



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
BOARD OF DIRECTORS AGENDA
REGULAR MEETING
SEPTEMBER 23, 2022– 9:00 AM**

DUE TO COVID-19, THE SEPTEMBER 23, 2022 SANTA CRUZ METRO BOARD OF DIRECTORS MEETING WILL BE CONDUCTED AS A TELECONFERENCE ONLY (NO PHYSICAL LOCATION) PURSUANT TO ASSEMBLY BILL 361 (GOVERNMENT CODE SECTION 54953)

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 823 2842 5369.

Public comment may be submitted via email to boardinquiries@scmttd.com. Please indicate in your email the agenda item to which your comment applies. Comments submitted before the meeting will be provided to the Directors before or during the meeting. Comments submitted after the meeting is called to order will be included in the Board's correspondence that is posted online at the board meeting packet link. Oral public comments will also be accepted during the meeting through Zoom. Should Zoom not be operational, please check online at: www.scmttd.com for any updates or further instructions.

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 Kristen Brown	City of Capitola
Director Rebecca Downing	County of Santa Cruz
Director Jimmy Dutra	City of Santa 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 Ari Parker	City of Watsonville
Director Mike Rotkin	County of Santa Cruz
Ex-Officio Director Dan Henderson	UC Santa Cruz
Ex-Officio Director Alta Northcutt	Cabrillo College
Michael Tree	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 Email dated 9/8/2022 from Graciela Vega with METRO Response
- 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 MONTH OF AUGUST 2022**
Chuck Farmer, CFO
- 9.2. ACCEPT AND FILE MINUTES OF:**
 - A. AUGUST 17, 2022 MAC MEETING**
 - B. AUGUST 26, 2022 BOARD OF DIRECTORS MEETING**
 - C. SEPTEMBER 9, 2022 FINANCE, BUDGET AND AUDIT STANDING COMMITTEE**
 - D. SEPTEMBER 9, 2022 PERSONNEL/HR STANDING COMMITTEE**Michael Tree, CEO/General Manager
- 9.3. ACCEPT AND FILE: THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF AUGUST 31, 2022**
Chuck Farmer, CFO
- 9.4 ACCEPT AND FILE: THE FISCAL YEAR END MONTHLY BUDGET STATUS REPORTS FOR JUNE 30, 2022 AND ADOPTION OF THE PRELIMINARY SCHEDULE OF RESERVE ACCOUNT BALANCES**
Chuck Farmer, CFO

- 9.5 APPROVE: RECOMMENDED ACTION ON TORT CLAIMS**
Curtis Moses, Safety, Security & Risk Management Director
- 9.6 APPROVE: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE**
Michael Tree, CEO/General Manager
- 9.7 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 3RD AMENDMENT EXTENDING THE CONTRACT FOR FIVE (5) YEARS WITH STATE ELECTRIC FOR ANNUAL EMERGENCY GENERATOR LOAD BANK TESTING AND MAINTENANCE SERVICES, INCREASING THE CONTRACT TOTAL BY \$146,649**
Freddy Rocha, Facilities Maintenance Manager
- 9.8 APPROVE: REQUEST FOR AUTHORIZATION AND FUNDING FOR FOUR MAINTENANCE MECHANICS**
Margo Ross, COO
- 9.9 APPROVE: REQUEST FOR AUTHORIZATION OF ACCOUNTANT III POSITION IN THE FINANCE DEPARTMENT**
Chuck Farmer, CFO
- 9.10 ACCEPT AND FILE THE QUARTERLY PROCUREMENT REPORT FOR 2ND QUARTER OF FY23**
Joan Jeffries, Purchasing Manager
- 9.11 CONSIDERATION OF AUTHORIZING THE CEO/GM TO EXECUTE AN AMENDMENT TO THE PROTERRA, INC. CONTRACT IN ORDER TO PURCHASE RHOMBUS CHARGING EQUIPMENT FOR BATTERY ELECTRIC BUSES**
Freddy Rocha, Facilities Maintenance Manager

REGULAR AGENDA

- 10 EMPLOYEE LONGEVITY AWARDS PRESENTATION: LEONARDO PENA**
Larry Pageler, Board Chair
- 11 CEO ORAL REPORT / COVID-19 UPDATE**
Michael Tree, CEO/General Manager
- 12 ANNOUNCEMENT OF NEXT MEETING: FRIDAY, OCTOBER 28, 2022, AT 9:00 AM VIA TELECONFERENCE**
Larry Pageler, Board Chair
- 13 ADJOURNMENT**
Larry Pageler, 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@scmttd.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@scmttd.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.

Written Communications to the Board of Directors

From: [John Urgo](#)
To: gvegacendejas@gmail.com
Cc: [Donna Bauer](#)
Subject: RE: Route 91
Date: Friday, September 09, 2022 4:33:51 PM

Hi Graciela,

Thank you for contacting Santa Cruz METRO. Despite information you may have received, there will be no schedule changes to Route 91X this fall.

METRO is making temporary route modifications on other routes to accommodate the shortage of bus operators being experienced by METRO and around the nation, and to improve service reliability (minimize inconvenient cancellations for riders). These include Routes 4 and 22 in Santa Cruz, Route 35 in the San Lorenzo Valley, and the Watsonville Circulator.

You can view the full list of changes here: <https://www.scmted.com/en/metro-news-bulletins>

Sincerely,

JOHN URGO
Director, Planning & Development
T: (831) 420-2537 | jurgo@scmted.com
Santa Cruz METRO
110 Vernon Street, Santa Cruz, CA 95060

-----Original Message-----

From: Graciela Vega <gvegacendejas@gmail.com>
Sent: Thursday, September 08, 2022 10:20 PM
To: boardinquiries@scmted.com
Subject: Route 91

Dear Board of Directors,

I ask that you keep bus route 91 as it serves a quick direct route for commuters traveling from Watsonville to Santa Cruz and vice versa. Route 71 doesn't act the same it takes longer to get to the downtown area. It would be silly to cut that route. You have already cut other routes in Watsonville that you never brought back and you continue to add routes to Santa Cruz. Keep equity in mind and keep Route 91.

Respectfully,

Graciela Vega, a community member and bus rider

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DATE: September 23, 2022
TO: Board of Directors
FROM: Chuck Farmer, CFO
**SUBJECT: ACCEPT AND FILE PRELIMINARY APPROVED CHECK JOURNAL
DETAIL FOR THE MONTH OF AUGUST 2022**

I. RECOMMENDED ACTION

That the Board of Directors accept and file the preliminary approved Check Journal Detail for the month of August 2022

II. SUMMARY

- This staff report provides the Board of Directors (Board) with a preliminary approved Check Journal Detail for the month of August 2022.
- 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 month of August 2022 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 journal present the invoices paid in August 2022 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 Month of August 2022

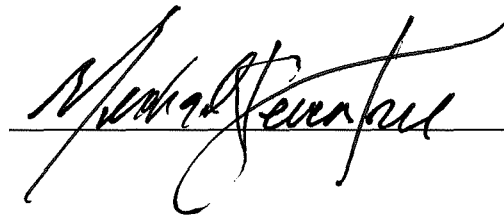
Prepared by: Holly Alcorn, Accounting Specialist

IX. APPROVALS

Chuck Farmer, CFO



Michael Tree CEO/General Manager



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DATE: 08/01/22 THRU 08/31/22

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
71667	08/30/22	-15.58	ALLEN, ROBERT	M150	9002291	MEDICAL SUPPLEMENTAL	-15.58	**VOID
78658	08/24/22	-2,617.54	HUNT & SONS, INC.	002979	114934	INVENTORY ORDER	-2,617.54	**VOID
79443	08/01/22	4,197.37	ABC BUS INC	003151	115686	INVENTORY ORDER	4,197.37	
79444	08/01/22	1,619.33	AMAZON CAPITAL SERVICES, INC.	003596	115640	BUS OP TRAINING SUPP	1,619.33	
					115668	JULY 4TH SUPPLIES	16.38	
					115669	4TH OF JULY SUPPLIES	336.80	
					115670	4TH OF JULY SUPPLIES	39.24	
					115684	SHOP POSTER FRAMES	104.42	
					115685	ERGONOMIC DESK	1,005.00	
79445	08/01/22	333.00	CALIFORNIA DEPARTMENT OF TAX	080A	115722	APR-JUN22 DIESEL TAX	333.00	
79446	08/01/22	1,100.00	CITY OF SANTA CRUZ/PARKING	002109	115727	AUG 22 PARK PERMITS	1,100.00	
79447	08/01/22	1,377.51	CLEAN ENERGY	001124	115692	SVC CALL/PARTS SBF	1,377.51	
79448	08/01/22	1,001.17	COAST PAPER & SUPPLY INC.	075	115672	CLEANING SUPPL OPS	1,001.17	
79449	08/01/22	2,890.00	COASTAL LANDSCAPING INC.	003034	115688	JULY 22 LANDSCAPING	2,890.00	
79450	08/01/22	3,964.00	COMCAST HOLDINGS CORPORATION	003601	115693	JUNE 22 ADVERTISING	3,964.00	
79451	08/01/22	234.00	COMMUNITY TELEVISION OF	367	115648	6/24 BOD MEETING	234.00	
79452	08/01/22	229.97	CRUMMIE, DAWN	E1022	115724	PICNIC GIFT CARDS	229.97	
79453	08/01/22	23,430.74	CUMMINS, INC	003116	115676	INVENTORY ORDER	436.37	
					115677	VEH# 2811 PARTS	245.30	
					115678	VEH# 4209 PARTS	365.58	
					115682	INVENTORY ORDER	69.18	
					115683	INVENTORY ORDER	98.47	
					115695	CREDIT_INV# Y9-50148	-109.25	
					115696	VEH# 1201 PARTS	-273.13	
					115697	VEH# 1209 ENGINE RPR	22,318.08	
					115698	VEH# 2811 PARTS	280.14	
79454	08/01/22	2,568.00	DEPARTMENT OF FORESTRY & FIRE	003210	115723	7/22-6/23 LOMAPRIETA	2,568.00	
79455	08/01/22	1,650.00	DOCTORS ON DUTY MEDICAL	916	115647	DMV PHYSICALS OPS	1,650.00	
79456	08/01/22	8,826.08	EAST BAY TIRE CO.	003274	115660	REVENUE TIRES	695.06	
					115661	REVENUE TIRES	2,515.84	
					115662	REVENUE TIRES	352.01	
					115663	REVENUE TIRES	1,390.06	
					115664	REVENUE TIRES	1,298.29	
					115665	REVENUE TIRES	1,257.95	
					115666	NON REVENUE TIRES	36.07	
					115673	REVENUE TIRES	463.36	
					115674	REVENUE TIRES	616.33	
					115675	REVENUE TIRES	201.11	
					115625	TEMP W/E 7/10	840.00	
					115643	TEMP W/E 7/10	1,075.20	
					115653	TEMP W/E 7/17	1,120.00	
					115690	TEMP W/E 7/17	268.80	
					115691	TEMP W/E 7/17	1,015.20	
					115694	TEMP W/E 7/17	1,470.00	
79458	08/01/22	413.66	FASTENAL COMPANY INC	001297	115626	NON INVENTORY ORDER	143.38	
					115627	INVENTORY ORDER	270.28	

DATE: 08/01/22 THRU 08/31/22

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
79459	08/01/22	46,596.75	002295	FIRST ALARM SECURITY & PATROL		115671	APR 22 SECURITY	46,596.75	
79460	08/01/22	731.05	002962	FIS		115659	JUN 22 MERCHANT FEES	731.05	
79461	08/01/22	16,387.02	002952	FLYERS ENERGY, LLC		115707	INVENTORY ORDER	1,249.50	
						115708	CR INV# 22-558026	-1,249.50	
						115711	7/1-7/15NONREV FUEL	2,852.09	
						115712	7/1-7/15 REV FUEL	12,432.88	
						115719	REBILLINV# 22-558026	1,102.05	
79462	08/01/22	58.12	003418	FRONTIER COMMUNICATIONS - 6145		115689	7/13-8/12 SKYLINE	58.12	
79463	08/01/22	5,924.73	117	GILLIG LLC		115629	VEH# 1901 REPAIRS	4.65	
						115630	VEH# 4208 PARTS	578.31	
						115631	VEH# 4208 REPAIRS	829.15	
						115632	VEH# 4208 PARTS	1,215.39	
						115633	VEH# 1903 PARTS	184.29	
						115634	VEH# 0321 PARTS	101.39	
						115635	INVENTORY ORDER	2,065.31	
						115636	INVENTORY ORDER	113.41	
						115637	INVENTORY ORDER	999.62	
						115638	CREDIT INV 40925748	-223.09	
						115706	VEH# 4209 REPAIRS	56.30	
79464	08/01/22	879.88	282	GRAINGER		115646	INVENTORY ORDER	389.04	
						115652	INVENTORY/CLEANING	236.66	
						115679	NON INVENTORY ORDER	143.37	
						115699	NON INVENTORY ORDER	76.23	
						115709	CREDIT #9309788686	-13.45	
						115720	NON INVENTORY ORDER	124.27	
						115721	CREDITINV9322126302	-76.24	
79465	08/01/22	699.15	003327	IO, RODNEY H		115623	VEH# 804 REPAIRS	699.15	
79466	08/01/22	208.00	1117	KELLEY'S SERVICE INC.		115702	INVENTORY ORDER	179.54	
						115704	CREDITINV# K-1781966	-17.48	
						115716	INV/NON INV ORDER	45.94	
79467	08/01/22	420.00	003271	KJRB, INC.		115700	VEH# 1211 TOW	420.00	
79468	08/01/22	45,351.69	003017	MANSFIELD OIL CO OF GAINSVILLE		115651	7/7 DIESEL FUEL	24,891.10	
						115710	7/22 DIESEL FUEL	20,460.59	
79469	08/01/22	775.04	E1020	MENGISTU, WONDIMU		115725	HYD SUMMIT CONF 7/14	775.04	
79470	08/01/22	40.11	041	MISSION UNIFORM		115624	UNIFORM REPAIR	27.00	
						115703	EMBLEMS MMF	13.11	
79471	08/01/22	1,164.59	004	NORTH BAY FORD LINC-MERCURY		115705	INVENTORY ORDER	1,164.59	
79472	08/01/22	32.78	536	RIVERSIDE LIGHTING, INC.		115687	PARTS FOR VERNON	32.78	
79473	08/01/22	441.91	003010	RJMS CORPORATION	7	115680	FORKLIFT #701 RPR	224.83	
						115681	REPAIR FORKLIFT #700	217.08	
79474	08/01/22	1,078.53	E524	ROCHA, FEDERICO G.		115726	ZEBRAS A&E CONF	1,078.53	
79475	08/01/22	1,569.22	003490	S & A SYSTEMS, INC		115628	DUAL BOX W/CABLE	1,569.22	
79476	08/01/22	645.13	135	SANTA CRUZ AUTO PARTS, INC.		115644	INVENTORY ORDER	110.88	
						115645	INVENTORY ORDER	94.63	
						115649	INVENTORY ORDER	21.63	
						115650	INVENTORY ORDER	87.40	

DATE: 08/01/22 THRU 08/31/22

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
79477	08/01/22	1,119.58 079		SANTA CRUZ MUNICIPAL UTILITIES		115654	CLEANING SUPPLIES	72.00	
						115655	INVENTORY ORDER	49.08	
						115656	INVENTORY ORDER 805	1.74	
						115657	INV/NON INV ORDER	107.48	
						115658	VEH# 708 PARTS	100.29	
						115715	6/9-7/8 BS 26	1,050.60	
						115717	6/9-7/8 MMF	12.44	
						115718	6/9-7/8 SMC BETTYS	56.54	
						115713	6/1-6/30 SVT	303.95	
						115714	6/1-6/30 SVT	228.98	
						115642	TEMP W/E 7/17	1,122.00	
						115701	JULY MONTHLY SVC	10,000.00	
						115616	NON INVENTORY ORDER	86.13	
						115617	NON INVENTORY ORDER	141.09	
						115618	NON INVENTORY ORDER	66.46	
						115619	NON INVENTORY ORDER	1,573.50	
						115620	NON INVENTORY ORDER	75.46	
						115621	NON INVENTORY ORDER	57.65	
						115622	NON INVENTORY ORDER	370.94	
						115732	PARTS PURCHASE	102.05	
						115641	FREIGHT	31.41	
						115728	REIMB FOR GRAD SUPPL	79.48	
						115729	INTERVIEW LUNCH	49.24	
						115730	INTERVIEW LUNCH	49.81	
						115731	INTERVIEW LUNCHES	39.93	
						115615	6/13-7/12 BUS WIFI	3,725.00	
						115639	AIR PURIFIER FILTERS	3,603.45	
						115667		60.00	
						115742	2105 CAR#2-7122	31,492.04	
						115749	INVENTORY ORDER	425.31	
						115750	CREDIT FOR RETURN	-144.34	
						115877	INVENTORY ORDER	895.41	
						115932	RPR VEH #1950	822.44	
						115913	RPR MMF BACKFLOW	165.00	
						115918	TOW VEH #120	462.00	VOIDED
						115918	TOW VEH #120	-462.00	**VOID
						115736	ORTLY PM SVC SMC	412.00	
						115915	HVAC SERVICE CALL	1,284.02	
						115921	RPR HEAT PUMP OPS	844.00	
						115895	INVENTORY ORDER	786.97	
						115734	OFFICE SUPPLIES	109.20	
						115890	MICROWAVE	112.52	
						115892	CLEANING SUPPLIES	20.97	
						115898	PARKING LOT POSTS	284.04	
						115914	SAFETY SUPPLIES	29.14	
						115949	SANITATION SUPPLIES	29.46	
79482	08/01/22	102.05 E273		TORRES, ELMER		115732	PARTS PURCHASE	102.05	
79483	08/01/22	31.41 007		UNITED PARCEL SERVICE		115641	FREIGHT	31.41	
79484	08/01/22	218.46 E1084		VAQUERO, VIRGINIA		115728	REIMB FOR GRAD SUPPL	79.48	
79485	08/01/22	3,725.00 434		VERIZON WIRELESS	0	115615	6/13-7/12 BUS WIFI	3,725.00	
79486	08/01/22	3,603.45 003564		WINIX AMERICA INC		115639	AIR PURIFIER FILTERS	3,603.45	
79487	08/01/22	60.00 003290		WORKFORCEQA LLC		115667		60.00	
79488	08/01/22	31,492.04 002929		72 HOUR LLC		115742	2105 CAR#2-7122	31,492.04	
79489	08/08/22	1,176.38 003151		ABC BUS INC		115749	INVENTORY ORDER	425.31	
79490	08/08/22	822.44 003062		ABSOLUTE AUTO GLASS INC		115877	INVENTORY ORDER	895.41	
79491	08/08/22	165.00 003523		ACCO-WILSON, INC		115932	RPR VEH #1950	822.44	
79492	08/08/22	462.00 003330		ACTION TOWING & ROAD SVC CORP		115913	RPR MMF BACKFLOW	165.00	
79492	08/08/22	-462.00 003330		ACTION TOWING & ROAD SVC CORP		115918	TOW VEH #120	462.00	VOIDED
79493	08/08/22	2,540.02 382		AIRTEC SERVICE INC.		115736	ORTLY PM SVC SMC	412.00	
79494	08/08/22	786.97 002828		ALLIED ELECTRONICS		115915	HVAC SERVICE CALL	1,284.02	
79495	08/08/22	585.33 003596		AMAZON CAPITAL SERVICES, INC.		115921	RPR HEAT PUMP OPS	844.00	

DATE: 08/01/22 THRU 08/31/22

CHECK NUMBER	CHECK DATE	CHECK VENDOR NAME	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
79496	08/08/22	ANIMAL DAMAGE MANAGEMENT INC	003405	1,015.00			115904	SKUNK ABATEMENT PRC	150.00	
							115924	SKUNK ABATEMENT PC	150.00	
							115925	SKUNK ABATEMENT	265.00	
							115926	SKUNK ABATEMENT PC	300.00	
							115927	SKUNK ABATEMENT	150.00	
79497	08/08/22	AT&T	001D	8,277.20			115906	6/19-7/18 MAIN ACCT	5,229.87	
							115907	6/19-7/18 DAVENPORT	167.08	
							115908	6/19-7/18 OCEAN LG	848.41	
							115909	6/19-7/18 OPS ELEV	166.32	
							115917	6/13-7/12 PT2PT	1,865.52	
79498	08/08/22	ATHENS INSURANCE SERVICE, INC.	001348	4,218.91			115816	AUG 22 MONTHLY FEES	4,218.91	
79499	08/08/22	BATTERIES PLUS #314	002363	136.90			115929	BATTERY DISPOSAL MMF	136.90	
79500	08/08/22	BAUER, DONNA	E1083	1,424.18			115889	PICNIC SUPPLIES	1,424.18	
79501	08/08/22	BRASS KEY LOCKSMITH INC	003393	188.00			115837	RPR SLIDING DOORS	188.00	
79502	08/08/22	CALIFORNIA NEWSPAPERS P'SHIP	149	97.35		0	115815	6/30 LEGAL ADS	97.35	
79503	08/08/22	CLASSIC GRAPHICS	065 909	22,000.65			115845	VEH# 1208 REPAIRS	10,704.59	
							115931	RPR VEH #2216	1,496.12	
							115933	RPR VEH #2216	9,799.94	
79504	08/08/22	CLEAN ENERGY	001124	46,026.29			115847	JULY 22 MAINT	19,931.00	
							115897	7/8/22 LNG	8,584.86	
							115899	7/5/22 LNG	8,129.80	
							115900	7/1/22 LNG	9,380.63	
79505	08/08/22	COASTAL LANDSCAPING INC.	003034	2,890.00			115832	AUG 22 LANDSCAPING	2,890.00	
79506	08/08/22	COKE, SIMONE	E1090	40.50			115886	EMP REIMB	40.50	
79507	08/08/22	COMPLETE COACH WORKS INC	508	175.63			115876	INVENTORY ORDER	175.63	
79508	08/08/22	CREATIVE BUS SALES, INC.	002814	2,708.29			115858	INVENTORY ORDER	1,003.55	
							115865	INVENTORY ORDER	1,433.39	
							115867	INVENTORY ORDER	156.61	
							115868	INVENTORY ORDER	52.72	
							115869	INVENTORY ORDER	62.02	
79509	08/08/22	CRUMMIE, DAWN	E1022	209.83			115947	REIMBURSEMENT	209.83	
79510	08/08/22	CUMMINS, INC	003116	13,610.24			115747	VEH# 1210 PARTS	17.29	
							115748	VEH# 2318 PARTS	36.08	
							115780	VEH# 2316 RPR	1,438.43	
							115781	INVENTORY ORDER	141.17	
							115782	INVENTORY ORDER	3,451.54	
							115783	INVENTORY ORDER	10.44	
							115786	INVENTORY ORDER	149.72	
							115787	VEH# 1202 PARTS	10.14	
							115788	CREDIT INV Y9-26138	-158.63	
							115789	CREDIT INV #Y9-44996	-147.49	
							115801	CREDIT INV # Y9-31363	-14.75	
							115802	VEH# 1211 PARTS	2,241.83	
							115822	SR1594 CAMPAIGN	869.06	
							115878	SR1594 CAMPAIGN	191.97	
							115879	VEH# 2318 PARTS	1,459.40	

Attachment A

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CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
79511	08/08/22	200.00 E1028		DIAZ-MEDINA, EDWARD		115881	INVENTORY ORDER	1,957.02	
79511	08/10/22	-200.00 E1028		DIAZ-MEDINA, EDWARD		115881	INVENTORY ORDER	1,957.02	VOIDED
79512	08/08/22	9,047.49 003274		EAST BAY TIRE CO.		115896	DMV EXAM	-200.00	**VOID
						115776	REVENUE TIRES	2,475.84	
						115777	REVENUE TIRES	1,232.65	
						115778	REVENUE TIRES	926.74	
						115779	REVENUE TIRES	1,470.75	
						115803	REVENUE TIRES	2,941.51	
						115733	TEMP W/E 6/19	554.40	
						115810	TEMP W/E 7/17	1,288.00	
						115824	TEMP W/E 7/24	1,015.20	
						115853	TEMP W/E 7/24	1,344.00	
						115827	7/1/22-6/30/23 MAINT	11,788.63	
79514	08/08/22	11,788.63 002953		EPICOR SOFTWARE CORP		115763	TEMP W/E 7/10	768.00	
79515	08/08/22	2,848.00 432		EXPRESS SERVICES INC.		115764	TEMP W/E 7/17	1,040.00	
						115765	TEMP W/E 7/24	1,040.00	
						115745	NON INVENTORY ORDER	5.90	
						115746	NON INVENTORY ORDER	219.36	
79516	08/08/22	225.26 001297		FASTENAL COMPANY INC		115887	AUG 22 SERVICES	474.96	
79517	08/08/22	7,917.75 001302		GARDA CL WEST, INC.		115888	AUG 22 VAULT SERVICE	7,442.79	
						115916	88 TICKETS @ \$4.00EA	352.00	
79518	08/08/22	352.00 T356		GERSTMAN, BUD		115744	VEH# 4209 PARTS	717.92	
79519	08/08/22	8,147.70 117		GILLIG LLC		115770	INVENTORY ORDER	1,530.38	
						115771	INVENTORY ORDER	5,447.04	
						115823	INVENTORY ORDER	452.36	
79520	08/08/22	555.00 T355		GOBLE COFFEE		115825	SECURITY DEP REFUND	555.00	
79521	08/08/22	2,086.18 282		GRAINGER		115737	CARTRIDGE LABEL MMF	58.83	
						115738	INVENTORY ORDER	936.84	
						115796	SOLENOID VALVES	143.53	
						115797	RESPIRATORS MMF	147.74	
						115798	DRAINLOCKER COVERS	799.24	
79522	08/08/22	31,566.41 001323		GRANICUS, LLC		115901	7/1/22-6/30/23 SVC	31,566.41	
79523	08/08/22	6,145.00 001144		HARTFORD FIRE INSURANCE CO.		115857	9/1/22-8/31/23 FLOOD	6,145.00	
79524	08/08/22	858.16 003327		IO, RODNEY H		115769	VEH# PCL122 RPR	858.16	
79525	08/08/22	534.10 002158		J. PEREZ ASSOCIATES INC.		115785	BUS AD CARD STRAPS	534.10	
79526	08/08/22	204.78 1117		KELLEY'S SERVICE INC.		115768	VEH# 401 PARTS	163.96	
						115834	VEH# 1213 PARTS	20.41	
						115835	VEH# 717 PARTS	20.41	
						115836	CREDIT INV K-1799138	-20.41	
79527	08/08/22	420.00 003271		KURB, INC.		115841	VEH# 1213 PARTS	20.41	
79528	08/08/22	357.00 852		LAW OFFICES OF MARIE F. SANG	7	115875	VEH# 2808 TOW	420.00	
						115883	CL# 1999103213	187.00	
79529	08/08/22	200.00 E182		LOGIUDICE, JASON		115884	CL# 19009481	170.00	
79529	08/10/22	-200.00 E182		LOGIUDICE, JASON		115891	DMV EXAM	200.00	VOIDED
						115891	DMV EXAM	-200.00	**VOID

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79530	08/08/22	003368	MDC SYSTEMS CORP			115882	POWER SUPPLY CNG	1,322.00	
79531	08/08/22	003368	MISSION UNIFORM			115735	TOWELS/MATS PRC	10.50	
		003368				115902	FUELLING ST TOWELS	156.00	
		003368				115903	VMU/VSM UNIFORMS	331.16	
		003368				115922	CUSTODIAL SUPPLIES	10.50	
		003368				115923	CUSTODIAL SUPPLIES	10.50	
		003368				115934	CUSTODIAL SUPPLIES	41.75	
		003368				115935	FUELLING ST TOWELS	156.00	
		003368				115936	VMU/VSM UNIFORMS	366.10	
		003368				115937	UNIFORM RPR WG	27.00	
		003368				115938	VMU/VSM UNIFORM	331.16	
		003368				115939	FUELLING ST TOWELS	156.00	
		003368				115928	NAME PLATE	21.85	
79532	08/08/22	003326	NIDAL HALABI & NADA ALGHARIB			115930	NAME PLATE	34.96	
79533	08/08/22	004	NORTH BAY FORD LINC-MERCURY			115740	VEH# PC1701 PARTS	38.61	
		004				115741	VEH# PC1111 PARTS	77.55	
		004				115826	VEH# 1720 PARTS	187.52	
79534	08/08/22	003166	NORTHWEST PUMP & EQUIPMENT CO			115848	INVENTORY ORDER	636.33	
79535	08/08/22	009	PACIFIC GAS & ELECTRIC			115828	6/23-7/24 VERNON	6,326.79	
		009				115829	6/23-7/24 MMF	6,015.63	
		009				115830	6/24-7/25 1122 RIVER	111.96	
		009				115831	6/23-7/24 SBF/RIVER	3,649.01	
79536	08/08/22	023	PACIFIC TRUCK PARTS, INC.			115844	INVENTORY ORDER	1,943.80	
		023				115849	CORE CREDIT 1859979	-9.20	
		023				115850	CORE RETURN CREDIT	-29.50	
		023				115851	CORE CREDIT 1854793	-190.93	
		023				115852	CORE CREDIT RETURN	-13.80	
79537	08/08/22	481	PIED PIPER EXTERMINATORS, INC.			115792	JUL 22 PEST VER	65.00	
		481				115793	JULY 22 PEST SMC TR	65.00	
		481				115794	JULY 22 PEST SMC TAQ	40.00	
		481				115795	JULY 22 PEST SMC MKT	55.50	
		481				115804	JULY 22 PEST SVT	65.00	
79538	08/08/22	107A	BFS GROUP LLC			115759	SWITCH PLATE WTC	2.62	
		107A				115760	CAULK WTC	8.35	
		107A				115761	SHOWER RPR PARTS	27.99	
		107A				115762	BREAKROOM RPR WTC	16.19	
		107A				115790	LIGHTING COVER PRC	15.49	
		107A				115799	PARTS OPS	7.09	
		107A				115800	TOOL SETS OPS	56.24	
		107A				115833	CUSTODIAL SUPPLIES	34.06	
79539	08/08/22	003443	PROTERA INC			115893	RPR VEH #320	186.28	
		003443				115894	RPR VEH #420	48.90	
79540	08/08/22	003024	RICOH USA, INC CA			115766	5/14-6/13 PARACRUZ	66.76	
		003024				115767	6/14-7/13 PARACRUZ	66.76	
		003024				115854	5/12-6/11 OPS	101.59	
		003024				115855	6/1-6/30 LEASE OPS	110.17	

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79541	08/08/22	003010	2,450.92	RJMS CORPORATION	7	115856	6/12-7/11 OPS	101.59	
79542	08/08/22	00135	58.01	SANTA CRUZ AUTO PARTS, INC.		115784	FORKLIFT# 704 RPR	2,450.92	
79543	08/08/22	002917	23,980.38	SANTA CRUZ METRO TRANSIT W/C		115739	INVENTORY ORDER	58.01	
79544	08/08/22	079	7,595.29	SANTA CRUZ MUNICIPAL UTILITIES		115817	JULY22 W/C REPLENISH	23,980.38	
						115940	6/9-7/8 PACIFIC	133.56	
						115941	6/9-7/8/22 PACIFIC	2,141.77	
						115942	6/9-7/8 RIVER ST B	2,888.19	
						115943	6/9-7/8 RIVER ST A	435.41	
						115944	6/9-7/8 VERNON	376.39	
						115945	6/9-7/8 GOLF CLUB	1,619.97	
79545	08/08/22	001292	260.00	SANTA CRUZ RECORDS MNGMT INC		115791	7/6 SHRED MULTI	260.00	
79546	08/08/22	001307	3,659.64	SANTA CRUZ STAFFING, LLC		115811	TEMP W/E 7/24	1,113.75	
						115812	TEMP W/E 7/17	1,923.75	
						115814	TEMP W/E 7/24	622.14	
79547	08/08/22	003261	960.00	SCRTTC SOUTHERN CA REGIONAL		115885	7/1/22-6/30/23 DUES	960.00	
79548	08/08/22	003614	3,216.04	SHAPE INCORPORATED		115910	PUMP REPAIR SBF	1,481.54	
						115911	PUMP REPAIR SBF	1,734.50	
79549	08/08/22	647	2,279.16	SEX CORPORATION		115772	INVENTORY ORDER	54.27	
						115773	INVENTORY ORDER	933.96	
						115774	INVENTORY ORDER	992.57	
						115775	INVENTORY ORDER	298.36	
						115751	INVENTORY ORDER	76.54	
						115752	INVENTORY ORDER	28.08	
						115753	INVENTORY ORDER	126.88	
						115754	VEH# 1202 PARTS	35.55	
						115755	INVENTORY ORDER	83.24	
						115756	INVENTORY ORDER	1,672.28	
						115757	INVENTORY ORDER	294.05	
						115758	INVENTORY ORDER	223.65	
						115805	INVENTORY ORDER	153.08	
						115806	INVENTORY ORDER	29.38	
						115807	INVENTORY ORDER	111.83	
						115808	VEH# 1306 PARTS	17.07	
						115809	VEH# 1206 PARTS	749.68	
						115813	VEH# 1203 PARTS	9.94	
						115818	INVENTORY ORDER	102.38	
						115819	INVENTORY ORDER	111.83	
						115820	INVENTORY ORDER	54.86	
						115821	INVENTORY ORDER	329.81	
						115859	INVENTORY ORDER	3,403.86	
						115860	INVENTORY ORDER	573.43	
						115861	INVENTORY ORDER	238.03	
						115862	VEH# 9824 PARTS	1,082.63	
						115863	VEH# 2322 PARTS	3,733.44	
						115864	INVENTORY ORDER	192.39	
79550	08/08/22	003285	15,522.96	THE AFTERMARKET PARTS CO LLC		115870	VEH# 2322 PARTS	1,307.73	

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79551	08/08/22	166	823.75	THE HOSE SHOP, INC		115871	INVENTORY ORDER	219.89	
79552	08/08/22	E1098	1,289.85	TREE, MICHAEL		115872	INVENTORY ORDER	69.02	
79553	08/08/22	043	360.95	TROWBRIDGE ENTERPRISES		115873	SURGE TANK HOSES	380.58	
79554	08/08/22	003643	3,182.11	VITAL SOLUTIONS, LLC		115874	INVENTORY ORDER	111.83	
79555	08/15/22	148	387.12	ACUITY SPECIALTY PRODUCTS, INC		115839	NON INVENTORY ORDER	28.96	
79556	08/15/22	382	3,312.19	AIRTEC SERVICE INC.		115840	NON INVENTORY ORDER	629.28	
79557	08/15/22	E930	218.20	ALMANZA, CANDIS		115843	CHECK VALVE MMF	165.51	
79558	08/15/22	003596	1,312.55	AMAZON CAPITAL SERVICES, INC.		115946	REIMBURSEMENT	55.17	
79559	08/15/22	002861	35.02	AMERICAN MESSAGING SVCS, LLC		115948	TRAVEL REIMBURSEMENT	1,234.68	
79560	08/15/22	001D	1,518.76	AT&T		115838	OFFICE SUPPLIES	1,330.90	
79561	08/15/22	247	2,087.70	AUTOMATIC DOOR SYSTEMS, INC.		115842	OFFICE SUPPLIES	30.05	
79562	08/15/22	002689	69.71	B & B SMALL ENGINE CORP		115919	COVID CLEANING PROD	3,182.11	
79563	08/15/22	002802	1,617.64	BATTERY SYSTEMS INC.		116085	INVENTORY ORDER	387.12	
79564	08/15/22	003373	19.10	CITY OF SANTA CRUZ FINANCE RRF		116025	BOILER TUNE UP OPS	3,042.19	
79565	08/15/22	667	228.24	CITY OF SCOTTS VALLEY		116026	SVC CALL AC2 SMC	270.00	
79566	08/15/22	130	1,561.73	CITY OF WATSONVILLE UTILITIES		116032	REIMB FROZEN FRIDAYS	218.20	
79567	08/15/22	909	4,586.63	CLASSIC GRAPHICS		116021	SHIPPING SUPPLIES	116.64	
79568	08/15/22	001124	21,707.00	CLEAN ENERGY		116050	OFFICE SUPPLIES	107.31	
79569	08/15/22	075	2,677.15	COAST PAPER & SUPPLY INC.		116051	COPY PAPER	285.16	
79570	08/15/22	003116	2,934.92	CUMMINS, INC		116054	OFFICE SUPPLIES	28.39	
						116055	OFFICE SUPPLIES	106.45	
						116056	VARIDESK CUBE CORNER	572.47	
						116074	FLEET BREAKROOMSHELF	96.13	
						116073	AUG 22 PAGERS	35.02	
						116023	7/1-7/31 WTC/VER	589.20	
						116101	7/10-8/9 INTERNET	929.56	
						116028	INSPECT DOOR SVT	358.75	
						116093	REPLACE DOOR SENSOR	1,728.95	
						116094	ROUTE 44 RPM	19.60	
						116072	ROUTE 43 RPM	50.11	
						116100	INVENTORY ORDER	1,617.64	
						116003	JUL 22 LANDFILL	19.10	
						115979	5/16-7/15 SVT	228.24	
						115980	6/20-7/18 WATER	86.09	
						115981	6/20-7/18 WATER	322.51	
						115995	7/20 WATER	39.79	
						116029	7/20 WATER	1,113.34	
						116030	VEH# 2601 RPR/PAINT	4,586.63	
						115967	LEAKING DISP SVC SBF	1,776.00	
						115968	AUG 22 MAINT	19,931.00	
						116042	INVENTORY ORDER	200.93	
						116043	INVENTORY ORDER	419.52	
						116044	INVENTORY ORDER	2,056.70	
							INVENTORY ORDER	1,786.55	
							INVENTORY ORDER	1,024.78	
							INVENTORY ORDER	79.23	

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79571	08/15/22	E1028	150.00	DIAZ-MEDINA, EDWARD		116071	INVENTORY ORDER	44.36	
79572	08/15/22	003274	5,959.82	EAST BAY TIRE CO.		116110	DOT/DMV EXAM	150.00	
						116067	NON REVENUE TIRES	1,744.54	
						116068	REVENUE TIRES	1,083.12	
						116069	REVENUE TIRES	616.32	
						116070	REVENUE TIRES	2,515.84	
79573	08/15/22	003485	3,325.20	EMPLOYNET, INC		115960	TEMP W/E 7/24,7/31	2,310.00	
						116016	TEMP W/E 7/31	1,015.20	
79574	08/15/22	001297	833.98	FASTENAL COMPANY INC		116065	NON INVENTORY ORDER	617.22	
						116066	INV/NON INV ORDER	216.76	
79575	08/15/22	039	126.81	FEDEX OFFICE		115985	PICNIC SIGNAGE	126.81	
79576	08/15/22	002295	51.84	FIRST ALARM SECURITY & PATROL		115957	JUL22 FUEL SURCHARGE	51.84	
79577	08/15/22	117	5,652.98	GILLIG LLC		116037	INVENTORY ORDER	649.34	
						116038	INVENTORY ORDER	2,382.74	
						116039	INVENTORY ORDER	2,382.74	
						116040	VEH# 4208 PARTS	15.96	
						116041	VEH# 2001 PARTS	127.70	
						116049	INVENTORY ORDER	94.50	
79578	08/15/22	003316	285.00	GLOBAL WATER TECHNOLOGY INC		116059	JUL22 WATER TEST OPS	285.00	
79579	08/15/22	003412	373.33	GRAFFITI SHIELD INC		116063	INVENTORY ORDER	373.33	
79580	08/15/22	282	421.71	GRAINGER		115953	RUBBER BOOT MMF	56.98	
						115961	FIT TESTING MASKS	167.42	
						115965	INVENTORY ORDER MMF	30.74	
						115966	INVENTORY ORDER MMF	178.23	
79581	08/15/22	546	140.71	GRANITEROCK COMPANY		116019	CREDIT INV9385503421	-11.66	
79582	08/15/22	001097	1,297.09	GREENWASTE RECOVERY, INC.		115954	SAND BAGS FOR FLEET	140.71	
						116008	JULY 22 SVT	397.58	
						116009	JULY 22 PARACRUZ	424.28	
						116010	JUL 22 GREEN VALLEY	67.89	
						116011	JUL22 FREED/AIRPORT	67.89	
						116012	JUL22 HWY1/BOULDER	203.67	
						116013	JUL22 FREED/BOWKR	67.89	
						116014	JUL 22 FREEDOM	67.89	
79583	08/15/22	003518	1,200.00	HENRY EDWARD GEHRING		116006	ANNUAL INSPECT/CERT	1,200.00	
79584	08/15/22	003553	663.09	IMD FLUID SYSTEM TECHNOLOGIES		116076	INVENTORY ORDER	663.09	
79585	08/15/22	914	130.01	J.J.R ENTERPRISES, INC.		116107	TONER CARTRIDGE	130.01	
79586	08/15/22	1117	197.17	KELLEY'S SERVICE INC.		116062	INVENTORY ORDER	197.17	
79587	08/15/22	003366	23,627.38	KEY GOVERNMENT FINANCE INC		116105	AUG 22 LEASE PAYMENT	23,627.38	
79588	08/15/22	003271	750.00	KJRB, INC.		115950	VEH# 0120 TOW	462.00	
						116106	VEH# PC1711 TOW	288.00	
79589	08/15/22	003450	300.00	LANGUAGE LINE SERVICES INC		115987	MAY 22 TRANSLATE SVC	100.00	
						115988	JUN 22 TRANSLATE SVC	100.00	
						115989	JUL 22 TRANSLATE SVC	100.00	
79590	08/15/22	E182	150.00	LOGIUDICE, JASON		116109	DOT/DMV EXAM	150.00	
79591	08/15/22	003293	3,680.00	MAKAI SOLUTIONS		116102	Q LIFT INSPECT MMF	3,680.00	
79592	08/15/22	003391	8,075.59	MARK THOMAS & COMPANY INC		116024	1941 OPS EV CHARGE	8,075.59	

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79593	08/15/22	MISSION UNIFORM	041	1,200.59			115994	TOWELS/MATS PRC	10.50	
							115999	FUEL STATION TOWELS	156.00	
							116000	VMU/VSW UNIFORM SUPP	331.16	
							116002	TOWELS/MOPS/MATS MMF	41.75	
							116018	TOWELS/MOPS/MATS MMF	44.75	
							116060	VMU/VSW UNIFORM SUPP	331.16	
							116061	FUEL STATION TOWELS	156.00	
							116082	LAUNDRY/CUSTODIAL	26.02	
							116083	LAUNDRY/CUSTODIAL	26.02	
							116084	LAUNDRY/CUSTODIAL	26.02	
							116089	LAUNDRY/CUSTODIAL	51.21	
79594	08/15/22	MOUSER ELECTRONICS, INC	003173	36.50			116052	INVENTORY ORDER	36.50	
79595	08/15/22	MSDS ONLINE INC.	003219	4,809.00			116108	7/16-7/15/23 RENEWAL	4,809.00	
79596	08/15/22	NATALIE NIEMAN	003542	450.00			116001	OCEAN THEME WRAP EX	450.00	
79597	08/15/22	NEXTEL COMMUNICATIONS/SPRINT	002721	133.50			115952	5/26-6/25 OPS	66.75	
							116004	6/26-7/25 OPS	66.75	
79598	08/15/22	PACIFIC GAS & ELECTRIC	009	14,198.55			116045	6/28-7/27 CHARGE ST	5,281.86	
							116103	6/28-7/27 PACIFIC	4,399.68	
							116104	6/28-7/27 RIVER	4,517.01	
79599	08/15/22	PEDX COURIER AND CARGO	002947	1,780.00		7	116053	JUL 22 COURIER SVC	1,780.00	
79600	08/15/22	PIED PIPER EXTERMINATORS, INC.	481	829.50			116095	AUG 22 PEST WTC	65.00	
							116096	AUG 22 WTC MKT	79.50	
							116097	AUG 22 PEST OPS PARK	212.50	
							116098	AUG 22 PEST OPS CREEK	255.00	
							116099	AUG 22 PEST MMF	217.50	
79601	08/15/22	BFS GROUP LLC	107A	1,363.77			115969	LUMBER SBF	148.74	
							115970	COUPLING, TUBING MMF	5.59	
							115971	EXT CORD & TAP MMF	21.12	
							115972	LUMBER VERNON	718.51	
							115973	WATER HEATER SMC	22.18	
							115974	BUS WASHER SBF	9.61	
							115975	EMP PICNIC VERNON	201.26	
							115976	STEAM CLEANER MMF	7.93	
							115977	RECYCLER MMF	9.31	
							115984	TAPE AND ANGLE WTC	91.90	
							116017	CHISELS BS 1559	51.89	
							116091	SUPPLIES FOR VERNON	54.34	
							116092	SUPPLIES FOR VERNON	21.39	
79602	08/15/22	QUADIANT FINANCE USA INC	003061	400.00			115990	JULY 22 POSTAGE 1598	400.00	
79603	08/15/22	QUADIANT LEASING USA, INC.	003059	474.70			115978	8/28-11/27 Q LEASE	474.70	
79604	08/15/22	RICOH USA, INC CA	003024	110.17			116057	7/1-7/31 LEASE OPS	110.17	
79605	08/15/22	RICOH USA, INC. TX	215	267.66			115986	8/3-9/2 LEASE C/S	267.66	
79606	08/15/22	RIVERSIDE LIGHTING, INC.	536	25.72			115996	BEAD BLASTER SWITCH	25.72	
79607	08/15/22	ROMAINE ELECTRIC CORP	003154	2,839.52			116086	INVENTORY ORDER	34.36	
							116087	INVENTORY ORDER	2,805.16	
79608	08/15/22	SANTA CRUZ AUTO PARTS, INC.	135	217.93			116033	INVENTORY ORDER	217.93	

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79609	08/15/22	11.99	SANTA CRUZ ELECTRONICS, INC.		116090	NON INVENTORY ORDER	11.99	
79610	08/15/22	931.16	SANTA CRUZ STAFFING, LLC		116081	TEMP W/E 7/31	931.16	
79611	08/15/22	67.75	SCARBOROUGH LBR & BLDG SUPPLY		115997	STEAM CLEANER RPR	38.66	
					115998	STEAM CLEANER RPR	29.09	
79612	08/15/22	725.69	SCHINDLER ELEVATOR CORPORATION		116007	AUG 22 MAINT MULTI	725.69	
79613	08/15/22	559.53	SERVICE STATION SYSTEMS		116022	FUEL TANK SYS RPR	559.53	
79614	08/15/22	68.08	SNAP-ON INDUSTRIAL		116080	REPLACE SHOP TOOL	68.08	
79615	08/15/22	3,749.01	SPORTWORKS GLOBAL LLC		116077	NEW BUS BIKE RACK	3,749.01	
79616	08/15/22	1,237.71	SPX CORPORATION		116064	INVENTORY ORDER	1,237.71	
79617	08/15/22	54.00	SWIFT CONSULTING SERVICES INC		116020	1901 JUL 22 PRC FAC	54.00	
79618	08/15/22	533.70	TENNANT COMPANY		116075	TENNANT REPAIR	502.51	
					116078	TENNANT MACH WHEEL	31.19	
79619	08/15/22	123.49	TERRYBERRY CO., LLC		115993	ANNIVERSARY AWARD	123.49	
79620	08/15/22	7,145.90	THE AFTERMARKET PARTS CO LLC		115982	VEH# 1207	30.28	
					115983	VEH# 1204	1,568.58	
					115991	SHOP TOOL FLEET	501.99	
					115992	VEH# 2215 PARTS	6.22	
					116034	INVENTORY ORDER	6.25	
					116035	VEH# 2322 PARTS	353.76	
					116036	VEH# 2322 PARTS	5.68	
					116046	INVENTORY ORDER	187.32	
					116047	INVENTORY ORDER	3,914.80	
					116048	VEH# 1202 PARTS	571.02	
79621	08/15/22	16.35	THE HOSE SHOP, INC		115959	BUS WASH HOSE SBF	16.35	
79622	08/15/22	150.00	THORN, MIKE		116111	DOT/DMV EXAM	150.00	
79623	08/15/22	373.62	TROWBRIDGE ENTERPRISES		115955	OFFICE SUPPLIES	122.47	
					115956	OFFICE SUPPLIES	81.94	
					115958	OFFICE SUPPLIES	40.73	
					115962	OFFICE SUPPLIES	63.63	
					115964	OFFICE SUPPLIES	64.85	
79624	08/15/22	6,885.00	ULTRABAC SOFTWARE INC.		115951	7/31-7/30/25 RENEWAL	6,885.00	
79625	08/15/22	116.29	UNITED PARCEL SERVICE		116079	FREIGHT	54.86	
					116088	FREIGHT	61.43	
79626	08/15/22	2,000.00	USPS-HASLER		116031	TMS # 191952	2,000.00	
79627	08/15/22	58.32	VAZQUERO, VIRGINIA		116015	FROZEN FRIDAYS OPS	58.32	
79628	08/11/22	26,245.00	SANTA CRUZ METRO TRANSIT W/C		116112	PREFUNDCL#20001732	26,245.00	
79629	08/15/22	31,492.04	72 HOUR LLC		116113	2105 CAR#3 7222	31,492.04	
79630	08/15/22	456.09	SCMTD PETTY CASH - OPS		116114	6/22-7/29 REIMB	456.09	
79631	08/22/22	484.83	ACUITY SPECIALTY PRODUCTS, INC		116259	INVENTORY ORDER	484.83	
79632	08/22/22	384.08	AMAZON CAPITAL SERVICES, INC.		116132	OFFICE SUPPLIES	65.59	
					116212	OFFICE SUPPLIES	294.16	
79633	08/22/22	997.02	AT&T MOBILITY		116221	TOOL REPLACEMENT	24.33	
79634	08/22/22	1,222.85	BRASS KEY LOCKSMITH INC		116141	6/24-7/23 BUS WIFI	997.02	
					116135	REPLACE LOCKS/KEYS	1,023.13	
79635	08/22/22	5,501.00	CALIFORNIA NEWSPAPERS P'SHIP	0	116248	LOCK REPAIR SVT	199.72	
					116261	ADS RECRUIT/SPLASH	5,501.00	

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79636	08/22/22	001324	5,250.00	CAPITALEDDGE ADVOCACY, INC.		116131	AUG 22 LEGISLATE SVC	5,250.00	
79637	08/22/22	003642	972.00	CHARGEPOINT, INC.		116219	AN SOFTWARE BUS CHG	972.00	
79638	08/22/22	3,284.38	3,284.38	CLASSIC GRAPHICS		116128	VEH# 2220 RPR/PAINT	3,284.38	
79639	08/22/22	61,354.06	61,354.06	CLEAN ENERGY		116225	7/22 LNG CHARGES	8,886.30	
						116242	7/26 LNG CHARGES	11,414.52	
						116243	7/29 LNG CHARGES	8,996.02	
						116244	7/12 LNG CHARGES	11,883.44	
						116245	7/15 LNG FUEL	9,708.64	
						116246	7/19 LNG CHARGES	10,465.14	
79640	08/22/22	003601	4,032.50	COMCAST HOLDINGS CORPORATION		116119	JULY 22 ADVERTISING	4,032.50	
79641	08/22/22	002814	977.62	CREATIVE BUS SALES, INC.		116220	INVENTORY ORDER	752.57	
						116241	INVENTORY ORDER	225.05	
79642	08/22/22	003116	22,642.63	CUMMINS, INC		116122	VEH1204 ENG REBUILD	22,136.61	
						116127	INVENTORY ORDER	103.46	
						116143	INVENTORY ORDER	81.31	
						116222	VEH# 2811 PARTS	218.33	
						116240	INVENTORY ORDER	102.92	
79643	08/22/22	003526	109.00	EDPO		116258	PROPANE TANK RENTAL	109.00	
79644	08/22/22	003485	5,305.60	EMPLOYNET, INC		116116	TEMP W/E 7/31	528.00	
						116117	TEMP W/E 7/31	1,120.00	
						116136	TEMP W/E 8/7	1,015.20	
						116142	TEMP W/E 8/7	1,050.00	
						116231	TEMP W/E 8/7	840.00	
						116233	TEMP W/E 8/7	752.40	
79645	08/22/22	001297	307.07	FASTENAL COMPANY INC		116211	NON INV/INV ORDER	307.07	
79646	08/22/22	002295	50,429.15	FIRST ALARM SECURITY & PATROL		116175	JULY 22 SECURITY	50,429.15	
79647	08/22/22	002952	16,411.41	FLYERS ENERGY, LLC		116123	7/15-7/31NONREV FUEL	3,275.14	
						116124	7/15-7/31 REV FUEL	13,063.49	
						116210	PROPANE	72.78	
79648	08/22/22	00117	7,857.60	GILLIG LLC		116192	INVENTORY ORDER	3,088.67	
						116235	VEH# 4208 PARTS	4,768.93	
79649	08/22/22	00282	201.66	GRAINGER		116174	INV/NON INV ORDER	201.66	
79650	08/22/22	003109	35,928.40	HANSON BRIDGETT LLP		116185	M# 032117.004003	5,553.70	
						116186	M# 032117.006037	1,394.50	
						116187	M# 032117.006038	759.70	
						116188	M# 032117.006039	1,057.50	
						116189	JULY 22 RETAINER	27,163.00	
79651	08/22/22	002979	20,811.96	HUNT & SONS, INC.		116125	INVENTORY ORDER	20,811.96	
79652	08/22/22	003223	1,772.00	JASPER WELLER LLC		116213	VEH9810 TRANSMISSION	4,698.10	
						116214	CREDIT TRANSMISSION	-4,698.10	
						116215	VEH# 2316 PARTS	1,506.59	
						116216	CREDIT INV 402676239	-1,506.59	
						116217	VEH# 2316 PARTS	1,603.44	
						116218	VEH# 2316 PARTS	168.56	
79653	08/22/22	003362	1,149.93	LUMINATOR TECHNOLOGY GROUP INC		116199	ELECTRONIC EQUIP RPR	174.80	
						116200	ELECTRONIC EQUIP RPR	174.80	

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79654	08/22/22	003017	20,453.03	MANSFIELD OIL CO OF GAINSVILLE		116201	ELECTRONIC EQUIP RPR	185.99	
79655	08/22/22	E1020	1,178.96	MENGISTU, WONDIMU		116202	ELECTRONIC EQUIP RPR	186.01	
79656	08/22/22	003273	2,340.38	MGP XI REIT,LLC		116203	ELECTRONIC EQUIP RPR	186.01	
79657	08/22/22	003361	4,700.00	MILLER MAXFIELD INC		116204	TAX CREDIT INV592380	-14.80	
79658	08/22/22	041	528.91	MISSION UNIFORM		116205	TAX CREDIT INV 598497	-14.80	
						116206	TAX CREDIT INV596136	-14.80	
						116207	TAX CREDIT INV 596137	-14.80	
						116208	TAX CREDIT INV#597755	-14.80	
						116209	TAX CREDIT INV 597756	-14.80	
						116253	INVENTORY ORDER	160.00	
						116260	CAMERA REPAIR	171.12	
79654	08/22/22	003017	20,453.03	MANSFIELD OIL CO OF GAINSVILLE		116260	CAMERA REPAIR	171.12	
79655	08/22/22	E1020	1,178.96	MENGISTU, WONDIMU		116167	8/5 DIESEL FUEL	20,453.03	
79656	08/22/22	003273	2,340.38	MGP XI REIT,LLC		116190	FTA/CONGRESS MEETING	1,178.96	
79657	08/22/22	003361	4,700.00	MILLER MAXFIELD INC		116178	SEPT22 RENT CAPITOLA	2,340.38	
79658	08/22/22	041	528.91	MISSION UNIFORM		116118	HWY17 PROMO/GRAPHICS	4,700.00	
						116140	TOWELS,MOPS,MATS MMF	41.75	
						116169	VMU/VSW UNIFORMS	331.16	
						116170	FUEL STATION TOWELS	156.00	
79659	08/22/22	816	2,219.40	MISSION VALLEY FORD		116170	FUEL STATION TOWELS	156.00	
79660	08/22/22	004	67.22	NORTH BAY FORD LINC-MERCURY		116168	VEH# PC1714 REPAIRS	2,219.40	
79661	08/22/22	009	3,299.50	PACIFIC GAS & ELECTRIC		116148	INVENTORY ORDER	67.22	
79662	08/22/22	023	186.01	PACIFIC TRUCK PARTS, INC.		116139	7/5-8/3 SVT/WTC/PS	3,299.50	
79663	08/22/22	050	370.81	PITNEY BOWES INC.		116228	INVENTORY ORDER	186.01	
						116250	6/1-5/23 LEASE C/S	223.32	
						116251	7/1-9/30 LEASE C/S	147.49	
79664	08/22/22	003630	1,900.00	PORTOLA SYSTEMS, INC.		116193	JUN 22 REMOTE SUPP	1,900.00	
79665	08/22/22	107A	639.36	BFS GROUP LLC		116133	CONCRET ADHESIVE OPS	31.45	
						116134	WALL REPAIR MMF	33.00	
						116138	LUMBER BUS STOP 2384	118.45	
						116181	SPACKLE/EXT CORD MMF	20.63	
						116182	LUMBER FOR BS 2384	435.83	
79666	08/22/22	003024	3,321.12	RICOH USA, INC CA		116247	4/1-6/30 ADMIN	3,011.09	
						116249	8/14-9/13 PARACRUZ	66.76	
						116252	5/1-7/31 COPIES C/S	243.27	
79667	08/22/22	135	255.90	SANTA CRUZ AUTO PARTS, INC.		116130	INV/NON INV ORDER	80.64	
79668	08/22/22	079	470.81	SANTA CRUZ MUNICIPAL UTILITIES		116145	INVENTORY ORDER	175.26	
						116256	JUL 22 SBF IRRIG	206.15	
79669	08/22/22	001307	4,158.85	SANTA CRUZ STAFFING, LLC		116257	JUL 22 VERNON IRRIG	264.66	
						116115	TEMP W/E 8/7	623.46	
						116184	TEMP W/E 8/7	1,240.39	
						116229	TEMP W/E 7/31	270.00	
						116230	TEMP W/E 8/7	2,025.00	
						116254	7/1-7/31 SVT	276.11	
						116255	7/1-7/31 SVT	351.55	
79670	08/22/22	002459	627.66	SCOTTS VALLEY WATER DISTRICT		116144	TEMP W/E 7/31	1,458.64	
79671	08/22/22	003292	4,039.28	SLINGSHOT CONNECTIONS LLC		116177	TEMP W/E 8/7	1,458.64	
						116227	TEMP W/E 7/24	1,122.00	

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79672	08/22/22	115	109.27	SNAP-ON INDUSTRIAL		116223	SHOP TOOL	109.27	
79673	08/22/22	001075	10,140.74	SOQUEL III ASSOCIATES	7	116179	SEPT22 RENT RESEARCH	9,890.74	
						116180	SEP 22 SEC DEP INCR	250.00	
79674	08/22/22	003621	1,472.47	SPORTWORKS GLOBAL LLC		116226	INVENTORY ORDER	1,472.47	
79675	08/22/22	647	1,276.91	SPX CORPORATION		116236	INVENTORY ORDER	161.83	
						116237	INVENTORY ORDER	910.38	
79676	08/22/22	003285	15,161.04	THE AFTERMARKET PARTS CO LLC		116239	INVENTORY ORDER	204.70	
						116120	VEH# 9801 PARTS	128.67	
						116121	INVENTORY ORDER	63.17	
						116147	VEH# 2322 PARTS	208.59	
						116149	VEH# 2223 PARTS	1,379.13	
						116150	VEH# 1610 PARTS	162.59	
						116151	VEH# 1611 PARTS	1,018.55	
						116152	VEH# 2318 PARTS	157.70	
						116153	VEH# 2810 PARTS	92.27	
						116154	INVENTORY ORDER	6.36	
						116155	INVENTORY ORDER	1,292.60	
						116156	VEH# 2806 PARTS	5,021.31	
						116157	INVENTORY ORDER	15.47	
						116158	INVENTORY ORDER	143.51	
						116159	VEH# 1207 PARTS	600.09	
						116160	INVENTORY ORDER	753.36	
						116161	INVENTORY ORDER	2,935.08	
						116162	INVENTORY ORDER	92.38	
						116163	INVENTORY ORDER	126.88	
						116164	INVENTORY ORDER	78.91	
						116165	INVENTORY ORDER	749.68	
						116166	INVENTORY ORDER	134.74	
79677	08/22/22	166	1,589.79	THE HOSE SHOP, INC		116171	VEH# 2810 PARTS	453.55	
						116172	NON INVENTORY ORDER	932.45	
						116173	NON INVENTORY ORDER	52.54	
						116176	NON INVENTORY ORDER	52.96	
						116234	NON INVENTORY ORDER	98.29	
79678	08/22/22	043	1,286.10	TROWBRIDGE ENTERPRISES		116129	OFFICE SUPPLIES	318.14	
						116137	WTC BREAKROOM CHAIRS	937.37	
						116146	FLEET TEMP TIMECARDS	30.59	
79679	08/22/22	003082	273.98	ULINE INC		116191	INVENTORY ORDER MMF	273.98	
79680	08/22/22	002829	5,333.37	VALLEY POWER SYSTEMS, INC.		116194	INVENTORY ORDER	36.85	
						116195	CREDIT INV# K98706	-7.29	
						116196	INVENTORY ORDER	5,112.56	
						116197	CREDIT INV K99560	-175.65	
						116198	INVENTORY ORDER	10.91	
						116262	INVENTORY ORDER	151.17	
						116263	INVENTORY ORDER	21.83	
						116264	INVENTORY ORDER	63.76	
						116265	INVENTORY ORDER	75.46	

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79681	08/22/22	1,140.76	VERIZON WIRELESS	0	116266	INVENTORY ORDER	43.77	
					116126	7/2-8/1 PARACRUZ	714.39	
					116183	FACILITY PHONES	66.53	
					116232	7/2-8/1 CUSTOMER SVC	50.96	
					116238	7/2-8/1 PARACRUZ	308.88	
					116224	INVENTORY ORDER	245.60	
					116267	*****-*****-5971	15,255.32	
79682	08/22/22	245.60	YARDER MANUFACTURING COMPANY		9006290	MEDICAL SUPPLEMENTAL	83.21	
79683	08/22/22	15,255.32	U.S. BANK		9006291	MEDICAL SUPPLEMENTAL	19.10	
79684	08/22/22	83.21	ABACHERLI, ARLETTE		9006497	MEDICAL SUPPLEMENTAL	15.13	
79685	08/22/22	19.10	ADAMS, ELLEN		9006498	MEDICAL SUPPLEMENTAL	145.08	
79686	08/22/22	15.13	AGUIRRE, CIRO		9006292	MEDICAL SUPPLEMENTAL	14.73	
79687	08/22/22	145.08	AITKEN, ANGELA		9006455	MEDICAL SUPPLEMENTAL	19.10	
79688	08/22/22	14.73	ALLEN, ROBERT		9006293	MEDICAL SUPPLEMENTAL	36.02	
79689	08/22/22	19.10	ANDERSON, WILLIAM		9006456	MEDICAL SUPPLEMENTAL	19.10	
79690	08/22/22	36.02	ANDRADE, GERALD		9006294	MEDICAL SUPPLEMENTAL	18.01	
79691	08/22/22	19.10	ANDRADE, OSCAR		9006295	MEDICAL SUPPLEMENTAL	14.73	
79692	08/22/22	18.01	ANN, DORICE		9006296	MEDICAL SUPPLEMENTAL	38.19	
79693	08/22/22	14.73	ARCHIBEQUE, ELEANOR		9006297	MEDICAL SUPPLEMENTAL	38.19	
79694	08/22/22	38.19	ARCHIBEQUE, JUANITA		9006499	MEDICAL SUPPLEMENTAL	19.10	
79695	08/22/22	38.19	ASPESI, JOHN		9006298	MEDICAL SUPPLEMENTAL	38.19	
79696	08/22/22	19.10	AVILES, PATRICIA		9006299	MEDICAL SUPPLEMENTAL	36.02	
79697	08/22/22	38.19	BAILEY, EDWIN		9006300	MEDICAL SUPPLEMENTAL	137.41	
79698	08/22/22	36.02	BAN, MARK		9006457	MEDICAL SUPPLEMENTAL	14.73	
79699	08/22/22	137.41	BARNES, SCOTT		9006458	MEDICAL SUPPLEMENTAL	19.10	
79700	08/22/22	14.73	BARRY, BARTHOLOMEW		9006301	MEDICAL SUPPLEMENTAL	19.10	
79701	08/22/22	19.10	BARTZ, GLENN		9006302	MEDICAL SUPPLEMENTAL	88.22	
79702	08/22/22	19.10	BASS, BETTY		9006303	MEDICAL SUPPLEMENTAL	14.73	
79703	08/22/22	88.22	BAUER, FRANK		9006304	MEDICAL SUPPLEMENTAL	19.10	
79704	08/22/22	14.73	BLAIR, GARY		9006305	MEDICAL SUPPLEMENTAL	19.10	
79705	08/22/22	19.10	BLAKE, GENEVA		9006306	MEDICAL SUPPLEMENTAL	52.85	
79706	08/22/22	19.10	BLIGHT, KAREN		9006307	MEDICAL SUPPLEMENTAL	38.19	
79707	08/22/22	52.85	BOOTON, EMMA		9006308	MEDICAL SUPPLEMENTAL	14.73	
79708	08/22/22	38.19	BOYD, MICHAEL		9006459	MEDICAL SUPPLEMENTAL	19.10	
79709	08/22/22	14.73	BREGANTE, BATTISTA		9006500	MEDICAL SUPPLEMENTAL	38.19	
79710	08/22/22	19.10	BRONDSATTER, CHERYL		9006309	MEDICAL SUPPLEMENTAL	38.19	
79711	08/22/22	38.19	BRONDSATTER, WALLACE		9006310	MEDICAL SUPPLEMENTAL	71.95	
79712	08/22/22	38.19	BROWN, ERNEST		9006460	MEDICAL SUPPLEMENTAL	19.10	
79713	08/22/22	71.95	BROWN, KENNETH		9006311	MEDICAL SUPPLEMENTAL	19.10	
79714	08/22/22	19.10	BRYANT, KATHLEEN		9006501	MEDICAL SUPPLEMENTAL	84.77	
79715	08/22/22	19.10	BURKET, JANET		9006312	MEDICAL SUPPLEMENTAL	14.73	
79716	08/22/22	84.77	BUSH, DEBBIE		9006461	MEDICAL SUPPLEMENTAL	30.25	
79717	08/22/22	14.73	BYTHEWAY, MARY		9006313	MEDICAL SUPPLEMENTAL	83.21	
79718	08/22/22	30.25	CANALES, DONNA		9006314	MEDICAL SUPPLEMENTAL	14.73	
79719	08/22/22	83.21	CAPELLA, KATHLEEN		9006315	MEDICAL SUPPLEMENTAL	19.10	
79720	08/22/22	14.73	CARLSON, MERRYL		9006316	MEDICAL SUPPLEMENTAL	14.73	
79721	08/22/22	19.10	CARR, DALE					
79722	08/22/22	14.73	CASANEVA, RICHARD					

Attachment A

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CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
79723	08/22/22	34.72	M178		9006317	MEDICAL SUPPLEMENTAL	34.72	
79724	08/22/22	14.73	M340		9006462	MEDICAL SUPPLEMENTAL	14.73	
79725	08/22/22	14.73	M179		9006318	MEDICAL SUPPLEMENTAL	14.73	
79726	08/22/22	14.73	M386		9006502	MEDICAL SUPPLEMENTAL	14.73	
79727	08/22/22	14.73	M341		9006463	MEDICAL SUPPLEMENTAL	14.73	
79728	08/22/22	21.61	M420		9006533	MEDICAL SUPPLEMENTAL	21.61	
79729	08/22/22	38.19	M342		9006464	MEDICAL SUPPLEMENTAL	38.19	
79730	08/22/22	19.10	M343		9006465	MEDICAL SUPPLEMENTAL	19.10	
79731	08/22/22	14.73	M180		9006319	MEDICAL SUPPLEMENTAL	14.73	
79732	08/22/22	25.19	M344		9006466	MEDICAL SUPPLEMENTAL	25.19	
79733	08/22/22	84.77	M181		9006320	MEDICAL SUPPLEMENTAL	84.77	
79734	08/22/22	19.10	M345		9006467	MEDICAL SUPPLEMENTAL	19.10	
79735	08/22/22	19.10	M182		9006321	MEDICAL SUPPLEMENTAL	19.10	
79736	08/22/22	42.39	M183		9006322	MEDICAL SUPPLEMENTAL	42.39	
79737	08/22/22	38.19	M387		9006503	MEDICAL SUPPLEMENTAL	38.19	
79738	08/22/22	19.10	M346		9006468	MEDICAL SUPPLEMENTAL	19.10	
79739	08/22/22	45.01	M185		9006323	MEDICAL SUPPLEMENTAL	45.01	
79740	08/22/22	19.10	M186		9006324	MEDICAL SUPPLEMENTAL	19.10	
79741	08/22/22	42.39	M376		9006494	MEDICAL SUPPLEMENTAL	42.39	
79742	08/22/22	19.10	M187		9006325	MEDICAL SUPPLEMENTAL	19.10	
79743	08/22/22	19.10	M348		9006469	MEDICAL SUPPLEMENTAL	19.10	
79744	08/22/22	19.10	M188		9006326	MEDICAL SUPPLEMENTAL	19.10	
79745	08/22/22	38.19	M190		9006327	MEDICAL SUPPLEMENTAL	38.19	
79746	08/22/22	14.73	M349		9006470	MEDICAL SUPPLEMENTAL	14.73	
79747	08/22/22	36.02	M191		9006328	MEDICAL SUPPLEMENTAL	36.02	
79748	08/22/22	38.19	M192		9006329	MEDICAL SUPPLEMENTAL	38.19	
79749	08/22/22	52.85	M193		9006330	MEDICAL SUPPLEMENTAL	52.85	
79750	08/22/22	52.85	M194		9006331	MEDICAL SUPPLEMENTAL	52.85	
79751	08/22/22	36.02	M195		9006332	MEDICAL SUPPLEMENTAL	36.02	
79752	08/22/22	14.73	M196		9006333	MEDICAL SUPPLEMENTAL	14.73	
79753	08/22/22	19.10	M351		9006471	MEDICAL SUPPLEMENTAL	19.10	
79754	08/22/22	14.73	M373		9006491	RETIREE SUPPLEMENTAL	14.73	
79755	08/22/22	45.01	M197		9006334	MEDICAL SUPPLEMENTAL	45.01	
79756	08/22/22	44.19	M427		9006540	MEDICAL SUPPLEMENTAL	44.19	
79757	08/22/22	19.10	M389		9006504	MEDICAL SUPPLEMENTAL	19.10	
79758	08/22/22	87.05	M421		9006534	MEDICAL SUPPLEMENTAL	87.05	
79759	08/22/22	14.73	M199		9006335	MEDICAL SUPPLEMENTAL	14.73	
79760	08/22/22	14.73	M200		9006336	MEDICAL SUPPLEMENTAL	14.73	
79761	08/22/22	38.19	M390		9006505	MEDICAL SUPPLEMENTAL	38.19	
79762	08/22/22	38.19	M201		9006337	MEDICAL SUPPLEMENTAL	38.19	
79763	08/22/22	42.85	M202		9006338	MEDICAL SUPPLEMENTAL	42.85	
79764	08/22/22	19.10	M391		9006506	MEDICAL SUPPLEMENTAL	19.10	
79765	08/22/22	15.13	M203		9006339	MEDICAL SUPPLEMENTAL	15.13	
79766	08/22/22	185.06	M393		9006507	MEDICAL SUPPLEMENTAL	185.06	
79767	08/22/22	14.73	M352		9006472	MEDICAL SUPPLEMENTAL	14.73	
79768	08/22/22	30.25	M394		9006508	MEDICAL SUPPLEMENTAL	30.25	

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CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
79769	08/22/22	19.10	FREEMAN, MARY		9006340	MEDICAL SUPPLEMENTAL	19.10	
79770	08/22/22	52.85	GABRIEL, RICHARD		9006341	MEDICAL SUPPLEMENTAL	52.85	
79771	08/22/22	14.78	GABRIELE, BERNARD		9006473	MEDICAL SUPPLEMENTAL	14.78	
79772	08/22/22	14.78	GABRIELE, CATHLEEN		9006474	MEDICAL SUPPLEMENTAL	14.78	
79773	08/22/22	38.19	GALE, TERRY		9006509	MEDICAL SUPPLEMENTAL	38.19	
79774	08/22/22	14.73	GALLOWAY, SCOTT		9006510	MEDICAL SUPPLEMENTAL	14.73	
79775	08/22/22	14.73	GARBEZ, LINDA		9006342	MEDICAL SUPPLEMENTAL	14.73	
79776	08/22/22	14.73	GARBEZ, MANNY		9006343	MEDICAL SUPPLEMENTAL	14.73	
79777	08/22/22	42.39	GARCIA, DANIEL		9006344	MEDICAL SUPPLEMENTAL	42.39	
79778	08/22/22	14.73	GARCIA, HELEN		9006345	MEDICAL SUPPLEMENTAL	14.73	
79779	08/22/22	88.22	GARCIA, SAMUEL		9006346	MEDICAL SUPPLEMENTAL	88.22	
79780	08/22/22	14.73	GOSE, JOHN		9006347	MEDICAL SUPPLEMENTAL	14.73	
79781	08/22/22	55.80	GOVEIRA, ROBERT	0	9006288	MEDICAL SUPPLEMENTAL	55.80	
79782	08/22/22	83.21	GRANADOS-BOYCE, MARIA		9006348	MEDICAL SUPPLEMENTAL	83.21	
79783	08/22/22	14.73	GROBMAN, BRUCE		9006349	MEDICAL SUPPLEMENTAL	14.73	
79784	08/22/22	29.46	GROBMAN, DOUGLAS		9006350	MEDICAL SUPPLEMENTAL	29.46	
79785	08/22/22	14.73	HALL, SHIRLEY		9006351	MEDICAL SUPPLEMENTAL	14.73	
79786	08/22/22	14.73	HAMM, CAROLYN		9006352	MEDICAL SUPPLEMENTAL	14.73	
79787	08/22/22	19.10	HAMMER, ALLYNE		9006353	MEDICAL SUPPLEMENTAL	19.10	
79788	08/22/22	33.48	HERNANDEZ, ALICIA		9006355	MEDICAL SUPPLEMENTAL	33.48	
79789	08/22/22	36.02	HERNANDEZ, JUAN		9006354	MEDICAL SUPPLEMENTAL	36.02	
79790	08/22/22	14.73	HERNANDEZ, MARGARITO		9006355	MEDICAL SUPPLEMENTAL	14.73	
79791	08/22/22	45.01	HERSHEY, ANDREA		9006356	MEDICAL SUPPLEMENTAL	45.01	
79792	08/22/22	19.10	HETH, KATHRYN		9006511	MEDICAL SUPPLEMENTAL	19.10	
79793	08/22/22	19.10	HICKLIN, LUCILLE		9006512	MEDICAL SUPPLEMENTAL	19.10	
79794	08/22/22	19.10	HILL, ANDREW		9006357	MEDICAL SUPPLEMENTAL	19.10	
79795	08/22/22	103.66	HILTNER, THOMAS		9006496	MEDICAL SUPPLEMENTAL	103.66	
79796	08/22/22	14.73	HINDIN, LENORE		9006358	MEDICAL SUPPLEMENTAL	14.73	
79797	08/22/22	38.19	HOBBS, JAMES		9006359	MEDICAL SUPPLEMENTAL	38.19	
79798	08/22/22	61.48	HOLCOMB, MICHAEL		9006360	MEDICAL SUPPLEMENTAL	61.48	
79799	08/22/22	86.91	HOLONICK, JAMES		9006361	MEDICAL SUPPLEMENTAL	86.91	
79800	08/22/22	19.10	HOWARD, CAROL		9006475	MEDICAL SUPPLEMENTAL	19.10	
79801	08/22/22	19.10	HOWARD, WARD		9006362	MEDICAL SUPPLEMENTAL	19.10	
79802	08/22/22	38.19	HYMAN, JOE		9006363	MEDICAL SUPPLEMENTAL	38.19	
79803	08/22/22	36.02	JACINTO, FRANK		9006364	MEDICAL SUPPLEMENTAL	36.02	
79804	08/22/22	19.10	JAHNKE, EILEEN		9006365	MEDICAL SUPPLEMENTAL	19.10	
79805	08/22/22	29.46	JENSEN, MERAL		9006366	MEDICAL SUPPLEMENTAL	29.46	
79806	08/22/22	14.73	JUSSEL, PETE		9006476	MEDICAL SUPPLEMENTAL	14.73	
79807	08/22/22	38.19	KALE, RICKY		9006367	MEDICAL SUPPLEMENTAL	38.19	
79808	08/22/22	14.73	KELLY, ELOISE		9006368	MEDICAL SUPPLEMENTAL	14.73	
79809	08/22/22	50.43	KONNO, DAVID		9006513	MEDICAL SUPPLEMENTAL	50.43	
79810	08/22/22	38.19	KORBA, PATRICIA		9006369	MEDICAL SUPPLEMENTAL	38.19	
79811	08/22/22	8.84	LAM, JAMES		9006536	MEDICAL SUPPLEMENTAL	8.84	
79812	08/22/22	19.10	LANTHIER, BURT		9006370	MEDICAL SUPPLEMENTAL	19.10	
79813	08/22/22	19.10	LAWHON, JACK		9006371	MEDICAL SUPPLEMENTAL	19.10	
79814	08/22/22	19.10	LAWSON, LOIS		9006372	MEDICAL SUPPLEMENTAL	19.10	

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CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
79815	08/22/22	71.95	LEE, HENRY		9006373	MEDICAL SUPPLIMENTAL	71.95	
79816	08/22/22	19.10	LEFFLER, JEAN		9006374	MEDICAL SUPPLIMENTAL	19.10	
79817	08/22/22	85.71	LEGORRETA, PETE		9006375	MEDICAL SUPPLIMENTAL	85.71	
79818	08/22/22	19.10	LOGIUDICE, FRED		9006376	MEDICAL SUPPLIMENTAL	19.10	
79819	08/22/22	38.19	LONGNECKER, LLOYD		9006377	MEDICAL SUPPLIMENTAL	38.19	
79820	08/22/22	71.95	LORENZANO, JAMES		9006495	MEDICAL SUPPLIMENTAL	71.95	
79821	08/22/22	14.73	LUCIER, MARI-LYN		9006378	MEDICAL SUPPLIMENTAL	14.73	
79822	08/22/22	38.19	LYNCH, GLENN		9006379	MEDICAL SUPPLIMENTAL	38.19	
79823	08/22/22	14.73	MACHADO, MARGARET		9006514	MEDICAL SUPPLIMENTAL	14.73	
79824	08/22/22	18.01	MALPHRUS, BRENDA		9006380	MEDICAL SUPPLIMENTAL	18.01	
79825	08/22/22	42.39	MARCUS, STEVEN		9006381	MEDICAL SUPPLIMENTAL	42.39	
79826	08/22/22	38.19	MARTIN, DAWN		9006382	MEDICAL SUPPLIMENTAL	38.19	
79827	08/22/22	122.33	MARTINEZ, MANUEL		9006383	MEDICAL SUPPLIMENTAL	122.33	
79828	08/22/22	36.02	MARTINEZ, MARK		9006384	MEDICAL SUPPLIMENTAL	36.02	
79829	08/22/22	35.06	MCDONALD, JANIE		9006385	MEDICAL SUPPLIMENTAL	35.06	
79830	08/22/22	14.73	MCDONALD, KEVIN		9006386	MEDICAL SUPPLIMENTAL	14.73	
79831	08/22/22	19.10	MCFADDEN, IAN		9006477	MEDICAL SUPPLIMENTAL	19.10	
79832	08/22/22	29.46	MCINNIS, POLLY		9006478	MEDICAL SUPPLIMENTAL	29.46	
79833	08/22/22	38.19	MCHALE, BRIAN		9006492	MEDICAL SUPPLEMENTAL	38.19	
79834	08/22/22	19.10	MEJIA, INDELLISA		9006479	MEDICAL SUPPLIMENTAL	19.10	
79835	08/22/22	14.73	MELLON, JOHN		9006480	MEDICAL SUPPLIMENTAL	14.73	
79836	08/22/22	14.73	MESECK, MARGARITA		9006387	MEDICAL SUPPLIMENTAL	14.73	
79837	08/22/22	14.73	MILLER, FOREST		9006481	MEDICAL SUPPLIMENTAL	14.73	
79838	08/22/22	50.79	MILLER, MARY		9006388	MEDICAL SUPPLEMENTAL	50.79	
79839	08/22/22	83.21	MOREAU, DAVID		9006515	MEDICAL SUPPLEMENTAL	83.21	
79840	08/22/22	19.10	MORGAN, JEANETTE		9006389	MEDICAL SUPPLEMENTAL	19.10	
79841	08/22/22	36.02	MORR, BONNIE		9006390	MEDICAL SUPPLEMENTAL	36.02	
79842	08/22/22	103.66	MULLIS, MICHAEL		9006391	MEDICAL SUPPLEMENTAL	103.66	
79843	08/22/22	19.10	MUNGIOLI, LARRY		9006392	MEDICAL SUPPLEMENTAL	19.10	
79844	08/22/22	29.46	MUNGUIA, GUSTAVO		9006393	MEDICAL SUPPLEMENTAL	29.46	
79845	08/22/22	19.10	NABOR, GLEN		9006516	MEDICAL SUPPLEMENTAL	19.10	
79846	08/22/22	8.84	NANCE, RAMONA		9006537	MEDICAL SUPPLEMENTAL	8.84	
79847	08/22/22	19.10	NAUKKARINEN, JUUKA		9006394	MEDICAL SUPPLEMENTAL	19.10	
79848	08/22/22	14.73	NELSON, EDWARD		9006395	MEDICAL SUPPLEMENTAL	14.73	
79849	08/22/22	38.19	NELSON, RICHARD		9006396	MEDICAL SUPPLEMENTAL	38.19	
79850	08/22/22	29.46	NIETO, MANUEL		9006397	MEDICAL SUPPLEMENTAL	29.46	
79851	08/22/22	105.70	NJAA, N		9006398	MEDICAL SUPPLEMENTAL	105.70	
79852	08/22/22	83.21	NORTH, JEFFREY		9006399	MEDICAL SUPPLEMENTAL	83.21	
79853	08/22/22	56.95	NORTHON, M		9006400	MEDICAL SUPPLEMENTAL	56.95	
79854	08/22/22	38.19	O'DONNELL, SHAWN		9006401	MEDICAL SUPPLEMENTAL	38.19	
79855	08/22/22	19.10	O'HAGIN, JUSTINA		9006402	MEDICAL SUPPLEMENTAL	19.10	
79856	08/22/22	19.10	O'MARA, KATHLEEN		9006404	MEDICAL SUPPLEMENTAL	19.10	
79857	08/22/22	38.19	OJEDA, ROBERTO		9006403	MEDICAL SUPPLEMENTAL	38.19	
79858	08/22/22	19.10	ORTEGA, MANUELA		9006405	MEDICAL SUPPLEMENTAL	19.10	
79859	08/22/22	83.21	OWENS, ROLAND		9006406	MEDICAL SUPPLEMENTAL	83.21	
79860	08/22/22	19.10	PARHAM, WALLACE		9006407	MEDICAL SUPPLEMENTAL	19.10	

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CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
79861	08/22/22	61.48	PAULSON, STEVEN		9006517	MEDICAL SUPPLEMENTAL	61.48	
79862	08/22/22	38.19	PENDRAGON, LINDA		9006408	MEDICAL SUPPLEMENTAL	38.19	
79863	08/22/22	29.46	PEREZ, ANTONIO		9006409	MEDICAL SUPPLEMENTAL	29.46	
79864	08/22/22	55.80	PEREZ, CHERYL		9006289	MEDICAL SUPPLEMENTAL	55.80	
79865	08/22/22	19.10	PETERS, TERLIE		9006410	MEDICAL SUPPLEMENTAL	19.10	
79866	08/22/22	14.73	PHILLIPS, THOMAS		9006411	MEDICAL SUPPLEMENTAL	14.73	
79867	08/22/22	14.73	PHILLIPS, TYRONE		9006518	MEDICAL SUPPLEMENTAL	14.73	
79868	08/22/22	14.73	PICARELLA, FRANCIS		9006412	MEDICAL SUPPLEMENTAL	14.73	
79869	08/22/22	57.98	POLANCO, JOSE		9006413	MEDICAL SUPPLEMENTAL	57.98	
79870	08/22/22	42.39	PONS, JUAN		9006414	MEDICAL SUPPLEMENTAL	42.39	
79871	08/22/22	14.73	PRECIADO, MARY LOU		9006482	MEDICAL SUPPLEMENTAL	14.73	
79872	08/22/22	38.19	PRICE, HARRY		9006415	MEDICAL SUPPLEMENTAL	38.19	
79873	08/22/22	19.10	PRINCE, DEBRA		9006416	MEDICAL SUPPLEMENTAL	19.10	
79874	08/22/22	83.21	PRINCE, PETER		9006417	MEDICAL SUPPLEMENTAL	83.21	
79875	08/22/22	38.19	PRUDDEN, RICHARD		9006418	MEDICAL SUPPLEMENTAL	38.19	
79876	08/22/22	38.19	PYE, GINA		9006532	MEDICAL SUPPLEMENTAL	38.19	
79877	08/22/22	19.10	RACKLEY, BOBBIE		9006419	MEDICAL SUPPLEMENTAL	19.10	
79878	08/22/22	15.13	RAMIREZ, MANUEL		9006420	MEDICAL SUPPLEMENTAL	15.13	
79879	08/22/22	110.20	RAMOS, ROSALIO		9006421	MEDICAL SUPPLEMENTAL	110.20	
79880	08/22/22	14.73	READ, TIMON		9006483	MEDICAL SUPPLEMENTAL	14.73	
79881	08/22/22	36.02	REGAN, MICHAEL		9006422	MEDICAL SUPPLEMENTAL	36.02	
79882	08/22/22	38.19	RHODES, BRUCE		9006423	MEDICAL SUPPLEMENTAL	38.19	
79883	08/22/22	18.01	ROCHA, SHERI		9006424	MEDICAL SUPPLEMENTAL	18.01	
79884	08/22/22	19.10	RODGERS, MARILYN		9006425	MEDICAL SUPPLEMENTAL	19.10	
79885	08/22/22	19.10	ROGERS, SYLVIA		9006484	MEDICAL SUPPLEMENTAL	19.10	
79886	08/22/22	19.10	ROSS, ELISABETH		9006519	MEDICAL SUPPLEMENTAL	19.10	
79887	08/22/22	19.10	ROSS, EMERY		9006520	MEDICAL SUPPLEMENTAL	19.10	
79888	08/22/22	36.02	ROSSI, DENISE		9006426	MEDICAL SUPPLEMENTAL	36.02	
79889	08/22/22	52.85	ROWE, RUBY		9006427	MEDICAL SUPPLEMENTAL	52.85	
79890	08/22/22	19.10	ROY, ARLEN		9006428	MEDICAL SUPPLEMENTAL	19.10	
79891	08/22/22	83.21	RUIZ, ESTEVAN		9006429	MEDICAL SUPPLEMENTAL	83.21	
79892	08/22/22	34.72	RYLANDER, REED		9006430	MEDICAL SUPPLEMENTAL	34.72	
79893	08/22/22	36.02	SALGUEIRO, MICHAEL		9006431	MEDICAL SUPPLEMENTAL	36.02	
79894	08/22/22	71.95	SANCHEZ, ASCENCION		9006521	MEDICAL SUPPLEMENTAL	71.95	
79895	08/22/22	19.10	SANDOVAL, ANGEL		9006485	MEDICAL SUPPLEMENTAL	19.10	
79896	08/22/22	68.80	SCARGILL, RAYMOND		9006432	MEDICAL SUPPLEMENTAL	68.80	
79897	08/22/22	29.46	SCHRAEDER, PAUL		9006522	MEDICAL SUPPLEMENTAL	29.46	
79898	08/22/22	19.10	SCILLA, JOSEPH		9006433	MEDICAL SUPPLEMENTAL	19.10	
79899	08/22/22	83.21	SERRATO, JUAN		9006434	MEDICAL SUPPLEMENTAL	83.21	
79900	08/22/22	14.73	SILVA, EDUARDO		9006486	MEDICAL SUPPLEMENTAL	14.73	
79901	08/22/22	99.27	SLATER, ROBYN		9006523	MEDICAL SUPPLEMENTAL	99.27	
79902	08/22/22	14.73	SLOAN, SUZANNE		9006435	MEDICAL SUPPLEMENTAL	14.73	
79903	08/22/22	44.11	SMITH, DONNA		9006436	MEDICAL SUPPLEMENTAL	44.11	
79904	08/22/22	18.01	STARKEY, THOMAS		9006524	MEDICAL SUPPLEMENTAL	18.01	
79905	08/22/22	29.46	STICKEL, THOMAS		9006525	MEDICAL SUPPLEMENTAL	29.46	
79906	08/22/22	38.19	STRICKLAND, JAMES		9006487	MEDICAL SUPPLEMENTAL	38.19	

DATE: 08/01/22 THRU 08/31/22

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
79907	08/22/22	M425	8.84	SWAIN, LAWRENCE		9006538	MEDICAL SUPPLEMENTAL	8.84	
79908	08/22/22	M369	29.46	SWART, RANDY		9006488	MEDICAL SUPPLEMENTAL	29.46	
79909	08/22/22	M412	68.01	SYREN, LESLYN		9006526	MEDICAL SUPPLEMENTAL	68.01	
79910	08/22/22	M370	14.73	TAYLOR, THOMAS		9006489	MEDICAL SUPPLEMENTAL	14.73	
79911	08/22/22	M313	38.19	THOMAS, RUSSELL		9006437	MEDICAL SUPPLEMENTAL	38.19	
79912	08/22/22	M314	75.14	TICHENOR, KENNETH		9006438	MEDICAL SUPPLEMENTAL	75.14	
79913	08/22/22	M315	14.73	TOLINE, DONALD		9006439	MEDICAL SUPPLEMENTAL	14.73	
79914	08/22/22	M316	19.10	TOVAR, SERENA		9006440	MEDICAL SUPPLEMENTAL	19.10	
79915	08/22/22	M317	18.01	TRENT, VICKI		9006441	MEDICAL SUPPLEMENTAL	18.01	
79916	08/22/22	M426	8.84	TRINIDAD, AURORA		9006539	MEDICAL SUPPLEMENTAL	8.84	
79917	08/22/22	M318	71.95	TUTTLE CALLIS, CHERI		9006442	MEDICAL SUPPLEMENTAL	71.95	
79918	08/22/22	M319	36.02	VALDEZ, JOSE		9006443	MEDICAL SUPPLEMENTAL	36.02	
79919	08/22/22	M320	103.66	VAN DE VEER, JOHN		9006444	MEDICAL SUPPLEMENTAL	103.66	
79920	08/22/22	M321	42.39	VAN DYKE, CURTIS		9006445	MEDICAL SUPPLEMENTAL	42.39	
79921	08/22/22	M413	38.19	VANDERZANDE, ED		9006527	MEDICAL SUPPLEMENTAL	38.19	
79922	08/22/22	M375	19.10	VEST, SHELLY		9006493	MEDICAL SUPPLEMENTAL	19.10	
79923	08/22/22	M323	19.10	VONWAL, YVETTE		9006446	MEDICAL SUPPLEMENTAL	19.10	
79924	08/22/22	M324	17.36	WADSWORTH, RITA		9006447	MEDICAL SUPPLEMENTAL	17.36	
79925	08/22/22	M325	29.46	WALTER, KEVIN		9006448	MEDICAL SUPPLEMENTAL	29.46	
79926	08/22/22	M414	55.80	WARNOCK, APRIL		9006528	MEDICAL SUPPLEMENTAL	55.80	
79927	08/22/22	M415	19.10	WHITE, LESLIE		9006529	MEDICAL SUPPLEMENTAL	19.10	
79928	08/22/22	M326	38.19	WHITNEY, LUCERE		9006449	MEDICAL SUPPLEMENTAL	38.19	
79929	08/22/22	M416	145.08	WILLIS, GREGORY		9006530	MEDICAL SUPPLEMENTAL	145.08	
79930	08/22/22	M372	38.19	WILSON, BONNIE		9006490	MEDICAL SUPPLEMENTAL	38.19	
79931	08/22/22	M328	83.21	WOODBRIIDGE, ELIZABETH		9006450	MEDICAL SUPPLEMENTAL	83.21	
79932	08/22/22	M329	50.79	WU, PETER		9006451	MEDICAL SUPPLEMENTAL	50.79	
79933	08/22/22	M417	19.10	WYANT, JUDI		9006531	MEDICAL SUPPLEMENTAL	19.10	
79934	08/22/22	M330	14.73	YAGI, RANDY		9006452	MEDICAL SUPPLEMENTAL	14.73	
79935	08/22/22	M331	19.10	YANCY, TERRY		9006453	MEDICAL SUPPLEMENTAL	19.10	
79936	08/22/22	M332	42.85	ZENKER, JEFFREY		9006454	MEDICAL SUPPLEMENTAL	42.85	
79937	08/29/22	003062	822.44	ABSOLUTE AUTO GLASS INC		116315	VEH1950WINDSHIELD RP	822.44	
79938	08/29/22	382	270.00	AIRTEC SERVICE INC.		116360	AIRFLOW ISSUE VER	270.00	
79939	08/29/22	003596	664.67	AMAZON CAPITAL SERVICES, INC.		116308	OFFICE SUPPLIES	27.26	
						116309	DOOR SIGNAGE MMF	56.78	
						116352	OFFICE SUPPLIES	104.97	
						116356	OFFICE SUPPLIES PRC	103.69	
						116362	PARTS FAC MAINT VEH	656.01	
						116367	CREDIT PARKING POSTS	-284.04	
79940	08/29/22	001D	7,583.09	AT&T		116303	PT TO PT 1	1,865.52	
						116359	7/19-8/18 MAIN ACCT	5,541.40	
						116361	7/19-8/18 OPS ELEV	176.17	
79941	08/29/22	003199	207.52	B & H FOTO & ELECTRONICS CORP		116377	IT SUPPLIES	207.52	
79942	08/29/22	002363	57.06	BATTERIES PLUS #314		116276	BATTERIES WTC/VER	57.06	
79943	08/29/22	003393	506.10	BRASS KEY LOCKSMITH INC		116368	KEYS FOR MMF	59.17	
						116369	REKEY GYM/OIL ROOM	446.93	
79944	08/29/22	616	1,200.00	BROWN ARMSTRONG ACCOUNTANCY		116318	2AUDIT WORK IN PROG	1,200.00	

DATE: 08/01/22 THRU 08/31/22

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
79945	08/29/22	105.61	CASTILLO, JUAN		116340	TSTRAINING 6/5-6/10	105.61	
79946	08/29/22	209.10	CINTAS CORPORATION NO.2		116335	FIRST AID SUPPLIES	96.66	
					116336	FIRST AID SUPPLIES	112.44	
79947	08/29/22	882.11	CLASSIC GRAPHICS		116292	VEH# 1703 REPAIRS	882.11	
79948	08/29/22	640.00	CLEAN ENERGY		116334	SERVICE CALL SBF	640.00	
79949	08/29/22	596.74	CTSJPA (CALTRIP)		116323	JUL 22 CODE=5100	596.74	
79950	08/29/22	132.40	CUMMINS, INC		116290	VEH# 2316 PARTS	132.40	
79951	08/29/22	6,990.81	EMPLOYNET, INC		116268	TEMP W/E 7/24	1,498.00	
					116293	TEMP W/E 8/14	620.40	
					116294	TEMP W/E 8/14	1,120.00	
					116354	TEMP W/E 8/14	1,344.00	
					116355	TEMP W/E 7/31	1,260.00	
					116358	TEMP W/E 8/14	1,148.41	
79952	08/29/22	400.00	ESRI		116378	7/1-6/30/23 MAINT	400.00	
79953	08/29/22	7,315.17	EXPRESS SERVICES INC.		116337	TEMP W/E 8/7	1,040.00	
					116338	TEMP W/E 8/14	624.00	
					116339	TEMP W/E 7/31	1,040.00	
					116380	TEMP W/E 6/26	3,237.49	
					116381	TEMP W/E 7/17	1,373.68	
79954	08/29/22	676.50	FIS		116319	JUL 22 MERCHANT FEES	676.50	
79955	08/29/22	58.12	FRONTIER COMMUNICATIONS - 3025		116322	8/16-9/15 SKY-RIVER	58.12	
79956	08/29/22	2,930.38	GILLIG LLC		116288	INVENTORY ORDER	79.32	
					116289	INVENTORY ORDER	1,664.31	
					116302	WARRANTY CLAIM REV	116.68	
					116347	VEH# 4210 REPAIRS	414.57	
					116348	INVENTORY ORDER	655.50	
79957	08/29/22	2,617.54	HUNT & SONS, INC.		116379	INVENTORY ORDER	2,617.54	
79958	08/29/22	21,494.91	IRONCOMPANY.COM LLC		116387	2304 GYM EQUIP OPS	21,494.91	
79959	08/29/22	375.00	KANEKO AND KRAMMER CORP		116310	CLASS & COMP STUDY	375.00	
79960	08/29/22	619.42	KELLEY'S SERVICE INC.		116285	INVENTORY ORDER	56.53	
					116286	PC 4019 PARTS	60.80	
					116287	NON INVENTORY ORDER	376.99	
					116298	INVENTORY ORDER	32.78	
					116320	CREDIT INV K-1769171	-17.48	
					116321	CREDIT INV ORDER	-34.96	
					116346	INVENTORY ORDER	144.76	
79961	08/29/22	225.59	KELLY-MOORE PAINT CO., INC.		116311	PAINT FOR OPS GYM	225.59	
79962	08/29/22	54.00	KJRB, INC.		116297	VEH# 1213 TOW	54.00	
79963	08/29/22	493.00	LAW OFFICES OF MARIE F. SANG	7	116304	CL#2009210082	493.00	
79964	08/29/22	4,173.00	LUTRON SERVICE INC		116317	RENEW MAINT CONTRACT	4,173.00	
79965	08/29/22	175.50	MAXIMUM OIL SERVICE LLC		116357	USED OIL PICKUP MMF	175.50	
79966	08/29/22	172.33	MISSION UNIFORM		116312	TOWELS/MATS PARACRUZ	10.50	
					116313	TOWELS/MATS PARACRUZ	10.50	
					116314	LAUNDRY/CUSTODIAL	26.02	
					116350	TOWELS,MOPS,MATS MMF	41.75	
					116351	EMBLEMS MMF	21.85	

DATE: 08/01/22 THRU 08/31/22

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
79967	08/29/22	12,080.62	004	NORTH BAY FORD LINC-MERCURY		116375	LAUNDRY/CUSTODIAL	51.21	
						116376	TOWELS/MATS PRC	10.50	
						116280	INVENTORY ORDER	403.33	
						116281	INVENTORY ORDER	241.62	
						116307	INVENTORY ORDER	299.31	
						116345	VEH# 805 REPAIRS	11,136.36	
79968	08/29/22	1,395.75	009	PACIFIC GAS & ELECTRIC		116353	7/14-8/14 PARACRUZ	1,395.75	
79969	08/29/22	1,188.75	023	PACIFIC TRUCK PARTS, INC.		116278	INVENTORY ORDER	914.42	
						116279	INVENTORY ORDER	274.33	
79970	08/29/22	225.50	481	PIED PIPER EXTERMINATORS, INC.		116363	AUG 22 PEST VERNON	65.00	
						116364	AUG22PEST SMCTRANSIT	65.00	
						116365	AUG 22 PEST SMC MKT	55.50	
						116366	AUG 22 PEST SMC TAQ	40.00	
79971	08/29/22	216.53	107A	BFS GROUP LLC		116270	TRI TAP MMF	11.30	
						116271	ADHESIVE WTC	62.91	
						116272	ADHESIVE WTC	31.45	
						116275	BATTERY OPS	9.60	
						116299	PAINT SUPPL OPS GYM	26.82	
						116300	PAINT SUPPL OPS GYM	32.21	
						116301	PAINT SUPPL OPS GYM	10.79	
						116349	ADHESIVE WTC	31.45	
79972	08/29/22	6,653.22	003443	PROTERRA INC		116382	1926 DIAG TOOL EQUIP	7,241.09	
						116383	PM STOCK ORDER	8,263.55	
						116384	1926 CREDIT 1028288	-4,370.00	
						116385	CREDIT PM STOCK	-520.42	
						116386	CREDIT PM STOCK	-3,961.00	
79973	08/29/22	357.70	003020	QUEST DIAGNOSTIC INC.		116305	7/26 DOT DRUG TESTS	357.70	
79974	08/29/22	62.69	536	RIVERSIDE LIGHTING, INC.		116269	OUTLET REPAIR IT VER	62.69	
79975	08/29/22	294.50	135	SANTA CRUZ AUTO PARTS, INC.		116274	INVENTORY ORDER	269.18	
						116277	INVENTORY ORDER	25.32	
79976	08/29/22	8,078.17	079	SANTA CRUZ MUNICIPAL UTILITIES		116324	7/9-8/8 OPS	465.03	
						116325	7/9-8/8 SBF	2,985.59	
						116326	7/9-8/8 MMF	1,817.21	
						116327	7/9-8/8 VERNON	376.93	
						116328	7/9-8/8 SMC	2,229.98	
						116329	7/9-8/8 PACIFIC ISL	133.03	
						116330	7/9-8/8 SMC/BETTYS	57.13	
						116331	MMF IRRIGATION	13.27	
79977	08/29/22	2,139.97	001307	SANTA CRUZ STAFFING, LLC		116273	TEMP W/E 8/14	589.00	
						116333	TEMP W/E 8/14	1,550.97	
79978	08/29/22	41,786.70	003625	SELF INSURED SERVICES COMPANY		116341	AUG 22 DENTAL	34,024.20	
						116342	AUG 22 VSP	7,762.50	
79979	08/29/22	43.96	115	SNAP-ON INDUSTRIAL		116374	SHOP TOOLS	43.96	
79980	08/29/22	364.83	003285	THE AFTERMARKET PARTS CO LLC		116282	VEH# 1612 PARTS	219.24	
						116283	VEH# 1203 PARTS	19.88	
						116284	VEH# 2808 PARTS	125.71	

DATE: 08/01/22 THRU 08/31/22

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
79981	08/29/22	270.61	THE HOSE SHOP, INC		116291	INVENTORY ORDER	270.61	
79982	08/29/22	549.20	TREETOP PRODUCTS INC		116306	PARKING LOT POSTS	549.20	
79983	08/29/22	92.28	TROWBRIDGE ENTERPRISES		116295	OFFICE SUPPLIES	78.97	
					116296	OFFICE SUPPLIES	13.31	
79984	08/29/22	31.33	UNITED PARCEL SERVICE		116316	FREIGHT	31.33	
79985	08/29/22	802.00	UPS STORE #1128		116332	6/21-6/22FINGERPRINT	802.00	
79986	08/29/22	6.63	VALLEY POWER SYSTEMS, INC.		116370	INVENTOPRY ORDER	156.61	
					116371	CREDIT INV# I55640	-5.39	
					116372	INVENTORY ORDER	44.01	
					116373	CREDIT INV# R 70097	-2.08	
					116388	CREDIT INV R68431	-9.08	
					116389	CREDIT INV K 02253	-4.66	
					116390	CREDIT INV R 72307	-2.08	
					116391	CORE CR K 96986CM	-170.70	
79987	08/29/22	3,724.98	VERIZON WIRELESS	0	116343	7/13-8/12 BUS WIFT	3,724.98	
79988	08/25/22	4,621.88	PACIFIC POWER GROUP, LLC		116392	VEH# 1904 REPAIRS	4,621.88	
79989	08/25/22	117.06	VERIZON WIRELESS	0	116393	5/2-6/1 TABLET	39.02	
					116394	6/2-7/1 TABLET	39.02	
					116395	7/2-8/1 TABLET	39.02	
TOTAL		1,241,342.31	ACCOUNTS PAYABLE		552	TOTAL CHECKS	1,241,342.31	

9.1A.23

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MINUTES*

MAC MEETING OF August 17, 2022

The METRO Advisory Committee (MAC) met on Wednesday, August 17, 2022. The meeting was held via teleconference. *Minutes are "summary" minutes, not verbatim minutes.

1. **CALLED TO ORDER** at 6:01 PM.
2. **ROLL CALL** - The following MAC Members were **present** via teleconference, representing a quorum:

James Von Hendy, Chair
Joseph Martinez, Vice Chair
James Cruse
 Jessica de Wit

Veronica Elsea
Michael Pisano
Becky Taylor

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

Hearing none, Chair Von Hendy moved to the next agenda item.

4. **RECEIVE AND FILE MINUTES FROM THE METRO ADVISORY COMMITTEE MEETING OF APRIL 20, 2022**

MOTION: ACCEPT AND FILE THE MINUTES FROM THE METRO ADVISORY COMMITTEE MEETING OF APRIL 20, 2022 AS PRESENTED

MOTION: ELSEA

SECOND: PISANO

MOTION PASSED WITH 6 AYES: Von Hendy, Martinez, Cruse, Elsea, Pisano, and Taylor. De Wit was absent.

5. **COMMUNICATIONS FROM METRO ADVISORY COMMITTEE (MAC)**

Chair Von Hendy referenced his letter in the agenda packet welcoming Michael Tree, CEO/General Manager, to METRO and inviting him to attend MAC meetings. One of the agenda items proposed at the April 20, 2022 MAC meeting was for CEO Tree to provide his views/priorities in this role. CEO Tree is unable to attend tonight's meeting but will attend a future meeting.

6. **UPDATE ON INFORMATION TECHNOLOGY SYSTEMS (ITS)**

Isaac Holly, IT and ITS Director, provided a status update on the ITS project with Clever Devices. We are in the FAT (Factory Acceptance Testing) phase. We are experiencing some supply chain delays in hardware due to the pandemic but hope to resolve this soon so we can move forward with deploying a mini fleet of buses to test the system. Discussion ensued on MAC getting a preview of the new system when it is deployed. Director Holly said he would touch base with the team and see if that can be arranged.

Mr. Cruse asked which routes would be used for the testing. Director Holly replied that as a mini fleet, this group of buses will be deployed throughout METRO's system.

7. **COVID-19 UPDATE**

Dawn Crummié, HR Director, reported that since the April MAC meeting there have been 81 positive COVID-19 cases at METRO. We continue to be in a minor outbreak status at our Operations facility, which means everyone wears a mask and tests once a week. None of these cases have been traced back to METRO. Discussion followed on a contact tracing app used by the State of California. Director Crummié said the app is available to anyone but METRO does its own contact tracing.

Attachment A

Minutes – METRO Advisory Committee

August 17, 2022

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8. SANTA CRUZ COUNTY FAIR – SEPTEMBER 14 – 18, 2022

Margo Ross, COO, gave a brief report that METRO will be participating in the Santa Cruz County Fair September 14 – 18, 2022. We will have new vehicles on display and will extend service to provide rides to and from the fairgrounds.

9. SERVICE PLANNING UPDATE

a. Quarterly Ridership Report

John Urgo, Planning and Development Director, gave an update on ridership for Q4 of FY22. Overall, ridership increased 173% over FY21, but we're still 41% below pre-COVID levels. Highway 17 is still about half of pre-COVID levels. Nonstudent ridership is 33% below pre-COVID levels. UCSC is 43% below pre-COVID levels. Only about a quarter of Cabrillo students have returned back to riding the buses.

b. Bus Stops

b.i. Update on Braille Bus Stop Signage

Director Urgo apologized to the committee that he did not have an update on this item. He suggested that he and Ms. Elsea get together to discuss the locations and the correct information to use on the signage. Ms. Elsea was in agreement.

c. Other Projects

c.i. Pacific Station Lobby Access

Director Urgo reported that the Pacific Station Lobby is still closed but the restrooms are open.

c.ii. Fall Schedule Changes

Director Urgo gave a preview of the changes to the fall schedule. With our Bus Operator shortage, we are forced to make some service cuts. We did this in a way that didn't remove service in the system. Adjustments were made to Routes 22, 20, 4, 35, 91X, 71, 69W and the Watsonville circulator. Discussion ensued on cuts to the San Lorenzo Valley route that serves the Country Club area and options available. Suggestions were made that could be considered for the winter service. Discussion continued on the current class of Bus Operators and the timeframe for completion. Ms. Elsea asked if METRO would bring back the hands-on training for people with disabilities. COO Ross replied that she understands the importance of the one-on-one interaction, but not until it is safe and the pandemic is behind us would that be considered.

10. COMMUNICATIONS TO THE METRO CEO

None.

11. COMMUNICATIONS TO THE METRO BOARD OF DIRECTORS

None.

12. ITEMS FOR NEXT MEETING AGENDA

- Update on ITS
- COVID-19 Update
- Recap of Santa Cruz County Fair
- Service Planning Updates
- Choose 2023 Dates for MAC Meetings
- Elect a New Chair and Vice Chair

Attachment A

Minutes – METRO Advisory Committee

August 17, 2022

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Mr. Pisano made a request for a demonstration of the Bus Operators' bidding process. COO Ross explained that this is not open to the public but is basically done by seniority and for personal reasons. Brandon Freeman, Bus Operator, added that the bidding process is contractual between the union and METRO. The union does not want any of this process or personal information shared with anyone outside of Operations management so that we can protect the privacy of the Bus Operators. We do not want passengers influencing or criticizing the Operators for the way they bid or choices that they make.

13. DISTRIBUTION OF VOUCHERS

Donna Bauer, Executive Assistant, will mail out the vouchers on Thursday, August 18, 2022 to all members in attendance at this meeting.

14. ADJOURNMENT

The next MAC meeting is scheduled for Wednesday, October 19, 2022 at 6:00 PM. Meeting adjourned at 7:02 PM.

Respectfully submitted,

Donna Bauer
Executive Assistant

DRAFT

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Attachment B



SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO) BOARD OF DIRECTORS MEETING MINUTES* AUGUST 26, 2022 – 9:00 AM MEETING HELD VIA TELECONFERENCE

A regular meeting of the Board of Directors of the Santa Cruz Metropolitan Transit District (METRO) convened on Friday, August 26, 2022, via teleconference.

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

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1 **CALLED TO ORDER** at 9:02 AM by Board Chair Pageler.

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

Director Kristen Brown	City of Capitola
Director Rebecca Downing	County of Santa Cruz
Director Jimmy Dutra	City of Watsonville
Director Shebreh Kalantari-Johnson	City of Santa Cruz
Director Manu Koenig	County of Santa Cruz
Director 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 Ari Parker	City of Watsonville
Director Mike Rotkin	County of Santa Cruz
Ex-Officio Director Dan Henderson	UC Santa Cruz
Ex-Officio Director Alta Northcutt	Cabrillo College
Michael Tree	CEO/General Manager
Julie Sherman	General Counsel

3 **ANNOUNCEMENTS**

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

4 **BOARD OF DIRECTORS COMMENTS**

Director Lind gave a commendation to all METRO employees who helped with the employee picnic; it was a wonderful event. Director Rotkin added that a lot of retirees attended. It was great seeing the people who had driven for METRO over the years. Chair Pageler appreciated the pictures shared.

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

Attachment B

5 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Brian Peoples, Trail Now, spoke to his written communication about the three main corridors--Highway 1, Soquel Avenue and the Coastal Corridor--being open as transportation resources. He referenced the links to the California Coastal Commission (CCC) and California Transportation Commission (CTC). He also expressed concern about an electric train replacing the Roaring Camp train at the Boardwalk. He feels it necessary to continue to invest in and support METRO.

Lani Faulkner, Equity Transit, thanked METRO's CEO Michael Tree, Wondimu Mengistu, Capital Planning and Grants Program Manager, and John Urgo, Planning and Development Director, for supporting Equity Transit's efforts in supporting AB1919. She supports providing a robust public transportation to the community in order to move cars off the roads and more people into transit.

Tate Baugh, member of the public, supports light rail and the bus on shoulder lane. He suggested METRO provide passenger service from a future light rail station to Pajaro and the Watsonville Transit Center for connectivity in the system.

Chair Pageler mentioned communications received from Mark Mesiti-Miller after the agenda was posted (attached).

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

6 LABOR ORGANIZATION COMMUNICATIONS

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

7 WRITTEN COMMUNICATIONS FROM THE METRO ADVISORY COMMITTEE

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

8 ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS

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

CONSENT AGENDA

9.1 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK JOURNAL DETAIL FOR THE MONTHS OF JUNE AND JULY 2022

Chuck Farmer, CFO

9.2 ACCEPT AND FILE MINUTES OF THE:

A. JUNE 24, 2022 BOARD OF DIRECTORS MEETING

B. JULY 22, 2022 BOARD OF DIRECTORS SPECIAL MEETING

C. AUGUST 12, 2022 FINANCE, BUDGET & AUDIT STANDING COMMITTEE MEETING

Michael Tree, CEO/General Manager

9.3 ACCEPT AND FILE: THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF JUNE 30, 2022

Chuck Farmer, CFO

9.4 ACCEPT AND FILE: THE YEAR TO DATE KEY PERFORMANCE INDICATORS (KPI) REPORT FOR QUARTER FOUR AS OF JUNE 30, 2022

Kristina Mihaylova, Finance Deputy Director

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- 9.5 APPROVE: RECOMMENDED ACTION ON TORT CLAIMS
Curtis Moses, Safety, Security & Risk Management Director
- 9.6 APPROVE: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE
Michael Tree, CEO/General Manager
- 9.7 ACCEPT AND FILE: QUARTERLY STATUS REPORT OF GRANT APPLICATIONS, ACTIVE AND PENDING GRANTS FOR THE FOURTH QUARTER OF FY22
Wondimu Mengistu, Capital Planning and Grants Program Manager
- 9.8 ACCEPT AND FILE: THE METRO PARACRUZ OPERATIONS STATUS REPORT FOR APRIL, MAY AND JUNE 2022
Daniel Zaragoza, Operations Manager, Paratransit Division
- 9.9 ACCEPT AND FILE: THE METRO SYSTEM RIDERSHIP REPORTS FOR THE FOURTH QUARTER OF FY22
John Urgo, Planning and Development Director
- 9.10 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO/GENERAL MANAGER TO EXECUTE A 1ST CONTRACT AMENDMENT WITH CLEAN ENERGY TO INCREASE THE CONTRACT TOTAL BY \$10,291,225 FOR PURCHASE AND DELIVERY OF LIQUEFIED NATURAL GAS
Eddie Benson, Maintenance Manager
- 9.11 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO/GENERAL MANAGER TO EXECUTE A 1ST CONTRACT AMENDMENT WITH GARDAWORLD TO INCREASE THE CONTRACT TOTAL BY \$368,646 FOR SECURE MOBILE VAULT SERVICING AND CURRENCY PROCESSING
Kristina Mihaylova, Finance Deputy Director
- 9.12 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO/GENERAL MANAGER TO EXECUTE A 4TH CONTRACT AMENDMENT WITH RI ENGINEERING AND INCREASE THE PROJECT VALUE BY \$63,000 FOR ADDITIONAL ENGINEERING SERVICES AT THE METRO MAINTENANCE FACILITY
Freddy Rocha, Facilities Maintenance Manager
- 9.13 APPROVE: FY23 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)
Dawn Crummié, Human Resources Director
- 9.14 APPROVE: A RESOLUTION TO AUTHORIZE THE CEO/GENERAL MANAGER TO ACT AS THE AUTHORIZED AGENT FOR RECEIVING STATE AND/OR FEDERAL ASSISTANCE AS REQUIRED BY THE CALIFORNIA OFFICE OF EMERGENCY SERVICES
Wondimu Mengistu, Capital Planning and Grants Program Manager

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- 9.15 APPROVE: CONSIDER A RESOLUTION DESIGNATING THE CEO/GENERAL MANAGER AS THE AUTHORIZED AGENT TO SUBMIT A PROJECT LIST AND EXECUTE AGREEMENTS TO RECEIVE CALIFORNIA STATE OF GOOD REPAIR FUNDS
Wondimu Mengistu, Capital Planning and Grants Program Manager
- 9.16 ACCEPT AND FILE: THE SEMI-ANNUAL REPORT ON THE STATUS OF METRO'S DISADVANTAGED BUSIENSS ENTERPRISE PROGRAM
Chuck Farmer, DBE Liaison Officer
- 9.17 APPROVE: FY23 RENEWAL OF PROPERTY INSURANCE COVERAGE WITH ZURICH AMERICAN INSURANCE COMPANY AND EMPLOYMENT PRACTICES LIABILITY COVERAGE WITH QBE SPECIALTY INSURANCE COMPANY
Chuck Farmer, CFO
- 9.18 APPROVE: CONSIDERATION OF DESIGNATING THE SAFETY, SECURITY, AND RISK MANAGEMENT DIRECTOR TO THE CALIFORNIA TRANSIT IMDEMNITY POOL (CALTIP) BOARD AS THE DESIGNATED ALTERNATE REPRESENTATIVE
Michael Tree, CEO/General Manager
- 9.19 APPROVE: CONSIDERATION OF AUTHORIZING THE USE OF THE WASHINGTON STATE PURCHASING COOPERATIVE CONTRACT FOR THE PURCHASE OF FIVE ELECTRIC BATTERY BUSES FROM GILLIG, LLC
Margo Ross, COO
- 9.20 APPROVE: CONSIDERATION OF AWARD OF CONTRACT TO STEAM CLEANERS LLC FOR INDUSTRIAL PARTS WASHER REPLACEMENTS
Freddy Rocha, Facilities Maintenance Manager
- 9.21 APPROVE: CONSIDERATION OF AWARDDING A CONTRACT TO KIMLEY-HORN AND ASSOCIATES, INC. FOR CALTRANS RELIABILITY STUDY NOT TO EXCEED \$324,185.04
John Urgo, Planning and Development Director

There were no public comments.

ACTION: MOTION TO APPROVE THE CONSENT AGENDA AS PRESENTED

MOTION: DIRECTOR ROTKIN

SECOND: DIRECTOR DUTRA

MOTION PASSED WITH 10 AYES (Directors Brown, Downing, Dutra, Kalantari-Johnson, Lind, McPherson, Meyers, Pageler, Parker, and Rotkin). Director Koenig was absent.

REGULAR AGENDA

- 10 EMPLOYEE LONGEVITY AWARDS PRESENTATION: (10 YEARS: BRANDON FREEMAN, JESUS GONZALEZ, ALICIA GRIFFIN, JESUS HEREDIA, ERIC NEGRETE, AND ERIC PEREZ), (15 YEARS: RICKIE-ANN KEGLEY, KRISTINA MIHAYLOVA, CLINT NABOR, MARY SELLS, AND SERGIO TABAG), (25 YEARS: BYRON WATSON) AND (35 YEARS: ANNA MARIE GOUVEIA)

9.2B.4

Attachment B

Chair Pageler read the bios of the above employees and thanked them for their years of service at METRO. He was pleased to see so many employees who have worked for decades at METRO. Director Rotkin added that the Board realizes what makes this agency work is the employees. METRO is well known for the courtesy and customer service that our Bus Operators provide.

There were no public comments.

11 SAFETY CERTIFICATES OF ACHIEVEMENT PRESENTATION FOR 4TH QUARTER ENDING JUNE 30, 2022: FACILITIES MAINTENANCE – CAL OSHA 3362 “SAFE WORK AREA”; FLEET MAINTENANCE – SAFETY FIRST “MOST IMPROVED”; AND PARTS & MATERIALS – ZERO INCIDENTS

Chair Pageler requested Curtis Moses, Safety, Security and Risk Management Director, to provide some background for these awards. Mr. Moses explained that the Federal Transit Administration has changed its methodology on transit agency safety and has rolled out a new safety plan for all agencies to follow. Monitoring the requirements of the policy, Mr. Moses was able to evaluate and choose three departments that have met the criteria for certificates. These certificates were awarded yesterday with a dedication ceremony. Chair Pageler announced the safety awards for above three departments and congratulated all involved and thanked Mr. Moses for his guidance in this area.

There were no public comments.

12 RETIREE RESOLUTIONS OF APPRECIATION: HERBERT DEAN BROWN AND JOHN THOMAS

Larry Pageler, Board Chair, read the bios of the retirees and thanked them for their service.

There were no public comments.

**ACTION: MOTION TO APPROVE THE RETIREE RESOLUTIONS AS PRESENTED
MOTION: DIRECTOR ROTKIN SECOND: DIRECTOR MCPHERSON
MOTION PASSED WITH 10 AYES (Directors Brown, Downing, Dutra, Kalantari-Johnson, Lind, McPherson, Meyers, Pageler, Parker, and Rotkin). Director Koenig was absent.**

13 CEO ORAL REPORT / COVID-19 UPDATE

Michael Tree, CEO/General Manager, congratulated those employees recognized earlier and expressed METRO’s employees are the agency’s biggest asset.

He provided an update on the following:

- Ridership: METRO is about 60% of pre-COVID ridership levels. We have set a goal as an agency to get that to 75% by the end of this fiscal year.
- Santa Cruz County Fair on September 14 – 18, 2022: We’re extending Route 79 to get attendees to the fair and increasing ParaCruz service. We will have a booth, games and will be showing people how to use the transit system.
- Santa Cruz County Chamber of Commerce: The Business Expo is on September 8, 2022 and METRO will have a presence there.

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- **Fall Service Changes:** The service changes will go into effect September 15, 2022. Due to the shortage of Bus Operators, we have to implement some temporary service reductions.
- **Free Fares:** The system will be fare free from September 15 – 29, 2022 providing an opportunity for people to try transit and reward our current ridership.
- **New Bus Operators:** Two Bus Operators have graduated and are now driving. We have ten Bus Operators currently in class. We already have four applicants for the next round of classes to start. Margo Ross, COO, Dawn Crummié, HR Director, and Anna Marie Gouveia, Operations Manager – Fixed Route are working hard to keep those classes going so that we have a constant flow of Bus Operators coming in. That's a huge accomplishment.
- **COVID-19** – We are still in a minor outbreak in our Operations Department but anticipate leaving that status soon.
- **October 14, 2022 Board Workshop:** We will be looking at:
 1. **Battery-Electric and Hydrogen Buses** - the pros and cons of each technology and the funding available.
 2. **Growing the Ridership** - we have the best planning expert in the nation attending to discuss the potential for increased ridership and moving forward in a healthy way with ridership in the next 10-20 years.
 3. **Automated Passenger Counter (APC)** – providing an update on METRO's implementation to its fleet.
 4. **Automatic Vehicle Location (AVL)** – providing an update on the installation and discussing the payoff at the agency level as well as the customer level.
 5. **New Marketing Program** – unveil a noteworthy change to the community.
 6. **Pacific Station South Redevelopment:** We are working with the City of Santa Cruz and other partner agencies on affordable housing units and a new space for our Customer Service Department at the Pacific Station.
 7. **Soquel Park and Ride:** We plan to implement a mixed-use building that will house METRO's ParaCruz Division.
 8. **Ten-Year Strategic Plan**
- **SB457:** This bill is a tax credit for qualified households that have zero registered vehicles. The tax credit is \$1,000 per household for the years of 2023 – 2028.
- **AB1919:** This is the free fares program for students K-12 and college aged. It has gone to the Governor for signature and \$115 million has been identified in the general fund to set up a discretionary (meaning a competitive) grant program for agencies that want to participate in the program. Staff is reviewing to see how we can bring those funds into the district and getting a pass in the hands of students.

Attachment B

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- We received a grant award from a discretionary grant program with CalTrans in the amount of \$2.1 million towards three new buses. CEO Tree thanked Mr. Mengistu for his hard work on this grant.
- Staff has been working with the Santa Cruz County Regional Transportation Commission (RTC), CalTrans, and the County of Santa Cruz in assembling a congested corridors grant application for the California Transportation Commission's Cycle 3 Program. That grant includes signal priority at intersections within the project area on Soquel, new bus shelters that would have real time technology for our passengers, and many of those stops would have a docking platform for boarding and alighting.

Director Downing thanked CEO Tree for his report and requested he repeat the free fare days in September for the public's benefit. CEO Tree complied by reiterating the free fare days will be system wide from September 15 – 29, 2022.

Several Directors expressed concern on pass ups with the academic school year starting soon at both USCS and Cabrillo College. Discussion ensued on preparations the colleges are making to integrate new students to their campuses and how the bus system works. The goal is to avoid and mitigate the pass ups during the first few weeks of school to provide a positive experience for students so they will be regular riders of the transit system.

Discussion followed on the details of AB1919 and how METRO can position itself to be competitive for the grant funding. Mr. Mengistu responded that he would provide the Board with an update once CalTrans develops and issues the guidelines for the implementation of the program.

Ex-Officio Director Northcutt thanked Mr. Urgo for his diligence in getting the 91X back in place for the Cabrillo College students and that service area.

Director Lind requested more information on the signal priority at intersections. CEO Tree explained how that technology will work and emphasized that it's virtually imperceptible to motorists and only works when the buses are running behind schedule. METRO does not have the capability to override the system like first responders do in emergency situations.

David, member of the public, added that the AVL will be a great addition to the agency.

14 ANNOUNCEMENT OF NEXT MEETING: FRIDAY, SEPTEMBER 23, 2022 AT 9:00 AM VIA TELECONFERENCE

Chair Pageler announced the next regular board meeting is on September 23, 2022 at 9:00 AM via teleconference.

15 ADJOURNMENT

Chair Pageler adjourned the meeting at 10:03 AM.

Respectfully submitted,

Donna Bauer
Executive Assistant

9.2B.7

Attachment B

From: [Mark Mesiti-Miller](#)
To: [Larry Pageler](#); [Michael Tree](#)
Cc: boardinquiries@scmtcd.com
Subject: Please Support S.B. 457 - \$2,500 tax credit for not owning a car
Date: Tuesday, August 23, 2022 9:16:53 PM
Attachments: [Support S.B. 457 - \\$2500 tax credit for not owning a car.eml.msg](#)

This Message Is From an External Sender

This message came from outside your organization.

Please exercise caution when clicking links or opening attachments.

Greetings Chair Pageler and General Manager Tree,

When S.B.457 first came to our attention in June, we didn't think the idea of paying citizens for not owning a car would go very far. But last week, this bill was unanimously supported by the last committee to vote on it. Who knew?

From the article linked below:

"S.B. 457 would create a tax credit of \$2,500 for each household member sixteen years or older above the number of registered vehicles in that household, beginning in January 2023. The bill would limit the total amount of the credit per household to \$7,500."

Here is a link to the article:

<https://cal.streetsblog.org/2022/06/06/new-bill-would-create-an-incentive-to-go-car-free-in-california/>

\$2,500 is about \$200/month - far more than the price of an "all-access" bus transit pass. Should this bill pass, it seems many beneficiaries will find themselves able and willing to buy an all-access transit pass. If so, this bill may generate significant revenue for METRO while incentivizing travel modes other than cars.

Given the potential upside, FORT respectfully requests you join us in writing letters of support and instructing your legislative representatives to support this bill. A copy of our request for support to the Honorable Senator John Laird is attached.

Should you choose to take action in support of this bill or not, please let us know of your decision.

Thank you,

Mark

Mark Mesiti-Miller

Board Member, Santa Cruz County Friends of the Rail & Trail (FORT)

Chair, FORT's Civic Engagement Committee

Attachment B

From: [Mark Mesiti-Miller](#)
To: Senator.Laird@senate.ca.gov
Subject: Support S.B. 457 - \$2,500 tax credit for not owning a car

Greetings Honorable John Laird,

When S.B.457 first came to our attention in June, we didn't think the idea of paying citizens for not owning a car would go very far. But recently, this bill was unanimously supported by the last committee to vote on it. Who knew?

From the article linked below:

"S.B. 457 would create a tax credit of \$2,500 for each household member sixteen years or older above the number of registered vehicles in that household, beginning in January 2023. The bill would limit the total amount of the credit per household to \$7,500."

Here is a link to the article:

<https://cal.streetsblog.org/2022/06/06/new-bill-would-create-an-incentive-to-go-car-free-in-california/>

\$2,500 is about \$200/month - far more than the price of a typical "all-access" public transit pass. Should this bill pass, it seems many beneficiaries may find themselves able and willing to buy an all-access transit pass. If so, this bill may generate significant revenue for the Santa Cruz County Metropolitan Transit District while incentivizing travel modes other than cars.

Given the potential upside, FORT respectfully requests you strongly support this bill.

Thank you,

Mark

Mark Mesiti-Miller

Chair, Civic Engagement Committee

Santa Cruz County Friends of the Rail & Trail

(831) 818-3660

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Attachment C



SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO) FINANCE, BUDGET, AND AUDIT STANDING COMMITTEE MEETING MINUTES* SEPTEMBER 9, 2022 – 8:00 AM

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, September 9, 2022, 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.

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1 **CALLED TO ORDER** by Director Koenig at 8:08 AM.

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
Director Donna Lind	City of Scotts Valley
Director Mike Rotkin	County of Santa Cruz
Michael Tree	METRO CEO/General Manager
Julie Sherman	METRO District Counsel

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

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

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

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

5 **YEAR TO DATE FINANCIAL REPORT AS OF JUNE 30, 2022**

Kristina Mihaylova, Finance Deputy Director, spoke to the presentation emphasizing these are FY22 pre-audit financials. In reviewing the Operating Revenue and Expenses, there was one major change in revenue from the previous month--passenger fares had a strong recovery. On the expense side, labor and fringe benefits showed a significant savings primarily due to our vacant positions. On the non-personnel side, we are over budget due to inflationary costs of fuel and parts. She reviewed the capital budget spends and their funding sources.

All of the reserve buckets are fully funded. There are no minimum balances required for the Bus Replacement Fund, UAL & OPEB, COVID Recovery Fund and Operating & Capital Reserve Fund, but we continue to add to those funds to be in alignment with commitments we made to the Board.

Director Koenig requested clarification of the funds in the COVID Recovery Fund and asked if the \$13.5 million of COVID Relief Grants was included in the \$29.7 million in the COVID Recovery Fund. Chuck Farmer, CFO, explained that we have drawn the \$13.5 million from the federal

Attachment C

government and it is included in our operating surplus figure of \$19.6 million. We moved \$2.9 million to the Bus Replacement Fund and \$7.1 million to the COVID Recovery Fund, and the residual amount of \$9.5 million was distributed to the other reserve funds. So effectively, the COVID Recovery Fund got topped off with \$7.1 million.

Director Kalantari-Johnson expressed concern over the use of overtime and the inability to bring in a new work force quicker. She asked how is this impacting our current Bus Operators. Margo Ross, COO, responded it is taking a toll on the work force. Bus Operators have the ability to accept or refuse overtime (METRO does not force overtime). When they burn out, they refuse the overtime and this results in a higher cancellation rate in overtime assignments. We have to make adjustments to the schedule so that our passengers are not stranded.

Discussion continued on how METRO compares with other communities (state and nationwide) in terms of the work force and the recruiting challenges faced not only by METRO but other agencies.

6 YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF AUGUST 31, 2022

Kristina Mihaylova, Finance Deputy Director, spoke to the presentation and provided an overview of service, financials, capital and personnel.

Director Koenig asked if the decreased revenues in the Cabrillo College contract are due to lower student enrollment. Ms. Mihaylova explained that the contract has been negotiated down over the years due to enrollment and COVID and is currently around \$500,000. John Urgo, Planning and Development Director, added that Cabrillo's enrollment is about 33% less than pre-COVID and is affecting revenues.

Director Kalantari-Johnson heard that classes were still being held virtually. Mr. Urgo confirmed that and said Cabrillo is targeting the next school year to come back in person.

James Sandoval, General Chairperson for SMART Local 23, asked if Ms. Mihaylova knew the amount of COVID relief money expected at the end of September. Ms. Mihaylova said we do not know that at this time. Discussion continued on the operating budget surplus and how it is distributed.

Mr. Sandoval asked for an update on the Biden Administration freezing funds for transportation over the PEPRA and Classic fight. Julie Sherman, District Counsel, responded that nothing was actually frozen. District Counsel provided an update on the PEPRA litigation and said she will keep everyone apprised if there are any new developments.

Hearing nothing further, Director Koenig went to the next agenda item.

7 ADJOURNMENT

Director Koenig adjourned the meeting at 8:35 AM.

Respectfully submitted,

Donna Bauer
Executive Assistant

Attachment D



SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO) PERSONNEL/HR STANDING COMMITTEE MEETING MINUTES* SEPTEMBER 9, 2022 – 1:00 PM 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, September 9, 2022, 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 CALLED TO ORDER by Director Pageler at 1:01 PM.

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

Director Larry Pageler, 2022 Board Chair

Director Jimmy Dutra, 2022 Board Vice Chair

Director Donna Lind, Immediate Past Board Chair

Director Kristen Brown

Director Rebecca Downing

County of Santa Cruz

City of Watsonville

City of Scotts Valley

City of Capitola

County of Santa Cruz.

Michael Tree

Julie Sherman

METRO CEO/General Manager

METRO District Counsel

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

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

4 ORAL AND WRITTEN COMMUNICATIONS TO THE REVIEW REQUEST FOR AUTHORIZATION OF ACCOUNTANT III POSITION IN THE FINANCE DEPARTMENT

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

5 REVIEW REQUEST FOR AUTHORIZATION AND FUNDING FOR FOUR MAINTENANCE MECHANICS

Eddie Benson, Maintenance Manager, spoke to this item and reviewed the data from a study performed. It was determined that the minimum bus to maintenance worker should be 4.5 buses to one maintenance worker. METRO currently has 17 Maintenance Mechanics for 96 buses, a ratio of 5.6 buses per worker. By adding four Maintenance Mechanics, METRO will align itself with the standard ratio. The additional staff will lessen the burden on the current staff and allow the team to expand training as the technology advances with the fleet replacement.

No public comment.

Attachment D

Personnel/HR Standing Committee Agenda
September 9, 2022
Page 2 of 2

MOTION: REQUEST THE FULL BOARD TO AUTHORIZE AND FUND FOUR MAINTENANCE MECHANICS

MOTION: DIRECTOR DUTRA

SECOND: DIRECTOR DOWNING

MOTION PASSED WITH 3 AYES (Directors Pageler, Dutra, and Downing). Directors Lind and Brown were absent.

6 REVIEW REQUEST FOR AUTHORIZATION OF ACCOUNTANT III POSITION IN THE FINANCE DEPARTMENT

Kristina Mihaylova, Finance Deputy Director, spoke to this item. This is an advanced lead position in the accountant series. It is needed to provide complex accounting processes for implementing the ERP (Enterprise Resource Planning) system, meeting GASB (Governmental Accounting Standards Board) requirements with the recent sale of bonds, and ongoing audits associated with the various funding METRO receives.

No public comment.

MOTION: REQUEST THE FULL BOARD TO AUTHORIZE AN ACCOUNTANT III POSITION IN THE FINANCE DEPARTMENT

MOTION: DIRECTOR DOWNING

SECOND: DIRECTOR DUTRA

MOTION PASSED WITH 3 AYES (Directors Pageler, Dutra, and Downing). Directors Lind and Brown were absent.

7 ADJOURNMENT

Director Pageler adjourned the meeting at 1:12 PM.

Respectfully submitted,

Donna Bauer
Executive Assistant

DRAFT



DATE: September 23, 2022
TO: Board of Directors
FROM: Chuck Farmer, Chief Financial Officer
SUBJECT: ACCEPT AND FILE THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF AUGUST 31, 2022

I. RECOMMENDED ACTION

That the Board of Directors accept and file the Year to Date Monthly Financial Report as of August 31, 2022

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 August 31, 2022."

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 August 31, 2022. The fiscal year has elapsed 16%.

Slide 1

(Cover) Year to Date Monthly Financial Report as of August 31, 2022

Slide 2

August 2022 Key Financial Highlights

- Service
 - Fixed Route (inc Hwy 17) Cost per Revenue Service Hour is \$225 vs Budget of \$342
 - 28 canceled trips, 18 due to no Bus Operators, 10 due to road conditions
 - ParaCruz Cost per Trip is \$65 vs Budget of \$75
 - Non-Student/Hwy 17 Passengers is 143,725 vs Budget of 120,304

- Financials
 - Operating Surplus/(Deficit) is favorable \$0.4M driven by higher Passenger Fares of \$20K, lower non-personnel costs of \$0.1M, wages of \$0.2M, and fringe of \$0.3M; partially offset by higher OT of \$0.1M
 - Non-Operating Revenues of \$2.6M are \$0.8M favorable vs budget of \$1.9M driven primarily by higher sales tax revenues
- Capital
 - Capital spend of \$54K is behind budget of \$463K primarily due to delay of Automatic Passenger Counters – originally planned as part of Clever Device AVL installation but could not be certified “Buy America”. This resulted in a formal procurement process for APCs in order to meet the Buy America requirement
- Personnel
 - 283 Active Personnel vs 329 Funded Personnel
 - 46 Vacancies at end of August, 29 related to Paratransit and Bus Operators
 - Class of 9 operators are currently in training and expected to graduate in late November

Slide 3

(Cover) August 2022, YTD Pre-Close Financials

Slide 4

August YTD FY23 Operating Revenue & Expense Actual vs. Budget

- Actuals are \$0.9M favorable to budget – excludes UAL/Bond Payment and COVID related costs
 - Passenger Fares – favorable by \$45K, Ridership is still below pre-pandemic levels, but is slowly recovering
 - Labor, Regular – favorable by \$390K, due to funded/vacant positions
 - Labor, OT – unfavorable by \$323K, increased overtime for Bus Operators
 - Fringe Benefits – favorable by \$517K due to retirement and medical insurance savings from funded/vacant positions
 - Non-Personnel – favorable by \$302K

Slide 5

August 31, 2022 YTD Operating Revenue and Expenses

- Operating Revenue, net favorable by \$45K

- Passenger Fares - favorable by \$52K
- Special Transit Fares – unfavorable by \$7K
- Operating Expense, net favorable by \$885K– Favorable wages and fringe driven by shortage of bus drivers and other vacant positions; partially offset by increased OT
 - Labor Regular – favorable by \$390K
 - Labor OT – unfavorable by \$323K
 - Fringe Benefits – favorable by \$517K, excludes UAL related costs
 - Non-Personnel – favorable by \$302K, excludes all COVID and Bond payment related costs
- Operating Surplus of \$931K
 - Farebox Recovery – 18.7% vs 16.4% budget
- Non-Operating Revenue/(Expense), net favorable by \$236K - Sales tax of \$5.4M is 3.9% higher than budget
 - Sales Tax/including Measure D – favorable by \$202K
 - COVID Related costs – favorable by \$33K
 - Pension UAL/Bond Payment costs – no variance
 - All Other Revenues – favorable by \$1K
- Operating Surplus before Transfers of \$1,166K
- Bus Replacement Fund – higher by \$229K due to increased Measure D sales tax revenues
 - Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax and STA-SGR; FY23 budgeted transfer is \$3.1M
- Operating Surplus after Transfers – favorable by \$937K

Slide 7

(Cover) Capital Spending

Slide 8

August 31, 2022 Capital Budget Spend

Total Capital Projects spending month to date is \$54K against budget of \$436K

- Construction Related Projects – no spending, no budget
- IT Projects – no spending, no budget
- Facilities Repair & Improvements – no spending, no budget
- Revenue Vehicle Replacement – spending of \$23K, against budget of \$434K

- Revenue Vehicle Electrification Projects – no spending, against budget of \$2K
- Non-Revenue Vehicle Replacement – spending of \$31K, no budget
- Fleet & Maintenance Equipment – no spending, no budget
- Miscellaneous – no spending, no budget

Total Capital Projects spending year to date is \$108K against budget of \$463K, which is 0.4% of \$25,501K approved annual budget from June 2022

- Construction Related Projects – no spending, no budget, with annual budget of \$2,050K
- IT Projects – no spending, no budget, with annual budget of \$2,050K
- Facilities Repair & Improvements – no spending, no budget, with annual budget of \$1,650K
- Revenue Vehicle Replacement – spending of \$45K against budget of \$461K, which is 0.3% of \$13,127K annual budget
- Revenue Vehicle Electrification Projects – no spending, no budget, with annual budget of \$6,159K
- Non-Revenue Vehicle Replacement – spending of \$63K against budget of \$0K, which is 12.4% of \$510K annual budget
- Fleet & Maintenance Equipment – no spending, no budget, with annual budget of \$180K
- Miscellaneous – no spending, no budget, with annual budget of \$300K

YTD spending of \$108K is behind budget of \$463K primarily due to delay of Automatic Passenger Counters – originally planned as part of Clever Device AVL installation but could not be certified “Buy America”. This resulted in a formal procurement process for APCs in order to meet the Buy America requirement.

Slide 9

(Cover) Questions?

Slide 10

(Cover) Appendix

Slide 11

July 31, 2022 Monthly Operating Revenue and Expenses

- Operating Revenue, net favorable by \$25K
 - Passenger Fares - favorable by \$32K
 - Special Transit Fares – unfavorable by \$7K

- Operating Expense, net favorable by \$644K – Favorable wages and fringe driven by shortage of bus drivers and other vacant positions
 - Labor Regular – favorable by \$430K
 - Labor OT – unfavorable by \$149K
 - Fringe Benefits – favorable by \$211K, excludes UAL related costs
 - Non-Personnel – favorable by \$152K, excludes all COVID and Bond payment related costs
- Operating Surplus of \$669K
 - Farebox Recovery – 16.1% vs 13.4% budget
- Non-Operating Revenue/(Expense), net favorable by \$155K - Sales tax of \$3.0M is 2.9% higher than budget
 - Sales Tax/including Measure D – favorable by \$86K
 - COVID Related costs – favorable by \$29K
 - Pension UAL/Bond Payment costs – no variance
 - All Other Revenues – unfavorable by \$41K
- Operating Surplus before Transfers of \$824K
- Bus Replacement Fund – higher by \$35K due to increased Measure D sales tax revenues
 - Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax and STA-SGR; FY23 budgeted transfer is \$3.1M
- Operating Surplus of \$1,101K

Slide 12

August 31, 2022 Monthly Operating Revenue and Expenses

- Operating Revenue, net favorable by \$20K
 - Passenger Fares - favorable by \$20K
 - Special Transit Fares – no variance
- Operating Expense, net favorable by \$242K – Favorable fringe driven by shortage of bus drivers and other vacant positions
 - Labor Regular – unfavorable by \$40K
 - Labor OT – unfavorable by \$174K
 - Fringe Benefits – favorable by \$306K, excludes UAL related costs
 - Non-Personnel – favorable by \$150K, excludes all COVID and Bond payment related costs

- Operating Surplus of \$262K
 - Farebox Recovery – 21.4% vs 19.7% budget
- Non-Operating Revenue/(Expense), net favorable by \$80K - Sales tax of \$2.4M is 5.2% higher than budget
 - Sales Tax/including Measure D – favorable by \$116K
 - COVID Related costs – favorable by \$4K
 - Pension UAL/Bond Payment costs – no variance
 - All Other Revenues – unfavorable by \$41K
- Operating Surplus before Transfers of \$342K
- Bus Replacement Fund – higher by \$194K due to increased Measure D sales tax revenues
 - Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax and STA-SGR; FY23 budgeted transfer is \$3.1M
- Operating Surplus of \$147K

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 August 31, 2022.

VI. CHANGES FROM COMMITTEE

Updating of Key Financial Highlights slide with August Service info.

VII. ALTERNATIVES CONSIDERED

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

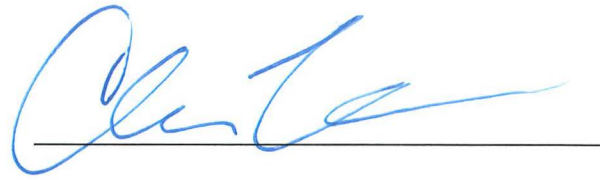
VIII. ATTACHMENTS

Attachment A: Year to Date Monthly Financial Report as of August 31, 2022 Presentation

Prepared by: Cathy Downes, Sr. Financial Analyst

IX. APPROVALS

Chuck Farmer, Chief Financial Officer



Michael S. Tree, CEO/General Manager



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Year to Date Monthly Financial Report as of August 31, 2022

Board of Directors

September 23, 2022

Chuck Farmer, Chief Financial Officer

August 2022 Key Financial Highlights

<p>Service</p>	<ul style="list-style-type: none">• Fixed Route (including Hwy 17) Cost per Revenue Service Hour is \$225 vs Budget of \$342<ul style="list-style-type: none">• 28 canceled trips – 18 due to no Operators, 10 due to road conditions• ParaCruz Cost per Trip is \$65 vs Budget of \$75• Non-Student/Hwy 17 Passengers is 143,725 vs Budget of 120,304
<p>Financials</p>	<ul style="list-style-type: none">• Total Operating Surplus/(Deficit) is favorable \$0.3M driven by higher Passenger Fares of \$20K, lower non-personnel of \$0.2M and fringe of \$0.3M; partially offset by higher OT and wages of \$0.2M• Non-Operating Revenues of \$2.4M are \$0.1M favorable vs budget of \$2.3M driven primarily by higher sales tax revenues
<p>Capital</p>	<ul style="list-style-type: none">• Capital spending of \$54K is behind budget of \$463K primarily due to delay of Automatic Passenger Counters – originally planned as part of Clever Device AVL installation but could not be certified “Buy America”. This resulted in a formal procurement process for APCs in order to meet the Buy America requirement
<p>Personnel</p>	<ul style="list-style-type: none">• 283 Active Personnel vs 329 Funded Personnel• 46 Vacancies at end of August, 29 related to Paratransit and Bus Operators• Class of 9 operators are currently in training and expected to graduate in late November

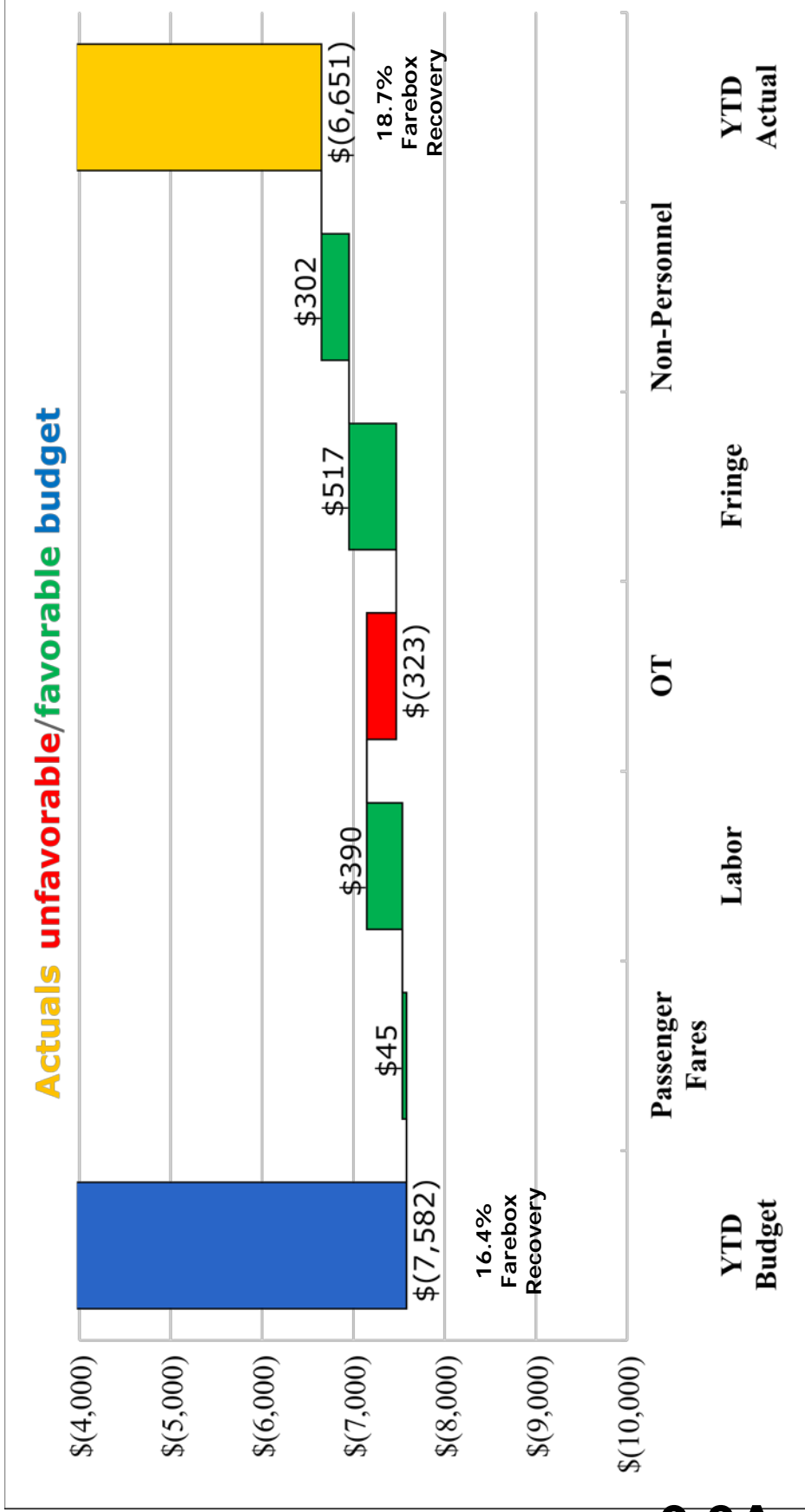
August 2022, YTD Pre-Close Financials

August YTD FY23 Operating Revenue & Expense

Actual* vs. Budget

\$000's

Overall \$0.9M favorable



* Excludes Transfers, August not foot due to rounding

* Pre-close financials, subject to adjustments post close; excludes Transfers, excludes COVID revenues

August 31, 2022

YTD Operating Revenue and Expenses

\$ 000's	Actual*	Budget	Fav / (Unfav)
Operating Revenue			
Passenger Fares	\$ 455	\$ 403	\$ 52
Special Transit Fares	1,079	1,086	(7)
Total Operating Revenue	\$ 1,534	\$ 1,489	\$ 45
Operating Expense			
Labor - Regular	\$ 2,878	\$ 3,267	\$ 390
Labor - OT	603	280	(323)
Fringe	3,082	3,599	517
Non-Personnel (<i>excludes COVID costs</i>)	1,623	1,925	302
Total OpEx	\$ 8,186	\$ 9,071	\$ 885
Operating Surplus/(Deficit)	(\$ 6,651)	(\$ 7,582)	\$ 931
<i>Farebox Recovery</i>	<i>18.7%</i>	<i>16.4%</i>	<i>2.3%</i>
Non-Operating Revenue/(Expense)			
Sales Tax/including Measure D	\$ 5,371	\$ 5,170	\$ 202
COVID Related Costs	(20)	(53)	33
Pension UAL/Bond Interest Payment	(438)	(438)	0
All Other	101	100	1
Total Non-Operating Revenue/(Expense)	\$ 5,014	\$ 4,779	\$ 236
Operating Surplus/(Deficit) before Transfers	(\$ 1,637)	(\$ 2,803)	\$ 1,166
Transfers and Other			
Transfers to Bus Replacement Fund	(\$ 624)	(\$ 395)	(\$ 229)
Operating Surplus/(Deficit) after Transfers	(\$ 2,261)	(\$ 3,198)	\$ 937

- \$0.9M Operating Surplus driven by shortage of bus drivers; partially offset by increased OT
- Sales tax of \$5.4M is 3.9% higher than budget
- Bus Replacement Fund higher than budget by \$0.2M

9.3A.5

Capital Spending & Project Completion

August 31, 2022 Capital Budget Spend

Project Category:	Month to Date		Year to Date		Full Year	
	Actuals*	Budget	Actuals*	Budget	Budget**	% Spend
Construction Related Projects	\$ -	\$ -	\$ -	\$ -	\$ 2,050	0.0%
IT Projects	-	-	-	-	1,650	0.0%
Facilities Repair & Improvements	-	-	-	-	1,525	0.0%
Revenue Vehicle Replacement	23	434	45	461	13,127	0.3%
Revenue Vehicle Electrification Projects	-	2	-	2	6,159	0.0%
Non-Revenue Vehicle Replacement	31	-	63	-	510	12.4%
Fleet & Maintenance Equipment	-	-	-	-	180	0.0%
Misc.	-	-	-	-	300	0.0%
Total \$	54	\$ 436	\$ 108	\$ 463	\$ 25,501	0.4%

✓ YTD spending of \$108K is behind budget of \$463K primarily due to delay of Automatic Passenger Counters – originally planned as part of Clever Device AVL installation but could not be certified “Buy America”. This resulted in a formal procurement process for APCs in order to meet the Buy America requirement.

* Pre-close financials, subject to adjustments post close

Questions?

Appendix

July 31, 2022

Monthly Operating Revenue and Expenses

\$ 000's	Actual*	Budget	Fav / (Unfav)
Operating Revenue			
Passenger Fares	\$ 227	\$ 195	\$ 32
Special Transit Fares	438	445	(7)
Total Operating Revenue	\$ 665	\$ 640	\$ 25
Operating Expense			
Labor - Regular	\$ 1,416	\$ 1,846	\$ 430
Labor - OT	286	137	(149)
Fringe	1,611	1,822	211
Non-Personnel (<i>excludes COVID costs</i>)	809	960	152
Total OpEx	\$ 4,121	\$ 4,765	\$ 644
Operating Surplus/(Deficit)	(\$ 3,456)	(\$ 4,125)	\$ 669
	<i>16.1%</i>	<i>13.4%</i>	<i>2.7%</i>
Non-Operating Revenue/(Expense)			
Sales Tax/including Measure D	\$ 3,008	\$ 2,922	\$ 86
COVID Related Costs	-	(29)	29
Pension UAL/Bond Interest Payment	(221)	(221)	0
All Other	90	49	41
Total Non-Operating Revenue/(Expense)	\$ 2,877	\$ 2,721	\$ 155
Operating Surplus/(Deficit) before Transfers	(\$ 579)	(\$ 1,403)	\$ 824
Transfers and Other			
Transfers to Bus Replacement Fund	(\$ 258)	(\$ 223)	(\$ 35)
Operating Surplus/(Deficit) after Transfers	(\$ 837)	(\$ 1,627)	\$ 790

9.3A.10

* Pre-close financials, subject to adjustments post close

August 31, 2022

Monthly Operating Revenue and Expenses

	Actual*	Budget	Fav / (Unfav)
<i>\$ 000's</i>			
Operating Revenue			
Passenger Fares	\$ 228	\$ 208	\$ 20
Special Transit Fares	641	641	-
Total Operating Revenue	\$ 869	\$ 849	\$ 20
Operating Expense			
Labor - Regular	\$ 1,462	\$ 1,422	(\$ 40)
Labor - OT	317	143	(174)
Fringe	1,471	1,776	306
Non-Personnel (<i>excludes COVID costs</i>)	815	965	150
Total OpEx	\$ 4,064	\$ 4,306	\$ 242
Operating Surplus/(Deficit)	(\$ 3,195)	(\$ 3,457)	\$ 262
<i>Farebox Recovery</i>	<i>21.4%</i>	<i>19.7%</i>	<i>1.7%</i>
Non-Operating Revenue/(Expense)			
Sales Tax/including Measure D	\$ 2,363	\$ 2,247	\$ 116
COVID Related Costs	(20)	(24)	4
Pension UAL/Bond Interest Payment	(217)	(217)	-
All Other	11	52	(41)
Total Non-Operating Revenue/(Expense)	\$ 2,137	\$ 2,057	\$ 80
Operating Surplus/(Deficit) before Transfers	(\$ 1,058)	(\$ 1,400)	\$ 342
Transfers and Other			
Transfers to Bus Replacement Fund	(\$ 366)	(\$ 172)	(\$ 194)
Operating Surplus/(Deficit) after Transfers	(\$ 1,424)	(\$ 1,572)	\$ 147

9.3A.11

* Pre-close financials, subject to adjustments post close

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DATE: September 23, 2022

TO: Board of Directors

FROM: Chuck Farmer, Chief Financial Officer

SUBJECT: ACCEPT AND FILE THE FISCAL YEAR END MONTHLY BUDGET STATUS REPORTS FOR JUNE 30, 2022; AND ADOPTION OF THE PRELIMINARY SCHEDULE OF RESERVE ACCOUNT BALANCES

I. RECOMMENDED ACTION

That the Board of Directors accept and file the year end monthly budget status reports for June 30, 2022 and adoption of the preliminary schedule of reserve account balances.

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 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 Power Point presentation titled "Year to Date Financial Report as of June 30, 2022."

The attached pre-audit monthly FY22 Operating Revenue and Expense reports (Attachment B), and FY22 Capital Budget spending report (Attachment C) represent the status of the FY22 Operating and Capital Budgets, as of June 30, 2022, the end of the fiscal year. The numbers presented in these reports are preliminary, and could change if there are any accounting adjustments, as per the final audit due later this calendar year.

The Preliminary Schedule of Reserve Account Balances (Attachment D) is based on the pre-audit monthly operating revenue and expense reports (Attachment B), as well as the monthly capital budget report (Attachment C). In FY22, revenues exceeded expenses resulting in a favorable operating surplus of \$19,608K, some of which was budgeted and anticipated and will be transferred to the Bus Replacement (\$2,913K), Operating & Capital Reserve (\$134K), and UAL & OPEB Funds (CalPERS Unfunded Accrued Liability and Other Post-Employment Benefits), (\$2,000K). The preliminary reserve schedule reflects the following additional transfers of the remaining operating surplus:

- \$3,000K to be transferred to the Operation & Capital Reserve Fund
- \$4,440K to be transferred to the Operating Sustainability Reserve Balance
- \$7,121K to be transferred to the COVID Recovery Fund

The balances provided in the Schedule of Reserve Account Balances are preliminary pending completion of the financial audit later this calendar year. If the

Schedule of Reserve Account Balances changes significantly following the final audit, it will be brought back to the Board.

The final audited financial statements will be presented to the Board at the conclusion of the audit.

Staff recommends that the Board of Directors accept and file the attached year-end budget status reports as of fiscal year end June 30, 2022 and adopt of the preliminary schedule of reserve account balances.

This report is required per the Board Bylaws Article 16.01(e) and Public Utility Code (PUC) § 98145, to be presented to the Board within 90 days from the end of each fiscal year.

III. DISCUSSION/BACKGROUND

An analysis of METRO's budget status is prepared monthly in order to inform the Board of Directors regarding METRO's actual revenues and expenses in relation to the adopted operating and capital budgets for the fiscal year. The attached revenue and expense reports represent the preliminary status (unaudited) of METRO's FY22 fiscal year-end budget as of June 30, 2022. The fiscal year has elapsed 100%

A. Operating Revenue and Expenses

Below are the written explanations of the various charts and graphs in the attached Year to Date Monthly Financial Report as of June 30, 2022 (Attachment A).

Slide 1

(Cover) Year to Date Financial Report as of June 30, 2022

Slide 2

(Cover) FY22 Pre-Audit Financials

Slide 3

FY22 Operating Revenue and Expenses Year to Date as of June 30, 2022

- Operating Revenues, net unfavorable by \$72K
 - Passenger Fares – actual is \$2,401K while budget is \$2,295K; variance to budget is favorable by \$106K primarily due to significant ridership recovery across all categories, partially offset by 3 month reduction of fares from July through September.
 - Special Transit Fares – actual is \$5,847K while budget is \$6,025K; variance to budget is unfavorable by \$178K primarily due to renewal of Cabrillo College contract at a lower rate, partially offset by higher contracts with Highway 17 partners.

- Operating Expenses, net favorable by \$2,624K; excludes all COVID, UAL, and Pension Bond related costs
 - Labor - Regular – actual is \$16,165K while budget is \$18,922K; variance to budget is favorable by \$2,757K due to vacant funded positions and hours paid
 - Labor - OT – actual is \$2,838K while budget is \$1,133K; variance to budget is unfavorable by \$1,705K primarily due to increased costs from bus operators and fleet staff covering vacant positions
 - Fringe Benefits – actual is \$18,500K while budget is \$20,481K; variance to budget is favorable by \$1,980K primarily due to reduced retirement and medical insurance costs as a result of vacant funded positions
 - Non-Personnel – net unfavorable by \$407K
 - Services – actual is \$4,429K while budget is \$4,497K; variance to budget is favorable by \$67K primarily due to reduced spending on Professional & Tech Fees, Building & Improvements Repairs, and Admin & Bank Fees; partially offset by higher than anticipated spending for Temporary Help (to back fill vacant positions), Security Services, Repairs (Equipment, Revenue/Non-Revenue Vehicles), and Legal Services.
 - Mobile Materials & Supplies – actual is \$3,377K while budget is \$2,861K; variance to budget is unfavorable by \$516K primarily due to higher spending on Fuels & Lube and parts for Revenue Vehicles.
 - Other Expenses – actual is \$2,908K while budget is \$2,951K; variance to budget is favorable by \$43K, primarily due to decreased utilities costs, advertising, employee training, and travel (BoD and employee) partially offset by increased settlement costs.
- Operating Deficit actual is \$39,971K while budget is \$42,524K; variance of budget is favorable by \$2,553K
 - Farebox Recovery – 17.1% vs 16.4% budget
- Non-Operating Revenue/(Expense), net favorable by \$18,920K
 - Sales Tax/including Measure D – actual is \$32,164K while budget is \$26,303K; variance to budget is favorable by \$5,860K as a result of higher than anticipated receipts sales
 - Federal/State Grants – net favorable by \$1,615K
 - TDA – LTF actual is \$8,593K while budget is \$7,468K; variance to budget is favorable by \$1,124K, due to the higher than anticipated sales tax receipts. TDA – LTF is

derived from a ¼ cent of the general sales tax collected statewide.

- Federal Op Assistance – actual is \$4,736K while budget is \$4,965K; variance to budget is unfavorable by \$229K
- TDA - STA – Op Assistance – actual is \$4,437K while budget is \$3,455K; variance to budget is favorable by \$983K primarily due faster recovery of diesel fuel tax post pandemic received at the state level. STA is derived from the statewide sales tax on diesel fuel.
- STIC – Op Assistance – actual is \$2,761K while budget is \$2,899K; variance to budget is unfavorable by \$138K
- Fuel Tax Credit – actual is \$134K while budget is \$175K; variance to budget is unfavorable by \$41K
- COVID Relief Assistance – net favorable by \$13,558K
 - CRRSAA FTA 5307/5311 – actual is \$7,654K related to drawdowns from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021, which was not budgeted in FY22
 - ARPA FTA 5307 – actual is \$5,904K related to drawdowns from the American Rescue Plan Act of 2021, which was not budgeted in FY22
- COVID Related Costs – actual is \$295K while budget is \$121K; variance to budget is unfavorable by \$174K primarily due to costs related to increased testing (Temporary help to oversee test administration, shipping costs to lab)
- Pension UAL/Bond Interest – net unfavorable by \$2,037K
 - Pension UAL – actual is \$4,955K while budget is \$5,650K; variance to budget is favorable by \$695K as a result of prepaying the FY22 UAL obligation in full, in July 2021, as well as budgeting for the normal and UAL retirement employer contributions costs at full complement.
 - Sales Tax Bond Interest/Principal Payment – actual is \$2,731K related to the partial payment of the initial principal and interest due in August 2022, which was not budgeted in FY22
- Other Revenue – actual is \$774K while budget is \$677K; variance to budget is favorable by \$97K primarily due to increased Advertising, Other Non-Transportation revenues related to Prism Dental 2021 dividend payment, along with unbudgeted CNG Sales, LCFS Credits, and gain on disposed asset, partially offset by lower interest income and reduced rents due to vacancies at Pacific Station and Watsonville Transit Centers.

Operating/Non-Operating Revenue and Expense Variances, by line item, are provided in more detail (amounts and percentages) in Attachment B

- Transfers, net favorable by \$21,472K
 - Transfer to Capital - Bus Replacement Fund (2016 Net Sales Tax Measure D and STA) – actual is \$2,913K while budget is \$2,240K, variance is favorable by \$673K due to higher than anticipated Measure D Sales Tax
 - Transfer to UAL & OPEB – actual and budget are \$2,000K, no variance
 - Transfer to Operations Sustainability Reserve Fund – actual is \$4,440K, while budget is \$0. The transfer is consistent with METRO’s Reserve Policy (revised and adopted on Nov. 15, 2019), setting the minimum balance for the fund at three times the average operating expenses for the most current fiscal year.
 - Transfer to Operating & Capital Reserve Fund – actual is 134K while budget is \$175K; variance is unfavorable by \$41K due to lower Fuel Tax Credit (\$41K) which expired December 2021.

Additionally \$3,000K was transferred to the fund to increase funds available for use as local match for capital grants. The anticipated FY23 Capital Spending, adopted on June 24, 2022, reflects a commitment of approximately \$5,000K to capital projects and grants.

- Transfer COVID Recovery Fund – actual is a \$7,121K transfer **to** the fund while budget is a \$6,279K transfer **from** the fund; variance is favorable by \$13,400K.

This is consistent with the commitment by METRO to reinvest surplus funds into future Operating Budgets to sustain services to the greatest extent possible during the economic recovery or until these funds are exhausted.

The source of the funding transferred to the COVID Reserves is comprised primarily of METRO’s 1979 Local Sales Tax, and Farebox Revenues, as presented to the Board on June 25, 2022.

- Operating Balance is \$0.

Slide 4

FY22 Capital Budget Spending Year to Date as of June 30, 2022

- Total Capital Projects spending year to date is \$7,785K, or 85.0%, of \$9,154K budget. Details of Capital spending by project are provided in Attachment C.
 - Construction Related Projects spending is \$56K for the following projects:
 - New METRO-owned ParaCruz facility
 - Pacific Station/METRO Center redevelopment, conceptual design

- IT Projects spending is \$49K for the Secondary Virtualization System
- Facilities Repair & Improvements spending is \$431K for the following projects:
 - Maintenance Yard Security - Expanded parking, building demo
 - Bus stop improvements
 - JKS Facility – Security/Gate Control design, Bus wash Rehab
 - Maintenance Facility – Paint Exterior
 - Awning at Fuel Station
- Revenue Vehicle Replacement & Campaigns spending is \$6,946K for the following projects:
 - Ten CNG Buses – six put into service Jan 2022, four put into service Jun 2022
 - Principal lease payment on three new Flyer replacement buses
 - AVL/ITS
- Revenue Vehicle Replacement Electrification Projects spending is \$92K for the following projects:
 - ZEB buses – DMV registration, graphic wraps, diagnostic tool for two buses put into service in FY21, charging infrastructure
- Non-Revenue vehicle replacement spending is \$32K
 - Replace custodial support vehicle
- Fleet & Maintenance Equipment spending is \$48K for the following project:
 - Facility Maintenance equipment - Floor scrubber, Power washer, Drain snakes
- Miscellaneous spending is \$132K for the following projects:
 - EOC Equipment
 - Radio Console Upgrade
 - MaintStar system upgrade
 - SVT Trash & Recycling
 - Timekeeping system upgrade

 - Hardware for Bus Stop redesign
 - Refrigerators for employee break rooms

Slide 5

FY22 Capital Budget Spending Year to Date (by Funding Source) as of June 30, 2022

- Total Capital Spending year to date is \$7,785K; FY22 budget is \$9,154K
 - PTMISEA (1B) spending is \$4,490K
 - Federal Grants (FTA) spending is \$1,497K
 - STA-SGR (SB1) spending is \$737K
 - Transfers from Operating Budget (Measure D) spending is \$601K
 - Operating and Capital Reserve Fund spending is \$459K
 - State Transit Assistance (STA)-Prior Years spending \$1K

B. Non-Cash/Non-Operating Expenses

Non-cash accounting entries will be included as part of the annual Audited Financial Statements, although they are not presented in these financial reports. Non-operating expenses are non-cash accounting entries that Santa Cruz METRO is required to record. The non-cash accounting entries are all required and therefore will be incorporated into the annual Audited Financial Statements; they are not included in the reports presented here.

- Incurred but not Reported (IBNR) Worker's Compensation Losses – In accordance with Governmental Accounting Standards Board (GASB) Statement #10, the annual accounting entry for the workers' compensation IBNR was a decrease of \$26,619. GASB Statement #10 requires Santa Cruz METRO to accrue a liability on its financial statements for the ultimate cost of claims and expenses associated with all reported and estimated unreported worker's compensation claims.
- "Other post-employment benefits" (OPEB) Cost – GASB 75 – (replaced GASB 45) - In accordance with GASB Statement #75 the net effect of the annual accounting entry was \$1,796,768 in additional OPEB expenses for retiree medical benefits. Briefly, benefits include subsidized medical, dental, vision and life insurance coverage for eligible retirees.
- Net Pension Liability – GASB 68 - Santa Cruz METRO implemented GASB 68 in FY15 and is now required to recognize a pension liability on the financial statements. The effect of the annual accounting entry was a \$4,906,612 decrease to retirement expenses.
- Annual Depreciation of grant and district funded capital assets will be included as part of the annual Audited Financial Statements; effective with the FY18 financial close, grant funded depreciation is now combined with district funded depreciation to comply with GASB Statement No. 33.

C. Schedule of Reserve Account Balances

Reporting of Fund Balances (defined as the excess of assets over liabilities) is guided by complying with Governmental Accounting Standards Board (GASB) Statement No. 54, Fund Balance Reporting and Governmental Fund Type Definitions. GASB 54 defines five separate components of Fund balance, each of which identifies the extent to which METRO is bound to honor constraints on the specific purposes for which amounts can be spent:

- **Nonspendable** fund balance (not in spendable form such as inventories, prepaids, long-term receivables, or non-financial assets held for resale).
- **Restricted** fund balance (extremely enforceable limitations on use such as debt covenants, grantors, contributors, or laws and regulations of other governments).
- **Committed** fund balance (constrained to specific purposes by a formal action of the Board, such as an ordinance, resolution, or policy).
- **Assigned** fund balance (limited to the Board's intent to be used for a specific purpose, but not Restricted or Committed).
- **Unassigned** fund balance (residual net resources, either positive or negative, in excess of the other four fund balance components). Unassigned amounts are available for any purpose with Board approval.

All of METRO's Reserve Funds, with the exception of the Bus Replacement Fund which is funded from Measure D Sales Tax and STA-SGR Grants, are funded with surplus or "carryover" of unrestricted operating funds.

Adequate Reserve Funds are built over time. The goal of maintaining adequate reserves is to ensure that there are appropriate levels of working capital in the Reserve Funds for unanticipated situations such as a sudden increase in expenses, significant one-time unbudgeted expenses, unanticipated loss in funding, economic downturns, or uninsured losses, and to ensure continuity of service.

Reserve Funds may also be used for one-time, nonrecurring expenses that will build long-term capacity, such as payment of grant funded expenses prior to being reimbursed by the awarding grant entity, matching dollars for grants, capital and operating expenditures that might not otherwise have a grant funding source or qualify for grant funding.

Balances in the various Reserve categories are aligned with METRO Reserve Fund policy (revised and adopted by the Board on Nov 15, 2019).

Slide 6

The Preliminary Schedule of Reserve Account Balances (Attachment D) is based on the pre-audit monthly operating revenue and expense reports (Attachment B), as well as the monthly capital budget report (Attachment C). In FY22 revenues exceeded expenses resulting in a favorable operating surplus of \$19,608K, some of which was budgeted and anticipated and will be transferred to the Bus Replacement (\$2,913K), Operating & Capital Reserve Fund (\$134K), and UAL &

OPEB Funds (\$2,000K). The preliminary reserve schedule reflects the following additional transfers of the remaining operating surplus:

- \$3,000K to be transferred to the Operation & Capital Reserve Fund
- \$4,440K to be transferred to the Operating Sustainability Reserve Balance
- \$7,066K to be transferred to the COVID Recovery Fund

Additionally, at fiscal year-end the following transfers are necessary between the Operating and Capital Reserve Fund and the Workers' Compensation and Liability Insurance Reserve Funds, as required by GASB#10 in order to align their balances with actuarial valuations and minimum target balances:

- (\$26K) transfer (from) the Workers' Compensation Reserve Fund;
- \$44K transfer to the Liability Insurance Reserve Fund.

An overview of the Reserves Funds as of 06/30/2022 is provided below:

- Workers' Compensation Reserve Fund:
 - Classified as a committed fund balance; GASB#10 requires METRO to accrue a liability on its financial statements for the ultimate costs of claims and expenses associated with all reported and unreported workers' compensation claims.
 - Target minimum amount are based on a bi-annual study of potential liability areas and risk. The long-term portion of the worker's compensation liability as of 06/30/2022 is \$2.3M (estimate) as per Actuarial Review of the Self-Insured Workers' Compensation Program report dated March 16, 2022. In FY22, \$26K is transferred back to the Operating Capital Reserve Fund from the Workers' Compensation Reserve Fund to align the year-end balance with the actuarial valuation.
 - Workers' Compensation Reserve Fund estimated balance is \$2.3M and is fully funded
 - Should not be used for recurring expenses
- Liability Insurance Reserve Fund
 - Classified as a committed fund balance and required by GASB#10
 - Target minimum amount will be calculated annually based on the 5-year rolling average of outstanding claims at fiscal year-end. The minimum balance in the reserve account is equal to the Self – Insured Retention (SIR) of \$250K each for the liability and physical damage claims program (CaTIP) and the employment practices liability (EPL) program plus the 5-year rolling average of outstanding claims at year end (\$189K), at the end of FY22). In FY22, \$44K is transferred from the Operating Capital Reserve Fund to the Liability Insurance Reserve Fund to align the year-end balance with the target minimum amount, calculated at year-end.

- Liability Insurance Reserve Fund target balance is \$0.7M and is fully funded
 - Should not be used for recurring expenses
- Operations Sustainability Reserve Fund
 - Classified as a committed fund balance
 - Sometimes referred to as the “rainy day fund”
 - Operations Sustainability Reserve Fund balance is \$15.2M (after the proposed transfer of \$4.4M of operating surplus funds), in accordance with the Board adopted commitment to fully fund the reserve fund within three years of the adopted revisions to the Reserves Policy in November 2019.
 - Estimated target balance will be adjusted annually through the budget process, FY23 required amount is \$15.2M
 - Should not be used for recurring expenses
- Cash Flow Reserve Fund
 - Classified as a committed fund balance
 - The Cash Flow Reserve Fund balance is \$3.0M and is fully funded.
 - Target minimum amount will be set annually through the budget process, and is calculated based on a review of all current reimbursable grants, a revenue flow analysis, and invoice payments
 - Should not be used for recurring expenses
- Operating and Capital Reserve Fund
 - Classified as an unassigned fund balance
 - Funded by carryover, alternative fuel tax credits, excess sales tax revenue, and other fungible revenues
 - Operating and Capital Reserve Fund estimated balance is \$5.8M and has no target minimum. The estimated balance reflects actual spending for capital purchases in FY22 and required transfers to and (from) the Workers’ Compensation and Liability Insurance Reserve Funds, as well as FY23 Capital Budget commitments.
 - This fund would be a source for various Capital purchases and for use as local match for State and Federal grants
 - Should avoid using for recurring expenses
- UAL & OPEB Fund – New and not currently included in the Reserve Fund Policy
 - Classified as a committed fund balance
 - Used to pay down the CalPERS Unfunded Accrued Liability
 - UAL & OPEB Fund balance is \$4M and has no target minimum

- Minimum annual allocation of \$2M, as per Board adopted commitment (with the adoption of the FY20 Budget on June 28, 2019) to initiate transfers of dedicated amounts to address the large and growing UAL and OPEB liabilities. Transfers were delayed by one fiscal year due to the anticipated impact of the labor negotiations and resulting budget overages, as well as the COVID pandemic in 2020.
- Bus Replacement Fund – New and not currently included in the Reserve Fund Policy
 - Classified as an assigned fund balance
 - Consistent with FY18 Capital Budget funding strategy adopted by the Board that results in a minimum \$3M annual commitment funded by:
 - Measure D 2016 Net Sales Tax – transfer from Operating budget
 - STA-SB1 – transfer from Operating budget
 - STA-SGR – direct transfer to the Bus Replacement Fund
 - Provides funding and stability for the required local match for obsolete fixed-route buses, Paratransit vehicles, and to maintain assets in a state of good repair
 - Bus Replacement Fund estimated available balance is \$4.3M
 - This balance reflects the uncommitted funds available for use in FY23 and includes actual FY22 capital spending, as well as FY23 Capital budget commitments and budget transfers to the fund.
 - Unspent Measure D and STA-SGR funds will ‘accumulate’ in the Bus Replacement Fund until they are allocated to specific projects and spent on new replacement buses and vans
 - Should not be used for recurring expenses
- COVID Recovery Fund – New and not currently included in the Reserve Fund Policy
 - Classified as an unassigned fund balance
 - METRO will reinvest the funds into future Operating budgets to sustain services to the greatest extent possible during the economic recovery, or until funds are exhausted, as per Board adopted policy statement regarding FY20 carryover to the FY21 and FY22 Operating Budget (adopted on June 26, 2020).
 - Source of funds is carryover primarily comprised of METRO’s 1979 Local Sales Tax, and Farebox revenues. Excludes impact from additional COVID related reimbursements.
 - COVID Recovery Fund balance is \$29.7M (after the proposed transfer of \$7.1M of operating surplus funds)
 - No target minimum amount designated

Slide 7

(Cover) Questions?

Slide 8

(Cover) Appendix

Slide 9 thru 11

Capital spending details by project with budget.

Slide 12

Capital spending details by funding source with budget.

Staff recommends that the Board accept and adopt the:

- Year to Date Monthly Financial Report as of June 30, 2022 Presentation (Attachment A)
- FY22 Operating Revenue & Expenses Year to Date as of 06/30/22 (Attachment B)
- FY22 Capital Budget Report for the month ending 06/30/22 (Attachment C)
- FY22 Preliminary Schedule of Reserve Account Balances (Attachment D)

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 contributed to higher than anticipated funds available for transfer.

VI. CHANGES FROM COMMITTEE

Numbers presented in these reports are preliminary/pre-audit, and could change if there are any accounting adjustments, as per the final audit later this calendar year.

VII. ALTERNATIVES CONSIDERED

The Board could choose to not accept this report although that is not recommended. This report is required per the Board Bylaws Article 16.01(e) and Public Utility Code (PUC) § 98145, to be presented to the Board within 90 days from the end of each fiscal year.

VIII. ATTACHMENTS

- Attachment A:** Year to Date Monthly Financial Report as of June 30, 2022
- Attachment B:** FY22 Operating Revenue and Expenses, for the month and year ending 06/30/21
- Attachment C:** FY22 Capital Budget, for the month and year ending 06/30/22
- Attachment D:** FY22 Preliminary Schedule of Reserve Account Balances

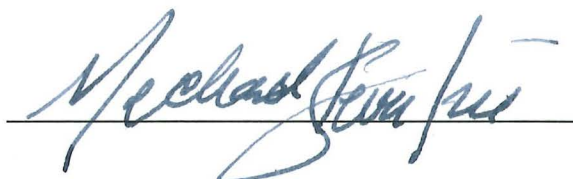
Prepared By: Cathy Downes, Sr. Financial Analyst

IX. APPROVALS:

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

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

Michael Tree, CEO/General Manager

A handwritten signature in blue ink, appearing to read "Michael Tree", written over a horizontal line.



Year to Date Financial Report as of June 30, 2022

Board of Directors

September 23, 2022

Chuck Farmer, Chief Financial Officer

FY22 Pre-Audit Financials

June 30, 2022 – Pre-audit Full Year Operating Revenue and Expenses

Full Year Estimate as of June 30, 2022

\$ 000's	Prelim Actual*	Budget	Fav / (Unfav)
Operating Revenue			
Passenger Fares	\$ 2,401	\$ 2,295	\$ 106
Special Transit Fares	5,847	6,025	(178)
Total Operating Revenue	\$ 8,248	\$ 8,319	(\$ 72)
Operating Expense			
Labor - Regular	\$ 16,165	\$ 18,922	\$ 2,757
Labor - OT	2,838	1,133	(1,705)
Fringe	18,500	20,481	1,980
Non-Personnel (excludes COVID costs)	10,715	10,308	(407)
Total OpEx	\$ 48,219	\$ 50,843	\$ 2,624
Operating Surplus/(Deficit)	(\$ 39,971)	(\$ 42,524)	\$ 2,553
	<i>17.1%</i>	<i>16.4%</i>	<i>0.7%</i>
Non-Operating Revenue/(Expense)			
Sales Tax/including Measure D	\$ 32,164	\$ 26,303	\$ 5,860
Federal/State Grants	21,065	19,451	1,615
COVID Relief Grants	13,558	-	13,558
COVID Related Costs	(295)	(121)	(174)
Pension UAL/Bond Interest Payment	(7,687)	(5,650)	(2,037)
All Other	774	677	97
Total Non-Operating Revenue/(Expense)	\$ 59,579	\$ 40,660	\$ 18,920
Operating Surplus/(Deficit) before Transfers	\$ 19,608	(\$ 1,864)	\$ 21,472
Transfers and Other			
Transfers to Bus Replacement Fund	(\$ 2,913)	(\$ 2,240)	(\$ 673)
Transfers to Reserves Replenishment	(9,574)	(2,175)	(7,399)
Transfers (to) / from COVID Reserve Fund	(7,121)	6,279	(13,400)
Operating Surplus/(Deficit) after Transfers	-	-	-

- Expenses favorable vs. Budget due to lower headcount and hours paid
- Prelim Actuals include projected \$13.6M drawdown of CRRSAA/ARPA funds. Final results will be available post audit
- Non-Operating higher than Budget by \$18.9M due to higher Sales Tax Revenues and COVID relief grants
- \$7.1M expected to be transferred to COVID reserve bucket.

9.4A.3

* Pre-close, Pre-Audit financials, subject to adjustments post close

FY22 Pre-audit Capital Budget Spend

Project Category:	Full Year		Full Year % Spend
	Actuals*	Budget	
Construction Related Projects	\$ 56	\$ 207	27.0%
IT Projects	49	49	99.4%
Facilities Repair & Improvements	431	932	46.2%
Revenue Vehicle Replacement	6,946	7,427	93.5%
Revenue Vehicle Electrification Projects	92	165	56.1%
Non-Revenue Vehicle Replacement	32	100	31.8%
Fleet & Maintenance Equipment	48	48	100.0%
Misc.	132	226	58.3%
Total	\$ 7,785	\$ 9,154	85.0%

Completed Projects FY22

- ✓ 10 CNG Buses - six put into service Jan 2022, four put into service Jun 2022
- ✓ JKS Facility – Bus Wash Rehab
- ✓ Maintenance Facility – Paint Exterior

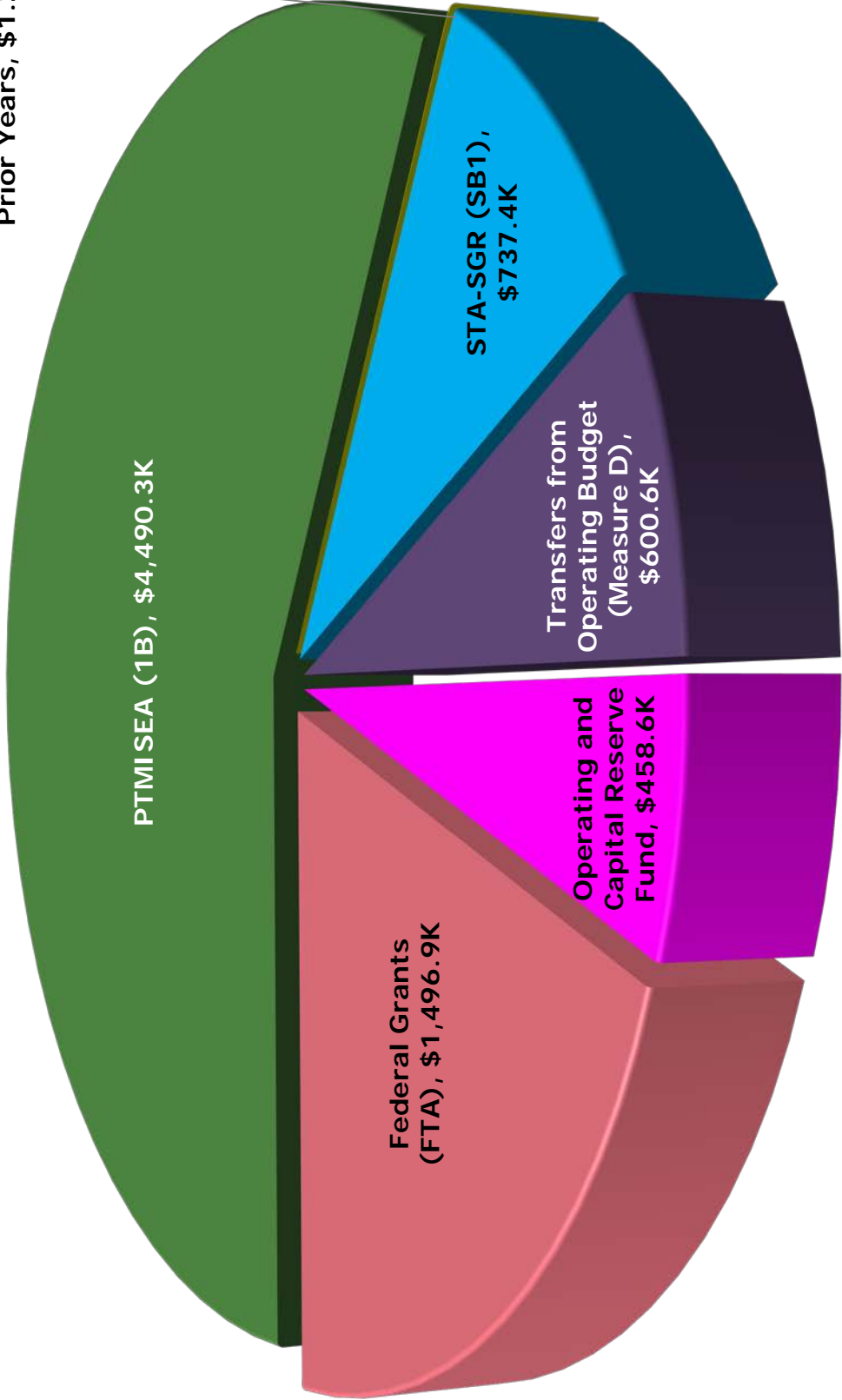
* Pre-close/Pre-Audit financials, subject to adjustments post close

** Revised Budget approved by BoD in April 2022

FY22 Capital Portfolio Spending by Funding

Source* \$7,785K

State Transit Assistance (STA)- Prior Years, \$1.2K



Attachment A

9.4A.5

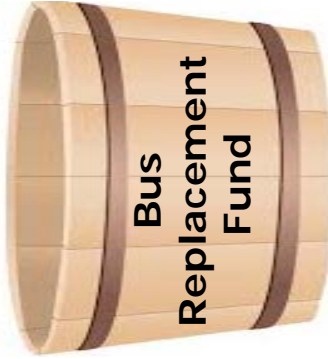

Operating Reserves* as of 06/30/2022

\$2.3M		Workers' Compensation Reserve Fund*	\$3.0M		Cash Flow Reserve Fund*
Fully Funded	Fully Funded	Fully Funded	Fully Funded	Fully Funded	Fully Funded

\$15.2M		Operations Sustainability Reserve Fund*
Fully Funded	Fully Funded	Fully Funded

\$0.7M		Liability Insurance Reserve Fund*
Fully Funded	Fully Funded	Fully Funded

No minimum Balances for these Funds

\$4.3M		Bus Replacement Fund	\$4.0M		UAL & OPEB
\$4.3M	\$4.3M	\$4.0M	\$4.0M	\$4.0M	\$4.0M

\$29.7M		COVID Recovery Fund	\$29.7M
\$29.7M	\$29.7M	\$29.7M	\$29.7M

\$5.8M		Operating & Capital Reserve Fund*	\$5.8M
\$5.8M	\$5.8M	\$5.8M	\$5.8M

*Balances in the various Reserve categories are aligned with METRO Reserve Fund policy (revised and adopted by the Board on Nov 15, 2019)
 Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax and STA-SGR, uncommitted balance shown
 UAL & OPEB – Minimum \$2M annual commitment

Questions?

Appendix

FY22 Pre-audit Capital Budget Detail Spend

	FY22 - Full Year		Full Year
	Actuals	Budget	% Spend
Construction Related Projects			
METRO owned facility for ParaCruz	\$ 43,556	\$ 65,223	\$ 21,667 66.8%
Pacific Station - PS - METRO Redevelopment	6,892	-	(6,892) N/A
Pacific Station - PS - Conceptual Design/MOU	5,335	141,283	135,948 3.8%
Construction Related Projects Total	\$ 55,783	\$ 206,506	\$ 150,723 27.0%
IT Projects			
Secondary Virtualization System -	\$ 48,742	\$ 49,000	\$ 258 99.5%
IT Projects Total	\$ 48,742	\$ 49,000	\$ 258 99.5%
Facilities Upgrades & Improvements			
Maintenance Yard Security	\$ 12,183	\$ 22,183	\$ 10,001 54.9%
Maintenance Yard Security - Demo two structures, repair sinkhole	15,541	451,600	436,059 3.4%
Bus Stop Improvements	21,134	27,120	5,986 77.9%
JKS Facility - Gate Control	95,412	91,687	(3,725) 104.1%
JKS Facility - Bus Wash Rehab	141,304	150,000	8,696 94.2%
JKS Facility - Upper Security Gates	21,622	-	(21,622) N/A
Maintenance Facility - Paint Exterior	116,000	127,623	11,623 90.9%
Awning at Fueling Station - A&E only	7,607	22,186	14,579 34.3%
Fuel Mgmt System for Paracruz	-	40,000	40,000 0.0%
Facilities Upgrades & Improvements Total	\$ 430,803	\$ 932,399	\$ 501,596 46.2%

* Pre-close/Pre-Audit financials, subject to adjustments post close

** Revised Budget approved by BoD in April 2022

FY22 Pre-audit Capital Budget Detail Spend

Attachment A

	FY22 - Full Year		Full Year
	Actuals	Budget	% Spend
Revenue Vehicle Purchases			
Replace Six (6) CNG Buses (Gillig)	\$ 3,905,392	\$ 4,136,017	94.4%
AVL/ITS	128,593	68,000	189.1%
3 New Flyer-Repl. - principal lease payments	267,116	267,172	100.0%
2 35' CNG Buses	1,322,220	1,508,382	87.7%
2 35' CNG Buses	1,322,220	1,447,701	91.3%
Revenue Vehicle Purchases Total	\$ 6,945,540	\$ 7,427,272	93.5%
Fleet Electrification Projects			
2 ZEBs (Proterra 2 of 4)	\$ 58,916	\$ 103,339	57.0%
Electric Bus (4) Highway 17	21,527	21,527	100.0%
JKS Facility - ZEB Yard Charging Infrastructure	11,988	37,743	31.8%
ZEB Deployment & Fleet Planning (CTE)	-	1,975	0.0%
Fleet Electrification Projects Total	\$ 92,431.3	\$ 164,584.0	56.2%
Non-Revenue Vehicle Purchases			
Non-Rev Electric Vehicles -	\$ 31,840	\$ 100,000	31.8%
Non-Revenue Vehicle Purchases Total	\$ 31,840	\$ 100,000	31.8%
Fleet & Maintenance Equipment			
Floor Scrubber (1) for Maint. Shop	\$ 22,801	\$ 22,801	100.0%
Facility Maintenance	25,440	25,441	100.0%
Fleet & Maintenance Equipment Total	\$ 48,241	\$ 48,242	100.0%
		\$ 72,152.7	
		\$ 68,160	31.8%
		\$ 68,160	31.8%
		\$ -	100.0%
		\$ 1	100.0%
		\$ 1	100.0%

9.4A.10

* Pre-close/Pre-Audit financials, subject to adjustments post close
 ** Revised Budget approved by BoD in April 2022

FY22 Pre-audit Capital Budget Detail Spend

	FY22 - Full Year			Full Year	
	Actuals	Budget	Variance	% Spend	
Miscellaneous					
Misc Capital Contingency - total left/approved BoD Nov 2019	\$ 1,891	\$ 91,800	\$ 89,909	2.1%	
Misc Capital - EOC Equipment	4,437	10,400	5,963	42.7%	
Misc Capital - Radio Console Upgrade	37,834	41,800	3,966	90.5%	
Misc Capital - MaintStar update	37,000	37,000	-	100.0%	
Misc Capital - SVT Trash & Recycling	8,754	8,754	-	100.0%	
Misc Capital - Timekeeping system - upgrade	16,262	16,300	38	99.8%	
Misc Capital - Hardware for Bus Stop Redesign	19,080	19,599	519	97.4%	
Misc Capital Contingency FY23	1,288	-	(1,288)	N/A	
Misc Capital - Exercise Equipment/Refrigerator (Ops)	5,006	-	(5,006)	N/A	
Misc. Total	\$ 131,552	\$ 225,653	\$ 94,101	58.3%	
Grand Total	\$ 7,784,932	\$ 9,153,656	\$ 1,368,724	85.0%	

* Pre-close/Pre-Audit financials, subject to adjustments post close

** Revised Budget approved by BoD in April 2022

FY22 Pre-audit Capital Budget Funding Spend

	FY22 - Full Year			
	Actuals	Budget	Variance	% Spend
Capital Funding				
PTMISEA (1B)	\$ 4,490,256	\$ 4,469,355	\$ (20,901)	100.5%
Federal Grants (FTA)	1,496,889	1,701,732	204,843	88.0%
STA-SGR (SB1)	737,355	882,754	145,399	83.5%
Transfers from Operating Budget (Measure D)	600,595	1,059,366	458,771	56.7%
Operating and Capital Reserve Fund	458,615	1,012,193	# 553,578	45.3%
State Transit Assistance (STA)-Prior Years	1,221	28,255	27,034	4.3%
Grand Total	\$ 7,784,932	\$ 9,153,655	\$ 1,368,724	85.0%

9.4A.12

* Pre-close/Pre-Audit financials, subject to adjustments post close
 ** Revised Budget approved by BoD in April 2022



FY22 Operating Revenue & Expenses

Year-to-Date as of Jun 30, 2022

Year Over Year as of Jun 30, 2021

	Forecast	Budget	Variance \$	Variance %	Actual	Variance \$	Variance %
Operating Revenue							
Passenger Fares	2,400,603	2,294,699	105,904	4.6%	1,175,708	1,224,895	104.2%
Special Transit Fares	5,847,145	6,024,734	(177,589)	(2.9%)	3,723,193	2,123,952	57.0%
Total Operating Revenue	\$ 8,247,748	\$ 8,319,433	\$ (71,685)	(0.9%)	\$ 4,898,901	\$ 3,348,847	68.4%
Operating Expense							
Labor - Regular	\$ 16,165,235	\$ 18,921,745	\$ (2,756,510)	(14.6%)	\$ 15,928,354	\$ 236,881	1.5%
Labor - OT	2,838,451	1,133,162	1,705,289	150.5%	945,890	1,892,560	200.1%
Fringe (excludes UAL costs)	18,500,426	20,480,574	(1,980,148)	(9.7%)	18,736,788	(236,362)	(1.3%)
Non-Personnel (excludes COVID/Bond costs)	10,714,787	10,307,612	407,175	4.0%	8,552,318	2,162,468	25.3%
Total OpEx	\$ 48,218,899	\$ 50,843,093	\$ (2,624,194)	(5.2%)	\$ 44,163,351	\$ 4,055,548	9.2%
Operating Surplus/(Deficit)	\$ (39,971,151)	\$ (42,523,660)	\$ 2,552,509	(6.0%)	\$ (39,264,449)	\$ (706,701)	1.8%
<i>Farebox Recovery</i>	<i>17.1%</i>	<i>16.4%</i>	<i>0.7%</i>		<i>11.1%</i>	<i>6.0%</i>	
Non-Operating Revenue/(Expense)							
Sales Tax/including Measure D	\$ 32,163,743	\$ 26,303,319	\$ 5,860,424	22.3%	\$ 28,707,450	\$ 3,456,293	12.0%
Federal/State Grants	21,065,477	19,450,954	1,614,523	8.3%	18,250,242	2,815,235	15.4%
COVID Relief Grants	13,557,823	-	13,557,823	100.0%	8,930,901	4,626,922	51.8%
COVID Related Costs	(294,966)	(121,347)	(173,619)	143.1%	(385,644)	90,678	(23.5%)
Pension UAL/Bond Interest Payment	(7,686,887)	(5,650,261)	(2,036,626)	36.0%	(4,434,221)	(3,252,666)	73.4%
All Other Revenue	774,218	677,171	97,047	14.3%	722,141	52,077	7.2%
Total Non-Operating Revenue/(Expense)	\$ 59,579,408	\$ 40,659,836	\$ 18,919,572	46.5%	\$ 51,790,869	\$ 7,788,539	15.0%
Operating Surplus/(Deficit) before Transfers	\$ 19,608,257	\$ (1,863,824)	\$ 21,472,081	(1152.0%)	\$ 12,526,420	\$ 7,081,837	56.5%
Transfers and Other							
Transfers to Bus Replacement Fund	\$ (2,912,958)	\$ (2,239,734)	\$ (673,224)	30.1%	\$ (2,454,422)	\$ (458,535)	18.7%
Transfers to Capital, UAL/OPEB Funds, and Reserves Replenishment	(9,574,141)	(2,175,000)	(7,399,141)	340.2%	(5,553,765)	(4,020,375)	72.4%
Total Transfers and Other	\$ (12,487,098)	\$ (4,414,734)	\$ (8,072,364)	182.9%	\$ (8,008,187)	\$ (4,478,911)	55.9%
Operating Surplus/(Deficit) after Transfers	\$ 7,121,159	\$ (6,278,558)			\$ 4,518,233		
Transfers (to) / from COVID Reserve Fund	\$ (7,121,159)	\$ 6,278,558			\$ (4,518,233)		
Operating Balance	\$ -	\$ -			\$ -		

9.4B.1



FY22

Operating Revenue & Expenses

	Year-to-Date as of Jun 30, 2022		Year Over Year as of Jun 30, 2021	
	Forecast	Budget	Variance \$	Variance %
Operating Revenue				
Passenger Fares				
Fixed Route Passenger Fares	1,488,513	1,435,541	52,972	3.7%
Paratransit Fares	210,547	176,531	34,016	19.3%
Cruz On-Demand	411	-	411	100.0%
Highway 17 Fares	701,132	682,627	18,505	2.7%
Total Passenger Fares	\$ 2,400,603	\$ 2,294,699	\$ 105,904	4.6%
Special Transit Fares - Contract				
Special Transit Fares - UCSC	4,681,251	4,692,002	(10,751)	(0.2%)
Special Transit Fares - Cabrillo	583,388	748,838	(165,450)	(22.1%)
Special Transit Fares - City of SC	37,098	56,310	(19,212)	(34.1%)
Special Transit Fares - Shaffer	1,690	4,788	(3,098)	(64.7%)
Total Special Transit Fares - Contract	\$ 5,303,427	\$ 5,501,938	\$ (198,511)	(3.6%)
Highway 17 Payment				
Highway 17 Payments - Amtrak	168,718	160,684	8,034	5.0%
Highway 17 Payments - San Jose State	-	12,108	(12,108)	100.0%
Highway 17 Payments - VTA	375,000	350,004	24,996	7.1%
Total Highway 17 Payment	\$ 543,718	\$ 522,796	\$ 20,922	4.0%
Total Operating Revenue	\$ 8,247,748	\$ 8,319,433	\$ (71,685)	(0.9%)
Non-Operating Revenue				
Sales Tax				
1979 Gross Sales Tax (1/2 cent)	27,839,957	22,746,692	5,093,265	22.4%
2016 Net Sales Tax (Measure D)	4,323,787	3,556,627	767,160	21.6%
Total Sales Tax	\$ 32,163,743	\$ 26,303,319	\$ 5,860,424	22.3%
Federal/State Grants				
FTA Sec 5307 - Op Asst	4,536,805	4,763,645	(226,840)	(4.8%)
FTA Sec 5311 - Rural Op Asst	198,556	200,796	(2,240)	(1.1%)
Medicare Subsidy	192	550	(358)	(65.0%)
Transp Dev Act (TDA) - Op Asst	8,592,943	7,468,499	1,124,444	15.1%
LCTOP Grant	405,067	489,213	(84,146)	(17.2%)
STA - Op Assistance	4,437,224	3,454,690	982,534	28.4%
STIC -Op Assistance	2,760,534	2,898,561	(138,027)	(4.8%)
Fuel Tax Credit	134,156	175,000	(40,844)	(23.3%)
Total Federal/State Grants	\$ 21,065,477	\$ 19,450,954	\$ 1,614,523	8.3%
Total Operating Revenue	\$ 4,898,901	\$ 4,898,901	\$ 3,348,847	68.4%
Operating Expenses				
Personnel				
Personnel	24,836,116	24,836,116	-	0.0%
Personnel - Other	3,871,334	3,871,334	-	0.0%
Total Personnel	\$ 28,707,450	\$ 28,707,450	\$ 3,456,293	12.0%
Travel				
Travel	4,579,386	4,579,386	-	0.0%
Travel - Other	191,234	191,234	-	0.0%
Total Travel	\$ 4,770,620	\$ 4,770,620	\$ (42,581)	(0.9%)
Contractual				
Contractual	7,096,904	7,096,904	-	0.0%
Contractual - Other	-	-	-	0.0%
Total Contractual	\$ 7,096,904	\$ 7,096,904	\$ 405,067	100.0%
Materials				
Materials	3,425,215	3,425,215	-	0.0%
Materials - Other	2,702,626	2,702,626	-	0.0%
Total Materials	\$ 6,127,841	\$ 6,127,841	\$ 1,012,009	29.5%
Utilities				
Utilities	253,765	253,765	-	0.0%
Utilities - Other	-	-	-	0.0%
Total Utilities	\$ 253,765	\$ 253,765	\$ (119,610)	(47.1%)
Total Operating Expenses	\$ 18,250,242	\$ 18,250,242	\$ 2,815,235	15.4%

9.4B.2

Year-to-Date as of Jun 30, 2022

Year Over Year as of Jun 30, 2021

	Forecast	Budget	Variance \$	Variance %	Actual	Variance \$	Variance %
COVID Relief Grants							
FTA Sec 5307 - Op Asst CARES Act	-	-	-	100.0%	2,249,622	(2,249,622)	100.0%
FTA Sec 5311 - Rural Op Asst CARES Act	30	-	30	100.0%	384,246	(384,216)	(100.0%)
FTA Sec 5307 - Op Asst CRRSAA Act	7,253,973	-	7,253,973	100.0%	6,297,033	956,940	15.2%
FTA SEC 5311 - CRRSAA	400,226	-	400,226	100.0%	-	400,226	100.0%
FTA Sec 5307 - Op Asst ARPA	5,903,594	-	5,903,594	100.0%	-	5,903,594	100.0%
Total COVID Relief Grants	\$ 13,557,823	\$ -	\$ 13,557,823	100.0%	\$ 8,930,901	\$ 4,626,922	51.8%
All Other Revenue							
Commissions	457	1,000	(543)	(54.3%)	512	(55)	(10.8%)
Advertising Income	219,347	150,000	69,347	46.2%	109,335	110,012	100.6%
Rent Income - SC Pacific Station	55,759	107,557	(51,798)	(48.2%)	34,832	20,927	60.1%
Rent Income - Scotts Valley	18,432	18,336	96	0.5%	2,200	16,232	737.8%
Rent Income - Watsonville TC	37,328	41,278	(3,950)	(9.6%)	25,992	11,336	43.6%
Interest Income	237,491	295,000	(57,509)	(19.5%)	260,974	(23,483)	(9.0%)
Interest Income Other	496	-	496	100.0%	-	496	100.0%
LCFS Credits	14,621	-	14,621	100.0%	-	14,621	100.0%
CNG Sales	75,568	-	75,568	100.0%	50,682	24,886	49.1%
G/L on Asset Disp	26,752	-	26,752	100.0%	15,586	11,166	71.6%
Other Non-Transp Revenue	87,969	64,000	23,969	37.5%	222,029	(134,060)	(60.4%)
Total All Other Revenue	\$ 774,218	\$ 677,171	\$ 97,047	14.3%	\$ 722,141	\$ 52,077	7.2%
Total Non-Operating Revenue	\$ 67,561,261	\$ 46,431,444	\$ 21,129,817	45.5%	\$ 56,610,734	\$ 10,950,527	19.3%
Transfers and Other							
Transfers to Bus Replacement Fund	\$ (2,912,958)	\$ (2,239,734)	\$ (673,224)	30.1%	\$ (2,454,422)	\$ (458,535)	18.7%
Transfers to Capital, UAL/OPEB Funds, and Reserves Replenishment	(9,574,141)	(2,175,000)	(7,399,141)	340.2%	(5,553,765)	(4,020,375)	72.4%
Total Transfers and Other	\$ (12,487,098)	\$ (4,414,734)	\$ (8,072,364)	182.9%	\$ (8,008,187)	\$ (4,478,911)	55.9%
Total Expenses	\$ 56,200,752	\$ 56,614,701	\$ (413,949)	(0.7%)	\$ 48,983,216	\$ 7,217,536	14.7%
Operating Surplus/(Deficit)	\$ 7,121,159	\$ (6,278,558)			\$ 4,518,233		
Transfers (to) / from COVID Reserve Fund	\$ (7,121,159)	\$ 6,278,558			\$ (4,518,233)		
Operating Balance	\$ -	\$ -			\$ -		

FY22

Operating Revenue & Expenses

Year Over Year comparison as of June 30, 2021

Year-to-Date as of June 30, 2022

	Forecast	Budget	Variance \$	Variance %	Actual	Variance \$	Variance %
Operating Expense							
Labor - Regular							
Bus/Van Operator Salaries	7,724,637	9,871,762	(2,147,125)	(21.8%)	7,649,634	\$ 75,004	1.0%
All Other Salaries	8,440,598	9,049,983	(609,385)	(6.7%)	8,278,720	\$ 161,878	2.0%
Total Labor - Regular	\$ 16,165,235	\$ 18,921,745	(2,756,510)	(14.6%)	\$ 15,928,354	\$ 236,881	1.5%
Labor - Overtime							
Bus/Van Operator Overtime	2,167,531	560,115	1,607,416	287.0%	527,960	1,639,572	310.5%
All Other Overtime	670,919	573,047	97,872	17.1%	417,931	252,989	60.5%
Total Labor - Overtime	\$ 2,838,451	\$ 1,133,162	1,705,289	150.5%	\$ 945,890	\$ 1,892,560	200.1%
Fringe (excludes UAL costs)							
Medicare/Soc.Sec.	327,515	349,920	(22,405)	(6.4%)	302,367	25,148	8.3%
Retirement	1,883,988	2,272,920	(388,932)	(17.1%)	2,028,285	(144,297)	(7.1%)
Medical Insurance	9,987,951	11,534,514	(1,546,563)	(13.4%)	10,219,019	(231,068)	(2.3%)
Dental Insurance	398,574	447,931	(49,357)	(11.0%)	407,403	(8,829)	(2.2%)
Vision Insurance	93,757	106,368	(12,611)	(11.9%)	97,293	(3,536)	(3.6%)
Life Insurance	54,298	49,708	4,590	9.2%	52,888	1,409	2.7%
State Disability (SDI)	256,050	251,499	4,551	1.8%	226,432	29,619	13.1%
Disability Insurance	128,649	154,489	(25,840)	(16.7%)	131,264	(2,615)	(2.0%)
State Unemployment (SUI)	35,083	43,014	(7,931)	(18.4%)	36,520	(1,437)	(3.9%)
Worker's Comp	940,648	985,382	(44,734)	(4.5%)	698,725	241,924	34.6%
Holiday Pay	473,455	699,933	(226,478)	(32.4%)	500,833	(27,378)	(5.5%)
Floating Holiday	105,251	116,348	(11,097)	(9.5%)	112,825	(7,574)	(6.7%)
Sick Leave	689,048	1,073,563	(384,515)	(35.8%)	646,537	42,511	6.6%
Annual Leave	2,417,514	2,024,617	392,897	19.4%	2,392,107	25,406	1.1%
Other Paid Absence	456,086	164,023	292,063	178.1%	741,273	(285,187)	(38.5%)
Physical Exam	16,625	15,900	725	4.6%	14,305	2,320	16.2%
Driver Lic.Renewal	2,746	2,660	86	3.2%	1,483	1,483	117.4%
Other Fringe Benefits	233,188	187,785	45,403	24.2%	127,449	105,740	83.0%
Total Fringe	\$ 18,500,426	\$ 20,480,574	(1,980,148)	(9.7%)	\$ 18,736,788	\$ (236,362)	(1.3%)
Total Personnel	\$ 37,504,112	\$ 40,535,481	(3,031,369)	(7.5%)	\$ 35,611,032	\$ 1,893,080	5.3%





Attachment B

Year-to-Date as of June 30, 2022

Year Over Year comparison as of June 30, 2021

	Forecast	Budget	Variance \$	Variance %	Actual	Variance \$	Variance %
Services							
Accounting & Audit Fees	96,013	103,250	(7,237)	(7.0%)	93,643	2,370	2.5%
Admin & Bank Fees	372,665	427,000	(54,335)	(12.7%)	269,161	103,504	38.5%
Professional & Tech Fees	700,179	1,215,794	(515,615)	(42.4%)	229,193	470,986	205.5%
Legislative Service	93,000	101,000	(8,000)	(7.9%)	93,000	-	0.0%
Legal Services	497,771	400,000	97,771	24.4%	419,044	78,727	18.8%
Pre-Employment Exam	5,623	8,910	(3,287)	(36.9%)	6,516	(892)	(13.7%)
Temporary Help	306,452	-	306,452	100.0%	778,138	(471,687)	(60.6%)
Custodial Services	3,860	9,300	(5,440)	(58.5%)	3,160	700	22.2%
Uniforms & Laundry	32,356	33,400	(1,044)	(3.1%)	30,216	2,140	7.1%
Security Services	660,931	611,389	49,542	8.1%	636,733	24,198	3.8%
Classified/Legal Ads	32,274	22,600	9,674	42.8%	15,217	17,057	112.1%
Graphic Services	9,644	-	9,644	100.0%	26,473	(16,829)	(63.6%)
Repair - Building & Improvements	180,974	283,000	(102,026)	(36.1%)	154,640	26,334	17.0%
Repair - Equipment	832,368	752,887	79,481	10.6%	751,823	80,546	10.7%
Repair - Revenue Vehicle	508,015	450,000	58,015	12.9%	316,782	191,233	60.4%
Repair - Non Revenue Vehicle	51,557	20,000	31,557	157.8%	42,273	9,285	22.0%
Hazardous Waste Disposal	46,208	58,000	(11,792)	(20.3%)	49,833	(3,624)	(7.3%)
Total Services	\$ 4,429,891	\$ 4,496,530	(\$ 66,639)	(1.5%)	\$ 3,915,844	\$ 514,048	13.1%
Mobile Materials & Supplies							
Fuel/Lube Non Revenue Vehicle	75,954	73,400	2,554	3.5%	53,820	22,133	41.1%
Fuel/Lube Revenue Vehicle	1,902,538	1,600,134	302,404	18.9%	1,009,360	893,178	88.5%
Tires & Tubes	204,954	211,000	(6,046)	(2.9%)	107,038	97,916	91.5%
Revenue Vehicle Parts	1,193,582	976,000	217,582	22.3%	1,005,174	188,408	18.7%
Total Mobile Materials & Supplies	\$ 3,377,027	\$ 2,860,534	\$ 516,493	18.1%	\$ 2,175,392	\$ 1,201,635	55.2%
Other Materials & Supplies							
Postage & Mailing	9,129	9,820	(691)	(7.0%)	8,425	703	8.3%
Promotional Items	31,557	25,000	6,557	26.2%	11,044	20,513	185.7%
Printing	61,534	66,400	(4,866)	(7.3%)	95,421	(33,887)	(35.5%)
Photo Supply/Processing	-	2,000	(2,000)	100.0%	483	(483)	100.0%
Office Supplies	85,649	65,200	20,449	31.4%	64,675	20,974	32.4%
Freight Out	5,805	8,240	(2,435)	(29.5%)	5,796	9	0.2%
Safety Supplies	20,108	26,320	(6,212)	(23.6%)	27,264	(7,156)	(26.2%)
Cleaning Supplies	59,251	60,600	(1,349)	(2.2%)	42,612	16,639	39.0%
Repair/Maint Supplies	118,048	120,500	(2,452)	(2.0%)	96,534	21,514	22.3%
Tenant Repairs	(5,997)	10,000	(15,997)	(160.0%)	11,014	(17,011)	(154.4%)
Non-Inventory Parts & Supplies	55,382	50,000	5,382	10.8%	41,531	13,851	33.4%
Small Tools	12,632	18,923	(6,291)	(33.2%)	22,236	(9,604)	(43.2%)
Employee Tool Replace	3,514	3,000	514	17.1%	688	2,826	410.5%
Total Other Materials & Supplies	\$ 456,613	\$ 466,003	(\$ 9,390)	(2.0%)	\$ 427,723	\$ 28,890	6.8%
Utilities							
Propulsion Power	48,962	50,000	(1,038)	(2.1%)	2,682	46,279	1725.3%
Gas & Electric	322,909	337,000	(14,091)	(4.2%)	310,377	12,532	4.0%
Water & Garbage	139,299	180,000	(40,701)	(22.6%)	139,739	(441)	(0.3%)
Telecommunications	155,189	188,132	(32,943)	(17.5%)	130,559	24,630	18.9%
Total Utilities	\$ 666,359	\$ 755,132	(\$ 88,774)	(11.8%)	\$ 583,357	\$ 83,001	14.2%



Attachment B

Year-to-Date as of June 30, 2022

Year Over Year comparison as of June 30, 2021

	Forecast	Budget	Variance \$	Variance %	Actual	Variance \$	Variance %
Casualty & Liability							
Insurance - Property	81,902	68,485	13,417	19.6%	72,517	9,385	12.9%
Insurance - PL & PD	764,069	765,276	(1,207)	(0.2%)	753,222	10,848	1.4%
Insurance - Other	60,666	60,557	109	0.2%	48,602	12,064	24.8%
Settlement Costs	306,422	150,000	156,422	104.3%	72,159	234,263	324.6%
Repairs - District Property	(31,968)	-	(31,968)	100.0%	(34,197)	2,229	(6.5%)
Total Casualty & Liability	\$ 1,181,091	\$ 1,044,318	\$ 136,773	13.1%	\$ 912,302	\$ 268,788	29.5%
Taxes							
Fuel Tax	12,935	17,000	(4,065)	(23.9%)	12,345	590	4.8%
Licenses & Permits	27,507	23,700	3,807	16.1%	21,363	6,144	28.8%
Other Taxes	7,947	10,000	(2,053)	(20.5%)	7,926	22	0.3%
Total Taxes	\$ 48,389	\$ 50,700	\$ (2,311)	(4.6%)	\$ 41,634	\$ 6,755	16.2%
Miscellaneous							
Dues & Subscriptions	95,699	95,902	(203)	(0.2%)	98,102	(2,403)	(2.4%)
Advertising/District Promo	8,487	15,000	(6,513)	(43.4%)	7,468	1,018	13.6%
Employee Incentive Program	16,934	25,500	(8,566)	(33.6%)	3,833	13,100	341.7%
Employee Training	51,076	82,775	(31,699)	(38.3%)	59,841	(8,765)	(14.6%)
BoD Travel	-	13,000	(13,000)	100.0%	-	-	100.0%
Travel	52,320	79,834	(27,514)	(34.5%)	37,748	14,572	38.6%
Local Meeting Exp	8,636	11,550	(2,914)	(25.2%)	478	8,158	1704.9%
Board Director Fee	12,370	12,600	(230)	(1.8%)	8,550	3,820	44.7%
Cash Over/Short	6,171	-	6,171	100.0%	1,079	5,092	472.0%
Other Misc Expense	280	-	280	100.0%	-	280	100.0%
Total Miscellaneous	\$ 251,972	\$ 336,161	\$ (84,189)	(25.0%)	\$ 217,099	\$ 34,873	16.1%
Interest Expenses							
Interest Expense - Loan	16,413	16,356	57	0.3%	24,346	(7,934)	(32.6%)
Total Interest Expenses	\$ 16,413	\$ 16,356	\$ 57	0.3%	\$ 24,346	\$ (7,934)	(32.6%)
Leases & Rentals							
Lease Expense - Facility	141,039	265,778	(124,739)	(46.9%)	244,450	(103,411)	(42.3%)
Equipment Rental	9,322	16,100	(6,778)	(42.1%)	10,170	(848)	(8.3%)
Lease Expense - Operating	136,671	-	136,671	100.0%	-	136,671	100.0%
Total Leases & Rentals	\$ 287,032	\$ 281,878	\$ 5,154	1.8%	\$ 254,620	\$ 32,412	12.7%
Non-Personnel (excludes COVID/Bond costs)	\$ 10,714,787	\$ 10,307,612	\$ 407,175	4.0%	\$ 8,552,318	\$ 2,162,468	25.3%
Total Operating Expense	\$ 48,218,899	\$ 50,843,093	\$ (2,624,194)	(5.2%)	\$ 44,163,351	\$ 4,055,548	9.2%
Non-Operating Expense							
COVID Related Costs	294,966	121,347	173,619	143.1%	385,644	(90,678)	(23.5%)
Pension UAL/Bond Payment							
Pension UAL	4,955,467	5,650,261	(694,794)	(12.3%)	4,434,221	521,246	11.8%
Interest Expense - POB	503,420	-	503,420	100.0%	-	503,420	100.0%
Principal - POB	2,228,000	-	2,228,000	100.0%	-	2,228,000	100.0%
Total Pension UAL/Bond Payment	\$ 7,686,887	\$ 5,650,261	\$ 2,036,626	36.0%	\$ 4,434,221	\$ 3,252,666	73.4%
Total Non-Operating Expense	\$ 7,981,853	\$ 5,771,608	\$ 2,210,245	38.3%	\$ 4,819,865	\$ 3,161,988	65.6%
Total Expenses	\$ 56,200,752	\$ 56,614,701	\$ (413,949)	(0.7%)	\$ 48,983,216	\$ 7,217,536	14.7%

9.4B.6

Attachment C



FY22 (Revised) Capital Budget
Board Approved Budget on April 22, 2022
Spending as of June 30, 2022

	FY22 - Full Year			% Spend
	Actuals*	Budget	Remaining Budget	
Construction Related Projects				
METRO owned facility for ParaCruz	\$ 43,556	\$ 65,223	\$ 21,667	66.8%
Pacific Station - PS - METRO Redevelopment	6,892	-	(6,892)	N/A
Pacific Station - PS - Conceptual Design/MOU	5,335	141,283	135,948	3.8%
Construction Related Projects Total	\$ 55,783	\$ 206,506	\$ 150,723	27.0%
IT Projects				
Secondary Virtualization System -	\$ 48,742	\$ 49,000	\$ 258	99.5%
IT Projects Total	\$ 48,742	\$ 49,000	\$ 258	99.5%
Facilities Upgrades & Improvements				
Maintenance Yard Security	\$ 12,183	\$ 22,183	\$ 10,001	54.9%
Maintenance Yard Security - Demo two structures, repair sinkhole	15,541	451,600	436,059	3.4%
Bus Stop Improvements	21,134	27,120	5,986	77.9%
JKS Facility - Gate Control	95,412	91,687	(3,725)	104.1%
JKS Facility - Bus Wash Rehab	141,304	150,000	8,696	94.2%
JKS Facility - Upper Security Gates	21,622	-	(21,622)	N/A
Maintenance Facility - Paint Exterior	116,000	127,623	11,623	90.9%
Awning at Fueling Station - A&E only	7,607	22,186	14,579	34.3%
Fuel Mgmt System for ParaCruz	-	40,000	40,000	0.0%
Facilities Upgrades & Improvements Total	\$ 430,803	\$ 932,399	\$ 501,596	46.2%
Revenue Vehicle Purchases				
Replace Six (6) CNG Buses (Gillig)	\$ 3,905,392	\$ 4,136,017	\$ 230,625	94.4%
AVL/ITS	128,593	68,000	(60,593)	189.1%
3 New Flyer Repl. - principal lease payments	267,116	267,172	56	100.0%
2 35' CNG Buses	1,322,220	1,508,382	186,162	87.7%
2 35' CNG Buses	1,322,220	1,447,701	125,481	91.3%
Revenue Vehicle Purchases Total	\$ 6,945,540	\$ 7,427,272	\$ 481,732	93.5%

9.4C.1

Attachment C



FY22 (Revised) Capital Budget
Board Approved Budget on April 22, 2022
Spending as of June 30, 2022

	FY22 - Full Year			% Spend
	Actuals*	Budget	Remaining Budget	
Fleet Electrification Projects				
2 ZEBs (Proterra 2 of 4)	\$ 58,916	\$ 103,339	\$ 44,423	57.0%
Electric Bus (4) Highway 17	21,527	21,527	(0)	100.0%
JKS Facility - ZEB Yard Charging Infrastructure	11,988	37,743	25,755	31.8%
ZEB Deployment & Fleet Planning (CTE)	-	1,975	1,975	0.0%
Fleet Electrification Projects Total	\$ 92,431	\$ 164,584	\$ 72,153	56.2%
Non-Revenue Vehicle Purchases				
Non-Rev Electric Vehicles -	\$ 31,840	\$ 100,000	\$ 68,160	31.8%
Non-Revenue Vehicle Purchases Total	\$ 31,840	\$ 100,000	\$ 68,160	31.8%
Fleet & Maintenance Equipment				
Floor Scrubber (1) for Maint. Shop	\$ 22,801	\$ 22,801	\$ -	100.0%
Facility Maintenance	25,440	25,441	1	100.0%
Fleet & Maintenance Equipment Total	\$ 48,241	\$ 48,242	\$ 1	100.0%
Miscellaneous				
Misc Capital Contingency - total left/approved BoD Nov 2019	\$ 1,891	\$ 91,800	\$ 89,909	2.1%
Misc Capital - EOC Equipment	4,437	10,400	5,963	42.7%
Misc Capital - Radio Console Upgrade	37,834	41,800	3,966	90.5%
Misc Capital - MaintStar update	37,000	37,000	-	100.0%
Misc Capital - SVT Trash & Recycling	8,754	8,754	-	100.0%
Misc Capital - Timekeeping system - upgrade	16,262	16,300	38	99.8%
Misc Capital - Hardware for Bus Stop Redesign	19,080	19,599	519	97.4%
Misc Capital Contingency FY23	1,288	-	(1,288)	N/A
Misc Capital - Exercise Equipment/Refrigerator (Ops)	5,006	-	(5,006)	N/A
Misc. Total	\$ 131,552	\$ 225,653	\$ 94,101	58.3%
Grand Total	\$ 7,784,932	\$ 9,153,656	\$ 1,368,724	85.0%

9.4C.2



FY22 (Revised) Capital Budget
 Board Approved Budget on April 22, 2022
 Spending as of June 30, 2022

	FY22 - Full Year			
	Actuals*	Budget	Remaining Budget	% Spend
Capital Funding				
PTMISEA (IB)	\$ 4,490,256	\$ 4,469,355	\$ (20,901)	100.5%
Federal Grants (FTA)	1,496,889	1,701,732	204,843	88.0%
STA-SGR (SBI)	737,355	882,754	145,399	83.5%
Transfers from Operating Budget (Measure D)	600,595	1,059,366	458,771	56.7%
Operating and Capital Reserve Fund	458,615	1,012,193	553,578	45.3%
State Transit Assistance (STA)-Prior Years	1,221	28,255	27,034	4.3%
Grand Total	\$ 7,784,932	\$ 9,153,655	\$ 1,368,724	85.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
 FY22 SCHEDULE OF RESERVE ACCOUNT BALANCES-PRE-CLOSE PRE-AUDIT
 AS OF 8/30/22

Fund Title	Explanation and Use:	Post Audit Balance at 6/30/21 (Before Capital Commitments)	ESTIMATED Additions/ (Withdrawals) in FY22	ESTIMATED Balance at 6/30/22	Board Adopted Minimum or Target Level	% Funded	ESTIMATED Capital Budget Commitments (FY23 Anticipated Spending)	ESTIMATED Balance at 6/30/22 (After FY23 Capital Commitments)	Suggested Guidelines:	Board Adopted Recommendation:
Operating and Capital Reserve Fund (formerly - Operating / Capital Reserves)	Liquid and unrestricted assets that an organization can use to support its operations in the event of an unanticipated loss of revenue or increase in expenses. Includes Alternative Fuel Tax Rebates transferred from the Operating Budget and any excess revenues above actual expenses	\$ 7,511,765	\$ 3,583,626	\$ 11,095,391	N/A	N/A	\$ 5,270,342	\$ 5,825,049	Any use of Operating and Capital Reserves above CEO executive authority will be brought to the BOD for consideration. To be used as the local match for capital grants.	There is no Board Adopted Minimum Balance established; this fund shall not be used to support recurring operating expenditures.
Operations Sustainability Reserve Fund (formerly - Operating Reserves)	Funds set aside to protect the organization's essential services and funding requirements during periods of economic downturn or natural disasters. Target = two month's operating expenses (Payroll and Accounts Payable).	\$ 10,800,000	\$ 4,439,985	\$ 15,239,985	\$ 15,239,985	100%	\$ -	\$ 15,239,985	GFOA recommends, at a minimum, that general-purpose governments, regardless of size, maintain unrestricted fund balance in their general fund of no less than two months of regular general fund operating revenues or regular general fund operating expenditures.	Fund Operations Sustainability Reserve Fund to target level that equals three (3) months of the average operating expenses for the most current fiscal year's budget, to be adjusted annually through the budget process (adopted Revised Reserves Policy on Nov. 15 2019; Target Minimum Balance to be met within three (3) years of the Adoption of the Revised Reserves Policy)
Cash Flow Reserve Fund (formerly - Cash Flow Reserves)	Funds set aside to "cash flow" capital and/or operating expenses incurred before receiving reimbursements from various funding sources (Annual FTA 5307 (& STIC), STA, etc).	\$ 3,000,000	\$ -	\$ 3,000,000	\$ 3,000,000	100%	\$ -	\$ 3,000,000	Staff will manage flexibility of Cash Flow Reserve Fund, according to project levels and capital needs as they fluctuate from year to year.	Fund Cash Flow Reserve Fund to minimum or target levels; set annually through the budget process.
COVID Recovery Fund (estimated balances, not currently included in the Reserves Policy)	The current FY20 Operating budget is expecting to have a carryover at the end of the fiscal year due to reimbursement of FTA qualifying operating expenses related to the CARES act and FEMA reimbursements in FY20	\$ 22,563,070	\$ 7,121,159	\$ 29,684,229	N/A	N/A	\$ -	\$ 29,684,229	METRO will reinvest the funds into the FY22 Operating budget and beyond, to sustain services to the greatest extent possible during the economic recovery, or until these funds are exhausted	-
Bus Replacement Fund (estimated balances, not currently included in the Reserves Policy)	strategy was adopted by the Board that results in \$3M per year being dedicated to the annual capital budget. This new strategy created the "Bus Replacement Fund" and establishes consistent annual transfers of STA funds and Measure D funds to the capital budget that are needed to provide funding and stability for the required local match for obsolete fixed-route buses and Paratransit vehicles.	\$ 11,365,751	\$ (2,173,551)	\$ 9,192,200	N/A	N/A	\$ 4,869,196	\$ 4,323,004	Annual unspent Measure D, STA, and SGR funds will 'accumulate' in the Bus Replacement Fund until they are allocated to specific projects and spent on new replacement buses and vans and improvements.	\$3M per year being dedicated to the annual capital budget
UAL & OPEB Fund (estimated balances, not currently included in the Reserves Policy)	Used to Pay down the CalPERS Unfunded Accrued Liability	\$ 2,000,000	\$ 2,000,000	\$ 4,000,000	N/A	N/A	\$ -	\$ 4,000,000	N/A	\$2M per year being dedicated to the fund

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
 FY22 SCHEDULE OF RESERVE ACCOUNT BALANCES-PRE-CLOSE PRE-AUDIT
 AS OF 8/30/22

Fund Title	Explanation and Use:	Post Audit Balance at 6/30/21 (Before Capital Commitments)	ESTIMATED Additions/ (Withdrawals) in FY22	ESTIMATED Balance at 6/30/22	Board Adopted Minimum or Target Level	% Funded	ESTIMATED Capital Budget Commitments (FY23 Anticipated Spending)	ESTIMATED Balance at 6/30/22 (After FY23 Capital Commitments)	Suggested Guidelines:	Board Adopted Recommendation:
Workers Compensation Reserve Fund (formerly - Workers Compensation Reserves)	Funds set aside to finance the (discounted) long term portion of workers' compensation liability, as of the end of the fiscal year.	\$ 2,333,954	\$ (26,619)	\$ 2,307,335	\$ 2,307,335	100%	\$ -	\$ 2,307,335	GASB #10 requires Santa Cruz METRO to accrue a liability on its financial statements for the ultimate cost of claims and expenses associated with all reported and unreported workers' compensation claims.	Fund Workers' Comp Reserves to minimum or target levels; a bi-annual study of potential liability areas and risk shall be the basis for determining minimum reserves.
Liability Insurance Reserve Fund (formerly - Liability Insurance Reserves)	Funds set aside to pay the cost of outstanding liability and physical damage claims + proposed employment practices liability claims. (Self Insured Retention - SIR - \$250K each program)	\$ 643,360	\$ 44,473	\$ 687,833	\$ 643,360	107%	\$ -	\$ 687,833	GASB #10 requires Santa Cruz METRO to accrue a liability on its financial statements for the ultimate cost of claims and expenses associated with all reported and unreported liability and physical damage claims.	Fund Liability Insurance Reserves to minimum or target levels; calculated annually based on the 5-year rolling average of outstanding claims at fiscal year end + \$250K each SIR.
		\$ 60,217,900	\$ 14,989,072	\$ 75,206,972			\$ 10,139,538	\$ 65,067,434		
				A			B	C = A - B		



DATE: September 23, 2022
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 September 2022, 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 two claims for the month of September 2022 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)).

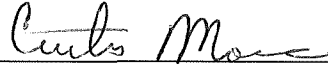
VIII. DESCRIPTION OF CLAIM

Claimant	Claim #	Description	Recommended Action
Shew, Sylvia	22-0012	Claimant alleges that METRO damaged her mobility device. Amount of claim: \$105.00.	Reject
Farmers Ins. Exchange /Sullivan Shona	22-0013	Claimant alleges that a METRO bus hit his vehicle. Amount of claim: \$1,825.83	Reject

Prepared by: Tom Szeszowicki, Safety Specialist

IX. APPROVALS

Curtis Moses, Safety, Security
and Risk Management Director



Michael Tree
CEO/General Manager



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DATE: September 23, 2022
TO: Board of Directors
FROM: Michael Tree, CEO/General Manager
SUBJECT: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE

I. RECOMMENDED ACTION

That the Board of Directors approve a resolution making certain findings and directing that the Board and its committee meetings will continue to be held via teleconference

II. SUMMARY

Due to the ongoing COVID-19 pandemic, the CEO/General Manager and General Counsel recommend the Board adopt a resolution making certain findings and directing that Board meetings and Board committee meetings will continue to be held via teleconference because the proclaimed COVID-19 pandemic State of Emergency continues to impact the ability of the Santa Cruz Metropolitan Transit District (METRO) Board of Directors (Board) and its committees to meet safely in person.

III. DISCUSSION/BACKGROUND

On September 16, 2021, Governor Newsom signed into law Assembly Bill (AB) 361 amending Government Code Section 54953 to allow local agencies to use teleconferencing for public meetings without requiring teleconference locations to be included on published agendas or accessible to the public, and without requiring a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction, during proclaimed states of emergencies.

Local agency determinations to meet using the modified teleconferencing rules under AB 361 must be reviewed every 30 days following the first teleconferenced meeting held pursuant to this law, which as an urgency statute, came into effect on October 1, 2021. The legislative body must reconsider the circumstances of the state of emergency and find that they directly impact the ability to meet safely in person. These findings can be relied upon for up to 30 days, so the Board will need to consider the circumstances of the state of emergency at each subsequent Board meeting in order to continue meeting remotely under the modified teleconference rules.

The Governor's State of Emergency related to the COVID-19 pandemic remains active and the Santa Cruz County Health Officer, the California Department of Public Health, and the Department of Industrial Relations have imposed or recommended measures to promote social distancing. Compliance with these measures directly impacts the ability of the public to meet safely in person, and METRO cannot ensure social distancing recommendations are met in circumstances of in-person public meetings.

Furthermore, there is a continuing threat of COVID-19 to the community, and Board and committee meetings have characteristics that give rise to risks to health and safety of meeting participants. Consequently, it is recommended that METRO continue to use remote teleconferencing for public meetings as permitted under AB 361 and to reconsider its determination (and make the necessary findings) every 30 days.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report pertains to METRO's Safety First Culture priority.

V. FINANCIAL CONSIDERATIONS/IMPACT

There is no financial impact.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

The Board could decide to no longer meet via teleconference. Due to the ongoing COVID-19 pandemic, this is not recommended.

VIII. ATTACHMENTS

Attachment A: Authorizing Resolution

Prepared by: Donna Bauer, Executive Assistant

IX. APPROVALS

Michael Tree, CEO/General Manager



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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 FINDING THAT THE PROCLAIMED
STATE OF EMERGENCY FOR THE COVID-19 PANDEMIC
CONTINUES TO IMPACT THE ABILITY FOR THE BOARD OF DIRECTORS AND ITS
COMMITTEES TO MEET SAFELY IN PERSON, AND DIRECTING THAT
VIRTUAL BOARD AND COMMITTEE MEETINGS CONTINUE**

WHEREAS, on March 4, 2020, Governor Newsom declared a State of Emergency to exist in California as a result of the threat of the COVID-19 pandemic, which declaration remains in effect; and

WHEREAS, the Santa Cruz County Board of Supervisors subsequently declared a local emergency related to COVID-19, which declaration also remains in effect; and

WHEREAS, on March 17 and June 11, 2020, the Governor issued Executive Orders N-29-20 and N-08-21, respectively, suspending certain provisions of the Ralph M. Brown Act related to teleconferencing through September 30, 2021 to facilitate legislative bodies conducting public meetings remotely to help protect against the spread of COVID-19 and to protect the health and safety of the public; and

WHEREAS, on September 16, 2021, the Governor signed Assembly Bill (AB) 361 into law, amending Government Code Section 54953, effective immediately, to allow legislative bodies to continue to meet remotely under less restrictive requirements during a proclaimed State of Emergency provided that (1) state or local officials have imposed or recommended measures to promote social distancing, or (2) the legislative bodies determine that meeting in person would present imminent risks to the health or safety of attendees, and (3) the legislative bodies make such findings at least every thirty days during the term of the declared state of emergency; and

WHEREAS, on November 19, 2021, pursuant to Resolution 21-11-01, Board of Directors (Board) made the requisite findings to allow teleconferencing under AB 361 for 30 days; and

Attachment A

Resolution #
Page 2 of 3

WHEREAS, the Board has reviewed its previous findings and again concludes that there is a continuing threat of COVID-19 to the community, and that Board and committee meetings have characteristics that continue to give rise to risks to health and safety of meeting participants; and

WHEREAS, to help protect against the spread of COVID-19 and its variants, and to protect the health and safety of the public, the Board desires to take the actions necessary to continue to hold its Board and committee meetings remotely as authorized by AB 361.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Santa Cruz Metropolitan Transit District (METRO) has reconsidered the circumstances of the COVID-19 State of Emergency, and finds and determines that the state of emergency continues to directly impact its ability to meet safely in person; and

BE IT FURTHER RESOLVED, that in light of these findings, the Board directs the CEO/General Manager and Board Secretary to continue to agendize public meetings of the Board, and all METRO committees that are subject to the Brown Act, only as online teleconference meetings; and

BE IT FURTHER RESOLVED, that METRO will comply with the requirements of Government Code Section 54953(e)(2) when holding Board and committee meetings pursuant to this Resolution; and

BE IT FURTHER RESOLVED, that this Resolution will be in effect for the maximum period of time permitted under AB 361 (30 days), and the Board will consider the findings in this Resolution each month and may, by motion, reaffirm these findings.

PASSED AND ADOPTED by the Board of Directors of the Santa Cruz Metropolitan Transit District this 23rd Day of September 2022 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

APPROVED:

LARRY PAGELER, Board Chair

9.6A.2

Attachment A

Resolution #
Page 3 of 3

ATTEST:

MICHAEL TREE,
CEO/General Manager

APPROVED AS TO FORM:

JULIE SHERMAN
General Counsel

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DATE: September 23, 2022

TO: Board of Directors

FROM: Freddy Rocha, Facilities Maintenance Manager

SUBJECT: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 3RD AMENDMENT EXTENDING THE CONTRACT FOR FIVE (5) YEARS WITH STATE ELECTRIC FOR ANNUAL EMERGENCY GENERATOR LOAD BANK TESTING AND MAINTENANCE SERVICES, INCREASING THE CONTRACT TOTAL BY \$146,649

I. RECOMMENDED ACTION

That the Board of Directors authorize the CEO/General Manager to execute a 3rd amendment extending the contract for five (5) years with State Electric Generator for Annual Emergency Generator Load Bank Testing and Maintenance Services, increasing the contract total by \$146,649 for the additional 5-year period, thereby increasing the total contract authority from \$80,000 to \$226,649.

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) has a need for Annual Emergency Generator Load Bank Testing and Maintenance Services
- The Santa Cruz Metropolitan Transit District (METRO) has a contract with Johnson & Cody Electric, Inc. dba State Electric Generator for these services.
- This contract was established on October 1, 2017 and will expire on September 30, 2022 with an option to renew for five more years.
- State Electric has performed these duties satisfactorily the past five years, therefore, a contract amendment to extend the contract term for an additional 5-year term with an increase in the not-to-exceed (NTE) price of \$146,649 for this term is recommended.

III. DISCUSSION/BACKGROUND

Annual Emergency Generator Load Bank Testing and Maintenance Services is needed on Santa Cruz METRO's generators to ensure their ability to run emergency power at peak performance. This testing requires specialty equipment and must be performed outside of regular business hours, making an outside contractor necessary. Due to power outages being common in this area, and the

related safety concerns, this procurement also has a provision for emergency equipment maintenance services on an as needed basis.

METRO's contract with State Electric Generator for Annual Emergency Generator Load Bank Testing and Maintenance Services was established on October 1, 2017 for a five year period, with an option to extend for an additional five-year term. This contract is due to expire on September 30, 2022. Per Freddy Rocha, Facilities Maintenance Manager, over the past five years the quality of service provided by State Electric Generator has been very good.

Staff recommends that the Board of Directors authorize the CEO to execute a 3rd amendment to the contract with State Electric Generator to exercise the 5-year contract extension option and increase the NTE price by \$146,649 to a new NTE total price of \$226,649. Freddy Rocha, Facilities Maintenance Manager, will continue to serve as the Contract Administrator and will ensure contract compliance.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This contract aligns to the following Strategic Priorities

- Safety First Culture
- Service Quality and Delivery
- State of Good Repair

V. FINANCIAL CONSIDERATIONS/IMPACT

This contract currently has a total not to exceed of \$80,000. Additional funds in an amount of \$146,649 are requested for approval at this time. The new contract total not to exceed would be \$226,649.

Funds to support this contract are included in the Facilities Maintenance FY23 Outside Repair - Equipment (503352) operating budget, and planned for the FY24 and FY25 operating budgets. Since this is a multi-year contract, the Department Manager will be responsible for budgeting this expense each fiscal year.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

- Do not renew this contract. Staff does not recommend this option, as METRO does not have in-house staff trained or certified to perform these services for Annual Emergency Load Bank Testing and Maintenance.

VIII. ATTACHMENTS

Attachment A: Amendment to the Contract with State Electric Generator

Prepared by: Carolee Curtin, Purchasing Assistant Manager

IX. APPROVALS


Freddy Rocha, Facilities Maintenance
Manager



Approved as to fiscal impact:
Chuck Farmer, CFO



Michael Tree, CEO/General Manager



Attachment A

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT THIRD AMENDMENT TO CONTRACT NO. 17-24 FOR ANNUAL EMERGENCY GENERATOR LOAD BANK TESTING AND MAINTENANCE SERVICES

This Third Amendment to Contract No. 17-24 for Annual Emergency Generator Load Bank Testing and Maintenance Services is made effective October 1, 2022 between the Santa Cruz Metropolitan Transit District ("Santa Cruz METRO"), a political subdivision of the State of California, and Johnson & Cody Electric, Inc. dba State Electric Generator ("Contractor").

I. RECITALS

- 1.1 Santa Cruz METRO and Alexander Electric, Inc. dba State Electric Generator ("Assignor") entered into a Contract for Annual Emergency Generator Load Bank Testing and Maintenance Services ("Contract") on October 1, 2017.
- 1.2 On December 15, 2020, Assignor assigned the Contract to Contractor and Santa Cruz METRO consented to such assignment pursuant to the Consent to Assignment and Assumption of Professional Services Contract ("Consent").
- 1.3 The Contract is due to expire on September 30, 2022
- 1.4 The Contract allows for amendment upon mutual written consent and provides Santa Cruz METRO the option to extend the term of the Contract for one (1) additional five (5) year term.
- 1.5 Santa Cruz METRO and Contractor desire to amend the Contract to extend the Contract term.
- 1.6 Santa Cruz METRO and Contractor desire to amend the Contract to increase the Contract total not-to-exceed amount.
- 1.7 Santa Cruz METRO and Contractor desire to amend the Contract to incorporate the revised Generator Equipment and Location information.
- 1.8 The parties desire to amend the Contract in accordance with the terms and conditions of this Third Amendment.

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

II. TERM

Article 4.01 is replaced in its entirety by the following:

The term of this Contract shall be from October 1, 2017 through September 30, 2027.

Attachment A

Santa Cruz METRO and Contractor may extend the term of this Contract at any time for any reason upon mutual written consent.

III. COMPENSATION

Article 5.01 is amended to add the following language:

Under the terms of the Third Amendment, the Contract total not-to-exceed amount is increased by \$146,649.00. The new Contract total not-to-exceed amount is \$226,649.00. This not-to-exceed amount is an authorization ceiling and does not construe a guarantee or commitment on behalf of Santa Cruz METRO. Contractor understands and agrees that if it exceeds the maximum amount payable under this Contract, it does so at its own risk.

IV. INCORPORATED DOCUMENTS

The document listed below are attached to this Contract and by reference made a part hereof.

1. **Attachment A:** Equipment Description and Location

V. NOTICES

- 2.1 Section 6 is replaced in its entirety by the following:

All notices under this Contract shall be deemed duly given upon delivery, if delivered by hand, or three (3) days after posting, if sent by registered mail, receipt requested, to a party hereto at the address hereinunder set forth or to such other address as a party may designate by notice pursuant hereto.

Santa Cruz METRO
Attention: Michael Tree, CEO
Santa Cruz Metropolitan Transit District
110 Vernon Street
Santa Cruz, CA 95060

CONTRACTOR
Johnson & Cody Electric, Inc. dba State Electric Generator
440 Kings Village Rd.
Scotts Valley, CA 95066

Attachment A

VI. REFERENCES TO CONTRACTOR

3.1 All references in the Contract to "Contractor" will mean Johnson & Cody Electric, Inc. dba State Electric Generator.

VII. REMAINING TERMS AND CONDITIONS

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


Signed on 9-9-2022

Santa Cruz METRO –
SANTA CRUZ METROPOLITAN
TRANSIT DISTRICT

Michael Tree, CEO/General Manager

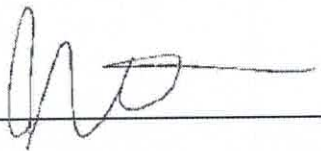
Contractor –
JOHNSON & CODY ELECTRIC, INC.
DBA STATE ELECTRIC GENERATOR

Greg Johnson, Owner

 Greg Johnson
President

Approved as to Form:

Julie Sherman, General Counsel

 _____

Attachment A

CONTRACT 17-24 STATE ELECTRIC: ANNUAL EMERGENCY GENERATOR LOAD BANK TESTING AND MAINTENANCE SERVICES

ATTACHMENT A

Equipment Description and Location

<u>Location</u>	<u>Manufacturer</u>	<u>Model</u>	<u>Rated Output</u>
Maintenance Shop	Kohler	300RE0ZDD	300 KW
Address: 138 Golf Club Drive, Santa Cruz, CA 95060			
Fueling Station	Kohler	300RE0ZDD	300 KW
Address: 1200 B River Street, Santa Cruz, CA 95060			
Operations	Kohler	275RE0Zje	275 KW
Address: 1200 River Street, Santa Cruz, CA 95060			
Administration	Generac	SD130	130 KW
Address: 110 Vernon Street, Santa Cruz, CA 95060			
METRO Center	Taylor	6S45	45 KW
Address: 920 Pacific Ave, Santa Cruz, CA 95060			
ParaCruz	Coleman		25 KW
Address: 2880 Research Park Drive, #160, Santa Cruz, CA 95060			



DATE: September 23, 2022

TO: Board of Directors

FROM: Margo Ross, Chief Operations Officer

**SUBJECT: APPROVE REQUEST FOR AUTHORIZATION AND FUNDING FOR
FOUR MAINTENANCE MECHANICS**

I. RECOMMENDED ACTION

That the Board of Directors approve the authorization for four Maintenance Mechanics in the Fleet Maintenance Department

II. SUMMARY

- Santa Cruz Metropolitan Transit District (METRO) is looking to increase the number of mechanics from 17 to 21 in order to conform to the standard Bus to Mechanic ratio – net four maintenance mechanics.
- Due to the workload of the Fleet Maintenance Department, staff is asking to add four additional Mechanic I positions to assist and work on preventive maintenance to maintain an aged fleet of buses and breaks/fixes as required.
- For reporting structure purposes, the Mechanic I positions will report to the Fleet Maintenance Manager.
- METRO staff and Service Employees International Union Local 521 (SEIU) representatives met and discussed the needs of the organization. METRO and SEIU agreed the Fleet Maintenance Department needs additional mechanics and to increase staffing to assist with METRO's increased preventive maintenance needs.
- Staff presented to the September 9, 2022 Personnel Committee and received approval to recommend to the Board of Directors the addition of four Mechanic I positions.

III. DISCUSSION/BACKGROUND

METRO is in the process of buying new buses to replace more than 30% of the existing 96 buses currently in service. METRO is looking to replace the buses with new zero emission buses (ZEB) that will require more training and a broad knowledge of bus maintenance.

Survey of other transit agencies across California and the U.S. indicate the minimum bus to maintenance worker should be 4.5 buses to one maintenance worker. Currently, METRO has 17 maintenance workers and 96 buses, which is a ratio of 5.6 buses to one maintenance worker. Adding the additional four workers will put the ratio to 4.5 buses per worker and aligns with the standard minimum to perform all maintenance work as needed.

Adding the four maintenance workers will support the current staff in completing 110 preventive maintenance inspections (PMI) per year, keeping the vehicles in a state of good repair and addressing the needs of the agency as the fleet converts to zero emission buses. The authorization of the four new positions will lessen the burden on the current staff and allow the team to continue expanding training for METRO's new advanced fleet.

The request is to add four Maintenance Mechanics to the already approved seventeen Maintenance Mechanics.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

These new positions align to the following strategic priorities:

- Service Quality and Delivery
- Employee Engagement: Attract, Retain and Develop

V. FINANCIAL CONSIDERATIONS/IMPACT

- The complete cost of one Maintenance Mechanic is \$108,000 per year without overtime.
- The full cost of four additional Maintenance Mechanics is \$432,000 for one year.
- It is determined that staff will be defunding the current Upholster FTE, offsetting the cost of one Maintenance Mechanic.
- Total final cost to METRO is \$324,000 for the year, a smaller number in FY23 based on timing of hiring but assuming 50% of a yearly spend or \$162,000 would be needed.

VI. CHANGES FROM COMMITTEE

None.

VII. ALTERNATIVES CONSIDERED

- Rejecting the request and continue with 17 Maintenance Mechanics resulting in higher levels of overtime and a buildup of buses into backlog for services is an alternative. Staff does not recommend this option. This position meets the needs of METRO.

VIII. ATTACHMENTS

Attachment A: Mechanic I Job Description

Attachment B: Mechanic I Wage Scale

Prepared by: Dawn Crummié, HR Director and
Margo Ross, Chief Operations Officer

VIII. APPROVALS

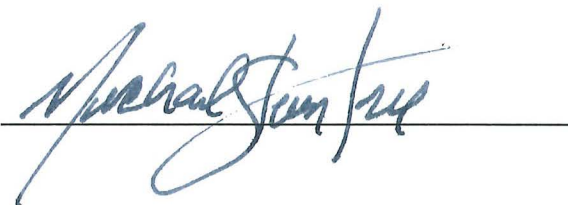
Dawn Crummié, HR Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Michael Tree, CEO/General Manager



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Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

Class Code: SC103
FLSA Status: Non-exempt

Mechanic I

Bargaining Unit: VMU

DEFINITION:

Under general supervision, a Mechanic I performs a limited range of semi-skilled maintenance duties related to the repair and maintenance of Santa Cruz METRO buses, vehicles, and other equipment while learning to perform the full scope of journey-level work; provides technical direction and assistance to lower level staff and performs related work as required

DISTINGUISHING CHARACTERISTICS:

Mechanic I is the entry/first-working level class in the series. An incumbent in this class performs routine a limited range of semi-skilled tasks related to the mechanical maintenance, repair, and modification of buses, automobiles, trucks and other equipment. This class is distinguished from the higher level class of Mechanic II because in incumbent in the latter class performs the full scope of journey-level mechanic work.

EXAMPLES OF DUTIES AND RESPONSIBILITIES:

The duties listed below represent the various types of work that may be performed. The omission of specific statements of duties does not exclude them if the work is related or a logical assignment to this class.

- Performs a limited range of semi-skilled tasks in the mechanical maintenance, repair, and modification of buses, automobiles, and trucks and other Santa Cruz METRO vehicles and equipment and provides assistance to higher level Mechanics.
- Removes and replaces seats and glass for doors and windows.
- Removes, installs, and repairs electronic fare boxes, exterior advertising signs, and bike racks.
- Inspects, adjusts and repairs and/or replaces brakes; removes and installs tires.
- Performs safety and preventative maintenance inspections as required.
- Lubricates chassis, changes transmission and engine fluids and filters; inspects, removes, and replaces hoses and belts, bulbs and wiper blades.
- Learns to inspect equipment for needed repairs and to identify the parts, materials and time needed to conduct needed maintenance or repairs.
- Assists higher level mechanics with repairing and adjusting compressed natural gas (CNG), diesel and gasoline engines, transmissions, and other vehicle systems and components; assists with maintaining, diagnosing, inspecting, and repairing CNG and diesel supply tanks, fuel delivery systems and related components.
- Learns to inspect, diagnose and repair vehicle electrical systems.
- Learns to inspect, reline and adjust brakes; remove and install tires; perform wheel alignments, and perform other vehicle maintenance tasks.
- May assist with emergency repair road calls.
- Learns to recognize potential safety hazards and make appropriate recommendations to higher-level staff.
- Fuels Santa Cruz METRO equipment including gasoline, diesel, and Compressed Natural Gas (CNG) vehicles.



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

- Maintains Santa Cruz METRO property, tools, and equipment used in vehicle maintenance.
- Maintains a clean work area.
- Maintains accurate written and electronic records, logs and work orders.
- Performs data entry to update and maintain information in digital files; may maintain spreadsheets and other documents to track information.
- Operates standard office equipment; utilizes computer software in performing job tasks.
- Drives a Santa Cruz METRO vehicle to perform assignments.
- Performs related work as required

EMPLOYMENT STANDARDS:

Knowledge of:

- Basic principles, practices, methods, equipment, materials, tools and procedures used in the maintenance, service, and repair of automotive and heavy-duty engine operation.
- Safe mechanical work practices.
- Basic vehicle and equipment overhaul and repair procedures.
- Engine tune-up procedures.
- Basic electrical and hydraulic systems.
- Proper use of hand, electric, pneumatic, and hydraulic tools and diagnostic equipment.
- Welding and oxygen-acetylene equipment used in the routine repair, maintenance, and service of vehicles.
- Standard electronic diagnostic equipment.
- Basic air brake systems.
- Methods of maintaining information in digital or hard copy files.
- Methods of prioritizing, planning and organizing work.
- Time management techniques.
- Customer service techniques.
- Basic mathematics including percentages and basic statistics.
- The effective use of modern office equipment, personal computers, and applicable standard business software.

Ability to:

- Perform routine, semi-skilled duties related to the maintenance, repair, and alteration of fleet vehicles and equipment.
- Understand and follow oral and written instructions.
- Read and interpret technical manuals and schematics.
- Learn to diagnose and troubleshoot equipment problems.
- Operate welding equipment, brake drum lathes, drill presses, diagnostic equipment and other tools and equipment used in the repair, maintenance, and service of vehicles.
- Use manual and power tools and equipment safely.
- Learn to estimate costs and determines the materials and equipment needed to make vehicle and equipment repairs.
- Handle hazardous items and materials safely.
- Apply safe work practices and procedures around extremely high pressure and flammable CNG fuel.



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

- Make quick decisions in an emergency.
- Maintain records and control systems with accuracy and attention to detail.
- Input data into a database.
- Adhere to established work schedules and timelines.
- Use good judgment and discretion when performing assignments.
- Effectively balance multiple assignments simultaneously.
- Utilize standard office equipment and computer software and learn to use specialized Santa Cruz METRO software if assigned.
- Communicate clearly and effectively in both oral and written form.
- Establish and maintain effective working relationships within the department and with other divisions, departments, agencies, suppliers, vendors, and the public.

MINIMUM QUALIFICATIONS:

Any combination of experience and education that would likely provide the required knowledge and abilities is qualifying. A typical way to obtain the knowledge and abilities would be:

Education, Training, and Experience:

One (1) year of progressively responsible experience performing heavy-duty mechanic work.

OR

Two (2) years of progressively responsible experience performing light-duty automotive repair work.

OR

Graduation from a certified maintenance training program (or program meeting Santa Cruz METRO standards) AND six (6) months of experience performing mechanic work.

LICENSES AND CERTIFICATES:

A valid California Driver's License will be required at the time of appointment and throughout employment.

Must be able to obtain and maintain a current, valid California Class "B" Driver's License with "P" Passenger endorsement.

SPECIAL REQUIREMENTS:

- Must possess tools (up to ¾ inch drive) necessary to perform the duties of the position and a rollaway toolbox.
- Driving record will be reviewed as part of the application process.

PHYSICAL AND MENTAL DEMANDS:

The physical and mental demands described here are representative of those that must be met by employees to successfully perform the essential functions of this class. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

Physical Demands

While performing the duties of this job, the employee is regularly required to sit, walk and stand; reach, twist, turn, kneel, bend squat and stoop; talk and hear; use hands to grasp, manipulate, handle, feel or operate objects, tools or controls; reach with hands and arms; and perform repetitive movements of hands or wrists. The employee is regularly required to bend and twist at the neck, reach with hands and arms. Occasional overhead reaching and lifting up to 80 pounds aided is required. Specific visual abilities required for this job include close vision, distance vision, and the ability to adjust focus.

Mental Demands

While performing the duties of this job, an employee uses written and oral communication skills; reads and interprets data, information and documents; analyzes and solves problems; uses math and mathematical reasoning; performs highly detailed work; deals with multiple concurrent tasks; and interacts with others encountered in the course of work.

Work Environment:

The employee works in a shop or outdoor environment where the noise level is usually noisy. The employee may be exposed to inclement weather, fumes, dust, grease, air contaminants, and hazardous materials and chemicals during the course of work. May work out in the field when needed.

OTHER CONDITIONS OF EMPLOYMENT:

- Must pass requisite a background check.
- Must be able to respond to emergency situations seven days per week, 24 hours per day.
- Must be able to work a variety of shifts, which may include weekdays or weekends; and day, swing and/or graveyard shifts.
- This position is considered a safety sensitive position and requires participation in Santa Cruz METRO’s drug and alcohol testing program.
- This position requires the use of personal protective equipment (PPE) based on the tasks assigned; safety shoes are required at all times.
- May occasionally work extended hours or hours outside of regular schedule.

*Adopted:	12-11-18
*BOD Approved:	08-23-19
*Revised:	00-00-00
*Job Family:	Maintenance
*Job Series:	Mechanic
*Job Series Level:	Entry/First Working
*Confidential:	No

Attachment B

FY23: 3.5% wage increase, effective June 23, 2022/Adopted by the Board as of May 20, 2022

UNION	Step 1	1L	1LL	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SEP	31.65	33.23	34.81	33.23	34.89	36.55	34.89	36.63	38.37	36.63	38.46	40.29	38.46	40.38	42.30	40.38	42.40	44.42
SEP	34.56	36.29	38.02	36.29	38.10	39.91	38.10	40.01	41.92	40.01	42.01	44.01	42.01	44.11	46.21	44.11	46.32	48.53
SEP	28.93	25.78	27.01	25.78	27.07	28.36	27.07	28.42	29.77	28.42	29.84	31.26	29.84	31.33	32.82	31.33	32.90	34.64
SEP	24.93	30.38	31.83	30.38	31.90	33.42	31.90	33.50	35.10	33.50	35.18	36.86	35.18	36.94	38.70	36.94	38.79	40.64
SEP	33.83	35.52	37.21	35.52	37.30	39.08	37.30	39.17	41.04	39.17	41.13	43.09	41.13	43.19	45.25	43.19	45.35	47.51
SEP	38.27	40.18	42.09	40.18	42.19	44.20	42.19	44.30	46.41	44.30	46.52	48.74	46.52	48.85	51.18	48.85	51.29	53.73
SEP	32.41	34.03	35.65	34.03	35.73	37.43	35.73	37.52	39.31	37.52	39.50	41.28	39.50	41.37	43.34	41.37	43.44	45.51
SEP	27.32	28.69	30.06	28.69	30.12	31.55	30.12	31.63	33.14	31.63	33.21	34.79	33.21	34.87	36.53	34.87	36.61	38.35
SEP	37.36	39.23	41.10	39.23	41.15	43.15	41.15	43.25	45.41	43.25	45.41	47.57	45.41	47.68	49.95	47.68	50.06	52.44
SEP	35.49	35.16	36.83	35.16	36.92	38.68	36.92	38.77	40.62	38.77	40.71	42.65	40.71	42.75	44.79	42.75	44.89	47.03
SEP	48.89	51.33	53.77	51.33	53.90	56.47	53.90	56.60	59.30	56.60	59.43	62.26	59.43	62.40	65.37	62.40	65.52	68.64
SES	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	35.50	37.28	39.06	37.28	39.14	41.00	39.14	41.10	43.06	41.10	43.16	45.22	43.16	45.32	47.48	45.32	47.59	49.86
SES	38.73	40.67	42.61	40.67	42.70	44.73	42.70	44.84	46.98	44.84	47.08	49.32	47.08	49.43	51.78	49.43	51.90	54.37
SES	21.43	22.50	23.57	22.50	23.63	24.76	23.63	24.81	25.99	24.81	26.05	27.29	26.05	27.35	28.65	27.35	28.72	30.09
SES	31.19	32.75	34.31	32.75	34.39	36.03	34.39	36.11	37.83	36.11	37.92	39.73	37.92	39.82	41.72	39.82	41.81	43.80
SES	25.52	26.80	28.08	26.80	28.14	29.48	28.14	29.55	30.96	29.55	31.03	32.51	31.03	32.58	34.13	32.58	34.21	35.84
SES	24.84	26.08	27.32	26.08	27.38	28.68	27.38	28.75	30.12	28.75	30.19	31.63	30.19	31.70	33.21	31.70	33.29	34.88
SES	22.85	23.47	24.59	23.47	24.64	25.81	24.64	25.87	27.10	25.87	27.16	28.45	27.16	28.52	29.88	28.52	29.95	31.38
SES	27.29	28.65	30.01	28.65	30.08	31.51	30.08	31.58	33.08	31.58	33.16	34.74	33.16	34.82	36.48	34.82	36.56	38.30
SES	26.05	27.35	28.65	27.35	28.72	30.09	28.72	30.16	31.60	30.16	31.67	33.18	31.67	33.25	34.83	33.25	34.91	36.57
SES	26.66	27.99	29.32	27.99	29.39	30.79	29.39	30.86	32.33	30.86	32.40	33.94	32.40	34.02	35.64	34.02	35.72	37.42
SES	23.28	24.44	25.60	24.44	25.66	26.88	25.66	26.94	28.22	26.94	28.29	29.64	28.29	29.70	31.11	29.70	31.19	32.68
SES	25.86	27.15	28.44	27.15	28.51	29.87	28.51	29.94	31.37	29.94	31.44	32.94	31.44	33.01	34.58	33.01	34.66	36.31
SES	18.27	19.18	20.09	19.18	20.14	21.10	20.14	21.15	22.16	21.15	22.21	23.27	22.21	23.32	24.43	23.32	24.49	25.66
SES	21.43	22.50	23.57	22.50	23.63	24.76	23.63	24.81	25.99	24.81	26.05	27.29	26.05	27.35	28.65	27.35	28.72	30.09
SES	24.84	26.08	27.32	26.08	27.38	28.68	27.38	28.75	30.12	28.75	30.19	31.63	30.19	31.70	33.21	31.70	33.29	34.88
SES	22.55	23.68	24.81	23.68	24.86	26.04	24.86	26.10	27.34	26.10	27.41	28.72	27.41	28.78	30.15	28.78	30.22	31.66
SES	25.07	26.32	27.57	26.32	27.64	28.96	27.64	29.02	30.40	29.02	30.47	31.92	30.47	31.99	33.51	31.99	33.59	35.19
SES	39.07	41.02	42.97	41.02	43.07	45.12	43.07	45.22	47.37	45.22	47.48	49.74	47.48	49.85	52.22	49.85	52.34	54.83
SES	36.20	38.01	39.82	38.01	39.91	41.81	39.91	41.91	43.91	41.91	44.01	46.21	44.01	46.21	48.41	46.21	48.52	50.83
SES	30.44	31.96	33.48	31.96	33.56	35.16	33.56	35.24	36.92	35.24	37.00	38.76	37.00	38.85	40.70	38.85	40.79	42.73
SES	33.49	35.16	36.83	35.16	36.92	38.68	36.92	38.77	40.62	38.77	40.71	42.65	40.71	42.75	44.79	42.75	44.89	47.03
SES	22.55	23.68	24.81	23.68	24.86	26.04	24.86	26.10	27.34	26.10	27.41	28.72	27.41	28.78	30.15	28.78	30.22	31.66
SES	26.05	27.35	28.65	27.35	28.72	30.09	28.72	30.16	31.60	30.16	31.67	33.18	31.67	33.25	34.83	33.25	34.91	36.57
SES	26.05	27.35	28.65	27.35	28.72	30.09	28.72	30.16	31.60	30.16	31.67	33.18	31.67	33.25	34.83	33.25	34.91	36.57
SES	32.14	33.75	35.36	33.75	35.44	37.13	35.44	37.21	38.98	37.21	39.07	40.93	39.07	41.02	42.97	41.02	43.07	45.12
SES	26.31	27.63	28.95	27.63	29.01	30.39	29.01	30.46	31.91	30.46	31.98	33.50	31.98	33.58	35.18	33.58	35.26	36.94
SES	29.22	30.68	32.14	30.68	32.21	33.74	32.21	33.82	35.43	33.82	35.51	37.20	35.51	37.29	39.07	37.29	39.15	41.01
SES	21.83	22.92	24.01	22.92	24.07	25.22	24.07	25.27	26.47	25.27	26.53	27.79	26.53	27.86	29.19	27.86	29.25	30.64
SES	30.06	31.56	33.06	31.56	33.14	34.72	33.14	34.80	36.46	34.80	36.54	38.28	36.54	38.37	40.20	38.37	40.29	42.21
SES	22.55	23.68	24.81	23.68	24.86	26.04	24.86	26.10	27.34	26.10	27.41	28.72	27.41	28.78	30.15	28.78	30.22	31.66
SES	28.93	30.38	31.83	30.38	31.90	33.42	31.90	33.50	35.10	33.50	35.18	36.86	35.18	36.94	38.70	36.94	38.79	40.64
SES	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	35.50	37.28	39.06	37.28	39.14	41.00	39.14	41.10	43.06	41.10	43.16	45.22	43.16	45.32	47.48	45.32	47.59	49.86
SES	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	26.05	27.35	28.65	27.35	28.72	30.09	28.72	30.16	31.60	30.16	31.67	33.18	31.67	33.25	34.83	33.25	34.91	36.57

Attachment B

FY23: 3.5% wage increase, effective June 23, 2022/Adopted by the Board as of May 20, 2022

UNION	Step 1	1L	1LL	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SES	20.79	21.83	22.87	21.83	22.92	24.01	22.92	24.07	25.22	24.07	25.27	26.47	25.27	26.53	27.79	26.53	27.86	29.19
SES	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	31.99	33.59	35.19	33.59	35.27	36.95	35.27	37.03	38.79	37.03	38.88	40.73	38.88	40.82	42.76	40.82	42.86	44.90
SES	29.33	30.80	32.27	30.80	32.34	33.88	32.34	33.96	35.58	33.96	35.66	37.33	35.66	37.44	39.22	37.44	39.31	41.18
SES	22.49	23.61	24.73	23.61	24.79	25.97	24.79	26.03	27.27	26.03	27.33	28.63	27.33	28.70	30.07	28.70	30.14	31.58
SES	20.23	21.24	22.25	21.24	22.30	23.36	22.30	23.42	24.54	23.42	24.59	25.76	24.59	25.82	27.05	25.82	27.11	28.40
SES	37.67	39.55	41.43	39.55	41.53	43.51	41.53	43.61	45.69	43.61	45.79	47.93	45.79	48.08	50.37	48.08	50.48	52.88
SES	41.89	43.98	46.07	43.98	46.18	48.38	46.18	48.49	50.80	48.49	50.91	53.33	50.91	53.46	56.01	53.46	56.13	58.80
SES	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	28.37	29.79	31.21	29.79	31.28	32.77	31.28	32.84	34.40	32.84	34.48	36.12	34.48	36.20	37.92	36.20	38.01	39.82
SES	25.72	27.01	28.30	27.01	28.36	29.71	28.36	29.78	31.20	29.78	31.27	32.76	31.27	32.83	34.39	32.83	34.47	36.11
SES	42.96	45.11	47.26	45.11	47.37	49.63	47.37	49.74	52.11	49.74	52.23	54.72	52.23	54.84	57.45	54.84	57.58	60.32
SES	31.29	32.85	34.41	32.85	34.49	36.13	34.49	36.21	37.93	36.21	38.02	39.83	38.02	39.92	41.82	39.92	41.92	43.92
SES	48.47	50.89	53.31	50.89	53.43	55.97	53.43	56.10	58.77	56.10	58.91	61.72	58.91	61.86	64.81	61.86	64.95	68.04
SES	43.46	45.63	47.80	45.63	47.91	50.19	47.91	50.31	52.71	50.31	52.83	55.35	52.83	55.47	58.11	55.47	58.24	61.01
SES	44.05	46.25	48.45	46.25	48.56	50.87	48.56	50.99	53.42	50.99	53.54	56.09	53.54	56.22	58.90	56.22	59.03	61.84
SES	32.59	34.22	35.85	34.22	35.93	37.64	35.93	37.73	39.53	37.73	39.62	41.51	39.62	41.60	43.58	41.60	43.68	45.76
SES	36.20	38.01	39.82	38.01	39.91	41.81	39.91	41.91	43.91	41.91	44.01	46.11	44.01	46.21	48.41	46.21	48.52	50.83
SEV	33.49	35.16	36.83	35.16	36.92	38.68	36.92	38.77	40.62	38.77	40.71	42.65	40.71	42.75	44.79	42.75	44.89	47.03
SEV	34.02	35.72	37.42	35.72	37.51	39.30	37.51	39.39	41.27	39.39	41.36	43.33	41.36	43.43	45.50	43.43	45.60	47.77
SEV	28.80	30.24	31.68	30.24	31.75	33.26	31.75	33.34	34.93	33.34	35.01	36.68	35.01	36.76	38.51	36.76	38.60	40.44
SEV	24.11	25.32	26.53	25.32	26.59	27.86	26.59	27.92	29.25	27.92	29.32	30.72	29.32	30.79	32.26	30.79	32.33	33.87
SEV	25.52	26.80	28.08	26.80	28.14	29.48	28.14	29.55	30.96	29.55	31.03	32.51	31.03	32.58	34.13	32.58	34.21	35.84
SEV	28.37	29.79	31.21	29.79	31.28	32.77	31.28	32.84	34.40	32.84	34.48	36.12	34.48	36.20	37.92	36.20	38.01	39.82
SEV	31.19	32.75	34.31	32.75	34.39	36.03	34.39	36.11	37.83	36.11	37.92	39.73	37.92	39.82	41.72	39.82	41.81	43.80
SEV	24.01	25.21	26.41	25.21	26.47	27.73	26.47	27.79	29.11	27.79	29.18	30.57	29.18	30.64	32.10	30.64	32.17	33.70
SEV	24.11	25.32	26.53	25.32	26.59	27.86	26.59	27.92	29.25	27.92	29.32	30.72	29.32	30.79	32.26	30.79	32.33	33.87
SEV	26.51	27.84	29.17	27.84	29.23	30.62	29.23	30.69	32.15	30.69	32.22	33.75	32.22	33.83	35.44	33.83	35.52	37.21
SEV	22.08	23.18	24.28	23.18	24.34	25.50	24.34	25.56	26.78	25.56	26.84	28.12	26.84	28.18	29.52	28.18	29.59	31.00
SEV	18.07	18.97	19.87	18.97	19.92	20.87	19.92	20.92	21.92	20.92	21.97	23.02	21.97	23.07	24.17	23.07	24.22	25.37
SEV	20.14	21.15	22.16	21.15	22.21	23.27	22.21	23.32	24.43	23.32	24.49	25.66	24.49	25.71	26.93	25.71	27.00	28.29

Special Handling - filled positions as of 10/26/2019

UNION	Step 1	1L	1LL	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SES	32.71	34.35	35.99	34.35	36.07	37.79	36.07	37.87	39.67	37.87	39.76	41.65	39.76	41.75	43.74	41.75	43.84	45.93
SEV	25.95	27.25	28.55	27.25	28.61	29.97	28.61	30.04	31.47	30.04	31.54	33.04	31.54	33.12	34.70	33.12	34.78	36.44
SEV	18.29	19.20	20.11	19.20	20.16	21.12	20.16	21.17	22.18	21.17	22.23	23.29	22.23	23.34	24.45	23.34	24.51	25.68

Longevity Pay is based only on length of service.

Notes: * Adding Customer Service Assistant to the SEA Chapter. Position and wage approved on BOD 06.26.2020. Adding HR Analyst I to the SEA Chapter. Position and wage approved on BOD 01.28.2022. Adding IT Project Coordinator to the SEA Chapter. Position and wage approved on BOD 03.25.2022. Adding Mobility Training Coordinator. Position and wage approved on BOD 06.24.2022. Adding Accountant III. Position and wage approved on BOD 09.23.2022.



DATE: September 23, 2022
TO: Personnel/Human Resources Standing Committee
FROM: Kristina Mihaylova, Finance Deputy Director
SUBJECT: APPROVE REQUEST TO AUTHORIZE ACCOUNTANT III POSITION IN THE FINANCE DEPARTMENT

I. RECOMMENDED ACTION

That the Board of Directors approve the funding of an Accountant III in the Finance Department.

II. SUMMARY

- In order to address the needs of the Finance Department, we have determined the need for an Advanced Lead Accountant III position.
- On July 5, 2022, Service Employees International Union Local 521 (SEIU) and Human Resources (HR) staff agreed to the creation of "Accountant III" to better address the needs of the Santa Cruz Metropolitan Transit District (METRO).
- Santa Cruz Metropolitan Transit District (METRO) contracted with Koff & Associates (hereinafter "K&A") to conduct a classification study in July 2022.
- HR staff worked with K&A to create an Accountant III position description. HR and Finance staff worked to update the wage scale following established formulas.
- HR staff presented the classification and compensation study to SEIU on August 25, 2022. SEIU is in agreement with the findings and this recommendation.
- On September 9, 2022, staff requested that the Personnel/HR Standing Committee (Committee) review and recommend the full Board of Directors approve this position. The Committee voted unanimously to recommend approval to the full Board of Directors (Board) with no additions.

III. DISCUSSION/BACKGROUND

In order to address the needs of the department, staff has created an Accountant III position through a total classification study performed by K&A..

The study shows the need for a position which would perform the most complex professional accounting assignments and exercise considerable judgement in applying accounting principles to interpret data and develop solutions. Work

assignments at this level typically have significant impact on the agency's accounting functions and a high consequence of error.

This new position is in the advanced lead level classification of the Accountant series and will be responsible for independently managing assigned projects, studies, and programs. In addition, the new incumbent will serve as a lead worker over subordinate staff by prioritizing, assigning, and monitoring work and providing training, as needed.

The new Accountant III will be independently researching, evaluating, and performing major, special, and non-routine projects, including, but not limited to interpreting and implementing new or revised federal or state reporting requirements and/or conducting a comprehensive review of an internal business practice, developing recommendations, designing, and leading change management processes.

HR staff worked with K&A, to create a new Accountant III job description (class specification). Upon approval, an open recruitment will be undertaken to fill this position.

This position was discussed with SEIU/SEA Chapter President, Jordan Vascones, and Vice President Holly Alcorn. Both SEIU representatives are in support of this new position.

Staff is requesting that the Board approve the Accountant III position for final adoption on September 23, 2022 METRO Board meeting.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This item aligns to the following Strategic Plan Priorities:

- Service Quality and Delivery
- Fiscal Stability, Stewardship, Accountability
- Employee Engagement: Attract, Retain and Develop

V. FINANCIAL CONSIDERATIONS/IMPACT

The adoption of the recommendations contained in this report will require \$141K in FY23 (12 months). The funding was included in the FY23 Operating Budget, adopted on June 24th, 2022, and it's available in the Finance Department.

VI. CHANGES FROM COMMITTEE

None. On September 9, 2022, the Personnel/Human Resources Committee met to review this request. The Committee recommends the full Board approve the creation of Accountant III as presented.

VII. ALTERNATIVES CONSIDERED

- Do nothing is an alternative. Staff does not recommend this option. This position meets the needs of METRO.
- Reject the suggested classification and wage survey. Staff does not recommend this action since the new class specification and its wage survey were researched and developed based on the developing needs of METRO.

VIII. ATTACHMENTS

Attachment A: Accountant III Job Description

Attachment B: Accountant III Wage Scale

Prepared by: Monik Delfin, HR Deputy Director and
Kristina Mihaylova, Finance Deputy Director

IX. APPROVALS

Dawn Crummié, HR Director



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



Michael Tree, CEO/General Manager





Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

Class Code: PO219
FLSA Status: Exempt

Accountant III

Bargaining Unit: SEA

DEFINITION:

Under general direction, an Accountant III performs the most complex accounting assignments in analyzing, preparing, maintaining, and ensuring compliance of financial records and reports in accordance with Santa Cruz METRO's policies, legal requirements, and professional standards; researches complex accounting issues, interprets data, and develops solutions; plans, organizes, assigns, trains, directs, and reviews the work of accounting personnel as assigned; represents the department at committee and Board meetings; and performs related work as required.

DISTINGUISHING CHARACTERISTICS:

This is the advanced journey, lead level classification in the Accountant series responsible for independently managing assigned projects, studies, or programs; researching and developing solutions to a wide range of accounting issues; participating in agency-wide planning discussions related to assigned areas of responsibility; exercising independent judgment and decision-making in selecting methods and techniques for obtaining solutions; and/or serving as a professional-level resource for projects and studies which are complex in nature and diverse in scope. The work involves a high-level of problem-solving requiring analysis of unique issues or increasingly complex problems without precedent and/or structure, managing multiple stakeholder interests, and formulating, presenting, and implementing strategies and recommendations for resolution. Work assignments at this level typically have significant impact on the agency's accounting functions and a high consequence of error, and incumbents are accountable for results.

EXAMPLES OF DUTIES AND RESPONSIBILITIES:

The duties listed below represent the various types of work that may be performed. The omission of specific statements of duties does not exclude them if the work is related or a logical assignment to this class.

- Serves as a lead worker over subordinate staff by prioritizing, assigning, and monitoring work and providing training as needed; may provide input on performance evaluations.
- Manages the fixed asset program by providing guidance to and working with project and fund managers to understand the project, conducting project cost analyses and determining value of assets, reviewing invoices, and maintaining asset database; leads annual inventory process and conducts intermittent audits of assets and database; establishes, implements, and ensures adherence to internal controls and best practices; works with project managers to dispose of assets.
- Leads the planning and preparation of Santa Cruz METRO's annual audited financial statements and notes; coordinates the development of management discussion points and analysis in accordance with legal requirements.
- Oversees the recording and monitoring of long-term debt transactions for Santa Cruz METRO's debt issues; Assists in debt issuance and the review of bond documents; works with consultants to ensure compliance with bond and reporting requirements.



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

- Assists in cash management activities by reviewing and approving or voiding transactions, setting up new vendors, and ensuring sufficient balance of funds.
- Coordinates and participates in the research, evaluation, and implementation of new and revised Governmental Accounting Standards Board (GASB) requirements.
- Researches, evaluates, and performs major, special, and non-routine projects with limited or no supervision, including, but not limited to interpreting and implementing new or revised reporting federal or state requirements and/or conducting a comprehensive review of an internal business practice, developing recommendations, and designing, implementing, and managing change management processes.
- May assist in the development, maintenance, and enhancement of accounting and financial systems and modules; performs financial system software management, including maintaining financial system software controls, accounting system administration, setting up new accounts, acting as a resource to staff, and providing training and support in the implementation of new programs, policies and procedures related to accounting information systems.
- Serves as a resource to other Santa Cruz METRO departments, outside agencies, and the general public regarding assigned programs, projects, and services; responds to request for information and provides information on accounting policies and procedures.
- Provides guidance and training to Santa Cruz METRO staff and management on legislative and compliance issues related to accounting and finance programs.
- Reviews and analyzes accounting, payroll, and accounts payable documents, as well as records and other financial data to establish proper authorizations and processing of agreements, contracts, and grants in adherence with state and federal regulations.
- Develops, implements, and interprets financial standards, as well as modifications to policies, procedures, and processes in relation to system implementation or procedural changes.
- Prepares and presents staff reports to the Board and advisory committees; prepares a variety of written reports, memoranda, and correspondence; ensures the proper documentation of programs, projects, and activities.
- Attends and participates in meetings, conferences, workshops, and training sessions; stays abreast of new trends, innovations, and changes in legal and procedural requirements in accounting, financial, tax, and budget operations.
- Performs Accountant I/II duties as needed.
- May utilize specialized Santa Cruz METRO software.
- Drive a Santa Cruz METRO vehicle to perform assignments.
- Performs related work as required

EMPLOYMENT STANDARDS:

Knowledge of:

- Advanced principles, practices, methods, terminology, forms, and techniques of professional public and/or private sector accounting, auditing, budget preparation and control, revenue forecasting, and investing.
- Thorough knowledge of Generally Accepted Accounting Principles (GAAP) used by state and local governments, and their application to a wide variety of accounting transactions, situations, and problems.
- Applicable federal, state, and local laws and regulations and agency policies and procedures relevant to assigned areas of responsibility.
- Internal control and audit principles and practices.



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

- Relationships between accounting records and documents for recording and reporting purposes.
- Business correspondence, formatting, and report writing.
- Manual and automated record-keeping and filing systems and methods.
- Professional methods of researching, gathering, organizing, and reporting data.
- Methods of prioritizing, planning, and organizing work.
- Advanced time management techniques.
- Customer service techniques.
- Intermediate mathematics and statistics.
- Principles and practices of employee leadership, including ways to motivate staff and maximize productivity.
- Modern equipment and communication tools used for business functions and program, project, and task coordination, including accounting, fixed asset, and related information systems relevant to work performed.

Ability to:

- Effectively perform a variety of difficult and complex professional governmental and cost accounting activities in compliance with applicable laws, regulations, and policies.
- Evaluate, interpret, apply, and ensure adherence to accounting laws, federal, state, and local regulations, policies, procedures, and requirements to agency financial activities.
- Consult with and advise management on a wide variety of financial issues.
- Maintain complex financial/statistical data and records.
- Reconcile accounts and reconstruct record trails in order to locate and correct errors or reasons for imbalance.
- Evaluate accounting systems for accuracy; and design and implement improvements.
- Apply professional accounting control procedures to maintain budgetary accounts.
- Create and use computerized spreadsheets, databases, and software to track financial information and automate calculations.
- Prepare clear, concise, and comprehensive financial statements, reports, and written materials, including training materials.
- Perform financial calculations quickly and accurately.
- Adhere to established work schedules and timelines.
- Exercise sound independent judgement within general policy guidelines.
- Balance multiple assignments simultaneously and effectively.
- Demonstrate exceptional time management and organizational skills to ensure timely completion and delivery of a variety of reports and filings.
- Serve as a lead worker over subordinate staff.
- Utilize standard office equipment and computer software and learn to use specialized Santa Cruz METRO software if assigned.
- Maintain confidentiality of materials, records, files, and other privileged information.
- Communicate clearly and effectively in both oral and written form.
- Establish and maintain effective working relationships within the department and with other divisions, departments, agencies, suppliers, vendors, and the public.



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

MINIMUM QUALIFICATIONS:

Sufficient training, education, and public or private sector experience to demonstrate possession of the required knowledge. A typical way to obtain the knowledge and abilities would be:

Education, Training, and Experience:

Bachelor's degree from an accredited college or university with major coursework in accounting, business law, business administration, or a related field.

AND

Five (5) years of professional accounting experience, preferably in a public agency.

LICENSES AND CERTIFICATES:

A valid California Driver's License will be required at the time of appointment and throughout employment.

Must be able to obtain and maintain a current, valid California Class "C" Driver's License.

SPECIAL REQUIREMENTS:

- Participate in professional development activities for CPA certification.
- Certified Public Accountant (CPA) certification and/or Master of Business Administration (MBA) and/or Master of Science in Accountancy (MSA) Preferred, but not required;

PHYSICAL AND MENTAL DEMANDS:

The physical and mental demands described here are representative of those that must be met by employees to successfully perform the essential functions of this class. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

Physical Demands

While performing the duties of this job, the employee is frequently required to reach with hands and arms; walk, sit and stand; use finger dexterity; talk and hear, and use a keyboard. Work often requires the repetitive use of both hands to grasp and feel objects; stooping at the waist, and standing. Work may require lifting up to 20 pounds unaided. Specific visual abilities required for this job include close vision, distance vision, the ability to see colors and shades, and the ability to perceive depth.

Mental Demands

While performing the duties of this job, an employee uses written and oral communication skills; reads and interprets data, information and documents; analyzes and solves problems; uses math and mathematical reasoning; performs highly detailed work; deals with multiple concurrent tasks; and interacts with others encountered in the course of work.

Work Environment:

The employee typically works in a standard office environment where the noise level is usually moderate.

OTHER CONDITIONS OF EMPLOYMENT:

- Must pass a requisite background check.
- May occasionally work extended hours or hours outside of the regular schedule.



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

*Adopted: XXXXXX
*BOD Approved: XXXXXX
*Revised: 00-00-00
*Job Family: Financial Professional
*Job Series: Accountant Series
*Job Series Level: Advanced - Lead
*Confidential: No

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Attachment B

FY23: 3.5% wage increase, effective June 23, 2022/Adopted by the Board as of May 20, 2022

UNION	Step 1	1L	1LL	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL	
SEP	Administrative Supervisor	31.65	33.23	34.81	33.23	34.89	36.55	34.89	36.63	38.37	36.63	38.46	40.29	38.46	40.38	42.40	40.38	42.40	44.42
SEP	Assistant Safety & Training Coordinator	34.56	36.29	38.02	36.29	38.10	39.91	38.10	40.01	41.92	40.01	42.01	44.01	42.01	44.11	46.32	44.11	46.32	48.53
SEP	Custodial Supervisor	28.93	25.78	27.01	25.78	27.07	28.36	27.07	28.42	29.77	28.42	29.84	31.26	29.84	31.33	32.82	31.33	32.90	34.64
SEP	Customer Service Supervisor	28.93	30.38	31.83	30.38	31.90	33.42	31.90	33.50	35.10	33.50	35.18	36.86	35.18	36.94	38.70	36.94	38.79	40.64
SEP	Facilities Maintenance Supervisor	33.83	35.52	37.21	35.52	37.30	39.08	37.30	39.17	41.04	39.17	41.13	43.09	41.13	43.19	45.25	43.19	45.35	47.51
SEP	Fleet Maintenance Supervisor	38.27	40.18	42.09	40.18	42.19	44.20	42.19	44.30	46.41	44.30	46.52	48.74	46.52	48.85	51.18	48.85	51.29	53.73
SEP	Parts and Materials Supervisor	32.41	34.03	35.65	34.03	35.73	37.43	35.73	37.52	39.31	37.52	39.40	41.28	39.40	41.37	43.34	41.37	43.44	45.51
SEP	Revenue Collection Supervisor	27.32	28.69	30.06	28.69	30.12	31.55	30.12	31.63	33.14	31.63	33.21	34.79	33.21	34.87	36.53	34.87	36.61	38.35
SEP	Safety & Training Coordinator	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.41	43.25	45.41	47.57	45.41	47.68	49.95	47.68	49.95	52.44
SEP	Transit Supervisor	35.49	35.16	36.83	35.16	36.92	38.68	38.77	40.62	38.77	40.71	42.65	40.71	42.75	44.79	42.75	44.89	47.03	49.31
SEP	Transportation Planning Supervisor	48.89	51.33	53.77	51.33	53.90	56.47	53.90	56.60	59.30	56.60	59.43	62.26	59.43	62.40	65.52	62.40	65.52	68.64
SES	Accountant I	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	Accountant II	35.50	37.28	39.06	37.28	39.14	41.00	39.14	41.10	43.06	41.10	43.16	45.22	43.16	45.32	47.48	45.32	47.59	49.86
SES	Accountant III	38.73	40.67	42.61	40.67	42.70	44.73	42.70	44.84	46.98	44.84	47.08	49.32	47.08	49.43	51.78	49.43	51.90	54.37
SES	Accounting Clerk	21.43	22.50	23.57	22.50	23.63	24.76	23.63	24.81	25.99	24.81	26.05	27.29	26.05	27.35	28.65	27.35	28.72	30.09
SES	Accounting Specialist	31.19	32.75	34.31	32.75	34.39	36.03	34.39	36.11	37.83	36.11	37.92	39.73	37.92	39.82	41.72	39.82	41.81	43.80
SES	Accounting Technician	25.52	26.80	28.08	26.80	28.14	29.48	28.14	29.55	30.96	29.55	31.03	32.51	31.03	32.58	34.13	32.58	34.21	35.84
SES	Administrative Assistant	24.84	26.08	27.32	26.08	27.38	28.68	27.38	28.75	30.12	28.75	30.19	31.63	30.19	31.70	33.21	31.70	33.29	34.88
SES	Administrative Clerk	22.85	23.47	24.59	23.47	24.64	25.81	24.64	25.87	27.10	25.87	27.16	28.45	27.16	28.52	29.88	28.52	29.95	31.38
SES	Administrative Specialist	27.29	28.65	30.01	28.65	30.08	31.51	30.08	31.58	33.08	31.58	33.16	34.74	33.16	34.82	36.48	34.82	36.56	38.30
SES	Benefits Technician	26.05	27.35	28.65	27.35	28.72	30.09	28.72	30.16	31.60	30.16	31.67	33.18	31.67	33.25	34.83	33.25	34.91	36.57
SES	Buyer	26.66	27.99	29.32	27.99	29.39	30.79	29.39	30.86	32.33	30.86	32.40	33.94	32.40	34.02	35.64	34.02	35.72	37.42
SES	Claims Technician I	23.28	24.44	25.60	24.44	25.66	26.88	25.66	26.94	28.22	26.94	28.29	29.64	28.29	29.70	31.11	29.70	31.19	32.68
SES	Claims Technician II	25.86	27.15	28.44	27.15	28.51	29.87	28.51	29.94	31.37	29.94	31.44	32.94	31.44	33.01	34.58	33.01	34.66	36.31
SES	Custodial Service Worker	18.27	19.18	20.09	19.18	20.14	21.10	20.14	21.15	22.16	21.15	22.21	23.27	22.21	23.32	24.43	23.32	24.49	25.66
SES	Customer Service Representative	21.43	22.50	23.57	22.50	23.63	24.76	23.63	24.81	25.99	24.81	26.05	27.29	26.05	27.35	28.65	27.35	28.72	30.09
SES	Customer Service Assistant	24.84	26.08	27.32	26.08	27.38	28.68	27.38	28.75	30.12	28.75	30.19	31.63	30.19	31.70	33.21	31.70	33.29	34.88
SES	Facilities Maintenance Worker I	22.55	23.68	24.81	23.68	24.86	26.04	24.86	26.10	27.34	26.10	27.41	28.72	27.41	28.78	30.15	28.78	30.22	31.66
SES	Facilities Maintenance Worker II	25.07	26.32	27.57	26.32	27.64	28.96	27.64	29.02	30.40	29.02	30.47	31.92	30.47	31.99	33.51	31.99	33.59	35.19
SES	Financial Analyst	39.07	41.02	42.97	41.02	43.07	45.12	43.07	45.22	47.37	45.22	47.48	49.74	47.48	49.85	52.22	49.85	52.34	54.83
SES	Grants/Legislative Analyst	36.20	38.01	39.82	38.01	39.91	41.81	39.91	41.91	43.91	41.91	44.01	46.21	44.01	46.21	48.41	46.21	48.52	50.83
SES	HR Analyst I	30.44	31.96	33.48	31.96	33.56	35.16	33.56	35.24	36.92	35.24	37.00	38.76	37.00	38.85	40.70	38.85	40.79	42.73
SES	HR Analyst II	33.49	35.16	36.83	35.16	36.92	38.68	36.92	38.77	40.62	38.77	40.71	42.65	40.71	42.75	44.79	42.75	44.89	47.03
SES	Human Resources Clerk	22.55	23.68	24.81	23.68	24.86	26.04	24.86	26.10	27.34	26.10	27.41	28.72	27.41	28.78	30.15	28.78	30.22	31.66
SES	Human Resources Specialist	24.81	26.05	27.29	26.05	27.35	28.72	27.35	28.65	30.09	28.72	30.16	31.60	30.16	31.67	33.18	31.67	33.25	34.83
SES	Human Resources Technician	26.05	27.35	28.65	27.35	28.72	30.09	28.72	30.16	31.60	30.16	31.67	33.18	31.67	33.25	34.83	33.25	34.91	36.57
SES	Information Technology Project Coordinator	32.14	33.75	35.36	33.75	35.44	37.13	35.44	37.21	38.98	37.21	39.07	40.93	39.07	41.02	42.97	41.02	43.07	45.12
SES	Information Technology Support Analyst I	26.31	27.63	28.95	27.63	29.01	30.39	29.01	30.46	31.91	30.46	31.98	33.50	31.98	33.58	35.18	33.58	35.26	36.94
SES	Information Technology Support Analyst II	29.22	30.68	32.14	30.68	32.21	33.74	32.21	33.82	35.43	33.82	35.51	37.20	35.51	37.29	39.07	37.29	39.15	41.01
SES	Lead Custodial Service Worker	21.83	22.92	24.01	22.92	24.07	25.22	24.07	25.27	26.47	25.27	26.53	27.79	26.53	27.86	29.19	27.86	29.25	30.64
SES	Lead Facilities Maintenance Worker	30.06	31.56	33.06	31.56	33.14	34.72	33.14	34.80	36.46	34.80	36.54	38.28	36.54	38.37	40.20	38.37	40.29	42.21
SES	Legal Secretary	22.55	23.68	24.81	23.68	24.86	26.04	24.86	26.10	27.34	26.10	27.41	28.72	27.41	28.78	30.15	28.78	30.22	31.66
SES	Mobility Training Coordinator	28.93	30.38	31.83	30.38	31.90	33.42	31.90	33.50	35.10	33.50	35.18	36.86	35.18	36.94	38.70	36.94	38.79	40.64
SES	Paralegal I	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	Paralegal II	35.50	37.28	39.06	37.28	39.14	41.00	39.14	41.10	43.06	41.10	43.16	45.22	43.16	45.32	47.48	45.32	47.59	49.86
SES	Paratransit Eligibility Coordinator	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	Payroll Specialist	26.05	27.35	28.65	27.35	28.72	30.09	28.72	30.16	31.60	30.16	31.67	33.18	31.67	33.25	34.83	33.25	34.91	36.57

Attachment B

FY23: 3.5% wage increase, effective June 23, 2022/Adopted by the Board as of May 20, 2022

UNION	Step 1	1L	1LL	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SES	20.79	21.83	22.87	21.83	22.87	24.01	22.92	24.07	25.22	24.07	25.27	26.47	25.27	26.53	27.79	26.53	27.86	29.19
SES	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	31.99	33.59	35.19	33.59	35.27	36.95	35.27	37.03	38.79	37.03	38.88	40.73	38.88	40.82	42.76	40.82	42.86	44.90
SES	29.33	30.80	32.27	30.80	32.34	33.88	32.34	33.96	35.58	33.96	35.66	37.36	35.66	37.44	39.22	37.44	39.31	41.18
SES	22.49	23.61	24.73	23.61	24.79	25.97	24.79	26.03	27.27	26.03	27.33	28.63	27.33	28.70	30.07	28.70	30.14	31.58
SES	20.23	21.24	22.25	21.24	22.30	23.36	22.30	23.42	24.54	23.42	24.59	25.76	24.59	25.82	27.05	25.82	27.11	28.40
SES	37.67	39.55	41.43	39.55	41.53	43.51	41.53	43.61	45.69	43.61	45.79	47.93	45.79	48.08	50.37	48.08	50.48	52.88
SES	41.89	43.98	46.07	43.98	46.18	48.38	46.18	48.49	50.80	48.49	50.91	53.33	50.91	53.46	56.01	53.46	56.13	58.80
SES	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	28.37	29.79	31.21	29.79	31.28	32.77	31.28	32.84	34.40	32.84	34.48	36.12	34.48	36.20	37.92	36.20	38.01	39.82
SES	25.72	27.01	28.30	27.01	28.36	29.71	28.36	29.78	31.20	29.78	31.27	32.76	31.27	32.83	34.39	32.83	34.47	36.11
SES	42.96	45.11	47.26	45.11	47.37	49.63	47.37	49.74	52.11	49.74	52.23	54.72	52.23	54.84	57.45	54.84	57.58	60.32
SES	31.29	32.85	34.41	32.85	34.49	36.13	34.49	36.21	37.93	36.21	38.02	39.83	38.02	39.92	41.82	39.92	41.92	43.92
SES	48.47	50.89	53.31	50.89	53.43	55.97	53.43	56.10	58.77	56.10	58.91	61.72	58.91	61.86	64.81	61.86	64.95	68.04
SES	43.46	45.63	47.80	45.63	47.91	50.19	47.91	50.31	52.71	50.31	52.83	55.35	52.83	55.47	58.11	55.47	58.24	61.01
SES	44.05	46.25	48.45	46.25	48.56	50.87	48.56	50.99	53.42	50.99	53.54	56.09	53.54	56.22	58.90	56.22	59.03	61.84
SES	32.59	34.22	35.85	34.22	35.93	37.64	35.93	37.73	39.53	37.73	39.62	41.51	39.62	41.60	43.58	41.60	43.68	45.76
SES	36.20	38.01	39.82	38.01	39.91	41.81	39.91	41.91	43.91	41.91	44.01	46.11	44.01	46.21	48.41	46.21	48.52	50.83
SEV	33.49	35.16	36.83	35.16	36.92	38.68	36.92	38.77	40.62	38.77	40.71	42.65	40.71	42.75	44.79	42.75	44.89	47.03
SEV	34.02	35.72	37.42	35.72	37.51	39.30	37.51	39.39	41.27	39.39	41.36	43.33	41.36	43.43	45.50	43.43	45.60	47.77
SEV	28.80	30.24	31.68	30.24	31.75	33.26	31.75	33.34	34.93	33.34	35.01	36.68	35.01	36.76	38.51	36.76	38.60	40.44
SEV	24.11	25.32	26.53	25.32	26.59	27.86	26.59	27.92	29.25	27.92	29.32	30.72	29.32	30.79	32.26	30.79	32.33	33.87
SEV	25.52	26.80	28.08	26.80	28.14	29.48	28.14	29.55	30.96	29.55	31.03	32.51	31.03	32.58	34.13	32.58	34.21	35.84
SEV	28.37	29.79	31.21	29.79	31.28	32.77	31.28	32.84	34.40	32.84	34.48	36.12	34.48	36.20	37.92	36.20	38.01	39.82
SEV	31.19	32.75	34.31	32.75	34.39	36.03	34.39	36.11	37.83	36.11	37.92	39.73	37.92	39.82	41.72	39.82	41.81	43.80
SEV	24.01	25.21	26.41	25.21	26.47	27.73	26.47	27.79	29.11	27.79	29.18	30.72	29.18	30.64	32.10	30.64	32.17	33.70
SEV	24.11	25.32	26.53	25.32	26.59	27.86	26.59	27.92	29.25	27.92	29.32	30.72	29.32	30.79	32.26	30.79	32.33	33.87
SEV	26.51	27.84	29.17	27.84	29.23	30.62	29.23	30.69	32.15	30.69	32.22	33.75	32.22	33.83	35.44	33.83	35.52	37.21
SEV	22.08	23.18	24.28	23.18	24.34	25.50	24.34	25.56	26.78	25.56	26.84	28.12	26.84	28.18	29.52	28.18	29.59	31.00
SEV	18.07	18.97	19.87	18.97	19.92	20.87	19.92	20.92	21.92	20.92	21.97	23.02	21.97	23.07	24.17	23.07	24.22	25.37
SEV	20.14	21.15	22.16	21.15	22.21	23.27	22.21	23.32	24.43	23.32	24.49	25.66	24.49	25.71	26.93	25.71	27.00	28.29

Special Handling - filled positions as of 10/26/2019

UNION	Step 1	1L	1LL	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SES	32.71	34.35	35.99	34.35	36.07	37.79	36.07	37.87	39.67	37.87	39.76	41.65	39.76	41.75	43.74	41.75	43.84	45.93
SEV	25.95	27.25	28.55	27.25	28.61	29.97	28.61	30.04	31.47	30.04	31.54	33.04	31.54	33.12	34.70	33.12	34.78	36.44
SEV	18.29	19.20	20.11	19.20	20.16	21.12	20.16	21.17	22.18	21.17	22.23	23.29	22.23	23.34	24.45	23.34	24.51	25.68

Longevity Pay is based only on length of service.

Notes: * Adding Customer Service Assistant to the SEA Chapter. Position and wage approved on BOD 06.26.2020. Adding HR Analyst I to the SEA Chapter. Position and wage approved on BOD 01.28.2022. Adding IT Project Coordinator to the SEA Chapter. Position and wage approved on BOD 03.25.2022. Adding Mobility Training Coordinator. Position and wage approved on BOD 06.24.2022. Adding Accountant III. Position and wage approved on BOD 09.23.2022.



DATE: September 23, 2022
TO: Board of Directors
FROM: Joan Jeffries, Purchasing Manager
SUBJECT: **ACCEPT AND FILE THE QUARTERLY PROCUREMENT REPORT FOR 2ND QUARTER OF FY23**

I. RECOMMENDED ACTION

That the Board of Directors accept and file the Quarterly Procurement Report for the 2nd Quarter of FY23

II. SUMMARY

- This staff report provides the Board of Directors (Board) with a Quarterly Procurement Report for the 2nd quarter of FY23, covering the months of October through December.
- Each quarter staff will provide a Quarterly Procurement Report listing anticipated formal procurements within the upcoming quarter that are not being presented to the Board separately.

III. DISCUSSION/BACKGROUND

The purpose of this report is to provide the Board an opportunity to review and comment on upcoming formal procurements before they are ready for award.

Formal procurements are defined as construction valued at \$10,000 or more, and goods, materials and professional services valued at \$50,000 or more. Formal procurements related to major projects will be presented to the Board separately in stand-alone Staff Reports.

Attachment A details the regular formal procurements the Purchasing Department is planning on issuing during the 2nd quarter of FY23 (October through December).

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report pertains to Financial Stability, Stewardship & Accountability.

V. FINANCIAL CONSIDERATIONS/IMPACT

See Attachment A.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

N/A

VIII. ATTACHMENTS

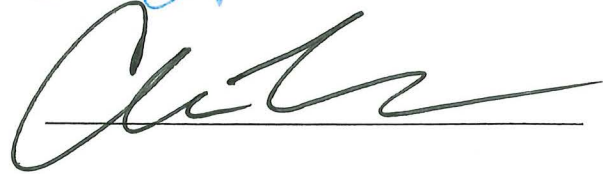
Attachment A: FY23 2nd Quarter Anticipated Procurements Listing

IX. APPROVALS

Joani Jeffries, Purchasing Manager



Approved as to fiscal impact:
Chuck Farmer, CFO



Michael Tree, CEO/General Manager



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Anticipated Procurement Listing

FY23: 2nd Quarter

Month Anticipated to be Issued	Description	Purpose	Department	Funding Source	Anticipated Value	Project No.
One-Off Contracts						
October	Comprehensive Operational Analysis and Long Range Plan (Professional Services)	Five-year Bus Network Reimagining Plan to assess the ridership community and METRO's current service, including routes and fare policies, to see how improvements could be made both immediately and in future	Planning	Operating	\$400,000	n/a
October	Electric Vehicle Charging Infrastructure (Construction)	Existing Charging Station has 4 Rhombus Chargers; additional charging stations required	Fleet	Operating and Capital Reserves	\$600,000	19-0041
October	Marketing/Public Affairs Services	New agency website, customer rewards program, collateral for community educational materials and assistance with special programs.	Marketing	Operating	\$300,000	N/A
October	Exterior advertising on bus fleet	Opportunity exists for a firm to sell advertisement on METRO bus fleet per METRO policy for additional funding to support METRO programs	Marketing	Operating	Revenue Contract	N/A

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DATE: September 23, 2022
TO: Board of Directors
FROM: Freddy Rocha, Facilities Maintenance Manager
SUBJECT: CONSIDERATION OF AUTHORIZING THE CEO/GM TO EXECUTE AN AMENDMENT TO THE PROTERRA, INC. CONTRACT IN ORDER TO PURCHASE RHOMBUS CHARGING EQUIPMENT FOR BATTERY ELECTRIC BUSES

RECOMMENDED ACTION

That the Board of Directors:

1) Authorize the CEO/GM to execute a 3rd Amendment to Contract 17-20 with Proterra, Inc. in an amount not to exceed \$686,421 for the purchase of Rhombus charging equipment.

I. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) is moving in the direction of an all-electric fleet by the year 2036.
- METRO's goal is in line with the requirements of the California Air Resources Board (CARB) Innovative Clean Transit (ICT) Regulation adopted in December 2018.
- METRO's first four Zero Emission Buses (ZEBs) were delivered and are now in use at the Watsonville Transit Center.
- METRO is scheduled to receive five additional all electric buses in 2023.
- METRO currently has four 125kW Rhombus Chargers installed at the EV Charging Station. Additional chargers are required to support the additional Battery Electric Buses.
- In April 2019, METRO entered into a contract with Proterra, Inc. (Proterra) utilizing the Clemson Area Transit (CAT) Purchasing Cooperative Contract to purchase ZEBs and related charging equipment for Battery Electric Buses.
- Staff is now requesting authorization to execute an amendment to the Proterra contract for the purchase of 6 Rhombus chargers.

II. DISCUSSION/BACKGROUND

METRO received funds from the 2016 Low-No Program to replace three 40' 18-year-old diesel Suburban commuter buses with three higher passenger capacity Zero Emission (ZE) 45' over-the-road coaches for the Highway 17 Route and installation of an inductive charging system. The grant was submitted in

partnership with Build Your Dreams (BYD) for the buses, the Center for Transportation and the Environment (CTE) for project management assistance and Momentum Dynamics for the in-ground inductive charger.

METRO received approval from the Board to purchase five 40'x102" Battery Electric Buses from Gillig LLC on 8/26/2022.

Additional charging equipment is required for the additional battery electric buses. The Rhombus chargers that are currently installed at the METRO EV Charging Station are compatible with the Gillig Battery Electric Buses that will be delivered in 2023 and are currently available from Proterra using the CAT Purchasing Cooperative Contract.

Staff recommends that the Board authorize the execution of a 3rd Amendment to Contract 17-20 to Proterra Inc. for the purchase of the Rhombus charging equipment in an amount not to exceed \$686,421.

III. STRATEGIC PLAN PRIORITIES ALIGNMENT

The award of this contract would align with the following Strategic Priorities:

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

IV. FINANCIAL CONSIDERATIONS/IMPACT

The price of the Rhombus Charging equipment is listed on Attachment A Proterra Quote for a Not to Exceed Price of \$686,421 including taxes and delivery fee.

Funds to support the Rhombus Charging Equipment are from Santa Cruz LONO Grant CA-2017-071, PTMISEA (1B), and Measure D.

V. CHANGES FROM COMMITTEE

N/A

VI. ALTERNATIVES CONSIDERED

Not issuing a contract to Proterra is not advised due to the fact that there is a need for Additional Charging Equipment.

VII. ATTACHMENTS

Attachment A: Proterra Quote #Q-0079 dated 9/14/2022

Attachment B: 3rd Amendment to Contract 17-20 with Proterra Inc.

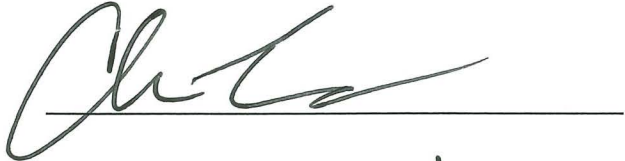
Prepared by: Carolee Curtin, Assistant Purchasing Manager

VIII. APPROVALS

Freddy Rocha
Facilities Maintenance Manager



Approved as to fiscal impact:
Chuck Farmer, CFO



Michael Tree, CEO/General Manager



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Attachment A



PROTERRA ENERGY

Proterra Inc
1815 Rollins Road
Burlingame, CA
864-438-0000
Kyle Farlow
kfarlow@proterra.com

DATE OF QUOTE	VALID UNTIL
09/14/2022	10/14/2022

Quote #	Q-0079
Revision #	2

CLIENT
Santa Cruz METRO
Carolee Curtin, Purchasing
ccurtin@scmtd.com

Product	QTY	UNIT PRICE	TOTAL
125kW Rhombus Bidirectional PCS	6	\$ 85,400.00	\$ 512,400.00
Rhombus Remote Dispenser - V2G	6	\$ 16,800.00	\$ 100,800.00
		Subtotal	\$ 613,200.00

Commissioning & Services	QTY	UNIT PRICE	TOTAL
Rhombus on-site commissioning	6	\$ 2,750.00	\$ 16,500.00
		Subtotal	\$ 16,500.00

TERMS AND CONDITIONS

Note: The above pricing is for equipment only and does not include freight, taxes, infrastructure or installation costs. Quote is valid for 30 days. The lead-time for this item is 24 weeks from receipt of PO. Please include the quotation as an attachment in the PO.

THANK YOU

For questions concerning this quote, please contact

Kyle Farlow
864-438-0000
kfarlow@proterra.com
www.proterra.com

SUBTOTAL	\$	629,700.00
OTHER	\$	-
TOTAL		\$629,700.00

9.11A.1

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Attachment B
SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
THIRD AMENDMENT TO CONTRACT NO. 17-20
FOR PURCHASE AND DELIVERY OF 40-FOOT BATTERY ELECTRIC BUSES AND
ASSOCIATED CHARGING SYSTEMS

This THIRD Amendment to Contract No 17-20 for Purchase and Delivery of Forty Foot Battery Electric Buses (hereinafter “Buses”), and Associated Charging Systems is made effective September 24, 2022 between the Santa Cruz Metropolitan Transit District (“METRO”), a political subdivision of the State of California, and PROTERRA INC (“Contractor”).

I. RECITALS

- 1.1 METRO and CONTRACTOR entered into a Contract for Purchase and Delivery of four (4) Forty Foot Battery Electric Buses and Associated Charging Systems (“Contract”) on April 9, 2019.
- 1.2 The Contract allows for amendment upon mutual written consent.
- 1.3 On March 23, 2022, METRO issued a Purchase Order to exercise its option to purchase five (5) additional Buses, but then subsequently cancelled the Purchase Order.
- 1.4 METRO now desires to exercise its option to purchase additional Rhombus Charging Equipment, as specified on Contract Document Exhibit C.2. Quote #Q-0079 dated September 14, 2022.
- 1.5 METRO and CONTRACTOR desire to amend the Contract to increase the total Contract Price.

Therefore, METRO and CONTRACTOR amend the Contract as follows:

II. CONTRACT DOCUMENTS

Sec. 1 "**CONTRACT DOCUMENTS**" is deleted and replaced with the following:

- A. The Contract consists of the following documents ("Contract Documents") which are incorporated and by reference made a part hereof. This writing constitutes the final expression of the Parties' Contract, and it is a complete and exclusive statement of the provisions of that Contract, except for written amendments mutually agreed by both Parties:

Exhibit A

Request for Proposals for Zero Emission Bus Project jointly issued by Clemson Area Transit (CAT) and METRO on May 1, 2017 ("CAT RFP").

Exhibit B

CONTRACTOR's written proposal to CAT dated June 20, 2017, which incorporates the following:

1. General Contractual Provisions contained herein.

Attachment B

2. CONTRACTOR's Bus Specifications as set forth in Package 2 – Technical Proposal.
3. Bus and Charging Systems Warranty Provisions set forth as Attachment 3 hereto.
4. Charging Equipment Specifications and Installation information set forth as Attachment 4.
5. Recommended Spare Parts & Additional Spare Parts set forth as Attachment 5.

Exhibit C

1. CONTRACTOR's Final Cost Proposal for METRO dated March 13th, 2019, as well as the final versions of all the Configuration Templates approved by METRO for the first order of four (4) Buses.

CONTRACTOR's Quote# Q-0079 dated September 14, 2022 for six (6) 125kW Rhombus Bidirectional PCS Chargers, six (6) Rhombus Remote Dispensers –V2G and six (6) Rhombus on-site commissioning.

Exhibit D

Change Orders per Amendment 1 of Contract 17-40.

1. Change Order Summary dated October 14, 2019, Change Requests and Pricing Impact
2. Driver's Overhead Plate dated 10/9/19 Rev 4 Changes
3. Intelligent Transportation System dated 10/9/19 Rev 4 Changes
4. Passenger Assists dated 10/9/19 Rev 2 Changes
5. Switch Plate Layout (40') dated 10/9/19 Rev 5 Changes
6. Video Surveillance System dated 10/9/19 Rev 3 Changes
7. Proterra Exhibit A PRICING SUMMARY dated 10/17/19 and Exhibit B Attachment 5 Recommended Spare Parts and Additional Spare Parts dated 10/17/19

B. In case of any conflict among these documents where the Parties' intended resolution is not clear, the provisions of this writing supersede those of the above-referenced documents, Exhibits A, B, C, and D, the provisions of Exhibits A and C supersede Exhibit B.

C. References to "Agency in the Contract Documents shall mean" the Santa Cruz Metropolitan Transit District."

III. COMPENSATION

Sec. 3 "PAYMENT" is deleted and replaced with the following:

A. COMPENSATION FOR **BUS ORDER ONE**: FOUR (4) PROTERRA 40' BATTERY ELECTRIC BUSES AND ASSOCIATED CHARGING SYSTEMS

1. METRO shall pay, and CONTRACTOR shall accept:

Contract Item		
	buses (4)	\$2,820,728.00
	agency options (4)	<u>\$863,648.00</u>
	subtotal	\$3,684,376.00
	sales tax 5.3125%	\$195,732.48
1	subtotal	\$3,880,108.48
	Diagnostic Toolkits (2)	\$21,600.00
	sales tax 5.3125%	<u>\$1,147.50</u>
2	subtotal	\$22,747.50
	spare parts (1)	107,364.00
	sales tax 5.3125%	<u>\$5,703.71</u>
3	subtotal	\$113,067.71
	Depot Chargers (4)	264,000.00
	sales tax 5.3125%	<u>\$14,025.00</u>
4	subtotal	\$278,025.00
	ADA equipment (4)	\$74,404.00
	Delivery (4)	<u>\$10,000.00</u>
5	subtotal	\$84,404.00
6	Extended Warranties (4)	\$734,200.00
7	Onsite technical support (1)	\$146,000.00
	TOTAL	<u>\$5,258,553.00</u>

The total contract price for Bus order one of four (4) Proterra 40' Battery Electric Buses and associated charging systems is five million, two hundred fifty-eight thousand, five hundred fifty-three dollars [\$5,258,553.00] (“Order One Contract Price”). The Order One Contract Price includes the Driver, Maintenance, Repair and Parts Manual plus two (2) laptop computers with all necessary software to operate the Bus and Charging Equipment.

B. COMPENSATION FOR SIX (6) ADDITIONAL RHOMBUS CHARGERS

Contract Item	Description	Quantity	Unit Price	Total
1	125kW Rhombus Bidirectional PCS	6	\$85,400.00	\$512,400.00
2	Rhombus Remote Dispenser - V2G	6	\$16,800.00	<u>\$100,800.00</u>
	Subtotal			\$613,200.00
	9.25% sales tax			<u>\$56,721.00</u>
	Subtotal			\$669,921.00
3	Rhombus on-site commissioning	6	\$2,750.00	<u>\$16,500.00</u>
	TOTAL PRICE			\$686,421.00

C. The total Contract Price inclusive of Order One Contract Price and Order Two Contract Price is Five Million Nine Hundred Forty-four Thousand Nine Hundred Seventy-four dollars (\$5,944,974.00) ("Contract Price").

D. The Parties agree that CONTRACTOR will submit an invoice to METRO for payment of Contract Price on the following schedule:

1. Bus Payments:

METRO shall make a payment equal to one hundred percent (100%) of the Bus Unit Price and Extended Warranties¹ for each Bus upon the delivery and METRO acceptance of such Bus under the terms of Section 7 below and no later than fifteen (15) calendar days of receipt of an invoice from CONTRACTOR.

2. Charging Equipment Payments:

METRO agrees that it will make a payment equal to one hundred percent (100%) of the Charging Equipment Unit Price upon METRO's acceptance of the Charging Equipment in accordance with the provisions of Section 8 of this Contract and no later than fifteen (15) calendar days of receipt of an invoice from CONTRACTOR.

E. METRO shall make payments for Diagnostic Equipment, Recommended Spare Parts and Additional Spare Parts at the unit prices itemized in the price schedule to be delivered by CONTRACTOR to METRO within thirty (30) calendar days after the delivery of said spare parts and/or equipment and receipt of an invoice.

F. Unless otherwise provided in this Contract, CONTRACTOR shall pay all federal, state and local taxes, and duties applicable to and assessable against any work, goods, services,

processes and operations incidental to or involved in the Contract, excluding sales taxes associated with the sale of the items set forth herein to METRO.

IV. REMAINING TERMS AND CONDITIONS

All other provisions of the Contract, as previously amended, that are not affected by this Third Amendment shall remain unchanged and in full force and effect.

V. AUTHORITY

SEC. 42 GENERAL PROVISIONS

Article 42.G. is amended to include the following language:

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

Date Signed _____

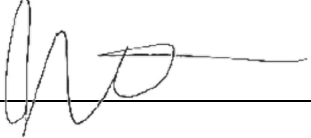
Santa Cruz METRO –
SANTA CRUZ METROPOLITAN
TRANSIT DISTRICT

Michael Tree CEO/General
Manager

Contractor –
PROTERRA INC
Chief Financial Officer

Approved as to Form:

Julie Sherman, General Counsel





THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

CERTIFICATE OF APPRECIATION

TO

**LEONARDO PENA
SAFETY & TRAINING COORDINATOR**

**FOR THE COMPLETION OF 20 YEARS OF SERVICE
BETWEEN 2002 AND 2022**

GIVEN THIS 23RD DAY OF SEPTEMBER 2022

Jerry Payne

CHAIR, BOARD OF DIRECTORS

Alfred J. Kelly

CEO / GENERAL MANAGER

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VERBAL PRESENTATION

CEO ORAL REPORT / COVID-19 UPDATE

Michael Tree

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NEWS CLIPS

August 27 – September 23

**SANTA CRUZ
COUNTY
ARTICLES**

Radio Ad

Santa Cruz METRO Job Openings

KSCO AM 1080 & KOMY FM 104.1

On air from 09/12/22 to 10/16/22

“Make your dreams come true with a job you love. Santa Cruz METRO is hiring bus drivers. Santa Cruz METRO will pay for your training, help you obtain your commercial license, provide excellent benefits and a CalPERS pension, and now new bus drivers get a hiring bonus of up to \$4,000 dollars. Apply now at scmtd.com!”

Lookout Santa Cruz

Bus Operator (Driver)

Presented By Santa Cruz METRO
September 16, 2022



JOB SUMMARY: Love Driving? Have a good driving record and great customer service skills? Santa Cruz METRO is currently recruiting for **Bus Drivers (Bus Operators)** to join our team! Santa Cruz Metro will pay for your training and provide assistance in obtaining Class B license.

Santa Cruz Metro is offering a Hiring bonus of up to \$4,000:

- \$500 after training
- \$1,500 after probation
- \$2,000 one year after probation (approx. 2080 hours worked)

ABOUT US: At Santa Cruz METRO, we care about moving people. We strive to attract, develop and retain a talented and diverse workforce. Many of our employees have worked for us for more than 20 years and come from diverse, cultural and professional backgrounds. METRO promotes high performance, diversity and equal employment opportunities. At METRO, you will enjoy a competitive salary, CALPERS pension, a robust health/dental/vision benefit program, public service loan forgiveness program, 457 plans, career development, free bus passes, and longevity pay.

DUTIES & RESPONSIBILITIES: In this role, a bus driver:

- Operates transit buses and related equipment including passenger lifts
- Transports passengers
- Collects fare
- Operates ticket and pass validation equipment
- Performs ridership surveys
- Operates mobile radio unit
- Coordinates passenger transfers
- Reports operations delays
- Prepares accident and incident reports
- Compiles with Santa Cruz Metro's safe driving program

MINIMUM QUALIFICATIONS:

- Ability to safely operate METRO buses, perform simple math calculations, basic skills in time calculation and map reading, ability to deal courteously and effectively with the public
- Understand the special needs of elderly customers and those with disabilities, and interact with them in a tactful manner
- Handle difficult and emergency situations calmly
- Read, speak and write English clearly
- Possession of a safe driving record, a current motor vehicle license and ability to obtain a California Class B driver's permit prior to appointment
- All new Santa Cruz METRO employees are required to be fully vaccinated against COVID-19 as a condition of employment.

SALARY: \$24.58- \$34.22 per hour. Starting wage: \$24.58 per hour. After one year, \$26.14 per hour. 5% yearly raise for 6 years.

HOW TO APPLY: If interested, please find a complete job description and submit an online application [here](#). Apply before October 16th, 2022

Questions? Call 831-420-2542.

Lookout Santa Cruz

In the shadow of 831 Water, large mixed-use housing project shows how much change is in motion

By Max Chun
September 16, 2022



Rendering of the Stanford Studios project proposed for parcels between North Branciforte Avenue, Water Street and Stanford Avenue. (City of Santa Cruz)

Controversy has stalked the [831 Water Street project](#), the mixed-use Santa Cruz development involving two buildings, one at four stories and one at five, totaling 140 units and 90,536 square feet at the intersection of Water Street and North Branciforte Avenue east of downtown.

Will a new mixed-use development slated for parcels located just across the street draw the same ire?

That project is called Stanford Studios, and includes parcels at [915, 917, 919 and 923 Water Street](#), directly adjacent to [The Argus Company](#), a small car dealership. It's a project in "preapplication," or early status. That means the project plan, received by the Santa Cruz city planning department in late May, is now getting early review and feedback from relevant city departments and the surrounding community through public outreach meetings, of which one has been held so far.

You might well have passed that corner of Water and Branciforte and seen the mix of used Volkswagens, BMWs, Mercedes, Porsches and more squeezed into the small car lot at the intersection. Argus Company owner Mike Gay said that unlike with 831 Water, initial conversations regarding the Stanford Studios project have not concerned him much.

"I know that there are ongoing talks with the neighbors around here, but I'm personally not too worried about it," he said. "It seems like the developers are trying to do the right thing, and I think they'll do it right."

The one community meeting regarding the new project took place Sept. 7. Nearly 40 members of the public attended that meeting, where they raised familiar concerns, City of Santa Cruz Senior Planner Tim Maier told Lookout on Thursday.

“The feedback was pretty consistent with what we’ve seen for most development projects,” he said. “Largely things like size, adequacy of parking capacity, traffic impacts and shading and shadow impacts are brought up a lot.”

Overall, the project involves the demolition of the current residential and the now-empty commercial buildings that formerly held A Festive Affair Party Rentals and Classic Glass Co. It would encompass 74,770 square feet and include:

- 105 single-room-occupancy residential units broken into three stories of 35 units per floor with individual bathrooms and kitchens;
- a shared laundry facility on each story;
- 981 square feet of commercial tenant space;
- parking containing 57 vehicular parking stalls,
- a bike storage room with capacity for 136 bikes;
- a lobby, leasing office, loading space and mailroom.

The project would also include private and shared outdoor space, rooftop solar and electric vehicle charging stations. The current proposal also seeks to provide 20% of the units at the very-low-income level to allow for a 50% density bonus as the city continues its attempt to chip away at the [great number of housing units it needs to build by 2031](#). As such, this project is one that will see the Water Street area [and Santa Cruz as a whole](#) transforming as older low-rise buildings give way to mid-rise and higher.

Maier said that while the project is “in a broad sense, subject to state regulations like all city actions,” it is not a [Senate Bill 35 \(SB 35\)](#) project. In other words, this development is not a product of the state-mandated growth that 831 Water has found itself tangled up in.

Another timely question for those watching the rezoning and push for more housing: Will [major rezoning and impending implementation of new objective design standards](#), set for discussion and a vote at the Nov. 15 Santa Cruz City Council meeting, affect this proposal?

No, they won’t. Because this preapplication has been completed prior to approval of both the proposed rezoning and new objective design standards, the current zoning — community commercial, which allows for a variety of commercial and service uses — is locked in for this project.

However, because this prevents the parcels from taking on the mixed-use high-density designation planned for them, the development will require a special-use permit to allow for the mixed-use vision for the project. That triggers a planning commission review to

ensure that the development is in accordance with city regulations, and that it will not have negative impacts on the neighborhood.

After all, Argus Company owner Gay says that while he is typically anti-growth, change might not be the worst thing for the empty and decaying parcels — but it must be well executed.

“That property there has been a mess for a while now, and I’m OK with something new if it’s done correctly and makes sense,” he said.

Santa Cruz Chamber of Commerce

Santa Cruz News

Date
9/14/2022 7:00:00 AM

ArticleType
Chamber

Two Different Conversations to Address Environmental and Economic Sustainability

Two very different discussions took place Tuesday at different locations about similar issues of environmental protection and economic sustainability. Here's what happened on Tuesday afternoon: The Santa Cruz County Chamber held its relaunch of the Chamber's lunchtime speaker series on the Chaminade patio overlooking Monterey Bay.

Our guest speaker was California Controller Betty Yee. It was a beautiful late summer day with a light ocean breeze. The attendance at the luncheon was well below the Chamber's average but those in attendance listened, learned and enjoyed Controller Yee's strong grasp of all issues at every level of government — citing the Federal Reserve's recent rate increases and alerting that the Fed's will again upperly adjust the rates to curb inflation. The rate presently is 5.5% in most markets, subject to change based on inflation. Yee commented that the Fed's will continue to weigh in on inflation that was reported at 8.26% in August 2022. The stock market reacted significantly on Tuesday with the largest drop (over 1000-point drop in two years). There was a slight uptick recovery Wednesday, yet there is deep concern about inflationary increases. This week's inflation updates all but assure another aggressive rate hike from the Federal Reserve at next week's policy meeting. According to one report, the probability that the central bank will lift its benchmark rate by 75 basis points has jumped to 74% from 45% one month ago, while the odds of a 100 basis-point rate hike are now at 26% from zero over that same timeframe. A basis point is one-one hundredth of a percentage point. We will see what happens next week.

Yee turned her attention to California. Despite the nation's economic woes and the problems in Europe, including the ongoing war in Ukraine, she expressed high praise about California's current economic picture. While citing gas prices which are seeing a drop from the early summer highs, increases in prices at the grocery stores, and the supply chain backlogs which have put a damper on consumer confidence, Yee remained upbeat about our present and future. California's budget surplus is leading the way in addressing many of the issues facing the state by creating funding sources for homeless services, wildfires and natural resource protection, transportation improvements, education funding increases and a host of programs to address climate change. The Controller also reminded attendees that one of her primary duties is to be the state auditor on state agencies. She takes a very serious approach to that duty, mentioning that at the beginning of the pandemic in March 2020, a few months away from the state's annual budget decisions in June 2020, she worried about how the state would fund itself in the last three months of that fiscal year. She called the Governor's Finance Department and asked a simple question: "What is the state's cash burn rate?" The reply was \$1 billion a month. Yee calmly put into place financial tools to ensure the state was not out in funding markets during the pandemic. Tracking the state's cash flow was important and critical during that period, as it is today.

Yee noted with all the deep concerns about what's happened in the pandemic years 2020-2021, and the current turbulent economic climate, California continues to be a world economic leader. Today,

she said the state is the 5th largest economy in the world and closing in to overtake Germany as the #4 global economic leader by the end of 2022.

Finally, Controller Yee brought it back home that our economic prosperity in California and specifically in Santa Cruz County is on fragile ground because of our decades-long struggle to keep up with housing supply and demand. She emphasized her strong environmental credentials, also expressing a need for CEQA reform, land use policy and a lack of political will to build more housing, which has forced the California Legislature and the Governor to clamp down with more oversight for housing at the local government level. Housing is the fundamental issue that can ensure a young student who goes to college at UCSC has a chance to stay in Santa Cruz if we build housing to meet our demand. Controller Yee said it is her passion to see that the place where she began her public service career can be the future place for the next generation.

Meanwhile, in downtown Santa Cruz, the City Council convened their bi-monthly council meeting. Front and center on the council agenda was the Climate Action Plan that has been in the works for 18 months leading up to Tuesday's public hearing. The City's Sustainability and Climate Action Manager, Tiffany Wise-West, presented to the City Council the 147-page Climate Action Plan 2030. It is a very detailed and robust accounting of the recommended steps that the City can take to follow the state mandate to reduce carbon emissions by 40% by 2030 compared to 1990 levels. The City Council approved the plan on a 6-0 vote with Council member Justin Cummings absent. Santa Cruz Local did a very good write-up about the plan here: <https://santacruzlocal.org/2022/09/13/climate-plan-approved-by-santa-cruz-city-council/>. The key elements as reported by Santa Cruz Local are listed below:

- > Development of a city law on all-electric conversion of existing residential buildings by 2023 and existing commercial buildings by 2024. The law likely would target equipment for home heating, water heating, cooking and laundry dryers.
- > Removal of "obsolete" natural gas infrastructure in neighborhoods. City staff would work with Pacific Gas & Electric Co. to redirect money from natural gas pipeline maintenance to instead go toward electrification projects.
- > A push for Santa Cruz Metro to provide free bus passes for students.
- > A possible limit to parking for single-passenger vehicles Downtown.
- > Installation of at least 1,200 electric vehicle chargers for public use by 2030.
- > A policy for city leaders to prioritize electric municipal vehicles by December 2023.
- > Requirements for "secure" bike parking near public transit, busy areas and new commercial buildings.
- > Reestablishment of a city-wide bike share program.
- > A pilot program for time-based closures to vehicles in some business districts. The program aims to slow traffic and improve biking and walking.
- > "Efficient and equitable" land use policy. The plan calls for policies to "accelerate housing development and support commercial and industrial development in city limits, concentrating the most intensive growth in transit corridors and central areas of the city."

These policies would be incorporated into the next General Plan Housing Element update that the Council would approve next year.

This plan would be an extensive overall of city zoning regulations as well as major land use decisions and policy changes that would be incorporated into the City's next General Housing Element that would need to be approved next year. Two of the most challenging issues deal with an all-electric conversion of existing residential building units next year and existing commercial buildings by 2024. Like all significant changes to local government — a community buy-in is necessary to implement a sweeping policy change. The Climate Action Plan is big on potential shifts in personal lifestyle changes, all with well-intended environmental benefits. However, it seems to be shy on the economic analysis to implement this plan on a short time window by 2023, 2024 and 2030 to reach the state GHG emissions goal. A glaring omission is the cost of each element in the plan although,

according to the staff report, “The City has \$4.35 million in grants and other money to kick off the plan.” The Mayor and two Council members asked the critical questions: Mayor Sonja Brunner asked, “How could the city pay for some of the proposed actions?” Councilmember Renee Golder questioned whether it is possible that natural gas could be eliminated from homes, expressing concerns from residents who wrote comments about the plan. And Councilmember Donna Meyers asked if the plan aligned with downtown development projects — many of which are in the pipeline while others await the city to update the Downtown expansion plan before those potential projects move forward. The Climate Action Plan would certainly have an economic impact on those projects.

The future of Santa Cruz is working at a trajectory that may not be realized in the timeframe outlined by this plan. All we need to do is look at the latest strategies to address our homeless population that has been a city-county proposal years in process without a clear path forward.

I recall the Chamber leading our 2017 Community Leadership Visit on the subject of housing. The City leaders were deeply engaged on that CLV, and then Mayor Cynthia Chase pulled together a community process to address housing. A wonderful report was produced in June 2018 — called the Housing Blueprint Subcommittee Recommendations. 82 recommendations were put forward: <https://www.cityofsantacruz.com/home/showpublisheddocument/71900/636691496807470000>. How are we doing on initiating or implementing those recommendations? The short answer: It is a work in progress and far from reaching many of those recommendations. Again, according to the report, City staff will come back with a dashboard to pull together the timeline and estimate costs. Not to be critical — however, in the project development sector, understanding the economics of your proposal is step # 1 in the process. If the price to initiate, implement, entitle and build the project on a clear timeline is not established, the project will linger on a desk shelf. Let’s hope the city staff and the next City Council understand the economic and environmental balance that need to take place to meet these lofty goals.

Lookout Santa Cruz

Lookout Update: Santa Cruz pushes off weighty discussions on ‘corridors,’ affordable housing and rezoning

By Max Chun

September 13, 2022

As the city of Santa Cruz grapples with the major challenges of affordable housing, urban development and the inevitable trade-offs involved, big decisions on them will wait a little longer.

At the Aug. 23 Santa Cruz City Council meeting, concerned and intrigued members of the public voiced diverse opinions on significant rezoning and the development of new design standards [presented by the Santa Cruz city planning staff](#).

That hearing outlined a broad strategy for the city’s future.

The new standards — called “objective design and development standards” — aim to address the typically obscure and detailed specifications related to planning and building, especially around larger developments such as multifamily and mixed-use housing projects. The standards are intended to comply with state mandates, most notably the [Housing Crisis Act of 2019 \(Senate Bill 330\)](#).

In addition, [387 parcels](#) along Mission Street, Ocean Street and Soquel Avenue are set to be rezoned to conform with the city’s [2030 General Plan](#). The rezoning largely changes the designation of most of these parcels from community commercial (business-oriented) to multiuse, with medium or high density, thus enabling housing development accompanied by commercial and office space.

The Soquel Avenue parcels would be high density, the Mission Street parcels would be medium density, and the Ocean Street parcels would be a combination of medium- and high-density developments focused more on commercial, visitor-serving uses.

After a long presentation Aug. 23, Councilmember Donna Meyers motioned to continue the item to Tuesday’s meeting. Councilmember Justin Cummings seconded the motion, and it passed unanimously.

Now the matter has been postponed again, with the city council discussion and vote moved to Nov. 15. According to the [agenda report](#) for the Tuesday meeting, the delay is the result of a large number of public comments that misunderstood basic components of the proposal.

It is the second development project to see governmental action delayed recently. Santa Cruz city planners were scheduled to present plans for a senior living facility project proposed for a parcel adjacent to the Shrine of St. Joseph church and opposite Lighthouse Field State Beach at the city planning commission's Sept. 1 meeting, but that presentation was [continued to Oct. 6 due to errors with public noticing](#).

The continuation will allow staff the opportunity to reach out to those who provided comments regarding this issue so they can better understand the topics at hand, and allow more time for people who might not have the full background.

"Our intent is to use the brief delay to connect with those who have provided comments on the public hearing package, address various misunderstandings, and accept comments for future evaluation," said senior planner and project lead Sarah Neuse. "The two months will provide us with an opportunity to conduct some final engagement work, after which time we will be recommending that the council take action on Nov. 15."

Santa Cruz Metro Offers Free Fares September 15-29

The Santa Cruz Metropolitan Transit District (METRO) announces free fares countywide for the first two weeks of the fall schedule. **Free fares will be offered September 15 – 29th on all services including Highway 17 and ParaCruz.** Service to the County Fair will be free during this time, but only the 79F will offer free service to the fairgrounds on September 14th.

METRO is offering this two-week free fare promotion to encourage ridership and allow riders to get acquainted with the new fall service changes. Due to an ongoing shortage of bus operators around the nation and at METRO, the agency is making some temporary route modifications on existing routes.

To view the **fall service changes online** visit <http://scmtd.com/en/metro-news-bulletins> or to **preview the Fall Schedule** before it is released visit <http://scmtd.com/en/routes/schedule/202310>

Lookout Santa Cruz

Enjoy your freedom: Ride METRO for free from September 15th - 29th

PRESENTED BY [SANTA CRUZ METRO](#)

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(Santa Cruz METRO)

Temporary Changes to the Fall Service

Route 4 will operate only between Santa Cruz METRO Center and METRO Admin Offices on Vernon Street, serving the River Street corridor and Harvey West area in both directions. The Emeline Complex and Grant Street segment of Route 4 will be served hourly by Route 35 in both directions. Both segments will operate during the same hours of service as the current Route 4. Travel times will be consistent, and in many cases shorter, throughout the day. Afternoon trips from the Emeline Complex to METRO Center, for example, will take 15 minutes compared to 36 minutes today.

Route 35 will operate as Route 35E when serving the Emeline Complex. Route 35E trips between 10:00 a.m. and 4:00 p.m. will end at Big Basin Way and Highway 9 in Boulder Creek and will not serve Country Club during these hours.

Route 22 will be temporarily suspended. Route 20 will provide service from UCSC and Metro Center to the Coastal Science Campus and the Seymour Center in both directions on every trip.

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To view the fall service changes online [visit our website](#) or to preview the Fall Schedule before it is released, visit [here](#).

LATEST HEADLINES

Watsonville City Council to consider Complete Streets, traffic safety

Projects focus on bicycle and pedestrian transportation

By **PK HATTIS** | pkhattis@santacruzsentinel.com |
September 12, 2022 at 3:54 p.m.

WATSONVILLE – Bicycle and pedestrian safety enhancements are on the docket in South County this week, as Watsonville leaders take a close look at the city's roadways and infrastructure.

City Councilmembers will weigh two staff recommendations at its Tuesday meeting that include a resolution to support a Caltrans Complete Streets project aiming to provide diverse mobility services for city residents, along with potential



Caltrans Project 05-1P110 along State Route 152 would implement several components from the agency's Complete Streets Program—a 2021 policy shift prioritizing safety and access in new projects for people walking, biking and taking transit—within the city of Watsonville. Councilmembers will weigh a resolution in support of the effort, after it received a detailed presentation about the project at its Aug. 30 meeting.

“A Complete Street provides mobility for people of all ages and abilities, particularly those who are walking, biking, using assistive mobility devices, and riding transit,” staff wrote in a report to the council. “Complete Streets shift the focus from vehicle movement as the primary goal to the movement of people and goods.”

The agenda lists the [Downtown Watsonville Specific Plan](#), drafted earlier this year, as an example of a developing city project that embraces the Complete Streets concept. The plan includes investment in outdoor dining, pedestrian and bicycle focused design and reducing Main Street travel lanes from four to three to support multimodal transportation options.

Approval of the support resolution will “get the ball rolling,” and allow Caltrans to develop a project scope later this year, which includes many opportunities for public input. Pending a vote from city council, project approval phases could begin as soon as 2024 and construction potentially 2031, according to the [Aug. 30 presentation](#).

Traffic safety

The California Office of Traffic Safety provided Watsonville with two traffic safety grants for fiscal year 2023.



The first is \$75,000 from the Selective Traffic Enforcement Program (STEP) which will strategically fund programs working to reduce the number of persons killed and injured in alcohol-involved collisions and other primary collision factors. According to the staff report, funded strategies include DUI checkpoints, DUI saturation, traffic enforcement, distracted driving enforcement, traffic education and pedestrians and/or bicycle enforcement.

Programs seeking to enhance safety for pedestrians and bicyclists also received a boost, garnering \$43,895 in grant funding to reduce the number of persons injured or killed in crashes. From 2013 to 2019, Watsonville's pedestrian collision rate was ranked among the 15 highest cities in the state including the unenviable top spot in 2015 and 2019, according to the agenda report.

The Santa Cruz-based environmental and transportation advocacy nonprofit Ecology Action and Watsonville Police Department will contribute to the city's Pedestrian and Bicycle Safety program including the Bike Smart Program, Walk Smart Program and other outreach efforts.

If you go

What: Watsonville City Council meeting

When: 5:30 p.m. Tuesday

Where: 275 Main St., Watsonville, top floor

Tags: [Newsletter](#)



City Life

Wallace Baine

The Here & Now

COMMUNITY VOICES: Peruse Santa Cruz's new opinion forum



(Santa Cruz METRO)



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PROMOTED CONTENT

Enjoy your freedom: Ride METRO for free from September 15th - 29th

 PRESENTED BY [SANTA CRUZ METRO](#)



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(Santa Cruz METRO)

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trips from the Emeline Complex to METRO Center, for example, will take 15 minutes compared to 36 minutes today.

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CA: Santa Cruz RTC advances three phases of Highway 1 projects

The projects are in different stages of development, but center around expansion of auxiliary lane and bus on shoulder facilities, along with establishment of new infrastructure for bicycle and pedestrian transit.

By PK Hattis

Source Santa Cruz Sentinel, Calif. (TNS)

Sep. 6—SANTA CRUZ — A series of multimodal Highway 1 projects, separated into three phases, will move forward after the Santa Cruz County Regional Transportation Commission unanimously approved the plans.

The projects are in different stages of development, but center around expansion of auxiliary lane and bus on shoulder facilities, along with establishment of new infrastructure for bicycle and pedestrian transit.

Southern region

The commission directed much of its attention and questioning at its Sept. 1 meeting to its southernmost project, including a 1.75 mile stretch of Highway 1.

The project, currently in the design phase, aims to establish auxiliary lanes in both south and northbound directions from State Park Drive to Freedom Boulevard. Bus on shoulder facilities, or the ability for public transit buses to use the highway's shoulder to bypass congested areas, will be established from State Park Drive to Freedom Boulevard, to help fill in the gaps where the auxiliary lane must temporarily end.

It will also establish 1.25 miles of Coastal Rail Trail Segment 12 along the Santa Cruz Branch Rail Line corridor, two new bicycle and pedestrian overcrossing bridges from Soquel Drive to Aptos Creek and Soquel Drive to Valencia Creek, connecting Aptos Park, Aptos Village, Seacliff and Rio Del Mar neighborhoods.

"A major part of our delivery strategy is to advance projects to get them construction ready, because that makes us more competitive to get the funding," said Senior Transportation Engineer Sarah Christensen during a staff presentation.

The estimated cost for the project, according to the staff report, is \$198 million and funding sources are planned through a combination of state transportation grants and voter-approved 2016 Measure D transportation funds.

It was this high price tag that drew concern from Vice-chair Manu Koenig and Virginia Johnson, an alternate for Commissioner Bruce McPherson, but the transportation staff conveyed its confidence in the investment.

"With the high price tag, comes great benefit," Christensen said. "Over the years, as we construct these auxiliary lanes, the traffic is going to be greatly improved."

According to the staff report, construction on this southernmost phase of the project could begin as soon as 2025.

Mid county

The commission is also moving forward with two additional phases of auxiliary lane work further north on Highway 1, along with establishment of a new bridge overcrossing at Chanticleer Avenue.

Construction for the roughly \$29 million project is expected to begin later this year, establishing auxiliary lanes from 41st to Soquel Avenue, along with sound

and retaining wall improvements. The Chanticleer overcrossing will also provide a new passageway for bicyclists and pedestrians.

"I know I'm looking forward to the bike and pedestrian overcrossing almost as much as the freeway improvements themselves," Koenig said.

In all, the three phases make up a plan to establish almost 8 miles of auxiliary lane and bus on shoulder facilities for public transport along Highway 1, along with five bicycle and pedestrian overcrossings within the same stretch of road.

"This integrated approach is clearly the right approach," said Lowell Hurst, an alternate for Commissioner Eduardo Montesino. "Let's get it right the first time ... and let's do what's most beneficial in the long run."

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METRO offers free fares for first two weeks of fall schedule

SANTA CRUZ >> Santa Cruz METRO on Thursday announced free fares countywide for the first two weeks of its fall schedule.

The free fares will be offered Sept. 15-29 on all services including Highway 17 and ParaCruz. Service to the Santa Cruz County Fair in Watsonville will be free during this time, but only the 79F will offer free service to the fairgrounds on Sept. 14, the first day of the annual expo.

METRO is offering this two-week free fare promotion to encourage ridership and allow riders to get acquainted with the new fall service changes, according to a release from METRO. Due to a shortage of bus operators nationwide and at METRO, the agency is making temporary route modifications on existing routes.

Temporary changes to the fall service include:

- Route 4 will operate only between Santa Cruz METRO Center and METRO Admin Offices on Vernon Street, serving the River Street corridor and Harvey West area in both directions. The Emeline Complex and Grant Street segment of Route 4 will be served hourly by Route 35 in both directions. Both segments will operate during the same hours of service as the current Route 4.
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METRO Announces Free Fares for the First Two Weeks of the Fall Schedule, 9/15 - 9/29

Santa Cruz METRO Transit District sent this bulletin at 09/09/2022 08:35 AM PDT



Santa Cruz METRO Announces Free Fares for the First Two Weeks of the Fall Schedule

September 15 – 29, 2022

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METRO Announces Free Fares to the Santa Cruz County Fair, 9/14 - 9/18

Santa Cruz METRO Transit District sent this bulletin at 09/08/2022 12:20 PM PDT



Santa Cruz METRO Announces Free Fares to the Santa Cruz County Fair

September 14 -18, 2022

The Santa Cruz Metropolitan Transit District (METRO) announces free fares on both fixed-route and ParaCruz services to the Santa Cruz County Fair September 14 – 18th at the Watsonville Fairgrounds.

To provide additional service to Santa Cruz County Fair attendees, METRO has created a special route, Route 79F, that will provide daily service to the Watsonville Fairgrounds. Additionally, METRO will once again extend the Route 79 weekend service and daily ParaCruz service to the fairgrounds in Watsonville. Fixed-Route customers can utilize Routes 79F and 79 to get to the Fairgrounds during this time, but only the 79F will offer free service to the fairgrounds on September 14th.

Service will depart from the Watsonville Transit Center on the hour from noon - 10pm on weekdays and 10am - 10pm on weekends and will offer a return trip from the County Fair at :25 past the hour from 12:25pm – 10:25pm on weekdays and 10:25am-10:25pm on weekends.

For more information on taking METRO to the County Fair visit <http://scmtd.com/en/fares/45-agency-info/163-county-fair-route>.

To preview METRO's Fall Schedule before it is released visit <http://scmttd.com/en/routes/schedule/202310>.

For more information on METRO visit scmttd.com.

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Mass Transit

CA: Santa Cruz RTC advances three phases of Highway 1 projects

The projects are in different stages of development, but center around expansion of auxiliary lane and bus on shoulder facilities, along with establishment of new infrastructure for bicycle and pedestrian transit.

By PK Hattis

Source Santa Cruz Sentinel, Calif. (TNS)

Sept. 7, 2022

Sep. 6—SANTA CRUZ — A series of multimodal Highway 1 projects, separated into three phases, will move forward after the Santa Cruz County Regional Transportation Commission unanimously approved the plans.

The projects are in different stages of development, but center around expansion of auxiliary lane and bus on shoulder facilities, along with establishment of new infrastructure for bicycle and pedestrian transit.

Southern region

The commission directed much of its attention and questioning at its Sept. 1 meeting to its southernmost project, including a 1.75 mile stretch of Highway 1.

The project, currently in the design phase, aims to establish auxiliary lanes in both south and northbound directions from State Park Drive to Freedom Boulevard. Bus on shoulder facilities, or the ability for public transit buses to use the highway's shoulder to bypass congested areas, will be established from State Park Drive to Freedom Boulevard, to help fill in the gaps where the auxiliary lane must temporarily end.

It will also establish 1.25 miles of Coastal Rail Trail Segment 12 along the Santa Cruz Branch Rail Line corridor, two new bicycle and pedestrian overcrossing bridges from Soquel Drive to Aptos Creek and Soquel Drive to Valencia Creek, connecting Aptos Park, Aptos Village, Seacliff and Rio Del Mar neighborhoods.

"A major part of our delivery strategy is to advance projects to get them construction ready, because that makes us more competitive to get the funding," said Senior Transportation Engineer Sarah Christensen during a staff presentation.

The estimated cost for the project, according to the staff report, is \$198 million and funding sources are planned through a combination of state transportation grants and voter-approved 2016 Measure D transportation funds.

It was this high price tag that drew concern from Vice-chair Manu Koenig and Virginia Johnson, an alternate for Commissioner Bruce McPherson, but the transportation staff conveyed its confidence in the investment.

"With the high price tag, comes great benefit," Christensen said. "Over the years, as we construct these auxiliary lanes, the traffic is going to be greatly improved."

According to the staff report, construction on this southernmost phase of the project could begin as soon as 2025.

Mid county

The commission is also moving forward with two additional phases of auxiliary lane work further north on Highway 1, along with establishment of a new bridge overcrossing at Chanticleer Avenue.

Construction for the roughly \$29 million project is expected to begin later this year, establishing auxiliary lanes from 41st to Soquel Avenue, along with sound and retaining wall improvements. The Chanticleer overcrossing will also provide a new passageway for bicyclists and pedestrians.

"I know I'm looking forward to the bike and pedestrian overcrossing almost as much as the freeway improvements themselves," Koenig said.

In all, the three phases make up a plan to establish almost 8 miles of auxiliary lane and bus on shoulder facilities for public transport along Highway 1, along with five bicycle and pedestrian overcrossings within the same stretch of road.

"This integrated approach is clearly the right approach," said Lowell Hurst, an alternate for Commissioner Eduardo Montesino. "Let's get it right the first time ... and let's do what's most beneficial in the long run."

Santa Cruz Sentinel

By PK Hattis

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TRANSPORTATION

RTC to review rail trail, lane

Projects include Coastal Rail Trail segment 12, auxiliary lane and bus on shoulder developments

BY PK HATTIS

PKHATTIS@SANTACRUZSENTINEL.COM

SANTA CRUZ >> Highway 1 congestion and multimodal projects to address it will be the center of focus at Thursday's Santa Cruz County Regional Transportation Commission meeting.

Projects include auxiliary lane and bus on shoulder work—both improvements to existing lanes and establishment of new ones—along with development of Coastal Rail Trail segment 12 near Aptos.

The commission established a cooperative agreement with Caltrans in 2020 that sought to gather project approval and environmental documentation for, among other things, establishment of auxiliary lanes and bus on shoulder space in both directions from State Park Drive to Freedom Boulevard interchanges. It also includes development of Coastal Rail Trail segment 12—spanning 1.25 miles from State Park Drive to just south of the Rio del Mar overhead structure.

The total project cost is estimated to be \$198 million, according to the staff report, and will be funded through a combination of state grants, transportation programs and 2016 Measure D funds, meant for transportation improvements across the county.

Project consultants are close to finishing a draft environmental impact report and assessment, scheduled for release in October. In the interest of hastening progress and developing appeal for grant funding, commission staff is recommending it advance the final design portions of the project, which could put construction on track to begin as early as 2025.

The commission has also partnered with Caltrans for auxiliary lane and bus on shoulder improvements in both directions from Soquel Avenue/Drive to 41st Avenue. The project, spanning almost 3 miles of Highway 1, includes retaining walls, soundwalls and a new bicycle and pedestrian overcrossing at Chanticleer Avenue, according to the staff report.

Caltrans is acting as the implementing agency while the transportation commission has provided design and right of way services. Caltrans began advertising for construction bids earlier this month and awarded the contract to Watsonville-based Granite Construction.

However, the global supply chain struggle has increased inflationary costs, according to the staff report, and because the transportation commission is responsible for overrun costs for the project, it will consider programming an additional \$1.8 million in 2016 Measure D funds to see the project through.



Service Changes for the Fall

Santa Cruz METRO Transit District sent this bulletin at 08/29/2022 08:30 AM PDT

Fall service starts September 15th and ends December 7th

METRO is making temporary route modifications on existing routes to accommodate the shortage of bus operators being experienced by METRO and around the nation, and to improve service reliability (minimize inconvenient cancellations for riders). Service will be maintained on all corridors and most UCSC school term service will return. In addition, METRO will offer free fares from September 15th to September 29th countywide including Highway 17 and ParaCruz service. Service to the County Fair will be free during this time, but only the 79F will offer free service to the fairgrounds on September 14th.

Temporary changes include the following:

Route 4 will operate only between Santa Cruz METRO Center and METRO Admin Offices on Vernon Street, serving the River Street corridor and Harvey West area in both directions. The Emeline Complex and Grant Street segment of Route 4 will be served hourly by Route 35 in both directions. Both segments will operate during the same hours of service as the current Route 4. Travel times will be consistent, and in many cases shorter, throughout the day. Afternoon trips from the Emeline Complex to METRO Center, for example, will take 15 minutes compared to 36 minutes today.

Route 35 will operate as Route 35E when serving the Emeline Complex. Route 35E trips between 10:00 a.m. and 4:00 p.m. will end at Big Basin Way and Highway 9 in Boulder Creek and will not serve Country Club during these hours.

Route 22 will be temporarily suspended. Route 20 will provide service from UCSC and Metro Center to the Coastal Science Campus and the Seymour Center in both directions on every trip.

Clockwise direction trips on the Watsonville Circulator have been temporarily suspended. Alternate service is available in the counter-clockwise direction and on Routes 71, 72 and 75.

Minor schedule changes will also be made on Routes 18, 20, 35, 40, 42, 72, 72W, 75, 79 and the Watsonville Circulator to improve service reliability, as well as Route 35 "School Term" trips to match changes in bell times.

To review these modifications in detail, please visit our news bulletins page: <https://www.scmtd.com/metro-news-bulletins>.

Please check our schedules page for the preview of spring service: <https://www.scmtd.com/routes>.

The Fall Headways Bus Rider's Guide will be available on all Buses & Transit Centers on September 8, 2022.



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From: [Curtis Moses](#)
To: [Danielle Glagola](#); [Metro-All](#)
Subject: RE: METRO Safety Awards
Date: Thursday, August 25, 2022 12:16:10 PM
Attachments: [image007.png](#)
[image008.png](#)

Awesome !!!!

From: Danielle Glagola <DGLagola@scmttd.com>
Sent: Thursday, August 25, 2022 12:14 PM
To: Metro-All <Metro-All@scmttd.com>
Subject: METRO Safety Awards



Hi Everyone,

Today was a big day. We celebrated three departments for their great work in increasing the safety culture at METRO by presenting each with a Safety Award, presented by the Safety Department.

This is a huge accomplishment and it takes partnerships within the entire department to be able to achieve this. Please join me in congratulating each of the below departments for their efforts. Job well done everyone!

SMS Safety Award Recipients:

Fleet Maintenance- "Most Improved for Safety Culture"

Facility Maintenance- "CALOSHA Safe Work Area"

Parts & Materials- "Zero Incident"





Danielle Glagola
Marketing, Communications & Customer Service Director
(831) 420-2550
[Santa Cruz METRO](#)



LOOKOUT SANTA CRUZ

Attention beachgoers: Head to Santa Cruz and save money on the new Highway 17 Beach Express service



Santa Cruz METRO today announced the launch of the Highway 17 Beach Express, providing weekend Highway 17 Express service to the Santa Cruz Wharf and Main Beach from San Jose Diridon Station.

“The new Highway 17 Beach Express takes the stress out of summertime travel over Highway 17, while also saving beachgoers money and reducing greenhouse gas emissions from cars.”

— Danielle Glagola, METRO Marketing, Communications, & Customer Service Director

[Beach Express Schedule](#)

The Beach Express will operate on weekends through September 11, 2022.

Departures from San Jose Diridon Station to Santa Cruz Wharf and Main Beach:

- **8:20 AM**, arriving at the Santa Cruz Wharf at **9:22 AM**
- **9:20 AM**, arriving at the Santa Cruz Wharf at **10:30 AM**

Departures from Santa Cruz Wharf and Main Beach to San Jose/Diridon Station:

- **7:29 PM**, arriving at Diridon Station at **8:50 PM**
- **8:20 PM**, arriving at Diridon station at **9:50 PM**

Fares

Fares are \$7 each way per person. Discounted fares are available for riders at least 62 years of age and those with disabilities with proof of ID. Up to three children (under 46") can ride for free with a paying adult. Riders are encouraged to use the METRO's mobile ticketing app, the METRO Splash Pass. METRO riders on the Highway 17 Express, as well as local routes, are now able to purchase their tickets, via a credit or debit card, using their Apple or Android smartphones by downloading the METRO Splash Pass in the App Store and Google Play. Just before boarding the bus, select the ticket you want to use, activate the ticket and scan on the Hwy-17 Express validator. For more information, [visit our website](#).

Don't have a smartphone and still want to purchase a pass? Bring exact change onboard or mail-order your bus pass online. For more information, [visit our website](#).

About Santa Cruz Metropolitan Transit District

Established in 1968, Santa Cruz METRO provides directly operated fixed-route and Highway 17 commuter service throughout Santa Cruz County, with limited service connecting to Monterey Salinas Transit at our Watsonville Transit Center and Santa Clara County, transporting more than 5 million* passenger trips a year. METRO also directly operates ParaCruz paratransit service to Santa Cruz County, providing about 73,500* trips per year. METRO's operating budget in FY21 is almost \$55 million and is funded through a combination of farebox revenue, sales tax, and state and federal sources. Today METRO operates a fleet of 94 buses on at least 24 fixed-routes and 32 paratransit vehicles. For more information, [visit our website](#). [Like METRO on Facebook](#) or [follow us on Twitter](#).



Service Changes for the Fall

Santa Cruz METRO Transit District sent this bulletin at 08/23/2022 10:51 AM PDT

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Other Transit Related Articles

Mass Transit

CA: Can we ride all 27 Bay Area transit agencies in one day? Experts doubt it, but #TotalTransit2022 hopes to find out

By Heather Knight

Source San Francisco Chronicle (TNS)

Sept. 19, 2022

Everything in life, it seems, has gotten more serious, more complicated and more difficult in the past few years — even all-day transit adventures that only the nuttiest journalists would attempt.

Sep. 17—Everything in life, it seems, has gotten more serious, more complicated and more difficult in the past few years — even all-day transit adventures that only the nuttiest journalists would attempt.

Loyal readers may remember #TotalMuni2018, the day when Chronicle pop culture critic Peter Hartlaub and I rode every Muni line — all 60 buses, trains, streetcars and cable cars — in just over 18 grueling yet strangely delightful hours.

We thought about embarking on another transit challenge, but by the time we got down to real planning, the pandemic struck, turning us into shut-ins and taking many transit vehicles off the road. But now it's time. Gulp.

On Sept. 28, we'll attempt #TotalTransit2022, an adventure that will take us to the far reaches of the Bay Area as we try to hop aboard all 27 of our region's transit agencies. You can follow along on Twitter or at SFChronicle.com where a tracker will note our progress — or lack thereof.

Unlike the purely silly Total Muni, this challenge has a point. We're trying to test out our thesis that the Bay Area's transit systems are a disjointed mess, where riders trying to go from one agency to another are likely to find missed connections, long waits and plenty of confusion. We think we'll be lucky to ride 15 of the 27.

A stressful, frustrating day riding transit would perfectly reflect how our region claims to be forward-thinking, environmentally friendly and transit-first — but doesn't live up to those ideals.

If it did, we wouldn't have 27 agencies — from the major players such as BART, Caltrain and Muni to the bit parts including Dixon's REDI-Ride and the Rio Vista Delta Breeze. (Does Fairfield and Suisun Transit live up to its acronym, FAST? We're about to find out.) Each of the 27 agencies has its own staff and crafts its own schedules, wayfinding systems and fare policies. They're not forced to coordinate, and the sheer number of agencies results in expensive inefficiencies.

Even with all those agencies, entire swaths of the Bay Area are left out of public transit, forcing people into their cars. The Bay Area doesn't even begin to compare to New York City, London and so many other metropolitan regions around the world that make riding public transit the obvious, easy first choice.

Asked whether the Bay Area is transit-first, Natalie Abbott laughed.

"No," she said as if I'd asked whether the sky was green. "Not at all."

The 39-year-old librarian lives in Walnut Creek and works in Pittsburg. She has a neuromuscular movement disorder and vision impairment and doesn't drive, getting around with help from an assistance dog named Cassius. She said she's lucky to be able to afford rent near a BART station, but many parts of the Bay Area are off limits to her unless she pays for expensive Uber rides.

"There are things that are 5 miles away from my house, and there's no ability to get there, which is bizarre," she said.

Alex Mitra likened the Bay Area's lackluster, disjointed public transit system to "a figurative cage." The transit fan and community health worker grew up in San Francisco's Excelsior district, where he says as a kid he learned "public transit doesn't go to areas that didn't want poor people." That meant he could ride the bus to school or to visit friends in the Mission or Sunset, but large portions of Marin or the Peninsula? Forget it.

Now 35, he lives in the Inner Sunset without a car and said he's constantly weighing whether it's worth the time and frustration to attempt to visit family in the East Bay via public transit. He often rents a car instead.

Mitra said public transit should make trips shorter and less stressful — zipping past traffic in special lanes or underground — but in the Bay Area, it's often the opposite.

Joanie Juster knows that frustration well. She's 69 and wishes she could visit and care for her 82-year-old sister who lives in the Contra Costa County community of Oakley far more often. It's only about 40 miles as the crow flies, but Juster doesn't own a car and getting there on public transit takes more than two hours — and sometimes a lot more.

It requires riding the 1-California bus from Juster's apartment to the Financial District, walking to the Embarcadero BART Station, riding a train to Pittsburg/Bay Point, transferring to a different train to Antioch, walking to the Tri Delta bus stop, riding the bus for 10 stops and then walking another third of a mile to her sister's home.

"I don't get out there that often for good reason," she said, noting she's grateful it's not her commute. "There are people who have to do this every damn day, and I don't know how they do it."

Adding kids into the mix makes it even harder. Jackie Mauro, 35, lives in Diamond Heights and has a toddler, plus a baby on the way. She used to visit family in Berkeley by riding the 35-Eureka bus to the Glen Park BART Station and getting picked up by relatives at the North Berkeley Station. But lugging a stroller and car seat makes it nearly impossible, and her aging relatives don't feel comfortable driving into the city. So she rarely sees them.

"It's just kind of a logistical nightmare," she said, scoffing at the notion the Bay Area is transit first. "I went to college in New York. New York is transit first!"

None of this is a surprise to Bay Area leaders who've been talking about our Swiss cheese-like public transit system for decades. Jim Wunderman, CEO of the Bay Area Council, said a more seamless, more collaborative regional transit system has been one of his top priorities since he took his job 18 years ago.

"There are separately operating systems, separate fares, separate wayfinding systems, no applicable, reasonable transfers. As one pulls in, the other pulls out and you watch the train leave," he said. "We should have more central control, but bureaucracy is very resistant to that."

In true Bay Area style, he's served on several commissions on the topic, participated in studies and held focus groups. And not a whole lot has changed.

There was hope this year in the form of SB917, which would have required a regional mapping and wayfinding system, an integrated fare structure and other improvements. BART and the ferry system were supporters, while most transit agencies were neutral.

The bill passed the Senate but died mysteriously in the often-murky Assembly appropriations committee. Some supporters say a letter from the Alameda-Contra Costa Transit District's general manager expressing concerns about funding and the undermining of each agency's board may have been its death blow.

Ian Griffiths is the policy director for Seamless Bay Area, which seeks to turn the Bay Area's fragmented transit system into a world-class, widely used one.

He said it's way too hard to move around the region now — pointing to, say, getting from your apartment in the Sunset to your job at Genentech in South San Francisco. That's about a 12-mile drive, but would take an hour and 20 minutes on public transit if everything goes right.

"I am frustrated," he said. "There are fires going on. The climate future is now. And we're so far away."

As part of his job, Griffiths rides transit around the Bay Area regularly and warned that Hartlaub and I should expect a lot of stress and exhaustion.

"I hope you're pleasantly surprised," he said, adding that's unlikely. "Good luck!"

Thank you, sir. We'll definitely need it.

Twitter

September 16, 2022

← Thread



Ian Griffiths
@icgee



On my way to the [#TransitMonth](#) Ride Along with a dozen or of our transit agency GMs!

I honestly have no clue how this is going to turn out but I'm appreciative that so many are participating. Their willingness to show up to this together & get to know riders is a good sign!



2:50 PM · Sep 16, 2022 · Twitter for iPhone

Cal Matters

Big change for big rigs: California unveils mandate to phase out diesel trucks

By Nadia Lopez

September 16, 2022

New big rigs and other trucks will have to be zero-emissions in 2040 — ending their decades-long reliance on high-polluting diesel — under a proposed regulation unveiled by the California Air Resources Board.

Under the [proposal](#), manufacturers couldn't sell new medium-duty and heavy-duty trucks fueled by diesel or gasoline that operate in California, instead turning to electric models. In addition, large trucking companies would have to gradually convert their existing fleets to zero-emission vehicles, buying more over time until all are zero emissions by 2042.

In another worldwide first, California aims to amp up its efforts to end the use of fossil fuels by setting requirements for clean-burning big rigs, garbage trucks, delivery trucks and other large trucks. Transportation is California's largest contributor to climate-warming greenhouse gases as well as smog and other air pollutants.

Chris Shimoda, a senior vice president at the California Trucking Association, which represents truck drivers, said zero-emission truck technology has great possibilities, but truckers worry about "the practical unknowns," such as the high cost of the trucks, a lack of charging stations and the limited range of the vehicles.

"We're flying blind into some pretty major questions about the practicality of actually implementing this rule," Shimoda said.

The air board did not include cost estimates for trucking companies and truck drivers in its proposal, only saying that their upfront costs would be high but they'd save money over time.

About 1.8 million heavy-duty trucks on California's roads would be affected by the regulation, according to the report.

The proposed rule could put about 510,000 carbon-free medium and heavy-duty vehicles on California's roads in 2035, increasing to 1.2 million in 2045 and nearly 1.6

million in 2050, according to the air board. Currently there are only [1,943 zero emission medium and heavy duty vehicles](#) on the state's roads, and nearly all of them are buses.

The new truck mandate is “really a critical piece of the state's climate and clean air objectives,” said Patricio Portillo, a clean transportation advocate at the Natural Resources Defense Council. “A common sight on California's highways are trucks clogging lanes, blowing thick smoke into the sky while overheated trucks rest at the side. It's so normal that we stop thinking about it, but that exhaust permeating the air harms our lungs and bodies.”

The air board will hold a public hearing on the proposal on Oct. 27, after a 45-day public comment period. It comes just a few weeks after the air board [passed another far-reaching mandate](#) that bans sales of gas-powered cars by 2035.

California has been ratcheting down emissions from diesel-powered trucks and buses for decades in an effort to combat the state's severe air pollution. The new proposal builds on a [clean trucks regulation](#) passed in 2020, which gradually increases the number of [zero-emission trucks](#) that manufacturers must sell, starting in 2024.

The provisions requiring turnover of existing fleets would apply only to federal agencies and so-called “high-priority fleets,” which are owned or operated by companies with 50 or more trucks or \$50 million or more in annual revenue. Included are trucks weighing 10,001 pounds or more and package delivery vehicles of 8,500 lbs or more, including U.S. Postal Service, FedEx, UPS and Amazon fleets.

These large companies and federal agencies would have a choice on how to comply: They could purchase only zero-emission vehicles beginning in 2024 while retiring diesel trucks at the end of their useful life. Or they could phase-in zero-emission trucks as a percentage of their total fleet, starting with 10% of delivery trucks and other types that are the easiest to electrify in 2025, then ramping up to 100% between 2035 and 2042.

The requirements for converting fleets would not apply to smaller companies, unless they were using a larger company's trucks. They could keep their trucks as long as they want under the proposal, although their new purchases would have to be zero-emission by 2040, according to Tony Brasil, chief of the air board's transportation and technology branch.

“We also believe that some of the market dynamics will probably encourage fleets to replace their trucks earlier,” Brasil said. “As new zero emission trucks become available, the cost of operation is considerably lower.”

Working toward the 2040 ban on new diesel and gas trucks, the proposal has other deadlines for phasing in new sales, varying based on the type of truck.

Drayage trucks — used largely to transport cargo from ports and railways — would have the strictest timeline. New models would be zero-emission in 2024, while diesel and gas drayage trucks must retire after 18 years to guarantee that they meet a zero-emission requirement by 2035.

In addition, half of all new trucks purchased by state and local governments would be zero-emission in 2024, increasing to 100% by 2027. Some exemptions are allowed, if there is a lack of available models. Counties with small populations, including Inyo, Butte, Mendocino and Tuolumne, would be exempt until 2027.

The new rule banning sale of diesel vehicles would not apply to emergency vehicles, such as ambulances.

Some manufacturers have already announced plans to ramp up sales of electric truck fleets. Tesla plans to roll out electric semi trucks with 500 miles of range [later this year](#), while [Volvo Trucks](#) and [Nikola Inc.](#) have launched electric big-rigs and other models with ranges of up to 350 miles. Volvo Trucks this year set a global goal that half of its truck sales would be electric by 2030.

“We are determined to lead the transformation of the transport industry,” Roger Alm, president of Volvo Trucks, said in a statement. “The interest among customers is high and it’s quickly becoming a competitive advantage for transporters to be able to offer electric, sustainable transports.”

But challenges with the transition remain.

Many electric heavy-duty trucks currently on the market still lack the range needed to transport cargo statewide and across state lines. Some vehicles like drayage trucks are better suited for electrification because those vehicles may not need as long of a vehicle range, said Shimoda of the California Trucking Association. But for long-haulers, the mandate could pose serious problems, he said.

Long-haul diesel trucks can operate up to 1,000 miles before needing to refill the tank, which takes 10 to 15 minutes to fill up. But electric models have to be charged often because they have “significantly shorter range” and they take hours to charge.

“The charging infrastructure that is necessary to support these trucks is basically non-existent today. Even the fastest available chargers right now are going to take three to four hours to charge up to a full state,” said Shimoda, who represents California truckers.

Todd Spencer, president and CEO of the Owner-Operator Independent Drivers Association, said charging times of more than two hours could “cause total disruption” of the industry.

“Neither the technology nor the interstate infrastructure will be available in the foreseeable future to support a zero-emission requirement for long-haul interstate trucks,” he said.

Some new technology, however, has already surfaced that dramatically cuts the charging time. The newest model of the Volvo eVNR tractor-trailer can [recharge to 80% in just 90 minutes](#).

The mandate also would increase demand on the state’s already-fragile electric grid.

“These charging stations are going to be a huge, huge power draw,” Shimoda said. “To put into context, the Levi’s Stadium in Santa Clara on a game day uses around 300 to 350 kilowatts of power. A charging station needed for a big rig is going to be like 30 times larger.”

Stanley Young, an Air Resources Board spokesperson, said many concerns over the charging infrastructure are already being addressed under the buildout of the grid outlined in the [state’s proposed scoping plan](#), its climate change blueprint.

Though new model prices are high, electric trucks would need much lower maintenance costs over time compared to fossil-fueled engines and would save money to recharge with electricity than diesel.

Shane Levy of Proterra, an electric vehicle technology company, said the company has rapidly scaled up its battery technology in recent years. It is currently working with more than a dozen manufacturers to electrify medium- and heavy-duty trucks and has delivered battery systems for more than a thousand commercial vehicles.

He said the new rule could accelerate the market.

“Commercial vehicles are ripe for electrification – benefiting not only how we move people around cities and towns, but also how we provide goods and services to the communities we live in,” he added.

Some [state and federal subsidy programs](#) could also help provide relief to companies and truck drivers.

Although the board provided no cost data, staff said the long-term economic net benefits are expected to save companies about \$22 billion over the life of the regulation and will save more than 5,000 California lives between 2024 and 2050, according to air board staff’s estimates.

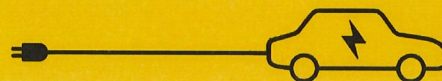
Environmental groups say the deadlines should be accelerated by four years, from 2040 to 2036 for all sales of new zero-emission trucks.

Portillo, of the Natural Resources Defense Council, said speeding up the transition would have health benefits for low-income, disadvantaged communities that live near highways, railyards and ports, where trucks spew toxic diesel exhaust and smog-forming pollutants.

Diesel exhaust is one of the [most harmful pollutants](#) that threaten Californians’ health, containing more than 40 carcinogens as well as particles that contribute to cardiovascular and respiratory disease.

FOCUS TRANSPORTATION

CHARGING AHEAD



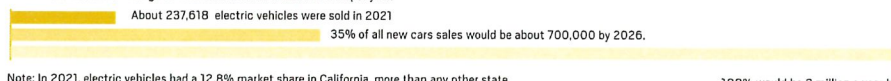
California has lofty goals for electric vehicles by 2035 while struggling to keep its electric grid operating smoothly during heat waves. Today we look at some projections for electric vehicles and how they could impact electricity demand.

By KURT SNIBBE | Southern California News Group

The road ahead

New car sales goal

Based on California's average of about 2 million new vehicles sold per year.



Note: In 2021, electric vehicles had a 12.8% market share in California, more than any other state. Hybrid electric vehicles had 10.6% of market share in the same year.

100% would be 2 million a year by 2035

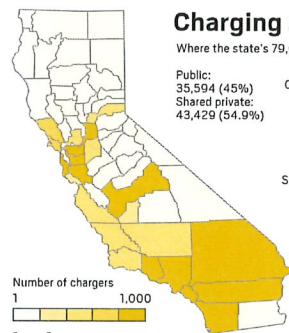
Charging station goals

EV only, not including hydrogen power



Note: The state would need to create 171,000 new charging stations, or about 85,500 per year in the next two years, to reach its 2025 goal. It would need 1.12 million new stations to reach its 2035 goal, or about 86,000 a year for the next 13 years. Some reports by the California Energy Commission say 1.2 million charging stations will be needed by 2030.

The goal for 2035 is 1.2 million chargers

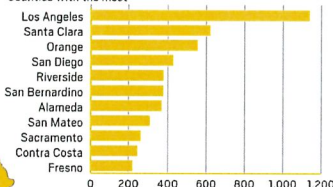


Charging stations

Where the state's 79,023 stations are

Public: 35,594 (45%)
Shared private: 43,429 (54.9%)

Counties with the most



Note: Twelve of California's 58 counties have 10 or fewer charging stations. Five have no stations.

Current stations

	Public	Shared private	Total
Level 1	228	401	629
Level 2	28,671	42,565	71,236
DC Fast	6,695	463	7,158



Level 1 chargers use alternating current electricity at 120 volts to provide about 5 miles or less of range per hour of charging.



Level 2 chargers use alternating current electricity to charge a plug-in electric vehicle at 208 to 240 volts and can provide about 14 to 35 miles of range per hour of charging.



DC Fast chargers use direct current electricity at 480 volts to recharge an all-battery electric vehicle to 80% capacity in about 30 minutes, though the time required depends on the size of the vehicle battery and the power level of the charger.

According to electric vehicle infrastructure company Future Energy, the average EV charging station installation cost for a Level 2 station is around \$6,000 per port. However several factors affect commercial EV charging

station costs: infrastructure, equipment, soft costs, subsidies and software. **Conservative estimate:** The state needs to increase stations by 86,000 per year.

45% of the stations are public (38,700) with an estimated average cost of \$6,000 to put in place. That would amount to about \$232 million annually, or \$3 billion by 2035.

Demand for electricity

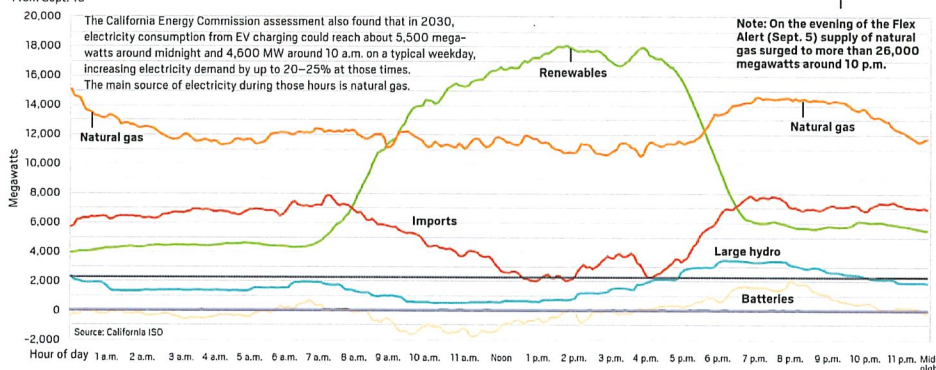
Earlier this month during a heat wave, the state issued a Flex Alert on Sept. 5 and many skeptics raised concern regarding the state's ability to provide enough electricity. According to the most recent forecast by the California Energy Commission in 2021, electric vehicles would draw a maximum of 4% of California's electricity supply even during peak demand. But they

did not say what the source of electricity would be. The 4% electricity-use scenario presumes an aggressive EV adoption rate of 5.4 million light-duty electric vehicles and 193,000 medium- and heavy-duty electric vehicles on the road in 2030. To date, 1.2 million electric vehicles have been sold in California. The best time to charge EVs is overnight, after the Flex

Alert, according to a Los Angeles Department of Water and Power spokesperson speaking to Spectrum News 1 in Los Angeles. LADWP has adequate energy supply to meet EV charging demand even during a Flex Alert's peak hours, the rep said, but charging at non-peak times helps to lessen stress on the electricity distribution grid.

California's power supply trend

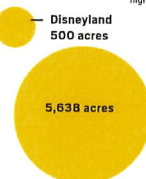
From Sept. 13



Electric car energy
According to EnergySage, an online-quote-comparison marketplace for solar and other renewable energies, on average, Americans drive about 14,000 miles per year, and based on data from fueleconomy.gov, EVs consume an average of 0.35 kilowatt-hours per mile driven. That amounts to a Level 2 home EV charger needing about 13.4 kWh of electricity daily. California already has about 1 million EVs on

the road. To double that would be an increase of about 13,400 megawatts per day or 558.3 megawatts per hour. That does not appear to be a major burden on the grid even during heat waves. But to add 2 million EVs per year as the 2035 goals intend might require substantial resource expansion of the power supply. **Solar panel proportions**
The following calculations are estimates of charging cars with renewable energy. On average it takes 7-9 solar panels to charge an

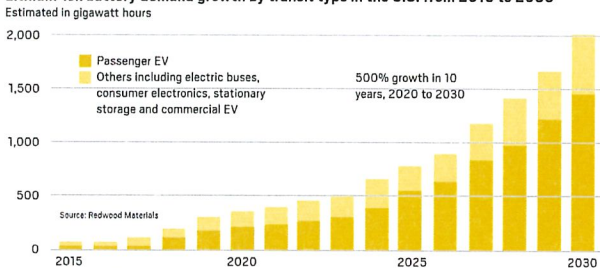
electric car driven daily. Conservatively an array (7 panels) would be about 122.8 square feet per car. Therefore the 2035 goal that approximately 2 million new EVs be sold a year would require approximately 5,638 acres of new solar panels annually. That's a space more than 10 times the size of Disneyland in Anaheim (or about 8.8 square miles) per year. Three of the nation's top five biggest solar farms are in California, and each are 3,200 acres or more.



The battery situation

In February, Redwood Materials of Carson City, Nevada, announced in a press release that it will be collecting and recycling hybrid and EV battery packs into new battery materials for California. It says it will accept all lithium-ion and nickel metal hydride batteries in the state. Previously, tapped-out EV batteries were shipped overseas. Redwood Materials currently recycles more than 6 gigawatt hours of batteries each year, enough for 60,000 EVs. The company hopes to be able to reach production of 1 million EVs by 2025. Battery recycling will play an equally important role in shaping the future of EVs, helping to cut down on e-waste and the need for harmful mining practices for lithium and other minerals.

Lithium-ion battery demand growth by transit type in the U.S. from 2015 to 2030



Sources: California Energy Commission, Redwood Materials, California Independent System Operator, Office of Gov. Gavin Newsom, energysage.com, insideevs.com, Spectrum News 1, California EPA

'FINANCES ARE STILL UPSIDE DOWN'

\$343 a trip? San Francisco ferries are facing challenges

Agencies confronting high operating costs and taxpayer subsidies, ridership at about half of pre-pandemic levels



Alexis Nelson rides Golden Gate Ferry's Mendocino boat to her job in Larkspur on Aug. 30. San Francisco ferries are one of the Bay Area's iconic public transit options, but moving virtually empty boats during the pandemic has come at a hefty price. PHOTOS BY KARL MONDON — STAFF PHOTOGRAPHER



A Golden Gate Ferry boat cruises past the San Francisco skyline on its route from Sausalito to the Ferry Building.

BY ELIYAHU KAMISHER

EKAMISHER@BAYAREANEWSGROUP.COM

When Alexis Nelson hitches a ride to work on a 450-passenger boat heading from San Francisco to Marin County, she is arguably getting the best deal in Bay Area travel: Nearly private ocean views for \$8.50.

But behind that ticket price are millions of dollars in Golden Gate Bridge tolls and massive sums of federal pandemic relief money that keep the ferry afloat.

“Earlier in the year it would literally be me and one other person on the 8 a.m. ferry to Larkspur,” said Nelson as she read a book on her 30-minute commute. “It’s pretty nice.”

San Francisco ferries are one of the Bay Area’s iconic public transit options — and are meant to be a vital cog in the region’s traffic reduction efforts. But moving virtually empty boats during the pandemic has come at a hefty price for taxpayers. For ferries serving Marin County, average per-passenger costs soared to a nation-leading \$343 a trip in 2021, and ferries serving the East Bay and Vallejo were the third-costliest at \$117, according to a Bay Area News Group review of national transit data and expense figures provided by local ferry operators.

Those per-passenger costs for the region’s two ferry agencies — Golden Gate Ferry and San Francisco Bay Ferry — have more recently swung to \$44 and \$33 as riders slowly return, but the pandemic costs underscore how a beloved ferry network is now on life support, with deep financial troubles on the horizon amid high costs and ridership around half what it was before the pandemic.

efficiency while being hit with fresh ocean air and views of the Golden Gate.

“I like it so much that I’m selling my car,” said Jessie Kozar, who commutes by train and ferry from San Mateo, sipping a morning coffee and chatting with a friend on her way to work at Ethan Allen in Corte Madera. “It’s even more fun on the way back when you can drink.”

But the financial woes are so severe they could threaten the future of boat service in the Bay Area, especially for the Golden Gate Ferry, with core service running between San Francisco, Tiburon, Larkspur and Sausalito. Not only are the agency’s affluent commuters returning at a far slower tick than many other transit agencies. But the cost of running a Golden Gate Ferry boat regardless of the number of passengers aboard was \$2,919 an hour in 2020, the second-highest in the nation. Only New York City’s behemoth fleet of Staten Island passenger boats cost more to run — nearly \$8,000 per hour; however, those vessels are closer to cruise ships in size and have far lower per-passenger costs.

Even compared to its peer across the bay, Golden Gate Ferry’s boat operating costs are nearly 25% higher than the San Francisco Bay Ferry.

Denis Mulligan, the general manager for the Golden Gate Bridge, Highway and Transportation District, which operates the ferries, said that costs are high because the passenger capacity of his fleet of five diesel-powered boats ranges from 450 to 750 people, often double the size of San Francisco Bay Ferry vessels.

“I can’t have a 450-person boat go from Larkspur to San Francisco and then have that boat shrink on the return,” said Mulligan. “We have fixed costs baked in as a pretty high percentage.”

Prior to the pandemic, taxpayers subsidized roughly half the per-passenger cost of ferrying someone across the bay and ticket revenue made up the other half. That was a good deal in public transit where some agencies, like VTA, are subsidized by nearly 90%. But now fare revenue has plummeted and taxpayer subsidies make up over 75% of passenger costs — about \$25 to \$35 per ride. By contrast, BART’s subsidy per person is roughly \$14, and VTA’s bus and light rail is \$20.

It was not always like this. The Bay Area’s ferry network saw booming ridership in the decade before the pandemic, serving over 18,600 passengers a day in July 2019 as affluent commuters happily sailed by growing traffic gridlock while sipping beers from the in-boat bars and tourists flocked to Sausalito. Public transit, including ferries and buses, reduced congestion on the Golden Gate Bridge by nearly a quarter.

Now ferry ridership is down about 50% even as Bay Bridge commuters are reliving rush-hour traffic nightmares and Golden Gate Bridge congestion is about 80% of its pre-pandemic figures.

While the cost of operating Bay Area passenger boats outpaces many other ferries, so does the price of tickets — ranging from \$4.50 to as much as \$15.50 for some Oracle Park trips — which are among the most expensive in the nation for publicly subsidized sea transit, according to national transit data.

Besides passenger fares, the largest source of pre-pandemic ferry funding was bridge tolls, with about \$16 million of Golden Gate Bridge revenue dedicated to North Bay ferries and \$18.5 million from the other Bay Area bridges going to ferries spanning Alameda to Vallejo in the fiscal year before the pandemic.

But in 2022, ferries, like all transit agencies, are balancing their budgets with pandemic relief money. These funds — over \$287 million for Golden Gate Transit’s bus and ferries — are expected to run out somewhere around 2025 depending on how fast riders return.

Faced with dire financial straits, the San Francisco Bay Ferry and Golden Gate Ferry have taken opposite routes. The San Francisco Bay Ferry actually has reduced fares by around 30% to as low as \$4.50 for many passengers and boosted service past pre-pandemic levels as it seeks to lure back riders. Meanwhile, Golden Gate, which also manages a fleet of buses serving the North Bay and San Francisco, has restored service at a slower pace than any other Bay Area agency, transit data shows, with some bus and ferry lines still half of pre-pandemic levels.

Fred Ruhland, 88, used to take Golden Gate Transit's Bus No. 24 into the city, which was located blocks from his house before it was cut. Now he drives to the Larkspur ferry, which had its frequency slashed from over 40 daily trips in 2019 to 22.

"The transit system used the pandemic as an excuse to eliminate service," said Ruhland. On a recent Tuesday, he was unable to make a workout class due to service cuts.

Mulligan, the executive, said he is taking a riders-first approach: cautiously restoring service as riders return. He has plans to add two more trips from Larkspur to San Francisco in September and started a new daily service to Angel Island State Park.

"If I see a return, then I would add more bus and ferry service," he said. "(Without riders) it would be like having a restaurant cook a hundred hamburgers when there are only 10 customers."

ENVIRONMENT

Facing criticism, state amps up its climate change blueprint



BY NADIA LOPEZ
SEPTEMBER 9, 2022



New housing under construction in a neighborhood in Elk Grove. California's climate scoping plan includes goals for climate-friendly housing. Photo by Rahul Lal, CalMatters

Listen to this article



IN SUMMARY

New initiatives have been added to California's draft scoping plan, including climate-friendly homes, offshore wind and cleaner airplane fuels.

Responding to concerns of Gov. Gavin Newsom and environmentalists, the California Air Resources Board has bolstered its climate roadmap with several new strategies, including offshore wind development, climate-friendly housing construction, cleaner aviation fuels and reducing miles traveled.

The [changes](#) to California's proposed climate change scoping plan also include fast-tracking projects by 2030 to remove carbon dioxide from the atmosphere and from the smokestacks of polluting industries. No such projects exist in California and the [practices are controversial](#).

Unveiled in May, [California's draft scoping plan](#) outlines an expansive list of strategies to combat climate change and fulfill a state mandate to achieve carbon neutrality by 2045. The plan includes a bold commitment to eliminate 91% of fossil fuels. The strategies would cost an estimated \$18 billion in 2035 and \$27 billion in 2045.

Air board officials have delayed taking action on the plan until the end of the year, instead of later this month as scheduled. They now expect to hold a second [public hearing and vote in mid-December](#).

A major strategy is to reduce greenhouse gases by accelerating California's transition to renewable energy. Newsom directed the air board to include a provision that avoids the need for 10 gigawatts of new natural gas production by ramping up construction of offshore wind projects.

The goal is to scale up renewables yet stabilize the electric grid's reliability. During this week's prolonged heatwave, California has teetered on the edge of rolling blackouts triggered by demand for electricity surpassing supply.

The air board's move to strengthen the scoping plan builds off [Newsom's call for more stringent climate measures](#) that he pushed the Legislature to pass before the session ended last week. The governor's push for more action to address climate change comes as the state faces more extreme heat, drought and wildfires.

“Achieving carbon neutrality is California’s most ambitious climate goal ever. It requires slashing... emissions and an unprecedented deployment of low-carbon technology and energy.”

– LIANE RANDOLPH, AIR RESOURCES BOARD CHAIR

“Time and time again, California has shown the world that climate action and economic growth can work hand in hand,” Newsom said in a [July 22 letter](#) to Air Resources Board Chair Liane Randolph. “We now need to take even bolder action than outlined in the draft plan. The plan will be an incredibly ambitious and actionable blueprint for climate action in our state.”

In an Aug. 29 letter to Newsom, Randolph said the air board is “fully committed” to taking the necessary steps to reduce emissions as quickly as possible.

“Achieving carbon neutrality is California’s most ambitious climate goal ever,” she said. “It requires slashing our greenhouse gas emissions and an unprecedented deployment of low-carbon technology and energy.”

Cleaner electric power and more efficient homes

Shifting away from fossil fuels is central to the state’s goal of achieving carbon neutrality. But supplementing that power source with renewables

continues to face challenges.

Electricity use is [expected to soar](#) as much as 68% by 2045 California under the state's proposed plan. That means backup dispatchable power is needed to account for energy losses when wind and solar can't produce enough electricity.

Without major improvements and investments in clean energy, air board officials previously said California would have to keep relying on natural gas. But the air board scrapped a provision in the scoping plan that would allow for the construction of an additional 10 gigawatts of natural gas capacity to support the power grid. Instead, the governor directed air board staff to include a goal of at least 20 gigawatts of offshore wind by 2045.

Currently no offshore wind projects exist off California's coast. But plans for future projects are under development. The California Energy Commission, the state's primary energy agency, released a [report in August](#) setting goals to provide between 2,000 to 5,000 megawatts of offshore wind by 2030 and 25,000 megawatts by 2045 - enough electricity to power at least 3.75 million homes in 2030 and 25 million homes by 2045.

The scoping plan's changes also include a goal of 3 million climate-friendly homes by 2030 and 7 million by 2035.

Climate-friendly homes use more energy-efficient systems, such as replacing gas appliances with electric ones and adding solar rooftop panels. The plan requires half of those investments to be installed in low-income and disadvantaged communities.

The plan also includes a goal of 6 million heat pumps in homes by 2030. A heat pump converts thermal energy from outside, "making the cool space cooler and the warm space warmer," according to the [U.S. Department of Energy](#). They are a more efficient alternative to furnaces and air conditioners.

Goals for cars and planes

The updated scoping plan also prioritizes the need to reduce emissions from cars, airplanes and other modes of transportation. Transportation in California is the largest contributor to the state's greenhouse gases, accounting for about [50% of all emissions](#).

Cutting smog-forming pollutants and greenhouse gases from vehicles is a primary goal that prompted the air board to [ban sales of all new gas cars by 2035](#). But reducing the number of miles people drive is also critical to cutting emissions – and that means finding ways to persuade Californians to rely less on their cars.

The state's [goals for vehicle miles](#) traveled in California would increase from 12% below 1990 levels by 2030 to 25% below 2019 levels by 2030. Targets for 2045 would increase from 22% below 1990 levels to 30% below 1990 levels. Another important change aims to address planet-warming emissions from air travel: Increasing a clean aviation fuel target from 10% to 20% in 2045.

Michael Wara, director of the climate and energy policy program at the Stanford Woods Institute for the Environment, said the state's transportation targets "are tremendously exciting and ambitious," but he worries about its ability to meet them, particularly reducing miles driven.

"The new targets are quite aggressive and the question now is, will the Air Resources Board have the authority and the resources to follow through to accomplish that?" he said. "We have a history of setting VMT (vehicle miles traveled) targets in the state of California that we don't meet. The plan is relying on something where we don't really have a method of accomplishing the targets that are being set."

“We have a history of setting VMT (vehicle miles traveled) targets in the state of California that we don’t meet.”

– MICHAEL WARA, STANFORD WOODS INSTITUTE FOR THE ENVIRONMENT

Rajinder Sahota, the Air Resources Board’s deputy executive officer for climate change and research, acknowledged that the state has failed to reduce miles driven because of inadequate public transit and car-centric urban planning.

She said the proposed changes in the plan related to miles traveled send a strong message to local planning agencies to implement policies that align with the state’s goal. She said the agency is drafting an analysis to assess uncertainties in achieving the climate targets.

Danny Cullenward, an economist and vice chair of the [Independent Emissions Market Advisory Committee](#), a group of experts appointed by the governor and top legislators, said the state’s low-carbon fuel standard, which the air board plans on strengthening, is an important tool for decarbonizing transportation.

“We need more than triple the pace of our emission reductions to get on track,” he said. “So really, it’s the tightening of these existing policies that are going to address some of the oil and gas sector emissions.”

Removing carbon remains contentious

One highly contentious issue still divides environmentalists and state officials.

At a Sept. 1 advisory meeting, several environmentalists groups re-emphasized the importance of direct emission reductions and nature-based solutions to suck carbon out of the air. But they said the use of technologies to capture carbon emitted by industries should be eliminated from the plan altogether.

“California cannot simultaneously phase out fossil fuels and at the same time facilitate costly carbon capture projects that lock in fossil fuel infrastructure,” said Martha Dina Arguello, executive director of the nonprofit Physicians for Social Responsibility and co-chair of the Environmental Justice Advisory Committee, which advises the board on the scoping plan.

The updated draft plan now includes eliminating 100 million metric tons of carbon dioxide by 2045 using technologies to remove it from the atmosphere and capture it from smokestacks.

SB 905 – a bill Newsom is expected to sign - directs the air board to develop a program that puts guardrails on carbon capture, utilization and storage projects while streamlining the permitting process. The bill has angered some environmentalists, who say the technology is unproven, prolongs the use of fossil fuel plants and “poses risks of carbon dioxide leaks, groundwater contamination and increased air pollution,” according to Arguello.

The [oil industry has largely supported](#) the use of carbon capture and storage as a strategy to reduce emissions from oil refineries and other industrial sites, saying it is the only available technology that can decarbonize some sectors of the economy. They also say it would ease the job losses that would occur from phasing out fossil fuels.

Globally just 27 carbon capture and storage projects [are operating](#).

Environmentalists also raised concerns about the amount of energy needed to run the projects. Removing 80 million metric tons of carbon would require

about 100 terawatt-hours worth of energy, according to the [air board's estimates](#).

"That's more than one third of the total electricity produced by California's grid in 2021," said Faraz Rizvi, campaign and policy manager at the Asian Pacific Environmental Network. "The current draft scoping plan and the governor's targets far exceed that, calling for 100 million metric tons of carbon dioxide removal in 2045."



The updated draft plan now includes eliminating 100 million metric tons of carbon dioxide by 2045 using technologies to remove or capture it.

Sahota of the air board said the state would beef up its renewable energy supply to provide that electricity without fossil fuels.

Sahota stressed that both natural and engineered carbon strategies are necessary. She said the state will prioritize nature-based methods first, rather than carbon capture at industrial plants.

The plan – which erroneously said carbon capture had already begun in California – was corrected to project startup in 2028.

At the urging of environmentalists, the staff added a community vulnerability metric to determine the effects that carbon capture projects would have on disadvantaged communities near polluting industries.

"Having that community vulnerability metric really adds in a missing piece of the social cost of carbon that looks at the additional burden facing some of

the communities in the state," Sahota added.

At a five-hour committee meeting last week, Randolph, the agency's chair, also called for a more rapid advance of the phaseout of oil refining and extraction in the state.

She said forming an interagency working group that would work with local jurisdictions could expedite that goal and develop a strategy to offset the economic and job impacts.

MADE ON ENERGY

Heat wave enters the final stretch

Scorching temps return, but cooldown expected Saturday

BY ELIYAHU KAMISHER AND GABRIEL GRESCHLER

STAFF WRITERS

After a brief drop in temperatures Wednesday, the Bay Area's punishing heat wave will be back today, scorching inland regions with temperatures as high as 109 in Livermore as residents are told to hunker down until a much-needed weekend cool-off.

While the very worst of the heat wave may be behind us — with all-time temperature records set across the Bay Area — today's temperatures will continue to bake the region and could lead to additional heat-related strains on the region's power grid that already has seen power outages for 84,000 PG&E customers — including two hospitals — in the South Bay alone.

Until a significant cooldown on Saturday, Bay Area residents should be prepared for more sporadic power outages, public transit delays and double-checking on elderly neighbors. After Tuesday's close call, the state will be closely monitoring the power grid again today for the possibility of rolling blackouts to avoid overloading the system, but conditions are expected to improve the rest of the week.

Those rare preemptive and deliberate outages are different from the sporadic ones plaguing neighborhoods throughout the region, which are usually caused by equipment failures. Among those cut off from power Tuesday were San Jose's O'Connor Hospital and Santa Clara Valley Medical Center, parts of which plunged into darkness. Santa Clara County officials confirmed that Valley Med's backup generator failed at multiple buildings for around four hours until a bit past midnight, temporarily shutting down the emergency room.

"Emergency planning for Santa Clara Valley Medical Center, and all hospitals, takes place for situations like these," county hospital spokesperson Joy Alexiou wrote in a statement. "Our emergency plans went into place immediately and patient safety was never compromised."

The region caught its breath with the cooldown Wednesday — even though it wasn't exactly cool.

Brooke Bingaman, a meteorologist at the National Weather Service, said a trough of cooler air nudged the mass of hot air sitting atop the Bay Area. This gave the region's decimated marine layer time to reestablish itself. But as that trough moves on to Canada and the Pacific Northwest, hotter weather fueled by a scorching high-pressure system will quickly return today.

"We have that little blip today that's caused some cooling," Bingaman said on Wednesday. "From Friday onward is when that high-pressure system as a whole will continue to weaken and cool down gradually."

Until then, get ready to sweat. Today, San Jose is expected to once again hit 100, down from a sweltering 109 on Tuesday but slightly higher than Wednesday, and Livermore is expected to hit 109 after a record of 116 on Tuesday. Farther inland, Sacramento will be back up to 111. Areas near the coast

Null, an adjunct professor of meteorology at San Jose State who runs Golden Gate Weather Services.

Even though Californians conserved enough energy to avoid rolling blackouts Monday and Tuesday, the South Bay was hit with widespread power outages as transformers failed after baking in the sun, said Mayra Tostado, a spokesperson for PG&E.

“We even saw power lines that melted especially in underground enclosures, because it was just so hot,” said Tostado.

Lou Alexander, who lives in The Villages, a senior community in South San Jose, said his house has been without power twice already this week.

“It went off yesterday afternoon from 4 p.m. to 6:30 p.m. right when it was 109.5 degrees at my house,” said Alexander. When the power cut off, Alexander tried to keep the precious cold air inside by keeping doors closed and windows drawn. “We did everything we could to isolate ourselves from the sunshine,” he said.

Along with power failures, transit agencies are feeling the heat. In the South Bay, VTA removed about 40 buses from the streets Tuesday — roughly 10% of regular bus service — as the agency grappled with overheating engines and air conditioning units unable to cool vehicles to safe temperatures.

Monica Mallon, a frequent VTA bus rider, said her best advice for beating the heat while using transit is to wait inside a nearby air-conditioned business. “If there aren’t any businesses, I just kind of crouch behind the bus bench, and that gives you a little bit more shade than just sitting in the sun,” she said.

While the VTA restored service to 25 buses Wednesday, the uptick in temperatures today could mean more delays for riders.

“The buses have been running all summer ... and you come into 110 and 112 degrees for several days and you have problems,” said Stacey Hendler Ross, a VTA spokesperson. “If the heat goes much past 100 degrees, again, it’s going to be a problem.”

BART is also slowing down trains when temperatures pass 100 degrees due to a new policy after a heat-related derailment in June. BART spokeswoman Alicia Trost said the slowing can result in 10-minute delays, with the worst impacts expected between 2 and 8 p.m.

Hospitals are also bracing for more people overcome by the heat wave. About 20 people reported clear symptoms of heat illness on Tuesday at Zuckerberg San Francisco General Hospital, according to the hospital’s Chief of Emergency Medicine Dr. Christopher Colwell. A few of these patients had suffered heatstrokes — one of the most debilitating forms of heat illness that can lead to lasting physical impairment or even death. Signs of heatstroke include confusion, slurred speech, loss of consciousness and seizures.

In the meantime, many Bay Area residents are feeling the toll of a multiday heat wave that is entering its final stretch. “It’s a struggle to fall asleep at night,” said Greg Young, who lives in South San Jose and is frustrated amid multiple power outages. “Couple that with food spoiling in the freezer and refrigerator, and it only adds salt to the wound.”

Staff writers Paul Rogers and Scooty Nickerson contributed to this report.

Mass Transit

CA: Unlimited Bay Area transit pass trial begins with Santa Rosa Junior College students

Under the two-year pilot, which began late last month, the so-called Clipper BayPass has been distributed for free to students at four Bay Area colleges, including Santa Rosa Junior College in Santa Rosa.

By Matt Pera

Source The Press Democrat (TNS)

Sept. 9, 2022

Sep. 6—A new Bay Area pilot program is testing out an unlimited pass to the region's buses, trains and ferries.

Under the two-year pilot, which began late last month, the so-called Clipper BayPass has been distributed for free to students at four Bay Area colleges, including Santa Rosa Junior College in Santa Rosa.

The passes are not available to the general public, but transit managers are using the program to gather data in hopes that they someday might be.

The passes can be used to ride free with any Bay Area transit service. In the North Bay, that includes Marin Transit, Petaluma Transit, Santa Rosa City Bus, Sonoma County Transit and Sonoma-Marin Area Rail Transit.

A pass holder in Santa Rosa could, for example, take a City Bus to a SMART train station, a train to the ferry terminal in Larkspur, a ferry to San Francisco and a San Francisco Municipal Transit Agency bus around the city.

At Santa Rosa Junior College, where the passes have been distributed over the past two weeks, "students are thrilled," said Robert Ethington, interim vice president of student services.

"They love that it's one pass and they can go from here, take three forms of transportation and be at a Giants game," he said.

Santa Rosa Junior College is the only school in the Bay Area where the entire student body is eligible for passes.

The other participating schools are San Francisco State University, San Jose State University and UC Berkeley. At those campuses, passes are only available to about a quarter of the student body, which provides for a control group by which program managers can measure the success of the passes, said John Goodwin, a spokesperson for the Metropolitan Transportation Commission, which is running the pilot along with the Bay Area Rapid Transit officials.

"The purpose of this pilot program is, do folks with Clipper BayPass ride transit more often?" Goodwin said. "And do they use a greater number of different systems than the control group does?"

Program managers plan to eventually expand the program by distributing the passes to some of the residents in affordable housing communities managed by MidPen Housing.

"We're very keen to see what kind of use these passes generate so that it can inform decisions about future products that would be multiagency passes," Goodwin said. "What would that pass look like? And is it all agencies all the time? How do you price that? And how do the different transit agencies divide up those dollars?"

Santa Rosa Junior College students can register for passes at sustainability.santarosa.edu/transportation.

As of Tuesday, 2,640 students had registered and the majority had picked up their passes, according to Ethington.

You can reach Staff Writer Matt Pera at matthew.pera@pressdemocrat.com. On Twitter @Matt__Pera.

Mass Transit

CA: BART has carried riders for 50 years. It also changed how the Bay Area lives

The Bay Area Rapid Transit system began service 50 years ago this month, eight years after 25,000 people gathered on a flat field in central Contra Costa County with orchards still visible across the way.

By John King

Source San Francisco Chronicle (TNS)

Sept. 9, 2022

Sep. 7—The Bay Area Rapid Transit system began service 50 years ago this month, eight years after 25,000 people gathered on a flat field in central Contra Costa County with orchards still visible across the way.

That's where President Lyndon Baines Johnson arrived via helicopter in June 1964 to break ground on not another freeway, but a new way of getting from point A to point B.

"Those who believe the frontiers of America are closed should be here today," the nation's 36th president told dignitaries, construction workers and curious residents of what then was a developing but still semi-rural part of the region. "This mass transit system is a victory of vision."

The brief boisterous event — complete with a high school marching band — celebrated the start of construction of BART, the regional transit service that debuted on Sept. 11, 1972, with eight three-car trains shuttling between Oakland and Fremont. In its peak year of 2016, the system's silvery trains carried more than 127 million passengers, or 431,000 on a typical weekday. Currently, 30 months into the pandemic, midweek ridership hovers at around 155,000 daily passengers.

BART's most profound impact, though, might be how it has shaped the ways that people live and work in this urban region that now has more than 7.5 million residents.

Neighborhoods like Oakland's Rockridge became chic addresses because of easy transit convenience. Go to East Dublin, on land that was rural into the 1990s, and blocks of multifamily housing fan out beyond the station that opened in 1997 in eastern Alameda County. At the other end of the line, Millbrae, a quintessential bedroom community until BART's arrival in 2002, has a hotel, an office building and 400 apartments opening outside the fare gates.

But the BART stop that best shows how the system has altered Bay Area life is in Walnut Creek — where single-family homes made way for a station that is flanked by parking garages on the west and tall office buildings on the east. A former surface parking lot in between is being redeveloped as 600 luxury apartments.

The elevated structure looks the same as on opening day. Everything around it has changed — helping fuel Walnut Creek's transformation into one of the Bay Area's smaller urban centerpieces, with a downtown that, for many East Bay residents, has supplanted San Francisco as a destination for shopping choices or a lively night on the town.

Each element here, as at all 50 of the system's stations, bears the mark of cultural trends that changed from one decade to the next. Ultimately, though, it's hard not to go back through history and realize that in some ways, all this was planned from the start.

"Hats off to the leaders of the 1950s and '60s who made this happen," said Robert Cervero, who has written extensively about the system and is now a professor emeritus in the city and regional planning department of UC Berkeley. "It's taken 30 or 40 years in some cases, but BART is a natural place for sub-centers to develop."

The first formal plan for what became BART conceives of an interconnected region that would make the most ardent transit activist swoon.

In this vision that never came to be, the line that now concludes in Richmond continues north to Vallejo and then Napa (there's a Fairfield branch as well). Trains glide south past Millbrae through Redwood City and Palo Alto to San Jose, with a western spur to Los Gatos for those who were so inclined.

Another line headed into Marin by way of the Golden Gate Bridge and kept going all the way to Santa Rosa, 50 miles to the north. Before reaching the bridge, there'd be a stop on Columbus Avenue in San Francisco "to serve the surrounding commercial and residential areas of the North Beach district."

This wasn't just some fanciful what-if: The 1956 report, with its 108 oversized pages, was done for a commission appointed by the state in 1951 to find remedies for the traffic jams that already were clogging Bay Area roadways. Consulting firm Parsons Brickerhoff concluded that the only effective solution would be an investment that defied the norm of 1950s America — offering a travel alternative as families moved to new tract homes in the suburbs.

"To meet the standards necessary to divert automobile travel from the urban centers and their approaches ... a regional system of interurban rapid transit is required," the report insisted. Equally important, such a system must be "at least as fast, as comfortable, and as cheap to ride as the private automobile."

The conclusion? "We do not doubt that the Bay Area citizens can afford rapid transit; we question seriously whether they can afford not to have it."

Not everyone agreed.

When the Bay Area Rapid Transit District was formed the next year, Santa Clara County and the region's three northern counties stayed on the sidelines. San Mateo's Board of Supervisors pulled out in December 1961. Marin withdrew a few months later, partly because of concerns about adding trains to the Golden Gate Bridge.

More changes followed after the remaining three counties' voters in 1962 approved a \$792 million bond measure in to make the project happen. One notable shift was in Berkeley: Instead of the elevated tracks that planners wanted for the city, local resistance forced BART to build tracks underground, with Berkeley paying part of the extra cost.

Walnut Creek's initial plans were revised as well.

The 1956 plan placed its station on the west edge of downtown in a city that at the time had around 10,000 residents. But the small city also had an outsized position as local retail hub, including downtown's Broadway Shopping Center with a Lucky supermarket and two small department stores. Walnut Creek officials apparently feared that station site would lure people to hop on BART and shop in San Francisco instead.

So BART agreed to move the station a half-mile north to Ygnacio Valley Road near Interstate 680, clearing the way by buying out three blocks of small homes. The day service began, in May of 1973, all 1,114 of the parking spaces filled up before noon.

"I was getting lost in my own city. I thought, 'My God, what happened to my hometown?'"

The speaker was Evelyn Munn, who moved to Walnut Creek in 1958 with her husband. After he died in 1981, she started keeping tabs on city issues, and by 1985 she was part of the grassroots crusade to rein in the growth that, for her and others, was all too plain to see — much of it flanking BART's 17 acres.

The station was one of six that opened in May 1973 on the line running east from MacArthur station to Concord, near the spot where LBJ had touched down nine years before. Train service in San Francisco began six months later. Finally, in September 1974, the two sides of the bay were connected with the opening of BART's 3.8-mile underwater tube.

This wasn't the timeline laid out in 1962, when voters were promised a \$1 billion system to open by 1969. But lawsuits caused delays. So did snags in the automated technology that BART embraced in its quest for a space-age sheen. There were funding crises and management audits as the cost of construction grew to \$1.6 billion.

BART's troubles continued after the 1972 ribbon-cutting in Oakland. Trains broke down frequently. A fire in the transbay tube in 1979 that killed one firefighter halted service

between San Francisco and Oakland for three months until new safety features were added to cars and the tunnel.

Critics said the bumpy start proved that BART's initial plans were naive and overambitious. Even BART's general manager conceded in 1978 that his predecessors had "attempted to innovate in too many areas at once."

But amid all the dramas, annual ridership increased during the first decade from 31 million to 56 million people. The on-time performance level was 93%, twice as good as at the start. Weekend service began in 1978.

Another change: Development boomed not only in San Francisco's Financial District, but near stations where developers saw an opening for direct, car-free connection to the big city.

This was the case in Walnut Creek, which loosened its zoning in 1973 to allow 12-story office buildings near BART. In the decade that followed, 6.5 million square feet of office space sprang up — and many workers arrived not via BART, but by car from fast-growing suburbs to the east. Add the daily stream of commuters heading west to San Francisco, or trying to get into the BART parking lot, and gridlock became a contentious fact of local life.

"We'd been planning this for a decade," recalled Gail Murray, who was elected to the Walnut Creek City Council in 1980 after serving on the Planning Commission. "When it actually happened, people were outraged."

The people who didn't like what they saw included Evelyn Munn, who helped pass voter initiatives in 1985 that lowered height limits citywide to six stories and imposed a growth moratorium until traffic improved at 75 intersections — an all-but-impossible target to reach.

Similar fights broke out in other communities along BART, as well as in Bay Area cities from San Mateo to Petaluma. Residents bridled at traffic jams and tall buildings. Local elections sprouted measures seeking to turn back the clock.

In Walnut Creek's case, opponents missed the quiet days when the city billed itself as "Paradise in a Nutshell." They took no pride in their hometown now having 50,000 residents, or how Broadway Shopping Center was now Broadway Plaza, with a posh Nordstrom where Lucky had once stood.

A judge threw out the growth moratorium. The height limit remains.

Evelyn Munn eventually served three terms on the City Council before moving to Arizona, where she died in 2017. Her last year in Walnut Creek, she sent a final letter to the editor warning of "unchecked growth ... that exacerbates nerve-grating traffic congestion."

Along with fire pits in the courtyard and a dog run on the roof, the amenities touted by the new Waymark apartments in Walnut Creek include "unparalleled access to BART."

No wonder: The complex is located within yards of the fare gates.

The two four-story buildings replaced on-site parking spaces that were moved to a new parking garage that charges \$8 by the day. That gave the developer room to build 358 luxury apartments, with another 240 planned. Rents for studios begin at \$2,500, and advertising plays up downtown Walnut Creek's "hip restaurants, edgy art, live theater, and fabulous shopping."

The Waymark is the latest example of a planning concept that BART began pursuing in the 1970s — transit-oriented development, the idea that adding offices and housing to stations can bring new riders to the system while also reducing automobile traffic.

"We're aiming for a more holistic picture of change within our communities," said Abby Thorne-Lyman, BART's real estate director. "There's been a lot of healthy skepticism along the way, but people do want to live this life."

Systemwide, nearly 4,000 housing units have been built in the past 20 years or are near completion on former BART land, one-quarter of them affordable, and a similar number are in the planning process. The most dramatic East Bay example is at MacArthur station, where a former parking lot holds 400 apartments in a 24-story tower.

Even at a modest scale, as in Walnut Creek, such density is more intense than what existed in Bay Area suburbs when BART was conceived. But it was intended to be part of the mix from the start. The 1956 plan said each line should be allowed to develop small-scale urban centers of their own, where "each would be a tight cluster of establishments preferably within walking distance of each other, each immediately accessible to its own suburban areas."

The sporadic pace of change, to Cervero, is one way that BART has fallen short of its full potential.

"The original idea was this network of European-style transit villages. With a few exceptions, that didn't happen," Cervero said. He points to local land use control as one factor — those battles over growth that still break out. "Urban design was secondary, and intermixed with all these other social and political factors."

Even details like station locations had long-term repercussions, as Walnut Creek shows.

The station and the buildings around it feel like a compound cut off from downtown, though it is only 1 mile along pedestrian-friendly Main and Locust streets to Broadway Plaza, now an upscale behemoth with 80 retailers. But first you need to cross Ygnacio

Valley road — a six-lane artery that funnels 40,000 cars daily to and from Interstate 680.

"It just doesn't connect well," said Murray, who followed her stint on the City Council with 12 years on BART's Board of Directors, "despite all the things we tried to do."

BART has never been perfect — not with the initial delays and missteps, and certainly not in recent years. The remaining trains from the vintage hailed as futuristic in 1972 now look bedraggled and worn. Policing, security and cleanliness were hot-button issues even before the pandemic threw the system into reverse.

Nor did the system stop suburbs from sprawling. In fact, you can argue that stations like Walnut Creek's create new attractions that spawn suburbs of their own.

Still, its achievements have been remarkable.

During the past 30 years, the system which once had 35 stations has grown to 50 of them. It covers 131.4 miles, up from 71.5 miles when it opened. The 10-mile extension from Bay Point to Antioch that opened in 2018 uses diesel trains on conventional tracks. The expansion to northeast San Jose that debuted in 2020 was built by the Santa Clara Valley Transportation Authority — an agency that didn't exist when that county declined to join then-new BART.

And, fundamentally, BART has reinforced the notion that a well-connected region matters. That a strong, diverse set of transportation options can allow communities to evolve and be revitalized in ways that cars don't allow.

"Having good bones is important," said Erika Vandenbrande, Walnut Creek's director of community development. "It's something that so many parts of the country don't have."

The Mercury News

How California ended up in the zero-emissions driver's seat

By [CNN.COM WIRE SERVICE](#)

September 7, 2022 at 6:05 a.m.

By Peter Valdes-Dapena | CNN Business



Traffic backs up at the San Francisco-Oakland Bay Bridge toll plaza on August 21 in Oakland, California. (Justin Sullivan/Getty Images)

California's powerful Air Resources Board recently passed new regulations that essentially require all vehicles sold in the state to be electric, hydrogen-fueled or at least plug-in hybrid by the year 2035. What's more, 17 other states have agreed to follow California's lead, at least to some degree, in matters relating to air pollution, so many of those states could also adopt these requirements.

A core part of federal emissions regulations since the early 1970s has been the so-called California Waiver. California, alone among all 50 US states, has the right to set its own auto emissions regulations. No other state can do that, but other states can, if they wish, choose to follow California's emission standards instead of less stringent federal standards.

The states that have followed California's lead on emission standards tend to be more densely populated ones like New York, New Jersey and Massachusetts. But Nevada and New Mexico have also adopted them. Together these states account for well over a third of auto sales in the United States and about 40% of its population. It's not clear that all these states will, like California, ban sales of cars without charging ports or hydrogen tanks after 2035 but, if even some do, that could represent a large portion of the country.

It may seem strange that one state — California — has so much power to set its own climate and emissions policies, and even to have sway over other states. The reasons for this go back over 50 years. The core reason is that California has long had air quality issues for a number of reasons.

"They had so many cars and they've got those damn mountains," said Richard Lazarus, a professor who teaches environmental law at Harvard University.

Besides its sprawling urban and suburban areas that encourage driving and its mountain ranges that trap air — and pollution — parts of California also have lots of sunshine that stimulate chemical reactions that worsen pollution.

"I'm third generation Angelino, and I remember growing up as a kid when the skies were just... you could barely see across the street," said Allan Marks, a Los Angeles attorney whose work involves renewable energy and transportation.

The histories of the California Air Resources Board and the Environmental Protection Agency, the federal agency that regulates emissions, hinge on two people you might not think of as being on the environmentalist vanguard, Ronald Reagan and Richard Nixon. Both are, today, remembered as stalwart conservative Republicans and, in modern America, that often means being against environmental regulation.

But, in 1967, it was Reagan, then the governor of California, who signed off on the creation of the California Air Resources Board. The new agency was created by joining together California's Bureau of Air Sanitation and the California Motor Vehicle Pollution Control Board. By this time, California had already enacted the nation's first tailpipe emissions regulations.

These first regulations of car emissions prompted a push for federal standards to preempt other individual states from following suit, said Lazarus. The fear was that there might eventually be as many as 50 different emissions standards and that a federal standard, the Clean Air Act of 1970, was preferable.

"There were federal acts before the Clean Air Act, going back into the fifties, that were looking at air quality," said Marks. "But a lot of what the federal government was doing was just studying the problem."

In 1970 President Richard Nixon also created the Environmental Protection Agency, which studies and regulates pollution of all sorts, combining work that had, until then, been done by a variety of different federal agencies. The EPA oversees and applies the Clean Air Act.

"The great question of '70s is, 'Shall we surrender to our surroundings or shall we make our peace with nature and begin to make reparations for the damage we have done to our air, to our land, and to our water?'" Nixon said in his State of the Union Address that year.

By this time, the groundwork had already been laid for California to set its own rules and that continued with the "California waiver," a part of federal regulations that made this special exception for California. It has been renewed many times since and, usually, without much fuss. EPA administrators are required to have compelling reasons to deny the waiver, said Lazarus, and there have been attempts, but none have been successful in the long term. The California waiver might have been a little awkward, but it prevented what was seen as potential chaos. At worst automakers would have to comply with two sets of rules but at least not three, four or even more different sets of rules.

At the time, environmental concerns didn't cut across clear party lines, said Lazarus. There were Republicans as well as Democrats pushing for cleaner air and water. Nixon's actions, to some degree, were designed to head off at the pass a perceived political threat from environmentalists, according to Lazarus, though he later changed course and fought some environmental regulation.

Another part of the Clean Air Act, passed in 1977, allows other states, if their air quality fails to meet federal standards, to follow California's stricter emissions rules as a way of

improving their air quality. (They're not allowed to just create their own stricter rules.) So far, 17 other states have chosen to abide by California's emissions standard, at least in some part. In total, they represent more than 35% of all new auto sales in America.

The auto industry has been able work well within the current system, said Marks. It has provided the stability originally sought with the creation of the Clean Air Act and the California waiver.

"Manufacturers work very collaboratively with California, trying to figure out how to meet the standards, what the standards should be," he said.

During his tenure, President Donald Trump asked the courts to do away with the California waiver. That attempt failed or, at least, hadn't succeeded by the time Trump was turned out of office in the 2020 election. President Joseph Biden's administration dropped that effort and, in March 2022, the [California waiver was renewed once more.](#)



Legislature Sends New Round of Budget Bills to Governor Newsom to Fund Zero-Emission Transportation and Infrastructure

September 1, 2022

In the final days of the 2021-22 legislative session, the Legislature introduced several budget and budget trailer bills to implement, among other things, **\$3.2 billion in funding for zero-emission vehicles and infrastructure**. The bills passed the Legislature late last night and are now headed to Governor Newsom for his consideration.

In the analysis below, we detail only the funding from the \$3.2 billion total, which will be accessible by transit agencies for ZEV vehicle procurements and infrastructure buildout. The details discussed below are contained in AB 211 (Ting) and AB 179 (Ting).

- 1. \$135 million (AB 211 Section 36) allocated from the General Fund to the California Air Resources Board.**
 - Of this total, **\$53 million** will be allocated for vehicle incentives for "emerging opportunities" expected to encompass zero-emission aviation, locomotive, and marine vehicles.
- 2. \$484 million (AB 211 Section 36) from the General Fund to the California Energy Commission.**
 - Of this total, **\$54 million** will be allocated for charging and refueling infrastructure for "emerging opportunities" inclusive of "zero-emission aviation, locomotive, and marine vehicles and vehicle-grid integration efforts," with \$2.7 million of the allocated amount eligible for use in covering administrative costs.
 - Of this total, **\$99 million** will be allocated to support charging and hydrogen refueling infrastructure for the deployment of zero-emission clean trucks, buses, and off-road equipment, with \$4.95 million of the allocated amount eligible for use to cover administrative costs.

3. **\$60 million (AB 179, Items 3900-101-0001 and 3900-102-3228) allocated to reduce emissions from commercial harbor craft, for vessels subject to regulation by the State Air Resources Board.**
 - Of this total, **\$40 million** will allocated from the General Fund.
 - Of this total, **\$20 million** will allocated from the Greenhouse Gas Reduction Fund.

4. **A commitment of \$2.415 billion (AB 211 Section 39) for currently undefined zero-emission vehicle investments in budget outyears. This investment will require future budget appropriations and implementing legislation.**
 - Of this total, **\$1.25 billion** will be allocated in the 2023-24 fiscal year.
 - Of this total, **\$781 million** will be allocated in the 2024-25 fiscal year.
 - Of this total, **\$384 million** will be allocated in the 2025-26 fiscal year.

Separate from these investments in zero-emission vehicles and charging and refueling infrastructure, AB 152 (Committee on Budget) extends the supplemental paid sick leave requirements for employers contained in SB 114 (Committee on Budget and Fiscal Review) [Chapter 4, Statutes of 2022) from September 30, 2022 to December 31, 2022.

MASS TRANSIT

CA: My car-less trip from San Francisco to California's oldest state park, Big Basin

Sept. 1, 2022

Aug. 31—The plan was to meet at Caltrain's San Jose Diridon Station (1 hour, 36 minutes from San Francisco via an every-stop Caltrain) at 9 a.m. on a recent Sunday morning, but when you ride public transit, one of the first lessons learned is to adjust for surprises.

"It's not looking good for me," Hayden Miller texted me. "The go on my train made it 50 feet, now stopped with a mechanical issue."

Miller is an enterprising San Francisco teenager who plots unique trips for fun to destinations around the state. The twist? He only uses public transportation.

The destination today is Big Basin Redwoods State Park — California's oldest state park — which reopened in July, following the CZU Lightning Complex fires that utterly scorched the park in 2020.

The plan was to travel via Amtrak and two bus lines, but the morning Amtrak train to San Jose hit a snag. Minutes of delays began to pile on. The Highway 17 Express to Santa Cruz, the next link on the travel chain, is a crucial component to the journey.

"Worst case there's another bus from San Jose to Santa Cruz at 10:20," Miller said, already adjusting for the unknown. You can't plan for a transit delay, but you can always have a backup bus in mind.

Miller is a member of a group of teenage transit enthusiasts in the Bay Area — "Twitter Transit Besties" — who have organically connected online or at transit events to champion public transportation. They ride routes, trade opinions — and sometimes encourage the occasional policy adjustment. Depending on who you ask at local transit agencies, they're either improving the system from the inside or they're adolescent gadflies pointing out errors that the adults on the train tend to overlook.

Miller turned 17 this month. When he's not hailing a bus to Yosemite or speaking during the public comment period at San Francisco Municipal Transportation Agency meetings, he's navigating his junior year at Lowell High School. The academic year has just begun, and this year, he's challenging himself to improve his writing skills by joining the journalism class. He'll likely take the transit beat.

"We're back on the move," Miller texted as the Amtrak continued south.

After about an hour delay, he disembarked in San Jose. Wearing a T-shirt adorned in the multi-colored lines for the Muni light rail system, he offered an enthusiastic handshake and queued up for the bus.

MASS TRANSIT

The next link in the journey was the 17 Express over the Santa Cruz Mountains, but the coastal marine layer prevented any expansive views.

Miller is a veteran of the transit system, which began while he was growing up in the Richmond District. He rode the 2 Clement to preschool and he has consistently opted to ride the bus to school ever since. He remembers attending a transit public meeting when he was about 6 years old alongside his mother, who was interested in a development for the M line to Park Merced.

By the time he was in middle school, four years ago, Miller began speaking up. "The first time I spoke was at a meeting for electric buses," he remembered. "I said something really stupid about how I liked the paint job. But then I said that they should expand the trolley bus system."

Miller stands out among a sea of regular participants who speak during SFMTA meetings. SFMTA Board of Directors Chair Gwyneth Borden and former board member Sharon Lai once recognized him purely by his voice. He's active in bringing blind spots to transit leaders' attention — such as when routes are changed and how the removal of a bus stop impacts riders.

For a route change near Mount Davidson, Miller rode the line to observe who was getting off at a stop that was set to change. He would later present the board with hard data that its plan could result in forcing several older riders to hike up a hill.

His hawkish commitment to transit is leading to the start of a political career: He says he'll be joining the San Francisco Youth Commission in September.

As the 17 express bus approaches Scotts Valley, it dawns on Miller that he won't be able to make the connecting bus to Big Basin because of the initial train delay. He consults his resources (including the app Pantograph, which tracks the Bay Area transit system in real time) and devises a new plan to maximize the wait time.

He chooses Felton to kill the hour before the next 35 bus to Big Basin arrives, and orders three tacos from Taqueria Vallarta near the bus stop.

Whenever Miller visits a new community, he explores it through its transit. Earlier this summer he visited family in New York and asked his Twitter followers for suggestions. He opted for the bus less traveled, instead of a train over the Williamsburg Bridge, which offered a unique perspective. The photo on his iPhone screen is a picture he took of a New York subway J Train, paused on a balmy afternoon.

When Miller looks over a transit map, his eyes naturally gravitate toward the thin lines. The thicker the line, the more frequent the route — and Miller would rather take something less common.

"If there's so little service, I got to go ride it before it's gone," he said.

MASS TRANSIT

Asked about driving a car, Miller grins. "Maybe one day I'll need a car to go to the Western Railway Museum," he said of the historic train hub in rural Solano County. "But I don't see that happening any time soon."

To his credit, he learned how to drive a car but does not possess a license.

Miller replaces the thrill of the open road with the endless exploration of overlapping transit lines and how to improve the system. He's fascinated by operations and will likely pursue an urban planning degree. Some of his greatest joys in transit are the trolley buses and how you can access nature through transit. Some of his pet peeves are when weekend schedules prevent access, such as how AC Transit doesn't run lines to Tilden Regional Park on Saturday and Sundays.

"I think a lot of people don't get involved — especially young people," he said. "I'm going to ride these buses in the future, and it's the world I'm going to inherit. I want to make the changes now."

The 35 bus to Big Basin pulled into Fulton, and Miller took a seat in the far back. This bus line connects Santa Cruz proper with the state park, but only for the summer. The line debuted in July, to coincide with the reopening of Big Basin after a two-year closure due to the fires.

There used to be a more frequent bus service to Big Basin, but it ended in 2016 after budget cuts, Danielle Glagola, spokesperson for Santa Cruz Metropolitan Transit District, told SFGATE.

The plan now is for the 35 bus line to run to Big Basin until Sept. 11. "With schools coming back into session, we'll have to appropriate our drivers to more essential routes in town," Glagola said. "We're hoping to do this bus every summer when school trips are not in session."

The 35 bus screeches to a stop at the parking lot for Big Basin. A few UC Santa Cruz students shuffle off. There to greet the bus are Rick and Miyoko Fillman from Scotts Valley, who are waiting to take the bus back. They rode up in the morning and were impressed by how much the park had begun to regrow. Miller asked how they would have traveled here without the 35 bus.

"I would have gone through the trouble of figuring out the parking situation," Rick responded.

Currently, there are only 88 parking spots available through reservation at Big Basin. A state park ranger told SFGATE that the reservations have sold out every weekend since opening.

The state park is in a clear phase of rejuvenation. There are new facilities for interpreters to guide visitors but they're DIY, made out of sheds or containers instead of

MASS TRANSIT

a building. Nearly every tree, with the exception of a few oaks in the parking lot, is charred to the color black.

The wildfire burned about 97% of Big Basin, but hiking the Dool Trail is not a morose procession. Instead, it highlights the gradual return to fertility. Greens have begun to grow from some of the redwoods, while a vast effort has gone into fortifying trails to safely welcome back visitors.

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The 35 bus back to Scotts Valley — which connects to the 17 Express to San Jose before hailing a train to San Francisco — arrives on time. Miller gets on board.

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CA: Bay Area Transit Agencies to Study Impacts of Free Student Passes

Aug. 31—The Bay Area is joining a movement to bring free transit to students and others as more agencies realign themselves around transportation equity.

Up to 50,000 college students and residents of affordable housing are eligible for the Clipper BayPass, which will offer free rides on Bay Area buses, trains and ferries across a nine-county region. The two-year pilot project is a joint effort between the Metropolitan Transportation Commission (MTC) and Bay Area Rapid Transit (BART).

"The program is designed to measure the potential impacts on travel habits of having access to an all-system pass," said Chris Filippi, a communications spokesman for BART.

John Goodwin, assistant director for communications at the MTC, echoed the that two-year pilot will be useful in understanding how the students or others with access to free transit use it differently than those with more limited access.

The project is also notable for its collaboration across so many transportation agencies. In addition to MTC and BART, the partners include ferry services, CalTrain, the Valley Transportation Authority (VTA); Alameda-Contra Costa Transit District (AC Transit); SamTrans; Marin Transit; Petaluma Transit; Sonoma-Marin Area Rail Transit (SMART); Solano County Transit (SolTrans); Sonoma County Transit; Union City Transit; Fairfield and Suisun Transit (FAST); Santa Rosa CityBus; Tri Delta Transit; Vacaville City Coach; Napa Valley Transportation Authority; Western Contra Costa Transit Authority (WestCAT); Union City Transit; Contra Costa Transportation Authority; and Bay Wheels.

"This pilot program is an exciting step toward fare coordination among transit agencies and toward making it easy for organizations to prioritize and promote transit as the preferred mode of transportation in the Bay Area," said BART Board President Rebecca Saltzman in a statement. "Studying a regional fare pass using students and residents of affordable housing communities makes clear our commitment to building a more equitable fare system."

The project is initially open to all students from Santa Rosa Junior College, and will expand to about 25 percent from other area higher learning institutions, such as San Jose State University; University of California, Berkeley; and San Francisco State University; as well as residents from the affordable housing community MidPen Housing.

"Bottom line is that Clipper BayPass definitely is an example of collaboration among transit agencies," said Goodwin, adding the project is the first implementation from recommendations made by the Fare Coordination and Integration Study and Business Case, an 18-month initiative also led by MTC and BART.

And at least in the near term, it's not just students getting deals on transit. BART is offering 50 percent off rides in September in recognition of the agency's 50th anniversary. BART is also back to full service, as it rebounds from the COVID-19 pandemic slowdown.

Other transit agencies have been experimenting with offering free or reduced fare transit to students. Last summer, Los Angeles Metro began moving forward with a plan to make transit free for K-12 and college students, as well as low-income riders. Known as the GoPass Program, in the 2021-22 school year, the program had 51 K-12 school districts and 14 community colleges participating, according to LA Metro documents. The pilot, now in its second year, has more than 20 additional school districts participating and two additional community colleges.

SFGATE

My car-less trip from San Francisco to California's oldest state park, Big Basin



Aug. 31, 2022

The plan was to meet at Caltrain's San Jose Diridon Station (1 hour, 36 minutes from San Francisco via an every-stop Caltrain) at 9 a.m. on a recent Sunday morning, but when you ride public transit, one of the first lessons learned is to adjust for surprises.

"It's not looking good for me," Hayden Miller texted me. "The go on my train made it 50 feet, now stopped with a mechanical issue."

Miller is an enterprising [San Francisco](#) teenager who plots [unique trips](#) for fun to destinations around the state. The twist? He only uses public transportation.

The destination today is Big Basin Redwoods State Park — California’s oldest state park — which [reopened](#) in July, following the CZU Lightning Complex fires that utterly [scorched](#) the park in 2020.

The plan was to travel via Amtrak and two bus lines, but the morning Amtrak train to San Jose hit a snag. Minutes of delays began to pile on. The Highway 17 Express to Santa Cruz, the next link on the travel chain, is a crucial component to the journey.

“Worst case there’s another bus from San Jose to Santa Cruz at 10:20,” Miller said, already adjusting for the unknown. You can’t plan for a transit delay, but you can always have a backup bus in mind.

Miller is a member of a group of teenage transit enthusiasts in the Bay Area — “Twitter Transit Besties” — who have organically connected online or at transit events to champion public transportation. They ride routes, trade opinions — and sometimes [encourage](#) the occasional policy adjustment. Depending on who you ask at local transit agencies, they’re either improving the system from the inside or they’re adolescent gadflies pointing out errors that the adults on the train tend to overlook.

Miller turned 17 this month. When he’s not hailing a bus to Yosemite or speaking during the public comment period at San Francisco Municipal Transportation Agency meetings, he’s navigating his junior year at Lowell High School. The academic year has just begun, and this year, he’s challenging himself to improve his writing skills by joining the journalism class. He’ll likely take the transit beat.

“We’re back on the move,” Miller texted as the Amtrak continued south.

After about an hour delay, he disembarked in San Jose. Wearing a T-shirt adorned in the multi-colored lines for the Muni light rail system, he offered an enthusiastic handshake and queued up for the bus.

The next link in the journey was the 17 Express over the Santa Cruz Mountains, but the coastal marine layer prevented any expansive views.

Miller is a veteran of the transit system, which began while he was growing up in the Richmond District. He rode the 2 Clement to preschool and he has consistently opted to ride the bus to school ever since. He remembers attending a transit public meeting when he was about 6 years old alongside his mother, who was interested in a development for the M line to Park Merced.

By the time he was in middle school, four years ago, Miller began speaking up. “The first time I spoke was at a meeting for electric buses,” he remembered. “I said something really stupid about how I liked the paint job. But then I said that they should expand the trolley bus system.”

Miller stands out among a sea of regular participants who speak during SFMTA meetings. SFMTA Board of Directors Chair Gwyneth Borden and former board member Sharon Lai once recognized him purely by his voice. He's active in bringing blind spots to transit leaders' attention — such as when routes are changed and how the removal of a bus stop impacts riders.

For a route change near Mount Davidson, Miller rode the line to observe who was getting off at a stop that was set to change. He would later present the board with hard data that its plan could result in forcing several older riders to hike up a hill.

His hawkish commitment to transit is leading to the start of a political career: He says he'll be joining the San Francisco Youth Commission in September.

As the 17 express bus approaches Scotts Valley, it dawns on Miller that he won't be able to make the connecting bus to Big Basin because of the initial train delay. He consults his resources (including the app [Pantograph](#), which tracks the Bay Area transit system in real time) and devises a new plan to maximize the wait time.

He chooses Felton to kill the hour before the next 35 bus to Big Basin arrives, and orders three tacos from Taqueria Vallarta near the bus stop.

Whenever Miller visits a new community, he explores it through its transit. Earlier this summer he visited family in New York and asked his Twitter followers for suggestions. He opted for the less-traveled bus, instead of a train over the Williamsburg Bridge, which offered a unique perspective. The photo on his iPhone screen is a picture he took of a New York subway J Train, paused on a balmy afternoon.

When Miller looks over a transit map, his eyes naturally gravitate toward the thin lines. The thicker the line, the more frequent the route — and Miller would rather take something less common.

“If there's so little service, I got to go ride it before it's gone,” he said.

Asked about driving a car, Miller grins. “Maybe one day I'll need a car to go to the Western Railway Museum,” he said of the [historic train hub](#) in rural Solano County. “But I don't see that happening any time soon.”

To his credit, he learned how to drive a car but does not possess a license.

Miller replaces the thrill of the open road with the endless exploration of overlapping transit lines and how to improve the system. He's fascinated by operations and will likely pursue an urban planning degree. Some of his greatest joys in transit are the trolley buses and how you can access nature through transit. Some of his pet peeves are when weekend schedules prevent access, such as how AC Transit doesn't run lines to Tilden Regional Park on Saturday and Sundays.

“I think a lot of people don’t get involved — especially young people,” he said. “I’m going to ride these buses in the future, and it’s the world I’m going to inherit. I want to make the changes now.”

The 35 bus to Big Basin pulled into Fulton, and Miller took a seat in the far back. This bus line connects Santa Cruz proper with the state park, but only for the summer. The line debuted in July, to coincide with the reopening of Big Basin after a two-year closure due to the fires.

There used to be a more frequent bus service to Big Basin, but it ended in 2016 after budget cuts, Danielle Glagola, spokesperson for Santa Cruz Metropolitan Transit District, told SFGATE.

The plan now is for the 35 bus line to run to Big Basin until Sept. 11. “With schools coming back into session, we’ll have to appropriate our drivers to more essential routes in town,” Glagola said. “We’re hoping to do this bus every summer when school trips are not in session.”

The 35 bus screeches to a stop at the parking lot for Big Basin. A few UC Santa Cruz students shuffle off. There to greet the bus are Rick and Miyoko Fillman from Scotts Valley, who are waiting to take the bus back. They rode up in the morning and were impressed by how much the park had begun to regrow. Miller asked how they would have traveled here without the 35 bus.

“I would have gone through the trouble of figuring out the parking situation,” Rick responded.

Currently, there are only 88 parking spots available through reservation at Big Basin. A state park ranger told SFGATE that the reservations have sold out every weekend since opening.

The state park is in a clear phase of rejuvenation. There are new facilities for interpreters to guide visitors but they’re DIY, made out of sheds or containers instead of a building. Nearly every tree, with the exception of a few oaks in the parking lot, is charred to the color black.

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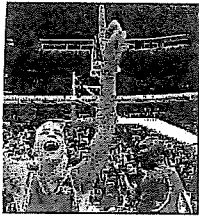
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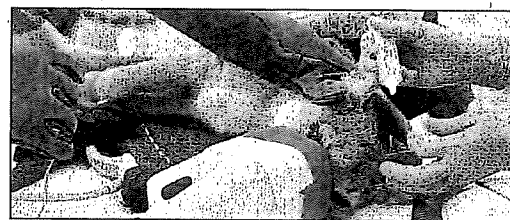
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s jersey. C7



Business: U.S. labor market remains vibrant as employers seek workers. C7



Local: Mountain lion shot by police in Hollister dies in surgery at zoo. B1



Nation: Mikhail Gorbachev de



The newspaper of Silicon Valley

The Mercury News

Volume 172, Issue 73

WEDNESDAY, AUGUST 31, 2022

24/7 COVERAGE: MERCUR

CALIFORNIA

Malls to get looks as housing prospects

New bills make it easier to redevelop underused commercial properties

By Ethan Varian
evarian@bayareanewsgroup.com

In an effort to ease California's intensifying housing crunch, state lawmakers this week pushed through two bills making it easier to redevelop underused shopping malls, office buildings and parking lots into new apartments and townhomes.

Supporters are celebrating the reforms — which limit the ability of local governments to block housing projects — as a “game-changer” and say the bills could help create hundreds of thousands of new market-rate and affordable homes across the Bay Area.

“We’re seeing a lot of places with half-filled strip malls, and it’s really not serving the needs of people in our communities,” said Assemblywoman Buffy Wicks, an Oakland Democrat

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WEDNESDAY, AUGUST 31, 2022

Housing

FROM PAGE 1

who authored one of the bills. “What we’re grappling with is reimagining how are cities going to operate in the modern era?”

The two bills — Assembly Bill 2011 and Senate Bill 6 — come after months of negotiation among housing advocates, affordable housing developers and the state’s powerful construction unions. The measures are expected to be signed into law by Gov. Gavin Newsom, who has made increasing housing production a top priority as rents and housing prices have skyrocketed in recent years.

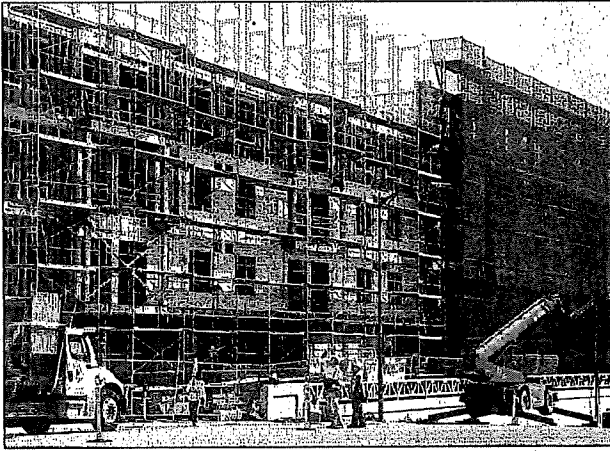
AB 2011 would streamline the approval process for 100% affordable projects on most properties currently zoned for retail, offices or parking, and limit local governments’ ability to block development. The bill would also speed up approvals for developments that have at least 15% low-income units along busy commercial corridors. Notably, it would exempt projects from the often lengthy environmental review process required under the

California Environmental Quality Act, which developers have long blamed for holding up or killing projects.

SB 6, meanwhile, would bypass rezoning requirements for new housing on commercial property regardless of affordability levels. But unlike AB 2011, it wouldn’t force cities and counties to expedite approvals for projects that meet set building and design standards.

The bills moved forward Monday as a compromise after lawmakers failed to come to a deal over potentially combining the two measures due to objections from some construction labor groups, which have thwarted state housing legislation in the past. The sticking point was whether developers taking advantage of a new law should be required to use a certain number of skilled and trained workers, who tend to be union members.

In the end, lawmakers agreed that just SB 6 would mandate developers at least seek out skilled labor, and AB 2011 would require them to give workers union-level wages, healthcare and other benefits.



KARL MONDON/STAFF ARCHIVES

Construction work continues on a residential project on Park Avenue in the Midtown area of San Jose in 2019.

Housing advocates say the bills could free up thousands of acres of limited available land for new housing in the Bay Area, while also putting a dent in the region's astronomical development costs by simplifying the sometimes years-long local permitting and entitlement process.

Louis Mirante, vice president of public policy at the Bay Area Council, estimated the legislation could eventually help create 500,000 to 1 million additional units in the region, as the Bay Area works to meet its upcoming state housing goal of more than 441,000 new homes

between 2023 and 2031.

Across the entire state, a report by data analytics firm Urban Footprint found AB 2011 alone could spur 1.6 million to 2.4 million homes.

In the Bay Area, Mirante expects developers to use the bills to build along corridors such as El Camino Real in the South Bay, Shattuck Avenue in Berkeley and other "central business areas that are already starting to see more development."

To further boost home construction, he pointed to another state bill nearing approval called AB

2097, which would effectively eliminate parking requirements for new housing projects near transit. "That could reduce costs to construct overnight," he said.

Other housing bills making their way to the governor's desk include AB 2221, which would make it easier to build backyard in-law units (also known as accessory dwelling units), as well as SB 886, which would fast-track the environmental review process for student housing.

As lawmakers near the end of their 2021-22 legislative session, they have also sent to Newsom a bevy of other high-profile proposals, including a bill to bolster wages and working conditions for fast food employees, an online privacy proposal for children and a proposal to make kindergarten mandatory. Lawmakers have also passed a series of bills that would expand access to abortion, as the state moves to welcome women seeking the procedure from states that have banned it. Earlier this month, Newsom vetoed a controversial bill to legalize safe injection sites for drug users in some cities.

Neighborhood groups

have pushed back hard on the housing bills over concerns the state is stripping away land-use decisions from cities and counties. One group, Livable California, described AB 2011 as a "massive state taking of flexibility needed by local jurisdictions to place housing where it best meets the needs of the community."

For some affordable housing developers, tempering local control is a big reason they pushed for the bill's passage.

Larry Florin, president of Burbank Housing in Santa Rosa, said scaling back environmental reviews and public hearings — where neighbors sometimes pressure local officials to deny new housing — could incentivize developers to include affordable units in their projects.

Florin is optimistic the bills could lead to the redevelopment of the aging Santa Rosa Plaza mall.

"The process has been daunting for developers wanting to get involved," Florin said. "And if they now look at a clear path forward, I think you're going to get a lot of interest from the private and non-profit sector for repurposing these buildings."

The Mercury News

Palo Alto focusing future housing at edge of town near highway, not Caltrain corridor

August 29, 22

In stark contrast to transit-oriented hubs being planned across the Bay Area, Palo Alto leaders are encouraging hundreds of new high-density units along Highway 101 and San Antonio Road — one of the least developed neighborhoods on the outskirts of the city.

The Palo Alto City Council this past week loosened height limits and other rules to approve over 1,400 new homes there, priming the area for a construction boom that could help the city meet its state-mandated goal of building 6,000 new homes by 2031.

In the past month, the council has approved two large housing projects on San Antonio Road and have discussed loosening rules in the area to build a new neighborhood, all the while getting pushback from some residents who are wary of how undeveloped the area is: retail is scarce, public transportation is virtually non-existent and it's far from the city's more popular districts.

Still Palo Alto leaders have made clear that the San Antonio Road and Transport Street area is where housing will be built in the future — not its historic hubs at University and California Avenues — and increased the allowable units per acre from 32 to 90 in a 5-1 vote on Aug. 22, with Lydia Kou dissenting and Alison Cormack recused.



For years the Palo Alto council has been hesitant of building housing on the Caltrain corridor because of the likelihood of NIMBY pushback, forcing city leaders to search for suitable housing sites in the city's outer neighborhoods where land is also cheaper.

Acknowledging the challenges of building in the area, Councilman Eric Filseth urged the council to be aggressive with development along San Antonio Road and increase the units allowable per acre. He said the discussions city leaders are having with property owners in the area, neighboring cities and VTA can happen "parallel" to housing construction.

"We're going to have to go aggressive here on development standards," Filseth said. "The worst case is that we put a little bit of housing here and it's not enough to bring in all the other stuff we want to happen like retail and transportation. We've got to have enough density here that it drives the rest."

But while council members rezoned the San Antonio Road area, they also tabled a proposal to turn a site adjacent to the University Avenue Caltrain station into 270 apartments — a part of town already rife with retail, transportation and other services.

Compared to other major Bay Area cities, Palo Alto's housing strategy is unique, housing advocates say.

Berkeley, Oakland and other cities have pegged hundreds of new housing units near existing transit corridors like BART to combat the housing crisis and deal with climate change, reducing the number of cars on the road by encouraging walkability and access to transportation. San Jose is building the largest transit-oriented development in the region, a scheme that will transform the west side from parking lots into an urban village — home to thousands and which centers Caltrain as a key partner.

While other cities are putting their existing transit corridors to better use, Palo Alto leaders are starting from scratch at the edge of town.

"Rather than being responsive to community feedback that housing near the Caltrain stations is most desirable and needed, Palo Alto is instead planning to shunt density to the outskirts of the city," said Kelsey Banes, a Palo Alto housing advocate. "Whereas 40 units per acre is the maximum density currently planned near Palo Alto's resource-rich downtowns, manufacturing areas would be slated for 90 units per acre — concentrating density in areas with less access to public transit and few walkable amenities such as grocery stores and neighborhood-serving retail."

Banes added that new neighborhoods along San Antonio Road also will have "greater exposure to pollution from cars and industrial uses," and noted "this southeast corner of the city also has a greater susceptibility to flooding and sea-level rise."

For Katie Causey, community engagement manager for the non-profit Palo Alto Forward, the city's decision to put housing on the south side is personal. She grew up and lived off of Greer

Park by Highway 101 and while she supports the city building new housing there, she also wants Palo Alto to build more housing in its downtown areas near transit as well.

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For Katie Causey, community engagement manager for the non-profit Palo Alto Forward, the city's decision to put housing on the south side is personal. She grew up and lived off of Greer Park by Highway 101 and while she supports the city building new housing there, she also wants Palo Alto to build more housing in its downtown areas near transit as well.

“I loved growing up in that neighborhood I was walking distance to my elementary school and the Baylands, but not much else, and a lot of that area is not safe for pedestrians,” Causey said. “I actually moved from that neighborhood to downtown Palo Alto a few years ago because even though the downtown rent was more expensive, it was much cheaper overall to live downtown. Living off 101 you basically have to own a car which I couldn't afford, the bus stop can be a half-hour walk away, same to the grocery store. Now I live downtown — multiple grocery stores are within walking distance, and I'm by the train and multiple bus stops. It's like a different city.”

In an interview after the council's decision, Filseth said adding more housing on San Antonio road is “by far the low- vehicle miles traveled solution.” The neighborhood, he said, is one of the few “really underutilized areas of Palo Alto: mostly older and relatively sparser, and less expensive, than other areas such as University Avenue.”

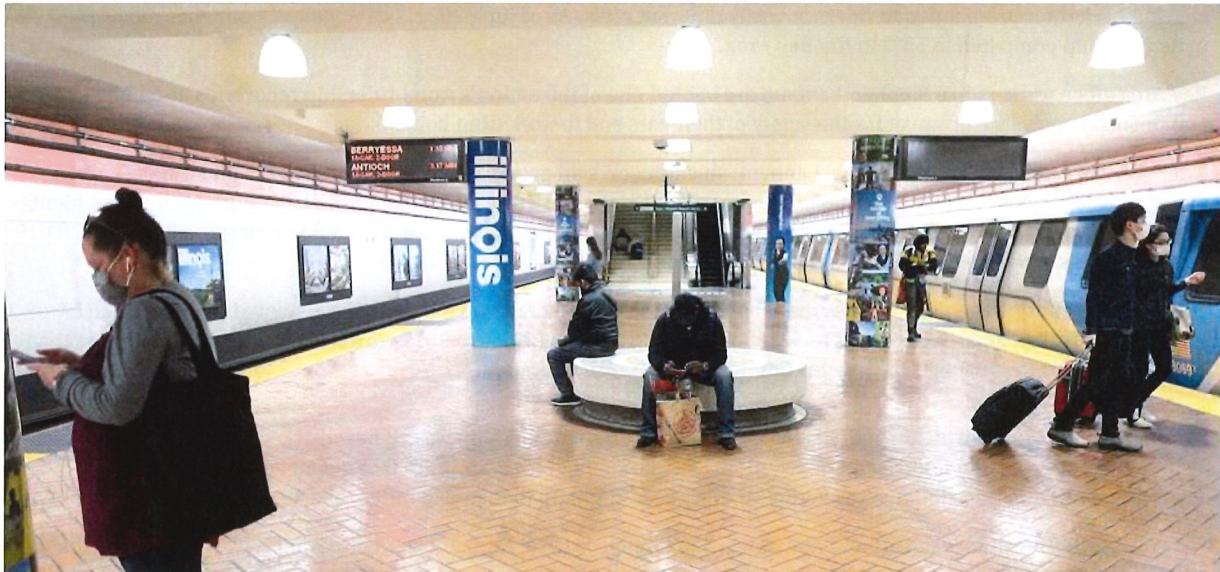
“Job growth in the South Bay is now concentrated in two areas: downtown San Jose, and the North Bayshore area of Mountain View and Sunnyvale,” Filseth said. “So if workforce housing and minimum regional VMT are goals, this is the logical place to densify — it’s where the jobs are going. Some transportation work is likely needed, but fundamentally redevelopment here makes a great deal of sense.”

Santa Cruz Sentinel

8/29/2022

PUBLIC TRANSPORTATION

L.A. surpasses Bay Area in ridership



BY ELIYAHU KAMISHER

BAY AREA NEWS GROUP

When Los Angeles shuttered its last streetcar in 1963, the Bay Area was already planting the seeds of BART, the expansive rail system that embodies a common refrain in the longstanding competition between Southern and Northern California: Angelenos are gas-guzzlers stuck in parking-lot traffic, while the Bay Area has built an enviable transit network.

But over the past two and a half years, the Bay Area's claim to California's mass transit throne has been deeply eroded, if not undone. L.A. now has more people riding buses, light rails and trains than the Bay Area. And even when accounting for the Bay Area's far smaller population, L.A.'s per-capita transit ridership temporarily surpassed its Northern California neighbor for the first time in at least two decades.

How big was the turnaround? In 2019, transit riders in six Bay Area counties took 43 million more trips than L.A. County, which is over a third larger by population. But in 2021, Los Angeles racked up over 83 million more transit trips than the Bay Area — a staggering threefold reversal, according to a Bay Area News Group analysis of federal data for the two regions' largest transit agencies.

It's a titanic shift starting in the depths of the pandemic that could remake California's transit landscape. With the Bay Area's once thriving commuter-heavy trains suffering some of the country's biggest passenger losses and Los Angeles' bus riders propelling a surprising ridership recovery in Southern California, the state's two biggest metro regions are now living test cases for mass transit's role in a post-pandemic future.

At the heart of the upheaval is a question that will define the state's transit planning for years to come: Should we continue building pricey rail projects that cater to white-collar commuters who fled public transit or should we invest in the bus riders who never left?

The implications are major, calling into question public transit's role in the climate change battle and resurfacing long-standing tensions between planning transit for more privileged rail riders over lower-income bus riders.

"What happened in the pandemic is the whole script flipped," said Brian Taylor, a transportation expert at UCLA.

The driving force behind the Bay Area and L.A.'s current ridership fortunes is not a flourishing mass transit system in Los Angeles. Angelenos did not suddenly ditch their cars for the metro. Instead, it's a story of two hobbled transit systems clawing back their pre-pandemic riders at vastly different rates. As of June 2022, Los Angeles County has recovered 71% of its ridership compared to 55% in the Bay Area.

Bay Area office workers like Stephen Lanham are behind one of the nation's worst ridership recoveries as techies, lawyers and financial analysts left transit for the safety of their cars and to work from home.

After years of being a daily BART user, Lanham, an engineer, said goodbye to hopping on trains with strangers when pandemic lockdowns kicked in. "I went two years without riding BART," said Lanham, who has returned in recent months to riding rail twice a week. Besides his office shifting to remote work, Lanham did not want to risk spreading a COVID-19 infection to his newborn child.

His changing routine is typical. Across the Bay Area's seven largest rail and bus agencies — including Muni, BART, Caltrain, AC Transit and VTA — riders took 283 million fewer transit rides in 2021 versus 2019. That is 80% higher than 157 million rides lost among Los Angeles County's main transit operators.

Taylor of UCLA said the wide disparity is because Bay Area transit ridership was so heavily skewed toward commuters heading into buzzing San Francisco office buildings. "The share of trips on BART that began or ended at the four downtown San Francisco stations was going up every year. Right up to the pandemic," said Taylor. "And then that cut off."

The collapse in transit focused around downtown San Francisco is so dramatic that Los Angeles' web of subways and light rails, which is smaller and notoriously lacks an LAX airport connection, is now regularly moving more people than BART for the first time since the Federal Transit Administration started collecting monthly ridership data 20 years ago.

Even as the public health crisis loosens its grip on daily life, downtown San Francisco has one of the lowest office occupancy rates in the nation.

Tech companies like Twitter are downsizing and Etsy shuttered its San Francisco doors altogether. Now the workers that are coming back to the office — and using transit — have by and large reduced their commutes to three days a week or less, according to one employer survey, leading to a cluster of midweek riders.

"It's so obvious," said Roger Lai, a rare tech commuter who rides BART five days a week into downtown Oakland. "On Monday and Friday, the train is clear."

The worst month for public transit ridership since the federal government started keeping score was April 2020. That's when Caltrain chugged up the Peninsula with 97% fewer passengers, many of them embracing a work-from-home lifestyle of baking sourdough bread and binge-watching Netflix. But in Los Angeles, during the worst of the pandemic lockdowns, over 30% of riders continued to brave the bus.

"People were dropping (from COVID) every day on the news," said Barbara Lott-Holland an organizer with L.A.'s Bus Riders Union, who remembered stepping onto transit during the early days of the pandemic. "You could actually see the fear on their faces."

Today, it's not hard to find a packed bus in Los Angeles. Head to Vermont Avenue in the late afternoon and you will find nurses watching cell phone videos, teachers hauling groceries, and students munching on snacks as Line 754 crawls south from Hollywood.

Bus riders are the passengers that comprised the bulk of L.A.'s transit ridership before the pandemic. Now they've come back — and in many cases never left.

L.A.'s three largest bus operators, dominated by L.A. Metro, have a ridership recovery of 74%, which is among the highest rates in the country, outpacing New York City buses and peer bus agencies in the Bay Area. L.A. Metro's latest budget is predicting a full return to pre-pandemic bus boardings by spring of 2023.

"We heard every month for two years community members saying buses are crowded," said Jessica Meany, who heads Investing in Place, an L.A.-transit advocacy organization. "But they're not there because it's the best product or it works for them. They flat out have no other choice."

Los Angeles County has some of the poorest public transit riders among metro areas in the country — many of them recent immigrants from Mexico and Central America. Despite living in a sprawling city built around car ownership, 84% of L.A.'s bus riders did not have car access in 2018. Instead, they often spend hours each day on public transit.

"I can hardly walk," said Tuesday Millner, 62, after hoisting her walker over the foot-long gap from the sidewalk onto the bus. She echoed an increasingly common complaint in Los Angeles: overcrowded buses are zooming by riders because there is no room for more passengers. "They'll pass you up in a minute."

At the heart of the Bay Area and Los Angeles pandemic ridership dynamic are two seemingly bland transit terms: "choice" and "dependent" riders. They touch on deep divisions between transit agencies and advocates over whether public investments should prioritize building a pollution-busting mass transit system to lure car owners into trains or buses that disproportionately serve people with no other option.

Before the pandemic, the Bay Area's "choice" rider model was a beacon for public transit agencies. On Caltrain, 70% of passengers had household incomes over \$100,000. BART amassed 50,000 parking spots to win over suburban commuters heading into the city. And boosted by strong fare revenues, both agencies were among the most self-sufficient in the country.

Los Angeles, meanwhile, built one of the nation's most wide-reaching transit networks, designed to send thousands of bright orange buses to nearly every nook and cranny of the county. L.A.'s lumbering bus grid might suffer from slow speeds, but it offers transit access to 96% of working-age adults, according to a Brookings Institution study.

As mass transit moves into a long-term ridership downturn, Los Angeles' vast network of buses might provide a better template for the future of mass transit in California. And thinking among many transit planners is shifting away from laying rail tracks with hopes of luring suburban commuters toward a far less glamorous and far cheaper option: speeding up buses with dedicated lanes.

"There are people whose very livelihood depends on having decent mass transit. That should be the top priority," said Joshua Schank, L.A. Metro's first chief innovation officer, now a transportation expert for the Mineta Transportation Institute at San Jose State and UCLA. "Not necessarily investing in major capital projects that will bear fruit 50 years from now."

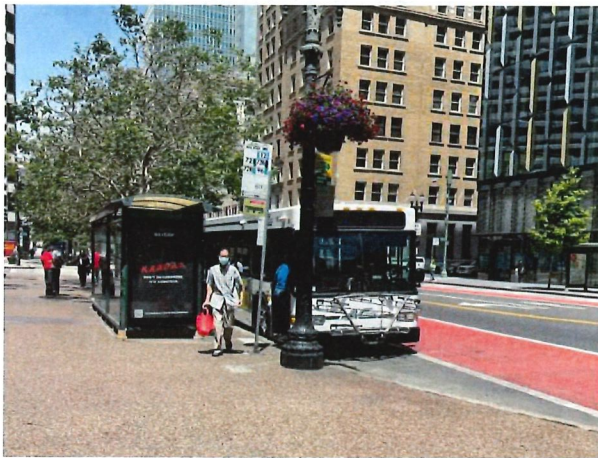
Even though the large majority of public transit riders in California are bus riders, funneling money into buses has been an uphill battle jammed with lawsuits and an underlying stigma of bus riding in America that has long led transit planners to favor digging tunnels over prioritizing bus lanes. One 2014 study of transit planning in six regions, including the Bay Area, found that bus riders were an "afterthought."

STREETSBLOGCAL

Should Public Transit Be Free? Freakonomics Asks the Experts

By Melanie Curry

August 26, 2022



A bus stop in Downtown Oakland. Photo: Jenna Fortunati

The topic of fare-free transit is hot. Public transit is a public good and it's also good for the environment, economic opportunity, social mobility, traffic congestion.

Various places around the country are piloting the idea: Boston Mayor Michelle Wu has pushed for a free bus system, and Kansas City eliminated bus fares. In California, [several bills in the legislature would create free transit for youth](#), and [some local agencies aren't waiting for them to pass. Temporary fare-free programs at agencies around the](#)

[state](#) have been supported by cap-and-trade grants, with the expectation that more people riding means less people driving, and fewer greenhouse gas emissions.

Some have argued that free transit can't work, citing a variety of reasons. [As Stephen Dubner points out on his recent podcast for Freakonomics Radio](#), "it's complicated."

In the podcast, he speaks with Boston Mayor Wu, Robbie Makinen from the Kansas City Area Transportation Authority, UCLA transportation researcher Brian Taylor, London transportation executive Shashi Verma, and a traffic planner in Stockholm who believes so thoroughly in free fares that he shows people how to dodge them, going so far as to create an "insurance plan" to pay their citations if they got caught.

The arguments for free transit are many. Dr. Destiny Thomas recently articulated an equity perspective on the issue [in a conversation with Kea Wilson on Streetsblog USA](#). People can't afford transit fares, she said, and because we live in a society where basic needs are monetized, they are stuck. Arguing that transit subsidies are "unfair" puts the burden of solving issues like climate change, once again, on the people who are suffering and struggling the most.

In the Freakonomics podcast, Wu articulates this clearly. She has argued that free public transportation is the single biggest step society could take to move towards greater economic mobility, racial equity, and climate justice because it creates equitable access to opportunities. She quotes a Harvard study that "showed that the factor most closely linked to a family's ability to rise out of poverty... wasn't the test scores of

schools in the area, it wasn't the public-safety statistics. It was the average commute time to work."

And people "ration out" other necessary tips, like going to the grocery store or getting to medical appointments, because transit fares are expensive, and they add up, she said. It's a matter of basic quality of life.

Other arguments for free transit discussed in the course of the podcast are that paying fares slows down passenger loading, which contributes to the long travel times of bus riders vs. car drivers. In the case of many bus agencies in particular, fares pay for a vanishingly small portion of the costs of running transit anyway – about a third, nationwide, and as low as ten percent.

One of the reasons Kansas City decided to make its buses fare-free was because their "farebox recovery" was only ten percent, and they chose, at least for the moment, to make that up from other sources.

The discussions continue, and there's more to learn [from the experts on the podcast](#).

Los Angeles Times

California bans sales of new gas-powered cars by 2035. Now the real work begins

Aug. 25, 2022 1:45 PM PT

Buy a car in 2035 and you won't have to decide between gasoline, diesel or electric. You won't have a choice.

Citing an urgent need to address climate change while cutting back on air pollution, the California Air Resources Board voted Thursday to require all new cars and light trucks sold by 2035 to be what it calls zero-emission vehicles.

Lauren Sanchez, Gov. Gavin Newsom's climate advisor, called it "a huge day not only for California but the entire world."

The mission, she said: "Move the state away from oil."

The move marks a historic turn in the decades-long battle to curb motor vehicle pollution, a momentous shift for consumers, industry, the economy and the environment.

California has led the nation in auto emissions regulation since the air resources board was created in 1967 to combat the toxic yellow-brown smog that hung over Los Angeles. The state's large population meant automakers could not ignore California's mandates. Congress gave California permission to set its own rules decades ago, and California's emissions and fuel efficiency rules have been adopted by more than a dozen other states.

Even with that prodigious record, the zero-emission mandate "is the most important and transformative action that [the air resources board] has ever taken," said Dan Sperling, founding director of the Institute of Transportation Studies at UC Davis.

The mandate forces automakers to phase out gasoline and diesel cars, sport utility vehicles, minivans and pickup trucks in favor of cleaner versions powered by batteries or fuel cells.

If automakers fall short, they could be charged \$20,000 per noncomplying vehicle, the air resources board said. If consumers don't go along? That could cause big problems. But state officials think they will, and the trend line lends confidence.

Electric cars are rapidly gaining popularity in California. In 2012, less than 2% of new vehicles sold were electric. That grew to 7% in 2018.

But demand has surged since, and now 16% of new cars sold in the state are plug-in vehicles — battery-electric vehicles, led by Tesla, plug-in hybrids, plus a smattering of vehicles that run on

hydrogen fuel cells. There are now 1.13 million zero-emission vehicles registered in California, according to the air resources board — 43% of the nation's total.

Once considered little more than glorified golf carts with paltry range, electric cars now can travel several hundred miles on a single charge, in models that range from small commuter cars to luxury vehicles to SUVs, pickup trucks and muscle cars.

Under the new rules, 35% of new cars must be zero emission by 2026, 68% by 2030, and 100% by 2035.

People could still buy internal combustion cars from another state. But many states, including most of its neighbors, tend to follow California's lead on vehicle emissions policy and are considering mandates of their own.

The effects of the 2035 mandate will be far-reaching, the air resources board said. It “will essentially end vehicle emissions altogether,” board Chair Liane Randolph told reporters.

Not quite. As Randolph herself noted, owners of internal combustion cars can continue to drive them after 2035. It will still be legal to buy and sell used fossil-fuel cars and light trucks.

The mandate doesn't cover all of highway transportation, either. Heavy trucks that burn diesel fuel will have 10 extra years before they're banned. A proposed zero-emission mandate for heavy trucks wouldn't hit 100% until 2045.

And even the zero-emission vehicle mandate includes vehicles that are not zero-emission. Up to 20% of a carmaker's sales can be plug-in hybrids, which have both electric motors and gas engines, and still count as zero-emission vehicles, as long as the battery range is 50 miles or more.

The state uses “zero-emission” as shorthand, pertaining to the cars themselves as they move along the roadways. Recharging the batteries may well emit significant greenhouse gases, depending on what's generating the energy: coal, oil and natural gas on the dirtier side; solar, wind, hydropower and nuclear on the cleaner. Creating hydrogen from water for fuel cells requires significant electricity, so greenhouse gas emissions again depend on the source.

Today, 40% of the energy generated for use by Californians is zero-carbon, including 8.5% from nuclear power. But the percentage varies by locality. For example, while coal accounts for only 2.7% of the state's total power mix, 46% of Anaheim's electricity is produced by burning coal.

Still, the air resources board's vote marks a watershed in climate change policy.

Newsom ordered action two years ago and instructed the board to create a detailed plan. After several public hearings and testimony from hundreds of people and companies, the Thursday vote makes it official state policy. The U.S. Environmental Protection Agency must grant the state a waiver to set its own automobile emissions policies under the federal Clean Air Act, a likely slam-dunk under the Biden administration.

According to air quality officials, the new regulations would reduce greenhouse gas emissions from cars by more than 50% by 2040, compared with if no action were taken. Tailpipe emissions are the leading source of carbon dioxide in California and accounted for about 40% of the state's greenhouse gas emissions in 2019.

Additionally, state officials say the plan would cut smog-forming nitrogen oxides by more than 25% in 2037. They estimate the rule will result in over 1,400 fewer deaths from heart disease, and help Californians avoid more than 700 emergency room visits for asthma between 2026 and 2040.

Automakers have taken different positions on the mandate, ranging from enthusiastic to lukewarm to outright opposition.

Ford, which recently introduced its F-150 Lightning all-electric pickup truck, has worked closely with the air resources board.

In a statement, the automaker said that “combatting climate change is a strategic priority” and that the company is “proud of our partnership with California for stronger vehicle emissions standards, forged during a time when climate action was under attack.”

Toyota, which had placed big bets on its hybrid vehicles and lagged on pure-electric development, relented on its opposition and earlier this week sent the air resources board a letter recognizing its authority to set vehicle emission standards. The company had sided with the Trump administration on vehicle emissions issues.

Some environmental groups said the mandate doesn't go far enough. Regina Hsu, a senior associate attorney for Earthjustice, noted that countries including Norway and the Netherlands have more ambitious timelines, and even Washington state has a plan to phase out new gas vehicles by 2030, although Gov. Jay Inslee's commitment is nonbinding.

“The ramp that we see is not as stringent as it could be,” Hsu said. “Based on automaker projections, this rule is not that ambitious.”

But the transition to electric vehicles won't be easy, and huge uncertainties remain.

Cost is one. An electric vehicle still costs far more than an equivalent gasoline vehicle. According to Kelley Blue Book, the average EV sold for \$66,000 in July, compared with \$48,000 for the average internal combustion vehicle.

In a presentation to reporters, air resources board officials pointed to studies that show savings in fuel and maintenance can make an EV a better financial deal over time, and that prices would continue to drop.

That's not certain, however. Supply chain snags and shortages of crucial battery materials such as lithium and cobalt have cut back EV availability while boosting purchase price.

As EV costs remain high, green-oriented politicians feel pressure to offer incentives. The \$369-billion climate package recently passed by Congress contains a significant increase in EV subsidies, including novel incentives on used cars.

Charging is another issue. While homeowners can install their own EV charger in a garage, most people who live in apartment buildings and condos don't have that option. The state plans to require multifamily housing landlords to provide some way to charge electric cars, but the details are still being worked out.

Last year's federal infrastructure legislation included billions of dollars for public fast-chargers to be installed at regular intervals on interstate highways.

As part of the California mandate, the state will require specific levels of warranty protection for EV batteries and related components. According to Randolph, that will not only protect new car buyers but also help ensure that reliable used EVs will become available.

"We understand that not everyone can buy a new car," she said, pointing out several existing state programs that offer financial help for lower-income customers to buy EVs.

Brian Maas, president of the California New Car Dealers Assn., which represents more than 1,200 franchised new car and truck dealer members, said the organization is "all-in" on the transition to zero-emission vehicles.

"We just want to make sure that as we proceed along this path, we're all working together to answer all these questions," he said.

The biggest challenge could be customer acceptance at the 100% level. What happens if automakers can't coax enough customers to buy?

Said Jennifer Gress, head of the Sustainable Transportation and Communities Division at the air resources board: "We always reserve the right to amend the regulations at any point."

The Mercury News

The Bay Area is giving unlimited transit to nearly 50,000 students. Do you qualify?

August 20, 2022

Around 50,000 people in the Bay Area are being given an unlimited public transit pass spanning every transit agency in the Bay Area, including Caltrain's commuter rail, Muni buses in San Francisco, BART, and even ferries to Giants games.

The two-year pilot program announced this week, called [BayPass](#), will be given to students attending UC Berkeley, San Jose State University, San Francisco State University, and Santa Rosa Junior College. Another smaller chunk of passes will be given to residents of affordable housing developments run by MidPen Housing.

But many students hoping for two free years of public transit will have to keep their fingers crossed. The passes are being distributed randomly to only 25% of people attending universities in Berkeley, San Jose, and San Francisco to measure the impacts of the pilot compared to people without the pass. Students at Santa Rosa Junior College are in luck as the entire student body is being given passes.

The pilot program comes as the Metropolitan Transportation Commission – an umbrella group overseeing the region's more than two dozen transit agencies – is working to make the Bay Area's fragmented transit network easier to use through coordinated fares and creating a [single transit mapping system for the entire Bay Area](#). Transit advocates hope that coordinating the notoriously fragmented maze of regional transit agencies will help lure back riders who fled during the pandemic and eliminate costly fees that accumulate when transferring from different transit agencies.

"This is really piloting something before it can be deployed on a big scale," said Ian Griffiths, who heads Seamless Bay Area, an advocacy group championing an all-agency transit pass.

He hopes lessons learned from the pilot program will help transit agencies overcome financial concerns related to unlimited transit passes. A bill pushed by Seamless Bay Area that [set a 2024 deadline for an all-agency pass](#) was quietly squashed in the Legislature this month even though major Bay Area transit agencies supported a watered-down version of the legislation.

Most students receiving the 50,000 passes already have access to unlimited local transit serving their institutions, like AC Transit for UC Berkeley students and VTA for San Jose State University. But they will see a significant boost with free access to

regional transit agencies, including BART, Caltrain, and ferries. The pass includes BART trips to SFO, which cost over \$10 for most riders.

The MTC will reimburse each transit operator for trips made using the BayPass. According to an April presentation, the MTC estimates the two-year program will cost up to \$4.5 million, although that financial projection is based on pre-pandemic ridership numbers. Transit agencies across the Bay Area are expecting a long-term downturn in transit ridership due to the pandemic.

Los Angeles Times

These California workers were hit hard by COVID-19, new study shows

By [Rong-Gong Lin II](#),
[Luke Money](#)

Aug. 18, 2022 Updated 3:57 PM PT

COVID-19 hit [public transit employees](#) disproportionately harder than other workers, according to a new study by California health officials.

The study, led by the California Department of Public Health and published Thursday by the U.S. Centers for Disease Control and Prevention, provides an overview of the toll the pandemic has taken on transportation workers, raising fresh questions about the role of [public health interventions, including masks](#), in these settings.

Employees in the public transit and air industries were far more likely to have COVID-19 outbreaks at their job sites compared with workers in general, the study found.

And compared with employees in all industries, [workers for bus](#) and rail services were twice as likely to die from COVID-19.

“Workers in public transportation industries are at higher risk for COVID-19 workplace outbreaks and mortality than the general worker population in California and [should be prioritized](#) for COVID-19 prevention strategies, including vaccination and enhanced workplace protection measures,” the report said.

Though she hadn’t read the study herself as of Thursday afternoon, L.A. County Public Health Director Barbara Ferrer said there’s been “other evidence that’s accumulated over the course of the pandemic that indicated that transit workers were experiencing higher case rates and higher illness severity” — likely due to unavoidable on-the-job exposures and less-than-robust ventilation in some work settings.

The study identified 340 [confirmed outbreaks](#) of COVID-19 in California public transportation industries over a 29-month period, from the start of the pandemic through May. Scientists identified 5,641 coronavirus cases associated with those outbreaks and 537 COVID-19 deaths.

During that time frame, there were 24.7 [COVID-19 outbreaks](#) for every 1,000 workplaces in all California industries combined, the study found. But the rates specific to public transit sites were much worse.

There were 87.7 outbreaks for every 1,000 workplaces in air transportation over the same time period, and a whopping 129.1 outbreaks for every 1,000 workplaces in the bus service and urban transit industry.

In other words, COVID-19 outbreaks were 3½ times as likely in the air transportation industry and five times as likely on bus service and urban transit workplaces compared with California industries overall, according to the study's findings.

Cumulative COVID-19 death rates were much higher among some [public transportation industries](#). Specifically, workers for rail transportation; bus service and urban transit; and transportation support services such as maintenance, airport cargo and airport terminal service employees were twice as likely to die during the period examined in the study compared with California industries overall.

For all industries in the state, scientists found 114.4 [COVID-19 deaths](#) for every 100,000 employees. By comparison, there were 211.5 deaths for every 100,000 workers in the bus service and urban transit industry; 237.4 deaths for every 100,000 workers in transportation support services; and 241.8 deaths for every 100,000 workers in the rail industry.

However, workers in air transportation were less likely to die from COVID-19 than those in California industries overall. There were 91.3 COVID-19 deaths for every 100,000 air transportation employees in the state.

The study used outbreaks reported to local health departments in California and deaths from the [state's COVID-19 case registry](#) that were matched to death certificate data, which include information about a decedent's occupation.

Of the 340 COVID-19 outbreaks identified, the vast majority of them — 57% — occurred in bus and urban transit workplaces.

But the largest share of cases occurred in the air industry. Of the 5,641 coronavirus cases associated with outbreaks in the transit industry, 43% occurred in air transportation.

And the largest share of deaths — just over 50% — occurred among workers in the transportation support services sector.

In terms of outbreaks, the highest monthly number was reported in December, during the [first Omicron wave](#).

The highest monthly number of deaths in the transportation industry occurred during the pandemic's initial [fall-and-winter wave](#), when there were more than 80 per month. The next highest tally was during the peak of the Delta wave last September, when there were nearly 50.

During the height of the first Omicron wave in January, there were fewer than 30 monthly deaths.

By comparison, the number of outbreaks was highest during the first full month of the fall-and-winter Omicron surge, when there were nearly 80. That sum was far larger than the prior monthly peak, when there were more than 40 outbreaks in December 2020.

The authors noted that outbreak data collected in 2021 may be more complete than 2020 figures, in part because of a California public health order requiring employers to report workplace clusters of three or more coronavirus-positive cases to local health departments. In 2020, outbreak-reporting requirements varied depending on local rules.

“Regardless of whether exposures occur from interactions with the public, co-workers, or other sources, these observations indicate that public transportation workers represent a vulnerable group who should be prioritized for COVID-19 prevention strategies,” the authors wrote. “Such strategies can include targeted vaccination efforts, access to antiviral treatments, public health messaging, and enhanced workplace protection measures, such as improved ventilation and use of [well-fitted masks](#) or respirators (e.g., N95s) by workers and members of the public.”

Most parts of California no longer require masking on public transportation. However, [L.A. County continues to require](#) face coverings on public transit and indoor transportation hubs, including Los Angeles International Airport and Hollywood Burbank Airport.

The [San Francisco](#) Bay Area Rapid Transit system also requires masks to be worn on its 131-mile, 50-station commuter rail network.

Ferrer said L.A. County is not planning, at this moment, to lift its masking rules in indoor transit hubs or aboard public transportation.

County health officials believe those are higher-risk settings where it’s beneficial to require masking. Face coverings also remain required in healthcare and long-term-care facilities, emergency shelters, cooling centers, jails and prisons.

“We continue to consider transit and transit hubs as places where we really should add in an extra layer of protection, particularly when transmission is high,” Ferrer said.

Federal Transit Administration

Biden-Harris Administration Announces Over \$1.6 Billion in Bipartisan Infrastructure Law Funding to Nearly Double the Number of Clean Transit Buses on America's Roads

Tuesday, August 16, 2022

Bipartisan Infrastructure Law increases funding for low- and no- emission bus grants six-fold and includes worker training on zero-emission buses

WASHINGTON – The U.S. Department of Transportation's Federal Transit Administration today announced \$1.66 billion in grants to transit agencies, territories, and states across the country to invest in 150 bus fleets and facilities. Funded by the President's Bipartisan Infrastructure Law, more than 1,100 of those vehicles will use zero-emissions technology, which reduces air pollution and helps meet the President's goal of net-zero emissions by 2050. This year's funding alone will nearly double the number of no-emission transit buses on America's roadways. For the first time, five percent of low- and no-emission bus funding will be used to train transit workers on how to maintain and operate new clean bus technology.

"With today's awards, we're helping communities across America – in cities, suburbs, and rural areas alike – purchase more than 1,800 new buses, and most of them are zero-emission," said **U.S. Transportation Secretary Pete Buttigieg**. "Funded through President Biden's Bipartisan Infrastructure Law, this announcement means more good jobs for people across the country, cleaner air in our communities, and more affordable and reliable options to help people get to where they need to go."

The bus grant awards – made under FTA's [Buses and Bus Facilities](#) and [Low- and No-Emission Vehicle](#) programs – are FTA's first competitive grant selections under the [Bipartisan Infrastructure Law](#). The programs support the Biden-Harris Administration's commitment to expand our nation's transportation infrastructure, create and maintain good-paying jobs, and fight climate change.

"When a transit door opens, whether it is a bus, train, or ferry, it is a great equalizer for everyone in our nation," said **FTA Administrator Nuria Fernandez**. "With this tremendous amount of funding, the President's Bipartisan Infrastructure Law gives more Americans access to the opportunities that transit creates, more often, in more places. These investments also help us meet our goals of cutting transportation emissions, creating good-paying American manufacturing jobs, and helping America's transit workers prepare for new vehicle technology."

FTA's [Low or No Emission \(Low-No\) Grant Program](#) makes funding available to help transit agencies buy or lease U.S.-built low- or no-emission vehicles, including related equipment or facilities. The Bipartisan Infrastructure Law provides \$5.5 billion over five years for the Low-No Program – more than six times greater than the previous five years of funding. For Fiscal Year 2022, approximately \$1.17 billion was available for grants under this program.

FTA's [Grants for Buses and Bus Facilities Program](#) supports transit agencies in buying and rehabilitating buses and vans and building bus maintenance facilities. The Bipartisan Infrastructure Law provides nearly \$2 billion over five years for the program. For Fiscal Year 2022, approximately \$550 million for grants was available under this program.

Find a link to all projects [here](#).

Examples of projects selected to receive Fiscal Year 2022 funding include:

- The New York Metropolitan Transportation Authority (MTA) will receive \$116 million to buy approximately 230 battery-electric buses to replace older diesel buses, electrifying nearly four percent of its 5,800-bus fleet and launching a comprehensive workforce training and development program. The project will improve the safety and reliability of transit service and improve air quality for residents and visitors to New York City.
- The Los Angeles County Metropolitan Transportation Authority (Metro) will receive \$104.1 million to buy approximately 160 battery-electric buses to replace older compressed natural gas buses as well as charging equipment. The project will improve safety, air quality and reliability for residents and visitors to the Los Angeles metropolitan area.
- The Memphis Area Transit Authority (MATA) will receive \$54 million to build an operations and maintenance facility. The facility, which will be located in Memphis, will accommodate more than 300 vehicles and improve safety and ensure a good state of repair for the bus fleet.
- The Colorado Department of Transportation will receive \$34.7 million on behalf of Summit Stage, a rural transit agency that provides bus service in Summit, Park and Lake counties in northeast Colorado, to build a bus depot for electrical charging and storage. It will replace Summit Stage's aging facility and prepare for a 100-percent electric fleet in the future.

In response to the Notice of Funding Opportunity, FTA received 530 eligible project proposals totaling approximately \$7.72 billion in requests.

US: Transit Is Seeing More Cyber Threats, Many Agencies Aren't Ready

With technology advancements in public transit comes more concerns around cybersecurity. And agencies need to place security and technical expertise at the height of the management food chain, often in the form of a chief information security officer.

By Skip Descant

Source Government Technology (MCT)

Aug. 11, 2022

Aug. 9—With technology advancements in public transit comes more concerns around cybersecurity. And agencies need to place security and technical expertise at the height of the management food chain, often in the form of a chief information security officer (CISO).

These are some of the findings in a new report by the Mineta Transportation Institute at San Jose State University in California titled, *Aligning the Transit Industry and Their Vendors in the Face of Increasing Cyber Risk*.

"Many of the big agencies have created a CISO-like position, and have stepped up," said Scott Belcher, a professor at San Jose State and one of the authors of the report, adding transit agencies have access to funding streams from the Transportation Security Administration (TSA) to help harden systems against cyber attacks.

"Most agencies rely on their IT departments and assume that penetration testing is enough," said Belcher. "It is an awkward dance."

For starters, transit agencies should be writing cybersecurity expectations into the RFPs they release when calling for technology solutions or upgrades. But also, elevate cybersecurity into an "enterprise risk management strategy," where risk management is an integral part of all agency functions and operations, the report advises.

Public transit is seeing an uptick in illicit cyber activity. Weekly ransomware attacks on transit were up 186 percent since June 2020, according the report. And as the industry morphs into a more holistic transportation service, integrating with micromobility, exploring the use of autonomous vehicles and upgrading systems to contactless ticketing, onboard Wi-Fi and other improvements — which riders say they appreciate and expect — the entry points for outside interference keep growing.

Houston METRO, a vast transit network that includes more than 1,200 buses and 22 miles of light rail in one of the country's largest and sprawling metro regions, has had a CISO on staff for several years.

"As reliance on technology increases and more cyber attacks occur for transit agencies, Houston METRO will continue to invest in cybersecurity to reduce risk," said Nick Jones, METRO's chief information security officer, in an email. Like other transit agencies, METRO was careful to disclose little in the area of cybersecurity, in part, to guard against would-be bad actors.

Buses and trains continue to be upgraded with features often seen as passenger amenities. In 2010, only 1 percent of buses included onboard Wi-Fi. By 2020, it was 41 percent, according to the Mineta report. Vehicle location technology is now on at least 90 percent of buses. In 2010, only 60 percent included this GPS technology. Five percent of buses today include pedestrian detection technology. In 2010, none of them did.

Transit agencies spent some \$43.1 billion with private-sector companies in 2019, 7.5 percent more than was spent in 2018, according to the report. And more spending is expected in the next five years as transit agencies take on significant modernization efforts, funded by the Infrastructure Investment and Jobs Act, which will send some \$66 billion to public transit.

All of this technology generally comes to transit in the form of the contracts agencies make with private-sector vendors. And those vendors, said Belcher, tend to have a firmer understanding of cybersecurity risks than their public-sector transit partners.

"The more entry points, the greater the vulnerability," said Belcher. "Criminals are looking to get access to operational data, personal data and financial data. Each of those data sets gives them leverage."

These are today's concerns. Tomorrow and beyond, the dangers could get even more pronounced.

"Going forward we will also have to be concerned about criminals taking control of vehicles and putting passengers at risk," Belcher warned.

Aside from taking on a holistic approach to security, led by a CISO overseeing the deployment of cybersecurity policies and protocols, as well as having a hand in writing RFPs to insure these reflect the agency's cybersecurity requirements, transit officials are also advised to stay on top of the basics like software updates, since these are easy entry points.

Houston METRO addresses cybersecurity in agreements with private-sector vendors, said Jones.

"Technology provider vendors must include cybersecurity language in their contract or sign METRO's cybersecurity addendum," Jones explained.

The lack of cybersecurity planning and concerns is not limited to certain agencies, say experts, noting large agencies can be "just as unsophisticated as the smaller agencies," said Belcher.

"In some cases, smaller agencies have an advantage in that they have not implemented as much technology, and do not have as much vulnerability," Belcher explained.

The act of infiltrating transit systems is often the work of bots, Belcher noted, adding, they "don't care if it is a large or small organization. There are plenty of examples of small agencies 'with nothing' that have been hacked."

Cybersecurity Preparedness Among U.S. Transit Agencies

- * Do not have Incident Response Plan — 42 percent
- * Lacking a Disaster Recovery Plan — 36 percent
- * No Continuity of Operations Plan — 53 percent
- * Lacking a Continuity of Business Plan— 58 percent
- * No Crisis Communication Plan — 67 percent

Source: Mineta Transportation Institute



Generation Z: Wired to social media and moving away from traditional banking

June 7, 2022

Author: Ana Stanca

Demand Generation Leader, Enghouse Transportation

Generation Z, also known as Zoomers, is the 16–24-year-old market segment that represent a sea change in American culture.

Zoomers are a generation that have never known life without the internet and smartphones. They live on social media and when it comes to money and finance – they are charting a new course.

And that new course will have an impact on many industries, including the world of public transit, where many states are exploring open-loop payment systems that accept Europay, MasterCard, and Visa (EMV) rather than traditional transit agency fare cards.

That sea change in payment methods will represent a major shift in the industry. Global payments platform Thunes published results of a study of 6,500 Zoomers that aimed to learn how they live their lives and what that means for retailers and other customer-facing businesses.

The Thunes study found that 62 percent of Zoomers do not have a bank account and in some emerging markets nearly 50 percent prefer mobile wallets as their choice of payment method. About 25 percent of Zoomers in western markets almost never use cash.

“We knew that social media would be a key part of a Zoomer’s daily life, but what our survey helped to reveal is the extent to which they are driving spending activity in this demographic. Another important aspect of their lives that we wanted to explore is their relationships with money and their affection for mobile-driven payment methods,” said Thunes CEO Peter De Caluwe. “As a company that embraces the diversity of payments and builds the next-generation payments infrastructure for the world, we will use these

insights to shape our payment capabilities and solutions for the large group of the internet businesses that we serve.”

Consequently, many of the Zoomers fall into the “unbanked” category, a growing segment of the U.S. market.

Government agencies are tracking this emerging “unbanked” market. The Federal Deposit Insurance Corp. (FDIC), National Credit Union Administration (NCUA) and Office of the Comptroller of the Currency (OCC) say the U.S. should establish outcome-based performance measures to track progress toward decreasing the unbanked population, according to a recent Government Accountability Office (GAO) report.

The GAO report says roughly 5.4 percent of U.S. households were unbanked in 2019, meaning they did not have any checking or savings accounts with banks or credit unions. However, that proportion is higher among lower-income, less-educated and nonwhite households.

The GAO estimates an additional 17.9 percent of U.S. households are underbanked, meaning that although they have opened at least one checking or savings account, they use alternative financial services like check cashing or payday loans, which are often more costly than banking services.

Some transits are trying to accommodate the “unbanked.” The Los Angeles Department of Transportation (LADOT), for example, is working to serve the unbanked demographic, which accounts for an estimated 20-25 percent of California’s population.

LADOT organized a pilot program through the state’s Cal-ITP program to accommodate low-income riders through the city’s Angeleno card.

The pilot will provide a key test of the Angeleno card, which underbanked, unbanked, and other low-income people use. These riders, who often do not have conventional contactless credit or debit cards, could tap the Mastercard-branded prepaid debit card on bus validators to pay fares.

“Research suggests that more and more Americans use contactless credit and debit cards and digital wallets,” Seleta Reynolds, LADOT’s general manager, told [Mobility-payments.com](https://www.mobilitypayments.com). “Twenty-five percent of Californians remain underbanked or unbanked and are unable to access the digital economy.”

She said without credit or debit cards, these riders cannot use many of the transit options available in Los Angeles.

“The city of Los Angeles provides residents the Angeleno card, a contactless, open-loop payment card and account to overcome these barriers. However, the Angeleno card is not integrated with transit payment platforms and cannot be used on city or regional buses.”

Reynolds said the open-loop fare payments system to be trialed would enable pay-as-you-go fare payments and fare capping, including monthly capping. This would help low-income riders who cannot afford to prepay for monthly passes.

Caltrans formed the Cal-ITP to help the state's nearly 300 public transit agencies – most of them small bus agencies – to buy the core technology they would need to accept contactless open-loop payments. The state is concluding master service agreements with vendors to supply validators and fare-calculation software and services.

Enghouse Transportation is one of six firms chosen to participate in the Cal-ITP, which will allow transit agencies to procure software solutions through its [Mobility Marketplace](#), which provides transit operators with links to a suite of pre-negotiated, code-compliant products. This simplified and coordinated procurement process will make it easier for transit agencies to sign on to open-loop technologies.