrolet Bolt EUV electric vehicles from Watsonville Chevrolet for the amount of \$94,381.08.

IV. FINANCIAL CONSIDERATIONS/IMPACT

To support the purchase of the three Chevrolet Bolt Electric Vehicles, funds in the amount of \$98,985 were included in the FY20 Capital Budget and provided by the FTA FY20 5339a formula grant. The final cost of \$94,381.08 included a \$1500 HVIP rebate per vehicle.

V. ALTERNATIVES CONSIDERED

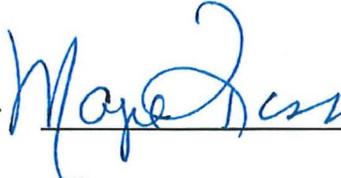
The Board could direct the Purchasing Manager to conduct a standalone procurement for the purchase of the vehicles. This is not recommend due to the current delay in new vehicles as a result of the chip shortage experienced by all auto manufacturers. The procurement process would take approximately six months and likely would result in a higher cost and no available inventory.

VI. ATTACHMENTS

Attachment A: Quote Summary for Non-Revenue Electric Vehicles

Prepared By: Margo Ross, Chief Operations Officer

VII. APPROVALS:

Margo Ross, Chief Operations Officer  _____

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

Alex Clifford, CEO/General Manager  _____

- THIS PAGE INTENTIONALLY LEFT BLANK -

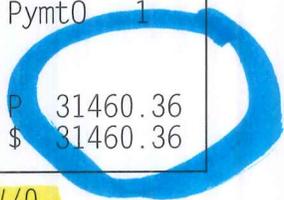
Attachment A

CHEVROLET OF WATSONVILLE Sale Control V6.35

Monday August 16, 2021

Current Deal #66936	Opp @ 43386	RETAIL DEPT	
TypeQ 1 Retail	Customer A 60429	Stock Z T22077	DateW 08/16/2021

CashSalePrice S	30394.83	Cash Deposit F	0.00	Slsmn1 U423232 LOPEZ, J
Tx Accessory X	0.00	Mnfg Rebate V	2000.00	Slsmn2 # _____
Document Fees E	85.00	Pck1 0 days G	0.00	Closer # _____
Taxable Smog \$	0.00	Pck2 0 days \$	0.00	
State Tax \$	2971.78	TOTAL DOWN \$	2000.00	
Luxury Tax \$	0.00			
VEHICLE TOTAL \$	33451.61	Trade1 Gross B	0.00	LenderM 50 CASH
		Payoff Y	0.00	Method: 1 Normal
L A & H TypD 0 \$	0.00	ACV H 0.00		TermI 1
Serv Contract C	0.00	Trade2 Gross \$	0.00	APR, 0.00%
Vehc Insurance \$	0.00	Payoff \$	0.00	
NonTx Accessry \$	0.00	ACV \$ 0.00		1stPymtDate: 08/17/2021
		TOTAL TRADE \$	0.00	Days to 1st Pymt0 1
State DMV Fee *R	0.00			
State Smog Fee \$	0.00	TOTAL SALE \$	33460.36	
State Tire Fee \$	8.75	TOTAL CREDIT \$	2000.00	MNTHLY PYMT P 31460.36
DMV R/S NumberJ _____		AMT FINANCED N	31460.36	TOTAL PYMTS \$ 31460.36



Customer: SANTA CRUZ METRO TRANSIT Stock: 2022 CHEVROLET BOLT EUV/0
 VIN #1G1FY6S03N4113372 34025/33995/-3630
 - Printing Screen -

- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: August 27, 2021
TO: Board of Directors
FROM: John Urgo, Planning and Development Director
SUBJECT: CONSIDERATION OF AUTHORIZING THE CEO/GM TO EXECUTE A LEASE AGREEMENT BETWEEN METRO AND SHUTTLE BUS LEASING FOR FOUR ARTICULATED BUSES FOR USE ON FIXED ROUTES SERVICING UCSC

I. RECOMMENDED ACTION

That the Board of Directors authorize the CEO/GM to execute a lease agreement with Shuttle Bus Leasing for four articulated buses for use on fixed routes serving UCSC during the 2021-2022 academic year

II. SUMMARY

- Over the years, heavy passenger loads on Santa Cruz Metropolitan Transit District (METRO) fixed routes serving the University of California, Santa Cruz (UCSC) have often resulted in overcrowding, leading to pass-bys and stranded passengers.
- In 2017, the METRO Board of Directors (Board) directed staff to implement a lease for three articulated buses for use on fixed routes serving UCSC as a pilot project, the successful completion of which led METRO to purchase four articulated buses.
- While overcrowding on campus routes was not an issue during the 2020-2021 academic year due to the COVID-19 pandemic, staff is planning for heavy loads to return this fall, with UCSC expecting full enrollment, 10,000 on-campus residents (a return to pre-pandemic levels) and 80% of enrolled students taking on-campus classes.
- In order to accommodate heavier passenger loads, staff is proposing to lease four articulated buses as a short-term measure to mitigate potential overcrowding on UCSC routes during the upcoming academic year.

III. DISCUSSION/BACKGROUND

Over the years, heavy passenger loads on METRO fixed routes serving UCSC have often resulted in overcrowding, leading to pass-bys and stranded passengers. During peak times, buses can fill before reaching campus, leaving behind passengers at bus stops along routes. Overcrowding also frequently occurs on campus because METRO's routes serve the UCSC campus as one-

way loops. As a result, each bus trip must accommodate passengers traveling to the campus, those taking short trips around the campus and those needing to travel to off-campus destinations. Decreases in recent years in campus shuttle services provided by UCSC's Transportation and Parking Services (TAPS) have also contributed to overcrowding on METRO fixed routes.

Frequent pass-bys can increase passenger concerns over reliability and lead to long-term ridership decline as customers seek other modes of travel. Heightened concern over public health and safety due to COVID-19 may also lead customers to consider other modes if frequently confronted with crowded buses. While overcrowding on campus routes was not an issue during the 2020-21 academic year due to the pandemic, UCSC is expecting full enrollment this fall, with 10,000 on-campus residents (a return to pre-pandemic levels) and 80% of enrolled students living in Santa Cruz County.

To prepare for increased campus activity, METRO is increasing service on Routes 15, 19 and 22 and maintaining current service on Routes 10, 18 and 20. In the past, METRO was also able to mitigate overcrowding via "trippers,"; i.e., additional service running behind scheduled trips at the most crowded times. However, due to recent attrition and retirements of Bus Operators, METRO does not have the workforce to run additional fixed route service.

Because scheduling additional service is not an option, staff is proposing to lease four higher capacity articulated buses for use on UCSC routes as a short term mitigation measure to handle overcrowding during the upcoming academic year. In 2017, the Board directed staff to pursue a similar strategy involving the lease of three articulated buses for use on fixed routes serving UCSC as a pilot project, the successful completion of which led METRO to acquire four articulated buses from the Santa Clara Valley Transportation Authority (VTA). Expanding the articulated bus fleet from four to eight will enable METRO to provide additional passenger capacity commensurate with expected demand.

If authorized, the Lease Agreement between METRO and Shuttle Bus Leasing will be for an initial period of nine months, with the option to extend on a month-to-month basis thereafter. Shuttle Bus Leasing is the only vendor in California that can lease 60' articulated coaches and the pricing for the lease of each bus is fair and reasonable.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This proposed action is consistent with the following Board Strategic Priorities:

1. Service Quality and Delivery
2. Strategic Alliances and Community Outreach

V. FINANCIAL CONSIDERATIONS/IMPACT

Staff estimates the cost of leasing four articulated buses in Fiscal Year 2021 to be \$218,400, including the initial nine-month lease agreement with Shuttle Bus Leasing, vehicle registration, delivery and return fees, and external graphics. METRO's operating budget will be used to cover the expenditures. No Federal Transit Administration (FTA) funds will be used.

VI. CHANGES FROM COMMITTEE

N/A.

VII. ALTERNATIVES CONSIDERED

The Board could choose to direct staff not to lease additional articulated buses for the upcoming Fall Bid. This would result in a 28% reduction in peak hour capacity on fixed routes serving UCSC as compared to the 16% reduction if the four articulated buses are leased. This difference in capacity is equal to 68 seats per hour, or about 100 passengers including standees. Staff does not recommend this option as it has the potential to leave behind 100 passengers per hour during peak travel times.

The Board could also direct staff to focus on hiring and training new Operators rather than leasing larger buses. METRO's Human Resources and Operations Departments are already focused on hiring and training Operators, having recently completed one new class of trainees and recruiting for another. The shortage of applicants is a national problem not unique to METRO or even the transportation industry. METRO would need to hire at least two additional Operators to provide the service needed to accommodate the 68 to 100 peak hour passengers referenced above. Even if it were feasible to hire and train additional Operators by the start of the Fall Bid, the direct cost of operating the additional service (\$300,000 at METRO's direct cost of roughly \$150,000 per Operator) would be greater than the cost of leasing larger buses.

Finally, the Board could consider directing staff to reduce service on other local or express routes in order to provide more fixed route service to UCSC. Staff does not recommend this option for obvious equity reasons. Throughout the past 15 months of the pandemic, ridership has remained strongest on METRO's local Santa Cruz and Watsonville routes, indicating that many METRO customers rely on the service to access essential jobs and services. UCSC and commuter routes, by contrast, have remained at 10-20% of pre-pandemic levels. While ridership and fare box recovery on fixed routes serving UCSC are typically the highest of any METRO service, staff does not recommend reducing service on local routes at a time when ridership continues to increase. Increasing service using overtime is also not feasible as staff has already planned the Fall Bid using the maximum scheduled overtime allowable by contract.

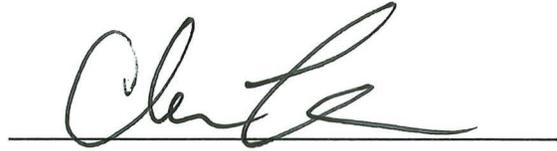
VIII. ATTACHMENTS

Attachment A: Lease Agreement between Shuttle Bus Leasing and Santa Cruz Metropolitan Transit District

Prepared by: John Urgo, Planning and Development Director

IX. APPROVALS

Approved as to fiscal impact:
Chuck Farmer, CFO



Alex Clifford, CEO/General Manager



- THIS PAGE INTENTIONALLY LEFT BLANK -

Attachment A



LEASE AGREEMENT

This Lease Agreement made and entered into this 19th day of August, 2021, by and between: Shuttle Bus Leasing, 1863 Service Court, Riverside, CA 92507, hereinafter called Lessor, and, Santa Cruz Metropolitan Transit District, 110 Vernon Street, Santa Cruz, CA 95060, hereinafter called Lessee.

WITNESSETH:

Article I

Whereas Lessor is in the business of leasing Equipment and desires to lease Equipment to Lessee for Lessee's exclusive use and control, subject only to the terms and conditions of this Lease Agreement as hereinafter set forth.

Now, therefore, in consideration of the mutual covenants, conditions, and premises as hereinafter set forth below, it is mutually agreed as follows:

Article II

Leased Equipment:

Lessor hereby leases to the Lessee the Equipment described below:

Make/Model	SBL	VIN
2008 New Flyer D-60LF	TBD	TBD
2008 New Flyer D-60LF	TBD	TBD
2008 New Flyer D-60LF	TBD	TBD
2008 New Flyer D-60LF	TBD	TBD

Article III

Delivery and Return:

Upon delivery of said Equipment at the agreed upon location, Lessee shall acknowledge receipt by completing, signing and returning to Lessor the Lease Equipment Receipt form thereby acknowledging that said Equipment is satisfactory for Lessee's intended use.

Lessee agrees to return all Equipment in the same condition as received, normal wear and tear excepted. Lessee agrees all Equipment deliveries and returns upon commencement and expiration of the Lease term (including early termination) shall be at 1863 Service Court, Riverside, CA 92507, unless a different location is confirmed in writing by Lessor. All Equipment shall be returned at Lessee's expense, unless delivery and return charges are to be included in the first lease payment.

Attachment A



Lessor shall deliver said Equipment to 138 Golf Club Drive, Santa Cruz Ca. 95060, and upon expiration of Lease, said Equipment shall be returned to Shuttle Bus Leasing, 1863 Service Court, Riverside, CA 92507

Article IV

Lease Terms and Commencement Date:

The term of this Lease shall be a minimum of 9 months with an option for an additional lease term commencing in September, 2022. Lease term for each bus shall commence on the date that said Equipment is delivered and accepted by Lessee. In the event that said Equipment is not returned upon the agreed expiration date, this Lease Agreement shall renew on the same terms and conditions on a month-to-month basis until either party provides a thirty (30) day written notice of termination and said Equipment is returned as per the Lease Agreement.

Notwithstanding any contrary language in this Article IV, Lessee may terminate this Lease for convenience at any time by providing Lessor 30 days written notice of termination.

Article V

Lease Rate:

Lessee agrees to pay to Lessor \$5,000.00 per unit per month. Upon execution of this Lease Agreement, Lessee shall pay to Lessor the sum of \$20,000.00. Said amount will represent the first monthly payment. All remaining payments will be due within thirty (30) days of invoice date.

Lessee agrees to pay DMV registration charges for said Equipment in the amount of approximately \$1,500.00 per bus. Said amount will be billed at actual cost and included in the first monthly payment that is due at the time of execution of Lease Agreement. Additional registration fees will apply if option for an additional lease term is exercised.

Lessee agrees to pay delivery and return charges of \$600.00 per bus. Said amount will be included in the first monthly payment that is due at the time of execution of Lease Agreement.

Article VI

Damage Repairs:

Lessor shall inspect said Equipment upon their return for physical damage and at its sole discretion shall determine whether cosmetic or mechanical repairs or adjustments are necessary due to the extent and nature of the physical damage "normal wear and tear excepted". If Lessor determines that such repairs are necessary, Lessee agrees to pay Lessor for the loss of use of said Equipment at the rate of One Hundred Dollars (\$100.00) per day, not to exceed five (5) days, plus materials. The daily rate shall apply from the time the work commences to the time the work is completed.

Attachment A



Article VII

Exclusive Use and Control:

Lessee, during the term of this Lease and while said Equipment is in Lessee's possession, shall have the absolute and exclusive control of said Equipment in the same manner as though Lessee were the absolute owner. Heavy maintenance is excluded.

Lessee will employ and have absolute control and supervision over the driver(s) of said Equipment and Lessor shall not in any manner interfere therewith, and the driver, shall occupy the relationship of servant to Lessee; as master, Lessee shall pay all wages, social security and unemployment taxes, workmen's compensation, or any other taxes which may be imposed by reason of the employment of persons, licenses on said Equipment and the gross receipts, or other taxes, payable to or which may become hereafter payable to the Federal, State, County or any municipality by reason of said operation or ownership of said Equipment herein described as subject wholly to the control and direction of Lessee.

Article VIII

Insurance:

- a) Lessee shall furnish Lessor with an endorsement showing Lessor as an ADDITIONAL INSURED on its liability insurance, providing coverage of \$5,000,000 single limit public liability and \$100,000.00 property damage insurance per vehicle and as LOSS PAYEE on a stated value of \$100,000.00 per vehicle.
- b) Lessee shall, with an insurance company reasonably satisfactory to Lessor and without cost to Lessor keep said Equipment fully insured against loss by fire, theft or collision in an amount equal to the value of said Equipment; that in event of total loss of any piece of said Equipment covered hereunder; once the replacement cost is paid in full to Lessor by the insurance carrier; then, in that event there shall be no further obligation on the part of Lessee under this Lease as respects such piece of said Equipment. The parties to this Lease Agreement stipulate and agree that the value of said Equipment herein is set at \$100,000.00 per vehicle.

Article IX

Indemnity and Hold Harmless:

Lessee agrees to indemnify and hold Lessor harmless for any damages arising out of the use, maintenance, or operations of said Equipment by the Lessee or any third party for any purpose whatsoever, with the Lessee's responsibilities more fully described hereinafter.

- a) Definitions. The following definitions shall apply when used in this Lease Agreement:
A 'Claim' means any and all liability, claims, loss, damages, or expenses, including counsel fees and costs, arising by reason of the death or injury of any person, including any employee or agent of LESSEE, or by reason of damage to or destruction of any property, including property owned by LESSEE, caused or allegedly caused-by: (1) any cause whatsoever while the Injured person or property is a passenger or operator of a Leased Bus or in any way injured by the operation of a Leased Bus or injured by any personal

Attachment A



property owned by LESSEE; (2) some condition of a Leased Bus not a result of LESSOR failing to provide heavy maintenance; (3) some act or omission by LESSEE or any person, on, or about a Leased Bus with the permission and consent of LESSEE; or (4) any matter connected with LESSEE'S operation and use of the Leased Buses. With respect to this paragraph only, the term LESSEE shall include employees or agents of LESSEE except as to the obligation to indemnify. 'Expenses' means expenses (including attorneys' fees and any expenses incurred to establish a right to indemnification from LESSEE), judgments, fines, penalties, settlements and other amounts actually and reasonably incurred by LESSOR in connection with the investigation, defense, settlement or appeal of a Claim regardless of whether an actual court or administrative proceeding is instituted by the creditor.

- b) **General Indemnity. Subject to the requirements and restrictions of the applicable provisions of the Lease Agreement and to the fullest extent legally permissible under the law, Lessee shall indemnify Lessor against all reasonable Expenses incurred as the result of a Claim. This indemnity is expressly agreed to include any claim, lawsuit, action or legal proceeding against Lessor by a Lessee employee, agent or guest**
- c) Payment of Expenses. All reasonable Expenses incurred by Lessor in defending any Claim for which Lessor is entitled to be indemnified under this Lease Agreement shall be paid by Lessee prior to the final disposition of that Claim at the request of Lessor within thirty (30) days of receipt by Lessee of each reasonably detailed expense statement from Lessor.
- d) No Automatic Adverse Presumption. The termination of any Claim by judgment, order, settlement, conviction, consent, decree or upon a plea of nolo contendere or its equivalent shall not, of itself adversely affect the rights of Lessor to indemnification except as may be provided herein.
- e) Effect of Insurance Coverage. The rights to indemnification provided in this Lease Agreement shall be in addition to the existence of any insurance policy maintained by Lessee, which exists as of the date of this Lease Agreement or as of the date a Claim is made under this Lease Agreement; provided, however, that to the extent any Claim made under this Lease Agreement is covered by insurance and timely paid to Lessor, Lessee will only be obligated to indemnify after the coverage under any applicable insurance policy is exhausted or coverage thereunder otherwise becomes unavailable.
- f) Enforcement Actions. Any right of Lessor to indemnification under this Lease Agreement shall be enforceable, in any court of competent jurisdiction, if: (i) the **demand for indemnification is** expressly denied by Lessee in whole or in part; or (ii) no acceptance of the Claim is made by Lessee within 30 days of a request. If Lessor is successful in such an enforcement action, in whole or in part, Lessor shall be entitled to be reimbursed for the Expenses of prosecuting its claim for indemnification under the Lease Agreement.
- g) Rights Cumulative; Intended Scope of Indemnification. The rights to indemnification and advancement of Expenses provided in this Lease Agreement shall be in addition to any rights to which Lessor may otherwise be entitled under other agreements or as a matter of law. It is the intent of Lessee that the indemnity provided under this Lease Agreement shall be of the broadest scope legally permissible (subject to express requirements and restrictions of this Lease Agreement) and that all provisions of this Lease Agreement shall be interpreted to give Lessor maximum benefit.
- h) Waiver of Subrogation. Lessee hereby waives its rights of recovery against Lessor, its successors, assigns, directors, agents and representatives in connection with any loss or damage caused to Lessee's property or employees and covered by any insurance policies of the Lessee. Lessee hereby waives on

Attachment A



behalf of its insurance carriers any right of subrogation it may have against Lessor and shall notify its insurance carrier of the waiver contained herein.

- i) Consequential Damages. Neither party shall, in any event, be liable for any special, exemplary, incidental, indirect or consequential damages to the other party.
- j) Lessee will not be obligated to indemnify and hold Lessor harmless for any damages arising out of Lessor's negligence or wrongful conduct.

Article X

Dispute Resolution:

Any controversy, claim, or dispute arising out of **or related to this Lease Agreement or the interpretation, performance, or breach hereof, including (a "Dispute") shall be resolved according to the procedures set forth in this section, which shall constitute the sole dispute resolution mechanisms hereunder. In the event that the parties are unable to resolve any Dispute after meeting and attempting in good faith to reach a negotiated resolution, such Dispute(s) shall be first mediated by a retired judge or justice of any California state or federal court. If the parties are unable to agree upon a mediator, either party may apply to the Inland Empire office of JAMS/Endispute, or its successor ("JAMS") for the appointment of a mediator from a panel of retired judges and justices maintained by that organization; (i) if the parties are unable to resolve one or more Dispute(s) by mediation, then either party may initiate arbitration of such Dispute(s). The arbitration shall be initiated and conducted according to the JAMS/Endispute Comprehensive Arbitration Rules and Procedures in effect as of the date hereof, including the Optional Appeal Procedure provided for in such rules (the "Arbitration Rules"). The arbitration shall be conducted in Riverside County before a single neutral arbitrator appointed in accordance with the Arbitration Rules. Any appeal shall be heard and decided by a panel of three neutral arbitrators. The neutral arbitrator and the members of any Appeal Panel shall be retired judges or justices of any California state or federal court. In all their substantive (as opposed to procedural or discovery-related) ruling, the arbitrator and Appeal Panel shall apply the law specified in the choice of law provision of this Lease Agreement. If either party refuses to perform any or all of its obligations under the final arbitration award (following appeal, if applicable) within thirty (30) days of such award being rendered, then the other party may enforce the final award in any court of competent jurisdiction in Riverside County; and (ii) any Dispute or portion thereof, or any claim for a particular form or relief (not otherwise precluded by any other-provision-of-this Lease-Agreement that may-not-be arbitrated pursuant-to-applicable-state or-federal law shall be heard only in a court of competent jurisdiction in Riverside County. If a party believes in good faith that all or part of a Dispute, or any claim for relief or remedy sought is not subject to arbitration under then-prevailing law, then that party may seek a determination to that effect from an appropriate court. If the court determines that the matter is not arbitrable or that the remedy sought is not available in arbitration, then the specific matter or request for remedy in question shall be resolved by the court, sitting without a jury, and the parties hereby irrevocably waive their respective rights to trial by jury of any cause of action, claim, counterclaim or cross-complaint in any action or other proceeding brought by any party against any other party or parties with respect to any matter arising out of, or in any way connected with or related to, this Lease Agreement or any portion thereof, whether based upon contractual, statutory, tortious or other theories of liability. All other matters and claims for relief shall be subject to arbitration as set forth above.**

Attachment A



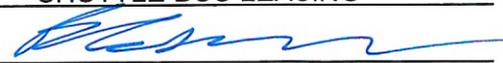
Article XI

- (a) **Governing Law and Venue.** It is the intention of the parties to this Lease Agreement that the laws of the State of California (irrespective of its choice of law principles) shall govern the validity of this Lease Agreement, the construction of its terms and the interpretation and enforcement of the rights and duties of the parties under this Lease Agreement. Any action brought in state or federal court shall be proper in the County of Santa Cruz, State of California.
- (b) **Entire Agreement.** This Lease Agreement constitutes the entire understanding and agreement of the parties to this Lease Agreement with respect to the subject matter hereof and supersedes all prior and contemporaneous agreements, inducements or conditions, express or implied, written or oral, between the parties with respect to this Lease Agreement.
- (c) **Notices.** Whenever any party to this Lease Agreement desires or is required to give any notice, demand or request with respect to this Lease Agreement, each such communication shall be in writing and shall be effective only if it is delivered by personal service or mailed, United States certified mail, return receipt requested, postage prepaid, addressed to 1863 Service Court, Riverside, California 92507. Communications shall be effective when they are received by the addressee; but if sent by certified mail in the manner set forth above, they shall be effective three business days after being deposited in the United States mail. Any party may change its address for communications by giving notice to the other party in conformity with this section.
- (d) **Driver Training.** Lessee assures Lessor that its drivers are properly trained on said Equipment operation and the correct use of any special equipment on said Equipment.
- (e) **Subleasing.** Said Equipment under this Lease Agreement cannot be leased to a sub-lessee without written authorization from Lessor.

Article XII

Termination for Convenience:

Lessee shall have the right to terminate this Lease Agreement for convenience at any time by giving thirty (30) days' written notice to the Lessor. Upon receipt of such notice, the Lessor shall not commit itself to any further expenditure of time or resources. If the Lease Agreement is terminated for convenience by Lessee, the Lessee shall pay to Lessor all sums actually due and owing for the thirty (30) day notice period (unit price for one month for each leased vehicle), plus any costs reasonably and necessarily incurred by Lessor to affect such termination. Lessee shall not be responsible for Lessor's actual or projected lost profits had the Lessee not terminated the Lease Agreement for convenience.

Lessee: <u>Santa Cruz Metropolitan Transit District</u>	Lessor: <u>SHUTTLE BUS LEASING</u>
By: _____	By: 
Name: <u>Alex Clifford</u>	Name: <u>Brad Carson</u>
Title: <u>CEO/General Manager</u>	Title: <u>Director of Sales</u>
Date: _____	Date: <u>August 23, 2021</u>



THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

CERTIFICATE OF APPRECIATION

TO

**LES BECK
BUS OPERATOR**

**FOR THE COMPLETION OF 25 YEARS OF SERVICE
BETWEEN 1996 AND 2021**

GIVEN THIS 22ND DAY OF JULY 2021

A handwritten signature in black ink, appearing to read "D. Beck", is written over a horizontal line.

CHAIR, BOARD OF DIRECTORS

A handwritten signature in blue ink is written over a horizontal line.

CEO/GENERAL MANAGER

- THIS PAGE INTENTIONALLY LEFT BLANK -



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

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

RESOLUTION OF APPRECIATION FOR THE SERVICES OF JOHN OTTO AS BUS OPERATOR FOR THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

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

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

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

WHEREAS, served as a member of the Operations Department of METRO for the time period of November 28, 2000 to July 27, 2021, and

WHEREAS, John Otto provided METRO with dedicated service and commitment during the time of employment, and

WHEREAS, John Otto served METRO with distinction, and

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

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

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

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

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

PASSED AND ADOPTED this 27th Day of August 2021 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

Approved:

Donna Lind, Board Chair

Attest:

Alex Clifford, CEO/General Manager

Approved as to form:

Julie Sherman, General Counsel



DATE: August 27, 2021
TO: Board of Directors
FROM: Kristina Mihaylova, Finance Deputy Director
SUBJECT: **ACCEPT AND FILE THE YEAR TO DATE KEY PERFORMANCE INDICATORS (KPI) REPORT FOR QUARTER FOUR AS OF JUNE 30, 2021**

I. RECOMMENDED ACTION

That the Board of Directors accept and file the Year to Date Quarterly KPI Report as of June 30, 2021

II. SUMMARY

- Santa Cruz Metropolitan Transit District (METRO) has established common Key Performance Indicators (KPIs).
- METRO's KPI Report is prepared quarterly in order to inform the Board of Directors regarding METRO's financial and operational performance.
- Staff recommends that the Board of Directors accept and file the attached report.

III. DISCUSSION/BACKGROUND

METRO has established common Key Performance Indicators (KPIs) to ensure that the organization is constantly monitoring and improving its performance. The KPIs are a set of quantifiable measures that the District can utilize to gauge its performance and determine if it is meeting its strategic and operational goals. Additionally, they would allow METRO to make data-driven decisions and work towards achieving its objectives by leveraging verified and carefully analyzed data, ultimately providing an improved service to our community.

The succeeding information will be discussed in further detail in Attachment A. KPIs are reported for six categories:

Financial Performance (Kristina Mihaylova)

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

METRO's Farebox Recovery Ratio for the past three fiscal years and FY21 through Quarter 4 (July 2020 – June 2021) is presented on page 1 of Attachment A and demonstrates the ratio of passenger fares to total operating costs. The Farebox Recovery Ratio is an indication of how much of a transit agency's costs are covered by passenger fares and provides insight to the amount of non-passenger revenue (subsidy) needed to cover costs. Additionally, it allows the agency to compare cost-effectiveness within its own service.

Fixed Route and Commuter Cost per Revenue Service Hour KPIs, presented on page 2 of Attachment A, depict the cost per hour of service and are measured to ensure that transit services are delivered efficiently through effectively tracking and minimizing costs. Significant increases in Quarter 4 (Q4) of FY20 through Quarter 4 (Q4) of FY21 are directly related to the global pandemic and the resulting cuts in revenue service hours, while the level of operating expenses is relatively stable. As revenue service hours increase, the measures of cost per hour of service will stabilize. The spike in July of FY21 is due to the PERS Unfunded Accrued Liability pre-payment of \$4.4M. The same pattern is present in the ParaCruz Cost per trip with costs decreasing in Q4 FY21 as a result of an increase in Paratransit trips. This metric is also on page 2 of Attachment A.

Productivity (John Urgo)

Performance measures presented in this category are indicators of productivity and provide valuable insights regarding type of ridership; locations, route productivity, as well as seasonal fluctuations in ridership and routes.

Currently, all Productivity metrics reflect the plummet in ridership in Q4 of FY20 as a result of the pandemic. As shelter-in-place has ended and Santa Cruz County is opening up again, METRO's ridership is slowly increasing as seen in metrics throughout FY21. UCSC and Cabrillo ridership, however, has remained low since both institutions continue to utilize online classes for the time being.

The Productivity KPIs listed below are discussed in more details on pages 3 to 7 of Attachment A and clearly depict the impact of COVID-19 on transit ridership:

- Total Ridership per Hour for FY19, FY20, and FY21
- Total Ridership for FY19, FY20, and FY21
- Highway 17 Ridership for FY19, FY20, and FY21
- UCSC Ridership for FY19, FY20, and FY21
- Cabrillo Ridership for FY19, FY20, and FY21
- Local Ridership for FY19, FY20, and FY21
- FY21 Total Ridership by Route
- FY21 Total Average Passengers per Hour by Route

Risk Management & Safety (Curtis Moses)

Safety KPIs aid safety teams in tracking and determining progress on specific objectives, and evaluate protocols. Safety performance is commonly tracked at transit agencies for NTD reporting and OSHA requirements.

METRO's Traffic Accidents for the past three fiscal years are presented on page 8 of Attachment A. Traffic accidents are tracked by a variety of causes including the location on the street and what kind of object the accident was with.

METRO's Passenger Incidents for the past three fiscal years are presented on page 9 of Attachment A. Passenger Incidents are recorded by what period of the trip the incident occurred, while boarding the bus, while on board the bus, or while descending the bus.

Currently, both Traffic Accidents and Passenger Incidents are reporting low numbers throughout FY21. While METRO's safety protocols are consistently improving, the decrease in Traffic Accidents and Passenger Incidents is likely in part due to the lower volume of trips.

- Traffic Accidents for FY19, FY20 and FY21 presented on page 8 of Attachment A
- Passenger Incidents for FY19, FY20 and FY21 presented on page 9 of Attachment A

Reliability (Eddie Benson)

Reliability KPIs assess the quality of the agency's vehicles, and help fleet maintenance staff to run the department as efficiently as possible.

The Mean Distance between Chargeable Road Calls is a transit industry standard that measures the mechanical reliability of an agency's fleet by tracking the mean distance between bus breakdowns or failures. It is an important measure of the success of the agency's maintenance department and the investment in newer busses, which are less prone to maintenance issues. Additional definitions, information pertaining to KPIs listed below, as well as implemented steps to improve performance are presented on pages 10, 11, and 12 of Attachment A.

Currently, mean miles between chargeable road calls has been improving throughout FY21 for both Fixed Route (Local) and Highway 17. This is due to the fact that mileage has increased while the number of road calls has remained relatively the same, so the overall mileage between chargeable road calls has improved. For ParaCruz, miles between chargeable road calls has been declining. This is due to cut mileage starting in April of FY20 as a result of the shelter-in-place. The number of miles were reduced nearly in half, while the

number of road calls remained the same, resulting in a decrease of mean miles between chargeable road calls in Q4 of FY20 and throughout FY21.

- Mean Miles Between Chargeable Road Calls for FY19, FY20, and FY21 – Fixed Route are presented on page 10 of Attachment A
- Mean Miles Between Chargeable Road Calls for FY19, FY20, and FY21 – Highway 17 are presented on page 11 of Attachment A
- Mean Miles Between Chargeable Road Calls for FY19, FY20, and FY21 – ParaCruz are presented on page 12 of Attachment A

Dependability (Margo Ross)

Service Dependability measures evaluate the quality of passenger's day-to-day experiences using transit, such as service reliability. Additionally, they allow agencies to pinpoint the key reasons behind cancelled trips, such as lack of manpower, road calls, traffic accidents, and traffic congestion, and embark on corrective actions.

In Q4 of FY21 all cancelled trips occurred in April. The regions with cancelled trips were UCSC & Westside, N. Coast, Scotts Valley & SLV, Local SC, and Cabrillo & S. County. These majority of these cancelled trips were due to staffing shortages.

Since March of FY20 the number of pass-ups has been tracked and recorded. This metric allows METRO to improve service by honing in on the different reasons why pass-ups occur and working on ways to reduce those numbers. Pass-up reasons vary from excess luggage and no fare, to no mask and full bus.

The following Cancelled Trips and Pass-ups KPIs are depicted and discussed in more details on pages 13 and 14 of Attachment A, respectively.

- Cancelled Trips by Region for Q4 FY21
- Cancelled Trips by Cause for Q4 FY21
- Pass-ups by Month for March FY20 through June FY21
- Pass-ups by Cause for March FY20 through June FY21

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report pertains to METRO's Financial Stability, Stewardship & Accountability and will assist in management's effort to continuously improve the performance of the agency.

V. FINANCIAL CONSIDERATIONS/IMPACT

None.

VI. CHANGES FROM COMMITTEE

None.

VII. ALTERNATIVES CONSIDERED

- There are no alternatives to consider, as this is an accept and file KPI Report as of June 30, 2021

VIII. ATTACHMENTS

Attachment A: KPI Report as of June 30, 2021

Attachment B: KPI Presentation as of June 30, 2021

Prepared by: Caitlin Nelson, Financial Analyst

IX. APPROVALS

Approved as to fiscal impact:
Chuck Farmer, CFO



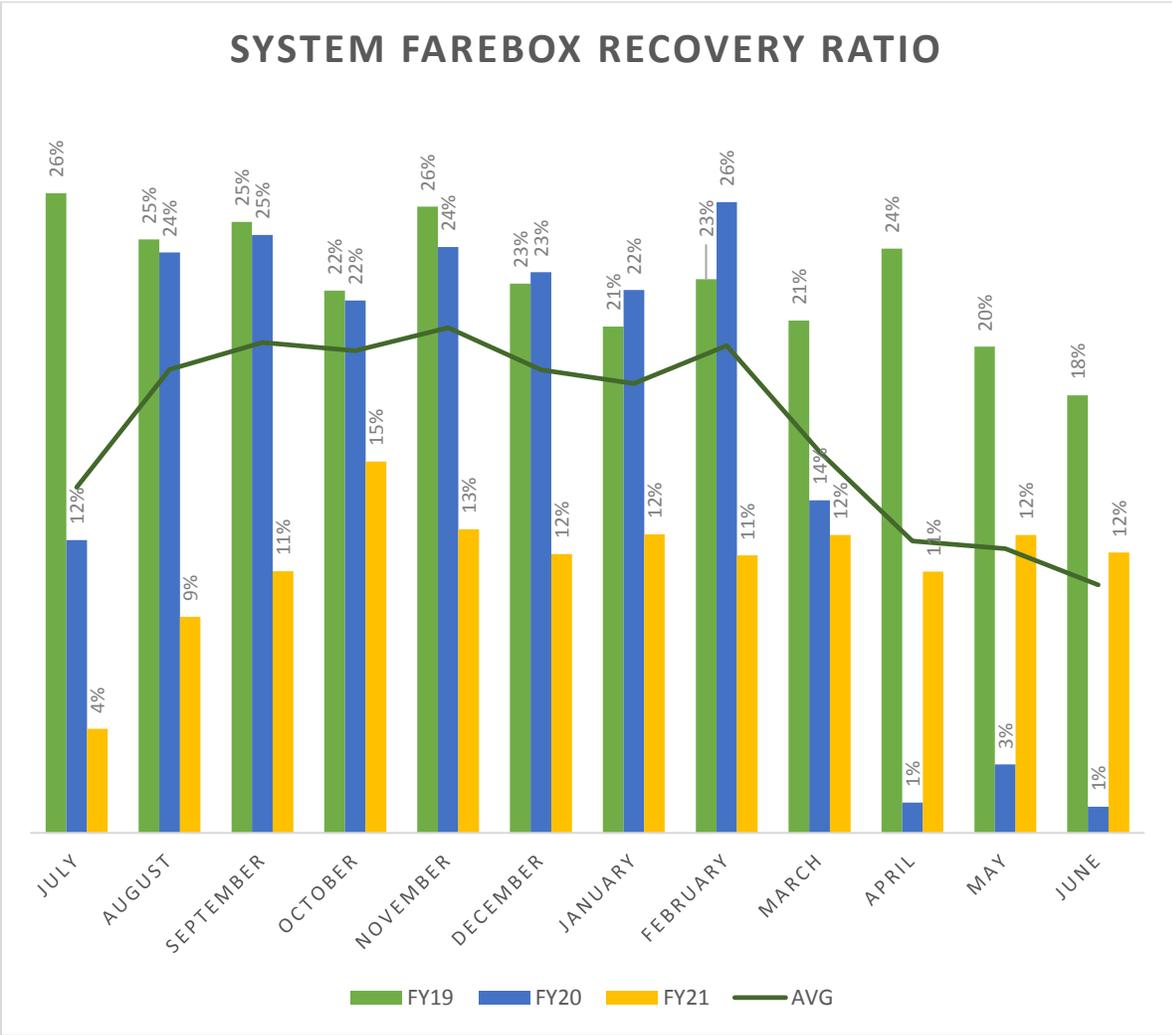
Alex Clifford, CEO/General Manager



Attachment A

KPI Report as of June 30, 2021

I. Financial Performance

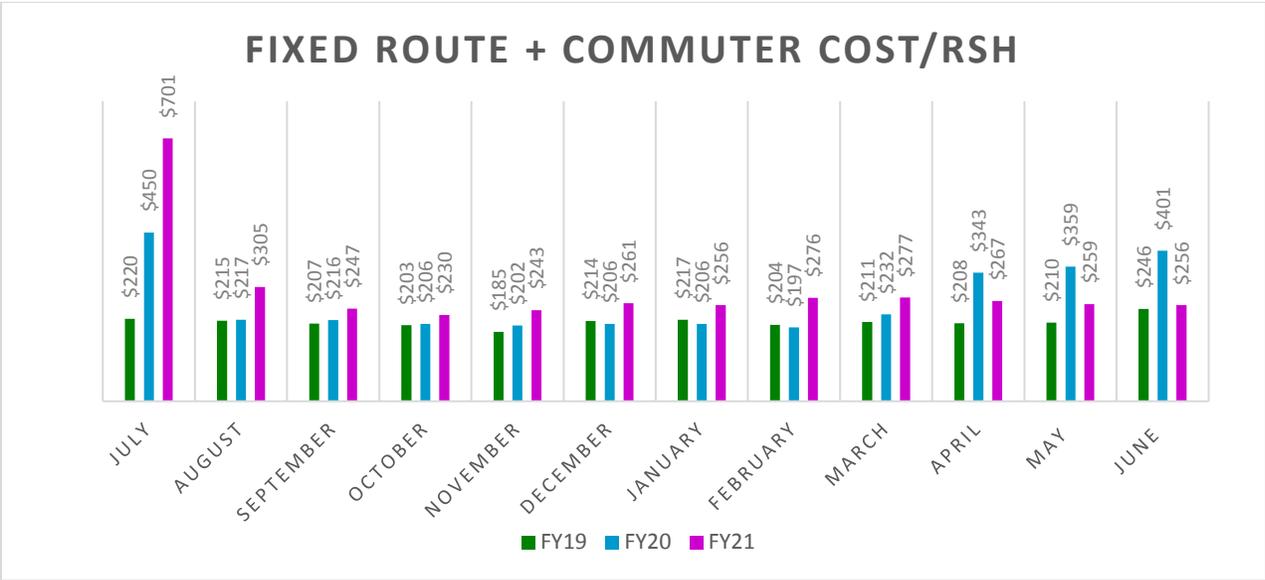


Above we have Santa Cruz METRO’s System Farebox Recovery Ratio over the past three fiscal years. Our Farebox Recovery Ratio demonstrates the ratio of passenger fares to total operating costs. The Farebox Recovery Ratio is an indication of how much of a transit agency’s costs are covered by passenger fares and provides insight to the amount of non-passenger revenue (subsidy) needed to cover costs. Additionally, it allows the agency to compare cost-effectiveness within its own service.

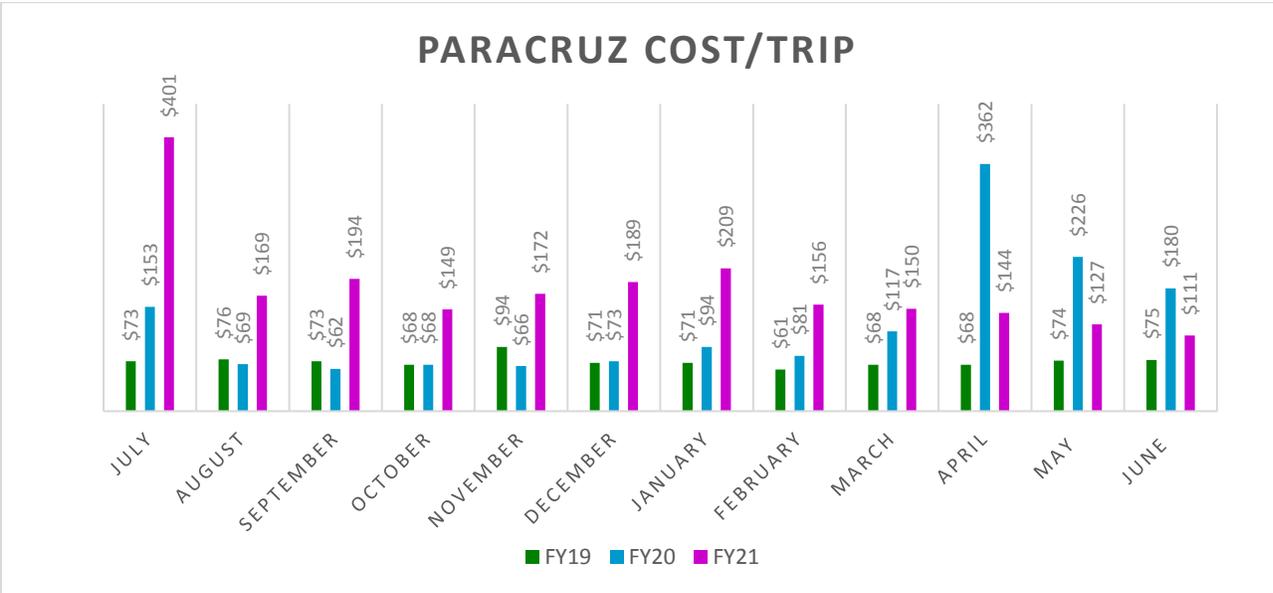
As Fare collection resumed in June of FY20 and gained traction, METRO’s Farebox recovery ratio peaked in Q2 of FY21, declined in Q3, and stayed level in Q4, with a System Farebox Recovery Ratio between 11% and 12%. Major factors affecting year-over-year performance is the loss of in-person classes at UCSC and Cabrillo. Year-to-date lost revenue from these institutions is approximately \$850K year over year and \$2,219K unfavorable to FY21 budget.

Attachment A

KPI Report as of June 30, 2021



Above is Santa Cruz METRO’s Fixed Route and Commuter Cost/Revenue Service Hours (RSH). The cost per RSH shows the cost per hour of service. The significant increase in July 2020 (FY21) is due to the PERS UAL pre-payment of \$4.4M. This payment was made in one month instead of being spread out over 12 months. In FY20 and FY21 cost per RSH increased due to reduced service hours during shelter-in-place, while expenses remained relatively fixed.



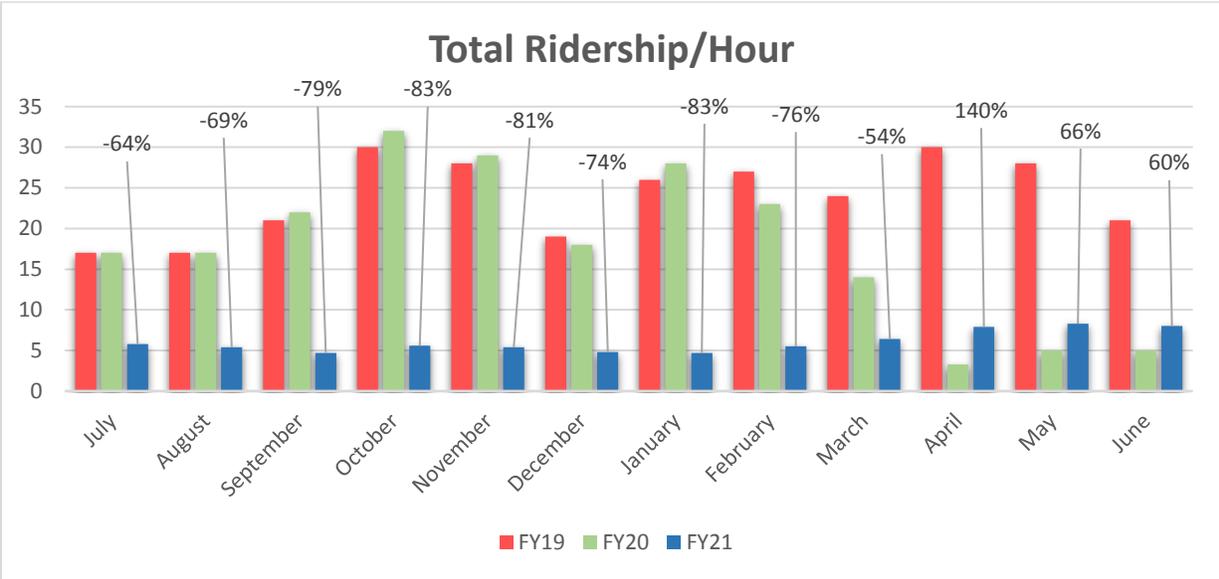
Above is ParaCruz’s cost per trip. In July 2020 (FY21) there was a spike in costs due to the PERS UAL pre-payment of \$4.4M. This payment was made in one month instead of distributed over 12 months. In FY20 and FY21 cost per trip increased due to reduced trips during shelter-in-place, while expenses remained relatively fixed. As of Q4, cost per trip is decreasing due to an increase in ParaCruz trips while costs remained relatively fixed.

*Note: June Financial data is pre-audit and pre-close

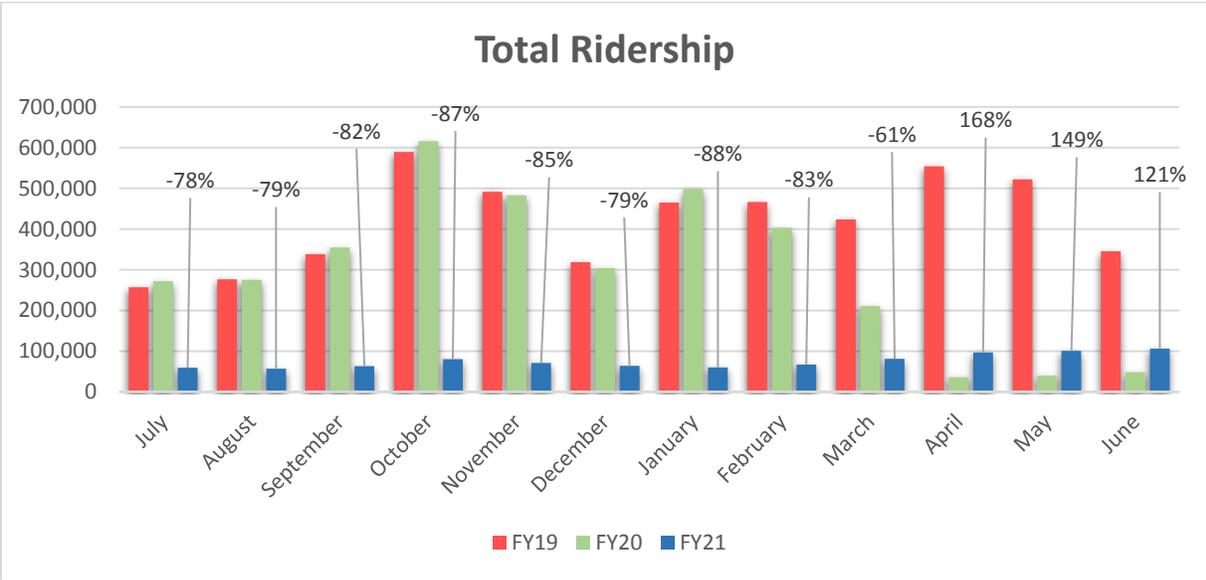
Attachment A

KPI Report as of June 30, 2021

II. Productivity



Above is a breakdown of Santa Cruz METRO’s Passenger per Hour which is a measure of productivity. Total Ridership/Hour increased in Q4 of FY21, in part, due to METRO’s temporary reduced fare program. This program will operate from March 22, 2021 through September 15, 2021 and was implemented to assist METRO’s current riders during this difficult time and encourage more people to ride with METRO.

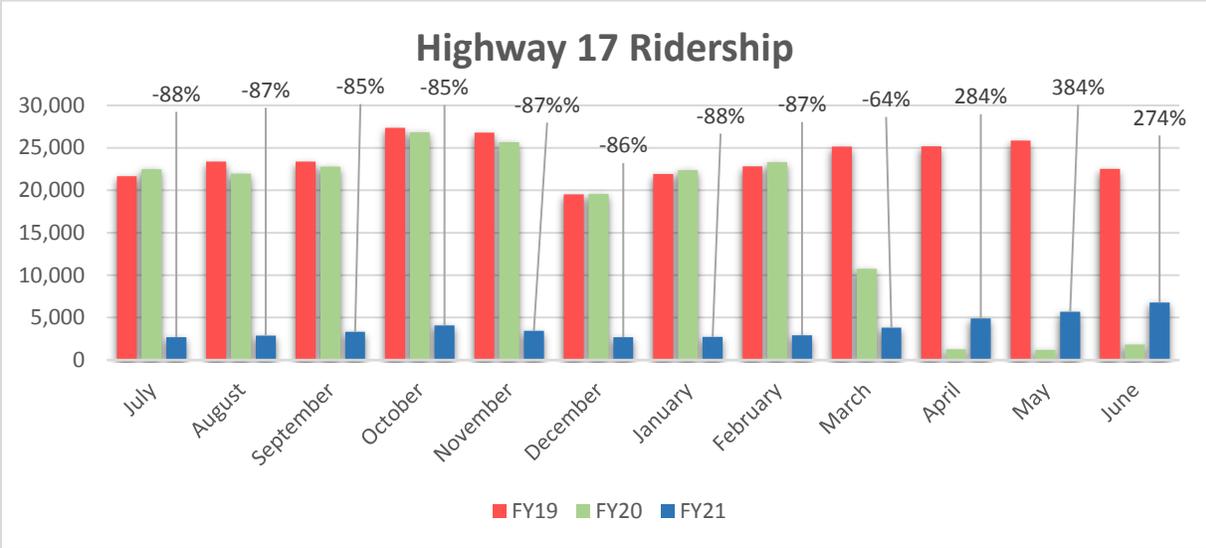


The graph above depicts Santa Cruz METRO’s total ridership throughout each month. The seasonal trends of ridership related to school term service and holidays can be seen in monthly changes. In the first week of the reduced fares program ridership increased 15.1% from the week prior and fares continued to gradually increase throughout Q4 of FY21.

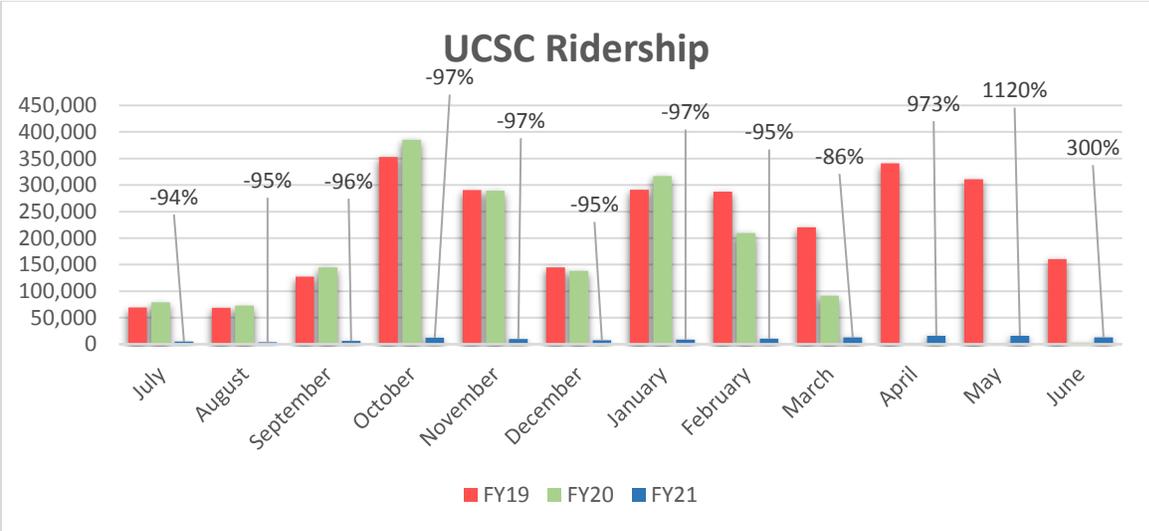
Attachment A

KPI Report as of June 30, 2021

The next four graphs breakdown the different areas of Santa Cruz METRO’s Ridership: Highway 17 Commuter Ridership, UC Santa Cruz Ridership, Cabrillo Ridership, and all other Non-Student patrons.



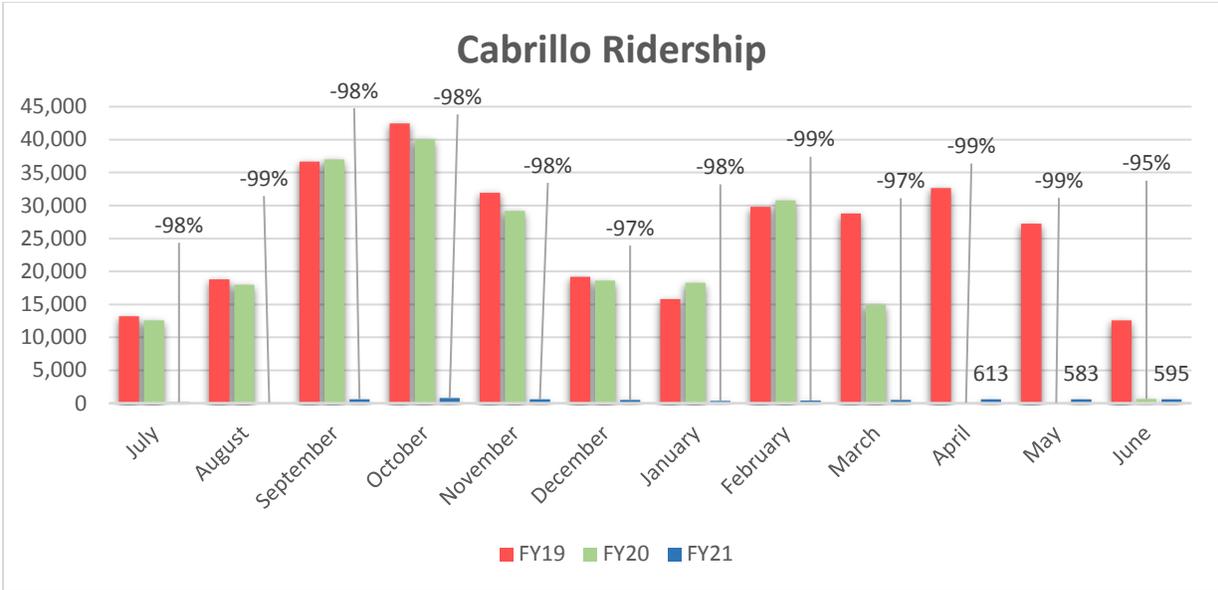
Highway 17’s Ridership declined at the end of FY20 and has been slowly climbing back through Q4 of FY21. The reduced fare program likely encouraged more recreational trips over the Highway 17, particularly on the weekend as most students and many former regular Hwy 17 riders are still remote learning and telecommuting.



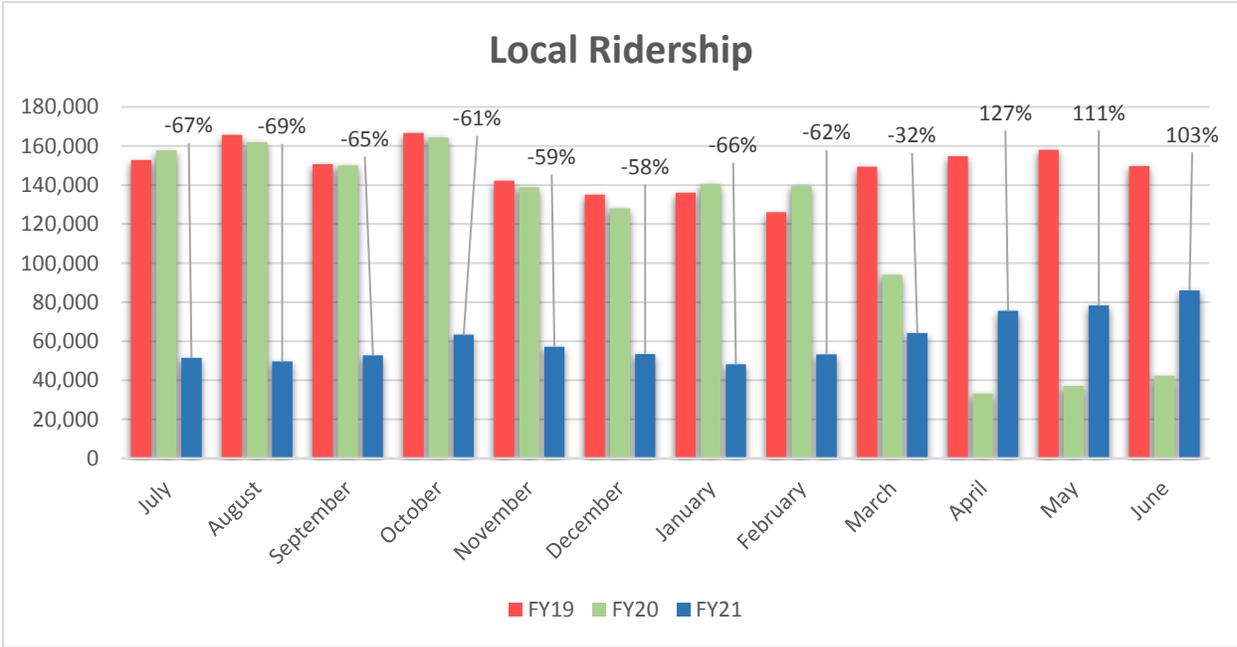
UCSC’s Ridership decreased significantly throughout Q4 of FY20. On March 11, 2020 UCSC switched to online classes due to COVID-19. UCSC ridership has stayed low since online classes were implemented, however ridership has been slightly increasing during Q4 of FY21. For example, in Q4 of FY20 UCSC ridership averaged around 2,000/month and in Q4 of FY21 ridership jumped to an average of 14,000/month.

Attachment A

KPI Report as of June 30, 2021



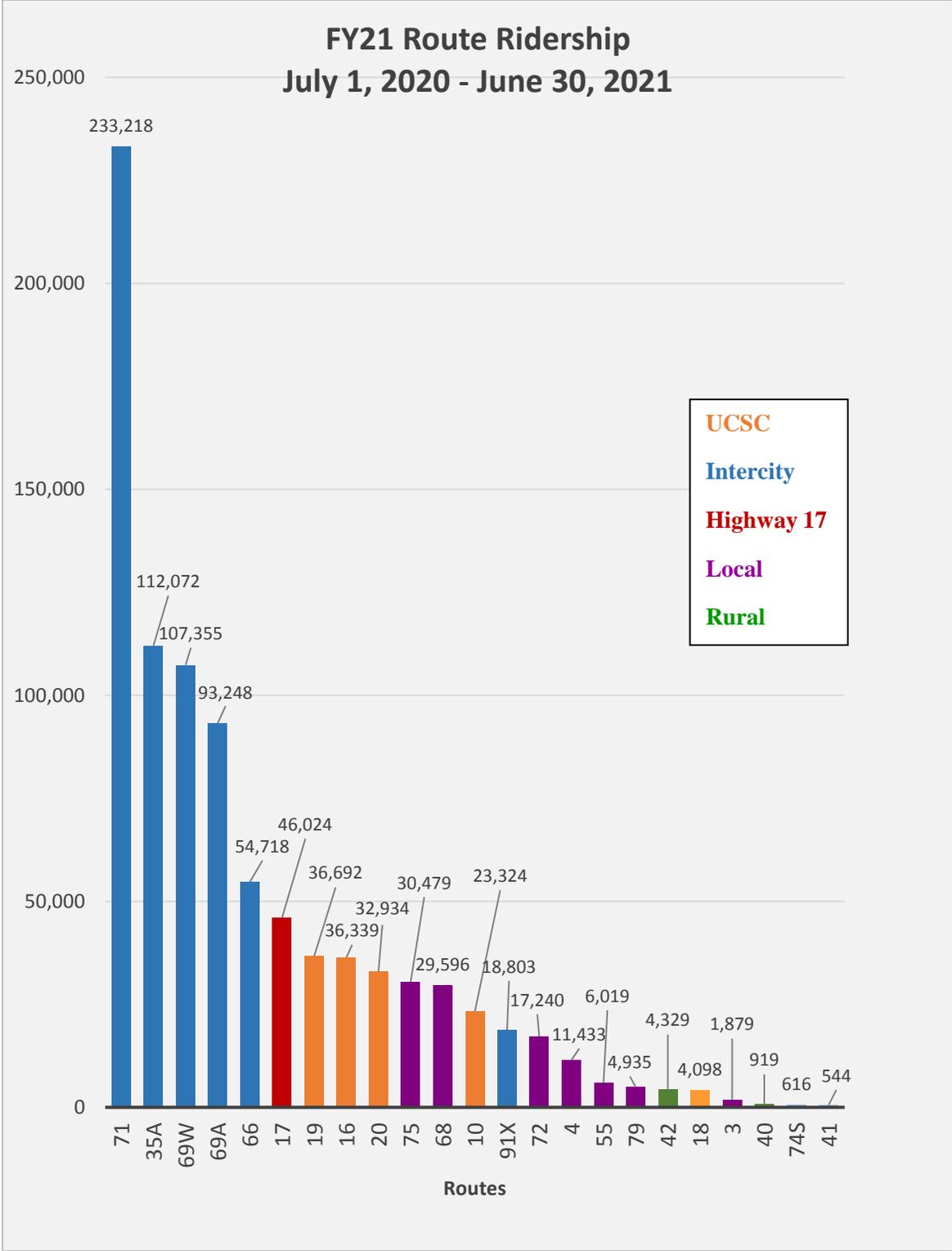
Similarly, Cabrillo’s Ridership decreased through Q4 FY20 after moving to online classes on March 16, 2020 because of COVID-19. Cabrillo’s ridership has stayed low throughout Q4 of FY 21. In Q4 of FY20 Cabrillo ridership averaged around 250/month and in Q4 of FY21 it has jumped to an average of 600/month.



Local ridership has been increasing through Q4 FY21, reaching its peak in June. This is partially due to implementing reduced fares for METRO’s riders, which coincided with the county loosening COVID restrictions. Santa Cruz County was in the Orange Recovery Stage for 1.5 months in Q4, and entered the Yellow Recovery Stage on May 18, 2021.

Attachment A

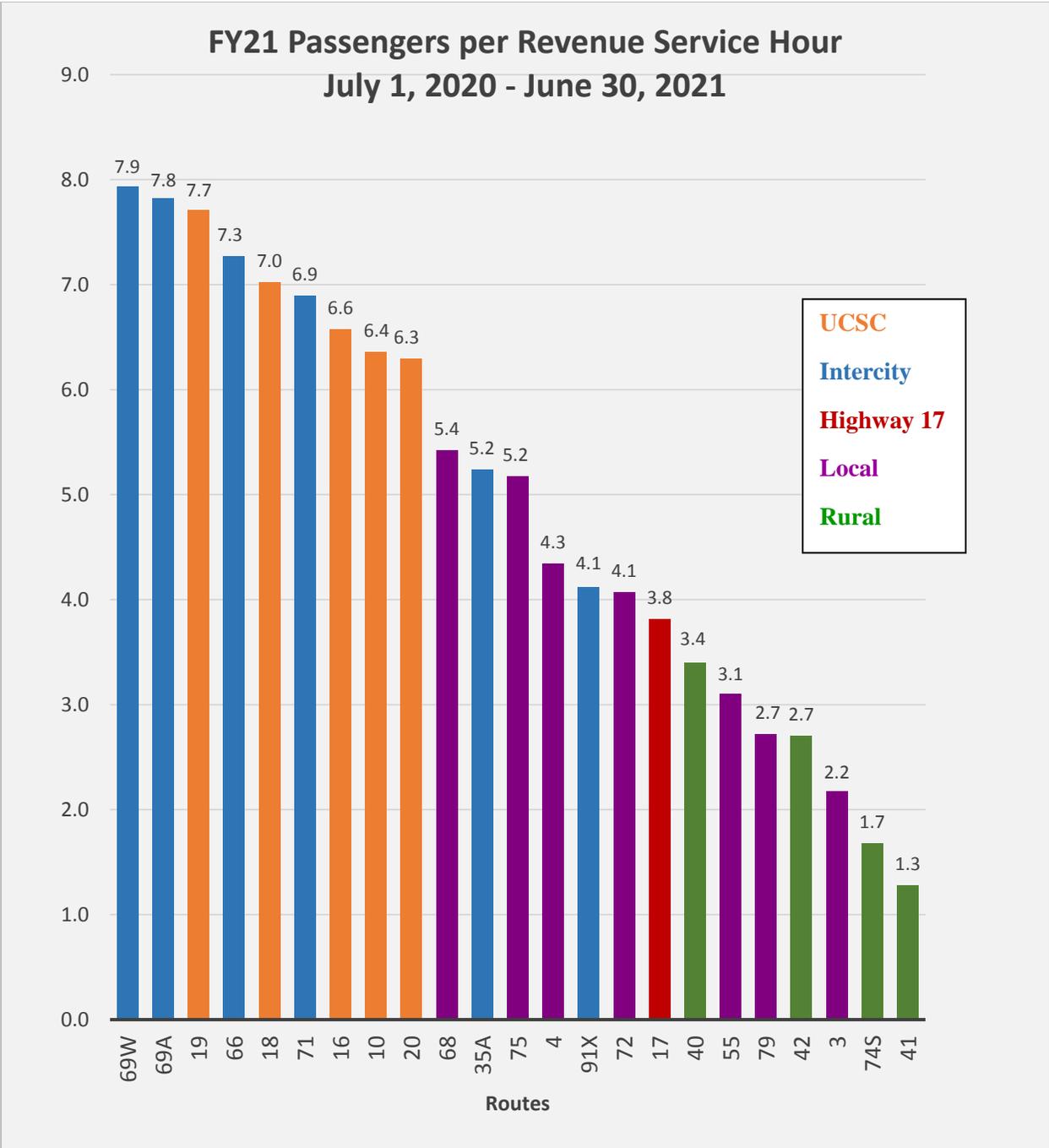
KPI Report as of June 30, 2021



Above is Santa Cruz METRO’s total Ridership delineated by Route for FY21. This combines the estimated total number of boarding’s for each route during the Fiscal Year.

Attachment A

KPI Report as of June 30, 2021

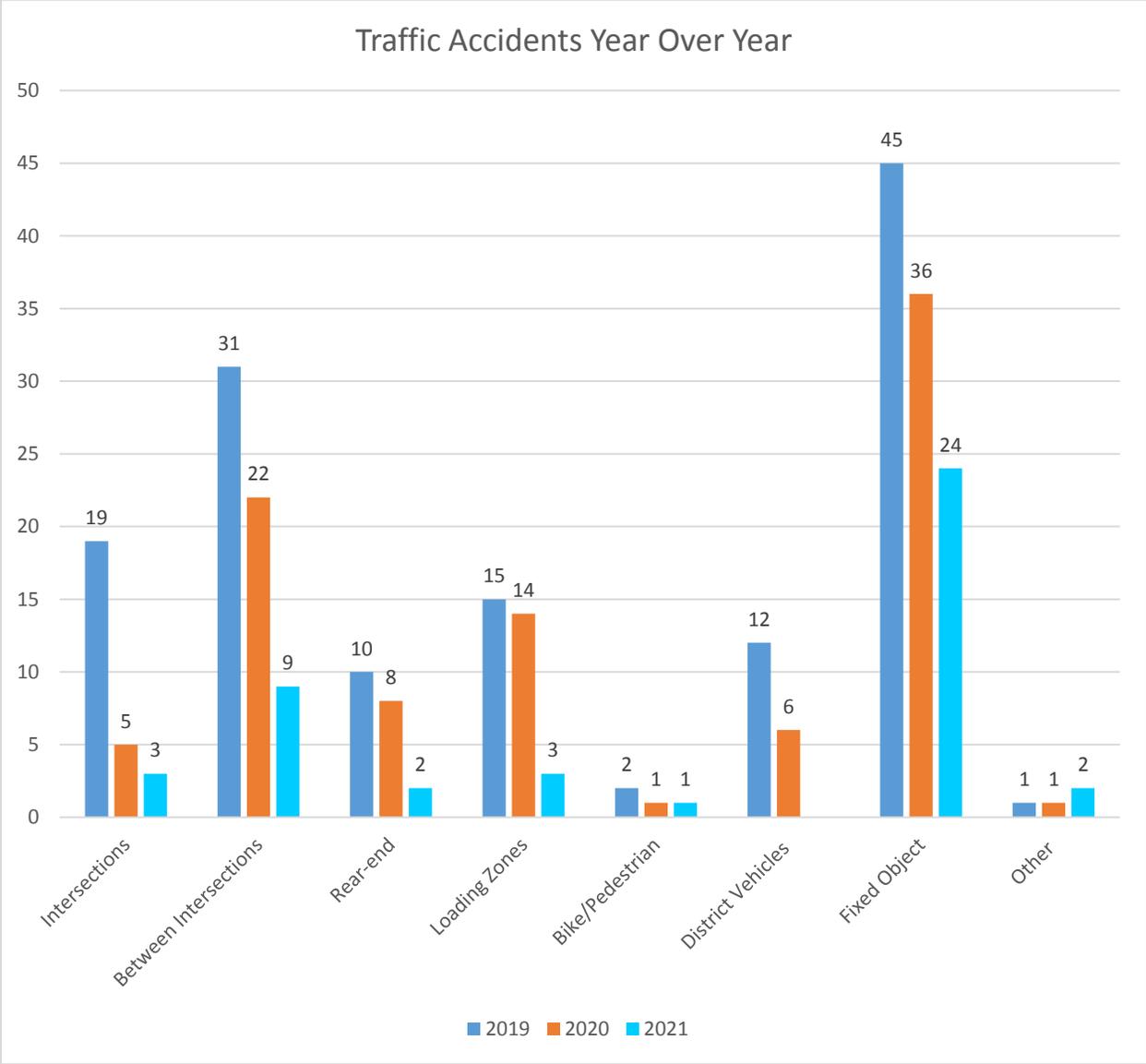


Above is the total annual average Passengers per Hour displayed by Route. This shows the productivity of each route as measured by passengers per hour. This ratio levels the playing field for Santa Cruz METRO’s smaller Local and Rural Routes which do not have as many Service Hours compared to the larger, high-volume UCSC Routes. Intercity routes often have lower passengers per hour outcome because they have fewer stops.

Attachment A

KPI Report as of June 30, 2021

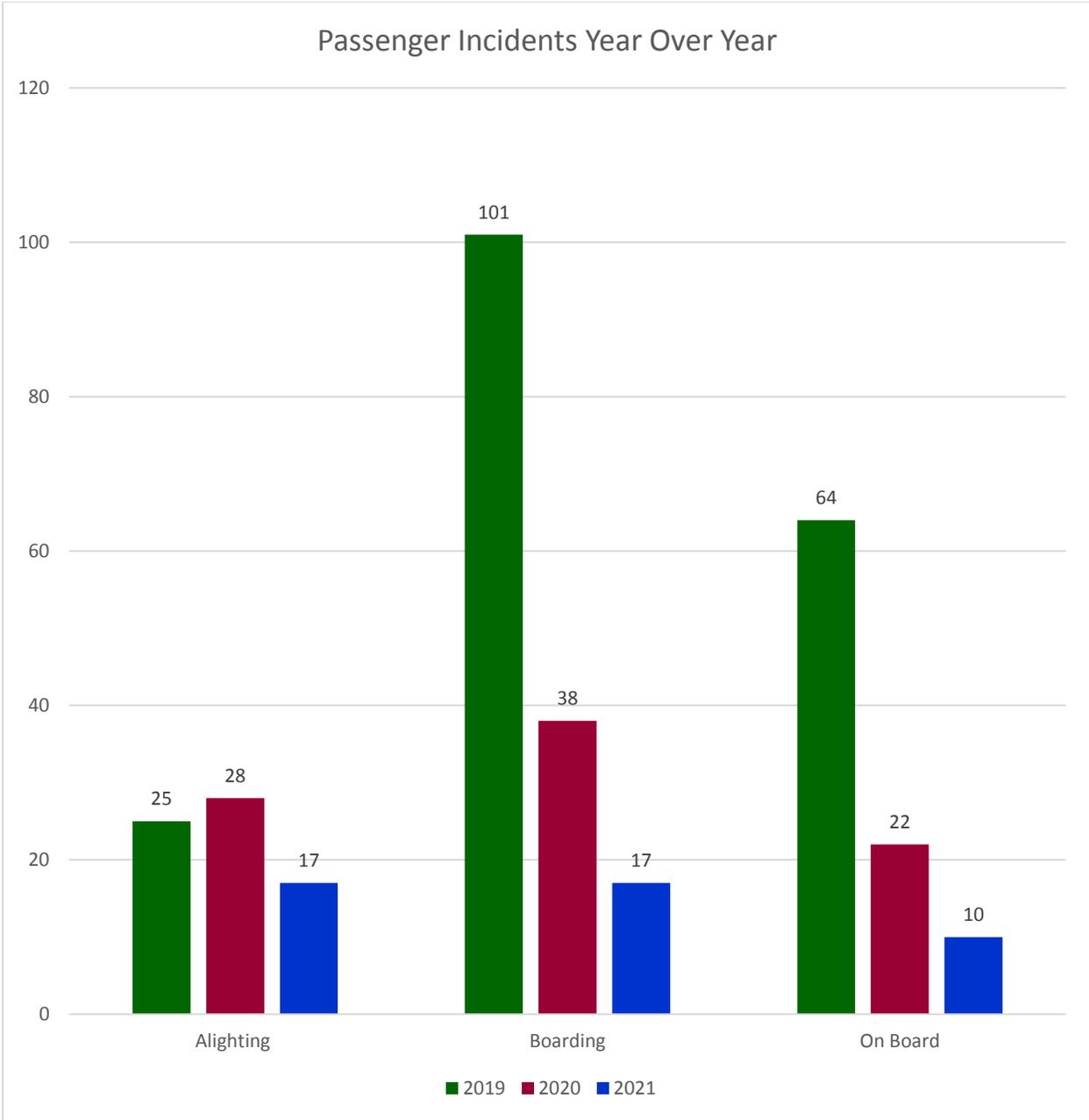
III. Risk Management & Safety



Traffic Collisions are broken down into different categories: in loading zones, in intersections, between intersections, with bicycles, with pedestrians, with other district vehicles, with the rear of the vehicle, with stationary objects, and other. This chart is for chargeable accidents only. In FY21 there have been less accidents compared to prior years. This is likely, in part, due to the lower volume of trips. There are some traffic accidents with chargeability still pending which are not represented in the metric. All ParaCruz chargeability has been updated for FY19. FY20 and FY21 are still unknown since their review board has been on hold during the pandemic.

Attachment A

KPI Report as of June 30, 2021



Passenger Incidents are accidents with METRO passengers either while boarding a bus, on board a bus, or alighting (descending) a bus. Similar to Traffic Accidents, there are few passenger incidents to report in FY21 compared to the year through Q4 of prior fiscal years. This is, in part, due to METRO’s decreased service during the pandemic. All ParaCruz chargeability is unknown since their review board has been on hold during the pandemic. ADA status is not currently on operator reports and will be implemented soon.

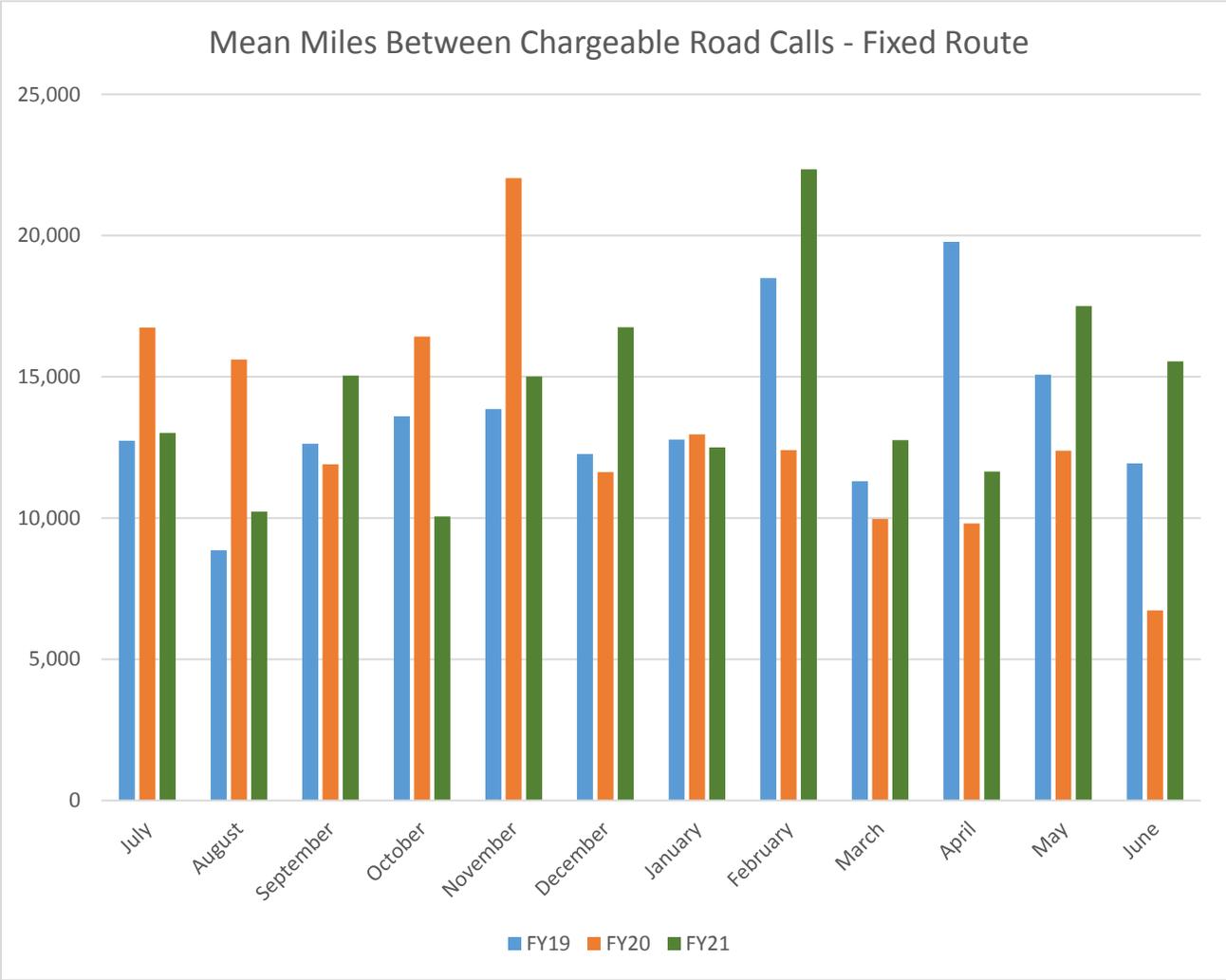
Attachment A

KPI Report as of June 30, 2021

IV. Reliability

A chargeable road call results from a mechanical failure. NTD defines major mechanical failures as failures that are the result of some mechanical element of the revenue vehicle and impedes the vehicle from completing or starting a scheduled revenue trip because actual movement is limited, or there are safety concerns. Some examples are breakdowns of brakes, doors, engine, cooling systems, steering, axels, and/or suspension.

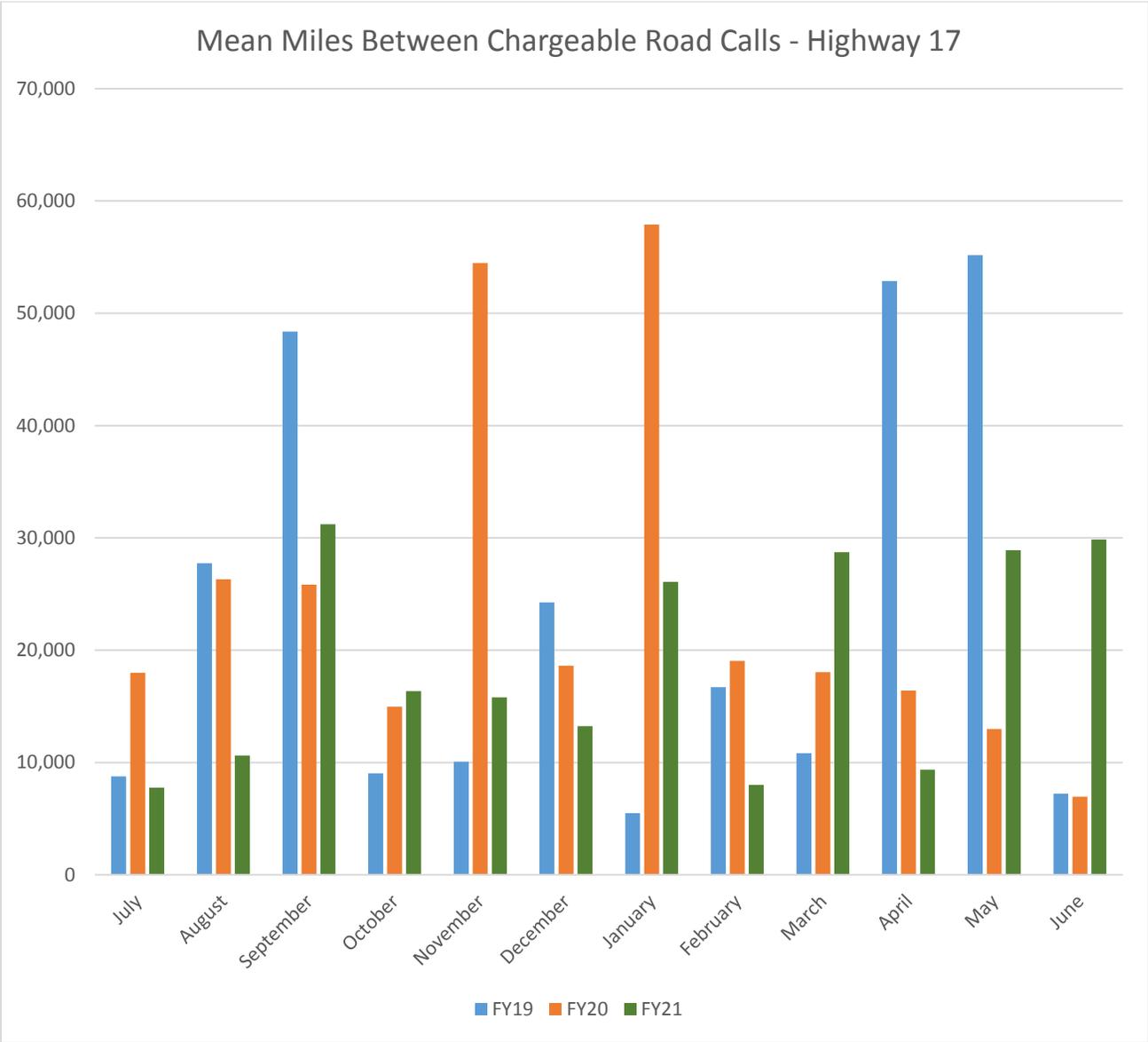
The mileage depicted is how many miles were run for the month divided by the number of Chargeable road calls in the month. This is an indicator of several things, including Santa Cruz METRO’s maintenance program, age of fleet, state of good repair, and fleet failures.



Above is the metric for mean miles between chargeable road calls for METRO’s Fixed Route (Local). Mileage is increasing while road calls vary by 1 or 2. Chargeable road calls in FY21 Q4 are 15, 10, and 12 for April, May, and June, respectively.

Attachment A

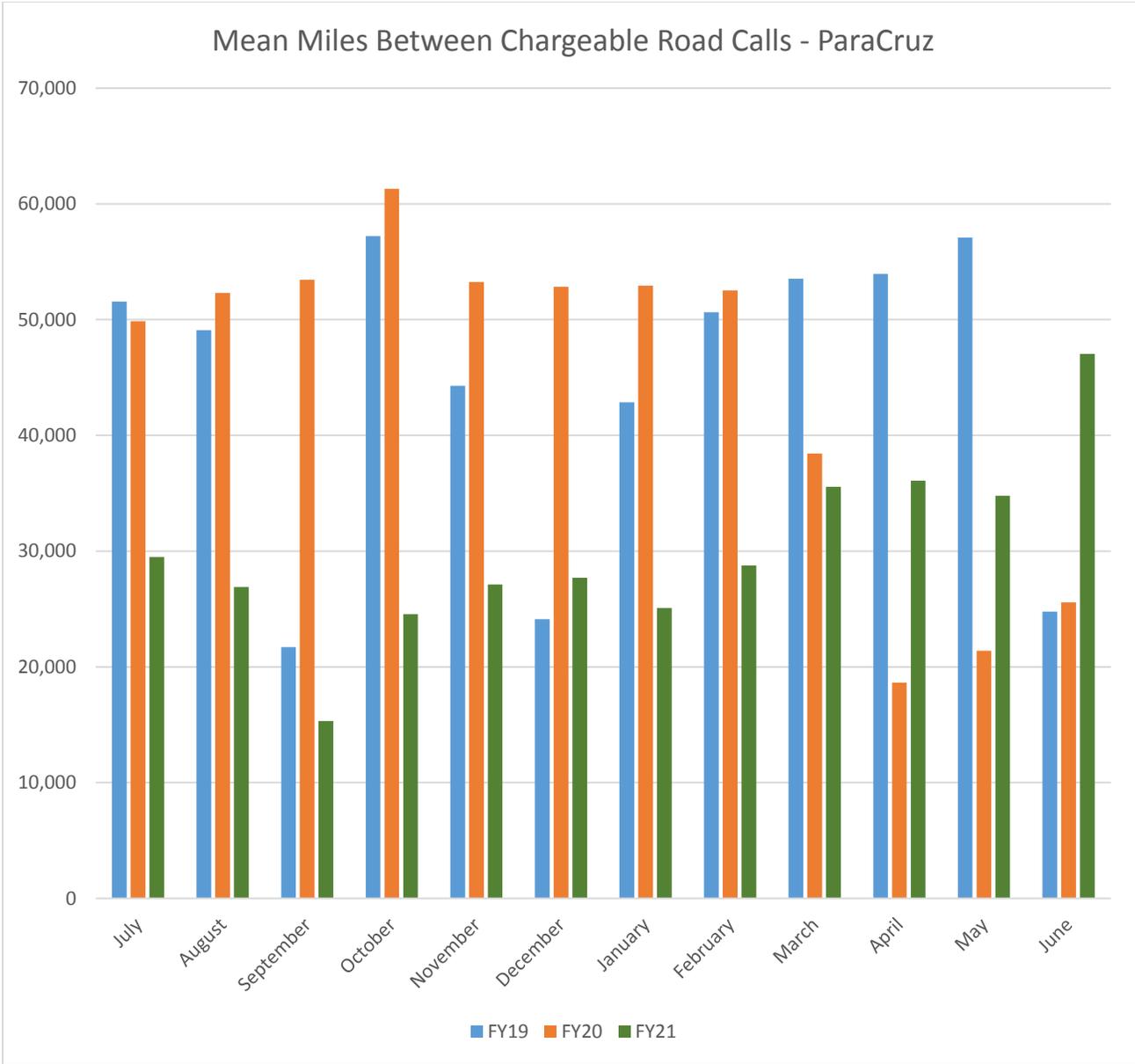
KPI Report as of June 30, 2021



Above is the metric for mean miles between chargeable road calls for METRO’s Highway 17 commuter route. Commuter buses tend to perform better due to more highway miles, fewer stops, and the newer fleet which has less wear and tear. Similar to Fixed Route, mileage has been increasing while road calls remain relatively the same, so the mean miles between chargeable road calls for Highway 17 has shown improvement. There were 3 chargeable road calls in April, and no other chargeable road calls for Highway 17 in Q4 of FY21.

Attachment A

KPI Report as of June 30, 2021

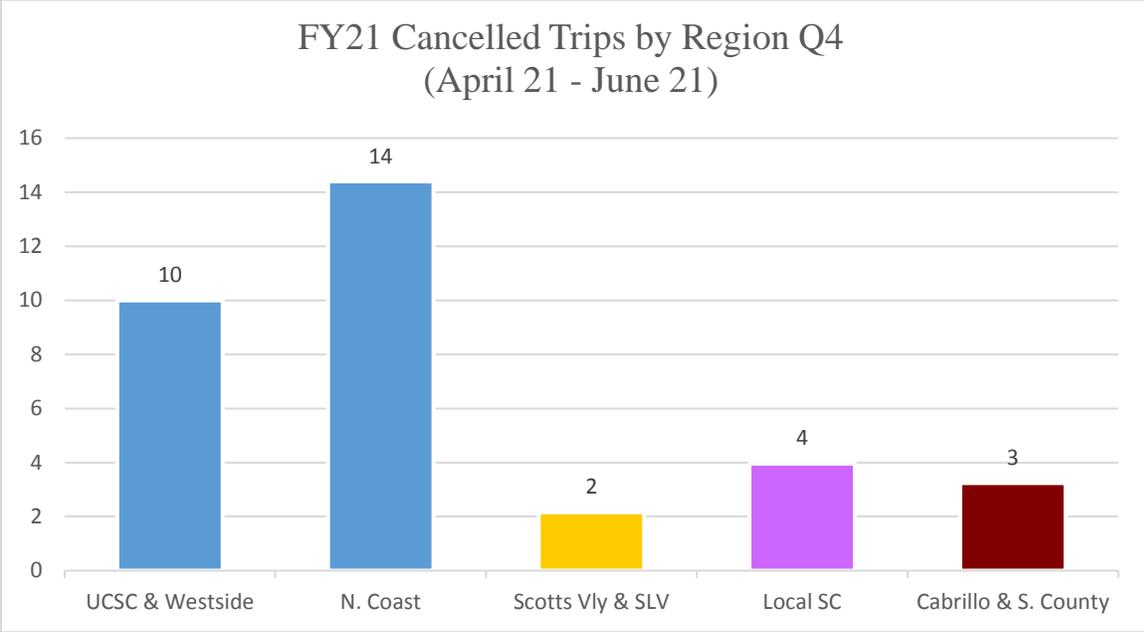


Above is the metric for mean miles between chargeable road calls for METRO’s ParaCruz vehicles. In April of FY20 the overall number of miles ran each month was abruptly cut nearly in half, compared to the number of miles ParaCruz would normally run prior to COVID-19. Since the number of miles decreased while the number of chargeable road calls remained the same, METRO’s mean miles between chargeable road calls decreased for ParaCruz in Q4 of FY20 and through Q2 of FY21. ParaCruz had no chargeable road calls in Q4 of FY21. While road calls are low, ParaCruz mileage has significantly decreased, which is why mean miles between chargeable road calls has stayed low as well.

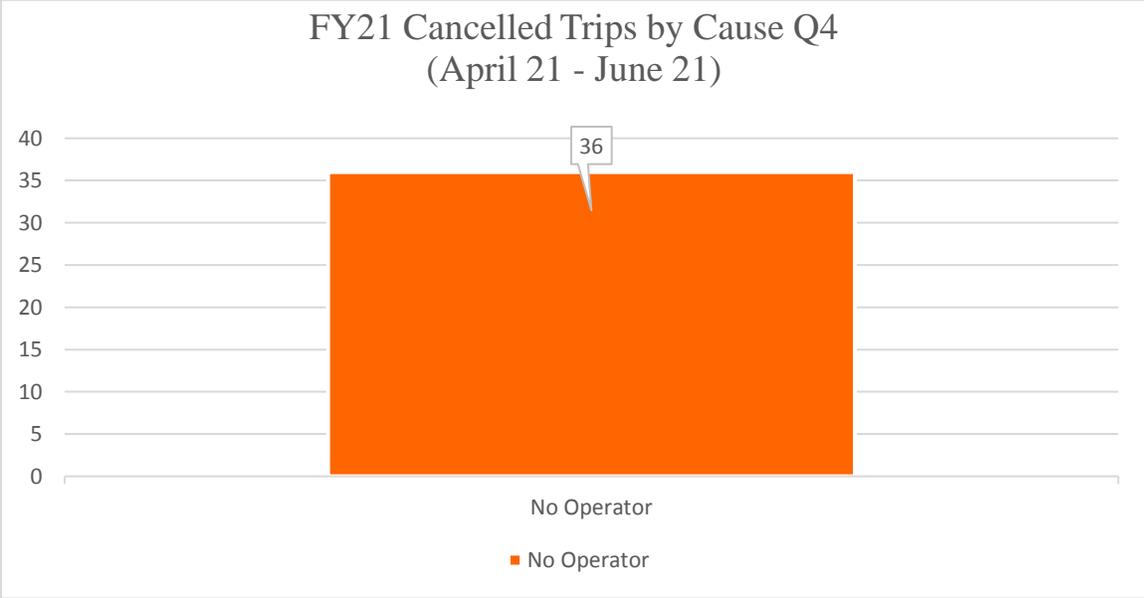
Attachment A

KPI Report as of June 30, 2021

V. Dependability



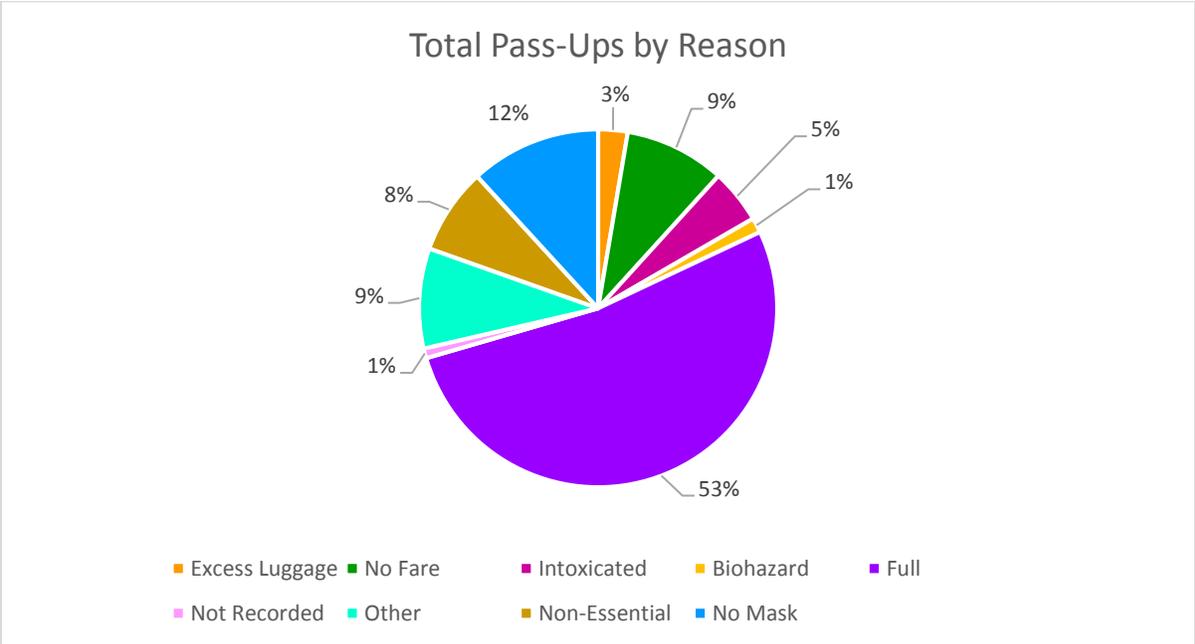
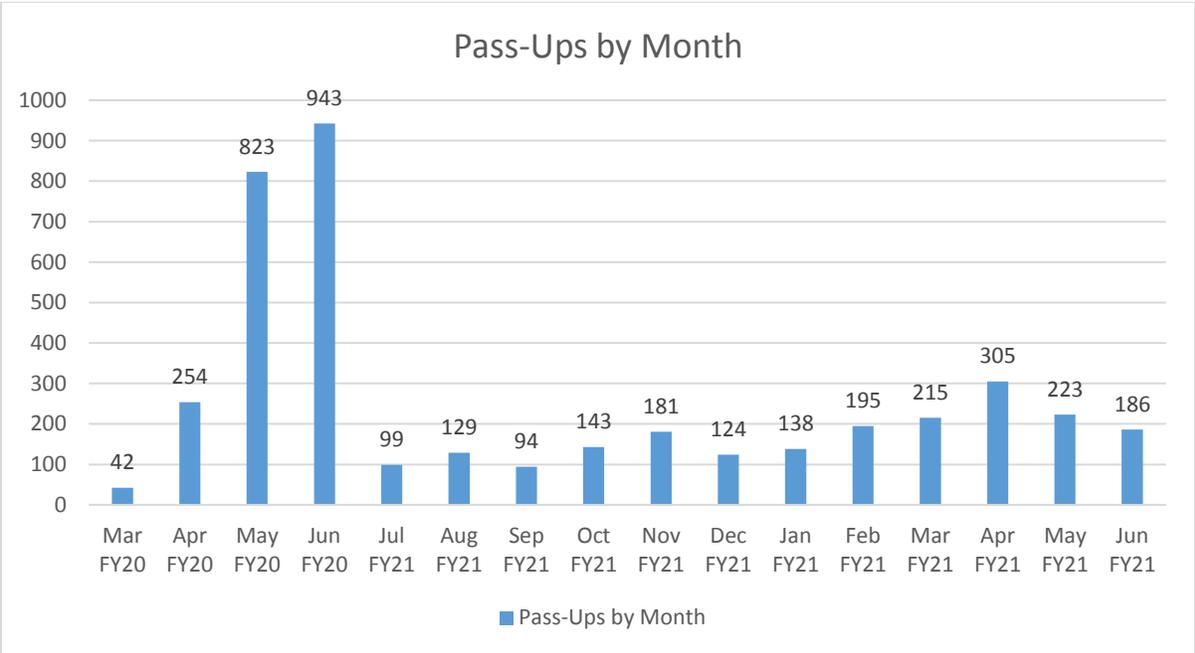
Above are Santa Cruz METRO’s cancelled trips separated into four regions: UCSC & Westside, North Coast, Scotts Valley & San Lorenzo Valley, Local SC, and Cabrillo & South County. In Q4 of FY21 the cancelled trips all took place in April 2021 and were dispersed amongst the regions Santa Cruz METRO provides service to. This could be attributed to the influx of COVID vaccinations during that week, as well as Easter break.



Above are Santa Cruz METRO’s cancelled trips by different causes. In Q4 of FY21 all cancelled trips happened in April 2021 surrounding the second weekend of the month due to staffing shortages.

Attachment A

KPI Report as of June 30, 2021



Above are graphs for pass-ups in two ways: on a monthly basis and by reason. Pass-ups are an imperative metric that allows METRO to reflect upon ways to enhance our service. The effects of COVID-19 are displayed in April, May, and June of FY20 as the number of pass-ups due to a limited bus capacity dramatically increased. This was primarily due to reduced bus capacity to comply with social distancing and fewer trips. When passenger capacity per bus increased, pass-ups declined. Other reasons for pass-ups vary from a full bicycle rack to no dog carrier. Pass ups have recently increased due to increased ridership and stayed relatively low throughout FY21.



KEY PERFORMANCE INDICATORS (KPI) REPORT FOR 4th QUARTER THROUGH June 30, 2021

Board of Directors Meeting

August 27, 2021

Chuck Farmer, Chief Financial Officer

Overview of Today's Presentation:

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

Financial Performance:

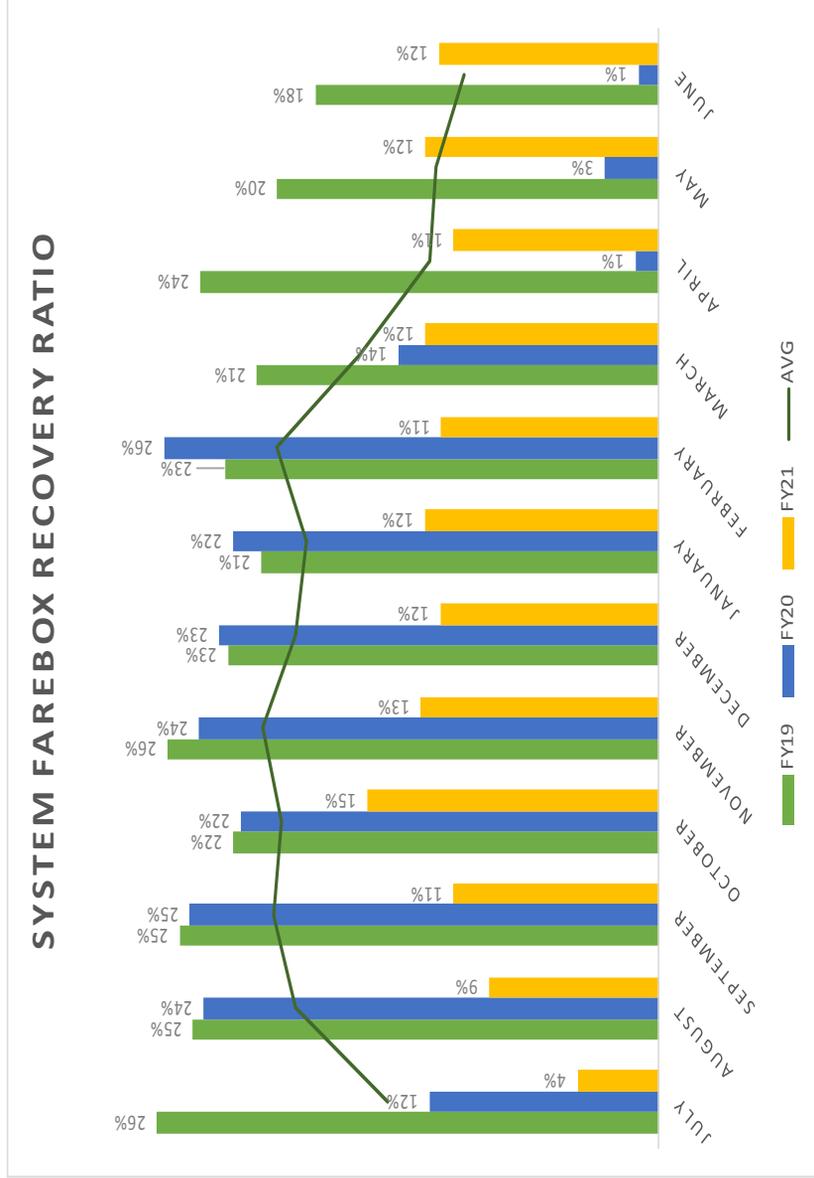
Metric:

System Farebox Recovery Ratio

Description & Importance:

The Farebox Recovery Ratio is an indication of how much of a transit agency's costs are covered by passenger fares and provides insight to the amount of non-passenger revenue (subsidy) needed to cover costs. Additionally, it allows the agency to compare cost-effectiveness within its own service.

SYSTEM FAREBOX RECOVERY RATIO



*Note: June Financial data is pre-audit and pre-close

Current Status:

- As Fare collection resumed in June of FY20 and gained traction, METRO's Farebox recovery ratio peaked in Q2 of FY21, declined in Q3, and stayed level in Q4, with a System Farebox Recovery Ratio between 11% and 12%
- Major factors affecting lower year-over-year performance is the loss of in-person classes at UCSC and Cabrillo. Year-to-date lost revenue from these institutions is approximately \$850K year over year and \$2,219K unfavorable to FY21 budget

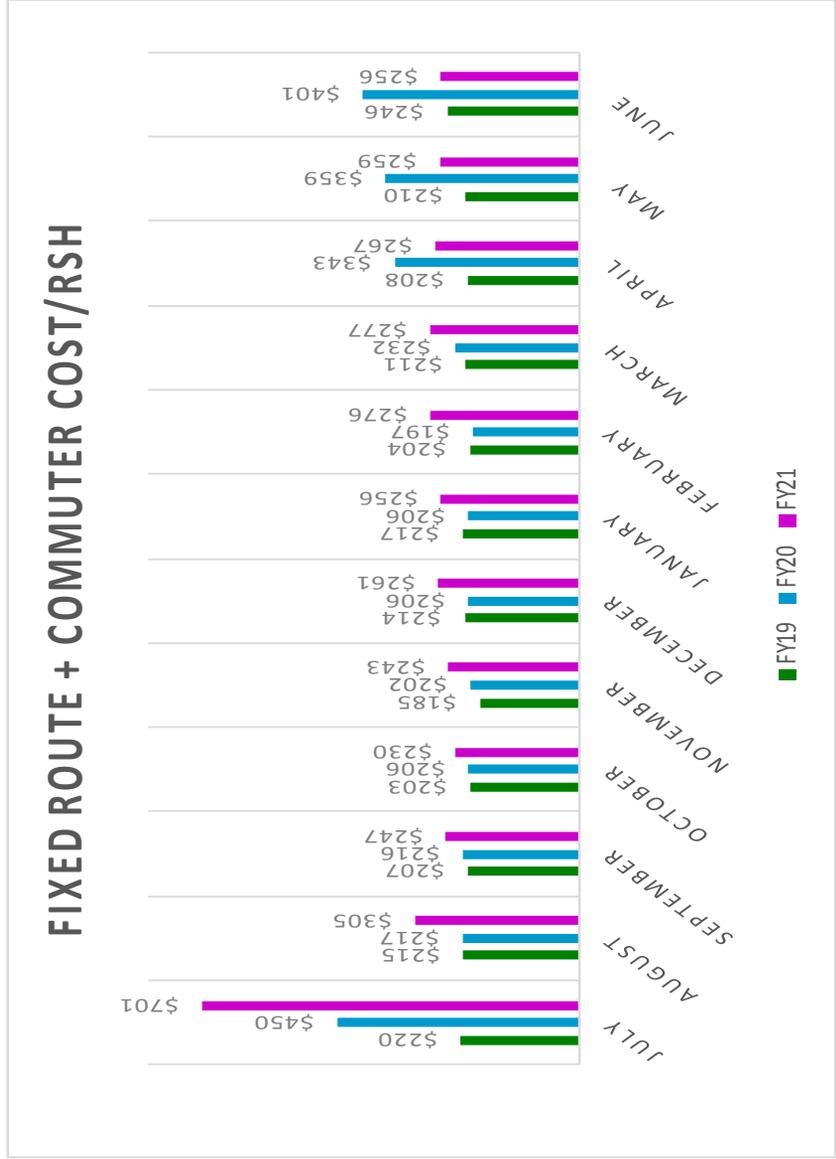
Financial Performance:

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

Description & Importance: The metrics depict the cost per hour of service and are measured to ensure that transit services are delivered efficiently through effectively tracking and minimizing costs.

Current Status:

- Cost per Revenue Service Hour (RSH) increased in July FY21 because of the PERS pre-payment for the Unfunded Accrued Liability (UAL) for \$4.4M
- Cost per RSH increased in FY21 due to reduced service hours during the pandemic, while costs remained relatively fixed. Throughout Q4 costs have remained steady



Fiscal Year	12 Month Average
FY19	\$211
FY20	\$255
FY21	\$290

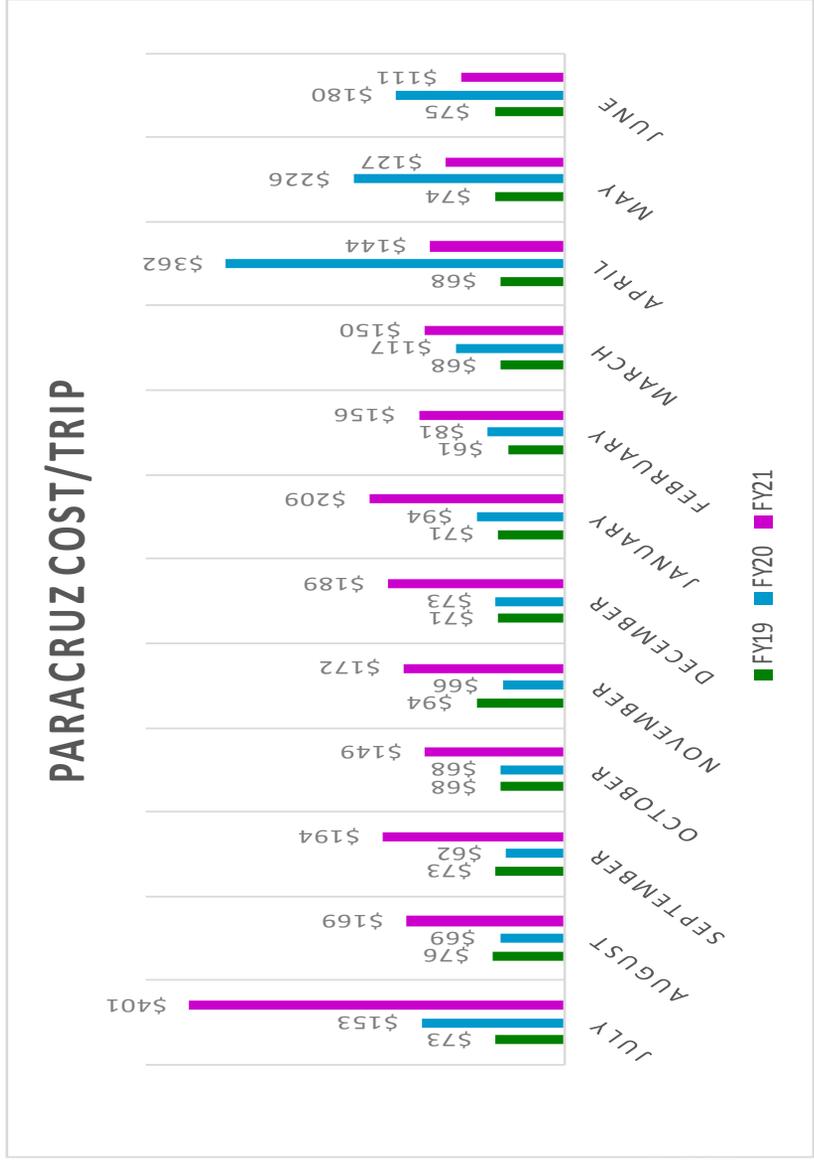
*Note: June Financial data is pre-audit and pre-close

Financial Performance:

Metrics:	<ul style="list-style-type: none"> • ParaCruz Cost per Trip
Description & Importance:	<p>The metrics depict the cost per trip and are measured to ensure that transit services are delivered efficiently through effectively tracking and minimizing costs.</p>

Current Status:

- ParaCruz cost per trip increased in July FY21 because of the PERS pre-payment for the Unfunded Accrued Liability (UAL) for \$4.4M
- ParaCruz cost per trip increased during the pandemic due to reduced trips while costs remained relatively fixed. As of Q4, cost per trip is decreasing due to an increase in ParaCruz trips while costs remained relatively fixed



Fiscal Year	12 Month Average
FY19	\$72
FY20	\$107
FY21	\$174

*Note: June Financial data is pre-audit and pre-close

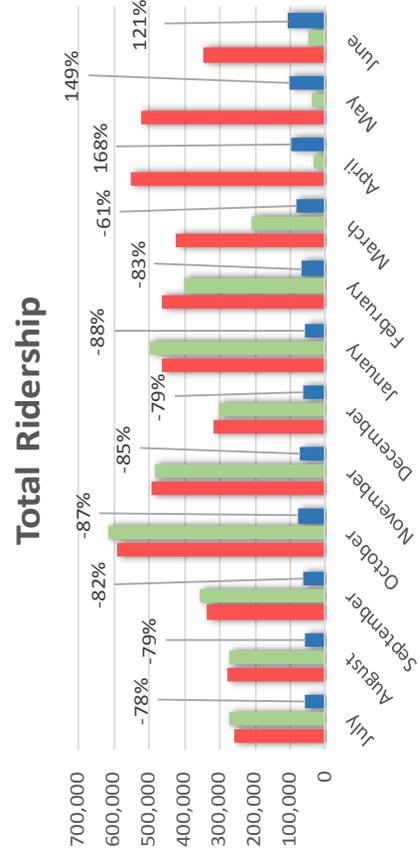
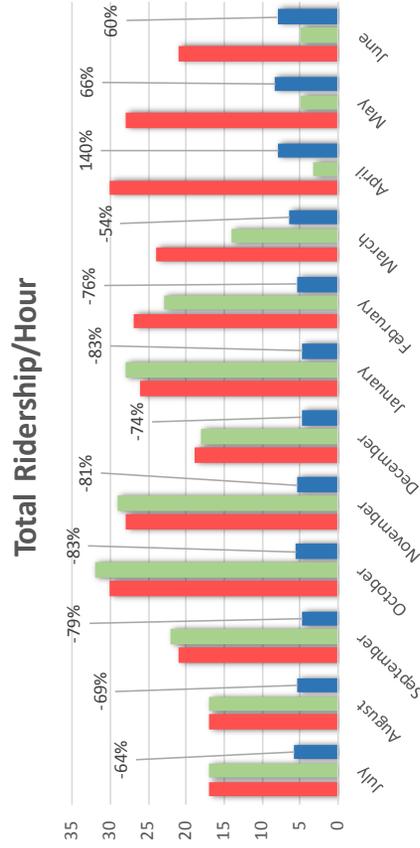
Productivity:

Metrics:

- Total Ridership
- Total Ridership per Hour

Description & Importance:

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



Current Status:

Total Ridership/Hour has gradually increased throughout Q4 of FY21, in part, due to METRO's temporary reduced fare program will operate from March 22, 2021 through September 15, 2021. This program was implemented to assist METRO's current riders during this difficult time and encourage more people to ride with METRO.

Productivity:

Metrics:

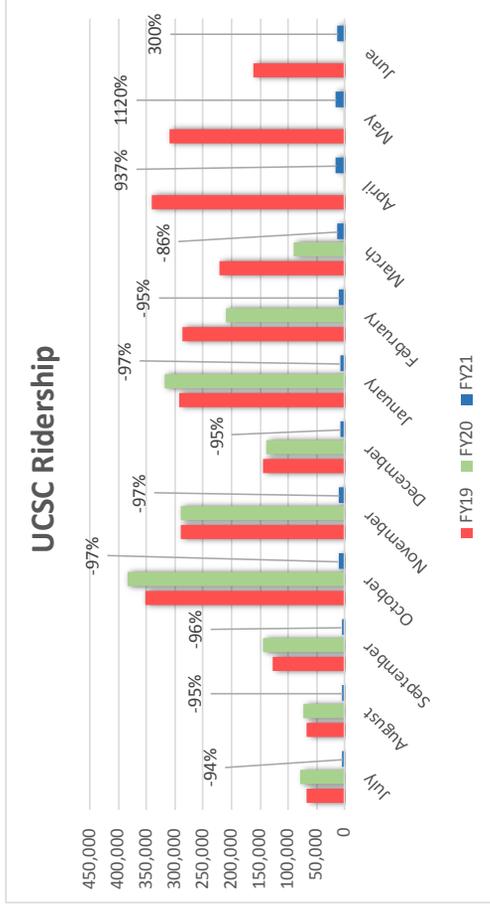
- UCSC Ridership
- Cabrillo Ridership

Description & Importance:

Historically, student ridership has been a large portion of METRO's total ridership. Increases in student enrollment and seasonal trends can be seen year over year in the graphs below.

Current Status:

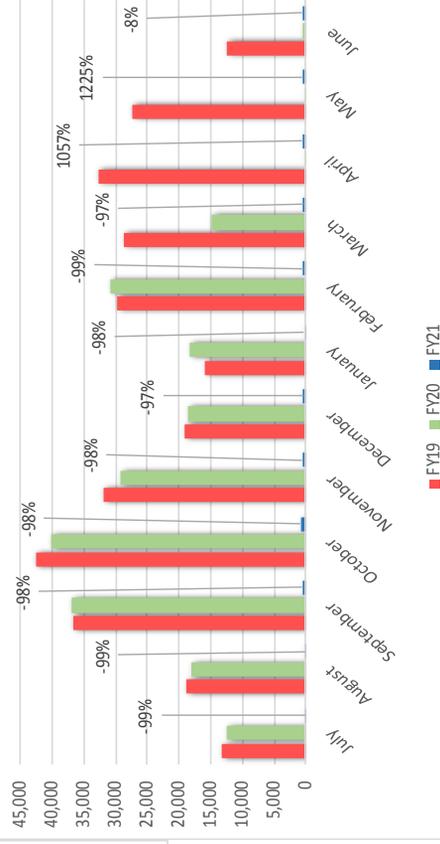
Ridership decreased when UCSC started online classes. Through FY21 Q4 ridership has been slightly increasing. For example, in Q4 of FY20 UCSC ridership averaged around 2,000/month and in Q4 of FY21 it has jumped to an average of 14,000/month



Current Status:

Cabrillo ridership has dramatically decreased since the community college started online classes in March of FY20 and has stayed low throughout FY21 Q4. In Q4 of FY20 Cabrillo ridership averaged around 250/month and in Q4 of FY21 it has jumped to an average of 600/month

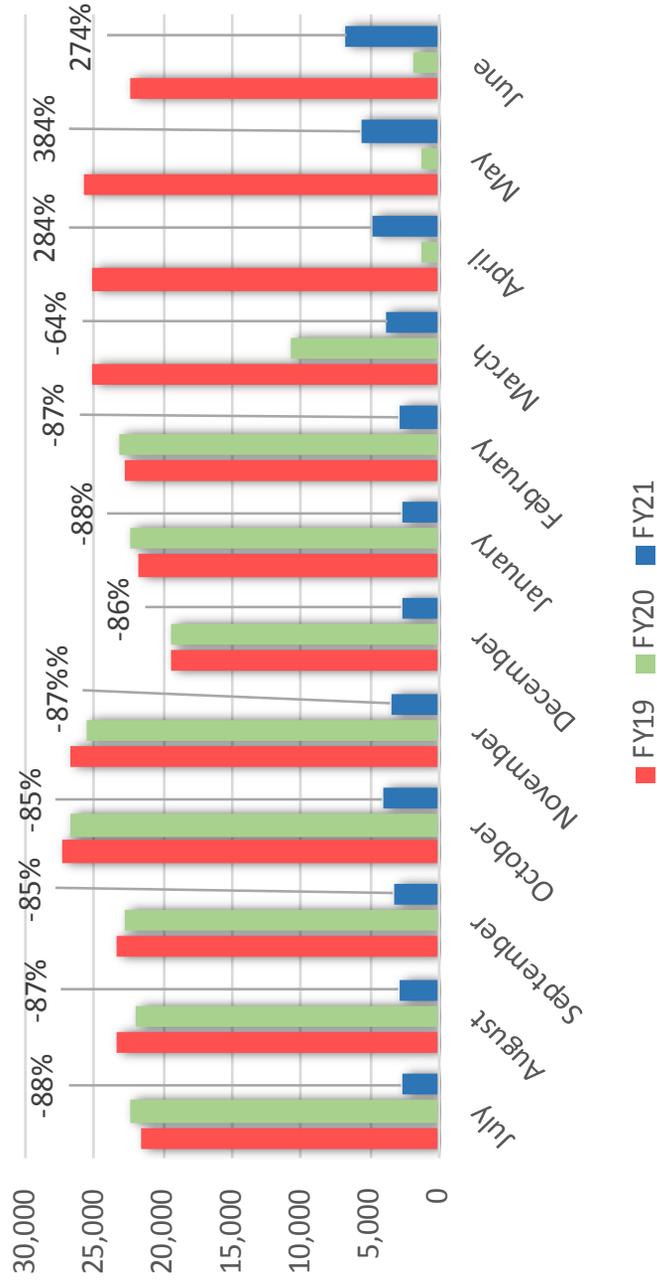
Cabrillo Ridership



Productivity:

Metrics: <ul style="list-style-type: none"> Highway 17 Ridership 	Highway 17 demonstrates METRO's commuter ridership, connecting Santa Cruz to San Jose. Ridership excluding student and commuter routes reflects all other local routes within the county.
Description & Importance:	Highway 17 demonstrates METRO's commuter ridership, connecting Santa Cruz to San Jose. Ridership excluding student and commuter routes reflects all other local routes within the county.

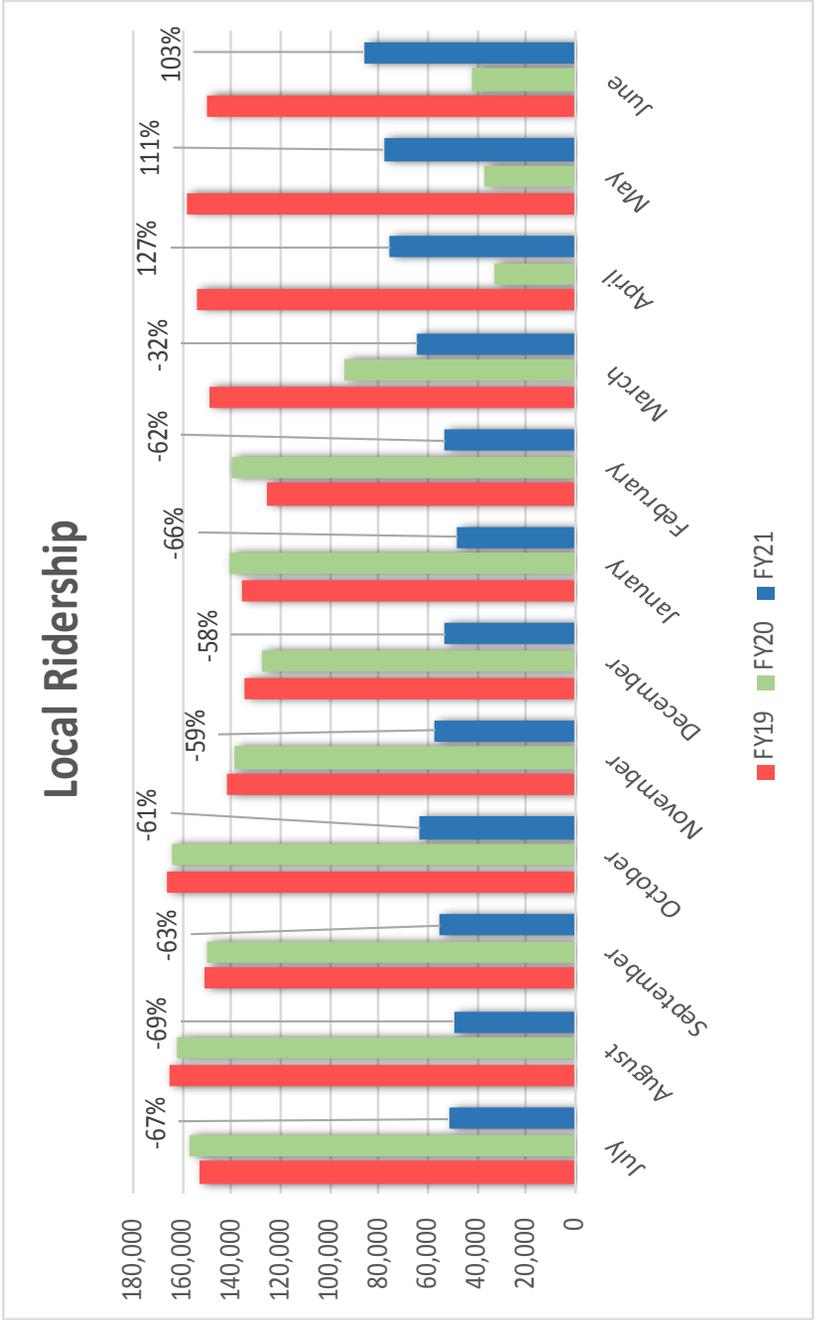
Highway 17 Ridership



Current Status:
 Total Hwy 17 ridership increased throughout Q4 of FY21 since implementing the reduced fare program in late March. The reduced fare program likely encouraged more recreational trips over the Highway 17, particularly on the weekend as most students and many former regular Hwy 17 riders are still remote learning and telecommuting.

Productivity:

Metrics:	<ul style="list-style-type: none"> Local Ridership
Description & Importance:	Local Ridership, excluding student and commuter routes, reflects all other local routes within the county.



Current Status:
 Local ridership has been increasing through Q4, reaching the peak for FY21 in June. This is partially due to implementing reduced fares for METRO's riders, which coincided with the county loosening COVID restrictions. Santa Cruz County was in the Orange Recovery Stage for 1.5 months in Q4, and entered the Yellow Recovery Stage on May 18, 2021.

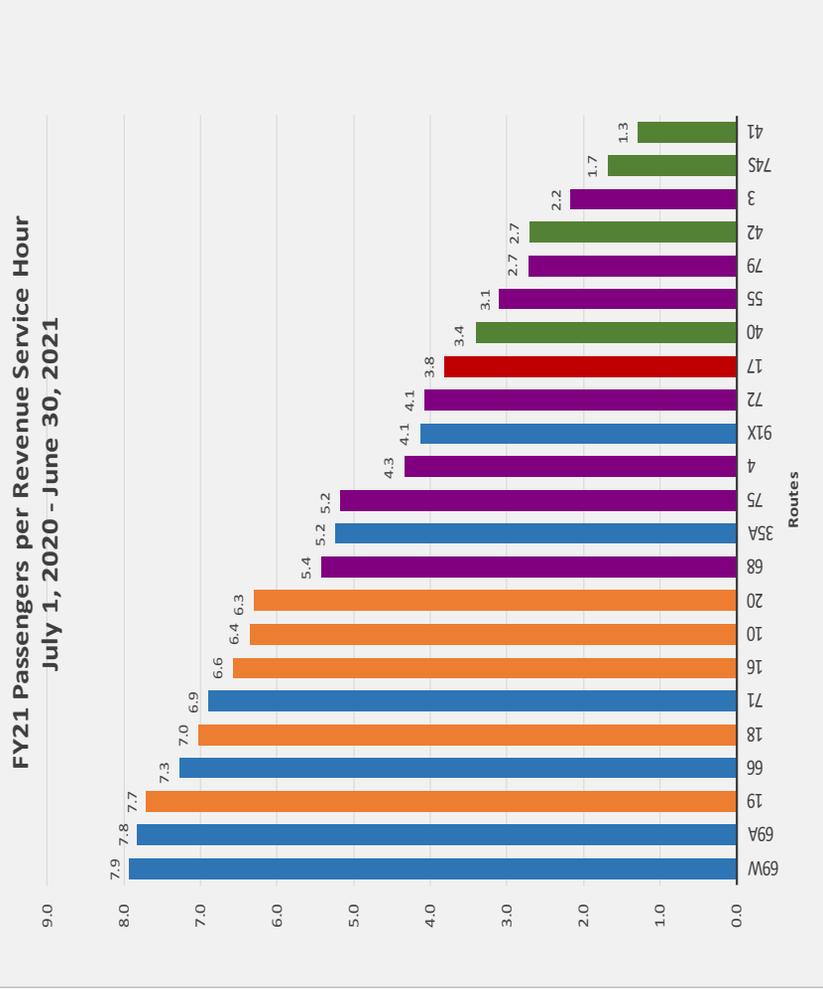
Productivity:

Metrics:

- **FY21 Passengers per Revenue Service Hour by Route**

Description & Importance:

Passengers per Revenue Service Hour (RSH) depicts the overall productivity of each route measured by passengers per hour of service. This ratio of productivity helps the agency focus on poor productivity routes and can stimulate discussions about frequency of service in urban and semi-urban areas of the county versus geographic coverage.



Current Status:

Traditionally UCSC routes have had higher passengers per RSH, however since COVID-19 and online classes, Intercity routes are showing a higher number of passengers per RSH

Risk Management & Safety:

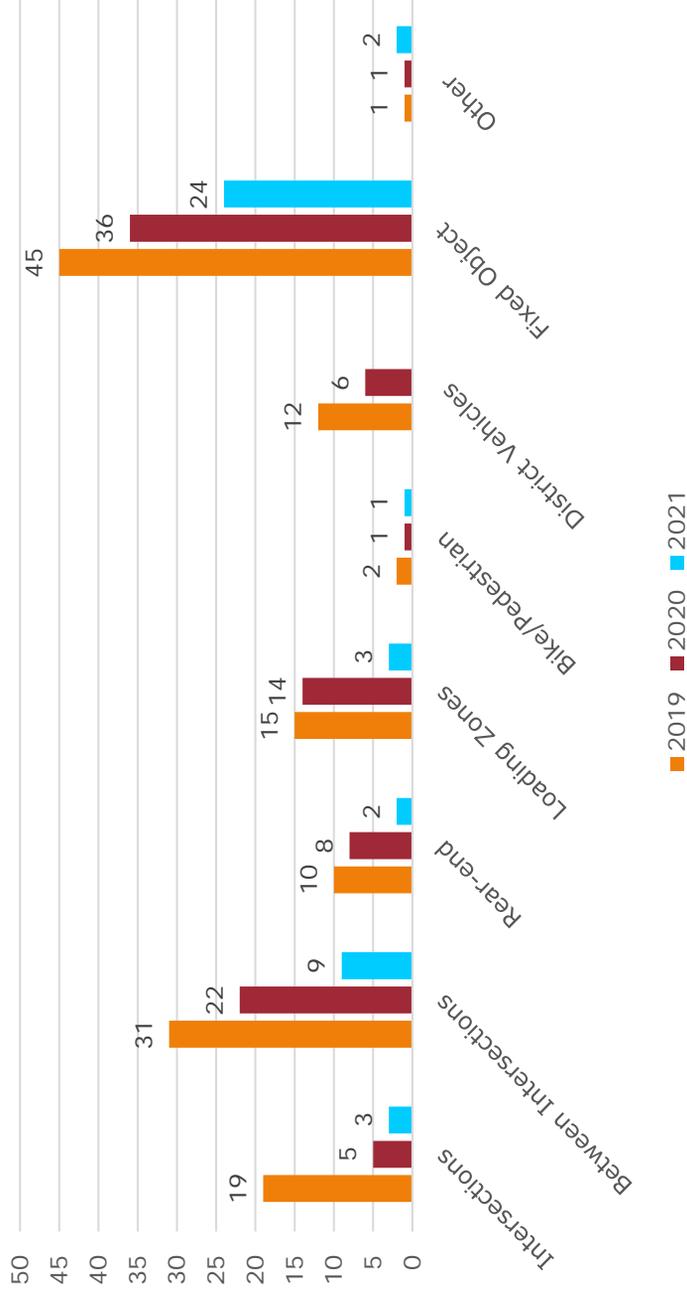
Metrics:

• Traffic Accidents

Description & Importance:

Traffic Collisions are broken down into different categories: in loading zones, in intersections, between intersections, with bicycles, with pedestrians, with other district vehicles, with the rear of the vehicle, and other types of collisions, including with stationary objects. This chart is representative of chargeable accidents only. This metric reflects Accidents that occurred through the entirety of each fiscal year.

Traffic Accidents Year Over Year



Current Status:

- In FY21 there have been less accidents, compared to prior years. This is likely, in part, due to the lower volume of trips
- There are some traffic accidents with chargeability still pending which are not represented in the metric
- All ParaCruz chargeability has been updated for FY19. FY20 and FY21 are still unknown since their review board has been on hold during the pandemic

Risk Management & Safety:

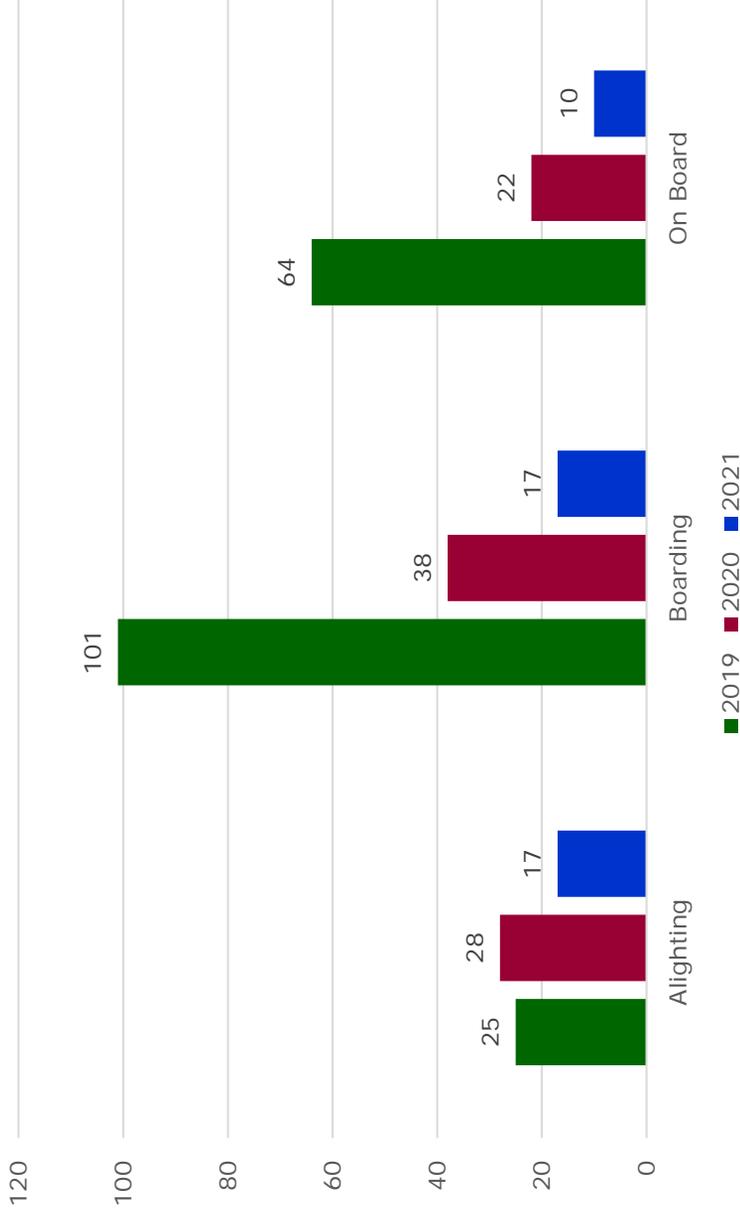
Metrics:

• Passenger Incidents

Description & Importance:

Passenger Incidents are accidents with METRO passengers either while boarding a bus, on board a bus, or alighting (descending) a bus. This chart is representative of chargeable accidents only. This metric reflects Accidents that occurred through the entirety of each fiscal year.

Passenger Incidents Year Over Year



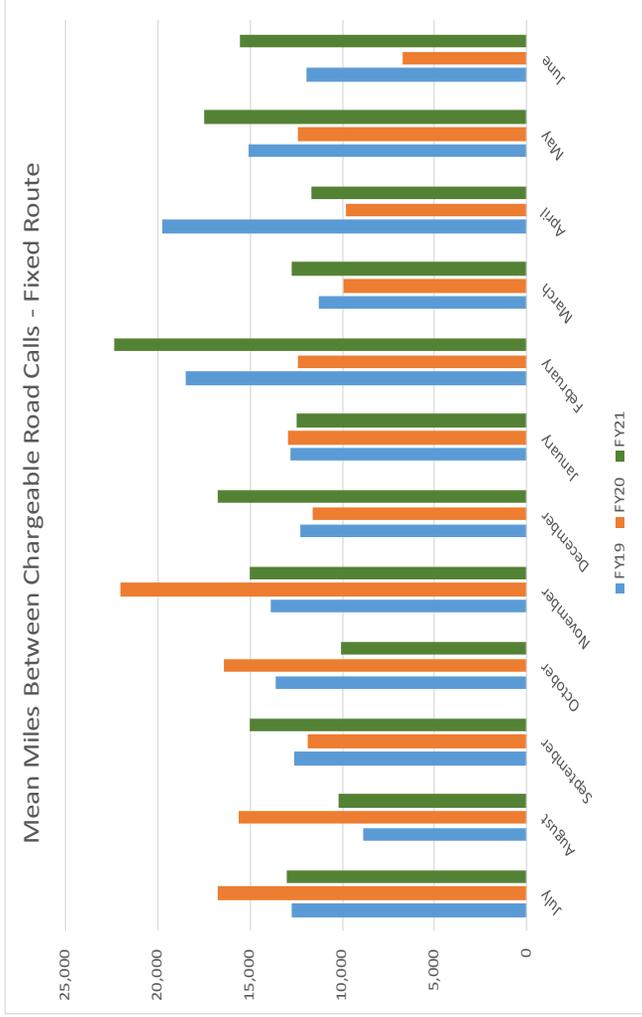
Current Status:

- Similar to Traffic Accidents, there are few passenger incidents to report in FY21 compared to prior fiscal years. This is, in part, due to METRO's decreased service during the pandemic
- All ParaCruz chargeability has been updated for FY19. FY20 and FY21 is still unknown since their review board has been on hold during the pandemic
- ADA status is not currently on operator reports and will be implemented soon

Reliability:

Metrics: Mean Miles Between Chargeable Road calls – Fixed Route (Local)

Description & Importance: A chargeable road call results from a mechanical failure that impedes the vehicle from completing or starting a scheduled revenue trip because actual movement is limited, or there are safety concerns. The mileage depicted is how many miles were run for the month divided by the number of chargeable road calls. The graph below is for METRO's Fixed Route.



Current Status:

Mileage is increasing while road calls vary by 1 or 2. Chargeable road calls in FY21 Q4 are 15, 10, and 12 for April, May, and June, respectively.

Fiscal Year	12 Month Average
FY19	13,610
FY20	13,216
FY21	14,368

Fiscal Year	Average age of Fleet	Avg. Road Miles
FY19	13.8 yrs	2,792,066
FY20	12.55 yrs	2,359,097
FY 21	12.90 yrs	1,463,225

Reliability:

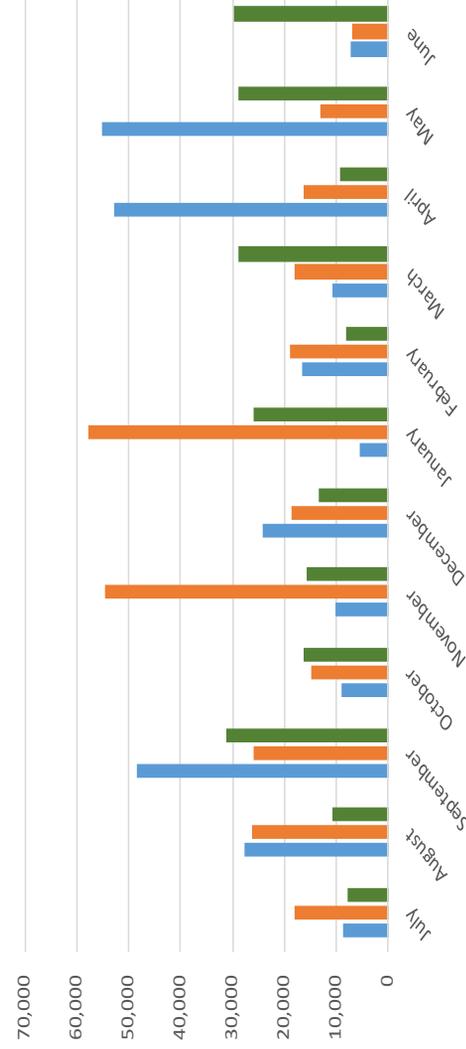
Metrics:

- Mean Miles Between Chargeable Road Calls – Highway 17

Description & Importance:

A chargeable road call results from a mechanical failure that impedes the vehicle from completing or starting a scheduled revenue trip because actual movement is limited, or there are safety concerns. The mileage depicted is how many miles were run for the month divided by the number of chargeable road calls. The graph below is for METRO's Commuter Route.

Mean Miles Between Chargeable Road Calls - Highway 17



Fiscal Year	12 Month Average
FY19	23,043
FY20	24,126
FY21	18,821

Fiscal Year	Average age of Fleet	* Avg. Road Miles
FY19	13.8 yrs	447,895
FY20	12.55 yrs	588,010
FY 21	12.90 yrs	237,484

Current Status:

- Commuter buses tend to perform better due to more highway miles, fewer stops, and the newer fleet with less wear and tear
- There were 3 chargeable road calls in April, and no other chargeable road calls for Highway 17 in Q4 of FY21.

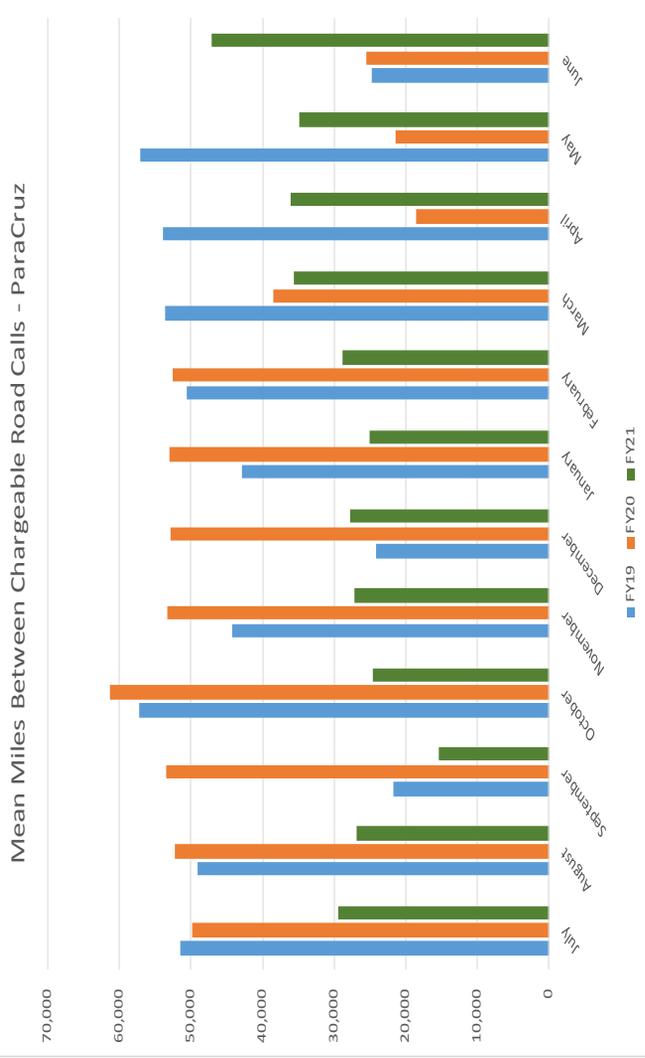
Reliability:

Metrics:

- Mean Miles Between Chargeable Road Calls - ParaCruz

Description & Importance:

A chargeable road call results from a mechanical failure that impedes the vehicle from completing or starting a scheduled revenue trip because actual movement is limited, or there are safety concerns. The mileage depicted is how many miles were run for the month divided by the number of chargeable road calls. The graph below is for METRO's ParaCruz vehicles.



Fiscal Year	12 Month Average
FY19	44,236
FY20	44,374
FY21	29,869

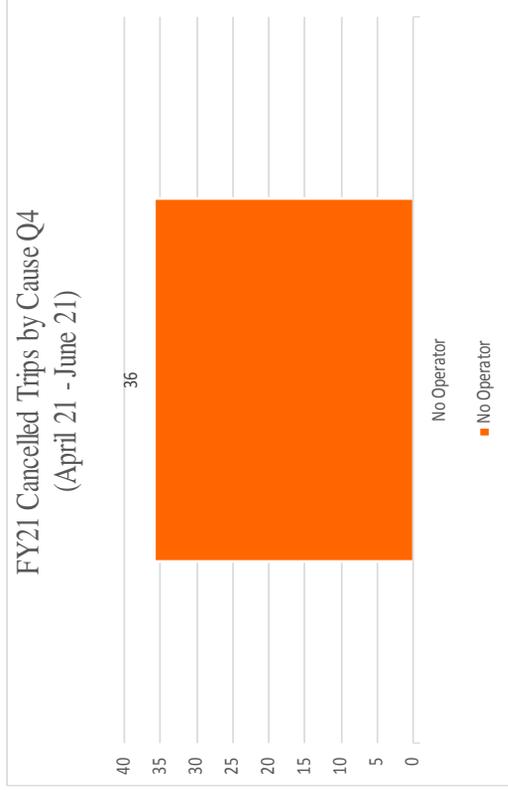
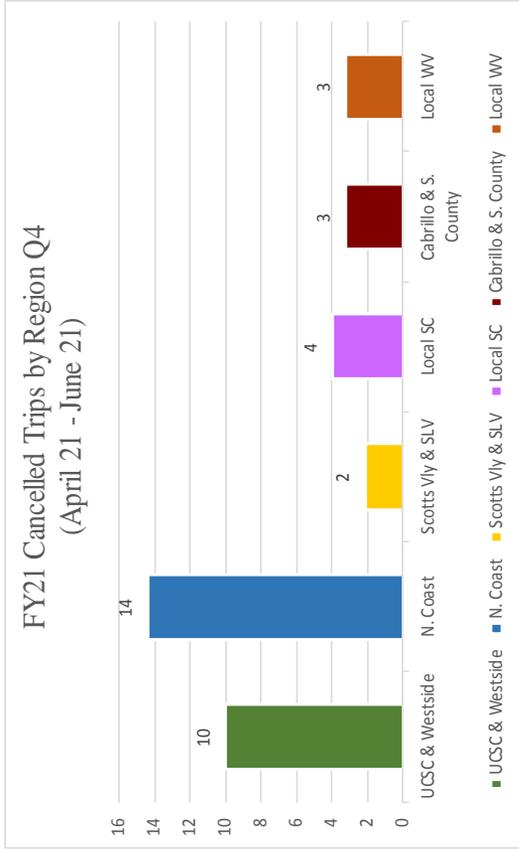
Fiscal Year	Average age of Fleet	Avg. Road Miles
FY19	5.13 yrs	663,786
FY20	6.13 yrs	571,539
FY 21	6.18 yrs	255,833

Current Status:

ParaCruz had no chargeable road calls in Q4 of FY21. While road calls have been low, ParaCruz mileage has significantly decreased, which is why mean miles between chargeable road calls has stayed low as well.

Dependability:

Metrics:	<ul style="list-style-type: none"> Cancelled Trips by Region Cancelled Trips by Cause
Description & Importance:	<p>Cancelled trips are analyzed for different causes. Cancelled trips by Region show the areas the trip was canceled, while Cancelled Trips by Cause reveal the cause for the cancellations.</p>

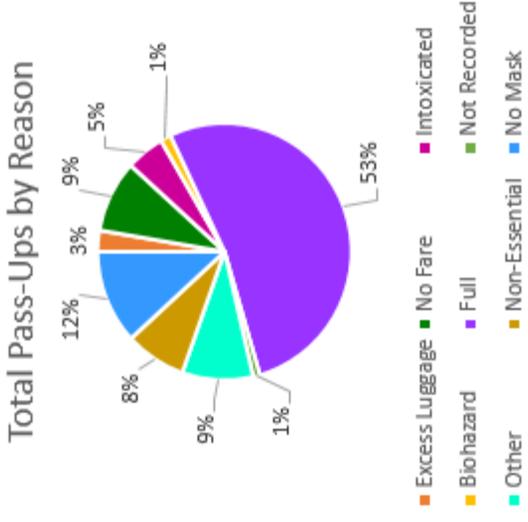
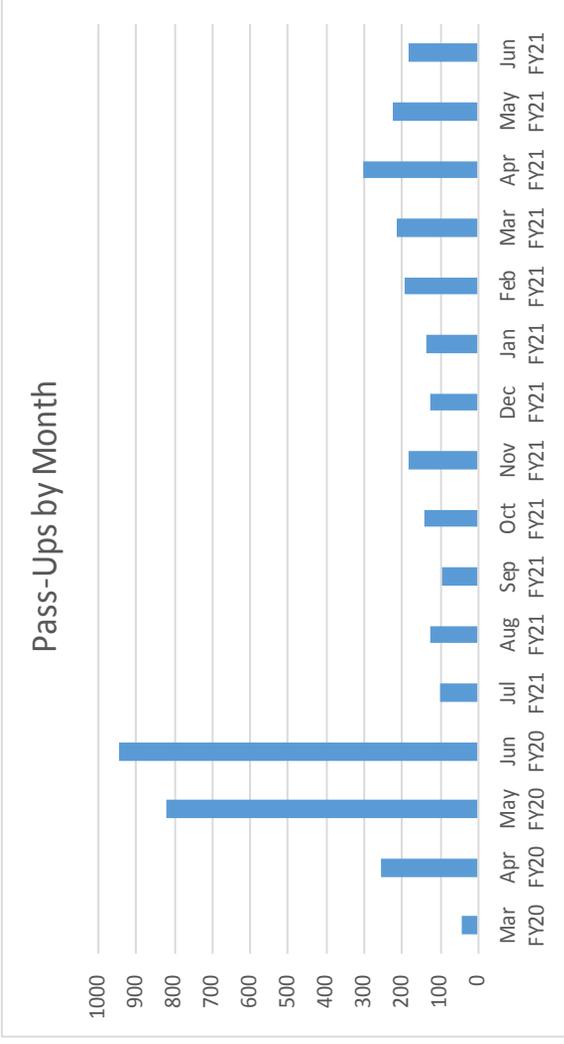


Current Status:

In Q4 of FY21 all cancelled trips were due to No Operator and in the month of April. All the cancelled trips in this month fell on either Thursday April 8th, Friday April 9th, or Monday April 12th and were dispersed around Santa Cruz County

Dependability:

Metrics:	<ul style="list-style-type: none"> Pass-Ups
Description & Importance:	Pass-Ups are when a bus route must leave behind a passenger and are caused by a variety of reasons. Pass-ups are analyzed for different causes including: No Fare, Exceeds Capacity Load (Full Bus), Excess Luggage, Intoxicated, and Other.



Current Status:

- In April through June of FY20 the number of pass-ups spiked due to reduced bus capacity. Once capacity increased in FY21, the number of pass-ups significantly declined.
- Pass-ups have declined in FY21 but had a slight increase in Q4, seen in April, then continued to gradually decline

Questions



DATE: August 27,, 2021
TO: Board of Directors
FROM: Chuck Farmer, Chief Financial Officer
**SUBJECT: CONSIDERATION OF AUTHORIZING AND FUNDING TWO PARTS
AND INVENTORY CLERK POSITIONS**

I. RECOMMENDED ACTION

That the Board of Directors authorize and fund two Parts and Inventory Clerks for covering all shifts over a seven-day period

II. SUMMARY

- The Parts and Inventory Department is staffed by one Supervisor and two Clerks who work Monday through Friday from 7am to 4pm. However, Facilities, Custodial and Mechanics work 4:30am to 11pm Monday through Friday and 7am to 11pm Saturday and Sunday. This leaves the beginning and ending of each weekday, plus all weekend days unsupported.
- The Parts and Inventory personnel are responsible for managing, monitoring, ordering, stocking, counting inventory, work orders cleanup, filling requests and general maintenance of all parts and supplies across Santa Cruz Metropolitan Transit District (METRO). This includes supporting Facilities, Custodial and Mechanics for all inventory, supplies and parts needs.
- In order to keep all departments running with the supplies and parts needed, the Parts Department remains open seven days a week allowing Facilities, Custodians and Mechanics the ability to go in and get what they need.
- Inaccurate monitoring of inventory has led to out of stock problems on long lead items and over supply on items that are going obsolete.
- Open access to the Parts Department has resulted in reconciliation challenges.
- After evaluation of the Parts and Inventory Department staffing needs, it was determined that the parts and inventory storeroom should be staffed at all times to allow access to inventory. This includes late nights and weekends.
- In order to staff seven days a week and maintain the storeroom, the department needs five total personnel.
- Staff is recommending the Board of Directors (Board) approve the adoption and funding of two new Parts and Inventory Clerk positions.

III. DISCUSSION/BACKGROUND

Over the past month, the CFO has evaluated the Parts and Inventory Department, processes, procedures, inventory counts, oversight of inventory and current personnel.

As part of the process, the CFO reached out to the following agencies to understand how they manage their parts and inventory, including staffing, hours working, inventory levels and control processes:

- Santa Barbara Metropolitan Transit District
- AC Transit
- Monterey-Salinas Transit District
- Valley Transit Authority
- San Luis Obispo Regional Transit Authority
- Central Contra Costa County Transit Authority

After discussion with the various transit agencies, it became clear that METRO's staffing, processes, procedures and systems have some commonalities; but, most are different from the current practices followed by the majority of the agencies listed above. The following are some results from the discussions:

1. Parts and inventory personnel are the only personnel with access to inventory; strict adherence to this was emphasized across the groups
2. The larger agencies staff one Clerk to four Mechanics; whereas similar agencies employed at least four Clerks, depending on the hours needed
3. Full inventory counting is done each month and balanced against the inventory system. Any differences are researched and remedied on a timely basis.
4. Supplier relationships helped push inventory to the suppliers and if parts are needed, they are delivered that day or the following day – reduction to on-hand inventory
5. Only Parts personnel have access to change work orders in system
6. In smaller agencies, all work orders have to be turned into the Parts Department before the department shuts down for the night. This allows the requesting departments to have their parts and supplies pulled from inventory and available for use post department close

When too many have access to the Parts room, problems are created with inventory control and managing inventory levels. It is time to change our current process and migrate to following other transit agencies' current practices. This will allow proper controls and separation between inventory and Facilities, Custodians, and/or Mechanics to manage inventory.

Staff is recommending the Board approve the adoption and funding of two Parts and Inventory Clerks.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

Initial savings come in the form of productivity as well as actual bottom-line cash savings. Productivity savings come from the streamlining of our current process allowing employees to focus on their core duties and not spend time gathering parts from inventory. Cash savings is the result of closing down the parts and inventory room allowing better control on item movements. The cost to METRO with the addition of two Parts and Inventory Clerks to cover the weekday and weekend shifts is as follows:

Costs of Hiring

Parts and Inventory Clerk Salary	112,000
Number of Clerks	<u>2</u>
Total Annual Costs	224,000

- Total cost for two Parts and Inventory Clerks fully loaded, including benefits, is roughly \$224,000.

Actual Savings

One time Inventory Reduction	
Current Inventory Value	783,000
New Inventory Value	<u>626,400</u>
Net Savings (One Time)	156,600

- Total actual cash savings of \$156,600 in inventory reduction.

Productivity Savings

Mechanics Pulling Parts

Lost Hours Per Year by Mechanics	1,340
Cost Per Hour	<u>64.85</u>
Total Productivity Savings	86,899

Parts Employees Researching Inventory Variances

Hours Per Week	6
Cost Per Hour	53.85
Number of Weeks	<u>52</u>
Total Productivity Savings	16,800

Parts Employees Fixing Reviewing Work Orders

Hours Per Week	10
Cost Per Hour	53.85
Number of Weeks	<u>52</u>
Total Productivity Savings	28,000

- Productivity savings of \$132,000 per year, which includes \$87K for time Mechanics spent retrieving parts from inventory.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

The Board could direct METRO staff to:

1. Continue with three Parts personnel today and make no changes
2. Add one Parts Clerk to cover Monday through Friday shifts only. This would leave the Parts Department short staffed on Saturday and Sunday.

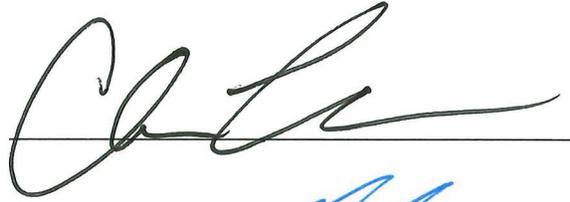
VIII. ATTACHMENTS

Attachment A: Parts Schedule

Prepared by: Chuck Farmer, Chief Financial Officer

IX. APPROVALS

Chuck Farmer, Chief Financial Officer

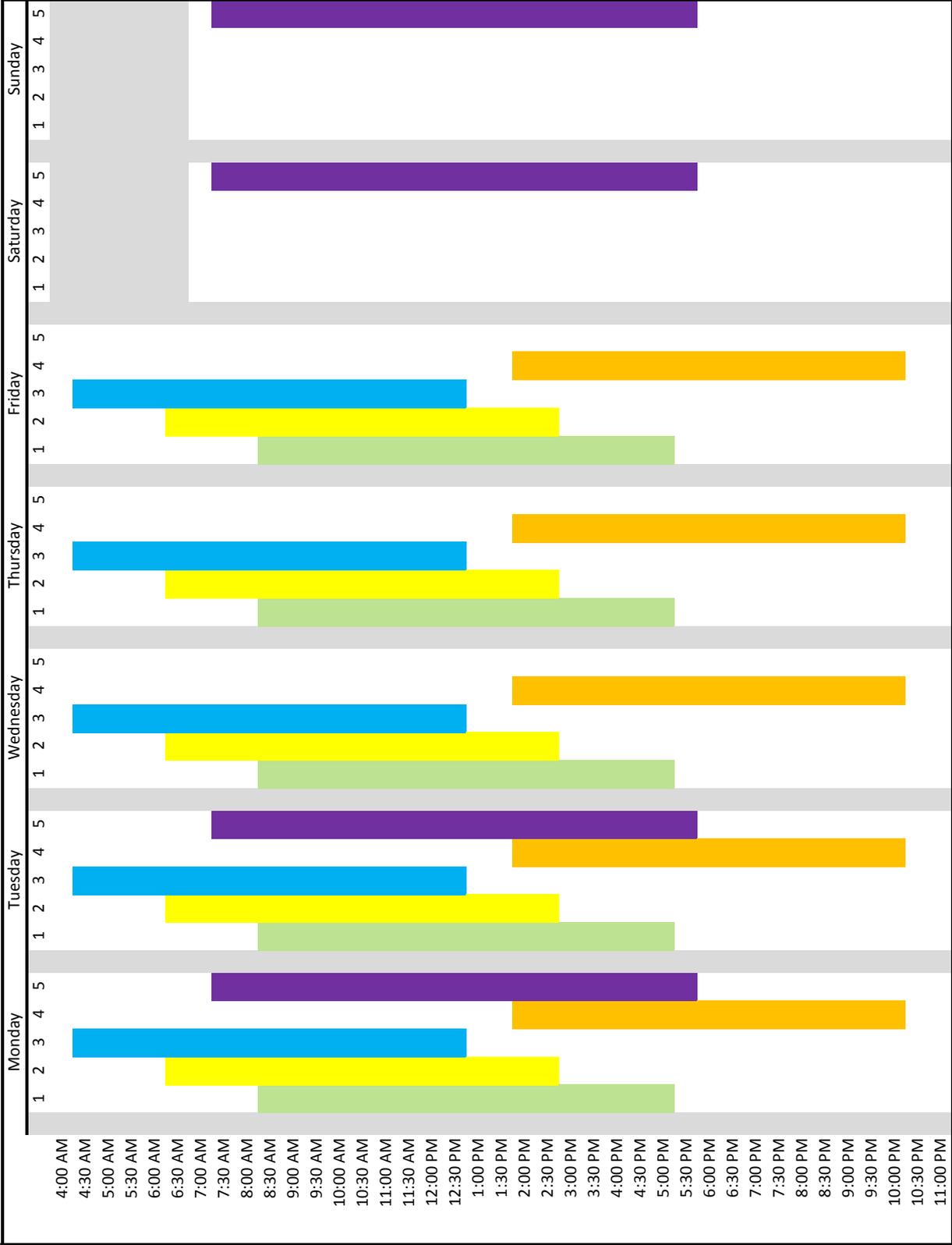


Alex Clifford, CEO/General Manager



- THIS PAGE INTENTIONALLY LEFT BLANK -

Parts and Inventory Work Coverage Schedule



- 1 Clerk - Existing
- 2 Clerk - Existing
- 3 Clerk - Existing
- 4 Clerk - New
- 5 Clerk - New - 4 Ten Hour Shifts

- THIS PAGE INTENTIONALLY LEFT BLANK -



DATE: August 27, 2021
TO: Board of Directors
FROM: John Urgo, Planning & Development Manager
SUBJECT: ACCEPT AND FILE THE METRO SYSTEM RIDERSHIP REPORTS FOR THE FOURTH QUARTER OF FY21

I. RECOMMENDED ACTION

That the Board of Directors accept and file the METRO system ridership report for the Fourth quarter of FY21

II. SUMMARY

- FY21 Q4 total ridership increased 138.5% (+176,426) compared to FY20 Q4. However, FY21 Q4 ridership is -78.6% (-1,116,688) compared to FY19 Q4.
- Non-student ridership increased 113.5% (+136,939) and is -51.9% (-278,400) compared to FY19 Q4.
- Highway 17 (Hwy 17) ridership increased 281.4% (+12,843) and is -76.3% (-56,140) compared to FY19 Q4.
- UCSC ridership increased 639.9% (+38,437) and is -94.5% (-767,588) compared to FY19 Q4.
- Cabrillo College ridership increased 141.7% (+1,050) and is -97.5% (-70,700) compared to FY19 Q4.

III. DISCUSSION/BACKGROUND

This report contains ridership summaries and ridership by route for Santa Cruz Metropolitan Transit District (METRO) fixed route bus service for the Fourth quarter (Q4) of FY21, April 1 – June 30, 2021. Quarterly ridership reports keep the Board of Directors (Board) apprised of METRO's ridership statistics and ridership trends:

- Attachment A shows system-wide and college student ridership statistics for Q4 of FY21 and makes year-over-year comparisons with ridership statistics.
- Attachment B shows the average ridership and pass/fare usage per route and system-wide.
- Attachment C shows the weekly ridership comparison for Q4 of FY21 and FY20.

FY21 Q4 total fixed-route ridership increased 138.5% compared to FY20 Q4. However, FY21 Q4 ridership is -78.6% compared to FY19 Q4.

Reason(s) include:

- End of Shelter-in Place directives and the State Tier System, loosening of carrying capacity restrictions, temporary fare reduction, and increased revenue service.
- METRO increased vehicle revenue hours operated by an average of 35.8% in the Fourth quarter of FY21, compared to Q4 of FY20. [April: +24.0%, May: +41.0%, June: +42.5%]
- Local ridership increased 133.2% [94.3% of total fixed route ridership] but is -78.7% compared to FY19.
 - Non-Student ridership on METRO's local system increased 113.5% [89.9% of local ridership] and is -51.9% compared to FY19.
 - Student pass usage increased 585.2% [16.1% of local ridership] and is -94.8% compared to FY19.
 - Total UCSC ridership increased 639.9% but is -94.5% compared to FY19.
 - UCSC increased the number of on-campus students in early spring of FY21. There were approximately 2,300 residential students and staff on campus by the end of Q4.
 - Total Cabrillo ridership increased 141.7% but is -94.5% compared to FY19.
 - Cabrillo student enrollment was down roughly 25% in FY21 compared to the previous spring semester. With most classes still taking place remotely and enrollment depressed, Cabrillo ridership in Q4 of FY21 did not increase at the same rate as UCSC ridership.
- Hwy 17 ridership increased 281.4% [5.7% of total fixed route ridership] and is -76.3% compared to FY19.
 - Shelter-in-Place directives were removed and the State Tier System ended in June. With the permission of Santa Clara County, carrying capacity restrictions were loosened in May.
 - As a result of lessened COVID-19 restrictions, more commute and discretionary trips were taken on the Hwy 17. Most college students were still taking classes primarily online, but it is expected that they will return to primarily in-person classes in the fall of 2021. However, there may be long-term negative impacts on Hwy 17 ridership due to continued use of telecommuting.
- Quarterly discounted ridership increased 522.8% [Passes +24.9% and Cash +895.2%] but is -63.1% compared to FY19 [Passes -95.1% and Cash -5.3%].
 - The temporary reduced fare program allowed all discounted riders to board for free on all routes. This program likely encouraged more transit

usage from this segment of ridership. This free discounted ridership was tracked by Operators under the reduced fare key, tracked as Discounted Cash Usage rather than Pass Usage.

- Regular pass and cash fares ridership increased 77.7% [Passes +67.8% and Cash +999.4%] but is -47.9% compared to FY19 [Passes -55.0% and Cash -41.0%].
- The temporary reduced fare program allowed all regular non-student riders to board at a 50% discount on all routes. The reduction in transit fare may have attracted former riders to return or encouraged more frequent transit usage from current riders.

Attachment C contains a weekly ridership comparison with Q4 of FY21 to Q4 of FY20. At the start of FY21 Q4, Santa Cruz County (the County) was in Level Orange of the Tiered Recovery Stages. By the end of Q4, the State Tier System was removed and the capacity restrictions on local and Hwy 17 buses were removed entirely and reduced, respectively.

- The County moved into the Yellow Tier in May of Q4, which loosened restrictions on local businesses. The State Tier System ended on June 15, 2021.
- Temporary reduced fares for METRO's riders were still in place in Q4 of 2021 to assist METRO's current riders during this difficult time and to attract more discretionary ridership.
- METRO operated 35.8% additional revenue service hours in Q4 [Local Service +31.8%; Hwy 17 Service +102.7%]
 - Local average weekday and weekend ridership increased 142.4% and 106.1%, respectively, from Q4 of 2020.
 - Hwy 17 average weekday and weekend ridership increased 253.3% and 365.4%, respectively, from Q4 of 2020.

Attachment B shows average ridership per trip for all weekday and weekend routes in Q4 of FY21.

- Total ridership per trip increased 30.5% [Weekday +31.2% & Weekend +28.5%] but is -71.9% compared to FY19 [Weekday -73.1% & Weekend -68.2%].
- System-wide, there were 8.6 riders on the average weekday trip and an average of 8.9 riders on a weekend trip.
 - Capacity restrictions were eased throughout Q4 of 2021. At the start of Q4 capacity restrictions on local 35' and 40' buses and Hwy 17 buses were 10-15 riders and 8 riders, respectively. In May, the capacity restrictions increased to 17-25 riders and 18 riders. In June, the capacity restrictions

were removed entirely from local routes and the capacity restriction on the Hwy 17 remained at 18 riders.

- The weekday route with the highest ridership average is the Route 69A [Weekday-14.7]
 - This route is an intercity route that operates round-trip service from Santa Cruz to Watsonville, serving Capitola Road. This route serves Neilson Hospital in Watsonville.
- The weekend route with the highest ridership average is the Route 69W [Weekend-13.6]
 - This route is an intercity route that operates round-trip service from Santa Cruz to Watsonville, serving Capitola Road and Cabrillo College.
- The weekday route with the lowest ridership average is the Route 41 [Weekday-1.2]
 - Route 41 serves Bonny Doon
 - Hybrid in-person classes resumed for Santa Cruz public schools on April 6th. Starting April 6th, we operated 2 morning trips per day to help Bonny Doon students get to Santa Cruz. Ridership on this route remained low in Q4 of FY21, however, as students were limited to in-person classes two days out of the week. The average trip ridership on this route is expected to increase when in-person classes resume full time for Santa Cruz and UCSC students in the fall.
- The weekend route with the lowest ridership average is the Route 79 [Weekend-2.6]
 - Route 79 serves local Watsonville along Pajaro/East Lake.
 - The service on this route was reduced by 50% in the Winter Bid to limit under-utilized service, while still maintaining some coverage in the Pajaro/East Lake area. Increased service to Watsonville in the fall, by way of the Watsonville Circulator, will allow for existing local Watsonville routes to be restructured to operate more efficiently.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns with METRO's Service Quality and Delivery strategic priority.

V. FINANCIAL CONSIDERATIONS/IMPACT

Revenue derived from passenger fares and passes is reflected in the FY21 operating budget. The COVID-19 pandemic fallout will adversely affect actual passenger fares in the remainder of FY21. To encourage ridership growth METRO implemented a temporary reduced fares program in the final week of Q4

FY21. Farebox revenue this quarter increased 334.2% compared to Q4 in FY20, as METRO employed a temporary free fare policy throughout the majority of Q4 FY20 to reduce passenger and operator contact. The magnitude of this negative impact will be realized in the coming months.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

There are no alternatives to consider.

VIII. ATTACHMENTS

Attachment A: Quarterly System Ridership Summary for FY21 Q4 April 1, 2021-June 30, 2021

Attachment B: Quarterly Average Ridership by Route Report for FY21 Q4 April 1, 2021-June 30, 2021

Attachment C: Quarterly Ridership by Week for FY21 Q4 April 1, 2021-June 30, 2021

Prepared by: Cayla Hill, Planning Analyst

IX. APPROVALS

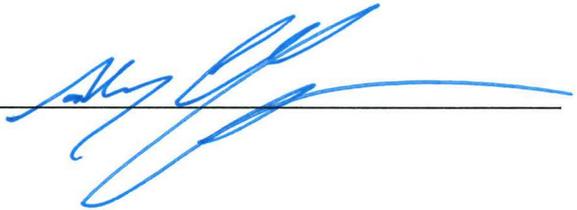
John Urgo
Planning and Development Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Alex Clifford, CEO/General Manager



Quarterly System Ridership Summary

Calendar Operating Days		Discounted Pass Usage (Senior/Disabled)			Regular Pass Usage					
	This Year	Last Year	FY21 Q4	FY20 Q4	Difference	% Change	FY21 Q4	FY20 Q4	Difference	% Change
Weekdays	65	65	5,169	4,139	1,030	24.9%	77,579	97,262	(19,683)	-20.2%
Weekends	26	26					6,889	3,664	3,225	88.0%
UCSC School Days *	0	0					84,468	100,926	(16,458)	67.8%

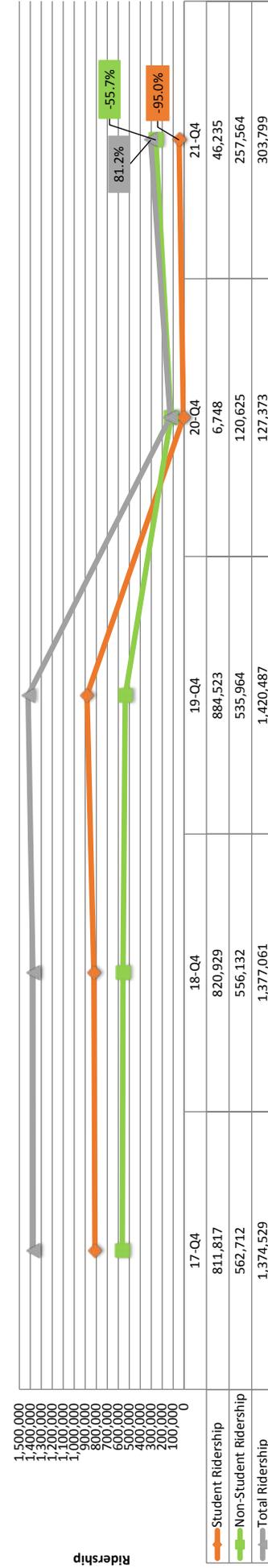
* No in-person classes, with limited exceptions

Cabrillo School Days **		Discounted Cash Usage (Senior/Disabled)			Regular Cash Usage					
	This Year	Last Year	FY21 Q4	FY20 Q4	Difference	% Change	FY21 Q4	FY20 Q4	Difference	% Change
Cabrillo School Days **	0	0	52,875	5,405	47,470	878.3%	104,039	9,486	94,553	996.8%
			2,191	128	2,063	1611.7%	9,085	804	8,281	1030.0%
			55,066	5,533	49,533	895.2%	113,124	10,290	102,834	999.4%

** No in-person classes, with limited exceptions

System Totals			Quarterly Totals (Q4)					
	FY21 Q4	FY20 Q4	Difference	% Change	FY21 Q4	FY20 Q4	Difference	% Change
Local Fixed Route	286,392	122,809	163,583	133.2%	44,444	6,007	38,437	639.9%
Highway 17 Express	17,407	4,564	12,843	281.4%	1,791	741	1,050	141.7%
System Total	303,799	127,373	176,426	138.5%	46,235	6,748	39,487	585.2%

Fourth Quarter Ridership - System Totals



- THIS PAGE INTENTIONALLY LEFT BLANK -

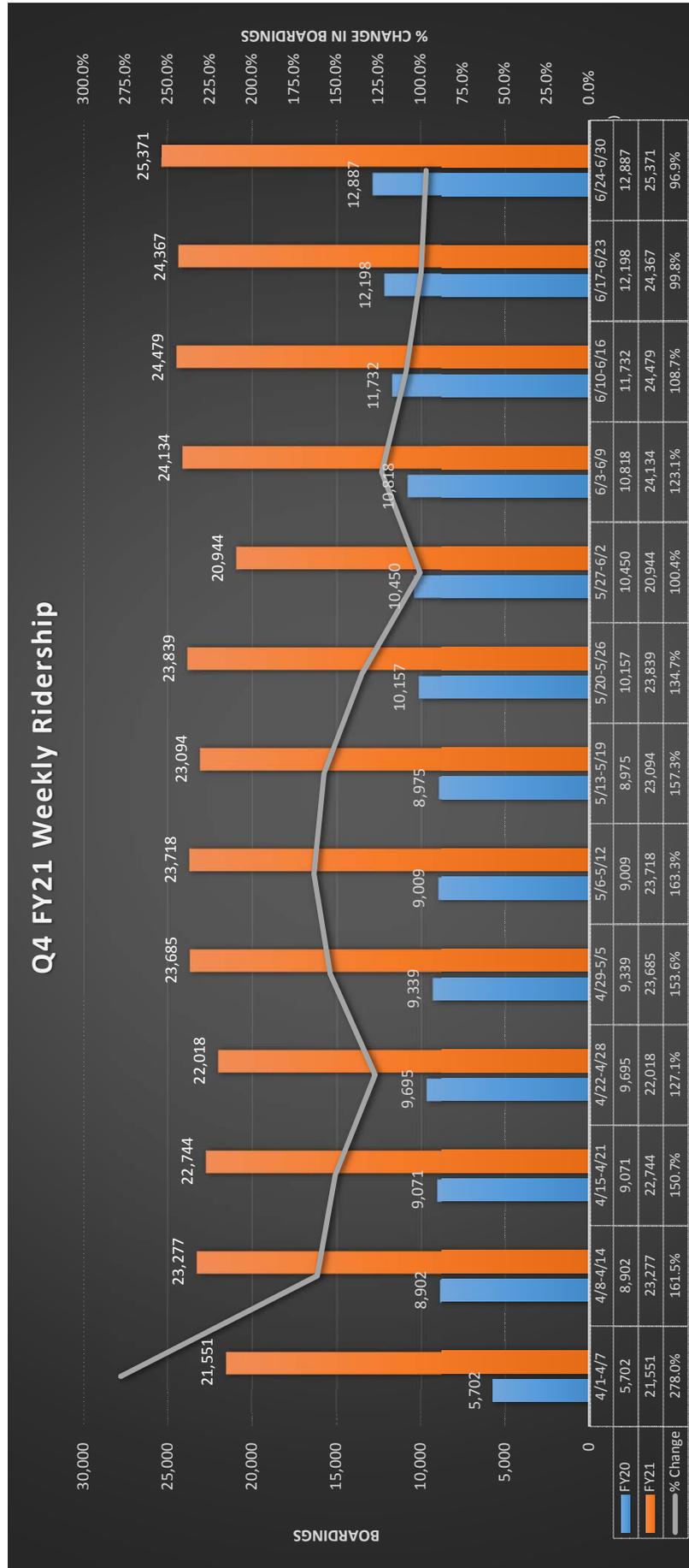
Quarterly Average Ridership by Route Report

Route	Corridor	Average Weekday Ridership per Trip					Average Weekend Ridership per Trip				
		Total Riders	UCSC Riders %	Cabrillo Riders %	Discount Fares and Passes %	Regular Fares & Passes %	Total Riders	UCSC Riders %	Cabrillo Riders %	Discount Fares and Passes %	Regular Fares and Passes %
UCSC											
10	UCSC via High St.	8.7	85.7%	0.3%	3.6%	10.5%	9.8	87.4%	0.6%	2.9%	9.1%
15	UCSC via Laurel West	-	-	-	-	-	-	-	-	-	-
16	UCSC via Laurel East	10.4	80.4%	0.5%	5.5%	13.7%	9.2	89.4%	0.2%	4.0%	6.5%
18	UCSC via Main Gate-Mission	7.0	69.7%	0.3%	4.7%	25.3%	6.4	46.2%	0.1%	5.3%	17.9%
19	UCSC via Lower Bay	9.9	71.8%	0.3%	7.1%	20.8%	9.1	67.5%	0.4%	10.9%	21.3%
20	UCSC via West Side	10.1	63.9%	0.2%	8.0%	27.9%	10.5	72.9%	0.3%	9.1%	17.7%
20D	UCSC via West Side Supp.	-	-	-	-	-	-	-	-	-	-
22	UCSC/Coastal Science Campus	-	-	-	-	-	-	-	-	-	-
Intercity											
35/35A	Santa Cruz/Scotts Valley/SLV	7.3	2.1%	0.5%	21.6%	75.8%	9.9	1.9%	0.4%	24.9%	72.8%
69A	Capitola Road/Watsonville	14.7	2.5%	0.9%	21.6%	75.0%	12.9	3.6%	0.7%	27.5%	68.2%
69W	Cap. Road/Cabrillo/Watsonville	13.4	3.0%	1.0%	18.4%	77.6%	13.6	3.9%	0.9%	23.3%	71.9%
71	Santa Cruz to Watsonville	13.6	2.5%	0.9%	22.4%	74.2%	12.5	2.4%	0.8%	23.2%	73.6%
91X	Santa Cruz/Watsonville Express	5.0	4.0%	0.9%	23.2%	71.9%	-	-	-	-	-
Rural											
40	Davenport/North Coast	3.0	3.5%	0.0%	6.5%	90.0%	-	-	-	-	-
41	Bonny Doon	1.2	27.2%	0.4%	8.6%	63.8%	-	-	-	-	-
42	Davenport/Bonny Doon	5.0	14.5%	1.0%	21.1%	63.3%	4.4	5.5%	0.4%	22.0%	72.0%
Local											
3	Mission/Beach	-	-	-	-	-	-	-	-	-	-
4	Harvey West/Emeline	5.6	2.5%	0.1%	39.3%	58.1%	-	-	-	-	-
55	Rio Del Mar	5.2	3.9%	0.8%	31.0%	64.3%	4.1	0.0%	0.0%	31.1%	68.9%
66	Live Oak via 17th	6.7	6.0%	0.4%	23.7%	70.0%	6.1	0.7%	0.2%	32.6%	66.5%
68	Like Oak via Broadway/Portola	5.1	7.7%	0.2%	27.9%	64.2%	4.9	15.2%	0.9%	30.4%	53.5%
72	Watsonville Hospital/Pinto Lake	6.9	0.2%	0.6%	25.2%	74.0%	2.9	14.9%	0.5%	20.1%	64.5%
74S	PVHS/Watsonville Hospital	3.5	0.0%	0.7%	10.7%	88.6%	-	-	-	-	-
75	Green Valley Road	4.0	0.6%	0.3%	24.0%	75.1%	4.0	0.5%	0.2%	43.0%	56.3%
79	Pajaro/East Lake	3.6	0.2%	0.1%	23.5%	76.2%	2.6	0.5%	1.0%	21.4%	77.1%
Highway 17											
Hwy 17	Hwy 17 Express	6.6	-	-	13.8%	86.2%	6.2	-	-	10.7%	89.3%
Avg. Ridership per Trip		8.6	14.2%	0.6%	19.4%	65.8%	8.9	16.6%	0.5%	21.5%	61.4%

* In-person Classes Suspended, due to COVID-19

0 * Calendar School Days of SJSU
 0 * Calendar School Days of Cabrillo
 0 * Calendar School Days of UCSC

- THIS PAGE INTENTIONALLY LEFT BLANK -



- THIS PAGE INTENTIONALLY LEFT BLANK -

VERBAL PRESENTATION

CEO ORAL REPORT / COVID-19 UPDATE

Alex Clifford

- THIS PAGE INTENTIONALLY LEFT BLANK -

NEWS CLIPS

June 25, 2021 – August 27, 2021

**SANTA CRUZ
COUNTY
ARTICLES**

Santa Cruz Sentinel

Family Emergency Triggers Leave Of Absence For Watsonville City Council Member Aurelio Gonzalez

By Hannah Hagemann | Santa Cruz Sentinel

August 9, 2021

WATSONVILLE — Watsonville's District 2 City Council member Aurelio Gonzalez has taken an indefinite leave of absence because of a family emergency.

"I didn't expect it, it's something that blindsided us," Gonzalez said. "I can't deal with everything that's going on in the community and with my family at the same time."

Gonzalez declined to give more details on the matter when reached by phone.

"My family is my priority," Gonzalez said. "I do have things I wanted to get accomplished as a city councilman and I hope those things come to fruition before my term finishing."

Those city council priorities remain reinvigorating Watsonville's downtown, focusing on the arts, making youth employment opportunities more ample and constructing the rail trail along the Highway 1 corridor.

Come fall it's possible Gonzalez could still attend a few meetings a month.

"There's a lot of projects, and I'm going to try my best to stay involved," Gonzalez said. "I have to see how it all plays out ... I may come back in September, I may not."

Watsonville's city council is on summer recess until Aug. 24.

"I completely understand family must come first and he feels that this is serious enough to step away," Mayor Jimmy Dutra said. "Myself and the council and the city support him and his decision."

Dutra said the absence will have an impact on decisions that are close. In the case of a vote with a 3-3 tie, initiatives could die without a fourth vote.

Gonzalez sits on several commissions including the Santa Cruz Metropolitan Transit District Board of Directors, the Arts Council of Santa Cruz County and Pajaro Valley Arts Council, as well as the Santa Cruz County Regional Transportation Commission.

Currently Santa Cruz City Council member Sandy Brown is serving as Gonzalez's alternate on the regional transportation commission.

It wasn't immediately clear who would fill in the Metro and arts council posts, or if alternates are to be assigned.

Gonzalez said the decision to step away "is hard." The issues the community is currently up against are heavy on his mind.

"We have to stay working together as a community and finish getting through this pandemic," Gonzalez said. "There's a lot of issues still...the eviction moratorium, people falling behind on their utilities...as a city we're trying to step up and help as many folks as we can, we have a lot ahead of us still."

Patch

Santa Cruz Would Get \$2M Under Infrastructure Bill

California would be a big winner under the federal infrastructure bill passed by the House Thursday, with nearly \$1 billion in projects.

Courtney Teague, Patch Staff

Jul 26, 2021



California stands to get more than \$900 million for transit and water infrastructure projects under the bill passed by the House. (Shutterstock)

SANTA CRUZ, CA — The House of Representatives approved a \$715 billion infrastructure plan, and if the Senate passes it, it will mean \$2.3 million for Santa Cruz to invest in replacements of Santa Cruz METRO buses and ParaCruz paratransit vans.

U.S. Rep. Jimmy Panetta (D-CA) requested \$1.8 million for Santa Cruz METRO and U.S. Rep. Anna Eshoo (D-CA) requested \$500,000 for ParaCruz.

Eshoo has requested another \$3.5 million for the Scotts Creek Coastal Resiliency Project.

If President Joe Biden signs the bill into law, it would be the nation's largest infrastructure investment in about 75 years: a 50 percent increase over the last infrastructure budget, according to The New York Times.

California would be a big winner under the proposed law. The bill includes more than \$900 million for projects throughout the Golden State. They include bridges, bike lanes and express lanes, railway expansions, electric vehicle charging stations, zero emission transit fleets, tunnels, transportation hubs, wastewater and drinking water projects and other infrastructure to prepare for rising sea levels.

The surface transportation and water spending bill prioritizes a Democratic wish list of projects for combating climate change. Democratic legislators argued that the funding is needed to contend with the effects of climate change and reduce the nation's carbon footprint.

The unprecedented heat wave gripping the Pacific Northwest, killing dozens, added a sense of urgency among Democrats, who pushed the bill forward this week over Republican objections in the House.

"We have to rebuild in ways that we never even thought about before," Rep. Peter DeFazio (D-Oregon), chairman of the House Transportation and Infrastructure Committee, told The New York Times. "This is the moment. We have to be bold."



Willy Elliott-McCrea helps load a Santa Cruz METRO bus with food in 2006 during the annual Fill the Bus food drive. — Tarmo Hannula/The Pajaronian file

Second Harvest Food Bank CEO to retire

By: Todd Guild

July 22, 2021

WATSONVILLE—Willy Elliott-McCrea, who has led Second Harvest Food Bank for more than three decades, will retire in July 2022, the food bank announced Thursday.

McCrea started as a driver for the center in 1978 and was promoted to director 10 years later. Under his tenure, the food bank expanded services fourfold and added a giant warehouse and massive refrigerated storage spaces.

It also expanded its services to thousands of people who need help feeding their families.

McCrea led the food bank through the aftermath of the 1989 Loma Prieta Earthquake when Second Harvest saw a sixfold increase in people seeking food. The food bank has also helped people in the aftermath of other disasters such as the CZU Lightning Complex fires.

Since the start of the pandemic, Second Harvest has seen the need in the community double.

“(The earthquake) was just one of the many natural disasters to strike our community, which also included floods, fires and a global pandemic,” food bank spokeswoman Suzanne Willis said. “Willy was able to use his knowledge and experience to help the residents of Santa Cruz County.”

Under his leadership, Willis said, Second Harvest consistently ranked in the top 2% of healthiest food banks in the U.S., with more than 60% of food distributed being fresh fruits and vegetables.

McCrea was Founding President of the California Association of Food Banks from 1995-98 and shaped the future of California Food Banks, Willis said.

After he reached out to Congressman Jimmy Panetta when government officials issued shelter-in-place orders, members of Congress and California Gov. Gavin Newsom deployed the U.S. National Guard to food banks across California to ensure continued distribution throughout the state, Willis said.

Second Harvest will now launch a nationwide search for McCrea’s replacement, she said.

Cities, Institutions Plan Countywide Bike-Share Plan

By: Johanna Miller

July 15, 2021



Jump bikes were an effective commuting tool for some—and a nuisance for others—when Santa Cruz welcomed the bike-share program in 2018. — Tarmo Hannula/The Pajaronian

SANTA CRUZ COUNTY—Anyone who lived in or visited Santa Cruz in 2018-2019 most likely noticed the red electric bicycles being ridden and parked across the city. Santa Cruz had partnered with Jump Bikes, a company providing affordable short-term bike rentals for trips within city limits.

Jump Bikes pulled out of the area after the pandemic. But local jurisdictions are once again looking to bring back a bike-share program—this time as a countywide initiative.

A coalition from the county's four cities, UC Santa Cruz and Cabrillo College have been working to find a program that would, in theory, allow people to ride from North Santa Cruz County to Watsonville.

Claire Gallogly, a transportation planner with the city of Santa Cruz, said at a June 22 Santa Cruz City Council meeting that this countywide expansion is overdue. When a Jump rider had tried to travel beyond city limits, the bike would shut down.

“We heard over and over that folks who were using the bikes didn’t necessarily stop their trip at city limits,” Gallogly said. “Setting up a countywide system would allow those trips to take place.”

Proponents say that having more transportation options will also help the environment. Senior Civil Engineer for the city of Watsonville Alex Yasbeck said that such a program could help the city’s Climate Action Plan, which aims to address issues of climate change by 2030.

Not all residents were happy with Jump over its two years in Santa Cruz. Abandoned bikes were being left on sidewalks, in bike lanes, streets and in front of people’s homes

One woman, who said she was blind, called into the June 22 meeting and said that bikes were sometimes left in the way of ADA areas, and that there was no easy way for people to report these issues.

Santa Cruz Vice Mayor Sonja Brunner recalled that one of the biggest customer concerns with Jump was their lack of customer service.

“[Jump] had a local operating team, but the number to call was unresponsive,” Brunner said. “I think that was a missing component that did damage to a lot of public perception of the program.”

Gallogly said that these issues are being addressed in the new Request for Proposal (RFP). A major focus, she said, will be on providing better parking solutions. They also plan to request that the selected vendor hire a local team who can respond to issues faster. Stricter fees for violations and incentives for using bikes properly were also discussed.

Yasbeck points out that in Watsonville, certain laws should be changed to better serve the community through a bike-share program. This includes allowing bikes to ride on sidewalks if necessary, helping seniors and slower riders stay out of dangerous traffic.

Lowering the age of riders from 18 and over to 16 should be addressed as well, he says.

“It’s my personal feeling that if we allow 16-year-olds to have driver’s licenses, why can’t they ride an e-bike?” he said.

Yasbeck presented the program to the Watsonville City Council at its meeting on June 22, on the recommendation of Public Works & Utilities Director Steve Palmisano. The response was mostly positive, but some had concerns.

Watsonville does not have that many safe bike lanes. Councilman Francisco Estrada cited this fact as a reason to be wary of bringing bike share to the city, which has continuously ranked as one of the most dangerous municipalities of its size for pedestrians and cyclists.

“There will need to be a lot more work done, infrastructure-wise, education-wise, before the bikes can be rolled out here,” he said. “I love the idea, I just don’t want any more accidents in Watsonville.”

Some expressed concern over the bikes ending up in the sloughs or being stolen. Others wondered if Watsonville should look into doing its own program, so it can offer different types of bikes or scooters.

Yasbeck says that the outpouring of concern was surprising, but he understood that bike share is new for Watsonville.

“We are a different demographic,” he said. “We don’t have the same number of tourists or attractions [as Santa Cruz]. But if we implement it, stats will show what happens. From there we can see if there are better, more long-term solutions.”

When asked about Estrada’s concern, Yasbeck said that oftentimes, a stronger infrastructure follows increased usage.

“As more people ride bikes, support increases,” he said. “If you only build more bike lanes, people will be like, ‘Why’d you take my parking away?’ If we actually increase ridership, that can help shift perceptions.”

The city councils have unanimously approved the RFP for the program, and are now in the midst of commenting. The coalition aims to release the RFP in August, then begin the selection process. After a vendor is selected, each jurisdiction will negotiate its own contract.

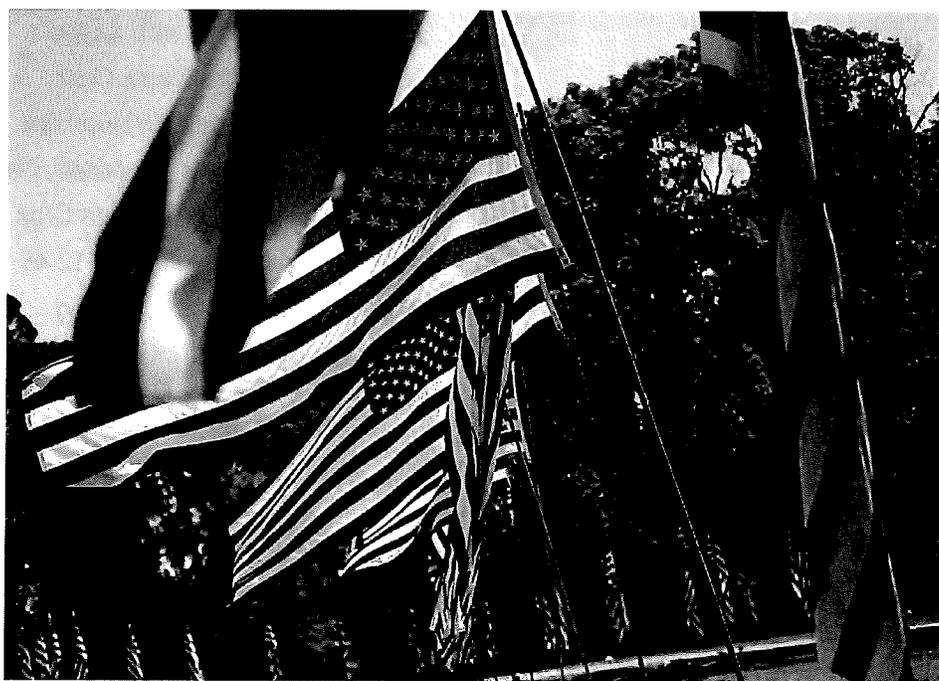
At both the Santa Cruz and Watsonville meetings, council members asked whether the program, which would be of no cost to the jurisdictions, would bring in revenue. Gallogly said they are looking into it, but they didn’t want that to outweigh the public and environmental benefit of bike share.

“I don’t want more fees to be passed on to the users,” she said. “We want to keep prices low enough to get people to think, ‘Bike share can be my first choice.’”

LOCAL NEWS

Watsonville set to host bike ride and traditional band for Fourth of July

The day will include a ride on the county's first electric bus for those who aren't able to bike



The city of Watsonville has lined up a series of events leading up to July 4 and on the holiday itself. (Shmuel Thaler — file photo, Santa Cruz Sentinel)



By **HANNAH HAGEMANN** | hhagemann@santacruzsentinel.com |

Santa Cruz Sentinel

June 28, 2021 at 4:36 p.m.

WATSONVILLE — Despite Watsonville's July 4th parade being put on hold this year, the city has put forth a fresh holiday itinerary including a bike ride tour of decorated streets which will end at the city plaza for music.

"I'm excited to see community members again, to celebrate with them," Jimmy Dutra, Watsonville mayor, said. "That's something I'm really looking forward to. It's been a rough year for so many of us, and this is really our first event at the city where we're like come on out, everybody get together, let's celebrate and be around each other again."

Before Independence Day, residents can peruse neighborhoods boasting 4th decorations denoted with red stars on this map: <https://arcg.is/qbabz>. The self guided parade tour kicks off July 1 and runs through July 4.



A house, pictured, is one of those featured in the Spirit of Watsonville Neighborhood Parade. Residents, on their own time, can go tour various streets with festive decorations. (Contributed photo — Jimmy Dutra)

On Independence Day, Dutra will kick off the festivities with a bike ride along with Bike Santa Cruz County, the Friends of Watsonville Parks and Community Services, the City of Watsonville and Santa Cruz Metro. The ride will set off at 12:45 between the 2nd Street Parking Garage and the post office.

Those community members who may not be able to bike have the option to jump aboard Santa Cruz County's first electric bus, which is set to offer services in Watsonville this coming fall.

Residents are welcome to come early and meet at noon on July 4, to decorate their bikes and the e-bus. Prizes will be given to adults and youth with the most festive getup.

Those in the caravan will ride, or drive past patriotic homes and businesses and finish their route at the city plaza to catch the The Watsonville Band. There, cupcakes will be offered.

The marching band, who's been playing for 75 years in the community's fourth parade will be carrying out a short march from Watsonville High School to the City Plaza.

The Fourth of July events are a kick off to more in-person celebrations to come this summer. That includes the Watsonville Wine Beer and Art Walk, Watsonville Strawberry Festival and Fire in the Sky, according to Dutra.

For more information visit www.watsonvilerec.com

Tags: **Newsletter**

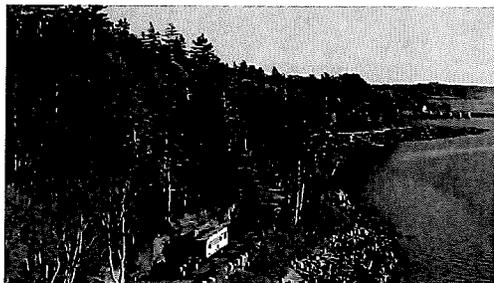


Hannah Hagemann

Hannah Hagemann covers environment, water, wildfire impacts and all things south county for the Santa Cruz Sentinel. Hagemann has a master's in science journalism from UC Santa Cruz and recently earned her Type II Wildland Firefighting certification. She lives with her fiancé and cat in Felton.

hhagemann@santacruzsentinel.com

Follow Hannah Hagemann @hannah_hagemann



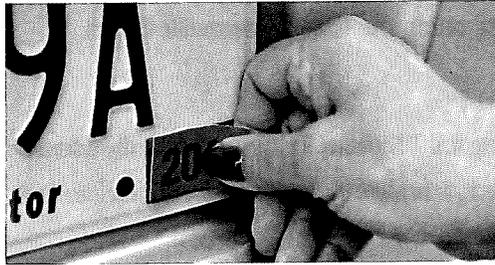
SPONSORED CONTENT

There's an RV for Everyone

By Go RVing



No matter who you're traveling with, it's bound to be a real vacation.



SPONSORED CONTENT

California Launches New Policy For Cars Used Less Than 49 Miles/Day [🔗](#)

By Comparisons.org

Seniors Are Ditching Their Auto Insurance and Doing This Instead

The Pajaronian

CITY ANNOUNCES 4TH CELEBRATIONS

6/25/21

We're a little more than a week away from the Fourth of July, and the city of Watsonville has big plans for the holiday.

In the first in-person event since the pandemic began, the city will celebrate the Fourth of July with the Spirit of Watsonville Neighborhood Parade, a Mayor's Bike Ride and a Red, White and Blue Concert.

In the Spirit of Watsonville Neighborhood Parade, residents and businesses between July 1-4 will decorate their homes for the Fourth of July. To see the participating places, visit arcg.is/qbabz.

On Independence Day, Mayor Jimmy Dutra, Bike Santa Cruz County, the Friends of Watsonville Parks and Community Services and Santa Cruz METRO will host a bike ride. The journey starts in the alleyway between the 2nd Street Parking Garage and the Post Office at 12:45pm.

One of the Metro's new electric buses will lead the way.

Don't want to ride a bike? Hop on the bus and join in on the fun. People are asked to show up at noon, if they'd like to help decorate the bus and their bike. The city will have prizes for the most spirited adults and young people.

Finally, at 2pm on Independence Day, the Watsonville Band will hold the Red, White and Blue Concert at the City Plaza. The band will march from Watsonville High School before their concert.

Want more information? Visit cityofwatsonville.org.

Santa Cruz Sentinel

Congress To Consider Funding SC Projects

Eshoo, Panetta lobby for inclusion of local infrastructure in INVEST Act

By Melissa Hartman

June 24, 2021



COURTESY OF METRO If the “INVEST in America” Act passes, a seven of Santa Cruz METRO’s ParaCruz vans, used to transport individuals who cannot otherwise use public transportation door-to-door, will be replaced. Many of them are long past their life spans, representatives said Wednesday.

SANTA CRUZ >> Local infrastructure projects are eligible for federal funding if members of the House of Representatives follow the lead of their colleagues on the Committee on Transportation and Infrastructure.

H.R. 3684, also known as Investing in a New Vision for the Environment and Surface Transportation in America or the “INVEST in America” Act, supports highway, transit and safety programs. Additionally, it works to reduce the climate change impacts created by the surface transportation system and emphasizes fixing existing roads and bridges.

The bill was introduced June 4 and referred to author Peter DeFazio and his committee, the House Committee on Transportation and Infrastructure. The committee voted 38-26 to amend the bill and bring it back June 10. On Tuesday, the committee officially amended the bill and placed it on the House Union Calendar, one of the House's four calendars that encompass legislation around raising, authorizing or spending money.

If the bill passes and moves onto the Senate, real hope will crop up that four projects in Santa Cruz County will be partially or totally funded by aid from the INVEST in America Act. Altogether, the projects could rake in \$7.3 million in financing.

From Rep. Anna Eshoo's district, the Boulder Creek Complete Streets Improvements Project, the Santa Cruz Paratransit Vans Replacement Project and the Scotts Creek Coastal Resiliency Project were selected out of thousands of entries submitted nationwide by the Committee on Transportation and Infrastructure. From Rep. Jimmy Panetta's district, the Santa Cruz METRO Bus Replacements Project was selected.

Eshoo issued a press release about her hand-picked projects sent to the committee, including six efforts outside Santa Cruz County, celebrating the chance to relieve traffic congestion, improve safety and make public transit more accessible.

"Investing in America's infrastructure not only means large scale, nationwide projects like broadband and highways, it also means the local projects like road repairs and safety improvements that will bring tangible benefits to our communities. I look forward to the full House passing this important legislation in the coming weeks." Eshoo said.

The projects in Santa Cruz County represent four of 1,473 projects listed in the version of the bill revised by the committee this week. If all projects are funded, \$5.6 billion will be allocated to improving surface transportation over the next five years.

Spending the money Santa Cruz County Regional Transportation Commission, which sponsors the Boulder Creek and Scotts Creek projects, provided more detail on what the INVEST in America Act funding would go toward if solidified.

"The Scotts Creek Coastal Resiliency Project would replace the Highway 1 bridge over the Scotts Creek Watershed and would restore the ecosystem to maximize the climate change resilience of the bridge and ecological function of the Scotts Creek marsh and lagoon ecosystem." Shannon Munz, communications director for RTC, said in an email. "(The money) will be used to develop the environmental clearance and a detailed design for this project, and would leverage additional funds from transportation and other state agencies to complete the project."

The funds would be used in the Boulder Creek project to provide resources for the design and construction of improvements such as updated sidewalks and curb extensions on Highway 9 between Mountain Street and Bear Creek Road.

Santa Cruz METRO gave Panetta a tour of its administrative building and insight into why three diesel buses and seven paratransit vans need to be replaced in March, employees said Wednesday. Panetta said he was encouraged as he listened to how the money could strengthen service; for example, Chief Operations Officer Margo Ross added, new compressed natural gas buses and 10-passenger vans with lifts would guarantee that drivers would be there on time, operating a quiet, clean and safe vehicle for all.

“We showed them the importance of this funding to stay in a state of good repair,” Grants and Legislative Analyst Wondimu Mengistu said.

Beyond the fact that most of the agency’s buses are nearing or passing 20 years old, the vehicle replacements will help METRO fulfill a personal goal.

“These CNG vehicles, powered by recycled methane from landfills, will provide a clean fuel bridge as METRO transitions to 100% zero-emission vehicles by 2040,” offered Danielle Glagola, communications director for the agency.

The proposal sent to Eshoo on the ParaCruz vans talked about equity in transportation, Mengistu said.

“The program is made for seniors and the disabled, almost all of our grant application addressed that factor,” he said of the door-to-door service offered in house since 2004.

Other Transit Related Articles

PA: Driver Shortage Continues To Plague Go Westmoreland Shared-Ride Service

Westmoreland County Transit Authority Executive Director Alan Blahovec said recent efforts to beef up and maintain the authority's roster of drivers who operate small passenger buses as part of the system's door-to-door transportation program has lagged.

By Rich Cholodofsky

August 23, 2021

Source Tribune-Review, Greensburg, Pa. (MCT)

Aug. 21—Additional service cuts on the Go Westmoreland shared-ride system could be considered in response to an ongoing driver shortage, transit officials said.

Westmoreland County Transit Authority Executive Director Alan Blahovec said recent efforts to beef up and maintain the authority's roster of drivers who operate small passenger buses as part of the system's door-to-door transportation program for low-income, elderly and disabled riders has lagged.

"Really, from here it just gets worse and there's a potential to cut all Saturday service," Blahovec said.

This summer, the authority implemented a series of cutbacks that scaled back hours of operation for the shared-ride program and limited out-of-county travel to just three days a week. The service, which pre-pandemic scheduled as many as 800 rides a day, now schedules no more than 560 daily trips because of the driver shortage.

The authority has 33 full-time and seven part-time drivers on staff for the shared-ride system, a decrease from a month ago. Blahovec said the agency needs to hire 15 drivers to ensure services can remain at current levels.

"We've hired people, but they're just not staying," Blahovec said.

In recent months, the authority has held hiring events, increased pay for Go Westmoreland drivers and offered sign-on bonuses for new employees. Authority board members this week approved a plan to award \$500 bonuses to agency staff who refer new employees to the agency.

Staffing levels are sufficient for the authority's fixed-route bus service, which operates daily and Saturday service throughout most of Westmoreland County and commuter routes to Pittsburgh, officials said.

Ridership on the bus system leveled off over the last several months after more than a year of drastic declines related to the coronavirus pandemic.

Blahovec said the authority later this year expects to revisit service changes first proposed in 2019 for the bus system that include the potential to revise routes and add new service.

NBC NEWS

FDA Grants Full Approval To Pfizer's Covid Vaccine

Experts praised the decision, saying approval could help ease some vaccine hesitancy and pave the way for more vaccination mandates.

By Sara G. Miller and Erika Edwards

Aug. 23, 2021

The Food and Drug Administration granted full approval to Pfizer-BioNTech's two-dose vaccine Monday for people ages 16 and up, making it the first Covid-19 vaccine to pass this final regulatory hurdle.

"The FDA's approval of this vaccine is a milestone as we continue to battle the Covid-19 pandemic," acting FDA Commissioner Dr. Janet Woodcock said in a statement. "While millions of people have already safely received Covid-19 vaccines, we recognize that for some, the FDA approval of a vaccine may now instill additional confidence to get vaccinated. Today's milestone puts us one step closer to altering the course of this pandemic in the U.S."

Full coverage of the Covid-19 pandemic

Full approval may help persuade some vaccine-hesitant people to get vaccinated. A Kaiser Family Foundation survey from June found that 3 in 10 unvaccinated adults would be more likely to get the shots if a vaccine were fully approved.

"I am hopeful this approval will help increase confidence in our vaccine," Pfizer CEO Albert Bourla said in a statement. "Vaccination remains the best tool we have to help protect lives."

The FDA's decision may also pave the way for more vaccination mandates: Many businesses were waiting for full approval before they required employees to be vaccinated.

"Full approval could not come at a more important time, as the highly contagious delta variant continues to drive up caseloads and deaths across the U.S.," Dr. Richard Besser said in a statement. Besser is the Robert Wood Johnson Foundation president and CEO and a former acting director of the Centers for Disease Control and Prevention. "I am hopeful that full approval will address any remaining concerns and will move many people to a 'yes' on vaccination."

Still, Besser said the lack of vaccines in middle- and low-income countries "represents a global failure," adding that "ensuring an adequate supply of vaccines in every country and community must be a health, economic, and moral imperative for the world."

Last week, federal health officials announced that, starting Sept. 20, people who received the Pfizer vaccine will be eligible for third doses eight months after their second doses. The FDA has

not yet signed off on a third dose for the general population. However, people with compromised immune systems are able to get the extra shot.

While Monday's approval does not cover young people ages 12 through 15, that group can still get the Pfizer vaccine through emergency use authorization.

No Covid vaccines have been authorized or approved for use in children under 12. Those are expected later this fall or winter.

Pfizer's vaccine is one of three in use in the U.S. Moderna has also applied for full approval, also known as a Biologics Licensing Application. Johnson & Johnson has not yet applied for full approval and remains in use under emergency authorization.

Pfizer's product was the first Covid vaccine to gain emergency use authorization, in December. As of Monday, more than 204 million doses of the Pfizer vaccine have been given in the U.S., according to the CDC.



OR: Transit District Could Cut Bus Routes Over Driver Shortage

Executive Director Jeff Hazen said the transit district weighed the proposed cuts with consideration of how they would impact low-income residents who rely on public transportation.

By Ethan Myers

Aug 20, 2021

Source The Daily Astorian, Ore. (TNS)

Aug. 18—Citing a severe shortage of bus drivers, the Sunset Empire Transportation District is considering cuts to several routes across Clatsop County.

Jeff Hazen, the transit district's executive director, said he will make recommendations on which routes to cut at a board meeting on Aug. 26.

Most of the cuts would apply to weekend routes, including route 13 through Astoria, route 16 through Warrenton, route 21 through Cannon Beach and the Seaside Streetcar.

Route 17 through Cannon Beach that operates on weekdays would also be cut. Additionally, route 15 through Warrenton, another weekday service, would only operate in the mornings from 5:50 to 9:03 a.m. and in the evenings from 5:30 to 8:43 p.m.

Route 101, which runs from Astoria to Cannon Beach, would be cut from four buses a day to two.

Hazen said the decision did not come easily.

"It is heart-wrenching," he said. "I never, ever thought that when I got on board with the system that I would have to make cuts."

Although difficult, Hazen said the transit district weighed the proposed cuts with consideration of how they would impact low-income residents who rely on public transportation.

"One thing we have to do in public transportation, when we are looking at either expansion or cuts in service — equity is very crucial," he said. "We are required to look at things through an equity lens. That is a lot of how it was done."

Hazen noted that the transit district is not alone in dealing with a bus driver shortage, as it has touched all transportation sectors, particularly jobs that require a commercial driver's license.

Hazen said they are more than willing to hire someone without a commercial driver's license and pay them to get trained, but they have stopped receiving applications altogether.

As for why a driver shortage is hitting the industry, Hazen is unsure.

"I have no idea," he said. "I have never seen anything like this in my entire adult life or in my career. It is very, very unusual."

The transit district had expanded services shortly before the coronavirus pandemic took hold.

"It was dynamite for us, then it all collapsed with the pandemic," Hazen said.

But Hazen said they were still able to make due with the funding they had and hired over a dozen new people for disinfecting jobs.

"I don't know of any other transit agency that went to the extent that we did," he said.

As the pandemic extended, it became harder and harder to find drivers.

"It really reared its ugly head back when the pandemic started, but we were managing just fine," Hazen said. "We are always hiring drivers because we do have turnover. Really, this past six months, it really started (getting) worse and worse and then within the last couple of months, it has really gotten bad.

"It got to the point where we were having severe shortages to where we do not have enough backup drivers when drivers call in sick. We have six people out on illness and we just don't have the backup drivers at this point."

If the board follows through with the cuts, Hazen could not say when the routes might be restored.

"We are going to have to wait and see," he said. "I don't have a crystal ball that tells me when people are going to start applying again.

"We will look at other avenues to see what other possibilities there are, but it is really tough right now because there is so much competition for people with CDLs."

City Of Toronto Announces Mandatory COVID-19 Vaccination For Its Employees

The city announced that all members of the Toronto Public Service will be required to disclose and provide proof of vaccination status by Sept 13.

Mass Transit Staff Report

Aug 20th, 2021



All city employees must be fully vaccinated against COVID-19.

Toronto Mayor John Tory announced that all city of Toronto employees will be required to be fully vaccinated against COVID-19.

With the health and safety of residents, staff and the community key priorities for the city, this new policy demonstrates a commitment to taking every precaution to protect staff and visitors in city workplaces from COVID-19. The full policy is being finalized now and will be made public in the coming days.

The city announced that all members of the Toronto Public Service will be required to disclose and provide proof of vaccination status by Sept. 13. Staff who have not been vaccinated or who do not disclose their vaccination status by Sept. 13 will be required to attend mandatory education on the benefits of vaccination. These unvaccinated individuals will then need to provide proof of first dose no later than Sept. 30.

"This is about ensuring the city of Toronto – your municipal government funded with your tax dollars – is doing everything it can to encourage vaccination and protect our workers," said Mayor Tory. "Our end goal is to encourage and persuade people to get vaccinated, if they haven't already, so our city workplaces – which includes many public places – are as safe as possible for them and for the people we serve. I encourage all of our employees who aren't vaccinated and who are eligible to be vaccinated, not to wait. Please do the right thing now and get vaccinated. It will help better protect you, your coworkers and your loved ones."

As of Oct. 30, all city staff will be required to have received their first and second doses of a COVID-19 vaccine. The city will comply with its human rights obligations and accommodate employees who are legally entitled to accommodation.

The city has continually encouraged all staff to get vaccinated as soon they were eligible, and allows employees to go to vaccination appointments during work hours, where operationally feasible.

The city says public health guidance demonstrates that vaccines provide a high level of protection against COVID-19 and related variants. Toronto Public Health recently reported that since May 1, 2021, those who are unvaccinated or only partially vaccinated make up 98.7 percent of hospitalized COVID-19 cases.

The city, as an employer, has an obligation under Ontario law to take all necessary precautions to protect its workers. As the largest employer in Toronto, the city says it is also taking a leadership role in making COVID-19 vaccination mandatory for its workforce. Agencies and corporations of the city will be encouraged to do the same in order to protect their employees and the public they serve.

Toronto Transit Commission CEO Rick Leary released the following statement after Mayor Tory's announcement:

"As of Sept. 13, COVID-19 vaccinations will be mandatory for all TTC employees, contractors and students. This is in response to the increase in evidence around the transmissibility of the Delta variant and based on the recent actions taken by the city of Toronto.

"The TTC has been a leader throughout the COVID-19 pandemic with respect to safety and has already taken numerous steps to keep the system clean and safe. This is one more thing we can do for ourselves and each other to limit the spread of COVID-19.

"Similar to other settings with mandatory COVID-19 vaccination policies, individuals will be required to provide proof of full-vaccination against COVID-19 or a medical reason for not being vaccinated against COVID-19. This policy, and other operational details are currently being finalized, and will be available by the end of August," Leary concluded.



Reducing Emissions Beyond The Tailpipe With Propane Autogas

A recent study is making fleet owners think twice about the common perception that EVs offer the lowest emissions for public transit agencies.

By: Steve Whaley

Jun 8th, 2021 | Reissued Aug 20, 2021



Renewable propane has a lower carbon intensity than conventional propane and is cleaner than other energy sources.

The future of transportation looks greener every day and fleet owners in public transit see that vision better than most. Between government regulations and pressure from communities to reduce emissions, public transportation will continue to evolve over the next decade to achieve near-zero emission levels.

As fleet owners evaluate the best way to achieve their sustainability goals, they need to take a close look at the energy source they select. Not just at what's happening at the tailpipe of their vehicles, but also all the emissions that go into creating the energy source that powers the vehicle. As such, selecting "zero-emission" vehicles, like electric vehicles (EVs), may be short sighted.

A new study is debunking the common perception that EVs offer the lowest emissions for medium- and heavy-duty fleet vehicles. In fact, in most of the United States, propane autogas produces fewer emissions than comparable electric vehicles. As the study shows, there is no such thing as a zero-emissions vehicle.

Evaluating Emissions

In a comparative analysis conducted by the Propane Education & Research Council, researchers found propane-powered medium- and heavy-duty vehicles provide a lower carbon footprint solution in 38 U.S. states and Washington, D.C., when compared to medium- and heavy-duty EVs that are charged using the electric grid in those states. This is due to the amount of carbon that is produced from each state's unique energy mix for electricity generation using coal, petroleum or other energy sources. In addition, battery production is significantly energy and carbon intensive.

While electric vehicles may have zero tailpipe emissions, emissions are generated prior to the wheels turning on the road through the electric grid and the powertrain (chiefly battery manufacturing) production. When comparing the difference in life cycle equivalent carbon dioxide (CO₂eq) emissions of a single medium-duty vehicle, propane autogas on a national average emits 125 tons of CO₂eq less than an electric medium-duty vehicle.

Looking to the Future

Many are quick to point out that the electric grid is going to keep getting cleaner. However, it's important to note that propane autogas is also getting cleaner by leaps and bounds through new engine technology and renewable propane.

Renewable propane is a byproduct of the renewable diesel and sustainable aviation fuel production process, which converts plant and vegetable oils, waste greases and animal fat into fuel. It has the same chemical structure and physical properties as conventional propane and can be used in any existing propane autogas engine. Because it's produced from renewable raw materials, renewable propane has a lower carbon intensity than conventional propane and is cleaner than other energy sources.

As such, the study found when renewable propane is considered, propane-powered medium-duty and heavy-duty vehicles currently provide a lower carbon footprint solution in every U.S. state except Vermont where most of the electricity is generated by hydroelectric powerplants.

Cost-Effective Emissions Reductions

While selecting a near-zero emissions energy source is a priority for many public transit fleets, at the end of the day, emission reductions also have to be cost effective for fleets to be able to implement these new solutions. But fleet owners that choose propane

autogas don't have to worry. When factoring in the cost of a new vehicle, regardless of fuel type and the costs for fuel, fluids, maintenance and repairs, propane autogas has the lowest cost of any fuel for the lifetime of the vehicle.

The incremental capital cost for a medium-duty propane autogas vehicle, relative to its gasoline or diesel counterpart, is on average 15 percent. Comparatively, a similar medium-duty EV is more than 250 percent. Not to mention, the cost to purchase and install refueling equipment for a fleet of medium- or heavy-duty propane autogas vehicles is lower than the cost to purchase fast charger equipment for charging a comparable electric vehicle fleet in a comparable time frame.

As the future of public transit becomes even cleaner, I encourage fleet owners to take a moment to see for themselves why propane autogas is an important energy solution for our environment.

The Washington Post

Federal Mask Mandate For Planes, Buses And Trains To Extend Into Next Year

Rules first imposed at the beginning of the year were never eased, even when the CDC loosened guidance on masks in the early summer

By Ian Duncan

August 17, 2021

The Transportation Security Administration said Tuesday that it will extend a federal mask mandate for airline, bus and train passengers into next year, requiring the face coverings until Jan. 18, 2022.

The mandate — issued in the first days after President Biden took office — was never relaxed, even during the early-summer months when the Centers for Disease Control and Prevention began telling fully vaccinated people that masks were generally no longer necessary.

While a CDC order imposing the transportation requirement has no end date, TSA enforcement rules had been set to expire Sept. 13.

“The purpose of TSA’s mask directive is to minimize the spread of covid-19 on public transportation,” said a statement from the agency. The extension was first reported by Reuters.

What to ask yourself before traveling during the delta outbreak

The hyper-transmissible delta variant of the coronavirus has left would-be travelers uncertain. The Post spoke to an expert about how to safely make that call. (The Washington Post)

With the delta variant causing a new surge in coronavirus cases, the CDC has walked back its loosened guidance on masks as mandates have returned in some cities and school districts. Transportation is one of the few areas in which the federal government has taken responsibility for imposing such rules.

Violators of the mandate face fines. The rules apply at airports and train stations, as well as on planes, trains and buses. Children under 2 and people with certain disabilities are exempt.

The extension of the transportation mask mandate comes as flight attendants continue to grapple with unruly passengers, some of whom have become confrontational when reminded that they must wear a mask.

The Federal Aviation Administration has been trying to crack down on bad behavior among passengers, warning of fines and potential prison time, but has struggled with the surge in cases. Nonetheless, it has proposed hundreds of thousands of dollars in fines.

Sara Nelson, president of the Association of Flight Attendants, said the extension of the mandate would “help tremendously to keep passengers and aviation workers safe.”

“Masks are the most effective tool to stop the spread of COVID-19,” she said in a statement. “While vaccination has been key to the increased air travel demand, the lagging vaccination rates and rise of the Delta variant has caused cases to skyrocket again — threatening lives, continued virus mutation, and recovery from this pandemic.”

The mandate has faced opposition from some Republican lawmakers, with Sen. Ted Cruz (Tex.) introducing a bill last week that would prohibit the CDC from requiring masks on public transportation.

Airline travel began to rebound from historic lows last year as vaccination rates climbed and case counts fell. But in recent weeks, airlines have begun to warn that the spread of the delta variant again threatens their business.

Southwest Airlines told investors last week that demand for flights appeared to be weakening and that cancellations were on the rise. And international travel has yet to return in most cases, with the United States continuing to ban travel by visitors from much of the world.



MO: Metro Reducing Some Missouri Bus Service In Response To Driver Shortage

The number of MetroBus operators is down about 14%, Metro Transit Executive Director Jessica Mefford-Miller told the board of Metro Transit parent Bi-State Development last week.

By Jacob Barker

Aug. 17, 2021

Source St. Louis Post-Dispatch (MCT)

Aug. 16—ST. LOUIS — The region's transit system plans to reduce the frequency of some bus routes next month as it deals with a shortage of drivers and mechanics.

Metro Transit's struggle to find enough workers is the latest example of the tight labor market affecting both the private and public sectors. The city's trash service, for example, also has struggled to find drivers. And large companies, such as Walmart, have been forced to boost wages to lure prospective workers.

The number of MetroBus operators is down about 14%, Metro Transit Executive Director Jessica Mefford-Miller told the board of Metro Transit parent Bi-State Development last week.

Some trips have been canceled unexpectedly because of the shortage, taking some riders by surprise. Mefford-Miller emphasized they work to update riders daily via the system's Transit App and rider alerts and said that buses are still executing 98% of their scheduled trips.

"Our existing team is doing a phenomenal job of supporting the service," she said.

Even so, the system plans to suspend some service beginning Sept. 6 on the Missouri side of the system, primarily by reducing pickup frequency on nine routes to every 20 minutes from every 15 minutes, Mefford-Miller said. No routes will be eliminated and service in Metro East won't be changed.

"We've taken this action so our customers know we're going to deliver our service as scheduled," she said.

The system also began piloting a new program with ride-sharing company Lyft to offer rides to customers who miss rides due to unexpected bus stop cancellations, Mefford-

Miller said. She said more information on the program will be forthcoming as it moves through the testing phase.

In the meantime, Metro Transit is boosting retention and recruitment efforts to shore up its workforce, though Mefford-Miller cautioned it will take time to replenish staffing levels because of the training process for drivers.

There's a "minimum two-month process from when we get someone on staff until they're actually ready to operate a vehicle," Mefford-Miller said.

Another round of bus service reductions is scheduled for the end of November along with the potential for some "modest" reductions in bus frequency in the interim, she said.

"We are concerned that our Sept. 6 planned service change isn't quite going to get us there," Mefford-Miller said. "We are trying to provide a measured response and are hopeful our recruiting efforts will bear fruit."

The service reductions come even as Metro Transit reduced service in response to plummeting ridership due to the pandemic. It has begun to ramp service back up, though it's still not at pre-pandemic levels. MetroBus is operating at about 89% of pre-pandemic levels while MetroLink service is at 90% of pre-pandemic levels, Mefford-Miller said.

The system, she said, is trying to position itself to "ensure we have the ability to restore service as soon as our workforce grows."

REUTERS

EXCLUSIVE - U.S. Plans To Extend Transport Mask Mandate Through Jan. 18, Sources Say

By David Shepardson

Aug. 17, 2021

WASHINGTON, Aug 17 (Reuters) - President Joe Biden's administration plans to extend requirements for travelers to wear masks on airplanes, trains and buses and at airports and train stations through Jan. 18 to address ongoing COVID-19 risks, three sources told Reuters.

Major U.S. airlines were informed of the planned extension on a call with the Transportation Security Administration (TSA) and Centers for Disease Control and Prevention (CDC) on Tuesday, the three people briefed on the matter said. A separate call with aviation unions is planned for Wednesday, a source said.

The current TSA transportation mask order runs through Sept 13.

TSA declined comment and CDC officials did not immediately comment. A spokeswoman for Airlines for America, a trade association representing American Airlines Co (AAL.O), Delta Air Lines (DAL.N), United Airlines (UAL.O), Southwest Airlines (LUV.N) and others, declined to comment.

The current CDC order, which has been in place since soon after Biden took office in January, requires the use of face masks on nearly all forms of public transportation.

It requires face masks to be worn by all travelers on airplanes, ships, trains, subways, buses, taxis and ride-shares and at transportation hubs such as airports, bus or ferry terminals, train and subway stations, and seaports.

The requirements have been the source of some friction, especially aboard U.S. airlines, where some travelers have refused to wear masks. The Federal Aviation Administration said on Tuesday that since Jan. 1 it has received reports from airlines of 2,867 passengers refusing to wear a mask.

A group of Republican lawmakers in July introduced legislation to prohibit mask mandates for public transport, and other Republicans want the CDC to exempt fully vaccinated Americans from the requirements.

The CDC mask order has no expiration date. The CDC in June made a minor tweak to its rules, saying it would no longer require travelers to wear masks in outdoor transit hubs and in outdoor spaces on ferries and buses.

Last month, the CDC official who signed the mask order, Marty Cetron, told Reuters the transit mask mandates have been effective.

"Masks are really powerful and we should make sure they're part of our arsenal," Cetron said. "The truth is that the unvaccinated portion that's out there is extremely vulnerable."

The Washington Post

Transit Agencies Are Struggling To Make Ends Meet. They're Also Preparing For Record Federal Investment.

The plan that recently passed the Senate calls for funding upgrades, giving agencies a reason to dust off their wish lists.

By Justin George

August 14, 2021

In western Montana earlier this month, many of the nation's transit leaders climbed aboard one of Missoula's blue and neon green electric buses to do some window shopping.

Transit agency general managers and executives were attending the Community Transportation Association of America's Small Urban Network conference. The tour showcased the transformation of Missoula's Mountain Line transit system to an all-electric bus fleet.

While transit agencies, including Metro in the Washington region, worry about the slow pace of riders returning amid the coronavirus pandemic and the effect telecommuting could have on revenue, they simultaneously are looking to make expensive service upgrades. Most are eyeing electric buses, expanding rapid transit buses, installing high-tech fare gates or adding mobile fare payment systems.

The bipartisan \$1.2 trillion infrastructure plan — which includes a record \$107 billion federal investment in transit projects — would put public transit officials in the position of bracing for possible job and service cuts because of revenue losses while also providing an opportunity to modernize their systems. The plan that recently passed the Senate calls for funding upgrades, giving agencies in the Washington region and nationwide a reason to dust off their wish lists.

Infrastructure package funding is largely devoted to capital projects, such as building, construction and equipment. In most cases, those funds can't be spent to make up for huge fare revenue losses tied to the pandemic. Three coronavirus stimulus packages included operational dollars that many agencies continue to rely on.

Scott Bogren, executive director of the D.C.-based Community Transportation Association of America, said the infrastructure package melds the uncertainties that accompany depressed ridership numbers with possibilities stemming from an infusion of federal cash. It's those prospects that had transit officials in Montana looking at buses nearly twice as expensive as the alternatives.

“The timing of it, where you have this combination of a pandemic and the operational disaster that it offered in terms of what it did to ridership and other things, followed right on the heels by investment levels that are there for the first time — I don’t know if I’d call it generational, but if it’s not generational, it’s close to it,” he said.

Transit agencies say their challenge is to ensure that infrastructure projects fueled by an increase in federal dollars align with the needs of their riders.

That would have been easy less than two years ago, but the pandemic altered commuting patterns, flattened ridership numbers at rush hour and created new demand at other times. Many transit agencies had been waiting until after Labor Day — when many companies signaled they would reopen offices — to see how many people would resume their commutes on transit.

But the spread of the coronavirus’s delta variant has delayed many office reopenings, leaving transit planners in limbo.

“Do we know enough of how to invest this money?” said transit consultant John Gasparine, a vice president of at WSP USA, an engineering and consulting firm. “When this money comes [with intercity and commuter rail], agencies are going to have to organize themselves to deliver more infrastructure than they have in a lifetime.”

At the Montana conference Bogren’s association hosted, one session allowed transit leaders to discuss changes they see in commuting patterns in an attempt to sift out what could become permanent trends. In a perfect world, Bogren said, a possible massive federal investment — which transit lobbyists say would be 63 percent above current levels — would be something transit leaders prepared for without staring down the uncertainties of a pandemic.

But as coronavirus caseloads rise nationwide to their highest level since February — even as more than half the country is fully vaccinated against the virus — officials say there’s no avoiding a pandemic that appears to be sticking around.

“From a timing perspective, it’s a lot better to have those funds there ... even if maybe it’s a little sooner than we’d like,” Bogren said. “I mean, that’s a problem that I’d much rather have than those funds not being there.”

Various recent crises have provided transit agencies with clear cues on how to spend a possible windfall. Coronavirus transmission fears made contactless and mobile-paying systems a priority, while wildfires and record heat that scientists link to climate change have more transit leaders considering zero-emission buses.

Even as many agencies’ payrolls and operating budgets remain uncertain, John Costa, international president of the Silver Spring-based Amalgamated Transit Union, the nation’s largest public transportation guild, said he supports agencies spending on innovation. Federal grants within the infrastructure package are likely to prioritize

electric buses as well as training the bus mechanics who will service them, union officials said.

In some instances, money from the infrastructure package also can help to buffer future fare revenue losses and protect the jobs of transit workers.

Under federal guidelines, transit agencies serving populations of 50,000 or fewer can use federal money for operating expenses, even though larger agencies must use the money for capital projects. In certain instances, bigger agencies can shift federal dollars toward operational costs like maintenance — a practice that agencies such as Metro have used to make up for recent increased cleaning costs and fare revenue losses.

Officials at several transit agencies say they plan to use any boost in federal funding on repairs and upgrades.

At Metro, the transit agency still expects more money despite Congress slashing a proposed \$50 million annual increase that lawmakers had sought in February. In recent months, the transit agency has fast-tracked train platform and station escalator reconstruction, with similar “state-of-good-repair” projects likely to be funded by any new federal dollars.

Money from the infrastructure bill is also likely to speed a transition to electric buses after Metro’s board in June passed a goal of transforming its nearly 1,500-bus fleet to all-electric by 2045. The transit agency will purchase its first buses in 2023.

Around Washington, officials with Montgomery County’s transit system hope to use federal grants to boost a small fleet of electric buses. Four electric buses operate on RideOn routes with 10 more on order. Another 20 will be ordered next year — purchased with Federal Transit Administration grants. Any additional federal support, Montgomery transit leaders said, would help to expand to a second depot.

Montgomery County Council President Tom Hucker (D-District 5) noted the irony of awaiting increased federal investment in transit while the pandemic grabs fare revenue.

“The council is certainly going to want to expand our electric bus fleet,” said Hucker, who chairs the Transportation and Environment Committee. “Dickens would say it’s the best of times and the worst of times in transit.”

New York’s Metropolitan Transportation Authority, the nation’s largest transit system, plans to upgrade accessibility for disabled riders, add four new stations in the East Bronx and bring the Metro-North Railroad line to Penn Station, MTA acting chief executive Janno Lieber said.

The Metropolitan Atlanta Rapid Transit Authority has not had a major expansion since the 1990s, despite a population boom.

Colleen Kiernan, senior director of government and community affairs for the transit agency, said the region has a “huge unmet need” for service expansions, including the creation of multiple bus rapid transit routes. Bus rapid transit systems, which use dedicated highway lanes to bypass traffic and can include stops or stations like a rail system — are an increasingly popular item for many transit agencies.

“We have a number of expansion projects that are close to ready to move forward,” Kiernan said.

The Chicago Transit Authority said it would use increases in annual funding from Washington and money from capital grant programs for system upgrades and to advance its goal of converting to an all-electric bus fleet by 2040, spokeswoman Catherine Hosinski said.

The Denver-area Regional Transportation District, which for years led most transit agencies nationwide in its number of electric buses, could use the funds to replace worn-out vehicles, spokeswoman Michelle Brier said. The agency has nearly 40 all-electric buses.

Al Sanders, spokesman for King County Metro in the Seattle area, said federal money from the infrastructure bill would go toward converting and expanding facilities with charging stations to support an all-electric bus fleet.

The Metropolitan Transit Authority of Harris County in the Houston area plans to seek federal grants to support a voter-approved \$7 billion expansion plan. The project includes new light-rail lines and modernizing high-frequency bus routes, spokeswoman Jackie Gil said.

Like many agencies, Houston Metro is also looking to electric buses, which Gil said would allow the nation’s fourth-largest city to “focus on sustainable, climate-friendly service.”



CA: Study: Highway 101 Bus Lane Could Cut Marin Commute Time

The Transportation Authority of Marin, which conducted the study, is considering a pilot program to allow public buses to use the highway shoulder and merging lanes along a nearly 10-mile stretch of southbound Highway 101.

By Will Houston

Aug 12th, 2021

Source The Marin Independent Journal, Novato, Calif. (TNS)

Aug. 10—Bus riders could cut their morning commute time through an often-congested section of Highway 101 in Marin by nearly half if a proposed \$7 million transit-only lane is created, according to a new study.

The Transportation Authority of Marin, which conducted the study, is considering a pilot program to allow public buses to use the highway shoulder and merging lanes along a nearly 10-mile stretch of southbound Highway 101 between Novato and San Rafael to bypass traffic jams.

"We don't have priority anywhere within the roadway network or so any opportunity we have here is going to be a big win for local transit," Robert Betts, the operations director of Marin Transit, said during a board discussion of the study earlier this month. "And this perhaps presents really the first opportunity to do that here in Marin County."

Such transit lanes have been already approved or considered in other parts of the state — including recently in Monterey and Santa Cruz counties — and are being explored at a statewide level. The intent of the lanes is to reduce notorious traffic congestion on California highways, incentivize more transit ridership and reduce overall transportation emissions, which make up about half of the Bay Area's greenhouse gas portfolio.

Prior to the pandemic, the stretch of Highway 101 between De Long Avenue in Novato and North San Pedro Road in northern San Rafael often had drivers and buses languishing in traffic for as long as 40 minutes during peak morning commute times from 6:30 a.m. to 10 a.m. The north-south corridor was used by more than 200,000 drivers and had 350 daily bus trips before the pandemic, according to the study.

The pilot program would allow buses to use this transit-only lane to bypass traffic when speeds slow to 35 miles per hour or less. Buses would be allowed to travel 15 mph faster than traffic. The Transportation Authority of Marin's new feasibility study estimates the lane would cut about 15 minutes off the peak commute times.

Local bus transit agencies such as Marin Transit and the Golden Gate Bridge, Highway and Transportation District would also see benefits in cost savings and ridership gains, according to the study. The transit lane would reduce the time buses are on the highway by 780 hours each year, saving the agencies a total of \$212,000 in operating expenses each year. Additionally, the incentive of a faster commute time could also result in a 6% to 8% increase in ridership, the study found.

Local transit providers expressed optimism about the idea.

The Golden Gate Bridge, Highway and Transportation District, which provides bus service between Sonoma and San Francisco counties, supports any project that will get the transit operators out of traffic, said district spokesman Paolo Cosulich-Schwartz.

"To achieve even faster travel times, however, we also need better management of existing HOV lanes on Highway 101 where buses and carpools are already prioritized," Cosulich-Schwartz wrote in an email.

The transit lanes are not being proposed further south of North San Pedro Road because the shoulders and rights of way south of the Central San Rafael exit have already been used to create carpool lanes, according to Transportation Authority of Marin Planning Director Derek McGill. The transit lane is also not being proposed on northbound Highway 101 because the study found there was minimal recurring traffic patterns, the study states.

Reducing the time buses are on the road could cut yearly carbon dioxide emissions by 161 metric tons — a 0.2% reduction from total estimated emissions on the corridor of 65,321 metric tons per year, according to the study.

The savings would most benefit local routes within Marin like those provided by Marin Transit, which carry the highest proportion of low-income and non-White riders compared to services such as intercounty routes. Rider surveys conducted before the pandemic found local bus routes in Marin consistent of 80% non-White passengers, 46% riders whose household makes less than \$50,000 per year and 45% riders who speak English as a second language, according to the study.

The project is estimated to cost \$6.5 million to \$7 million for design and construction, including various restriping, repaving, signage installations, culvert and drainage changes, according to the study.

Enacting such a program would require close coordination with Caltrans, the California Highway Patrol and the state Legislature to enact and could take three to four years before it's operational. Bus drivers would require additional training on how to use the lanes and the California Highway Patrol would need to increase enforcement, according to the study.

The California Highway Patrol has raised concerns about potential safety hazards caused by allowing buses to use the highway shoulders.

"While the department appreciates the intent of the bus on shoulder concept, the CHP is highly concerned with the safety implications associated with the loss of a shoulder for unanticipated emergencies, the increased risk to community members stopped on the shoulder with disabled vehicles, and an increased risk to emergency responders performing safety functions on shoulders," said CHP Officer Andrew Barclay, a member of the department's office in Marin.

Bus drivers would be trained on how to use the new transit lane and would pull into the normal freeway lanes should there be any obstructions or emergency vehicle access required, according to the study.

One snag in the proposal is there is no state law that would prohibit private or charter buses from using the transit lane. The state Legislature is considering Assembly Bill 476, which would create a statewide pilot program for the transit lanes and limit them only to public transit providers. The bill would authorize up to eight projects throughout the state.

More information about the pilot project and a copy of the study can be found at tam.ca.gov/pttl/.

Dayton Daily News

RTA Bus Drivers In Demand, Some Paid \$100K+ Last Year

By Josh Sweigart, Dayton Daily News

Aug. 8, 2021



Service being cut as finding drivers becomes a widespread challenge.

The coronavirus pandemic led the Greater Dayton Regional Transit Authority to pay out massive overtime last year, boosting the pay of several bus drivers above six figures, according to a Dayton Daily News analysis of local government payroll data.

This year RTA is cutting service, and says part of the reason is it can't find people to take those jobs. After maintaining full service all last year, a persisting bus driver shortage caused the agency to eliminate seven routes and reduce others this year.

RTA paid six bus drivers and four mechanics more than \$100,000 last year, with overtime for some reaching more than \$50,000.

"Maintaining full service during a time when more employees were off for COVID-related reasons caused us to have to increase overtime opportunities," said RTA CEO Bob Ruzinsky.

Ruzinsky was deputy CEO last year and took the helm when former CEO Mark Donaghy retired this April. Donaghy was the agency's highest-paid employee last year, earning \$263,542. Ruzinsky was second at \$224,345.

Each cashed out more than \$20,000 in unused leave.

The Dayton Daily News is committed to watching your tax dollars. And employee payroll amounts to the largest expenditure of public funds among local governments. Go to our website for a searchable database of public employee payrolls over \$50,000.

RTA has 230 big bus drivers and is looking to hire 30 to 40 more. They also have 75 drivers for small buses and could use 10 more.

"RTA is promoting the career aspects of being a bus driver," Ruzinsky said. "Our top pay is more than fair, benefits are good, and job security is there."

Becoming an RTA driver requires a good driving record and ability to pass drug tests and background checks. Agency officials say they will train applicants for a commercial drivers license "for those looking for a career."

RTA bus drivers start at \$16.55 an hour, \$33,592 a year, and after seven years progress to \$27.58 an hour, or \$57,366. Overtime and other types of special pay can send pay much higher. Previous Dayton Daily News reporting has found RTA drivers can make more than \$100,000 in non-pandemic years.

The staffing shortage isn't unique to RTA. Finding drivers is a widespread challenge affecting commercial trucking, school districts and waste haulers.

Mike Zimmerman, spokesman for Montgomery County's workforce development office, said they have funded training for hundreds of displaced workers wanting CDLs last year — a program that can be completed in five weeks. But demand for drivers is apparently still outpacing supply.

RTA ridership is eking back up. Rides dropped from about 800,000 in May 2019 to 400,000 in May 2020. It was closer to 500,000 in May 2021.

MASS TRANSIT

CA: Most Bay Area Companies Don't Expect Employees Back In The Office Five Days A Week

More than two-thirds of Bay Area companies plan to have workers in the office three days a week or less after the pandemic, a shift that could lead to a permanent drop of more than 1 million commuters a day, according to a new poll.

By Roland Li | San Francisco Chronicle (MCT)

Aug. 6, 2021

Aug. 5—More than two-thirds of Bay Area companies plan to have workers in the office three days a week or less after the pandemic, a shift that could lead to a permanent drop of more than 1 million commuters a day, according to a new poll.

A Bay Area Council poll of 205 companies found only 1% plan to be fully remote, 5% plan to require workers in the office one day a week, 22% plan to require two days, 40% plan to require three days, 13% plan to require four days and 19% are returning to a full five days. Before the pandemic, 93% of the companies said workers were in the office four or five days.

The trend could lead to 1.1 million fewer commuters per day, which could hurt public transit and do little to relieve congestion if workers continue to rely on cars, the Bay Area Council said.

"We're seeing a potentially tectonic shift in the region's commute patterns," Jim Wunderman, CEO of the group, said in a statement. "This could be good or bad news depending on how workers eventually choose to return to their commutes. As we move past COVID, it will be critical to do everything we can to get commuters back onto transit."

The survey was conducted with the Metropolitan Transportation Commission and EMC Research between July 13 and 21.

A Chronicle analysis of Bay Area car traffic found that congestion is approaching pre-pandemic levels, and in some cases exceeding it on weekends. Meanwhile, BART restored much of its service this week but ridership is only around 22% of pre-pandemic levels.

"It would be a major mistake to conclude that increased remote work is an independent cure for traffic," said Kelly Obranowicz, Bay Area Council policy and regulatory counsel. "Forty-two percent of employers are reporting their employees currently are working

remotely 100% of the time and yet we're already seeing congestion hitting pre-pandemic levels many days."

Plans could shift. Only half of companies were "confident" or "very confident" their number of days required won't change.

More companies delayed their office returns this week as coronavirus cases surge. Wells Fargo, San Francisco's second-largest employer, pushed back its mandatory return by at least a month until October. Amazon pushed its office return to next year.



CTAA Report Highlights Transit's Community Service During Pandemic

While the report serves as a sort of pandemic yearbook, its call to action for industry stakeholders is to remain focused on breaking down barriers and making mobility seamless.

Mischa Wanek-Libman

Jul 28th, 2021



The effort to ensure equity in vaccine access was one of the many community-focused actions highlighted in the report.

The Community Transportation Association of America (CTAA) published a report highlighting the transit industry's actions throughout the COVID-19 pandemic and offering six recommendations to leverage the partnerships forged during the pandemic and continue the flexibility many systems implemented to adapt to the shifting environment.

The report, "Public Transportation's Response to the COVID-19 Pandemic and How it Shapes Transit's Future," was authored by Stewart Mader and sponsored by CTAA and the National Center for Mobility Management. It is based on interviews with U.S. transit leaders that were conducted in May and June 2021 and details "how transit rose to the occasion, acting as a catalyst for community response."

The report shares how transit systems quickly adapted to changing hygiene and service protocols, worked to deliver food and other essentials before helping ensure equity in vaccine access on a widespread scale.

Scott Bogren, CTAA executive director, is quoted in the report as saying agencies' ability to remain flexible will be "the only way to truly manage the profound change and disruption brought on by COVID-19."

"Community transit operators have always shown amazing flexibility in how they serve their communities and their passengers, and it's a skill we'll all need moving forward into the new normal," said Bogren.

The report concludes with six recommendations to move transit forward from the pandemic:

- Make public health a new focus area for transit;
- Make fare payment fairer and more equitable;
- Focus federal and state support on frequent, reliable service;
- Strengthen hiring and career development;
- Redesign routes and run more frequent service all day; and
- Expand demand-response services.

The report calls the challenge of COVID-19 a generational opportunity where "public transit providers and policymakers have an unprecedented opportunity to steward these new circumstances into sustained investment and innovation."

"We are immensely proud of the work our members have done, and continue to do, during the pandemic," said Bogren. "This report demonstrates the hard work transit agencies have undertaken to increase access to essential services, provide reliable trips to vaccine appointments and keep their communities healthy. It is our hope that by sharing these remarkable case-studies, transit providers and industry stakeholders can discover new ways to transition into a post-pandemic world."

The full report is available [through CTAA's website](#).

NEW MOBILITY

Every \$1 in California Transportation Spending Equals \$4.30 in Gains, Report Finds

July 27, 2021 • by METRO Staff •



According to the report, in the next 10 years government investments in California’s transportation infrastructure will grow from \$40.4 billion in 2021 to \$52.6 billion in 2030. LA Metro

A first-of-its-kind report finds that upcoming spending on federal, state, and local infrastructure will generate nearly \$200 billion in economic activity in California, annually, over the next decade, as well as support 700,000 jobs per year.

According to the report, in the next 10 years government investments in California’s transportation infrastructure will grow from \$40.4 billion in 2021 to \$52.6 billion in 2030. This equates to a return of \$4.30 in economic activity for every \$1 spent on the transportation system. Every \$1 billion spent supports over 15,000 jobs throughout the economy.

The “Economic Impacts of Highway, Street, Bridge, & Transit Investment in California” is the first to examine the impacts of transportation infrastructure spending on all sectors of the

California economy, not just the transportation sector. The release includes the launch of a new, searchable online database that breaks down the economic benefits of infrastructure spending in every California county.

Specifically, the report found that:

California highway, street, bridge, and transit investment will support the following \$200 billion in annual benefits over the next decade:

Generate nearly \$101.5 billion annually in economic output as businesses throughout the economy sell goods and services to both other businesses and consumers, totaling \$1 trillion over 10 years.

Contribute \$52 billion per year of state GSP, adding up to \$520 billion over 10 years. This accounts for nearly 2% of total GSP.

Support nearly 700,000 jobs on average each year throughout the economy, with 86% of the employment outside of the construction industry. This includes an estimated 220,000 jobs in transportation and warehousing, 80,000 jobs in manufacturing and trade and 68,000 jobs in professional and business services. This will add up to over seven million job-years supported or created over the next 10 years.

These workers will earn nearly \$30.3 billion in wages, annually, totaling \$303 billion over 10 years.

\$21.2 billion in additional tax revenues each year, adding up to \$212.2 billion over 10 years, which includes \$6 billion in annual state and local tax revenue from payroll, business, income, sales and use taxes, totaling \$60.9 billion over 10 years, and \$15 billion in annual federal payroll, income, and business taxes, totaling \$151.3 billion over 10 years.

The economic activity is driven by construction spending as well as expenditures on transit operations, planning and design work, right-of-way purchases, construction support, administration, and research. The positive benefits of transportation investment flow to all levels of government.

“This report underscores the benefits of maintaining and repairing existing roads. Taking a ‘fix-it-first’ approach is environmentally and financially sustainable, while also contributing significantly to the local economy,” said Graham Knaus, executive director, California State Association of Counties.

The research was conducted by Dr. Alison Premo Black, Chief Economist at the American Road & Transportation Builders Association (ARTBA) and released by the California Alliance for Jobs (CAJ), California Transit Association, California State Association of Counties (CSAC), and the League of California Cities (Cal Cities). The newly-created website allows for creation of specific sector reports and more.

The report uses a series of sophisticated models to quantify both the immediate economic activity from increased highway, street, bridge, and transit program spending levels in California and the longer-term user benefits that accrue from improving the transportation system.

MASS TRANSIT

New Orleans RTA To Mandate Vaccines For All Employees

New Orleans RTA CEO says the decision was made to protect the health and safety of operators, administrative employees and riders.

By: Mischa Wanek-Libman

7/26/21



#vaccinated wrist bands with New Orleans RTA branding.

New Orleans Regional Transit Authority (RTA) will require its more than 800 employees to be vaccinated by providing valid proof of vaccination. The mandate goes into effect July 26 with unvaccinated employees required to receive their first shot no later than July 29 and a second dose as instructed by the vaccination administrator.

“Providing a safe environment for our RTA employees and transit riders is the board’s top concern,” said Flozell Daniels, Jr., chair, RTA Board of Commissioners. “Since March 2020, we’ve implemented data-informed and community responsive policies to mitigate disparate impacts and best protect all members of our team and the riding public from exposure to COVID-19 and its variants - known and unknown.”

CEO Alex Wiggins says the vaccine mandate is being implemented “out of an abundance of caution.”

“This decision was made to protect the health and safety of our transit operators, administrative employees and our ridership as the region sees increased COVID-19 transmission rates among the unvaccinated individuals,” said Wiggins.

According to Centers for Disease Control and Prevention (CDC) data, for the time period July 17 to July 23, Orleans Parish had a high level of community transmission, the percent change of cases from the previous seven days was more than 25 percent and the percent of new hospital admissions for COVID-19 has increased more than 25 percent compared to the previous seven days. CDC reports 51.2 percent of Orleans Parish residents are fully vaccinated and 56.5 percent have received at least one dose.

In addition to the vaccination mandate, New Orleans RTA re-instated mask requirements in all of its offices regardless of vaccination status – a move in accordance with the city of New Orleans’ indoor mask advisory issued on July 21. Transit riders and employees are mandated to properly use face masks while in transit facilities and on public conveyances through Sept. 13, per CDC order supported by the Transportation Security Administration. New Orleans RTA is also reinstating mandatory daily temperature checks and requiring regular onsite COVID-19 testing for all employees.

The city issued its indoor mask advisory due to significant increases of COVID-19 cases and hospitalizations. At the time the advisory was issued, New Orleans Health Department Director Dr. Jennifer Avegno called the transmission data of the past few weeks alarming and when coupled with “an inadequate vaccination rate” left the city little choice.

New Orleans Mayor LaToya Cantrell supports the vaccine mandate from New Orleans RTA and says the city is seeing “a pandemic among the unvaccinated.”

“RTA has been diligent in serving our residents throughout this pandemic, and they are critical to our operations as we are actively in hurricane season. By requiring vaccinations, it is a reminder to all agency employees and all residents that we have a responsibility to not only protect ourselves, but to protect the communities around us as

well. This is a step in the right direction to prevent the rapid rate of the spread of COVID-19," said Mayor Cantrell.

New Orleans RTA says it has held several town hall style meetings to educate employees on the importance of vaccinations, COVID-19's impact on mental health and the Delta variant. The authority says vaccination exceptions will be made for employees with documented medical or religious reasons and it will continue to provide all staff with PPE including masks, gloves and sanitizer.

California Implements First-in-the-Nation Measures to Encourage State Employees and Health Care Workers to Get Vaccinated

Published: Jul 26, 2021

*State employees and health care workers must show proof of vaccination or get tested regularly
State encourages all local governments and businesses to adopt similar measures*

SACRAMENTO – Today, the State of California is taking decisive action to combat the spread of COVID-19 and protect vulnerable communities – implementing a first-in-the-nation standard to require all state workers and workers in health care and high-risk congregate settings to either show proof of full vaccination or be tested at least once per week, and encourage all local government and other employers to adopt a similar protocol.

“We are now dealing with a pandemic of the unvaccinated, and it’s going to take renewed efforts to protect Californians from the dangerous Delta variant,” said Governor Gavin Newsom. “As the state’s largest employer, we are leading by example and requiring all state and health care workers to show proof of vaccination or be tested regularly, and we are encouraging local governments and businesses to do the same. Vaccines are safe – they protect our family, those who truly can’t get vaccinated, our children and our economy. Vaccines are the way we end this pandemic.”

California will also be requiring health care settings to verify that workers are fully vaccinated or tested regularly. Unvaccinated workers will be subject to at least weekly COVID-19 testing and will be required to wear appropriate PPE. This requirement also applies to high-risk congregate settings like adult and senior residential facilities, homeless shelters and jails. These steps will help protect vulnerable patients and residents.

The new policy for state workers will take effect August 2 and testing will be phased in over the next few weeks. The new policy for health care workers and congregate facilities will take effect on August 9, and health care facilities will have until August 23 to come into full compliance.

Despite California leading the nation in vaccinations, with more than 44 million doses administered and 75 percent of the eligible population having received at least one dose, the state is seeing increasing numbers of people who refused to get the vaccine being admitted to the ICU and dying. This increase is heavily due to the Delta variant, which is more contagious and kills people faster:

- As of last week, California’s statewide case rate more than quadrupled from a low in May of 1.9 cases/100,000/day to at least 9.5 cases/100,000.
- Our testing positivity was at a low of 0.7 percent in June, now it has risen to 5.2 percent.
- Our hospitalizations were at a low in June of under 900, and we are now approaching 3,000.
- The vast majority of new cases are among the unvaccinated, with 600 percent higher case rates among the unvaccinated than for those who are vaccinated.

“California has administered more vaccines than any other state, with 75 percent of those eligible having gotten at least one dose, and we were weeks ahead of meeting President Biden’s 70 percent goal. But we must do more to fight disinformation and encourage vaccine-hesitant communities and

individuals,” said Health and Human Services Secretary Dr. Mark Ghaly. “The Delta variant is up to 60 percent more infectious than the Alpha strain but many times more infectious than the original COVID-19 strain. If you have been waiting to get vaccinated, now is the time.”

The State of California remains committed to keeping the state’s economy open while ensuring that employees feel safe in the workplace. To that end, the state is encouraging employers to ensure that their employees are vaccinated, and will lead by example by implementing new vaccination measures for state and health care workers.

In addition to these new measures, the state continues its efforts to vaccinate Californians. Last week, California surpassed 2 million newly vaccinated individuals since launching its incentive program, [Vax for the Win](#). The program increased HPI Q1 vaccinations, and increased doses administered to the Latinx population by 10 percent. It also successfully slowed the rate of decline that California was experiencing in vaccination rates. The program’s peak showed a [33 percent increase](#) in vaccinations, “outpacing the inoculation trends in much of the country,” including more recently a 4.4 percent increase for the week ending July 14 – a promising sign in California, as vaccination rates declined nationwide.

In the preliminary data for the week ending July 25th, we’ve seen an increase of 16 percent in the number of people getting their first doses of the Johnson and Johnson vaccine, from 220,294 two weeks ago to 254,807 this past week. We are seeing this trend very broadly, representing 51 out of 58 counties.

Other Vaccine Outreach and Equity Efforts. California has proactively engaged in a multi-pronged outreach and incentives strategy to reach holdouts, especially in communities hardest hit by the pandemic and those who have been particularly reticent (e.g., homebound, limited transportation and flexibility, higher vaccine hesitancy and/or living in a more remote area). Efforts have become more surgical and continue to be data driven: transitioning from mass sites to smaller, more targeted efforts, and continuing to intensify our outreach and education efforts by deploying mobile capacity, and to otherwise make it easier for people to access vaccines. Such outreach/incentive efforts to achieve greater equity have included:

1. *Multimedia and Multicultural Public Education Campaigns.* The Let’s Get to Immunity Campaign is now accompanied by a youth 12+ campaign reaching families. Efforts are leveraging partnerships with over 400 ethnic media outlets that cover over 25 languages, including indigenous languages.
2. *‘Get Out the Vaccine’ Phone Bank and Door-Knocking Campaign.* Modeled after successful ground-level campaigns, the state “Get Out the Vaccine” effort coordinates with 70 community-based organizations. As of July 13, the “Get Out the Vaccine” campaign has resulted in 1.3 million conversations to promote vaccination via personal phone calls and door-to-door canvassing in less advantaged neighborhoods in California.
3. *Supporting Community Organizations for Outreach, Direct Appointment Assistance and Referrals.* California’s investment and public-private partnerships total \$127.7 million in support of approximately 500 community-based organizations for outreach to underserved communities. A subset of these organizations have already facilitated approximately 184,986 vaccine appointments and 710,429 referrals to appointment platforms or providers.
4. *Health Care Provider-Based Efforts.* A new community provider grant program called the CalVaxGrant, (beginning July 12 through August 13), is intended to reimburse practices up to \$55,000 to set up their offices as small, community-based COVID-19 vaccination sites. As trusted messengers, doctors, pediatricians and providers can proactively reach community

members as well as answer questions when patients come into their offices. The Department of Health Care Services is also working to increase the vaccination rates of Medi-Cal recipients including: engaging managed care plans in weekly calls, encouraging their outreach to patients, sharing weekly beneficiary vaccination data and disseminating a Quality Improvement Postcard with strategies and techniques to address vaccine hesitancy.

5. *Community/Business Partnerships*

- **Barbershops:** “Helping Communities Help Themselves” is a partnership with the Black Beauty and Wellness Foundation that has established 100 statewide barber shops, beauty shops and beauty supply stores as community-based COVID-19 resource centers. Shops and stylists are promoting information about vaccines and masking up until you are vaccinated.
- **Higher Educational Institutions:** The campaign has engaged the CCC, CSU, and UC systems, as well as the AICCU (Association of Independent California Colleges and Universities) to share information about the Vaccinate ALL 58 campaign and opportunities to partner and encourage more students to get vaccinated so they can safely return to campus. Each of these groups was provided a customizable toolkit.
- **School-Based Organizations:** School based organizations are assisting with a back-to-school push through a toolkit and earned media opportunities.
- **Faith-Based Outreach:** Faith-based organizations and leaders are trusted messengers in their communities. Through these networks, the campaign is able to provide clear, factual and accurate information about vaccines to faith leaders and their communities. Many of these partnerships have led to co-hosting vaccine clinics in the faith communities.
- **McDonald’s:** McDonald’s is hosting over 150 [vaccination pop-up clinics](#) at more than 80 restaurant locations in 11 different LHJs across the state. 107 have already been completed.
- **Six Flags:** More than 42,000 of 50,000 available Six Flag tickets have been distributed at 100 participating vaccine locations throughout the state, mainly in low-income and high-need areas. Nearly every participating provider reported that the ticket incentive helped improve patient turnout, with one provider saying tickets helped encourage patients’ family members to get vaccinated. Another provider reported seeing a large uptick in teens deciding to get vaccinated to get a ticket.

Dee Dee Myers

Director

Office of Business and Economic Development

Governor Gavin Newsom

MASS TRANSIT

Americans Riding Public Transportation In Greater Numbers

According to the FTA, some areas are seeing more than 80 percent of pre-pandemic ridership.

Credit: FTA

Jul 22nd, 2021



Oklahoma City saw 81 percent of riders on its EMBARK bus system compared with May 2019 levels.

Transit ridership is rebounding in communities across the country, according to the Federal Transit Administration (FTA).

Thanks to the Biden-Harris Administration's actions to tackle the pandemic, more Americans are on the move. As Americans are going to work, shopping and visiting friends and loved ones, they are returning to transit. In some communities, transit ridership is up more than 80 percent over early 2020 levels, according to the FTA.

"That's why FTA is facilitating a national conversation about ways transit agencies are attracting riders and growing new ridership," said FTA Administrator Nuria Fernandez. "FTA's America's Open and Transit's Open initiative is engaging our transit partners through listening sessions and a National Transit Renewal Summit to share best practices and work together to renew ridership across America."

Oklahoma City saw 81 percent of riders on its EMBARK bus system compared with May 2019 levels.

"EMBARC's response over the last year is grounded in our values of safety and service," said EMBARK Administrator Jason Ferbrache, adding that recent surveys revealed close to 80 percent of riders felt safe and were satisfied with their bus service. "Oklahoma City and EMBARK's resilience is a reflection of our commitment to keep residents moving."

Richmond, Va., also saw 80 percent of May 2019 riders on the Greater Richmond Transit Company (GRTC).

"During COVID, GRTC developed a laser focus to protect our employees' health and jobs, realign our resources to critical transit connections for our region's essential workforce and protect the physical and economic health and well-being of our staff and riders," said GRTC CEO Julie Timm. "We are committed to making transit service better and more equitable for our core bus riders who make up the essential workforce, reducing barriers to access and increasing system comfort and reliability."

Miami-Dade County, Fla., reached 68 percent of its May 2019 ridership. Miami-Dade is primarily served by Miami-Dade County's Department of Transportation and Public Works (DTPW) heavy rail, light rail and buses. DTPW added 120 buses last year as it re-evaluated its ridership and system design, reducing wait times to just five minutes on many routes.

"Public transportation agencies across the country cut service at the beginning of the safer-at-home order, and Miami-Dade Transit was no exception," said Carlos Cruz-Casas, DTPW assistant director. "But unlike many agencies, soon after, we restored transit service to pre-pandemic levels on most routes – and even added service to go above what we provided before the pandemic."

Finally, ridership on Kansas City Area Transportation Authority in Kansas City, Mo., rebounded to 69 percent.

"We're not going to run away from the people who need us most, we're going to run toward them," said Robbie Makinen, KCATA president and CEO, who said that the agency's zero-fare program has been very popular. "By focusing on social equity and the four pillars of public transit – jobs, education, healthcare and housing – RideKC is able to maximize our ridership."

The American Rescue Plan and other pandemic relief grants has provided critical funding to transit agencies nationwide, including covering expenses for cleaning and other measures to improve safety. In addition, many agencies have eliminated fares to improve safety for transit drivers and passengers, including KCATA and GRTA, who credit zero-fare initiatives with boosting ridership.

FTA will facilitate a national conversation throughout the summer to help transit agencies across America rebuild and enhance ridership through listening sessions and amplifying best practices from transit agencies that are gaining riders through social media.

NBC NEWS

Transit Systems Dangle Discounts, New Tech As They Try To Turn The Corner On The Pandemic

By Olivia Olander

July 10, 2021

Those returning to the daily commute this summer can expect to see free and discounted rides, shorter wait times and even new technology to provide greater safety and convenience — all part of an effort to recapture ridership as the coronavirus recedes and the U.S. reopens.

While making up the lost revenue is a major motivation for transit systems, some are also looking to provide equitable access for lower-income front-line workers who have relied on their services throughout the pandemic.

“We are essential workers moving essential workers and delivering essential service to our community,” said Carrie Rose Pace, spokesperson for the public transit system in Richmond, Virginia.

First, the revenue problem: The nation’s systems hemorrhaged money after the pandemic began, with a projected net revenue shortfall of nearly \$40 billion through the end of 2023 because of related losses, according to projections from the American Public Transportation Association.

New York’s Metropolitan Transportation Authority — which touts itself as the largest in the country by ridership — took in an estimated half of its revenue from fares and tolls before the coronavirus hit. But by the spring of last year, subway ridership alone had plummeted by nearly 90 percent.

Other major systems also faced financial free-fall: The San Francisco region’s Bay Area Rapid Transit, which relies on riders for about 60 percent of its revenue, saw those revenue projections evaporate from an expected half a billion dollars in the last fiscal year to just a projected \$60 million this year.

“Imagine if 60 percent of your income were to go away overnight,” BART President Mark Foley said. “It’s pretty significant.”

While three successive rounds of federal aid provided enough money — about \$70 billion — to keep many trains and buses throughout the country operating through 2023 and beyond, some systems will be facing financial uncertainty as soon as next year, Paul Skoutelas, president and CEO of the American Public Transportation Association, said.

Scott Bogren, executive director of the Community Transportation Association of America, explained that smaller transit agencies are more likely to use federal aid longer in part because they are often less dependent on fares.

“The bigger you get, the more likely you are to see that those funds were fully spent really quickly,” he said, referring to federal assistance.

Gauging the recovery

Public transit ridership has started to bounce back this year, but it’s still at around half of pre-pandemic levels, according to the American Public Transportation Association.

And larger systems are facing slower rebounds: The Bay Area's ridership this week was just a fifth of pre-pandemic levels, and New York's MTA also remains below the national average in ridership recovered, at just over 40 percent of pre-pandemic subway use during the week.

Still, Catherine Rinaldi, the president of the MTA Metro-North Railroad, said she’s encouraged by such numbers, which are roughly on track with a forecast by the consulting firm McKinsey last year.

Precise projections are difficult to come by given the transformation of the traditional workplace during the pandemic, but **McKinsey** said the MTA should hit a “new normal” of ridership that amounts to about 80 percent to 92 percent of pre-pandemic levels by around the end of 2024.

“It may not be exactly what we were doing back in 2019,” but the MTA is “very, very optimistic,” Rinaldi said.

Skoutelas said he hopes public transit will be close to pre-pandemic levels within the next couple of years, but added their return to normalcy is intertwined with the country’s economic and social recuperation.

Transit recovery is “a function of how people get back to their normal lives,” he said. “And I think it’s going to take some time to get there.”

Advocates are also looking to upcoming legislation, like the proposed infrastructure package and a bill to fund highway and rail improvements, to provide the possibility of further innovation.

The Biden administration is pushing to transform the country’s infrastructure with a bipartisan plan that would invest \$579 billion in new spending — including \$49 billion for public transit and \$7.5 billion to convert the nation’s fleets of transit and school buses to electric power as one of its climate related provisions.

Still, trade groups like the American Public Transportation Association are lobbying for more. The group favors the funding levels in the House-passed surface transportation bill, which would provide \$109 billion for public transportation, plus \$32 billion for Amtrak. That bill faces an uncertain future in the evenly split Senate.

Redesigned routes

In the meantime, major systems are finding new ways to lure riders back.

The MTA added two dozen new trains to the Metro-North line in June — mostly at peak times. Although the train service will still be at only about two-thirds of pre-pandemic levels, Rinaldi said, she hopes the increase will be “a huge incentive for more and more people to come back.”

The Washington Metropolitan Area Transit Authority, meanwhile, is increasing rail service in the evenings — the difference between a 20-minute and a 12-minute wait on some lines.

“We’re doing everything we can to make sure that Metro maintains its status as the preferred option, and that people don’t get back into their cars to commute to work,” the transit authority board’s chairman, Paul Smedberg, said.

Cleveland’s transit authority, meanwhile, rolled out a system redesign last month that put twice as many residents within a half a mile of transit stops that run at least every 15 minutes, its director of service management, Joel Freilich, said.

The Covid-19 pandemic “underscored what our community had already said” when the redesign first began a few years ago, he said: that essential workers are among the most reliant on public transportation, and “every hour is rush hour for somebody.”

Outside metro areas, the fall-off in ridership allowed transit systems time to experiment with new ways of providing service, said Kendra McGeady, director of Pelivan Transit in northeast Oklahoma. Her system launched an evening on-demand transportation service in partnership with Uber last month, allowing residents to hail a public shuttle on the Uber app.

“Rural transit, as a whole in the industry, is really coming out of this emerging a whole new system,” McGeady said.

Safety, and savings

Convenience is one incentive for riders, safety assurances are another. The MTA mounted #TakeTheTrain and #TakeTheBus advertising campaigns in May to raise awareness of its rigorous disinfecting protocols and other safety measures, like providing tap-and-go payments for riders through prepaid cards, bank cards or smart devices.

And the MTA's Long Island Rail Road — the busiest commuter rail in North America — added a feature to its app that lets riders waiting on platforms see which rail cars are the least crowded.

The Long Island Rail Road developed a new feature on its app that allows riders to see the level of crowding in train cars.MTA

Other systems are trying to hit riders where it matters most: in their wallets.

The Chicago Transit Authority is offering half-off day passes this summer, while Washington, D.C., will provide free transfers between buses and trains. And in San Francisco, BART will discount all fares by at least half during September.

Richmond's transit system, meanwhile, hasn't charged fares on its buses and vans since the onset of the pandemic. The city originally sought to keep its drivers socially distanced from riders, but the transit board voted recently to continue free service through next June based in part on the recognition they serve primarily low-income riders, Rose Pace said.

The system is now pursuing avenues such as funding from the state to stop fare collection for good, a move proponents said could enhance social equity. Many transit advocates stressed the need for innovation to better serve economically stressed communities during the pandemic recovery and beyond.

Robbie Makinen, CEO of Kansas City Area Transportation Authority, said his agency has been moving to zero fare for several years and fully implemented the change around the start of the pandemic.

"It's not just about zero fare for zero fare's sake," he said, adding, "It's about showing the community what a difference this makes, to give people access."

The Mercury News

COVID: New 'Hybrid' Working Models Could Mean Worse Bay Area Traffic

Solo driving, with transit cuts, could wreak havoc on roadways



LIVERMORE, CA – JUNE 15: Commuter traffic travels on Interstate 580 in Livermore, Calif., on Tuesday, June 15, 2021. On Tuesday, California has reopened after implementing some of the nation's first, strictest, and longest-lasting pandemic rules. (Doug Duran/Bay Area News Group)

By Ethan Baron | Bay Area News Group

July 8, 2021

Google this month will start reopening Bay Area offices. Adobe, too. Salesforce, Facebook and Uber have already started.

Most of these major technology firms have announced a post-COVID "hybrid" workplace that will let employees work from home a couple of days a week. But they have also made it clear that their path out of the pandemic and beyond involves large numbers of employees back at the office.

Long-suffering businesses serving office workers, such as restaurants and coffee shops, will benefit, but there's a potential downside.

"No one wants to get back to that traffic," said Mountain View Mayor Ellen Kamei.

Silicon Valley startup executive Mike Strasser rarely has to drive from Marin County to Campbell anymore — his business unit at medical-technology firm Imperative Care has gone remote. But on his rare journeys to "the mothership," he's concluded that unpredictability is now the hallmark of driving in the Bay Area, he said. "The normal patterns of your commute aren't there right now — it's either complete gridlock or you're just cruising through, but it seems to be a lot of gridlock."

Companies, workers, policy makers and governments are all struggling to figure out how to adapt to a new, more flexible way of working. The business community is poised at a crucial inflection point, and their decisions will be felt by everyone in the Bay Area — particularly when they get onto the roads.

"We don't know how this is going to play out. We don't know how many workers are going to be going back to the office full-time, part-time, what their schedules are going to look like," said Nick Josefowitz, chief policy officer at Bay Area public policy non-profit SPUR.

While some major Bay Area employers are reopening offices, others are still sorting out plans. Nearly 60% of 226 local companies surveyed by the Bay Area Council last month said they had no employees back in offices yet — but 90% said they thought they would by October. LinkedIn and Intuit plan to bring back 30% to 50% of their workforces into Mountain View offices by September, Mayor Kamei said.

The amount of time businesses told the council they would take to reach a stable "new normal" ranged from three to 12 months, with many saying that would likely mean workers in offices three days a week.

"We've never been in a situation before where workplaces were shut down for over a year," said Kelly Obranowicz, a policy expert at the council, which represents hundreds of companies including Google, Facebook, Apple and Salesforce. "A lot of it's going to be trial and error about what works for businesses, what works for employees."

Adobe has said it expects its San Jose workers to spend about half their time in the office starting this month. Google, Apple and Uber have said their employees should spend three days in offices.

Pre-pandemic, the Bay Area had one of the worst commutes in the U.S., with freeways brought to a standstill by a single crash. Post-pandemic, fewer people commuting could mean less traffic.

But already, Bay Bridge congestion is worse at peak hours than it was before the pandemic, with far more solo driving, Josefowitz said, because of transit service cuts and lingering fears among some patrons of contracting the virus. An exodus from cities to suburbs during the pandemic has also put convenient transit out of reach for many who will have to come back into offices at certain times — and with longer commutes, he said.

“There’s a real risk that for our largest transit providers it’s going to take quite a number of years for them to be able to bring back the level of service,” he said. If solo-driving habits take hold, buses will be ensnared in traffic, too, “which is going to provide even more incentive for people to shift into driving,” Josefowitz said. “There’s certainly a risk that we emerge from this pandemic moving in the wrong direction.”

Palo Alto-based cloud giant VMware is emphasizing flexibility for workers, with 60% saying they want hybrid schedules and more than 30% wanting to stay fully remote, said Rich Lang, senior vice-president of HR. Managers are working with teams to determine office schedules, Lang said. For workers, he said, “their day will be flexible as opposed to, ‘Here’s my office and I’m going to go there and I’m going to commute with the rest of the world.’”

Such flexibility, if adopted widely, could help keep traffic down by “making sure that not every employer in the Bay Area has workers coming in 9 to 5,” the council’s Obranowicz said.

Company shuttle buses such as those Google runs will re-start this month, and transit subsidies provided by VMware and others can play a powerful role in cutting traffic, along with additional incentives and information from employers that encourage workers to take transit, carpool or bike-commute to work, experts said.

“It’s going to be really important that companies continue to provide those transportation benefits to their employees, and really double down on that,” Josefowitz said. “You can’t really get people commuting low impact without deep cooperation of employers.”

As companies move toward more flexible working arrangements, they’re keeping their futures flexible as well, Josefowitz said.

At VMware, company leaders prefer to describe the way ahead as “the next normal,” Lang said. “I don’t think the next normal is a fixed point that we get to and it stays the same,” Lang said. “The next normal is an ongoing shift.”

Imperative Care’s Strasser hopes to see Bay Area transit restored, and companies reducing mandated office days and allowing flexible hours. “Then I think we might actually be in a better situation than we were before,” he said. “Until that time, who knows? You roll that little roulette wheel on the commute.”

CA: L.A. Metro Officials Plan To Boost Ridership To Pre-Pandemic Levels

LACMTA to focus on boosting ridership levels that fell 70% during the pandemic and expanding transit service to low-income communities, according to top transit officials at the agency's annual State of the Agency event.

Chris Kuo | Los Angeles Times (TNS)

Jul 8th, 2021



LOS ANGELES, CALIF. -- THURSDAY, MARCH 26, 2020: Metro Blue Line riders exit a train at Pico Station, donning masks to guard against the novel coronavirus in Los Angeles, Calif., on March 26, 2020. Brian van der Brug / Los Angeles Times (TNS)

With the threat of COVID-19 receding, the Los Angeles County Metropolitan Transportation Authority plans to focus on boosting ridership levels that fell 70% during the pandemic and expanding transit service to low-income communities, according to top transit officials at the agency's annual State of the Agency event.

For the first time in its 28-year history, the agency will be led by two women: Los Angeles County Supervisor Hilda Solis, who is Metro board chair, and Chief Executive Stephanie Wiggins. They said they will share responsibility for making the \$8-billion agency more equitable and accessible after a devastating pandemic.

"The truth of the matter is that the pandemic exposed and exacerbated structural inequities across the county but also the country, from homelessness to housing to health disparities and more," Solis said. "And we have to ask ourselves, what role can Metro play in addressing these issues and what can we do better?"

Solis, Wiggins and Los Angeles Mayor Eric Garcetti, the outgoing Metro board chair, pointed to the pain of the last year while also emphasizing the promise of the future.

"In my State of the City address this spring, I said the word that came to my mind that defines Los Angeles in 2021 is 'becoming,'" Garcetti said. "This is a city that is becoming more just, becoming more equal, becoming more kind, becoming more itself ... and what we are and who we are in Los Angeles is encapsulated in this remarkable agency."

Garcetti acknowledged the difficulties of a pandemic year in which Metro ridership dropped by 70% and the agency was forced to make deep cuts to its bus and rail services. Eleven Metro employees and two contractors died from the coronavirus, Garcetti said, as he asked for a moment of silence.

With the pandemic and last year's racial reckoning demonstrating the need for reform in the agency, officials have the tall task of sustaining the current transit system while also implementing improvements. The agency is building or extending 15 bus lines.

"We're having open heart surgery while we're running a marathon," Garcetti said. "We're building an entire new system while we're maintaining one."

Wiggins and Solis said they share a vision for making the transit system more equitable and accessible for all Los Angeles County residents, including young people, low-income residents and homeless people.

Solis said she plans to help expand the transit system to its pre-pandemic levels, particularly in areas that serve low-income communities. As Metro purchases more property for its stations, Solis said she plans to ensure the agency builds new affordable housing units and supports small businesses.

"Metro has always done more than move residents to and from their destinations," Solis said. "I commit to collaborating with local and community stakeholders, residents and businesses to develop projects that serve everyone and especially our most vulnerable."

Metro will also soon have its first ever Youth Council to receive input from young people about the future of transit, Wiggins said.

She has ambitious plans for public transportation's place in California.

"I want to make Metro the first choice for transportation that people think about," Wiggins said. "I want Angelenos as they leave their homes to grab their keys and coffee in one hand and their cellphone and tap card in the other."

Wiggins highlighted two recently implemented transit programs: the NextGen bus network, focused on faster and more accessible bus services, and Metro Micro, the agency's ride-sharing service. She also emphasized plans to increase equity in the agency, including a Gender Action Plan and a community partnership strategy from the agency's Office of Equity and Race.

SMARTCITIESDIVE

Contactless Payments Are More Than A COVID Response For Public Transit

Sponsored content

By [Visa](#)

Published July 6, 2021



Permission granted by Monterey-Salinas Transit (MST)

The COVID-19 pandemic hit public transit systems hard, as social distancing requirements, work-from-home policies and fear of contagion drastically cut ridership. In the U.S., public transit ridership dropped nearly 80% in April 2020 and remained about 60% below 2019 levels for the remainder of the year, according to a report released by the American Public Transportation Association¹. The good news is that contactless payments systems, which are being adopted to create a hygienic and safe experience at the point of sale, offer major benefits that could help riders feel safer when they return to public transportation.

Tap to pay was already on the rise before the pandemic, comprising an estimated one-third of all transactions globally. According to Visa, the use of the payment option doubled in the U.S. during the pandemic, where more than 300 million contactless cards are now in circulation². Payment networks have helped transit operators around the globe transition to “open-loop” contactless payment systems, which allow riders to simply tap their phone or contactless-enabled card or device to ride.

Tap to pay creates a fast and convenient entry for riders who no longer need to handle money or stand in line to buy a special card from ticket vending machines. In addition, the challenge of figuring out how to pay for public transit in a new city could be vastly

improved by a ubiquitous tap to pay system that is the same no matter where around the world they are riding. “Tap to pay has the potential to become a universal process that simplifies the public transit experience around the globe,” said Jason Blackhurst, senior vice president of global seller products at Visa. “It wouldn’t matter if you don’t speak the local language or don’t know how to count out the local currency. Tap to pay would essentially be the same user experience wherever you go.”

In a 2019 survey, 49% of U.K. commuters cited the introduction of open-loop contactless payments as the single most significant improvement to their overall public urban mobility experience. Furthermore, Visa's latest research shows that enabling tap to pay on transit systems is good for economic recovery, bringing more than a 15% lift in transactions to merchants in surrounding neighborhoods³.

California Turns on the Tap

In California, more than 300 different transit agencies serve the state’s 40 million residents. But the California Integrated Travel Project, led by the California Department of Transportation, envisions a simpler and more cost-effective network of public transit operators unified by open-loop payments.

In addition to supporting multi-modal interoperability between transit regions, the simplicity of contactless payments can improve cash flow and operational efficiency for transit agencies. One Visa study suggests cost savings for more than 30% of operators compared to ticket vending machines or kiosks⁴. Also, existing technology from payment networks like Visa and its partners, combined with the Mobility & Transport Transaction standard, allows transit agencies of any size to process transactions in accordance with EMV standards and in line with an agency’s fare policy –For example, by simply capping fares once a rider has paid for a month’s worth of rides, — and granting free access after that — transit agencies can give regular riders the same advantage of unlimited ride passes without the large up-front expenditures that can be cost-prohibitive to economically disadvantaged riders who often rely on public transit the most.

“The pandemic forced us to think differently about the safety of our coach operators and passengers, as well as examine how we achieve specific social outcomes with our services,” said Carl Sedoryk, general manager of California’s Monterey-Salinas Transit (MST) “The pandemic showed us who in our communities are most dependent upon transit to make essential trips for work, grocery shopping and medical appointments. We are reexamining our routes, service frequency and fare structures to ensure that those who need our services the most have access to mobility to reach their essential destinations.”

Through the California Integrated Travel Project MST launched the state’s first demonstration of contactless payments on its bus fleet in partnership with Visa, Cybersource and other partners. Through this initiative, MST riders who tap will only pay for the distance they travel. The project also fits the agency’s “Whole Community”

approach to disaster response and recovery adopted in 2020 by the MST board. Recommended by FEMA, the policy directs staff to identify projects and activities that use publicly funded resources to support the recovery of the entire community. To that end, MST donated surplus vehicles to nonprofit agencies, helped with wildfire and flood evacuations, and offered medical transport to veterans whose caregivers were restricted by the pandemic.

Accelerating Adoption

At least four other California transit operators are set to launch contactless payments later this year, and adoption is accelerating around the globe as well. According to Jeroen Kok, the senior lead on payment and mobility for consulting group Rebel, public transit agencies began looking for solutions right away when the pandemic hit. Many of them already had contactless payments queued up as future projects, which quickly moved to the front of the line.

“The whole payment industry is focused on making things easy, and bringing modern payments to transit is a great step towards making things more seamless for riders and transit operators,” Kok said. “Using something you already have — whether a bank card or a digital wallet — is a huge breakthrough in transit.”

Today, Visa has already helped power more than 450 contactless transit projects around the world, with more than 700 currently in the pipeline⁵—an indicator of just how much interest and traction contactless payments in the transit space is seeing.

As cities around the globe begin to reopen, public transportation will play a critical role in recovery, and contactless payments can help provide a safe and easy experience for riders and transit operators seeking limited physical touchpoints and interactions.

MASS TRANSIT

Two Dozen New Bus Operators Will Help Santa Clara VTA's Post-Pandemic Service Recovery

The 21 newly-minted bus operators will begin driving their routes on July 5.

Stacey Hendler Ross

Jul 1st, 2021



Santa Clara VTA graduated 21 bus operators on June 30 following a nine-week program. Santa Clara Valley Transportation Authority

Starting Monday morning, a whole new class of bus operators will roam the streets of Santa Clara County taking passengers to work, doctor appointments or wherever they need to go. Twenty-two brand new Santa Clara Valley Transportation Authority (VTA) bus operators graduated an intensive nine-week program Wednesday morning, June 30, ready to start work with enthusiasm.

"Every single person I have spoken to since I have started at VTA says they love their job," said Kenneth Robles, a former mechanic and VTA vendor who graduated with the third class of operators of 2021. "It means a lot to me to work at a place where people are happy doing what they do. I can't wait to get started."

Board Chair Glenn Hendricks and Acting VTA General Manager and CEO Evelyn Tran congratulated the group of 21 men and one woman on their achievement.

“You are important! You are important to us here at VTA and you are important to our community,” said Tran. “You’ll come to know regular passengers who are happy to see you arrive at their stop on their way to work or school.” The new operators took those words to heart.

Jose Luis Chiprez worked as a carpenter before entering VTA’s operator training program at the encouragement of a friend. He and his fellow rookies will help VTA make up for overburdened service where passengers were routinely passed up because of full buses.

“When we were out driving around town on our practice runs, it made me feel good when people told me they were glad to see my bus stop for them. They were happy to be on board,” said Chiprez, “And I’m happy to have them onboard.”

Cautious Recovery

Public transit agencies prepare for the post-pandemic era.

By Stephanie Jordan

6/30/2021

When California fully reopened its economy on Tuesday, June 15 with no physical distancing restrictions for most businesses and activities in California, health officials also approved the full return of full capacity on all buses and trains. In the Bay Area, BART ridership on that Tuesday was 78,377, representing 19 percent of pre-COVID-19 budget projections for a weekday in June. As of June 16, it was the highest ridership day since the start of the pandemic. Overall, daily Bay Area toll bridge traffic has roughly doubled from the COVID-era lows registered in early April 2020 and now averages 85 percent of the levels recorded in mid-June of 2019.

Though masks are still required (through September 13, regardless of rider vaccination status, per federal law) and amid COVID-19 spike concerns, public transit agencies throughout the state are moving from reacting to the crisis to recovery and institutionalizing what has been done well. From frequent cleaning and nightly anti-viral fogging to upgraded advanced HVAC system air filters across entire fleets, the addition of onboard hand sanitizers, touch-free mobile ticketing, operator distancing barriers, offering micro transit replacement options, distributing personal protection equipment, and more, public transit agencies have taken steps throughout the pandemic to combat the spread of COVID-19 and follow safety restrictions. But of these mitigation steps, which ones will remain a practice in the post-pandemic era?

One possible practice that might return is fare-free transit. Waiving fares for transit service became common during the height of the pandemic, as agencies enacted social distancing efforts to keep operators farther away from riders. With fareboxes placed in close proximity to drivers, rear-door boarding and fare-free rides became common practice.

“Many transit agencies across the country operated without fares during some or all of the pandemic, either formally removing fares or suspending fare inspection and enforcement (i.e., an honor system),” observes Jacob Wasserman, Research Project Manager, UCLA Institute of Transportation Studies. “Looking forward, I think that some transit agencies will at least consider going fare-free permanently, weighing the costs (like tradeoffs with service supply) and benefits of doing so, with the pandemic as partial evidence. Agencies that collect a smaller share of their total revenue from fares may find it easier to go fare-free. LA Metro, for instance, to whose budget fares contribute a relatively small share, is on the verge of implementing fareless pilot programs for students and low-income riders and is studying fare-free transit for all riders.”

Taking extra steps to keep riders and employees healthy was extremely important throughout the pandemic. Everything from homemade barriers to high-end shields was created to separate drivers from passengers and cleaning protocols were heightened.

“The pandemic forced us to rethink how we can better manage the safety of our employees and customers, and some of the things that we instituted on our buses that I can see us keeping are the permanent, Plexiglas barrier in the bus operator compartment and the 25 percent fresh air intake feature on our HVAC systems,” says Mona Babauta, Deputy General Manager-Bus Division of Golden Gate Bridge, Highway, and Transportation District. “We were glad that we already had the latter, but the pandemic highlighted the importance of not deviating away from that in future bus purchases. With respect to our cleaning process, we plan to keep fogging our buses with a hospital-grade disinfectant as part of our regular cleaning regimen moving forward.”

As visitors and employees return to the Disneyland Resort, Knotts Berry Farm, Angel Stadium, and other destinations throughout Orange County, Anaheim Transportation Network (ATN) plans to keep much of the safety protocols implemented during the pandemic.

“Cleaning and hygiene protocols are here to stay,” asserts Diana Kotler, Executive Director of ATN. “The message that transit is *Clean and Safe* will become our motto. Digital ticketing is now fully accepted and will replace all previous fare media. In our case, we went 100 percent digital and received great reviews from customers.”

Monterey-Salinas Transit (MST) also plans to continue to utilize a hospital grade germicide to clean and sanitize all surfaces within the passenger cabins each night, fleet wide. The use of a pressurized ammonia-based solution to power wash and disinfect passenger waiting areas at major transfer locations will continue as well, to help keep employees, customers, and the public at large safe.

“MST will keep the physical Do Not Cross delineation line,” adds Carl Sedoryk, MST’s General Manager and CEO. “The newly added strip is affixed to the coach floor parallel to the tire well and provides a protective six-foot distance between bus operator and riders while the bus is in motion. Our operators really like that. And the hand sanitizer dispensers will remain too.”

Another practice that MST will explore maintaining is the option to work from home.

“We found that we really can work from home,” explains Sedoryk. “So we’re going to try it for 90 days. We will spend the majority of time at the office, but then employees can also work from home too. Regardless, there will need to be transition time from stay-at-home to returning to work with eldercare, daycare, and such that will require adjustments. By working from home we can limit green-house gas emissions and congestion. We plan to continue this practice to see if we can still be successful, while having employees drive less.”

MST is not alone in this discovery. One of the aspects of the pandemic that surprised Alva Carrasco/AVP-Transit and Rail, WSP USA and President of the Board of Latinos In Transit was the speed with which people transitioned to working remotely. In fact, U.S. productivity in the third quarter of 2020 rose 4.6 percent, following a 10.6 percent increase in the second quarter, which is the largest six-month productivity improvement since 1965. (Per: "Productivity and costs: Third quarter 2020, revised," U.S. Bureau of Labor Statistics, December 8, 2020 bls.gov.)

"All the COVID practices that came out of this crisis taught us as an industry that we weren't as resilient as we thought we were," observes Carrasco. "The pandemic demonstrated to the entire world how vital public transit is to our social and economic wellbeing. Although we got kicked in the teeth, transit agencies did a phenomenal job to pivot resources and to think of innovative ways to safeguard our riders and employees. I believe everything we learned in the past year will stay with us indefinitely."

Contactless Fare Payment

Kotler feels that real game-changers coming out of the pandemic will be in digital payments, communication, and information technologies.

"There is no return to pre-COVID way of doing things," she believes. "Consumers will demand this type of innovation and the innovation in the transit industry will be driven by the 'cashless/ touchless' expectations riders have experienced in other industries."

To Kotler's point, in May, MST became the first public transit agency in California to implement an open contactless fare payment technology, that allows customers to use their own contactless credit, debit, or prepaid card or a payment-enabled device to pay their fare on any MST bus—just like they tap to pay for a coffee, groceries, or a meal. MST's six-month contactless payments demonstration is the first of many facilitated by the California Integrated Travel Project (Cal-ITP), a Caltrans initiative to enable easy and accessible travel planning and payments.

"A lot of work went into setting up the transactions to go live, but it is all seamless to customers," explains Sedoryk. "We are seeing consistent and growing usage. Customers are able to use just their debit or credit card. There are no downloads of an app or the purchase of a separate product needed, which is commonly required in other types of fare implementations."

Sedoryk goes on to say that the technology is standard off the shelf and is widely available to all retail sectors, not just public transit. "Since this is not custom designed solely for public transit, the cost per unit is very low. Plus, through state led efforts, procurement might become part of a multi-state contract, which will drive the price point down even further for the hardware, software, service, and transaction fees. In addition, our coach operators are happy with the speed of the quick passenger boarding – since it's just swipe and go it limits dwell time. Operators also like the health benefit, since customers do not have to linger at the farebox."

Customers are seeing the benefits of the contactless payment readers. Riders can swipe upon boarding and again on exit and be charged only for the distance traveled, which might be less than the normal cash fee. The platform also offers “fare capping,” which ensures that riders will not be charged more than \$10.00 per day, no matter how many times they ride in a day—as long as they pay with the same contactless card or mobile wallet throughout the day.

“This is a really cool feature because it mimics daily, weekly, and monthly passes,” says Sedoryk “With fare capping, once a rider reaches a transaction per day, or week or month, there is no longer a charge to ride. You can hit the daily limit, then the weekly level, and keep building up to a monthly level. It’s like a mobility deductible: once you reach the deductible the rest of the rides are covered. This is especially good for low-income riders because they don’t have to come up with a large monthly payment up front, like when purchasing a pass. Instead it is pay-as-you-go so riders can budget for transit costs.”

With equity especially in mind, Sedoryk notes that in the coming months MST will be able to also accept Square payment solutions. This means that if customers do not have credit or debit cards, they can sign up for Square with just an ID and are not required to have a relationship with a bank or financial institution.

“This is especially important for our hospitality and agricultural workers,” Sedoryk adds.

Another feature Sedoryk is looking forward to implementing is discount fares for those eligible. Using an interface through the Department of Motor Vehicles, DMV records can be accessed checking for eligibility. “What I like about that, is it takes us out of the ID business,” Sedoryk states.

While adding the contactless payment option, MST continues to accept all its current forms of payment at the bus farebox for regular and discount fares: cash, GoCards, and monthly/weekly/daily GoPasses.

Essential Workers & Equity

The unprecedented times that the novel coronavirus pandemic put into motion beginning in early March 2020 stripped public transit of riders. What came into clear focus was the critical mobility needs of the transit dependent, healthcare workers, first responders, social service providers, childcare workers, grocery store employees, and other essential workers that were exempt from Governor Gavin Newsom’s call to shelter-in-place. Though ridership decreased dramatically in observance of the Governor’s directive, California public transit agencies continued to serve customers daily.

“Our commuter ridership took a huge hit when the first Shelter-in-Place order was implemented in March 2020, and we immediately saw our core ridership shift from routes serving higher income neighborhoods in Marin County to our routes that primarily

served essential workers, lower income riders, and people of color along the Highway 101 corridor,” explains Babauta. “Over a year later, our ridership is still down roughly 75 percent of where it was before COVID-19. The pandemic and other impactful events in 2020 highlighted the fact that we need to do more around incorporating equity into how we deliver service and make decisions.”

Continues Babauta, “At my agency we are traditionally a commuter bus system, and our core ridership prior to COVID was mostly composed of customers who were primarily Caucasian, well-off, and privileged in many respects. Our traditional commuters, however, are not the ones currently using our system. Instead, we have essential workers, including people of color and low-income riders, who are normally not our focus in the decision-making process. These essential workers kept our economy going and continue to do so. As we rebuild our systems, as an industry, we need to prioritize equity in service decisions for remaining relevant and becoming increasingly effective at providing service that contributes to stronger, more resilient, and inclusive communities.”

In looking back, Carrasco notes that there was a moment in early 2021 where data really began to reveal massive equity issues with disadvantaged populations not having convenient access to COVID-19 testing and vaccines. “This transition to a focus on equity is probably one of the most important discoveries from the pandemic,” believes Carrasco.

The U.S. Department of Transportation’s Federal Transit Administration (FTA) recently highlighted how transit agencies across the country are helping people in their communities get access to COVID-19 vaccines. In California, many public transit agencies did or continue to offer free transportation to vaccination sites or are even using their transit stations and facilities as vaccination sites. As an example, Metro is making it as easy and convenient as possible for its riders to get a COVID-19 vaccination during their travels by establishing four vaccination sites at Metro stations — El Monte Station, Harbor Gateway, Crenshaw/105 and Del Amo. There are also plans for a site at Union Station to open soon.

Babauta sums up the position of many California transit agencies, when she says: “For the foreseeable future, equity will continue to be our ‘guiding star’ as we rebuild our system and carefully expand our service over the next couple of years.”

The Bounce-Back

Though variants of coronavirus continue to spread, California’s vaccination rate is high and the COVID infection rate continues to decrease. At this point in time, public transit agencies are beginning to take cautious steps forward toward recovery for the first time since Governor Newsom declared a state of emergency on March 4, 2020. Although, what will recovery be like?

Keith Martin, Executive Director, Yuba-Sutter Transit believes it will not be easy for his agency. “We are expecting a prolonged recovery and some services may never return

to pre-pandemic levels. With that expectation, service, staffing, equipment and policy decisions will be especially problematic for the foreseeable future.”

Carrasco agrees with Martin. “I expect that it will be difficult and long. There is a finite amount of federal money that can be pumped into transit agencies. And the final duration of this pandemic is still unknown. Either way, agencies have suffered tremendous financial and workforce losses that will take time to recover.”

For many agencies it will be a wait and see approach to recovery plans.

“The bounce-back for Golden Gate Transit will take some time, we think,” shares Babauta. “We are traditionally a commuter bus system, and our core ridership was primarily composed of white collar professionals working in the financial and tech industries in downtown San Francisco. However, given the increase in remote and hybrid work schedules, we will need to see how employees return to work before we make any permanent decisions on our long-term service design.”

Recruitment of operators and staff was a challenge pre-pandemic, but with the pandemic came an even greater strain on resources. Currently, labor shortages are not only an issue for the public transit sector. The U.S. Chamber of Commerce shows there were a record 8.1 million job openings in the United States in March 2021 and about half as many available workers for every open job across the country as there have been over the past 20 years.

“The growth in traffic across the Golden Gate Bridge and our ability to recruit new bus operators will also dictate much of our growth in the coming months,” acknowledges Babauta. “With 15 percent of our bus operator workforce retiring in the past year, we do not have sufficient staff to operate pre-COVID service levels reliably at this point. Additionally, 50 percent of our operating budget is financed with bridge tolls. So, we definitely need to see positive changes in both of these areas before making any final decisions on service levels.”

Kotler agrees that the labor shortage is impacting recovery plans. “It is going to be complicated because of the lack of personnel resources, but easier (emotionally and financially) than dealing with the pandemic itself. A sense of optimism is very, very important! What I am seeing are people that really want to return to their ‘pre-COVID’ lives. The marketplace is bursting with people seeking normalcy. The same is true for front-line personnel – hospitality, theme park, and even our operators. Most employees were eager to return to work and not as concerned about safety protocols, because they just want things to be back to normal.”

With the pandemic starting to be somewhat in the rear-view mirror, Kotler characterizes the last 15 or so months as being full of “Humbling experiences which brought back humility, and at the same time, a drive to survive.”

Asked for his biggest take away, Martin has an even deeper appreciation for the Yuba-Sutter Transit family. "Our soft-assets, our people, especially our front-line personnel have always been the most important component of our operation and this crisis has only reinforced that knowledge, so this experience has made us more resilient than ever."

Asked if she thought Golden Gate Transit was more resilient than before, Babauta says, "Yes. I think we are more resilient now as an organization, but the dramatic changes in our ridership have resulted in our continued need to rethink our business model around service delivery and our priorities around that. Equity is our top priority right now given that almost all of our current customers depend on us to meet daily life needs. However, as the skyscrapers and economy slowly reopen in downtown San Francisco, we will need to consider how our system can expand to meet other organizational priorities, such as growing ridership, reducing traffic congestion, and fighting climate change."

Keep California Moving

The unprecedented times that came with the pandemic is giving way to an opportunity to re-examine how public transit in California (and beyond) will provide services into the future.

"We thought we were well prepared for emergencies," states Sedoryk. "We have conducted many workflow scenarios for wildfires, floods, and the like. But those all had a beginning, a middle, and an end. We were not prepared for this length of time. But what has come to light is we can clearly see who our core customers are. No one wanted to ride the bus during COVID-19 and yet, we had riders. This experience requires us to think about complete service redesign and positive social equity outcomes. It has forced us to re-think the role we play in the community and our responsibility to provide access to opportunity. What we have learned is people really depend on us."

Transport workers, unions, and mayors from leading global cities including Los Angeles, Paris, Berlin, Chicago, Milan, Jakarta, Bogota have joined forces to demand that governments make historic global investments in public transport to ensure a green and just recovery from the COVID-19 crisis. Spearheaded by C40 Cities, a coalition of mayors representing 97 of the world's largest cities, and the International Transport Workers' Federation (ITF), who represent 20 million transport workers, "The Future is Public Transport" initiative is calling for an urgent injection of stimulus funding in public transport services and infrastructure in order to drive economic stimulus, job creation, and climate action.

C40 Cities' newly released research confirms that green investment in global public transport systems will not only safeguard existing jobs, but will also create millions of decent, sustainable jobs, and drastically cut emissions in the next decade.

"A significant lesson that I hope transit agencies and decision-makers take away from the pandemic is that transit is an essential service," concludes Wasserman. "Many

essential workers relied on transit during COVID, just as they did before the pandemic too. Low-income travelers, riders of color, and those with limited or no access to private cars disproportionately use public transit. Transit's social service role is therefore paramount (especially since its other key role, moving a lot of people together to dense, central destinations, was disrupted and is still recovering). Operators and policymakers often tout a number of different, potentially conflicting purposes for transit, but if anything, COVID-19 further proves that equity must be central to transit planning."

Bloomberg CityLab

The Complex 50-Year Collapse of U.S. Public Transit

A new analysis of a half-century of transportation patterns in U.S. cities shows how the share of transit commuters has plunged in most — but not all — metro regions since 1970.

By Tony Frangie Mawad

June 25, 2021



Los Angeles is one of a handful of U.S. cities that has managed to grow their share of transit commuters since 1970. Photographer: Patrick T. Fallon/Bloomberg

Back in 1970, 77 million Americans commuted to work every day, and 9% of them took a bus or a train. By 2019, the number of U.S. workers had nearly doubled, to more than 150 million. But the vast majority of these new workers chose to drive: The number of public transit riders increased by only around 1 million during those years, and their share of the country's overall commuters collapsed to 5%.

That historic shift reflects several broad trends in U.S. life, including suburbanization patterns and urban highway expansion, the growth of the car-friendly Sunbelt, and the depopulation of once-robust industrial cities. But fundamentally, the fading usefulness of

public transit is a result of the fundamental lack of integration between federal transportation and land-use authorities, says Yonah Freemark, a senior research associate with the Urban Institute.

“In a number of other countries, the Department of Transportation and the Department of Housing and Urban Development are combined in one entity,” he says. “In the United States, we ended up with two different entities.” As a result, housing and mobility needs have been poorly aligned; the landscape is laden with housing that lacks access to public transportation, light rail lines that course through sparsely settled areas, and too many cities whose transit networks can’t connect riders with jobs.

But as Freemark’s new analysis of commuting data shows, based on his database of long-term trends in U.S. metros, regional patterns reveal a more complex story. Some cities have bucked national trends and gained transit commuters over the last 50 years. Coastal cities like New York City, Washington, D.C., San Francisco, Seattle, and Boston saw an increase of hundreds of thousands of transit commuters between 1970 and 2019. Pre-pandemic, 3 million New Yorkers commuted by bus, subway and train daily — 500,000 more than in 1970 — and the region’s share of transit commuters held relatively steady.

Rust Belt Regions Have Lost Transit Riders as Coastal Metropolitan Areas Have Added Them

Metro areas with the largest losses and biggest gains in the number of transit commuters from 1970 to 2015-19



Sources: 1970 US Census and 2015-19 American Community Survey.
 Notes: Data based on metropolitan areas with at least 100,000 residents in 2015-19. Graph reflects constant 2015-19 geographies for metropolitan areas and shortened names.

URBAN INSTITUTE

Courtesy Urban Institute

The flip side of the pattern can be seen in Philadelphia, Chicago, Detroit and Cleveland, which lead the list of cities — many in the Rust Belt or the South — that have shed tens of thousands of transit commuters.

This unequal pattern of transit commuting is even more acute when the share of commuters is taken into account. In New Orleans, for example, nearly a quarter of residents got to work via bus and streetcar in 1970. By 2019, only about 5% did. Similar drops are seen in smaller industrial cities like Buffalo, Richmond, Cleveland and Milwaukee. “In the 1970s, use of public transportation was really common in cities all across the country no matter their size,” says Freemark. Now, widespread transit commuting is a phenomenon limited largely to large coastal metropolitan areas. “Other regions don’t have realizable public transportation people can depend on.”

Cities where transit use has seen massive reductions tend to be those that have endured deindustrialization and suburbanization during the last 50 years, with a concurrent rise in investments in highways designed to shuttle car-driving commuters in and out of town. “These used to be places that had really successful downtowns, but now most of their workforce has suburbanized,” says Freemark.

The profoundly unequal geography of U.S. transit reflects — and contributes to — the economic gaps that have grown between cities; as struggling metros have shed jobs and wealth, their ability to maintain useful transit systems has likewise declined. “Most money that goes for transportation comes from state and local governments, and their ability to invest is based on their resources,” says Freemark. Poorer regions don’t have enough income to invest in transit, which in turn hampers economic growth even more. “It’s a negative spiral, a vicious cycle; there’s a trap situation going on.”

More Than Any Other Large Region, Seattle Has Attracted a Growing Share of Transit Users over the Past 50 Years

Metro areas with the most and least percentage point change in share of commuters using transit from 1970 to 2015-19



Sources: 1970 US Census and 2015-19 American Community Survey.
 Notes: Data based on metropolitan areas with at least 100,000 residents in 2015-19. Graph reflects constant 2015-19 geographies for metropolitan areas and shortened names.

There are lessons to be learned from the handful of cities — all in the western U.S. — that have managed to grow their share of transit commuters since 1970, Freemark's analysis concludes. In Seattle and San Francisco, for example, the city has made efforts to centralize jobs in downtown areas, and they boast extensive rail networks that can reach a larger share of commuters in the region. Seattle has also invested heavily in upgrading its bus service, while San Francisco reduced fares for people with low incomes. In Salt Lake City, housing growth in neighborhoods around transit has been prioritized; Portland's urban growth boundary has been effective in limiting car-centric sprawl.

Not every region has the means to make the kind of transit investments that would be needed to bring riders back to their 1970 levels, and there's no question that reversing the effects of a half-century of transit-unfriendly land-use decisions is a tall order. But it's also increasingly urgent, given the role of car-centric planning in boosting greenhouse gas emissions. "The federal government could play an important job filling the gap" between wealthy and struggling cities, says Freemark. "But they haven't done that yet."

Bloomberg CityLab

For Disabled Users, the ‘Open Streets’ of the Pandemic Remain Closed

Restaurants that claimed sidewalk and street space aren't leaving room for wheelchair users and others with mobility impairments, say accessibility advocates.

By John Surico

June 23, 2021



Pandemic programs that allowed outdoor dining on streets and sidewalks, like this packed street scene in Soho, often left little room for “non-normative” users. Photographer: Chris J. Ratcliffe/Bloomberg

In early May, ITV, a television channel in the United Kingdom, showed a video of Alan Benson, a wheelchair user, navigating his way through London’s buzzing Soho neighborhood. “I’ve been locked away for 420 days, so today is our first time out,” says Benson.

But Benson and his wife, Yvonne, soon hit a snag: The narrow sidewalks of Soho had gone through a pedestrian-centric makeover since the pandemic. The bars and restaurants that had claimed sidewalk space left little room for Benson, who was forced to find a curb-cut. The next street had a path between tables, but a patron was blocking

it with his seat. Some restaurants had roped off public sidewalks, forcing him and his wife onto the street. There he found that some devices meant to block cars, like spike strips, also blocked him. After a few failed attempts, Benson decided to head home. “I feel really excluded,” he said to the camera.

Others joined the fray. A video of Katie Pennick, a campaigner at Transport for All, an accessibility advocacy organization which Benson chairs, went viral after she was seen trying to maneuver her wheelchair between a lamppost and a chair, also in Soho. Another, of Dr. Amy Kavanagh, a visually impaired activist, showed her guide dog, Ava, being blocked by a waiter while trying to negotiate a London sidewalk. Meanwhile, in New York City, Penelope Richards, a writer with cerebral palsy, wrote in *Eater* this week about her challenges getting around the city’s restaurants: “Plenty of outdoor dining setups act as sidewalk obstacle courses.”

Similar stories have been playing out in Washington, D.C., San Francisco, and other cities where eating, shopping and other activities moved outdoors during the pandemic. Navigating commercial stretches packed of streateries, parklets and other Covid adaptations has often exacerbated the existing challenges faced by wheelchair users and others with mobility impairments. The shift has created yet another hurdle in cities for disabled users to overcome, the latest chapter of an ongoing battle over how streets are envisioned and designed. Just this month, a class action lawsuit was filed against the city of Baltimore for not installing and maintaining curb ramps and sidewalks.

For pandemic-era parklets, which were conceived as ways to carve out more space for people, there’s a tragic irony in this role they are playing in widening the accessibility gap. And as many of these street changes are being made permanent, advocates are fighting to ensure that that space is expanded equitably.

“We want to go out — we want to join in,” said Benson, when I spoke with him over the phone later that month. “We want to be part of the solution. We absolutely do not want to spoil anyone’s fun, or stop these restaurants from making money. The last year has been dreadful for everybody, so we all need to get out. But it needs to be a constructive engagement, not an enemy engagement.”

The cost of lost business

I grew up with a disabled parent; before my family went out to eat, we’d call the restaurant and ask a series of questions: Was there a ramp? (Steps were difficult for my mother.) Where were the bathrooms? (Downstairs didn’t help.) How spaced out were the tables? (Wide enough for a wheelchair?) The options quickly thinned.

Eman Rimawi, an organizer for New York Lawyers for the Public Interest who focuses on issues of transit accessibility, knows this process well. If she’s invited to meet friends somewhere, Rimawi, who uses a walker for her prosthetic legs, searches photos and customer testimonials online. Afterwards, if the experience is positive, she lets others know on Google. If it’s not — a ramp was too steep, the entrance too tight — she’s equally as vocal.

These day, the task has just grown in scope.



A sidewalk in Charlotte, North Carolina, is closed to make room for a restaurant's outdoor dining space. Photographer: Logan Cyrus/Bloomberg

When I met Rimawi in Midtown Manhattan, she was waiting outside a restaurant she recently had an issue with. The eatery is located underneath scaffolding, and so when it places movable chairs and tables out on the sidewalk, it forces passersby to contend with metal bars or grates, which many wheelchair users cannot pass due to the gaps. If patrons have luggage — typical in Midtown — it's even more challenging.

"It's like, 'I know you're enjoying your dinner, but you're in a public space, and I'm just trying to pass through,'" Rimawi said.

Open Restaurants, the city's program to systematically allow restaurants to flip parking spots into dining parklets — 8,550 now and counting — has solved some issues, she said, but created others. The program does not relieve businesses of their obligations to comply with the accessibility requirements of the Americans with Disabilities Act; designated dining structures should have ramps and room for wheelchair seating, and must leave eight-foot-wide paths for pedestrians on the sidewalk. But in practice, such requirements are often unmet. The program has also made some restaurants think any piece of asphalt is free game, she argued. (The restaurant above had an outdoor structure in addition to sidewalk furniture.)

A corner restaurant, for example, had plastic igloo-like enclosures, a common pandemic-era sighting. As we made our way down the block, Rimawi had to let another person pass a few times, because she couldn't fit through what remained of the

sidewalk space. Then you had your usual suspects: car-blocked crosswalks, outdated curb-cuts, short crossing lights. By the end of our walk, Rimawi was panting.

A disabled friend of hers, she said, experienced a similar setting at a restaurant she frequented for years, and asked the owner if they could change it. The additions were too costly — a common refrain from business owners — and so the owner politely declined. “Now she can’t go there because her wheelchair won’t fit,” said Rimawi. “Then they lose her business. It’s a lose-lose all around. I don’t think people really think about that.”

Disability advocates in the United Kingdom have a term for this: the “Purple Pound.” A campaign from a disability advocacy group estimates that businesses lose out on 2 billion pounds a month because of failing to meet the needs of disabled people.

Now vaccinated, Rimawi wondered aloud which restaurants she could physically return to as New York lurches to normalcy. But it’s not just eating — it’s going to the bank, seeing her siblings, attending work functions; all of it relies on whether she can get around. “I just want to live my life,” she said. “But it makes it really hard for me when I have to basically Tetris myself into things, just to make it work.”



Sidewalk brunch in New York City in 2020. Many of the city’s “Open Restaurants” street changes are being made permanent. Photographer: Spencer Platt/Getty Images North America

To help her, the city has to be more proactive, she argued: Rather than lean on punitive fines, emphasize the potential revenue gains. On streets with extensive outdoor dining — now made permanent by City Hall — planners should analyze where sidewalks can

safely be expanded. The parking-spot parklets, she said, open up the possibility of converting even more street space to pedestrian usage.

“I think if we can devise ways to utilize the space we have, we can make it work,” Rimawi said. “People forget that even though people are doing their own thing, we’re still a giant community. We just have to talk to each other.”

Design for all kinds of users

Where accessibility intersects with urban planning, you’ll likely hear about the “normative user.” For centuries, cities were sculpted by non-disabled planners, who formalized their lived experience into practice. (The same concept can be lent to criticisms that cities tend to overlook or diminish the needs of women or non-white residents.) The normative user was someone without disabilities, and thus the city was built to serve them. Those with disabilities, the “abnormal” user, were left out.

In the neighborhood where Susan Dooha lives in New York, she says she sees a number of businesses violating the ADA and other human rights laws. Wires for heat lamps or outdoor lights cause tripping hazards on sidewalks for those with visual impairments, while cluttered sidewalks force wheelchair users onto the roadbed, where they have to contend with cyclists and drivers.

But most cities, says Dooha, a lawyer and executive director of the Center for Independence of the Disabled, New York, do not have “ADA police” on patrol. While enforcement is necessary, she says, new initiatives need an educational component as well, such as visual reminders that show what an accessible space should look like, and why not adhering to it adversely impacts everyone. (The Mayor’s Office for People with Disabilities does have a primer, but whether restaurants are following it is a different story.)

Coupling education and enforcement, Dooha adds, could help unravel prevailing notions held by the public. “What we really want is a change in behavior,” she said, “so that these businesses who could have people with disabilities as customers can attract them, without making the sidewalks and the curb cuts dangerous places.”

“It’s the fact that it’s day after day, week after week. It just grinds you down.”

Blowing up the perception of what a “typical” patron looks like for companies and governments is Sarah Rennie’s job as an accessibility and inclusion specialist and trainer in the U.K. city of Birmingham. On Twitter, she recently dedicated a thread to explaining why picnic tables fall short for those who use wheelchairs, like herself. But the conversation could apply to older people, parents with strollers, or temporarily disabled patrons as well.

“To me, it was a great example of how this traditional design obviously worked a long time ago, because nobody intended it to work for everybody,” she told me. “And now it’s really unhelpful that this design is still with us. I think it’s quite symbolic that it is, really.” (She suggests that businesses get tables of all shapes and sizes, ideally with contrasting colors.)

For Rennie, awareness should be woven into every part of the planning process.

When a business is granted a license by a local municipality to expand outdoors, it should come with a “mini equality impact assessment”— a process evoked by the U.K.’s Equality Act, its ADA equivalent —to notify the owner of its duty to provide “reasonable adjustments” for accessibility issues, Rennie said. Cities could enforce a three-strike system, so the burden isn’t on disabled users to complain.

Access officer positions at local councils were significantly cut after the 2008 recession, but Rennie hopes that a renewed interest in pedestrianization will lead to rehiring. “We just need sensible inclusive design,” she said, “with paid professionals who are knowledgeable and experts in this.”

Making room at the table

Like Benson, Rennie has mostly been at home for a little over a year now.

That is the case, she explained, for many individuals in the disabled community, given their vulnerabilities to the virus. So new pedestrianization efforts hatched in the last year were largely seen through a screen. “Starting to go back out the last few weeks, it’s been quite jarring to see environments you’re familiar with now changing, whether that’s pavement cafes, or parklets,” she said.

When the Birmingham City Council proposed its outdoor dining scheme last year, it invited Access Birmingham, where Rennie is a vice chair, to review the licenses, she said. Her group added substantive feedback, including, for instance, the relocation of a parking spot for the disabled. It was moved to the bottom of a hill at first; Rennie’s group made sure that didn’t happen.

But generally, she said, they were willing to compromise. “I think we understood the situation for the community, that there were going to be hiccups along the way. We had to find a way to get through these next few months,” she told me. “But the worry now is that these temporary solutions [will be made] permanent without a review.”

Like Open Streets, pandemic-era parklets are moving beyond experimentation and becoming full-fledged fixtures of urban streetscapes. It’s time cities get serious about how these are going to function for everyone going forward, advocates say.

Having those with appropriate lived experiences at the quite literal table seems like a given. When we met up, Rimawi suggested that cities like New York could give a stipend to disabled residents to test out new dining structures citywide, in what would be a death knell to the normative user concept. Or perhaps rank structures on their accessibility, like the city’s letter grades for cleanliness.



A restaurant in New York's Little Italy neighborhood in May. As the city reopens and traffic thickens, competition for sidewalk and street space will only increase. Photographer: Nina Westervelt/Bloomberg

Some of those ideas are being put into practice. Alfresco NYC, a new initiative from the Regional Plan Association, Tri-State Transportation Campaign and Design Trust for Public Space that will recognize high-quality Open Restaurants and Open Streets with rewards, has made accessibility part of its grading criteria. Rimawi will sit on the steering committee as an accessibility advocate.

"Fundamentally, the programs have been one of the shining lights in a pretty dark time in our region's history," said Kate Slevin, a senior vice president at RPA. "As these programs have expanded, there hasn't been as much city funding and support to make them really permanent, accessible and equitable. We're hoping to advance that."

For Alan Benson, all of these efforts amount to more than just addressing inconveniences. They're about visibility.

When we spoke, he told me about a conversation he had recently with someone who tried to meet up with friends at a pub but couldn't, citing accessibility issues. "He ended up apologizing to them like it was his fault," he said.

His friend wasn't the first he heard to voice that sentiment. "It's not that you go out one day, and can't go to one place," he said. "It's the fact that it's day after day, week after week. It just grinds you down. People give up... It stops being something that is done to you, and if you're not careful, you can internalize it."

Inclusion, Benson says, means allowing everyone to participate in urban society, so everyone else notices. If a space isn't accessible, that's one less place where the concepts of "normal" are visibly challenged. The ideas borne out of the pandemic, he said, could offer an immense opportunity to change that. It could be more space — for everyone.

"The way that we overcome stigma, the way we overcome barriers, is to be seen and be out there. We overcome these things by normalizing our presence," Benson said. "If we're excluded from that, then the stigma, the isolation, becomes self-sustaining in a vicious circle."

Toomey looms large over Senate transportation bill

June 22, 2021 – 5:30 a.m. By Jessica Wehrman, CQ

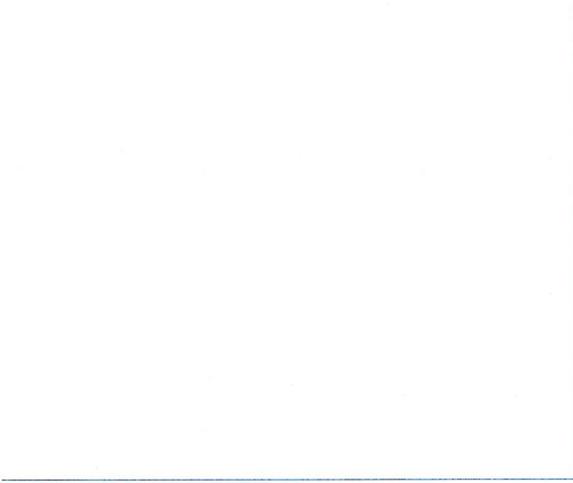


Toomey was among the Republicans who participated in infrastructure talks with the Biden White House. (Bill Clark/CQ Roll Call file photo)

The fate of the Senate's surface transportation reauthorization bill might lie in part in the hands of a retiring Republican senator who has emerged as one of Congress' most outspoken critics of transit.

While both the Senate Environment and Public Works Committee and the Senate Committee on Commerce, Science and Transportation have marked up their portions of the surface transportation bill ([S 1931](#) and [S 2016](#)), Senate Banking, Housing and Urban Affairs has yet to announce its markup of the transit portions of the surface transportation bill.

Those watching the bill say they have a good idea why: Sen. [Patrick J. Toomey](#) of Pennsylvania, the ranking Republican on the committee, has been increasingly critical of the heavy federal investment in transit, arguing that the federal government has dumped dollars on systems but not demanded any reforms.



Toomey is particularly incensed that Congress has spent some \$70 billion on transit as part of a series of COVID-19 relief bills targeted in part on transportation industries pummeled by the pandemic. That money is on top of the more than \$12 billion that Congress ordinarily invests in transit during a typical year.

“We have spent a staggering amount of money,” he said, adding that Congress spent more last year “than the sum total of the entire operating budget and capital budget of every transit agency in America combined.”

As part of his \$2 trillion-plus infrastructure proposal, President Joe Biden has suggested spending an additional \$85 billion in transit over the course of eight years. Toomey, 59, was part of a group of Republicans led by Sen. **Shelley Moore Capito** of West Virginia who tried unsuccessfully to broker a deal with Biden, and he made clear during an April 15 hearing that he thought the amount suggested by Biden was excessive.

“If we were to pass this bill that President Biden has requested and we do the ordinary funding extension that’s being contemplated here at this hearing and we combined that with the \$82 billion we provided over the last year, why, all of that money is enough that, according to 2019 Census data, we could buy every transit commuter in America a \$30,000 car,” he said.

“I was taken aback by the hostility,” said Beth Osborne, director of Transportation for America, who testified during that hearing. “I’ve never seen that out of him.”

She said while Toomey has called for accountability and expressed some skepticism for the federal investment in transit in the past, “this is a totally different thing from someone from a state like Pennsylvania that has one of the bigger transit systems in the country.” Her group’s mission includes advocating for transit.

“For him to not understand that role that it plays in a region’s economy was really startling,” she said.

A state divided

But Fletcher McClellan, a professor of political science at Elizabethtown College in Elizabethtown, Pa., said Toomey’s skepticism is a product of both his ideology and the state’s political divide.

“In this state, we have a pretty serious rural-urban divide,” he said, adding that even though Toomey is retiring, he’ll remain a voice in the party. “It may be in the back of his mind that anything perceived as pro-Philadelphia is usually a red flag in Republican circles.”

“He’s always been like this,” said Yasha Zarrinkelk, coalition manager and organizer for the pro-transit Transit Forward Philadelphia. “I don’t think he understands how much of an economic driver public transit is, not only for the state of Pennsylvania but for the entire country.”

He said, if anything, Toomey “has become a little less invested in the fight in preventing spending for transit” than he was before he retired.

The Banking Committee has a 12-12 split, meaning GOP support is critical. If the bill were to be tied in a markup, it would not be reported.

However, Majority Leader **Charles E. Schumer**, D-N.Y., could move to discharge it under Senate rules. Osborne predicted that if Banking Chairman **Sherrod Brown**, D-Ohio, and Toomey can’t strike a deal on transit, that title will go straight to the floor. “They’ll only do a markup if they can pass it,” she said.

Osborne is not alone in wondering how Toomey’s concerns will impact the transit title.

“This is where I genuinely don’t know what’s going to happen,” said David Ditch, a research associate at the conservative Heritage Foundation who also testified at the April 15 hearing.

A spokeswoman for Brown said the Banking chairman “continues to work with ranking member Toomey in hopes of reaching a bipartisan agreement on a robust transit title for a surface transportation bill.”

In a sense, Toomey is a lone voice — literally, with him being the only Republican lawmaker present at the April 15 hearing — reflecting a larger and more consistent GOP criticism of transit: that it’s a giveaway to typically Democratic cities and that the money would be better spent building highways and helping rural areas.

It’s a tension that has existed since Congress in 1982 opted to siphon off about 20 percent of the Highway Trust Fund for transit, and one that has become an increasingly partisan flashpoint, with Democrats arguing that the 20 percent split is not enough and Republicans arguing it is too much.

But among the ranking Republicans on the committees of jurisdiction, Toomey is a bit of an anomaly, said Ditch. While Sens. **Roger Wicker**, R-Miss., of Commerce and Capito of Environment and Public Works are generally supportive of investment in the portions of the surface transportation bill within their committees’ respective jurisdictions, Toomey is a skeptic.

“There is a real contrast,” Ditch said.

Ditch said that while past highway bills were delayed because of arguments over how to pay for them, transit is a quieter but still persistent divide.

“The sticking points were always going to be Banking and Finance,” he said. “The transit title is one where, frankly, there’s not a lot of enthusiasm among Republicans.”

Counteroffer

But Toomey’s reluctance to invest in transit was less apparent, however, in a counteroffer to Biden’s plan with which he was intimately involved in April. That \$568 billion plan included

\$61 billion for transit.

“It was what it was,” Toomey said when asked if he supported that increase.

Adie Tomer, head of the Metropolitan Infrastructure Initiative at the moderate Brookings Institution, said Toomey’s fiscal conservatism is nothing new — he was, after all, president of the Club for Growth. But he points to the fact that Toomey represents a “highly metropolitan state” with two vibrant transit systems as evidence that the senator has little choice but to be “well-versed in the importance of transit.”

“I think Republicans have a luxury on transit, where they can be publicly against it, and mean it, but then privately use that as a negotiating wedge to argue for other elements they want to see better support for,” Tomer said.

While Toomey is publicly critical of transit, “he can be that at the same time that he’s also willing to sacrifice that to get some of the things he really does care about,” Tomer said.

“He still could be an enemy of transit, but that doesn’t mean he’s a life-threatening enemy. There really is a difference.”

Tagged: [Infrastructure](#), [Public Transit](#), [Transport Infrastructure](#)



Project To Create Bus Pathway On Monterey Peninsula Gets Green Light

By Jonathan Sarabia

June 17, 2021

MONTEREY COUNTY, Calif. (KION) The Monterey-Salinas Transit Board has voted unanimously in favor of the SURF! Busway and Bus Rapid Transit Project.

Debbie Tiongco is a Marina resident who has used the bus almost every day for the past 40 years. This new project is a great idea that would not only benefit commuters like herself but also feels it will help the environment by getting more drivers off the road, she said.

"I hope it happens real soon," said Tiongco. "I hope it doesn't take too long because now that I've heard about it, I'm anxious to take advantage of it. And I'm sure others will want to do the same."

Glen Arrueda is also Marina Resident who relies on public transportation to get around. According to Arrueda, improvements need to be made when it comes to pricing and service. He's experienced bus delays because of traffic and he said this project will help address this issue.

"It does make it kind of difficult for drivers when they take the freeway," said Arrueda. "For them to have their own roads would be perfect."

The project SURF is expected to get bus riders to their destination much faster, saving commuters up to 16 minutes. The pathway will run from Marina to Sand City through an existing corridor. MST's CEO Carl Sedoryk said this will benefit people who depend on public transportation but also attract those who currently don't use it.

"When people who are stuck in traffic on highway one and their own cars and see the buses, passing them and arriving at their destination sooner, that will attract more people in the transit out of their cars," said Sedoryk. "That will reduce greenhouse gas emissions, it will reduce pollution into the bay from a variety of sources, that are created by traffic."

The construction is estimated to cost \$55 million. So far, \$15 million has already been allocated with local funding. In 2016, more than 67% of Monterey County residents voted in favor of the project through Measure X.

The next step in this project is to continue to work in planning, including design and permits. And look at how to obtain the other \$40 million dollars needed to fund the project.

"So we need to look to the state and perhaps federal government to identify the rest of the funding. Before we can start construction," said Sedoryk.

The project is expected to be completed in 2027 and so far only 35% of the design has been completed. Residents will have the opportunity to participate in providing recommendations throughout the year.