



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
BOARD OF DIRECTORS AGENDA
REGULAR MEETING
APRIL 23, 2021 – 9:00 AM**

DUE TO COVID-19, THE APRIL 23, 2021 SANTA CRUZ METRO BOARD OF DIRECTORS MEETING WILL BE CONDUCTED AS A TELECONFERENCE PURSUANT TO THE PROVISIONS OF THE GOVERNOR’S EXECUTIVE ORDERS N-25-20 AND N-210-20, WHICH SUSPEND CERTAIN REQUIREMENTS OF THE RALPH M. BROWN ACT

MEMBERS OF THE PUBLIC MAY NOT ATTEND THIS MEETING IN PERSON

The public may participate remotely via the Zoom website [at this link](#) and following the instructions or by calling 1-669-900-6833 Meeting ID 847 9664 0755

Public comment may be submitted via email to boardinquiries@scmted.com. Please indicate in your email the agenda item to which your comment applies. Comments submitted before the meeting will be provided to the Directors before or during the meeting. Comments submitted after the meeting is called to order will be included in the Board’s correspondence that is posted online at the board meeting packet link.

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

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

BOARD ROSTER

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

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

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

SECTION I: OPEN SESSION

NOTE: THE BOARD CHAIR MAY TAKE ITEMS OUT OF ORDER

- 1 CALL TO ORDER**
- 2 ROLL CALL**
- 3 ANNOUNCEMENTS**
 - 3.1 Today's meeting is being broadcast by Community Television of Santa Cruz County.
- 4 BOARD OF DIRECTORS COMMENTS**
- 5 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS**
 - 5.1 April 20, 2021 Brian Peoples, TrailNow, email & slide
- 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 MARCH 2021**
Chuck Farmer, CFO
- 9.2. ACCEPT AND FILE: MINUTES OF THE MARCH 26, 2021 BOARD OF DIRECTORS MEETING, THE APRIL 9, 2021 FINANCE, BUDGET & AUDIT STANDING COMMITTEE MEETING, THE APRIL 9, 2021 CAPITAL PROJECTS STANDING COMMITTEE MEETING AND THE APRIL 9, 2021 PERSONNEL/HR STANDING COMMITTEE MEETING**
Alex Clifford, CEO/General Manager
- 9.3. ACCEPT AND FILE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF FEBRUARY 28, 2021**
Chuck Farmer, CFO
- 9.4. CONSIDERATION OF RESOLUTION APPROVING THE FY21 REVISED CAPITAL BUDGET**
Kristina Mihaylova, Deputy Finance Director
- 9.5. CONSIDERATION OF CONTRACT AWARDS FOR VEHICLE REPAIR AND MAINTENANCE SERVICES NOT TO EXCEED \$250,000**
Eddie Benson, Maintenance Manager

9.6. CONSIDERATION OF AUTHORIZING THE CEO TO USE THE CALIFORNIA ASSOCIATION FOR COORDINATED TRANSPORTATION (CALACT) / MORONGO BASIN TRANSIT AUTHORITY (MBTA) PURCHASING COOPERATIVE CONTRACT FOR THE PURCHASE OF TWO CNG BUSES FROM GILLIG, LLC

Eddie Benson, Maintenance Manager

9.7. RECEIVE AN UPDATE ON FY22 APPROPRIATIONS AND SURFACE TRANSPORTATION REAUTHORIZATION EARMARK REQUESTS

Wondimu Mengistu, Grants/Legislative Analyst

9.8. APPROVE: METRO EXTERNAL SOCIAL MEDIA POLICY

Danielle Glagola, Marketing, Communications & Customer Service Director

REGULAR AGENDA

10. PRESENTATION OF EMPLOYEE LONGEVITY AWARDS: MICHELLE FITZPATRICK & DAVID VALDEZ (25 YEARS)

Donna Lind, Board Chair

11. RETIREE RESOLUTIONS OF APPRECIATION: EDUARDO BIDDLECOME, WILLIAM DOVE AND JOSE HERRERA

Donna Lind, Board Chair

12. CEO ORAL REPORT / COVID-19 UPDATE

Alex Clifford, CEO/General Manager

13. CONSIDERATION OF BOARD SUPPORT OF VIRTUAL MEETINGS LEGISLATION AB 703 & AB 361

Alex Clifford, CEO/General Manager

14. REVIEW OF ITEMS TO BE DISCUSSED IN CLOSED SESSION

Julie Sherman, General Counsel

15. ANNOUNCEMENT OF NEXT MEETING: FRIDAY, MAY 21, 2021 AT 9:00 AM, VENUE (TELECONFERENCE OR PHYSICAL) TO BE DETERMINED

Donna Lind, Board Chair

16. RECESS TO CLOSED SESSION

SECTION II: CLOSED SESSION

**17. PUBLIC EMPLOYEE PERFORMANCE EVALUATION PURSUANT TO GOVERNMENT CODE SECTION 54957(b)(1)
CONFERENCE WITH LABOR NEGOTIATOR PURSUANT TO GOVERNMENT CODE SECTION 54957.6**

AGENCY DESIGNATED REPRESENTATIVE: DONNA LIND, BOARD CHAIR

**TITLE/UNREPRESENTED EMPLOYEE: CEO/GENERAL MANAGER,
ALEX CLIFFORD**

Following the Closed Session, and after a 15 minute recess, the Board may consider potential actions to amend the Employment Agreement of the CEO/General Manager.

SECTION III: RECONVENE TO OPEN SESSION

18. REPORT OF CLOSED SESSION ITEMS

Julie Sherman, General Counsel

19. ADJOURNMENT

Donna Lind, Board Chair

Accessibility for Individuals with Disabilities

This document has been created with accessibility in mind. With the exception of certain 3rd party and other attachments, it passes the Adobe Acrobat XI Accessibility Full Check. If you have any questions about the accessibility of this document, please email your inquiry to accessibility@scmted.com. Upon request, Santa Cruz METRO will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least two days before the meeting. Requests should be emailed to boardinquiries@scmted.com or submitted by phone to the Executive Assistant at 831.426.6080. Requests made by mail (sent to the Executive Assistant, Santa Cruz METRO, 110 Vernon Street, Santa Cruz, CA 95060) must be received at least two days before the meeting. Requests will be granted whenever possible and resolved in favor of accessibility.

Public Comment

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

Communications to the Board of Directors

From: [Brian Peoples](#)
To: [Gina Pye](#)
Cc: dmeyers@cityofsantacruz.com; sbrunner@cityofsantacruz.com; sbrown@cityofsantacruz.com; [Justin Cummings](#); rgolder@cityofsantacruz.com; skalantari-johnson@cityofsantacruz.com; mwatkins@cityofsantacruz.com; [Alex Clifford](#); [Guy Preston](#); [Matt Machado](#); [Steve Wiesner](#); [Shannon Munz](#); [Zach Friend](#); [Patrick Mulhearn](#); "Bruce McPherson (bruce.mcpherson@co.santa-cruz.ca.us)"; [Gine Johnson](#); rlj12@comcast.net; greg.caput@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; [Manu Koenig](#); "jimmy.dutra@cityofwatsonville.org"; openup@cats.ucsc.edu; [Andy Schiffrin](#); eduardo.montesino@cityofwatsonville.org; ladykpetersen@gmail.com; [Bertrand Jacques](#); aurelio.gonzalez@cityofwatsonville.org
Subject: Metro Board Meeting - Oral Communications - Open Coastal Trail NOW
Date: Tuesday, April 20, 2021 4:44:44 PM

Hi Gine,

Can you please include the attached slide for the Metro Board meeting on April 23rd. We would like to speak to this slide during Public Oral Communications.

Now that the decision has been made to not move forward with a passenger train along the Santa Cruz Coastal Corridor, we are hopeful our community can move forward with opening the Coastal Corridor for Active Transportation. There are 3 transportation corridors traversing Santa Cruz County (Highway 1, Soquel, Coastal) and each of the corridors need to be open NOW for mobility across the County.

We are asking Metro Board to support finding solutions NOW to use the Coastal Corridor for active transportation. We believe it is possible to open the Coastal Trail from Watsonville to Santa Cruz Boardwalk by 2023.

Best regards,

Brian Peoples
Trail Now

GRIDLOCK along the Santa Cruz Boardwalk



- ❑ Santa Cruz County has 3 transportation corridors
 - Highway 1
 - Soquel Drive
 - Coastal Corridor
 - ❑ All corridors needed across the County
 - ❑ Train not effective transit solution
 - <2% impact on Highway Corridor traffic
 - Zero impact on Soquel Corridor traffic
 - Coastal Corridor remains closed for decades
 - ❑ Train not affordable
 - \$25M / year for the SINGLE transit route
 - \$50M / year for ALL Metro transit
 - ❑ Coastal Trail affordable and effective
 - Measure D sufficient to fund
 - 15K – 25K users a day
- Communications to the Board of Directors



DATE: April 23, 2021
TO: Board of Directors
FROM: Chuck Farmer, CFO
SUBJECT: **ACCEPT AND FILE PRELIMINARY APPROVED CHECK JOURNAL
DETAIL FOR THE MONTH OF MARCH 2021**

I. RECOMMENDED ACTION

That the Board of Directors accept and file the preliminary approved Check Journal Detail for the month of March 2021

II. SUMMARY

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

III. DISCUSSION/BACKGROUND

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

All invoices submitted for the month of March 2021 have been processed, the checks have been issued and signed by the Deputy Finance Director.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

The check journals present the invoices paid in March 2021 for Board review, agency disclosure and transparency.

VI. CHANGES FROM COMMITTEE

N/A.

VII. ALTERNATIVES CONSIDERED

None.

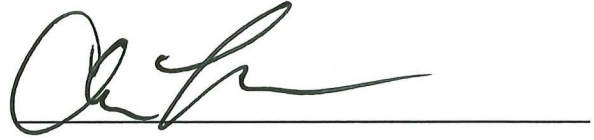
VIII. ATTACHMENTS

Attachment A: Check Journal Detail for the Month of March 2021

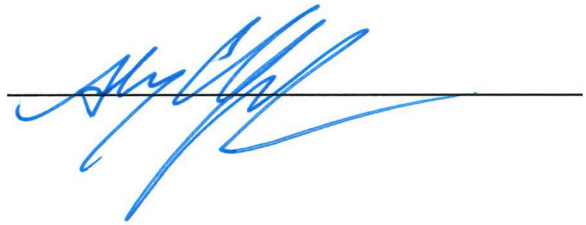
Prepared by: Holly Alcorn, Accounting Specialist

IX. APPROVALS

Chuck Farmer, CFO



Alex Clifford, CEO/General Manager



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Attachment A

DATE 04/01/21 07:38

PAGE 1

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

DATE: 03/01/21 THRU 03/31/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
71376	03/01/21	161.84	ALLIED ELECTRONICS		106087	INV ORDER 9013903656	161.84	
71377	03/01/21	4,699.12	AT&T		105998	1/19-2/18 MAIN	4,541.24	
					105999	1/19-2/18 OPS ELEV	157.88	
71378	03/01/21	5,221.08	ATHENS INSURANCE SERVICE, INC.		106105	MARCH 21 TPA FEES	5,221.08	
71379	03/01/21	360.00	AUTO CARE TOWING		106001	VEH# 4202 TOW	360.00	
71380	03/01/21	1,869.62	BATTERY SYSTEMS INC.		105962	INV ORDER 6389908	1,869.62	
71381	03/01/21	170.60	CDW GOVERNMENT, INC.		105949	COMPACT PRINTER	170.60	
71382	03/01/21	56.53	CITY OF WATSONVILLE UTILITIES		106091	1/12-2/9 WTC	56.53	
71383	03/01/21	675.00	CLAREMONT EAP		106095	MAR 21 EAP PREMIUM	675.00	
71384	03/01/21	29,315.71	CLEAN ENERGY		105951	2/2 LNG CHARGES	6,834.36	
					106019	FEB 21 MAINT	14,842.00	
71385	03/01/21	1,998.05	COAST PAPER & SUPPLY INC.		106046	2/9 LNG CHARGES	7,639.35	
					105981	INVENTORY ORDER	1,020.26	
					106016	COVID 19 SUPPLIES	620.54	
					106017	COVID 19 SUPPLIES	234.89	
					106018	COVID 19 SUPPLIES	122.36	
71386	03/01/21	213.41	CREATIVE BUS SALES, INC.		105961	INV ORDER 5213099	213.41	
71387	03/01/21	18,131.16	CUMMINS PACIFIC LLP		105959	VEH#4209 PARTS 7545	244.04	
					105960	INV ORDER Y9-27072	5,470.34	
					106035	INV ORDER Y9-28354	3,726.69	
					106036	INV ORDER Y9-26389	1,153.36	
					106037	INV ORDER Y9-26138	866.60	
					106038	INV ORDER Y9-27272	4,504.99	
					106039	INV ORDER Y9-28072	14.75	
					106040	INV ORDER Y9-28037	46.27	
					106041	INV ORDER Y9-28415	253.72	
71388	03/01/21	3,605.00	DOCUSIGN, INC. LOCKBOX		106042	VEH# 4204 CAMPAIGN	1,850.40	
71389	03/01/21	9,198.61	EAST BAY TIRE CO.		105953	2/21-2/22 ANNUAL CON	3,605.00	
					105971	REVENUE TIRES	794.26	
					105972	REVENUE TIRES	1,080.06	
					105973	REVENUE TIRES	1,624.84	
					106081	REVENUE TIRES	851.97	
					106082	REVENUE TIRES	1,083.22	
					106083	REVENUE TIRES	830.82	
					106084	NON REVENUE TIRES	261.70	
					106085	REVENUE TIRES	1,083.22	
					106086	REVENUE TIRES	1,588.52	
71390	03/01/21	5,784.65	EXPRESS SERVICES INC.		105992	TEMP W/E 1/31	449.55	
					105993	TEMP W/E 2/7	454.90	
					106057	TEMP W/E 1/24/21	3,609.75	
					106078	TEMP W/E 2/14	447.14	
					106079	TEMP W/E 2/7	369.07	
					106080	TEMP W/E 1/31	454.24	
71391	03/01/21	28.69	FASTENAL COMPANY INC		106076	CREDIT INV 11291	-51.35	
71392	03/01/21	47,660.31	FIRST ALARM SECURITY & PATROL		106077	INVENTORY ORDER	80.04	
					106000	JAN 21 SECURITY	47,660.31	

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

PAGE 2

DATE: 03/01/21 THRU 03/31/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
71393	03/01/21	7,907.45	FLYERS ENERGY LLC		106032	2/1-2/15 FUEL	5,883.07	
71394	03/01/21	57.79	FRONTIER COMMUNICATIONS - 6145		106033	2/1-2/15 NONREV FUEL	2,024.38	
71395	03/01/21	2,482.96	GENFARE A DIV OF SPX CORP		106025	2/13-3/12 SKYLINE	57.79	
					106034	CONFIGURE MODEMS 496	1,200.00	
					106043	TECH SUPPORT SV TVM	300.00	
71396	03/01/21	105.00	GERALD R WALKER		106075	INV ORDER 90171623	982.96	
71397	03/01/21	2,344.41	GILLIG LLC		106099	FCC LICENSE APPL	105.00	
					105952	VEH#1305 PARTS 7387	230.30	
					105954	VEH#4202 PARTS 6851	39.20	
					105955	VEH#1305 PARTS 6336	295.36	
					105956	VEH#4209 PARTS 6850	9.81	
					105957	INV ORDER 40776849	884.87	
					105958	INV ORDER 40776848	884.87	
71398	03/01/21	562.81	GRAINGER		105963	UTILITY KNIFE	2.53	
					105969	WHEEL DOLLY LEVER	281.37	
					105970	VEH#908 PARTS 3449	20.91	
					106021	KNEE MATS FACILITIES	258.00	
71399	03/01/21	2,841.80	GREYHOUND LINES, INC.		106100	MARCH 20 RENT REFUND	1,091.80	
					106101	SECURITY DEPOSIT REF	1,750.00	
71400	03/01/21	4,195.57	HOSE SHOP, THE INC		105968	VEH# 1301 PARTS 1939	73.36	
					106074	PARTS VEH#2215 1867	4,122.21	
71401	03/01/21	4,772.88	JASPER WELLER LLC		105990	VEH 1201 PARTS 1586	237.52	
					106102	PARTS VEH#1301 9839	4,535.36	
71402	03/01/21	299.41	KELLEY'S SERVICE INC.		105967	VEH# 504 PARTS 9319	106.89	
					106072	INV ORDER 3367	192.52	
71403	03/01/21	4,173.00	LUTRON SERVICE INC		106015	2/21-2/22 ANNUAL	4,173.00	
71404	03/01/21	17,455.06	MANSFIELD OIL CO OF GAINSVILLE		106045	2/11 DIESEL FUEL	17,455.06	
71405	03/01/21	639.75	MISSION UNIFORM		105965	UNIFORMS/COVID SUPPL	421.00	
					105966	COVID/FUEL STA TOWEL	156.00	
					105975	TOWELS/MAT PC	10.50	
					106023	TOWELS/MOP/MAT MMF	41.75	
					106048	TOWELS/MATS PC	10.50	
71406	03/01/21	5,936.20	MONTEREY SANITARY SUPPLY, INC.		105982	INVENTORY ORDER	1,484.05	
					105983	COVID 19 SUPPLIES	1,484.05	
					106070	INV ORDER 326277	1,484.05	
					106071	INV ORDER/COVID SUPP	1,484.05	
71407	03/01/21	5,183.87	PACIFIC TRUCK PARTS, INC.		106061	INV ORDER 1836561	872.18	
					106062	INV ORDER 1836559	3,779.09	
					106063	CREDIT FOR INV 5714	-663.69	
					106064	INV ORDER 1836878	1,196.29	
					105977	OFFICE SUPPLIES	17.26	
					105978	OFFICE SUPPLIES	15.74	
71408	03/01/21	33.00	PALACE ART & OFFICE SUPPLY		105977	OFFICE SUPPLIES	17.26	
					105978	OFFICE SUPPLIES	15.74	
71409	03/01/21	1,564.00	PEDX COURIER AND CARGO	7	105974	JAN 21 COURIER SVC	1,564.00	
71410	03/01/21	310.05	PROBUILD COMPANY LLC		105947	COVID 19 SUPPLIES	23.18	
					105948	COVID 19 SUPPLIES	12.77	
					105979	EXTENSION CORDS VER	82.54	

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71411	03/01/21	865.26	RANDY WEST	7	105980	COVID 19 SUPPLIES	46.02	
71412	03/01/21	143.58	RICOH USA, INC CA		105995	DOOR STOP/DRILL BIT	44.10	
71413	03/01/21	267.66	RICOH USA, INC. TX		105996	MISC CUSTODIAL SUPPL	40.63	
71414	03/01/21	1,100.00	RIOS, MICHAEL		105997	COVID 19 SUPPLIES	21.61	
71415	03/01/21	4.15	RIVERSIDE LIGHTING & ELECTRIC		106020	COVID 19 SUPPLIES	24.86	
71416	03/01/21	3,308.59	SAFETY-KLEEN SYSTEMS INC		106024	MISC HARDWARE SMC	14.34	
71417	03/01/21	512.23	SANTA CRUZ AUTO PARTS, INC.		105946	VEH COND SHEETS OPS	865.26	
71418	03/01/21	1,126.01	SANTA CRUZ MUNICIPAL UTILITIES		106030	2/12-3/11 RIVER	76.82	
71419	03/01/21	13,511.24	SLINGSHOT CONNECTIONS LLP		106098	2/14-3/13 PARACRUZ	66.76	
71420	03/01/21	219.00	SOCIETY FOR HUMAN RESOURCE		106103	3/3-4/2 CUSTOMER SVC	267.66	
71421	03/01/21	842.19	SPORTWORKS NORTHWEST, INC.		106088	TRAVEL ADVANCE	1,100.00	
71422	03/01/21	5,169.80	THE AFTERMARKET PARTS CO LLC		106022	MISC ELECTRICAL FLD	4.15	
71423	03/01/21	1,709.76	THE JANEK CORPORATION		106014	HAZMAT RECOVERY MMF	3,308.59	
71424	03/01/21	148.93	TRI COUNTY INSULATION		105964	NON INV ORD 7765	128.35	
71425	03/01/21	357.75	TY CUSTOM DESIGN	0	106055	INV ORDER 397654	49.75	
71426	03/01/21	27.85	UNITED PARCEL SERVICE		106060	INVENTORY ORDER	334.13	
71427	03/01/21	361.00	UPS FREIGHT		106092	1/7-2/4 CEDAR/WALNUT	1,050.60	
71428	03/01/21	6,438.49	VALLEY POWER SYSTEMS, INC.		106093	1/7-2/4 IRRIG MMF	24.86	
					106094	1/7-2/4 PACIFIC	50.55	
					105994	TEMP W/E 2/14	1,155.20	
					106002	TEMP W/E 2/14 425710	448.80	
					106003	TEMP W/E 2/14 425714	1,122.00	
					106004	TEMP W/E 2/14 425713	1,009.80	
					106005	TEMP W/E 2/14 425711	1,122.00	
					106006	TEMP W/E 2/14 425712	1,122.00	
					106007	TEMP W/E 1/10 425189	1,122.00	
					106008	TEMP W/E 2/14 425706	1,107.98	
					106009	TEMP W/E 2/14 425704	448.80	
					106010	TEMP W/E 2/14 425705	448.80	
					106011	TEMP W/E 2/14 425707	1,122.00	
					106012	TEMP W/E 2/14 425708	1,122.00	
					106013	TEMP W/E 2/14 425703	1,051.88	
					106044	TEMP W/E 2/14	1,107.98	
					106096	3/21-2/22 MEMBERSHP	219.00	
					106054	INV ORDER 137859	842.19	
					106065	PARTS VEH#2217 7735	243.76	
					106066	INV ORDER 82305929	1,299.67	
					106067	INV ORDER 82305734	25.06	
					106068	INV ORDER 82305833	3,557.65	
					106069	INV ORDER 82307982	43.66	
					106073	INV ORDER 109857	1,709.76	
					105976	WHITE CEILING TILE	148.93	
					105945	OPERATOR PATCHES	357.75	
					105991	FREIGHT	27.85	
					106056	FREIGHT	361.00	
					105984	INV ORDER K 89038	74.99	

Attachment A

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
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CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
71429	03/01/21	3,333.00	VERIZON WIRELESS	0	106031	1/13-2/12 BUS WIFI	3,333.00	
71430	03/01/21	334.32	VU, THANH DR. MD	7	106059	DMV RENEWAL EXAM	75.00	
71431	03/01/21	659.54	WESTERN STATES OIL CO.		106104	DMV RENEWAL EXAM	92.16	
71432	03/01/21	52.00	WORKFORCEQA LLC		106058	DMV RENEWAL EXAM	75.00	
71433	03/01/21	100.00	WORKWELL MEDICAL PROF. CORP.		106097	JAN 21 MRO SERVICES	52.00	
71434	03/01/21	1,874.50	YORKE ENGINEERING, LLC		106053	DMV RENEWAL EXAM	100.00	
71435	03/01/21	15,844.51	ZORO TOOLS, INC.		105950	1/31 ENGINEERING SVC	1,874.50	
71436	03/08/21	411.74	ACUITY SPECIALTY PRODUCTS, INC		106026	COVID 19 SUPPLIES	110.40	
71437	03/08/21	1,638.75	ALLDATA LLC		106027	COVID 19 SUPPLIES	3,522.09	
71438	03/08/21	-1,638.75	ALLDATA LLC		106028	COVID 19 SUPPLIES	3,842.28	
71439	03/08/21	449.42	AMERICAN MESSAGING SVCS, LLC		106151	MAR 21 PAGER SERVICE	8,369.74	
71440	03/08/21	104.87	B & H FOTO & ELECTRONICS CORP		106152	1/19-2/18 DAVENPORT	411.74	
71441	03/08/21	1,869.62	BATTERY SYSTEMS INC.		106107	HDMI CABLE/KEYBOARD	1,638.75	VOIDED
71442	03/08/21	1,408.61	BRENCO OPERATING-TEXAS, LP		106116	INV ORDER 6432435	-1,638.75	**VOID
71443	03/08/21	7,007.44	CATTO'S GRAPHICS, INC.		106232	INV ORDER 021120	33.07	
71444	03/08/21	1,325.17	CITY OF WATSONVILLE UTILITIES		106192	CREW HAT ORDER	283.26	
71445	03/08/21	2,974.23	CLASSIC GRAPHICS		106213	1/14-2/15 WTC	166.16	
71446	03/08/21	6,171.10	CLEAN ENERGY		106214	1/14-2/15 WTC	104.87	
71447	03/08/21	266.57	COAST PAPER & SUPPLY INC.		106215	1/14-2/15 WTC	1,869.62	
71448	03/08/21	10,390.00	COASTAL LANDSCAPING INC. DBA		106216	2/18 WASTE WTC	1,408.61	
71449	03/08/21	4,350.00	COIT SERVICES, INC.		106144	RPR VEH#1211	6,551.72	
					106182	2/12 LNG CHARGES	455.72	
					106194	COVID 19 SUPPLIES	87.55	
					106200	COVID 19 SUPPLIES	54.81	
					106110	PLANT REMOVAL SVT	171.59	
					106246	REPLACED TREES SVT	1,011.22	
					106247	MAR 21 LANDSCAPING	2,974.23	
					106236	ANNUAL HVAC SVC SMC	6,171.10	

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71450	03/08/21	767.04	COMMUNITY PRINTERS, INC.		106175	ANYTIME TICKET CARDS	767.04	
71451	03/08/21	344.00	COMMUNITY TELEVISION OF		106172	1/22 BOD MEETING	344.00	
71452	03/08/21	62,152.62	CUMMINS PACIFIC LLP		106111	VEH# 1207 REPAIRS	16,285.44	
					106112	VEH#1301 PARTS 0776	3,110.08	
					106113	RPR VEH# 4207 0800	2,024.46	
					106117	PARTS VEHI306/2805	84.45	
					106153	RPR/LABOR VEH#1003	19,604.54	
71453	03/08/21	839.98	D & G SANITATION		106154	RPR VEH#2813	21,043.65	
					106249	FEB WASH STATION SVT	279.90	
					106250	FEB WASH STATION SMC	279.90	
					106251	FEB WASH STATION WTC	280.18	
71454	03/08/21	2,065.08	EAST BAY TIRE CO.		106229	NON REV TIRES	187.60	
					106230	REVENUE TIRES	1,083.22	
					106231	REVENUE TIRES	794.26	
					106158	NON INV ORDER	121.57	
71455	03/08/21	121.57	FASTENAL COMPANY INC		106252	LARGE PRINT HEADWAYS	887.00	
71456	03/08/21	1,707.51	FEDEX OFFICE		106253	TRANSIT CNTR POSTERS	820.51	
71457	03/08/21	57.79	FRONTIER COMMUNICATIONS - 3025		106140	2/16-3/15 SKY/RIVER	57.79	
71458	03/08/21	256.31	GENFARE A DIV OF SPX CORP		106245	RPR ELECTRONIC ITEM	256.31	
71459	03/08/21	8,302.92	GILLIG LLC		106157	PARTS VEH#4208 9803	30.37	
					106224	INV ORDER 40781915	128.24	
					106225	INV ORDER 40781391	707.42	
					106226	INV ORDER 40778829	2,988.77	
71460	03/08/21	2,640.20	GRAINGER		106227	NOTCOVEREDBYWARRANTY	4,448.12	
					106119	MOBILE LIFT TABLE	835.66	
					106176	INV ORDER 9809248173	41.83	
					106201	GREASE TRAP SVT	580.06	
					106202	INV ORDER PARTS MMF	316.72	
					106203	HAMMER DRILL	272.03	
					106217	ROCK FILL BUS STOPS	467.94	
71461	03/08/21	467.94	GRANITEROCK COMPANY		106155	INV ORDER 432140	1,046.39	
71462	03/08/21	1,860.85	HOSE SHOP, THE INC		106156	NON INV ORDER 432141	207.06	
					106159	INV ORDER 432139	30.34	
					106223	PARTS VEH# 2215	577.06	
71463	03/08/21	17,959.76	HUNT & SONS, INC.		106248	INVENTORY ORDER	17,959.76	
71464	03/08/21	3,743.24	IXSYSTEMS, INC.		106108	2/21-2/23 SUPPORT	3,743.24	
71465	03/08/21	1,088.28	JOBBERS EQUIPMENT WAREHOUSE		106206	OIL PUMP AND KIT MMF	1,088.28	
71466	03/08/21	886.35	KAADY CHEMICAL LLC		106160	INVENTORY ORDER	886.35	
71467	03/08/21	121.94	KELLEY'S SERVICE INC.		106183	PARTS VEH# 602	49.44	
					106184	PARTS VEH FC1109	72.50	
71468	03/08/21	23,627.38	KEY GOVERNMENT FINANCE INC		106244	MAR 21 LEASE PAYMENT	23,627.38	
71469	03/08/21	102.00	LAW OFFICES OF MARIE F. SANG		106173	CL#1989102352	102.00	
71470	03/08/21	5,665.70	LUMINATOR TECHNOLOGY GROUP INC		106237	INV ORDER 568979	1,008.66	
					106238	INV ORDER 568978	2,437.15	
					106239	INV ORDER 570957	710.87	

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71471	03/08/21	17,617.32	MARK THOMAS & COMPANY INC		106240	INV ORDER 569704	364.91	
71472	03/08/21	228.00	MAXIMUM OIL SERVICE LLC		106241	INV ORDER 569703	729.79	
71473	03/08/21	1,179.69	MISSION UNIFORM		106242	INV ORDER 572387	372.65	
					106243	INV ORDER 572698	41.67	
					106168	JAN 31 PARATRANSIT	17,617.32	
					106198	USED OIL PICKUP MMF	228.00	
					106162	COVID/UNIFORM SUPPL	334.94	
					106163	COVID/FUEL TOWELS	156.00	
					106180	LAUNDRY/CUSTODIAL	19.75	
					106185	COVID/FUEL STA TOWEL	156.00	
					106186	COVID19/UNIFORM SUPP	334.94	
					106187	LOSS/DAMAGED ITEM	25.00	
					106193	TOWELS/MOP/MAT	41.75	
					106234	LAUNDRY/CUSTODIAL	111.31	
					106181	SPLASH PASS BROCHURE	150.00	
					106169	NAME PLATES	37.15	
					106126	3/21-3/22 ALLISONDOC	285.00	
					106114	INV ORDER 280019	12.24	
					106115	INVENTORY ORD 279914	168.12	
					106171	2/28 FIRE EGRESS PRJ	315.00	
					106219	1/25-2/23 VERNON	5,309.95	
					106220	1/26-2/24 RIVER ST	368.49	
					106221	1/25-2/23 MMF	6,771.51	
					106222	1/25-2/23 RIVER ST	2,379.45	
					106123	INV ORDER 1836970	15.71	
					106141	FEB 21 PEST SMC MKT	55.50	
					106142	FEB 21 PEST SMCKIOSK	40.00	
					106143	FEB 21 PEST BETTYS	60.00	
					106199	FEB 21 PEST VERNON	260.50	
					106145	TIRE STOPS SBF	4.87	
					106146	PARTITION/COVID19	8.26	
					106147	COVID 19 SUPPLIES	39.29	
					106148	COVID 19 SUPPLIES	23.18	
					106149	COVID 19 SUPPLIES	13.74	
					106150	COVID 19 SUPPLIES	23.18	
					106164	COVID 19 SUPPLIES	8.12	
					106178	COVID 19 SUPPLIES	3.92	
					106179	COVID 19 SUPPLIES	56.79	
					106189	PAINT SBF	12.94	
					106190	FENCE REPAIR PNR	19.45	
					106191	COVID 19 SUPPLIES	39.47	
					106195	ROOF REPAIR SVT	7.45	
					106196	ROOF REPAIR SVT	39.32	
					106197	COVID 19 SUPPLIES	8.83	
					106177	2/28-3/27 LEASE	157.62	
					106124	INV ORDER 6-066274-2	650.04	
71483	03/08/21	157.62	QUADIENT LEASING USA, INC.					
71484	03/08/21	3,087.41	ROMAINE ELECTRIC CORP					

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71485	03/08/21	41,502.33	SANTA CRUZ METRO TRANSIT W/C		106125	INV ORDER 6-067263	2,071.38	
71486	03/08/21	7,544.54	SANTA CRUZ MUNICIPAL UTILITIES		106161	INV ORDER 6-066849-1	365.99	
					106218	FEB 21 REPLENISH W/C	41,502.33	
					106207	1/7-2/4 OPS	324.15	
					106208	1/7-2/4 SBF	3,167.09	
					106209	1/7-2/4 MMF	1,452.30	
					106210	1/7-2/4 VERNON	512.86	
					106211	1/7-2/4 PACIFIC ISL	74.63	
					106212	1/7-2/4 SMC	2,013.51	
					106235	SHREDDING SVC MUTLI	200.00	
					106228	RPR VEH# PC1703	5,000.00	
					106205	BROKERAGE FEE-CRUISE	2,229.77	
					106109	TEMP W/E 12/13	1,155.20	
					106127	TEMP W/E 2/21	897.60	
					106128	TEMP W/E 2/21	897.60	
					106129	TEMP W/E 2/21	448.80	
					106130	TEMP W/E 2/21	883.58	
					106131	TEMP W/E 2/21	1,122.00	
					106132	TEMP W/E 2/21	1,290.32	
					106133	TEMP W/E 2/21	1,122.00	
					106134	TEMP W/E 2/21	666.19	
					106135	TEMP W/E 2/21	1,122.00	
					106136	TEMP W/E 2/21	1,122.00	
					106137	TEMP W/E 2/21	448.80	
					106138	TEMP W/E 2/21	1,122.00	
					106139	TEMP W/E 2/21 5803	448.80	
71491	03/08/21	2,460.24	THE AFTERMARKET PARTS CO LLC		106120	INV ORDER 82312680	375.16	
					106121	PARTS VEH#1301 0288	26.71	
					106122	PARTS VEH# 1301 8656	117.76	
					106165	PARTS VEH#1301 8732	71.07	
					106166	PARTS VEH#1301 8488	1,890.15	
					106167	PARTS VEH#1301 8570	42.15	
					106188	CREDIT INV 82313993	-62.76	
					106170	FREIGHT	27.49	
71492	03/08/21	27.49	UNITED PARCEL SERVICE		106174	DMV RENEWAL EXAMS	480.00	
71493	03/08/21	480.00	WORKWELL MEDICAL PROF. CORP.		106255	4/5-4/5/22 SUB RNWL	1,500.00	
71494	03/08/21	1,500.00	ALLDATA LLC		106256	12/13-1/12 WIFI BUS	2,100.66	
71495	03/08/21	2,100.66	VERIZON WIRELESS	0	106311	CUT KEYS MMF	66.97	
71496	03/15/21	66.97	AA SAFE & SECURITY CO		106266	INV ORDER 3165663	1,917.67	
71497	03/15/21	3,473.80	ABC BUS INC		106267	INV ORDER 3168878	1,556.13	
71498	03/15/21	969.24	AIRTEC SERVICE INC.		106320	PREV MAINT SMC	388.00	
71499	03/15/21	740.00	ALWAYS UNDER PRESSURE		106333	SVC CALL THERMOSTAT	581.24	
71500	03/15/21	1,511.90	AT&T		106318	HYDRO PUMP VEH# 903	740.00	
					106257	FIRSTAID RESTOCK MMF	578.55	
71501	03/15/21	997.02	AT&T MOBILITY		106323	2/10-3/9 INTERNET	933.35	
					106300	1/24-2/23 BUS WIFI	997.02	

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71502	03/15/21	5,221.08	ATHENS INSURANCE SERVICE, INC.		106297	JAN 21 TPA FEES	5,221.08	
71503	03/15/21	2,469.85	B & H FOTO & ELECTRONICS CORP		106296	COVID 19 LAPTOPS	2,469.85	
71504	03/15/21	61.24	BATTERIES PLUS #314		106258	BATTERIES FOR FLEET	61.24	
71505	03/15/21	218.59	BAUER, DONNA		106299	REIMB UPS SHIPMENTS	218.59	
71506	03/15/21	12,500.00	BONFIRE INTERACTIVE LTD.		106339	2/5-2/4/22 SUPPORT	12,500.00	
71507	03/15/21	2,825.72	CALTIP		106262	FEB 21 CODE=5100	2,825.72	
71508	03/15/21	763.22	CATTO'S GRAPHICS, INC.		106260	DECALS SHOP DOORS	535.33	
					106319	HATS FOR CREW	227.89	
71509	03/15/21	28.48	CITY OF SANTA CRUZ FINANCE RRF		106325	FEB 21 LANDFILL	28.48	
71510	03/15/21	1,220.44	CLASSIC GRAPHICS		106283	RPR VEH# 1210	1,220.44	
71511	03/15/21	19,720.41	CLEAN ENERGY		106301	2/5 LNG CHARGES	3,958.72	
					106302	2/16 LNG CHARGES	3,937.15	
					106303	2/19 LNG CHARGES	7,673.24	
					106304	2/23 LNG CHARGES	4,151.30	
71512	03/15/21	5,800.00	COIT SERVICES, INC.		106346	ANNU HVAC CLEAN MMF	5,800.00	
71513	03/15/21	4,138.16	CUMMINS PACIFIC LLP		106259	RPR VEH# 4208	2,081.24	
					106268	RPR VEH# 1207	2,056.92	
71514	03/15/21	2,196.92	EAST BAY TIRE CO.		106305	NON REVENUE TIRES	30.46	
					106306	REVENUE TIRES	2,166.46	
71515	03/15/21	188.54	FEDEX OFFICE		106293	CUSTOMER SVC BANNER	188.54	
71516	03/15/21	479.32	FIS		106363	JAN 21 MERCHANT FEES	479.32	
71517	03/15/21	8,093.88	FLYERS ENERGY LLC		106307	2/15-2/28NONREV FUEL	2,006.00	
					106308	2/15-2/28 REV FUEL	6,087.88	
71518	03/15/21	5,476.37	GARDA CL WEST, INC.		106362	MAR 21 SERVICES	337.30	
					106364	MAR 21 VAULT SERVICE	5,139.07	
71519	03/15/21	4,237.75	GILLIG LLC		106269	INV ORDER 40777885	2,181.07	
					106270	INV ORDER 40782500	1,972.64	
					106332	INV HYBRID CAMPAIGN	84.04	
71520	03/15/21	550.00	GLOBAL WATER TECHNOLOGY INC		106287	FEB 21 CHEM TEST OPS	275.00	
					106315	JAN 21 CHEM TEST	275.00	
71521	03/15/21	3,063.41	GRAINGER		106331	NON INVENTORY ORDER	29.82	
					106372	INVENTORY ORDER MMF	216.94	
					106373	LOCKOUT TAGOUT SUPPL	109.06	
					106374	LOCKOUT TAGOUT SUPPL	84.61	
					106375	TRUCK TOOLS RESTOCK	2,038.90	
					106376	TRUCK TOOLS RESTOCK	584.08	
71522	03/15/21	1,053.00	GREENWASTE RECOVERY, INC.		106355	2/1-2/28 PRC	376.84	
					106356	2/1-2/28 SVT	247.20	
					106357	2/1-2/28 FREEDOM	61.28	
					106358	2/1-2/28 FRED/BOWKR	61.28	
					106359	2/1-2/28HWY1/BOULDER	183.84	
					106360	2/1-2/28AIRPORT/FRDM	61.28	
					106361	2/1-2/28 GREENVALLEY	61.28	
71523	03/15/21	16,021.10	HARTFORD LIFE AND ACCIDENT INS		106343	MAR 21 AD&D	4,949.43	
					106344	MAR 21 LTD	11,071.67	
71524	03/15/21	199.91	HOSE SHOP, THE INC		106329	NON INVENTORY ORDER	16.92	

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71525	03/15/21	2,275.04	INJECT-O-METER MFG CO. INC		106330	PARTS VEH# 2215	182.99	
71526	03/15/21	508.08	KEYSTON BROTHERS		106317	SOAP INJECTION PUMP	2,275.04	
71527	03/15/21	100.00	LANGUAGE LINE SERVICES INC		106312	INV ORDER 3509568-01	508.08	
71528	03/15/21	2,074.20	LUMINATOR TECHNOLOGY GROUP INC		106294	FEB 21 TRANSLATE SVC	100.00	
71529	03/15/21	88.00	MISSION UNIFORM		106338	PARTS VEH#2228 2697	2,074.20	
					106261	TOWELS/MATS PC	10.50	
					106310	TOWELS/MOP/MAT MMF	41.75	
					106340	LAUNDRY/UNIFORMS	25.25	
					106381	TOWELS/MAT PRC	10.50	
					106347	INVENTORY ORDER MMF	927.53	
71530	03/15/21	18,550.63	MONTEREY SANITARY SUPPLY, INC.		106348	INVENTORY ORDER MMF	2,968.10	
					106349	COVID 19 SUPPL MMF	2,968.10	
					106350	INV ORDER 326258-1	927.53	
					106351	COVID19/INV 326276-1	2,968.10	
					106352	INV ORDER 326277-1	2,968.10	
					106353	COVID 19 SUPPLIES	1,484.05	
					106354	COVID 19 SUPPLIES	3,339.12	
71531	03/15/21	50.00	NATALIE NIEMAN		106292	SAFETY TIPS BROCHURE	50.00	
71532	03/15/21	84.43	NEXTEL COMMUNICATIONS/SPRINT		106264	1/26-2/25 OPS	84.43	
71533	03/15/21	262.50	NORTH BAY FORD LINC-MERCURY		106271	RPR VEH# 2050	262.50	
71534	03/15/21	8,101.89	PACIFIC GAS & ELECTRIC		106313	1/28-2/28 SMC	3,318.72	
					106314	1/28-2/28 OPS	4,754.66	
71535	03/15/21	151.45	PALACE ART & OFFICE SUPPLY		106321	1/29-3/1 RIV CHG ST	28.51	
					106284	OFFICE SUPPLIES	9.33	
					106285	OFFICE SUPPLIES	42.99	
71536	03/15/21	685.00	PIED PIPER EXTERMINATORS, INC.		106286	OFFICE SUPPLIES FAC	99.13	
					106288	MAR 21 PEST OPS PARK	212.50	
					106289	MAR 21 PEST SBFCCREEK	255.00	
71537	03/15/21	1,892.64	PREFERRED PLUMBING, INC.		106290	MAR 21 PEST MMF	217.50	
71538	03/15/21	82.64	PROBUILD COMPANY LLC		106322	INSTALL GRS TRAP SVT	1,892.64	
					106371	HARDWARE SVT	9.25	
					106377	COVID 19 SUPPLIES	8.34	
					106378	A-SIGN HARDWARE SMC	25.30	
					106379	SINK HOSE RPR VER	6.58	
					106380	A-SIGN HARDWARE SMC	33.17	
					106365	MAINT PRODRIVE CLASS	3,500.00	
					106366	CREDIT INV 1024376	-500.00	
					106367	PRODRIVE CLASS	6,500.00	
					106368	CREDIT INV 1024374	-1,000.00	
					106369	MAINT PRODRIVE CLASS	3,500.00	
					106370	CREDIT INV 1024375	-500.00	
					106263	****-****-****-1598	400.00	
71540	03/15/21	400.00	QUADIENT FINANCE USA INC		106265	2/23 DOT DRUG TESTS	255.50	
71541	03/15/21	255.50	QUEST DIAGNOSTIC INC.		106341	MARCH 21 LEASE OPS	110.17	
71542	03/15/21	110.17	RICOH USA, INC CA		106326	INVENTORY ORDER 9320	148.11	
71543	03/15/21	148.11	SANTA CRUZ AUTO PARTS, INC.		106336	2/1-2/28 SVT	85.07	
71544	03/15/21	298.88	SCOTTS VALLEY WATER DISTRICT					

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CHECK NUMBER	CHECK DATE	CHECK VENDOR AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
71545	03/15/21	2,075.00	SJB GLOBALNET, INC.		106337	12/4-2/4 KINGS VIL	213.81	
71546	03/15/21	924.16	SLINGSHOT CONNECTIONS LLP		106295	MAR 21 IT SUPPORT	2,075.00	
71547	03/15/21	16,146.00	SPECTOR CORBETT ARCHITECTS, INC		106298	TEMP W/E 2/21	924.16	
71548	03/15/21	11,286.77	THE AFTERMARKET PARTS CO LLC		106383	FEB 21 PARATRANS FAC	16,146.00	
					106272	INV ORDER 82318257	875.49	
					106273	INV ORDER 82320903	15.49	
					106274	PARTS VEH#1204 9699	25.08	
					106275	PARTS VEH#1204 7403	30.17	
					106276	PARTS VEH#1204 6326	227.15	
					106277	INV ORDER 82316048	52.38	
					106278	INV ORDER 82317398	252.37	
					106279	INV ORDER 82313993	2,338.08	
					106280	INV ORDER 82313861	179.17	
					106282	INV ORDER 82313595	104.33	
					106327	1300'S TRANSCAMPAIGN	166.09	
					106328	INV ORDER 82322229	2,609.31	
					106345	INV ORDER 82322138	4,411.66	
					106342	FREIGHT	56.03	
					106281	INV ORDER K 89693	856.69	
71549	03/15/21	56.03	UNITED PARCEL SERVICE		106324	2/2-3/1 MMF	65.50	
71550	03/15/21	856.69	VALLEY POWER SYSTEMS, INC.		106382	2/2-3/1 PARACRUZ	2,206.02	
71551	03/15/21	2,271.52	VERIZON WIRELESS	0	106291	RPR VEH# 0120	382.66	
71552	03/15/21	2,321.86	VISION COMMUNICATIONS		106335	RADIO 4 SECURITY WTC	1,939.20	
71553	03/15/21	120.00	WORKWELL MEDICAL PROF. CORP.		106334	DMV RENEWAL EXAMS	120.00	
71554	03/15/21	351.35	ZEE MEDICAL SERVICE CO.		106309	FIRST AID KITS MMF	263.57	
71555	03/22/21	75.38	ABC BUS INC		106316	FIRSTAID RESTOCK OPS	87.78	
71556	03/22/21	705.00	ACTION TOWING & ROAD SVC CORP		106393	INV ORDER 3172359	75.38	
71557	03/22/21	1,831.75	AT&T		106456	VEH# 4207 TOW	705.00	
71558	03/22/21	1,129.37	AUTOMATIC DOOR SYSTEMS, INC.		106487	2/13-3/12 VER/SMC	1,831.75	
71559	03/22/21	5,608.86	BATTERY SYSTEMS INC.		106488	DOOR INSPECTION SMC	282.31	
71560	03/22/21	5,399.14	CASEY PRINTING, INC		106489	DOOR INSPECTION SVT	282.44	
71561	03/22/21	7,694.82	CLEAN ENERGY		106490	DOOR INSPECTION WTC	282.31	
71562	03/22/21	42.35	COAST PAPER & SUPPLY INC.		106463	NON INV ORD 6476463	5,608.86	
71563	03/22/21	4,350.00	COIT SERVICES, INC.		106386	HEADWAYS RIDERSGUIDE	5,399.14	
71564	03/22/21	1,961.12	COMMUNITY PRINTERS, INC.		106431	2/26 LNG CHARGES	7,694.82	
					106499	ANNUAL HVAC SVC PRC	42.35	
					106384	SPLASH PASS BROCHURE	4,350.00	
					106385	BUS CAR CARD SIGN	1,550.51	
					106394	PARTS VEH# PC 1707	410.61	
71565	03/22/21	17.94	CREATIVE BUS SALES, INC.		106485	BUS OP INTVM LUNCH	17.94	
71566	03/22/21	70.51	CRUMMIE, DAWN		106510	BUS OP INTVM LUNCHES	70.51	
71567	03/22/21	120.79	DELFIN, MONIK		106464	TEMP W/E 2/21	120.79	
71568	03/22/21	2,271.20	EXPRESS SERVICES INC.		106465	TEMP W/E 3/7	454.24	
					106495	TEMP W/E 3/7	454.24	
							908.48	

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71569	03/22/21	528.31	FASTENAL COMPANY INC		106500	TEMP W/E 2/28	454.24	
					106504	CREDIT INVCASAT58258	-10.09	
					106505	NON INVENTORY ORDER	466.24	
					106506	COVID SUP/NON INV	72.16	
71570	03/22/21	119.93	FEDERAL EXPRESS CORPORATION		106486	FREIGHT	119.93	
71571	03/22/21	64.71	FERGUSON ENTERPRISES INC. #795		106477	PLUMBING SUPPL SVT	28.89	
					106498	PLUMBING SUPPL SVT	35.82	
71572	03/22/21	43,476.11	FIRST ALARM SECURITY & PATROL		106401	FEB 21 SECURITY	43,476.11	
71573	03/22/21	6,392.93	FLYERS ENERGY LLC		106466	1/1-1/15 REV FUEL	4,233.78	
					106467	1/1-1/15NON REV FUEL	2,159.15	
71574	03/22/21	1,166.72	FRANCIS, RUFUS		106449	REIMB FOR HOTEL STAY	1,166.72	
71575	03/22/21	501.95	GILLIG LLC		106428	NON INV PART 6692	501.95	
71576	03/22/21	4,492.96	GRAINGER		106392	THERMOPLASTIC ROLL	730.42	
					106395	COVID 19/NON INV ORD	2,158.81	
					106396	NON INVENTORY ORDER	466.92	
					106457	SIGNAGE MMF	131.82	
					106458	BATTERY PACKS MMF	192.36	
					106459	LOBBY TRASH CANS	812.63	
71577	03/22/21	38,089.50	HANSON BRIDGETT LLP		106439	M#032117.001001	4,670.40	
					106440	M#032117.004001	2,053.20	
					106441	M#032117.006001	4,165.50	
					106442	M#032117.006014	109.50	
					106443	M#032117.006024	324.10	
					106444	M#032117.006031	2,767.10	
					106445	FEB 21 RETAINER	24,000.00	
71578	03/22/21	314.77	HOSE SHOP, THE INC		106469	INV/NON INV ORDER	176.39	
					106497	HOSE FLD	138.38	
71579	03/22/21	4,535.36	JASPER WELLER LLC		106429	VEH# 280 PART 9844	4,535.36	
71580	03/22/21	1,586.88	JOHNSON CONTROLS INC		106512	INSTALL CHARGE MMF	125.00	
					106513	4/1-6/30 SVT	661.56	
					106514	4/1-6/30 SMC	385.72	
					106515	4/1-6/30 WTC	414.60	
71581	03/22/21	398.31	KELLEY'S SERVICE INC.		106397	INVENTORY ORDER	296.76	
					106470	PARTS VEH# 1724	101.55	
71582	03/22/21	652.81	KEYSTON BROTHERS		106398	COVID19/DR BARRIERS	652.81	
71583	03/22/21	325.00	MAKAI SOLUTIONS		106388	SERVICE BAY 7 MMF	325.00	
71584	03/22/21	2,375.87	MGP XI REIT LLC		106447	APR 21 RENT CAPITOLA	2,248.49	
					106448	JAN-MAR 21 CPI ADJ	127.38	
71585	03/22/21	1,020.66	MISSION UNIFORM		106432	COVID/UNIFORM SUPPL	331.97	
					106433	COVID/FUEL STA TOWEL	156.00	
					106434	COVID 19/UNIFORM SUP	334.94	
					106435	COVID19/FUEL TOWELS	156.00	
					106462	TOWELS/MOP/MAT MMF	41.75	
71586	03/22/21	9,232.97	MOSES, CURTIS		106450	RELOCATION REIMB	3,455.22	
					106484	REIMB MOVING EXPENSE	5,777.75	
71587	03/22/21	250.00	NATALIE NIEMAN		106387	3 FOLD BROCHURE SPAN	250.00	

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71588	03/22/21	75.17	NORTH BAY FORD LINC-MERCURY		106430	INV ORDER 280275	75.17	
71589	03/22/21	2,428.35	PACIFIC GAS & ELECTRIC		106451	2/3-3/4 SVT/WTC/PS	2,167.55	
					106460	2/3-3/4 SVT	65.57	
					106516	2/9-3/10 PARACRUZ	195.23	
71590	03/22/21	1,724.07	PACIFIC TRUCK PARTS, INC.		106473	INV ORDER 1837721	1,724.07	
71591	03/22/21	176.89	PALACE ART & OFFICE SUPPLY		106437	OFFICE SUPPLIES ADM	140.53	
					106455	OFFICE SUPPLIES MMF	36.36	
71592	03/22/21	1,580.00	PEDX COURIER AND CARGO	7	106400	FEB 21 COURIER SVC	1,580.00	
71593	03/22/21	79.50	PIED PIPER EXTERMINATORS, INC.		106452	MAR 21 PEST WTC MKT	79.50	
71594	03/22/21	546.85	PRAXAIR DISTRIBUTION, INC.		106474	WELDING TANKS	546.85	
71595	03/22/21	43,127.20	PREFERRED BENEFIT		106492	MAR 21 DENTAL	34,734.70	
					106493	MAR 21 VSP	8,392.50	
71596	03/22/21	458.76	PROBUILD COMPANY LLC		106389	DRYWALL FOR SVT	39.80	
					106390	MISC HARDWARE SVT	11.26	
					106391	MISC HARDWARE SVT	65.10	
					106478	HEATERS FOR SMC	149.41	
					106479	DRYWALL SUPPL SVT	47.39	
					106480	PLUMBING SUPPL SVT	39.67	
					106481	DRYWALL SUPPL SVT	50.21	
					106494	LUMBER SMC	52.40	
					106496	PIPE INSULATION PRC	3.52	
71597	03/22/21	23.72	SANTA CRUZ AUTO PARTS, INC.		106476	NON INV ORDER 9995	16.30	
					106507	INVENTORY ORDER 0550	187.09	
					106508	CREDIT 14508-393891	-55.43	
					106509	CREDIT 14508-393891	-124.24	
71598	03/22/21	40.00	SANTA CRUZ RECORDS MNGMT INC		106454	3/4 SHREDDING SVC PC	40.00	
71599	03/22/21	1,140.80	SANTA CRUZ STAFFING, LLC		106453	TEMP W/E 3/7	1,140.80	
71600	03/22/21	22,657.41	SLINGSHOT CONNECTIONS LLP		106402	TEMP W/E 3/7	441.79	
					106403	TEMP W/E 3/7	224.40	
					106404	TEMP W/E 3/7	1,122.00	
					106405	TEMP W/E 3/7	897.60	
					106406	TEMP W/E 3/7	897.60	
					106407	TEMP W/E 3/7	799.43	
					106408	TEMP W/E 3/7	1,122.00	
					106409	TEMP W/E 3/7	1,051.88	
					106410	TEMP W/E 3/7	448.80	
					106411	TEMP W/E 3/7	1,122.00	
					106412	TEMP W/E 3/7	1,122.00	
					106413	TEMP W/E 3/7	1,122.00	
					106414	TEMP W/E 3/7	448.80	
					106415	TEMP W/E 2/28	1,122.00	
					106416	TEMP W/E 2/28	1,122.00	
					106417	TEMP W/E 2/28	1,122.00	
					106418	TEMP W/E 2/28	448.80	
					106419	TEMP W/E 2/28	1,107.98	
					106420	TEMP W/E 2/28	1,122.00	

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71601	03/22/21	17,733.72 001075		SOQUEL III ASSOCIATES	7	106438	RESEARCH PARK RENT	17,733.72	
71602	03/22/21	1,170.12 003285		THE AFTERMARKET PARTS CO LLC		106399	INV ORDER 82326462	51.46	
						106471	INV ORDER 82328335	710.69	
						106472	INV ORDER 82328336	355.36	
71603	03/22/21	190.00 001190		TRANSIT TALENT.COM LLC	7	106501	INV ORDER 82322277	52.61	
71604	03/22/21	19,211.06 057		U.S. BANK		106446	JOB PLACEMENT ADV	19,211.06	
71605	03/22/21	1,395.97 002829		VALLEY POWER SYSTEMS, INC.		106475	NON INV ORDER 9894	142.59	
						106502	INVENTORY ORDER	4,667.44	
						106503	CORE CREDIT VEH#2215	-3,414.06	
71606	03/22/21	308.88 434		VERIZON WIRELESS	0	106436	2/2-3/1 PARACRUZ	308.88	
71607	03/22/21	754.00 915		WORKIN.COM, INC.		106468	JOB PLACEMENT AD	754.00	
71608	03/22/21	576.33 003530		ZORO TOOLS, INC.		106482	COVID 19 SUPPLIES	753.30	
71609	03/18/21	26,799.00 003466		ECOLANE USA INC		106483	CREDIT RETURNED ITEM	-176.97	
71610	03/18/21	6,326.36 003551		TRAVIS GODAR		106517	ANNUAL MAINT/SUPPORT	26,799.00	
71611	03/29/21	3,600.00 001712		ABACHERLI FENCE COMPANY	7	106518	ROOF REPAIR SMC	6,326.36	
71612	03/29/21	973.00 382		AIRTEC SERVICE INC.		106581	FENCE ENCLOSURE MMF	1,865.00	
71613	03/29/21	269.00 002828		ALLIED ELECTRONICS		106582	FENCE REPAIR VERNON	1,735.00	
71614	03/29/21	4,678.67 001D		AT&T		106562	2/19-3/18 MAIN	4,522.76	
71615	03/29/21	324.00 003271		AUTO CARE TOWING		106563	2/19-3/18 OPS ELEV	155.91	
71616	03/29/21	152.55 002689		B & B SMALL ENGINE CORP		106569	VEH# 2812 TOW	324.00	
71617	03/29/21	635.55 003248		BAY ALARM COMPANY		106565	LEAF BLOWER VERNON	152.55	
71618	03/29/21	10,500.00 001324		CAPITALEDDGE ADVOCACY, INC.		106601	4/1-7/1 MONITOR VER	635.55	
71619	03/29/21	935.00 002109		CITY OF SANTA CRUZ/PARKING		106520	FEB 21 LEGISLATE SVC	5,250.00	
71620	03/29/21	1,368.59 130		CITY OF WATSONVILLE UTILITIES		106543	MAR 21 LEGISLATE SVC	5,250.00	
						106629	APR21 PARKING PERMIT	935.00	
						106631	2/9-3/9 WTC	56.53	
						106632	2/15-3/15 WTC	47.68	
						106633	2/15-3/15 WTC	87.97	
						106634	3/17 WASTE WTC	1,011.22	
71621	03/29/21	675.00 733		CLAREMONT EAP		106628	APR 21 EAP PREMIUM	675.00	
71622	03/29/21	2,561.72 909		CLASSIC GRAPHICS		106570	VEH# 1303 REPAIRS	2,561.72	
71623	03/29/21	22,871.73 001124		CLEAN ENERGY		106573	3/9 LNG CHARGES	7,928.26	
						106574	3/5 LNG CHARGES	8,100.14	
						106575	3/11 CORRECT SVC SBF	2,630.34	
						106621	3/12 LNG CHARGES	4,212.99	

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71624	03/29/21	1,256.82	EAST BAY TIRE CO.		106521	REVENUE TIRES	618.55	
					106522	REVENUE TIRES	432.02	
71625	03/29/21	1,840.70	EXPRESS SERVICES INC.		106523	REVENUE TIRES	206.25	
					106592	TEMP W/E 3/14	908.48	
					106603	TEMP W/E 3/14	454.24	
71626	03/29/21	362.87	FASTENAL COMPANY INC		106625	TEMP W/E 3/7	477.98	
					106607	NON INVENTORY ORDER	161.34	
71627	03/29/21	9,574.52	FLYERS ENERGY LLC		106609	COVID 19/NON INV SUP	201.53	
					106610	3/1-3/15NON REV FUEL	2,531.86	
					106611	3/1-3/15 REV FUEL	7,042.66	
71628	03/29/21	57.79	FRONTIER COMMUNICATIONS - 3025		106623	3/16-4/15 SKY/RIVER	57.79	
71629	03/29/21	57.79	FRONTIER COMMUNICATIONS - 6145		106608	3/13-4/12 SKYLINE	57.79	
71630	03/29/21	24.95	GILLIG LLC		106612	PARTS VEH# 4207	7.91	
					106613	PARTS VEH# 1002	17.04	
71631	03/29/21	1,047.30	GRAINGER		106524	NON INVENTORY ORDER	27.10	
					106525	NON INVENTORY ORDER	179.89	
					106526	NON INVENTORY ORDER	10.31	
					106527	NON INVENTORY ORDER	151.59	
					106528	NON INVENTORY ORDER	32.50	
					106548	2 HAMMER DRILL KITS	544.08	
					106549	RETURN 2 HAMMER DRILL	-544.08	
					106587	ACCESS DOORS SVT	71.31	
					106597	BIOHAZARD PAIL SUPPL	279.62	
					106598	BLWR MOTOR WHEEL SMC	87.85	
					106599	BLOWER MOTOR SMC	207.13	
					106636	REIMB FOR DMV PHYS	120.00	
71633	03/29/21	44.25	HOSE SHOP, THE INC		106571	NON INVENTORY ORDER	44.25	
71634	03/29/21	276.10	JASPER WELLER LLC		106541	PARTS ORDER VEH#1201	276.10	
71635	03/29/21	520.00	JOHN A. DASH & ASSOCIATES		106605	5/21-4/22WAGE REPORT	295.00	
					106606	5/21-4/22WAGE REPORT	225.00	
71636	03/29/21	4,206.11	JOHNSON & CODY ELECTRIC, INC.		106583	PREV MAINT GEN OPS	1,481.23	
					106584	TEST RPR/PREV MAINT	2,724.88	
71637	03/29/21	147.34	JOHNSON CONTROLS INC		106627	INSTALL CHARGES MMF	147.34	
71638	03/29/21	22.55	KELLEY'S SERVICE INC.		106529	INVENTORY ORDER	22.55	
71639	03/29/21	160.00	KISMET	7	106537	CPR/FIRST AID TRNG	160.00	
71640	03/29/21	21,633.98	L. KERSHNER DESIGN, INC.		106589	COVID19MOD WALLS WTC	11,617.67	
					106590	COVID19/MOD WALL SMC	10,016.31	
71641	03/29/21	3,068.62	LES IMAGES TURBO INC.		106579	PROTERRA BUS0120WRAP	3,068.62	
71642	03/29/21	77.50	MISSION UNIFORM		106538	TOWELS/MAT PRC	10.50	
					106540	LAUNDRY/CUSTODIAL	25.25	
					106576	TOWELS/MOP/MAT MMF	41.75	
71643	03/29/21	54.60	NORTH BAY FORD LINC-MERCURY		106615	INV ORDER 280329	54.60	
71644	03/29/21	827.59	PACIFIC TRUCK PARTS, INC.		106542	INVENTORY ORDER	827.59	
71645	03/29/21	833.78	PALACE ART & OFFICE SUPPLY		106536	OFFICE SUPPLIES	87.17	
					106564	CREDIT RET MOUSE PAD	-13.81	
					106577	OFFICE SUPPL MMF	127.43	

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71664	03/29/21	23.08	ZEE MEDICAL SERVICE CO.	106591	REM BAL INV 232497	20.00	
71665	03/25/21	84.56	ABACHERLI, ARLETTE	106617	DMV RENEWAL EXAM	120.00	
71666	03/25/21	19.06	ADAMS, ELLEN	9002289	MEDICAL SUPPLIMENTAL	23.08	
71667	03/25/21	15.58	ALLEN, ROBERT	9002290	MEDICAL SUPPLIMENTAL	84.56	
71668	03/25/21	17.50	ANDERSON, WILLIAM	9002291	MEDICAL SUPPLIMENTAL	19.06	
71669	03/25/21	84.56	ANDRADE, GERALD	9002292	MEDICAL SUPPLIMENTAL	15.58	
71670	03/25/21	19.06	ANDRADE, OSCAR	9002470	MEDICAL SUPPLIMENTAL	17.50	
71671	03/25/21	19.17	ANN, DORICE	9002293	MEDICAL SUPPLIMENTAL	84.56	
71672	03/25/21	15.58	ARCHIBEQUE, ELEANOR	9002294	MEDICAL SUPPLIMENTAL	19.17	
71673	03/25/21	38.12	ARCHIBEQUE, JUANITA	9002295	MEDICAL SUPPLIMENTAL	15.58	
71674	03/25/21	35.00	ASPESI, JOHN	9002296	MEDICAL SUPPLIMENTAL	38.12	
71675	03/25/21	35.00	BAILEY, EDWIN	9002297	MEDICAL SUPPLIMENTAL	35.00	
71676	03/25/21	17.50	BAKER, DALE	9002298	MEDICAL SUPPLIMENTAL	17.50	
71677	03/25/21	38.34	BAN, MARK	9002299	MEDICAL SUPPLIMENTAL	38.34	
71678	03/25/21	121.66	BARNES, SCOTT	9002300	MEDICAL SUPPLIMENTAL	121.66	
71679	03/25/21	15.58	BARRY, BARTHOLOMEW	9002471	MEDICAL SUPPLIMENTAL	15.58	
71680	03/25/21	17.50	BARTZ, GLENN	9002472	MEDICAL SUPPLIMENTAL	17.50	
71681	03/25/21	17.50	BASS, BETTY	9002301	MEDICAL SUPPLIMENTAL	17.50	
71682	03/25/21	103.36	BAUER, FRANK	9002302	MEDICAL SUPPLIMENTAL	103.36	
71683	03/25/21	15.58	BLAIR, GARY	9002303	MEDICAL SUPPLIMENTAL	15.58	
71684	03/25/21	19.06	BLAIR-ALWARD, GREGORY	9002304	MEDICAL SUPPLIMENTAL	19.06	
71685	03/25/21	17.50	BLAKE, GENEVA	9002305	MEDICAL SUPPLIMENTAL	17.50	
71686	03/25/21	35.00	BLIGHT, KAREN	9002306	MEDICAL SUPPLIMENTAL	35.00	
71687	03/25/21	46.79	BOOTON, EMMA	9002307	MEDICAL SUPPLIMENTAL	46.79	
71688	03/25/21	38.12	BOYD, MICHAEL	9002308	MEDICAL SUPPLIMENTAL	38.12	
71689	03/25/21	76.02	BRADFORD, THOMAS	9002309	MEDICAL SUPPLIMENTAL	76.02	
71690	03/25/21	15.58	BREGANTE, BATTISTA	9002310	MEDICAL SUPPLIMENTAL	15.58	
71691	03/25/21	19.06	BRONSTATTER, CHERYL	9002473	MEDICAL SUPPLIMENTAL	19.06	
71692	03/25/21	64.29	BROWN, ERNEST	9002311	MEDICAL SUPPLIMENTAL	64.29	
71693	03/25/21	64.29	BROWN, KENNETH	9002312	MEDICAL SUPPLIMENTAL	64.29	
71694	03/25/21	17.50	BRYANT, KATHLEEN	9002474	MEDICAL SUPPLIMENTAL	17.50	
71695	03/25/21	19.06	BURKET, JANET	9002313	MEDICAL SUPPLIMENTAL	19.06	
71696	03/25/21	15.58	BYTHEWAY, MARY	9002314	MEDICAL SUPPLIMENTAL	15.58	
71697	03/25/21	32.45	CANALES, DONNA	9002475	MEDICAL SUPPLIMENTAL	32.45	
71698	03/25/21	84.56	CAPELLA, KATHLEEN	9002315	MEDICAL SUPPLIMENTAL	84.56	
71699	03/25/21	15.58	CARLSON, MERRYL	9002316	MEDICAL SUPPLIMENTAL	15.58	
71700	03/25/21	17.50	CARR, DALE	9002317	MEDICAL SUPPLIMENTAL	17.50	
71701	03/25/21	15.58	CASANEGA, RICHARD	9002318	MEDICAL SUPPLIMENTAL	15.58	
71702	03/25/21	31.16	CAVATAIO, PASQUALE	9002319	MEDICAL SUPPLIMENTAL	31.16	
71703	03/25/21	15.58	CENTER, DOUGLAS	9002476	MEDICAL SUPPLIMENTAL	15.58	
71704	03/25/21	15.58	CERVANTES, GLORIA	9002320	MEDICAL SUPPLIMENTAL	15.58	
71705	03/25/21	15.58	CHAVARRIA, JOHNNY	9002477	MEDICAL SUPPLIMENTAL	15.58	
71706	03/25/21	35.00	CILIBERTO, ANTHONY	9002478	MEDICAL SUPPLIMENTAL	35.00	
71707	03/25/21	17.50	CLARKE, PATRICIA	9002479	MEDICAL SUPPLIMENTAL	17.50	

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71708	03/25/21	15.58	M180	CLAYTON, MICHAEL	9002321	MEDICAL SUPPLIMENTAL	15.58	
71709	03/25/21	32.45	M344	CODD, FREDERICK	9002480	MEDICAL SUPPLIMENTAL	32.45	
71710	03/25/21	100.81	M181	COLWELL, ARLAN	9002322	MEDICAL SUPPLIMENTAL	100.81	
71711	03/25/21	35.00	M345	CONKLIN, CAROLYN	9002481	MEDICAL SUPPLIMENTAL	35.00	
71712	03/25/21	17.50	M182	CONTRERAS-NAVARRO, FRANCISCO	9002323	MEDICAL SUPPLIMENTAL	17.50	
71713	03/25/21	38.01	M183	COON, RICHARD	9002324	MEDICAL SUPPLIMENTAL	38.01	
71714	03/25/21	46.28	M184	COTRONEO, MICHAEL	9002325	MEDICAL SUPPLIMENTAL	46.28	
71715	03/25/21	17.50	M346	COUSINS, DOROTHY	9002482	MEDICAL SUPPLIMENTAL	17.50	
71716	03/25/21	46.95	M185	COWELL, RICHARD	9002326	MEDICAL SUPPLIMENTAL	46.95	
71717	03/25/21	58.50	M347	CRAIG, CRAIG	9002483	MEDICAL SUPPLIMENTAL	58.50	
71718	03/25/21	19.06	M186	CRAMBLETT, LAWRENCE	9002327	MEDICAL SUPPLIMENTAL	19.06	
71719	03/25/21	17.50	M187	CRAWFORD, FLOYD	9002328	MEDICAL SUPPLIMENTAL	17.50	
71720	03/25/21	13.09	M348	CRAWFORD, TERRI	9002484	MEDICAL SUPPLIMENTAL	13.09	
71721	03/25/21	19.06	M188	CRUISE, RICHARD	9002329	MEDICAL SUPPLIMENTAL	19.06	
71722	03/25/21	35.00	M190	CRUTCH, SHELTON	9002330	MEDICAL SUPPLIMENTAL	35.00	
71723	03/25/21	15.58	M349	CUMMINGS, CYNTHIA	9002485	MEDICAL SUPPLIMENTAL	15.58	
71724	03/25/21	38.34	M191	CUMMINGS, PATRICIA	9002331	MEDICAL SUPPLIMENTAL	38.34	
71725	03/25/21	35.00	M192	CUMMINS, MAJOR	9002332	MEDICAL SUPPLIMENTAL	35.00	
71726	03/25/21	46.79	M193	DAKIWAG, FRED	9002333	MEDICAL SUPPLIMENTAL	46.79	
71727	03/25/21	46.79	M194	DANIEL, REBECCA	9002334	MEDICAL SUPPLIMENTAL	46.79	
71728	03/25/21	92.56	M195	DAVIDOSKI, PATTI	9002335	MEDICAL SUPPLIMENTAL	92.56	
71729	03/25/21	15.58	M196	DAVILLA, ANA	9002336	MEDICAL SUPPLIMENTAL	15.58	
71730	03/25/21	13.09	M351	DEAN, RONALD	9002486	MEDICAL SUPPLIMENTAL	13.09	
71731	03/25/21	15.58	M373	DEL PO, CAROLYN	9002508	RETIREE SUPPLEMENTAL	15.58	
71732	03/25/21	46.95	M197	DEVIVO, WILLIAM	9002337	MEDICAL SUPPLEMENTAL	46.95	
71733	03/25/21	31.16	M198	DOBBS, GLENN	9002338	MEDICAL SUPPLEMENTAL	31.16	
71734	03/25/21	15.58	M199	DRAKE, JUDITH	9002339	MEDICAL SUPPLEMENTAL	15.58	
71735	03/25/21	15.58	M200	ELIA, LARRY	9002340	MEDICAL SUPPLEMENTAL	15.58	
71736	03/25/21	35.00	M201	ESCARCEGA, MIGUEL	9002341	MEDICAL SUPPLEMENTAL	35.00	
71737	03/25/21	40.68	M202	FALLAU, NICHOLAS	9002342	MEDICAL SUPPLEMENTAL	40.68	
71738	03/25/21	40.68	M203	FLAGG, PAULA	9002343	MEDICAL SUPPLEMENTAL	40.68	
71739	03/25/21	15.58	M352	FLOREZ, ROSIE	9002487	MEDICAL SUPPLEMENTAL	15.58	
71740	03/25/21	13.09	M353	FLYNN, CHRISTINA	9002488	MEDICAL SUPPLEMENTAL	13.09	
71741	03/25/21	17.50	M204	FREEMAN, MARY	9002344	MEDICAL SUPPLEMENTAL	17.50	
71742	03/25/21	46.79	M205	GABRIEL, RICHARD	9002345	MEDICAL SUPPLEMENTAL	46.79	
71743	03/25/21	15.87	M354	GABRIELE, BERNARD	9002489	MEDICAL SUPPLEMENTAL	15.87	
71744	03/25/21	15.87	M355	GABRIELE, CATHLEEN	9002490	MEDICAL SUPPLEMENTAL	15.87	
71745	03/25/21	15.58	M206	GARBEZ, LINDA	9002346	MEDICAL SUPPLEMENTAL	15.58	
71746	03/25/21	15.58	M207	GARBEZ, MANNY	9002347	MEDICAL SUPPLEMENTAL	15.58	
71747	03/25/21	38.01	M208	GARCIA, DANIEL	9002348	MEDICAL SUPPLEMENTAL	38.01	
71748	03/25/21	15.58	M209	GARCIA, HELEN	9002349	MEDICAL SUPPLEMENTAL	15.58	
71749	03/25/21	103.36	M210	GARCIA, SAMUEL	9002350	MEDICAL SUPPLEMENTAL	103.36	
71750	03/25/21	15.58	M211	GOSE, JOHN	9002351	MEDICAL SUPPLEMENTAL	15.58	
71751	03/25/21	58.50	M041	GOUVEIA, ROBERT	9002287	MEDICAL SUPPLEMENTAL	58.50	
71752	03/25/21	84.56	M213	GRANADOS-BOYCE, MARIA	9002352	MEDICAL SUPPLEMENTAL	84.56	
71753	03/25/21	15.58	M214	GROBMAN, BRUCE	9002353	MEDICAL SUPPLEMENTAL	15.58	

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71754	03/25/21	31.16	M215	GROSJEAN, DOUGLAS	9002354	MEDICAL SUPPLIMENTAL	31.16	
71755	03/25/21	15.58	M216	HALL, SHIRLEY	9002355	MEDICAL SUPPLIMENTAL	15.58	
71756	03/25/21	15.58	M217	HAMM, CAROLYN	9002356	MEDICAL SUPPLIMENTAL	15.58	
71757	03/25/21	19.06	M218	HAMMER, ALLYNE	9002357	MEDICAL SUPPLIMENTAL	19.06	
71758	03/25/21	38.34	M219	HERNANDEZ, JUAN	9002358	MEDICAL SUPPLIMENTAL	38.34	
71759	03/25/21	15.58	M220	HERNANDEZ, MARGARITO	9002359	MEDICAL SUPPLIMENTAL	15.58	
71760	03/25/21	46.95	M221	HERSHEY, ANDREA	9002360	MEDICAL SUPPLIMENTAL	46.95	
71761	03/25/21	17.50	M222	HILL, ANDREW	9002361	MEDICAL SUPPLIMENTAL	17.50	
71762	03/25/21	15.58	M223	HINDIN, LENORE	9002362	MEDICAL SUPPLIMENTAL	15.58	
71763	03/25/21	35.00	M224	HOBBS, JAMES	9002363	MEDICAL SUPPLIMENTAL	35.00	
71764	03/25/21	55.51	M225	HOLCOMB, MICHAEL	9002364	MEDICAL SUPPLIMENTAL	55.51	
71765	03/25/21	99.71	M226	HOLONICK, JAMES	9002365	MEDICAL SUPPLIMENTAL	99.71	
71766	03/25/21	38.12	M227	HORTON, JOE	9002366	MEDICAL SUPPLIMENTAL	38.12	
71767	03/25/21	17.50	M356	HOWARD, CAROL	9002491	MEDICAL SUPPLIMENTAL	17.50	
71768	03/25/21	93.58	M228	HOWARD, WARD	9002367	MEDICAL SUPPLIMENTAL	93.58	
71769	03/25/21	64.29	M229	HYMAN, JOE	9002368	MEDICAL SUPPLIMENTAL	64.29	
71770	03/25/21	38.34	M230	JACINTO, FRANK	9002369	MEDICAL SUPPLIMENTAL	38.34	
71771	03/25/21	19.06	M231	JAHNKE, EILEEN	9002370	MEDICAL SUPPLIMENTAL	19.06	
71772	03/25/21	31.16	M232	JENSEN, MERAL	9002371	MEDICAL SUPPLIMENTAL	31.16	
71773	03/25/21	15.58	M357	JUSSEL, PETE	9002492	MEDICAL SUPPLIMENTAL	15.58	
71774	03/25/21	38.12	M233	KALE, RICKY	9002372	MEDICAL SUPPLIMENTAL	38.12	
71775	03/25/21	47.38	M234	KANE, CHRIS	9002373	MEDICAL SUPPLIMENTAL	47.38	
71776	03/25/21	15.58	M235	KELLY, ELOISE	9002374	MEDICAL SUPPLIMENTAL	15.58	
71777	03/25/21	35.00	M236	KOREA, PATRICIA	9002375	MEDICAL SUPPLIMENTAL	35.00	
71778	03/25/21	19.06	M237	LANTHIER, BURT	9002376	MEDICAL SUPPLIMENTAL	19.06	
71779	03/25/21	17.50	M238	LAWHON, JACK	9002377	MEDICAL SUPPLIMENTAL	17.50	
71780	03/25/21	19.06	M239	LAWSON, LOIS	9002378	MEDICAL SUPPLIMENTAL	19.06	
71781	03/25/21	64.29	M240	LEE, HENRY	9002379	MEDICAL SUPPLIMENTAL	64.29	
71782	03/25/21	19.06	M241	LEFFLER, JEAN	9002380	MEDICAL SUPPLIMENTAL	19.06	
71783	03/25/21	81.36	M242	LEGORRETA, PETE	9002381	MEDICAL SUPPLIMENTAL	81.36	
71784	03/25/21	19.06	M243	LOGIUDICE, FRED	9002382	MEDICAL SUPPLIMENTAL	19.06	
71785	03/25/21	38.12	M244	LONGNECKER, LLOYD	9002383	MEDICAL SUPPLIMENTAL	38.12	
71786	03/25/21	15.58	M245	LUCIER, MARILYN	9002384	MEDICAL SUPPLIMENTAL	15.58	
71787	03/25/21	38.12	M246	LYNCH, GLENN	9002385	MEDICAL SUPPLIMENTAL	38.12	
71788	03/25/21	52.01	M247	MAHAN, DAVID	9002386	MEDICAL SUPPLIMENTAL	52.01	
71789	03/25/21	19.17	M248	MALPHRUS, BRENDA	9002387	MEDICAL SUPPLIMENTAL	19.17	
71790	03/25/21	38.01	M249	MARCUS, STEVEN	9002388	MEDICAL SUPPLIMENTAL	38.01	
71791	03/25/21	64.29	M250	MARTIN, DAWN	9002389	MEDICAL SUPPLIMENTAL	64.29	
71792	03/25/21	123.80	M251	MARTINEZ, MANUEL	9002390	MEDICAL SUPPLIMENTAL	123.80	
71793	03/25/21	65.45	M252	MARTINEZ, MARK	9002391	MEDICAL SUPPLIMENTAL	65.45	
71794	03/25/21	46.79	M253	MATTOS, JOYCE	9002392	MEDICAL SUPPLIMENTAL	46.79	
71795	03/25/21	28.33	M254	MCDONALD, JANIE	9002393	MEDICAL SUPPLIMENTAL	28.33	
71796	03/25/21	15.58	M255	MCDONALD, KEVIN	9002394	MEDICAL SUPPLIMENTAL	15.58	
71797	03/25/21	38.01	M358	McFADDEN, IAN	9002493	MEDICAL SUPPLIMENTAL	38.01	
71798	03/25/21	31.16	M359	McGINNIS, POLLY	9002494	MEDICAL SUPPLIMENTAL	31.16	
71799	03/25/21	105.00	M374	MCHALE, BRIAN	9002509	MEDICAL SUPPLEMENTAL	105.00	

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71800	03/25/21	17.50	M360	MEJIA, INDELISA	9002495	MEDICAL SUPPLIMENTAL	17.50	
71801	03/25/21	15.58	M361	MELLON, JOHN	9002496	MEDICAL SUPPLIMENTAL	15.58	
71802	03/25/21	15.58	M256	MESSECK, MARGARITA	9002395	MEDICAL SUPPLIMENTAL	15.58	
71803	03/25/21	15.58	M362	MILLER, FOREST	9002497	MEDICAL SUPPLIMENTAL	15.58	
71804	03/25/21	46.28	M257	MILLER, MARY	9002396	MEDICAL SUPPLIMENTAL	46.28	
71805	03/25/21	52.01	M258	MITCHELL, LISA	9002397	MEDICAL SUPPLIMENTAL	52.01	
71806	03/25/21	52.01	M259	MITCHELL, TODD	9002398	MEDICAL SUPPLIMENTAL	52.01	
71807	03/25/21	17.50	M261	MORGAN, JEANETTE	9002399	MEDICAL SUPPLIMENTAL	17.50	
71808	03/25/21	38.34	M262	MORR, BONNIE	9002400	MEDICAL SUPPLIMENTAL	38.34	
71809	03/25/21	122.64	M263	MULLIS, MICHAEL	9002401	MEDICAL SUPPLIMENTAL	122.64	
71810	03/25/21	19.06	M264	MUNGIOLI, LARRY	9002402	MEDICAL SUPPLIMENTAL	19.06	
71811	03/25/21	31.16	M265	MUNGUJA, GUSTAVO	9002403	MEDICAL SUPPLIMENTAL	31.16	
71812	03/25/21	17.50	M266	NAUKKARINEN, JUUKA	9002404	MEDICAL SUPPLIMENTAL	17.50	
71813	03/25/21	15.58	M267	NELSON, EDWARD	9002405	MEDICAL SUPPLIMENTAL	15.58	
71814	03/25/21	35.00	M268	NELSON, RICHARD	9002406	MEDICAL SUPPLIMENTAL	35.00	
71815	03/25/21	31.16	M269	NIETO, MANUEL	9002407	MEDICAL SUPPLIMENTAL	31.16	
71816	03/25/21	93.58	M270	NJAA, N	9002408	MEDICAL SUPPLIMENTAL	93.58	
71817	03/25/21	84.56	M271	NORTH, JEFFREY	9002409	MEDICAL SUPPLIMENTAL	84.56	
71818	03/25/21	52.01	M272	NORTHON, M	9002410	MEDICAL SUPPLIMENTAL	52.01	
71819	03/25/21	38.12	M273	O'DONNELL, SHAWN	9002411	MEDICAL SUPPLIMENTAL	38.12	
71820	03/25/21	19.06	M274	O'HAGIN, JUSTINA	9002412	MEDICAL SUPPLIMENTAL	19.06	
71821	03/25/21	19.06	M277	O'MARA, KATHLEEN	9002415	MEDICAL SUPPLIMENTAL	19.06	
71822	03/25/21	35.00	M275	OJEDA, ROBERTO	9002413	MEDICAL SUPPLIMENTAL	35.00	
71823	03/25/21	47.38	M276	OLANDER, MARTIN	9002414	MEDICAL SUPPLIMENTAL	47.38	
71824	03/25/21	17.50	M278	ORTEGA, MANUELA	9002416	MEDICAL SUPPLIMENTAL	17.50	
71825	03/25/21	84.56	M279	OWENS, ROLAND	9002417	MEDICAL SUPPLIMENTAL	84.56	
71826	03/25/21	19.06	M280	PARHAM, WALLACE	9002418	MEDICAL SUPPLIMENTAL	19.06	
71827	03/25/21	35.00	M281	PENDRAGON, LINDA	9002419	MEDICAL SUPPLIMENTAL	35.00	
71828	03/25/21	31.16	M282	PEREZ, ANTONIO	9002420	MEDICAL SUPPLIMENTAL	31.16	
71829	03/25/21	58.50	M109	PEREZ, CHERYL	9002288	MEDICAL SUPPLIMENTAL	58.50	
71830	03/25/21	38.01	M284	PETERS, TERRIE	9002421	MEDICAL SUPPLIMENTAL	38.01	
71831	03/25/21	15.58	M285	PHILLIPS, THOMAS	9002422	MEDICAL SUPPLIMENTAL	15.58	
71832	03/25/21	15.58	M286	PICARELLA, FRANCIS	9002423	MEDICAL SUPPLIMENTAL	15.58	
71833	03/25/21	56.91	M287	POLANCO, JOSE	9002424	MEDICAL SUPPLIMENTAL	56.91	
71834	03/25/21	50.40	M288	PONS, JUAN	9002425	MEDICAL SUPPLIMENTAL	50.40	
71835	03/25/21	50.40	M289	POTEETE, BEVERLY	9002426	MEDICAL SUPPLIMENTAL	50.40	
71836	03/25/21	15.58	M363	PRECIADO, MARY LOU	9002498	MEDICAL SUPPLIMENTAL	15.58	
71837	03/25/21	38.12	M290	PRICE, HARRY	9002427	MEDICAL SUPPLIMENTAL	38.12	
71838	03/25/21	19.06	M291	PRINCE, DEBRA	9002428	MEDICAL SUPPLIMENTAL	19.06	
71839	03/25/21	84.56	M292	PRINCE, PETER	9002429	MEDICAL SUPPLIMENTAL	84.56	
71840	03/25/21	35.00	M293	PRUDDEN, RICHARD	9002430	MEDICAL SUPPLIMENTAL	35.00	
71841	03/25/21	19.06	M294	RACKLEY, BOBBIE	9002431	MEDICAL SUPPLIMENTAL	19.06	
71842	03/25/21	16.22	M295	RAMIREZ, MANUEL	9002432	MEDICAL SUPPLIMENTAL	16.22	
71843	03/25/21	131.05	M296	RAMOS, ROSALIO	9002433	MEDICAL SUPPLIMENTAL	131.05	
71844	03/25/21	15.58	M364	READ, TIMON	9002499	MEDICAL SUPPLIMENTAL	15.58	
71845	03/25/21	123.80	M297	REGAN, MICHAEL	9002434	MEDICAL SUPPLIMENTAL	123.80	

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71846	03/25/21	38.12	RHODES, BRUCE		9002435	MEDICAL SUPPLEMENTAL	38.12	
71847	03/25/21	19.17	ROCHA, SHERRI		9002436	MEDICAL SUPPLEMENTAL	19.17	
71848	03/25/21	17.50	RODGERS, MARILYN		9002437	MEDICAL SUPPLEMENTAL	17.50	
71849	03/25/21	19.06	ROGERS, SYLVIA		9002500	MEDICAL SUPPLEMENTAL	19.06	
71850	03/25/21	38.34	ROSSI, DENISE		9002438	MEDICAL SUPPLEMENTAL	38.34	
71851	03/25/21	64.73	ROWE, RUBY		9002439	MEDICAL SUPPLEMENTAL	64.73	
71852	03/25/21	19.06	ROY, ARLEN		9002440	MEDICAL SUPPLEMENTAL	19.06	
71853	03/25/21	84.56	RUIZ, ESTEVAN		9002441	MEDICAL SUPPLEMENTAL	84.56	
71854	03/25/21	31.16	RYLANDER, REED		9002442	MEDICAL SUPPLEMENTAL	31.16	
71855	03/25/21	38.34	SALGUEIRO, MICHAEL		9002443	MEDICAL SUPPLEMENTAL	38.34	
71856	03/25/21	17.50	SANDOVAL, ANGEL		9002501	MEDICAL SUPPLEMENTAL	17.50	
71857	03/25/21	92.56	SCARGILL, JOSEPH		9002444	MEDICAL SUPPLEMENTAL	92.56	
71858	03/25/21	17.50	SCILLA, JOSEPH		9002445	MEDICAL SUPPLEMENTAL	17.50	
71859	03/25/21	84.56	SERRATO, JUAN		9002446	MEDICAL SUPPLEMENTAL	84.56	
71860	03/25/21	15.58	SILVIA, EDUARDO		9002502	MEDICAL SUPPLEMENTAL	15.58	
71861	03/25/21	15.58	SLOAN, SUZANNE		9002447	MEDICAL SUPPLEMENTAL	15.58	
71862	03/25/21	39.16	SMITH, DONNA		9002448	MEDICAL SUPPLEMENTAL	39.16	
71863	03/25/21	35.00	STRICKLAND, JAMES		9002503	MEDICAL SUPPLEMENTAL	35.00	
71864	03/25/21	31.16	SWART, RANDY		9002504	MEDICAL SUPPLEMENTAL	31.16	
71865	03/25/21	35.00	TAYLOR, JAMES		9002449	MEDICAL SUPPLEMENTAL	35.00	
71866	03/25/21	15.58	TAYLOR, THOMAS		9002505	MEDICAL SUPPLEMENTAL	15.58	
71867	03/25/21	26.18	TERESI, JAMES		9002506	MEDICAL SUPPLEMENTAL	26.18	
71868	03/25/21	35.00	THOMAS, RUSSELL		9002450	MEDICAL SUPPLEMENTAL	35.00	
71869	03/25/21	77.57	TICHENOR, KENNETH		9002451	MEDICAL SUPPLEMENTAL	77.57	
71870	03/25/21	15.58	TOLINE, DONALD		9002452	MEDICAL SUPPLEMENTAL	15.58	
71871	03/25/21	17.50	TOVAR, SERENA		9002453	MEDICAL SUPPLEMENTAL	17.50	
71872	03/25/21	19.17	TRENT, VICKI		9002454	MEDICAL SUPPLEMENTAL	19.17	
71873	03/25/21	64.29	TUTTLE CALLIS, CHERI		9002455	MEDICAL SUPPLEMENTAL	64.29	
71874	03/25/21	38.34	VALDEZ, JOSE		9002456	MEDICAL SUPPLEMENTAL	38.34	
71875	03/25/21	92.37	VAN DEER VEER, JOHN		9002457	MEDICAL SUPPLEMENTAL	92.37	
71876	03/25/21	38.01	VAN DYKE, CURTIS		9002458	MEDICAL SUPPLEMENTAL	38.01	
71877	03/25/21	57.18	VEST, SHELLY		9002510	MEDICAL SUPPLEMENTAL	57.18	
71878	03/25/21	19.06	VONWAL, YVETTE		9002459	MEDICAL SUPPLEMENTAL	19.06	
71879	03/25/21	15.58	WADSWORTH, RITA		9002460	MEDICAL SUPPLEMENTAL	15.58	
71880	03/25/21	31.16	WALTER, KEVIN		9002461	MEDICAL SUPPLEMENTAL	31.16	
71881	03/25/21	35.00	WHITNEY, LUCERE		9002462	MEDICAL SUPPLEMENTAL	35.00	
71882	03/25/21	17.50	WILLIAMS, CHRISTOPHER		9002463	MEDICAL SUPPLEMENTAL	17.50	
71883	03/25/21	35.00	WILSON, BONNIE		9002507	MEDICAL SUPPLEMENTAL	35.00	
71884	03/25/21	84.56	WOODBIDGE, ELIZABETH		9002464	MEDICAL SUPPLEMENTAL	84.56	
71885	03/25/21	46.28	WU, PETER		9002465	MEDICAL SUPPLEMENTAL	46.28	
71886	03/25/21	15.58	YAGI, RANDY		9002466	MEDICAL SUPPLEMENTAL	15.58	
71887	03/25/21	17.50	YANCY, TERRY		9002467	MEDICAL SUPPLEMENTAL	17.50	
71888	03/25/21	40.68	ZENKER, JEFFREY		9002468	MEDICAL SUPPLEMENTAL	40.68	
71889	03/29/21	267.66	RICOH USA, INC. TX		106639	4/3-5/2 LEASE C/S	267.66	
71890	03/29/21	2,666.84	SLINGSHOT CONNECTIONS LLP		106637	TEMP W/E 3/7	1,337.60	
					106638	TEMP W/E 3/14	1,329.24	

Attachment A

DATE 04/01/21 07:38 PAGE 21
 SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
 CHECK JOURNAL DETAIL BY CHECK NUMBER
 ALL CHECKS FOR ACCOUNTS PAYABLE

DATE: 03/01/21 THRU 03/31/21

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
71891	03/29/21	3,851.13	VERIZON WIRELESS	0	106640	2/13-3/12 BUS WIFI	3,851.13	
TOTAL		1,160,362.45	ACCOUNTS PAYABLE			TOTAL CHECKS	518	1,160,362.45

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DATE: April 23, 2021
TO: Board of Directors
FROM: Alex Clifford, CEO/General Manager
SUBJECT: **ACCEPT AND FILE MINUTES OF THE MARCH 26, 2021 BOARD OF DIRECTORS MEETING, THE APRIL 9, 2021 FINANCE, BUDGET & AUDIT STANDING COMMITTEE MEETING, THE APRIL 9, 2021 CAPITAL PROJECTS STANDING COMMITTEE MEETING AND THE APRIL 9, 2021 PERSONNEL/HR STANDING COMMITTEE MEETING**

I. RECOMMENDED ACTION

That the Board of Directors Accept and File the Minutes of the March 26, 2021 Board of Directors Meeting, the April 9, 2021 Finance, Budget & Audit Standing Committee Meeting, the April 9, 2021 Capital Projects Standing Committee Meeting and the April 9, 2021 Personnel/HR Standing Committee Meeting

II. SUMMARY

- Staff is providing minutes from the Santa Cruz Metropolitan Transit District (METRO) March 26, 2021 Board of Directors Meeting, the April 9, 2021 Finance, Budget & Audit Standing Committee Meeting, the April 9, 2021 Capital Projects Standing Committee Meeting and the April 9, 2021 Personnel/HR Standing Committee Meeting.
- Each meeting staff will provide minutes from the previous METRO Board and Committee meetings.

III. DISCUSSION/BACKGROUND

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

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

None.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

None.

VIII. ATTACHMENTS

Attachment A: Draft minutes for the Board of Directors Meeting of March 26, 2021

Attachment B: Draft minutes for the Finance, Budget & Audit Standing Committee Meeting of April 9, 2021

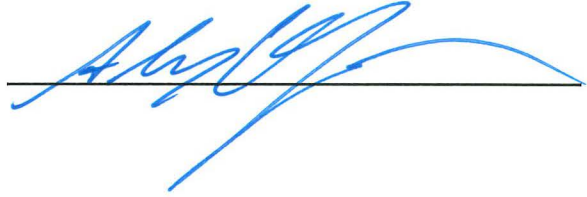
Attachment C: Draft minutes for the Capital Projects Standing Committee Meeting of April 9, 2021

Attachment D: Draft minutes for the Personnel/HR Standing Committee Meeting of April 9, 2021

Prepared by: Gina Pye, Executive Assistant

IX. APPROVALS

Alex Clifford, CEO/General Manager



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Attachment A



SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO) BOARD OF DIRECTORS MEETING MINUTES* MARCH 26, 2021 – 9:00AM MEETING HELD VIA TELECONFERENCE

A regular meeting of the Board of Directors of the Santa Cruz Metropolitan Transit District (METRO) convened on Friday, March 26, 2021, via teleconference.

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

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- 1 **CALL TO ORDER** at 900AM by Board Chair Lind.
- 2 **ROLL CALL:** The following Directors were **present** via teleconference, representing a quorum:

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

Additional METRO staff:
Alex Clifford
Julie Sherman

CEO/General Manager
General Counsel

- 3 **RECESS TO SCCIC MEETING**
Director Rotkin explained the background and intended purpose of the Santa Cruz Civic Improvement Corporation (SCCIC) to the assembly. Chair Lind recessed the Board meeting at 9:02AM.

There were no public comments

Attachment A

Board of Directors
March 26, 2021
Page 2 of 6

4 RECONVENE TO BOARD MEETING

Chair Lind reconvened the METRO Board meeting at 9:10AM.

5 ANNOUNCEMENTS

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

6 BOARD OF DIRECTORS COMMENTS

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

7 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD

7-1 Buzz Anderson March 9, 2021 email regarding bus stop service

7-3 Multiple video links were received from Buzz Anderson, Bill Cook & Debby Molina (sent separately to the METRO Board members)

Debra Molina expressed her appreciation for bus services, believing that METRO is part of the solution to traffic in Santa Cruz County. She expressed concerns about the Santa Cruz County Regional Transportation Commission (SCCRTC) diverting funds into the train plan; she would prefer further investments in the bus system, routes, etc.

Brian Peoples, TrailNow, reminded the assembly of the vote scheduled for April 1, 2021 at the SCCRTC Meeting regarding the Santa Cruz Coastal Corridor usage.

Buzz Anderson shared a YouTube video featuring Tyler Fox and referenced his recent commentary in the Watsonville Register Pajaronian newspaper.

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

8 LABOR ORGANIZATION COMMUNICATIONS

Joan Jeffries, SEA Chapter President, expressed the Union's concerns regarding several positions proposed to be unfunded in the draft preliminary budget on today's agenda, stating that losing these positions and/or jobs will have a huge impact on METRO's ability to provide service.

At Chair Lind's suggestion, Ms. Jeffries opted to postpone her comments until Agenda item 16, when the preliminary budget is presented.

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

9 WRITTEN COMMUNICATIONS FROM THE METRO ADVISORY COMMITTEE (MAC)

James Von Hendy March 3, 2021 email regarding Bus Stop Sign Improvements.

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

10 ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS

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

CONSENT AGENDA

- 11.1 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK JOURNAL DETAIL FOR THE MONTH OF FEBRUARY 2021

Attachment A

Board of Directors
March 26, 2021
Page 3 of 6

- 11.2 ACCEPT AND FILE: MINUTES OF THE FEBRUARY 17, 2021 METRO ADVISORY COMMITTEE (MAC) MEETING, THE FEBRUARY 26, 2021 BOARD OF DIRECTORS MEETING, AND THE MARCH 12, 2021 FINANCE, BUDGET & AUDIT STANDING COMMITTEE MEETING
- 11.3 ACCEPT AND FILE: YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF JANUARY 31, 2021
- 11.4 APPROVE: CONSIDERATION OF DECLARING VEHICLES AND/OR EQUIPMENT AS EXCESS FOR PURPOSES OF DISPOSAL OR AUCTION
- 11.5 ACCEPT AND FILE: QUARTERLY PROCUREMENT REPORT FOR 4TH QUARTER OF FY21
- 11.6 APPROVE: CONSIDER A RESOLUTION DESIGNATING THE CEO AS THE AUTHORIZED AGENT TO SUBMIT A GRANT APPLICATION AND EXECUTE ACTIONS NECESSARY TO RECEIVE FORMULA FUNDS FROM THE FY21 LOW CARBON TRANSIT OPERATIONS PROGRAM
- 11.7 APPROVE: CONSIDER A RESOLUTION DESIGNATING THE CEO AS THE AUTHORIZED AGENT TO EXECUTE A MASTER AGREEMENT AND SUPPLEMENTAL AGREEMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR GRANT AWARDS
- 11.8 APPROVE: CONSIDERATION OF AWARD OF CONTRACT TO ATHENS ADMINISTRATORS FOR THIRD PARTY ADMINISTRATION OF WORKERS' COMPENSATION CLAIMS
- 11.9 APPROVE: CONSIDERATION OF DESIGNATION OF SAFETY, SECURITY AND RISK MANAGEMENT DIRECTOR TO THE CALIFORNIA TRANSIT INDEMNITY POOL (CALTIP) BOARD OF DIRECTORS
- 11.10 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 2ND AMENDMENT EXTENDING THE CONTRACT FOR ONE YEAR WITH CLEAN ENERGY FOR MAINTENANCE SERVICES FOR THE LCNG FUELING STATION, INCREASING THE CONTRACT TOTAL BY \$215,000
- 11.11 APPROVE: RATIFICATION OF CHANGE IN FUNDING SOURCE FOR CENTER FOR TRANSPORTATION AND THE ENVIRONMENT'S (CTE) WORK ON METRO'S ZERO EMISSION BUS TRANSITION PLAN
- 11.12 ACCEPT AND FILE: RECEIVE AN UPDATE ON THE LONG-RANGE BUS REPLACEMENT PLAN

ACTION: MOTION TO APPROVE THE CONSENT AGENDA AS PRESENTED

MOTION: DIRECTOR ROTKIN

SECOND: DIRECTOR MEYERS

MOTION PASSED WITH 11 AYES (Directors Dutra, Gonzalez, Kalantari-Johnson, Koenig, Lind, McPherson, Meyers, Pageler, Petersen, Rothwell and Rotkin)

9.2A.3

Attachment A

REGULAR AGENDA

12 PRESENTATION OF EMPLOYEE LONGEVITY AWARDS: JASON LoGIUDICE, 20 YEARS:

Chair Lind read a short bio and thanked Mr. LoGuidice in absentia.

There was no public comment.

13 RETIREE RESOLUTIONS OF APPRECIATION: RUFUS FRANCIS, DEBBIE KINSLOW AND GILBERTO LIMAS

Chair Lind read short bios and thanked the recipients in absentia.

There was no public comment.

ACTION: MOTION TO APPROVE THE RETIREE RESOLUTIONS AS PRESENTED

MOTION: DIRECTOR ROTKIN

SECOND: DIRECTOR PAGELER

MOTION PASSED WITH 11 AYES (Directors Dutra, Gonzalez, Kalantari-Johnson, Koenig, Lind, McPherson, Meyers, Pageler, Petersen, Rothwell and Rotkin)

14 SANTA CRUZ COUNTY OPERATIONAL PLAN UPDATE

Matt Machado, Deputy County Administrative Officer, Public Works Director, spoke to the presentation.

Board comment:

Signal prioritization projects were discussed briefly; e.g., cost per signal, connecting to METRO's Automatic Vehicle Locator (AVL) System, bus flow efficiency, etc. Mr. Machado noted that the County is addressing pedestrian safety at the impacted intersections.

Director Koenig informed the assembly that an RFP was issued for the SMART signal adapters and they are working to bring a contract to the Board of Supervisors in the near future.

Director Koenig asked if METRO is planning any improvements or changes to service in Routes 71, 69 and 69W. John Urgo, Planning & Development Director, replied service will be evaluated as METRO works through the design with the County.

Director McPherson commended the County Public Works Department for their attention to the high priority projects and thanked METRO and the SCCRTC for their collaborative efforts which resulted in obtaining a financial grant.

Public comment:

Mr. Peoples thanked Mr. Machado for his presentation and public outreach. TrailNow is promoting Highway 1 widening near Aptos and a connection of the trestle to a dedicated bike trail from Soquel to Highway 1.

15 CEO ORAL REPORT / COVID-19 UPDATE

CEO Clifford read short bios and introduced:

- Chuck Farmer, Chief Financial Officer
- Curtis Moses, Safety, Security and Risk Management Director

Mr. Farmer and Mr. Moses thanked the Board and METRO for the opportunity and are looking forward to working with the team at METRO and the Board.

Attachment A

He went on to provide the following:

- Funding updates from the various federal and state legislative bodies. President Biden signed the American Rescue Plan of 2021, which could result in approximately \$26M in COVID relief for METRO.
- The imbalance between expenses and revenue sources would have resulted in a structural deficit without the receipt of COVID emergency funding.
- COVID updates –
 - Effective March 15, 2021, transit workers now qualify for a vaccine. Thanks to the Board members, County Health Department, Sutter, Kaiser and the Monterey Bay Central Council who supplied numerous opportunities for transit workers in Salinas, Watsonville and Santa Cruz.
 - METRO was hoping to reach an 80% employee vaccination rate. To date, 55% of METRO's employees have opted to get the vaccine. We continue to educate and encourage employees to get the vaccine to achieve "herd immunity".
 - A webinar by UCSC Professor Kirkpatrick and a link to a Kaiser video with additional COVID vaccination information were provided to all METRO employees.
 - To date, there is no ethnic breakdown of the unvaccinated to target specific audiences.
 - METRO continues to offer free rides to vaccination sites.
 - An interactive map is available on the METRO website showing which routes will transfer to vaccination sites.
- Effective Monday, March 22nd, half price fares were put into effect. Customers who qualified for discount fares prior to this date now qualify for free fares for the duration of the program.
- We anticipate a new FlixBus contract; they operate an intercity/interstate concept similar to Greyhound and MegaBus.
- METRO's pilot on-demand service will go into effect on April 19th.
- METRO continues to move closer to implementation of a smart phone application and an Automatic Vehicle Locator (AVL) system that utilizes a GPS system.
- The second Proterra bus has been received.
- A new class of Bus Operators will begin mid-April.

There was no public comment.

16 APPROVAL OF FY22 AND FY23 PRELIMINARY OPERATING BUDGETS AND FY22 CAPITAL BUDGET FOR REVIEW AND TDA/STA CLAIMS PURPOSES

CFO Farmer spoke to the presentation, stressing this is a preliminary budget, subject to change. The intent behind this budget is to meet the TDA/STA deadline from the SCCRTC. A lot of work remains before the May 2021 Finance Committee and Board meetings.

Discussion regarding the authorized positions referenced on page 16A.11 of the agenda ensued. CEO Clifford noted the implementation of the 2021 Rescue Act allowed METRO to reduce the initial number of positions. Of the positions proposed, two are provisional employees who are expected to exceed the minimum amount of time permitted in FY22.

CEO Clifford provided a brief verbal history of METRO's structural deficit. In 2014, METRO faced a structural deficit of \$6.4M; today's anticipated fiscal cliff is \$11.4M. METRO needs to begin looking for means and methods to reduce costs as revenues are outpacing expenses.

Attachment A

The unions and METRO management will meet to review and discuss the budget in early May.

Director Koenig acknowledged the identification of an \$11M+ structural deficit, saying cost-cutting measures should not affect METRO's ability to adapt service needs. One of the challenges for organizations is basing staffing decisions on seniority rather than skill.

Director Dutra spoke of his experiences with METRO and the structural deficit. He asked how METRO can be a source of transportation that the public want to use.

CEO Clifford recalled difficult decisions were made in 2014 – 2016. In that timeframe, two important funding sources came to the rescue: SB1 and Measure D. Without that funding, METRO would have remained in a structural deficit. The return of in person classes will help increase ridership and funding. The great unknown is the remaining non-student 40% of riders. How many riders will continue working remote; and, as the vaccination rate increases, will ridership increase?

Public comment:

Mr. Peoples urged the board members to support METRO, rather than the expensive train option proposed by the SCCRTC.

Speaking of the six positions proposed for elimination in the preliminary budget, Cayla Hill, Secretary/Treasurer of SEA, said the Union was informed of three positions only: IT support, provisional planning and the Planning/Grants intern. These employees fulfill important roles involved in critical projects and unfunding these projects will make the timely completion of these projects impossible. Measure D funding increased last year. UCSC has approached METRO to increase service. METRO received \$20+M in CARESAct funding; the purpose of which was to maintain staff. Without staff, we cannot improve service.

James Sandoval, SMART General Chairperson, said they stand in solidarity with SEA. Eliminating positions requires other employees to carry more weight.

ACTION: MOTION TO APPROVE THE FY22 AND FY23 PRELIMINARY OPERATING BUDGETS AND FY22 CAPITAL BUDGET FOR REVIEW AND TDA/STA CLAIMS PURPOSES AS PRESENTED

MOTION: DIRECTOR DUTRA

SECOND: DIRECTOR ROTKIN

MOTION PASSED WITH 11 AYES (Directors Dutra, Gonzalez, Kalantari-Johnson, Koenig, Lind, McPherson, Meyers, Pageler, Petersen, Rothwell and Rotkin)

17 ANNOUNCEMENT OF NEXT MEETING: APRIL 23, 2021

Chair Lind announced the next meeting on April 23, 2021 and reminded the assembly to check the SCMTD website for venue updates, as we remain dependent upon the public health orders in place at the time.

18 ADJOURNMENT

Chair Lind adjourned the meeting at 11:00AM

Respectfully submitted,

Gina Pye
Executive Assistant

Attachment B



SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO) FINANCE, BUDGET AND AUDIT STANDING COMMITTEE MEETING MINUTES* APRIL 9, 2021 – 8:00AM MEETING HELD VIA TELECONFERENCE

A regular meeting of the Finance, Budget and Audit Standing Committee of the Santa Cruz Metropolitan Transit District (METRO) was convened on Friday, April 9, 2021, via teleconference.

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

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- 1 CALL TO ORDER** at 8:03AM by Chair Lind
- 2 ROLL CALL:** The following Directors were **present** via teleconference, representing a quorum:

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

Alex Clifford	METRO CEO/General Manager
Julie Sherman	METRO General Counsel

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

Chuck Farmer	METRO CFO
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- 3 ORAL AND WRITTEN COMMUNICATIONS TO THE FINANCE, BUDGET AND AUDIT STANDING COMMITTEE**
Hearing none, Director Lind moved to the next agenda item.
- 4 ADDITIONS OR DELETIONS FROM AGENDA/ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS**
Having none, Director Lind moved to the next agenda item.
- 5 MONTHLY FINANCIAL UPDATE**
Chuck Farmer, CFO, spoke to the presentation.

In response to Director Rotkin’s suggestion, CFO Farmer will rename “fringe benefits” column to “benefits”.

Attachment B

Marketing safety suggestions and the aid of Committee Members to increase ridership were proposed; e.g., there has never been any transmission traced back to METRO.

Cabrillo students will begin a two-week voting period on Monday, April 12, with results anticipated in mid-May. One ballot issue is the \$40 student transit fee. Director Rotkin, John Urgo and Eduardo Montesino met to discuss opportunities to provide factual information about the fee. Cabrillo's President has offered to meet if the vote fails. UCSC and Cabrillo students represent 60% of METRO's ridership. Director Rotkin noted UCSC is predicting near 100% in person classes in the fall. In anticipation of UCSC returning to in person classes in the fall, METRO recruited and started a new Operator class to meet the increased ridership demand.

CFO Farmer explained expenses are running lower than prior years' due to a combination of vacant positions, reduced overtime and a lower number of service hours at the beginning of the pandemic. Service is slowly being restored. We are now at 80% of service.

There were no public comments.

6 UPDATES OF SCHEDULE OF RESERVE BALANCES AND OPEB AND UAL LIABILITIES

Chuck Farmer, CFO, provided brief commentary to the presentation, noting METRO is one of the few agencies currently offering OPEB to their employees.

The purpose and logistics of being self-insured were discussed. CEO Clifford and CFO Farmer will provide more detailed information about insurance under separate cover as requested by Director Rotkin. An updated slide will be presented at a future committee meeting.

METRO will return to the Committee and Board in August with OPEB and pension funding opportunities and recommendations.

Public comment:

In response to James Sandoval's questions, CFO Farmer explained METRO pays OPEB on a pay as you go method. With the Pension, METRO pays the current portion plus interest due to under funding. The actuarial view of the total value over time is ~\$124M for OPEB and ~\$64M for Pension. If METRO begins funding now, this amount could be dramatically reduced over time. It will take 10-20 years to reach balance.

7 REVIEW OF STRUCTURAL DEFICIT

Chuck Farmer, CFO, provided brief commentary to the presentation noting METRO is currently running down a path to become structural deficit unless additional funding or cost reductions occur.

Public comment:

Eduardo Montesino said the recent increase in retirees contributed to the higher pension rate. METRO's workforce today is younger; so, he does not see the current rate continuing which would result in lower costs.

CFO Farmer responded yes, the costs would go down, but the costs would continue to exceed revenue as shown. Pension is not about retirees; it is about the number of participants, their pay rate and their age. Overall costs will increase with additional participants.

CEO Clifford emphasized that the early retirements have some impact, but that does not affect the slope of the revenue and/or expenses as shown. Actuarial expenses show an increase in life longevity, expenses, etc.

Attachment B

Public comment:

Holly Alcorn asked if the \$26M from the federal government assistance is included in the assumptions. CEO Clifford answered yes; this amount is depicted in the chart where expenses outpace revenues. CFO Farmer added this is one reason METRO is not facing a fiscal cliff until FY27. Director Rotkin noted METRO does not count on non-guaranteed revenue; e.g., Congressional plus-ups.

8 CEO ORAL REPORT / COVID-19 UPDATE

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

- METRO is focusing on increasing non-student ridership, which is 79% lower than the prior year. For the week ending April 4, 2021, there were 21K riders; this is the highest increase since ridership plummeted in March 2020.
- METRO has not had a COVID-positive since March 15, 2021, and February 1st before that.
- Staffing shortages due to METRO employees receiving second vaccines and taking advantage of California's new sick leave (SPSL), especially going "open-ended" or putting in for SPSL the day before their second vaccination, have resulted in cancelled service – numerous routes impacted; similar to that experienced at the end of CY2020 when FFCRA paid leaves were taken in the last few weeks of December 2020 because FFCRA was expiring December 31, 2020. It only takes a small increase in absenteeism to disrupt the delivery of service. For example, on Friday, April 9th, 15 Bus Operators were out on SPSL. A normal day's absenteeism for sick is 1-3 Bus Operators.
- Pass-ups are increasing as the county re-opens. Effective May 1, we will increase seating capacity to 25 seated passengers on a 40' bus and 17 seated passengers on a 35' bus.
- Governor Newsome announced a new green tier and planned re-opening of California on June 15. METRO may return to 100% bus capacity on June 15th.

Public comments:

James Sandoval asked that METRO continue physically blocking seats when bus capacity is increased. It is difficult for the Operators to enforce capacity limits when counting passengers with the barriers in place.

CEO Clifford responded that the seat blocks will come down on May1st and the between row plastic barriers may come down on June 15th.

9 ADJOURNMENT

Director Lind adjourned the meeting at 9:50AM.

Respectfully submitted,

Gina Pye

Executive Assistant

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Attachment C



SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO) CAPITAL PROJECTS STANDING COMMITTEE MEETING MINUTES* APRIL 9, 2021– 10:30AM MEETING HELD VIA TELECONFERENCE

A regular meeting of the Capital Projects Standing Committee of the Santa Cruz Metropolitan Transit District (METRO) was convened on Friday, April 9, 2021, via teleconference.

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

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- 1 **CALL TO ORDER** at 10:30AM by Director McPherson
- 2 **ROLL CALL:** The following Directors were **present** via teleconference, representing a quorum:

Director Bruce McPherson
Director Donna Meyers
Director Larry Pageler

County of Santa Cruz
City of Santa Cruz
County of Santa Cruz

Alex Clifford

METRO CEO/General Manager

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

Eddie Benson
Chuck Farmer
Wondimu Mengistu

Maintenance Manager
METRO CFO
METRO Grants/Legislative Analyst

- 3 **ADDITIONS OR DELETIONS FROM AGENDA/ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS**
Having none, Director McPherson moved to the next agenda item.
- 4 **ORAL AND WRITTEN COMMUNICATIONS TO THE CAPITAL PROJECTS STANDING COMMITTEE**
Having none, Director McPherson moved to the next agenda item.

With the consent of those present, the agenda order was changed.

- 5 **CONSIDERATION OF AUTHORIZING THE CEO TO USE THE CALIFORNIA ASSOCIATION FOR COORDINATED TRANSPORTATION (CALACT)/MORONGO BASIN TRANSIT AUTHORITY (MBTA) PURCHASING COOPERATIVE CONTRACT FOR THE PURCHASE OF TWO CNG BUSES FROM GILLIG, LLC (former agenda item 7)**

Eddie Benson, Maintenance Manager, provided a brief commentary to the staff report.

There was no public comment.

Attachment C

MOTION: MOTION TO RECOMMEND AUTHORIZING THE CEO TO USE THE CALIFORNIA ASSOCIATION FOR COORDINATED TRANSPORTATION (CALACT)/MORONGO BASIN TRANSIT AUTHORITY (MBTA) PURCHASING COOPERATIVE CONTRACT FOR THE PURCHASE OF TWO CNG BUSES FROM GILLIG, LLC AS PRESENTED TO THE FULL BOARD OF DIRECTORS

Motion: Director Pageler

Second: Director Meyers

Motion passed unanimously.

6 RECEIVE AN UPDATE ON FY22 APPROPRIATIONS AND SURFACE TRANSPORTATION REAUTHORIZATION EARMARK REQUESTS

Wondimu Mengistu, Grants/Legislative Analyst, spoke to the staff report.

There was no public comment.

MOTION: MOTION TO ACCEPT AND FILE THE UPDATE ON FY22 APPROPRIATIONS AND SURFACE TRANSPORTATION REAUTHORIZATION EARMARK REQUESTS AS PRESENTED

Motion: Director Meyers

Second: Director Pageler

Motion passed unanimously.

7 CAPITAL PLANNING UPDATE (former agenda item 5)

Chuck Farmer, CFO, provided commentary to the presentation. The committee members expressed their appreciation for the updated format and transparency.

There were no public comments.

MOTION: MOTION TO ACCEPT / RECEIVE THE CAPITAL PLANNING UPDATE AS PRESENTED

Motion: Director Pageler

Second: Director Meyers

Motion passed unanimously.

8 ADJOURNMENT

Director McPherson adjourned the meeting at 10:56AM.

Respectfully submitted,

Gina Pye

Executive Assistant

Attachment D



SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO) PERSONNEL/HR STANDING COMMITTEE MEETING MINUTES* APRIL 9, 2021 – 1:00PM 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, April 9, 2021, via teleconference.

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

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- 1 **CALL TO ORDER** at 1:04PM by Director Lind.
- 2 **ROLL CALL:** The following Directors were present via teleconference, representing a quorum:

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

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

Alex Clifford
Julie Sherman

METRO CEO/General Manager
METRO General Counsel

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

Monik Delfin

METRO HR Deputy Director

- 3 **ADDITIONS OR DELETIONS FROM AGENDA/ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS**
Having none, Director Lind moved to the next agenda item.
- 4 **ORAL AND WRITTEN COMMUNICATIONS TO THE PERSONNEL/HR STANDING COMMITTEE**
Having none, Director Lind moved to the next agenda item.
- 5 **REVIEW METRO EXTERNAL SOCIAL MEDIA POLICY**
Julie Sherman, General Counsel, spoke to the agenda item stating this is a new policy intended to provide a basis for public comment stemming from METRO’s presence on social media. Public agencies are allowed to place reasonable time, place and manner restrictions tailored to this forum, but the restrictions must be applied in a reasonable, consistent manner; similar to the advertising policy that allows and disallows certain terms of speech.

Attachment D

Personnel/HR Standing Committee Agenda
April 9, 2021
Page 2 of 2

In the absence of METRO's Marketing, Communications and Customer Service Director, the assembly briefly discussed their respective experience(s) and exposure to social media sites; e.g., job openings, timeliness and efficiency in providing evacuation, shelter and other pertinent information during the recent CZU Lightning Fires, etc.

Public comment:

Union representatives, Joan Jeffries and James Sandoval, expressed their support for the policy and the outreach to a younger generation through social media.

MOTION TO RECOMMEND APPROVAL OF METRO'S EXTERNAL SOCIAL MEDIA POLICY AS PRESENTED

MOTION: DIRECTOR ROTKIN

SECOND: DIRECTOR DUTRA

MOTION PASSED UNANIMOUSLY

6 **ADJOURNMENT**

Director Lind adjourned the meeting at 1:23PM.

Respectfully submitted,

Gina Pye

Executive Assistant

DRAFT



DATE: April 23, 2021
TO: Board of Directors
FROM: Chuck Farmer, Chief Financial Officer
SUBJECT: ACCEPT AND FILE THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF FEBRUARY 28, 2021

I. RECOMMENDED ACTION

That the Board of Directors accept and file the Year to Date Monthly Financial Report as of February 28, 2021

II. SUMMARY OF ISSUES

- An analysis of Santa Cruz Metropolitan Transit District's (METRO) financial status is prepared monthly in order to inform the Board of Directors (Board) regarding METRO's actual revenues and expenses in relation to the adopted operating and capital budgets for the fiscal year.
- This staff report is the web-accessible companion document to the attached PowerPoint presentation titled "Year to Date Monthly Financial Report as of February 28, 2021."
- Staff recommends that the Board accept and file the attached report.

III. DISCUSSION/BACKGROUND

Below are the written explanations of the various charts and graphs in the attached Year to Date Monthly Financial Report as of February 28, 2021. The fiscal year has elapsed 67%.

Slide 1

(Cover) Year to Date Monthly Financial Report as of February 28, 2021

Slide 2

FY21 Operating Revenue and Expenses for the Month-to-Date February 28, 2021

- Operating Revenues for the month are unfavorable by \$483K
- Operating Expenses
 - Labor Regular - favorable by \$212K
 - Labor OT - favorable by \$66K
 - Fringe Benefits – favorable by \$246K
 - Non-Personnel - unfavorable by \$63K

- Total Operating Expenses – favorable by \$461K
- Transfers – favorable by \$47K
- Operating Balance – unfavorable by \$69K

Slide 3

FY21 Operating Revenue and Expenses for the Year-to-Date February 28, 2021

- Operating Revenues for the month are unfavorable by \$2,072K
- Operating Expenses
 - Labor Regular - favorable by \$1,962K
 - Labor OT - favorable by \$397K
 - Fringe Benefits – favorable by \$1,158K
 - Non-Personnel - favorable by \$595K
- Total Operating Expenses – favorable by \$4,112K
- Transfers – favorable by \$176K
- Operating Balance – favorable by \$1,864K

Slide 4

FY21 Operating Revenue by Major Funding Source - Year to Date as of February 28, 2021

- Passenger Fares – actual is \$3,135K while budget is \$6,811K; variance to budget is unfavorable by \$3,676K primarily due to reduced ridership across all categories as a result of COVID-19
- Sales Tax Revenue (including Measure D) – actual is \$18,678K while budget is \$17,765K; variance to budget is favorable by \$913K primarily due to higher than anticipated receipts
- Other Revenue – actual is \$461K while budget is \$779K; variance to budget is unfavorable by \$318K primarily due to reduced advertising and rental revenue as a result of COVID-19
- Federal OP Assistance – actual is \$4,580K while budget is \$4,583K; variance to budget is unfavorable by \$3K
- CARES Act FTA 5307/5311 – actual is \$2,250K related to the final reimbursements for operating expenses incurred in July and August 2021 which was not budgeted in FY21
- STA – OP Assistance – actual is \$1,671K, while budget is \$2,247K; variance to budget is unfavorable by \$576K primarily due to reduced diesel fuel tax received at the state level
- STIC OP Assistance – actual and budget are both \$2,703K, there is no variance

- TDA OP Assistance – actual is \$3,152K while budget is \$3,814K; variance to budget is unfavorable by \$662K. The TDA allocation for METRO is based on the budget and TDA claim, adopted at the end of June 2020, which reflected a significant decline in sales tax based revenues. Actual cash receipts for the first five months (July – November) exceeded budget projections, which could result in revised apportionments to TDA recipients at year-end.

Slide 5

FY21 Operating Expenses by Major Expense Category Year to Date as of February 28, 2021

- Labor – Regular – actual is \$10,539K while budget is \$12,501K; variance to budget is favorable by \$1,962K, primarily due to vacant funded positions along with extended unpaid leaves of absence
- Labor – OT – actual is \$641K while budget is \$1,038K; variance to budget is favorable by \$397K, primarily due to significant reduction of OT across the agency.
- Fringe Benefits – actual is \$17,024K (*of which \$4,782K is the total Retirement Expense YTD which includes the prepayment of the CalPERS UAL of \$4,434K in FY21, which resulted in savings of \$153K*) while budget is \$18,182K, overall variance is favorable by \$1,158K
- Services – actual is \$2,516K while budget is \$2,540K; variance to budget is favorable by \$25K due to lower than anticipated spending for Professional & Tech fees, Admin & Bank fees, and Repairs to Revenue Vehicles, partially offset by increased spending on Temporary Help and Repair and Building Improvements.
- Mobile Materials & Supplies – actual is \$1,405K while budget is \$1,904K; variance to budget is favorable by \$499K primarily due to lower spending on Fuels & Lube Revenue Vehicles
- Other Expenses – actual is \$1,906K while budget is \$1,978K; variance to budget is favorable by \$72K, primarily due to decreased interest expense, employee training, telecommunications, and travel, partially offset by unanticipated expenses related to COVID-19.

Slide 6

FY21 Transfers to Capital Budget: Measure D Year to Date as of February 28, 2021

- FY21 Transfer to Capital Budget Commitment is \$2.3M (Measure D and STA) “Bus Replacement Program”; actual is \$1,570K while budget is \$1,394K; variance to budget is favorable by \$176K primarily due to higher than anticipated receipts

Slide 7

FY21 Capital Budget Spending Year to Date (by Funding Source) as of February 28, 2021

- Total Capital Spending year to date is \$1,215K; FY21 budget is \$27,629K
 - Federal Capital Grants spending is \$635K
 - Operating and Capital Reserve Fund spending is \$337K
 - Transfers from Operating Budget (Measure D) spending is \$180K
 - State Transportation Improvement Plan (STIP) spending is \$58K
 - Transfers from Operating Budget (STA-SB1) spending is \$0.2K
 - Low Carbon Transit Operations Program (LCTOP) spending is \$5K

Slide 8

FY21 Capital Budget Spending Year to Date as of February 28, 2021

- Total Capital Projects spending year to date is \$1,152K; FY21 budget is \$27,629K
 - Construction Related Projects spending is \$93K for the following projects:
 - New METRO-owned ParaCruz facility
 - Pacific Station/METRO Center redevelopment, conceptual design
 - Facilities Repair & Improvements spending is \$703K for the following projects:
 - Maintenance facility roof replacement
 - Maintenance yard security/expanded parking/access control
 - Fuel management system
 - Bus stop improvements
 - Golf Club Drive fire egress
 - Awning at fueling station
 - Asphalt Repair – Pacific Station
 - Watsonville Bus Shelter
 - Revenue Vehicle Replacement & Campaigns spending is \$245K for the following projects:
 - Principal lease payment on three new Flyer replacement buses
 - AVL/ITS
 - Completion of cameras on six buses

- Revenue Vehicle Replacement Electrification Projects spending is \$86K for the following projects:
 - ZEB deployment and fleet planning
 - FY18 STIP – 2 ZEBs, 2 Electric Buses (Watsonville Circulator & Service)
- Non-Revenue vehicle replacement spending is \$1K
 - Replace custodial support vehicle
 - Bus yard scrubber/sweeper
- Fleet & Maintenance Equipment spending is \$8K for the following project:
 - Transmission Jack – VTA Gillig buses
- Miscellaneous spending is \$79K for the following projects:
 - Laptops for Marketing
 - WTC Server and security cameras (3 new, 3 replacement)
 - Four folding machines
 - Four METRO ParaCruz cameras
 - Furniture for Customer Service

Slide 9 & Slide 10

FY21 Top Nine Capital Projects Status Report Year to Date as of February 28, 2021

A list of the top Capital Projects with budgets of at least \$1,000K, current Year-to-Date spending and status of projects

- Electric Bus (3) + Infra & Project Mgmt. (FTA 5339c Low-No FY16) - \$15K has been spent against a budget of \$4,655K
 - Waiting on RFP results
 - Demo an MCI bus in April 2021; drive over HWY 17 and test with Proterra chargers
- FY18 STIP – 2 ZEBs (STIP, LPP, HVIP = \$300K) & 2 Electric Buses (Watsonville Circulator & Service) (FY15/16 & 17/18 LCTOP) - \$10K has been spent against a budget of \$4,371K.
 - One bus arrived on Feb 19, 2021, second bus arrived March 23, 2021, other two buses expected in April
 - Performing evaluation and corrections
 - Ongoing training for mechanics and bus operators

- Replace Six (6) CNG Buses (PTMISEA) - nothing has been spent against a budget of \$4,136K.
 - Purchase placed on Dec 10, 2020, anticipate delivery November 2021
- METRO-owned ParaCruz Facility FY20 LPP, Grant Match for 5339(b) - \$92K has been spent against a budget of \$2,286K.
 - County has accepted application on March 24, 2021. Fees to be paid, then county will commence review of documents.
 - Developing reports for required for Grant application.
- Pacific Station/METRO Center Redevelopment with the City of Santa Cruz (Bus Replacement Funds – Board Commitment: \$4M (\$1M/year: FY20 – FY23) - \$1K has been spent against a budget of \$2,148K.
 - Ongoing discussions with the City/Consultant.
 - Identifying METRO needs for administrative space and bus tarmac logistics.
 - Grant application delayed to June 2021.
- 14 CNG Buses, Lease to Buy; Capital Lease - Year 1 of 6 Principle Only - (Bus Replacement Fund: SGR; Measure D) - nothing has been spent against a budget of \$1,500K.
 - Project is on hold pending re-evaluation after the pandemic.
- Two 35' CNG Buses (FY19 Caltrans Discretionary FTA 5339, Bus Replacement Fund) - nothing has been spent against a budget of \$1,360K.
 - Obtaining quotes for Bus Inspector services, to perform required Pre-Award Buy America Audit prior to making purchase.
 - CalAct Funding to be released shortly.
- Maintenance Yard-Security Hardening/Expanded Parking/Access Control - \$37K has been spent against a budget of \$974K.
 - Will post IFB in Bonfire in April
 - Collaborating with Santa Cruz Fire Department for training
 - Access Control - project in process, expected completion is mid-April 2021

- 7 Replacement ParaCruz Vans (FY19 LLP, Measure D); 3 ParaCruz Vans (STBG FY19 via RTC) - nothing has been spent against a budget of \$863K.
 - No update on the seven vans that were ordered; funds to be spent by Oct 2021
 - Three vans arrived March 29, 2021. Will undergo final modifications and put in service May 2021

The top nine projects have spent a total of \$155K against a budget of \$22,293K, or 0.7%. All other smaller projects have spent \$1,060K against a budget of \$5,336K, or 19.9%, for a total spend of \$1,215K against a total budget of \$27,629K or 4.4%.

Slide 11

(Cover Sheet) - Additional Information

Slide 12

Additional Information for the month of February 2021

- Unemployment Rate %
 - Santa Cruz County is 8.4%
 - State of California is 8.4%
 - National is 6.2%
- \$ Gasoline per Gallon for the San Francisco-Oakland-San Jose area is \$3.51; \$ Diesel is \$3.61
- Ridership YTD as of February 2021 changed as follows, year-over-year (FY20 – FY21):
 - 83.7% decrease in Total ridership
 - 86.6% decrease in Highway 17 ridership
 - 83.5% decrease in Local ridership
 - 96.2% decrease in UCSC ridership - 2021 – 2021 school year is primarily online due to COVID-19
 - 98.3% decrease in Cabrillo ridership - 2021 – 2021 school year is primarily online due to COVID-19
 - 63.4% decrease in Non-Student ridership
- Ridership recovery is 67,409 total passengers in January 2021 compared to 36,113 total passengers at the start of the COVID-19 pandemic in April 2020

Slide 13

FY21 Operating Revenue, Expenses, and Transfers Year to Date as of March 31, 2021: Preliminary

- Revenue – unfavorable by \$2,199K
- Operating Expenses:
 - Personnel Expenses - favorable by \$3,895K
 - Non-Personnel - favorable by \$607K
- Total Operating Expenses - favorable by \$4,502K
- Transfers to Capital Budget – favorable by \$141K
- Transfers from COVID Reserves – none
 - COVID Reserve balance remains \$18M, as the Operating Balance remains positive
- Operating Balance – favorable by \$2,162K

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

Unfavorable budget variances in Operating Revenues, offset by favorable Expenses contributed to higher than anticipated Transfer to Capital Budget and favorable budget variance in Operating Balance, Year to Date as of February 28, 2021.

VI. CHANGES FROM COMMITTEE

None.

VII. ALTERNATIVES CONSIDERED

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

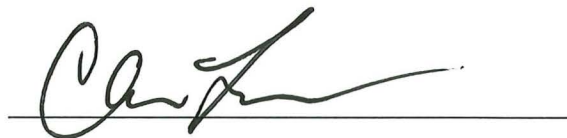
VIII. ATTACHMENTS

Attachment A: Year to Date Monthly Financial Report as of February 28, 2021 Presentation

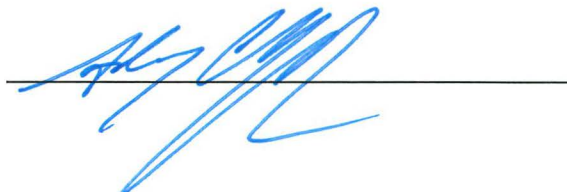
Prepared by: Cathy Downes, Sr. Financial Analyst

IX. APPROVALS

Chuck Farmer, Chief Financial Officer



Alex Clifford, CEO/General Manager



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Year to Date Monthly Financial Report as of February 28, 2021

Board of Directors

April 23, 2021

Chuck Farmer, Chief Financial Officer

FY21 Operating Revenue and Expenses For the Month Ending February 28, 2021

67% of Fiscal Year Elapsed

\$ In Thousands	Actual	Budget	Budget to Actual Favorable/ (Unfavorable)
Operating Revenue:	\$3,727	\$4,210	(\$483)
Operating Expenses:			
Labor - Regular	\$1,351	\$1,563	\$212
Labor - Overtime	\$64	\$130	\$66
Fringe Benefits	\$1,473	\$1,719	\$246
Non-Personnel Expenses	\$866	\$803	(\$63)
Total Operating Expenses:	\$3,754	\$4,215	\$461
Transfers:	(\$221)	(\$174)	(\$47)
Operating Balance:			(\$69)

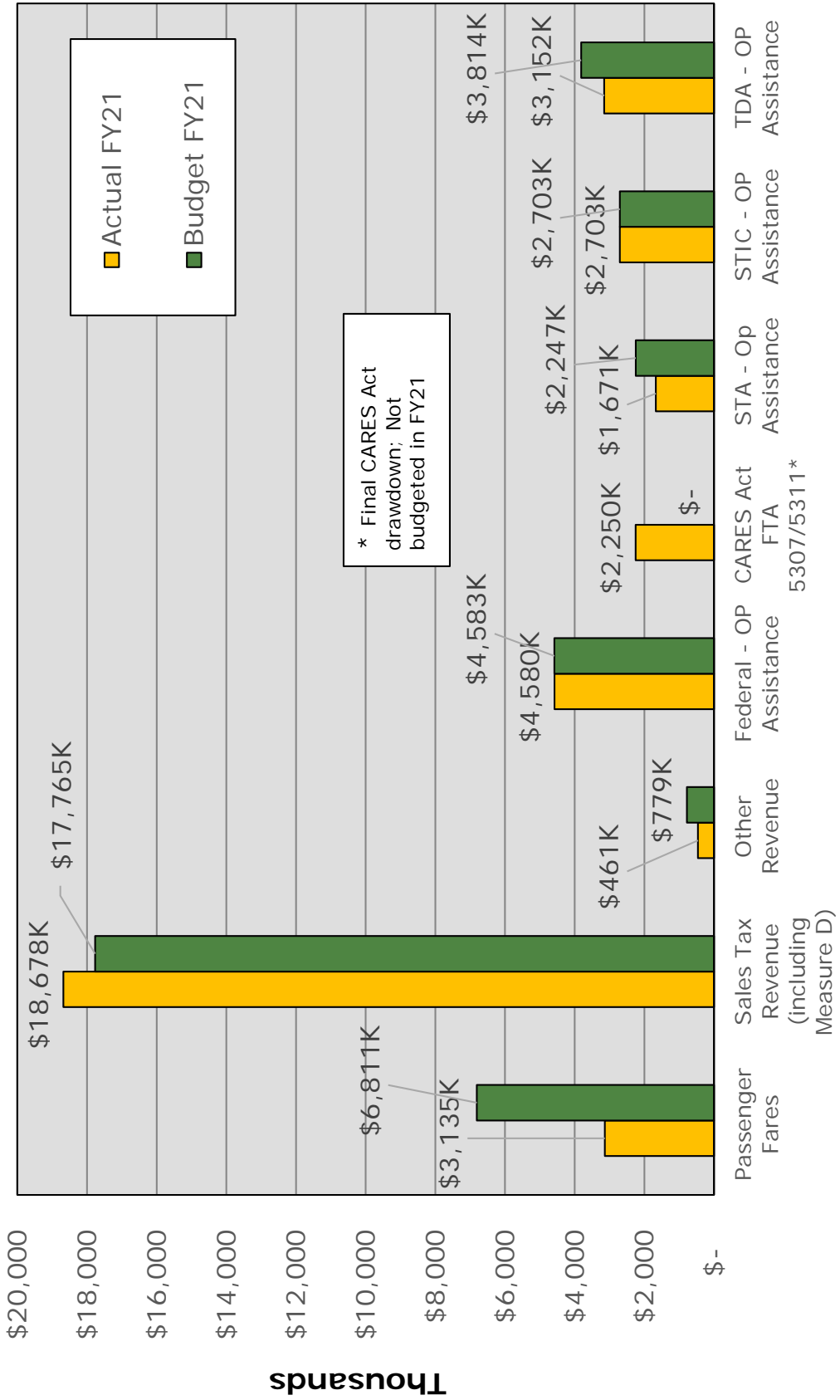
FY21 Operating Revenue and Expenses

Year to Date as of February 28, 2021

67% of Fiscal Year Elapsed

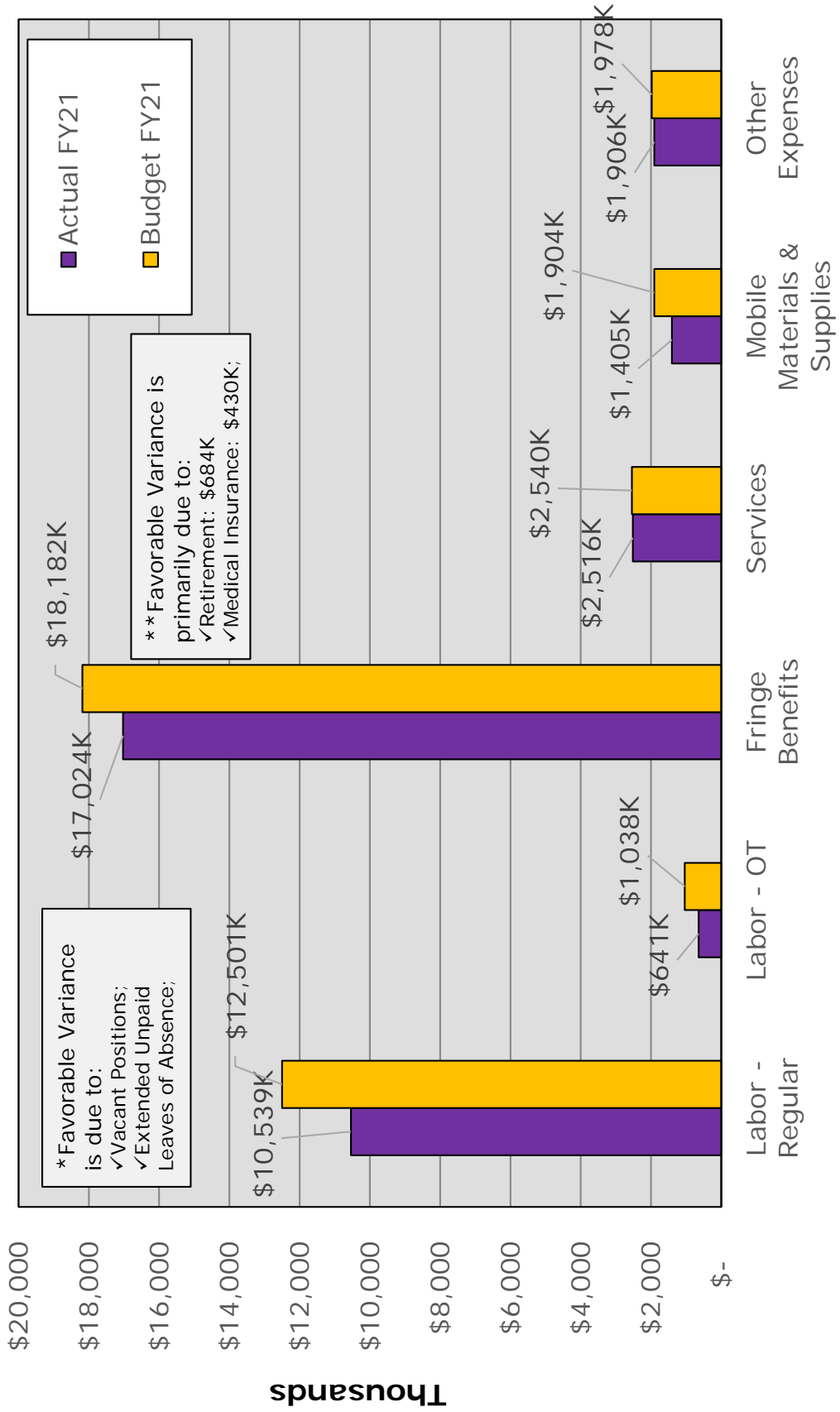
\$ In Thousands	Actual	Budget	Budget to Actual Favorable/ (Unfavorable)
Operating Revenue:	\$36,630	\$38,702	(\$2,072)
Operating Expenses:			
Labor - Regular	\$10,539	\$12,501	\$1,962
Labor - Overtime	\$641	\$1,038	\$397
Fringe Benefits	\$17,024	\$18,182	\$1,158
Non-Personnel Expenses	\$5,827	\$6,422	\$595
Total Operating Expenses:	\$34,031	\$38,143	\$4,112
Transfers:	(\$1,570)	(\$1,394)	(\$176)
Operating Balance:	\$1,029	(\$835)	\$1,864

FY21 Operating Revenue by Major Funding Source
Year to Date as of February 28, 2021:
67% of Fiscal Year Elapsed

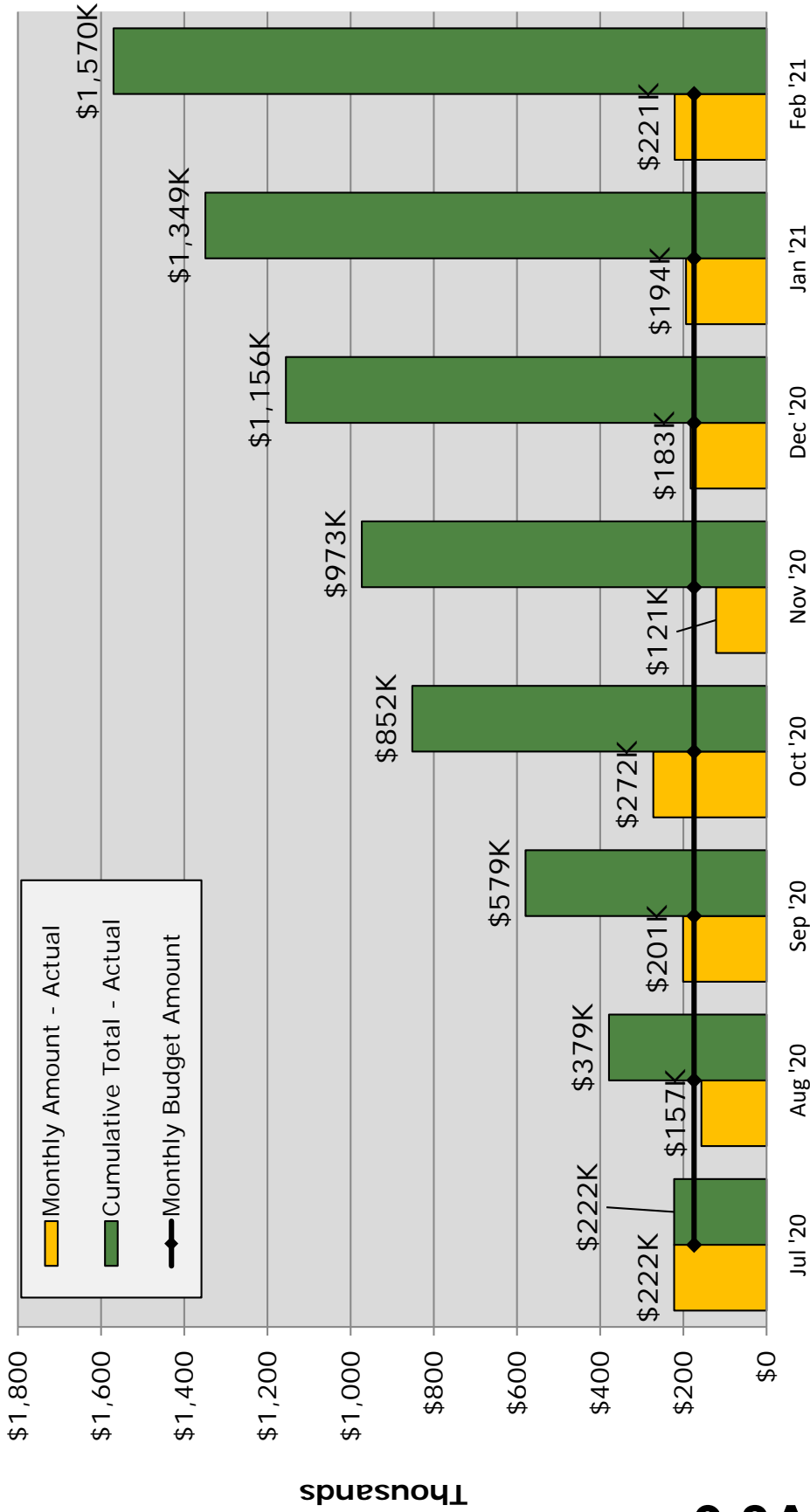


FY21 Operating Expenses by Major Expense Category Year to Date as of February 28, 2021

67% of Fiscal Year Elapsed



FY21 Transfers to Capital Budget: Measure D
Year to Date as of February 28, 2021
67% of Fiscal Year Elapsed



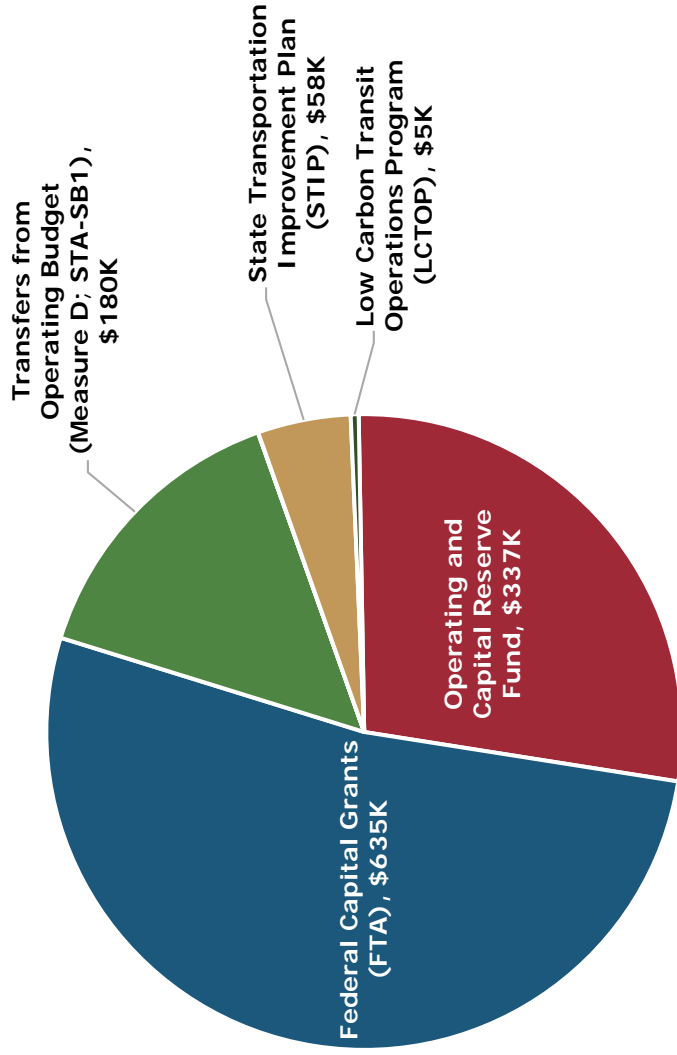
FY21 Transfer to Capital Budget Commitment = \$2.3M (Measure D and STA)
"Bus Replacement Program"

FY21 Capital Budget:

Spending Year to Date (by Funding Source) as of February 28, 2021

67% of Fiscal Year Elapsed

\$ in Thousands	Actual YTD	Total FY21 Budget	% Spent YTD
Total Capital Funding:	\$1,215	\$27,629	4.4%



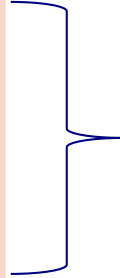
Actual YTD

FY21 Capital Budget:

Spending Year to Date as of February 28, 2021

67% of Fiscal Year Elapsed

\$ in Thousands	Actual YTD	Total FY21 Budget	% Spent YTD
Total Capital Projects:	\$1,215	\$27,629	4.4%



Project Category:	Actual Spending YTD:
Construction Related Projects	\$93
Facilities Repair & Improvements	\$703
Revenue Veh Replacement & Campaigns	\$245
Revenue Veh Replacement & Campaigns - Electrification Projects	\$86
Non-Revenue Vehicle Replacement	\$1
Fleet & Maintenance Equipment	\$8
Misc.	\$79

FY21 Top Nine Capital Projects:

Status Report: Year to Date as of February 28, 2021

67% of Fiscal Year Elapsed (*\$ in Thousands*)

Top Capital Projects: (=> \$1,000K)	Actual YTD	Total FY21 Budget	% Spent YTD	Status as of February 25, 2021:
Electric Bus (3) + Infra & Proj Mgmt. (FTA 5339c Low-No FY16)	\$15	\$4,655	0.3%	Waiting on RFP results. Demo a MCI bus in April 2021; drive over HWY 17 and test with Proterra chargers.
FY18 STIP – 2 ZEBs (STIP, LPP, HVIP = \$300K) & 2 Electric Buses (Watsonville Circulator & Service) (FY15/16 & 17/18 LCTOP)	\$10	\$4,371	0.2%	One bus arrived on Feb 19, 2021, second bus arrived March 23, 2021, other two expected in April. Performing evaluation and corrections. Ongoing training for mechanics and bus operators.
Replace Six (6) CNG Buses (PTMISEA)	\$0	4,136	0.0%	No update, buses have been ordered. Anticipate delivery in Nov 2021.
Metro owned Paracruz Facility FY20 LPP, Grant Match for 5339(b)	\$92	\$2,286	2.4%	County has accepted application on March 24, 2021. Fees to be paid, then county will commence review of documents. Developing reports for required for Grant application.
Pacific Station/Metro Center Redevelopment w/City of SC (Bus Replacement Funds – Board Commitment: \$4M (\$1M/year: FY20 – FY23)	\$1	\$2,148	0.0%	Ongoing discussions with the City/Consultant. Identifying METRO needs for administrative space and bus tarmac logistics. Grant application delayed to June 2021

FY21 Top Nine Capital Projects *con't*:

Status Report: Year to Date as of February 28, 2021

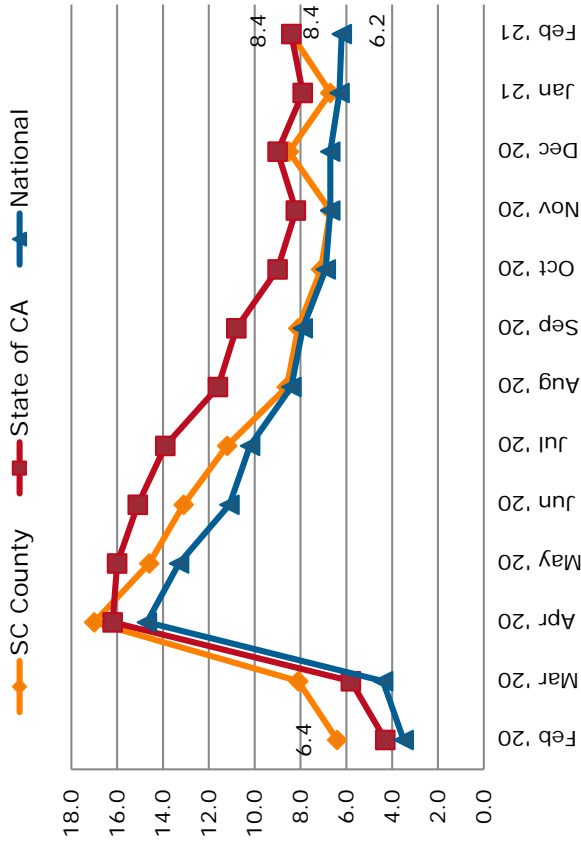
67% of Fiscal Year Elapsed (*\$ in Thousands*)

Top Capital Projects: (= > \$1,000K)	Actual YTD	Total FY21 Budget	% Spent YTD	Status as of February 25, 2021:
14 CNG Buses, Lease to Buy; Capital Lease - Year 1 of 6 Prin Only - (Bus Replacement Fund: SGR; Measure D)	\$0	\$1,500	0.0%	Project is on hold pending re-evaluation after the pandemic.
2 35' CNG Buses (FY19 Caltrans Discretionary FTA 5339, Bus Replacement Fund)	\$0	\$1,360	0.0%	Obtaining quotes for Bus Inspector services, to perform required Pre-Award Buy America Audit prior to making purchase. CalAct Funding to be released shortly.
Maint Yard-Security Hardening/Expanded Parking/Access Control	\$37	\$974	3.8%	IFB to be posted to Bonfire in April. Collaborating with Santa Cruz Fire Department for training. Access Control - project in process, expected completion is mid-April 2021
7 Replacement Paracruz Vans (FY19 LLP, Measure D); 3 Paracruz Vans (STBG FY19 via RTC)	\$0	\$863	0.0%	No update on the seven vans that were ordered; funds to be spent by Oct 2021 Three vans arrived March 29, 2021. Will undergo final modifications and put in service May 2021
Total Top 9:	\$155	\$22,293	0.7%	
Other Smaller Projects:	\$1,060	\$5,336	19.9%	
Total All Projects:	\$1,215	\$27,629	4.4%	

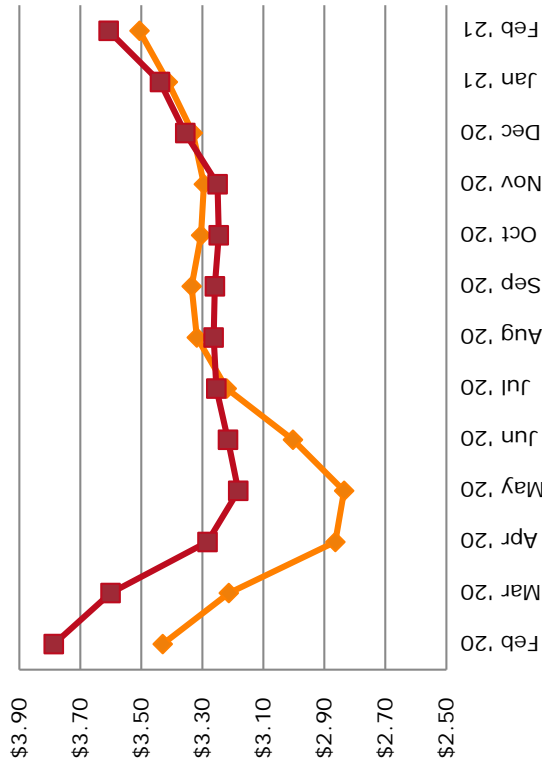
Additional Information

Economic Indicators & Ridership:

Unemployment Rate %



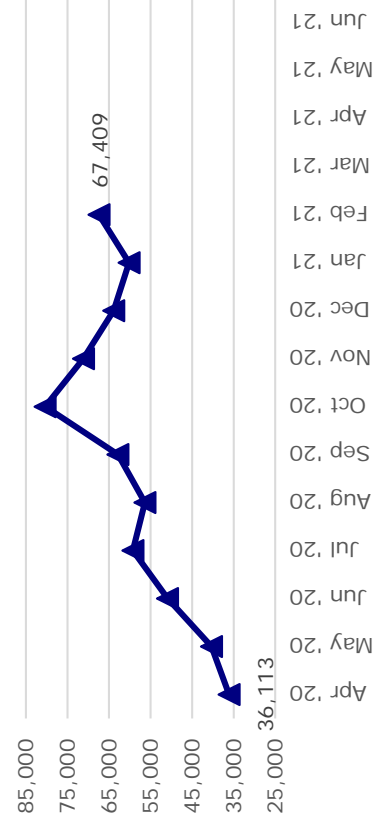
\$ Diesel/Gasoline per Gallon
San Francisco – Oakland – San Jose
San Francisco – Oakland – San Jose



FY20-FY21 Ridership: February YTD

Ridership	FY20	FY21	% Change
Total	3,205,838	521,851	-83.7%
Hwy 17	184,923	24,973	-86.6%
Local	3,020,915	497,058	-83.5%
UCSC	1,635,121	61,758	-96.2%
Cabrillo	204,367	3,468	-98.3%
Non-Student	1,181,427	431,832	-63.4%

FY20-FY21 Ridership Recovery



FY21 Operating Revenue, Expenses, and Transfers:

Year to Date as of March 30, 2021: PRELIMINARY:

75% of Fiscal Year Elapsed

\$ In Thousands	Actual	Budget	Budget to Actual Favorable/ (Unfavorable)
Revenue:	\$41,469	\$43,668	(\$2,199)
Operating Expenses:			
Personnel Expenses	\$31,238	\$35,133	\$3,895
Non-Personnel Expenses	\$6,618	\$7,225	\$607
Total Operating Expenses:	\$37,856	\$42,358	\$4,502
Transfers:			
Transfers to Capital Budget	(\$1,709)	(\$1,568)	(\$141)
Transfers from COVID Reserves*	\$0	\$0	\$0
Total Transfers:	(\$1,709)	(\$1,568)	(\$141)
Operating Balance:	\$1,904	(\$258)	\$2,162

*Operating Balance is positive; transfers from COVID Reserves are not needed.

Questions



DATE: April 23, 2021
TO: Board of Directors
FROM: Kristina Mihaylova, Deputy Finance Director
SUBJECT: CONSIDERATION OF RESOLUTION APPROVING THE FY21 REVISED CAPITAL BUDGET

I. RECOMMENDED ACTION

That the Board of Directors adopt a resolution approving the FY21 Revised Capital Budget, as presented in Attachment B

II. SUMMARY

- The Board of Directors (Board) adopted the FY21 Capital Budget on June 26, 2020.
- Periodic capital budget revisions may be required due to new grant awards, new projects, changes to the scope of existing projects, spending adjustments and removal of projects that are no longer active.
- Revisions to an adopted capital budget require Board approval and the adoption of a resolution.

III. DISCUSSION/BACKGROUND

The Board must adopt an Operating and Capital Budget by June 30th each year. The Board adopted the FY21 & FY22 Operating and FY21 Capital Budget on June 26, 2020.

Periodically, capital budget revisions are required to add new projects, revise project balances and funding sources, update project descriptions, etc. This will be the forth revision to the FY21 Capital Budget since adoption.

Staff requests that the Board adopt a resolution (Attachment A) to approve the FY21 Revised Capital Budget (Attachment B).

A Reconciliation by Project as of April 23, 2021 (Attachment C) is provided; this reconciles the (current) FY21 Revised Capital Budget against the (original) Final FY21 Capital Budget adopted on June 26, 2020.

This revision impacts multiple projects.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This pertains to METRO's Financial Stability, Stewardship & Accountability

V. FINANCIAL CONSIDERATIONS/IMPACT

The original FY21 Capital Budget adopted June 26, 2020 totals \$29,136,935.

- Revision 1 – August 28, 2020 – This revision added four (4) projects, removed eight (8) projects; revised the available budget balances for twelve (12) existing projects; added additional funding to one (1) existing project, and revised the description on one (1) project. This revision resulted in a net decrease of \$998,343, for a Revised FY21 Capital Budget balance of \$28,138,592.
- Revision 2 – October 23, 2020 – This revision added eleven (11) projects, removed one (1), revised the available budget balance for one (1) existing project; added additional funding to two (2) existing projects, and revised the description on two (2) projects. This revision resulted in a net decrease of \$509,972 for a Revised FY21 Capital Budget balance of \$27,628,620.
- Revision 3 – February 26, 2021 – This revision added three (3) projects and revised available budget balances for nine (9) projects. This revision resulted in a net increase of \$1,131 for a Revised FY21 Capital Budget balance of \$27,629,751.
- Revision 4 – April 23, 2021 - This revision added two (2) projects, removed (3) projects and revised available budget balances for five (5) projects. This revision resulted in a net increase of \$159,616 for a Revised FY21 Capital Budget balance of \$27,789,367.

The Reconciliation by Project as of April 23, 2021 (Attachment C) lists the detail of all changes by project since adoption on June 26, 2020, and includes an explanation for the action. The year to date change is a net decrease of \$1,347,568.

The estimated balance of the Operating and Capital Reserve Fund after this revision is an accrued balance of approximately \$728K. Reminder: The Operating and Capital Reserve Fund is comprised of Alternative Fuel Tax Rebates from prior years, and any excess revenues above actual expenses (carryover) transferred from the Operating Budget. Note that the estimate provided here includes deductions for approved capital projects *and* commitments (the required local match) against grants that may *not* yet have been awarded; those un-awarded projects are not included in the attached revised budget. If or when those grants are awarded, the capital budget will be revised accordingly.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

There are no recommended alternatives at this time. If the revised budget is not approved, important capital improvements and capital projects could be delayed or cancelled.

VIII. ATTACHMENTS

Attachment A: FY21 Capital Budget Resolution

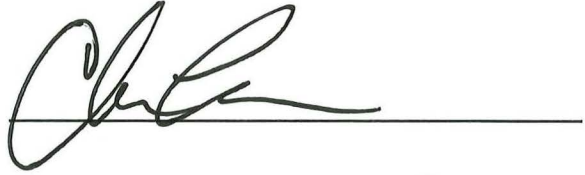
Attachment B: FY21 Revised Capital Budget as of April 23, 2021

Attachment C: FY21 Revised Capital Budget – Reconciliation by Project as of April 23, 2021

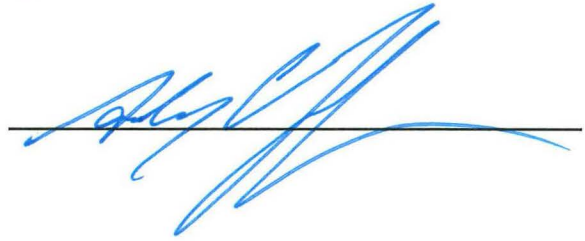
Prepared by: Kristina Mihaylova, Deputy Finance Director

IX. APPROVALS

Approved as to fiscal impact:
Chuck Farmer, CFO



Alex Clifford, CEO/General Manager





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

Resolution No. _____
On the Motion of Director _____
Duly Seconded by Director _____
The following Resolution is adopted:

**A RESOLUTION OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
AUTHORIZING A REVISION TO THE FY21 CAPITAL BUDGET**

WHEREAS, the Board of Directors approved the FY21 Capital Budget on June 26, 2020 with a total budget of \$29,136,935; and

WHEREAS, it is necessary to revise the adopted FY21 Capital Budget by \$1,347,568;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Santa Cruz Metropolitan Transit District hereby amends the FY21 Capital Budget per Attachment B to this resolution for a total FY21 Revised Capital Budget of \$27,789,367.

PASSED AND ADOPTED this 23rd day of April 2021, by the following vote:

AYES: Directors -

NOES: Directors -

ABSENT: Directors -

ABSTAIN: Directors -

Approved _____
DONNA LIND, Board Chair

ATTEST _____
ALEX CLIFFORD
CEO, General Manager

APPROVED AS TO FORM

JULIE A. SHERMAN
General Counsel

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**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY21 (REVISED) CAPITAL BUDGET
AS OF APRIL 23, 2021**

	PROJECT/ACTIVITY	RESTRICTED	PTMISEA (1B)	STIP	LCTOP	LPP	RESTRICTED	BUS REPLACEMENT FUND		TOTAL		
								\$3M PER YEAR (MEASURE D + SB1 STA&SGR)	RESTRICTED			
		FEDERAL FUNDS						STA-SB1 (XFR FROM OPER BUDGET)	STA-SGR (SB 1)	MEASURE D (XFR FROM OPER BUDGET)	OPERATING & CAPITAL RESERVE FUND	
Construction Related Projects												
1	19-0001 New METRO Owned Paracruz Facility-FY20 LPP (Grant Match for 5339(b))										\$ 2,285,539	\$ 2,285,539
2	19-0002 Pacific Station/Metro Center Redevelopment w/ City of SC	\$ 118,634						\$ 29,658		\$ 2,000,000		\$ 2,000,000
3	19-0003 Pacific Station/Metro Center-Conceptual Design/MOU (5309)	\$ 118,634						\$ 29,658		\$ 2,000,000		\$ 2,000,000
	Subtotal											\$ 4,433,830
IT Projects												
4	19-0004 ERP Consultant (\$50K Consulting) & System										\$ 800,000	\$ 800,000
	Subtotal											\$ 800,000
Facilities Upgrades & Improvements												
5	19-0006 Maint. Yard-Security Hardening/Expanded Parking											\$ 910,570
6	19-0006a Access Control for Maintenance Facility											\$ 63,262
7	19-0007 Maintenance Facility Roof Replacement (FTA 5339a FY19)	\$ 300,119										\$ 300,119
8	19-0009 Fuel Management System (FTA 5339a FY17 & FY18)	\$ 94,156										\$ 94,156
9	19-0010 Bus Stop Improvements (FTA 5339a FY18)	\$ 124,725										\$ 124,725
10	19-0011 Gate Control at JKS Bus Entry (FTA 5339a FY18)	\$ 100,000										\$ 100,000
11	19-0012 JKS Facility - Bus Wash Rehab (FTA 5339a FY19)	\$ 100,000										\$ 100,000
12	19-0013 JKS Facility - Upper Security Gates											\$ 100,000
13	19-0017 138 Golf Club Fire Egress (FTA 5339a FY17 & FY19, Reserves)	\$ 214,466										\$ 214,466
14	19-0016 Paint Exterior-Maint. Facility (FTA 5339a FY18)	\$ 128,659										\$ 128,659
15	19-0018 Awning @ Fueling Station A&E only (FTA 5339a FY18 & Reser											\$ 9,667
16	19-0020 Admin Bldg. Engineering & Renovations											\$ 20,000
17	19-0021 Asphalt Repair-Pac Station Layover (FTA 5339a FY18)	\$ 3,638										\$ 3,638
18	21-0001 Watsonville Bus Shelter											\$ 15,554
19	19-0018a Awning @ Fueling Station - Construction Phase (FTA 5339a FY2	\$ 238,908										\$ 238,908
	Subtotal	\$ 1,304,671										\$ 1,182,009

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY21 (REVISED) CAPITAL BUDGET AS OF APRIL 23, 2021												
PROJECT/ACTIVITY	FEDERAL FUNDS	RESTRICTED	PTMISEA (1B)	STIP	LCTOP	RESTRICTED	RESTRICTED	RESTRICTED	BUS REPLACEMENT FUND		OPERATING & CAPITAL RESERVE FUND	TOTAL
									STA-SB1 (XFR FROM OPER BUDGET)	STA-SGR (SB 1)		
									\$3M PER YEAR (MEASURE D + SB1 STA&SGR)	RESTRICTED		
Revenue Vehicle Purchases, Replacements & Campaigns												
20	19-0024	Replace Six (6) CNG Buses (PTMISEA)	\$ 4,036,017									\$ 4,136,017
21	19-0028	Refurb 4 Buses @ ~ \$254K (FY18 STIP, Measure D)										\$ 171,213
22	19-0027	FY18 STIP - AVL/ITS (STIP, Measure D)										\$ 688,163
23	20-0001	7 Replacement Paracruz Vans (FY19 LPP, Measure D)						\$ 302,000				\$ 303,131
24	19-0032	3 New Flyer Repl. Capital Lease - Year 4 of 6 Prin Only - (Measure D) Interest funded in Operating Budget \$32K										\$ 259,182
25	19-0033	Paracruz Van Replacement (3) (STBG FY19 via RTC)	\$ 200,000									\$ 259,342
26	19-0035	Completion of Cameras on Buses (6 buses)										\$ 27,235
27	20-0002	2 35' CNG Buses (FY19 Caltrans Discretionary FTA 5339; Bus Replacement Fund)	\$ 1,068,000									\$ 1,360,000
28	21-0008	2 35' CNG Buses (Bus Replacement Fund: FY19 & FY20 SGR, PTMISEA, Measure D)	\$ 433,338						\$ 882,754			\$ 1,447,701
		Subtotal	\$ 1,288,000	\$ 4,469,355	\$ 688,163	\$ -	\$ 302,000	\$ -	\$ 882,754	\$ 1,289,267	\$ 34,445	\$ 8,953,984
Revenue Vehicle Purchases, Replacements & Campaigns-Fleet Electrification Projects												
29	19-0026	FY18 STIP - 2 ZEBs (STIP, LPP, HVIP = \$300K)										\$ 2,168,601
30	19-0037	Electric Bus (3) + Infra & Proj Mgmt. (FTA 5339c FY16)	\$ 3,568,123				\$ 725,790	\$ 786,000				\$ 4,655,276
31	19-0038	Electric Bus (1) - Watsonville Circulator/DAC (FY15/16 LCTOP) - (Memo Only - HVIP = \$150K)										\$ 185,051
32	19-0039	Electric Bus (1) - Watsonville Service (FY17/18 LCTOP)	\$ 357,216			\$ 565,082	\$ 863,102					\$ 231,843
33	19-0041	Completion of JKS Facility-ZEB Yard Charging Infrastructure										\$ 262,500
34	19-0042	ZEB Deployment & Fleet Planning (CTE)										\$ 69,200
35	20-0004	Bus Wrap Electric Buses										\$ 52,000
36	21-0002	Drivers Barriers										\$ 526,060
		Subtotal	\$ 3,568,123	\$ 357,216	\$ 725,790	\$ 1,428,184	\$ 786,000	\$ 234,100	\$ -	\$ 2,686,918	\$ 383,700	\$ 10,170,031
Non-Revenue Vehicle Purchases & Replacements												
37	19-0043	Replace Custodial Support Vehicle (1) (FTA5339a FY18)	\$ 2,539									\$ 2,539
38	19-0044	Bus Yard Scrubber/Sweeper (FTA 5339a FY18)	\$ 1,364									\$ 1,364
39	21-0005	Non-Revenue Electric Vehicles (FTA 5339a FY20)	\$ 100,000									\$ 100,000
40	21-0006	Service Truck (FTA 5339a FY20)	\$ 150,000									\$ 150,000
		Subtotal	\$ 253,903	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 253,903

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY21 (REVISED) CAPITAL BUDGET
AS OF APRIL 23, 2021**

PROJECT/ACTIVITY	FEDERAL FUNDS	RESTRICTED	PTMISEA (1B)	STIP	LCTOP	RESTRICTED	RESTRICTED	RESTRICTED	BUS REPLACEMENT FUND	BUS REPLACEMENT FUND		OPERATING & CAPITAL RESERVE FUND	TOTAL
										STA-SB1 (XFR FROM OPER BUDGET)	STA-SGR (SB 1)		
Fleet & Maint. Equipment													
41 19-0045 Floor Scrubber (1) for Maint. Shop (FTA 5339a FY18)	\$ 45,000												\$ 45,000
42 21-0003 Transmission Jack (VTA Gillig buses, vehicles 4201-4210)	\$ 80,000									\$ 7,700			\$ 7,700
43 21-0004 Golf Club Part Washers (FTA 5339a FY20)	\$ 125,000										\$ 7,700		\$ 7,700
Subtotal													\$ 132,700
Office Equipment													
Subtotal													
Misc.													
44 19-0048 Misc Capital Contingency-\$800K - 11/15/19 BOD													\$ 151,426
45 19-0048b WTC - Server and Security Cameras (3 new, 3 replacement)													\$ 44,529
46 19-0048e Laptop - Marketing													\$ 3,200
47 19-0048f Folding Machines (4)													\$ 12,500
48 19-0048g METRO ParaCruz Camera Additions													\$ 13,450
49 19-0048h EOC Equipment													\$ 10,400
50 19-0048i Vapor Compressor replacement (at Fueling Station)													\$ 162,134
51 19-0048k Furniture (Customer Service)													\$ 4,300
52 19-0048l Security Radios													\$ 2,000
53 19-0048m Zoom System for Conference Room													\$ 5,500
54 19-0048n Radio Console Upgrade													\$ 41,800
55 19-0048o Mainstar Upgrade													\$ 37,000
56 21-0007 Hardware for Bus Stop Redesign													\$ 70,000
Subtotal													\$ 558,239
TOTAL CAPITAL PROJECTS	\$ 6,658,331	\$ 4,826,571	\$ 1,413,953	\$ 1,428,184	\$ 1,088,000	\$ 263,758	\$ 882,754	\$ 5,983,885	\$ 5,243,932	\$ 21,789,367			

9.4B.3

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY21 (REVISED) CAPITAL BUDGET
AS OF APRIL 23, 2021**

PROJECT/ACTIVITY	RESTRICTED	PTMISEA (1B)	STIP	LCTOP	LPP	RESTRICTED	RESTRICTED	STA-SB1 (XFR FROM OPER BUDGET)	STA-SGR (SB 1)	MEASURE D (XFR FROM OPER BUDGET)	BUS REPLACEMENT FUND		TOTAL
											\$3M PER YEAR (MEASURE D + SB1 STA&SGR)	RESTRICTED	
CAPITAL PROGRAM FUNDING													
Federal Sources of Funds:													
Federal Grants (FTA)	\$ 6,458,331												\$ 6,458,331
Surface Transportation Block Grant (STBG)	\$ 200,000												\$ 200,000
State Sources of Funds:													
PTMISEA (1B)		\$ 4,826,571											\$ 4,826,571
State Transportation Improvement Program (STIP)			\$ 1,413,953										\$ 1,413,953
Low Carbon Transit Operations Program (LCTOP)				\$ 1,428,184									\$ 1,428,184
Local Partnership Program (LPP)					\$ 1,088,000								\$ 1,088,000
State Transit Assistance (STA)-Prior Years						\$ 263,758							\$ 263,758
Transfers from Operating Budget (STA-SB1)													\$ -
STA-SGR (SB1)								\$ 882,754					\$ 882,754
Transfers from Operating Budget (Measure D)										\$ 5,983,885			\$ 5,983,885
Local Sources of Funds:													
Operating and Capital Reserve Fund												\$ 5,243,932	\$ 5,243,932
TOTAL CAPITAL FUNDING BY FUNDING SOURCE	\$ 6,658,331	\$ 4,826,571	\$ 1,413,953	\$ 1,428,184	\$ 1,088,000	\$ 263,758	\$ 882,754	\$ 5,983,885	\$ 5,243,932	\$ 27,789,367			\$ 27,789,367
Restricted Funds	\$ 6,658,331	\$ 4,826,571	\$ 1,413,953	\$ 1,428,184	\$ 1,088,000					\$ 5,983,885			\$ 22,281,678
Unrestricted Funds							\$ 263,758						\$ 5,507,690
TOTAL CAPITAL FUNDING	\$ 6,658,331	\$ 4,826,571	\$ 1,413,953	\$ 1,428,184	\$ 1,088,000	\$ 263,758	\$ 882,754	\$ 5,983,885	\$ 5,243,932	\$ 27,789,367			\$ 27,789,367

* NOTE: The amounts listed here represent the amounts committed against awarded grants and projects, and therefore will not equal the \$3M allocated to the Bus Replacement Fund in any given year.

**FY21 CAPITAL BUDGET
RECONCILIATION BY PROJECT
AS OF APRIL 23, 2021- 4th REVISION**

Attachment C

FY21 FINAL CAPITAL BUDGET ADOPTED JUNE 26, 2020:					\$ 29,136,935
CAPITAL PROJECT	PJT#	SOURCE	AMOUNT	TOTAL	
Revise Project Budget Balance: New METRO Owned Paracruz Facility	19-0001	OP & CAPITAL RESERVE	\$ 3,142		
Reason: Adjust available budget based on prior year spending					
Revise Project Budget Balance: Pacific Station/Metro Center-Conceptual Design/MOU (5309)	19-0003	FTA & STA	\$ (3,447)		
Reason: Adjust available budget based on prior year spending					
Revise Project Budget Balance: Main Yard-Security Hardening/Expanded Parking	19-0006	OP & CAPITAL RESERVE	\$ (26,168)		
Reason: Adjust available budget based on prior year spending					
Revise Project Budget Balance: Maintenance Facility Roof Replacement (FTA 5339a FY19)	19-0007	FTA	\$ (120,330)		
Reason: Adjust available budget based on lower bid for the project					
Remove: Vernon Generator Replacement Project	19-0008	OP & CAPITAL RESERVE	\$ (17,536)		
Reason: Project Completed in prior year					
Add Funds: 138 Golf Club Fire Egress (FTA 5339a FY17 & FY19, Reserves)	19-0017	FTA OP & CAPITAL RESERVE	\$ 116,943 \$ 22,584		
Reason: Add additional funding needed to backfill the difference between the cost of the project and the amount of the grant awards (FTA 5339a FY17)					
Revise Project Budget Balance: Fire Egress - (Design Only) was Facilities Improvements	19-0014	OP & CAPITAL RESERVE	\$ (8,151)		
Reason: Adjust available budget based on prior year spending					
Revise Project Budget Balance: Awning @ Fueling Station A&E only	19-0018	FTA OP & CAPITAL RESERVE	\$ (337) \$ (2,333)		
Reason: Adjust available budget based on prior year spending					
Remove: Security Camera Install - JKS	19-0019	MEASURE D	\$ (3,687)		
Reason: Project Completed in prior year					

**FY21 CAPITAL BUDGET
RECONCILIATION BY PROJECT
AS OF APRIL 23, 2021- 4th REVISION**

Attachment C

CAPITAL PROJECT	PJT#	SOURCE	AMOUNT	TOTAL
Revise Project Budget Balance: Asphalt Repair-Pac Station Layover	19-0021	FTA	\$ (12,362)	
Reason: Adjust available budget based on prior year spending				
Remove: Fencing Behind Diesel Tank	19-0023	FTA	\$ (575)	
Reason: Project Completed in prior year				
Revise Project Budget Balance: FY18 STIP - AVL/ITS (STIP, Measure D)	19-0027	STIP	\$ (53,086)	
Reason: Adjust available budget based on prior years spending				
Remove: VTA Bus Transfer - Decommission & Retrofit 10 Electric	19-0029	MEASURE D	\$ (544,149)	
Reason: Project Completed in prior year				
Remove: CNG Bus (1) "Bus 6"	19-0030	FTA MEASURE D	\$ (456,957) \$ (207,158)	
Reason: Project Completed in prior year				
Change Description Only: 3 New Flyer Repl. Capital Lease - Year 4 of 6 Prin Only	19-0032	MEASURE D	\$ -	
Reason: Title change				
Remove: Mid-Life Bus Engine Overhaul (4)	19-0034	FTA	\$ (7,966)	
Reason: Project Completed in prior year				
Revise Project Budget Balance: Completion of Cameras on Buses (6 buses)	19-0035	OP & CAPITAL RESERVE	\$ (72,765)	
Reason: Adjust available budget based on prior years spending				
Remove: Cameras on Buses #2	19-0036	MEASURE D	\$ (2,438)	
Reason: Project Completed in prior year				
Revise Project Budget Balance: Electric Bus (3) + Infra & Proj Mgmt	19-0037	FTA	\$ (20,499)	
Reason: Adjust available budget based on prior years spending				

**FY21 CAPITAL BUDGET
RECONCILIATION BY PROJECT
AS OF APRIL 23, 2021- 4th REVISION**

Attachment C

CAPITAL PROJECT	PJT#	SOURCE	AMOUNT	TOTAL
Revise Project Budget Balance: Completion of JKS Facility - ZEB Yard Charging Infrastructure	19-0041	OP & CAPITAL RESERVE	\$ (2,603)	
Reason: Adjust available budget based on prior years spending				
Remove: Workstation & Cubicles (HR)	19-0047	OP & CAPITAL RESERVE	\$ (10,768)	
Reason: Project Completed in prior year				
Revise Project Budget Balance: Misc Capital Contingency-\$800K - 11/15/19 BOD	19-0048	OP & CAPITAL RESERVE	\$ (120,211)	
Reason: Adjust available budget based on prior years spending				
Add project: Laptop - Marketing	19-0048e	OP & CAPITAL RESERVE	\$ 3,200	
Reason: New equipment needed				
Add project: Watsonville Bus Shelter	21-0001	OP & CAPITAL RESERVE	\$ 15,554	
Reason: New equipment needed				
Add project: Drivers Barriers	21-0002	MEASURE D	\$ 526,060	
Reason: New equipment needed (remaining funding from project 19-0029 VTA Bus Transfer - Decommission & Retrofit 10 Electric Hybrids)				
Add project: Transmission Jack (VTA Gillig buses, vehicles 4201-4210)	21-0003	MEASURE D	\$ 7,700	
Reason: New equipment needed (remaining funding from project 19-0029 VTA Bus Transfer - Decommission & Retrofit 10 Electric Hybrids)				
Change Description Only: ERP Consultant (\$50K Consulting) & System	19-0004	OP & CAPITAL RESERVE	\$ -	
Reason: Title change				
Add Funds & Change Project Description: Awning @ Fueling Station A&E only (FTA 5339a FY18 & Reserves)	18	Misc. Capital Contingency	\$ 2,000	
Transfer Funds: Funds needed for new project	48	Misc. Capital Contingency	\$ (2,000)	
Reason: Funds needed to finish project 19 - 0018				
Add project: Awning @ Fueling Station - Construction Phase (FTA 5339a FY20)	18a	FTA	\$ 238,908	
Reason: METRO will install awnings around the Fueling and Wash Facility to protect employees against rain and direct sunlight when fueling buses.				

**FY21 CAPITAL BUDGET
RECONCILIATION BY PROJECT
AS OF APRIL 23, 2021- 4th REVISION**

Attachment C

CAPITAL PROJECT	PJT#	SOURCE	AMOUNT	TOTAL
Change Project Category Only: FY18 STIP - 2 ZEBs (STIP, LPP, HVIP = \$300K)	26	STIP & LPP & Measure D	\$ -	
Reason: Project is moved to category Revenue Vehicle Purchases, Replacements & Campaigns-Fleet Electrification Projects				
Revise Project Budget Balance: Refurb 4 Buses @ ~ \$254K (FY18 STIP, Measure D)	28	STIP Measure D	\$ (900,000) \$ (245,280)	
Reason: Adjust available budget based on prior years spending				
Add Funds: ZEB Deployment & Fleet Planning (CTE)	42	Misc. Capital Contingency	\$ 60,700	
Transfer Funds: Funds needed for new project	48	Misc. Capital Contingency	\$ (60,700)	
Reason: Funds needed to finish project 19 - 0018				
Add back: Bus Yard Scrubber/Sweeper (FTA 5339a FY18)	44	FTA	\$ 934	
Transfer Funds: Replace Custodial Support Vehicle (1) (FTA5339a FY18)	43	FTA	\$ (934)	
Reason: Additional spending in FY21				
Add project: Folding Machines (4)	48f	Misc. Capital Contingency	\$ 12,500	
Transfer Funds: Funds needed for new project	48	Misc. Capital Contingency	\$ (12,500)	
Reason: Folding machines in Finance/Payroll, Customer Service, Operations and Paracruz will expedite the distribution of printed materials to employees and the public				
Add project: METRO ParaCruz Camera Additions	48g	Misc. Capital Contingency	\$ 13,450	
Transfer Funds: Funds needed for new project	48	Misc. Capital Contingency	\$ (13,450)	
Reason: Safety related request for surveillance at ParaCruz				
Add project: EOC Equipment	48h	Misc. Capital Contingency	\$ 10,400	
Transfer Funds: Funds needed for new project	48	Misc. Capital Contingency	\$ (10,400)	
Reason: Funding needed for the new EOC project				
Add project: Vapor Compressor Replacement (at Fueling Station)	48j	Misc. Capital Contingency	\$ 160,000	
Transfer Funds: Funds needed for new project	48	Misc. Capital Contingency	\$ (160,000)	
Reason: New equipment needed urgently				
Add project: Furniture (Customer Service)	48k	Misc. Capital Contingency	\$ 4,300	
Transfer Funds: Funds needed for new project	48	Misc. Capital Contingency	\$ (4,300)	
Reason: New furniture needed				

**FY21 CAPITAL BUDGET
RECONCILIATION BY PROJECT
AS OF APRIL 23, 2021- 4th REVISION**

Attachment C

CAPITAL PROJECT	PJT#	SOURCE	AMOUNT	TOTAL
Remove project: Watsonville Transit Mural	54	OP & CAPITAL RESERVE	\$ (3,600)	
Reason: Project completed in prior fiscal year				
Add project: Golf Club Part Washers (FTA 5339a FY20)	21-0004	FTA	\$ 80,000	
Reason: METRO has a critical need to replace parts washers that have exceeded their useful lifespan of six years				
Add project: Non-Revenue Electric Vehicles (FTA 5339a FY20)	21-0005	FTA	\$ 100,000	
Reason: METRO has a need to replace non-revenue vehicles that have exceeded their useful lifespan of eight years.				
Add project: Service Truck (FTA 5339a FY20)	21-0006	FTA	\$ 150,000	
Reason: METRO's service truck has exceeded its useful service life and needs to be replaced.				
Add project: Hardware for Bus Stop Redesign Project	21-0007	OP & CAPITAL RESERVE	\$ 70,000	
Reason: Funds needed for new project				
Add project: Security Radios	48l	Misc. Capital Contingency	\$ 2,000	
Transfer Funds: Funds needed for new project	48	Misc. Capital Contingency	\$ (2,000)	
Reason: New equipment needed				
Add project: Zoom System for Conference Room	48m	Misc. Capital Contingency	\$ 5,500	
Transfer Funds: Funds needed for new project	48	Misc. Capital Contingency	\$ (5,500)	
Reason: New equipment needed				
Add project: Radio Console Upgrade	48n	Misc. Capital Contingency	\$ 41,800	
Transfer Funds: Funds needed for new project	48	Misc. Capital Contingency	\$ (41,800)	
Reason: New equipment needed urgently				
Add Funds: Access Control for Maintenance Facility	19-0006a	OP & CAPITAL RESERVE	\$ 13,262	
Transfer Funds: Maint Yard-Security Hardening/Expanded Parking	19-0006	OP & CAPITAL RESERVE	\$ (13,262)	
Reason: Funds needed to complete the project				

**FY21 CAPITAL BUDGET
RECONCILIATION BY PROJECT
AS OF APRIL 23, 2021- 4th REVISION**

Attachment C

CAPITAL PROJECT	PJT#	SOURCE	AMOUNT	TOTAL
Add Funds: Paint Exterior-Maint. Facility	19-0016	FTA	\$ 29,551	
Transfer Funds: Maintenance Facility Roof Replacement	19-0007	FTA	\$ (29,551)	
Reason: Funds needed to complete project 19-0016, excess funds available in project 19-0007				
Add Funds: 138 Golf Club Fire Egress	19-0017	Misc. Capital Contingency	\$ 11,950	
Transfer Funds: Funds needed	48	Misc. Capital Contingency	\$ (11,950)	
Reason: Funds needed to complete project 19-0017				
Add Funds: Vapor Compressor replacement (at Fueling Station)	48j	Misc. Capital Contingency	\$ 2,134	
Transfer Funds: Funds needed	48	Misc. Capital Contingency	\$ (2,134)	
Reason: Funds needed to complete project 19-0048j				
Add Funds: 7 Replacement Paracruz Vans	20-0001	MEASURE D	\$ 1,131	
Reason: Funds needed to complete project 20-0001				
Add project: Maintstar Upgrade	48o	Misc. Capital Contingency	\$ 37,000	
Transfer Funds: Funds needed for new project	48	Misc. Capital Contingency	\$ (37,000)	
Reason: Maintstar Maintenance System Upgrade is needed				
Add project: 2 35' CNG Buses (Bus Replacement Fund: FY19 & FY20 SGR, PTMISEA, Measure D)	21-0008	SGR	\$ 882,754	
		PTMISEA	\$ 433,338	
		MEASURE D	\$ 131,609	
Reason: Utilize available capital funding sources that could expire and purchase buses.				
Add Funds: ZEB Deployment & Fleet Planning (CTE)	19-0042	BRF: STA	\$ 234,100	
Reason: Funds needed to complete project 19-0042				
Add Funds: Bus Yard Scrubber/Sweeper (FTA 5339a FY18)	19-0044	FTA	\$ 430	
Transfer Funds: Replace Custodial Support Vehicle (1) (FTA5339a FY18)	19-0043	FTA	\$ (430)	
Reason: Funds needed to complete project 19-0044				
Add Funds: 138 Golf Club Fire Egress	19-0017	OP & CAPITAL RESERVE	\$ 20,368	
Transfer Funds: Fire Egress - (Design Only)	19-0014	OP & CAPITAL RESERVE	\$ (20,368)	
Reason: Funds needed to complete project 19-0017 and project 19-0014 is completed				

**FY21 CAPITAL BUDGET
RECONCILIATION BY PROJECT
AS OF APRIL 23, 2021- 4th REVISION**

Attachment C

CAPITAL PROJECT	PJT#	SOURCE	AMOUNT	TOTAL
Remove project: 14 CNG Buses, Lease to Buy	20-0003	SGR	\$ (700,000)	
		MEASURE D	\$ (800,000)	
Reason: Project is on hold				
Remove project: TVM Pin Pad Bezel 8 Upgrade (6)	19-0022	OP & CAPITAL RESERVE	\$ (22,185)	
Reason: Project is completed, no spending in FY21				
FUNDING SUMMARY:				
		OP & CAPITAL RESERVE	\$ (628,797)	
		FTA	\$ 521,024	
		LCTOP	\$ -	
		LPP	\$ -	
		MEASURE D	\$ (1,136,212)	
		PTMISEA	\$ 433,338	
		STA	\$ 233,411	
		STA-SGR	\$ 182,754	
		STBG	\$ -	
		STIP	\$ (953,086)	
TOTAL CAPITAL BUDGET REVISIONS THROUGH 04/23/21:			\$	(1,347,568)
FY21 REVISED CAPITAL BUDGET AS OF APRIL 23, 2021:			\$	27,789,367

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DATE: April 23, 2021
TO: Board of Directors
FROM: Eddie Benson, Maintenance Manager
**SUBJECT: CONSIDERATION OF CONTRACT AWARDS FOR VEHICLE REPAIR
AND MAINTENANCE SERVICES NOT TO EXCEED \$250,000**

I. RECOMMENDED ACTION

- 1) That the Board of Directors authorize the CEO/General Manager to:**
- 2) Execute contracts with Ken's Autobody, North Bay Ford, Scott's Body Shop and Watsonville Ford for Vehicle Repair and Maintenance Services for a not to exceed (NTE) total for all contracts of \$250,000 for a three-year period, with options to extend the contracts for total terms of seven years; and,**
- 2) Execute future amendments with these four vendors (Ken's Autobody, North Bay Ford, Scott's Body Shop and Watsonville Ford) for the options to extend, increasing the contract totals for the option years as required, not to exceed (NTE) a total value for all four contracts of \$583,334 for the full seven years**

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) requires the services of fully licensed and insured automotive repair companies to handle overflow maintenance and repairs on non-revenue and ParaCruz vehicles.
- A formal request for proposals (RFP) was conducted to solicit proposals from qualified firms. Five firms submitted proposals for METRO's review.
- A three-member evaluation team composed of METRO staff reviewed and evaluated the proposals, and is recommending that the Board of Directors (Board) award contracts to multiple vendors.

III. DISCUSSION/BACKGROUND

The Fleet Maintenance Department is responsible for all non-warranty maintenance and repairs for METRO's non-revenue/staff support and ParaCruz vehicles. Currently there are forty-nine (49) support vehicles and thirty-two (32) ParaCruz vehicles in service. METRO's maintenance shop is not large enough to accommodate this volume of vehicles in addition to buses, especially considering that maintaining and repairing fixed route buses is the priority. Therefore, in order to keep the maximum amount of mechanics working on buses, METRO has had contracts in place for both general maintenance and

repairs, and body repair and paint services going back several years. The most recent contracts for these services expired on April 14, 2021, with no further options to renew.

On January 29, 2021, METRO legally advertised and distributed notice of Request for Proposals (RFP) No. 21-09 to twenty (20) firms, including two Disadvantaged Business Enterprises (DBEs), posted notice on its e-procurement portal, and sent email notices to all GovDelivery subscribers. This procurement was designed with the expectation that multiple contracts, with vendors that have different specialties and capabilities, would result. The advantages would include redundancy (in case a certain vendor did not have capacity at the time a specific service was needed) and flexibility of location.

On March 12, 2021, proposals were received and opened from five firms. A list of these firms is provided in Attachment A. A three-member evaluation team composed of METRO staff has reviewed and evaluated the proposals. The evaluation team used the following criteria as contained in the RFP:

Evaluation Criteria	Points
Qualifications and recent experience	30
Understanding of and technical approach to service requirements	30
Experience with government agencies	15
References	15
Fee proposal	30
Total Points Possible	120

One of the five firms did not provide enough information in their proposal to sufficiently evaluate their services and pricing. The other four proposals were all determined to fulfill the requirements of the RFP and included pricing that is fair and reasonable.

Staff is recommending that the Board authorize the CEO to execute the following three-year contracts on behalf of METRO, each with four one-year options to extend, for vehicle repair and maintenance services:

Vendor	Specific Service	Amount
North Bay Ford	General Automotive Maintenance and Repairs	\$120,000
Watsonville Ford	General Automotive Maintenance and Repairs	\$30,000
Ken's Autobody	General Automotive Body Repair and Paint	\$50,000
Scott's Body Shop	General Automotive Body Repair and Paint	\$50,000
Total Amount for Initial 3-Year Terms:		\$250,000

Staff is also recommending that the Board authorize the CEO to execute future contract extensions with these four vendors for four additional one-year options, for a total anticipated value not to exceed \$583,334 for all four contracts, with total terms not to exceed seven years. These vendors will provide all services meeting all METRO's specifications and requirements of the contracts. Eddie Benson, Maintenance Manager, will serve as the Contracts Administrator and will ensure contract compliance.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

These contracts align to the following strategic priorities:

- Service Quality and Delivery
- State of Good Repair

V. FINANCIAL CONSIDERATIONS/IMPACT

The base value of these contracts total \$250,000 for the first three years. Should all of the options to extend be exercised for all four vendors, the total seven-year value of these contracts is anticipated to be \$583,334.

Funds to support these contracts are included in the current fiscal year's Fleet Maintenance Operating budget, within the Out Repair – Revenue Vehicles (503353) and Out Repair – Other Vehicles (503354) accounts. Since this is a multi-year contract, the Department Manager will be accountable for budgeting the cost in future years, including any options exercised.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

Do not award these contracts and perform this work in-house. For the reasons elaborated in this staff report, this option is not feasible and is therefore not recommended.

VIII. ATTACHMENTS

Attachment A: List of Responding Firms

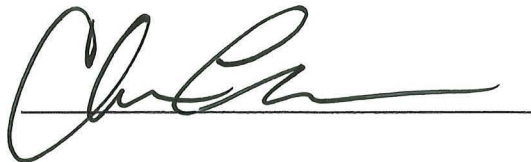
Attachment B: Contracts with Ken's Autobody, North Bay Ford, Scott's Body Shop and Watsonville Ford

Note: A full copy of the Contracts are available on request.

Prepared by: Joan Jeffries, Purchasing Agent

IX. APPROVALS

Eddie Benson, Maintenance Manager 

Approved as to fiscal impact:
Chuck Farmer, CFO 

Alex Clifford, CEO/General Manager 

Attachment A



Responding Firms for RFP No. 21-09

Vehicle Repair and Maintenance Services

Received by March 12, 2021 at 5:00 PM

Ken's Autobody & Striping	Santa Cruz	CA
North Bay Ford	Santa Cruz	CA
Scott's Body Shop	Santa Cruz	CA
Specialized Auto, Inc.	Santa Cruz	CA
Watsonville Ford	Watsonville	CA

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Attachment B

PROFESSIONAL SERVICES CONTRACT FOR VEHICLE REPAIR AND MAINTENANCE SERVICES (21-09)

THIS CONTRACT is made effective on April 23, 2021 between the SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (“Santa Cruz METRO”), a political subdivision of the State of California, and KEN’S AUTO BODY & STRIPING (“Contractor”).

1. RECITALS

1.1 Santa Cruz METRO’s Primary Objective

Santa Cruz METRO is a public entity whose primary objective is providing public transportation and which has its principal office at 110 Vernon Street, Santa Cruz, California 95060.

1.2 Santa Cruz METRO’s Need for Vehicle Repair and Maintenance Services

Santa Cruz METRO has the need for Vehicle Repair and Maintenance Services. In order to obtain these services, Santa Cruz METRO issued a Request for Proposals, dated January 29, 2021, setting forth specifications for such services. The Request for Proposals is attached hereto and incorporated herein by reference as Exhibit A.

1.3 Contractor’s Proposal

Contractor is a firm/individual qualified to provide Vehicle Repair and Maintenance Services and whose principal place of business is 1226 Brommer St. Santa Cruz, CA 95062. Pursuant to the Request for Proposals issued by Santa Cruz METRO, Contractor submitted a proposal for Vehicle Repair and Maintenance Services, which is attached hereto and incorporated herein by reference as Exhibit B.

1.4 Selection of Contractor and Intent of Contract

On April 6, 2021, Santa Cruz METRO selected Contractor as the Proposer whose proposal was most advantageous to Santa Cruz METRO to provide the Vehicle Repair and Maintenance Services described herein. This Contract is intended to fix the provisions of these services.

Santa Cruz METRO and Contractor agree as follows:

2. INCORPORATED DOCUMENTS AND APPLICABLE LAW

2.1 Documents Incorporated in this Contract

The documents listed below are attached to this Contract and by reference made a part hereof. This is an integrated Contract. 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, if any, made after the date of this Contract in accordance with Section 12.15 of the General Conditions to the Contract.

Attachment B

A. Exhibit A

Santa Cruz METRO's "Request for Proposals" dated January 29, 2021, including Addendum No. 1 dated February 11, 2021.

B. Exhibit B (Contractor's Proposal)

Contractor's Proposal to Santa Cruz METRO for Vehicle Repair and Maintenance Services, signed by Contractor and dated February 5, 2021.

2.2 Conflicts

Where in conflict, the provisions of this writing supersede those of the above-referenced documents, Exhibits A and B. Where in conflict, the provisions of Exhibit A supersede Exhibit B.

2.3 Recitals

The Recitals set forth in Article 1 are part of this Contract.

3. DEFINITIONS

3.1 General

The terms below (or pronouns in place of them) have the following meaning in the Contract:

- 3.1.1 CONTRACT - The Contract consists of this document, the attachments incorporated herein in accordance with Article 2, and any written amendments made in accordance with Part IV, Section 12.15 of the General Conditions to the Contract.
- 3.1.2 CONTRACTOR - The Proposer selected by Santa Cruz METRO for this project in accordance with the Request for Proposals issued January 29, 2021.
- 3.1.3 CONTRACTOR'S STAFF - Employees of Contractor.
- 3.1.4 DAYS - Calendar days.
- 3.1.5 PROPOSER - Contractor whose proposal was accepted under the terms and conditions of the Request for Proposals issued January 29, 2021.
- 3.1.6 PROVISION - Any term, agreement, covenant, condition, clause, qualification, restriction, reservation, or other stipulation in the Contract that defines or otherwise controls, establishes, or limits the performance required or permitted by either party.
- 3.1.7 SCOPE OF WORK (OR "WORK") - The entire obligation under the Contract, including, without limitation, all labor, equipment, materials, supplies, transportation, services, and other work products and expenses, express or implied, in the Contract.

Attachment B

4. TIME OF PERFORMANCE

4.1 Term

The term of this Contract will be for a period not to exceed three (3) years and shall commence upon the execution of the Contract by Santa Cruz METRO. At the option of Santa Cruz METRO, this Contract agreement may be renewed for two (2) additional two (2)-year terms. Option terms may be exercised by METRO in single or multiple year periods.

5. COMPENSATION

5.1 Terms of Payment

Santa Cruz METRO shall compensate Contractor in an amount not to exceed the amounts/rates agreed upon by Santa Cruz METRO. Santa Cruz METRO shall reasonably determine whether work has been successfully performed for purposes of payment. Compensation shall be made within thirty (30) days of Santa Cruz METRO's written approval of Contractor's written invoice for said work.

It is understood that execution of this Agreement does not guarantee any amount of services and/or dollar expenditure to be provided under the Agreement to Contractor. However, the maximum compensation that Santa Cruz METRO has authorized to be expended for this Contract will not exceed \$50,000.

5.2 Invoices

Contractor shall submit invoices with a purchase order number provided by Santa Cruz METRO on a monthly basis. Contractor's invoices shall include detailed records showing actual time devoted, work accomplished, date work accomplished, personnel used, and amount billed per hour. Expenses shall only be billed if allowed under the Contract.

Said invoice records shall be kept up-to-date at all times and shall be available for inspection by Santa Cruz METRO (or any grantor of Santa Cruz METRO, including, without limitation, any State or Federal agency providing project funding or reimbursement) at any time for any reason upon demand for not less than four (4) years after the date of expiration or termination of the Contract. Under penalty of law, Contractor represents that all amounts billed to Santa Cruz METRO are (1) actually incurred; (2) reasonable in amount; (3) related to this Contract; and (4) necessary for performance of the project.

6. NOTICES

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.

Attachment B

Santa Cruz METRO

Santa Cruz Metropolitan Transit District
110 Vernon Street
Santa Cruz, CA 95060

Attention: Alex Clifford, CEO

CONTRACTOR

Ken's Auto Body & Striping
1226 Brommer Street
Santa Cruz, CA 95062

Attention: Ken Heredia

7. **ACCEPTANCE OF ELECTRONIC SIGNATURES AND COUNTERPARTS**

The parties agree that this Contract, agreements ancillary to this Contract, and related documents to be entered into this Contract will be considered executed when the signature of a party is delivered by facsimile or other electronic method by either of the parties, and each party agrees that the electronic signatures, whether digital or encrypted, of the parties included in this Contract are intended to authenticate this writing and to have the same force and effect as manual signatures. Each party further agrees that this Contract may be executed in two or more counterparts, each of which will be deemed an original, and all of which constitute one and the same instrument.

8. **AUTHORITY**

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

SIGNATURES ON NEXT PAGE

Attachment B

Signed on 4/9/21

Santa Cruz METRO –
SANTA CRUZ METROPOLITAN TRANSIT
DISTRICT

Alex Clifford, CEO/General Manager

Contractor –
KEN'S AUTO BODY & STRIPING

Ken Heredia, Owner



Approved as to Form:

Julie A. Sherman, General Counsel



Attachment B

PROFESSIONAL SERVICES CONTRACT FOR VEHICLE REPAIR AND MAINTENANCE SERVICES (21-09)

THIS CONTRACT is made effective on April 23, 2021 between the SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (“Santa Cruz METRO”), a political subdivision of the State of California, and NORTH BAY FORD (“Contractor”).

1. RECITALS

1.1 Santa Cruz METRO’s Primary Objective

Santa Cruz METRO is a public entity whose primary objective is providing public transportation and which has its principal office at 110 Vernon Street, Santa Cruz, California 95060.

1.2 Santa Cruz METRO’s Need for Vehicle Repair and Maintenance Services

Santa Cruz METRO has the need for Vehicle Repair and Maintenance Services. In order to obtain these services, Santa Cruz METRO issued a Request for Proposals, dated January 29, 2021, setting forth specifications for such services. The Request for Proposals is attached hereto and incorporated herein by reference as Exhibit A.

1.3 Contractor’s Proposal

Contractor is a firm/individual qualified to provide Vehicle Repair and Maintenance Services and whose principal place of business is 1999 Soquel Ave. Santa Cruz, CA 95062. Pursuant to the Request for Proposals issued by Santa Cruz METRO, Contractor submitted a proposal for Vehicle Repair and Maintenance Services, which is attached hereto and incorporated herein by reference as Exhibit B.

1.4 Selection of Contractor and Intent of Contract

On April 6, 2021, Santa Cruz METRO selected Contractor as the Proposer whose proposal was most advantageous to Santa Cruz METRO to provide the Vehicle Repair and Maintenance Services described herein. This Contract is intended to fix the provisions of these services.

Santa Cruz METRO and Contractor agree as follows:

2. INCORPORATED DOCUMENTS AND APPLICABLE LAW

2.1 Documents Incorporated in this Contract

The documents listed below are attached to this Contract and by reference made a part hereof. This is an integrated Contract. 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, if any, made after the date of this Contract in accordance with Section 12.15 of the General Conditions to the Contract.

Attachment B

A. Exhibit A

Santa Cruz METRO's "Request for Proposals" dated January 29, 2021, including Addendum No. 1 dated February 11, 2021.

B. Exhibit B (Contractor's Proposal)

Contractor's Proposal to Santa Cruz METRO for Vehicle Repair and Maintenance Services, signed by Contractor and dated February 19, 2021.

2.2 Conflicts

Where in conflict, the provisions of this writing supersede those of the above-referenced documents, Exhibits A and B. Where in conflict, the provisions of Exhibit A supersede Exhibit B.

2.3 Recitals

The Recitals set forth in Article 1 are part of this Contract.

3. DEFINITIONS

3.1 General

The terms below (or pronouns in place of them) have the following meaning in the Contract:

- 3.1.1 **CONTRACT** - The Contract consists of this document, the attachments incorporated herein in accordance with Article 2, and any written amendments made in accordance with Part IV, Section 12.15 of the General Conditions to the Contract.
- 3.1.2 **CONTRACTOR** - The Proposer selected by Santa Cruz METRO for this project in accordance with the Request for Proposals issued January 29, 2021.
- 3.1.3 **CONTRACTOR'S STAFF** - Employees of Contractor.
- 3.1.4 **DAYS** - Calendar days.
- 3.1.5 **PROPOSER** - Contractor whose proposal was accepted under the terms and conditions of the Request for Proposals issued January 29, 2021.
- 3.1.6 **PROVISION** - Any term, agreement, covenant, condition, clause, qualification, restriction, reservation, or other stipulation in the Contract that defines or otherwise controls, establishes, or limits the performance required or permitted by either party.
- 3.1.7 **SCOPE OF WORK (OR "WORK")** - The entire obligation under the Contract, including, without limitation, all labor, equipment, materials, supplies, transportation, services, and other work products and expenses, express or implied, in the Contract.

Attachment B

4. TIME OF PERFORMANCE

4.1 Term

The term of this Contract will be for a period not to exceed three (3) years and shall commence upon the execution of the Contract by Santa Cruz METRO. At the option of Santa Cruz METRO, this Contract agreement may be renewed for two (2) additional two (2)-year terms. Option terms may be exercised by METRO in single or multiple year periods.

5. COMPENSATION

5.1 Terms of Payment

Santa Cruz METRO shall compensate Contractor in an amount not to exceed the amounts/rates agreed upon by Santa Cruz METRO. Santa Cruz METRO shall reasonably determine whether work has been successfully performed for purposes of payment. Compensation shall be made within thirty (30) days of Santa Cruz METRO's written approval of Contractor's written invoice for said work.

It is understood that execution of this Agreement does not guarantee any amount of services and/or dollar expenditure to be provided under the Agreement to Contractor. However, the maximum compensation that Santa Cruz METRO has authorized to be expended for this Contract will not exceed **\$120,000**.

5.2 Invoices

Contractor shall submit invoices with a purchase order number provided by Santa Cruz METRO on a monthly basis. Contractor's invoices shall include detailed records showing actual time devoted, work accomplished, date work accomplished, personnel used, and amount billed per hour. Expenses shall only be billed if allowed under the Contract.

Said invoice records shall be kept up-to-date at all times and shall be available for inspection by Santa Cruz METRO (or any grantor of Santa Cruz METRO, including, without limitation, any State or Federal agency providing project funding or reimbursement) at any time for any reason upon demand for not less than four (4) years after the date of expiration or termination of the Contract. Under penalty of law, Contractor represents that all amounts billed to Santa Cruz METRO are (1) actually incurred; (2) reasonable in amount; (3) related to this Contract; and (4) necessary for performance of the project.

6. NOTICES

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.

Attachment B

Santa Cruz METRO

Santa Cruz Metropolitan Transit District
110 Vernon Street
Santa Cruz, CA 95060

Attention: Alex Clifford, CEO

CONTRACTOR

North Bay Ford
1999 Soquel Avenue
Santa Cruz, CA 95062

Attention: Mark Elward

7. ACCEPTANCE OF ELECTRONIC SIGNATURES AND COUNTERPARTS

The parties agree that this Contract, agreements ancillary to this Contract, and related documents to be entered into this Contract will be considered executed when the signature of a party is delivered by facsimile or other electronic method by either of the parties, and each party agrees that the electronic signatures, whether digital or encrypted, of the parties included in this Contract are intended to authenticate this writing and to have the same force and effect as manual signatures. Each party further agrees that this Contract may be executed in two or more counterparts, each of which will be deemed an original, and all of which constitute one and the same instrument.

8. AUTHORITY

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

SIGNATURES ON NEXT PAGE

Attachment B

Signed on _____

Santa Cruz METRO –
SANTA CRUZ METROPOLITAN TRANSIT
DISTRICT

Alex Clifford, CEO/General Manager

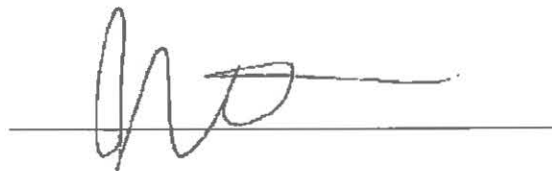
Contractor –
NORTH BAY FORD

Mark Elward, Secretary Treasurer



Approved as to Form:

Julie A. Sherman, General Counsel



Attachment B

PROFESSIONAL SERVICES CONTRACT FOR VEHICLE REPAIR AND MAINTENANCE SERVICES (21-09)

THIS CONTRACT is made effective on April 23, 2021 between the SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (“Santa Cruz METRO”), a political subdivision of the State of California, and SCOTT’S BODY SHOP (“Contractor”).

1. RECITALS

1.1 Santa Cruz METRO’s Primary Objective

Santa Cruz METRO is a public entity whose primary objective is providing public transportation and which has its principal office at 110 Vernon Street, Santa Cruz, California 95060.

1.2 Santa Cruz METRO’s Need for Vehicle Repair and Maintenance Services

Santa Cruz METRO has the need for Vehicle Repair and Maintenance Services. In order to obtain these services, Santa Cruz METRO issued a Request for Proposals, dated January 29, 2021, setting forth specifications for such services. The Request for Proposals is attached hereto and incorporated herein by reference as Exhibit A.

1.3 Contractor’s Proposal

Contractor is a firm/individual qualified to provide Vehicle Repair and Maintenance Services and whose principal place of business is 140 Center St. Santa Cruz, CA 95060. Pursuant to the Request for Proposals issued by Santa Cruz METRO, Contractor submitted a proposal for Vehicle Repair and Maintenance Services, which is attached hereto and incorporated herein by reference as Exhibit B.

1.4 Selection of Contractor and Intent of Contract

On April 6, 2021, Santa Cruz METRO selected Contractor as the Proposer whose proposal was most advantageous to Santa Cruz METRO to provide the Vehicle Repair and Maintenance Services described herein. This Contract is intended to fix the provisions of these services.

Santa Cruz METRO and Contractor agree as follows:

2. INCORPORATED DOCUMENTS AND APPLICABLE LAW

2.1 Documents Incorporated in this Contract

The documents listed below are attached to this Contract and by reference made a part hereof. This is an integrated Contract. 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, if any, made after the date of this Contract in accordance with Section 12.15 of the General Conditions to the Contract.

Attachment B

A. Exhibit A

Santa Cruz METRO's "Request for Proposals" dated January 29, 2021, including Addendum No. 1 dated February 11, 2021.

B. Exhibit B (Contractor's Proposal)

Contractor's Proposal to Santa Cruz METRO for Vehicle Repair and Maintenance Services, signed by Contractor and dated March 10, 2021.

2.2 Conflicts

Where in conflict, the provisions of this writing supersede those of the above-referenced documents, Exhibits A and B. Where in conflict, the provisions of Exhibit A supersede Exhibit B.

2.3 Recitals

The Recitals set forth in Article 1 are part of this Contract.

3. DEFINITIONS

3.1 General

The terms below (or pronouns in place of them) have the following meaning in the Contract:

3.1.1 CONTRACT - The Contract consists of this document, the attachments incorporated herein in accordance with Article 2, and any written amendments made in accordance with Part IV, Section 12.15 of the General Conditions to the Contract.

3.1.2 CONTRACTOR - The Proposer selected by Santa Cruz METRO for this project in accordance with the Request for Proposals issued January 29, 2021.

3.1.3 CONTRACTOR'S STAFF - Employees of Contractor.

3.1.4 DAYS - Calendar days.

3.1.5 PROPOSER - Contractor whose proposal was accepted under the terms and conditions of the Request for Proposals issued January 29, 2021.

3.1.6 PROVISION - Any term, agreement, covenant, condition, clause, qualification, restriction, reservation, or other stipulation in the Contract that defines or otherwise controls, establishes, or limits the performance required or permitted by either party.

3.1.7 SCOPE OF WORK (OR "WORK") - The entire obligation under the Contract, including, without limitation, all labor, equipment, materials, supplies, transportation, services, and other work products and expenses, express or implied, in the Contract.

Attachment B

4. TIME OF PERFORMANCE

4.1 Term

The term of this Contract will be for a period not to exceed three (3) years and shall commence upon the execution of the Contract by Santa Cruz METRO. At the option of Santa Cruz METRO, this Contract agreement may be renewed for two (2) additional two (2)-year terms. Option terms may be exercised by METRO in single or multiple year periods.

5. COMPENSATION

5.1 Terms of Payment

Santa Cruz METRO shall compensate Contractor in an amount not to exceed the amounts/rates agreed upon by Santa Cruz METRO. Santa Cruz METRO shall reasonably determine whether work has been successfully performed for purposes of payment. Compensation shall be made within thirty (30) days of Santa Cruz METRO's written approval of Contractor's written invoice for said work.

It is understood that execution of this Agreement does not guarantee any amount of services and/or dollar expenditure to be provided under the Agreement to Contractor. However, the maximum compensation that Santa Cruz METRO has authorized to be expended for this Contract will not exceed **\$50,000**.

5.2 Invoices

Contractor shall submit invoices with a purchase order number provided by Santa Cruz METRO on a monthly basis. Contractor's invoices shall include detailed records showing actual time devoted, work accomplished, date work accomplished, personnel used, and amount billed per hour. Expenses shall only be billed if allowed under the Contract.

Said invoice records shall be kept up-to-date at all times and shall be available for inspection by Santa Cruz METRO (or any grantor of Santa Cruz METRO, including, without limitation, any State or Federal agency providing project funding or reimbursement) at any time for any reason upon demand for not less than four (4) years after the date of expiration or termination of the Contract. Under penalty of law, Contractor represents that all amounts billed to Santa Cruz METRO are (1) actually incurred; (2) reasonable in amount; (3) related to this Contract; and (4) necessary for performance of the project.

6. NOTICES

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.

Attachment B

Santa Cruz METRO

Santa Cruz Metropolitan Transit District
110 Vernon Street
Santa Cruz, CA 95060

Attention: Alex Clifford, CEO

CONTRACTOR

Scott's Body Shop
140 Center Street
Santa Cruz, CA 95060

Attention: Robert D. Scott

7. **ACCEPTANCE OF ELECTRONIC SIGNATURES AND COUNTERPARTS**

The parties agree that this Contract, agreements ancillary to this Contract, and related documents to be entered into this Contract will be considered executed when the signature of a party is delivered by facsimile or other electronic method by either of the parties, and each party agrees that the electronic signatures, whether digital or encrypted, of the parties included in this Contract are intended to authenticate this writing and to have the same force and effect as manual signatures. Each party further agrees that this Contract may be executed in two or more counterparts, each of which will be deemed an original, and all of which constitute one and the same instrument.

8. **AUTHORITY**

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

SIGNATURES ON NEXT PAGE

Attachment B

Signed on 4-12-2021

Santa Cruz METRO –
SANTA CRUZ METROPOLITAN TRANSIT
DISTRICT

Alex Clifford, CEO/General Manager

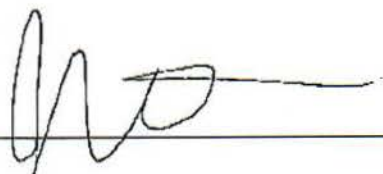
Contractor –
SCOTT'S BODY SHOP

Robert D. Scott, President



Approved as to Form:

Julie A. Sherman, General Counsel



Attachment B

PROFESSIONAL SERVICES CONTRACT FOR VEHICLE REPAIR AND MAINTENANCE SERVICES (21-09)

THIS CONTRACT is made effective on April 23, 2021 between the SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (“Santa Cruz METRO”), a political subdivision of the State of California, and WCAF LLC d/b/a WATSONVILLE FORD (“Contractor”).

1. RECITALS

1.1 Santa Cruz METRO’s Primary Objective

Santa Cruz METRO is a public entity whose primary objective is providing public transportation and which has its principal office at 110 Vernon Street, Santa Cruz, California 95060.

1.2 Santa Cruz METRO’s Need for Vehicle Repair and Maintenance Services

Santa Cruz METRO has the need for Vehicle Repair and Maintenance Services. In order to obtain these services, Santa Cruz METRO issued a Request for Proposals, dated January 29, 2021, setting forth specifications for such services. The Request for Proposals is attached hereto and incorporated herein by reference as Exhibit A.

1.3 Contractor’s Proposal

Contractor is a firm/individual qualified to provide Vehicle Repair and Maintenance Services and whose principal place of business is 550 Auto Center Dr. Watsonville, CA 95076. Pursuant to the Request for Proposals issued by Santa Cruz METRO, Contractor submitted a proposal for Vehicle Repair and Maintenance Services, which is attached hereto and incorporated herein by reference as Exhibit B.

1.4 Selection of Contractor and Intent of Contract

On April 6, 2021, Santa Cruz METRO selected Contractor as the Proposer whose proposal was most advantageous to Santa Cruz METRO to provide the Vehicle Repair and Maintenance Services described herein. This Contract is intended to fix the provisions of these services.

Santa Cruz METRO and Contractor agree as follows:

2. INCORPORATED DOCUMENTS AND APPLICABLE LAW

2.1 Documents Incorporated in this Contract

The documents listed below are attached to this Contract and by reference made a part hereof. This is an integrated Contract. 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, if any, made after the date of this Contract in accordance with Section 12.15 of the General Conditions to the Contract.

Attachment B

A. Exhibit A

Santa Cruz METRO's "Request for Proposals" dated January 29, 2021, including Addendum No. 1 dated February 11, 2021.

B. Exhibit B (Contractor's Proposal)

Contractor's Proposal to Santa Cruz METRO for Vehicle Repair and Maintenance Services, signed by Contractor and dated March 9, 2021.

2.2 Conflicts

Where in conflict, the provisions of this writing supersede those of the above-referenced documents, Exhibits A and B. Where in conflict, the provisions of Exhibit A supersede Exhibit B.

2.3 Recitals

The Recitals set forth in Article 1 are part of this Contract.

3. DEFINITIONS

3.1 General

The terms below (or pronouns in place of them) have the following meaning in the Contract:

- 3.1.1 CONTRACT - The Contract consists of this document, the attachments incorporated herein in accordance with Article 2, and any written amendments made in accordance with Part IV, Section 12.15 of the General Conditions to the Contract.
- 3.1.2 CONTRACTOR - The Proposer selected by Santa Cruz METRO for this project in accordance with the Request for Proposals issued January 29, 2021.
- 3.1.3 CONTRACTOR'S STAFF - Employees of Contractor.
- 3.1.4 DAYS - Calendar days.
- 3.1.5 PROPOSER - Contractor whose proposal was accepted under the terms and conditions of the Request for Proposals issued January 29, 2021.
- 3.1.6 PROVISION - Any term, agreement, covenant, condition, clause, qualification, restriction, reservation, or other stipulation in the Contract that defines or otherwise controls, establishes, or limits the performance required or permitted by either party.
- 3.1.7 SCOPE OF WORK (OR "WORK") - The entire obligation under the Contract, including, without limitation, all labor, equipment, materials, supplies, transportation, services, and other work products and expenses, express or implied, in the Contract.

Attachment B

4. TIME OF PERFORMANCE

4.1 Term

The term of this Contract will be for a period not to exceed three (3) years and shall commence upon the execution of the Contract by Santa Cruz METRO. At the option of Santa Cruz METRO, this Contract agreement may be renewed for two (2) additional two (2)-year terms. Option terms may be exercised by METRO in single or multiple year periods.

5. COMPENSATION

5.1 Terms of Payment

Santa Cruz METRO shall compensate Contractor in an amount not to exceed the amounts/rates agreed upon by Santa Cruz METRO. Santa Cruz METRO shall reasonably determine whether work has been successfully performed for purposes of payment. Compensation shall be made within thirty (30) days of Santa Cruz METRO's written approval of Contractor's written invoice for said work.

It is understood that execution of this Agreement does not guarantee any amount of services and/or dollar expenditure to be provided under the Agreement to Contractor. However, the maximum compensation that Santa Cruz METRO has authorized to be expended for this Contract will not exceed \$30,000.

5.2 Invoices

Contractor shall submit invoices with a purchase order number provided by Santa Cruz METRO on a monthly basis. Contractor's invoices shall include detailed records showing actual time devoted, work accomplished, date work accomplished, personnel used, and amount billed per hour. Expenses shall only be billed if allowed under the Contract.

Said invoice records shall be kept up-to-date at all times and shall be available for inspection by Santa Cruz METRO (or any grantor of Santa Cruz METRO, including, without limitation, any State or Federal agency providing project funding or reimbursement) at any time for any reason upon demand for not less than four (4) years after the date of expiration or termination of the Contract. Under penalty of law, Contractor represents that all amounts billed to Santa Cruz METRO are (1) actually incurred; (2) reasonable in amount; (3) related to this Contract; and (4) necessary for performance of the project.

6. NOTICES

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.

Attachment B

Santa Cruz METRO

Santa Cruz Metropolitan Transit District
110 Vernon Street
Santa Cruz, CA 95060

Attention: Alex Clifford, CEO

CONTRACTOR

Watsonville Ford
550 Auto Center Drive
Watsonville, CA 95076

Attention: Chuck Dawson

7. **ACCEPTANCE OF ELECTRONIC SIGNATURES AND COUNTERPARTS**

The parties agree that this Contract, agreements ancillary to this Contract, and related documents to be entered into this Contract will be considered executed when the signature of a party is delivered by facsimile or other electronic method by either of the parties, and each party agrees that the electronic signatures, whether digital or encrypted, of the parties included in this Contract are intended to authenticate this writing and to have the same force and effect as manual signatures. Each party further agrees that this Contract may be executed in two or more counterparts, each of which will be deemed an original, and all of which constitute one and the same instrument.

8. **AUTHORITY**

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

SIGNATURES ON NEXT PAGE

Attachment B

Signed on _____

4/9/2021

Santa Cruz METRO –
SANTA CRUZ METROPOLITAN TRANSIT
DISTRICT

Alex Clifford, CEO/General Manager

Contractor –
WCAF LLC d/b/a WATSONVILLE FORD

Chuck Dawson, Service Manager

Approved as to Form:

Julie A. Sherman, General Counsel



DATE: April 23, 2021
TO: Board of Directors
FROM: Eddie Benson, Maintenance Manager
SUBJECT: **CONSIDERATION OF AUTHORIZING THE CEO TO USE THE CALIFORNIA ASSOCIATION FOR COORDINATED TRANSPORTATION (CALACT) / MORONGO BASIN TRANSIT AUTHORITY (MBTA) PURCHASING COOPERATIVE CONTRACT FOR THE PURCHASE OF TWO CNG BUSES FROM GILLIG, LLC**

I. RECOMMENDED ACTION

That the Board of Directors:

- 1) Authorize the CEO to obtain and exercise two purchase options from the California Association for Coordinated Transportation (CALACT) / Morongo Basin Transit Authority (MBTA) Purchasing Cooperative Contract to purchase two Gillig buses; and,**
- 2) Authorize the CEO to execute a contract with Gillig, LLC in an amount not to exceed \$1,447,701**

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) has budgeted for the purchase of two Compressed Natural Gas (CNG) Bus Rapid Transit (BRT) Plus low floor buses (35') to replace vehicles that have reached their useful life in METRO's fleet.
- On October 23, 2020, the Board of Directors (Board) approved the allocation of \$3,958,985 from the Public Transportation Modernization Improvement (PTMISEA) to purchase six CNG buses.
- Staff previously notified the Board of the intent to purchase two CNG buses utilizing the Bus Replacement Fund and leftover PTMISEA funds in the Long-Range Bus Replacement Plan Report dated March 26, 2021.
- METRO staff located purchase options from the California Association for Coordinated Transportation (CALACT) Morongo Basin Transit Authority (MBTA) Purchasing Cooperative Contract.
- Staff is requesting authorization to proceed with the purchase of two CNG buses from Gillig, LLC (Gillig) using the MBTA Contract as the most cost effective method to make the purchase.

- At the April 9, 2021 Capital Projects Standing Committee Meeting, the Committee members reviewed and recommended the Board authorize the CEO to use the CALACT/MBTA purchasing cooperative contract for the purchase of two CNG buses from Gillig, LLC.

III. DISCUSSION/BACKGROUND

METRO needs to purchase two CNG BRT Plus Low Floor buses to replace aging vehicles in its fixed route fleet. METRO's Transit Asset Management Plan (TAM) establishes the useful life of a bus as 14 years. METRO currently has 21 buses with an average of 19.7 years and over 750,000 miles that need to be replaced as soon as possible. Twelve of these are 20-year old diesels averaging 790,259 miles, two of which would be replaced by this purchase.

On October 23, 2020, the Board approved the allocation of \$3,958,985 from the PTMISEA to purchase six CNG buses. To maintain commitment to the Bus Replacement Plan, at the March 26, 2021 Board meeting, staff notified the Board of the intent to purchase two CNG buses utilizing the Bus Replacement Fund: one funded from FY19 State of Good Repair (SGR) funds that were originally programmed to have been spent on a pandemic-delayed project and are due to expire, and another from leftover PTMISEA funds with the difference covered by FY20 SGR funds.

Utilizing cooperative purchasing agreements streamlines the procurement process and allows for better pricing than METRO would normally obtain due to the greater quantities requested. The CALACT Cooperative charges a contract usage fee of 1.5% based on the purchase order total before tax and any offered cash discounts.

Staff recommends that the Board award a contract to Gillig, LLC for the purchase of two CNG BRT Plus Low Floor buses in an amount not to exceed \$1,447,700.59, and that the Board also authorize the CEO to execute the contract with Gillig, LLC utilizing the CALACT/MBTA Cooperative Purchasing Contract to obtain and exercise the two bus purchase options.

On April 9, 2021, the Capital Projects Standing Committee met to review the staff proposal and unanimously recommended Board approval.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

METRO replacing two buses beyond their useful life is in alignment with the following strategic priorities:

- Service Quality and Delivery
- State of Good Repair

V. FINANCIAL CONSIDERATIONS/IMPACT

Gillig, LLC two CNG BRT Plus low 35' floor buses – at a cost of \$658,045.71 per vehicle; plus 10% contingency of \$131,609.17 totaling \$1,447,700.59.

Funds to support this procurement are available in the FY19 State of Good Repair (GSR) grant in the amount of \$687,360, PTMISEA funds in the amount of \$433,338, Measure D funds in the amount of \$131,609 and FY20 State of Good Repair (GSR) funds in the amount of \$195,394. The table below outlines the matrix for grant funding allocations.

Project	FY19 State of Good Repair	PTMISEA FUNDS	Measure D	FY 20 State of Good Repair	Total Cost
Two CNG Buses	\$687,360	\$433,338	\$131,609	\$195,394	\$1,447,701

VI. CHANGES FROM COMMITTEE

At the April 9, 2021 Capital Projects Standing Committee Meeting, the Committee members reviewed and recommended the Board authorize the CEO to use the CALACT/MBTA purchasing cooperative contract for the purchase of two CNG buses from Gillig, LLC.

VII. ALTERNATIVES CONSIDERED

The Board could direct the Purchasing Manager to conduct a standalone procurement for these Gillig CNG buses. This is not recommend as it would take approximately six months and would likely result in higher priced vehicles due to the small quantity that METRO would purchase.

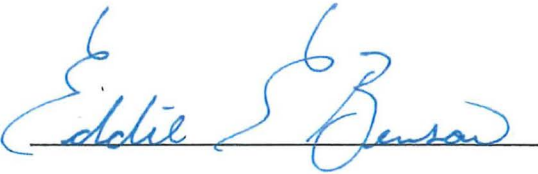
VIII. ATTACHMENTS

Attachment A: Gillig CNG Bus Quote Sheet

Attachment B: Price Variance

Prepared by: Margo Ross, Chief Operations Officer
Wondimu Mengistu, Grants/Legislative Analyst

IX. APPROVALS

Eddie Benson, Maintenance Manager 

Approved as to fiscal impact:
Chuck Farmer, CFO 

Alex Clifford, CEO/General Manager 



March 3, 2021

Mr. Eddie Benson
Maintenance Manager
Santa Cruz Metropolitan Transit District (METRO)
110 Vernon Street
Santa Cruz, CA 95060

RE: PRICE QUOTE FOR TWO (2) 35' CNG BRT PLUS LOW FLOOR BUSES

Dear Mr. Benson,

Thank you for your interest to purchase two (2) 35' CNG BRT PLUS Low Floor Buses using options off the CalACT Consortium Contract (MBTA RFP #18-01).

Attached you will find the Price Variance that would pertain to your next order. GILLIG is pleased to quote the following:

TWO (2) 35'X102" CNG BRT PLUS LOW FLOOR BUS \$658,045.71 EA

These prices are valid for 30 days. Prices include registration and license fees, CA Sales Tax (9.25%) and a 1% Spares Budget. The production of your buses can be scheduled within 12-15 months from receipt of purchase order. To maintain this production schedule, we will require a firm purchase order within 30 days.

We thank you for this opportunity and appreciate your interest in GILLIG and our products. We certainly look forward to working with METRO again and in so doing, continuing to build our long-term partnership. Should you have any questions, please do not hesitate to contact me.

Sincerely,

Sean Solis

Sean Solis
Regional Sales Manager

cc: William F. Fay, Jr.
Javier Hernandez, Jr.

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Attachment B

PRICE VARIANCE

3/31/2021

SANTA CRUZ, CA OFF CalACT CONSORTIUM CONTRACT (2) 35' BRT+ CNG LOW FLOOR BUSES, SN: TBD

ITEM	CalACT	SANTA CRUZ	VARIANCE
BRT+ STYLING	NOT INCLUDED	REQUIRED	20,147.00
ENGINE (CNG)	CUMMINS L9N, 280 HP W/(5) TYPE IV TANKS	CUMMINS L9N, 280 HP W/(5) TYPE IV TANKS	-
AUXILIARY ENGINE OIL FILTER	NOT INCLUDED	NOT REQUIRED	-
COOLANT FILTER (FOR NON-HYBRIDS)	STD FLEETGUARD	STD FLEETGUARD	-
AIR RESTRICTION INDICATOR	DONALDSON INFORMER RBX00-2277	DONALDSON INFORMER RBX00-2277	-
RADIATOR	EMP GEN IV MH4 (ELECTRIC)	EMP GEN IV MH4 (ELECTRIC)	-
E-COAT RAD/CAC	NOT INCLUDED	NOT REQUIRED	-
RADIATOR TANK GUARD	NOT INCLUDED	NOT REQUIRED	-
ALTERNATOR	EMP P450 (450 AMP)	NIEHOFF C803 (525 AMP)	-
NIEHOFF SMART VOLTAGE REGULATOR	NOT INCLUDED	REQUIRED	689.00
ENGINE OIL EXTRACTOR PORT	NOT INCLUDED	TITAN PROBLYZER	47.00
TRANSMISSION	ALLISON B400R	ALLISON B400R	-
ALLISON FUEL SENSE SOFTWARE	INCLUDED	REQUIRED	-
TRANSMISSION OIL EXTRACTOR PORT	NOT INCLUDED	TITAN PROBLYZER	47.00
BRAKES	DRUM, W/S-CAM	DRUM, W/S-CAM	-
AXLE HUB SEALS	C/R OIL SEALS	C/R OIL SEALS	-
WHEEL MOUNTING	HUB PILOTED	HUB PILOTED	-
HUBODOMETER	STEMCO 610	NOT REQUIRED	(50.00)
AUTO TRACTION CONTRO (ATC)	NOT INCLUDED	NOT REQUIRED	-
WHEELS	(7) STEEL	(7) FULL POLISHED ALUMINUM WHEELS	2,354.00
DURA-BRIGHT COATING ON (7) WHEELS	NOT INCLUDED	REQUIRED	1,162.00
DURA-FLANGE COATING ON (7) WHEELS	NOT INCLUDED	REQUIRED	1,379.00
TIRES	(7) GOOD YEAR B305/85R22.5 METRO MILER	(7) MICHELIN 305/85R22.5, X INCITY	924.00
ELECTRIC STEERING ASSIST	NOT INCLUDED	NOT REQUIRED	-
CNG FUEL GAUGE	NOT INCLUDED	NOT REQUIRED	-
OIL PRESSURE & COOLANT TEMP GAUGES LOCATED IN ENGINE COMP'T	ELECTRICAL	ELECTRICAL	-
REAR HAND THROTTLE	NOT INCLUDED	REQUIRED	153.00
AIR DRYER	SKF HCT-2000, HEATED	SKF HCT-2000, HEATED	-
AUTO AIR DRAIN VALVE AT PING TANK	KINGSTON	KINGSTON	-
BRAKE VALVE	BENDIX E-8P	BENDIX E-8P	-
ELECTRICAL TOW CONNECTION	NOT INCLUDED	COLE HERSEY 7-WAY	179.00
EXTENDED REAR TOW EYES	NOT INCLUDED	NOT REQUIRED	-
ENGINE SKID PROTECTION	NOT INCLUDED	NOT REQUIRED	-
A-POST SKID PLATES	NOT INCLUDED	REQUIRED	144.00
INSULATION PACKAGE	LEVEL 2	LEVEL 2	-
BATTERIES	(2) DEKA 8D	(2) GROUP 31 ODYSSEY AGM	905.00
KBI KPOWER SUPERCAPACITOR STARTING SYSTEM	NOT INCLUDED	REQUIRED	3,818.00
FRONT JUMP START CONNECTOR	NOT INCLUDED	ANDERSON 350	178.00
REAR JUMP START CONNECTOR	NOT INCLUDED	ANDERSON 350	178.00
WHEELCHAIR RAMP	LIFT-U, LU-18 (6:1)	LIFT-U, LU-18 (6:1)	-
HVAC MOTORS (THERMO KING T14)	EBM BRUSHLESS	EBM BRUSHLESS	-
HVAC COMPRESSOR (THERMO KING)	X430	X430	-
REFRIGERANT	R407C	R407C	-
REFRIGERANT PRESSURE DISPLAY	NOT INCLUDED	REQUIRED	356.00
CLIMATE COMFORT TECHNOLOGIES CCT 24V-1 ELECTRONIC AIR CLEANER	NOT INCLUDED	REQUIRED	2,250.00

Attachment B

PRICE VARIANCE

3/31/2021

SANTA CRUZ, CA OFF CalACT CONSORTIUM CONTRACT (2) 35' BRT+ CNG LOW FLOOR BUSES, SN: TBD

ITEM	CalACT	SANTA CRUZ	VARIANCE
FRESH AIR MAKE-UP	NOT INCLUDED	REQUIRED	428.00
DRIVERS HEATER MOTORS	MCC BRUSH TYPE	MCC BRUSHLESS	387.00
AUXILIARY COOLANT HEATER	NOT INCLUDED	NOT REQUIRED	-
FRONT DOOR STEP HEATER	NOT INCLUDED	NOT REQUIRED	-
REAR DOOR STEP HEATER	NOT INCLUDED	NOT REQUIRED	-
STREETSIDE UNDERSEAT HEATER	NOT INCLUDED	NOT REQUIRED	-
REAR DOOR WARM WELCOME MAT	NOT INCLUDED	NOT REQUIRED	-
DASH MOUNTED DRIVERS FAN	NOT INCLUDED	(2) REQUIRED	190.00
FRONT & REAR DOOR OPERATION	AIR POWERED	AIR POWERED	-
FRONT DOOR (VAPOR)	40" SLIDE-GLIDE	40" SLIDE-GLIDE	-
REAR DOOR (VAPOR)	34" SWING OPEN	34" SWING OPEN	-
REAR DOOR CONTROLS	FULL DRIVER CONTROL	VAPOR "CLASS" SYSTEM	5,859.00
SENSITIVE EDGE	NOT INCLUDED	REQUIRED	650.00
EXTERIOR FRONT DOOR VALVE	NOT INCLUDED	NOT REQUIRED	-
ELECTRICAL EQUIPMENT CABINET	44" TALL, W/2 COOLING FANS	44" TALL, W/2 COOLING FANS	-
INTERIOR AD FRAMES	NOT INCLUDED	NOT REQUIRED	-
EXTERIOR AD FRAMES	NOT INCLUDED	NOT REQUIRED	-
PASSENGER SEATS & WHEELCHAIR RESTRAINTS	USSC CITISEAT, W/ V-PRO'S, & STD Q'STRAIT BELTS & RETRACTORS	USSC GEMINI, W/ (2) Q'PODS	11,008.00
RAISED REAR SEAT PLATFORM	NOT INCLUDED	NOT REQUIRED	-
DRIVERS SEAT	RECARO ERGO METRO, W/OUT HEADREST, W/LAP BELT & DOCKET 90A	RECARO ERGO METRO, W/HEADREST & LAP BELT	-
HEADREST FOR DRIVERS SEAT	NOT INCLUDED	REQUIRED	119.00
DRIVERS SEAT CUSHION ALARM	NOT INCLUDED	NOT REQUIRED	-
ARROW DRIVER'S BARRIER W/EXTENDED GLASS (MV3080-0139)	NOT INCLUDED	REQUIRED	5,240.00
PASSENGER SIGNALS	PULL CORDS	PULL CORDS	-
REAR DOOR STOP REQUEST SWITCH	NOT INCLUDED	REQUIRED	67.00
SCHEDULE RACKS	NOT INCLUDED	NOT REQUIRED	-
SCHEDULE HOLDER SLOTS IN SIDE OF DRIVER'S BARRIER	NOT INCLUDED	REQUIRED	64.00
STANCHIONS	SSTL	YELLOW POWDER COATED	400.00
OVERHEAD GRABRAILS	SSTL	SSTL	-
NYLON GRAB STRAPS	NOT INCLUDED	(6) REQUIRED	126.00
PASSENGER WINDOWS	STD FRAME/FULL FIXED	BONDED FRAME/UPPER TRANSOM	6,566.00
3M SCOTCH GUARD FILM TO PASSENGER WINDOWS	NOT INCLUDED	REQUIRED	2,876.00
PASSENGER INFO STATION	NOT INCLUDED	OBIC 19/23 2DP 1T SANTA CRUZ	435.00
HEADLAMPS	(4) PETERSON LED	(4) PETERSON LED	-
CORNERING LAMPS	NOT INCLUDED	(3) REQUIRED	969.00
REAR YIELD SIGN	NOT INCLUDED	REQUIRED	673.00
INTERIOR LIGHTS	LED	LED	-
PASSENGER READING LAMPS	NOT INCLUDED	REQUIRED	743.00
PLEASURE RADIO & ANTENNA	NOT INCLUDED	NOT REQUIRED	-
2-WAY RADIO	NOT INCLUDED	NOT REQUIRED	-
2-WAY RADIO ANTENNA	NOT INCLUDED	REQUIRED	175.00
DRIVERS SPEAKER	NOT INCLUDED	NOT REQUIRED	-
HAND MICROPHONE FOR P/A	NOT INCLUDED	REQUIRED	65.00
DESTINATION SIGNS (FRONT)	HANOVER, AMBER LED	LUMINATOR, COLOR LED	5,875.00
DESTINATION SIGNS (CURBSIDE)	HANOVER, AMBER LED	LUMINATOR, AMBER LED	304.00

Attachment B

PRICE VARIANCE

3/31/2021

SANTA CRUZ, CA OFF CalACT CONSORTIUM CONTRACT (2) 35' BRT+ CNG LOW FLOOR BUSES, SN: TBD

ITEM	CalACT	SANTA CRUZ	VARIANCE
DESTINATION SIGN (STREETSIDE)	NOT INCLUDED	NOT REQUIRED	-
REAR RUN SIGN	NOT INCLUDED	LUMINATOR, AMBER LED	1,480.00
DASH MOUNTED FRONT RUN SIGN	NOT INCLUDED	NOT REQUIRED	-
HEATED FRONT DESTINATION SIGN GLAZING	NOT INCLUDED	NOT REQUIRED	-
FAREBOX PREWIRE, STANCHION & LIGHT	NOT INCLUDED	REQUIRED	300.00
TRANSFER CUTTER	NOT INCLUDED	NOT REQUIRED	-
MECHANICAL PASSENGER COUNTER	NOT INCLUDED	NOT REQUIRED	-
FLOORING MATERIAL	ALTRO	ALTRO	-
FLOOR EDGING	VINYL	SSTL	473.00
ROOF HATCH	(1) MANUAL OPEN/CLOSE	(2) MANUAL OPEN/CLOSE	300.00
EXTERIOR MIRRORS	SAFE FLEET, 8X15, 2-PC, HEATED W/REMOTE	SAFE FLEET, 8X18, CLASS A, HEATED W/REMOTE	693.00
FIRE SUPPRESSION SYSTEM	FOGMAKER	AMEREX V-25	329.00
GAS DETECTION SYSTEM (CNG)	INCLUDED	REQUIRED	-
TRAFFIC LIGHT PREEMPTION	NOT INCLUDED	NOT REQUIRED	-
VIDEO SURVEILLANCE SYSTEM	NOT INCLUDED	LUMINATOR TECHNOLOGY 10-CAMERA SYSTEM, W/ ROADRUNNER HDR4K12 DVR, 10" MONITOR, WIFI, POWER LOSS DATA PROTECTOR & (2) MOTION DETECTORS	15,577.00
PASSENGER INFO VIDEO MONITOR	NOT INCLUDED	NOT REQUIRED	-
PROTRAN SAFE TURN ALERT SYSTEM	NOT INCLUDED	NOT REQUIRED	-
SPORTWORKS BIKE RACK	NOT INCLUDED	MOUNTING BRKTS & PIVOT PLATE	391.00
BIKE RACK LAMP	NOT INCLUDED	REQUIRED	32.00
BILE RACK MIRROR	NOT INCLUDED	REQUIRED	30.00
FIRE EXTINGUISHER	5 LB, ABC RATED	5 LB, ABC RATED	-
SAFETY TRIANGLE KIT	INCLUDED	REQUIRED	-
MEDICAL AID KIT	NOT INCLUDED	REQUIRED	75.00
BLOODBORN PATHOGEN KIT	NOT INCLUDED	NOT REQUIRED	-
DASH GAUGES	SPEEDOMETER AND AIR GAUGE	SPEEDOMETER AND AIR GAUGE	-
TOE SWITCHES	STD PLATFORM	TRANSTECH INNOVATIONS ELECTRONIC FOOT SWITCH ASSEMBLY	486.00
ADJUSTABLE PEDALS	NOT INCLUDED	KONGSBERG	925.00
MULTIPLEX SYSTEM	I/O CONTROLS G4	I/O CONTROLS G4	-
DRIVERS CUP HOLDER	NOT INCLUDED	BIG GULP	37.00
WASTE BASKET & HOLDER	NOT INCLUDED	REQUIRED	81.00
ITS SYSTEM	NOT INCLUDED	SYNCHROMATICS SYSTEM, W/OPEN MDT 1100 (W/OUT CELLULAR MODEM), GPS/CELLULAR ANTENNA, VEHICLE GATEWAY (W/4G MODEM), AUTOMATIC VOICE ANNOUNCEMENT, INTERIOR SIGN, DESTINATION SIGN INTERFACE, FAREBOX INTERFACE & IRMA APC PREWIRE (NO SENSORS)	23,634.00
EXTERIOR PAINT	1-COLOR	4-COLOR	6,450.00
CLEAR COAT	NOT INCLUDED	NOT REQUIRED	-
EXTERIOR GRAPHICS	NOT INCLUDED	SANTA CRUZ, CA CUSTOM GRAPHICS (SAME AS LAST ORDER)	3,284.00
ROOF NUMBERS	NOT INCLUDED	REQUIRED	133.00

Attachment B

PRICE VARIANCE

3/31/2021

SANTA CRUZ, CA OFF CALACT CONSORTIUM CONTRACT (2) 35' BRT+ CNG LOW FLOOR BUSES, SN: TBD

ITEM	CalACT	SANTA CRUZ	VARIANCE
WARRANTY (BASIC BUS)	12 MONTHS / 50,000 MILES	12 MONTHS / 50,000 MILES	-
WARRANTY (BODY STRUCTURE)	36 MONTHS / 150,000 MILES	36 MONTHS / 150,000 MILES	-
WARRANTY (STRUCTURAL INTEGRITY DUE TO CORROSION)	144 MONTHS / 500,000 MILES	144 MONTHS / 500,000 MILES	-
WARRANTY (ENGINE L9N)	24 MONTHS / UNLIMITED MILES	60 MONTHS / 300,000 MILES	7,600.00
WARRANTY (EMISSION SYSTEM)	60 MONTHS / 100,000 MILES	60 MONTHS / 100,000 MILES	-
WARRANTY (ALTERNATOR)	24 MONTHS / UNL MILES	24 MONTHS / UNL MILES	-
WARRANTY (AIR COMPRESSOR)	24 MONTHS / UNL MILES	24 MONTHS / UNL MILES	-
WARRANTY (RADIATOR/CAC ASSEMBLY)	36 MONTHS / UNL MILES	36 MONTHS / UNL MILES	-
WARRANTY (TRANSMISSION B400R)	24 MONTHS / UNL MILES	60 MONTHS / 300,000 MILES	2,815.00
WARRANTY (AXLES)	60 MONTHS / 300,000 MILES	60 MONTHS / 300,000 MILES	-
	24 MONTHS / 100,000 MILES	24 MONTHS / 100,000 MILES	-
WARRANTY (WHEELCHAIR RAMP)	24 MONTHS / UNL MILES	24 MONTHS / UNL MILES	-
WARRANTY (HVAC)	24 MONTHS / UNL MILES	24 MONTHS / UNL MILES	-
WARRANTY (DESTINATION SIGNS)	144 MONTHS / UNL MILES	144 MONTHS / UNL MILES	-
WARRANTY (SUBFLOOR)	144 MONTHS / 500,000 MILES	144 MONTHS / 500,000 MILES	-
TRAINING	NOT INCLUDED	NOT REQUIRED	-
TOTAL SANTA CRUZ, CA VARIANCES			143,204.00

CURRENT BUS PRICE CALCULATIONS

TOTAL SANTA CRUZ, CA VARIANCES	143,204.00
CALACT CONSORTIUM 35' CNG LOW FLOOR BASE UNIT PRICE	449,973.00
SANTA CRUZ, CA 35' CNG BRT+ BASE UNIT PRICE	593,177.00
SPARES & TOOLING BUDGET	5,932.00
DELIVERY COST (ZONE 3)	643.00
CURRENT SANTA CRUZ, CA 35' CNG BRT+ BASE UNIT PRICE, W/ DELIVERY	599,752.00
1% CALACT FEE (UP TO MAX \$20,000.00 PER TRANSACTION)	5,998.00
SANTA CRUZ, CA 35' CNG BRT+ UNIT PRICE, W/ DELIVERY, SPARES & CALACT FEE (2/26/2021)	605,750.00

NON-TAXABLE ITEMS CALCULATIONS

CALACT BASE NON-TAXABLE ADA EQUIPMENT	20,868.00
CHANGE WHEEL CHAIR RESTRAINTS TO Q'STRAIT Q'PODS	8,465.00
EXTENDED WARRANTY COVERAGE	10,415.00
DELIVERY COST (ZONE 3)	643.00
SANTA CRUZ, CA NON-TAXABLE ITEMS	40,391.00

CURRENT BUS PRICE CALCULATIONS INCLUDING CA SALES TAX

CURRENT SANTA CRUZ, CA 35' LOW FLOOR UNIT PRICE, W/ DELIVERY, SPARES & CALACT FEE	605,750.00
SANTA CRUZ, CA NON-TAXABLE ITEMS	(40,391.00)
CURRENT SANTA CRUZ 35' TAXABLE LOW FLOOR UNIT PRICE	565,359.00
ADD CALIFORNIA SALES TAX - SANTA CRUZ (9.25%)	52,295.71
SANTA CRUZ, CA NON-TAXABLE ITEMS	40,391.00
GILLIG TO REGISTER VEHICLES AT DMV	-
SANTA CRUZ, CA 40' LOW FLOOR CURRENT UNIT PRICE, W/ CA SALES TAX (3/31/2021)	658,045.71

CONFIDENTIAL

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DATE: April 23, 2021
TO: Board of Directors
FROM: Wondimu Mengistu, Grants and Legislative Analyst
**SUBJECT: RECEIVE AN UPDATE ON FY22 APPROPRIATIONS AND SURFACE
TRANSPORTATION REAUTHORIZATION EARMARK REQUESTS**

I. RECOMMENDED ACTION

That the Board of Directors receive an update on Santa Cruz Metropolitan Transit District's (METRO) FY22 Appropriations and Surface Transportation Reauthorization Earmark requests

II. SUMMARY

- In February 2021, Congressional lawmakers announced the reinstatement of the earmark process for local governments and nonprofits after a decade-long ban, ushering in the return of congressionally directed spending through a reformed process dubbed "Community Project Funding" (CPF). The U.S. House of Representatives will accept Congress member requests for CPF in appropriations bills for FY2022.
- The House Transportation and Infrastructure (T&I) Committee also announced that it will accept Congress member requests for the expected reauthorization of federal highway and transit programs in the Fixing America's Surface Transportation Act (FAST Act).
- The Santa Cruz Metropolitan Transit District (METRO) has submitted requests for \$2.9 million in the FY2022 transportation appropriations bill for the Bus Replacement Plan.
- In the coming weeks staff will also submit project requests for the members of Congress representing the Santa Cruz area to advocate for the inclusion of earmarks for METRO capital projects as part of the FAST Act.
- The Capital Projects Standing Committee met on April 9, 2021 to review and unanimously recommends these projects for Board approval.

III. DISCUSSION/BACKGROUND

Community Project Funding

In the 117th Congress, lawmakers will reinstate the process of earmarking for local governments and nonprofits after a decade-long ban, ushering in the return

of congressionally directed spending through a reformed process dubbed "Community Project Funding" (CPF) with added oversight mechanisms.

The House will accept Member requests for CPF in appropriations bills for FY2022. Members will be allowed to request funding to support specific community projects as part of the annual appropriations process to fund the federal government. Eligible projects include transit capital projects included on a Statewide Transportation Improvement Plan (STIP) or Transportation Improvement Plan (TIP).

In order to maintain its rolling stock – over 25% of which is beyond its useful life - in a state of good repair, METRO has submitted a request to Rep. Jimmy Panetta's office for an earmark of \$505,750 - \$1.8 million in the FY2022 transportation appropriations bill for the Bus Replacement Plan:

- CNG Bus Replacements:
 - \$1.84 million of a \$2.3 million capital request to replace one diesel articulated bus and two 1998 diesel-fueled buses with new CNG buses, with METRO funding the required 20% (\$460,000) local match. These CNG vehicles, powered by recycled methane from landfills, will provide a clean fuel bridge as METRO transitions to 100% zero-emission vehicles by 2040.
- Paratransit Vehicle Replacement:
 - An important but secondary ask would include \$505,750 to replace seven equivalent 2011 gasoline fueled paratransit vans supported by a local match of \$89,250. These vehicles are important to ensuring METRO's paratransit service for customers with disabilities is maintained in a state of good repair.

Staff also submitted a funding request for CPF to Rep. Anna G. Eshoo in the FY22 Appropriations Request.

- \$1,105,000 of a \$1.3 million capital request to replace a 2010 40-foot CNG coach with one, 45-foot over-the-road ZEB to operate on METRO's Highway 17 Express, with METRO funding the required 15% (\$195,000) local match.

Surface Transportation Reauthorization Earmark requests

The House T&I Committee also announced that it will accept Congress member requests for the expected reauthorization of the FAST Act. Member-designated projects funded through the surface transportation authorization will receive multi-year contract authority from the highway trust fund. These projects will receive dedicated obligation limitation under the overall provision of obligation limitation provided through the appropriations process, and will not require further Congressional action.

Federal highway and public transportation programs are funded through multi-year surface transportation authorization acts. The current surface transportation program authorization expires on September 30, 2021.

Eligible transit capital projects include constructing or rehabilitating a transit station or transit equipment; purchasing rolling stock, including zero-emission vehicles; transit-related intelligent transportation systems; project expenses related to a capital project including design and engineering; and, associated transit improvements including bus shelters. The federal share allowable under the transit program is typically 80 percent of the project cost.

In order to maintain its fleet and facilities in a state of good repair, METRO will be requesting:

- 21 Replacement Fixed-Route and Commuter Buses:
 - If METRO purchases CNG buses, the total cost would be \$12 million
 - If METRO purchases Zero Emission Buses (electric), the cost would be \$22 million
- New Paratransit Operating Facility: \$5 million
- Rebuild Pacific Station Bus Terminal: \$10 million

METRO needs an average of \$20 million a year over the next five years to bring its fleet and facilities/equipment into a state of good repair. METRO’s combined funding needs to bring its fleet and facilities/equipment into state of good repair are shown below.

Fiscal Year	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
TBC “Ask” (in billions)	\$1.24 - \$2.3	\$1.27 - \$2.3	\$1.31 - \$2.37	\$1.35 - \$2.41	\$1.39 - \$2.45	\$1.43 - \$2.49
METRO “Needs”	\$10.8m	\$19m	\$3m	\$9.8m	\$72m	\$2m

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

If awarded, infrastructure grants from federal earmarks would provide capital revenue necessary to maintain METRO fleet, equipment and facilities in a state of good repair with 20% local match available in the Bus Replacement Fund and operating and capital reserve fund. Staff will request a Capital Budget amendment if the grant is awarded.

VI. CHANGES FROM COMMITTEE

The Capital Projects Standing Committee met on April 9, 2021 to review and unanimously recommends these projects for Board approval.

VII. ALTERNATIVES CONSIDERED

Do not submit requests for the members of Congress representing the Santa Cruz area to advocate for part of the FY22 Appropriations and the surface transportation (FAST Act) reauthorization. The current federal earmarks present an opportunity to acquire buses and modernize facilities and infrastructure with a 20% local share. Foregoing this opportunity will postpone METRO's return to a state of good repair and is therefore not recommended.

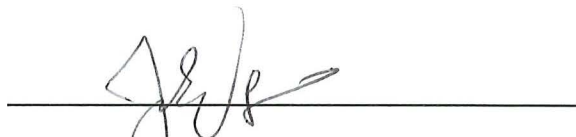
VIII. ATTACHMENTS

None

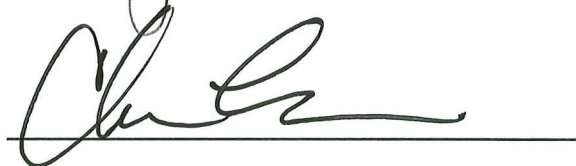
Prepared by: Wondimu Mengistu, Grants/Legislative Analyst

IX. APPROVALS

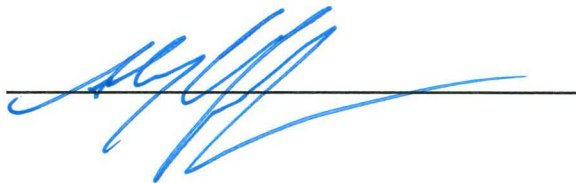
John Urgo, Planning and Development
Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Alex Clifford, CEO/General Manager



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DATE: April 23, 2021
TO: Board of Directors
FROM: Danielle Glagola, Marketing, Communications & Customer Service Director
SUBJECT: APPROVE METRO EXTERNAL SOCIAL MEDIA POLICY

I. RECOMMENDED ACTION

That the Board of Directors approve and file METRO's External Social Media Policy.

II. SUMMARY

- To establish the Santa Cruz Metropolitan District (METRO) standards and operating procedures pertaining to the creation, maintenance and use of METRO's social media websites.

III. DISCUSSION/BACKGROUND

METRO recognizes that the internet provides unique opportunities to participate in interactive discussions and share information on particular topics with the public using a wide variety of social media, such as Facebook, LinkedIn, Twitter, Instagram and blogs. METRO may use social media when its use will further the business goals of the agency, support the mission of its departments, and enhance communications with members of the general public.

This policy applies to:

1. Members of the general public posting content and engaging with METRO on social media platforms; and,
2. Staff authorized to use social media on behalf of METRO, including employees, temporary employees, volunteers, paid and unpaid interns, consultants, vendors, and contractors, whether on or off duty, and whether on or off METRO property.

This policy applies to all social media websites that METRO maintains. The term "social media" refers to activities that integrate technology, social interaction and content creation through which users create or participate in online communities to share information, ideas, personal messages, and other content (such as videos, blogs, podcasts, photo and video-sharing, and other web feeds).

METRO's Legal, Human Resources, and Marketing Departments coordinated the creation of this policy with the review and approval of SMART and SEIU Unions.

This Policy was reviewed and referred to the Board of Directors with no changes at the April 9, 2021 Personnel/HR Standing Committee Meeting.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

The actions taken in this report tie to METRO's Internal and External Technology, Strategic Alliances, and Community Outreach.

V. FINANCIAL CONSIDERATIONS/IMPACT

None.

VI. CHANGES FROM COMMITTEE

This Policy was reviewed and referred to the Board of Directors with no changes at the April 9, 2021 Personnel/HR Standing Committee Meeting.

VII. ALTERNATIVES CONSIDERED

METRO can continue to operate without a Social Media Policy but staff does not recommend this approach. A social media standard and practice should be outlined as posts are subject to the California Public Records Act and all posted content is owned by METRO.


VIII. ATTACHMENTS

Attachment A: 2020-10-12 METRO Social Media Policy (External)

Prepared by: Danielle Glagola, Marketing, Communications, Customer Service Director

IX. APPROVALS

Danielle Glagola,
Marketing, Communications &
Customer Service Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Alex Clifford, CEO/General Manager



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Danielle Glagola, Communications,
Marketing & Customer Service Director

Alex Clifford, CEO

SOCIAL MEDIA MANAGEMENT & GUIDELINES

Policy #: AP-3023

Origination Date: January 2021

Revised Date:

I. PURPOSE

- 1.1. To establish the Santa Cruz Metropolitan Transit District (METRO) standards and operating procedures pertaining to the creation, maintenance, and use of METRO's social media websites.

II. APPLICATION

- 2.1. This policy applies to all social media websites that METRO maintains. The term "social media" refers to activities that integrate technology, social interaction and content creation through which users create or participate in online communities to share information, ideas, personal messages, and other content (such as videos, blogs, podcasts, photo and video-sharing, and other web feeds).
- 2.2. METRO uses various forms of social media, including but not limited to, social networking sites (e.g., Facebook), image and video sharing sites (e.g., Instagram), and microblogging sites (e.g., Twitter).

III. COMPLIANCE WITH APPLICABLE POLICIES AND LAWS

- 3.1. All METRO social media sites shall adhere to applicable federal, state, and local laws, regulations and policies.
- 3.2. All of METRO's other existing policies that might apply to social media use remain in full force and effect.
- 3.3. METRO's social media sites shall also comply with METRO's conflict of interest rules and applicable ethics rules and policies.
- 3.4. Content on METRO's social media sites is likely subject to the California Public Records Act. Any content maintained in a social media format that is related to METRO business, including a list of subscribers and posted communication, may be a public record. Wherever possible, such sites shall indicate that any content posted or submitted for posting, including comments, may be subject to public disclosure upon request.
- 3.5. METRO shall preserve records required to be maintained pursuant to a relevant records retention schedule for the required retention period on a METRO server in a format that preserves the integrity of the original record and is easily accessible.



SOCIAL MEDIA MANAGEMENT & GUIDELINES

Policy #: AP-3023

Origination Date: January 2021

Revised Date:

IV. POLICY STATEMENT

- 4.1. METRO recognizes that the internet provides unique opportunities to participate in interactive discussions and share information on particular topics with the public using a wide variety of social media, such as Facebook, LinkedIn, Twitter, Instagram and blogs. METRO may use social media when its use will further the business goals of the agency, support the mission of its departments, and enhance communications with members of the general public.
- 4.2. This policy applies to: (1) members of the general public posting content and engaging with METRO on social media platforms; and (2) staff authorized to use social media on behalf of the METRO, including employees, temporary employees, volunteers, paid and unpaid interns, consultants, vendors, and contractors, whether on or off duty, and whether on or off METRO property.
- 4.3. The METRO Board of Directors supports and authorizes the secure use of approved and established social media tools to deliver information to the public.

V. PROCEDURE

5.1. Social Media Website Management

The Marketing Director is responsible for the creation, administration, and deactivation of the METRO's social media accounts. Social media website accounts shall use an official METRO email account designated by the Marketing Department, if feasible. Social media websites shall provide a link to this policy, if feasible.

Whenever possible, METRO social media sites should link back to the official METRO website (www.scmtd.com) for forms, documents, online services, and other information necessary to conduct business with METRO.

5.2. Social Media Account Ownership

Any social media accounts created or used by employees or contractors on behalf of METRO or otherwise for any of METRO's business purposes belong solely to METRO, including any and all log-in information, passwords, and content associated with each account, including followers and contacts. METRO shall at all times retain sole ownership of all such accounts, including all log-in information, passwords, and associated content.



SOCIAL MEDIA MANAGEMENT & GUIDELINES

Policy #: AP-3023

Origination Date: January 2021

Revised Date:

5.3. Social Media Website Content

The Marketing Department, via its Director, is responsible for establishing and maintaining content posted to the METRO's social media websites. METRO posts are the property of the METRO and may not be redistributed without crediting METRO. Comments or other content submitted by outside parties to METRO websites may not be redistributed without crediting the author. Outside parties should be contacted before their comments, photographs, or other content is redistributed.

5.4. Social Media Business Use Guidelines

For Marketing persons whose job responsibilities including posting to METRO's social media platforms and/or responding to the public inquiries via social media, the following guidelines shall be followed:

1. Employees engaging in METRO social media platforms in their official capacity must conduct themselves at all times as a representative of METRO and in accordance with all METRO policies.
2. Employees will refrain from disclosing non-public information, such as financial disclosure information, METRO personnel/employee information, legal information, or confidential information related to METRO.
3. Employees will not cite or refer to our customers, vendors, or business associates, identify them by name, or reveal any confidential information related to them without getting their explicit written permission in advance.
4. Employees will avoid endorsing or appearing to endorse any commercial products, services, entities, political parties, candidate or groups, or private interests.
5. Employees will refrain from posting any visual or audiovisual media that is vulgar, abusive, or offensive.
6. Employees will strive to be accurate in the social media communications about METRO. METRO encourages professionalism and honesty in social media and all other communications.
7. All persons who post content about METRO while interacting on social media in an individual and/or personal capacity shall state the opinion(s) expressed are their own and do not represent METRO positions, policies, views and/or opinions.



SOCIAL MEDIA MANAGEMENT & GUIDELINES

Policy #: AP-3023

Origination Date: January 2021

Revised Date:

5.5. Content That May Be Removed From Social Media

For social media sites that allow comments, METRO prohibits content that is unrelated to the topic of the site. In addition, content (including articles, posts or comments) posted on METRO's social media sites by external and/or internal authorized users containing any of the following forms of content is prohibited and subject to removal by METRO:

- (a) Information that may compromise public safety, public security or efficiency of METRO operations;
- (b) Conduct or encouragement of illegal activity;
- (c) Sexual content or links to sexual content;
- (d) Profane language or content;
- (e) Threatening, violent, hateful, or malicious statements concerning individuals, METRO operators, or METRO administrative employees;
- (f) Content that is false, factually inaccurate, or materially misleading;
- (g) Content that violates a legal ownership interest of any other party, such as trademark or copyright infringement;
- (h) Content that violates a social media platform's policies or terms of use, as may be updated;
- (i) Comments or content not germane to METRO or public transportation generally;
- (j) Solicitations of commerce, such as product advertisements or personal marketing materials;
- (k) Content that promotes, fosters, or perpetuates discrimination on the basis of race, religion, color, sex, gender identity, sexual orientation, national origin, ancestry, citizenship status, uniformed service member status, marital status, pregnancy, age, medical condition, physical or mental disability (whether perceived or actual), and genetic information;
- (l) Content that defames or threatens to defame METRO, any third party, any individual or any group of individuals;



SOCIAL MEDIA MANAGEMENT & GUIDELINES

Policy #: AP-3023

Origination Date: January 2021

Revised Date:

- (m) Uploading or attaching files that contain viruses, corrupted files, or any other similar software or programs that may damage the operation of METRO or another's computer;
- (n) Unauthorized disclosure of confidential, sensitive, or proprietary information.

METRO reserves the right to deny access (e.g. "block") any individual who violates the METRO Social Media Guidelines, at any time and without prior notice. METRO will display on its social media sites what content is prohibited under this policy. It shall also display that METRO will remove any prohibited content pursuant to this policy.

VI. POLICY LIFESPAN AND REVIEW

This policy, once approved by the METRO Board of Directors, will remain in force until amended or removed by the METRO Board of Directors.

The CEO, Human Resources Director, and IT Director will review this policy bi-annually and provide to the METRO Board of Directors a statement of policy legitimacy or request for amendments.

VII. STANDARD GUIDELINE

Attached as Exhibit A to this policy is a standard guideline that staff should tailor to any METRO social media site and post on the same, when feasible.

VIII. ADMINISTRATION OF POLICY

- 8.1. Each Department Manager is responsible for administering this policy and the procedures within their department in accordance with this policy.
- 8.2. METRO will integrate this policy and procedures into the agency's policies and procedures.

IX. REVISION HISTORY

Date	Action	Approved By
January 2021	NEW Policy	Alex Clifford/Danielle Glagola

END OF POLICY



SOCIAL MEDIA MANAGEMENT & GUIDELINES

Policy #: AP-3023

Origination Date: January 2021

Revised Date:

EXHIBIT A

STANDARD GUIDELINES FOR POSTING ON SOCIAL MEDIA SITES

On any METRO social media site, the following should be posted, when feasible:

“This is an official [Facebook, Twitter, YouTube] page of the Santa Cruz Metropolitan Transit District (METRO). For more information about METRO, please visit www.scmtd.com. This site is intended to serve as a mechanism for communication between the public and METRO about the [describe topics] and as a forum to further METRO’s mission. Any comment submitted to this page and its list of fans may be considered a public record, which is subject to disclosure pursuant to the California Public Records Act. [INSERT LINK TO POLICY, IF FEASIBLE]

For Facebook or any site that allows comments, the page shall also include a Comment Policy Box with the following disclaimer:

“Comments posted to this page will be monitored and inappropriate content will be removed. Under METRO’s Social Media Guidelines, METRO will remove any prohibited content, including: (1) information that may compromise public safety, public security or efficient METRO operations; (2) conduct or encouragement of illegal activity; (3) sexual content or links to sexual content; (4) profane language or content; (5) threatening, violent, hateful, or malicious statements concerning individuals, METRO operators, or METRO administrative employees; (6) content that is false, factually inaccurate, or materially misleading; (7) content that violates a legal ownership interest of any other party, such as trademark or copyright infringement; (8) content that violates a social media platform’s policies or terms of use, as may be updated; (9) comments or content not germane to METRO or public transportation generally; (10) solicitations of commerce, such as product advertisements or personal marketing materials; (11) content that promotes, fosters, or perpetuates discrimination on the basis of race, religion, color, sex, gender identity, sexual orientation, national origin, ancestry, citizenship status, uniformed service member status, marital status, pregnancy, age, medical condition, physical or mental disability (whether perceived or actual), and genetic information; (12) content that defames or threatens to defame METRO, any third party, any individual or any group of individuals; (13) uploading or attaching files that contain viruses, corrupted files, or any other similar software or programs that may damage the operation of METRO or another's computer; and (14) unauthorized disclosure of confidential, sensitive, or proprietary information.

METRO, however, disclaims any and all responsibility and liability for any materials that are prohibited under METRO’s Social Media Guidelines, which cannot be removed in an expeditious and otherwise timely manner. METRO does not necessarily endorse, and is not responsible for, any content that has been submitted by any other party. [INSERT LINK TO POLICY, IF FEASIBLE]



THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

CERTIFICATE OF APPRECIATION

TO

MICHELLE FITZPATRICK BUS OPERATOR

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

GIVEN THIS 23RD DAY OF APRIL 2021

CHAIR, BOARD OF DIRECTORS

CEO/GENERAL MANAGER



THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

CERTIFICATE OF APPRECIATION

To

DAVID VALDEZ
LEAD VEHICLE SERVICE WORKER

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

GIVEN THIS 23RD DAY OF APRIL 2021


CHAIR, BOARD OF DIRECTORS


CEO, GENERAL MANAGER



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

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

RESOLUTION OF APPRECIATION FOR THE SERVICES OF EDUARDO BIDDLECOME AS BUS OPERATOR FOR THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

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

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

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

WHEREAS, served as a member of the Operations Department of METRO for the time period of August 10, 1987 to April 23, 2021, and

WHEREAS, Eduardo Biddlecome provided METRO with dedicated service and commitment during the time of employment, and

WHEREAS, Eduardo Biddlecome served METRO with distinction, and

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

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

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

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

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

PASSED AND ADOPTED this 23rd Day of April 2021 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

Approved:

Donna Lind, Board Chair

Attest:

Alex Clifford, CEO/General Manager

Approved as to form:

Julie Sherman, General Counsel



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

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

RESOLUTION OF APPRECIATION FOR THE SERVICES OF WILLIAM DOVE AS DISPATCHER/SCHEDULER FOR THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

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

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

WHEREAS, METRO, requiring an employee with expertise and dedication, appointed William Dove to serve in the position of Dispatcher/Scheduler, and

WHEREAS, served as a member of the Paratransit Department of METRO for the time period of December 10, 2009 to April 22, 2021, and

WHEREAS, William Dove provided METRO with dedicated service and commitment during the time of employment, and

WHEREAS, William Dove served METRO with distinction, and

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

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

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

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

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

PASSED AND ADOPTED this 23rd Day of April 2021 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

Approved:

Donna Lind, Board Chair

Attest:

Alex Clifford, CEO/General Manager

Approved as to form:

Julie Sherman, General Counsel



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

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

RESOLUTION OF APPRECIATION FOR THE SERVICES OF JOSE HERRERA AS BUS OPERATOR FOR THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

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

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

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

WHEREAS, served as a member of the Operations Department of METRO for the time period of August 10, 1999 to March 31, 2021, and

WHEREAS, Jose Herrera provided METRO with dedicated service and commitment during the time of employment, and

WHEREAS, Jose Herrera served METRO with distinction, and

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

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

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

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

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

PASSED AND ADOPTED this 23rd Day of April 2021 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

Approved:

Donna Lind, Chair

Attest:

Alex Clifford, CEO/General Manager

Approved as to form:

Julie Sherman, General Counsel

VERBAL PRESENTATION

CEO ORAL REPORT / COVID-19 UPDATE

Alex Clifford

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DATE: April 23, 2021
TO: Board of Directors
FROM: Alex Clifford, CEO/General Manager
**SUBJECT: CONSIDERATION OF BOARD SUPPORT OF VIRTUAL MEETINGS
LEGISLATION AB 703 AND AB 361**

I. RECOMMENDED ACTION

That the Board of Directors adopt a Resolution in support of proposed state legislation AB 703 and AB 361

II. SUMMARY

- Under the Governor's Executive Orders N-25-20 and N-29-20, certain provisions of the Brown Act have been suspended to allow public agencies to convene virtual meetings.
- Two pieces of legislation are moving through the state legislature that would extend and make permanent the virtual meetings option.
- The CEO is requesting the Board of Directors (Board) to authorize a Resolution of Support for AB 703 and AB 361 and that the Resolution be forwarded to the appropriate state legislators and to the California Transit Association (CTA).

III. DISCUSSION/BACKGROUND

Soon after the pandemic arrived in California, Governor Newsom issued two Executive Orders that provide a waiver of certain provisions of the Brown Act, thereby allowing public agencies to convene public meetings virtually, often referred to as "Zoom meetings." The two Executive Orders are in effect until the Governor terminates one or both Orders.

In general, AB 703 will allow the Santa Cruz Metropolitan Transit District (METRO) Board the option to continue the virtual meeting format and to choose when to do so. AB 361 would provide the METRO Board the same virtual meetings option as the current Executive Orders, but only if the purpose of the meeting is to declare a local emergency or if the meeting occurs during a period of a declared local emergency.

Supporting these two pieces of legislation, and if passed and signed by the Governor, would not mean that the METRO Board would necessarily take advantage of virtual meeting format when the pandemic is over. The legislation simply provides the Board with the option to do so.

AB 703 and AB 361 Summary

Assembly Bill 703 would codify the Governor's Executive Orders with regard to the ability to hold, and process for holding, virtual meetings. The bill indefinitely allows for virtual meetings and removes the existing Brown Act rules that limit virtual meetings or require public notice, comment and ability to attend "teleconference" locations.

It would also remove the requirement that at least a quorum of the members of the legislative body participate from within the boundaries of the local agency. Finally, the bill would renew requirements that legislative bodies make a procedure for handling and swiftly resolving Americans with Disabilities Act requests for virtual meetings.

Assembly Bill 361 would allow virtual meetings with streamlined procedures, but only if the purpose of the meeting is to declare a local emergency or if the meeting occurs during a period of a declared local emergency. Adoption of this bill would mean that the existing Brown Act procedures for "teleconference" meetings would be required to continue, except in instances of an emergency.

The CEO recommends that the Board authorize a Resolution of support for AB 703 and AB 361 and that the Resolution be transmitted to the appropriate state legislators and to the California Transit Association (CTA).

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

1. Safety First Culture
2. Internal and External Technology
3. Strategic Alliances and Community Outreach

V. FINANCIAL CONSIDERATIONS/IMPACT

There is no readily identifiable cost to METRO for supporting the two pieces of legislation.

However, if passed and signed into law, and should the METRO Board authorize virtual meetings after the pandemic has subsided, virtual meetings could result in expense reductions related to convening meetings at METRO Vernon and off-site at various cities. Staff savings in travel and meeting set-up will also be realized, resulting in the ability to reinvest those hours in other mission critical matters. Finally, virtual meetings can also lead to more community members attending meetings.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

The Board could choose to not support one or both pieces of legislation or could identify certain aspects of the legislation that if modified, would achieve Board support.

VIII. ATTACHMENTS

Attachment A: Authorizing Resolution

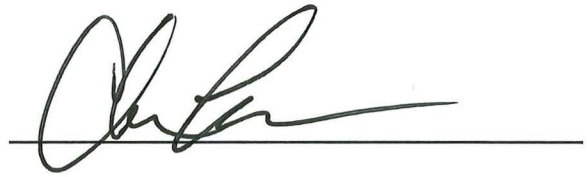
Attachment B: AB 703

Attachment C: AB 361

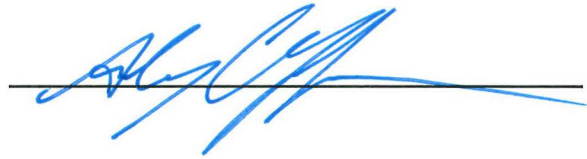
Prepared by: Alex Clifford, CEO/General Manager

IX. APPROVALS

Approved as to fiscal impact:
Chuck Farmer, CFO



Alex Clifford, CEO/General Manager



Attachment A



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

Resolution No. _____

On the Motion of Director: _____

Duly Seconded by Director: _____

The Following Resolution is Adopted: _____

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT IN SUPPORT OF PROPOSED CALIFORNIA STATE ASSEMBLY BILLS 703 and 361

WHEREAS, under the Governor Newsom’s Executive Orders N-25-20 and N-29-20, certain provisions of the Brown Act have been suspended to allow public agencies to convene virtual meetings; and

WHEREAS, Assembly Bill 703 (AB 703), introduced by Assembly Member Rubio, and Assembly Bill 361 (AB 361), introduced by Assembly Member Rivas, are moving through the state legislature and would extend and make permanent the virtual meetings option; and

WHEREAS, AB 703 would allow the Santa Cruz Metropolitan Transit District (METRO) Board of Directors (Board) the option to continue the virtual meeting format and to choose when to do so; and

WHEREAS, AB 361 would provide the METRO Board the ability to hold virtual meetings, but only if the purpose of the meeting is to declare a local emergency or if the meeting occurs during a period of a declared local emergency; and

WHEREAS, having the option to hold virtual meetings could result in cost savings, increased efficiencies, and enhanced community participation; and

WHEREAS, the METRO CEO/GM recommends that the Board authorize this Resolution of support for AB 703 and AB 361 and that the Resolution be transmitted to the appropriate state legislators and to the California Transit Association.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Santa Cruz Metropolitan Transit District hereby supports the California Legislature to pass and Governor Newsom to sign into law California State Assembly Bill 703 and Assembly Bill 361; and

BE IT FURTHER RESOLVED, that the Board of Directors of the Santa Cruz Metropolitan Transit District hereby authorizes staff to transmit this Resolution to the appropriate state legislators and to the California Transit Association.

Attachment A

PASSED AND ADOPTED by the Board of Directors of the Santa Cruz Metropolitan Transit District this 23rd Day of April 2021 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

APPROVED _____
DONNA LIND, Board Chair

ATTEST _____
ALEX CLIFFORD
CEO/General Manager

APPROVED AS TO FORM:

JULIE SHERMAN
General Counsel

Attachment B

CALIFORNIA LEGISLATURE—2021–22 REGULAR SESSION

ASSEMBLY BILL

No. 703

Introduced by Assembly Member Blanca Rubio

February 16, 2021

An act to amend Section 54953 of the Government Code, relating to local government.

LEGISLATIVE COUNSEL'S DIGEST

AB 703, as introduced, Blanca Rubio. Open meetings: local agencies: teleconferences.

Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined.

Existing law, Executive Order N-29-20, suspends the Ralph M. Brown Act's requirements for teleconferencing during the COVID-19 pandemic, provided that notice requirements are met, the ability of the

Attachment B

AB 703

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public to observe and comment is preserved, as specified, and that a local agency permitting teleconferencing have a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, as specified.

This bill would remove the requirements of the act particular to teleconferencing and allow for teleconferencing subject to existing provisions regarding the posting of notice of an agenda and the ability of the public to observe the meeting and provide public comment. The bill would require that, in each instance in which notice of the time of the teleconferenced meeting is otherwise given or the agenda for the meeting is otherwise posted, the local agency also give notice of the means by which members of the public may observe the meeting and offer public comment and that the legislative body have and implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with the federal Americans with Disabilities Act, as provided.

This bill would declare the Legislature's intent, consistent with the Governor's Executive Order N-29-20, to improve and enhance public access to local agency meetings into the future, and considering the digital age, by allowing broader access through teleconferencing options.

The California Constitution requires local agencies, for the purpose of ensuring public access to the meetings of public bodies and the writings of public officials and agencies, to comply with a statutory enactment that amends or enacts laws relating to public records or open meetings and contains findings demonstrating that the enactment furthers the constitutional requirements relating to this purpose.

This bill would make legislative findings to that effect.

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

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

- 1 SECTION 1. Section 54953 of the Government Code is
- 2 amended to read:
- 3 54953. (a) All meetings of the legislative body of a local
- 4 agency shall be open and public, and all persons shall be permitted
- 5 to attend any meeting of the legislative body of a local agency,
- 6 except as otherwise provided in this chapter.
- 7 (b) (1) Notwithstanding any other provision of law, the
- 8 legislative body of a local agency may use teleconferencing for

Attachment B

1 the benefit of the public and the legislative body of a local agency
2 in connection with any meeting or proceeding authorized by law.
3 The teleconferenced meeting or proceeding shall comply with all
4 *otherwise applicable* requirements of this chapter and all otherwise
5 applicable provisions of law relating to a specific type of meeting
6 or proceeding.

7 (2) Teleconferencing, as authorized by this section, may be used
8 for all purposes in connection with any meeting within the subject
9 matter jurisdiction of the legislative body. All votes taken during
10 a teleconferenced meeting shall be by rollcall.

11 (3) If the legislative body of a local agency elects to use
12 teleconferencing, it shall ~~post agendas at all teleconference~~
13 ~~locations and allow members of the public to observe the meeting~~
14 ~~and address the legislative body, and it shall give notice of the~~
15 ~~meeting and post agendas as otherwise required by this chapter.~~
16 *The agenda shall provide an opportunity for members of the public*
17 *to address the legislative body directly pursuant to Section 54954.3.*
18 *In each instance in which notice of the time of the teleconferenced*
19 *meeting is otherwise given or the agenda for the meeting is*
20 *otherwise posted, the local agency must also give notice of the*
21 *means by which members of the public may observe the meeting*
22 *and offer public comment. The legislative body shall conduct*
23 *teleconference meetings in a manner that protects the statutory*
24 *and constitutional rights of the parties or the public appearing*
25 *before the legislative body of a local agency. Each teleconference*
26 *location shall be identified in the notice and agenda of the meeting*
27 *or proceeding, and each teleconference location shall be accessible*
28 *to the public. During the teleconference, at least a quorum of the*
29 *members of the legislative body shall participate from locations*
30 *within the boundaries of the territory over which the local agency*
31 *exercises jurisdiction, except as provided in subdivision (d). The*
32 *agenda shall provide an opportunity for members of the public to*
33 *address the legislative body directly pursuant to Section 54954.3*
34 *at each teleconference location. If the legislative body uses*
35 *teleconferencing to hold a meeting, the legislative body must have*
36 *and implement a procedure for receiving and swiftly resolving*
37 *requests for reasonable accommodation for individuals with*
38 *disabilities, consistent with the federal Americans with Disabilities*
39 *Act of 1990 (42 U.S.C. Sec. 12132), and resolving any doubt in*
40 *favor of accessibility. The procedure for receiving and resolving*

Attachment B

AB 703

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1 *requests for accommodation must be noticed each time notice of*
2 *the means by which members of the public may observe the*
3 *teleconference meeting and offer public comment is made.*

4 (4) For the purposes of this section, “teleconference” means a
5 meeting of a legislative body, the members of which are in different
6 locations, connected by electronic means, through either audio or
7 video, or both. Nothing in this section shall prohibit a local agency
8 from providing the public with additional teleconference locations.

9 (c) (1) No legislative body shall take action by secret ballot,
10 whether preliminary or final.

11 (2) The legislative body of a local agency shall publicly report
12 any action taken and the vote or abstention on that action of each
13 member present for the action.

14 (3) Prior to taking final action, the legislative body shall orally
15 report a summary of a recommendation for a final action on the
16 salaries, salary schedules, or compensation paid in the form of
17 fringe benefits of a local agency executive, as defined in
18 subdivision (d) of Section 3511.1, during the open meeting in
19 which the final action is to be taken. This paragraph shall not affect
20 the public’s right under the California Public Records Act (Chapter
21 3.5 (commencing with Section 6250) of Division 7 of Title 1) to
22 inspect or copy records created or received in the process of
23 developing the recommendation.

24 ~~(d) (1) Notwithstanding the provisions relating to a quorum in~~
25 ~~paragraph (3) of subdivision (b), if a health authority conducts a~~
26 ~~teleconference meeting, members who are outside the jurisdiction~~
27 ~~of the authority may be counted toward the establishment of a~~
28 ~~quorum when participating in the teleconference if at least 50~~
29 ~~percent of the number of members that would establish a quorum~~
30 ~~are present within the boundaries of the territory over which the~~
31 ~~authority exercises jurisdiction, and the health authority provides~~
32 ~~a teleconference number, and associated access codes, if any, that~~
33 ~~allows any person to call in to participate in the meeting and the~~
34 ~~number and access codes are identified in the notice and agenda~~
35 ~~of the meeting. (2) Nothing in this subdivision shall be construed~~
36 ~~as discouraging health authority members of a legislative body~~
37 ~~from regularly meeting at a common physical site within the~~
38 ~~jurisdiction of the authority local agency or from using~~
39 ~~teleconference locations within or near the jurisdiction of the~~
40 ~~authority. A teleconference meeting for which a quorum is~~

Attachment B

1 established pursuant to this subdivision shall be subject to all other
2 requirements of this section: *local agency*.

3 ~~(3) For purposes of this subdivision, a health authority means~~
4 ~~any entity created pursuant to Sections 14018.7, 14087.31,~~
5 ~~14087.35, 14087.36, 14087.38, and 14087.9605 of the Welfare~~
6 ~~and Institutions Code, any joint powers authority created pursuant~~
7 ~~to Article 1 (commencing with Section 6500) of Chapter 5 of~~
8 ~~Division 7 for the purpose of contracting pursuant to Section~~
9 ~~14087.3 of the Welfare and Institutions Code, and any advisory~~
10 ~~committee to a county sponsored health plan licensed pursuant to~~
11 ~~Chapter 2.2 (commencing with Section 1340) of Division 2 of the~~
12 ~~Health and Safety Code if the advisory committee has 12 or more~~
13 ~~members.~~

14 SEC. 2. It is the intent of the Legislature in enacting this
15 measure to improve and enhance public access to local agency
16 meetings into the future, and considering the digital age, by
17 allowing broader access through teleconferencing options
18 consistent with the Governor's Executive Order 29-20 dated March
19 17, 2020, permitting expanded use of teleconferencing during the
20 COVID-19 pandemic.

21 SEC. 3. The Legislature finds and declares that Section 1 of
22 this act, which amends Section 54953 of the Government Code,
23 furthers, within the meaning of paragraph (7) of subdivision (b)
24 of Section 3 of Article I of the California Constitution, the purposes
25 of that constitutional section as it relates to the right of public
26 access to the meetings of local public bodies or the writings of
27 local public officials and local agencies. Pursuant to paragraph (7)
28 of subdivision (b) of Section 3 of Article I of the California
29 Constitution, the Legislature makes the following findings:

30 This act is necessary to ensure minimum standards for public
31 participation and notice requirements allowing for greater public
32 participation in teleconference meetings.

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Attachment C

AMENDED IN ASSEMBLY APRIL 6, 2021

CALIFORNIA LEGISLATURE—2021–22 REGULAR SESSION

ASSEMBLY BILL

No. 361

Introduced by Assembly Member Robert Rivas

February 1, 2021

An act to amend Section 54953 of the Government Code, relating to local government.

LEGISLATIVE COUNSEL'S DIGEST

AB 361, as amended, Robert Rivas. Open meetings: local agencies: teleconferences.

Existing law, the Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to directly address the legislative body on any item of interest to the public. The act generally requires all regular and special meetings of the legislative body be held within the boundaries of the territory over which the local agency exercises jurisdiction, subject to certain exceptions. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The

Attachment C

AB 361

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act provides an exemption to the jurisdictional requirement for health authorities, as defined. *The act authorizes the district attorney or any interested person, subject to certain provisions, to commence an action by mandamus or injunction for the purpose of obtaining a judicial determination that specified actions taken by a legislative body are null and void.*

Existing law, the California Emergency Services Act, authorizes the Governor, or the Director of Emergency Services when the governor is inaccessible, to proclaim a state of emergency under specified circumstances, and authorizes a specified legislative body or an official designated to proclaim a local emergency. Existing law allows a local health officer to declare a local public health emergency, which, after 7 days, must be ratified by the county board of supervisors, or city council, as applicable, in order to remain in place.

Executive Order No. N-29-20 suspends the Ralph M. Brown Act's requirements for teleconferencing during the COVID-19 pandemic provided that notice and accessibility requirements are met, the public members are allowed to observe and address the legislative body at the meeting, and that a legislative body of a local agency has a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, as specified.

This bill would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency, during a declared state of *emergency* or local emergency, as those terms are defined, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency provided the legislative body makes certain determinations by majority vote. The bill would require legislative bodies that hold teleconferenced meetings under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer ~~public comment, as provided,~~ *comment, including an opportunity for all persons to attend via a call-in option or an internet-based service option, and to conduct the meeting in a manner that protects the statutory and constitutional rights of the parties and the public appearing before the legislative body. The bill would require the legislative body to take*

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AB 361

no further action on agenda items when there is a disruption which prevents the public agency from broadcasting the meeting, or in the event of a disruption within the local agency's control which prevents members of the public from submitting public comments, until public access is restored. The bill would specify that actions taken during the disruption are subject to challenge proceedings, as specified. The bill would prohibit the legislative body from requiring public comments to be submitted in advance of the meeting and would specify that the legislative body must provide an opportunity for the public to address the legislative body and offer comment in real time. When there is a continuing state of emergency, local emergency, or when state or local officials have imposed or recommended measures to promote social distancing, the bill would require a legislative body to make specified findings not later than 30 days after the first teleconferenced meeting pursuant to these provisions, and to make those findings every 30 days thereafter, in order to continue to meet under these abbreviated teleconferencing procedures.

This bill would declare the Legislature's intent, consistent with the Governor's Executive Order No. N-29-20, to improve and enhance public access to local agency meetings during the COVID-19 pandemic and future emergencies by allowing broader access through teleconferencing options.

The California Constitution requires local agencies, for the purpose of ensuring public access to the meetings of public bodies and the writings of public officials and agencies, to comply with a statutory enactment that amends or enacts laws relating to public records or open meetings and contains findings demonstrating that the enactment furthers the constitutional requirements relating to this purpose.

This bill would make legislative findings to that effect.

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

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

1 SECTION 1. Section 54953 of the Government Code is
2 amended to read:
3 54953. (a) All meetings of the legislative body of a local
4 agency shall be open and public, and all persons shall be permitted
5 to attend any meeting of the legislative body of a local agency,
6 except as otherwise provided in this chapter.

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AB 361

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1 (b) (1) Notwithstanding any other provision of law, the
2 legislative body of a local agency may use teleconferencing for
3 the benefit of the public and the legislative body of a local agency
4 in connection with any meeting or proceeding authorized by law.
5 The teleconferenced meeting or proceeding shall comply with all
6 otherwise applicable requirements of this chapter and all otherwise
7 applicable provisions of law relating to a specific type of meeting
8 or proceeding.

9 (2) Teleconferencing, as authorized by this section, may be used
10 for all purposes in connection with any meeting within the subject
11 matter jurisdiction of the legislative body. All votes taken during
12 a teleconferenced meeting shall be by rollcall.

13 (3) If the legislative body of a local agency elects to use
14 teleconferencing, it shall post agendas at all teleconference
15 locations and conduct teleconference meetings in a manner that
16 protects the statutory and constitutional rights of the parties or the
17 public appearing before the legislative body of a local agency.
18 Each teleconference location shall be identified in the notice and
19 agenda of the meeting or proceeding, and each teleconference
20 location shall be accessible to the public. During the teleconference,
21 at least a quorum of the members of the legislative body shall
22 participate from locations within the boundaries of the territory
23 over which the local agency exercises jurisdiction, except as
24 provided in subdivisions (d) and (e). The agenda shall provide an
25 opportunity for members of the public to address the legislative
26 body directly pursuant to Section 54954.3 at each teleconference
27 location.

28 (4) For the purposes of this section, “teleconference” means a
29 meeting of a legislative body, the members of which are in different
30 locations, connected by electronic means, through either audio or
31 video, or both. Nothing in this section shall prohibit a local agency
32 from providing the public with additional teleconference locations.

33 (c) (1) No legislative body shall take action by secret ballot,
34 whether preliminary or final.

35 (2) The legislative body of a local agency shall publicly report
36 any action taken and the vote or abstention on that action of each
37 member present for the action.

38 (3) Prior to taking final action, the legislative body shall orally
39 report a summary of a recommendation for a final action on the
40 salaries, salary schedules, or compensation paid in the form of

Attachment C

1 fringe benefits of a local agency executive, as defined in
2 subdivision (d) of Section 3511.1, during the open meeting in
3 which the final action is to be taken. This paragraph shall not affect
4 the public's right under the California Public Records Act (Chapter
5 3.5 (commencing with Section 6250) of Division 7 of Title 1) to
6 inspect or copy records created or received in the process of
7 developing the recommendation.

8 (d) (1) Notwithstanding the provisions relating to a quorum in
9 paragraph (3) of subdivision (b), if a health authority conducts a
10 teleconference meeting, members who are outside the jurisdiction
11 of the authority may be counted toward the establishment of a
12 quorum when participating in the teleconference if at least 50
13 percent of the number of members that would establish a quorum
14 are present within the boundaries of the territory over which the
15 authority exercises jurisdiction, and the health authority provides
16 a teleconference number, and associated access codes, if any, that
17 allows any person to call in to participate in the meeting and the
18 number and access codes are identified in the notice and agenda
19 of the meeting.

20 (2) Nothing in this subdivision shall be construed as
21 discouraging health authority members from regularly meeting at
22 a common physical site within the jurisdiction of the authority or
23 from using teleconference locations within or near the jurisdiction
24 of the authority. A teleconference meeting for which a quorum is
25 established pursuant to this subdivision shall be subject to all other
26 requirements of this section.

27 (3) For purposes of this subdivision, a health authority means
28 any entity created pursuant to Sections 14018.7, 14087.31,
29 14087.35, 14087.36, 14087.38, and 14087.9605 of the Welfare
30 and Institutions Code, any joint powers authority created pursuant
31 to Article 1 (commencing with Section 6500) of Chapter 5 of
32 Division 7 for the purpose of contracting pursuant to Section
33 14087.3 of the Welfare and Institutions Code, and any advisory
34 committee to a county sponsored health plan licensed pursuant to
35 Chapter 2.2 (commencing with Section 1340) of Division 2 of the
36 Health and Safety Code if the advisory committee has 12 or more
37 members.

38 (e) (1) A local agency may use teleconferencing without
39 complying with the requirements of paragraph (3) of subdivision
40 (b) if the legislative body complies with the requirements of

Attachment C

AB 361

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1 paragraph (2) of this subdivision in any of the following
2 circumstances:

3 (A) The legislative body holds a meeting for the purpose of
4 proclaiming or ratifying a local emergency.

5 (B) The legislative body holds a meeting during a proclaimed
6 state of emergency or declared local emergency, and state or local
7 officials have imposed or recommended measures to promote
8 social distancing.

9 (C) The legislative body holds a meeting during a declared local
10 emergency and the legislative body determines by majority vote
11 that, as a result of the emergency, the attendance of one or more
12 members of the legislative body in person is hindered, or meeting
13 in person would present *imminent* risks to the health or safety of
14 attendees.

15 (2) A legislative body that holds a meeting pursuant to this
16 subdivision shall do all of the following:

17 (A) The legislative body shall give notice of the meeting and
18 post agendas as otherwise required by this chapter.

19 (B) The legislative body shall allow members of the public to
20 access the meeting and the agenda shall provide an opportunity
21 for members of the public to address the legislative body directly
22 pursuant to Section 54954.3. In each instance in which notice of
23 the time of the teleconferenced meeting is otherwise given or the
24 agenda for the meeting is otherwise posted, the legislative body
25 shall also give notice of the means by which members of the public
26 may access the meeting and offer public comment. *The agenda*
27 *shall identify and include an opportunity for all persons to attend*
28 *via a call-in option or an internet-based service option.* This
29 subparagraph shall not be construed to require the legislative body
30 to provide a physical location from which the public may attend
31 or comment.

32 (C) The legislative body shall conduct teleconference meetings
33 in a manner that protects the statutory and constitutional rights of
34 the parties and the public appearing before the legislative body of
35 a local agency.

36 (D) *In the event of a disruption which prevents the public agency*
37 *from broadcasting the meeting to members of the public using the*
38 *call-in option or internet-based service option, or in the event of*
39 *a disruption within the local agency's control which prevents*
40 *members of the public from submitting public comments using the*

Attachment C

1 *call-in option or internet-based service option, the body shall take*
2 *no further action on items appearing on the meeting agenda until*
3 *public access to the meeting via the call-in option or internet-based*
4 *service option is restored. Actions taken on agenda items during*
5 *a disruption which prevents the public agency from broadcasting*
6 *the meeting may be challenged pursuant to Section 54960.1.*

7 *(E) The legislative body shall not require public comments to*
8 *be submitted in advance of the meeting and must provide an*
9 *opportunity for the public to address the legislative body and offer*
10 *comment in real time. This subparagraph shall not be construed*
11 *to require the legislative body to provide a physical location from*
12 *which the public may attend or comment.*

13 *(3) If a state of emergency or local emergency remains active,*
14 *or state or local officials have imposed or recommended measures*
15 *to promote social distancing, in order to continue to teleconference*
16 *without compliance with paragraph (3) of subdivision (b), the*
17 *legislative body shall, not later than 30 days after teleconferencing*
18 *for the first time pursuant to subparagraph (A), (B), or (C) of*
19 *paragraph (1), and every 30 days thereafter, make the following*
20 *findings by majority vote:*

21 *(A) The legislative body has reconsidered the circumstances of*
22 *the state of emergency or local emergency.*

23 *(B) Any of the following circumstances exist:*

24 *(i) The state of emergency continues to directly impact the ability*
25 *of the members to meet safely in person.*

26 *(ii) The local emergency continues to present risks to the health*
27 *or safety of members or the public if one or more members of the*
28 *legislative body were to attend the meeting in person.*

29 *(iii) State or local officials continue to impose or recommend*
30 *measures to promote social distancing.*

31 ~~(3)~~

32 *(4) For the purposes of this subdivision, the following definitions*
33 *shall apply:*

34 *(A) “State of emergency” means a state of emergency*
35 *proclaimed pursuant to Section 8625 of the California Emergency*
36 *Services Act (Article 14 1 (commencing with Section 8550) of*
37 *Chapter 7 of Division 1 of Title 2, 2).*

38 *(B) “Local emergency” means an emergency proclaimed by the*
39 *governing body of a county or city and county, or by an official*
40 *designated by ordinance adopted by that governing body pursuant*

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1 to Section 8630 of the California Emergency Services Act (Article
2 14 (commencing with Section 8550) of Chapter 7 of Division 1
3 of Title 2) as a result of conditions existing in all or a portion of
4 the jurisdiction of the local agency. Local emergency refers only
5 to local emergencies in the jurisdiction in which the legislative
6 body is located.

7 SEC. 2. It is the intent of the Legislature in enacting this act
8 to improve and enhance public access to local agency meetings
9 during the COVID-19 pandemic and future applicable emergencies,
10 by allowing broader access through teleconferencing options
11 consistent with the Governor's Executive Order No. N-29-20 dated
12 March 17, 2020, permitting expanded use of teleconferencing
13 during the COVID-19 pandemic.

14 SEC. 3. The Legislature finds and declares that Section 1 of
15 this act, which amends Section 54953 of the Government Code,
16 furthers, within the meaning of paragraph (7) of subdivision (b)
17 of Section 3 of Article I of the California Constitution, the purposes
18 of that constitutional section as it relates to the right of public
19 access to the meetings of local public bodies or the writings of
20 local public officials and local agencies. Pursuant to paragraph (7)
21 of subdivision (b) of Section 3 of Article I of the California
22 Constitution, the Legislature makes the following findings:

23 This act is necessary to ensure minimum standards for public
24 participation and notice requirements allowing for greater public
25 participation in teleconference meetings during applicable
26 emergencies.

O

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AT BOARD MEETING -

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NEWS CLIPS

March 26, 2021 – April 23, 2021

**SANTA CRUZ
METRO
ARTICLES**

KGO

Public Transit, Commute Issues Surface As Companies Bring Workers Back To The Office

By David Louie

4/19/21



Commute issues surface as offices reopen

SAN FRANCISCO (KGO) -- The Bay Area is going to face old and new problems as companies develop plans to bring back workers to the office. A new poll of Bay Area residents reflects how their sense of safety could play a big role in whether traffic congestion returns or not.

The Bay Area Council, supported by 350 employers, surveyed 1,000 people last month in English, Chinese and Spanish and discovered 51% consider working at the office is unsafe. An even higher number, 64%, believe public transit is unsafe. That's a red flag.

"This region won't do well if folks aren't willing to get on transit, and according to the poll, they're not quite ready for that yet, and so we have to do a great job ensuring the safety of folks who are on transit," said Jim Wunderman, president and CEO of the Bay Area Council.

If six-foot distancing remains an accepted practice, that could take the mass out of

mass transit. The council's poll also indicates traffic congestion could resurface. In the months ahead, 74%, or roughly 3 out of 4 commuters, expect to go back to driving alone, which matches pre-pandemic patterns. Twenty-seven percent will walk or ride bikes. Twenty percent will use public transit -- but that's down from 29 percent pre-pandemic. And 19% will carpool, rideshare or take taxis -- a 31% drop pre-pandemic.

Even with proposals for a hybrid model with workers splitting the week at home and at the office, a new strategy may be needed to manage commute traffic.

"Metering when those people come back so that they're not all there on the same day, so we don't have light traffic one day but intolerable traffic another day, is really important," said Wunderman.

Who will decide what's best for companies and for employees? David Niu, whose company TinyPulse tracks worker sentiment to guide executive leaders, says bosses will need to tread lightly.

"What's my competition doing and what type of parity or am I having because that is another benefit and obviously a criteria as people think about where do they want to spend their talent and their hours?" said Niu.

Forecasting can be challenging. Attitudes can change quickly as a result of vaccinations and what options workers are given.



Vans On Demand: Santa Cruz Metro Bus Service Launches Uberpool-Like Ride Share Service

By Mallory Pickett } | Source: Lookout Santa Cruz

April 19, 2021

As of Monday, Santa Cruz Metro will offer an on-demand van service similar to UberPool. It's called Cruz On-Demand, and will offer rides for no more than \$3 within a three-mile radius.

Santa Cruz Metro is launching a new on-demand transit service today. The program, called Cruz On-Demand, allows riders to use an app, or call a phone number, to order a ride in a shared van.

Passengers can be dropped off anywhere within a three-mile radius of their starting point (as long as it's within the Metro service area).

Metro communications director Danielle Glagola said the service will be similar to UberPool. "We're trying to [attract] people who might not otherwise use the bus and public transportation," Glagola said.

Cruz On-Demand will use vans from ParaCruz, Metro's ride share service for people with disabilities. Glagola said part of the impetus for Cruz On-Demand was a lack of demand for ParaCruz services amid the COVID-19 pandemic.

Cruz On-Demand is effectively an expansion of the ParaCruz service to the general public. "Our ridership numbers are low right now, and we don't have too many people on these vans, so it's just using some space we currently have available," Glagola said.

How to ride

Like Metro's fixed-route bus service, Cruz On-Demand is a shared-ride service. Expect stops along the way to pick up and drop off other customers before reaching your destination. To order a ride, download the Ecolane app or call METRO's ParaCruz Customer Service at (831) 425-4664.

Rides will cost \$2 for trips up to two miles and \$3 for trips between two to three miles through September 15, 2021, the same date that Metro discount fares are set to expire. Metro fares are currently reduced by about 50% (to \$1 for a single ride), so the Cruz On-Demand cost might increase along with them or at another point in the future.

The service, which is a pilot program estimated to last at least a year, is limiting trips to no more than three miles because it is intended for short neighborhood trips or to connect riders to a Metro Transit Center for longer journeys.

“It is not meant to replace trips that could be served by Metro’s fixed-route bus system,” according to the Cruz On-Demand information page. “Shorter trips also mean that more people will get to use the system.”

Cruz On-Demand also isn’t serving the UC-Santa Cruz campus. “The UCSC campus already benefits from very frequent fixed-route service and the demand on campus would be far too great for on-demand service,” the information page says.

To order a ride, download the Ecolane app or call METRO’s ParaCruz customer service line at (831) 425-4664.

Elite Limousine

Santa Cruz Demanding Services in San Francisco Bay Area

Chester's Blog

4/19/21

The Santa Cruz METRO (Santa Cruz Metropolitan Transit District) services agency in South Bay is offering door-to-door transit services on demand. The Santa Cruz METRO will provide therein identified demanding services effective Monday, April 19, 2021 as a pilot project countywide. The transit agency new pilot project will be in effect until Wednesday, September 15, 2021 and during the passengers fare reduction program for shorter trips. The Santa Cruz METRO agency will use ParaCruz transporting vans for their Cruz On-Demand project, and passengers can apply online using the Ecolane app for services. The passengers can also contact the agency Customer Services Office at 831-425-8600 between 8 AM and 5 PM during weekdays and weekends. The agency ParaCruz vehicle will pickup other Cruz On-Demand passengers along the transit routing areas - visit www.scmtd.com for more information and project services update.

"The short term trips can be helpful for passengers making essential trips when necessary for local community connections," said Ed Vallesquez, local commuter in Santa Clara County.

#EliteLimousine driver's background is lawfully checked and cleared to operate passenger transporting vehicles, and drivers will wear face covering masks to protect passengers from therein COVID-19 virus. All fleet vehicles are always cleaned with eco-cleaning solutions without toxin, and environmental disinfectants to keep car interiors environmentally safe and healthy for passengers. All Elite Limousine fleet vehicles are maintained according to "current safety and healthy provisions" and monitored to be consistent with legal emission levels for our environment, keeping our environmental climate healthy based on surveys our international media network received.

LATEST HEADLINES

Coast Line | METRO introduces Cruz On-demand

By **DONALD FUKUI** | dfukui@santacruzsentinel.com | Santa Cruz

Sentinel

April 17, 2021 at 12:30 p.m.

SANTA CRUZ**METRO introduces Cruz On-demand**

The Santa Cruz Metropolitan Transit District announced the launch of a new on-demand transit service, Cruz On-Demand, as part of a pilot project beginning Monday. Cruz On-Demand will be METRO's first effort into on-demand service and will allow for increased service coverage in Santa Cruz County, according to a release from METRO.

Cruz On-Demand is a shared-ride experience on smaller vans that can seat four to five passengers, operated by a METRO ParaCruz operator, extending METRO's service area three-quarters of a mile from any of METRO's fixed bus routes, excluding Highway 17 and the UCSC campus. Pick-up locations can be any address within METRO's service area and drop-off locations can be anywhere within a three mile radius of your pick-up address. Trips can be booked up to 24 hours in advance. The Ecolane app scheduler will display the next available pick-up time or you can schedule a future trip for later in the day.



To download a Cruz On-Demand trip download the Ecolane app on a smartphone, visit scmtd.com/apps or call 831-425-4664. For information on METRO’s Cruz On-Demand service, visit scmtd.com/ondemand.

During METRO’s temporary fare reduction program Cruz On-Demand fares are \$2 for trips up to two miles and \$3 for trips between two to three miles through Sept. 15.

Customers can also purchase and use a day pass in the METRO Splash Pass app or anywhere day passes are sold for use on Cruz On-Demand and transferring to METRO’s fixed-route service.

If you have a news event or announcement for Coast Lines, email newsroom@santacruzsentinel.com and place “Coast Lines” in the email subject line. Coast Lines items are run at no charge. Please include contact information for questions. Information: 831-706-3252 Tuesdays to Saturdays.

Tags: **Coast Lines**, **Newsletter**



Donald Fukui | Assistant City Editor



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METRO Launches New Transit Service Pilot Program, Cruz On-Demand

Santa Cruz METRO Transit District sent this bulletin at 04/16/2021 03:51 PM PDT



Santa Cruz METRO Launches New Transit Service Pilot Program, Cruz On-Demand

Santa Cruz, CA (Friday, April 16, 2021) - The Santa Cruz Metropolitan Transit District (METRO) announces the launch of a new on-demand transit service, Cruz On-Demand, as part of a pilot project beginning Monday, April 19, 2021. Cruz On-Demand will be METRO's first endeavor into on-demand service and will allow for increased service coverage in Santa Cruz County.

Cruz On-Demand is a shared ride experience on smaller vans that can seat four to five passengers, operated by METRO's trained ParaCruz operators, extending METRO's service area 3/4s of a mile from any of METRO's fixed bus routes, excluding Highway 17 and the UCSC campus. Pick-up locations can be any address within METRO's service area and drop-off locations can be anywhere within a three mile radius of your pick-up address. Trips can be booked up to 24 hours in advance. The Ecolane app scheduler will display the next available pick-up time or you can schedule a future trip for later in the day.

Cruz On-Demand trips can be booked by downloading the Ecolane app on a smartphone or by calling METRO's ParaCruz Customer Service Department at (831) 425-4664. During METRO's temporary fare reduction program Cruz On-Demand fares are \$2.00 for trips up to two miles and \$3.00 for trips between two to three miles through September 15, 2021. Customers can also purchase and use a Day Pass in the METRO Splash Pass app or anywhere Day Passes are sold for use on Cruz On-Demand and transferring to METRO's fixed-route service.

"We are excited to launch our Cruz on-Demand pilot project that will allow METRO to increase our service coverage throughout the county, expanding convenient affordable access to addresses within a 3/4s of a mile of METRO's fixed-route service area and dropping them off at their nearby requested location or connecting them to one of our Transit Centers for longer trips. Cruz On-Demand is a great add-on to the services METRO already provides to our community." - Alex Clifford, METRO CEO/General Manager.

“Whether running a neighborhood errand or connecting to the nearest METRO Transit Center for longer journeys, Cruz On-Demand will provide METRO customers with affordable accessible on-demand public transportation from any address within METRO’s service area.”- John Urgo, METRO Planning & Development Director

During this estimated yearlong pilot project, METRO will gather customer feedback and make adjustments to this service as needed to increase efficiency and streamline the Cruz On-Demand transit service model.

Whether running a neighborhood errand or connecting to the nearest METRO Transit Center for longer journeys, a Cruz On-Demand vehicle will come to you when you schedule it for service, to any address within METRO’s service area, up to a maximum distance of three miles.

METRO continues to follow public health guidelines from official sources such as CDC, State, and local guidance whenever possible to support safe travel. Including cleaning and disinfecting transit vehicles frequently, requiring face coverings, and installing additional safety measures. In addition, METRO puts health first by requiring riders and employees to avoid public transit if they have been exposed to COVID-19 or feel ill.


METRO’s Cruz On-Demand transit service is just another way METRO is showing our commitment to our community’s recovery from the pandemic. METRO will continue to enforce physical distancing guidance onboard vehicles, and limit the number of passengers onboard at any given time.

For information on METRO’s Cruz On-Demand service, visit scmtd.com/ondemand. For instructions on how to download, Ecolane, the Cruz On-Demand booking app, visit scmtd.com/apps.

###

About Santa Cruz Metropolitan Transit District:

Established in 1968, Santa Cruz METRO provides 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 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 it operates a fleet of 94 buses on at least 24 fixed-routes. For more information, visit www.scmtd.com. Like METRO on Facebook at www.facebook.com/SantaCruzMETRO or follow us on Twitter at www.twitter.com/SantaCruzMETRO.

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City's State-Mandated Housing Goals Expected To Increase

Citywide survey a tool for upcoming budget talks

By: Tony Nuñez

March 24, 2021



The Sunshine Gardens housing development off Ohlone Parkway in Watsonville is still nowhere near completion despite breaking ground roughly five years ago. — Tarmo Hannula/The Pajaronian

WATSONVILLE—Although the city of Watsonville has made modest gains in its state-mandated housing goals, it will need to nearly triple the number of units it has built over the past five years before 2023.

That sobering reality presented to the City Council at its virtual meeting on Tuesday was followed by another: the city's housing goals will likely increase significantly when the state hands local governments a new set of benchmarks in the near future.

As it stands now, 235 housing units have been completed in Watsonville since 2016. But in order to meet its Regional Housing Needs Allocation it will need for another 465 units to be completed over the next three years.

The good news? A handful of large housing developments already approved by the City Council could be completed by then, giving the city more than enough new units to meet that goal.

Those projected developments include two affordable apartment complexes off Freedom Boulevard from nonprofit developers Mid-Pen and Eden housing. But they also include another two projects off of Ohlone Parkway that have stalled for various reasons.

The Hillcrest Estates project is expected to return to City Council this summer with alterations to its overall plan, but the Sunshine Gardens project is still stuck in limbo because of a “significant backlog of construction and building challenges,” according to City Manager Matt Huffaker.

“It has certainly been a challenging development,” Huffaker said of the Sunshine Gardens project.

Of the 235 completed units, only 28 fall under the “very low” or “low” income level, and only 13 have been built for “moderate” income residents. Those numbers underscore the need for affordable housing in the city that has 73% of residents living below Santa Cruz County’s median household income level.

Watsonville Housing Manager Carlos Landaverry said that many of those residents, however, do not know they fall below the city’s low-income threshold—about \$77,000 for a family of four—and qualify for several of the city’s mortgage assistance programs that help residents purchase market rate and affordable units.

Landaverry said the city will resume its community forums to educate residents about the resources available to them when the pandemic subsides.

“We still have to do a lot of work and we are committed to continue our outreach efforts as soon as we are able to,” he said.

It is still unknown if the city will face any repercussions if it does not meet its current RHNA goal. Community Development Department Director Suzi Merriam said that the state has only required cities to adjust their zoning standards so that they have the potential to accommodate the number of units in their overall goal.

Watsonville, strapped for land and already densely populated, is trying to fit that bill with its Downtown Specific Plan, which could completely reimagine the amount of housing units allowed in properties throughout the historic corridor.

“We can only do the best that we can do,” Merriam said. “Across the entire state, everybody needs housing. In Watsonville, we’re just doing our part.”

In other action, the City Council saw the results of a community-wide survey conducted earlier this year by GreatBlue Research. A total of 770 people took part in the 60-question survey—500 online and 270 over the phone—between Jan. 8 and Feb. 16.

Some of the major takeaways from the survey were:

The majority of respondents (84.5%) were satisfied with how the city was serving the community.

Respondents said that developing affordable housing units, reducing crime, increasing community policing and rebuilding infrastructure should be the city's top priorities.

The vast majority of respondents (87.4%) said the city needed to develop more programs to reduce crime, drug use and gang activity.

Nearly all respondents (95.5%) said the city should create additional jobs and housing near already existing infrastructure to help preserve natural and agricultural land. In addition, nearly the same number of respondents (94.5%) said the city should do this by renovating its historic buildings.

The library was considered a major contributor to a positive "quality of life" by nearly all respondents (98.2%).

Fewer respondents aged 18-34 (61.6%) rated Watsonville Police Department positively than those 55 and older (71.7%)

A majority of respondents (61.4%) said they would support paying another tax to expand the city's recreation programs, parks and open spaces.

The results of the survey, Huffaker said, serves as a "rich data set" that the city will use as it approaches its two-year budget planning process in the coming months.

In the weeks leading up to those budget hearings, the city is asking for the community's input via a three-question open-ended survey. The results of that survey will be presented to the City Council sometime next month, and a draft budget will be available for the public on May 30.

The city is also holding community meetings about the budget process Thursday and Saturday.

The city's budget-related survey includes a question about how residents would want to spend so-called one-time funds. That question, Administrative Services Director Cindy Czerwin said, was directly related to the \$18.8 million that city will receive from the American Rescue Plan, the \$1.9 trillion stimulus recently signed into law by President Joe Biden.

It is still unknown what those funds can be spent on, Czerwin said, but early indicators are that it can be used to replace lost revenue and negative economic impacts from the pandemic, and fund infrastructure investments in the water, sewer and broadband systems.

The cash will be distributed to the city in two payments one year apart, Czerwin said.

Council advocates for essential worker vaccinations

SANTA CRUZ

By Ryan Stuart

rstuart@santacruzsentinel.com

SANTA CRUZ >> After essential workers have worked since the first day of the pandemic, the Santa Cruz City Council is prepared to stand with them in the vaccination effort. “As we know, service workers and food service workers are at much higher risk of exposure to COVID,” Councilwoman Sandy Brown said.

City Council voted 6-0 to advocate for the prioritized vaccination of grocery, food and agriculture, restaurant, frontline and retail workers. Councilwoman Renee Golder was absent for the vote.

The council doesn’t have the authority to create vaccine sites specific to essential workers. However, it can advocate for them to the county health office which does have the ability to designate vaccination sites.

Vaccination clinics dedicated to farmworkers have been around since February. That was part of an effort by the county to vaccinate underserved populations within the county.

However, vaccine availability and language barriers made the effort difficult. That urged the council to include farmworkers into the group of people they want to advocate for prioritization.

“There are farmworker clinics already. All of them are in Watsonville and there is a pretty high level of effort already underway to carve out specific vaccine clinics for farmworkers,” said Assistant to the City Manager Suzie O’Hara. “That being said, I think it would be good to engage with Watsonville on if there is an additional level of advocacy that should happen.”

As for frontline workers, Councilman Justin Cummings specified the desire to get bus drivers

vaccination appointments to METRO workers, according to METRO Spokeswoman Danielle Glagola.

The Watsonville Fairgrounds site allotted 210 vaccines for METRO workers. Sixty of those vaccines were dedicated to Paracruz workers, while the remaining 150 were available to all transit employees.

METRO was also offered 100 vaccine appointments at the Sutter/PAMF drivethru site. Another 70 appointments were offered to the transit authority by the Monterey Bay Central Council at Natividad Hospital in Salinas. Additionally, Kaiser Permanente offered vaccine appointments to METRO workers at Kaiser Permanente Arena with no specific allotment.

“METRO would like to thank everyone who championed for the vaccine prioritization of public transit workers,” Glagola said in an email to the Sentinel. “METRO’s front line essential workers have been working and supporting our community since the beginning of the pandemic, including transporting our riders to their vaccine appointments, so we are thrilled that so many agencies extended us vaccine opportunities once our prioritization came.”

While transit and farmworkers have gotten their much-needed support, grocery, restaurant and retail workers have been left on the back burner. These groups have been made eligible for the vaccine, but appointments are still hard to come by. That is why the Santa Cruz City Council hopes to stand with the Watsonville City Council as advocates for essential workers.

The move is an effort to acknowledge the role essential workers played throughout the pandemic, councilwoman Martine Watkins said. Grocery workers continued to work and support society, even during the harshest restrictions throughout the

vaccinated. However, there has already been a large effort to get bus drivers within the county vaccinations.

School bus drivers were offered the vaccine in February when the Santa Cruz County Office of Education began offering vaccines to all teachers and essential staff.

The Santa Cruz Metropolitan Transit District was recently the recipient of dedicated vaccine allotments. Public transit workers were added to the vaccine eligibility list on March 15. Since then, clinics throughout Santa Cruz and Monterey counties have offered

last year.

“We want the acknowledgement and the awareness that this population has continued to be on the front lines and standing with them,” Watkins said. “Hopefully they can be identified on the radar for priority of vaccinations.”

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Thursday, 03/25/2021 Page .A05

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Good Times

METRO Rolling Out Electric Buses, New Downtown Watsonville Route

Route will connect to retail and medical destinations

By Tarmo Hannula

March 22, 2021



A new electric bus pulls out of the Watsonville Transit Center. PHOTO courtesy Santa Cruz METRO

Four new battery-electric buses will be ready to roll through the county by fall 2021 as part of METRO's public transportation fleet.

The first two electric buses of the quartet will be used for the Zero-Emission Watsonville Circulator Operating Project. Through the project, those buses will run on a new route in downtown Watsonville in the fall, METRO spokesperson Danielle Glagola said.

The new route is designed to reduce the number of riders using intercity buses for local trips, and increase the number of transit passengers by providing more frequent service to desirable destinations in Watsonville, Glagola said. They will run between 10am and 8pm daily.

Watsonville Mayor Jimmy Dutra, who is also on the board of directors at METRO, said he is charged up about the additions. He said the project has been in the works since 2015.

“This included searching for funding and we eventually were able to garner enough funding to purchase these buses from the company Proterra,” he said. “It’s been a long journey, and I’ve been on this ride from the beginning. I’ve been a big voice pushing for clean energy buses. We’re excited.”

The buses have been painted and are in their final testing phase, Dutra said.

The route for the first two electric buses will connect the Watsonville Transit Center with retail and medical destinations in Watsonville, Glagola said. Stops will include:

Watsonville Transit Center (WTC)

Beach/Lincoln-Lincoln/Freedom

Freedom/Airport-Airport/Green Valley

Main/Rodriguez-WTC

These stops will connect commuters with existing local and intercity bus routes 69A, 72/72W, 74S, 75, and 79.

Funding for the \$5.2 million project, Glagola said, stemmed from a variety of sources.

Dutra said the METRO board hopes to add more such buses in the future.

METRO staff is still working on route, charge and rate analysis for the other two buses, Glagola said.

METRO Magazine

How Santa Cruz Metro Prepares for the Road to Zero Emissions

By: Sadiah Thompson

March/April 2021



Using its four Proterra ZX5 electric buses, Santa Cruz Metro is focused on creating a new circulator service in downtown Watsonville. Photo courtesy Proterra

The agency is working on collecting data and feedback on the feasibility of its new Proterra zero-emissions battery-electric buses as it powers through the impacts of the pandemic.

TRANSIT AGENCIES IN CALIFORNIA have largely been considered frontrunners in the race to adopt zero-emission vehicles and technologies. In Santa Cruz, Calif., the Metropolitan Transit District (Santa Cruz Metro) has shown over the years its longtime commitment to sustainability — beginning in the early 2000s when the agency committed to a fully compressed natural gas (CNG) fleet, and more recently with the agency’s adoption of its first 100% zero-emission fleet transition plan and their first purchase of zero-emission electric buses (ZEBs) from Proterra.

With the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation requiring all public transit agencies in the state to gradually transition to a full ZEB fleet by 2040, and the Biden Administration's drive towards clean energy, Santa Cruz Metro is looking to its adoption of four 40-foot Proterra ZX5 zero-emission electric buses as a starting point in collecting valuable data and feedback on the feasibility of electric buses for its operations.



Equipped with 660kwh of energy storage, the 40-foot Proterra ZX5 can deliver up to 329 miles of drive range. Photo courtesy Santa Cruz Metro

“To be clear, we’re not jumping in with both feet yet with battery-electric buses,” says Alex Clifford, CEO of Santa Cruz Metro. “We’re following the CARB mandate, and we’re going to be zero-emission compliant with the state in 2040. But how we get there, for this agency, will be a slower, more methodical, and more thoughtful path to ensure that we don’t spend millions of dollars on a product that won’t serve our needs. Electric buses are a big investment that we have to be prepared to keep for 12 to 14 years.”

“Public transit is at the forefront of the switch to zero-emission, electric transportation. It was a little more than 10 years ago that Proterra delivered its first battery-electric bus to Foothill Transit in Southern California. Now, building on the

innovative spirit of public transit agencies, California is on a path to transition to 100% zero-emission fleets by 2040,” adds John Walsh, Proterra’s Sr. VP. “As more cities and states make the commitment to 100% zero-emission fleets, Proterra is introducing new vehicle and battery technology to meet the needs of our customers, including the new Proterra ZX5 electric bus, which is designed to tackle the toughest routes and terrains across North America. We are excited to partner with Metro, which shares our common vision of clean, quiet transportation for all, as we support them in the deployment of their first electric buses.”



As Santa Cruz Metro looks to ramp up to its pre-COVID revenue service hours and attract its customers back, the agency is confident in its efforts to continue improving the rider experience. Photo courtesy Santa Cruz Metro

PROCEEDING WITH CAUTION

Under CARB’s ICT regulation, Santa Cruz Metro is considered a small transit agency, meaning it operates less than 100 buses in an urbanized area with a population of less than 200,000 people. The ZEB purchasing requirements listed in the ICT regulation for small transit agencies requires them to make 25% of its vehicle purchases ZEBs starting in 2026, and then 100% of its purchases ZEBs starting in 2029 and thereafter.

“This is an interesting juggling act for us because we invested several million dollars — since 2000 — in a CNG fueling facility that has not yet reached its expiration,” Clifford explains. “We have our fleet almost fully transitioned to CNG, so we need to get a full life expectancy out of the facility, which included federal investment, before we advance to a full zero-emission fleet.”

In addition to its CNG vehicles, Santa Cruz Metro operates 10 diesel-electric hybrid buses, which it added to its fleet almost two years ago.

Clifford says the agency wants to see more improvements in electric vehicle (EV) technology — increased vehicle ranges, greater battery-energy capacity, and increased battery lifespan — before moving toward widespread EV adoption.

“We want to operate on a model that will charge all night and run all day,” he says. “We don’t want to conduct en-route charging or mid-day charging; we want a bus that can run on any route, all day on a single charge overnight. While I understand that technology is not fully there today, I’m confident we will learn a lot from our Proterra electric buses.”

TESTING PHASE

Using its four Proterra ZX5 electric buses, Santa Cruz Metro is focused on creating a new circulator service in downtown Watsonville, with hopes of improving ridership in South County.

Two of the electric buses will specifically go through an exhaustive pre-revenue process of working around different routes, to see how the different features of each route affect the range of the bus.



Alex Clifford, CEO of Santa Cruz Metro, says the agency will use its Proterra buses as a starting point in collecting data and feedback on the feasibility of electric buses for its operations. Photo courtesy Proterra »

Part of the challenge, Clifford says, is the different characteristics of how each bus operator drives the bus. For example, he says, if a bus operator leaves the bus stop and just smashes their foot on the accelerator every time, they will tend to drain that batteries faster than another bus operator who might be more sensitive to driving an electric bus.

“The other thing we have to learn is what are the effects of the geography of our routes — some routes are in rural, hilly areas, and some routes are on pretty much flat areas,” Clifford points out. “So, we need to collect data on the effects of the different terrain that we operate in.”

POTENTIAL CHALLENGES

Santa Cruz Metro currently operates with a space-constrained bus yard, approximately 91,234 square feet. The size of the yard has raised concerns about EV charging space as the agency potentially transitions to a fully battery-electric fleet.

Prior to the delivery of the Proterra buses, the agency completed construction of a small charging facility at its Judy K. Souza Operations Facility. The charging facility is equipped with four chargers, with a capacity of 10 chargers.

“We have to think through that as we design what our future looks like because you start losing vehicle spaces when you have to install a large amount of EV chargers,” Clifford explains. “Vehicle range limitations can become more and more complicated and result in ‘dedicated fleets,’ when you can only use certain vehicles on certain routes, and such limitations can cause delays in the morning rollout.”

Additionally, with the COVID-19 pandemic putting a strain on operations, Clifford says one of the biggest challenges that lies ahead for the agency is ensuring its survival. Like many other transit agencies, Santa Cruz Metro experienced unprecedented ridership losses within the last year. The agency’s pre-COVID ridership typically falls around five million trips per year. However, in the last fiscal year — with four months of COVID impact in FY20 — Santa Cruz’s ridership was down 30%, with the agency delivering close to 3.5 million trips.

In the current fiscal year, which began July 1, 2020, Santa Cruz’s year-over-year average trips delivered through January were down 84%. The biggest portion of that (about 60%) Clifford says, is the agency’s student ridership from the University of California Santa Cruz, Cabrillo College, and public schools, which have been operating under remote learning since COVID hit last March.

“We’re optimistic that students are returning in fall of this year, and we’re hopeful that the full 60 percent associated with student ridership, or most of it, will return to our service,” he says.

LOOKING AHEAD

As the agency looks to ramp up to its normal revenue service hours and attract its customers back, Santa Cruz Metro is confident in its efforts to continue improving the rider experience and being a leader in sustainability.

“We need to work hard to make sure that as we come out of this COVID crisis we do everything possible to improve the rider experience and to get people to return to the bus,” Clifford says. “Some of that is in helping the customer understand that riding a bus is a safe place to be, and that some of the safety and sustainability measures that we’ve put in place today will probably remain in the future, maybe forever.”

In a rider survey about the agency’s COVID response, Clifford says some riders expressed the need to improve frequency of service, specifically on some of the agency’s trunk lines.

“Another tool in the tool bag is microtransit,” he says. “METRO’s board of directors approved our microtransit pilot in February that we are hoping to launch soon.”

Additionally, Santa Cruz is evaluating contactless, touchless technology through its recent partnership with Masabi. The METRO Splash Pass, powered by Masabi’s

Justride platform, gives riders the option of purchasing local and Highway 17 Express tickets including full or discounted options. Once purchased, riders can activate their tickets on their phones and present them to the driver when boarding for visual validation.

A CLOSER LOOK: PROTERRA'S 5TH-GENERATION BATTERY-ELECTRIC TRANSIT BUS

In September 2020, Proterra introduced its latest battery-electric transit vehicle, the Proterra ZX5 electric bus, featuring a new streamlined vehicle design and maximized vehicle energy storage designed to increase power and range.

Equipped with 675 kWh of energy storage, the 40-foot Proterra ZX5 MAX can deliver up to 329 miles of drive range. The ZX5+ is currently available to customers as a 35-foot or 40-foot bus and in models featuring 450 kWh and 225 kWh of energy storage capacity.

With a more streamlined body design, the ZX5 buses offer a lower vehicle height that enables greater route access, as well as new shocks and enhanced ergonomics to provide riders and drivers with a smoother riding experience. The ZX5 is also equipped with an additional front port for vehicle charging.

The ZX5 offers faster acceleration and greater horsepower than earlier Proterra electric vehicle models, and hill-climbing abilities to tackle steep terrain. The ZX5 can also be configured with Proterra's standard ProDrive drivetrain or a DuoPower drivetrain, which features two electric motors that deliver 550 horsepower, accelerating a ZX5 bus from zero to 20 mph in under six seconds.



SANTA CRUZ METRO FARE DISCOUNTS IN SAN FRANCISCO BAY AREA

Chester's Blog: 3/26/21

The Santa Cruz METRO (Santa Cruz Metropolitan Transit District) services agency in South Bay is offering 50% fare reductions countywide. The Santa Cruz METRO fares discount is temporary between Monday, March 22, 2021 and Wednesday, September 15, 2021. The transit agency discounting fares for passengers will take effect for all local transit services and Highway 17 Express routes. Including ParaCruz base fares with Extended Fares for registered customers in the transit services system as necessary. The Santa Cruz METRO discounting fares project for passengers is to help local customers during the recovery effort for our communities. It also helps our local community passengers and/or essential workers relying on transit services for transportation when necessary. The transit agency continues to offer free services for passengers going and/or returning from their vaccination appointments - visit www.scmttd.com for more information and transit services discount updates.

"The METRO wants to help our community recovery by offering temporary fare reductions, and thanking our riders for being with us during the pandemic," said Alex Clifford, CEO/General Manager, Santa Cruz METRO. #EliteLimousine driver's background is lawfully checked and cleared to operate passenger transporting vehicles, and drivers will wear the face covering masks to protect passengers from therein COVID-19 virus. All fleet vehicles are always cleaned with eco-cleaning solutions without toxin, and environmental disinfectants to keep car interiors environmentally safe and healthy for passengers. All Elite Limousine fleet vehicles are maintained according to "current safety and healthy provisions" and monitored to be consistent with legal emission levels for our environment, keeping our environmental climate healthy based on surveys our international media network received.

"We are on the way with Elite Limousine Inc. and nice bus with professional driver, and larger than the pic shows and comfortable," said Jay Flint, local business customer. #EliteLimousine performs authentic face-to-face questionnaire surveys with customers, and 97% of customers sharing very satisfied with transportation services provided by #EliteLimousine, per evidence-based information our survey department received!

Other Transit Related Articles

The Washington Post

The Pandemic Changed The Workday, But Will Transit Riders Return?



Metro users wear masks while riding the train in Washington. (Amanda Voisard/for The Washington Post)

By Justin George, Kate Rabinowitz, Maria Aguilar and John D. Harden

4/16/21

Public transit demand during the pandemic has shifted to neighborhoods with high numbers of Black, Hispanic and lower-income workers, flattening peak travel periods and forcing transit agencies to respond to new patterns before more workers return to offices this fall, a Washington Post analysis of national transit data shows.

No longer does the 9-to-5 work schedule hold as much sway, with telework on the rise and office workers less bound to rigid daily commutes. Waves of commuters have dwindled to a trickle in the morning and evening hours — the commuting tides that transit schedules were built around.

Transit agencies are watching the emerging trends as they seek to lure riders after Labor Day, when offices are calling back workers who will decide whether to stick with early 2020 commuting habits or find new ways to get to work. Schedules are modified and studies on lower fares are underway — the first steps as agencies brace for years of reduced ridership.

In Washington, the Metro station in the dense Columbia Heights neighborhood — home to the city's largest Latino population — has emerged as the subway system's busiest. Passenger trips at Union Station, which typically had Metro's highest passenger counts, have tumbled as business travelers cancel in-person plans.

Rail travel dropped significantly at large transfer stations in Washington's core, while Metro stations in D.C.'s predominantly Black neighborhoods and the city's eastern suburbs carry a larger proportion of passengers than before the pandemic.

In New York, income was a bigger factor than race, with subway stations in working-class neighborhoods seeing less of a decline than those in and around majority-White Wall Street, according to New York transit officials.

While disparities aren't expected to be as stark this fall when many companies begin reopening offices, peak demands on public transportation during the Monday-through-Friday rush are likely to be lower. Transit agencies already are shifting service in response to telework while becoming more attuned to the various start times of retail, restaurant, health and service occupations.

"Back when it was built in the 1960s, Metro was about getting federal workers from the suburbs of Virginia and Maryland into the District and back again in time for dinner," said Stewart Schwartz, executive director of the Coalition for Smarter Growth and a member of MetroNow, a regional group of business and nonprofit leaders pushing to make Metro more accessible. "Today, a lot of those people are working from home and it's grocery store workers, nurses, restaurant staff and others who depend on Metro."

The transit agency took a first step in February to de-emphasize traditional "rush hour" times by decreasing train frequency during peak hours. At the same time, it shortened waits at other times in response to flatter demands for service.

Passenger counts on Metrorail, which averaged 626,000 weekday trips in 2019, nosedived during the pandemic, plummeting as much as 95 percent. Ridership has been slow to recover even as vaccinations become widespread, with counts now about 85 percent lower than pre-pandemic levels.

A shift in who uses transit

The bus has emerged as transit's workhorse, dutifully carrying mostly people of color and lower-income passengers unable to perform their jobs remotely. Across the nation, the pandemic acted like a sieve, separating riders with transportation alternatives from those with no other options.

In the Washington region, changes in rail ridership correspond with the demographics of the surrounding neighborhood, according to The Post's analysis.

For stations in neighborhoods where at least two-thirds of the community is Black or Hispanic, trips declined 78 percent, compared with 88 percent for other stations. Thirteen of the 15 Metro stations that saw ridership declines of less than 80 percent during the pandemic were in neighborhoods where more than 8 in 10 residents were Black or Hispanic.

Stations in the city's core, such as Metro Center, saw the largest drops. The most drastic ridership declines were at tourist and workplace destinations, such as Smithsonian and Judiciary Square. Stations that lost the fewest users often were located on the edges of Metro's system or in predominantly Black neighborhoods, such as Prince George's Plaza, West Hyattsville, Fort Totten, Deanwood and Benning Road.

One station bucked the trend: Medical Center in Bethesda. The station primarily serves the National Institutes of Health and the Walter Reed National Military Medical Center, major medical facilities in the fight against the pandemic.

In Chicago, stations in neighborhoods that are at least two-thirds Black or Hispanic saw ridership declines of 57 percent, compared with 77 percent for all other stations.

In New York, stations in heavily Black and Hispanic neighborhoods saw ridership decline 60 percent, compared with 64 percent for other stations. The nation's largest transit system saw a stronger correlation between income and ridership, rather than race. Residents in neighborhoods with lower median incomes used their local station more than those with higher median incomes, according to Metropolitan Transportation Authority data.

In the nation's capital, Columbia Heights was Metro's 14th-busiest station, out of 91, over the five years before the pandemic, according to Metro data. As the coronavirus pandemic ravaged the city and the nation, it moved to No. 1.

The station is surrounded by D.C.'s largest Latino population. According to a study by the Urban Institute, Latinos made up about 7 percent of D.C.'s labor force between 2012 and 2016 while 52 percent of them worked in jobs that required a commute, such as maintenance, landscaping, restaurant work and construction.

Columbia Heights also boasts D.C. USA, an 890,000-square-foot retail complex anchored by Target, Best Buy, Marshalls and Petco. Dozens of small stores, fast-casual restaurants, coffee shops and grocery stores surround it.

The station has been buoyed by workers like Zabrine Ishmell, who has ridden buses and trains throughout the pandemic from her home in Southeast Washington to her job at Target.

Over the past five years, she has gone from a stockroom worker to cash assistant, counting the results of the day's sales at the store for a corporation that saw revenue increase nearly 20 percent in 2020. The retail giant and similar businesses thrived with

the help of people like Ishmell, whose work required a daily commute during a public health crisis.

Prepared both for rain and the pandemic after a recent workday, Ishmell, 43, wore a Washington Football Team mask over her mouth and pulled the hood of a red sweatshirt over her dreads. Just her brown eyes were exposed.

She climbed aboard a Green Line Metro train and carefully selected an empty seat far from other passengers. Strapped to her back was a tan backpack containing extra masks. An umbrella the size of a cane rested by her knees.

“The whole time the pandemic’s been going on, I’ve been working,” Ishmell said as the southbound train left the station. “Some people are saying I’m lucky to be working. I’m like, I’m not lucky because I can get ill just like anybody else can get ill.”

‘Essential workers ride the bus’

Metrobus ridership tumbled about 80 percent after D.C. implemented citywide restrictions early in the pandemic. Since then, it has inched up as businesses reopened and some residents returned to work. Buses serve about 180,000 passenger trips each weekday compared with more than 300,000 trips pre-pandemic — and now carry about twice as many daily trips as the much larger rail system.

A handful of bus routes have recorded higher ridership during the pandemic, including 23A, which stretches from Crystal City to Tysons Corner in Virginia; and Route Q5, which leads into a commercial area in Derwood from Wheaton in Maryland. The increases, in part, came after Metro cut service on parallel routes when the transit agency drastically reduced service during the pandemic. The busiest routes typically serve bustling commercial centers filled with shoppers and essential workers, while those stretching from downtown to the suburbs have suffered as fewer workers need a ride to the city’s core.

A Metro survey found that 18 percent of its rail customers continued to ride during stay-at-home orders, while nearly half of Metrobus customers kept riding, often for work. The survey found that 82 percent of Black Metro customers continued to ride Metrobus during the pandemic. Of regular Metrobus users, 70 percent of those who earn less than \$30,000 a year kept riding during the pandemic.

The survey found that 49 percent of Metrobus riders were Black and 16 percent were Latino.

Metro General Manager Paul J. Wiedefeld said the agency should make bus routing decisions based on improving service in lower-income communities.

“One important lesson of the pandemic this year is that essential workers ride the bus,” he said. “Rather than continue to make small adjustments to decade-old bus routes,

should we identify neighborhoods that are underserved and restructure routes? To what extent should we ensure bus service directly links underserved communities to job centers, even if such service may not be as productive as other services?”

Smaller regional bus systems — such as suburban Maryland’s Ride On service in Montgomery County — saw similar trends. Lower-income residents stuck with buses during the pandemic as more-affluent riders stayed home or found other means of travel.

“We also, within that universe of bus ridership, found that our bus routes that serve our lowest-income neighborhoods experienced even less of a drop,” said Montgomery County Council President Tom Hucker (D-District 5).

In New York, the MTA last year suffered its greatest passenger loss in modern history. The subway lost about 13 percent of its ridership in 1933 during the Great Depression, compared with a low of 95 percent last year, although it has slowly rebounded.

Patrick J. Foye, the MTA’s chief executive, said the transit agency is bracing for a significant and indefinite drop in commuters as companies make permanent telework arrangements.

Service, health and emergency workers who have relied on public transportation during the pandemic remain the system’s most dependable base. The Wall Street station on Lexington Avenue, for instance, lags in use while the Junction Boulevard station in Queens sees a steady flow of customers.

“Other stations in Brooklyn and in Queens, where there are a lot of first responders and essential employees, also are punching above their weight in terms of the usage by customers at their home stations and in terms of getting to work or school, and then returning in the afternoon,” Foye said.

Mirroring a trend in Washington, subway demand is especially weak during traditional peak commuting times, but increasingly spread over more hours of the day, Foye said.

“The rush-hour timing has changed,” he said. “It starts earlier than it used to in the morning and begins earlier in the evening.” Foye attributed it to “changes in our riders.”

Construction workers, first responders and essential employees fill rail cars, including those who labor in grocery stores and pharmacies and others “who don’t have the ability to Zoom into work.”

Purchases of monthly fare packages — a staple for New York office workers — lag so low that the MTA is considering altering its fare packages. In Washington, Metro is considering discounted fares to lure workers back this fall.

One segment of steady riders who never left transit are people who live in New York but work outside the city. The MTA has increased service on its Metro North line, which Bronx riders use to get to suburban Westchester County, N.Y., and elsewhere, where they work in service, retail or construction jobs, Foye said.

“On the commuter rails, reverse commutation has held up better than the peak [time trips] coming into New York City from Nassau or Suffolk on Long Island or Westchester or Connecticut on Metro North,” he said. “Certainly a significant portion of those riders now are people who don’t have the ability to Zoom work.”

What the trend portends for the future, Foye said, is unknown. He said he expects more office workers to return in the coming months. New York Mayor Bill de Blasio (D) has indicated he wants city workers back in their offices by May, while the city is negotiating with union leaders to get many workers back into workplaces by Labor Day, Foye said.

Lessons learned for the future

Ishmell said trends have emerged during her daily Washington commute: Weekend trains are more full, while the weekday rush seems less frenzied. Metro officials say the shift in commuting patterns tilts demand away from times that correspond with typical white-collar office schedules and more toward the varying start-and-stop times of the service industry.

Some buses are as full as they had been before the pandemic.

In mid-March, Metro boosted service on 59 Metrobus routes to help alleviate crowding and provide more space for social distancing. On Metrorail, the transit system said it would reduce service during peak commuting periods and increase frequencies at other times.

Before the pandemic, 28 percent of weekday Metrorail rides started during the 8 a.m. or 5 p.m. hour, according to a Post analysis. That number has dropped to 16 percent as a larger share of people ride outside typical commuting hours.

Business advocates in the region say they approve of Metro’s shifting of resources toward service workers and lower-income riders.

“[Metro] can serve the 9-5 commuter, the late-night worker and the daytime traveler,” said Julie Coons, president and chief executive of the Northern Virginia Chamber of Commerce and also a member of the rider-advocacy coalition MetroNow. “Our regional economy will need to innovate to ensure our recovery, and [Metro] will be central to that innovation.”

Metro’s own projections show rail ridership recovery will take years. The transit agency has based next year’s operating budget on rail ridership growing only to about 35 percent of pre-pandemic levels by June 2022.

“Going forward, the expectation is that folks are going to be working perhaps one or two days in the office and the rest from home,” said Metro Chief Financial Officer Dennis Anosike. “We’re currently seeing that shift.”

According to a survey last fall of 2,400 residents by the Metropolitan Washington Council of Governments’ Transportation Planning Board, 16 percent of people in the region said they telecommuted at least once a week before the pandemic. That number increased to 60 percent during the pandemic. Thirty-three percent said they expected to telecommute at least once a week after the pandemic.

Nearly 40 percent of residents said they would use public transportation less than before the pandemic.

Among Metro users, about the same percentage of pre-pandemic bus riders indicated they would continue riding. The survey reported 24 percent of residents rode Metrorail before the pandemic — a number the survey indicated will drop to 19 percent after the pandemic.

“This region has always had a high level of telework even prior to the pandemic,” Anosike said. “What the pandemic has done is highlight the fact that most of our rail ridership — which are folks going to work — those that can, actually work from home.”

While Metro tries to shift service levels to meet lower demand, it’s also having to plan for a service expansion early next year that has been in motion for more than a decade. The nearly 11-mile Silver Line extension to Loudoun County via Dulles International Airport is nearing completion, built to shuttle thousands of workers to new office buildings along a burgeoning Northern Virginia tech corridor.

But tech companies have been among the most flexible employers with telework — some granting the option to stay home permanently. Michael Rocks, owner and developer of Innovation South — a 1.67 million-square-foot mixed-use complex at Innovation Station along Phase Two — said developers have faith that commuters will return.

“The growth in Northern Virginia, the growth of Dulles Airport pre-covid — which we expect to return — the impact Metro has had all over the Washington metropolitan area, continues to impress upon us that that same success will be repeated on Phase Two of the Silver Line,” Rocks said.

Ishnell, approaching her stop at Southern Avenue after a long day at work, said her friends who abandoned Metro also will return. She said fear of contracting the coronavirus was a large factor that drove them away.

“I think they’re going to come back once it’s over with,” she said.

She’s just not sure when.

MASS TRANSIT

CA: Less Than 1 In 4 Workers Has Gone Back To The Office As Businesses Plot A Wider Reopening

Employers and landlords are betting that workers will want to return as vaccinations increase and virus fears recede, even though demand to rent space in Los Angeles office buildings continues to shrink.

Roger Vincent | Los Angeles Times (TNS)

Apr 16th, 2021

People had started showing up to the office again in greater numbers, but fled for home as the recent coronavirus surge shook the region, fresh data show.

Still, employers and landlords are betting that workers will want to return as vaccinations increase and virus fears recede, even though demand to rent space in Los Angeles office buildings continues to shrink.

"By the stats, it's not that encouraging," said broker Todd Doney of real estate services company CBRE. "We certainly have work ahead of us to get through this. ... But when the governor announced no more COVID restrictions on June 15, that's light at the end of the tunnel for me."

An average of 24% of employees in 10 major U.S. cities were back to the office as of April 7, down nearly a full percentage point from the week before, according to Kastle Systems, which provides keycard entry systems used by many companies and tracks patterns of workers' card swipes.

In Los Angeles, the average at Kastle's 148 buildings was 22.1% and, like the national average, took a significant dip during the winter COVID surge, but had been rising again before the latest virus resurgence. Although beneath the U.S. average, L.A.'s offices were more full than five other cities tracked by Kastle, including San Jose at 16.7% and San Francisco at 13.4%.

As employees were trickling back to some offices, other workplaces were turning off the lights and turning over the keys.

Overall non-rented office space in Los Angeles County reached 17.2% in the first quarter, the highest vacancy level since early 2012, CBRE reported. That reflected a net loss of 1.6 million square feet of leased space, nearly matching the worst quarterly loss during the Great Recession.

Signings of office leases have been falling for about a year as companies sent employees home to work or laid them off in the face of a sharp economic downturn

spurred by the virus. Many tenants reduced their office footprints as their leases rolled over, while others put their unused space on the market for sublease.

Tenants looking to get some money for offices they were not using had 7.3 million feet available for sublease in the first quarter, about 15% of the total space available for rent — high by historic standards.

The number of leases being signed remained low, as tenants avoided long-term decisions in favor of short-term renewals when their leases expired.

Despite the economic headwinds, the average asking rate climbed slightly to \$3.90 per square foot per month in the first quarter, reflecting higher quality space coming available and the reluctance of landlords to drop their rates. Instead, landlords offered tenants inducements to sign leases such as months of free rent or generous allowances to build out their offices.

Uber, Google, Facebook and Microsoft are among the companies that have reopened offices or are on the verge of doing so, according to media reports. And recent surveys have shown that many companies and their workers are eager or at least willing to get back to the office.

A February survey commissioned by software company Eden Workplace found 85% of office workers are looking forward to being back at work, with many of them saying that they miss socializing with their colleagues. A customer poll by marketing data provider ZoomInfo in February found that more than half plan to be back in the office by June, with IT firms leading the way.

The worry for landlords is how much space tenants think they need going forward and whether they still want to work in city centers that many can reach only by long commutes.

It is a given among industry observers that remote work has been normalized to the point that white-collar companies will commonly allow their employees to work from home a few days a week in the future. Some workers may no longer have to come to the office at all.

That's a substantial change in the office world from previous recessions, which also produced dramatic cutbacks in space leasing as companies went under or contracted their staffs. Recovery from this downturn will look different as companies reevaluate their needs.

A big unknown is how businesses will configure their office space in a post-pandemic world.

Will companies need less room if people are working at home sometimes, or must they have a devoted desk waiting for each worker when they do come in? Will workers still

be seated close to each other as they have been in many offices in recent years, or must they have more elbow room to feel safe from viruses?

"Most of our tenants are making some changes to their physical office layouts," landlord Bert Dezzutti said, but the long-term impacts of those changes on building occupancy "haven't sorted themselves out yet."

Flexible work schedules "are here to stay," said Dezzutti, head of Southern California operations for Brookfield Properties, the dominant office landlord in downtown Los Angeles. Many bosses, nevertheless, remain keen on preserving the office footprints they have.

A recent survey by consulting firm KPMG found that only 17% of chief executives are looking to downsize their office space as a result of the pandemic, a steep drop from August, when 69% said they planned to shrink their offices.

Before they return to the office, though, the majority of chief executives would like to see more than 50% of the general population vaccinated. They especially want to see their own employees get COVID-preventing shots — 90% of bosses said they are considering asking employees to report to them when they have been vaccinated, which may guide decisions on when companies return to their offices.

For the last six months or so, tenants in Brookfield's high-rises have been inhabiting about 12% to 16% of their space, Dezzutti said. He expects that number to climb now that local officials have doubled office population allowed for nonessential businesses to 50% as part of easing COVID restrictions.

Doney predicted that many companies will reduce the size of their offices in the future as remote labor becomes routine, but that they will return to working together for the most part.

"As more people get vaccinated and get more comfortable, they will do more things, including going to the office," he said. "Zoom meetings are terrific, but sometimes that magic occurs in person before a meeting starts or after it ends."

People will come back to the office over the summer, he said, but the return will be substantial after Labor Day when the working-age population is largely inoculated and children are back in school.

An autumn renaissance of office attendance is also expected by Kastle Systems Chairman Mark Ein.

"You're going to see an increase of some magnitude starting at the beginning of the summer," Ein said. Then, "barring something unforeseen, there should be a huge surge coming back in the fall when virtually everyone is vaccinated."

Cities where workers commute more by car than by public transit tend to have the most people in the office these days, Ein said. Offices in Houston and Dallas are the fullest in the country at close to 40% inhabited.

Having your COVID shots will become mandatory for many, he said, potentially enforced by voiding the keycards of the unprotected.

"There are going to be a lot of companies who are going to decide that they only want people to come back to the office who are vaccinated," Ein said.

Human beings have not been fundamentally changed by the coronavirus, Dezzutti said, and will again seek each other's company in busy metropolises.

"In history, there has been no pandemic or plague or natural disaster that's killed off the city," he said. "Our need to live and work in urban clusters, and the concentration of people and economic activity that occurs there, is just too strong."

The New York Times

America Has Long Favored Cars Over Trains and Buses. Can Biden Change That?

The president's infrastructure plan tries to break from the past by shifting spending away from new roads and toward public transit. It won't be easy.

By Brad Plumer and Nadja Popovich

April 2, 2021



President Biden has proposed spending \$165 billion to encourage the use of mass transit and rail. Credit...Matt Rourke/Associated Press

If America is dominated by car culture and the call of the open road, there is a big reason for that: Over the past 65 years, the United States has spent nearly \$10 trillion in public funds on highways and roads, and just a quarter of that on subways, buses and passenger rail.

But President Biden's \$2 trillion infrastructure plan, unveiled this week, represents one of the most ambitious efforts yet to challenge the centrality of the automobile in American life, by proposing to tilt federal spending far more toward public transportation

and coax more people out of their cars. Experts say that transformation is necessary to tackle climate change, but could prove extremely difficult in practice.

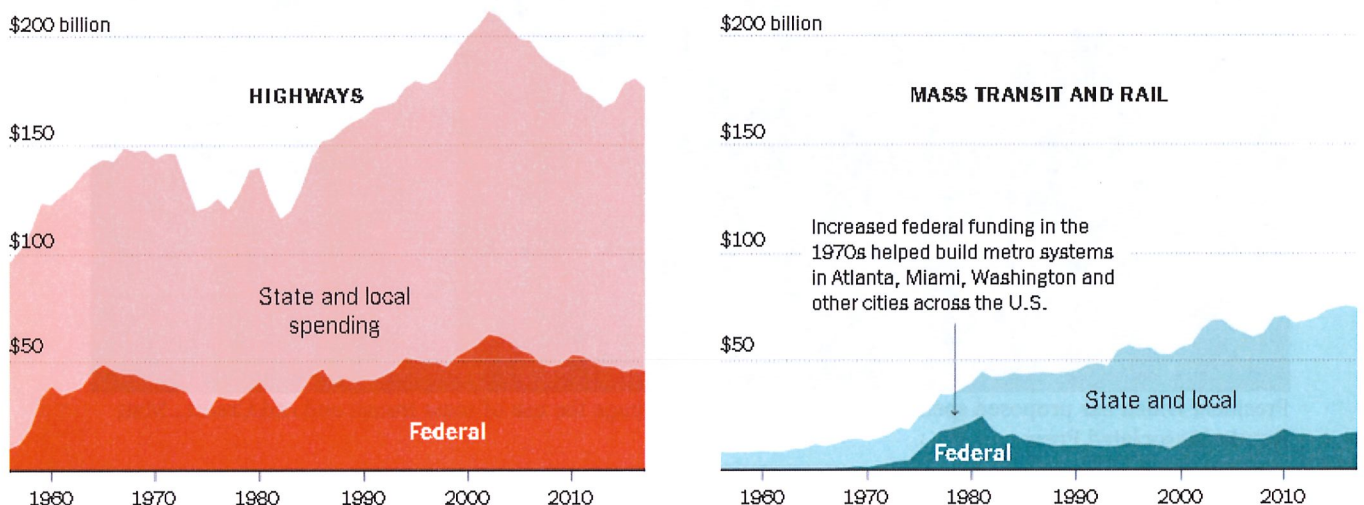
As part of his plan, Mr. Biden wants to spend \$85 billion over eight years to help cities modernize and expand their mass transit systems, in effect doubling federal spending on public transportation each year. There's also \$80 billion to upgrade and extend intercity rail networks such as Amtrak. That would be one of the largest investments in passenger trains in decades.

And, while Mr. Biden's plan offers \$115 billion for roads, the emphasis would be on fixing aging highways and bridges, rather than expanding the road network. That, too, is a shift in priorities: In recent years, states have spent roughly half of their highway money building new roads or widening existing ones, which, studies have found, often just encourages more driving and does little to alleviate congestion.

"There's no question that the share of funding going toward transit and rail in Biden's proposal is vastly larger than in any similar legislation we've seen in our lifetime," said Yonah Freemark, a senior research associate at the Urban Institute. "It's a dramatic shift."

Historically, Money Flowed to Highways

Mass transit and rail got a fraction of the funds at both the federal and state levels.



Source: Congressional Budget Office | Note: Historical data shown in 2017 dollars.

When Congress writes new multibillion-dollar transportation bills every few years, typically about four-fifths of the money goes to highways and roads, a pattern that has held since the early 1980s. To many, that disparity makes sense. After all, roughly 80 percent of trips Americans take are by car or light truck, with just 3 percent by mass transit.

But some experts say this gets the causality backward: Decades of government investment in roads and highways — starting with the creation of the interstate highway system in 1956 — have transformed most cities and suburbs into sprawling, car-centered environments where it can be dangerous to walk or bike. In addition to that, other reliable transit options are scarce.

“We’re almost forcing everyone to drive,” said Catherine Ross, an expert on transportation planning at the Georgia Institute of Technology. “The choices that individuals make are deeply shaped by the infrastructure that we have built.”

Transportation now accounts for one-third of America’s planet-warming greenhouse gas emissions, with most of that from hundreds of millions of gasoline-burning cars and S.U.V.s. And, while Mr. Biden is proposing \$174 billion to promote cleaner electric vehicles, experts have said that helping Americans drive less will be crucial to meeting the administration’s climate goals.

“Far too many Americans lack access to affordable public transit, and those who do have access are often met with delays and disruptions,” Mr. Biden said on Wednesday. “We have the power to change that.”

But Mr. Biden, a longtime Amtrak rider and proponent, will face hurdles in trying to make the United States more train- and bus-friendly.

His plan still needs to get through Congress, where lawmakers in rural and suburban districts often prefer money for roads. Nationwide, new transit projects have been plagued by soaring costs. The coronavirus pandemic has also led many Americans to avoid subways and buses in favor of private vehicles, and it remains unclear when or whether transit ridership will bounce back.

The Biden administration may also have limited ability to sway the actions of state and local governments, which still account for the vast majority of transportation spending. Many key urban planning decisions — such as whether to build dense housing near light-rail stations — are made locally, and they can determine whether transit systems thrive or struggle.

“States are the emperors of transportation,” said Beth Osborne, director of Transportation for America, a transit advocacy group. “But so much of the culture of our current program is based on what has come out of the Department of Transportation, so it’s an important statement if the Biden administration is saying it’s time to pivot.”

Analysts cautioned that the White House still has not revealed key details of the plan. Its effectiveness may hinge on how the proposal gets integrated with transportation bills currently being worked on in Congress, which could adjust the balance of funding between highways and transit or impose conditions on how states can use federal funding.

Still, some transit agencies say a large infusion of federal money could be transformative. Many urban transit systems are more than a half-century old and struggle to secure enough funding to address their growing backlog of needed repairs. That typically leaves little money left over to consider major new expansions.

In Philadelphia, the Southeastern Pennsylvania Transportation Authority needs federal aid to move forward on a \$2 billion plan to extend rail service to King of Prussia, a fast-growing job center, as well as a \$1.8 billion plan to modernize the city's aging trolleys, said Andrew Busch, a spokesman for the agency.

In the Bay Area, federal funding would be necessary to extend the Bay Area Rapid Transit rail system to San Jose and create a regional network of car-pooling lanes, said Randy Rentschler, director of legislation and public affairs at the region's Metropolitan Transportation Commission.

Mr. Biden has also proposed spending \$80 billion to upgrade and expand intercity rail service such as Amtrak. Right now, the busiest Amtrak route is the Northeast Corridor between Washington, D.C., and Boston, which Amtrak says needs \$38 billion for upgrades and repairs.

Other cities have infrequent and often inconvenient connections. For instance, to travel from Cincinnati to Chicago by rail, there is just one train per day. The trip takes nine hours and the train departs at 1:41 a.m.

Amtrak has suggested that, with \$25 billion, it could greatly expand its network by 2035, adding 30 routes to cities currently unserved by intercity rail, like Las Vegas and Nashville, and improve service along 20 routes to cities like Houston and Cincinnati. Amtrak claimed that annual ridership would increase from 32 million today to 52 million, cutting greenhouse gas emissions by displacing car and air travel.

Yet attempts to expand America's transit and rail systems may run into pitfalls.

Building infrastructure in the United States has become notoriously expensive and difficult compared with other countries. In California, a plan for high-speed rail between Los Angeles and San Francisco that received federal funding from the Obama administration has struggled with repeated delays and cost overruns, and it remains unclear whether even a partial segment will be finished before 2030. The Biden proposal mentions this cost problem, but is vague on ideas for how to fix it.

Another challenge will be ensuring that funding goes to the most effective projects. "When a lot of money is raining down from the top, states and localities will do whatever they can to get that money," said Paul Lewis, vice president for policy and finance at the Eno Center for Transportation, a nonpartisan research center in Washington. "Sometimes, that money may go to projects that aren't the best projects."

Mr. Lewis noted that improving the nation's transportation system isn't always a question of laying down new cement and steel. Often, the most effective changes may be operational, such as charging people more to drive during rush hour to alleviate congestion, lowering speed limits to improve traffic safety or increasing the frequency of bus routes to make them more useful to riders.

Some experts have also questioned whether the Biden administration will try to rein in local governments' preference for major highway-expansion projects that, critics say, continue to deepen the nation's reliance on automobiles.

The administration has signaled a more skeptical stance toward highways. On Thursday, the Federal Highway Administration took the unusual step of pausing a planned expansion of Interstate 45 near Houston, amid concerns over increased air pollution and the displacement of Black and Hispanic communities. Separately, the Biden administration's infrastructure proposal includes \$20 billion to improve road safety, including for pedestrians, as well another \$20 billion to "reconnect neighborhoods" that were harmed by past highway projects.

But it remains to be seen how these programs will work. For instance, without strict conditions from the federal government, some states could simply take federal money intended for road repair and safety and then use their own state funds for further highway expansion.

"If this money isn't accompanied by real policy changes," said Kevin DeGood, director of infrastructure policy at the Center for American Progress, "then states will just keep doing what they've always done, which isn't equitable or green."

Correction: April 5, 2021

An earlier version of this article described incorrectly the Bay Area Rapid Transit system. It is a heavy-rail system, not a light-rail system.



VaxTransit: 450+ Agencies in 41 States Provide Free Rides for Vaccines

Vaccine access helps transit agencies build a bridge to a brighter post-pandemic future.

Stewart Mader

Mar 29th, 2021



Left, an AC Transit vaccine shuttle, right, BART representatives speak with a rider about the vaccine. Stewart Mader supplied images

A free ride to get the COVID-19 vaccine. It's a simple promise as powerful as the core purpose of transit. Providing access to the vaccine via public transit gives communities a fair shot at getting shots in arms. For transit agencies who have kept the world going by ferrying people before and during the pandemic, VaxTransit is a bridge to brighter future after the pandemic.

When I began leading advocacy efforts for VaxTransit at the start of the year, just fifteen transit agencies in nine US states offered free rides for vaccines. Now, more than 450 agencies in 41 U.S. states are providing free transit to vaccine appointments and mass vaccination centers. Eight transit agencies in Canada are offering free VaxTransit, and options are appearing throughout the United Kingdom.

Since Mass Transit magazine published my call-to-action, “Getting the COVID Vaccine Shouldn’t Require a Car,” I’ve encouraged agency leaders and elected officials throughout the U.S. and Canada to provide free rides for vaccines. Here are best practices from a growing effort to ensure equity for millions of transit riders.

Get Shots in Frontline Arms

Get frontline workers vaccinated to keep them safe as they help their communities get protected. “Transit employees need to be prioritized to be vaccinated before they can start safely moving larger crowds to vaccination sites,” said Alicia Trost, chief communications officer for Bay Area Rapid Transit (BART).

When California changed its vaccination distribution plan in January, moving transit workers back in line, the industry spoke up. “They will play a vital role in the recovery – transporting millions of Californians to get vaccinated” said the California Transit Association and the Amalgamated Transit Union in a joint message to state officials. In March, the state changed course, and announced that transit workers would be prioritized for the vaccine.

Make a Good Impression

Coordinate with vaccine clinics, hospitals, and health officials to deliver a streamlined experience.

“Ask for a dedicated bus lane so your bus doesn’t have to wait in line with the cars” said BART’s Trost.

She also suggests that “staff do a site survey to ensure the location is truly accessible.”

VaxTransit begins when people book a vaccine appointment, so Trost advises agencies to work with vaccine site organizers to make sure the reservation process encourages transit as an option.

“We made sure there were step by step directions on what to expect and where to go,” said Trost.

This coordination is underway elsewhere, too. In Ohio, the Greater Cleveland Regional Transit Authority (GCRTA) partnered with the City of Cleveland and Cuyahoga County to provide free all-day transit passes. RTA is not distributing the passes. Instead, passes are provided by the county when people register for vaccination. This strengthens awareness of transit as an option and simplifies vaccine access.

“We are providing all day passes to make it as easy as possible for the community to access whatever vaccination site they prefer,” said Linda Scardilli Krecic, spokesperson for GCRTA.

“Transit systems,” noted Trost, “have robust media teams and communication channels to be able to get notifications out to the public.” She advises agencies to “provide good communication so people feel confident in opting for transit instead of a car.”

BART and its peer agencies throughout the San Francisco Bay Area built Healthy Transit Plan to highlight their shared safety protocols, provide a standard metrics dashboard for pandemic procedures, and list VaxTransit options.

“Instead of disjointed information and needing to go to each website to find out what is offered by each agency, we’ve compiled the information all together,” said Trost.

In Southern California, San Diego Metropolitan Transit System (MTS) and North County Transit District (NCTD) jointly announced free rides to vaccines on their systems that serve the San Diego metro area. They created consistent graphics and messages on their websites, posted together on social media, and shared a tool to plan VaxTransit trips using both systems.

Think Like a Customer

Getting a COVID-19 vaccination can be stressful, so keep VaxTransit simple. Niagara Region Transit in Ontario, Canada offers an experience that is customer-friendly and easy for employees to administer. Free VaxTransit is available from all eight transit providers in Niagara. Customers present their vaccine appointment confirmation to the operator when boarding and show proof-of-vaccination for a return trip.

In California, Sacramento Regional Transit (SacRT) provides free rides to “all vaccination sites in Sacramento County within SacRT’s service area, including hospitals, pharmacies, and other immunization locations.” To ride free, SacRT simply requires an appointment confirmation email, text, or vaccine card with a date matching the date you ride.

“When boarding a bus, show the operator either a printout or screenshot on a smartphone, or have ready to show a fare inspector when riding light rail,” said SacRT.

Cleveland RTA’s VaxTransit day passes can be used throughout the system. A customer can display their pass to a driver when boarding a bus, carry the pass as proof-of-payment on light rail and the bus rapid transit Health Line, and use it to access Red Line trains at stations with fare gates, like the downtown Tower City Station.

“In the event they need to transfer between modes or bus routes, they can easily do that with an all-day pass. It also allows riders the latitude to make additional trips that same day, should they need to stop at the grocery store or pharmacy,” said GCRTA’s Krecic.

Double-Down on Equity

Go the extra mile to make sure your most vulnerable communities are able to use free VaxTransit. Kansas City’s transit agency, housing authority, and a local health system created the Cares Connect partnership to strengthen equity in vaccine access. The Housing Authority of Kansas City identifies residents eligible for the vaccine. Then, three days a week, Ride KC buses pick them up and give them free VaxTransit to Truman Medical Centers/University Health for COVID-19 vaccines. Cares Connect helped 40 people get vaccinated on its first day.

Because some people live far from a bus stop, Richmond, Virginia's GRTC Transit is providing free on-demand VaxTransit in addition to free VaxTransit on regular bus routes.

"This new reach will give more accessible connections and free on-demand mobility beyond our normal service area!" said GRTC CEO Julie Timm.

"We are so grateful to our partners who are thinking intentionally about the transportation needs of our communities," said Jackie Lawrence, director of Health Equity at Richmond and Henrico Health Districts.

Go Wide. Statewide.

Make sure funding is available to provide VaxTransit in every community. North Carolina's Department of Transportation and Department of Health and Human Services teamed up to distribute \$2.5 million in COVID relief funding to 99 local transit systems. This enables free VaxTransit throughout the state by offsetting "operating costs associated with transit rides to and from vaccination sites."

Kentucky announced free or reduced-fare transit for vaccines in 90 counties, covering 75 percent of the commonwealth.

"We want all Kentuckians who wish to get vaccinated to be able to do so, and transportation should not be a barrier," said Lt. Governor Jacqueline Coleman.

Ohio's Rides for Community Immunity program is providing \$7 million to 88 counties to fund free VaxTransit. The Ohio Department of Transportation is directly funding transit agencies in 70 counties. In the remaining 18 counties, health departments will use the funding to purchase transportation services.

Build New Ridership

Providing free rides to vaccines can help build new post-pandemic ridership at a time when agencies need to think beyond the nine-to-five commute. Dayton RTA is reaching new riders who had not used transit before the agency started offering VaxTransit.

"Most of the customers that booked rides had never used our services before," said Chief Customer Officer Brandon Policicchio.

He also says the agency supplied buses in "two instances to transport groups." That gave RTA another "opportunity to help folks who had never used our service before."

Utah Transit Authority began offering free VaxTransit on March 11, and officials are already seeing increasing ridership. Depending on how many people use VaxTransit, the service could cost UTA between \$190,000-\$750,000, according to Business Development Manager Kensey Kunkle. That's a worthwhile investment, according to UTA board member Jeff Acerson.

He said, “The more people that are vaccinated, the safer our communities are going to be, and they’ll be more inclined to come back to transit, which is exactly what we need.”

Every Trip Equals a Vaccination

Track use of VaxTransit, “even if it is just a hand count of each person you carried each day. Even better if you can track origin-destination pairs so you can measure what communities people are traveling to and from,” says BART’s Trost.

She reports 1,800 people have used BART’s free VaxTransit rides home since the service started in early February.

During its first week of providing free VaxTransit, Sacramento Regional Transit gave 180 people peace of mind in getting their vaccines. According to paratransit customer Melanie Castile, the free ride was one less thing to worry about when getting vaccinated.

More than 500 people benefited from free VaxTransit in the first days of Jacksonville Transportation Authority’s Rides to Health program, according to CEO Nathaniel P. Ford. Learning from riders’ use of the service, the agency also reconfigured routes to move a bus stop closer to the entrance to Regency Square Mall. That way, people no longer have to cross traffic to reach the vaccination site.

In Guilford County, N.C., use of free VaxTransit nearly doubled from February through the first half of March. Guilford County Transportation & Mobility Services reported providing 66 free VaxTransit rides in February, rising to 113 free rides in the first half of March. The county has spent \$5,000-7,000 of the \$73,318 in COVID-19 relief funding provided by the North Carolina Department of Transportation and Department of Health & Human Services through the statewide VaxTransit strategy. Statewide, North Carolinians have taken 3,600 free VaxTransit trips to get vaccinated.

Build Back Better with VaxTransit

Even as transit agencies cope with the financial strain of reduced ridership, this is precisely the time to provide free rides for vaccines. It’s an opportunity for transit agencies to support their communities, dispel early viral misconceptions about transit, and gather insight to guide post-pandemic service.

Buses and trains keep people connected to family, friends, jobs, and communities. VaxTransit offers an opportunity to reshape the narrative from fear of transmission to support for transportation and invest in a better tomorrow.

To see which transit agencies are providing free rides for vaccines, visit stewartmader.com/vaxtransit. If you’re aware of a free transit option that should be added to the list, please share details at stewartmader.com/contact.

Transit Watch: **Public Transit in Crisis**



Updated October 21, 2020

Significant ridership and fares revenue declines buffet public transit agencies due to the coronavirus pandemic, as most Californians responsibly shelter in place; these fiscal impacts today threaten the viability and availability of transit services in the near- and long-term.

Transit Watch is intended to provide key stakeholders with up-to-date information about COVID-19 and its impact on public transit services and our communities that rely on transit.

The information below is a running, real-time summary list of latest impacts to local agencies, culled from each day's headlines and agency press releases.

Central Coast

***Note** - For the latest information, click the name of the agency to visit the agency's dedicated COVID-19 update page.

City of San Luis Obispo

- **Current Ridership Decline:**
- **Current Weekly Revenue Decline:**
- **Reductions in Service:**
- **Other Operational Impacts:**

Monterey-Salinas Transit

- **Current ridership decline: -67.8% as of 4/14**
- **Current revenue decline: \$7,000/day average from fares**
- **Service suspensions:**
 - Effective March 28th, operating a Sunday schedule with modifications
 - Partnership services suspended to colleges, universities, and others
- **Other Operational Impacts**
 - MST reinstated fare collection on 8/1/20
 - Boarding from the rear door when available
 - Operating supplemental service with more than 10 passengers onboard larger buses and more than 4 onboard minibuses

- Administrative staff working from home when able
- Passengers required to wear masks 4/30. [\(Source\)](#)
- Approved to purchase 96 protective barriers for drivers 5/20. [\(Source\)](#)

Morro Bay Transit

- **Current Ridership Decline:**
- **Current Weekly Revenue Decline:**
- **Reductions in Service:**
- **Other Operational Impacts:**
 - Zero-fare collection 3/23. [\(Source\)](#)
 - Passenger limit, no more than 4 passengers in a vehicle 4/15. [\(Source\)](#)

Santa Barbara Metropolitan Transit District

- **Current Ridership Decline:**
- **Current Weekly Revenue Decline:**
- **Reductions in Service:**
- **Other Operational Impacts:**

Santa Cruz Metropolitan Transit District

- **Current Ridership Decline:**
 - **March**
 - 50% (Local: -49% / Commuter: -62%)
 - **April**
 - -93% (Local: -93% / Commuter: -95%)
 - **May**
 - -92% (Local: -92% / Commuter: -96%)
 - **July**
 - -77%
- **Current Weekly Revenue Decline:**
 - March Weekly Farebox Revenue Decline: -\$20,350.11
 - April Weekly Farebox Revenue Decline: -\$50,089.33
 - May Weekly Farebox Revenue Decline: -\$50,179.57
 - July Weekly Farebox Revenue Decline -69.4%
- **Reductions in Service:**
 - Highway 17 commuter service reduced to 7 daily trips 4/9. [\(Source\)](#)
 - All METRO services Monday-Sunday reduced to weekend schedule service 3/23. [\(Source\)](#)
 - School Term Service suspended 3/18. [\(Source\)](#)
 - March Vehicle Service Hours Decline: -12%
 - April Vehicle Service Hours Decline: -36%
 - May Vehicle Service Hours Decline: -44% (Local: -44% / Commuter: -70%)

- **Other Operational Impacts:**
 - We've decided to not print a summer schedule guide (Headways), as we would normally do, in consideration of the potential to spread illness through contact with paper schedules.
 - We are continuing to practice social distancing on our buses by limiting onboard passengers to 5-8, at a time.
 - In an attempt to reduce operational costs, we have altered our Crew Schedules to reduce the length of shifts and lower overtime costs. For summer service, beginning 6/25, we are maintaining service reductions and intend to respond on-demand with the need for additional service by utilizing a very large Extra Board to send out "trippers" , as needed.

San Luis Obispo Regional Transit Authority

- **Current Ridership Decline:**
- **Current Weekly Revenue Decline:**
- **Reductions in Service:**
- **Other Operational Impacts:**

Santa Maria Area Transit

- **Current Ridership Decline: -70% (Source)**
- **Current Weekly Revenue Decline:**
- **Reductions in Service:**
- **Other Operational Impacts:**
 - No fares will be collected 4/9. (Source)

The Mercury News

COVID: Valley Transportation Authority Fined \$16,200 By State For Health Violations

A second VTA employee passed away from COVID-19 in early March, an official said

By Joseph Geha | Bay Area News Group

March 22, 2021

SAN JOSE — The state's workplace safety watchdog has fined the Santa Clara Valley Transportation Authority a total of \$16,200 for COVID-19 health and safety violations, months after the death of a bus ...

California's Division of Occupational Safety and Health, often referred to as Cal/OSHA, issued two citations to VTA on March 2, claiming the transportation agency failed to "effectively implement and maintain its Injury and Illness Prevention Program" during the pandemic.

VTA "did not require or ensure the use of face coverings at all times by employees at the facility and while operating the buses," the citations allege.

The agency also "did not provide effective training and instruction to employees," the state said, including about "how the virus is spread and measures to avoid infection, the signs and symptoms of infection, and the employer's procedure to control transmission in the workplace."

The citations, each with a fine of \$8,100 attached, were the result of inspections Cal/OSHA conducted between early September, and late February. The state agency categorized both violations as "serious."

The fines were first reported by KTVU.

In October, 53-year-old Audrey Lopez, a San Jose resident and VTA operator for more than 13 years, passed away after a lengthy battle with COVID-19, becoming the first VTA employee to die from the virus. She contracted it in late August, officials said.

Jon Finister, 63, of San Jose, a mechanic for VTA, died on March 1, after calling off of work with Covid symptoms in February. A tribute to Finister on the Amalgamated Transit Union Local 265 website said he was known as a hard worker with a great sense of humor. (Image courtesy of ATU Local 265)

While the VTA contends Lopez did not contract coronavirus on the job — noting that she followed safety protocols and wore protective equipment — John Courtney, president of Amalgamated Transit Union Local 265, told this news organization previously he disputed that claim.

Bus operators such as Lopez interact with countless passengers each day, Courtney said, and “all she did was go back and forth from work.”

Another VTA employee, 63-year-old Jon Finister of San Jose, a mechanic, died on March 1, after calling off of work with Covid symptoms in February, Courtney said Monday in an interview.

“Jon was known as a hard worker with a great sense of humor and he will be sadly missed by all,” a tribute on the union’s website said.

Finister and Lopez were both among “the most diligent when it came to following safety protocols,” Courtney said.

“I’m not surprised that they got fined,” Courtney said of the agency.

Brandi Childress, a spokesperson for VTA, said in an emailed statement to this news organization that she couldn’t comment on the specifics of the allegations in the citations because the agency is appealing them.

“However, VTA is confident in the comprehensive actions it has taken to date to keep its employees and customers safe and informed during this very challenging time,” Childress said.

“Losing members of our work family to this pandemic has been extremely difficult. We remain committed to maintaining our vigilance and doing all we can to slow the spread of this virus,” she said.

Courtney said he thinks VTA “dropped the ball” with Covid because they were slow to alert employees and the unions about new cases, and he claims they didn’t use properly trained contact tracers to follow the possible path of inspection when people fell ill.

“The contact tracing that VTA did was absolutely horrible,” he said.

“They just used internal supervisors....they never took it any further than that,” he said.

He said Monday that between the beginning of the pandemic in March 2020, through early February of this year, there have been about 180 VTA employees who fell ill with the virus.

“They like to blame employees for not wearing our masks, or say maybe we weren’t social distancing in the yard, but the bottom line is, it took VTA a long time to do the right thing with Covid,” he said. “Without the proper training you can’t blame the folks for not doing the right thing,”

Courtney noted that the relationship between his union and the administration of VTA has improved in recent weeks, with more collaboration and communication around vaccination plans and schedules.

The Mercury News

Manjoo: We Need Buses, Buses Everywhere

By Farhad Manjoo

March 21, 2021



Just throwing a lot of money at buses might sound like too easy an answer. But it's also something we haven't ever really tried. Nhat V. Meyer/Bay Area News Group

In America, nobody loves the bus. Lots of people ride the bus — we took about 4.6 billion trips by bus in 2019, more than by any other mode of public transportation. But at least 4.5 billion of them must have begun with a deep, dejected sigh of resignation.

Buses are hard to love. Bus systems across the country are chronically underfunded, leading to slow, inconvenient and unreliable service. In New York, America's most transit-friendly city with by far the nation's most-used bus system, terrible service regularly causes people to lose jobs, miss medical appointments and squander many hours, sometimes in rain or snow, just waiting.

People have said for years that the bus could be the next big thing in transportation. Now we can make that a reality. With the proper investment, city buses might be transformed into the sort of next-generation transportation service that technology

companies and car companies have spent billions over the past decade trying to build — a cheap, accessible, comfortable, sustainable, reliable way to get around town.

How might we come upon this transportation nirvana? Not through some great technological innovation or a grand infrastructure project. The holy grail is right there in front of us; it has been right there for decades. All we have got to do is buy more buses, hire more bus drivers and, in some places, give buses special privileges on the road. All we have got to do is care enough to build bus systems that work.

And now is the time to do it. The pandemic has altered Americans' commuting habits, and there is a sudden political opportunity to remake American transportation. The Biden administration and Democrats in Congress are drawing up a giant infrastructure plan with lots of big projects on the menu — a multibillion-dollar tunnel under the Hudson, an electric car charging network, perhaps high-speed rail.

These may be worthy projects, but it could be years before we realize their benefits. Adequately funding American buses is one of the simplest, cheapest ways to meaningfully improve the daily lives of millions of Americans right now.

“Every major city in America has streets where, if the bus were made more convenient, transit agencies would reap a bumper crop of new riders,” writes transportation researcher Steven Higashide in his book “Better Buses, Better Cities.” With improved bus service, Higashide adds, “cities would instantly take a step toward becoming more inclusive and sustainable.”

America's neglected buses are inextricably linked to its larger collective ills. Bus riders wield little political or economic clout; a disproportionate number are people with low incomes.

Like all forms of transit, buses must also contend with America's addiction to automobiles. About 80% of federal spending on transportation is devoted to highways; the sliver that is left goes to public transit.

It's likely that few policymakers ride the bus, and many see the world through car-addled eyes, creating quirks in the law unfair to mass transit. For example, much more federal money goes toward building and maintaining transportation projects than to operating them, which tends to be the costliest part of public transit.

Then there is the bus' image problem. Buses are old and boring. They rarely attract champions in the media or in government. Even among riders, a kind of hopelessness clings to them. “We've lived with subpar service for so long that it's hard for people to rally around improving it,” an advocate told *The Los Angeles Times* in 2019.

Until recently, I was of similar mind. Then, on a weeklong visit to London just before the pandemic, I challenged myself to spend my time in the city without ever stepping inside a car. It wasn't much of a challenge: In addition to a fantastic transit system, London has a congestion-pricing plan that keeps cars from jamming up the entire city.

What I did find surprising, though, was how often I used London's iconic double-decker buses in addition to, and sometimes instead of, its Underground trains.

For many of my trips, the bus was my best option. In London, buses are given priority on the roads, and traffic signals can detect approaching buses to extend green lights. As a result, I could get to my destination faster by bus than in a taxi or a train.

The buses were clean, comfortable and easy to use. Many of them are either fully electric or powered by hydrogen. I liked that I could pay for my ride with the same card I used for the city's other modes of transit. And I appreciated that bus stops displayed real-time route information.

But the major innovation in London's buses is less technological than numerical. The magic is one of scale — there are simply enough buses in London to allow for frequent, reliable service to the parts of the city that people want to travel to.

It wouldn't take much money to bring high-quality transit service to American cities. The Urban Institute estimates that for about \$17 billion annually, every American city with at least 100,000 people could more than double its transit capacity. (By comparison, the federal government spends nearly \$50 billion a year on infrastructure meant mainly for cars.)

According to TransitCenter, a transit advocacy organization, this sort of increase would dramatically improve people's livelihoods. In Atlanta, for example, a 40% increase in transit service would give bus passengers access to tens of thousands more jobs within a 30-minute bus ride.

Just throwing a lot of money at buses might sound like too easy an answer. But it's also something we haven't ever really tried.

"For my whole career there's always been a reason transit agencies were spending money on something other than bus service," said Jarrett Walker, a transit expert who has worked with many cities to improve buses.

But this might be the bus' big moment. "We can do buses in a way that's attractive," Beth Osborne, the director of the advocacy group Transportation for America, told me. "We just have to choose to do it."

Farhad Manjoo is a New York Times columnist.

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The Holy Grail of Transportation Is Right in Front of Us

Better bus service would improve millions of Americans' lives.

By Farhad Manjoo | Opinion Columnist

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Credit...Florian Buettner/laif, via Redux

In America, nobody loves the bus. Lots of people ride the bus — we took about 4.6 billion trips by bus in 2019, more than by any other mode of public transportation. But at least 4.5 billion of them must have begun with a deep, dejected sigh of resignation.

Buses are hard to love. Bus systems across the country are chronically underfunded, leading to slow, inconvenient and unreliable service. In New York, America's most transit-friendly city with by far the nation's most-used bus system, terrible service regularly causes people to lose jobs, miss medical appointments and squander many hours, sometimes in rain or snow, just waiting.

People have said for years that the bus could be the next big thing in transportation. Now we can make that a reality. With the proper investment, city buses might be transformed into the sort of next-generation transportation service that technology

companies and car companies have spent billions over the last decade trying to build — a cheap, accessible, comfortable, sustainable, reliable way to get around town.

How might we come upon this transportation nirvana? Not through some great technological innovation or a grand infrastructure project. The holy grail is right there in front of us; it's been right there for decades. All we've got to do is buy more buses, hire more bus drivers and, in some places, give buses special privileges on the road. All we've got to do is care enough to build bus systems that work.

And now is the time to do it. The pandemic has altered Americans' commuting habits, and there is a sudden political opportunity to remake American transportation. The Biden administration and Democrats in Congress are drawing up a giant infrastructure plan with lots of big projects on the menu — a multibillion-dollar tunnel under the Hudson, an electric car charging network, perhaps high-speed rail.

These may be worthy projects, but it could be years before we realize their benefits. Adequately funding American buses is one of the simplest, cheapest ways to meaningfully improve the daily lives of millions of Americans right now.

"Every major city in America has streets where, if the bus were made more convenient, transit agencies would reap a bumper crop of new riders," writes the transportation researcher Steven Higashide in his book "Better Buses, Better Cities." With improved bus service, Higashide adds, "cities would instantly take a step toward becoming more inclusive and sustainable."

America's neglected buses are inextricably linked to its larger collective ills. Bus riders wield little political or economic clout; a disproportionate number are people with low incomes.

Like all forms of transit, buses must also contend with America's addiction to automobiles. About 80 percent of federal spending on transportation is devoted to highways; the sliver that's left goes to public transit.

It's likely that few policymakers ride the bus, and many see the world through car-addled eyes, creating quirks in the law unfair to mass transit. For example, much more federal money goes toward building and maintaining transportation projects than to operating them, which tends to be the costliest part of public transit.

Then there's the bus's image problem. Buses are old and boring. They rarely attract champions in the media or in government. Even among riders, a kind of hopelessness clings to them. "We've lived with subpar service for so long that it's hard for people to rally around improving it," an advocate told *The Los Angeles Times* in 2019.

Until recently, I was of similar mind. Then, on a weeklong visit to London just before the pandemic, I challenged myself to spend my time in the city without ever stepping

inside a car. It wasn't much of a challenge: In addition to a fantastic transit system, London has a congestion-pricing plan that keeps cars from jamming up the entire city.

What I did find surprising, though, was how often I used London's iconic double-decker buses in addition to, and sometimes instead of, its Underground trains.

For many of my trips, the bus was my best option. In London, buses are given priority on the roads, and traffic signals can detect approaching buses to extend green lights. As a result, I could get to my destination faster by bus than in a taxi or a train.

The buses were clean, comfortable and easy to use. Many of them are either fully electric or powered by hydrogen. I liked that I could pay for my ride with the same card I used for the city's other modes of transit. And I appreciated that bus stops displayed real-time route information.

But the major innovation in London's buses is less technological than numerical. The magic is one of scale — there are simply enough buses in London to allow for frequent, reliable service to the parts of the city that people want to travel to.

It wouldn't take much money to bring high-quality transit service to American cities. The Urban Institute estimates that for about \$17 billion annually, every American city with at least 100,000 people could more than double its transit capacity. (By comparison, the federal government spends nearly \$50 billion a year on infrastructure meant mainly for cars.)

According to TransitCenter, a transit advocacy organization, this sort of increase would dramatically improve people's livelihoods. In Atlanta, for example, a 40 percent increase in transit service would give bus passengers access to tens of thousands more jobs within a 30-minute bus ride.

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