



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
BOARD OF DIRECTORS AGENDA
REGULAR MEETING
NOVEMBER 19, 2021– 9:00 AM**

DUE TO COVID-19, THE NOVEMBER 19, 2021 SANTA CRUZ METRO BOARD OF DIRECTORS MEETING WILL BE CONDUCTED VIA A TELECONFERENCE ONLY (NO PHYSICAL LOCATION) PURSUANT TO ASSEMBLY 361 (GOVERNMENT CODE SECTION 54953)

MEMBERS OF THE PUBLIC MAY NOT ATTEND THIS MEETING IN PERSON

The public may participate remotely via the Zoom website [at this link](#) and following the instructions or by calling 1-669-900-6833 Meeting ID 864 1496 1240

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

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 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 Alta Northcutt | City of Watsonville |
| Director Larry Pageler | County of Santa Cruz |
| Director Kristen Petersen | City of Capitola |
| Vacant Director | County of Santa Cruz |
| Director Mike Rotkin | County of Santa Cruz |
| Ex-Officio Director Dan Henderson | UC Santa Cruz |
| Vacant Ex-Officio Director | 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 September 21, 2021 letter from Jimmy Panetta, US Representative
 - 5.3 October 30, 2021 email from Brian Peoples, Trail Now, "Share Photo" (Note: Photo replaced by agenda page 5.24)
 - 5.5 October 30, 2021 email from Brian Peoples, Trail Now, "Mr. Rotkin Withdraw from RTC Board"
 - 5.7 October 30, 2021 email from Donald Schwartz, "Share Photo"
 - 5.9 October 30, 2021 email from Peter Stanger, "Mr. Rotkin Withdraw from RTC Board"
 - 5.11 October 30, 2021 email from Peter Stanger, "Share Photo"
 - 5.13 October 30, 2021 email from Brian Peoples, "Share Photo"
 - 5.15 October 31, 2021 email from Logan Cartwright, duplicate of Mr. Peoples' October 30, 2021 email (agenda item 6.2)
 - 5.17 October 31, 2021 email from Doug Huskey, "Mike Rotkin Should Recuse from RTC votes"
 - 5.19 October 31, 2021 email from Donald Schwartz, "Mr. Rotkin Should Withdraw from RTC Board"
 - 5.21 November 5, 2021 email from Kerrian Fuller, "Reconsideration: Highway 17, weekly 5am Departure Time from Santa Cruz to San Jose"
 - 5.23 November 12, 2021 email from Brian Peoples, Trail Now, "Metro representatives on RTC Board" – see provided photo
 - 5.25 November 12, 2021 email from Carey Pico, "Comment from previous METRO Rep showed bias"
 - 5.27 November 12, 2021 email from Pete Stanger, "Metro Representatives on RTC board"
- 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 OCTOBER 2021

Chuck Farmer, CFO

9.2. ACCEPT AND FILE: MINUTES OF THE OCTOBER 20, 2021 METRO ADVISORY COMMITTEE (MAC) MEETING, THE OCTOBER 22, 2021 METRO BOARD OF DIRECTORS MEETING AND NOVEMBER 12, 2021 SPECIAL BOARD OF DIRECTORS MEETING

Alex Clifford, CEO/General Manager

9.3. ACCEPT AND FILE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF OCTOBER 31, 2021

Chuck Farmer, CFO

9.4. APPROVE: RECOMMENDED ACTION ON TORT CLAIMS

Curtis Moses, Safety, Security and Risk Management Director

9.5. ACCEPT AND FILE: METRO PARACRUZ OPERATIONS STATUS REPORT FOR JULY, AUGUST AND SEPTEMBER 2021

Daniel Zaragoza, Operations Manager, Paratransit Division

9.6. ACCEPT AND FILE: QUARTERLY STATUS REPORT OF GRANT APPLICATIONS, ACTIVE AND PENDING GRANTS FOR THE 1ST QUARTER OF FY22

Wondimu Mengistu, Grants/Legislative Analyst

9.7. ACCEPT AND FILE: METRO RIDERSHIP REPORTS FOR THE 1ST QUARTER OF FY22

John Urgo, Planning & Development Director

9.8. APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A CONTRACT WITH GIRO, INC. FOR HASTUS SOFTWARE MAINTENANCE & SUPPORT

Isaac Holly, IT and ITS Director

9.9. APPROVE: TERMINATION OF CONTRACT WITH GMV SYNCROMATICS & AWARD OF CONTRACT TO CLEVER DEVICES FOR PURCHASE & INSTALLATION OF AN INTELLIGENT TRANSPORTATION SYSTEM

Isaac Holly, ITS & IT Director

REGULAR AGENDA

10 APPROVE:

10.1 DEBT MANAGEMENT POLICY; AND,

10.2 PENSION FUNDING POLICY

Chuck Farmer, CFO

- 11 CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE**
Alex Clifford, CEO
- 12 ACCEPT AND FILE: YEAR TO DATE KEY PERFORMANCE INDICATORS (KPI) REPORT FOR QUARTER ONE AS OF SEPTEMBER 30, 2021**
Kristina Mihaylova, Deputy Finance Director
- 13 CEO ORAL REPORT / COVID-19 UPDATE**
Alex Clifford, CEO/General Manager
- 14 ANNOUNCEMENT OF NEXT MEETING: FRIDAY, DECEMBER 17, 2021 AT 9:00 AM, VENUE (TELECONFERENCE OR PHYSICAL) TO BE DETERMINED**
Donna Lind, Board Chair
- 15 REVIEW OF ITEMS TO BE DISCUSSED IN CLOSED SESSION**
Julie Sherman, General Counsel

SECTION II: CLOSED SESSION

- 16 CONFERENCE WITH LABOR NEGOTIATOR PURSUANT TO GOVERNMENT CODE SECTION 54957.6**
Agency Designated Representative: Alex Clifford, CEO/General Manager
Employee Organizations: SEIU, Local 521
SMART, Local 23 Fixed Route and ParaCruz Operation

SECTION III: RECONVENE TO OPEN SESSION

- 17 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@scmtd.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@scmtd.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



HOUSE OF REPRESENTATIVES
WASHINGTON, D.C. 20515

CONGRESSMAN JIMMY PANETTA
20TH DISTRICT, CALIFORNIA

September 21, 2021

Ms. Danielle Glagola
Marketing, Communications & Customer Service Director
Santa Cruz Metro
920 Pacific Ave
Santa Cruz, CA 95060-4455

Dear Ms. Glagola,

Danielle,

Thank you for inviting me to speak at the Santa Cruz METRO's ribbon cutting event celebrating the new Watsonville Circulator Route. I am grateful for the opportunity to learn more about the functions of the electric busses and how it will provide more frequent service to destinations in our community. I look forward to continuing to work with you to reduce pollution emissions and ensuring that Watsonville has adequate transportation services for its residents.

Thank you, again, and please contact my office if I can be of assistance in the future in any way.

Sincerely,

A large, stylized handwritten signature in blue ink, appearing to read 'J. Panetta', written over the typed name and title.

Jimmy Panetta
United States Representative
20th Congressional District, California

A small, circular logo or stamp located at the bottom center of the page.

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Communications to the Board

From: Brian Peoples <brian@trailnow.org>

Sent: Saturday, October 30, 2021 8:44 AM

To: Gina Pye <GPye@scmtd.com>

Cc: Alex Clifford <A Clifford@scmtd.com>; Guy Preston <gpreston@sccrtc.org>;
eduardo.montesino@cityofwatsonville.org; openup@cats.ucsc.edu

Subject: Metro Oral Communications - share photo?

This Message Is From an External Sender

This message came from outside your organization.

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Hi Gina,

At the next Metro Board meeting, we would like to have the attached photo shown on Zoom as part of our Oral Communications. We will be talking about the poor public policy of the Metro Board when Metro representatives on the Santa Cruz County Regional Transportation Commission (RTC) support a tourist train over investing in Metro buses and infrastructure. We are hopeful that Metro leadership, Union members, Metro customers and the local community voice their displeasure with such practices.

Best regards,

Brian Peoples
Trail Now

Note: Referenced photo replaced by agenda page 5.24

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Communications to the Board

From: [Brian Peoples](#)
To: openup@cats.ucsc.edu
Cc: [Guy Preston](#); [Manu Koenig](#); [Zach Friend](#); [Bruce McPherson](#); [Gine Johnson](#); ladykpetersen@gmail.com; jacques.bertrand@sbcglobal.net; rj12@comcast.net; rpquinn@pacbell.net; [Alex Clifford](#); eduardo.montesino@cityofwatsonville.org; [Shannon Munz](#); info@sccrtc.org; sbrown@cityofsantacruz.com; boardinquiries@scmtd.com; jimmy.dutra@cityofwatsonville.org; greg.caput@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; [Andy Schiffrin](#)
Subject: Mr. Rotkin withdraw from RTC Board
Date: Saturday, October 30, 2021 7:10:50 AM

This Message Is From an External Sender

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Mr. Rotkin,

We could not agree more with the recent letter to the editor in the Santa Cruz Sentinel. As a Metro Board member, it is unacceptable that you advocate for rail over other more effective and viable transit solutions. We support the call for you to withdraw yourself from future RTC meetings associated with votes on best use of the Santa Cruz Coastal Corridor.

Mike Rotkin has gone too far. As a long-serving public official, he knows better than to switch hats and become an advocate for FORT and the train lobby. By virtue of his appointment to S.C. Metro, he has an obligation to promote our bus system, not this pie-in-the-sky train boondoggle. It is his duty to remain open-minded and impartial on matters before the RTC; he should have “no dog in this fight.”

Instead, like a lawyer or lobbyist, he refers to “conspiracy theories” and directly attacks Greenway’s honesty and integrity. Why? Precisely because Greenway is gathering signatures for a ballot initiative that would let our citizens vote on a pedestrian and bike trail. Talk about voter suppression! He should recuse himself from further proceedings on this controversy before the RTC.

— *Lawrence Kaplan, Watsonville*

Best regards,

Brian Peoples
Trail Now

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Communications to the Board

From: [Donald Schwartz](#)
To: [Brian Peoples](#)
Cc: [Gina Pye](#); [Alex Clifford](#); [Guy Preston](#); eduardo.montesino@cityofwatsonville.org; openup@cats.ucsc.edu
Subject: Re: Metro Oral Communications - share photo?
Date: Saturday, October 30, 2021 8:54:12 AM

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This is an outrage!

Donald Charles Schwartz, M.B.A., J.D.
Law Office of Donald C. Schwartz
7960-B Soquel Drive, No. 291
Aptos, CA 95003
donald@lawofficedonaldschwartz.com
(831) 331-9909/Fax: (815) 301-6556

Sent from iPhone

On Oct 30, 2021, at 8:43 AM, Brian Peoples <brian@trailnow.org> wrote:

Hi Gina,

At the next Metro Board meeting, we would like to have the attached photo shown on Zoom as part of our Oral Communications. We will be talking about the poor public policy of the Metro Board when Metro representatives on the Santa Cruz County Regional Transportation Commission (RTC) support a tourist train over investing in Metro buses and infrastructure. We are hopeful that Metro leadership, Union members, Metro customers and the local community voice their displeasure with such practices.

Best regards,

Brian Peoples
Trail Now
<[Rotkin.jpg](#)>

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Communications to the Board

From: pjlsb@att.net
To: openup@cats.ucsc.edu; [Brian Peoples](#)
Cc: [Guy Preston](#); [Manu Koenig](#); [Zach Friend](#); [Bruce McPherson](#); [Gine Johnson](#); ladykpetersen@gmail.com; jacques.bertrand@sbcglobal.net; rj12@comcast.net; rpquinn@pacbell.net; [Alex Clifford](#); eduardo.montesino@cityofwatsonville.org; [Shannon Munz](#); info@sccrtc.org; sbrown@cityofsantacruz.com; boardinquiries@scmted.com; jimmy.dutra@cityofwatsonville.org; greg.caput@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; [Andy Schiffrin](#)
Subject: Re: Mr. Rotkin withdraw from RTC Board
Date: Saturday, October 30, 2021 8:55:36 AM

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Please exercise caution when clicking links or opening attachments.

Dear Mr. Rotkin,

Now doubt you are unpersuaded by anyone's argument except your own.

All the same, I wish to express my wholehearted agreement with Mr. People's letter and Mr. Kaplin's Letter to the Editor.

Your seat on Metro, and your seat on the RTC are the fruit of the City of Santa Cruz' avoidance of district elections, which in itself is a untenable position as laid-out by the judiciary.

As someone who hasn't run for a elected office in over a decade, it is unethical for you to sign your biased Letter to the Editor as a member of the RTC.

The sooner you withdraw yourself from future RTC meetings associated with votes on best use of the Santa Cruz Coastal Corridor, the better for Metro, the RTC, and the entire Santa Cruz County community.

Sincerely,

Peter Stanger

19 Escuela Road, Watsonville, CA 95076

On Saturday, October 30, 2021, 07:10:58 AM PDT, Brian Peoples <brian@trailnow.org> wrote:

Mr. Rotkin,

We could not agree more with the recent letter to the editor in the Santa Cruz Sentinel. As a Metro Board member, it is unacceptable that you advocate for rail over other more effective and viable transit solutions. We support the call for you to withdraw yourself from future RTC meetings associated with votes on best use of the Santa Cruz Coastal Corridor.

Mike Rotkin has gone too far. As a long-serving public official, he knows better than to switch hats and become an advocate for FORT and the train lobby. By virtue of his appointment to S.C. Metro, he has an obligation to promote our bus system, not this pie-in-the-sky train boondoggle. It is his duty to remain open-minded and impartial on matters before the RTC; he should have "no dog in this fight."

Communications to the Board

Instead, like a lawyer or lobbyist, he refers to “conspiracy theories” and directly attacks Greenway’s honesty and integrity. Why? Precisely because Greenway is gathering signatures for a ballot initiative that would let our citizens vote on a pedestrian and bike trail. Talk about voter suppression! He should recuse himself from further proceedings on this controversy before the RTC.

— *Lawrence Kaplan, Watsonville*

Best regards,

Brian Peoples

Trail Now

Communications to the Board

From: pjlsb@att.net
To: [Gina Pye](#); [Brian Peoples](#)
Cc: [Alex Clifford](#); [Guy Preston](#); eduardo.montesino@cityofwatsonville.org; openup@cats.ucsc.edu
Subject: Re: Metro Oral Communications - share photo?
Date: Saturday, October 30, 2021 9:10:28 AM

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A Dog and Pony show if ever there was one.
Seems there's one Metro board member that prefers unproven electric shuttles to industry standard and nationally accepted electric buses. Does he know something that no one else knows?
Unswerving from his own delusions.
And here I thought nothing could be as absurd as a organization professing to be a proponent for Santa Cruz County bicyclists (BSCC), itself being opposed to building a safe, flat, wide, car-free, active-transportation trail for bicyclists.
Too bad that you didn't get into the photo Gina.

Peter Stanger
19 Escuela Road, Watsonville, CA 95076

On Saturday, October 30, 2021, 08:44:00 AM PDT, Brian Peoples <brian@trailnow.org> wrote:

Hi Gina,

At the next Metro Board meeting, we would like to have the attached photo shown on Zoom as part of our Oral Communications. We will be talking about the poor public policy of the Metro Board when Metro representatives on the Santa Cruz County Regional Transportation Commission (RTC) support a tourist train over investing in Metro buses and infrastructure. We are hopeful that Metro leadership, Union members, Metro customers and the local community voice their displeasure with such practices.

Best regards,

Brian Peoples
Trail Now

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Communications to the Board

From: [Brian Peoples](#)
To: [Gina Pye](#); pjlsb@att.net
Cc: [Alex Clifford](#); [Guy Preston](#); eduardo.montesino@cityofwatsonville.org; openup@cats.ucsc.edu
Subject: Re: Metro Oral Communications - share photo?
Date: Saturday, October 30, 2021 9:24:36 AM

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Hey Peter,

Thanks for all your work in public outreach and supporting Trail Now. FYI - Gina is not on the Metro Board or an elected official. She leads the Metro team administration work --- and does a great job.

Just want to make sure you understood Gina's role ---- so she wouldn't be in the photo:)

Brian

From: pjlsb@att.net <pjlsb@att.net>
Sent: Saturday, October 30, 2021 9:09 AM
To: [Gina Pye](mailto:gpye@scmtd.com) <gpye@scmtd.com>; [Brian Peoples](mailto:brian@trailnow.org) <brian@trailnow.org>
Cc: [Alex Clifford](mailto:aclifford@scmtd.com) <aclifford@scmtd.com>; [Guy Preston](mailto:gpreston@sccrtc.org) <gpreston@sccrtc.org>; eduardo.montesino@cityofwatsonville.org <eduardo.montesino@cityofwatsonville.org>; openup@cats.ucsc.edu <openup@cats.ucsc.edu>
Subject: Re: Metro Oral Communications - share photo?

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Unswerving from his own delusions.

And here I thought nothing could be as absurd as a organization professing to be a proponent for Santa Cruz County bicyclists (BSCC), itself being opposed to building a safe, flat, wide, car-free, active-transportation trail for bicyclists.

Too bad that you didn't get into the photo Gina.

Peter Stanger
19 Escuela Road, Watsonville, CA 95076

On Saturday, October 30, 2021, 08:44:00 AM PDT, [Brian Peoples](mailto:brian@trailnow.org) <brian@trailnow.org> wrote:

Hi Gina,

Communications to the Board

At the next Metro Board meeting, we would like to have the attached photo shown on Zoom as part of our Oral Communications. We will be talking about the poor public policy of the Metro Board when Metro representatives on the Santa Cruz County Regional Transportation Commission (RTC) support a tourist train over investing in Metro buses and infrastructure. We are hopeful that Metro leadership, Union members, Metro customers and the local community voice their displeasure with such practices.

Best regards,

Brian Peoples

Trail Now

Communications to the Board

From: [Logan Cartwright e.](#)
To: [Brian Peoples](#)
Cc: [Gina Pye](#); [Alex Clifford](#); [Guy Preston](#)
Subject: Re: Metro Oral Communications - share photo?
Date: Sunday, October 31, 2021 9:02:50 PM

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On Sat, Oct 30, 2021, 8:43 AM Brian Peoples <brian@trailnow.org> wrote:

Hi Gina,

At the next Metro Board meeting, we would like to have the attached photo shown on Zoom as part of our Oral Communications. We will be talking about the poor public policy of the Metro Board when Metro representatives on the Santa Cruz County Regional Transportation Commission (RTC) support a tourist train over investing in Metro buses and infrastructure. We are hopeful that Metro leadership, Union members, Metro customers and the local community voice their displeasure with such practices.

Best regards,

Brian Peoples
Trail Now

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Communications to the Board

From: [Doug Huskey](#)
To: [Santa Cruz County RTC](#)
Subject: Mike Rotkin should recuse from RTC votes
Date: Sunday, October 31, 2021 9:02:49 PM

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Mike Rotkin has overstepped his boundaries as a neutral, unbiased and fact seeking supervisor in matters concerning the Rail Corridor. He is distinctly positioning himself as an advocate for FORT, and as such should withdraw himself from future RTC meetings associated with votes on the use of the Coastal Corridor.

Regards,
Doug Huskey
701 Highland Ave, Santa Cruz, CA 95060

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Communications to the Board

From: [Donald Schwartz](#)
To: [Brian Peoples](#)
Cc: openup@cats.ucsc.edu; [Guy Preston](#); [Manu Koenig](#); [Zach Friend](#); [Bruce McPherson](#); [Gine Johnson](#); ladykpetersen@gmail.com; jacques.bertrand@sbcglobal.net; rlj12@comcast.net; rpquinn@pacbell.net; [Alex Clifford](#); eduardo.montesino@cityofwatsonville.org; [Shannon Munz](#); info@sccrtc.org; sbrown@cityofsantacruz.com; boardinquiries@scmttd.com; jimmy.dutra@cityofwatsonville.org; greg.caput@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; [Andy Schiffrin](#)
Subject: Re: Mr. Rotkin withdraw from RTC Board
Date: Sunday, October 31, 2021 9:17:07 PM

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It is more than quite obvious that Mr. Rotkin sees the light on Greenway because the beam is in his own eye.

Donald Charles Schwartz, M.B.A., J.D.
Law Office of Donald C. Schwartz
7960-B Soquel Drive, No. 291
Aptos, CA 95003
donald@lawofficedonaldschwartz.com
(831) 331-9909/Fax: (815) 301-6556

Sent from iPhone

On Oct 30, 2021, at 8:52 AM, Donald Schwartz
<donald@lawofficedonaldschwartz.com> wrote:

Thanks for the heads up Brian.

For \$1.0 billion Santa Cruz County could implement a world class Metro system AND a world class trail. Fixed rail is a horrible means of serving public transportation needs. A world class Metro system could implement current technologies in a flexible 'where you need it, when you need' it fashion - all for free! We need to look at the larger picture and get Metro out of the dark ages. They just acquired its first electric bus. Too little, too late. I recently consulted a local engineer about 'bus systems' and he opened my eyes to what Metro could be. It's stunningly amazing.

Who appointed Mike Rotkin?

Donald Charles Schwartz, M.B.A., J.D.
Law Office of Donald C. Schwartz
7960-B Soquel Drive, No. 291
Aptos, CA 95003
donald@lawofficedonaldschwartz.com
(831) 331-9909/Fax: (815) 301-6556

Communications to the Board

Sent from iPhone

On Oct 30, 2021, at 7:10 AM, Brian Peoples <brian@trailnow.org> wrote:

Mr. Rotkin,

We could not agree more with the recent letter to the editor in the Santa Cruz Sentinel. As a Metro Board member, it is unacceptable that you advocate for rail over other more effective and viable transit solutions. We support the call for you to withdraw yourself from future RTC meetings associated with votes on best use of the Santa Cruz Coastal Corridor.

Mike Rotkin has gone too far. As a long-serving public official, he knows better than to switch hats and become an advocate for FORT and the train lobby. By virtue of his appointment to S.C. Metro, he has an obligation to promote our bus system, not this pie-in-the-sky train boondoggle. It is his duty to remain open-minded and impartial on matters before the RTC; he should have “no dog in this fight.”

Instead, like a lawyer or lobbyist, he refers to “conspiracy theories” and directly attacks Greenway’s honesty and integrity. Why? Precisely because Greenway is gathering signatures for a ballot initiative that would let our citizens vote on a pedestrian and bike trail. Talk about voter suppression! He should recuse himself from further proceedings on this controversy before the RTC.

— *Lawrence Kaplan, Watsonville*

Best regards,

Brian Peoples
Trail Now

<Rotkin.jpg>

Communications to the Board

From: Board Of Supervisors <BoardOfSupervisors@santacruzcounty.us>

Sent: Monday, November 8, 2021 9:36 AM

Subject: FW: Reconsideration: Highway 17, weekly 5am Departure Time from Santa Cruz to San Jose

From: Kerrian Fuller <kerrianfuller@gmail.com>

Sent: Friday, November 5, 2021 9:06 PM

To: Board Of Supervisors <BoardOfSupervisors@santacruzcounty.us>

Cc: Kerrian Fuller <kerrianfuller@gmail.com>

Subject: Reconsideration: Highway 17, weekly 5am Departure Time from Santa Cruz to San Jose

******CAUTION:**This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

ATTN: Santa Cruz Metro

ATTN: Santa Cruz County Board of Supervisors

To Whom It May Concern,

My name is Kerrian Fuller, and I live in Santa Cruz, California. I am a regular customer and commuter of the Highway 17 buses as well as the local buses in Santa Cruz, San Jose and Santa Clara counties. I am an essential healthcare worker who works in San Jose. Daily and weekly, I am dependent on the early 5am bus departing Santa Cruz to San Jose to get me into San Jose to make my connecting bus in San Jose to get to work on time. I can not take any later buses because I will get to work late.

It is imperative that the Highway 17 bus that departs at 5am remains in rotation in the regular schedule. Without this 5am departure time, there will be some of us affected and many of us will no longer be able to make it to work on time. This will also create a higher number of people taking later buses which will make it more difficult to get on those departures due to the new higher volume riding at that time. There are many of us who rely on the bus system and plan our commutes around the current schedule.

Please reconsider and keep the current bus schedule, especially the Highway 17 weekly 5am departure from Santa Cruz to San Jose. Thank you in advance for your time and consideration.

Respectfully,

Kerrian Fuller

(831) 428-1645

kerrianfuller@gmail.com

Communications to the Board

From: [Manu Koenig](#)
To: kerrianfuller@gmail.com
Cc: boardinquiries@scmted.com; [John Urgo](#)
Subject: Re: Reconsideration: Highway 17, weekly 5am Departure Time from Santa Cruz to San Jose
Date: Monday, November 08, 2021 1:17:19 PM

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Please exercise caution when clicking links or opening attachments.

Hi Kerrian,

Thank you for your email regarding the importance of the 5am HWY 17 Bus. I'm ccing the METRO Board's general email so that my colleagues on the METRO Board get your comment as well.

Best,
Manu



Manu Koenig
Supervisor, First District
County of Santa Cruz
701 Ocean St, Room 500
Santa Cruz, CA 95060
(831) 454-2200
manu.koenig@santacruzcounty.us

Communications to the Board

From: [Brian Peoples](#)
To: [Gina Pye](#)
Cc: [Alex Clifford](#); [Guy Preston](#); [Manu Koenig](#); [Bruce McPherson](#); greg.caput@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; [Andy Schiffirin](mailto:Andy.Schiffirin@cats.ucsc.edu); openup@cats.ucsc.edu; rlj12@comcast.net; rpquinn@pacbell.net; eduardo.montesino@cityofwatsonville.org; boardinquiries@scmtcd.com; sbrown@cityofsantacruz.com; jacques.bertrand@sbcglobal.net; ladykpetersen@gmail.com; ["jimmy.dutra@cityofwatsonville.org"](mailto:jimmy.dutra@cityofwatsonville.org); [Steve Wiesner](#); [Gine Johnson](#); info@sccrtc.org; [Shannon Munz](#); [Sarah Christensen](#); [Rachel Moriconi](#); [Zach Friend](#); tim.gubbins@dot.ca.gov
Subject: Metro representatives on RTC Board
Date: Friday, November 12, 2021 5:29:31 AM

This Message Is From an External Sender

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Hi Gina,

Hope you are doing well. Here is our public statement along with an updated photo that we would like to include in the November Metro package for Oral Communications.

ORAL COMMUNICATION:

It is unacceptable that Santa Cruz Metro Board members who are representatives on the Santa Cruz County Regional Transportation Commission (RTC) advocate for rail over more effective and viable transit solutions (i.e., Metro buses). Metro representatives on the RTC Board are entitled to their own personal beliefs, but those beliefs must be 100% supportive of Metro. Metro Board Members make up 25% of the RTC Board, that is an enormous percentage and demonstrates the weight that the Metro Members hold on the RTC. Metro should establish a rigorous selection criterion when electing new Members to represent Metro on the RTC Board. Let's use that 25% weight effectively to fund and drive the creation of effective transit solutions. Let's stop Metro Members voting against Metro.

Best regards,

Brian Peoples

Trail Now

Communications to the Board

TIG/m **ViaTran**[®]
The art of transportation



CEO private tourist
train company



Mike Rotkin
Santa Cruz METRO Board member



5.24

Share with your friends!
Tag us @coastfutura

Communications to the Board

From: [Carey Pico](#)
To: [Gina Pye](#); [Brian Peoples](#); [Ed Bottorff](#)
Cc: [Alex Clifford](#); [Guy Preston](#); [Manu Koenig](#); [Bruce McPherson](#); greg.caput@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; Andy.Schiffirin@cats.ucsc.edu; rlj12@comcast.net; rpquinn@pacbell.net; eduardo.montesino@cityofwatsonville.org; boardinquiries@scmted.com; sbrown@cityofsantacruz.com; jacques.bertrand@sbcglobal.net; ladykpetersen@gmail.com; jimmy.dutra@cityofwatsonville.org; [Steve Wiesner](#); [Gine Johnson](#); info@sccrtc.org; [Shannon Munz](#); [Sarah Christensen](#); [Rachel Moriconi](#); [Zach Friend](#); tim.gubbins@dot.ca.gov
Subject: Comment from previous Metro rep showed bias... Re: Metro representatives on RTC Board
Date: Friday, November 12, 2021 7:05:05 AM

Ms. Pye

At this time, it is appropriate to add a key piece of information to Mr. People's email regarding the Metro representative to the RTC. I've not related this before out of respect to Ed Bottorff's privacy and position. Now that Ed is no longer in that position, I will share this:

Back in 2015 or so, I had coffee in Capitola with the then Metro rep to the RTC, Ed Bottorff, to discuss the train - something I opposed. Ed told me that, during his interview for the Metro RTC representative position, he was asked one question and one question only: "Are you for the train?"

Ed told me he knew how to answer that if he were to become a RTC commissioner, "Yes," and he did indeed vote as such. He then explained to me how he thought the train was a boondoggle and would never be effective. But he wanted the position. Ed continued to vote 100% for the train, something I've never understood other than fulfilling the interview requirement to vote "Yes."

Perhaps Ed "punked" me. I don't know. I took him at his word and respected the implied confidentiality, especially being a RTC commissioner and Capitola City Council member. But I've always been bothered by it. Now that Ed is far from this position, I believe I can share this information without harm or violating Ed's trust. I hope such entrance questions to any public representative position would never have to compromise their best judgement to obtain a position. But one should assume it was a requirement for RTC Metro representatives prior to Mr. Preston's hiring unless otherwise stated.

Dr. Carey Pico

On Friday, November 12, 2021, 07:29:36 AM CST, Brian Peoples <brian@trailnow.org> wrote:

Hi Gina,

Hope you are doing well. Here is our public statement along with an updated photo that we would like to include in the November Metro package for Oral Communications.

ORAL COMMUNICATION:

It is unacceptable that Santa Cruz Metro Board members who are representatives on the Santa Cruz County Regional Transportation Commission (RTC) advocate for rail over more effective and viable transit solutions (i.e., Metro buses). Metro representatives on the RTC Board are entitled to their own personal beliefs, but those beliefs must be 100% supportive of Metro. Metro Board Members make up 25% of the RTC Board, that is an enormous percentage and demonstrates the weight that the Metro Members hold on the RTC. Metro should establish a rigorous selection criterion when electing new Members to represent Metro on the RTC Board. Let's use that 25% weight effectively to fund and drive the creation of effective transit solutions. Let's stop Metro Members voting against Metro.

Best regards,
Brian Peoples
Trail Now

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Communications to the Board

From: pjlsb@att.net
To: [Gina Pye](#); [Brian Peoples](#)
Cc: [Alex Clifford](#); [Guy Preston](#); [Manu Koenig](#); [Bruce McPherson](#); greg.caput@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; [Andy Schiffrin](#); openup@cats.ucsc.edu; rj12@comcast.net; rpquinn@pacbell.net; eduardo.montesino@cityofwatsonville.org; boardinquiries@scmted.com; sbrown@cityofsantacruz.com; jacques.bertrand@sbcglobal.net; ladykpetersen@gmail.com; ["jimmy.dutra@cityofwatsonville.org"](mailto:jimmy.dutra@cityofwatsonville.org); [Steve Wiesner](#); [Gine Johnson](#); info@sccrtc.org; [Shannon Munz](#); [Sarah Christensen](#); [Rachel Moriconi](#); [Zach Friend](#); tim.gubbins@dot.ca.gov
Subject: Re: Metro representatives on RTC Board
Date: Friday, November 12, 2021 10:02:20 AM

This Message Is From an External Sender

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Dear Commissioners,

I agree 100% with what Brian Peoples and Trail Now has stated in this letter. The SC Metro should have representatives that believe in equitable, efficient and rapid public transportation with most cost efficient, flexible and proven vehicle: BUSES.

The current unelected and unrepresentitive on the Metro Board and also on the SC RTC Board, Michael Rotkin should be removed and replaced.

Respectfully,

Peter Stanger

19 Escuela Road, Watsonville, CA 95076

On Friday, November 12, 2021, 05:29:37 AM PST, Brian Peoples <brian@trailnow.org> wrote:

Hi Gina,

Hope you are doing well. Here is our public statement along with an updated photo that we would like to include in the November Metro package for Oral Communications.

ORAL COMMUNICATION:

It is unacceptable that Santa Cruz Metro Board members who are representatives on the Santa Cruz County Regional Transportation Commission (RTC) advocate for rail over more effective and viable transit solutions (i.e., Metro buses). Metro representatives on the RTC Board are entitled to their own personal beliefs, but those beliefs must be 100% supportive of Metro. Metro Board Members make up 25% of the RTC Board, that is an enormous percentage and demonstrates the weight that the Metro Members hold on the RTC. Metro should establish a rigorous selection criterion when electing new Members to represent Metro on the RTC Board. Let's use that 25% weight effectively to fund and drive the creation of effective transit solutions. Let's stop Metro Members voting against Metro.

Best regards,

Communications to the Board

Brian Peoples
Trail Now

ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS



DATE: November 19, 2021
TO: Board of Directors
FROM: Isaac Holly, IT and ITS Director

**SUBJECT: TERMINATION OF CONTRACT WITH GMV SYNCROMATICS AND
AWARD OF CONTRACT TO CLEVER DEVICES FOR PURCHASE AND
INSTALLATION OF AN INTELLIGENT TRANSPORTATION SYSTEM**

I. RECOMMENDED ACTION

That the Board of Directors (1) terminate the METRO contract with GMV Syncromatics, (2) award a contract to Clever Devices for the purchase and installation of an Intelligent Transportation System, (3) authorize additional project funding in the amount of \$562,615, and (4) authorize the CEO/GM to execute all documents necessary to give effect to the termination and award of contract.

II. SUMMARY

- On October 26, 2018, following a competitive procurement process, the Santa Cruz Metropolitan Transit District (METRO) Board of Directors awarded a contract to GMV Syncromatics for the Purchase and Installation of an Intelligent Transportation System (ITS)
- During GMV Syncromatics's performance of the contract, staff has come to the conclusion that the business relationship between the two parties is not working out as anticipated and that it is in Metro's best interest to terminate the contract for convenience
- METRO is seeking Board approval to terminate the contract with GMV Syncromatics and award to the second highest scoring proposer, Clever Devices, along with additional funding in the amount of \$562,615
- Staff is also seeking Board authorization for the CEO/GM to execute all documents (including the new contract with Clever Devices and a settlement agreement with GMV Syncromatics) to give effect to these actions

III. DISCUSSION/BACKGROUND

On-board technology in the transit industry has developed rapidly over the past decade. These technologies have afforded transit operators the ability to utilize detailed data to optimize services and offer an array of conveniences to its riders.

METRO has already adopted some elements that comprise an ITS such as an Audio/Visual Annunciation System (AVAS) in 2002 and more recently an on-board Surveillance System for its Fixed Route and Paracruz fleet. METRO has had the need to incorporate additional ITS technologies most specifically Automatic Vehicle Location (AVL) which includes Real Time Passenger Mobile Applications and options such as Automated Passenger Counter (APC) systems to maximize operational efficiency and customer amenity.

On October 26, 2018, the Board of Directors awarded a contract to GMV Syncromatics for Purchase and Installation of an ITS. The project commenced in January of 2019.

During GMV Syncromatics's performance of the contract, staff has come to the conclusion that the business relationship between the two parties is not working out as anticipated and that it is in Metro's best interest to terminate the contract for convenience.

METRO is now seeking Board approval to award to the second highest scoring proposer, Clever Devices.

This recommendation and approach for moving forward with this key project has been approved by the California Transportation Commission (CTC) and Caltrans.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns to METRO's Service Quality and Delivery and Internal and External Technology.

V. FINANCIAL CONSIDERATIONS/IMPACT

Grant funds in the amount of \$1,400,000 were approved by the CTC for programming in FY19 with a local match of State Transit Assistance (STA) funds in the amount of \$181,385 for a total approved budget of \$1,581,385.

CTC has approved METRO's extension request of the grant funding deadline to July 29, 2023 to account for the project time lost.

The ITS project balance is \$658,539 and METRO has negotiated a refund of \$918,846 from GMV Syncromatics for a balance of \$1,577,385, which will be memorialized in a settlement agreement between METRO and GMV Syncromatics.

Staff is currently negotiating final pricing with Clever Devices and recommends that the Board of Directors authorize an additional \$562,615 for a total not to exceed project budget of \$2,140,000, which includes a 10% contingency to ensure that there is sufficient funding to complete the project.

VI. CHANGES FROM COMMITTEE (Board Report ONLY)

None.

VII. ALTERNATIVES CONSIDERED

The Board could choose to direct staff to reissue a new RFP. METRO staff does not recommend this alternative as METRO's due diligence research indicates that the original procurement resulted in proposals from all major market competitors and there is not enough time to pursue a new procurement and meet the project deadlines.

VIII. ATTACHMENTS

None

Prepared by: Isaac Holly, IT and ITS Director

9.9.3

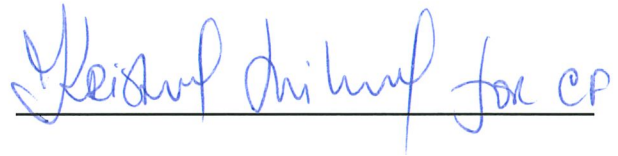
IX. APPROVALS

Isaac Holly, IT & ITS Director



A handwritten signature in black ink, appearing to read 'Isaac Holly', written over a horizontal line.

Approved as to fiscal impact:
Chuck Farmer, CFO



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

Alex Clifford, CEO/General Manager



A handwritten signature in black ink, appearing to read 'Alex Clifford', written over a horizontal line. To the right of the signature, the initials 'F-AC' are written.

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DATE: November 19, 2021
TO: Board of Directors
FROM: Chuck Farmer, CFO
**SUBJECT: ACCEPT AND FILE PRELIMINARY APPROVED CHECK JOURNAL
DETAIL FOR THE MONTH OF OCTOBER 2021**

I. RECOMMENDED ACTION

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

II. SUMMARY

- This staff report provides the Board of Directors (Board) with a preliminary approved Check Journal Detail for the month of October 2021.
- The Finance Department is submitting the check journal 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 October 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 journal present the invoices paid in October 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 October 2021

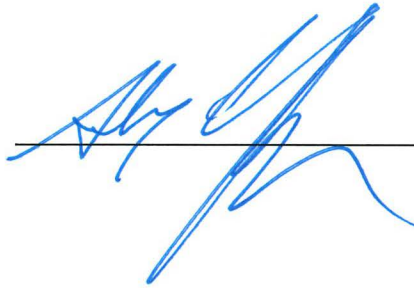
Prepared by: Holly Alcorn, Accounting Specialist

IX. APPROVALS

Chuck Farmer, CFO



Alex Clifford, CEO/General Manager



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Attachment A

DATE 10/29/21 13:42

PAGE 1

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

DATE: 10/01/21 THRU 10/31/21

| CHECK NUMBER | CHECK DATE | CHECK VENDOR | CHECK AMOUNT | VENDOR NAME | VENDOR TYPE | TRANS. NUMBER | TRANSACTION DESCRIPTION | TRANSACTION AMOUNT | COMMENT |
|--------------|------------|--------------|--------------|--------------------------------|-------------|---------------|-------------------------|--------------------|---------|
| 72306 | 10/26/21 | | -19.06 | PRINCE, DEBRA | | 9002650 | MEDICAL SUPPLIMENTAL | -19.06 | **VOID |
| 72739 | 10/26/21 | | -19.06 | PRINCE, DEBRA | | 9002875 | MEDICAL SUPPLIMENTAL | -19.06 | **VOID |
| 74014 | 10/22/21 | | -19.06 | BLAIR-ALWARD, GREGORY | | 9003420 | MEDICAL SUPPLIMENTAL | -19.06 | **VOID |
| 74369 | 10/26/21 | | -12,326.50 | ALWAYS UNDER PRESSURE | | 109795 | PRESSURE WASHER SMC | -10,581.23 | **VOID |
| | | | | | | 109798 | SURFACE CLEANER | -1,745.27 | |
| 74423 | 10/04/21 | | 8.72 | ACE HARDWARE WATSONVILLE, INC. | | 109986 | SUPPLIES WTC | 8.72 | |
| 74424 | 10/04/21 | | 519.00 | AIRTEC SERVICE INC. | | 110022 | HVAC PREV MAINT PRC | 262.00 | |
| 74425 | 10/04/21 | | 34.61 | AMERICAN MESSAGING SVCS, LLC | | 110023 | HVAC PREV MAINT SVT | 257.00 | |
| 74426 | 10/04/21 | | 449.42 | AT&T | | 110025 | OCT 21 PAGER SVC | 34.61 | |
| | | | | | | 109974 | 8/19-9/18 OCEAN LG | 283.26 | |
| | | | | | | 109975 | 8/19-9/18 DAVENPORT | 166.16 | |
| 74427 | 10/04/21 | | 360.00 | AUTO CARE TOWING | | 109973 | VEH# 1306 TOW | 360.00 | |
| 74428 | 10/04/21 | | 3,223.29 | BATTERY SYSTEMS INC. | | 109960 | INVENTORY ORDER | 3,223.29 | |
| 74429 | 10/04/21 | | 120.00 | BUSHNELL, RONALD JR. | | 109988 | DMV RENEWAL EXAM | 120.00 | |
| 74430 | 10/04/21 | | 9,644.00 | CAITTO'S GRAPHICS, INC. | | 109992 | DECALS/LABOR BUSES | 9,644.00 | |
| 74431 | 10/04/21 | | 39.79 | CITY OF WATSONVILLE UTILITIES | | 110011 | 8/18-9/15 WTC | 39.79 | |
| 74432 | 10/04/21 | | 4,208.05 | CLASSIC GRAPHICS | | 109924 | VEH# 2809 RPR/PAINT | 2,350.96 | |
| | | | | | | 109972 | VEH# 1302 RPR/PAINT | 1,857.09 | |
| 74433 | 10/04/21 | | 31,994.65 | CLEAN ENERGY | | 109923 | SEPT 21 MAINT | 14,842.00 | |
| | | | | | | 109969 | 9/14 LNG CHARGES | 8,832.68 | |
| | | | | | | 109970 | 9/17 LNG CHARGES | 8,319.97 | |
| 74434 | 10/04/21 | | 249.09 | COAST PAPER & SUPPLY INC. | | 109959 | SCOTCHGUARD/SEATS | 249.09 | |
| 74435 | 10/04/21 | | 239.16 | COMMUNITY PRINTERS, INC. | | 110006 | BUS CAR CARD SIGNS | 239.16 | |
| 74436 | 10/04/21 | | 31.49 | CUMMINS PACIFIC LLP | | 109925 | INVENTORY ORDER | 31.49 | |
| 74437 | 10/04/21 | | 5,343.39 | EAST BAY TIRE CO. | | 109952 | REVENUE TIRES | 87.01 | |
| | | | | | | 109953 | REVENUE TIRES | 249.23 | |
| | | | | | | 109954 | REVENUE TIRES | 649.16 | |
| | | | | | | 109955 | REVENUE TIRES | 104.20 | |
| | | | | | | 109956 | NON REVENUE TIRES | 116.97 | |
| | | | | | | 109957 | REVENUE TIRES | 1,181.32 | |
| | | | | | | 109958 | REVENUE TIRES | 1,865.34 | |
| | | | | | | 110041 | REVENUE TIRES | 321.90 | |
| | | | | | | 110042 | NON-REVENUE TIRES | 768.26 | |
| | | | | | | 109922 | TEMP W/E 9/12 | 400.40 | |
| 74438 | 10/04/21 | | 400.40 | EMPLOYNET, INC | | 109922 | TEMP W/E 9/12 | 400.40 | |
| 74439 | 10/04/21 | | 1,214.83 | FASTENAL COMPANY INC | | 110040 | NON INV/SAFETY SUPPL | 1,214.83 | |
| 74440 | 10/04/21 | | 591.86 | FIS | | 109987 | AUG 21 MERCHANT FEES | 591.86 | |
| 74441 | 10/04/21 | | 57.79 | FRONTIER COMMUNICATIONS - 3025 | | 109965 | 9/16-10/15 SKY-RIVER | 57.79 | |
| 74442 | 10/04/21 | | 4,884.91 | GILLIG LLC | | 109926 | INVENTORY ORDER | 3,819.43 | |
| | | | | | | 109950 | VEH# 4201 PARTS | 10.24 | |
| | | | | | | 110026 | VEH# 4206 PARTS | 1,055.24 | |
| 74443 | 10/04/21 | | 2,045.41 | GRAINGER | | 109942 | INVENTORY ORDER MMF | 75.86 | |
| | | | | | | 109943 | INVENTORY ORDER MMF | 75.86 | |
| | | | | | | 109944 | WHEELS SCAFFOLDING | 763.32 | |
| | | | | | | 109948 | NON INVENTORY ORDER | 208.88 | |
| | | | | | | 109949 | INVENTORY ORDER | 218.94 | |
| | | | | | | 110027 | NON INVENTORY ORDER | 29.89 | |

Attachment A

DATE 10/29/21 13:42

PAGE 2

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

DATE: 10/01/21 THRU 10/31/21

| CHECK NUMBER | CHECK DATE | CHECK VENDOR | CHECK AMOUNT | VENDOR NAME | VENDOR TYPE | TRANS. NUMBER | TRANSACTION DESCRIPTION | TRANSACTION AMOUNT | COMMENT |
|--------------|------------|-----------------|--------------------------------|-------------|-------------|----------------------|-------------------------|--------------------|---------|
| 74444 | 10/04/21 | 1,375.66 003577 | HEREDIA, KEN R. | | 110028 | INVENTORY ORDER | | 374.29 | |
| 74445 | 10/04/21 | 837.62 003327 | IO, RODNEY H | | 110029 | NON INVENTORY ORDER | | 201.02 | |
| 74446 | 10/04/21 | 4,212.02 003552 | JOHNSON & CODY ELECTRIC, INC. | | 110030 | NON INVENTORY ORDER | | 97.35 | |
| | | | | | 109964 | VEH# PC1706 REPAIRS | | 1,375.66 | |
| | | | | | 109979 | RPR VEH# 805 | | 837.62 | |
| | | | | | 110021 | RPR S/ADJ SBF | | 2,017.28 | |
| | | | | | 110024 | RPR S/ADJ MMF | | 2,194.74 | |
| | | | | | 109977 | INVENTORY ORDER | | 18.80 | |
| | | | | | 109978 | VEH# 2224 PARTS | | 73.61 | |
| | | | | | 109990 | 1911 GATE CTRL JKS | | 1,320.98 | |
| | | | | | 109937 | USED OIL PICKUP MMF | | 380.25 | |
| | | | | | 109940 | INVENTORY ORDER | | 1,177.20 | |
| | | | | | 109993 | TOWELS/MOPS/MATS MMF | | 41.75 | |
| | | | | | 110008 | COVID/FUEL ST TOWELS | | 156.00 | |
| | | | | | 110009 | COVID/UNIFORM SUPPL | | 318.64 | |
| | | | | | 110013 | TOWELS/MATS PRC | | 10.50 | |
| | | | | | 110017 | COVID/FUEL ST TOWELS | | 156.00 | |
| | | | | | 110018 | COVID/UNIFORM SUPPL | | 368.64 | |
| | | | | | 110019 | TOWELS/MATS PRC | | 10.50 | |
| | | | | | 110020 | LAUNDRY/CUSTODIAL | | 19.75 | |
| | | | | | 110005 | CLEANAIR DAY BUS ADS | | 350.00 | |
| | | | | | 109931 | VEH# 103 REPAIRS | | 651.67 | |
| | | | | | 109932 | VEH# 806 REPAIRS | | 370.30 | |
| | | | | | 110015 | VEH# 708 PARTS | | 98.13 | |
| | | | | | 110016 | VEH# PC2404 PARTS | | 107.00 | |
| | | | | | 110043 | 8/5-9/2 SVT/PS/WTC | | 2,892.19 | |
| | | | | | 110037 | VEH# 2224 PARTS | | 132.96 | |
| | | | | | 110038 | INVENTORY ORDER | | 562.74 | |
| | | | | | 110039 | CREDIT INV# 1846186 | | -663.69 | |
| | | | | | 109967 | OFFICE SUPPLIES | | 47.24 | |
| | | | | | 109971 | BANKER BOXES FLEET | | 123.69 | |
| | | | | | 109966 | PACKING TAPE MMF | | 29.22 | |
| | | | | | 109939 | PRINTING FORMS PRC | | 2,181.72 | |
| | | | | | 110012 | 9/12-10/11 RIVER | | 88.35 | |
| | | | | | 110014 | 9/14-10/13 PARACRUZ | | 66.76 | |
| | | | | | 110007 | 10/3-11/2 LEASE C/S | | 267.66 | |
| | | | | | 109946 | HOSE LOT SCRUBBER | | 146.59 | |
| | | | | | 109938 | VEH# 2404 PARTS | | 650.04 | |
| | | | | | 109945 | VEH# 2404 PARTS | | 650.04 | |
| | | | | | 109934 | INV/NON INV ORDER | | 115.59 | |
| | | | | | 109935 | INVENTORY ORDER | | 50.31 | |
| | | | | | 110032 | INVENTORY ORDER | | 44.16 | |
| | | | | | 109994 | 8/10-9/7 IRRIG MMF | | 40.16 | |
| | | | | | 109995 | 8/10-9/7 BUS STOP 26 | | 1,050.60 | |
| | | | | | 109996 | 8/10-9/7 SMC/PACIFIC | | 1,975.65 | |
| | | | | | 109997 | 8/10-9/7 VERNON | | 373.99 | |
| 74452 | 10/04/21 | 350.00 003542 | NATALIE NIEMAN | | | | | | |
| 74453 | 10/04/21 | 1,227.10 004 | NORTH BAY FORD LINC-MERCURY | | | | | | |
| 74454 | 10/04/21 | 2,892.19 009 | PACIFIC GAS & ELECTRIC | | | | | | |
| 74455 | 10/04/21 | 32.01 023 | PACIFIC TRUCK PARTS, INC. | | | | | | |
| 74456 | 10/04/21 | 170.93 043 | PALACE ART & OFFICE SUPPLY | | | | | | |
| 74457 | 10/04/21 | 29.22 107A | PROBUILD COMPANY LLC | | | | | | |
| 74458 | 10/04/21 | 2,181.72 882 | RANDY & LARAE WEST | | | | | | |
| 74459 | 10/04/21 | 155.11 003024 | RICOH USA, INC CA | | | | | | |
| 74460 | 10/04/21 | 267.66 215 | RICOH USA, INC. TX | | | | | | |
| 74461 | 10/04/21 | 146.59 003010 | RJMS CORPORATION | | | | | | |
| 74462 | 10/04/21 | 1,300.08 003154 | ROMAINE ELECTRIC CORP | | | | | | |
| 74463 | 10/04/21 | 210.06 135 | SANTA CRUZ AUTO PARTS, INC. | | | | | | |
| 74464 | 10/04/21 | 8,506.50 079 | SANTA CRUZ MUNICIPAL UTILITIES | | | | | | |

Attachment A

DATE: 10/01/21 THRU 10/31/21

| CHECK NUMBER | CHECK DATE | CHECK VENDOR | CHECK AMOUNT | VENDOR NAME | VENDOR TYPE | TRANS. NUMBER | TRANSACTION DESCRIPTION | TRANSACTION AMOUNT | COMMENT |
|--------------|------------|-----------------|--------------|--------------------------------|-------------|---------------|-------------------------|--------------------|---------|
| 74465 | 10/04/21 | 40.00 001292 | | SANTA CRUZ RECORDS MNGMT INC | | 109976 | 9/17 SHREDDING MULTI | 40.00 | |
| 74466 | 10/04/21 | 3,024.63 001307 | | SANTA CRUZ STAFFING, LLC | | 109921 | TEMP W/E 9/19 | 1,215.00 | |
| | | | | | | 109936 | TEMP W/E 9/19 | 1,158.63 | |
| | | | | | | 110003 | TEMP W/E 9/12 | 279.00 | |
| | | | | | | 110004 | TEMP W/E 9/19 | 372.00 | |
| 74467 | 10/04/21 | 2,500.00 002267 | | SHAW YODER ANTWIH | | 109982 | SEPT21 LEGISLATE SVC | 2,500.00 | |
| 74468 | 10/04/21 | 1,122.00 003292 | | SLINGSHOT CONNECTIONS LLP | | 110033 | TEMP W/E 9/19 | 1,122.00 | |
| 74469 | 10/04/21 | 1,958.34 003465 | | SWIFT CONSULTING SERVICES INC | | 109991 | 1901 PRC FACILITY | 1,958.34 | |
| 74470 | 10/04/21 | 3,117.42 003285 | | THE AFTERMARKET PARTS CO LLC | | 109927 | INVENTORY ORDER | 429.39 | |
| | | | | | | 109928 | INVENTORY ORDER | 485.28 | |
| | | | | | | 109929 | INVENTORY ORDER | 67.85 | |
| | | | | | | 109930 | VEH# 1301 PARTS | 69.19 | |
| | | | | | | 109933 | INVENTORY ORDER | 67.08 | |
| | | | | | | 109961 | VEH# 2806 PARTS | 1,275.06 | |
| | | | | | | 109962 | VEH# 2806 PARTS | 334.38 | |
| | | | | | | 109963 | INVENTORY ORDER | 26.22 | |
| | | | | | | 109980 | VEH# 1611 PARTS | 14.64 | |
| | | | | | | 110031 | VEH# 2810 PARTS | 48.33 | |
| 74471 | 10/04/21 | 2,171.41 166 | | THE HOSE SHOP, INC | | 110034 | MANUALS FOR SRI270 | 300.00 | |
| | | | | | | 109951 | NON INVENTORY ORDER | 10.77 | |
| | | | | | | 109968 | HOSE FITTINGS/CLAMPS | 9.17 | |
| | | | | | | 110035 | INV/NON INV ORDER | 1,249.81 | |
| 74472 | 10/04/21 | 160.86 E1079 | | TULLI, ROHAN | | 110036 | VEH# 2810 PARTS | 901.66 | |
| 74473 | 10/04/21 | 764.22 002207 | | TY CUSTOM DESIGN | | 109989 | REIMB SUPPLIES/GAS | 160.86 | |
| 74474 | 10/04/21 | 1,881.38 002829 | | VALLEY POWER SYSTEMS, INC. | 0 | 109981 | SCMTD TAC PIN | 764.22 | |
| | | | | | | 109983 | INVENTORY ORDER | 311.09 | |
| | | | | | | 109984 | INVENTORY ORDER | 1,515.96 | |
| | | | | | | 109985 | INVENTORY ORDER | 38.16 | |
| | | | | | | 110010 | INVENTORY ORDER | 16.17 | |
| 74475 | 10/04/21 | 1,530.59 001353 | | VISION COMMUNICATIONS | | 109947 | RADIO RPR 4 BUSES | 1,530.59 | |
| 74476 | 10/04/21 | 969.11 003530 | | ZORO TOOLS, INC. | | 109941 | DIGITAL MULTIMETERS | 969.11 | |
| 74701 | 10/06/21 | 1,334.32 003362 | | LUMINATOR TECHNOLOGY GROUP INC | | 110118 | REORDER RPR RR4K12 | 1,334.32 | |
| 74702 | 10/11/21 | 1,027.56 003151 | | ABC BUS INC | | 110150 | INVENTORY ORDER | 1,027.56 | |
| 74703 | 10/11/21 | 332.85 003523 | | ACC0-WILSON, INC | | 110172 | BACKFLOW REPAIR VER | 332.85 | |
| 74704 | 10/11/21 | 3,077.00 382 | | AIRTEC SERVICE INC. | | 110098 | PREV MAINT OPS | 3,077.00 | |
| 74705 | 10/11/21 | 395.92 003596 | | AMAZON CAPITAL SERVICES, INC. | | 110114 | INVENTORY ORDER MMF | 185.10 | |
| | | | | | | 110115 | REPLACE SHOP LADDER | 54.58 | |
| | | | | | | 110116 | BUS MEMBERSHIP FEE | 195.56 | |
| 74706 | 10/11/21 | 578.55 001D | | AT&T | | 110117 | CM INV# 1DWMNH7VHC49 | -39.32 | |
| 74707 | 10/11/21 | 997.02 003105 | | AT&T MOBILITY | | 110153 | 9/1-9/30 WTC/VER | 578.55 | |
| | | | | | | 110123 | 8/24-9/23 WIFI BUSES | 997.02 | |

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| CHECK NUMBER | CHECK DATE | CHECK VENDOR | CHECK AMOUNT | VENDOR NAME | VENDOR TYPE | TRANS. NUMBER | TRANSACTION DESCRIPTION | TRANSACTION AMOUNT | COMMENT |
|--------------|------------|--------------|--------------|--------------------------------|-------------|---------------|-------------------------|--------------------|---------|
| 74708 | 10/11/21 | 001348 | 4,106.01 | ATHENS INSURANCE SERVICE, INC. | | 110101 | OCT 21 MONTHLY FEES | 4,106.01 | VOIDED |
| 74708 | 10/11/21 | 001348 | -4,106.01 | ATHENS INSURANCE SERVICE, INC. | | 110101 | OCT 21 MONTHLY FEES | -4,106.01 | **VOID |
| 74709 | 10/11/21 | 003271 | 1,005.00 | AUTO CARE TOWING | | 110166 | VEH# 9801 TOW | 645.00 | |
| | | | | | | 110167 | VEH# PC1715 TOW | 360.00 | |
| 74710 | 10/11/21 | 002802 | 6,740.06 | BATTERY SYSTEMS INC. | | 110134 | INVENTORY ORDER | 6,740.06 | |
| 74711 | 10/11/21 | 080A | 298.00 | CALIFORNIA DEPARTMENT OF TAX | | 110165 | JUL-SEP21 DIESEL TAX | 298.00 | |
| 74712 | 10/11/21 | 001230 | 3,072.31 | CAPITOL CLUTCH & BRAKE, INC. | | 110092 | BRAKE SHOES/DRUMS | 3,072.31 | |
| 74713 | 10/11/21 | 001089 | 6,369.28 | CASEY PRINTING, INC. | | 110067 | FALL 21 HEADWAYS | 6,369.28 | |
| 74714 | 10/11/21 | 001159 | 273.13 | CATTO'S GRAPHICS, INC. | | 110149 | INVENTORY ORDER | 273.13 | |
| 74715 | 10/11/21 | 667 | 92.98 | CITY OF SCOTT'S VALLEY | | 110161 | 7/16-9/15 SVT | 92.98 | |
| 74716 | 10/11/21 | 130 | 1,594.87 | CITY OF WATSONVILLE UTILITIES | | 110093 | 9/22 WASTE WTC | 1,113.34 | |
| | | | | | | 110094 | 8/23-9/20 WTC | 293.73 | |
| | | | | | | 110095 | 8/22-9/20 WTC | 101.71 | |
| | | | | | | 110096 | 8/23-9/20 WTC | 86.09 | |
| 74717 | 10/11/21 | 909 | 220.26 | CLASSIC GRAPHICS | | 110088 | VEH# PC4215 DECALS | 220.26 | |
| 74718 | 10/11/21 | 003592 | 3,799.92 | CLICK INDUSTRIES, LLC | | 110169 | PPE SUPPLIES | 1,600.00 | |
| | | | | | | 110170 | PPE SUPPLIES | 2,199.92 | |
| 74719 | 10/11/21 | 075 | 36.54 | COAST PAPER & SUPPLY INC. | | 110086 | INVENTORY ORDER MMF | 36.54 | |
| 74720 | 10/11/21 | 003034 | 2,890.00 | COASTAL LANDSCAPING INC. DBA | | 110102 | OCT 21 LANDSCAPING | 2,890.00 | |
| 74721 | 10/11/21 | 163 | 246.23 | COMMUNITY PRINTERS, INC. | | 110065 | BUS CAR CARDS | 246.23 | |
| 74722 | 10/11/21 | 367 | 468.00 | COMMUNITY TELEVISION OF | | 110068 | 8/27 BOD MEETING | 468.00 | |
| 74723 | 10/11/21 | 003116 | 4,516.00 | CUMMINS PACIFIC LLP | | 110048 | INVENTORY ORDER | 336.37 | |
| | | | | | | 110049 | INVENTORY ORDER | 2,101.18 | |
| | | | | | | 110124 | VEH# 1306 REPAIRS | 2,838.92 | |
| | | | | | | 110125 | CREDIT INV# Y9-69585 | -68.28 | |
| 74724 | 10/11/21 | 003274 | 2,694.18 | EAST BAY TIRE CO. | | 110126 | CREDIT INV Y3-41026 | -692.19 | |
| | | | | | | 110056 | REVENUE TIRES | 616.33 | |
| | | | | | | 110135 | REVENUE TIRES | 107.31 | |
| | | | | | | 110136 | REVENUE TIRES | 160.94 | |
| | | | | | | 110137 | REVENUE TIRES | 201.11 | |
| | | | | | | 110138 | REVENUE TIRES | 865.56 | |
| 74725 | 10/11/21 | 432 | 2,337.84 | EXPRESS SERVICES INC. | | 110139 | INVENTORY ORDER | 742.93 | |
| | | | | | | 110103 | TEMP W/E 9/19 | 1,554.48 | |
| | | | | | | 110104 | TEMP W/E 9/26 | 783.36 | |
| 74726 | 10/11/21 | 001297 | 631.65 | FASTENAL COMPANY INC | | 110140 | INV/NON INV ORDER | 146.24 | |
| | | | | | | 110141 | NON-INVENTORY ORDER | 485.41 | |
| 74727 | 10/11/21 | 003431 | 152.50 | FIRST ALARM | | 110078 | TEST DRILL OPS | 152.50 | |
| 74728 | 10/11/21 | 002952 | 13,020.55 | FLYERS ENERGY LLC | | 110142 | 9/16-9/30 NONREVFUEL | 3,299.32 | |
| | | | | | | 110143 | 9/16-9/30 REV FUEL | 9,713.44 | |
| | | | | | | 110168 | PROPANE TANKS | 7.79 | |
| 74729 | 10/11/21 | 003602 | 162.50 | FONSECA, ADELA | | 110164 | 13 BOXES FOR CS APPR | 162.50 | |
| 74730 | 10/11/21 | 001302 | 7,075.48 | GARDA CL WEST, INC. | | 110122 | OCT 21 VAULT SERVICE | 7,075.48 | |
| 74731 | 10/11/21 | 647 | 3,458.73 | GENFARE A DIV OF SPX CORP | | 110081 | INVENTORY ORDER | 3,226.61 | |
| | | | | | | 110082 | INVENTORY ORDER | 232.12 | |
| 74732 | 10/11/21 | 117 | 911.95 | GILLIG LLC | | 110050 | VEH# 4210 PARTS | 776.86 | |
| | | | | | | 110127 | INVENTORY ORDER | 135.09 | |

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CHECK JOURNAL DETAIL BY CHECK NUMBER
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| CHECK NUMBER | CHECK DATE | CHECK VENDOR | CHECK AMOUNT | VENDOR NAME | VENDOR TYPE | TRANS. NUMBER | TRANSACTION DESCRIPTION | TRANSACTION AMOUNT | COMMENT |
|--------------|------------|--------------|--------------|--------------------------------|-------------|---------------|-------------------------|--------------------|---------|
| 74733 | 10/11/21 | 003316 | 550.00 | GLOBAL WATER TECHNOLOGY INC | | 110111 | SEPT21 CHEM TEST OPS | 275.00 | |
| 74734 | 10/11/21 | 282 | 4,692.17 | GRAINGER | | 110112 | JUN 21 CHEM TEST OPS | 275.00 | |
| | | | | | | 110072 | TOOLS FOR FAC TRUCK | 1,024.22 | |
| | | | | | | 110073 | MULTIPURPOSE GREASE | 717.45 | |
| | | | | | | 110083 | INVENTORY ORDER MMF | 760.51 | |
| | | | | | | 110084 | NON INVENTORY ORDER | 74.39 | |
| | | | | | | 110133 | INVENTORY ORDER | 28.76 | |
| | | | | | | 110151 | TP STRIPING MMF | 2,030.92 | |
| | | | | | | 110152 | DRILL BIT SET | 55.92 | |
| | | | | | | 110064 | INVENTORY ORDER | 14.53 | |
| 74735 | 10/11/21 | 1117 | 14.53 | KELLEY'S SERVICE INC. | | 110144 | OCT 21 LEASE PAYMENT | 23,627.38 | |
| 74736 | 10/11/21 | 003366 | 23,627.38 | KEY GOVERNMENT FINANCE INC | | 110108 | 1901 SVC 8/29 PRC | 1,763.54 | |
| 74737 | 10/11/21 | 003391 | 6,136.05 | MARK THOMAS & COMPANY INC | | 110109 | PROF SVC THRU 8/29 | 4,372.51 | |
| 74738 | 10/11/21 | 041 | 592.50 | MISSION UNIFORM | | 110077 | TOWELS/MOPS/MATS MMF | 41.75 | |
| | | | | | | 110090 | LAUNDRY/CUSTODIAL | 19.75 | |
| | | | | | | 110099 | TOWELS/MOPS/MATS MMF | 50.50 | |
| | | | | | | 110119 | TOWELS/MATS PRC | 10.50 | |
| | | | | | | 110145 | COVID/FUEL ST TOWELS | 156.00 | |
| | | | | | | 110146 | COVID/UNIFORM SUPPL | 314.00 | |
| | | | | | | 110160 | INVENTORY ORDER MMF | 149.80 | |
| 74739 | 10/11/21 | 001178 | 149.80 | N/S CORPORATION | | 110066 | CLEAN AIR FLYERS | 100.00 | |
| 74740 | 10/11/21 | 003542 | 100.00 | NATALIE NLEMAN | | 110063 | VEH# 1401 PARTS | 8.74 | |
| 74741 | 10/11/21 | 004 | 8.74 | NORTH BAY FORD LINC-MERCURY | | 110171 | BAY 8 DOOR RPR MMF | 235.00 | |
| 74742 | 10/11/21 | 364 | 235.00 | OVERHEAD DOOR CO. OF SALINAS | | 110069 | 8/25-9/24 1122 RIVER | 41.69 | |
| 74743 | 10/11/21 | 009 | 27,532.09 | PACIFIC GAS & ELECTRIC | | 110074 | 8/25-9/23 MMF | 6,379.91 | |
| | | | | | | 110075 | 8/25-9/23 VERNON | 5,943.32 | |
| | | | | | | 110076 | 8/25-9/23 1122 RIVER | 3,008.92 | |
| | | | | | | 110157 | 8/30-9/28 RIVER CHG | 3,161.25 | |
| | | | | | | 110158 | 8/30-9/28 SMC | 4,228.46 | |
| | | | | | | 110159 | 8/30-9/28 OPS | 4,768.54 | |
| 74744 | 10/11/21 | 043 | 4,788.28 | PALACE ART & OFFICE SUPPLY | | 110057 | OFFICE SUPPLIES | 1,179.57 | |
| | | | | | | 110058 | OFFICE SUPPLIES | 2.76 | |
| | | | | | | 110059 | COVID 19/PPE SUPPL | 3,332.13 | |
| | | | | | | 110060 | OFFICE/PAPER SUPPL | 38.24 | |
| | | | | | | 110061 | OFFICE/PAPER SUPPL | 228.53 | |
| | | | | | | 110062 | OFFICE/PAPER SUPPL | 7.05 | |
| 74745 | 10/11/21 | 481 | 65.00 | PIED PIPER EXTERMINATORS, INC. | | 110085 | SEPT 21 PEST VERNON | 65.00 | |
| 74746 | 10/11/21 | 050 | 147.49 | PITNEY BOWES INC. RENTAL PMT | | 110097 | 10/1-12/31 LEASE CS | 147.49 | |
| 74747 | 10/11/21 | 107A | 625.70 | PROBUILD COMPANY LLC | | 110070 | HARDWARE FLD | 50.44 | |
| | | | | | | 110071 | PROPANE TANK MMF | 76.29 | |
| | | | | | | 110087 | MISC HARDWARE MMF | 51.39 | |
| | | | | | | 110154 | LIGHT INSTALL PRC | 349.50 | |
| | | | | | | 110155 | LIGHT INSTALL PRC | 98.08 | |
| 74748 | 10/11/21 | 003059 | 157.62 | QUADIENT LEASING USA, INC. | | 110105 | 9/28-10/27 LEASE | 157.62 | |
| 74749 | 10/11/21 | 003266 | 713.35 | REFLECTIVE APPAREL FACTORY INC | | 110156 | REFLECTIVEVESTS/FLEET | 713.35 | |
| 74750 | 10/11/21 | 003154 | 2,239.19 | ROMAINE ELECTRIC CORP | | 110148 | INVENTORY ORDER | 2,239.19 | |

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|--------------|------------|-------------------|--------------------------------|-------------|----------------------|---------------|-------------------------|--------------------|---------|
| 74751 | 10/11/21 | 558.00 002700 | SANTA CRUZ COUNTY ENVIROMENTAL | 110106 | PERMIT FA0006641 | 558.00 | | | |
| 74752 | 10/11/21 | 360.00 001292 | SANTA CRUZ RECORDS MNGMT INC | 110079 | 9/10 SHREDDING WTC | 40.00 | | | |
| 74753 | 10/11/21 | 6,314.36 001307 | SANTA CRUZ STAFFING, LLC | 110080 | 9/15 SHREDDING MULTI | 320.00 | | | |
| 74754 | 10/11/21 | 660.13 003545 | SCHINDLER ELEVATOR CORPORATION | 110044 | TEMP W/E 9/26 | 2,486.59 | | | |
| 74755 | 10/11/21 | 1,122.00 003292 | SLINGSHOT CONNECTIONS LLP | 110045 | TEMP W/E 9/26 | 1,080.00 | | | |
| 74756 | 10/11/21 | 170.30 115 | SNAP-ON INDUSTRIAL | 110046 | TEMP W/E 9/19 | 1,482.19 | | | |
| 74757 | 10/11/21 | 6,869.98 003285 | THE AFTERMARKET PARTS CO LLC | 110047 | TEMP W/E 9/26 | 1,067.95 | | | |
| 74758 | 10/11/21 | 3,874.34 001800 | THERMO KING OF SALINAS, INC | 110120 | TEMP W/E 9/26 | 197.63 | | | |
| 74759 | 10/11/21 | 120.00 E655 | THOMPSON, ELIZABETH | 110110 | SEPT 21 MAINT MULTI | 660.13 | | | |
| 74760 | 10/11/21 | 57.78 007 | UNITED PARCEL SERVICE | 110132 | TEMP W/E 9/26 INV186 | 1,122.00 | | | |
| 74761 | 10/11/21 | 2,097.09 003574 | WCAF, LLC | 110147 | LUGNUT SOCKET SET | 170.30 | | | |
| 74762 | 10/11/21 | 32.00 003290 | WORKFORCEQA LLC | 110051 | INVENTORY ORDER | 156.25 | | | |
| 74763 | 10/08/21 | 5,250.00 001324 | CAPITALEGE ADVOCACY, INC. | 110052 | INVENTORY ORDER | 986.57 | | | |
| 74764 | 10/08/21 | 204.00 003546 | DEES & ASSOCIATES, INC. | 110053 | INVENTORY ORDER | 201.57 | | | |
| 74765 | 10/08/21 | 5,531.25 003361 | MILLER MAXFIELD INC | 110054 | INVENTORY ORDER | 53.72 | | | |
| 74766 | 10/08/21 | 92.36 002721 | NEXTEL COMMUNICATIONS/SPRINT | 110055 | INVENTORY ORDER | 53.72 | | | |
| 74767 | 10/11/21 | 4,106.00 001348 | ATHENS INSURANCE SERVICE, INC. | 110128 | INVENTORY ORDER | 15.49 | | | |
| 74768 | 10/13/21 | 10,963.52 003606 | THE LINCOLN NATIONAL LIFE | 110129 | MISC FLEET PARTS | 784.23 | | | |
| 74769 | 10/18/21 | 1,482.58 003151 | ABC BUS INC | 110130 | VEH# 1611 PARTS | 643.72 | | | |
| 74770 | 10/18/21 | 2,057.00 382 | AIRTEC SERVICE INC. | 110131 | VEH# 1305 PARTS | 1,174.23 | | | |
| 74771 | 10/18/21 | 1,105.27 003596 | AMAZON CAPITAL SERVICES, INC. | 110162 | INVENTORY ORDER | 4,420.59 | | | |
| 74772 | 10/18/21 | 63,826.85 001348 | ATHENS INSURANCE SERVICE, INC. | 110163 | CREDIT INV# 2074605 | -546.25 | | | |
| 74773 | 10/18/21 | -63,826.85 001348 | ATHENS INSURANCE SERVICE, INC. | 110107 | DMV RENEWAL EXAM | 120.00 | | | |
| 74774 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110089 | FREIGHT | 57.78 | | | |
| 74775 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110091 | VEH# PC1714 REPAIRS | 2,097.09 | | | |
| 74776 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110100 | AUG 21 DOT DRUG TEST | 32.00 | | | |
| 74777 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110173 | SEPT21 LEGISLATE SVC | 5,250.00 | | | |
| 74778 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110175 | 1901 PRC FAC PROJECT | 204.00 | | | |
| 74779 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110176 | FALL HEADWAYS | 5,531.25 | | | |
| 74780 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110177 | 7/26-8/25 OPS | 92.36 | | | |
| 74781 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110220 | OCT 21 MONTHLY FEES | 4,106.00 | | | |
| 74782 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110245 | 10/21-9/22 LIFE INS | 10,963.52 | | | |
| 74783 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110246 | INVENTORY ORDER | 2.51 | | | |
| 74784 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110247 | INVENTORY ORDER | 121.38 | | | |
| 74785 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110215 | PREV MAINT SBF | 1,358.69 | | | |
| 74786 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110216 | PREV MAINT MMF | 220.00 | | | |
| 74787 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110217 | PREV MAINT VERNON | 973.00 | | | |
| 74788 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110192 | SHOP TOOL/BATTERIES | 864.00 | | | |
| 74789 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110297 | SHOP TOOL | 374.73 | | | |
| 74790 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110298 | DOOR ACTUATOR VER | 41.30 | | | |
| 74791 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110299 | ZOOM ROOM CONV | 606.34 | | | |
| 74792 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110274 | OCT 21 REPLENISH W/C | 82.90 | | | |
| 74793 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110274 | OCT 21 REPLENISH W/C | 63,826.85 | | | VOIDED |
| 74794 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110201 | ETHERNET ADAPTERS IT | -63,826.85 | | | **VOID |
| 74795 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110264 | 1948 EMERG CMD CTR | 215.31 | | | |
| 74796 | 10/18/21 | 1,016.73 003199 | B & H FOTO & ELECTRONICS CORP | 110264 | 1948 EMERG CMD CTR | 801.42 | | | |

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
CHECK JOURNAL DETAIL BY CHECK NUMBER
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| CHECK NUMBER | CHECK DATE | CHECK VENDOR | CHECK AMOUNT | VENDOR NAME | VENDOR TYPE | TRANS. NUMBER | TRANSACTION DESCRIPTION | TRANSACTION AMOUNT | COMMENT |
|--------------|------------|------------------|--------------------------------|-------------|---------------------|-----------------|-------------------------|--------------------|---------|
| 74774 | 10/18/21 | 5,250.00 001324 | CAPITALEGE ADVOCACY, INC. | 110189 | OCT 21 | LEGISLATE SVC | 5,250.00 | | |
| 74775 | 10/18/21 | 1,769.85 001159 | CATTO'S GRAPHICS, INC. | 110181 | QUEEN ADS | REDISTRIC | 1,032.41 | | |
| 74776 | 10/18/21 | 3,000.00 003320 | CENTER FOR TRANSPORTATION AND | 110182 | QUEEN ADS-CLEAN AIR | | 737.44 | | |
| 74777 | 10/18/21 | 51.17 003373 | CITY OF SANTA CRUZ FINANCE RRF | 110218 | 10/21-9/22 | ZEBRA MEMB | 3,000.00 | | |
| 74778 | 10/18/21 | 12,522.44 909 | CLASSIC GRAPHICS | 110229 | SEPT 21 | LANDFILL | 51.17 | | |
| 74779 | 10/18/21 | 34,725.63 001124 | CLEAN ENERGY | 110207 | 1910 REFURB | BUS STOP | 9,859.54 | | |
| 74780 | 10/18/21 | 1,979.76 003592 | CLICK INDUSTRIES, LLC | 110226 | VEH# 2226 | RPR/PAINT | 2,662.90 | | |
| 74781 | 10/18/21 | 656.05 075 | COAST PAPER & SUPPLY INC. | 110251 | 10/1 | LNG CHARGES | 8,787.39 | | |
| 74782 | 10/18/21 | 18.00 001025 | COUNTY OF SANTA CRUZ PUB WORKS | 110252 | 9/28 | LNG CHARGES | 8,170.30 | | |
| 74783 | 10/18/21 | 47.65 003116 | CUMMINS PACIFIC LLP | 110256 | 9/24 | LNG CHARGES | 8,719.99 | | |
| 74784 | 10/18/21 | 675.00 001322 | DEPT OF INDUSTRIAL RELATIONS | 110257 | 9/21 | LNG CHARGES | 9,047.95 | | |
| 74785 | 10/18/21 | 1,153.24 039 | FEDEX OFFICE | 110290 | INVENTORY | ORDER | 1,979.76 | | |
| 74786 | 10/18/21 | 68,794.94 002295 | FIRST ALARM SECURITY & PATROL | 110231 | INVENTORY | ORDER MMF | 656.05 | | |
| 74787 | 10/18/21 | 398.54 001302 | GARDA CL WEST, INC. | 110295 | 9/8 | WOODWASTE | 18.00 | | |
| 74788 | 10/18/21 | 1,258.87 647 | GENFARE A DIV OF SPX CORP | 110232 | INVENTORY | ORDER | 47.65 | | |
| 74789 | 10/18/21 | 981.52 117 | GILLIG LLC | 110303 | PENALTY PYMT | 56620PS | 225.00 | | |
| 74790 | 10/18/21 | 252.53 E1073 | GLAGOLA, DANIELLE | 110304 | PENALTY PYMT | 63070PS | 225.00 | | |
| 74791 | 10/18/21 | 51.07 546 | GRANITEROCK COMPANY | 110202 | LAMINATED | POSTERS CS | 310.18 | | |
| 74792 | 10/18/21 | 15,089.04 001745 | HARTFORD LIFE AND ACCIDENT INS | 110203 | RETAIL FOR | BANNERS | 7.63 | | |
| 74793 | 10/18/21 | 15,366.72 002979 | HUNT & SONS, INC. | 110204 | BANNER/LAMINATING | CS | 428.30 | | |
| 74794 | 10/18/21 | 16,262.00 003220 | INFINISOURCE, INC | 110205 | LAMINATING/BANNERS | | 407.13 | | |
| 74795 | 10/18/21 | 1,475.75 003327 | IO, RODNEY H | 110187 | SEPT 21 | SECURITY | 46,195.63 | | |
| 74796 | 10/18/21 | 4,730.80 003223 | JASPER WELLER LLC | 110188 | SEPT 21 | LOBBY GUARDS | 22,599.31 | | |
| 74797 | 10/18/21 | 1,616.75 1117 | KELLEY'S SERVICE INC. | 110210 | OCT 21 | SERVICES | 398.54 | | |
| | | | | 110243 | INVENTORY | ORDER | 474.86 | | |
| | | | | 110244 | RPR BILL | TVMTCHPACK | 784.01 | | |
| | | | | 110242 | INVENTORY | ORDER | 137.74 | | |
| | | | | 110184 | EMP REIMB | SUPPLIES | 843.78 | | |
| | | | | 110211 | CONCR BUS | SIGN INST | 252.53 | | |
| | | | | 110258 | OCT 21 | LTD | 51.07 | | |
| | | | | 110259 | OCT 21 | LIFE AD&D | 10,751.08 | | |
| | | | | 110293 | INVENTORY | ORDER | 4,337.96 | | |
| | | | | 110294 | INVENTORY | ORDER | 3,791.66 | | |
| | | | | 110265 | 1948 | TIMEKEEPUPGRADE | 11,575.06 | | |
| | | | | 110296 | 1948 | TIMEKEEPUPGRADE | 1,700.00 | | |
| | | | | 110227 | VEH# 505 | REPAIRS | 14,562.00 | | |
| | | | | 110266 | VEH 9810 | TRANSMISSION | 1,475.75 | | |
| | | | | 110275 | INVENTORY | ORDER | 4,730.80 | | |
| | | | | 110276 | NON INVENTORY | ORDER | 124.02 | | |
| | | | | 110277 | CREDIT INV# | 1434313 | 266.42 | | |
| | | | | 110278 | INVENTORY | ORDER | -266.42 | | |
| | | | | 110279 | INVENTORY | ORDER | 5.01 | | |
| | | | | 110280 | INVENTORY | ORDER | 24.44 | | |
| | | | | 110281 | VEH PC1712 | PARTS | 4.81 | | |
| | | | | | | | 249.66 | | |

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|--------------|------------|------------------|--------------|--------------------------------|-------------|---------------|-------------------------|--------------------|---------|
| 74798 | 10/18/21 | 100.00 003450 | | LANGUAGE LINE SERVICES INC | | 110282 | VEH# PC1712 PARTS | 904.13 | |
| 74799 | 10/18/21 | 3,994.92 003391 | | MARK THOMAS & COMPANY INC | | 110283 | INVENTORY ORDER | 13.98 | |
| 74800 | 10/18/21 | 120.00 E933 | | MATA, IGNACIO | | 110284 | INVENTORY ORDER | 72.40 | |
| 74801 | 10/18/21 | 2,281.25 003361 | | MILLER MAXFIELD INC | | 110285 | VEH# 1401 PARTS | 218.30 | |
| 74802 | 10/18/21 | 92.33 002721 | | NEXTEL COMMUNICATIONS/SPRINT | | 110183 | SEPT21 TRANSLATE SVC | 100.00 | |
| 74803 | 10/18/21 | 943.98 004 | | NORTH BAY FORD LINC-MERCURY | | 110194 | 1901 SVC 5/30 PROC | 3,994.92 | |
| | | | | | | 110287 | DMV RENEWAL EXAM | 120.00 | |
| | | | | | | 110209 | BUS GRAPHICS/FALLSVC | 2,281.25 | |
| | | | | | | 110185 | 8/26-9/25 OPS | 92.33 | |
| | | | | | | 110254 | VEH# PC1712 PARTS | 128.24 | |
| | | | | | | 110255 | GROUP 400'S PARTS | 106.75 | |
| | | | | | | 110267 | VEH# PC1712 PARTS | 436.93 | |
| | | | | | | 110268 | VEH# PC1712 PARTS | 7.34 | |
| | | | | | | 110269 | VEH# PC 2405 PARTS | 75.94 | |
| | | | | | | 110270 | INVENTORY ORDER | 188.78 | |
| 74804 | 10/18/21 | 3,103.05 003599 | | NOTT-PEREZ, DAMN | | 110288 | NOV21 SURVIVOR COBRA | 3,103.05 | |
| 74805 | 10/18/21 | 927.53 003600 | | OWL LABS, INC. | | 110208 | MEETING OWL PRO | 927.53 | |
| 74806 | 10/18/21 | 318.04 043 | | PALACE ART & OFFICE SUPPLY | | 110196 | CALENDAR ORDER MMF | 163.09 | |
| | | | | | | 110228 | FLEET OFFICE SUPPL | 15.67 | |
| | | | | | | 110249 | CALENDARS/SUPPLIES | 175.04 | |
| | | | | | | 110250 | CREDIT INV# 622603-0 | -35.76 | |
| 74807 | 10/18/21 | 28,869.29 003598 | | PARTNERS DATA SYSTEMS, INC. | | 110206 | 2201 SEC VIRTUAL SYS | 28,869.29 | |
| 74808 | 10/18/21 | 685.00 481 | | PIED PIPER EXTERMINATORS, INC. | | 110198 | OCT 21 PEST OPS PARK | 212.50 | |
| | | | | | | 110199 | OCT 21 PEST SBFCREEK | 255.00 | |
| | | | | | | 110200 | OCT 21 PEST MMF | 217.50 | |
| 74809 | 10/18/21 | 221.23 107A | | PROBUILD COMPANY LLC | | 110186 | HARDWARE FOR SIGNAGE | 71.68 | |
| | | | | | | 110195 | LIGHT INSTALL PRC | 62.04 | |
| | | | | | | 110197 | PRO MEASURING WHEEL | 87.51 | |
| 74810 | 10/18/21 | 639.38 003061 | | QUADIENT FINANCE USA INC | | 110193 | SEPT 21 POSTAGE 1598 | 639.38 | |
| 74811 | 10/18/21 | 1,865.74 003024 | | RICOH USA, INC CA | | 110191 | 7/1-9/30ADMIN COPIES | 1,755.57 | |
| | | | | | | 110214 | 10/1-10/31 LEASE OPS | 110.17 | |
| 74812 | 10/18/21 | 23.13 536 | | RIVERSIDE LIGHTING & ELECTRIC | | 110222 | ELECTRICAL SUPPL PRC | 23.13 | |
| 74813 | 10/18/21 | 162.80 135 | | SANTA CRUZ AUTO PARTS, INC. | | 110219 | INVENTORY ORDER | 24.73 | |
| | | | | | | 110221 | INVENTORY ORDER | 10.24 | |
| | | | | | | 110223 | NON INVENTORY ORDER | 26.66 | |
| 74814 | 10/18/21 | 6,275.18 001307 | | SANTA CRUZ STAFFING, LLC | | 110224 | INVENTORY ORDER | 30.71 | |
| | | | | | | 110253 | NON INVENTORY ORDER | 70.46 | |
| | | | | | | 110179 | TEMP W/E 10/3 | 1,269.45 | |
| | | | | | | 110180 | TEMP W/E 10/3 | 2,245.95 | |
| | | | | | | 110212 | TEMP W/E 10/3 | 1,616.65 | |
| | | | | | | 110213 | TEMP W/E 9/26 | 1,143.13 | |
| | | | | | | 110225 | 9/1-9/30 SVT | 359.97 | |
| 74815 | 10/18/21 | 359.97 002459 | | SCOTT'S VALLEY WATER DISTRICT | | 110300 | SBF FUEL PUMP RPRS | 1,314.54 | |
| 74816 | 10/18/21 | 6,268.95 003054 | | SERVICE STATION SYSTEMS CORP | | 110301 | SBF FUEL PUMP RPRS | 3,657.38 | |
| | | | | | | 110302 | SBF FUEL PUMP RPRS | 1,297.03 | |
| 74817 | 10/18/21 | 2,500.00 002267 | | SHAW YODER ANTIWIH | | 110286 | OCT 21 LEGISLATE SVC | 2,500.00 | |

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|--------------|------------|------------------|--------------|-------------------------------|-------------|---------------|-------------------------|--------------------|---------|
| 74818 | 10/18/21 | 897.60 003292 | 897.60 | SLINGSHOT CONNECTIONS LLP | | 110230 | TEMP W/E 10/3 429395 | 897.60 | |
| 74819 | 10/18/21 | 1,838.03 003465 | 1,838.03 | SWIFT CONSULTING SERVICES INC | | 110263 | 1901 SEP SVCS PRC | 1,838.03 | |
| 74820 | 10/18/21 | 208.77 366 | 208.77 | TENNANT COMPANY | | 110273 | INVENTORY ORDER | 208.77 | |
| 74821 | 10/18/21 | 233.14 614 | 233.14 | TESSCO TECHNOLOGIES, INC. | | 110272 | INVENTORY ORDER | 233.14 | |
| 74822 | 10/18/21 | 3,418.17 003285 | 3,418.17 | THE AFTERMARKET PARTS CO LLC | | 110233 | VEH# 2318 PARTS | 3.61 | |
| | | | | | | 110234 | INVENTORY ORDER | 47.19 | |
| | | | | | | 110235 | INVENTORY ORDER | 1,145.21 | |
| | | | | | | 110236 | INVENTORY ORDER | 1,684.48 | |
| | | | | | | 110237 | INVENTORY ORDER | 283.17 | |
| | | | | | | 110238 | INVENTORY ORDER | 235.98 | |
| | | | | | | 110239 | VEH# 3108 PARTS | 18.53 | |
| 74823 | 10/18/21 | 507.76 002207 | 507.76 | TY CUSTOM DESIGN | 0 | 110190 | BUS OPERATOR PATCHES | 507.76 | |
| 74824 | 10/18/21 | 12,546.67 057 | 12,546.67 | U.S. BANK | | 110260 | ***-***-***-5971 | 12,546.67 | |
| 74825 | 10/18/21 | 33.18 007 | 33.18 | UNITED PARCEL SERVICE | | 110271 | FREIGHT | 33.18 | |
| 74826 | 10/18/21 | 806.53 002829 | 806.53 | VALLEY POWER SYSTEMS, INC. | | 110248 | INVENTORY ORDER | 578.92 | |
| | | | | | | 110261 | VEH# 9810 PARTS | 174.66 | |
| | | | | | | 110262 | INVENTORY ORDER | 52.95 | |
| 74827 | 10/18/21 | 714.39 434 | 714.39 | VERIZON WIRELESS | | 110289 | 9/2-10/1 PARACRUZ | 714.39 | |
| 74828 | 10/18/21 | 480.00 003550 | 480.00 | WORKWELL MEDICAL PROF. CORP. | 0 | 110291 | DMV RENEWAL EXAM | 240.00 | |
| | | | | | | 110292 | DMV RENEWAL EXAMS | 240.00 | |
| 74829 | 10/18/21 | 16,282.50 003584 | 16,282.50 | P&M HOLDING GROUP, LLP | | 110306 | 7/27-8/31 ERP SYSTEM | 7,410.00 | |
| | | | | | | 110307 | 9/1-9/30 ERP SYSTEM | 8,872.50 | |
| 74830 | 10/18/21 | 63,826.85 002917 | 63,826.85 | SANTA CRUZ METRO TRANSIT W/C | | 110305 | OCT 21 REPLENISH W/C | 63,826.85 | |
| 74831 | 10/20/21 | 5,934.19 003605 | 5,934.19 | EYECATCHLIGHT,LLC | | 110364 | PHOTO SHOOT MANAGERS | 3,702.42 | |
| | | | | | | 110365 | PHOTO SHOOT BOARD | 2,231.77 | |
| 74832 | 10/25/21 | 240.00 382 | 240.00 | AIRTEC SERVICE INC. | | 110437 | SERVICE CALL WTC | 240.00 | |
| 74833 | 10/25/21 | 3,734.00 080 | 3,734.00 | CALIFORNIA DEPARTMENT OF TAX | | 110427 | JUL-SEPT21 SALES TAX | 3,734.00 | |
| 74834 | 10/25/21 | 267.66 001159 | 267.66 | CATTO'S GRAPHICS, INC. | | 110392 | BUS STOP STICKERS | 267.66 | |
| 74835 | 10/25/21 | 1,100.00 002109 | 1,100.00 | CITY OF SANTA CRUZ/PARKING | | 110434 | NOV 21 PARK PERMITS | 1,100.00 | |
| 74836 | 10/25/21 | 1,866.08 909 | 1,866.08 | CLASSIC GRAPHICS | | 110397 | VEH# 2316 RPR/PAINT | 1,866.08 | |
| 74837 | 10/25/21 | 12,349.62 003592 | 12,349.62 | CLICK INDUSTRIES, LLC | | 110409 | PPE SUPPLIES | 3,899.88 | |
| | | | | | | 110410 | PPE SUPPLIES | 2,599.92 | |
| | | | | | | 110411 | PPE SUPPLIES | 1,949.94 | |
| | | | | | | 110431 | PPE SUPPLIES | 3,899.88 | |
| 74838 | 10/25/21 | 361.51 075 | 361.51 | COAST PAPER & SUPPLY INC. | | 110342 | GAREAGE CAN MMF | 90.13 | |
| | | | | | | 110344 | INVENTORY ORDER | 271.38 | |
| 74839 | 10/25/21 | 2,928.18 003116 | 2,928.18 | CUMMINS PACIFIC LLP | | 110318 | INVENTORY ORDER | 362.42 | |
| | | | | | | 110319 | INVENTORY ORDER | 23.18 | |
| | | | | | | 110320 | INVENTORY ORDER | 1,255.44 | |
| | | | | | | 110356 | INVENTORY ORDER | 1,287.14 | |
| 74840 | 10/25/21 | 192.00 002567 | 192.00 | DEPARTMENT OF JUSTICE | | 110408 | SEPT 21 FINGERPRINTS | 192.00 | |
| 74841 | 10/25/21 | 675.00 001322 | 675.00 | DEPT OF INDUSTRIAL RELATIONS | | 110439 | NON COMP PENALTY SMC | 675.00 | |
| 74842 | 10/25/21 | 2,567.45 003274 | 2,567.45 | EAST BAY TIRE CO. | | 110370 | REVENUE TIRES | 1,848.97 | |
| | | | | | | 110371 | REVENUE TIRES | 402.18 | |
| | | | | | | 110372 | NON REVENUE TIRES | 124.62 | |
| | | | | | | 110373 | REVENUE TIRES | 191.68 | |

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|--------------|------------|------------------|--------------|--------------------------------|-------------|---------------|-------------------------|--------------------|---------|
| 74843 | 10/25/21 | 65.18 298 | | ERGOMETRICS & APPLIED | | 110394 | TRANSIT OP TEST | 65.18 | |
| 74844 | 10/25/21 | 3,930.45 432 | | EXPRESS SERVICES INC. | | 110314 | TEMP W/E 09/26 | 390.50 | |
| | | | | | | 110324 | TEMP W/E 10/3 | 961.92 | |
| | | | | | | 110325 | TEMP W/E 10/10 | 1,202.40 | |
| | | | | | | 110393 | TEMP W/E 9/19 | 1,375.63 | |
| 74845 | 10/25/21 | 84.01 001297 | | FASTENAL COMPANY INC | | 110369 | INVENTORY ORDER | 84.01 | |
| 74846 | 10/25/21 | 371.52 039 | | FEDEX OFFICE | | 110328 | LATE FEE INV# 3617 | 25.00 | |
| | | | | | | 110343 | MEMORIAL POSTER | 102.90 | |
| | | | | | | 110423 | PRINTED FOAM ADS | 243.62 | |
| 74847 | 10/25/21 | 95.00 003431 | | FIRST ALARM | | 110428 | SERVICE CALL SBF | 95.00 | |
| 74848 | 10/25/21 | 12,953.40 002952 | | FLYERS ENERGY LLC | | 110379 | PROPANE | 91.88 | |
| | | | | | | 110416 | 10/1-10/15 REV FUEL | 10,409.17 | |
| | | | | | | 110417 | 10/1-10/15NONREVFUEL | 2,452.35 | |
| 74849 | 10/25/21 | 100.62 647 | | GENFARE A DIV OF SPX CORP | | 110396 | INVENTORY ORDER | 64.93 | |
| | | | | | | 110418 | VEH# 2804 PARTS | 35.69 | |
| 74850 | 10/25/21 | 3,576.24 117 | | GILLIG LLC | | 110378 | VEH# 2810 PARTS | 59.52 | |
| | | | | | | 110395 | INVENTORY ORDER | 3,516.72 | |
| 74851 | 10/25/21 | 625.91 282 | | GRAINGER | | 110321 | INVENTORY ORDER MMF | 174.41 | |
| | | | | | | 110322 | SPRAYERS VERNON | 24.71 | |
| | | | | | | 110346 | NON INVENTORY ORDER | 92.88 | |
| | | | | | | 110351 | DATA CABLE MMF | 333.91 | |
| 74852 | 10/25/21 | 1,140.72 001097 | | GREENWASTE RECOVERY, INC. | | 110401 | SEPT 21 GREEN VALLEY | 61.28 | |
| | | | | | | 110402 | SEPT 21 PRC | 376.84 | |
| | | | | | | 110403 | SEPT 21 SVT | 334.92 | |
| | | | | | | 110404 | SEPT 21 FREEDOM | 61.28 | |
| | | | | | | 110405 | SEPT 21 FREED/BOWKR | 61.28 | |
| | | | | | | 110406 | SEPT 21 HWY1/BOULDER | 183.84 | |
| | | | | | | 110407 | SEPT 21AIRPORT/FREED | 61.28 | |
| 74853 | 10/25/21 | 30,124.70 003109 | | HANSON BRIDGETT LLP | | 110337 | M# 032117.008003 | 1,190.00 | |
| | | | | | | 110338 | M# 032117.006035 | 404.40 | |
| | | | | | | 110339 | M# 032117.006001 | 130.50 | |
| | | | | | | 110340 | M# 032117.001001 | 1,899.80 | |
| | | | | | | 110341 | SEPT 21 RETIANER | 26,500.00 | |
| | | | | | | 110432 | MEDICAL EXAM REIMB | 70.00 | |
| 74854 | 10/25/21 | 70.00 E024 | | HERSEY, LYNN | | 110419 | INVENTORY ORDER | 2,453.13 | |
| 74855 | 10/25/21 | 2,453.13 002979 | | HUNT & SONS, INC. | | 110422 | SEPT 21 RADIO ADV | 4,975.00 | |
| 74856 | 10/25/21 | 4,975.00 003581 | | IHEARTMEDIA ENTERTAINMENT, INC | | 110363 | STRATEGICPLAN UPDATE | 20,125.00 | |
| 74857 | 10/25/21 | 20,125.00 003404 | | INSIGHT STRATEGIES INC | | 110420 | TONER CARTRIDGE | 303.72 | |
| 74858 | 10/25/21 | 1,013.85 914 | | J.J.R ENTERPRISES, INC. | | 110421 | TONER CARTRIDGES | 710.13 | |
| | | | | | | 110429 | 11/21-1/22 MMF | 1,211.89 | |
| 74859 | 10/25/21 | 1,211.89 003442 | | JOHNSON CONTROLS INC | | 110375 | VEH# 2405 PARTS | 1,334.45 | |
| 74860 | 10/25/21 | 2,823.23 1117 | | KELLEY'S SERVICE INC. | | 110376 | VEH# PC2405 PARTS | 50.15 | |
| | | | | | | 110377 | INVENTORY ORDER | 154.33 | |
| | | | | | | 110382 | VEH# 9811 PARTS | 8.69 | |
| | | | | | | 110383 | INVENTORY ORDER | 270.41 | |
| | | | | | | 110384 | INVENTORY ORDER | 119.30 | |

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|--------------|------------|--------------|--------------|-------------|-------------|---------------|-------------------------|--------------------|---------|
| 74861 | 10/25/21 | | | | | 110385 | VEH 1405 PARTS | 148.71 | |
| 74862 | 10/25/21 | | | | | 110386 | VEH# 401 PARTS | 413.52 | |
| | | | | | | 110387 | INV/NON INV ORDER | 144.53 | |
| | | | | | | 110388 | INV/NON INV ORDER | 32.68 | |
| | | | | | | 110389 | VEH# 401 PARTS | 8.28 | |
| | | | | | | 110440 | INV ORDER/CR 8830 | 138.18 | |
| 74862 | 10/25/21 | | | | | 110430 | STEAM RACK RPR MMF | 4,072.71 | |
| | | | | | | 110412 | 10/1 DIESEL FUEL | 22,652.62 | |
| | | | | | | 110413 | 10/14 DIESEL FUEL | 24,689.30 | |
| | | | | | | 110327 | NOV 21 RENT CAPITOLA | 2,248.49 | |
| 74863 | 10/25/21 | | | | | 110362 | COVID 19 SUPPL FLEET | 3,185.60 | |
| 74864 | 10/25/21 | | | | | 110380 | COVID/UNIFORM SUPPL | 489.63 | |
| 74865 | 10/25/21 | | | | | 110381 | COVID/FUEL ST TOWELS | 156.00 | |
| | | | | | | 110391 | LAUNDRY/CUSTODIAL | 111.75 | |
| | | | | | | 110425 | TOWELS/MOPS/MATS | 41.75 | |
| | | | | | | 110426 | LAUNDRY/CUSTODIAL | 19.75 | |
| | | | | | | 110390 | VEH# 805 REPAIRS | 87.50 | |
| 74866 | 10/25/21 | | | | | 110367 | SECURITY CAMERA PRC | 2,197.43 | |
| 74867 | 10/25/21 | | | | | 110330 | OFFICE SUPPLIES | 942.25 | |
| 74868 | 10/25/21 | | | | | 110331 | CALENDAR | 17.65 | |
| | | | | | | 110332 | CALENDARS ADMIN | 49.38 | |
| | | | | | | 110333 | CALENDARS ADMIN | 501.44 | |
| | | | | | | 110334 | CALENDAR ADMIN | 12.68 | |
| | | | | | | 110335 | CALENDARS | 168.55 | |
| | | | | | | 110336 | COPY PAPER | 161.65 | |
| | | | | | | 110352 | CALENDAR ORDER PRC | 432.04 | |
| | | | | | | 110353 | OFFICE SUPPLIES | 22.47 | |
| | | | | | | 110354 | OFFICE SUPPLIES | 43.72 | |
| | | | | | | 110355 | OFFICE SUPPLIES | 59.76 | |
| | | | | | | 110360 | OFFICE SUPPLIES | 86.92 | |
| | | | | | | 110361 | OFFICE SUPPLIES | 30.74 | |
| 74869 | 10/25/21 | | | | | 110435 | OCT 21 DENTAL | 34,046.30 | |
| | | | | | | 110436 | OCT 21 VSP | 8,257.50 | |
| | | | | | | 110323 | LUMBER SMC | 17.31 | |
| 74870 | 10/25/21 | | | | | 110415 | 11/21-2/22 LEASE PRC | 212.55 | |
| 74871 | 10/25/21 | | | | | 110414 | 9/27 DOT DRUG TESTS | 127.75 | |
| 74872 | 10/25/21 | | | | | 110348 | INVENTORY ORDER | 12.90 | |
| 74873 | 10/25/21 | | | | | 110349 | INVENTORY ORDER | 175.70 | |
| | | | | | | 110350 | INVENTORY ORDER | 47.31 | |
| 74874 | 10/25/21 | | | | | 110399 | 9/1-9/30 IRRIG RIVER | 173.64 | |
| | | | | | | 110400 | 9/1-9/30 IRRIG VER | 207.74 | |
| | | | | | | 110308 | TEMP W/E 10/10 | 1,168.20 | |
| 74875 | 10/25/21 | | | | | 110309 | TEMP W/E 10/10 | 1,215.20 | |
| | | | | | | 110310 | TEMP W/E 10/10 | 255.75 | |
| | | | | | | 110311 | TEMP W/E 10/10 | 1,818.16 | |
| | | | | | | 110312 | TEMP W/E 10/3 | 1,856.25 | |

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|--------------|------------|-----------------|--------------|--------------------------------|-------------|---------------|-------------------------|--------------------|---------|
| 74876 | 10/25/21 | 660.13 003545 | | SCHINDLER ELEVATOR CORPORATION | | 110313 | TEMP W/E 10/10 | 1,721.25 | |
| 74877 | 10/25/21 | 497.12 122 | | SCMTD PETTY CASH - OPS | | 110441 | OCT 21 MAINT MULTI | 660.13 | |
| 74878 | 10/25/21 | 897.60 003292 | | SLINGSHOT CONNECTIONS LLP | | 110433 | PETTY CASH REIMB OPS | 497.12 | |
| 74879 | 10/25/21 | 9,739.50 001075 | | SOQUEL III ASSOCIATES | 7 | 110368 | TEMP W/E10/10 429522 | 897.60 | |
| 74880 | 10/25/21 | 9,784.95 003285 | | THE AFTERMARKET PARTS CO LLC | | 110359 | NOV 21 RENT RESEARCH | 9,739.50 | |
| | | | | | | 110315 | VEH# 2318 PARTS | 8.53 | |
| | | | | | | 110316 | INVENTORY ORDER | 3,529.33 | |
| | | | | | | 110317 | INVENTORY ORDER | 2,709.08 | |
| | | | | | | 110345 | STEERING WHEEL | 744.33 | |
| | | | | | | 110347 | INVENTORY ORDER | 305.37 | |
| | | | | | | 110357 | 4200'S SAFETY DECALS | 332.12 | |
| | | | | | | 110358 | INVENTORY ORDER | 2,156.19 | |
| 74881 | 10/25/21 | 850.00 003255 | | TORKOS, RIGO | | 110424 | TV AD BUS DRIVERS | 850.00 | |
| 74882 | 10/25/21 | 15.45 007 | | UNITED PARCEL SERVICE | | 110398 | FREIGHT | 15.45 | |
| 74883 | 10/25/21 | 86.11 002829 | | VALLEY POWER SYSTEMS, INC. | | 110374 | VEH# 9810 PARTS | 86.11 | |
| 74884 | 10/25/21 | 4,153.48 434 | | VERIZON WIRELESS | 0 | 110326 | 9/2-10/1 PAGERS MMF | 68.58 | |
| | | | | | | 110329 | 9/2-10/1 CS | 50.94 | |
| | | | | | | 110366 | 9/13-10/12WIFI BUSES | 3,725.08 | |
| | | | | | | 110438 | 9/2-10/1 PARACRUZ | 308.88 | |
| 74885 | 10/26/21 | 84.56 M148 | | ABACHERLI, ARLETTE | | 9003853 | MEDICAL SUPPLIMENTAL | 84.56 | |
| 74886 | 10/26/21 | 19.06 M149 | | ADAMS, ELLEN | | 9003854 | MEDICAL SUPPLIMENTAL | 19.06 | |
| 74887 | 10/26/21 | 15.58 M150 | | ALLEN, ROBERT | | 9003855 | MEDICAL SUPPLIMENTAL | 15.58 | |
| 74888 | 10/26/21 | 17.50 M333 | | ANDERSON, WILLIAM | | 9004029 | MEDICAL SUPPLIMENTAL | 17.50 | |
| 74889 | 10/26/21 | 19.17 M151 | | ANDRADE, GERALD | | 9003856 | MEDICAL SUPPLIMENTAL | 19.17 | |
| 74890 | 10/26/21 | 19.06 M334 | | ANDRADE, OSCAR | | 9004030 | MEDICAL SUPPLIMENTAL | 19.06 | |
| 74891 | 10/26/21 | 19.17 M152 | | ANN, DORICE | | 9003857 | MEDICAL SUPPLIMENTAL | 19.17 | |
| 74892 | 10/26/21 | 15.58 M153 | | ARCHIBEQUE, ELEANOR | | 9003858 | MEDICAL SUPPLIMENTAL | 15.58 | |
| 74893 | 10/26/21 | 38.12 M154 | | ARCHIBEQUE, JUANITA | | 9003859 | MEDICAL SUPPLIMENTAL | 38.12 | |
| 74894 | 10/26/21 | 35.00 M155 | | ASPESI, JOHN | | 9003860 | MEDICAL SUPPLIMENTAL | 35.00 | |
| 74895 | 10/26/21 | 35.00 M156 | | BAILLEY, EDWIN | | 9003861 | MEDICAL SUPPLIMENTAL | 35.00 | |
| 74896 | 10/26/21 | 17.50 M157 | | BAKER, DALE | | 9003862 | MEDICAL SUPPLIMENTAL | 17.50 | |
| 74897 | 10/26/21 | 38.34 M158 | | BAN, MARK | | 9003863 | MEDICAL SUPPLIMENTAL | 38.34 | |
| 74898 | 10/26/21 | 121.66 M159 | | BARNES, SCOTT | | 9003864 | MEDICAL SUPPLIMENTAL | 121.66 | |
| 74899 | 10/26/21 | 15.58 M335 | | BARRY, BARTHOLOMEW | | 9004031 | MEDICAL SUPPLIMENTAL | 15.58 | |
| 74900 | 10/26/21 | 17.50 M336 | | BARTZ, GLENN | | 9004032 | MEDICAL SUPPLIMENTAL | 17.50 | |
| 74901 | 10/26/21 | 17.50 M160 | | BASS, BETTY | | 9003865 | MEDICAL SUPPLIMENTAL | 17.50 | |
| 74902 | 10/26/21 | 103.36 M161 | | BAUER, FRANK | | 9003866 | MEDICAL SUPPLIMENTAL | 103.36 | |
| 74903 | 10/26/21 | 15.58 M162 | | BLAIR, GARY | | 9003867 | MEDICAL SUPPLIMENTAL | 15.58 | |
| 74904 | 10/26/21 | 17.50 M164 | | BLAKE, GENEVA | | 9003868 | MEDICAL SUPPLIMENTAL | 17.50 | |
| 74905 | 10/26/21 | 35.00 M165 | | BLIGHT, KAREN | | 9003869 | MEDICAL SUPPLIMENTAL | 35.00 | |
| 74906 | 10/26/21 | 46.79 M166 | | BOOTON, EMMA | | 9003870 | MEDICAL SUPPLIMENTAL | 46.79 | |
| 74907 | 10/26/21 | 38.12 M167 | | BOYD, MICHAEL | | 9003871 | MEDICAL SUPPLIMENTAL | 38.12 | |
| 74908 | 10/26/21 | 15.58 M169 | | BREGANTE, BATTISTA | | 9003872 | MEDICAL SUPPLIMENTAL | 15.58 | |
| 74909 | 10/26/21 | 19.06 M337 | | BRONSTATTER, CHERYL | | 9004033 | MEDICAL SUPPLIMENTAL | 19.06 | |
| 74910 | 10/26/21 | 64.29 M170 | | BROWN, ERNEST | | 9003873 | MEDICAL SUPPLIMENTAL | 64.29 | |
| 74911 | 10/26/21 | 64.29 M171 | | BROWN, KENNETH | | 9003874 | MEDICAL SUPPLIMENTAL | 64.29 | |

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|--------------|------------|--------------|-------------|---------------------|---------------|-------------------------|--------------------|---------|
| 749112 | 10/26/21 | 17.50 | M338 | | 9004034 | MEDICAL SUPPLIMENTAL | 17.50 | |
| 74913 | 10/26/21 | 19.06 | M172 | BRYANT, KATHLEEN | 9003875 | MEDICAL SUPPLIMENTAL | 19.06 | |
| 74914 | 10/26/21 | 15.58 | M173 | BURKET, JANET | 9003876 | MEDICAL SUPPLIMENTAL | 15.58 | |
| 74915 | 10/26/21 | 32.45 | M339 | BYTHEWAY, MARY | 9004035 | MEDICAL SUPPLIMENTAL | 32.45 | |
| 74916 | 10/26/21 | 84.56 | M174 | CANALES, DONNA | 9003877 | MEDICAL SUPPLIMENTAL | 84.56 | |
| 74917 | 10/26/21 | 15.58 | M175 | CAPELLA, KATHLEEN | 9003878 | MEDICAL SUPPLIMENTAL | 15.58 | |
| 74918 | 10/26/21 | 17.50 | M176 | CARLSON, MERRYL | 9003879 | MEDICAL SUPPLIMENTAL | 17.50 | |
| 74919 | 10/26/21 | 15.58 | M177 | CARR, DALE | 9003880 | MEDICAL SUPPLIMENTAL | 15.58 | |
| 74920 | 10/26/21 | 31.16 | M178 | CASANEGA, RICHARD | 9003881 | MEDICAL SUPPLIMENTAL | 31.16 | |
| 74921 | 10/26/21 | 15.58 | M340 | CAVATAIO, PASQUALE | 9004036 | MEDICAL SUPPLIMENTAL | 15.58 | |
| 74922 | 10/26/21 | 15.58 | M179 | CENTER, DOUGLAS | 9003882 | MEDICAL SUPPLIMENTAL | 15.58 | |
| 74923 | 10/26/21 | 15.58 | M341 | CERVANTES, GLORIA | 9004037 | MEDICAL SUPPLIMENTAL | 15.58 | |
| 74924 | 10/26/21 | 35.00 | M342 | CHAVARRIA, JOHNNY | 9004038 | MEDICAL SUPPLIMENTAL | 35.00 | |
| 74925 | 10/26/21 | 17.50 | M343 | CILIBERTO, ANTHONY | 9004039 | MEDICAL SUPPLIMENTAL | 17.50 | |
| 74926 | 10/26/21 | 15.58 | M180 | CLARKE, PATRICIA | 9003883 | MEDICAL SUPPLIMENTAL | 15.58 | |
| 74927 | 10/26/21 | 32.45 | M344 | CLAYTON, MICHAEL | 9004040 | MEDICAL SUPPLIMENTAL | 32.45 | |
| 74928 | 10/26/21 | 100.81 | M181 | CODD, FREDERICK | 9003884 | MEDICAL SUPPLIMENTAL | 100.81 | |
| 74929 | 10/26/21 | 35.00 | M345 | COLWELL, ARLAN | 9004041 | MEDICAL SUPPLIMENTAL | 35.00 | |
| 74930 | 10/26/21 | 17.50 | M182 | CONKLIN, CAROLYN | 9003885 | MEDICAL SUPPLIMENTAL | 17.50 | |
| 74931 | 10/26/21 | 38.01 | M183 | COON, RICHARD | 9003886 | MEDICAL SUPPLIMENTAL | 38.01 | |
| 74932 | 10/26/21 | 46.28 | M184 | COTRONEO, MICHAEL | 9003887 | MEDICAL SUPPLIMENTAL | 46.28 | |
| 74933 | 10/26/21 | 17.50 | M346 | COUSINS, DOROTHY | 9004042 | MEDICAL SUPPLIMENTAL | 17.50 | |
| 74934 | 10/26/21 | 46.95 | M185 | COWELL, RICHARD | 9003888 | MEDICAL SUPPLIMENTAL | 46.95 | |
| 74935 | 10/26/21 | 58.50 | M347 | CRAIG, CRAIG | 9004043 | MEDICAL SUPPLIMENTAL | 58.50 | |
| 74936 | 10/26/21 | 19.06 | M186 | CRAMBLETT, LAWRENCE | 9003889 | MEDICAL SUPPLIMENTAL | 19.06 | |
| 74937 | 10/26/21 | 38.01 | M376 | CRANDELL, DANA | 9004071 | MEDICAL SUPPLEMENTAL | 38.01 | |
| 74938 | 10/26/21 | 17.50 | M187 | CRAWFORD, FLOYD | 9003890 | MEDICAL SUPPLIMENTAL | 17.50 | |
| 74939 | 10/26/21 | 13.09 | M348 | CRAWFORD, TERRI | 9004044 | MEDICAL SUPPLIMENTAL | 13.09 | |
| 74940 | 10/26/21 | 19.06 | M188 | CRUISE, RICHARD | 9003891 | MEDICAL SUPPLIMENTAL | 19.06 | |
| 74941 | 10/26/21 | 35.00 | M190 | CRUTCH, SHELTON | 9003892 | MEDICAL SUPPLIMENTAL | 35.00 | |
| 74942 | 10/26/21 | 15.58 | M349 | CUMMINGS, CYNTHIA | 9004045 | MEDICAL SUPPLIMENTAL | 15.58 | |
| 74943 | 10/26/21 | 38.34 | M191 | CUMMINGS, PATRICIA | 9003893 | MEDICAL SUPPLIMENTAL | 38.34 | |
| 74944 | 10/26/21 | 35.00 | M192 | CUMMINS, MAJOR | 9003894 | MEDICAL SUPPLIMENTAL | 35.00 | |
| 74945 | 10/26/21 | 46.79 | M193 | DAKIWAG, FRED | 9003895 | MEDICAL SUPPLIMENTAL | 46.79 | |
| 74946 | 10/26/21 | 46.79 | M194 | DANIEL, REBECCA | 9003896 | MEDICAL SUPPLIMENTAL | 46.79 | |
| 74947 | 10/26/21 | 38.34 | M195 | DAVIDOSKI, PATTI | 9003897 | MEDICAL SUPPLIMENTAL | 38.34 | |
| 74948 | 10/26/21 | 15.58 | M196 | DAVILLA, ANA | 9003898 | MEDICAL SUPPLIMENTAL | 15.58 | |
| 74949 | 10/26/21 | 13.09 | M351 | DEAN, RONALD | 9004046 | MEDICAL SUPPLIMENTAL | 13.09 | |
| 74950 | 10/26/21 | 15.58 | M373 | DEL PO, CAROLYN | 9004068 | RETIREE SUPPLEMENTAL | 15.58 | |
| 74951 | 10/26/21 | 46.95 | M197 | DEVIVO, WILLIAM | 9003899 | MEDICAL SUPPLIMENTAL | 46.95 | |
| 74952 | 10/26/21 | 31.16 | M198 | DOBBS, GLENN | 9003900 | MEDICAL SUPPLIMENTAL | 31.16 | |
| 74953 | 10/26/21 | 15.58 | M199 | DRAKE, JUDITH | 9003901 | MEDICAL SUPPLIMENTAL | 15.58 | |
| 74954 | 10/26/21 | 15.58 | M200 | ELIA, LARRY | 9003902 | MEDICAL SUPPLIMENTAL | 15.58 | |
| 74955 | 10/26/21 | 35.00 | M201 | ESCARCEGA, MIGUEL | 9003903 | MEDICAL SUPPLIMENTAL | 35.00 | |
| 74956 | 10/26/21 | 40.68 | M202 | FALLAU, NICHOLAS | 9003904 | MEDICAL SUPPLIMENTAL | 40.68 | |
| 74957 | 10/26/21 | 16.22 | M203 | FLAGG, PAULA | 9003905 | MEDICAL SUPPLIMENTAL | 16.22 | |

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|--------------|------------|--------------|-----------------------|-------------|----------------------|---------------|-------------------------|--------------------|---------|
| 74958 | 10/26/21 | 15.58 M352 | FLOREZ, ROSIE | 9004047 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 74959 | 10/26/21 | 13.09 M353 | FLYNN, CHRISTINA | 9004048 | MEDICAL SUPPLIMENTAL | 13.09 | | | |
| 74960 | 10/26/21 | 17.50 M204 | FREEMAN, MARY | 9003906 | MEDICAL SUPPLIMENTAL | 17.50 | | | |
| 74961 | 10/26/21 | 46.79 M205 | GABRIEL, RICHARD | 9003907 | MEDICAL SUPPLIMENTAL | 46.79 | | | |
| 74962 | 10/26/21 | 15.87 M354 | GABRIELE, BERNARD | 9004049 | MEDICAL SUPPLIMENTAL | 15.87 | | | |
| 74963 | 10/26/21 | 15.87 M355 | GABRIELE, CATHLEEN | 9004050 | MEDICAL SUPPLIMENTAL | 15.87 | | | |
| 74964 | 10/26/21 | 15.58 M206 | GARBEZ, LINDA | 9003908 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 74965 | 10/26/21 | 15.58 M207 | GARBEZ, MANNY | 9003909 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 74966 | 10/26/21 | 38.01 M208 | GARCIA, DANIEL | 9003910 | MEDICAL SUPPLIMENTAL | 38.01 | | | |
| 74967 | 10/26/21 | 15.58 M209 | GARCIA, HELEN | 9003911 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 74968 | 10/26/21 | 103.36 M210 | GARCIA, SAMUEL | 9003912 | MEDICAL SUPPLIMENTAL | 103.36 | | | |
| 74969 | 10/26/21 | 15.58 M211 | GOSE, JOHN | 9003913 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 74970 | 10/26/21 | 58.50 M041 | GOUVEIA, ROBERT | 9003851 | MEDICAL SUPPLIMENTAL | 58.50 | | | |
| 74971 | 10/26/21 | 84.56 M213 | GRANADOS-BOYCE, MARIA | 9003914 | MEDICAL SUPPLIMENTAL | 84.56 | | | |
| 74972 | 10/26/21 | 15.58 M214 | GROBMAN, BRUCE | 9003915 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 74973 | 10/26/21 | 31.16 M215 | GROSJEAN, DOUGLAS | 9003916 | MEDICAL SUPPLIMENTAL | 31.16 | | | |
| 74974 | 10/26/21 | 15.58 M216 | HALL, SHIRLEY | 9003917 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 74975 | 10/26/21 | 15.58 M217 | HAMM, CAROLYN | 9003918 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 74976 | 10/26/21 | 19.06 M218 | HAMMER, ALLYNE | 9003919 | MEDICAL SUPPLIMENTAL | 19.06 | | | |
| 74977 | 10/26/21 | 38.34 M219 | HERNANDEZ, JUAN | 9003920 | MEDICAL SUPPLIMENTAL | 38.34 | | | |
| 74978 | 10/26/21 | 15.58 M220 | HERNANDEZ, MARGARITO | 9003921 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 74979 | 10/26/21 | 46.95 M221 | HERSHEY, ANDREA | 9003922 | MEDICAL SUPPLIMENTAL | 46.95 | | | |
| 74980 | 10/26/21 | 17.50 M222 | HILL, ANDREW | 9003923 | MEDICAL SUPPLIMENTAL | 17.50 | | | |
| 74981 | 10/26/21 | 92.37 M380 | HILTNER, THOMAS | 9004073 | MEDICAL SUPPLIMENTAL | 92.37 | | | |
| 74982 | 10/26/21 | 15.58 M223 | HINDIN, LENORE | 9003924 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 74983 | 10/26/21 | 35.00 M224 | HOBBS, JAMES | 9003925 | MEDICAL SUPPLIMENTAL | 35.00 | | | |
| 74984 | 10/26/21 | 55.51 M225 | HOLCOMB, MICHAEL | 9003926 | MEDICAL SUPPLIMENTAL | 55.51 | | | |
| 74985 | 10/26/21 | 99.71 M226 | HOLONICK, JAMES | 9003927 | MEDICAL SUPPLIMENTAL | 99.71 | | | |
| 74986 | 10/26/21 | 38.12 M227 | HORTON, JOE | 9003928 | MEDICAL SUPPLIMENTAL | 38.12 | | | |
| 74987 | 10/26/21 | 17.50 M356 | HOWARD, CAROL | 9004051 | MEDICAL SUPPLIMENTAL | 17.50 | | | |
| 74988 | 10/26/21 | 64.29 M228 | HOWARD, WARD | 9003929 | MEDICAL SUPPLIMENTAL | 64.29 | | | |
| 74989 | 10/26/21 | 64.29 M229 | HYMAN, JOE | 9003930 | MEDICAL SUPPLIMENTAL | 64.29 | | | |
| 74990 | 10/26/21 | 38.34 M230 | JACINTO, FRANK | 9003931 | MEDICAL SUPPLIMENTAL | 38.34 | | | |
| 74991 | 10/26/21 | 19.06 M231 | JAHNKE, EILEEN | 9003932 | MEDICAL SUPPLIMENTAL | 19.06 | | | |
| 74992 | 10/26/21 | 31.16 M232 | JENSEN, MERAL | 9003933 | MEDICAL SUPPLIMENTAL | 31.16 | | | |
| 74993 | 10/26/21 | 15.58 M357 | JUSSEL, PETE | 9004052 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 74994 | 10/26/21 | 38.12 M233 | KALE, RICKY | 9003934 | MEDICAL SUPPLIMENTAL | 38.12 | | | |
| 74995 | 10/26/21 | 15.58 M235 | KELLY, ELOISE | 9003935 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 74996 | 10/26/21 | 35.00 M236 | KORBA, PATRICIA | 9003936 | MEDICAL SUPPLIMENTAL | 35.00 | | | |
| 74997 | 10/26/21 | 19.06 M237 | LANTHIER, BURT | 9003937 | MEDICAL SUPPLIMENTAL | 19.06 | | | |
| 74998 | 10/26/21 | 17.50 M238 | LAWHON, JACK | 9003938 | MEDICAL SUPPLIMENTAL | 17.50 | | | |
| 74999 | 10/26/21 | 19.06 M239 | LAWSON, LOIS | 9003939 | MEDICAL SUPPLIMENTAL | 19.06 | | | |
| 75000 | 10/26/21 | 64.29 M240 | LEE, HENRY | 9003940 | MEDICAL SUPPLIMENTAL | 64.29 | | | |
| 75001 | 10/26/21 | 19.06 M241 | LEFFLER, JEAN | 9003941 | MEDICAL SUPPLIMENTAL | 19.06 | | | |
| 75002 | 10/26/21 | 81.36 M242 | LEGORRETA, PETE | 9003942 | MEDICAL SUPPLIMENTAL | 81.36 | | | |
| 75003 | 10/26/21 | 19.06 M243 | LOGIUDICE, FRED | 9003943 | MEDICAL SUPPLIMENTAL | 19.06 | | | |

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|--------------|------------|--------------|--------------|--------------------|-------------|---------------|-------------------------|--------------------|---------|
| 75004 | 10/26/21 | M244 | 38.12 | LONGNECKER, LLOYD | | 9003944 | MEDICAL SUPPLEMENTAL | 38.12 | |
| 75005 | 10/26/21 | M379 | 83.80 | LORENZANO, JAMES | | 9004072 | MEDICAL SUPPLEMENTAL | 83.80 | |
| 75006 | 10/26/21 | M245 | 15.58 | LUCIER, MARILYN | | 9003945 | MEDICAL SUPPLEMENTAL | 15.58 | |
| 75007 | 10/26/21 | M246 | 38.12 | LYNCH, GLENN | | 9003946 | MEDICAL SUPPLEMENTAL | 38.12 | |
| 75008 | 10/26/21 | M247 | 52.01 | MAHAN, DAVID | | 9003947 | MEDICAL SUPPLEMENTAL | 52.01 | |
| 75009 | 10/26/21 | M248 | 19.17 | MALPHRUS, BRENDA | | 9003948 | MEDICAL SUPPLEMENTAL | 19.17 | |
| 75010 | 10/26/21 | M249 | 38.01 | MARCUS, STEVEN | | 9003949 | MEDICAL SUPPLEMENTAL | 38.01 | |
| 75011 | 10/26/21 | M250 | 35.00 | MARTIN, DAWN | | 9003950 | MEDICAL SUPPLEMENTAL | 35.00 | |
| 75012 | 10/26/21 | M251 | 123.80 | MARTINEZ, MANUEL | | 9003951 | MEDICAL SUPPLEMENTAL | 123.80 | |
| 75013 | 10/26/21 | M252 | 65.45 | MARTINEZ, MARK | | 9003952 | MEDICAL SUPPLEMENTAL | 65.45 | |
| 75014 | 10/26/21 | M254 | 28.33 | MCDONALD, JANIE | | 9003953 | MEDICAL SUPPLEMENTAL | 28.33 | |
| 75015 | 10/26/21 | M255 | 15.58 | MCDONALD, KEVIN | | 9003954 | MEDICAL SUPPLEMENTAL | 15.58 | |
| 75016 | 10/26/21 | M358 | 19.06 | MCFADDEN, IAN | | 9004053 | MEDICAL SUPPLEMENTAL | 19.06 | |
| 75017 | 10/26/21 | M359 | 31.16 | MCGINNIS, POLLY | | 9004054 | MEDICAL SUPPLEMENTAL | 31.16 | |
| 75018 | 10/26/21 | M374 | 35.00 | MCHALE, BRIAN | | 9004069 | MEDICAL SUPPLEMENTAL | 35.00 | |
| 75019 | 10/26/21 | M360 | 17.50 | MEJIA, INDELISA | | 9004055 | MEDICAL SUPPLEMENTAL | 17.50 | |
| 75020 | 10/26/21 | M361 | 15.58 | MELLON, JOHN | | 9004056 | MEDICAL SUPPLEMENTAL | 15.58 | |
| 75021 | 10/26/21 | M256 | 15.58 | MESECK, MARGARITA | | 9003955 | MEDICAL SUPPLEMENTAL | 15.58 | |
| 75022 | 10/26/21 | M362 | 15.58 | MILLER, FOREST | | 9004057 | MEDICAL SUPPLEMENTAL | 15.58 | |
| 75023 | 10/26/21 | M257 | 46.28 | MILLER, MARY | | 9003956 | MEDICAL SUPPLEMENTAL | 46.28 | |
| 75024 | 10/26/21 | M258 | 52.01 | MITCHELL, LISA | | 9003957 | MEDICAL SUPPLEMENTAL | 52.01 | |
| 75025 | 10/26/21 | M259 | 52.01 | MITCHELL, TODD | | 9003958 | MEDICAL SUPPLEMENTAL | 52.01 | |
| 75026 | 10/26/21 | M261 | 17.50 | MORGAN, JEANETTE | | 9003959 | MEDICAL SUPPLEMENTAL | 17.50 | |
| 75027 | 10/26/21 | M262 | 38.34 | MORR, BONNIE | | 9003960 | MEDICAL SUPPLEMENTAL | 38.34 | |
| 75028 | 10/26/21 | M263 | 122.64 | MULLIS, MICHAEL | | 9003961 | MEDICAL SUPPLEMENTAL | 122.64 | |
| 75029 | 10/26/21 | M264 | 19.06 | MUNGIOLO, LARRY | | 9003962 | MEDICAL SUPPLEMENTAL | 19.06 | |
| 75030 | 10/26/21 | M265 | 31.16 | MUNGUJA, GUSTAVO | | 9003963 | MEDICAL SUPPLEMENTAL | 31.16 | |
| 75031 | 10/26/21 | M266 | 17.50 | NAUKKARINEN, JUKKA | | 9003964 | MEDICAL SUPPLEMENTAL | 17.50 | |
| 75032 | 10/26/21 | M267 | 15.58 | NELSON, EDWARD | | 9003965 | MEDICAL SUPPLEMENTAL | 15.58 | |
| 75033 | 10/26/21 | M268 | 35.00 | NELSON, RICHARD | | 9003966 | MEDICAL SUPPLEMENTAL | 35.00 | |
| 75034 | 10/26/21 | M269 | 31.16 | NIETO, MANUEL | | 9003967 | MEDICAL SUPPLEMENTAL | 31.16 | |
| 75035 | 10/26/21 | M270 | 93.58 | NJAA, N | | 9003968 | MEDICAL SUPPLEMENTAL | 93.58 | |
| 75036 | 10/26/21 | M271 | 84.56 | NORTH, JEFFREY | | 9003969 | MEDICAL SUPPLEMENTAL | 84.56 | |
| 75037 | 10/26/21 | M272 | 52.01 | NORTHON, M | | 9003970 | MEDICAL SUPPLEMENTAL | 52.01 | |
| 75038 | 10/26/21 | M273 | 38.12 | O'DONNELL, SHAWN | | 9003971 | MEDICAL SUPPLEMENTAL | 38.12 | |
| 75039 | 10/26/21 | M274 | 19.06 | O'HAGIN, JUSTINA | | 9003972 | MEDICAL SUPPLEMENTAL | 19.06 | |
| 75040 | 10/26/21 | M277 | 19.06 | O'MARA, KATHLEEN | | 9003975 | MEDICAL SUPPLEMENTAL | 19.06 | |
| 75041 | 10/26/21 | M275 | 35.00 | OJEDA, ROBERTO | | 9003973 | MEDICAL SUPPLEMENTAL | 35.00 | |
| 75042 | 10/26/21 | M276 | 47.38 | OLANDER, MARTIN | | 9003974 | MEDICAL SUPPLEMENTAL | 47.38 | |
| 75043 | 10/26/21 | M278 | 17.50 | ORTEGA, MANUELA | | 9003976 | MEDICAL SUPPLEMENTAL | 17.50 | |
| 75044 | 10/26/21 | M279 | 84.56 | OWENS, ROLAND | | 9003977 | MEDICAL SUPPLEMENTAL | 84.56 | |
| 75045 | 10/26/21 | M280 | 19.06 | PARHAM, WALLACE | | 9003978 | MEDICAL SUPPLEMENTAL | 19.06 | |
| 75046 | 10/26/21 | M281 | 35.00 | PENDRAGON, LINDA | | 9003979 | MEDICAL SUPPLEMENTAL | 35.00 | |
| 75047 | 10/26/21 | M282 | 31.16 | PEREZ, ANTONIO | | 9003980 | MEDICAL SUPPLEMENTAL | 31.16 | |
| 75048 | 10/26/21 | M109 | 58.50 | PEREZ, CHERYL | | 9003852 | MEDICAL SUPPLEMENTAL | 58.50 | |
| 75049 | 10/26/21 | M284 | 17.50 | PETERS, TERRIE | | 9003981 | MEDICAL SUPPLEMENTAL | 17.50 | |

Attachment A

DATE 10/29/21 13:42

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
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PAGE 16

DATE: 10/01/21 THRU 10/31/21

| CHECK NUMBER | CHECK DATE | CHECK VENDOR | CHECK AMOUNT | VENDOR NAME | VENDOR TYPE | TRANS. NUMBER | TRANSACTION DESCRIPTION | TRANSACTION AMOUNT | COMMENT |
|--------------|------------|--------------|----------------------|-------------|----------------------|---------------|-------------------------|--------------------|---------|
| 75050 | 10/26/21 | 15.58 M285 | PHILLIPS, THOMAS | 9003982 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 75051 | 10/26/21 | 15.58 M286 | PICARELLA, FRANCIS | 9003983 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 75052 | 10/26/21 | 56.91 M287 | POLANCO, JOSE | 9003984 | MEDICAL SUPPLIMENTAL | 56.91 | | | |
| 75053 | 10/26/21 | 50.40 M288 | PONS, JUAN | 9003985 | MEDICAL SUPPLIMENTAL | 50.40 | | | |
| 75054 | 10/26/21 | 50.40 M289 | POTEETE, BEVERLY | 9003986 | MEDICAL SUPPLIMENTAL | 50.40 | | | |
| 75055 | 10/26/21 | 15.58 M363 | PRECIADO, MARY LOU | 9004058 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 75056 | 10/26/21 | 38.12 M290 | PRICE, HARRY | 9003987 | MEDICAL SUPPLIMENTAL | 38.12 | | | |
| 75057 | 10/26/21 | 19.06 M291 | PRINCE, DEBRA | 9003988 | MEDICAL SUPPLIMENTAL | 19.06 | | | |
| 75058 | 10/26/21 | 84.56 M292 | PRINCE, PETER | 9003989 | MEDICAL SUPPLIMENTAL | 84.56 | | | |
| 75059 | 10/26/21 | 35.00 M293 | PRUDDEN, RICHARD | 9003990 | MEDICAL SUPPLIMENTAL | 35.00 | | | |
| 75060 | 10/26/21 | 19.06 M294 | RACKLEY, BOBBIE | 9003991 | MEDICAL SUPPLIMENTAL | 19.06 | | | |
| 75061 | 10/26/21 | 16.22 M295 | RAMIREZ, MANUEL | 9003992 | MEDICAL SUPPLIMENTAL | 16.22 | | | |
| 75062 | 10/26/21 | 131.05 M296 | RAMOS, ROSALIO | 9003993 | MEDICAL SUPPLIMENTAL | 131.05 | | | |
| 75063 | 10/26/21 | 15.58 M364 | READ, TIMON | 9004059 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 75064 | 10/26/21 | 84.56 M297 | REGAN, MICHAEL | 9003994 | MEDICAL SUPPLIMENTAL | 84.56 | | | |
| 75065 | 10/26/21 | 38.12 M298 | RHODES, BRUCE | 9003995 | MEDICAL SUPPLIMENTAL | 38.12 | | | |
| 75066 | 10/26/21 | 19.17 M299 | ROCHA, SHERRI | 9003996 | MEDICAL SUPPLEMENTAL | 19.17 | | | |
| 75067 | 10/26/21 | 17.50 M300 | RODGERS, MARILYN | 9003997 | MEDICAL SUPPLIMENTAL | 17.50 | | | |
| 75068 | 10/26/21 | 19.06 M365 | ROGERS, SYLVIA | 9004060 | MEDICAL SUPPLIMENTAL | 19.06 | | | |
| 75069 | 10/26/21 | 38.34 M301 | ROSSI, DENISE | 9003998 | MEDICAL SUPPLIMENTAL | 38.34 | | | |
| 75070 | 10/26/21 | 64.73 M302 | ROWE, RUBY | 9003999 | MEDICAL SUPPLIMENTAL | 64.73 | | | |
| 75071 | 10/26/21 | 19.06 M303 | ROY, ARLEN | 9004000 | MEDICAL SUPPLIMENTAL | 19.06 | | | |
| 75072 | 10/26/21 | 84.56 M304 | RUIZ, ESTEVAN | 9004001 | MEDICAL SUPPLIMENTAL | 84.56 | | | |
| 75073 | 10/26/21 | 31.16 M305 | RYLANDER, REED | 9004002 | MEDICAL SUPPLIMENTAL | 31.16 | | | |
| 75074 | 10/26/21 | 38.34 M306 | SALGUEIRO, MICHAEL | 9004003 | MEDICAL SUPPLIMENTAL | 38.34 | | | |
| 75075 | 10/26/21 | 17.50 M366 | SANDOVAL, ANGEL | 9004061 | MEDICAL SUPPLIMENTAL | 17.50 | | | |
| 75076 | 10/26/21 | 92.56 M307 | SCARGILL, RAYMOND | 9004004 | MEDICAL SUPPLIMENTAL | 92.56 | | | |
| 75077 | 10/26/21 | 17.50 M308 | SCILLA, JOSEPH | 9004005 | MEDICAL SUPPLIMENTAL | 17.50 | | | |
| 75078 | 10/26/21 | 84.56 M309 | SERRATO, JUAN | 9004006 | MEDICAL SUPPLIMENTAL | 84.56 | | | |
| 75079 | 10/26/21 | 15.58 M367 | SILVIA, EDUARDO | 9004062 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 75080 | 10/26/21 | 15.58 M310 | SLOAN, SUZANNE | 9004007 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 75081 | 10/26/21 | 39.16 M311 | SMITH, DONNA | 9004008 | MEDICAL SUPPLIMENTAL | 39.16 | | | |
| 75082 | 10/26/21 | 35.00 M368 | STRICKLAND, JAMES | 9004063 | MEDICAL SUPPLIMENTAL | 35.00 | | | |
| 75083 | 10/26/21 | 31.16 M369 | SWART, RANDY | 9004064 | MEDICAL SUPPLIMENTAL | 31.16 | | | |
| 75084 | 10/26/21 | 35.00 M312 | TAYLOR, JAMES | 9004009 | MEDICAL SUPPLIMENTAL | 35.00 | | | |
| 75085 | 10/26/21 | 15.58 M370 | TAYLOR, THOMAS | 9004065 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 75086 | 10/26/21 | 26.18 M371 | TERESI, JAMES | 9004066 | MEDICAL SUPPLIMENTAL | 26.18 | | | |
| 75087 | 10/26/21 | 35.00 M313 | THOMAS, RUSSELL | 9004010 | MEDICAL SUPPLIMENTAL | 35.00 | | | |
| 75088 | 10/26/21 | 77.57 M314 | TICHENOR, KENNETH | 9004011 | MEDICAL SUPPLIMENTAL | 77.57 | | | |
| 75089 | 10/26/21 | 15.58 M315 | TOLINE, DONALD | 9004012 | MEDICAL SUPPLIMENTAL | 15.58 | | | |
| 75090 | 10/26/21 | 17.50 M316 | TOVAR, SERENA | 9004013 | MEDICAL SUPPLIMENTAL | 17.50 | | | |
| 75091 | 10/26/21 | 19.17 M317 | TRENT, VICKI | 9004014 | MEDICAL SUPPLIMENTAL | 19.17 | | | |
| 75092 | 10/26/21 | 64.29 M318 | TUTTLE CALLIS, CHERI | 9004015 | MEDICAL SUPPLIMENTAL | 64.29 | | | |
| 75093 | 10/26/21 | 38.34 M319 | VALDEZ, JOSE | 9004016 | MEDICAL SUPPLIMENTAL | 38.34 | | | |
| 75094 | 10/26/21 | 92.37 M320 | VAN DEER VEER, JOHN | 9004017 | MEDICAL SUPPLIMENTAL | 92.37 | | | |
| 75095 | 10/26/21 | 38.01 M321 | VAN DYKE, CURTIS | 9004018 | MEDICAL SUPPLIMENTAL | 38.01 | | | |

Attachment A

DATE 10/29/21 13:42

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
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PAGE 17

DATE: 10/01/21 THRU 10/31/21

| CHECK NUMBER | CHECK DATE | CHECK VENDOR | CHECK AMOUNT | VENDOR NAME | VENDOR TYPE | TRANS. NUMBER | TRANSACTION DESCRIPTION | TRANSACTION AMOUNT | COMMENT |
|--------------|------------|-------------------|--------------|-----------------------|-------------|---------------|-------------------------|--------------------|--------------|
| 75096 | 10/26/21 | 19.06 M375 | 19.06 | VEST, SHELLY | | 9004070 | MEDICAL SUPPLEMENTAL | 19.06 | |
| 75097 | 10/26/21 | 19.06 M323 | 19.06 | VONWAL, YVETTE | | 9004019 | MEDICAL SUPPLEMENTAL | 19.06 | |
| 75098 | 10/26/21 | 15.58 M324 | 15.58 | WADSWORTH, RITA | | 9004020 | MEDICAL SUPPLEMENTAL | 15.58 | |
| 75099 | 10/26/21 | 31.16 M325 | 31.16 | WALTER, KEVIN | | 9004021 | MEDICAL SUPPLEMENTAL | 31.16 | |
| 75100 | 10/26/21 | 35.00 M326 | 35.00 | WHITNEY, LUCERE | | 9004022 | MEDICAL SUPPLEMENTAL | 35.00 | |
| 75101 | 10/26/21 | 17.50 M327 | 17.50 | WILLIAMS, CHRISTOPHER | | 9004023 | MEDICAL SUPPLEMENTAL | 17.50 | |
| 75102 | 10/26/21 | 35.00 M372 | 35.00 | WILSON, BONNIE | | 9004067 | MEDICAL SUPPLEMENTAL | 35.00 | |
| 75103 | 10/26/21 | 84.56 M328 | 84.56 | WOODBIDGE, ELIZABETH | | 9004024 | MEDICAL SUPPLEMENTAL | 84.56 | |
| 75104 | 10/26/21 | 46.28 M329 | 46.28 | WU, PETER | | 9004025 | MEDICAL SUPPLEMENTAL | 46.28 | |
| 75105 | 10/26/21 | 15.58 M330 | 15.58 | YAGI, RANDY | | 9004026 | MEDICAL SUPPLEMENTAL | 15.58 | |
| 75106 | 10/26/21 | 17.50 M331 | 17.50 | YANCY, TERRY | | 9004027 | MEDICAL SUPPLEMENTAL | 17.50 | |
| 75107 | 10/26/21 | 40.68 M332 | 40.68 | ZENKER, JEFFREY | | 9004028 | MEDICAL SUPPLEMENTAL | 40.68 | |
| 75108 | 10/26/21 | 12,326.50 192 | 12,326.50 | ALWAYS UNDER PRESSURE | | 109795 | PRESSURE WASHER SMC | 10,581.23 | |
| | | | | | | 109798 | SURFACE CLEANER | 1,745.27 | |
| 75109 | 10/26/21 | 110,200.00 003579 | 110,200.00 | LOIZU, LOUIE | | 110442 | 1916 MMF PAINT EXT | 110,200.00 | |
| 75110 | 10/26/21 | 38.12 M291 | 38.12 | PRINCE, DEBRA | | 110444 | MEDICAL SUPPLEMENTAL | 19.06 | |
| 75111 | 10/26/21 | 12,182.50 003502 | 12,182.50 | RICHARD IRISH | | 110445 | MEDICAL SUPPLEMENTAL | 19.06 | |
| 75112 | 10/26/21 | 308.88 434 | 308.88 | VERIZON WIRELESS | | 110443 | 1906 MAINT YARD PARK | 12,182.50 | |
| | | | | | | 110446 | 8/2-9/1 PARACRUZ | 308.88 | |
| TOTAL | | | 1,047,840.51 | ACCOUNTS PAYABLE | | | TOTAL CHECKS | 472 | 1,047,840.51 |

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DATE: November 19, 2021
TO: Board of Directors
FROM: Alex Clifford, CEO/General Manager
SUBJECT: ACCEPT AND FILE MINUTES OF THE OCTOBER 20, 2021 METRO ADVISORY COMMITTEE (MAC) MEETING, THE OCTOBER 22, 2021 METRO BOARD OF DIRECTORS MEETING AND THE NOVEMBER 12, 2021 SPECIAL BOARD OF DIRECTORS MEETING

I. RECOMMENDED ACTION

That the Board of Directors Accept and File the Minutes of the October 20, 2021 METRO Advisory Committee (MAC) Meeting, the October 22, 2021 METRO Board of Directors Meeting and the November 12, 2021 Special METRO Board of Directors Meeting

II. SUMMARY

- Staff is providing minutes from the October 20, 2021 METRO Advisory Committee (MAC) Meeting, the October 22, 2021 Santa Cruz Metropolitan Transit District (METRO) Board of Directors Meeting and the November 12, 2021 Special METRO Board of Directors 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 METRO Advisory Committee (MAC) Meeting of October 20, 2021

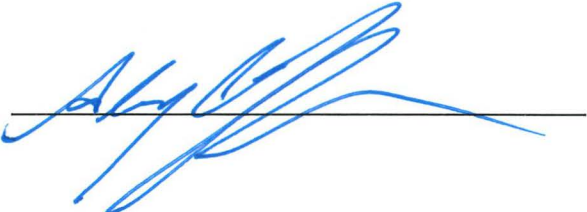
Attachment B: Draft minutes for the METRO Board of Directors Meeting of October 22, 2021

Attachment C: Draft minutes for the METRO Special Board Meeting of November 12, 2021

Prepared by: Donna Bauer, Administrative Specialist
Gina Pye, Executive Assistant

IX. APPROVALS

Alex Clifford, CEO/General Manager



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MINUTES*

MAC MEETING OF October 20, 2021



The METRO Advisory Committee (MAC) met on Wednesday, October 20, 2021. The meeting was held via teleconference. *Minutes are "summary" minutes, not verbatim minutes.

1. CALL TO ORDER at 6:00 PM.

2. ROLL CALL - The following MAC Members were present via teleconference, representing a quorum:

| | |
|-----------------------------|----------------|
| James Von Hendy, Chair | Veronica Elsea |
| Joseph Martinez, Vice Chair | Michael Pisano |
| James Cruse Absent | Becky Taylor |
| Jessica de Wit | |

Additional METRO staff and presenters:

| | |
|--|--|
| Alex Clifford, CEO/General Manager | Curtis Moses, Safety, Security, & Risk Management Director |
| Margo Ross, Chief Operations Officer | Brandon Freeman, Bus Operator |
| Isaac Holly, IT and ITS Director | Donna Bauer, Administrative Specialist |
| John Urgo, Planning & Development Director | |

3. COMMUNICATIONS TO THE METRO ADVISORY COMMITTEE

Chair Von Hendy referred to the letters attached to the agenda and appreciated that METRO staff had addressed them.

4. RECEIVE AND FILE MINUTES FROM THE METRO ADVISORY COMMITTEE MEETING OF AUGUST 18, 2021

MOTION: ACCEPT AND FILE THE MINUTES FROM THE METRO ADVISORY COMMITTEE MEETING OF AUGUST 18, 2021 AS PRESENTED

MOTION: ELSEA SECOND: TAYLOR

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

5. COMMUNICATIONS FROM METRO ADVISORY COMMITTEE (MAC)

Discussion unfolded on when the Chair would give the next MAC report to the Board of Directors (BOD). Due to scheduling constraints, an update will be given at the January 28, 2022 BOD meeting.

6. COVID-19 UPDATE

Alex Clifford, CEO/General Manager, reported on the following:

- No METRO employee has tested positive for COVID-19 since September 10, 2021.
- METRO continues to offer on-site testing for those employees unvaccinated.
- METRO is working on a mandatory vaccine policy.
- METRO continues to follow all of the COVID-19 protocols from the CDC, OSHA, Cal-OSHA, FTA and the County Health Department to keep the workplace safe.
- CDC moved Santa Cruz County to the yellow or moderate level.

Vice Chair Martinez praised METRO for honoring Jaime Garcia-Perez at his memorial service by decorating a ParaCruz van that he drove for many years.

Mr. Pisano thanked METRO for keeping the Bus Operators and passengers safe during COVID. Discussion ensued around Bus Operators getting flu shots. CEO Clifford said that METRO does not make that mandatory but does offer a flu clinic every fall.

Attachment A

Minutes – METRO Advisory Committee

October 20, 2021

Page 2 of 3

Ms. Elsea asked for an update on the number of people who can ride on the Hwy. 17 buses. CEO Clifford responded that Santa Clara County Valley Transportation Authority (VTA) has eliminated the capacity constraints on the Hwy. 17 buses.

Ms. Elsea mentioned that it is difficult to hear the announcements with a mask on and requested that Bus Operators in Lane 1 at the METRO Center be more alert to blind people walking in that area. Margo Ross, Chief Operations Officer, said that METRO can be more vigilant.

Ms. Elsea requested an update on the Operator shortage. CEO Clifford responded that METRO is actively recruiting Bus Operators. Human Resources and Marketing are attending local events and advertising on radio and television to promote the \$4,000 hiring bonus. Ms. Taylor inquired if METRO has considered raising the pay for Bus Operators. CEO Clifford replied that METRO Bus Operators rank about 10th among the highest paid Operators in the nation.

7. INFORMATION TECHNOLOGY SYSTEMS (ITS) UPDATE

Isaac Holly, IT and ITS Director, said METRO has issued a notice of termination of contract to GMV Syncromatics. METRO is working on awarding the contract to the next vendor.

Ms. Elsea thanked Director Holly for his commitment to this project and offered assistance in the form of letter writing to the Board of Directors if needed. Mr. Pisano and Ms. Elsea reminded Director Holly they would be available for beta testing with the new vendor.

8. SERVICE PLANNING UPDATE

a. Quarterly Ridership Report

John Urgo, Planning and Development Director, said the quarterly ridership report will be going to the Board of Directors in November. UCSC September routes are at 90% of pre-COVID ridership. The new Route 18 has the highest ridership by trip. Local ridership numbers are at 65% of pre-COVID and Hwy. 17 is at 33% pre-COVID, but both are increasing.

b. Bus Stops

b.i. Bus Stop Sign Improvement

Director Urgo reported that the new bus stop poles and signs have been replaced at all 800 bus stops. Discussion followed regarding adding Stop ID in Braille to the signs. It was determined that further discussion was needed at the next MAC meeting.

b.ii. Maintenance of Simme-Seats at Bus Stops

Director Urgo said Facilities has two spare Simme-Seats. If one is not in good condition, please report it so it can be replaced.

c. Other Projects

c.i. ParaCruz and On-Demand Microtransit Trips

Director Urgo is bringing a report to the BOD on Friday, October 22, 2021 regarding METRO's on-demand microtransit service. METRO is about six months into this project. We are averaging seven trips per day which is low. About two-thirds of the ridership is existing paratransit customers, telling us that ParaCruz riders appreciate the ability to book trips on the same day. Discussion followed on the rules and radius of same day bookings.

Chair Von Hendy asked if METRO is advertising the service available on Hwy. 17 now that the VTA constraints have been lifted. Director Urgo said not any more than pre-COVID. He added that METRO is evaluating the Hwy. 17 route and will look at providing trips to San Jose State University for the winter schedule.

Attachment A

Minutes – METRO Advisory Committee
October 20, 2021
Page 3 of 3

Ms. Elsea asked for an update on the Pacific Station North Redevelopment Project. After a brief discussion on grant funding, it was decided to add this topic to the next MAC agenda to explore further.

9. ESTABLISH AND APPROVE THE METRO ADVISORY COMMITTEE 2022 MEETING SCHEDULE

MOTION: APPROVE THE 2022 MAC MEETING DATES OF FEBRUARY 16, APRIL 20, AUGUST 17, AND OCTOBER 19.

MOTION: PISANO

SECOND: ELSEA

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

10. ELECT THE METRO ADVISORY COMMITTEE CHAIR AND VICE CHAIR FOR 2022 TERM

MOTION: ELECT CHAIR VON HENDY FOR A ONE-YEAR TERM (JANUARY 1 – DECEMBER 31, 2022)

MOTION: ELSEA

SECOND: DE WIT

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

MOTION: ELECT VICE CHAIR MARTINEZ FOR A ONE YEAR TERM (JANUARY 1 – DECEMBER 31, 2022)

MOTION: DE WIT

SECOND: ELSEA

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

11. COMMUNICATIONS TO THE METRO CEO

None.

12. COMMUNICATIONS TO THE METRO BOARD OF DIRECTORS

None.

13. ITEMS FOR NEXT MEETING AGENDA

- Update on Braille signage to identify the Bus Stop ID
- Update on Pacific Station North Redevelopment Project
- MAC taking a position on climate change
- Discuss bus stop at Enterprise Technology Center

14. DISTRIBUTION OF VOUCHERS

Donna Bauer, Administrative Specialist, will mail out the vouchers on Thursday, October 21, 2021 to all members in attendance at this meeting.

15. ADJOURNMENT

The next MAC meeting is scheduled for Wednesday, February 16, 2022 at 6:00 PM. Meeting adjourned at 7:08 PM.

Respectfully submitted,

Donna Bauer
Administrative Specialist

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Attachment B



SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO) BOARD OF DIRECTORS MEETING MINUTES* OCTOBER 22, 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, October 22, 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 Board meeting open sessions are available to the public upon request.

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

- 1 CALL TO ORDER** at 9:04 AM by Board Chair Lind.
- 2 ROLL CALL:** The following Directors were **present** via teleconference, representing a quorum:

| | |
|---|--|
| Director Jimmy Dutra | City of Watsonville |
| Director Shebreh Kalantari-Johnson | City of Santa Cruz LV 11:25A |
| Director Manu Koenig | County of Santa Cruz |
| Director Donna Lind | City of Scotts Valley. |
| Director Bruce McPherson | County of Santa Cruz LV 11:30AM |
| Director Donna Meyers | City of Santa Cruz LV 11:09AM |
| Director Alta Northcutt | City of Watsonville |
| 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 Vacant | Cabrillo College |
| Additional METRO staff: | |
| Alex Clifford | CEO/General Manager |
| Julie Sherman | General Counsel |

- 3 ANNOUNCEMENTS**
Today’s meeting is being broadcast by Community Television of Santa Cruz County.
- 4 BOARD OF DIRECTORS COMMENTS**
Director McPherson relayed his experience with the tram from the Santa Cruz Boardwalk to Capitola Village and the possibility of a METRO connection.

The Directors discussed access to public transit for the proposed Live Oak Kaiser facility. Director Koenig cautioned against a final decision until all factors have been considered.

Attachment B

Director Rotkin added when new uses of any kind come into the community, particularly where transit is critical, it's important that METRO not set a precedent readjusting service to accommodate specific business needs at the disadvantage of other community members.

CEO Clifford said a board report will be prepared to address proposed routes and transit access in the near future; an option may include asking Kaiser to share the costs of this route.

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

5 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Chair Lind announced the attached complimentary email will be shared and included in the published minutes.

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

6 LABOR ORGANIZATION COMMUNICATIONS

Joan Jeffries, speaking on behalf of herself, other employees and SEIU members, expressed serious concerns about the vaccine mandate METRO management intends to implement by December 31, 2021. The Union is currently in the meet and confer process and suggests a delay in the implementation. They also suggest METRO look at other Bay Area agencies' approach (see attached matrix). This mandate is not needed; METRO is in compliance with Governor Newsom's and federal policies. This implementation would cause more harm to METRO's ability to function. There is concern exemption requests will not be considered; resulting in METRO losing several employees with institutional knowledge.

James Sandoval, SMART Local 23, echoed Ms. Jeffries' comments, adding they are bargaining in good faith; however, they do not agree with the mandate. METRO has implemented a hiring bonus as an incentive to hire more Operators. If this mandate goes into effect, METRO may lose 20+ Operators, which will result in reduced service and riders left behind. He asked that the Board consider all facets of this mandate and apply it evenly across the agency.

Jordan Vascones echoed the previous comments and said the affected employees hold critical positions at the agency. These are not positions a temp can easily fill.

Voicing his personal opinion, Director Rotkin reminded the assembly this decision has come up a number of times. He hopes health and religious exemptions are taken seriously. It would be a shame if METRO cut some routes; but he is not willing to be extorted with regard to a public policy issue. Sending a message of safety is essential to the public and the community needs.

Director Rothwell echoed Director Rotkin's statements, adding vaccines have historically been mandated, which resulted in the (almost total) elimination of these previous diseases. In his opinion, only a clear, documented, medical reason should enable an unvaccinated employee to work at METRO. He supports the mandate.

Chair Lind said the Board agrees with management and provided direction to the CEO in support of this approach.

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

7 METRO ADVISORY COMMITTEE (MAC) WRITTEN COMMUNICATION

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

8 ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS

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

Attachment B

CONSENT AGENDA

- 9.1 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK JOURNAL DETAIL FOR THE MONTH OF SEPTEMBER 2021
- 9.2 ACCEPT AND FILE: MINUTES OF THE SEPTEMBER 24, 2021 BOARD OF DIRECTORS MEETING AND THE OCTOBER 8, 2021 SPECIAL BOARD OF DIRECTORS MEETING
- 9.3 ACCEPT & FILE: THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF SEPTEMBER 30, 2021
- 9.4 APPROVE: CONSIDERATION OF DECLARING VEHICLES AND/OR EQUIPMENT AS EXCESS FOR PURPOSES OF DISPOSAL OR AUCTION
- 9.5 APPROVE: CONSIDERATION OF REAPPOINTMENTS TO THE METRO ADVISORY COMMITTEE (MAC)
- 9.6 CONSIDERATION OF A RESOLUTION TO ESTABLISH THE BOARD OF DIRECTORS' MEETING SCHEDULE & LOCATIONS FOR THE 2022 CALENDAR YEAR
- 9.7 CONSIDERATION OF APPROVAL OF CALPERS RESOLUTION TO UPDATE MEDICAL PREMIUM CONTRIBUTION RATES FOR MANAGEMENT

There were no public comments.

ACTION: MOTION TO APPROVE THE CONSENT AGENDA AS PRESENTED

MOTION: DIRECTOR ROTKIN

SECOND: DIRECTOR PAGELER

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

REGULAR AGENDA

- 10 **PRESENTATION OF EMPLOYEE LONGEVITY AWARDS: EFRAIN HERNANDEZ (20 YEARS) AND MARIA HERNANDEZ (25 YEARS)**

Chair Lind read Ms. Hernandez 'bio, recognizing both employees' contributions to METRO in absentia.

There was no public comment.

- 11 **ACCEPT AND FILE: STATE LEGISLATIVE UPDATE FROM JOSH SHAW & MICHAEL PIMENTEL OF SHAW, YODER, ANTWIH, SCHMELZER & LANG**

Messrs. Shaw and Pimentel added commentary to the presentation, highlighting the impact of the Assembly Bills to METRO and other transit agencies.

In response to Director McPherson's inquiry, Messrs. Shaw and Pimentel said they are not aware of any self-help county funding allowances; however, they will pursue additional opportunities for better energy/power source supplies and funding thereof.

Public comment.

Mr. Shaw will provide a detailed update to AB237 in response to Mr. Sandoval's inquiry, saying it will become law in January 2022.

Chair Lind and CEO Clifford thanked them for an outstanding year of work and the invaluable support provided.

Attachment B

12 ACCEPT AND FILE: FEDERAL LEGISLATIVE UPDATE FROM CHRIS GIGLIO OF CAPITAL EDGE

Mr. Giglio added commentary to the presentation and clarified the differences between formula and competitive grants. Historically, Congress has been successful at locating funds to offset other things; but, we are running out of other sources. He added it may be possible to get support from 50 Democrats and the VP to increase the deficit, so we're not relying on offsets. He does not think the infrastructure bill will be passed by the end of this month as moderates are pressing for what they want to hold the Speaker's feet to the fire. They want to be bolder; but the votes are unfortunately not there.

Director McPherson and CEO Clifford thanked Mr. Giglio for his hard work and successes through the years.

There was no public comment.

13 ORAL PARACRUZ UPDATE

Daniel Zaragoza, Operations Manager, Paratransit Division, introduced Ken Hart, Swift Consulting, who provided a brief update.

Mr. Hart thanked the design team for the high quality plans and timely revisions provided. METRO has submitted an RTC grant application and will be on the November 10th RTC meeting agenda. He anticipates approval from the Planning Commission on November 24. The next steps will be preparing the construction documents, a timeframe of approximately three months; then, a six month approval process. The permit may be issued early September 2022, with construction undertaken in April 2023.

Director Rotkin asked if the Board could be helpful with the Planning Commission. Mr. Hart responded this doesn't seem to be necessary; but, he will keep Mr. Zaragoza informed after he looks at the proposed conditions.

There was no public comment.

14 ACCEPT AND FILE: CRUZ ON-DEMAND MICROTRANSIT SERVICE SIX MONTH UPDATE

John Urgo, Planning & Development Director, provided a brief update on the Cruz On-Demand Microtransit service and spoke briefly to the slides presented.

Director Northcutt will notify Cabrillo students of this resource, ensuring they know it's a one-year pilot.

Mr. Urgo to schedule a meeting with he, CEO Clifford and Director Dutra to discuss how to better serve the Watsonville community

CEO Clifford reminded the assembly this is a six-month review; no decisions are being requested or made. There is a delicate balance between serving our ParaCruz customers and the on-demand service to utilize our excess capacity. METRO's cost is greater than \$80 per ParaCruz trip. Mr. Urgo will return in the future with some decision points.

Public comment.

Nate Abrego, Local 23, agrees with the provided analysis, but the Union disagrees with the proposed alternatives; i.e., contracting out any service; they want the positions to remain union; expanding on-demand service will lead to the need to hire new employees and ParaCruz is already short Operators.

Attachment B

15 BOARD COMMITTEE ASSIGNMENTS

Chair Lind spoke to the staff report, reminding the assembly this action was a result of the September resignation of Watsonville City Councilmember Aurelio Gonzalez. The City of Watsonville has appointed Alta Northcutt to his seat as the METRO board Watsonville representative. Chair Lind is recommending Director Northcutt fill Director Gonzalez' seats on the SCCIC and SCCRTC.

Director Dutra requests that this seat stay in the South County. Director Northcutt accepted the nomination.

There was no public comment.

ACTION: MOTION TO ACCEPT CHAIR LIND'S SLATE AS PRESENTED TO FILL EACH COMMITTEE VACANCY ON THE SCCIC AND SCCRTC

MOTION: DIRECTOR ROTKIN

SECOND: DIRECTOR DUTRA

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

16 CEO ORAL REPORT / COVID-19 UPDATE

There have been no promotions since the September board meeting. CEO Clifford welcomed the new hires:

- Miguel Duarte, Parts & Materials Clerk
- Alfonso Rico, Parts & Materials Clerk
- Carlos Fernandez, Parts & Materials Clerk
- Thomas Ferre, Database Administrator
- Jesus Estrada Almaraz, Paratransit Operator

CEO Clifford went on to provide the following updates:

- COVID updates:
 - There have been no new positive cases since September 10, 2021; however, there exists some concern of spiking after the holidays
 - METRO's vaccination rate is now 85%.
 - The mandatory vaccination policy is currently in the meet and confer process, with management targeting it's issuance with a deadline of December 31, 2021 for full vaccination compliance.
 - Two vaccination clinics will be offered at METRO.
- Two FTA audits are still ongoing with no anticipated negative outcomes
- On October 12, 2021, a Termination Notice was issued to Syncromatics. Isaac Holly, IT & ITS Director, added METRO is pursuing the 2nd ranked proposer in the initial procurement, Clever Devices, as the next contractor. Tests were run with Clever Devices and it responds very well to our needs.
- Marketing is working to increase ridership on the Watsonville circulator.
- The winter bid will reinstate service to San Jose State University (SJSU)
- The four 35' Gillig buses being built and delivered in 2022 will feature the new bus wrap design. (See attached schematic which was projected at the meeting.)

Director Meyers departed at 11:09AM

Director Northcutt invited the assembly to Cabrillo's ongoing housing and route discussions. Mr. Urgo will serve as METRO's point of contact and work with Director Northcutt on grant submissions, etc.

Attachment B

CEO Clifford is developing a new Operator recruitment model, which will require Union partnership. He reached out to CTAA asking other agencies' share their experiences/successes to address the hiring challenge; what makes the positions hard to fill; is it the area's cost of living? Director Northcutt thought some impact may be felt as a result of slower drivers' license issuance, past personal experiences which affect the pool of available drivers, etc.

Director Kalantari-Johnson departed at 11:25AM

Director McPherson departed at 11:30AM

Public comment

Mr. Sandoval said he's received many customer compliments on the e-buses. Mr. Sandoval suggested internal recruitment to fill Operator positions.

Mr. Abrego shared an Operator's anecdotal experience, noting it's more than pay, it's also the sense of relationship with the community that they develop over the years.

17 **REVIEW OF ITEMS TO BE DISCUSSED IN CLOSED SESSION**

General Counsel Sherman announced the closed session item: Conference with Legal Counsel- Existing Litigation (Government Code Section 45956.9(D)(1). Palmadessa, Steve v. Santa Cruz Metropolitan Transit District, et al.; Claim No. CLPA13048A.1, adding she did not anticipate a report out.

There was no public comment.

RECESS TO CLOSED SESSION AT 11:50AM

RECONVENE TO OPEN SESSION AT 12:10A/PM

General Counsel Sherman announced there was no reportable action taken in the Closed Session.

There was no public comment.

18 **ANNOUNCEMENT OF NEXT MEETINGS:**

Chair Lind announced the Special Board Meeting on November 12, 2021, the regular Board Meeting on November 19, 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.

19 **ADJOURNMENT**

Chair Lind adjourned the meeting at 12:10PM.

Respectfully submitted,

Gina Pye
Executive Assistant

Attachment B

From: kard831 <kard831@gmail.com>
Subject: Kard's Kudos for Metro
Date: October 21, 2021 at 12:02:35 PM PDT
To: Donna Lind <dlindslind@earthlink.net>

Hi Donna,

I wanted to share with you some of the positive experiences I have had since I began using the Metro. Keep in mind, I take Metro by choice not bc I can't drive or don't have a car but bc I can relax and get away from the day to day hustle while getting to places I need to go. It is like down time for me and I get to talk to so many different people which you know I love to do.

Here are some highlights:

- * friendly and courteous drivers and staff- they always acknowledge passengers getting both on and off the bus
- * safety comes first, but they always find a way to be helpful to anyone with a question re which bus, which stop, can I catch the 35 at ocean/water by this time, providing a mask if needed, helping those with ADA needs
- * rules are enforced politely ie wearing a mask, no eating or drinking etc

If there is anything you think I could do to let the staff know how amazing and needed they are in people's day to day obligations I am happy to hear your thoughts and ideas.

Thank you, Kristin Ard :) Happy and Proud to say I Ride the Metro!!!

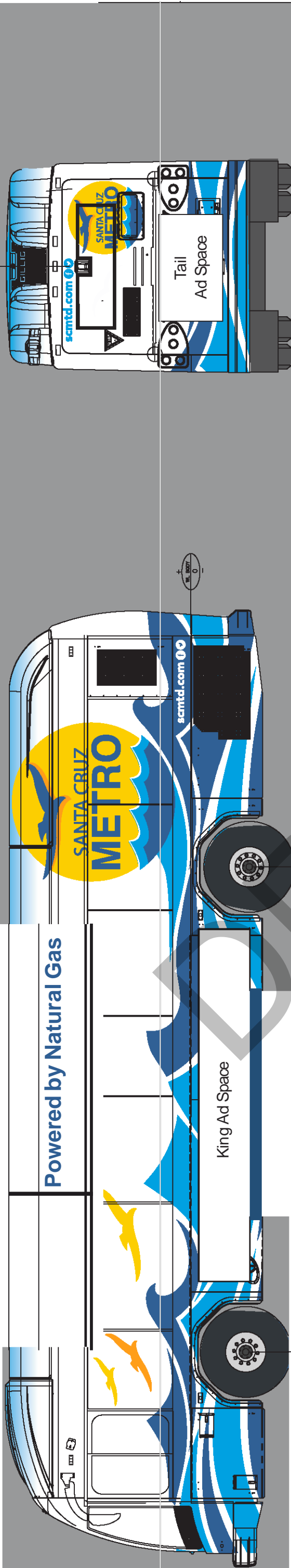
Attachment B

Survey conducted 10/21/2021. Only 3 out of 13 agencies have mandated vaccination with no testing alternative (less than 25%).

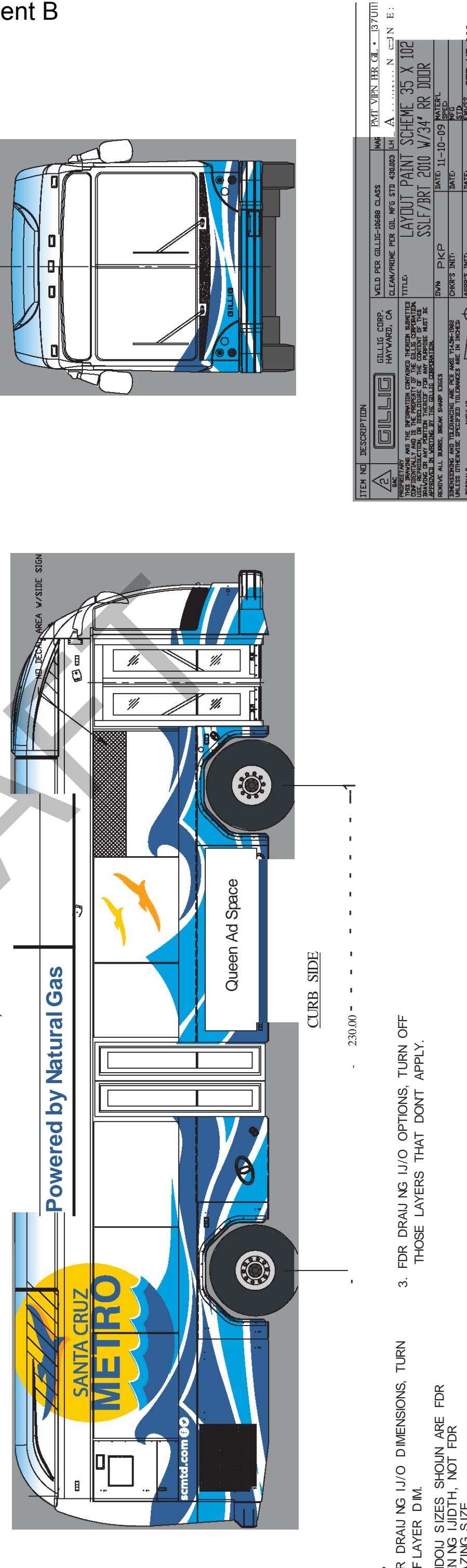
| Agency | No Mandate, or Testing Option | Mandate with No Testing Option |
|---|--|---|
| 1 AC Transit | No mandate. | |
| 2 California High-Speed Rail Authority | Vaccine verification with a weekly testing alternative per Newsom's policy. | |
| 3 Caltrans District 4 | Vaccine verification with a weekly testing alternative per Newsom's policy. | |
| 4 City of Santa Rosa and Sonoma County | Vaccination or weekly testing. | |
| 5 Eastern Contra Costa Transit Authority | | Plan on implementing a vaccination requirement by Dec. 15, with process to apply for medical/religious exemption. |
| 6 Livermore Amador Valley Transit Authority | Talking about it but have not done this yet. Around 30% of their drivers are unvaccinated, plus they are short drivers by 25%. | |
| 7 Napa Valley Transportation Authority | No mandate. | |
| 8 Pacific Gas & Electric | No mandate. | |
| 9 SamTrans/Caltrain | No mandate; vaccine recommended with weekly testing option. | |
| 10 San Francisco Bay Ferry / Water Emergency Transportation Authority | | Vaccine mandate by Nov. 31; no testing option. |
| 11 San Francisco Municipal Transportation Agency (SFMTA) | | SFMTA has implemented a vaccine mandate, with process to apply for medical/religious exemption. "Concerns abound regarding potential impact." |
| 12 Sonoma-Marin Area Rail Transit (SMART) | Vaccine verification with a weekly testing alternative per Newsom's policy. | |
| 13 Valley Transportation Authority | No mandate. | |

Attachment B

| REV | DATE | DESCRIPTION | BY | CHKD |
|-----|----------|---|-----|------|
| 1 | 03-31-17 | ADDED OPTION FOR 17 X 30" REAR AIRFRAME | PKP | X |
| 2 | 08-05-20 | ADDED OPTION FOR 17 X 30" REAR AIRFRAME | PKP | Y |
| 3 | 08-29-19 | ADDED 5 TANK FAIRING OPTIONS | PKP | Z |
| 4 | 01-20-20 | ADDED LOW MTD LED LAMPS ABOVE DOORS | PKP | AA |
| 5 | 02-26-20 | ADDED LOW MTD LED LAMPS ABOVE DOORS | PKP | |



• REAR DOOR PANELS & LIGHT CONFIGURATIONS VARY. PLEASE VERIFY YOUR CONFIGURATION WITH GIWG SALES.



| ITEM NO | DESCRIPTION | DATE | BY | CHKD |
|---------|---|----------|-----|------|
| 1 | ADDED OPTION FOR 17 X 30" REAR AIRFRAME | 03-31-17 | PKP | X |
| 2 | ADDED OPTION FOR 17 X 30" REAR AIRFRAME | 08-05-20 | PKP | Y |
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| 4 | ADDED LOW MTD LED LAMPS ABOVE DOORS | 01-20-20 | PKP | AA |
| 5 | ADDED LOW MTD LED LAMPS ABOVE DOORS | 02-26-20 | PKP | |

| ITEM NO | DESCRIPTION | DATE | BY | CHKD |
|---------|---|----------|-----|------|
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| 4 | ADDED LOW MTD LED LAMPS ABOVE DOORS | 01-20-20 | PKP | AA |
| 5 | ADDED LOW MTD LED LAMPS ABOVE DOORS | 02-26-20 | PKP | |

NOTES:

- FDR DRAWING DIMENSIONS, TURN OFF LAYER DIM.
- IJ DIMENSIONS SHOWN ARE FDR OPENING WIDTH, NOT FDR GLAZING SIZE.
- FDR DRAWING I/O OPTIONS, TURN OFF THOSE LAYERS THAT DON'T APPLY.

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Attachment C



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
SPECIAL BOARD MEETING MINUTES*
NOVEMBER 12, 2021 – 9:00 AM
CHAMINADE RESORT & SPA
ONE CHAMINADE LANE
SANTA CRUZ, CA**

The Santa Cruz METRO Board of Directors convened a special meeting as referenced above. The Meeting Agenda Packet can be found online at www.SCMTD.com and is available for inspection at Santa Cruz Metro's Administrative offices at 110 Vernon Street, Santa Cruz, California. *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 9:12AM by Chair Lind.

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

| | | |
|---|------------------------------|---------------------------------------|
| Director Jimmy Dutra | City of Watsonville | LV 10:00AM RET 12:10P |
| 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 | Presence visually acknowledged |
| Director Alta Northcutt | City of Watsonville | |
| Director Larry Pageler | County of Santa Cruz | |
| Director Kristen Petersen | City of Capitola | LV 11:59A |
| Director Dan Rothwell | County of Santa Cruz | LV 9:20AM |
| Director Mike Rotkin | County of Santa Cruz | |
| Ex-Officio Director Dan Henderson | UC Santa Cruz | |
| Vacant Ex-Officio Director | Cabrillo College | |

3 ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS
Hearing none, Chair Lind moved to the next item.

REGULAR AGENDA

4. CEO/GM AND BOARD WORKSHOP – LAYING THE GROUNDWORK FOR THE STRATEGIC PLAN UPDATE WORKSHOP
CEO Clifford welcomed the participants and invited Teri Fisher and Carita Ducre to provide a brief introduction to today's intention. No formal actions will be taken at this meeting.

Ms. Fisher and Ms. Ducre spoke to the attached presentation engaging the assembly.

Attachment C

Special Board Meeting Minutes
November 12, 2021
Page 2 of 3

CEO Clifford provided several updates on a variety of subjects including, but not limited to, PEPPRA and potential funding impact, information received from recent APTA and CTA conferences, potential labor shortages, vaccination mandates, what to anticipate in the post-pandemic environment, industry trends such as remote versus in-person work environment, etc.

Director Rothwell departed at 9:20AM

Director Dutra departed at 10:00AM

Danielle Glagola, Marketing, Communications & Customer Service Director, briefly elaborated on the attached “Santa Cruz METRO Talking Points” which was distributed to the assembly.

Chuck Farmer, CFO, provided a quick preview of the financial update to be presented at the November 19th Board meeting and praised the members of his staff for their support and contributions to the success of METRO.

Margo Ross, COO, also thanked her staff, announcing an upcoming employee appreciation program that will be introduced in the near future to recognize employees for service above and beyond expectations. She stressed the need for updated technology and the changing work environment as Generation Z enters the workplace.

John Urgo, Planning and Development Director, previewed the ridership information to be shared at the November 19th Board meeting, expressing concern about implementing more service than required. Directors Pageler, Rotkin and Mr. Urgo discussed UCSC’s ridership and why it has not returned to pre-COVID levels.

Carita introduced rewriting the Mission Statement and Strategic Priorities. The top six 2022-2023 strategic priorities proposed by management are:

- Strong Community Connection
- Shift the Culture to Adjust to a Changing Transit Environment
- Intelligent Transit Through Technology
- Financial Stewardship
- Service Quality
- Safety

Director Petersen departed 11:59AM

Director Dutra returned 12:10PM

Several Directors provided suggestions pertinent to the proposed strategic priorities; e.g., reach out to the local schools to improve congestion, etc.

The Directors present provided staff direction to develop a complete strategic plan to be presented by Mr. Urgo at the January 2022 Board meeting.

There was no public comment.

Attachment C

Special Board Meeting Minutes
November 12, 2021
Page 3 of 3

Director McPherson departed at 12:55PM

- 5. ANNOUNCEMENT OF NEXT MEETING: FRIDAY, NOVEMBER 19, 2021 AT 9:00 AM, VENUE (TELECONFERENCE OR PHYSICAL) TO BE DETERMINED**

Donna Lind, Board Chair

- 6. Chair Lind adjourned the meeting at 1:00PM.**

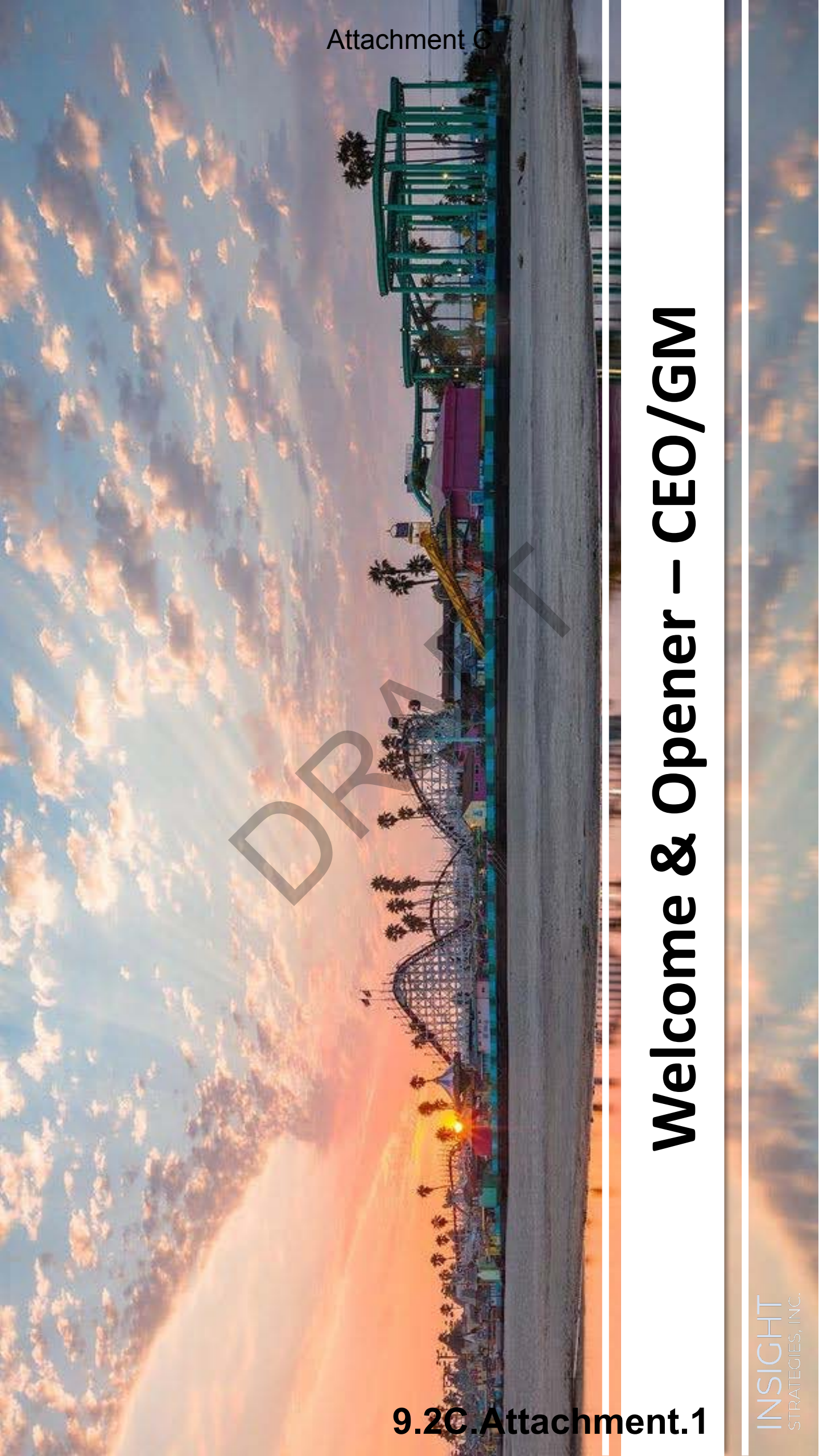
Respectfully submitted,

Gina Pye

Executive Assistant

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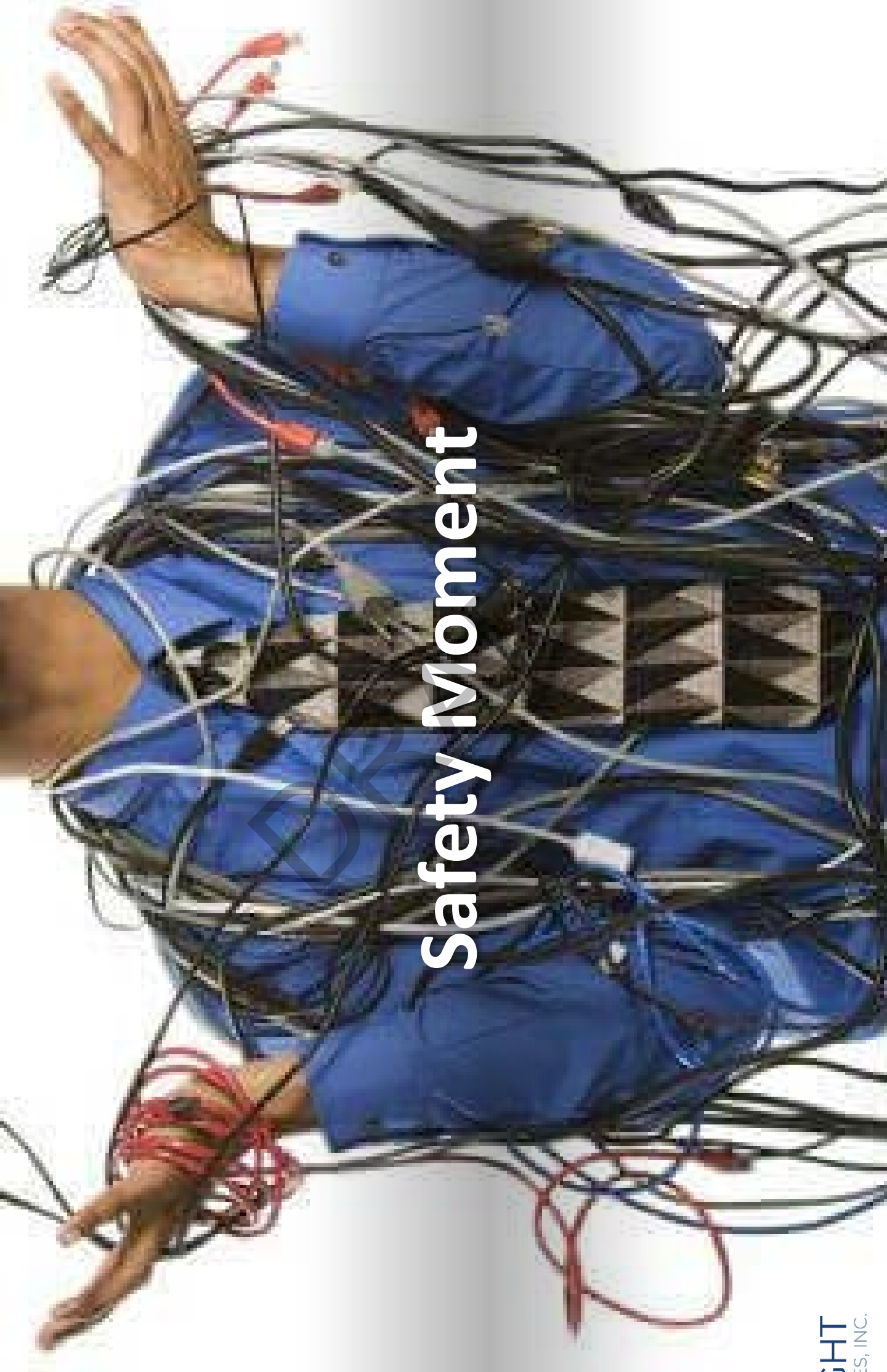
Welcome & Opener – CEO/GM

Rules of Engagement

1. Be here now
2. No phone/email distractions
3. Participate!
4. Listen actively
5. No formal “actions” will be taken
6. Speak your truth inside the room—*with respect*
7. “I” Statements
8. Take accountability
9. No judgements
10. Start/break/end on time
11. Fun!
12. Take notes!

If you’re participating virtually, add

13. Camera on
14. Remain on mute (when not speaking)



Safety Moment

**Insight's role,
Your role**



Group Activity

Missing Card: Debrief

1. What did you have to do to solve this exercise?
2. What made this exercise challenging to solve?
3. Did you pay attention to how you communicated during the exercise? How did you adapt your communication? What would you have done differently?
4. What does this exercise tell you about communication? How does this exercise mirror your work environment?

9.2C.Attachment.6



Insight's Organizational Health & High- Performance Framework

9.2C.Attachment.7

VISION



Staff Presentations

1. Industry Update
2. Board Advocacy and Outreach
Talking Document
3. Finance Update
4. Operations Update
5. Service Planning Update

9.2C.Attachment.8

Strategic Priority Presentation

9.2

Mission, Vision, and Strategic Priorities

Mission Statement

- It's the fundamental purpose and why you exist.
- Every word matters!

Vision Statement

- A one-sentence statement describing the clear, aspirational, and inspirational long-term change, resulting from your work.

Strategic Priorities

- Strategic Priorities are what the organization needs to focus on and pay attention to achieve its business goals, mission, and move towards the vision.

9.2C.Attachment.10

Strategic Priorities

Definition

Strategic Priorities are what the organization needs to focus on and pay attention to in order to achieve its business goals, mission, and move towards the vision.



Proposed 2022-2023 Strategic Priorities

1. Strong Community Connection
2. Shift the Culture to Adjust to a Changing Transit Environment
3. Intelligent Transit Through Technology
4. Financial Stewardship
5. Service Quality
6. Safety

9.2C.Attachment.12

Proposed 2022-2023 Strategic Priorities

1. Strong Community Connection - **Kristina**
 - Attract and retain customers
 - Improve ridership experience
 - Community support for measures/outreach
2. Shift the Culture to Adjust to a Changing Transit Environment - **Kristina**
 - Union relationship
 - Family oriented long-term employees vs. new trends caused by the pandemic and generational norms (i.e., Millennials and Gen Z aren't typically long-term)
 - Attract, retain, and develop employees

9.2C.Attachment.13

Proposed 2022-2023 Strategic Priorities

3. Intelligent Transit Through Technology - **Isaac**
 - Fareboxes, Hastus, ERP, MainStar, Passenger Digital Displays, TSP
4. Financial Stewardship - **Chuck**
 - Financial plan
 - Debt management
 - Coordinated efforts
 - Second facility for buses, employees, etc.

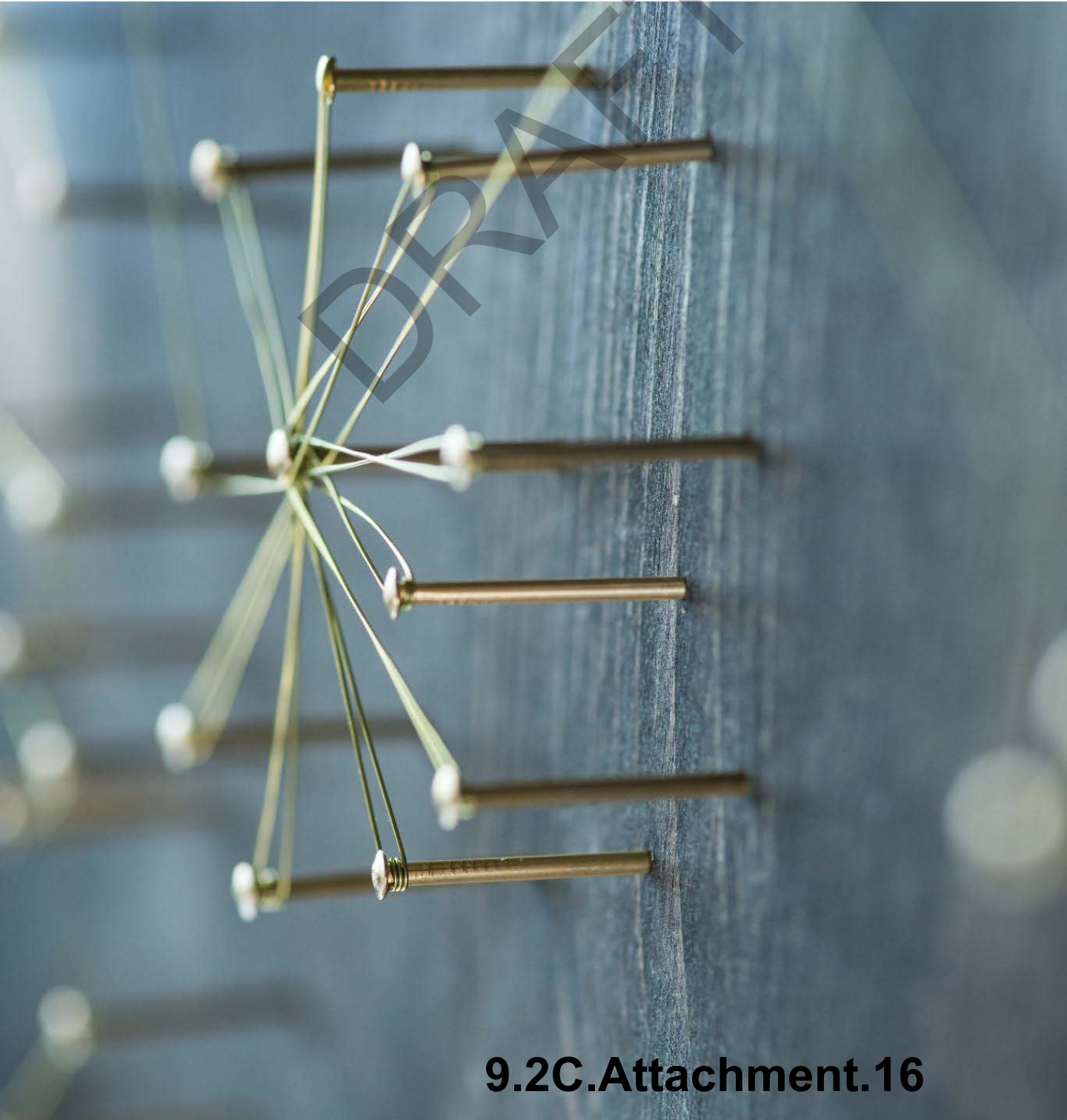
9.2C.Attachment.14

Proposed 2022-2023 Strategic Priorities

5. Service Quality - **John**
 - Fleet improvement plan
 - Technology (Real time, Wifi, Contactless)
 - Reduced fare programs/partnerships
 - Infrastructure, State of Good Repair, Paracruz, South County
 - Route/Service Planner
 - Maintenance
 - Customer Service
6. Safety - **Curtis**
 - Compliance
 - Emergency Service Plan & Drill

9.2C.Attachment.15

**Discuss,
Determine,
Commit**



SWOT² Analysis

[Redacted]

.20

SWOT Analysis:

Strengths

- Finance – long term
- Customer service – operators and admin staff
- COVID-19 response
- Ability to obtain grants – Big Picture Pulse
 - Evaluating award
 - Accurate assessment of needs & gaps
- Staff, employees, Board of Directors, management (family culture), dream team
 - Retention opportunity for growth/advancement
- Serving UCSC, Cabrillo
- Communication between CEO + Board of Directors
- Transparency
- Community outreach
- Safety
- State of good repair – facilities
- Service area coverage
- ADA Outreach – paratransit, sub-populations
- Community Support/Response
 - Evacuations, reduced fares, free fare programs, COVID-19 Vaccination Appointments
- Staff dedication, team work
- Flexibility, adaptability, connecting to big picture
- Selflessness, dependability
- Right people, right mindset, right skillset
- Stays in contact/advocate with Federal and State government (inclusive meetings)

SWOT Analysis:

Weaknesses

- Training – other than drivers – onboarding process, technical, advancement, and maintenance
- Employment – Recruitment challenges drivers mechanics
- Social Programs/External to connect w/transit
 - Homeless
 - Senior
 - Disabled
- Technology/Dependability
 - Automation
 - Smart Phone
 - Real time data
- Expanding Routes/Frequency
- Route Review
- Bike Transporting/Safety Issue?
- Bus lanes/traffic
- Electric Bus Challenges
 - Charging
 - Grid Challenges/infrastructure
 - Technology
 - New position dedicated to this area

SWOT Analysis: *Opportunities*

2020 Attachment 20

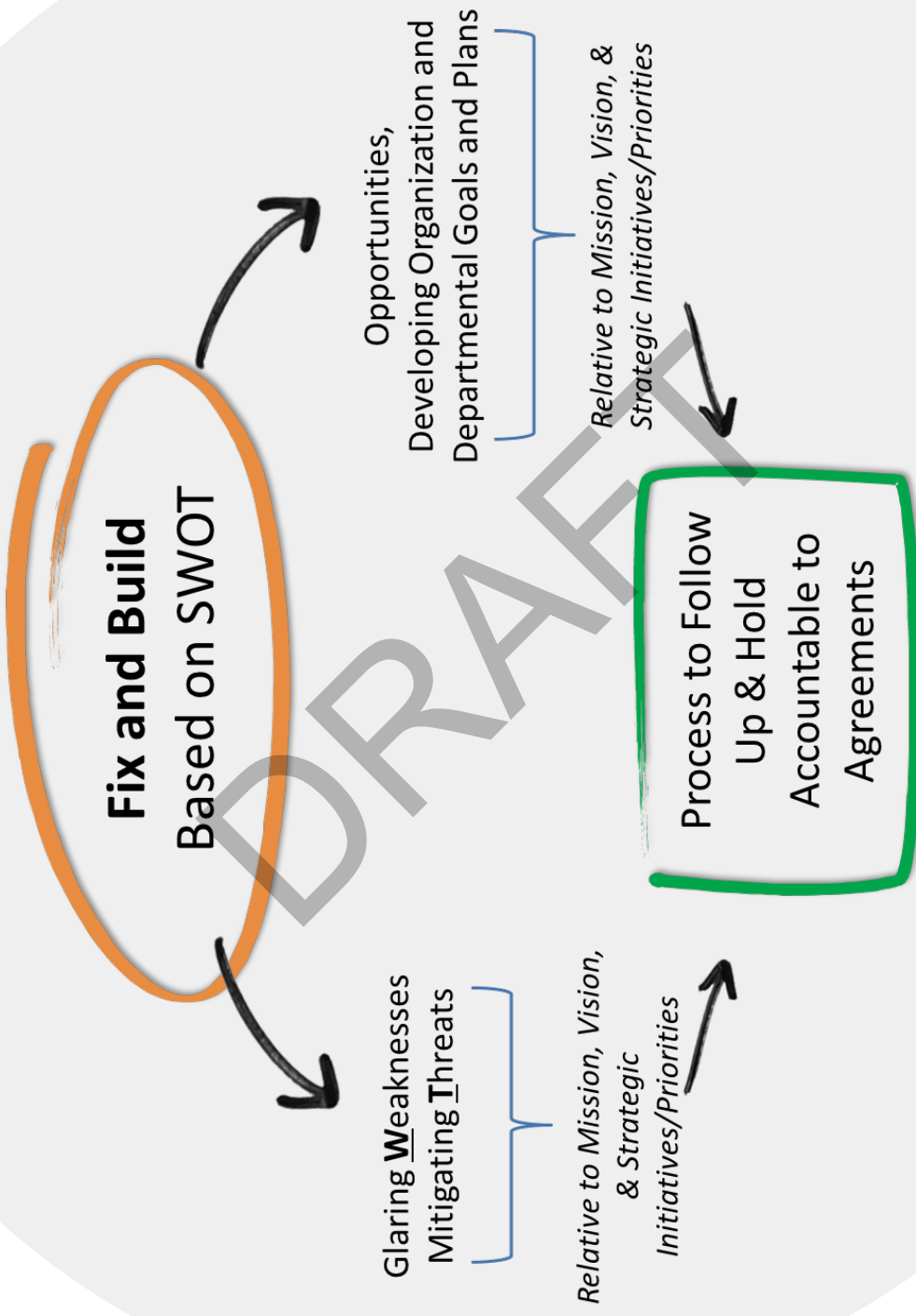
- Experiment w/excess capacity
 - Paracruz → On-demand
 - Express Routes
 - Tourist – Oriented Service
- Modernization → Standardized fleet
 - Fuel Options → Resiliency
- Partnerships
- New Grants
 - Resiliency, wildfires, sponsorships (Go Santa Cruz)
 - 3CE Electric Charging
 - Other employers
- New funding opportunities
 - UCSC Expansion
 - Technology
 - Fed Infrastructure

SWOT Analysis:

Threats

- COVID changing rules regularly
- External policies
- Workforce... lack of “willing”
- Post COVID financing – decreasing
- Free fare/reduced fare legislation
- External Factors determining response
 - Resources + Access VS. ability to provide
- Watsonville: Space, ridership, etc.
- Jumping from “now” to new technology not using tech to capacity
- Congestion = Lack of dedicated space for buses (Politics)
- Time to commute
- Marketing relevancy


Fix & Build – Based on SWOT²




“Plumbing Before Poetry”

Mission & Strategic Priorities as a Backdrop...

9.2C.Attachment.23



*Prioritize
Opportunities
to Address*



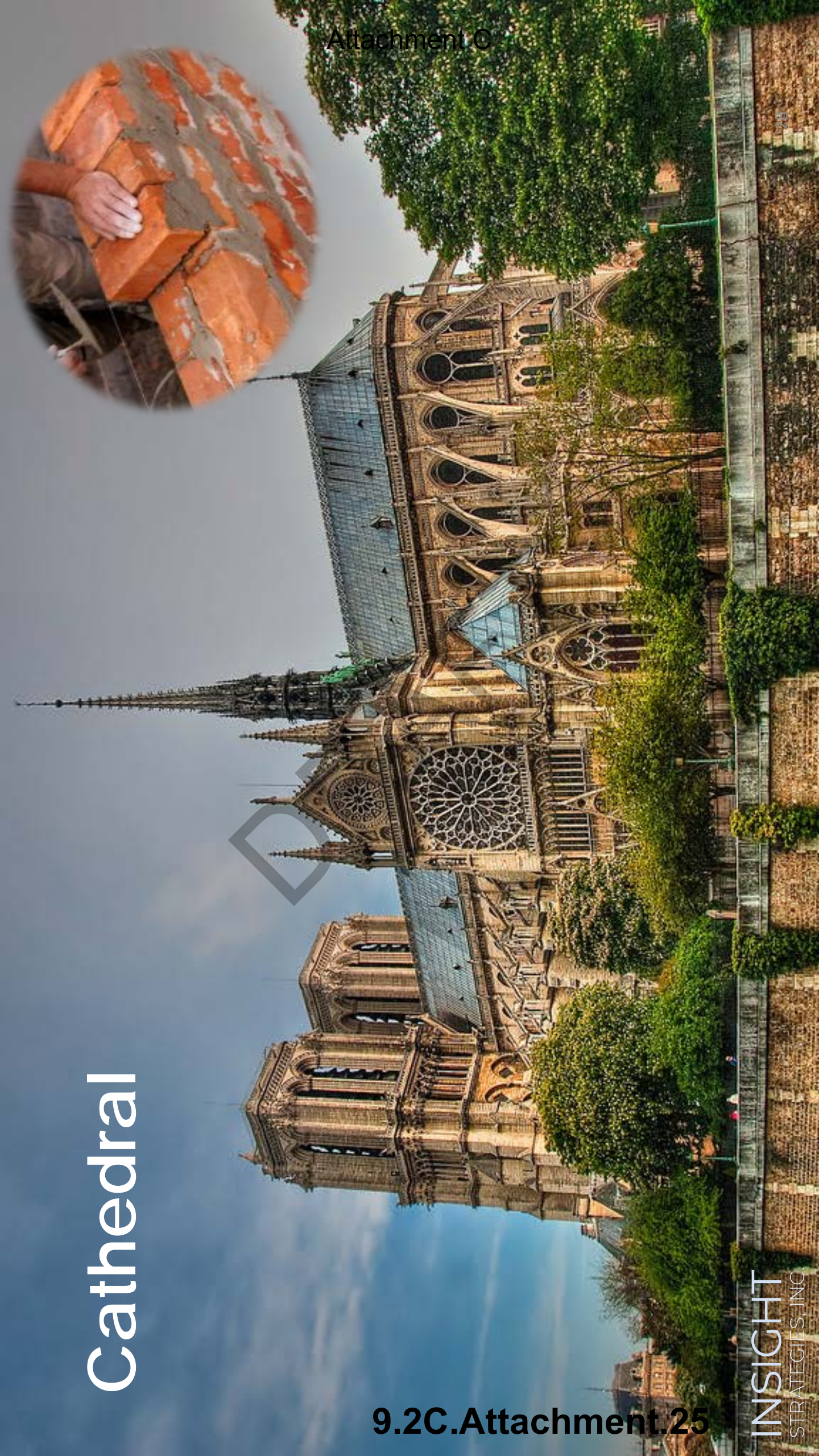
*Prioritize
Weaknesses
to Address*



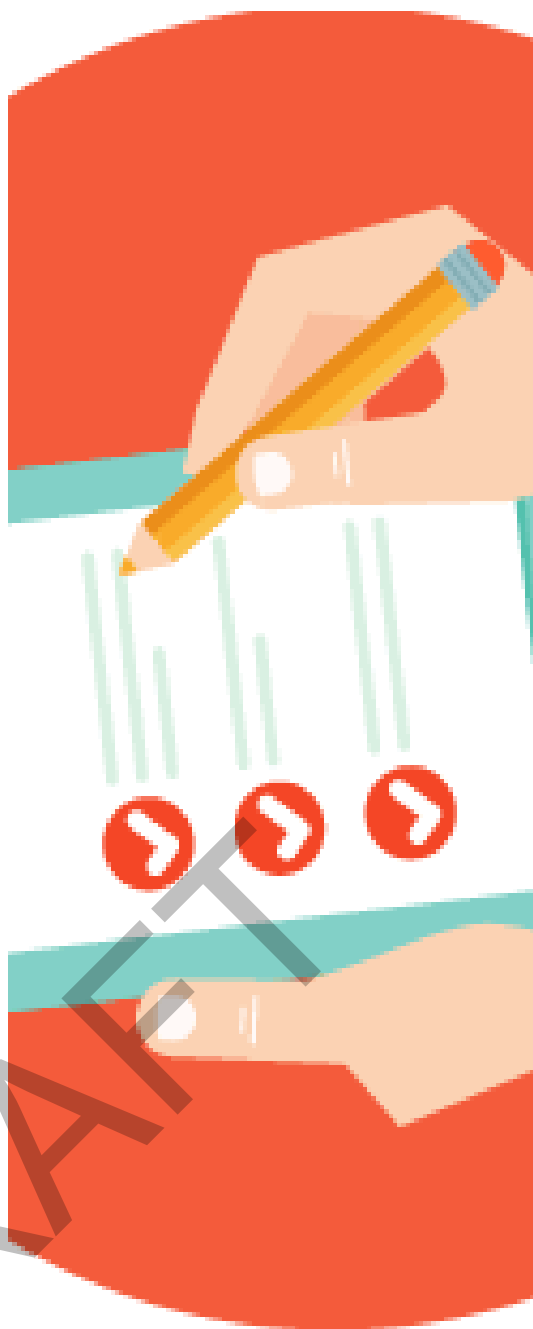
What Role does the Board play?

Cathedral

9.2C.Attachment.25



what's next?



Next Steps & Session Evaluation

You can find us at:

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**Insight's Organizational Health &
High-Performance Framework©**



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SANTA CRUZ METRO TALKING POINTS



SCMTD.COM

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About Santa Cruz Metropolitan Transit District (METRO)

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 and operates over 200,000 hours and 2.8 million miles of service annually pre-pandemic. METRO also operates ParaCruz paratransit service to Santa Cruz County, providing about 73,500 trips per year. METRO maintains over 4 transit centers and 825 bus stops, almost 500 of which have benches and 220 of which have shelters. 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.

Mission Statement

To provide a public transportation service that enhances personal mobility and creates a sustainable transportation option in Santa Cruz County through a cost-effective, reliable, accessible, safe, clean and courteous transit service.

FAQs

General FAQs:

Q: How many routes does METRO currently operate?

A: METRO currently operates 24 routes. Routes include 4, 10, 15, 18, 19, 20, 22, 35/35A, 40, 41, 42, 55, 66, 68, 69A, 69W, 71, 72/72W, 74S, 75, 79, 91X, WC, and Hwy-17 Express.

Q: How many Transit Centers does METRO maintain?

A: Four. Below is a list of METRO Transit Centers:

1. Santa Cruz METRO Center (Pacific Station): 920 Pacific Ave., Santa Cruz, CA
2. Watsonville Transit Center: 475 Rodriguez St., Watsonville, CA
3. Cavallaro Transit Center: 246 Kings Village Road, Scotts Valley, CA (Not Staffed)
4. Capitola Mall Transit Center: 1855 41st Ave., Capitola, CA (Not Staffed)

Q: What services does METRO provide?

A: METRO offers fixed-route and paratransit services (ParaCruz) throughout Santa Cruz County and operates a commuter service via the Highway 17 Express to San Jose Diridon Station. In addition, METRO offers a microtransit service, Cruz On-Demand, operated by METRO's trained ParaCruz operators, 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.

Q: What is Cruz On-Demand?

A: Cruz On-Demand is METRO's first endeavor into on-demand transit service that was launched April 2021, as a pilot program, that allows for increased service coverage in Santa Cruz County. Cruz On-Demand is a shared ride experience on smaller vans, operated by METRO's trained ParaCruz operators, 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 with the Ecolane app 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 fares are \$4.00 for trips up to two miles and \$6.00 for trips between two to three miles. Customers can also purchase passes in the METRO Splash Pass app or pay via cash onboard the vehicle. For more information visit scmtd.com/ondemand

Q: What mobile apps does METRO offer?

A: METRO offers several mobile apps that allow riders to locate a bus schedule, obtain real-time arrival information, book a Cruz On-Demand or ParaCruz ride, purchase a pass, or purchase an overnight parking permit at our Cavallaro Transit Center in Scotts Valley. All apps are available for download on the App Store and Google Play. For more information on all METRO apps visit scmtd.com/apps

- Transit App: Allows riders to view METRO bus schedules
- Ecolane App: Riders who want to schedule a Cruz On-Demand ride or a ParaCruz ride have the convenience of viewing available trips and booking their own rides
- METRO Splash Pass: Mobile ticketing app for use on fixed-route, Highway 17 Express, and Cruz On-Demand
- Passport Parking App: To purchasing overnight parking at our Scotts Valley Cavallaro Transit Center

Q: Do I need a permit to park overnight at Cavallaro Transit Center?

A: Yes, overnight parking permits are required for parking at Cavallaro Transit Center in Scotts Valley. Parking permits can be purchased using the "Passport Parking" App. When prompted in the App, enter zone number 9506 for Cavallaro Transit Center. For more information, visit our [App Page](#).

Q: How can riders stay up to date with route alerts and schedule changes?

A: METRO keeps riders informed of route changes through several platforms:

- Schedule-by-Stop Alerts: Allows riders to search for any Location (Bus Stop or Transit Center) and view today's schedule at that location in complete detail, or text message the location and receive just the immediate schedule
- Subscriber Alerts: Subscribers receive route alerts via email or text message, regarding delays, schedule changes, general information, and upcoming agency events
- Headways: METRO's quarterly publication that contains route and schedule information.

Q: What is METRO’s current fare pricing?

A:

| | Local Service in Santa Cruz County | | | | | | Amtrak/Highway 17 Express | | | |
|---|--|-------------|---------------|---------------|--------------------|---------------------|---------------------------|-------------|--------------------|-----------------|
| | Cash/ 1-Ride | Day Pass | 3-Day Pass | 7-Day Pass | 31- Day Pass | 15- Ride Pass | Cash/ 1-Ride | Day Pass | 31- Day Pass | 15-Ride Pass |
| Adult (age 18 and over) | \$2 | \$6 | \$15 | \$32 | \$65 | \$27 | \$7 | \$14 | \$145 | \$94.50 |
| Youth (through age 17) | \$2 | \$6 | \$15 | \$32 | \$48 | \$27 | \$7 | \$14 | \$145 | \$94.50 |
| Discount Fare (Must present Discount Photo ID) | \$1 | \$3 | \$7.50 | \$16 | \$32 | \$13.50 | \$3.50 | \$14 | \$145 | \$94.50 |
| Children (less than 46" tall) All buses have 46" height marked at the entrance. | A limit of three children can ride FREE with a fare-paying passenger. | | | | | | | | | |
| Cash Fares: Please have exact change ready when boarding the bus. Dollars and larger bills are accepted, but Operators do not make change. | | | | | | | | | | |

Q: How can customers purchase tickets and passes?

A: There are several ways in which customers can purchase tickets and passes, including:

1. In person at a Customer Service window at either Santa Cruz METRO Center or Watsonville Transit Center. Available weekdays 8AM – 5PM, with the exception of lunch from 12PM – 1PM and breaks in which the windows are closed.
2. Via METRO’s mobile ticketing app, Splash Pass, available for download on the App Store and Google Play
3. Via a Ticket Vending Machine (TVM) located at all four of METRO’s Transit Centers and Cabrillo College. Available 24/7.
4. Via one of METRO’s Pass Vendors, such as Boulder Creek Pharmacy
5. Via mail-order. Mail-Order forms are available in each edition of Headways and online at scmtd.com/mail-order. Available to both fixed-route and ParaCruz customers (Diminishing Balance Account).
6. Online at <https://scmtd.square.site/>
7. Via email for bulk orders, bulkorders@scmtd.com

Q: Do the Ticket Vending Machine’s (TVMs) accept cash?

A: Yes, all of METRO’s TVMs are set up to accept cash. Visit [here](#) for TVM locations and updates.

Q: Are there holidays that METRO does not offer service?

A: Yes, there are a few holidays per year that METRO does not provide service or provides reduced service. These typically include Independence Day, Labor Day, Thanksgiving Day, Christmas Day, New Year’s Day, and Memorial Day in which only the Highway 17 Express offers weekend level service. Please see our [Holiday Schedule](#) for details.

Q: I often see empty buses and why is METRO running the service during the hours in which there is low ridership?

A: There are many reasons why you may see a nearly empty bus providing service. The most common reason is that a majority of METRO's service is structured around "peak hours" when riders are commuting to work or school. During these times, ridership is heavy in one direction, but not the other. This is best shown by ridership on the HWY 17 bus between Santa Cruz and San Jose. During the morning peak hours there are more Hwy 17 riders going to San Jose than there are coming to Santa Cruz. During the evening peak hours, the opposite is true. This creates full buses in one direction and relatively empty buses in the other.

During "off peak" hours in the middle of the day or late at night there tends to be fewer riders in all directions. During these times, METRO does reduce the number of buses that provide service. However, we cannot stop service entirely because METRO is a public agency and must provide service to all parts of the county throughout the day. METRO provides lifeline service to rural areas and underserved communities; throughout Santa Cruz County. These routes do not always have full buses but are an important service to Santa Cruz Community. We constantly monitor the ridership on our routes and adjust service levels as appropriate every 3 months.

Another reason a bus may be empty is that it may be "deadheading". Deadheading is when a bus either starts or finishes its route with "Out of Service" displayed on its head sign. Every night METRO buses are parked at the bus yard meaning each bus must get from there to the start of its route the next day. For example, buses that operate on the local Watsonville routes must deadhead from the bus yard to Watsonville at the beginning and end of their routes.

Ultimately, depending on the time of day, direction of travel and operational considerations one may see a bus with few or no customers on board.

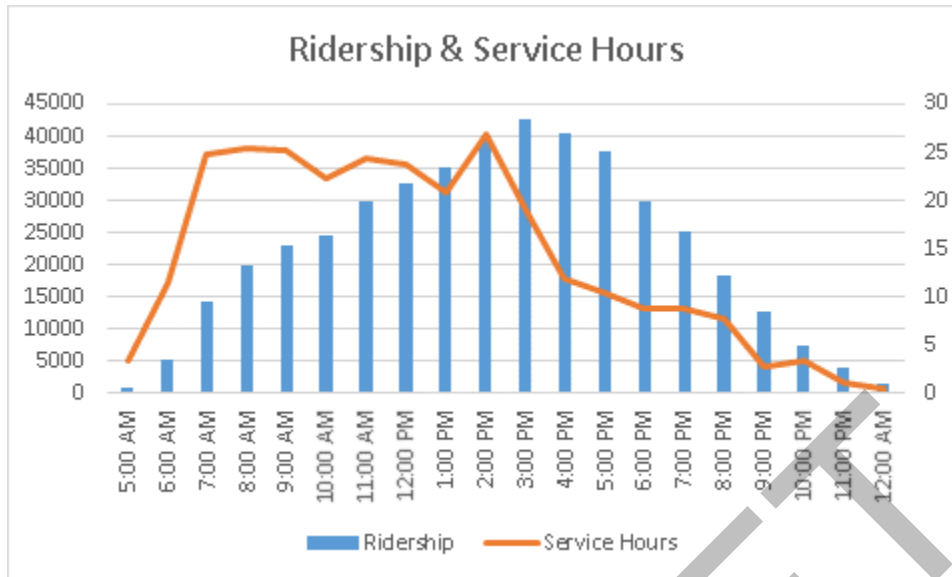
Q: Why run these big buses when there are fewer customers, and instead, why not purchase smaller vehicles that carry fewer customers?

A: METRO does not use smaller buses during "off-peak" hours because of two reasons.

First, this would require METRO to purchase and maintain a new fleet of off-peak buses. METRO is currently in the process of updating and replacing our full-sized bus fleet. Funding for that comes from fixed sources and grants that require a competitive nation-wide application process. Therefore, METRO can't afford to both replace its current fleet AND acquire a new fleet of smaller buses for off-peak operation.

Second, the cost of operating smaller buses is not much different from full sized ones and smaller vehicles would have to be replaced more frequently than larger buses. For operating cost, this is mostly because regardless of the vehicle in use, there would still be an operator being paid to drive the bus. Because METRO cannot save money operating smaller buses, they are an expensive investment (nearly \$100,000 each) that would not make much business sense for the agency as a whole.

Q: What hours of the day does METRO provide the most service and what hours are more utilized by riders?



Q: What is the Watsonville Circulator and does it offer free fares?

A: METRO’s Zero-Emission Watsonville Circulator Operating Project deployed two of METRO’s battery-electric buses on a new circulator route in downtown Watsonville in the fall of 2021. This project also includes a free fare pilot program offered to all riders for one year.

The new route provides more frequent service to desirable commercial and professional destinations in Watsonville. It runs from Noon-7:45pm and provides 16 daily round trips, seven days a week, 52 weeks out of the year.

The project will not only supplant the greenhouse gas emissions from a fossil-fueled bus, but it will also create a more productive route with ridership anticipated to exceed the current route. The route connects the downtown transit center with primary retail and medical destinations in Watsonville.

This new route operates a clockwise loop and a counter-clockwise loop from Watsonville Transit Center, serving Main St, Green Valley Rd, Freedom Centre, Freedom Blvd, and Lincoln St., connecting commuters with existing local and intercity Bus Lines 69A, 69W, 71, 72/72W, 74S, 75, 79, and 91X. The Circulator Route is envisioned to become a critical link for our community. For more information visit scmtd.com/WC

Customer Service FAQs:

Q: Which Transit Centers are staffed with Customer Service Representatives (CSRs)?

A: METRO Center in Santa Cruz and the Watsonville Transit Center both have onsite staff available to assist at the Customer Service windows, weekdays from 8AM – 5PM, with the exception of lunch from 12PM – 1PM and breaks in which the windows are closed.

Q: How can customers reach METRO Customer Service?

A: Customers can reach Customer Service in several ways:

1. Visit a Customer Service window, weekdays between the hours of 8AM – 5PM. Available at METRO Center & Watsonville Transit Center.
2. Use a Customer Service Call Kiosk, 7 days a week between 8AM – 5PM, which allows customers to virtually connect with a Customer Service Representative (CSR) using a one-way video calling system where the CSR will be able to view the customer placing the call. Available at METRO Center & Watsonville Transit Center. (Bilingual service available)
3. By Phone at (831) 425-8600 or (831) 425-4664 for ParaCruz reservations (Bilingual service available)
4. Via a Customer Service Report (Ticket). Compliments, suggestions, or complaints can be filed at scmttd.com/cs

Q: How can a customer inquire about and claim lost items?

A: Customers can inquire about lost & found items by calling METRO Customer Service during business hours or filing a Customer Service Report, scmttd.com/cs.

- Items are held at Santa Cruz METRO Center and may be claimed during business hours with an appointment.
- Lost bicycles can be claimed directly from security personnel.
- Legal photo ID is required for all claims.

Q: How can customers get a new or replacement Discount/ParaCruz ID?

A: ID's are issued by appointment only during Customer Service window hours, Monday – Friday, 8am – 5pm; please contact Customer Service at (831) 425-8600 for more information and to schedule an appointment.

COVID-19 FAQs:

For METRO's complete COVID-19 measures visit <https://scmttd.com/en/coronavirus/safety-commitment>

Q: Are face masks required on public transportation?

A: Yes, TSA issued a Security Directive (SD) 1582/84-21-01: Security Measures – Face Mask Requirements that went into effect February 2021. This SD was issued to enforce the requirements of the Center for Disease Control (CDC) Order mandating masks, as well as implement the Executive Order issued January 21, 2021. Although METRO has required the use of masks since the beginning of the pandemic, this requirement goes one-step further, mandating the use of masks onboard all public transportation vehicles and inside transit centers nationwide by federal law. This SD is set to expire January 2022 unless further extended. For more information visit tsa.gov/sd-and-ea.

Q: Are face masks available onboard vehicles?

A: Yes, METRO stocks complimentary face masks onboard all of our vehicles for rider use.

Q: Is hand sanitizer available onboard vehicles?

A: Yes, hand sanitizer dispensers are installed on all of METRO's vehicles for rider use.

Q: Does METRO offer free fares to COVID-19 vaccination appointments?

A: Yes, METRO offers free fares to and from COVID-19 vaccination appointments with proof of appointment. For more information visit <https://scmtd.com/en/coronavirus/getting-to-your-vaccine>

Grant Funding

Santa Cruz METRO relies upon grants from a number of other entities throughout the year for more than 35% of its FY20 operating revenue and 85% of its FY20 capital funding.

Transportation Development Act (TDA), State Transit Assistance (STA) and the Federal Transit Administration (FTA) annually allocate funds by formula while others such as the Monterey Bay Unified Air Pollution Control District's AB2766 Motor Vehicle Emissions Reduction Program and the California Department of Transportation (Caltrans) discretionary planning grants are competitively awarded based on merit.

Santa Cruz METRO relies on both formula and discretionary grant revenue to support its operating and capital budgets.

Current Funding for Operations

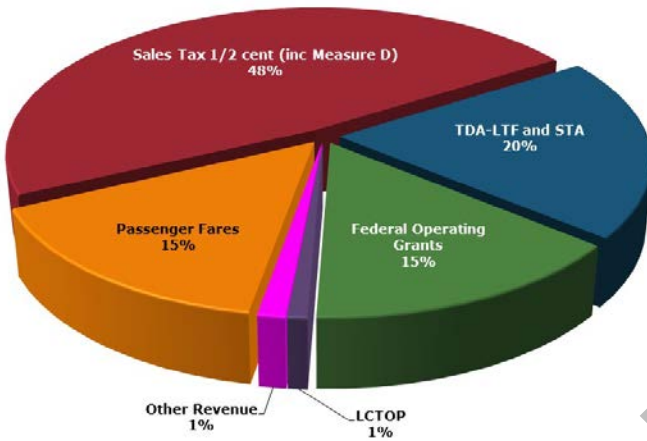
Santa Cruz METRO utilizes five primary sources of revenue to operate its public transit services: passenger fares, sales and use taxes, local transportation funds (TDA), federal funds, and other non-transportation related revenues (including advertising income, investment income, and rental income).

Santa Cruz METRO receives a ½-cent sales tax levied on all taxable sales in Santa Cruz County, collected and administered by the California Department of Tax and Fee Administration (CDTFA). Additionally, in November 2016, the majority of Santa Cruz County approved Measure D, a ½-cent sales tax measure designed to fund a comprehensive and inclusive package of transportation improvements. Santa Cruz METRO receives 16% of the Measure D Sales Tax. Sales Tax revenues account for approximately 48% of METRO's operating revenue sources as per the FY22 Budget, adopted in June 2021.

The California Transportation Development Act (TDA) provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales, and transit performance. STA funding is derived from the statewide sales tax on diesel fuel. Since fiscal year 2014, STA funding had been on the decline. On April 28, 2017, Governor Brown signed Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017. SB 1 augments the base of the STA

program essentially doubling the funding for this program. Santa Cruz METRO’s financial position continues to improve with this much-needed influx of operating and capital funding. The combined share of TDA and STA Operating Assistance is approaching 20% of METRO’s operating revenues.

\$54.8M FY22 Revenue Sources



Operating Grants vs. Capital Grants

Think of the operating budget as “running buses” and the capital budget as “buying buses.” State and federal discretionary (competitive) grants do not typically provide revenue for the operating budget, and local grants that might provide operating funds are few and far between. Nearly all state and federal grant opportunities are for capital improvements and augment METRO’s ability to buy buses and build/maintain facilities.

Formula Grants

State and federal formula grants come to METRO as a result of legislation; usually require an annual application; and always require follow-up information on how METRO used the money. While this is a cumbersome and time-consuming process, METRO always follows the dictated processes and never risks or jeopardizes its state and federal formula grant allocations. These state and federal formula dollars are typically used for operations; are sometimes flexible for use in both operations and capital; but are most often restricted to capital only.

Discretionary (Competitive) Grants

In any given year, there are a number of state and federal discretionary grant programs offered. METRO always submits highly competitive grant applications for programs for which it qualifies.

When grants become available for competition, they are always way oversubscribed. Typically, there are nine to ten times as many applications nationwide as actual grant awards, and the amount awarded is a fraction of the amount requested.

In FY20, METRO received \$38,361,399 in State & Federal Formula Grants for operating assistance.

In FY20, METRO received \$1,836,302 in State & Federal Formula Grants for capital assistance. In addition, in FY20, METRO received \$1,560,000 in State and Federal Discretionary Grants for capital assistance.

The Changing Landscape of Grants Availability

The grant funding landscape has changed dramatically over the past five years. Here are just a few examples:

- Up until 2012, the federal transportation authorization included a Bus and Bus Facilities Program, which was a discretionary capital grant program. Up until then, METRO had competed successfully for some of this funding. With Map21 in 2012, the Bus and Bus Facilities discretionary grant program was eliminated. It was not until the FAST Act reauthorization in 2016 that the Bus and Bus Facilities program was reestablished, albeit at a substantially reduced funding level.
- In 2006, the California voters created a capital-funding source through Proposition 1B. This ten-year capital program, which expired in 2016, funded numerous METRO security, facilities and bus procurements, which were all capital projects. Fortunately, the Governor signed the Road Repair and Accountability Act in April 2017 to partially replace Proposition 1B and to provide additional State Transit Assistance (STA). Again, this legislation favors capital projects for the use of this money, although some of it can be used for operating assistance if METRO meets specific performance criteria.
- The American Recovery and Reinvestment Act of 2009 (ARRA) signed into law by President Barack Obama on February 17, 2009 was an economic stimulus package which provided METRO valuable capital dollars. ARRA was a one-time program and did not provide recurring resources.
- In 2012, the US Congress eliminated federal “earmarks,” a process that provided legislative appropriations to specific projects in a congressional representative’s district. Up until then, METRO had frequently secured federal earmarks to fund multiple capital projects.

Each year federal subsidies for public transit are threatened. The result of this constant threat is often flat or nominal growth in federal transportation funding, in an environment where operational costs typically grow at a rate equal to or greater than the Consumer Price Index (CPI).

With the loss of several substantial capital funding programs since 2012, METRO’s capital challenge in the coming years will be one of trying to find the resources with which to replace 62 buses that have reached the end of their useful life and are in need of replacement at an estimated cost of \$38 million to \$60 million, depending on whether METRO purchases CNG or electric buses.

CARES Act, CRRSA and ARPA Funding

- \$20,560,417 in FFY20 Federal Section 5307 CARES Act funds operating assistance for public transit service within the Santa Cruz and Watsonville urbanized areas. Per the CARES Act, the grant requests 100% federal share. This application utilizes CARES Act funding to prevent, prepare for, and respond to coronavirus. The application contains two projects, ALI 30.09.08, operating assistance, for all its service for the period 1/20/20 - 1/30/21 within the Santa Cruz and Watsonville urbanized areas.
- FFY21 Section 5307-8 CRRSAA application in the amount of \$13,551,006 representing 100% federal share of the total eligible amount. This application utilizes CRRSAA funding to prevent, prepare for, and respond to coronavirus.
- FFY21 Section 5307-8 ARPA application in the amount of \$26,020,080 representing 100% federal share of the total eligible amount. This application utilizes ARPA funding to prevent, prepare for, and respond to coronavirus. This grant is requesting \$26,020,080 of FFY21 Federal Section 5307-8 ARPA funds to support operating costs as defined by NTD Reporting System for the period of 9/1/21 - 5/31/22 within the Santa Cruz and Watsonville urbanized areas.
- \$584,617 in in FFY20 Federal Section 5311 CARES Act funds for operating assistance for public transit service within the Santa Cruz and Watsonville rural areas. Per the CARES Act, the grant requests 100% federal share. This application utilizes CARES Act funding to prevent, prepare for, and respond to coronavirus.
- \$524,932 in in FFY21 Federal Section 5311 CRRSAA funds for operating assistance for public transit service within the Santa Cruz and Watsonville rural areas. Per the CRRSAA, the grant requests 100% federal share. This application utilizes CRRSAA funding to prevent, prepare for, and respond to coronavirus.

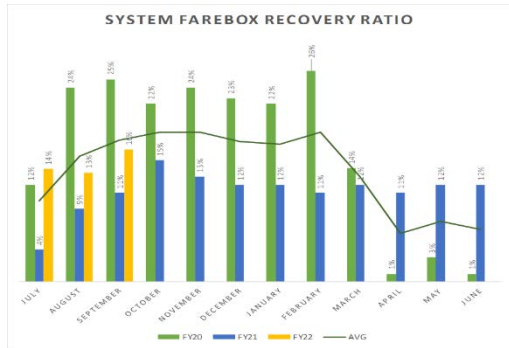
Infrastructure Investment and Jobs Act (IIJA)

- Starting in FY22, an estimated \$1 million more in formula 5307/5311, which is used for operating expenses, will increase.
 - Nationwide - Transit formula funds increase from \$10.2 billion in FY21 to \$13.4 billion in FY22
- An estimated \$2.6 million more in Small Transit Intensive Cities program (STIC) due to an increase from STIC going from 2% to 3%
- About \$20K additional 5339a, which METRO uses for the most immediate and critical non-bus replacement needs
- More Discretionary (Compleitive) dollars to compete for:
 - Nationwide - 5339b Bus & Bus Facilities Program goes from \$447million in FY21 to \$456 million in FY22.
 - METRO hopes to be awarded \$5 million for the construction of the new ParaCruz facility in 2022
 - Nationwide – 5339c LoNo program increases \$5.25 billion over the five-year bill. This is a plus-up of the 5339c program of \$5.25 billion spread out over the five year bill.
 - METRO hopes to compete for a 3 – 5 fuel cell bus grant in 2023
- \$1.5 billion allocated annually for RAISE grants
 - METRO has applied for a RAISE grant to fund the design of the new South County Bus Division to a 60% shelf-ready level.

| Formula Grants | Public Transit Funding by Program from the Infrastructure Investment and Jobs Act (IIJA) | | | | |
|----------------|--|------------------|---|---|------------------|
| | FY2021 THUD Appropriations Enacted (P.L. 116-260) | Total IIJA FY22 | METRO Actual Revenue based on FY21 THUD App | METRO FY 2022 Projected Revenue based on IIJA | Funding Increase |
| § 5307 | \$ 5,278,296,916 | \$ 6,408,288,249 | \$ 4,579,386 | \$ 5,559,753 | \$ 980,367 |
| STIC | \$ 96,962,366 | \$ 192,248,647 | \$ 2,702,626 | \$ 5,358,535 | \$ 2,655,909 |
| 5339a | \$ 582,609,736 | \$ 603,992,657 | \$ 551,173 | \$ 571,402 | \$ 20,229 |
| 5311 | \$ 713,299,658 | \$ 875,289,555 | \$ 198,556 | \$ 243,648 | \$ 45,092 |

Financial Performance – Current Status

System Farebox Recovery Ratio: As Fare collection resumed in June of FY20 and gained traction, METRO’s Farebox recovery ratio has been increasing. In Q1 of FY22 the System Farebox Recovery Ratio, increased significantly compared to Q1 of FY21.



Fixed Route & Commuter Cost Per Revenue Service Hour (RSH): Cost per RSH increased in FY20 and FY21 due to reduced service hours during the pandemic, while costs remained relatively fixed. In Q1 of FY22, costs have remained steady since the start of the pandemic.

| Fiscal Year | 12 Month Average |
|-------------|------------------|
| FY20 | \$255 |
| FY21 | \$290 |
| FY22 YTD | \$268 |

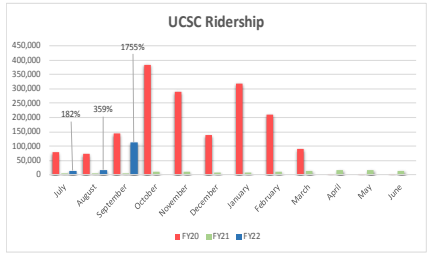
Productivity – METRO’s Current Status

Total Ridership/Hour: Gradually increased in Q1 of FY22. This increase is due to a number of factors, one of which being that UC Santa Cruz has resumed some in person classes, increasing overall ridership.

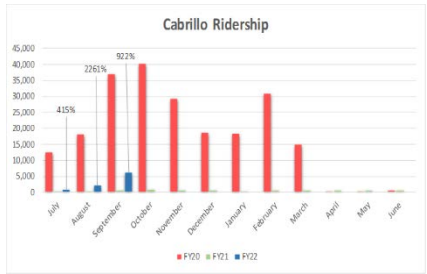


Student Ridership: Historically, student ridership has been a large portion of METRO’s total ridership, roughly 50% of total ridership.

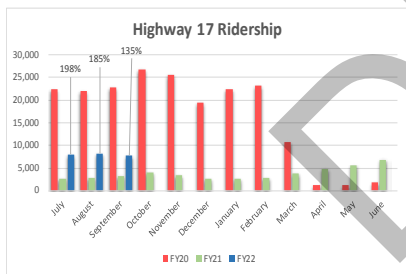
UCSC Ridership: Ridership decreased when UCSC started online classes. FY22 Q1 ridership has increased significantly: in Q1 of FY21 UCSC ridership averaged around 5,000/month and in Q1 of FY22, it's an average of 15,000 in July and August, with a total of 114,000 in September.



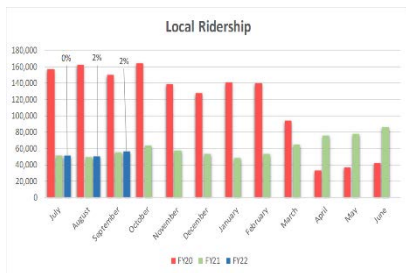
Cabrillo Ridership: Cabrillo ridership dramatically decreased when the community college started online classes in March of FY20 but has been increasing in Q1 of FY22. In Q1 of FY21 Cabrillo ridership averaged around 300/month and in Q1 of FY22 it has jumped to an average of 3,000/month.



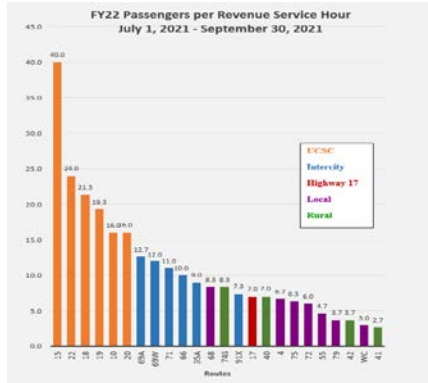
Highway 17 Ridership: Total Hwy 17 ridership increased in Q1 of FY22, in part due to the reduced fare program, which ended September 15, 2021. The reduced fare program likely encouraged more recreational trips over Highway 17.



Local Ridership: Local ridership has remained steady in Q1 of FY22. This is partially due to implementing reduced fares for METRO's riders (ended September 15, 2021), while COVID restrictions have gradually loosened.



Passengers per Revenue Service Hour by Route: In Q1 of FY22 UCSC started back with some in person classes. As a result, the school routes are back with higher passengers per RSH, taking over intercity routes for higher hourly ridership.



Helpful Definitions

Farebox Recovery Ratio: An indication of how much of a transit agency’s costs are covered by passenger fares and provides insight to the amount of non-passenger revenue (subsidy) needed to cover costs. Additionally, it allows the agency to compare cost-effectiveness within its own service.

Passengers per Revenue Service Hour (RSH): Depicts the overall productivity of each route measured by passengers per hour of service. This ratio of productivity helps the agency focus on poor productivity routes and can stimulate discussions about frequency of service in urban and semi-urban areas of the of the county versus geographic coverage.

Revenue Service Hour (RSH): The metrics depict the cost per hour of service and are measured to ensure that transit services are delivered efficiently through effectively tracking and minimizing costs.

Total Ridership and Ridership per Hour: Measures of productivity. The metrics depict seasonal fluctuations in ridership related to holidays and school terms and other.

Helpful Links

Accessible Services: <http://scmtd.com/en/METRO-paracruz/accessible-services>

Advertising: scmtd.com/ads

Apps: scmtd.com/apps

COVID-19 Safety & Prevention Measures: <https://scmtd.com/en/coronavirus/safety-commitment>

Cruz On-Demand: scmtd.com/ondemand

Customer Service Report: scmtd.com/cs

Facebook Page: www.facebook.com/SantaCruzMETRO

Fares: scmtd.com/fares

Job Openings: <https://www.governmentjobs.com/careers/scmtd>

LinkedIn Page: <https://www.linkedin.com/company/santacruz-METRO>

Policies: <http://scmtd.com/en/agency-info/administration/policies>

Twitter Page: www.twitter.com/SantaCruzMETRO

Watsonville Circulator Route: <http://scmtd.com/en/routes/watsonville-circulator>

Website: www.scmtd.com.

DRAFT

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DATE: November 19, 2021
TO: Board of Directors
FROM: Chuck Farmer, Chief Financial Officer
SUBJECT: ACCEPT AND FILE THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF OCTOBER 31, 2021

I. RECOMMENDED ACTION

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

II. SUMMARY OF ISSUES

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

This staff report is the web-accessible companion document to the attached PowerPoint presentation titled "Year to Date Monthly Financial Report as of October 31, 2021."

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

III. DISCUSSION/BACKGROUND

Below are the written explanations of the various charts and graphs in the attached Year to Date Monthly Financial Report as of October 31, 2021. The fiscal year has elapsed 33%.

Slide 1

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

Slide 2

October 2021 Key Financial Highlights

- Service
 - Fixed Route (inc Hwy 17) Cost per Revenue Service Hour is \$238 vs Budget of \$342
 - 163 canceled trips, 157 due to Operator shortage
 - ParaCruz Cost per Trip is \$92 vs Target of \$107
 - Non-Student/Hwy 17 Passengers is 112,186 vs Budget of 125,018

- Financials (excluding all COVID related revenue/costs)
 - Revenue of \$3.9M is \$0.2M favorable to budget due to Sales Tax revenues
 - Expenses of \$4.2M is \$0.4M favorable to budget due to reduced spending in Mobile Materials, Utilities, and lower Wages/Fringe partially offset by increased Bus Operator OT costs
 - Net Operating Deficit of \$0.3M is \$0.6M favorable to budget
- Capital
 - Capital spend of \$248K is \$567K lower than budget of \$815K
 - AVL/ITS contract cancelled due to inability to meet Metro's needs
- Personnel
 - 291 Active Personnel vs 321 Funded Personnel
 - 30 Vacancies at end of October, 20 related to Paratransit and Bus Operators
 - New class of 12 Operators being recruited with class start anticipated mid-November

Slide 3

(Cover) October 2021, YTD Pre-Close Financials

Slide 4

October 31, 2021 Monthly Operating Revenue and Expenses

- Operating Revenues, net favorable by \$1,226K - due to higher Sales Tax revenues and unbudgeted COVID related grants
 - Passenger Fares – unfavorable by \$119K
 - Sales Tax/including Measure D – favorable by \$330K
 - Federal/State Grants – no variance
 - COVID Relief Grants – favorable by \$1,015K
 - All Other Revenues – no variance
- Operating Expenses, net favorable by \$405K - due to lower labor/fringe costs as a result of vacant positions and extended unpaid leaves of absence; partially offset by higher OT costs
 - Labor Regular – favorable by \$231K
 - Labor OT – unfavorable by \$165K
 - Fringe Benefits – favorable by \$266K

- Non-Personnel - favorable by \$73K
- Bus Replacement Fund – higher by \$69K due to increased Measure D sales tax revenues
 - Bus Replacement Fund – \$3M annual commitment from Measure D sales tax (\$2.2M) and STA-SGR (\$0.8M)
- Operating Balance – favorable by \$1,562K

Slide 5

October 31, 2021 YTD Operating Revenue and Expenses

- Operating Revenues, net favorable by \$9,182K – due to higher Sales Tax revenues and unbudgeted COVID related grants
 - Passenger Fares - unfavorable by \$104K
 - Sales Tax/including Measure D – favorable by \$1,977K
 - Federal/State Grants – no variance
 - COVID Relief Grants – favorable by \$7,254K
 - All Other Revenues – favorable by \$55K
- Operating Expenses, net favorable by \$1,651K – due to lower labor/fringe costs as a result of vacant positions and extended unpaid leaves of absence along with reduced spending in Services, Mobile Materials, Lease & Rental costs, and Misc. expenses; partially offset by higher OT costs
 - Labor Regular – favorable by \$967K
 - Labor OT – unfavorable by \$514K
 - Fringe Benefits – favorable by \$838K
 - Non-Personnel – favorable by \$360K
- Bus Replacement Fund – higher by \$284K due to increased Measure D sales tax revenues
 - Bus Replacement Fund – \$3M annual commitment from Measure D sales tax (\$2.2M) and STA-SGR (\$0.8M)
- Operating Balance – favorable by \$10,549K

Slide 6

October YTD FY22 Revenue Actual vs. Budget

- Actuals are \$9.2M higher than budget
 - Passenger Fares – lower by \$104K, Ridership is still below pre-pandemic levels, but is slowly recovering

- Sales Tax Revenue (including Measure D) – higher by \$1,977K due to higher than anticipated receipts
- COVID Relief Grants – higher by \$7,254K due to Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) drawdown
- All Other Revenues – higher by \$55K

Slide 7

October YTD FY22 Expense Actual vs. Budget

- Actuals are \$1.7M lower than budget
 - Labor, Regular – lower by \$967K, due to funded/vacant positions
 - Labor, OT – higher by \$514K, increased overtime for Bus Operators
 - Fringe Benefits – lower by \$838K due to retirement and medical insurance savings from funded/vacant positions
 - Non-Personnel – lower by \$360K due to reduced spending in Services (professional/tech fees), Lease & Rental (costs for ParaCruz space), and Misc. expense (reduced travel)

Slide 8

(Cover) Capital Spending & Project Completion

Slide 9

October 31, 2021 Capital Budget Spend

Total Capital Projects spending month to date is \$248K against budget of \$815K

- Construction Related Projects – no spending against budget of \$6K
 - IT Projects – spending of \$20K, no budget
 - Facilities Repair & Improvements – spending of \$190K against budget of \$132K
 - Revenue Vehicle Replacement – spending of \$22K, against budget of \$658K
 - Revenue Vehicle Electrification Projects – no spending, no budget
 - Non-Revenue Vehicle Replacement – no spending, no budget
 - Fleet & Maintenance Equipment – no spending, no budget
 - Miscellaneous – spending of \$16K against budget of \$19K

Total Capital Projects spending year to date is \$566K against budget of \$1,029K, which is 5.3% of \$10,722K annual budget

- Construction Related Projects – spending of \$10K against budget of \$23K, which is 1.5% of \$650K annual budget

- IT Projects – spending of \$49K, no budget, which is 100% of \$49K annual budget
- Facilities Repair & Improvements – spending of \$207K against budget of \$138K, which is 12.9% of \$1,602K annual budget
- Revenue Vehicle Replacement – spending of \$88K against budget of \$724K, which is 1.2% of \$7,092K annual budget
- Revenue Vehicle Electrification Projects – spending of \$48K, no budget, which is 7.6% of \$629K annual budget
- Non-Revenue Vehicle Replacement – spending of \$32K against budget of \$32K, which is 12.8% of \$250K annual budget
- Fleet & Maintenance Equipment – spending of \$41K against budget of \$39K, which is 32.8% of \$125K annual budget
- Miscellaneous – spending of \$85K against budget of \$73K, which is 26.2% of \$325K annual budget

October spending of \$248K driven by exterior painting of Maintenance building, upgrade to Timekeeping system, and Bus Wash Rehab

YTD Spending of \$566K behind the target for fiscal year primarily due to cancelation of AVL/ITS contract; partially offset by the accelerated timing of ZEB licensing and Secondary Virtualization system

Slide 10

(Cover) Questions?

Slide 11

(Cover) Additional Information

Slide 12

Pre/Post Close Variance Reconciliation – Month of September 31, 2021

- Operating Revenues, net unfavorable by \$15K , no single line item greater than \$100K
 - Passenger Fares - favorable by \$65K
 - Sales Tax/including Measure D – no variance
 - Federal/State Grants – no variance
 - COVID Relief Grants – unfavorable by \$77K
 - All Other Revenues - unfavorable by \$3K
- Operating Expenses, net unfavorable by \$53K – no line item variance greater than \$100K
 - Labor Regular –favorable by \$3K

- Labor OT - favorable by \$1K
- Fringe Benefits – favorable by \$3K
- Non-Personnel - unfavorable by \$60K
- Bus Replacement Fund – no variance
 - Bus Replacement Fund - \$3M annual commitment from Measure D sales tax (\$2.2M) and STA-SGR (\$0.8M)
- Operating Balance – unfavorable by \$68K

Slide 13

Economic Indicators & Ridership as of October 2021

- Unemployment Rate %
 - Santa Cruz County *is not available until 11/19*
 - State of California *is not available until 11/19*
 - National is 4.6%
- Gasoline per Gallon for the San Francisco-Oakland-San Jose area is \$4.58; Diesel is \$4.48
- Ridership YTD as of October 2021 changed as follows, (FY20 Pre-COVID vs FY22):
 - 48.1% decrease in Total ridership
 - 64.5% decrease in Highway 17 ridership
 - 47.0% decrease in Local ridership
 - 48.2% decrease in UCSC ridership – students and faculty are returning for in person learning
 - 85.2% decrease in Cabrillo ridership – students and faculty are returning for in person learning
 - 42.5% decrease in Non-Student ridership
- Ridership recovery is 316,352 total passengers in October 2021 compared to 36,113 total passengers at the start of the COVID-19 pandemic in April 2020

Slide 14

FY22 & Beyond Capital Portfolio Funding \$24.8M

- Transfers from Operating Budget (Measure D) – \$7.3M
- Federal Capital Grants – \$5.7M
- Operating and Capital Reserve Fund – \$5.4M
- PTMISEA – \$4.5M

- Transfers from Operating Budget (STA-SB1) – \$0.9M
- State Transportation Improvement Plan (STIP) – \$0.6M
- Local Partnership Program (LPP) – \$0.3M
- Capital Restricted STA – \$0.03M

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

Favorable budget variances in Operating Revenues and Expenses contribute to favorable budget variance in Operating Balance, Year to Date as of October 31, 2021.

VI. CHANGES FROM COMMITTEE

N/A

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 October 31, 2021 Presentation

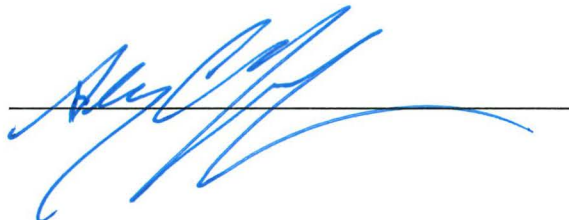
Prepared by: Cathy Downes, Sr. Financial Analyst

IX. APPROVALS

Chuck Farmer, Chief Financial Officer



Alex Clifford, CEO/General Manager





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

Board of Directors

November 19, 2021

Chuck Farmer, Chief Financial Officer

October 2021 Key Financial Highlights

| | |
|----------------------|--|
| <h3>Service</h3> | <ul style="list-style-type: none">• Fixed Route (including Hwy 17) Cost per Revenue Service Hour is \$238 vs Budget of \$342<ul style="list-style-type: none">• 163 canceled trips, 157 due to Operator shortage• ParaCruz Cost per Trip is \$92 vs Budget of \$107• Non-Student/Hwy 17 Passengers is 112,186 vs Budget of 138,987 |
| <h3>Financials*</h3> | <ul style="list-style-type: none">• Revenue of \$3.9M is \$0.2M favorable to budget due to Sales Tax revenues• Expenses of \$4.2M is \$0.4M favorable to budget due to reduced spending in Mobile Materials, Utilities, and lower Wages/Fringe, partially offset by increased Bus Operator OT costs• Net Operating Deficit of \$0.3M is \$0.6M favorable to budget |
| <h3>Capital</h3> | <ul style="list-style-type: none">• Capital spend of \$248K is \$567K lower than budget of \$815K• AVL/ITS contract cancelled due to inability to meet Metro's needs |
| <h3>Personnel</h3> | <ul style="list-style-type: none">• 291 Active Personnel vs 321 Funded Personnel• 30 Vacancies at end of October, 20 related to Paratransit and Bus Operators• Next class of 12 Operators being recruited with class start anticipated mid-November |

* Excludes all COVID related revenues/costs and Transfers

October 2021, Pre-Close Financials

October 31, 2021 Monthly Operating Revenue and Expenses

| | <u>October 31, 2021</u> | | |
|---|-------------------------|-------------------|------------------|
| \$ 000's | Actual* | Budget | Fav / (Unfav) |
| Operating Revenue | | | |
| Passenger Fares | \$ 822 | \$ 941 | \$ (119) |
| Sales Tax/including Measure D | 3,058 | 2,728 | 330 |
| Federal/State Grants | - | - | - |
| COVID Relief Grants | 1,015 | - | 1,015 |
| All Other | 52 | 52 | - |
| Total Revenue | \$ 4,947 | \$ 3,721 | \$ 1,226 |
| Operating Expense | | | |
| Labor - Regular | \$ 1,346 | \$ 1,577 | \$ 231 |
| Labor - OT | 291 | 126 | (165) |
| Fringe | 1,844 | 2,110 | 266 |
| Non-Personnel | 773 | 846 | 73 |
| Total OpEx | \$ 4,254 | \$ 4,659 | \$ 405 |
| Operating Surplus/(Deficit) before Transfers | \$ 693 | \$ (938) | \$ 1,631 |
| Transfers | | | |
| Bus Replacement Fund* | \$ (293) | \$ (224) | \$ (69) |
| Operating Surplus/(Deficit) after Transfers | \$ 400 | \$ (1,162) | \$ 1,562 |

- Revenues favorable due to higher Sales Tax revenues and unbudgeted COVID related grants

- Expenses favorable due to lower labor/fringe costs as a result of vacant positions and extended unpaid leaves of absence along with reduced spending in Services; partially offset by higher OT costs

- Bus Replacement Fund higher due to increased Measure D sales tax revenues

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

October 31, 2021

YTD Operating Revenue and Expenses

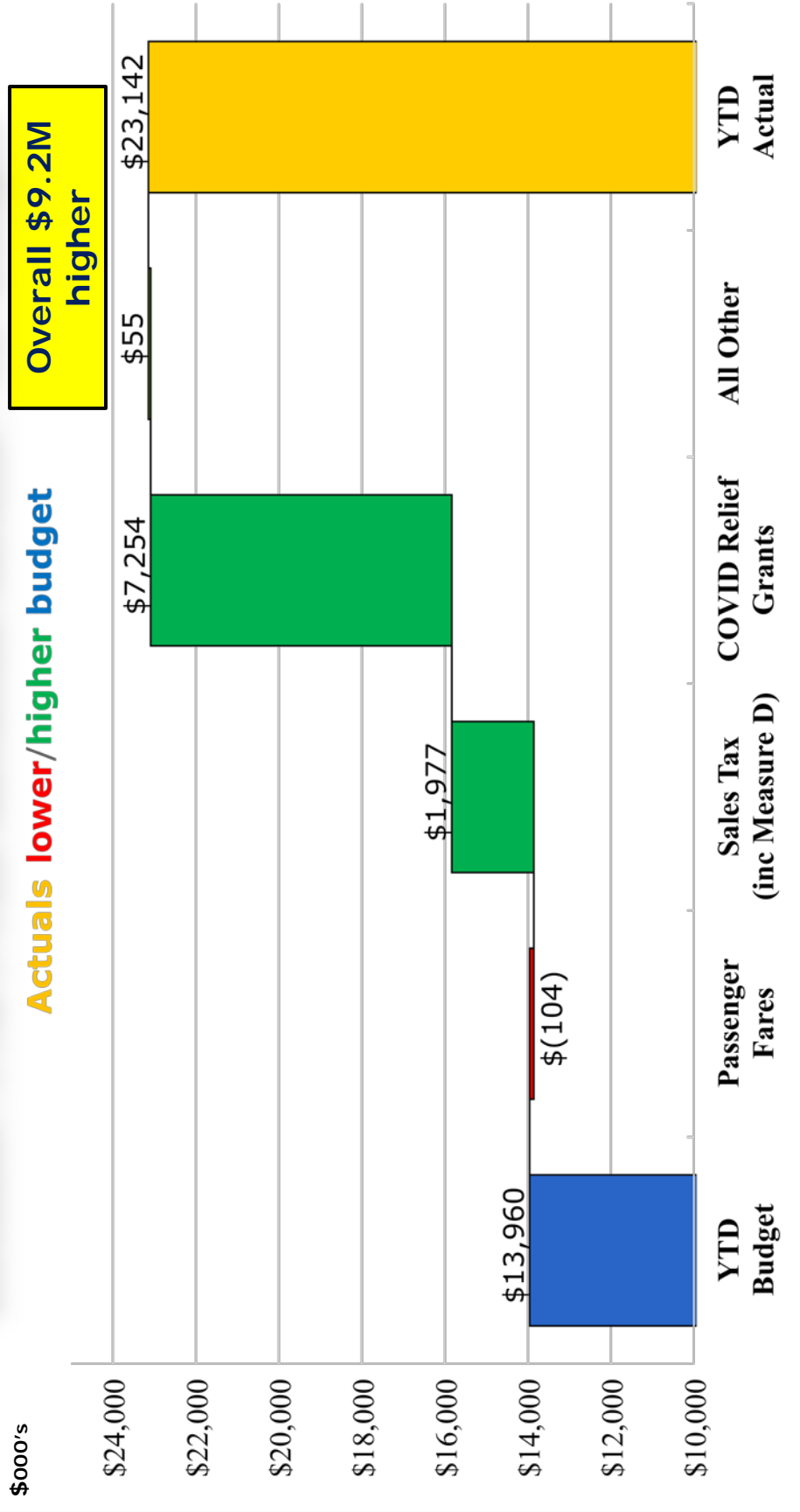
| | YTD as of October 31, 2021 | | |
|---|----------------------------|-------------------|------------------|
| \$ 000's | Actual* | Budget | Fav / (Unfav) |
| Operating Revenue | | | |
| Passenger Fares | \$ 2,511 | \$ 2,615 | \$ (104) |
| Sales Tax/including Measure D | 11,274 | 9,297 | 1,977 |
| Federal/State Grants | 1,867 | 1,867 | - |
| COVID Relief Grants | 7,254 | - | 7,254 |
| All Other | 236 | 181 | 55 |
| Total Revenue | \$ 23,142 | \$ 13,960 | \$ 9,182 |
| Operating Expense | | | |
| Labor - Regular | \$ 5,340 | \$ 6,307 | \$ 967 |
| Labor - OT | 871 | 357 | (514) |
| Fringe | 7,704 | 8,542 | 838 |
| Non-Personnel | 3,046 | 3,406 | 360 |
| Total OpEx | \$ 16,961 | \$ 18,612 | \$ 1,651 |
| Operating Surplus/(Deficit) before Transfers | \$ 6,181 | \$ (4,652) | \$ 10,833 |
| Transfers | | | |
| Bus Replacement Fund* | \$ (1,044) | \$ (760) | \$ (284) |
| Operating Surplus/(Deficit) after Transfers | \$ 5,137 | \$ (5,412) | \$ 10,549 |

- Revenues favorable due to higher Sales Tax revenues and unbudgeted COVID related grants
- Expenses favorable due to lower labor/fringe costs as a result of vacant positions and extended unpaid leaves of absence, along with reduced spending in Services, Mobile Materials, Lease & Rental costs, and Misc. expenses; partially offset by higher OT costs
- Bus Replacement Fund higher due to increased Measure D sales tax revenues

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

October YTD FY22 Revenue Actual* vs. Budget

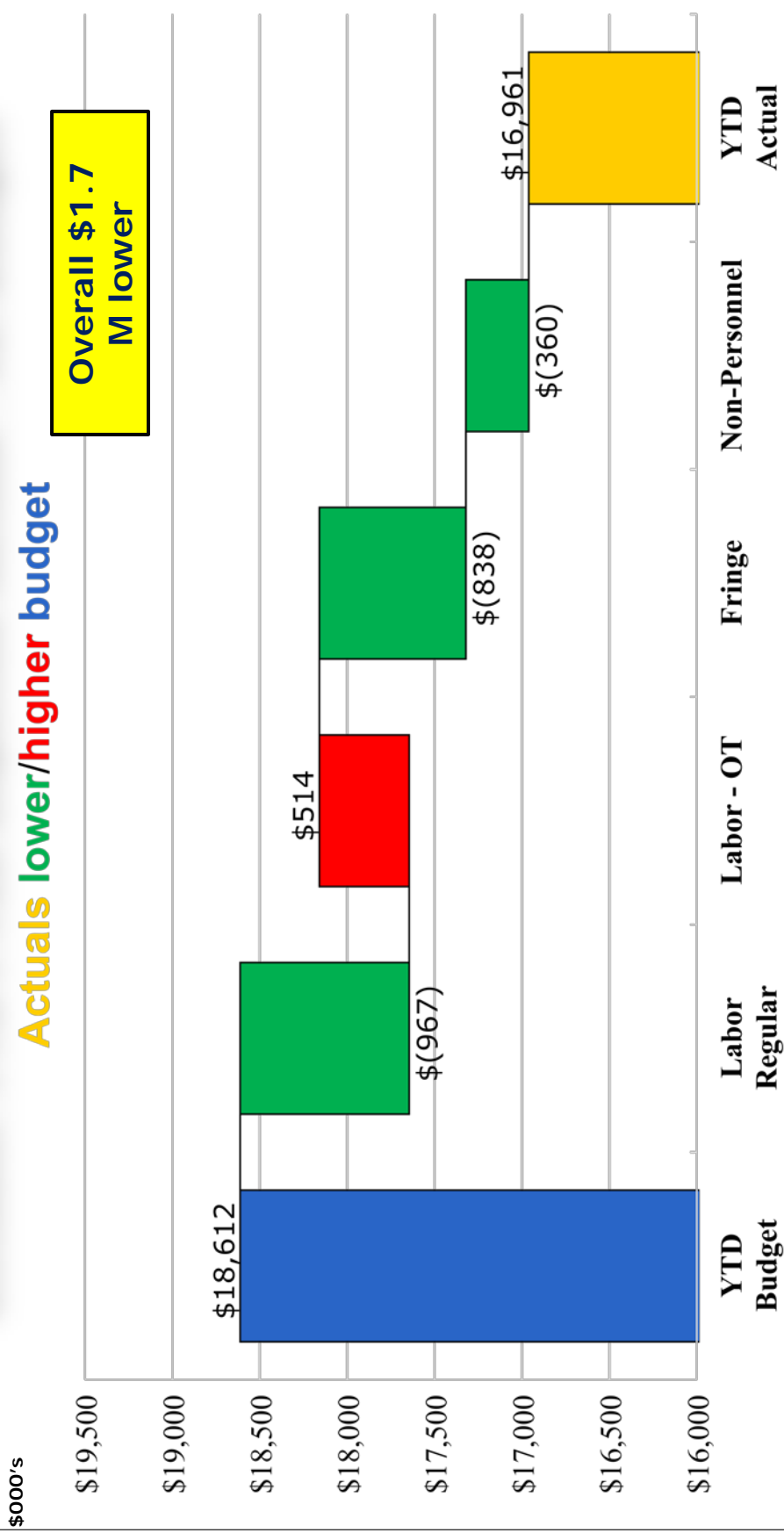
Attachment A



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

* Excludes Transfers

October YTD FY22 Expense Actual* vs. Budget



- Personnel lower due to funded/vacant positions and fringe savings is retirement and medical insurance costs; partially offset by increased Bus Operator OT due to unfilled vacancies
- Non-Personnel lower due to reduced spending in Services (professional/tech fees), Lease & Rental (costs for ParaCruz space), and Misc. expense (reduced travel)

9.3A.7

* Pre-close financials, subject to adjustments post close; includes COVID related costs

Capital Spending & Project Completion

October 31, 2021 Capital Budget Spend

| Project Category: | Month to Date | | Year to Date | | Full Year | |
|--|---------------|------------|--------------|--------------|------------------|-------------|
| | Actuals* | Budget | Actuals* | Budget | Budget | % Spend |
| Construction Related Projects | \$ - | \$ 6 | \$ 10 | \$ 23 | \$ 650 | 1.5% |
| IT Projects | 20 | - | 49 | - | 49 | 100.0% |
| Facilities Repair & Improvements | 190 | 132 | 207 | 138 | 1,602 | 12.9% |
| Revenue Vehicle Replacement | 22 | 658 | 88 | 724 | 7,092 | 1.2% |
| Revenue Vehicle Electrification Projects | - | - | 48 | - | 629 | 7.6% |
| Non-Revenue Vehicle Replacement | - | - | 32 | 32 | 250 | 12.8% |
| Fleet & Maintenance Equipment | - | - | 47 | 39 | 125 | 37.6% |
| Misc. | 16 | 19 | 85 | 73 | 325 | 26.2% |
| Total | 248 | 815 | 566 | 1,029 | \$ 10,722 | 5.3% |

1. October spending of \$248K is driven by exterior painting of Facility building, upgrade to Timekeeping system, and Bus Wash Rehab
2. YTD Spending of \$566K is behind budget for the fiscal year primarily due to cancelation of AVL/ITS contract; partially offset by the accelerated timing of ZEB licensing and Secondary Virtualization system

9.3A.9

Questions?

Additional Information

Pre/Post Close Variance Reconciliation

Month of September 30, 2021

| | Post Close Actual | Pre-Close Actual | Fav / (Unfav) |
|--|----------------------|---------------------|------------------|
|--|----------------------|---------------------|------------------|

Operating Revenue

| | | | |
|-------------------------------|--------|--------|-------|
| Passenger Fares | \$ 631 | \$ 566 | \$ 65 |
| Sales Tax/including Measure D | 2,558 | 2,558 | - |
| Federal/State Grants | 1,867 | 1,867 | - |
| COVID Relief Grants | 2,033 | 2,110 | (77) |
| All Other | 94 | 97 | (3) |

Total Revenue

\$ 7,183 \$ 7,198 \$ (15)

Operating Expense

| | | | |
|-----------------|----------|----------|------|
| Labor - Regular | \$ 1,358 | \$ 1,361 | \$ 3 |
| Labor - OT | 234 | 235 | 1 |
| Fringe | 1,903 | 1,906 | 3 |
| Non-Personnel | 741 | 681 | (60) |

Total OpEx

\$ 4,236 \$ 4,183 \$ (53)

Operating Surplus/(Deficit) before Transfers

\$ 2,947 \$ 3,015 \$ (68)

Transfers

Bus Replacement Fund* \$ (229) \$ (229) \$ -

Operating Surplus/(Deficit) after Transfers

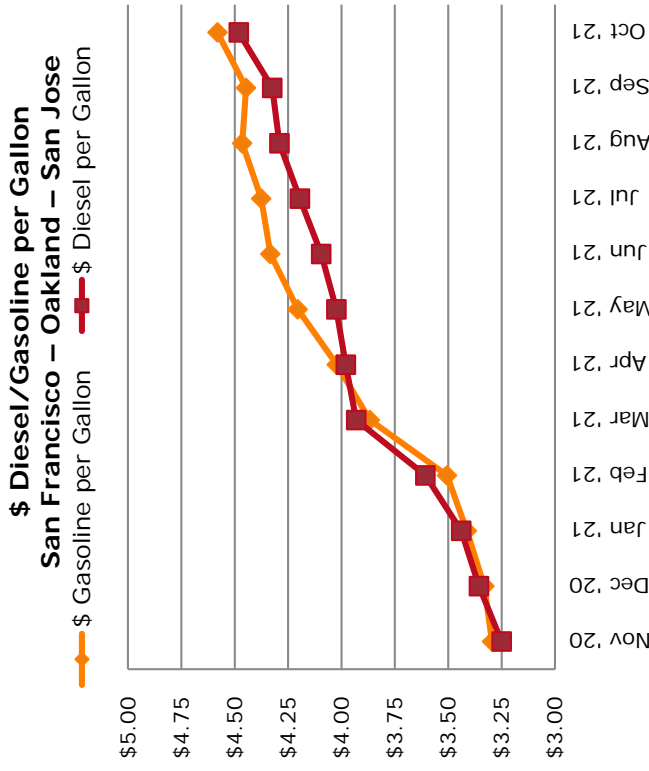
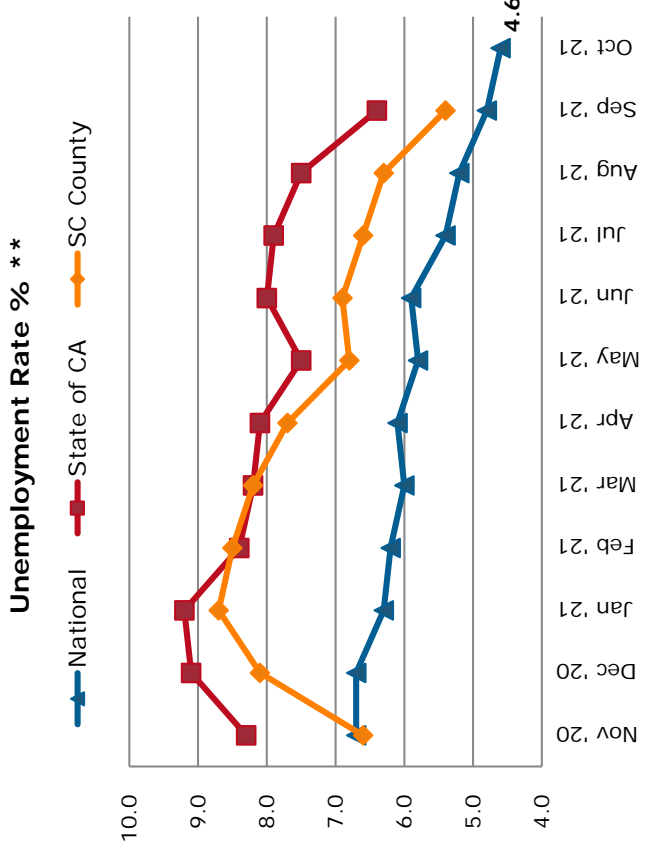
\$ 2,718 \$ 2,786 \$ (68)

Variances > \$100K

- No line item greater than \$100K

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

Economic Indicators & Ridership as of October 2021



** State/Country Unemployment rate for Oct not available until 11/19/21

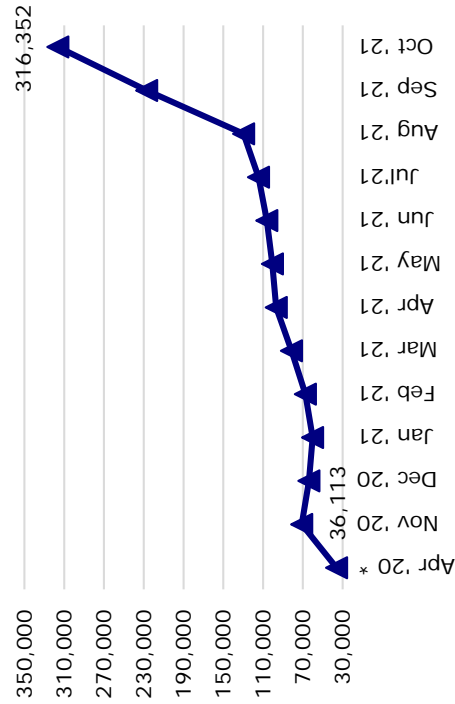
YTD Ridership Trends - October

| Ridership | FY19 | FY20 * | FY21 * | FY22 | % Change ** |
|-------------|-----------|-----------|---------|---------|-------------|
| Total | 1,460,362 | 1,517,131 | 259,173 | 787,697 | -48.1% |
| Hwy 17 | 95,787 | 94,071 | 12,993 | 33,375 | -64.5% |
| Local | 1,364,575 | 1,423,060 | 246,180 | 754,322 | -47.0% |
| UCSC | 617,571 | 681,209 | 25,066 | 352,833 | -48.2% |
| Cabrillo | 111,144 | 107,578 | 1,426 | 15,928 | -85.2% |
| Non-Student | 731,647 | 728,344 | 232,681 | 418,936 | -42.5% |

*COVID Pandemic stay-at-home ordered March 19, 2020 in CA

** FY20 Pre-COVID vs FY22

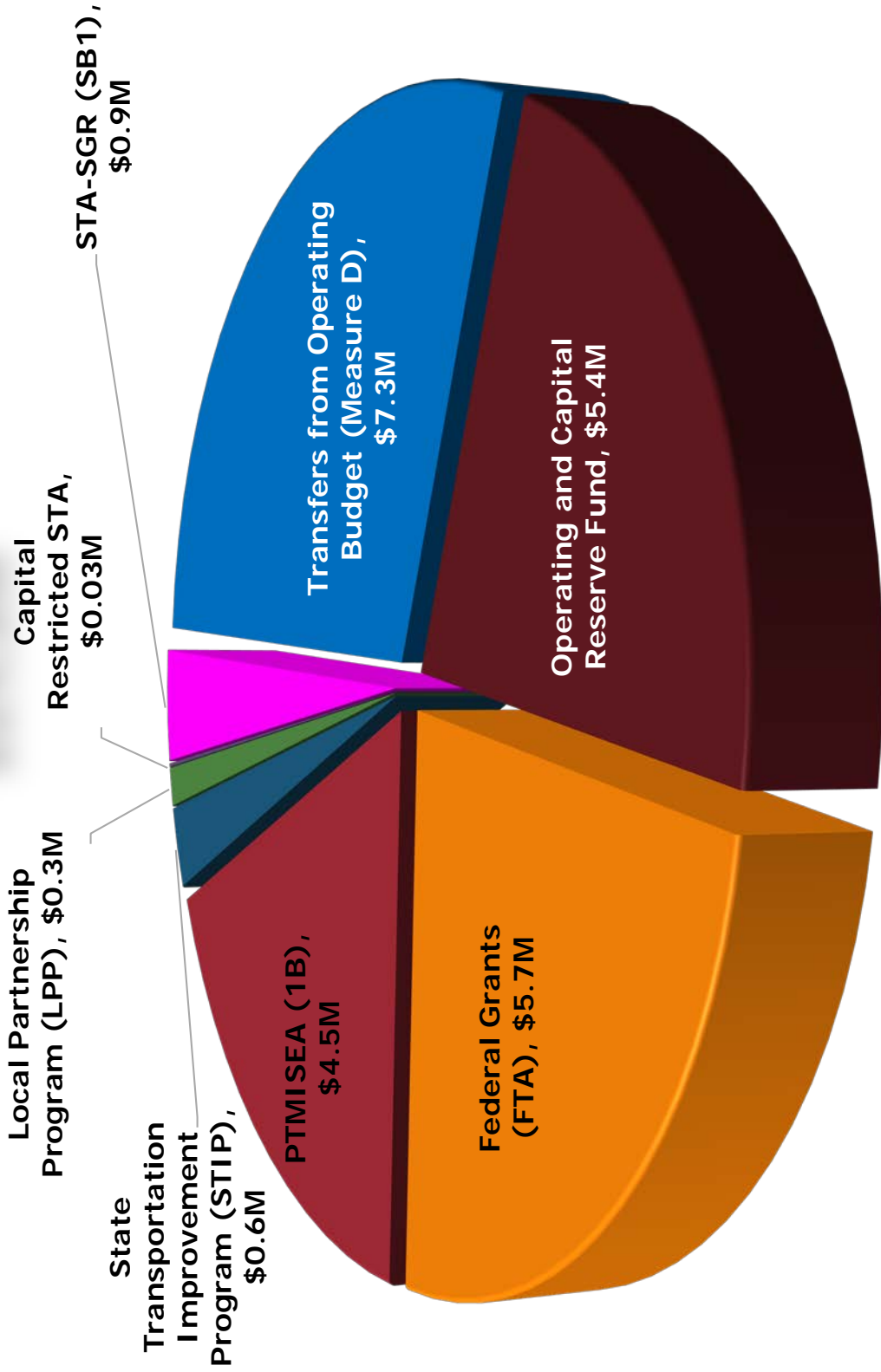
Post Pandemic Ridership Recovery



*Start of COVID Pandemic

FY22 & Beyond Capital Portfolio Funding*

\$24.8M



*Full portfolio amounts, will not be updated until next budget cycle or if funding sources/amounts change



DATE: November 19, 2021
TO: Board of Directors
FROM: Curtis Moses, Safety, Security and Risk Management Director
SUBJECT: RECOMMENDED ACTION ON TORT CLAIMS

I. RECOMMENDED ACTION

That the Board of Directors Approve Staff Recommendations for Claims for the Month of November 2021, as reflected in Section VIII of this report

II. SUMMARY

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

III. DISCUSSION/BACKGROUND

METRO's Risk Department received one claim for the month of November 2021 for money or damages. As a public entity, METRO must act "within 45 days after the claim has been presented" (Govt C §912.4(a)). See staff recommendations in paragraph VIII.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

None

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

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

- Reject the claim entirely;

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

VIII. DESCRIPTION OF CLAIM

| Claimant | Claim # | Description | Recommended Action |
|---|---------|--|--------------------|
| United Financial Casualty / Jetha, Suraiya | 21-0004 | Claimant alleges that a METRO bus rear-ended her car. Amount of claim: \$1,279.73 | Reject |

Prepared by: Tom Szestowicki, Safety Specialist

IX. APPROVALS

Curtis Moses, Safety, Security
and Risk Management Director



Alex Clifford, CEO/General Manager



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DATE: November 19, 2021
TO: Board of Directors
FROM: Daniel L. Zaragoza, Operations Manager, Paratransit Division
SUBJECT: ACCEPT AND FILE THE METRO PARACRUZ OPERATIONS STATUS REPORT FOR JULY, AUGUST AND SEPTEMBER 2021

I. RECOMMENDED ACTION

That the Board of Directors accept and file the quarterly METRO ParaCruz Operations Status Report for July, August and September 2021

II. SUMMARY

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

ParaCruz during the months of July, August, and September ParaCruz provided 14,630 rides. On Time Performance for this period was 99.94%.

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

III. DISCUSSION/BACKGROUND

- Summary review of monthly operational statistics for ParaCruz.

Comparing the monthly statistics of FY21 to the monthly statistics of FY22:

- In July, the number of ParaCruz rides increased by: 1,447
- In August, the number of ParaCruz rides increased by: 2,138
- In September, the number of ParaCruz rides increased by: 1,826

Comparing the monthly statistics of FY20 to the monthly statistics of FY22:

- In July, the number of ParaCruz rides decreased by: 1,406
- In August, the number of ParaCruz rides decreased by: 807
- In September, the number of ParaCruz rides decreased by: 1,650

- Summary review of monthly operational information about ParaCruz for FY22:
 - July number of total ParaCruz rides: 4,502
 - August number of total ParaCruz rides: 5,178
 - September number of total ParaCruz rides: 4,950
- Summary review of monthly operational information about Microtransit Service for FY21:
 - July number of total Microtransit rides: 200
 - August number of total Microtransit rides: 134
 - September number of total Microtransit rides: 78

Microtransit Service began on April 19, 2021.

- Comparing June 2021 statistics to July 2021, ParaCruz rides decreased by 115.
- Comparing July 2021 statistics to August 2021, ParaCruz rides increased by 676
- Comparing August 2021 statistics to September 2021, ParaCruz rides decreased by 228

ParaCruz Response to Covid-19

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

ParaCruz vehicles are sanitized after every shift.

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

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

There are no financial considerations for this report.

ParaCruz during the months of July, August and September ParaCruz provided 412 Microtransit rides.

VI. CHANGES FROM COMMITTEE

N/A

VII. COORDINATION

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

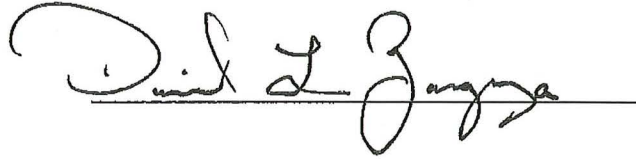
VIII. ATTACHMENTS

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

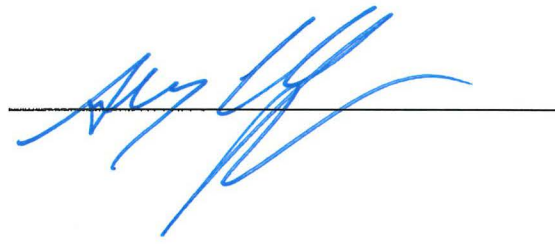
Prepared by: Daniel L. Zaragoza, Operations Manager, Paratransit Division

IX. APPROVALS

Daniel L. Zaragoza, Operations
Manager, Paratransit Division



Alex Clifford, CEO/General Manager



Attachment A

ParaCruz On-time Performance Report for July 2021

| | July 2020 | July 2021 |
|--|------------------|------------------|
| Total pick ups | 3,055 | 4,502 |
| Percent in “ready window” * | 99.61% | 99.93% |
| 1 to 5 minutes late | .13% | .07% |
| 6 to 10 minutes late | .16% | .00% |
| 11 to 15 minutes late | .03% | .00% |
| 16 to 20 minutes late | .03% | .00% |
| 21 to 25 minutes late | .00% | .00% |
| 26 to 30 minutes late | .00% | .02% |
| 31 to 35 minutes late | .00% | .00% |
| 36 to 40 minutes late | .00% | .00% |
| 41 or more minutes late (excessively late/missed trips) | .00% | .00% |
| Total beyond “ready window” | .39% | 0.07% |

*Target: 90%

On-time Performance

During July 2021, ParaCruz' on time performance increased by .04% from last month. Ridership also increased from last month. ParaCruz has hired two new Operators who are currently in training. two Operator positions are unfilled and two Operators are out on medical leave. The total number of available working ParaCruz Operators is now 20 per weekday, not including Operators on annual leave.

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

During the month of July 2021, ParaCruz received one Customer Service Report, A person with a HIPPA question regarding their Medical Provider refusing to tell her Operator that she was at their office.

Attachment A

ParaCruz On-time Performance Report for August 2021

| | August 2020 | August 2021 |
|--|--------------------|--------------------|
| Total pick ups | 3,040 | 5,178 |
| Percent in “ready window” | 99.90% | 99.67% |
| 1 to 5 minutes late | .10% | .31% |
| 6 to 10 minutes late | .00% | .02% |
| 11 to 15 minutes late | .00% | .00% |
| 16 to 20 minutes late | .00% | .00% |
| 21 to 25 minutes late | .00% | .00% |
| 26 to 30 minutes late | .00% | .00% |
| 31 to 35 minutes late | .00% | .00% |
| 36 to 40 minutes late | .00% | .00% |
| 41 or more minutes late (excessively late/missed trips) | .00% | .00% |
| Total beyond “ready window” | .10% | 0.33% |

*Target: 90%

On-time Performance

During August 2021, ParaCruz’ on time performance decreased by .26% from last month. Ridership increased from last month. ParaCruz has two Operator positions unfilled and five Operators out on Medical leave. The total number of available working ParaCruz Operators is 20 per weekday, not including Operators on annual leave.

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

During the month of August 2021, ParaCruz received two Customer Service Reports. Both are valid; one for a late ride and one a booking error for the wrong time.

Attachment A

ParaCruz On-time Performance Report for September 2021

| | September 2020 | September 2021 |
|--|-----------------------|-----------------------|
| Total pick ups | 3,124 | 4,950 |
| Percent in “ready window” | 99.87% | 98.89% |
| 1 to 5 minutes late | .03% | .57% |
| 6 to 10 minutes late | .07% | .18% |
| 11 to 15 minutes late | .03% | .04% |
| 16 to 20 minutes late | .00% | .12% |
| 21 to 25 minutes late | .00% | .12% |
| 26 to 30 minutes late | .00% | .04% |
| 31 to 35 minutes late | .00% | .08% |
| 36 to 40 minutes late | .00% | .00% |
| 41 or more minutes late (excessively late/missed trips) | .00% | 0.08% |
| Total beyond “ready window” | .13% | 1.11% |

*Target: 90%

On-time Performance

During September 2021, ParaCruz’ on time performance decreased by .78 % from last month. September ridership also decreased from last month. ParaCruz has hired two new Operators who are currently in training. three Operator positions remain unfilled, and three Operators are out on medical leave. The total number of available working ParaCruz Operators is 19 per weekday, not including Operators on annual leave.

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

During the month of September 2021, ParaCruz received three Customer Service Reports. One was valid (a late ride), and two were not valid (two riders who were upset that the Operator they rode with boarded other passengers before taking them to their destination).

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Attachment B

Comparative Operating Statistics through July 2021

| | July 2020 | July 2021 | FY 21 | FY 22 | Performance Averages | Performance Goals |
|---------------------------------|------------------|------------------|--------------|--------------|-----------------------------|----------------------------------|
| Requested | 5,245 | 5,000 | 5,245 | 5,000 | 5,138 | |
| Performed | 3,055 | 4,502 | 3,055 | 4,502 | 3,373 | |
| Cancels | 41.76% | 35.08% | 41.76% | 35.08% | 36.84% | |
| No Shows | 4.05% | 3.54% | 4.05% | 3.54% | 3.81% | Less than 3% |
| Total miles | 24,991 | 30,534 | 24,991 | 30,534 | 25,097 | |
| Av trip miles | 5.07 | 6.25 | 5.07 | 6.25 | 6.40 | |
| Within ready window | 99.61% | 99.93% | 94.61% | 99.93% | 99.93% | 90.00% or better |
| Call center volume | 2,263 | 2616 | 2,263 | 2,616 | 2,616 | |
| Hold times less than 2 minutes | 97.29% | 98.16% | 97.29% | 98.16% | 98.16% | Greater than 90% |
| Distinct riders | 334 | 492 | 334 | 492 | 370 | |
| Most frequent rider | 62 rides | 58 rides | 62 rides | 58 rides | 70 rides | |
| Shared rides | 12.56% | 29.27% | 12.56% | 29.27% | 21.56% | Greater than 60% |
| Passengers per rev hour | 1.73 | 1.95 | 1.73 | 1.95 | 1.80 | Greater than 1.6 passengers/hour |
| Rides by supplemental providers | N/A | N/A | N/A | N/A | N/A | No more than 25% |
| Vendor cost per ride | N/A | N/A | N/A | N/A | N/A | |
| Rides < 10 miles | 60.43% | 60.75% | 60.43% | 60.75% | 59.48% | |
| Rides > 10 | 39.57% | 39.25% | 39.57% | 39.25% | 40.52% | |
| Denied Rides | 0 | 0 | 0 | 0 | 0 | Zero |
| Missed Trips | 0 | 0 | 0 | 0 | 0 | |
| Excessively Long Trips | 0 | 0 | 0 | 0 | 0 | |
| # Trips at Base Fare | 1,819 | 2,673 | 1,819 | 2,673 | 1984 | |
| # Trips > Base Fare | 377 | 743 | 3.77 | 743 | 604 | |

Attachment B

Comparative Operating Statistics through August 2021

| | August 2020 | August 2021 | FY 21 | FY 22 | Performance Averages | Performance Goals |
|---------------------------------|--------------------|--------------------|--------------|--------------|-----------------------------|----------------------------------|
| Requested | 4,996 | 6,398 | 10,541 | 11,398 | 5,255 | |
| Performed | 3,040 | 5,178 | 6,095 | 9,680 | 3,551 | |
| Cancels | 33.90% | 19.07% | 42.18% | 27.08% | 33.61% | |
| No Shows | 5.24% | 3.59 | 4.75% | 3.57% | 3.67% | Less than 3% |
| Total miles | 25,553 | 31,261 | 48,554 | 61,795 | 25,739 | |
| Av trip miles | 5.70 | 6.51 | 5.71 | 6.38 | 6.46 | |
| Within ready window | 99.90% | 99.67% | 95.75% | 99.80% | 99.91% | 90.00% or better |
| Call center volume | 2,151 | 4,976 | 53,337 | 8,774 | 2,852 | |
| Hold times less than 2 minutes | 97.15% | 99.02% | 93.86% | 98.93% | 98.31% | Greater than 90% |
| Distinct riders | 353 | 559 | 1,597 | 682 | 387 | |
| Most frequent rider | 70 rides | 70 rides | 468 rides | 108 rides | 71 rides | |
| Shared rides | 15.00% | 43.74% | 13.78% | 36.51% | 23.96% | Greater than 60% |
| Passengers per rev hour | 1.85 | 2.05 | 1.91 | 2.05 | 1.82 | Greater than 1.6 passengers/hour |
| Rides by supplemental providers | N/A | N/A | N/A | N/A | N/A | No more than 25% |
| Vendor cost per ride | N/A | N/A | N/A | N/A | N/A | |
| Rides < 10 miles | 57.20% | 60.80% | 58.81% | 60.78% | 59.78% | |
| Rides > 10 | 42.80% | 39.20% | 41.19% | 38.94% | 40.22% | |
| Denied Rides | 0 | 0 | 0 | 0 | 0 | Zero |
| Missed Trips | 0 | 5 | 0 | 5 | .42 | |
| Excessively Long Trips | 0 | 0 | 0 | 0 | 0 | |
| # Trips Base Fare | 1,537 | 3,163 | 3,556 | 5,836 | 2,119 | |
| # Trips > Base Fare | 661 | 865 | 1,038 | 1,608 | 621 | |

Attachment B

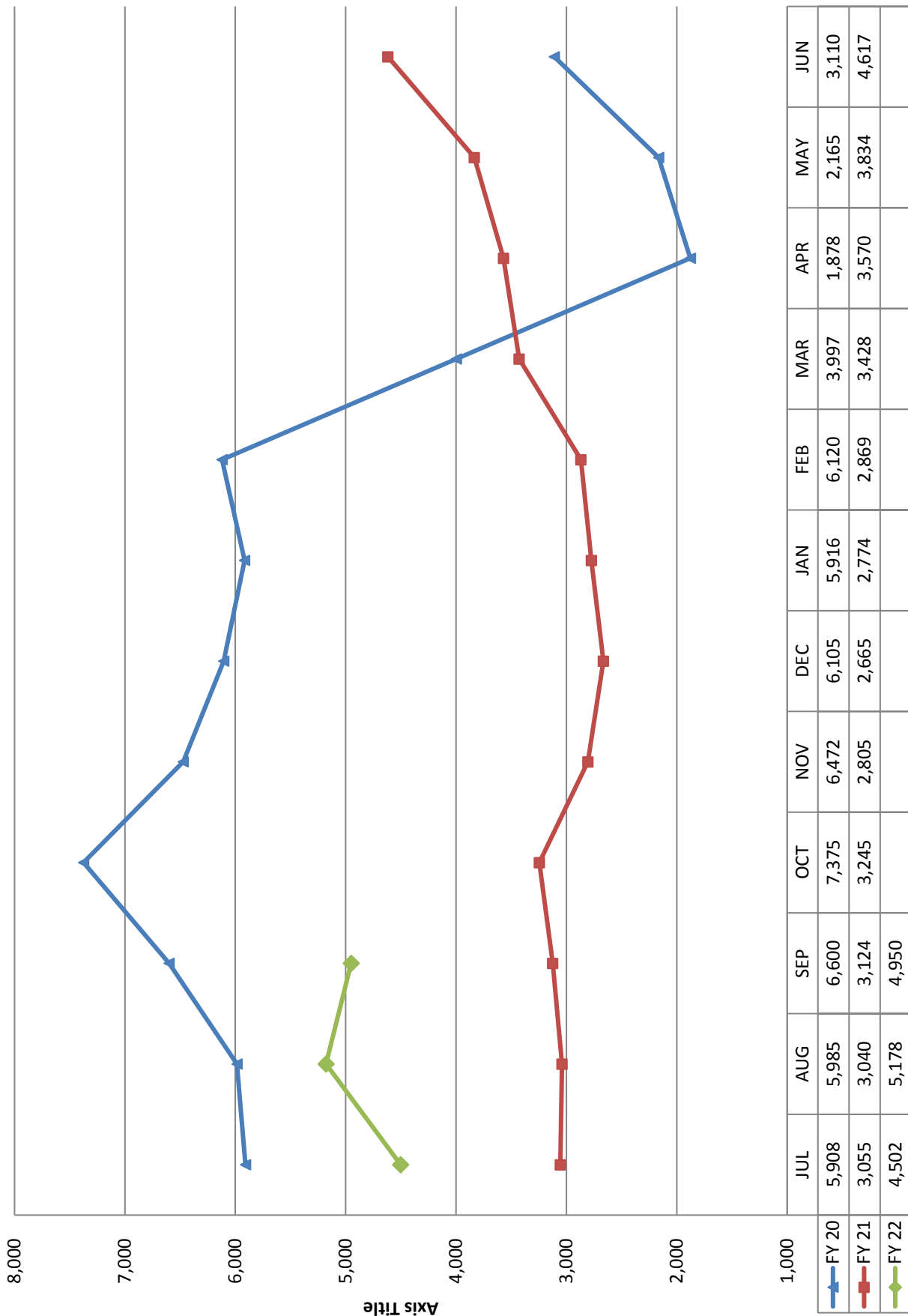
Comparative Operating Statistics through September 2021

| | September 2020 | September 2021 | FY 21 | FY 22 | Performance Averages | Performance Goals |
|---------------------------------|---------------------------|---------------------------|--------------|--------------|---------------------------------|----------------------------------|
| Requested | 5,004 | 6,395 | 15,245 | 17,793 | 5,371 | |
| Performed | 3,124 | 4,950 | 9,219 | 38,726 | 3,703 | |
| Cancel | 34.23% | 22.60% | 36.53% | 25.58% | 32.64% | |
| No Shows | 4.89% | 3.23% | 4.89% | 3.45% | 3.54% | Less than 3% |
| Total miles | 24,862 | 36,415 | 73,406 | 98,210 | 26,702 | |
| Av trip miles | 5.99 | 6.72 | 5.81 | 6.49 | 6.52 | |
| Within ready window | 88.86% | 99.89% | 99.79% | 99.50% | 99.83% | 90.00% or better |
| Call center volume | 2,256 | 5,041 | 6,854 | 13,815 | 2,664 | information not available |
| Hold times less than 2 minutes | 97.49% | 98.75% | 97.24% | 98.87% | 98.42% | Greater than 90% |
| Distinct riders | 324 | 571 | 1,629 | 1,622 | 407 | |
| Most frequent rider | 75 rides | 72 rides | 206 rides | 192 rides | 70 rides | |
| Shared rides | 15.20% | 38.26% | 14.19% | 37.09% | 25.88% | Greater than 60% |
| Passengers per rev hour | 1.83 | 2.09 | 1.80 | 2.03 | 1.84 | Greater than 1.6 passengers/hour |
| Rides by supplemental providers | N/A | N/A | N/A | N/A | N/A | No more than 25% |
| Vendor cost per ride | N/A | N/A | N/A | N/A | N/A | |
| Rides < 10 miles | 57.43% | 63.29% | 58.35% | 60.61% | 60.27% | |
| Rides > 10 miles | 42.57% | 36.71% | 41.65% | 39.39% | 39.73% | |
| Denied Rides | 0 | 0 | 0 | 0 | 0 | Zero |
| Missed Trips | 0 | 2 | 0 | 7 | .58 | N/A |
| Excessively Long Trips | 0 | 0 | 0 | 0 | 0 | |
| # Trips Base Fare | 1,676 | 2,939 | 5,032 | 8,775 | 2224 | |
| # Trips > Base Fare | 619 | 904 | 1,699 | 2,512 | 645 | |

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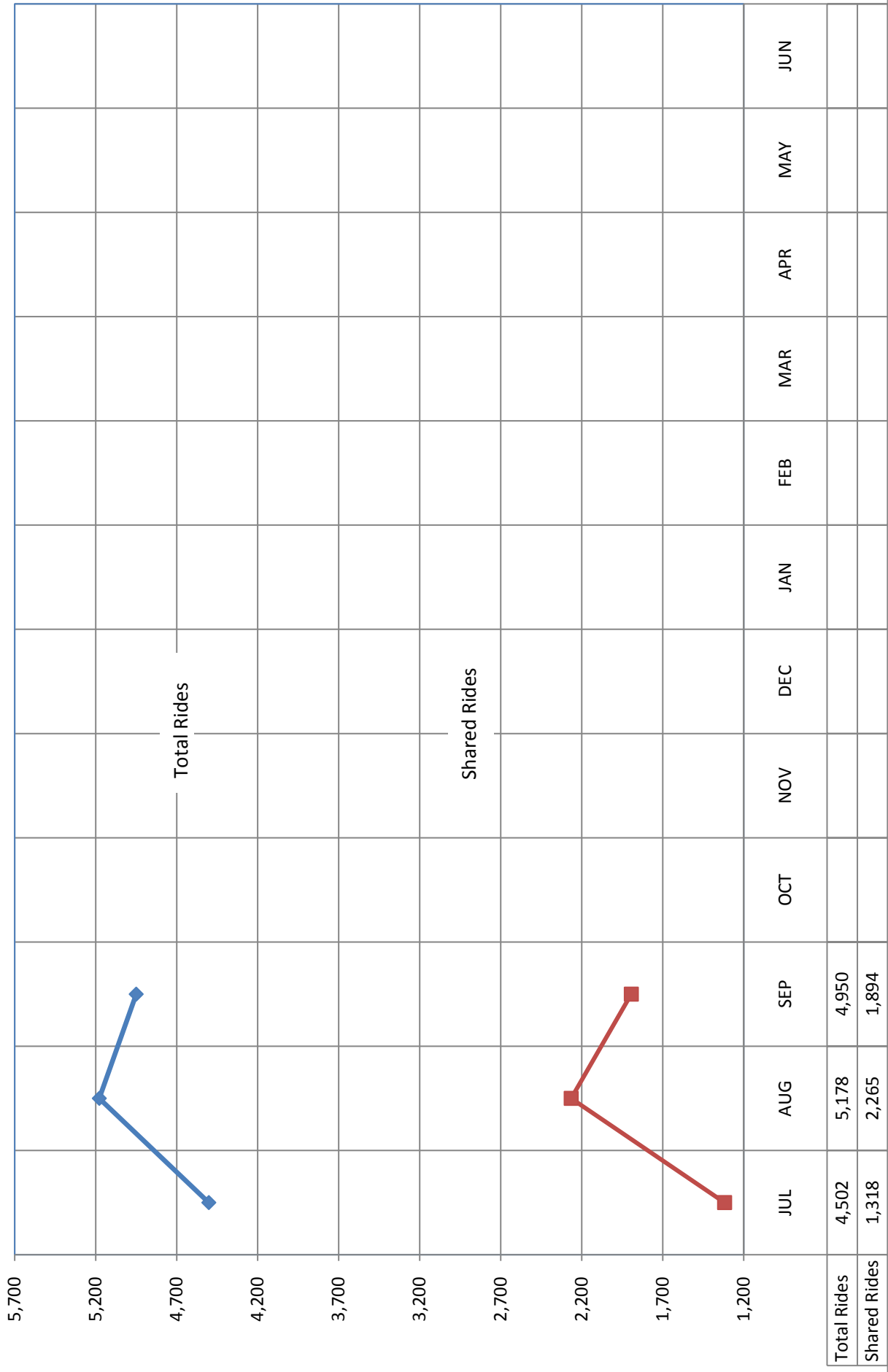
Attachment C

Number of Rides Comparison



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Total Ride vs. Shared Ride Count

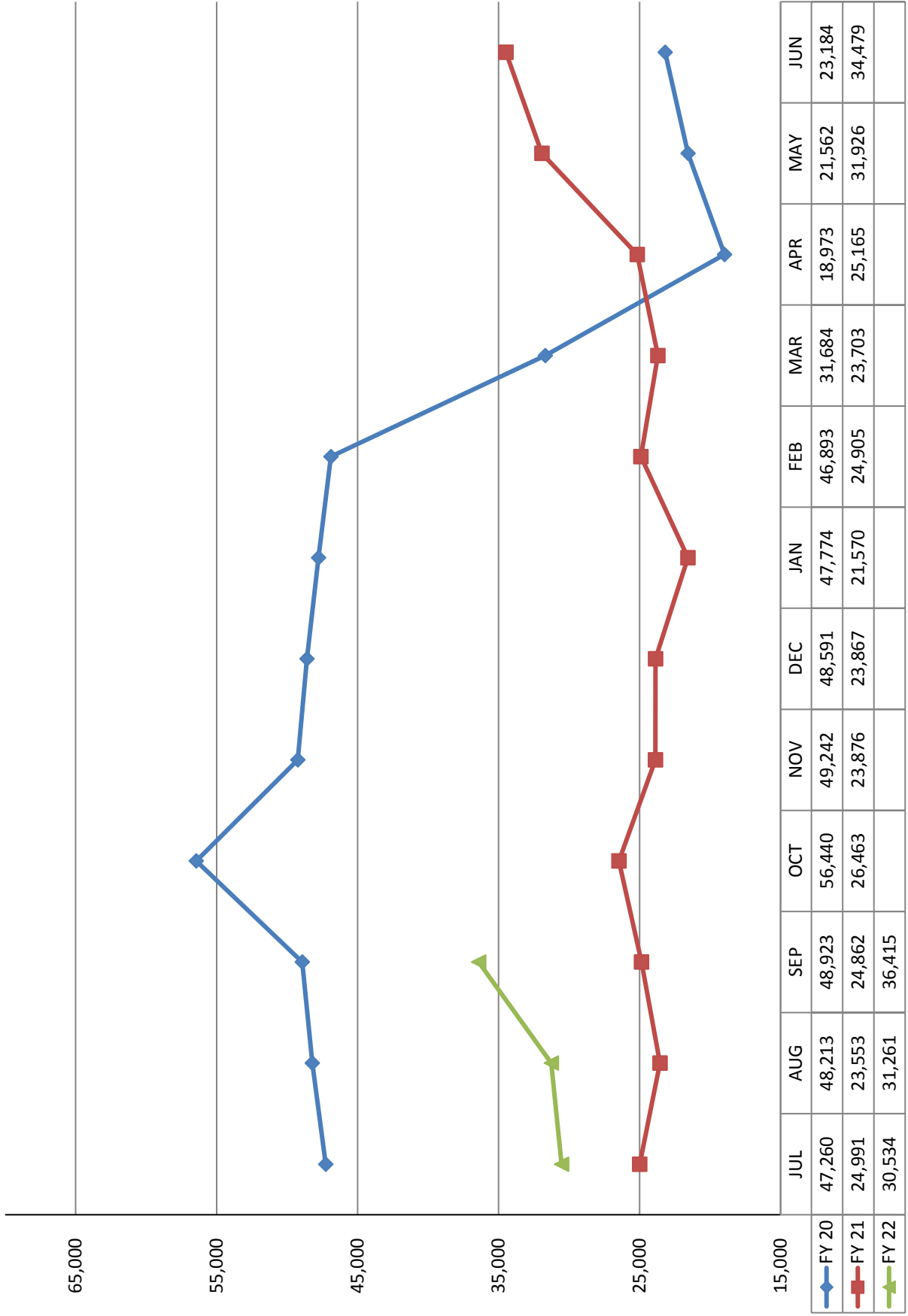


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Attachment E

Annual Miles Comparison



9.5E.1

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Attachment F

Monthly Assessments

| MONTHLY ASSESSMENTS | | | | | | |
|---------------------|--------------|---------------------------|----------------------------|-----------|--------|-------|
| | UNRESTRICTED | RESTRICTED CONDITIONAL | RESTRICTED TRIP BY TRIP | TEMPORARY | DENIED | TOTAL |
| OCTOBER 2020 | 0 | 0 | 0 | 39 | 0 | 39 |
| NOVEMBER 2020 | 0 | 0 | 0 | 28 | 0 | 28 |
| DECEMBER 2020 | 0 | 0 | 0 | 23 | 0 | 23 |
| JANUARY 2021 | 5 | 0 | 0 | 34 | 0 | 28 |
| FEBRUARY 2021 | 22 | 0 | 0 | 37 | 0 | 59 |
| MARCH 2021 | 10 | 0 | 0 | 38 | 0 | 23 |
| APRIL 2021 | 25 | 0 | 0 | 28 | 1 | 54 |
| MAY 2021 | 25 | 0 | 1 | 20 | 0 | 46 |
| JUNE 2021 | 52 | 0 | 0 | 27 | 0 | 79 |
| JULY 2021 | 52 | 0 | 0 | 21 | 0 | 73 |
| AUGUST 2021 | 38 | 0 | 0 | 27 | 0 | 65 |
| SEPTEMBER 2021 | 48 | 0 | 0 | 29 | 0 | 77 |

Number of Eligible Riders for the month of July 2021 = 2,762

Number of Eligible Riders for the month of August 2021 = 2,784

Number of Eligible Riders for the month of September 2021 = 2,866

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

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

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

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

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Attachment G

Top Ride Destinations

| LOCATION | April | May | June | Total | % of total rides |
|--|--------------|------------|-------------|--------------|-------------------------|
| Satellite Dialysis - Capitola | 579 | 597 | 641 | 1,704 | 11.65% |
| Satellite Dialysis 5 Nielsen St. Watsonville | 227 | 221 | 240 | 924 | 6.32% |
| Cabrillo College 6500 Soquel Dr. Aptos | 93 | 122 | 151 | 590 | 4.33% |
| Palo Alto Medical 2025 Soquel Ave. SC | 59 | 83 | 175 | 437 | 2.99% |
| LA Posada 609 Frederick St. SC | 98 | 89 | 117 | 378 | 2.58% |
| Santa Cruz Post-Acute 1115 Capitola Rd. SC | 88 | 68 | 122 | 346 | 2.37% |
| Pacific Coast Manor 1935 Wharf Rd. Capitola | 0 | 0 | 269 | 280 | 1.91% |
| The Galleria 740 Front St. SC | 72 | 56 | 90 | 260 | 1.78% |
| Watsonville Community Hospital 75 Nielsen St. Watsonville | 59 | 64 | 74 | 240 | 1.64% |
| Chestnut St. Apartments 95 Chestnut St. SC | 55 | 49 | 92 | 236 | 1.61% |
| Bay Avenue Senior Apartments 750 Bay Ave. Capitola | 69 | 57 | 59 | 235 | 1.61% |
| Dominican Hospital PEP Program 21340 E. Cliff Dr. SC | 51 | 57 | 76 | 199 | 1.36% |

Number of rides for the month of July 2021 = **4,502**

Number of rides for the month of August 2021 = **5,178**

Number of rides for the month of September 2021 = **4,950**

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DATE: November 19, 2021
TO: Board of Directors
FROM: Wondimu Mengistu, Grants/Legislative Analyst
SUBJECT: ACCEPT AND FILE QUARTERLY STATUS REPORT OF GRANT APPLICATIONS, ACTIVE AND PENDING GRANTS FOR THE FIRST QUARTER OF FY22

I. RECOMMENDED ACTION

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

II. SUMMARY

- During the first quarter (Q1) of FY22 (July 1- September 30, 2021), the Santa Cruz Metropolitan Transit District (METRO) received approval for two formula grants, which will be used for both operating and capital assistance.
- Staff also submitted three discretionary and one formula grant applications for operating assistance and capital improvements during the quarter.
- Previously awarded grant-funded projects are underway to purchase replacement vehicles and upgrade facilities.
- A list of METRO's active grants (Attachment A) and pending applications (Attachment B) is provided quarterly to apprise the Board of Directors (Board) of grant funding status.
- No action is required; this report is for information only.

III. DISCUSSION/BACKGROUND

During Q1 of FY22, METRO received approval for two formula grants.

Formula Grants

- FY21 FTA 5311 the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA).
 - METRO received approval for \$524,932 in FTA FFY21 5311 formula funds through CRRSAA funding to be applied to rural operating costs. Total federal assistance under this program, when combined with the CARES

Act apportionments, may not exceed 125% of 2018 operating expenses, which for METRO is a cap of \$2.5million. Accounting for the \$584,604 in funds that were already awarded to METRO through the CARES Act, METRO would receive \$524,932 in CRRSAA funding to be applied to FTA qualifying operating expenses going back to January 20, 2020. The federal share is 100 percent.

- State of Good Repair (SGR)
 - METRO received \$760,266 funds from the California State of Good Repair Program (SGR). METRO has already committed its FY22 SGR funds for bus replacement projects and/or for the required local match for competitive grant opportunities. METRO's highest capital improvement priority is to replace buses that have exceeded their useful lifespan.

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

Discretionary Grant

- RTC's 2021 Consolidated Regional Transportation (CRT) Grants
 - Paratransit Operating and Administrative Facility: METRO requested \$2,273,595 in 2021 CRT funds to construct a new Paratransit Operating and Administrative Facility, located at 3003 Paul Sweet Rd, Santa Cruz (Highway 1 and Soquel Drive). METRO would provide \$876,724 in local funds towards the project. METRO will apply for other federal and state funding sources to fill the funding gap. This project will address an unmet need for a permanent operation and administrative facility to accommodate increased fleet size and growth in future service for seniors and persons with disabilities. The new facility will include a Mobility Services Center, parking area for employees and paratransit vans, charging infrastructure, a dispatch area, customer service, scheduling office, reservations area, copier room, storage area, server room, conference room, training room, driver break-room/lunch room and management offices.
 - Compressed Natural Gas (CNG) Articulated Bus Replacements: The proposed project will enable METRO to replace two 2002 diesel-fueled articulated buses that reached the end of their useful life with two new CNG articulated buses. METRO requested \$1,770,600 in 2021 CRT funds and METRO would provide \$244,400 in local funds toward the project. The project maintains METRO's fleet in a state of good repair (SGR) and reduces greenhouse gas (GHG) emissions.

- FY21 Federal Transit Administration (FTA) Areas of Persistent Poverty Program (AoPP) grant
 - South County Zero-Emissions Operating and Maintenance Facility Plan: Staff submitted a discretionary grant application for AoPP grant funding to cover the costs of planning and environmental clearance work associated with implementing the South County Zero-Emissions Operating and Maintenance Facility Plan (“Proposed Project”). If awarded, the planning grant from AoPP would provide revenue necessary to develop planning, environmental clearance, conceptual/preliminary design and real estate acquisition cost estimates for a new facility with METRO contributing \$150,000 to pay the local match for federal financial assistance for the Proposed Project.

Formula Grants

- The American Rescue Plan Act (ARPA)
 - This application requested \$26,020,080 in FTA FFY21 Federal Section 5307 formula funds through ARPA, approved by Congress and signed into law on March 11, 2021. The ARPA funds will pay for FTA qualifying METRO operating expenses going back to January 20, 2020 to help offset the extraordinary direct costs and revenue losses as a result of the novel Coronavirus (COVID-19) pandemic. The federal share is 100 percent.

Closed-out Grants

During the quarter, staff closed-out two grants.

- Project #19-0039: Electric Bus (2) - Watsonville Zero Emission Bus (ZEB) Circulator Low Carbon Transit Operations Program (LCTOP).
 - All applicable state funds have been expended and Caltrans has approved the closeout report. METRO received \$709,292 from the FY2015-16 LCTOP program to purchase one ZEB for the Watsonville Disadvantaged Community and received \$619,812 from the FY2017-18 program to purchase another ZEB. These buses are dedicated to METRO’s new Zero-Emission Watsonville Circulator Route designed to reduce the number of riders using intercity buses and instead increase the number of transit passengers locally by providing more frequent service to desirable destinations in Watsonville.
- Project #19-0033: ParaCruz Van Replacement (3) (STBG FY19 via RTC)
 - All applicable state funds have been expended and RTC has approved the closeout report. METRO received \$200,000 from RTC’s FY19 Regional

Surface Transportation Program Exchange (RSTPX) to replace three older paratransit vehicles purchased in 2011 that have driven over 202,000 miles each well over the FTA's useful life thresholds. METRO provided \$59,342 in local funds toward the project.

Active, Pending and Future Grants

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

Active operating and capital improvement grants total \$47,612,075 in formula and \$8,179,247 in competitive funds. Of this amount, \$7,849,323 is to replace and refurbish buses. The remaining awarded funds are for operating assistance and capital improvement projects.

Pending grant applications request \$40,945,662 of new formula funding and \$14,925,582 of new discretionary funding. Of this \$14,925,582 in funding requests, \$6,255,000 is to replace buses. The remaining applications request funds for operating assistance and facilities improvement projects.

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

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

Current active grants (Attachment A) of \$55,791,322 for METRO's operations and capital improvements projects. The Operating and Capital Budgets will be amended as necessary when grants are awarded.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

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

VIII. ATTACHMENTS

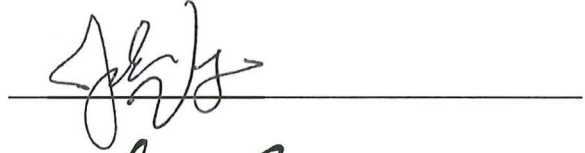
Attachment A: Active Grants as of November 2021

Attachment B: Pending Grants as of November 2021

Prepared by: Wondimu Mengistu, Grants/Legislative Analyst

IX. APPROVALS

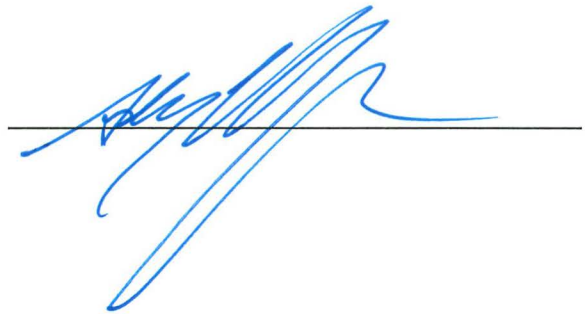
John Urgo, Planning
and Development Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Alex Clifford, CEO/General Manager



Santa Cruz METRO

Active Grants as of 8/27/2021

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

Santa Cruz METRO

Active Grants as of 8/27/2021

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

End of Operating Projects

Capital Projects

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

Santa Cruz METRO

Active Grants as of 8/27/2021

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

Santa Cruz METRO

Active Grants as of 8/27/2021

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

Santa Cruz METRO

Active Grants as of 8/27/2021

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

Santa Cruz METRO

Active Grants as of 8/27/2021

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

Attachment B

| Santa Cruz METRO | | | | | |
|---------------------------------------|---|---|--|-----------------|-------------------------|
| Pending Grants as of 8/27/2021 | | | | | |
| Competitive Grant | | | | | |
| Formula Grant | | | | | |
| # | Project Description | Project Scope | Funding Source | \$ Budget Grant | \$ Budget Total Project |
| 1 | FTA FFY21 Federal Section 5307 American Rescue Plan Act of 2021(ARPA) | FTA FY21 5307 ARPA Formula Operating Assistance | FTA FY21 5307 ARPA Formula Operating | \$26,020,080 | \$26,020,080 |
| 2 | FY22 Congressionally Directed Fundin | Replace six gasoline vehicles | FY22 Congressionally Directed Fundin | \$269,500 | \$269,500 |
| 3 | FY22 Congressionally Directed Funding | Replace one diesel articulated bus and two CNG buses | FY22 Congressionally Directed Funding | \$2,300,000 | \$2,300,000 |
| 4 | FY22 Congressionally Directed Funding | Purchase seven Paratransit Vans | FY22 Congressionally Directed Funding | \$595,000 | \$595,000 |
| 5 | RTC's 2021 Consolidated Regional Transportation (CRT) Grants | Paratransit Operating and Administrative Facility | RTC's 2021 Consolidated Regional Transportation (CRT) Grants | \$6,130,660 | \$6,130,660 |
| 6 | Federal Emergency Management Agency (FEMA)- Emergency Protective Measures | Cleaning and disinfection in response to COVID-19 cases | (FEMA)- Emergency Protective Measures | \$270,422 | \$270,422 |

Attachment B

| | | | | | |
|------------------------------|--|---|--|----------------------|----------------------|
| 7 | RTC's 2021 Consolidated Regional Transportation (CRT) Grants | Compressed Natural Gas (CNG) Articulated Bus Replacements | RTC's 2021 Consolidated Regional Transportation (CRT) Grants | \$2,000,000 | \$2,000,000 |
| 8 | Replace two 1998 diesel-fueled buses with two CNG buses | FY20 State of California FTA Section 5339 program | CalTrans FY20 5339 Discretionary Funds | \$1,088,000 | \$1,360,000 |
| 9 | FY21 FTA Areas of Persistent Poverty Program (AoPP) grant | South County Zero-Emissions Operating and Maintenance Facility Plan | FY21 FTA Areas of Persistent Poverty Program (AoPP) grant | \$1,000,000 | \$1,000,000 |
| 10 | FY21 USDOT RAISE grants | South County Zero-Emissions Operating and Maintenance Facility Plan | FY21 USDOT RAISE grant | \$1,000,000 | \$1,000,000 |
| Total | | | | \$ 40,673,662 | \$ 38,945,662 |
| End of Pending Grants | | | | | |



DATE: November 19, 2021
TO: Board of Directors
FROM: John Urgo, Planning & Development Manager
SUBJECT: ACCEPT AND FILE THE METRO SYSTEM RIDERSHIP REPORTS FOR THE FIRST QUARTER OF FY22

I. RECOMMENDED ACTION

That the Board of Directors accept and file the METRO system ridership report for the first quarter of FY22

II. SUMMARY

- FY22 Q1 total ridership increased 163.6% (+292,560) compared to FY21 Q1. However, FY22 Q1 ridership is -45.9% (-399,927) compared to FY19 Q1.
- Non-student ridership increased 94.0% (+162,249) and is -39.5% (-212,441) compared to FY19 Q1.
- Highway 17 (Hwy 17) ridership increased 170.1% (+15,171) and is -64.8% (-44,347) compared to FY19 Q1.
- UCSC ridership increased 874.6% (+131,157) and is -44.8% (-118,795) compared to FY19 Q1.
- Cabrillo College ridership increased 982.0% (+8,308) and is -86.7% (-59,537) compared to FY19 Q1.

III. DISCUSSION/BACKGROUND

This report contains ridership summaries and ridership by route for Santa Cruz Metropolitan Transit District (METRO) fixed route bus service for the first quarter (Q1) of FY22, July 1 – September 30, 2021. Quarterly ridership reports keep the Board of Directors (Board) apprised of METRO’s ridership statistics and ridership trends:

- Attachment A shows system-wide and college student ridership statistics for Q1 of FY22 and makes year-over-year comparisons with ridership statistics.
- Attachment B shows the average ridership and pass/fare usage per route and system-wide.
- Attachment C shows the weekly ridership comparison for Q1 of FY22 and FY21.

Total Fixed Route Ridership

Compared to the previous fiscal year's first quarter FY22 Q1 total fixed-route ridership increased substantially, with a 163.6% change year-over-year. METRO operates 23 local routes and one commuter route over the Highway 17 (Hwy 17). Hwy 17 ridership increased 170.1% and Local ridership increased 163.3%. The Student Pass ridership, comprised of UCSC and Cabrillo riders, increased 880.3%. UCSC and Cabrillo ridership grew 874.6% and 982.0%, respectively, while the remaining non-student ridership rose 94.0%.

The first quarter of FY22 total-fixed route ridership is still 45.9% less compared to Q1 of FY19. The Hwy 17 ridership did not rebound as well as the local route ridership, compared to pre-COVID data. Hwy 17 ridership decreased 64.8% compared to the same quarter in FY19, while Local ridership only decreased 44.3%. Student pass ridership decreased 53.5% and Cabrillo ridership showed a greater percent change than UCSC ridership compared to Q1 of FY19. UCSC and Cabrillo ridership shrunk 44.8% and 86.7%, respectively, while the remaining non-student ridership decreased 39.5%.

In Q1 of FY21, shelter-in-place directives and carrying capacity restrictions reduced overall ridership. UCSC and Cabrillo demand was also greatly diminished as both were still holding most of their classes remotely. Furthermore, telework was very widespread in Q1 of FY21, which reduced non-student ridership. As a result of this reduced ridership demand, METRO operated an average of 24.1% less vehicle revenue hours (VRH) compared to the current service level.

In Q1 of FY22, there were no shelter-in-place directives or carrying capacity restrictions after July 5th. UCSC and Cabrillo returned to largely in-person learning, with some classes being maintained for remote learning. Some non-student riders transitioned from telework to working at least part-time in the office. While, ridership demand continues to increase, operator shortages necessitated operating 11.3% less VRH compared to Q1 of FY19.

Regular and Discount Passes & Fares

The temporary Fare reduction continued throughout Q1 of FY22, ending on the first day of the fall bid in mid-September. All discounted riders were allowed to board for free. Correspondingly, this segment of the ridership increased 11.0% compared to the first quarter of FY21. However, because all discount ridership was recorded as a \$0 cash fare and no discount passes were required to board, documented discount pass usage declined 75.2% and discount "cash" usage increased 96.8%.

Discount ridership was 14.5% of total fixed route ridership in Q1 of FY22. This ridership segment is still 58.9% down compared to the first quarter of FY19. As discount ridership was largely recorded as a \$0 cash fare discount cash usage only decreased 4.1%, whereas discount pass usage declined 92.6%.

Due to the temporary fare reduction in Q1 of FY22, regular riders were allowed to board at 50% of the regular pass and fare prices until the start of the fall bid. As more people returned to in-person work environments, capacity restrictions were removed, and the reduced fare program encouraged more transit utilization, regular ridership increased 144.5%. During this time regular pass usage increased 190.4% and regular cash usage increased 117.6%.

Regular ridership was 52.5% of the total ridership in Q1 of FY22. However, compared to FY19, there was a 40.4% decrease in overall regular ridership. Cash usage appears to be more prominent among this ridership segment in FY22, with pass usage down 49.9% and cash usage only reduced by 29.9%.

Weekly Ridership Growth

For the first seven weeks of the first quarter of FY22, weekly ridership was on average 94.3% greater than year-over-year weekly ridership in FY21. In mid-August, weekly ridership began to increase at a quicker pace as Cabrillo returned for in-person classes for their fall semester. Due to returning UCSC students, by mid-September and through the remainder of Q1, weekly ridership increased an average of 325.1%.

Compared to FY19, ridership for the first two months of Q1 FY22 was an average of 53.7% less. FY22 September ridership was only 45.5% down compared to FY19 September ridership. While UCSC and Cabrillo ridership is certainly rebounding, this segment of ridership is still depressed compared to pre-COVID levels.

Trip Ridership by Route

While FY22 year-over-year total ridership per trip increased 91.3%, weekend ridership increased at a slightly higher pace than weekday ridership. Compared to Q1 of FY21, weekday ridership per trip grew 84.4% and weekend ridership increased 112.0%. Average weekday and weekend ridership per trip on all routes was 12.0 riders and 11.9, respectively. The weekday route with the highest average passenger load per revenue trip was the weekday-only route 15 UCSC via Laurel West with 38.5 riders per trip. The weekend route with the greatest trip loads is the route 18 UCSC via Main Gate-Mission with an average of 23.5 riders per trip.

Compared to FY19, overall riders per trip is still down by 46.2%. Weekday ridership is slightly more depressed compared to weekend ridership, as weekday and weekend ridership fell 46.9% and 43.4%, respectively. Whereas, in FY19 average weekend trip ridership was 22% less than the average weekday trip ridership, FY22 weekday and weekend ridership per trip are relatively equal. The FY19 weekday route with the highest trip loads was also the weekday-only route

15. The weekend route with the greatest trip loads was both the route 16, replaced with the route 18 in FY22, and the route 20.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns with METRO's Service Quality and Delivery strategic priority.

V. FINANCIAL CONSIDERATIONS/IMPACT

Revenue derived from passenger fares and passes is reflected in the FY22 operating budget. The COVID-19 pandemic fallout will adversely affect actual passenger pass and fare usage in the remainder of FY22. To encourage ridership growth, METRO implemented a temporary reduced fares program that ended in mid- September of FY21. In response, farebox revenue this quarter increased 6.2% compared to Q1 in FY21 as cash usage at the fare box remained steady among riders. The magnitude of this negative impact will be realized in the coming months.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

There are no alternatives to consider.

VIII. ATTACHMENTS

Attachment A: Quarterly System Ridership Summary for FY22 Q1 July 1, 2021-September 30, 2021

Attachment B: Quarterly Average Ridership by Route Report for FY22 Q1 July 1, 2021-September 30, 2021

Attachment C: Quarterly Ridership by Week for FY22 Q1 July 1, 2021-September 30, 2021

Prepared by: Cayla Hill, Planning Analyst

IX. APPROVALS

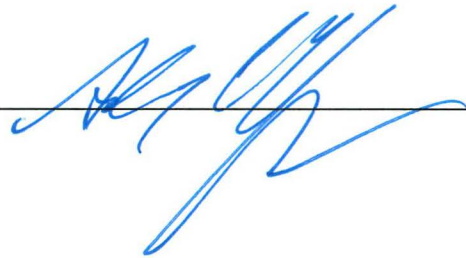
John Urgo
Planning and Development Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Alex Clifford, CEO/General Manager



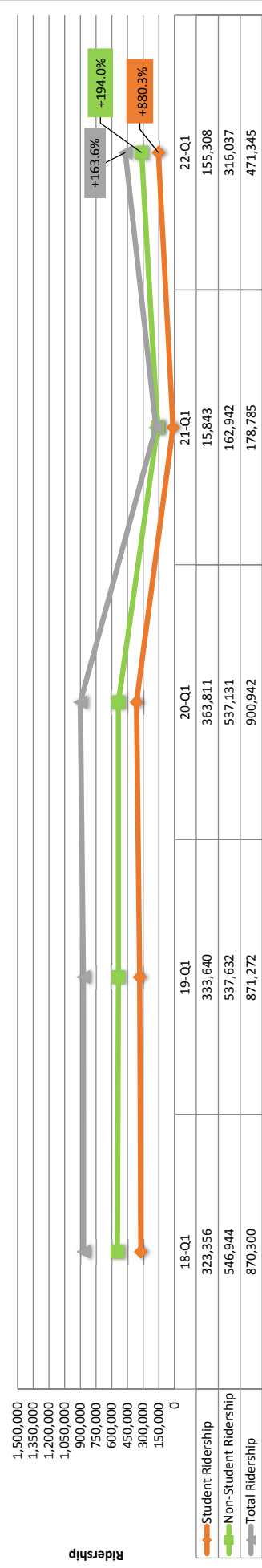
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Quarterly System Ridership Summary

FY22 Q1 (July 1 - September 30, 2021)

| Calendar Operating Days | | Discounted Pass Usage (Senior/Disabled) | | | Regular Pass Usage | | | | | | |
|--|----------------|---|-----------------------|-----------------------|-----------------------|---------------|----------------|---------------|---------------|---------------|--|
| | This Year | Last Year | Quarterly Totals (Q1) | | Quarterly Totals (Q1) | | | | | | |
| | | | FY22 Q1 | FY21 Q1 | Difference | % Change | FY22 Q1 | | | | |
| | | | | | | | FY21 Q1 | | | | |
| | | | | | | | Difference | | | | |
| | | | | | | | % Change | | | | |
| Weekdays | 66 | 66 | 7,644 | 30,784 | (23,140) | -75.2% | 98,794 | 34,504 | 64,290 | 186.3% | |
| Weekends | 26 | 26 | | | | | 9,894 | 2,925 | 6,969 | 238.3% | |
| UCSC School Days * | 6 | 0 * | | | | | 108,688 | 37,429 | 71,259 | 424.6% | |
| * No in-person classes, with limited exceptions | | | | | | | | | | | |
| Cabrillo School Days ** | 29 | 0 ** | | | | | | | | | |
| ** No in-person classes, with limited exceptions | | | | | | | | | | | |
| Discounted Cash Usage (Senior/Disabled) | | Regular Cash Usage | | | | | | | | | |
| Quarterly Totals (Q1) | | Quarterly Totals (Q1) | | Quarterly Totals (Q1) | | | | | | | |
| FY22 Q1 | FY21 Q1 | Difference | % Change | FY22 Q1 | FY21 Q1 | Difference | % Change | | | | |
| Local Single Cash Fare | 57,648 | 29,927 | 27,721 | 92.6% | 126,786 | 59,022 | 67,764 | 114.8% | | | |
| Hwy 17 Single Cash Fare | 3,261 | 1,023 | 2,238 | 218.8% | 12,010 | 4,757 | 7,253 | 152.5% | | | |
| Total Cash Usage | 60,909 | 30,950 | 29,959 | 96.8% | 138,796 | 63,779 | 75,017 | 117.6% | | | |
| System Totals | | Student Pass Totals | | | | | | | | | |
| Quarterly Totals (Q1) | | Quarterly Totals (Q1) | | Quarterly Totals (Q1) | | | | | | | |
| FY22 Q1 | FY21 Q1 | Difference | % Change | FY22 Q1 | FY21 Q1 | Difference | % Change | | | | |
| Local Fixed Route | 447,257 | 169,868 | 277,389 | 163.3% | 146,154 | 14,997 | 131,157 | 874.6% | | | |
| Highway 17 Express | 24,088 | 8,917 | 15,171 | 170.1% | 9,154 | 846 | 8,308 | 982.0% | | | |
| System Total | 471,345 | 178,785 | 292,560 | 163.6% | 155,308 | 15,843 | 139,465 | 880.3% | | | |

First Quarter Ridership - System Totals



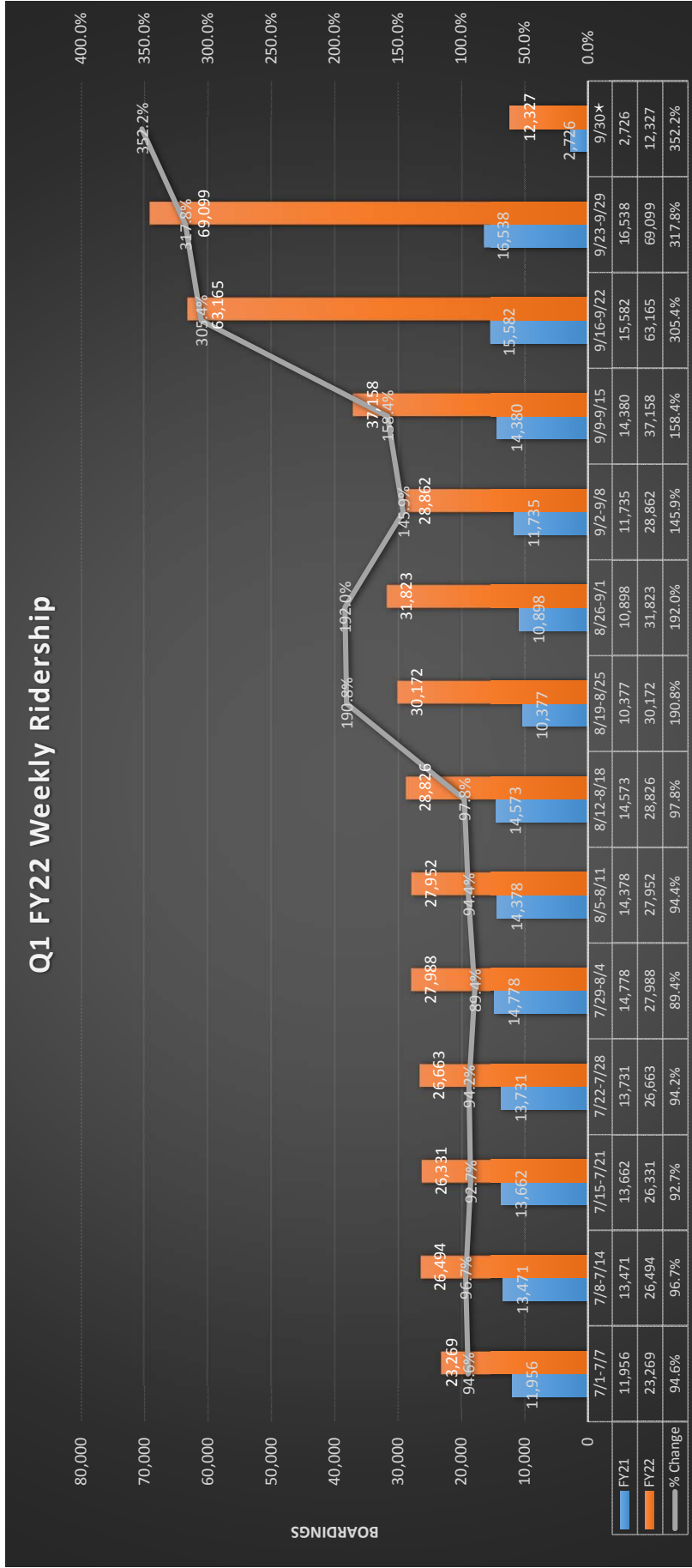
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Quarterly Average Ridership by Route Report

| Route | Corridor | Average Weekday Ridership per Trip | | | | | Average Weekend Ridership per Trip | | | | |
|--------------------------------|---------------------------------|------------------------------------|---------------|-------------------|-----------------------------|--------------------------|------------------------------------|---------------|-------------------|-----------------------------|----------------------------|
| | | Total Riders | UCSC Riders % | Cabrillo Riders % | Discount Fares and Passes % | Regular Fares & Passes % | Total Riders | UCSC Riders % | Cabrillo Riders % | Discount Fares and Passes % | Regular Fares and Passes % |
| UCSC | | | | | | | | | | | |
| 10 | UCSC via High St. | 16.0 | 85.8% | 0.3% | 4.1% | 9.7% | 20.3 | 92.5% | 0.1% | 1.6% | 5.8% |
| 15 | UCSC via Laurel West | 38.5 | 97.8% | 0.1% | 0.3% | 1.8% | | | | | |
| 18 | UCSC via Main Gate-Mission | 21.4 | 85.9% | 0.4% | 2.2% | 11.5% | 23.5 | 86.6% | 0.2% | 3.0% | 10.1% |
| 19 | UCSC via Lower Bay | 19.4 | 84.3% | 0.4% | 3.0% | 12.2% | 19.8 | 88.6% | 0.1% | 4.1% | 7.3% |
| 20 | UCSC via West Side | 17.4 | 78.2% | 0.4% | 4.4% | 17.1% | 19.0 | 83.1% | 0.1% | 4.3% | 12.5% |
| 22 | UCSC/Coastal Science Campus | 21.9 | 98.9% | 0.1% | 0.1% | 0.9% | | | | | |
| Intercity | | | | | | | | | | | |
| 35/35A | Santa Cruz/Scotts Valley/SLV | 9.5 | 2.4% | 1.2% | 17.3% | 79.1% | 11.7 | 2.3% | 0.6% | 23.1% | 74.0% |
| 69A | Capitola Road/Watsonville | 16.4 | 4.7% | 1.8% | 25.3% | 68.2% | 14.6 | 6.7% | 1.3% | 26.6% | 65.3% |
| 69W | Cap. Road/CRrillo/Watsonville | 15.7 | 4.9% | 5.6% | 19.9% | 69.6% | 14.9 | 7.2% | 1.1% | 21.3% | 70.4% |
| 71 | Santa Cruz to Watsonville | 16.3 | 2.7% | 4.2% | 19.7% | 73.5% | 13.9 | 2.7% | 1.3% | 22.4% | 73.6% |
| 91X | Santa Cruz/Watsonville Express | 7.4 | 3.3% | 13.5% | 20.5% | 62.7% | | | | | |
| Rural | | | | | | | | | | | |
| 40 | Davenport/North Coast | 3.4 | 4.7% | 0.2% | 5.3% | 89.8% | | | | | |
| 41 | Bonny Doon | 2.1 | 11.3% | 2.3% | 16.5% | 69.9% | | | | | |
| 42 | Davenport/Bonny Doon | 6.1 | 13.4% | 0.7% | 12.5% | 73.4% | 5.2 | 15.8% | 2.0% | 20.7% | 61.5% |
| Local | | | | | | | | | | | |
| 4 | Harvey West/Emeline | 6.8 | 5.4% | 1.5% | 36.2% | 57.0% | | | | | |
| 55 | Rio Del Mar | 6.4 | 2.5% | 10.6% | 23.9% | 63.0% | 4.2 | 4.0% | 4.1% | 28.4% | 63.5% |
| 66 | Live Oak via 17th | 7.8 | 8.0% | 0.6% | 20.7% | 70.6% | 6.9 | 8.3% | 0.6% | 30.1% | 61.0% |
| 68 | Like Oak via Broadway/Portola | 5.7 | 11.2% | 0.9% | 21.5% | 66.3% | 5.4 | 15.1% | 0.7% | 31.5% | 52.7% |
| 72 | Watsonville Hospital/Pinto Lake | 7.4 | 0.2% | 2.2% | 17.7% | 80.0% | 3.3 | 0.6% | 3.3% | 28.8% | 67.3% |
| 74S | PVHS/Watsonville Hospital | 9.9 | 0.5% | 0.2% | 1.2% | 98.2% | | | | | |
| 75 | Green Valley Road | 4.4 | 0.7% | 1.1% | 18.6% | 79.6% | 4.5 | 0.3% | 0.4% | 29.1% | 70.2% |
| 79 | Pajaro/East Lake | 3.8 | 0.3% | 1.2% | 14.0% | 84.4% | 3.1 | 1.0% | 1.0% | 27.6% | 70.5% |
| WC | Watsonville Circulator | 2.7 | 0.0% | 0.2% | 0.0% | 99.8% | 3.5 | 0.0% | 0.5% | 0.0% | 99.5% |
| Highway 17 | | | | | | | | | | | |
| Hwy 17 | Hwy 17 Express | 8.5 | - | - | 14.1% | 85.9% | 7.8 | - | - | 12.7% | 87.3% |
| Avg. Ridership per Trip | | 12.0 | 30.8% | 2.2% | 14.0% | 52.9% | 11.9 | 31.8% | 0.7% | 16.7% | 50.8% |

29 Calendar School Days of Cabrillo
6 Calendar School Days of UCSC

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*Note: 9/30 represents one day's worth of data

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DATE: November 19, 2021
TO: Board of Directors
FROM: Isaac Holly, IT and ITS Director
SUBJECT: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A CONTRACT WITH GIRO, INC. FOR HASTUS SOFTWARE MAINTENANCE AND SUPPORT

I. RECOMMENDED ACTION

That the Board of Directors authorize the CEO to execute a contract with GIRO, Inc. to renew Hastus (Version 2009) maintenance and support services in the amount of \$87,679 for the 2022 calendar year

II. SUMMARY

- On November 20, 2020, the Santa Cruz Metropolitan Transit District (METRO) Board of Directors (Board) approved a contract renewal with Giro, Inc. for Hastus software maintenance and support for the 2021 calendar year.
- This maintenance contract needs to be renewed annually in order to continue to receive the following for this mission-critical METRO system:
 - Unlimited support via telephone and email
 - Bug fixes and customization for the current Hastus version
 - Eligibility for new Hastus versions at a reduced license cost

III. DISCUSSION/BACKGROUND

Hastus is a unified software environment that enables METRO to:

- Report monthly and annual service stats to the National Transit Database (NTD) to remain eligible for FTA funding
- Plan new service changes accurately and efficiently
- Assign work to Operators and deploy them to and from the field
- Accurately compute Operator pay and schedule leave
- Track Operator performance and track license and medical certificate renewal

- Publish accurate timetables to print and web media
- Provide a data feed to the Google Transit Trip Planner
- Provide a data feed to the Intelligent Transportation System (ITS)

Prior to the current Hastus version, METRO was running an earlier version of Hastus with just the scheduling related modules. METRO identified a need to replace its aging, text-based dispatch system; so, in 2009 a grant opportunity became available via ARRA (American Reinvestment and Recovery Act). This grant funded the upgrade and expansion to the current Hastus version at the time with additional modules to allow for a complete scheduling and dispatch management system. METRO was then able to retire the legacy dispatch system. The cost for this new unified system, licensed for a fleet of 80 peak vehicles (the number of buses in service at one time) including integration and customization was \$1.4M.

Giro's maintenance schedule is based on calendar year and needs to be renewed on a yearly basis. On November 20, 2020, the Board approved a contract with Giro, Inc., which allowed the execution of a Hastus maintenance and support contract for the 2021 calendar year which expires at the end of December 2021. The 2022 maintenance and support contract currently being presented is based on the following deployed software modules:

- Hastus-Vehicle (Service schedules)
- Hastus-Crew (Operator work creation)
- CrewOpt (Automated crew scheduling)
- Hastus-Roster (Period rosters for personnel)
- Minbus (Automated vehicle blocking)
- Geo (Geocoding of stops and route itineraries)
- Bid (Operator work selection)
- Hastus-Daily (Operations daily vehicle and crew management)
- SelfService (Operator web access to their work assignments)
- EPM (Operator Discipline and award management)

This maintenance contract includes five days' worth of software development time to allow for further customizations as new needs are identified. If these days are not used, they may be carried over into the next year.

Staff recommends that the Board authorize the CEO to execute a maintenance and support contract with Giro, Inc. for Hastus software in the amount of \$87,679 for the 2022 calendar year.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns to METRO's Service Quality and Delivery and Internal and External Technology.

V. FINANCIAL CONSIDERATIONS/IMPACT

The funding in the amount of \$87,679 is included in the FY22 current fiscal year's IT Department Operating budget within the Maintenance Fees (503352) account.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

- Do nothing. There is no alternative recommended at this time. Hastus is a critical foundation to the core functions of the scheduling and deployment of METRO service. Not renewing this contract for maintenance and support services would result in losing the eligibility to receive technical support and updates, as well as incurring additional cost towards the purchase of future versions of Hastus.
- Going out to bid for a new system of this magnitude is not feasible at this time due to the lack of a viable alternative and budget to support it. METRO is in the process of evaluating alternative systems that offer similar functionality.

VIII. ATTACHMENTS

Attachment A: Giro Hastus Maintenance and Support Contract

Prepared by: Isaac Holly, IT and ITS Director

IX. APPROVALS

Isaac Holly, IT & ITS Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Alex Clifford, CEO/General Manager



Attachment A

September 20, 2021

Mr. Isaac Holly
Santa Cruz Metropolitan Transit District
110 Vernon Street
Santa Cruz, CA USA 95060
Email: iholly@scmtd.com



info@giro.ca
+ 1 514 383 0404
giro.ca

Subject: *HASTUS* maintenance and support contract renewal terms (**action required**)

Mr. Holly,

The renewal date of your *HASTUS* maintenance and support contract for *Vehicle, Crew, CrewOpt, Roster, Minibus, Geo, Bid, DailyCrew, DailyVehicle, SelfService, EPM* modules installed under version 2009 is January 1, 2022. As stipulated in the contract, we confirm below the terms for renewal.

As before, the contract includes unlimited support by phone and email, the correction of errors, and a bank of five (5) person-days. As of September 20, 2021, the balance in your bank is 11.5 person-days. For these services, the fees for renewal of your maintenance and support contract are \$87,679 US.

To ensure timely processing of the renewal and the uninterrupted provision of maintenance and support services, please ensure that the relevant stakeholder in your organization respond to the following points, as applicable:

- As per your request, you will find enclosed the *HASTUS* maintenance and support contract no. 617-15 for a one-year term. We would appreciate it if you would send us via email one signed copy of this contract as soon as possible.
- According to our records, you are licensed to use our software for a maximum of 80 peak vehicles (allows, for *EPM* module, the management of a maximum of 90 non-driving employees). We would appreciate it if you would complete the attached confirmation form and email it to us at contract@giro.ca as soon as possible.
- If a purchase order is required to process and pay our invoices, please take all necessary steps to ensure that a valid purchase order is sent to recevables@giro.ca at least one month before the renewal date noted above.

We hope that these renewal terms meet with your approval and we assure you of our continued commitment to offering Santa Cruz Metropolitan Transit District the best possible service. Please feel free to contact me if you require any further information.

Sincerely,

Annie Gagné

ANNIE GAGNÉ, Senior Director,
Business Relations and Risk Management
contract@giro.ca

AG/ND
ENCL.

Attachment A

HASTUS MAINTENANCE AND SUPPORT CONTRACT (Reference number: 617-15)

ENTERED INTO BETWEEN:

GIRO INC./LE GROUPE EN INFORMATIQUE ET RECHERCHE OPÉRATIONNELLE, having its principal place of business at 75, Port-Royal Street East, Suite 500, in the city of Montreal, Province of Quebec, Canada, H3L 3T1 (hereinafter referred to as "GIRO")

AND:

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT, having its principal place of business at 110 Vernon Street, Santa Cruz, California, USA 95060 (hereinafter referred to as the "Client")

FOR:

The software *HASTUS* with *Vehicle*, *Crew*, *CrewOpt*, *Roster*, *Minibus*, *Geo*, *Bid*, *DailyCrew*, *DailyVehicle*, *SelfService*, *EPM* modules version 2009 (hereinafter referred to as "Software") used by the Client for the operation of a maximum of eighty (80) peak vehicles (for *EPM* module, allows management of a maximum of ninety (90) non-driving employees).

Starting on January 1, 2022 (the "Commencement Date") for one (1) year.

1. SERVICES PROVIDED

GIRO will provide the Client with the following services beginning on the Commencement Date of this Agreement specified above and conditionally on payment of annual charges for support and maintenance as defined in Section 2:

1.1 GIRO will assign, in a maximum delay of twenty-four (24) hours, an employee to correct a Software defect, once the Client has provided GIRO with a detailed description of the said defect. For the purposes of this Agreement, a defect is considered to exist when the Software does not perform according to the description given in the appropriate version of the User Guide and online help and when the said defect affects the performance of the Software. Correction of any problems due to one or several of the following causes is excluded from this Agreement: an accident, a disaster, faulty use of Software, inappropriate use of the Software, additions and/or modifications (including changes to system setting files) which are made to the Software by other than GIRO's personnel except if these additions and/or modifications have been done with prior approval by GIRO, a change to an unsupported version of the operating system or database management system, and failure to supply the necessary facilities for correct operation of the Software.

1.2 Electronic mail and telephone support are available from Monday to Friday inclusively from 9 a.m. to 5 p.m. (Eastern Standard Time) excluding Québec public holidays.

1.3 When the *Geo* module is included in the Software, the support required to assist in one annual conversion of the geographical data is included. However, any Software modification required for the data conversion is not covered by this Agreement and the additional costs will be invoiced.

1.4 GIRO will provide the Client with a bank of five (5) person-days of GIRO staff time. This time can be used to perform tests on system operation, to make minor modifications to the Software, to train personnel on the Client's premises, and to approve additions and/or modifications made by the Client. The use of these staff days is determined by the Client. Non-used days can be accumulated and used in subsequent years as long as this Agreement is renewed by the Client without interruption. The time needed by GIRO personnel to perform modifications requested by the Client under this Agreement and that are not defects as defined in the present Agreement will be deducted from this bank. If there are no remaining person-days available in the bank, therefore the time necessary to perform any work requested by the Client under this Agreement except for work required for defects as defined in this Agreement, will be charged to the Client by GIRO according to current rates for GIRO personnel.

1.5 Availability for the Client, without additional licence fees, of all additions and improvements made to the Software by GIRO for other customers, excluding new modules or new products. These improvements or additions to the Software could be a new report, a new command or a new function. If requested by the Client, they can be adapted and/or installed by GIRO on the Client's version of the Software without any additional licence fees related to their purchase. New versions of the Software up to release 2011 are also available without additional licence fees. Charges relative to the installation of these additions, improvements or new version by GIRO,

Attachment A

if applicable, will be payable by the Client and invoiced separately. Any charges relative to third party software licences are also payable by the Client.

1.6 A 20% discount on the licence fee is accorded to the Client when a new module of *HASTUS* is added to *HASTUS-Vehicle* and *HASTUS-Crew*. This discount is valid only if the Client has maintained a Maintenance and Support Contract without interruption since the initial installation of the Software.

2. TERMS AND CONDITIONS

2.1 For services specified in Section 1, the Client will pay GIRO a fee of \$87,679 US. The total amount is payable when the Agreement comes into effect.

2.2 The annual fee includes the following direct expenses: telephone charges, fax and courier incurred by GIRO during the provision of the services specified in this Agreement. Travel and living expenses that may be incurred are not included.

2.3 All charges quoted or understood in the present Agreement will be increased as necessary to reflect any applicable taxes in effect at the time that the monies become due.

2.4 The Client will supply GIRO with a method to access the installed Software remotely for maintenance and support purposes.

2.5 GIRO undertakes not to reveal any of the Client's confidential information acquired during product installation and support activities without the express authorization of the Client.

2.6 Any *HASTUS* maintenance and support contract previously signed between the Client and GIRO is hereby rescinded.

The Client acknowledges that he has read this Agreement, understood it, and has agreed to be bound by its terms and conditions. Further, he agrees that it is the complete and exclusive statement of the Agreement between the parties and that it supersedes all proposals or prior Agreements, oral or written, and all other communications between the parties relating to its subject matter.

At Montréal, this 21st day of September 2021.

GIRO INC./LE GROUPE EN INFORMATIQUE ET RECHERCHE OPÉRATIONNELLE

Per:

Name: Annie Gagné

Title: Senior Director, Business Relations and Risk Management

Signature: Annie Gagné

Duly authorized, as she so declares.

At _____, this ____ day of _____.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

Per:

Name: _____

Title: _____

Signature: _____

Duly authorized, as he/she so declares.



Attachment A

Confirmation of the level of use of the HASTUS software

Company name: _____ Transit System: _____

In order to validate that the level of use of HASTUS meets the thresholds authorized by your licence, please provide us with the following information:

Information on the number of vehicles operated:

| | Bus | Tram | | Metro | | Train (No. of cars) |
|---|-----|---------------|-------------|---------------|-------------|------------------------|
| | | No. of trains | No. of cars | No. of trains | No. of cars | |
| Total number of vehicles for passenger transport in the fleet of the company or its subcontractors | | | | | | |
| Maximum number of vehicles operated during peak periods by the company or by its subcontractors, at any time of the year, and of which only trips and blocks are managed in HASTUS | | | | | | |
| Maximum number of vehicles operated during peak periods by the company or by its subcontractors, at any time of the year, and whose trips, blocks, and duties are managed in HASTUS | | | | | | |
| Maximum number of vehicles operated during peak periods and whose trips are processed in HASTUS only for customer information or interfacing, without creating the corresponding blocks or crew schedules | | | | | | |

Information on the number of employees managed in HASTUS:

| | |
|---|--|
| Number of drivers whose work is planned / managed in HASTUS or for whom a payroll export is produced by HASTUS | |
| Number of non-driver employees working on vehicles / trains and whose work is planned / managed in HASTUS (e.g. verification of titles) | |
| Number of employees not working on vehicles / trains and whose work is planned / managed in HASTUS (e.g. maintenance staff) | |

Signature: _____

Title: _____

Date: _____



DATE: November 19, 2021
TO: Board of Directors
FROM: Isaac Holly, IT and ITS Director

**SUBJECT: TERMINATION OF CONTRACT WITH GMV SYNCROMATICS AND
AWARD OF CONTRACT TO CLEVER DEVICES FOR PURCHASE AND
INSTALLATION OF AN INTELLIGENT TRANSPORTATION SYSTEM**

I. RECOMMENDED ACTION

That the Board of Directors (1) terminate the METRO contract with GMV Syncromatics, (2) award a contract to Clever Devices for the purchase and installation of an Intelligent Transportation System, (3) authorize additional project funding in the amount of \$562,615, and (4) authorize the CEO/GM to execute all documents necessary to give effect to the termination and award of contract.

II. SUMMARY

- On October 26, 2018, following a competitive procurement process, the Santa Cruz Metropolitan Transit District (METRO) Board of Directors awarded a contract to GMV Syncromatics for the Purchase and Installation of an Intelligent Transportation System (ITS)
- During GMV Syncromatics's performance of the contract, staff has come to the conclusion that the business relationship between the two parties is not working out as anticipated and that it is in Metro's best interest to terminate the contract for convenience
- METRO is seeking Board approval to terminate the contract with GMV Syncromatics and award to the second highest scoring proposer, Clever Devices, along with additional funding in the amount of \$562,615
- Staff is also seeking Board authorization for the CEO/GM to execute all documents (including the new contract with Clever Devices and a settlement agreement with GMV Syncromatics) to give effect to these actions

III. DISCUSSION/BACKGROUND

On-board technology in the transit industry has developed rapidly over the past decade. These technologies have afforded transit operators the ability to utilize detailed data to optimize services and offer an array of conveniences to its riders.

METRO has already adopted some elements that comprise an ITS such as an Audio/Visual Annunciation System (AVAS) in 2002 and more recently an on-board Surveillance System for its Fixed Route and Paracruz fleet. METRO has had the need to incorporate additional ITS technologies most specifically Automatic Vehicle Location (AVL) which includes Real Time Passenger Mobile Applications and options such as Automated Passenger Counter (APC) systems to maximize operational efficiency and customer amenity.

On October 26, 2018, the Board of Directors awarded a contract to GMV Syncromatics for Purchase and Installation of an ITS. The project commenced in January of 2019.

During GMV Syncromatics's performance of the contract, staff has come to the conclusion that the business relationship between the two parties is not working out as anticipated and that it is in Metro's best interest to terminate the contract for convenience.

METRO is now seeking Board approval to award to the second highest scoring proposer, Clever Devices.

This recommendation and approach for moving forward with this key project has been approved by the California Transportation Commission (CTC) and Caltrans.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns to METRO's Service Quality and Delivery and Internal and External Technology.

V. FINANCIAL CONSIDERATIONS/IMPACT

Grant funds in the amount of \$1,400,000 were approved by the CTC for programming in FY19 with a local match of State Transit Assistance (STA) funds in the amount of \$181,385 for a total approved budget of \$1,581,385.

CTC has approved METRO's extension request of the grant funding deadline to July 29, 2023 to account for the project time lost.

The ITS project balance is \$658,539 and METRO has negotiated a refund of \$918,846 from GMV Syncromatics for a balance of \$1,577,385, which will be memorialized in a settlement agreement between METRO and GMV Syncromatics.

Staff is currently negotiating final pricing with Clever Devices and recommends that the Board of Directors authorize an additional \$562,615 for a total not to exceed project budget of \$2,140,000, which includes a 10% contingency to ensure that there is sufficient funding to complete the project.

VI. CHANGES FROM COMMITTEE (Board Report ONLY)

None.

VII. ALTERNATIVES CONSIDERED

The Board could choose to direct staff to reissue a new RFP. METRO staff does not recommend this alternative as METRO's due diligence research indicates that the original procurement resulted in proposals from all major market competitors and there is not enough time to pursue a new procurement and meet the project deadlines.

VIII. ATTACHMENTS

None

Prepared by: Isaac Holly, IT and ITS Director

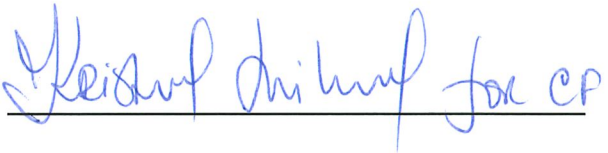
IX. APPROVALS

Isaac Holly, IT & ITS Director



A handwritten signature in black ink, appearing to read 'Isaac Holly', written over a horizontal line.

Approved as to fiscal impact:
Chuck Farmer, CFO



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

Alex Clifford, CEO/General Manager



A handwritten signature in black ink, appearing to read 'Alex Clifford', written over a horizontal line. To the right of the signature, the initials 'F-AC' are written.



DATE: November 19, 2021
TO: Board of Directors
FROM: Chuck Farmer, Chief Financial Officer
SUBJECT: DEBT MANAGEMENT POLICY

I. RECOMMENDED ACTION

That the Board of Directors approve METRO's Debt Management Policy

II. SUMMARY OF ISSUES

Santa Cruz Metropolitan Transit District (METRO) is looking to issue a Pension Obligation Bond. Effective January 1, 2017, Senate Bill 1029 (SB 1029) amended Section 8855(i) and added subsection (k) to the California Government Code to require that local government issuers of public debt adopt a debt management policy, which included specific provisions concerning the use of debt and provided a framework for debt issuance, capital planning, and post issuance debt administration.

This staff report includes a summary of the Debt Management Policy and the full policy is attached for your review.

Staff recommends that the Board of Directors (Board) accept and file the attached Debt Management Policy.

III. DISCUSSION/BACKGROUND

Any issuer of public debt is required to provide a Report of Proposed Debt Issuance to the California Debt and Investment Advisory Commission (CDIAC), no later than 30 days prior to the sale of any debt issue.

METRO must adopt written debt management policies, as a requirement of Government Code section 8855(i). The local debt policies must be submitted to CDIAC. CDIAC's guidelines require that the debt management policies include the following 5 elements:

1. The purposes for which the debt proceeds may be used.
2. The types of debt that may be issued.
3. The relationship of the debt to, and integration with, the issuer's capital improvement program or budget, if applicable.
4. Policy goals related to the issuer's planning goals and objectives.
5. The internal control procedures that the issuer has implemented, or will implement, to ensure that the proceeds of the proposed debt issuance will be directed to the intended use.

The attached Debt Management Policy has been written to include all elements required by CDIAC as well as best management practices expected by the pertinent credit markets and municipal bond industry. This policy will assist METRO in pursuing and maintaining quality credit ratings in addition to providing guidance to decision makers.

Adoption of the attached Debt Management Policy will help ensure that METRO's debt is issued and managed prudently to maintain a sound fiscal position.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

The Debt Management policy will support the Pension Obligation Bond issuance in early 2022, saving METRO millions in future expenditures.

VI. CHANGES FROM COMMITTEE

N/A.

VII. ALTERNATIVES CONSIDERED

There is no alternative, as adoption of a Debt Management Policy is required by law for any agency that issues public debt.

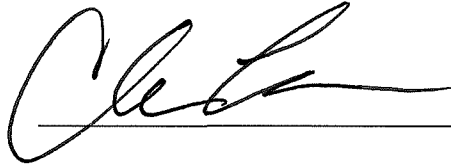
VIII. ATTACHMENTS

Attachment A: Debt Management Policy

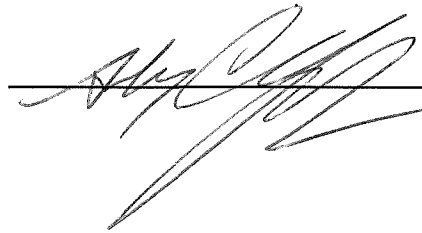
Prepared by: Chuck Farmer, CFO

IX. APPROVALS

Chuck Farmer, Chief Financial Officer



Alex Clifford, CEO/General Manager



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Attachment A

DEBT MANAGEMENT POLICY

This Debt Management Policy (the “Debt Policy”) of the Santa Cruz Metropolitan Transit District (“METRO”) was approved by the Board of Directors on November 19, 2021.

This Debt Policy complies with Government Code Section 8855(i), effective on January 1, 2017, and shall govern all debt undertaken by METRO.

The Debt Policy may be amended by the Board as it deems appropriate from time to time in the prudent management of METRO’s debt. Any approval of debt by the Board that is not consistent with this Debt Policy shall constitute a waiver of this Debt Policy.

METRO recognizes that a debt policy is fiscally prudent and is required to:

- Maintain sound financial position and credit worthiness
- Retain the flexibility to respond to changes in future service priorities, revenue levels, and operating expenses.
- Ensure that debt issued is consistent with planning goals and objectives, and capital improvement program and adopted budgets.

Policy Goals and Objectives

METRO is committed to long-term financial planning, maintaining appropriate reserves, and employing prudent practices in governance, fiscal management, and budget administration.

METRO shall utilize conservative financing methods and techniques to obtain/maintain the highest credit ratings (if applicable) and the lowest borrowing costs.

METRO strives to fund the upkeep and maintenance of its infrastructure and facilities due to normal wear and tear through the expenditure of available operating revenues; and shall seek to avoid the use of debt to fund these costs.

To the extent possible, METRO shall seek to minimize the use of debt, bonds, or loans. METRO shall seek to obtain State and Federal grant funding or subsidized loans as the first source to finance its capital projects.

Relationship to Capital Planning and Budget

METRO is committed to long-term capital planning and to implement policy decisions that align with METRO’s budget and the capital improvement plan (CIP).

METRO shall integrate its debt issuances with its CIP by timing the issuance of debt to ensure that financing for projects is available when needed.

METRO may use of debt to fund large-scale infrastructure and facilities improvements; and to finance these projects over a term that matches the expected useful life of the project.

METRO shall issue debt in a timely manner to avoid having to make unplanned expenditures for capital improvements or equipment from its general fund.

Attachment A

Purposes For Which Debt May Be Issued

Debt financings will not generally be considered appropriate for current operating expenses and routine maintenance expenses.

Short-Term Debt.

METRO may utilize short-term notes or debt to provide operational cash flows (i.e., working capital) to balance uneven revenue and expenditure patterns. Short-term debt may also be used to finance interim debt or “bridge” financing for large capital projects.

METRO may also issue grant or loan anticipation notes, which are intended to expedite large capital projects. Finally, METRO may utilize short-term lease-purchase financing for equipment.

Long-Term Debt. Long-term debt may be issued to finance the construction, acquisition, and rehabilitation of capital improvements and facilities, purchase of equipment and land to be owned and operated by METRO that cannot be paid from the current fiscal year’s budget and/or available reserves on hand.

Long-term debt financings are appropriate when the following conditions exist:

- When the project to be financed is necessary to provide basic services.
- When the project to be financed will provide benefit to riders over multiple years.
- When total debt does not constitute an unreasonable burden to METRO and its riders.
- When the debt is used to refinance outstanding debt to produce debt service savings or to realize the benefits from restructuring.

Types of Debt

For purposes of this Debt Policy, “debt” shall be interpreted broadly to mean loans, bonds, notes, pension obligation bonds, certificates of participation, financing leases, or other financing obligations. The use of term “debt” in this Debt Policy shall be solely for convenience.

METRO may issue the following types of debt, as allowed by law:

- Voter-approved ad valorem bonds (i.e., General Obligation or G.O. bonds)
- Bond or grant anticipation notes (BANs or GANs)
- Revenue bonds
- Pension Obligation Bonds (POBs)
- Lease revenue bonds / certificates of participation (COPs)
- Tax and Revenue Anticipation Notes (TRANs))
- State or Federal loans, including Revolving Fund loans
- Lines of credit with banks and other financial institutions
- Lease-purchase transactions and private placement loans
- Refunding bonds, which refinance any of the above-mentioned obligation

From time to time METRO may find that other forms of debt would be beneficial to further its public purposes and may approve such debt without an amendment of this Debt Policy.

Attachment A

Debt Structuring Considerations

All long term debt and any short term debt over \$50,000 must be approved by METRO's Board of Directors.

METRO shall seek to avoid extending the term of the debt (i.e., final maturity) for the sole purpose of reducing annual budgetary expenditures.

METRO shall structure debt service payments to match revenue requirements or to achieve an aggregate debt service profile.

METRO shall structure debt with a final maturity that does not exceed the expected useful life of the project.

Debt shall be issued as fixed rate debt unless METRO makes a specific determination as to why a variable rate issue would be beneficial to METRO in a specific circumstance.

Debt issuances may be structured with capitalized interest and/or a debt service reserve, in accordance the prevailing market conditions/loan terms and rating agency requirements.

METRO shall refinance its debt either for the purpose of realizing debt service savings or for the purpose of restructuring debt in a manner which is METRO's best interests.

METRO shall take various factors into consideration when evaluating a refinancing. METRO shall not simply rely on the 3.0% net present value debt service savings general guideline. METRO take into consideration, the relative coupon and interest rate environment, term to maturity, efficiency of the refunding (i.e., % of potential savings realized), and the dollar amount of saving realized.

Internal Control Procedures

METRO staff will ensure that proceeds of debt are spent only on lawful and intended uses. Whenever reasonably possible, proceeds of debt will be held by a third-party trustee and METRO will submit written requisitions for such proceeds. Where it is not reasonably possible for the proceeds of debt to be held by a third-party trustee, the person performing the function of chief financial officer (CFO) of METRO shall be responsible for payment date for the debt.

METRO shall retain a separate record of all expenditures of proceeds (date, amount, purpose, and vendor paid) for each individual bond issue/loan.

METRO will comply with applicable state and federal laws as it pertains to the maximum term of debt and the procedures for levying and imposing any related taxes, assessments, rates, and charges.

METRO shall comply with all state and federal guidelines regarding post-issuance compliance, including:

- Continuing disclosure requirements under SEC Rule 15c2-12
- Federal Tax / IRS arbitrage rebate reporting requirements and required payments to the IRS related to the investment of bond proceeds

METRO may engage the services of a municipal advisor or other finance professionals to assist with compliance to or review of any of the provision set herein.

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DATE: November 19, 2021
TO: Board of Directors
FROM: Chuck Farmer, Chief Financial Officer
SUBJECT: PENSION FUNDING POLICY

I. RECOMMENDED ACTION

That the Board of Directors approve the Pension Funding Policy

II. SUMMARY OF ISSUES

Santa Cruz Metropolitan Transit District's (METRO) is looking to issue a Pension Obligation Bond. This Bond issuance requires a Pension Funding policy approved by the Board of Directors (Board).

This staff report includes a summary of the Pension Funding policy and the full policy is attached for your review.

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

III. DISCUSSION/BACKGROUND

METRO's unfunded pension liabilities will fluctuate each year as new bases are added to account for adjustments in investment returns, change in assumptions and demographic changes. Periodic review and updates will be necessary to take into account changes in the METRO's financial position and funding status over time. Formal pension funding policy are important because they:

- Lay out a financial plan to address your agency's pension/OPEB liabilities;
- Provide guidance in making budget decisions and how to use budget surplus or 1-time monies;
- Demonstrate prudent financial management and improves the agency's credit rating; Illustrate to employees and the public METRO's commitment and plan for responsibly addressing its pension/OPEB liabilities.

Addressing METRO's unfunded pension liabilities will require long-term, sustained, financial discipline. The pension funding policies are designed to provide a framework for addressing these costs over time. Although not legally required, pension funding policies have become a de facto requirement by the rating agencies for agencies contemplating issuing POBs.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

The Pension Funding policy will support the Pension Obligation Bond issuance in early 2022, saving METRO millions in future expenditures.

VI. CHANGES FROM COMMITTEE

N/A.

VII. ALTERNATIVES CONSIDERED

N/A.

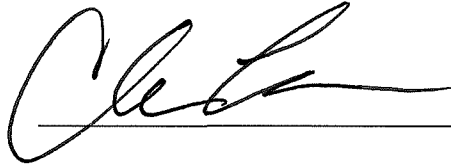
VIII. ATTACHMENTS

Attachment A: Pension Funding Policy

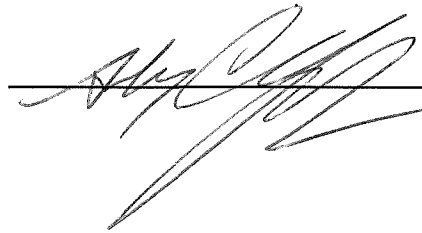
Prepared by: Chuck Farmer, CFO

IX. APPROVALS

Chuck Farmer, Chief Financial Officer



Alex Clifford, CEO/General Manager



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 **PENSION FUNDING POLICY**
November 19, 2021

Attachment A

BACKGROUND

The Santa Cruz Metropolitan Transit District (“METRO”) provides defined benefit retirement benefits to its employees through the California Public Employees’ Retirement System (CalPERS). CalPERS is a multiple-employer public employee defined benefit pension plan.

All full-time and certain part-time METRO employees are eligible to participate in CalPERS, in accordance with METRO’s Management Compensation Policy and collective bargaining agreements covering represented employees. CalPERS provides retirement, disability and death benefits and annual cost of living adjustments to plan members and their beneficiaries. CalPERS acts as a common investment and administrative agent for participating public entities, along with the State of California. Benefit provisions and all other requirements are established by state statute, and as set forth in METRO’s contract with CalPERS.

The financial objective of a defined benefit pension plan is to fund the long-term cost of benefits provided to the plan members. In order to assure that the plan is financially sustainable, the plan should accumulate adequate resources in a systematic and disciplined manner over the active service life of benefitting employees. This funding policy outlines the methods that METRO may utilize to fund the long-term cost of benefits to its plan members and their beneficiaries.

POLICY OBJECTIVES

METRO’s main objective shall be to fully fund its CalPERS pension liabilities, known as unfunded accrued liabilities or “UAL”, in the most cost-efficient manner possible.

The **three** main objectives for this pension funding policy are:

- Reaching and maintaining a fully-funded pension plan that METRO’s Board of Directors determines is appropriate and sustainable.
- Provide guidance in making annual budget decisions and in developing long-range financial projections.
- Demonstrate prudent financial management practices to riders, rating agencies, and those who have vested benefits in a retirement plan.

These policies are designed to provide a framework for decision-making: assist in budgeting decisions and prioritizing and directing the use of one-time and excess monies; and to provide general financing guidelines for METRO’s unfunded retirement costs.

Nothing in this policy shall constitute an obligation upon METRO, nor an implied contract.

ADOPTION AND IMPLEMENTATION

Attachment A

The Board of Directors for METRO is responsible for adopting the Pension Funding Policy and for approving any significant revision. The CEO/General Manager, or their designee, is responsible for developing administrative procedures, as needed, to implement the Policy. In this role, the CEO/General Manager, or their designee, is authorized to make minor administrative changes in the Policy as long as they are intended to carry out the purpose of this Policy and will not significantly impact the Policy.

CALPERS PENSION PLANS

METRO provides pension benefits to its employees through a contract with CalPERS. CalPERS pension benefits for METRO employees differ depending on the employee's date of hire:

Classic Members – Employees hired before January 1, 2013, receive pension benefits based on the 2.5% @ 55 years of age retirement formula. Classic Members are eligible to retire at age 50 (and 5 years of service.)

PEPRA Members – Employees hired after January 1, 2013, receive pension benefits based on the 2.0% @ 62 years of age retirement formula. PEPRA Members are eligible to retire at age 52 (and 5 years of service.)

FUNDING TARGET

While the goal of CalPERS member agencies is to be 100% funded, defined benefit retirement plans are a dynamic liability. CalPERS adjusts the UAL each year, by adding new amortization bases, to reflect variations from actuarial projections due to changes in investment returns, benefits level, employee demographics (retirement/disability/death), and changes in the assumed rate of return (the "discount rate") and other assumptions.

In practice, therefore, the funding level will fluctuate each year. METRO's long-term target is to achieve a funding range between **90-110%**.

PENSION OBLIGATION BONDS (POBs)

METRO may from time-to-time use bonds to "refinance" a portion of its unfunded pension or OPEB liability. Pension Obligation Bonds or POBs may be issued as part of a comprehensive plan to address METRO's unfunded pension liabilities. Since POBs are issued on a taxable basis, they carry a higher interest rate than traditional municipal "tax-exempt" debt.

METRO intends to adhere to the following general criteria:

Attachment A

- Unfunded liabilities should not exceed the 100% funding level, after the application of bond proceeds.
- The bonds shall not be structured to defer payments or extend the final maturity date.
- Bonds shall be structured with standard call provisions (e.g., 100%-102% in 10 years)
- Bonds shall not be used to finance the normal cost of CalPERS benefits; they shall only be used to refinance unfunded pension (and OPEB) liabilities.
- The interest rate on bonds shall be at least 2.0% lower than the current /projected CalPERS discount rate.
- Bonds should provide demonstrated cash flow savings - a target minimum of 10% net present value (NPV) savings (except for refunding bonds).

PENSION STABILIZATION FUND (Section 115 Trust)

METRO may establish a "Section 115" Trust to pre-fund its pension obligations. The 115 Trust shall serve as a mechanism to offset any increases in METRO's UAL resulting from CalPERS' negative variance in investment returns, and/or changes in assumptions or demographics.

As its budget permits, METRO shall seek to deposit monies into the 115 Trust to build up a balance intended to be sufficient to pay-off new bases as they arise. Contributions to the 115 Trust shall be irrevocable, and shall be used only for payment of METRO's pension costs. As such, the balance of the 115 Trust may be applied in METRO's financial reporting to offset pension liabilities in accordance with the Governmental Accounting Standards Board ("GASB") statement for accounting and financial reporting for pensions.

METRO shall determine the amount of annual contributions, if any, into the 115 Trust, during the annual budget process, and periodically, when excess funding and one-time monies become available.

The CEO/General Manager shall seek to offset all or a portion of any new amortization bases with any available contribution(s) from the 115 Trust.

REVISIONS & REVIEW

METRO will monitor changes to pension funding best practices, as well as any additional guidance provided by subject matter experts. Additionally, funding defined benefit plans require a long-term horizon. In light of these factors, METRO Board will review this policy every year to determine if changes are needed to be made to achieve the stated goal of achieving a 90-110 funded level.

DEFINITIONS

Attachment A

- ADP** "additional discretionary payment" an pre-payment to CalPERS to reduce the UAL
- CalPERS** "California Public Employees' Retirement System"
- PEPRA** Public Employees' Pension Reform Act (PEPRA) – enacted by California legislature for new CalPERS entrants beginning in January 2013.
- UAL** "Unfunded actuarial liability" or the total amount of actuarially-determined benefits owed under the plan less the amount of plan assets;
- 115 Trust** An irrevocable trust established in accordance with Internal Revenue Code section 115, which will allow investment of funds dedicated to pension or retiree healthcare outside of investment constraints imposed by California Government Code (<https://www.treasurer.ca.gov/cdiac/laig/guideline.pdf>) Under Internal Revenue Code section 115, a trust established by a state, or any political subdivision of a state, for the purpose of exercising an essential governmental function, is tax-exempt.

ALLOCATION OF ADDITIONAL RESOURCES

METRO seeks to maintain adequate levels of reserves in accordance with its stated goals and adopted reserve policies. To the extent that METRO has: excess reserves, unspent budget monies at year-end, unspent proceeds from a capital project, and/or one-time revenues, METRO shall endeavor to apply **unrestricted and available monies toward its unfunded retirement costs**.

METRO should seek to Recycle Savings from all or a portion of the savings realized from the implementation of each funding strategy, such as the issuance of Pension Obligation Bonds (POBs).

Base Selection for Application of ADPs - In order to maximize interest costs savings, METRO shall apply excess monies toward the CalPERS Amortization Bases with the longest remaining term (maturity), and/or deposit the monies into METRO's 115 Trust.

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DATE: November 19, 2021
TO: Board of Directors
FROM: Alex Clifford, CEO/General Manager
**SUBJECT: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS
AND DIRECTING THAT THE BOARD AND ITS COMMITTEE
MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE**

I. RECOMMENDED ACTION

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

II. SUMMARY

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

III. DISCUSSION/BACKGROUND

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

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

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

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

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

There is no financial impact.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

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

VIII. ATTACHMENTS

Attachment A: Authorizing Resolution

Attachment B: Santa Cruz County Health Officer's Recommendation for Social Distancing (Continued Remote Meetings for Legislative Bodies).

Prepared by: Gina Pye, Executive Assistant

IX. APPROVALS

Alex Clifford, CEO/General Manager

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

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Attachment A



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

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

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

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

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

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

WHEREAS, state and local officials, including the Santa Cruz County Health Officer, the California Department of Public Health (CDPH), and the Department

Attachment A

Resolution #
Page 2 of 3

of Industrial Relations, have imposed or recommended measures to promote social distancing, as evidenced by:

- The September 30, 2021 Santa Cruz County Health Officer Recommendation, which recommends that legislative bodies continue to meet via teleconference only (<https://www.santacruzhealth.org/Portals/7/Pdfs/Coronavirus/PHO%20Recommendation%20for%20Social%20Distancing%20093021.pdf>); and
- The CDC's website, which includes August 5, 2021 Guidance for COVID-19 Prevention in K-12 Schools, stating that “[i]n general, CDC recommends people who are not fully vaccinated maintain physical distance of at least 6 feet from other people who are not in their household”; and
- The California Department of Industrial Relations’ COVID-19 Prevention Emergency Temporary Standards, which continue to recommend social distancing and also require employers to train employees that “physical distancing, face coverings, increased ventilation indoors, and respiratory protection decrease the spread of COVID-19” and should be used in combination (Title 8, § 3205(c)(5)(D)); and

WHEREAS, the CDPH and the CDC have cautioned that the Delta variant of COVID-19, currently the dominant strain of COVID-19 in the country, is more transmissible than prior variants of the virus, that it may cause more severe illness, and that even fully vaccinated individuals can spread the virus to others, resulting in rapid and alarming rates of COVID-19 cases and hospitalizations (<https://www.cdc.gov/coronavirus/2019-ncov/variants/delta-variant.html>); and

WHEREAS, this Board of Directors concludes that there is a continuing threat of COVID-19 to the community, and that Board and committee meetings have characteristics that give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to participate fully in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings); and

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

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Santa Cruz Metropolitan Transit District (METRO) has considered the circumstances of the COVID-19 State of Emergency, and finds that (1) the COVID-19 State of Emergency continues to directly impact the ability of the members to meet safely in person, (2) meeting in person would present imminent risks to the health or safety of

Attachment A

Resolution #
Page 3 of 3

meeting attendees, and (3) state or local officials continue to impose or recommend measures to promote social distancing; and

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

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

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

PASSED AND ADOPTED by the Board of Directors of the Santa Cruz Metropolitan Transit District this 19th Day of November 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

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County of Santa Cruz

HEALTH SERVICES AGENCY

POST OFFICE BOX 962, 1080 Emeline Ave., SANTA CRUZ, CA 95061-0962

TELEPHONE: (831) 454-4000 FAX: (831) 454-4488 TDD: Call 711

Public Health Division

HEALTH OFFICER RECOMMENDATION FOR SOCIAL DISTANCING (CONTINUED REMOTE MEETINGS FOR LEGISLATIVE BODIES)

COVID-19 disease prevention measures endorsed by the Centers for Disease Control and Prevention include vaccinations, facial coverings, increased indoor ventilation, handwashing, and physical/social distancing (particularly indoors). Since early in the COVID-19 pandemic, local legislative bodies such as boards, commissions, committees, and councils have successfully held public meetings remotely via teleconferencing. I strongly recommend continued use of teleconference meetings as a social distancing measure to help control transmission of the COVID-19 virus. Public meetings bring together many individuals, from multiple households, in a single indoor space for an extended period of time. Utilizing teleconferencing options for public meetings is an effective and recommended social distancing measure to facilitate legislative business and participation in public affairs while at the same time helping to prevent the spread of COVID-19.

This recommendation is intended to satisfy the provision of the Brown Act (specifically, Government Code Section 54953(e)(1)(A)), which allows local legislative bodies in the County of Santa Cruz to use teleconferencing to enable remote meetings under specified circumstances. I will continue to evaluate this recommendation on an ongoing basis and will communicate when it is appropriate to withdraw the recommendation.

Gail Newel, MD
Health Officer of the County of Santa Cruz

Dated: September 30, 2021

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DATE: November 19, 2021
TO: Board of Directors
FROM: Kristina Mihaylova, Finance Deputy Director
SUBJECT: ACCEPT AND FILE THE YEAR TO DATE KEY PERFORMANCE INDICATORS (KPI) REPORT FOR QUARTER ONE AS OF SEPTEMBER 30, 2021

I. RECOMMENDED ACTION

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

II. SUMMARY

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

III. DISCUSSION/BACKGROUND

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

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

Financial Performance (Kristina Mihaylova)

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

METRO's Farebox Recovery Ratio for the past three fiscal years and FY22 through Quarter 1 (July 2021 – September 2021) is presented on page 1 of Attachment A and demonstrates the ratio of passenger fares to total operating costs. The Farebox Recovery Ratio is an indication of how much of a transit agency's costs are covered by passenger fares and provides insight to the amount of non-passenger revenue (subsidy) needed to cover costs. Additionally, it allows the agency to compare cost-effectiveness within its own service.

Fixed Route and Commuter Cost per Revenue Service Hour (RSH) KPIs, presented on page 2 of Attachment A, depict the cost per hour of service and are measured to ensure that transit services are delivered efficiently through effectively tracking and minimizing costs. Significant increases in Quarter 4 (Q4) of FY20 through Quarter 4 (Q4) of FY21 are directly related to the global pandemic and the resulting cuts in revenue service hours, while the level of operating expenses is relatively stable. Quarter 1 (Q1) of FY22 is the first depiction of a relatively stable Cost per RSH since the start of the pandemic as service increases. The same pattern is present in the Paracruz Cost per trip with costs decreasing in Q4 FY21 and into Q1 of FY22 as a result of an increase in Paratransit trips. This metric is also on page 2 of Attachment A.

Productivity (John Urgo)

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

Currently, all Productivity metrics reflect the plummet in ridership in Q4 of FY20 as a result of the pandemic. As shelter-in-place has ended and Santa Cruz County is opening up again, METRO's ridership is slowly increasing as seen in metrics throughout FY21 and into Q1 of FY22. UCSC and Cabrillo ridership, however, has remained low. It's important to note that while there are significant increases seen in UCSC and Cabrillo ridership in Q1 of FY22 compared to Q1 of FY21, the overall ridership is still significantly lower than the pre-pandemic numbers in Q1 of FY20. Ridership in Q1 of FY22 is down 60% and 88% for UCSC and Cabrillo, respectively, compared to Q1 of FY20.

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

- Total Ridership per Hour for FY20, FY21, and FY22
- Total Ridership for FY20, FY21, and FY22
- Highway 17 Ridership for FY20, FY21, and FY22
- UCSC Ridership for FY20, FY21, and FY22
- Cabrillo Ridership for FY20, FY21, and FY22
- Local Ridership for FY20, FY21, and FY22
- FY22 Total Ridership by Route
- FY22 Total Average Passengers per Hour by Route

Risk Management & Safety (Curtis Moses)

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

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

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

While METRO's safety protocols are consistently improving, both Traffic Accidents and Passenger Incidents are currently reporting higher numbers in Q1 of FY22 compared to Q1 of FY21. This increase is most likely due to an overall increase in ridership as pandemic restrictions are loosening.

- Traffic Accidents for FY20, FY21 and FY22 presented on page 8 of Attachment A
- Passenger Incidents for FY20, FY21 and FY22 presented on page 9 of Attachment A

Reliability (Eddie Benson)

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

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

Currently, mean miles between chargeable road calls has been consistent in Q1 of FY22 for both Fixed Route (Local) and Highway 17. There was a slight uptick in chargeable road calls in August of FY22 for Fixed route, and a mild increase in chargeable road calls in July and August of FY22 for Highway 17. On the whole, mileage between chargeable road calls has improved due to the fact that mileage is increasing while the number of road calls has remained relatively steady.

For ParaCruz, miles between chargeable road calls has been declining. This is due to cut mileage starting in April of FY20 as a result of the shelter-in-place. The number of miles were reduced nearly in half, while the number of road calls remained the same, resulting in a decrease of mean miles between chargeable road calls in Q4 of FY20 through Q1 of FY22.

- Mean Miles Between Chargeable Road Calls for FY20, FY21 and FY22– Fixed Route are presented on page 10 of Attachment A
- Mean Miles Between Chargeable Road Calls for FY20, FY21 and FY22– Highway 17 are presented on page 11 of Attachment A
- Mean Miles Between Chargeable Road Calls for FY20, FY21 and FY22– ParaCruz are presented on page 12 of Attachment A

Dependability (Margo Ross)

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

In Q1 of FY22 the cancelled trips were dispersed amongst all regions of service including: UCSC & Westside, N. Coast, Scotts Valley & SLV, Local SC, Local WV, and Cabrillo & S. County. These majority of these cancelled trips were due to road conditions and staffing shortages.

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

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

- Cancelled Trips by Region for Q1 FY22
- Cancelled Trips by Cause for Q1 FY22
- Pass-ups by Month for March FY20 through September FY22
- Pass-ups by Cause for March FY20 through September FY22

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

None.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

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

VIII. ATTACHMENTS

Attachment A: KPI Report as of September 30, 2021

Attachment B: KPI Presentation as of September 30, 2021

Prepared by: Caitlin Nelson, Financial Analyst

IX. APPROVALS

Approved as to fiscal impact:
Chuck Farmer, CFO



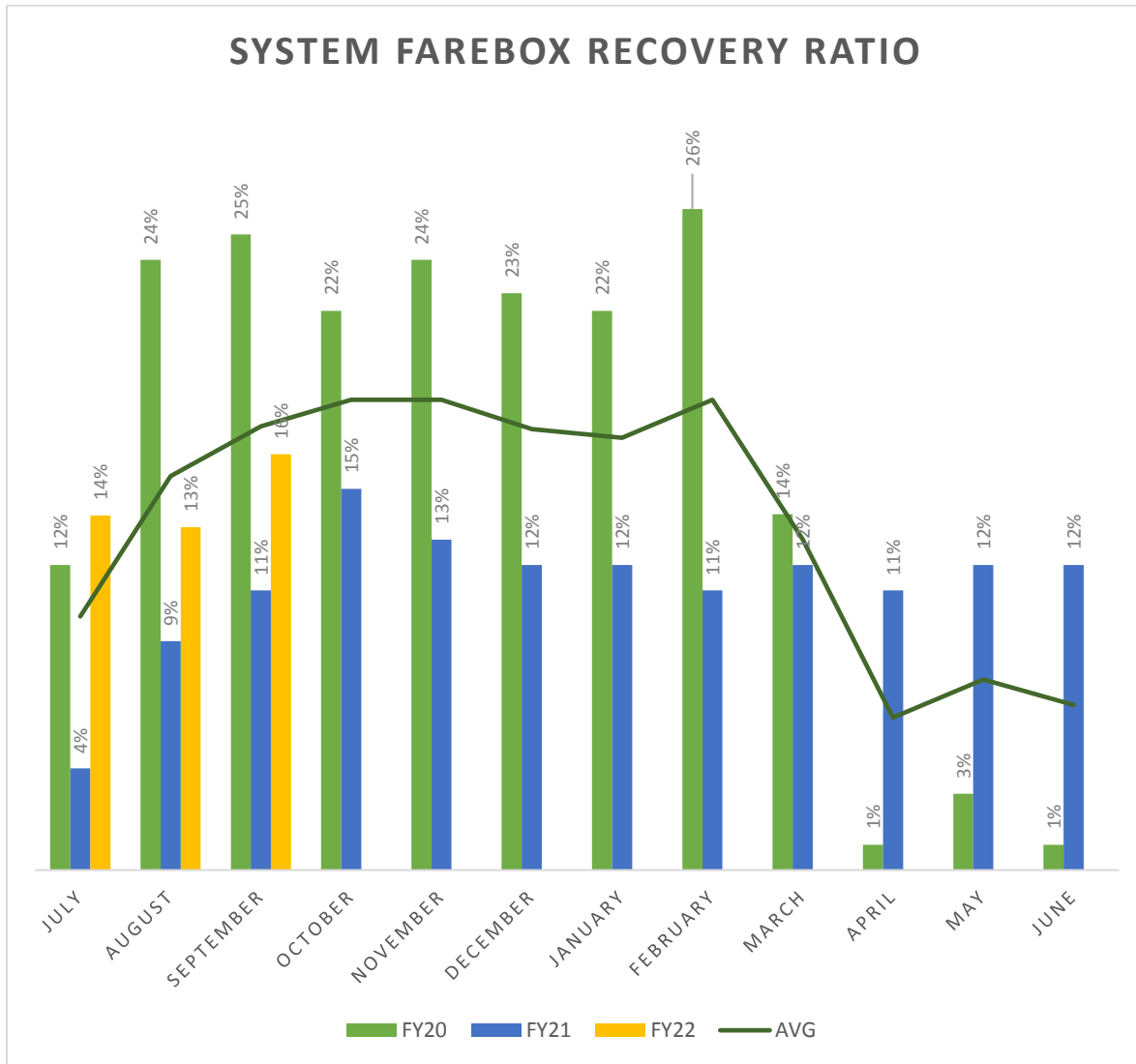
Alex Clifford, CEO/General Manager



Attachment A

KPI Report as of September 30, 2021

I. Financial Performance

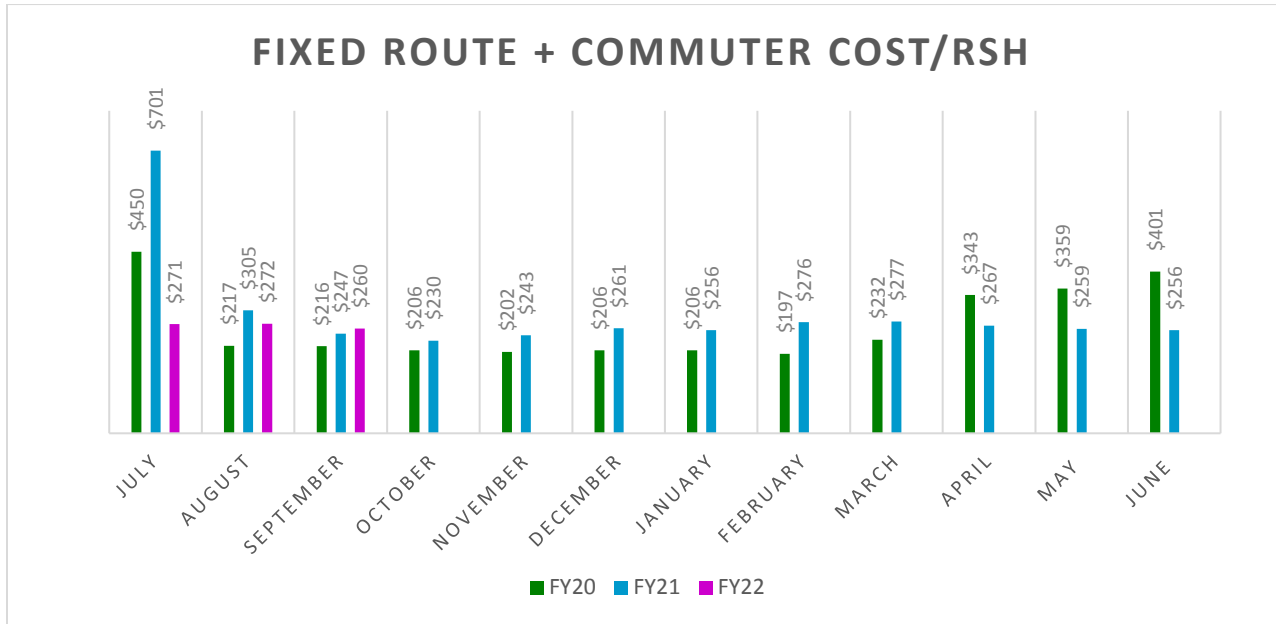


Above we have Santa Cruz METRO’s System Farebox Recovery Ratio over the past three fiscal years. Our Farebox Recovery Ratio demonstrates the ratio of passenger fares to total operating costs. The Farebox Recovery Ratio is an indication of how much of a transit agency’s costs are covered by passenger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

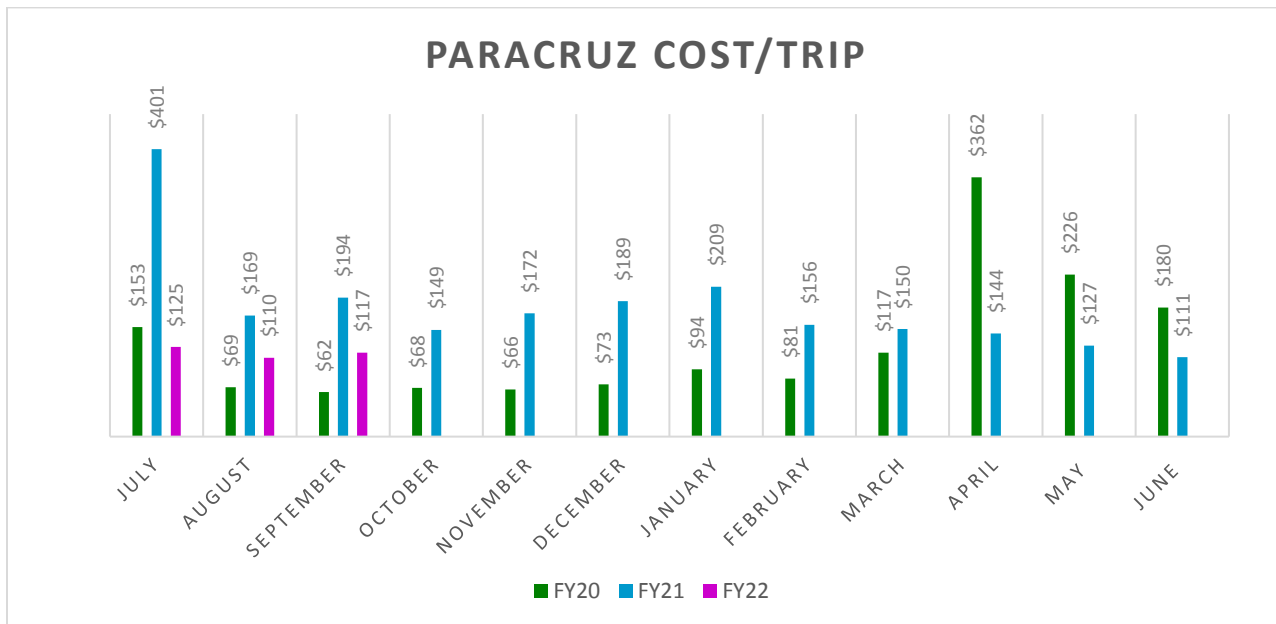
As Fare collection resumed in June of FY20 and gained traction, METRO’s Farebox recovery ratio has been increasing. In Q1 of FY22 the System Farebox Recovery Ratio, increased significantly compared to Q1 of FY21 however the rate is still much lower than Q1 of FY20, before the pandemic outbreak.

Attachment A

KPI Report as of September 30, 2021



Above is Santa Cruz METRO’s Fixed Route and Commuter Cost/Revenue Service Hours (RSH). The cost per RSH shows the cost per hour of service. Cost per RSH increased in FY20 and FY21 due to reduced service hours during the pandemic, while costs remained relatively fixed. In Q1 of FY22 costs have remained steady since the start of the pandemic.



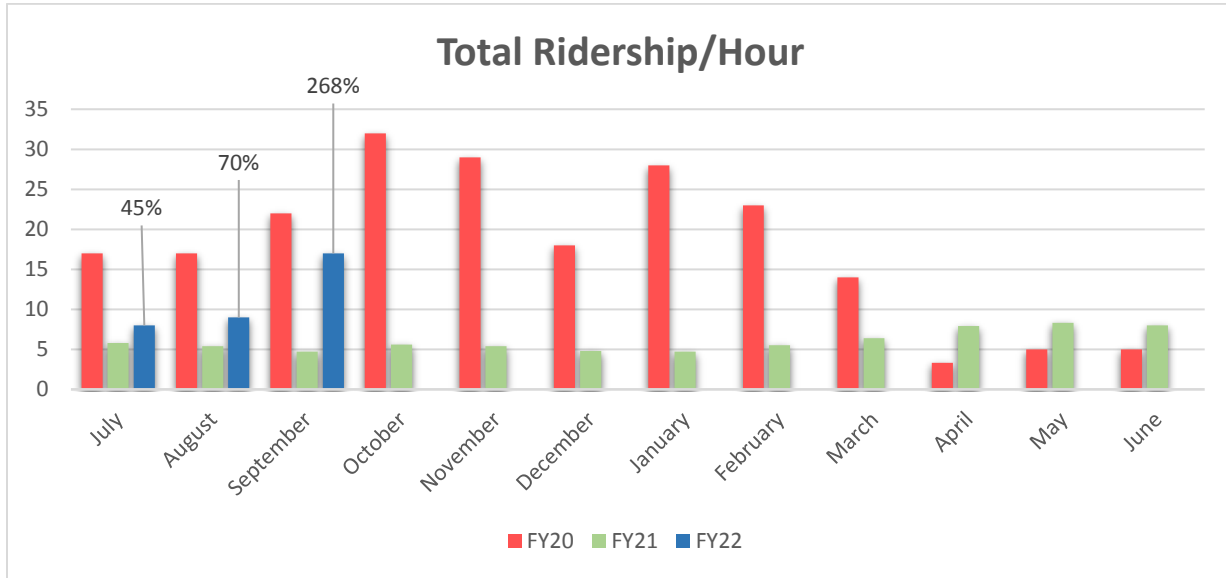
Above is ParaCruz’s cost per trip. ParaCruz cost per trip increased during the pandemic due to reduced trips while costs remained relatively fixed. As of Q1 FY22, cost per trip is decreasing due to an increase in ParaCruz trips while costs remained relatively fixed.

Attachment A

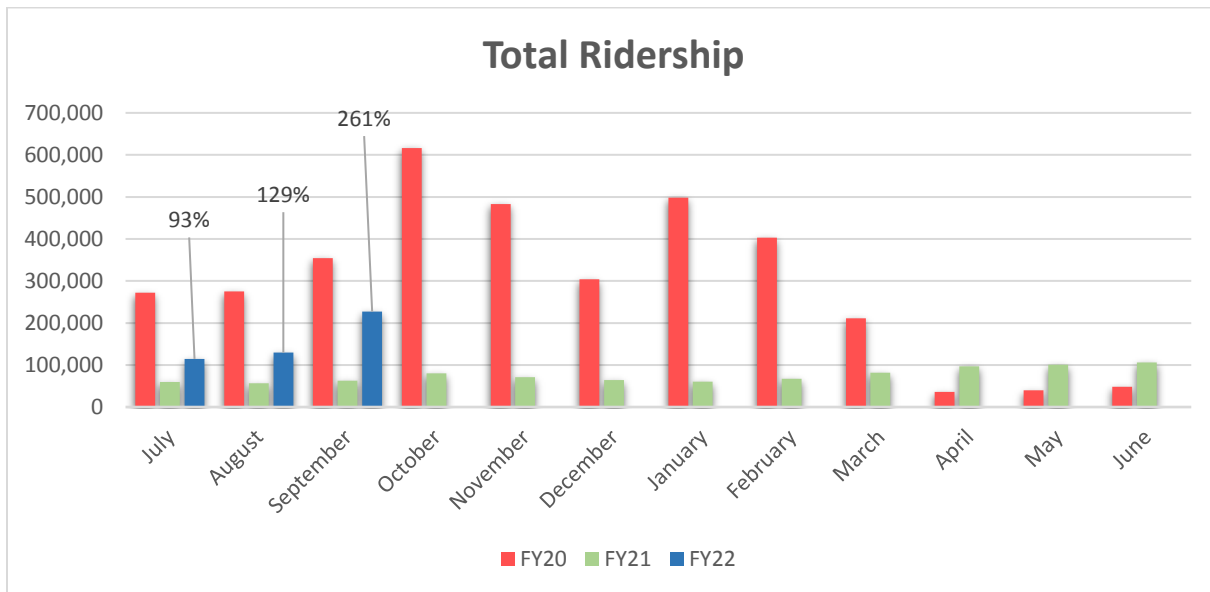
KPI Report as of September 30, 2021

II. Productivity

The next two graphs depict Total Ridership, both overall and per hour. It's important to note that while ridership has increased in Q1 of FY22 compared to Q1 of FY21, ridership is still approximately 40% down compared to Q1 of FY20, before the outbreak of COVID-19.



Total Ridership/Hour has gradually increased in Q1 of FY22. This increase is due to a number of factors, one of which being that UC Santa Cruz has resumed some in person classes, increasing overall ridership.

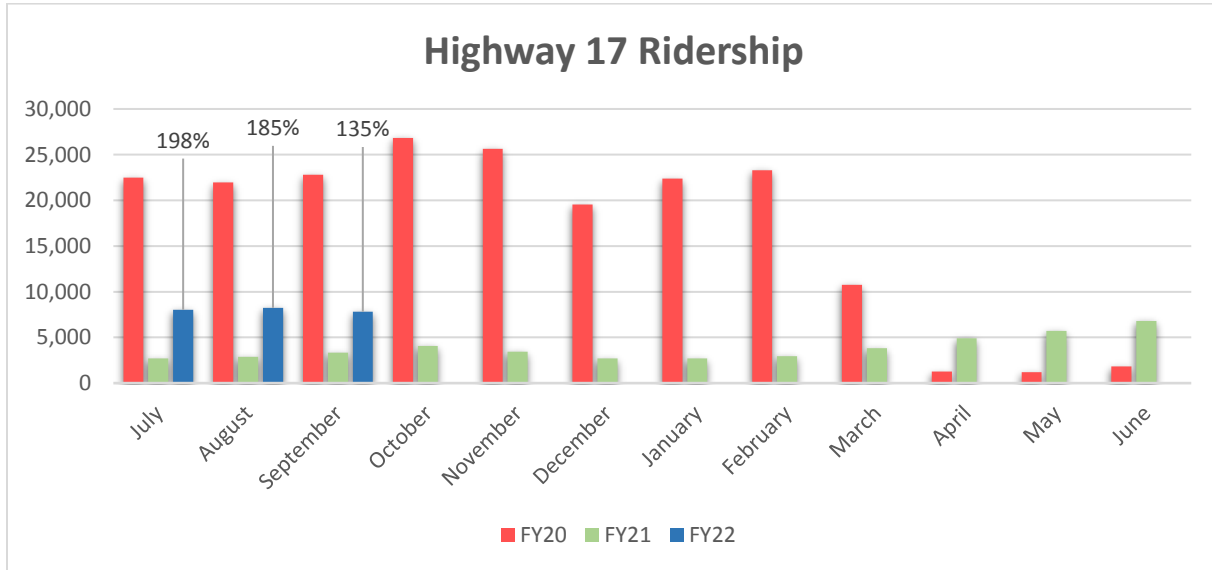


The graph above depicts Santa Cruz METRO's total ridership throughout each month. The seasonal trends of ridership related to school term service and holidays can be seen in monthly changes, like the spike in September in Q1 of FY22.

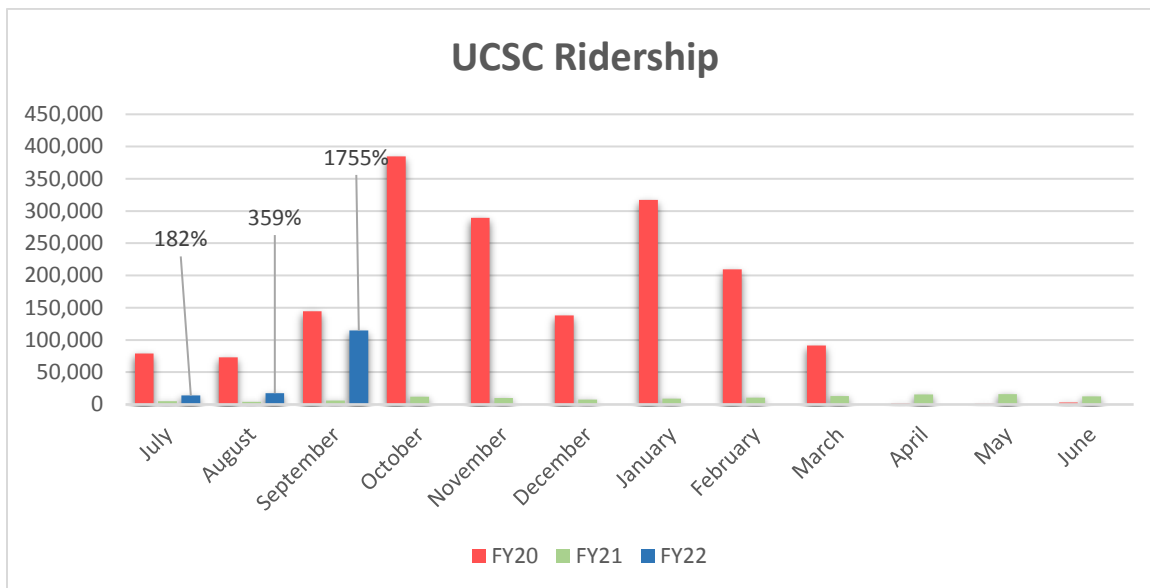
Attachment A

KPI Report as of September 30, 2021

The next four graphs breakdown the different areas of Santa Cruz METRO's Ridership: Highway 17 Commuter Ridership, UC Santa Cruz Ridership, Cabrillo Ridership, and all other Non-Student patrons.



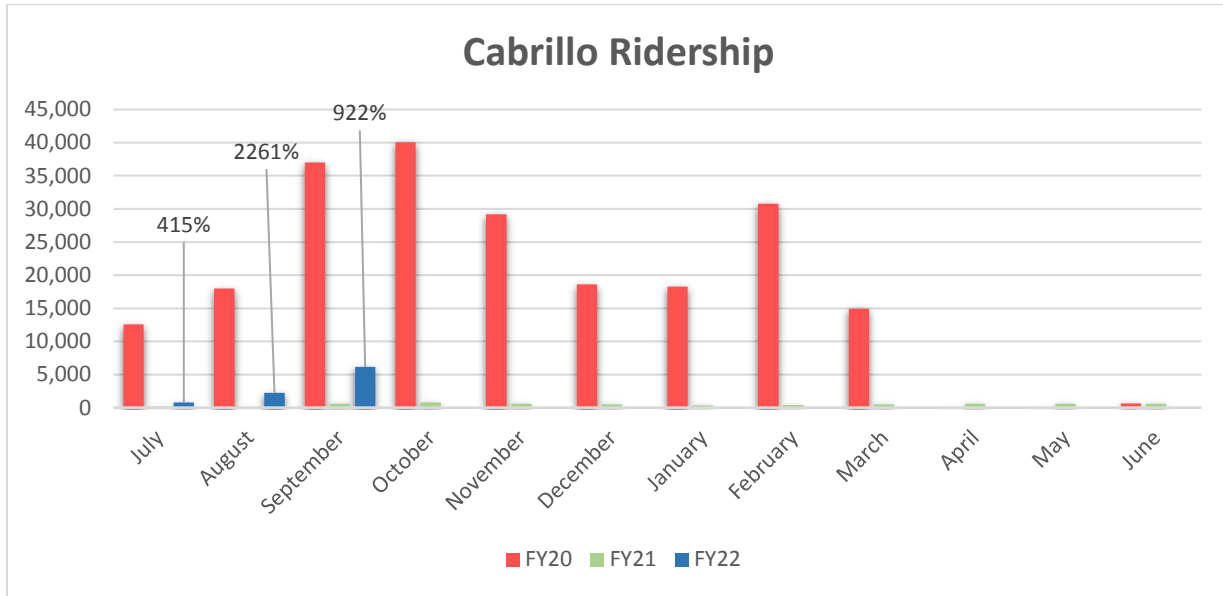
Total Hwy 17 ridership increased in Q1 of FY22, in part due to the reduced fare program, which ended September 15, 2021. The reduced fare program likely encouraged more recreational trips over Highway 17. While Highway 17 ridership is up over 100% in FY22 compared to FY21, it is still approximately 60% down compared to FY20, pre-pandemic.



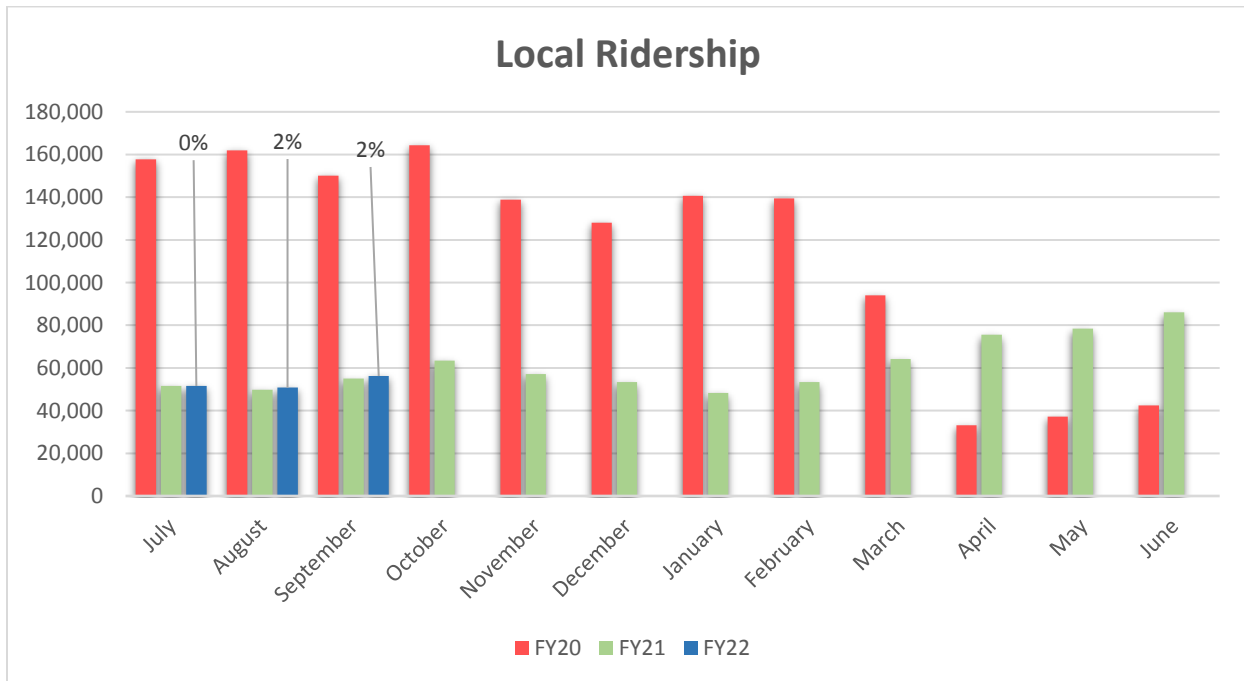
Ridership decreased when UCSC started online classes. FY22 Q1 ridership has increased significantly: in Q1 of FY21 UCSC ridership averaged around 5,000/month and in Q1 of FY22 it's an average of 50,000. Ridership is still down 60% compared to Q1 of FY20, pre-pandemic.

Attachment A

KPI Report as of September 30, 2021



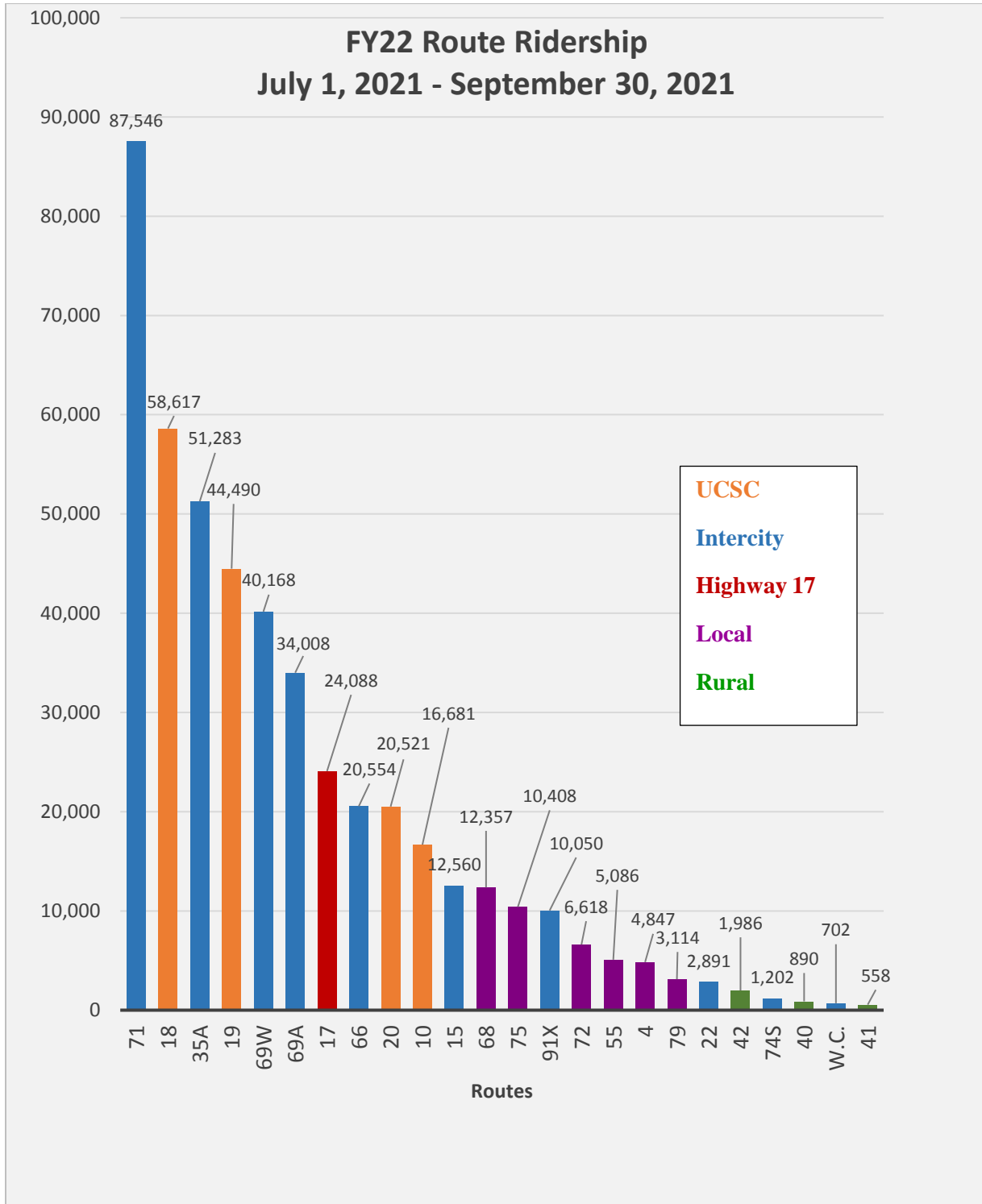
Cabrillo ridership dramatically decreased when the community college started online classes in March of FY20 but has been increasing in Q1 of FY22. In Q1 of FY21 Cabrillo ridership averaged around 300/month and in Q1 of FY22 it has jumped to an average of 3,000/month. Ridership is still down 88% compared to Q1 of FY20, pre-pandemic.



Local ridership has been increasing through Q1 of FY22, reaching its peak in June. This is partially due to implementing reduced fares for METRO's riders (ended September 15, 2021), while COVID restrictions have gradually loosened. Ridership is still down 66% compared to Q1 FY20, pre-pandemic.

Attachment A

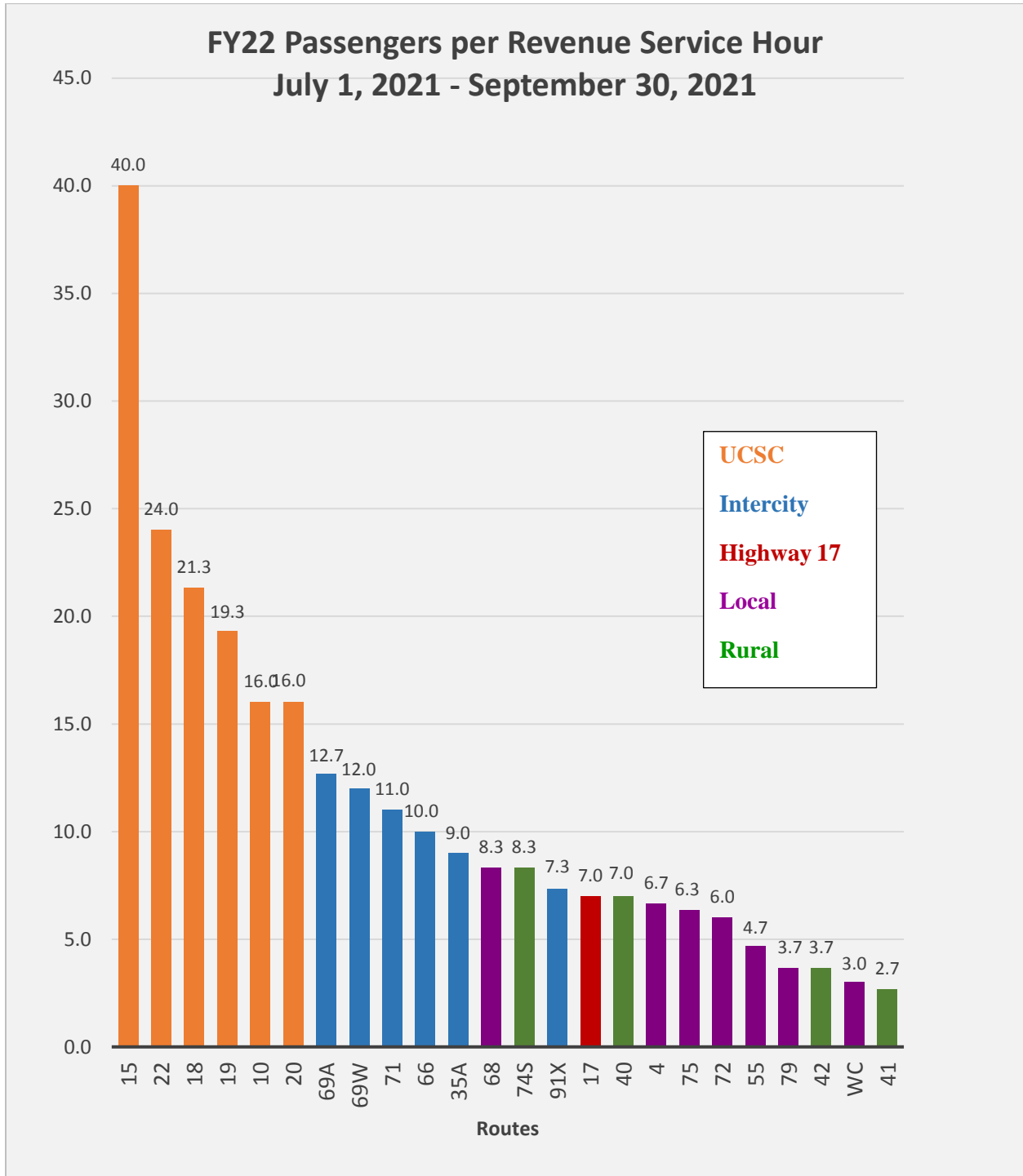
KPI Report as of September 30, 2021



Above is Santa Cruz METRO’s total Ridership delineated by Route for Q1 of FY22. This combines the estimated total number of boarding’s for each route during the Fiscal Year.

Attachment A

KPI Report as of September 30, 2021

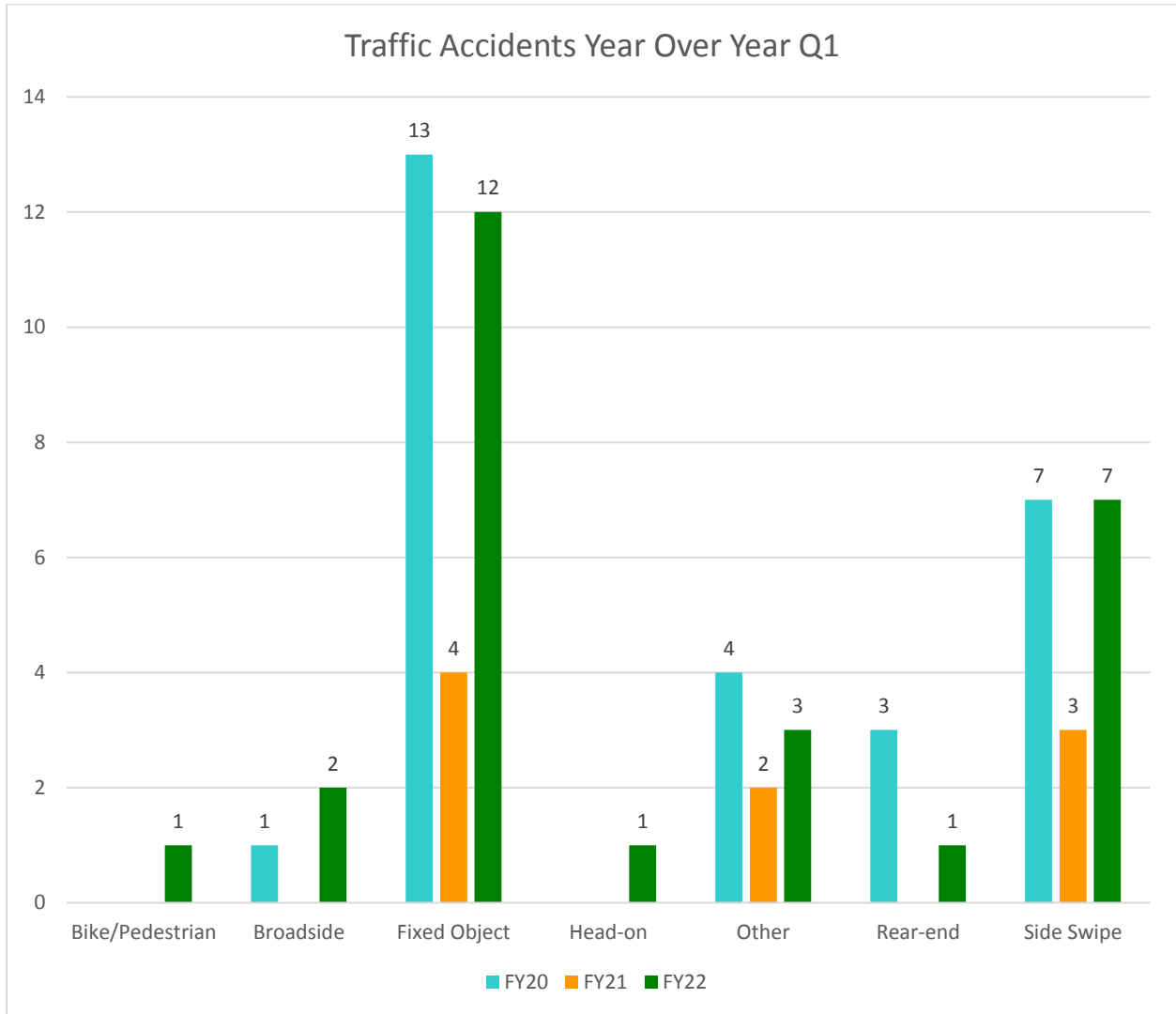


Above is the total annual average Passengers per Hour displayed by Route. This shows the productivity of each route as measured by passengers per hour. This ratio levels the playing field for Santa Cruz METRO’s smaller Local and Rural Routes which do not have as many Service Hours compared to the larger, high-volume UCSC Routes. Intercity routes often have lower passengers per hour outcome because they have fewer stops.

Attachment A

KPI Report as of September 30, 2021

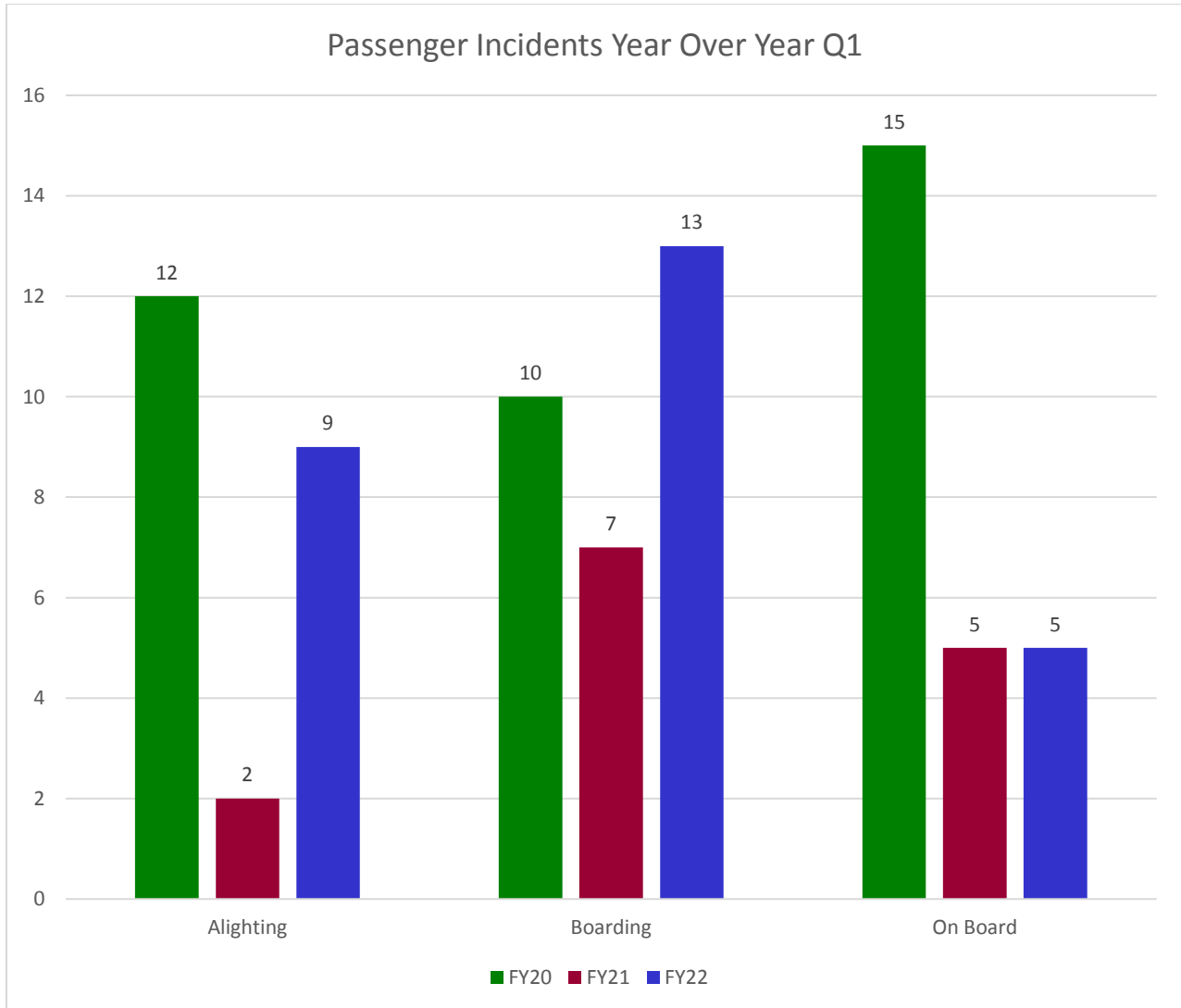
III. Risk Management & Safety



Traffic Collisions are broken down into different categories: in loading zones, in intersections, between intersections, with bicycles, with pedestrians, with other district vehicles, with the rear of the vehicle, with stationary objects, and other. This chart is for chargeable accidents excluding Broadside and Side Swipe. There are some traffic accidents with chargeability still pending which are not represented in the metric. All ParaCruz chargeability is still pending since their review board has been on hold during the pandemic. In Q1 of FY22 there have been less accidents compared to Q1 of FY21. This is likely, in part, due to an increase in the volume of trips recently.

Attachment A

KPI Report as of September 30, 2021



Passenger Incidents are accidents with METRO passengers either while boarding a bus, on board a bus, or alighting (descending) a bus. All ParaCruz chargeability is unknown since their review board has been on hold during the pandemic. ADA status (whether or not the passenger incident was ADA-related) is not currently on operator reports but will be implemented soon.

Similar to Traffic Accidents, there are more passenger incidents to report in Q1 of FY22 compared to Q1 of FY21. This is, in part, due to METRO's increased service recently, as pandemic restrictions loosen.

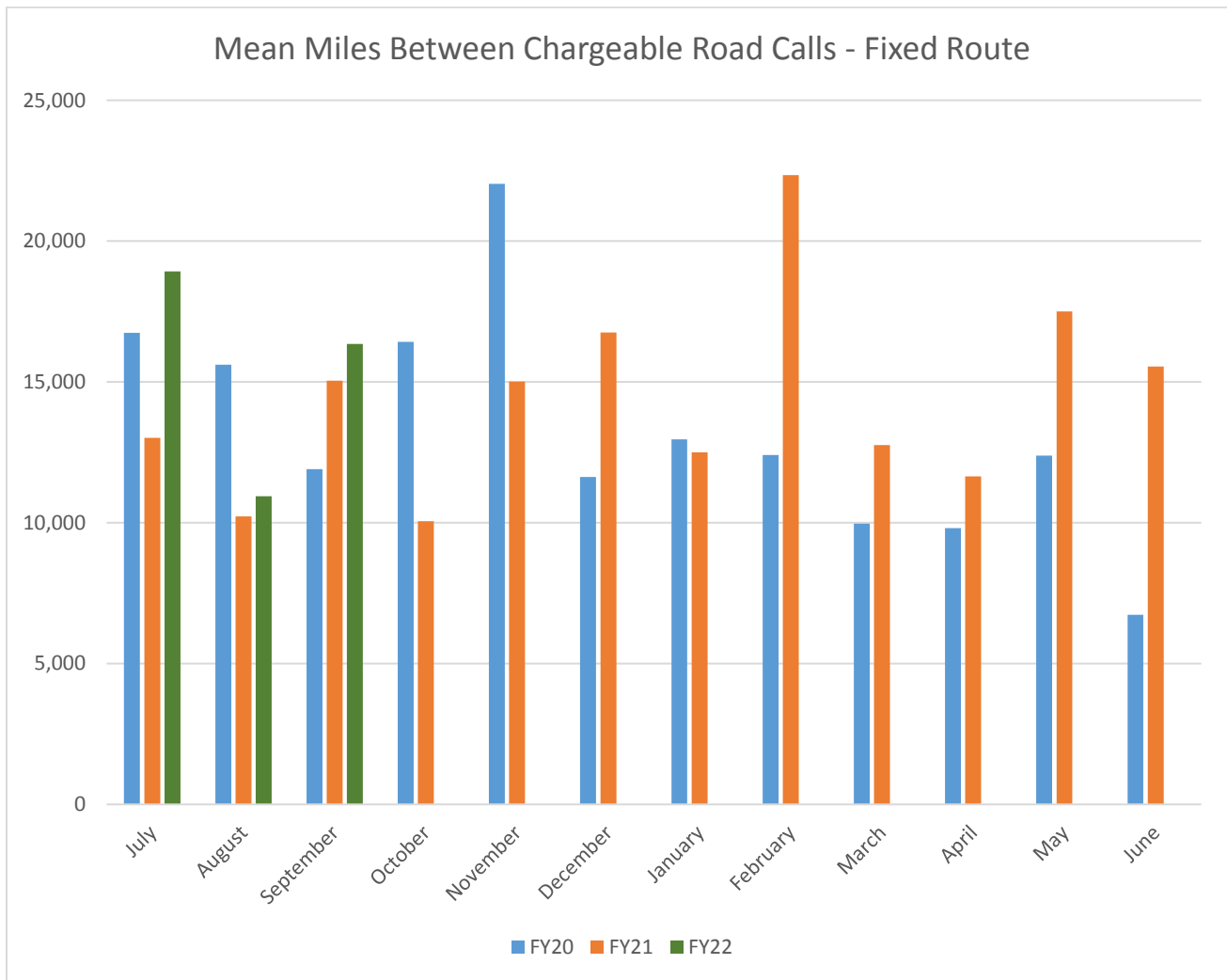
Attachment A

KPI Report as of September 30, 2021

IV. Reliability

A chargeable road call results from a mechanical failure. NTD defines major mechanical failures as failures that are the result of some mechanical element of the revenue vehicle and impedes the vehicle from completing or starting a scheduled revenue trip because actual movement is limited, or there are safety concerns. Some examples are breakdowns of brakes, doors, engine, cooling systems, steering, axels, and/or suspension.

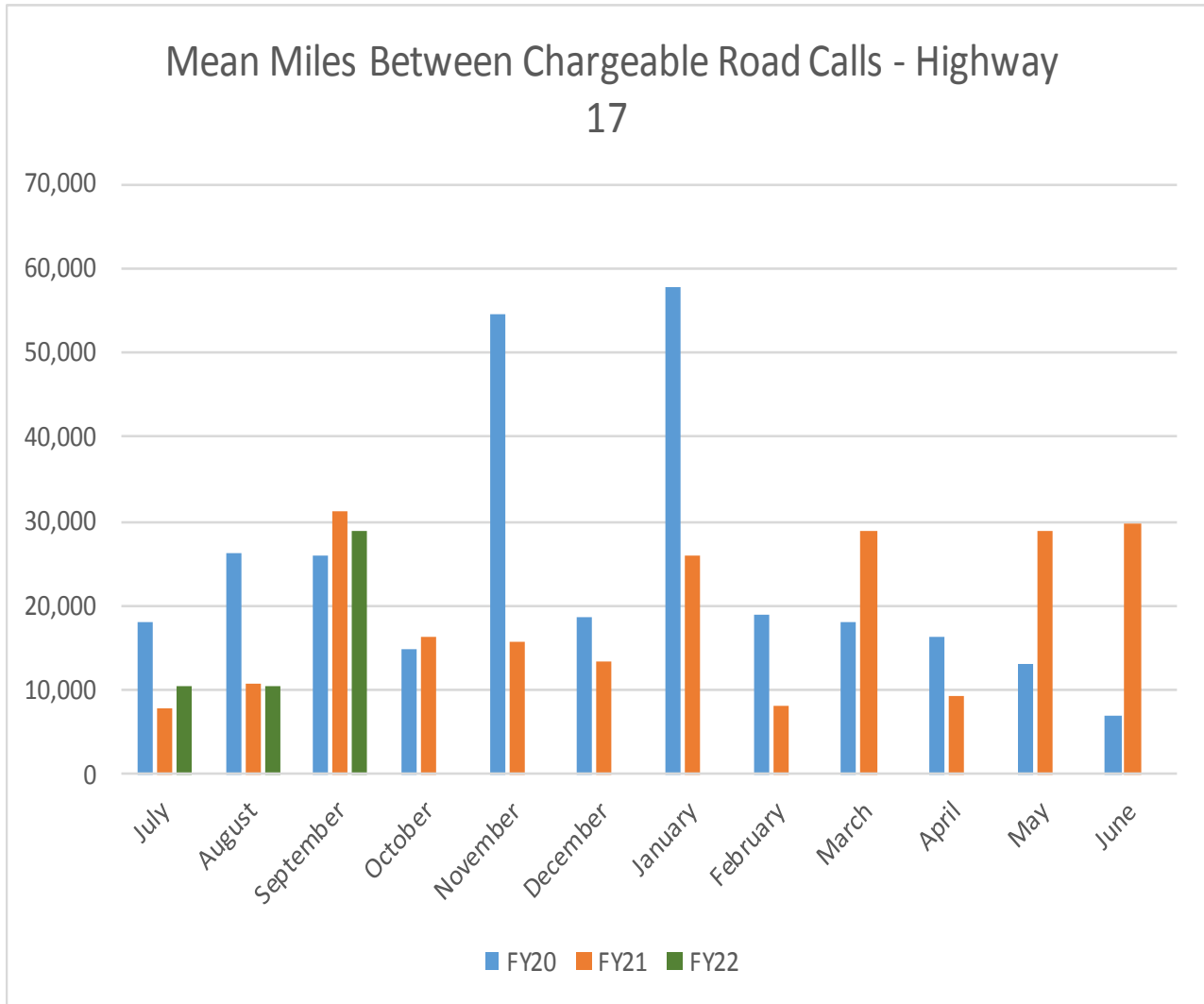
The mileage depicted is how many miles were run for the month divided by the number of Chargeable road calls in the month. This is an indicator of several things, including Santa Cruz METRO’s maintenance program, age of fleet, state of good repair, and fleet failures.



Above is the metric for mean miles between chargeable road calls for METRO’s Fixed Route (Local). Mileage is increasing while road calls vary by 1 or 2. Chargeable road calls in FY22 Q1 are 10, 18, and 12 for July, August, and September, respectively.

Attachment A

KPI Report as of September 30, 2021

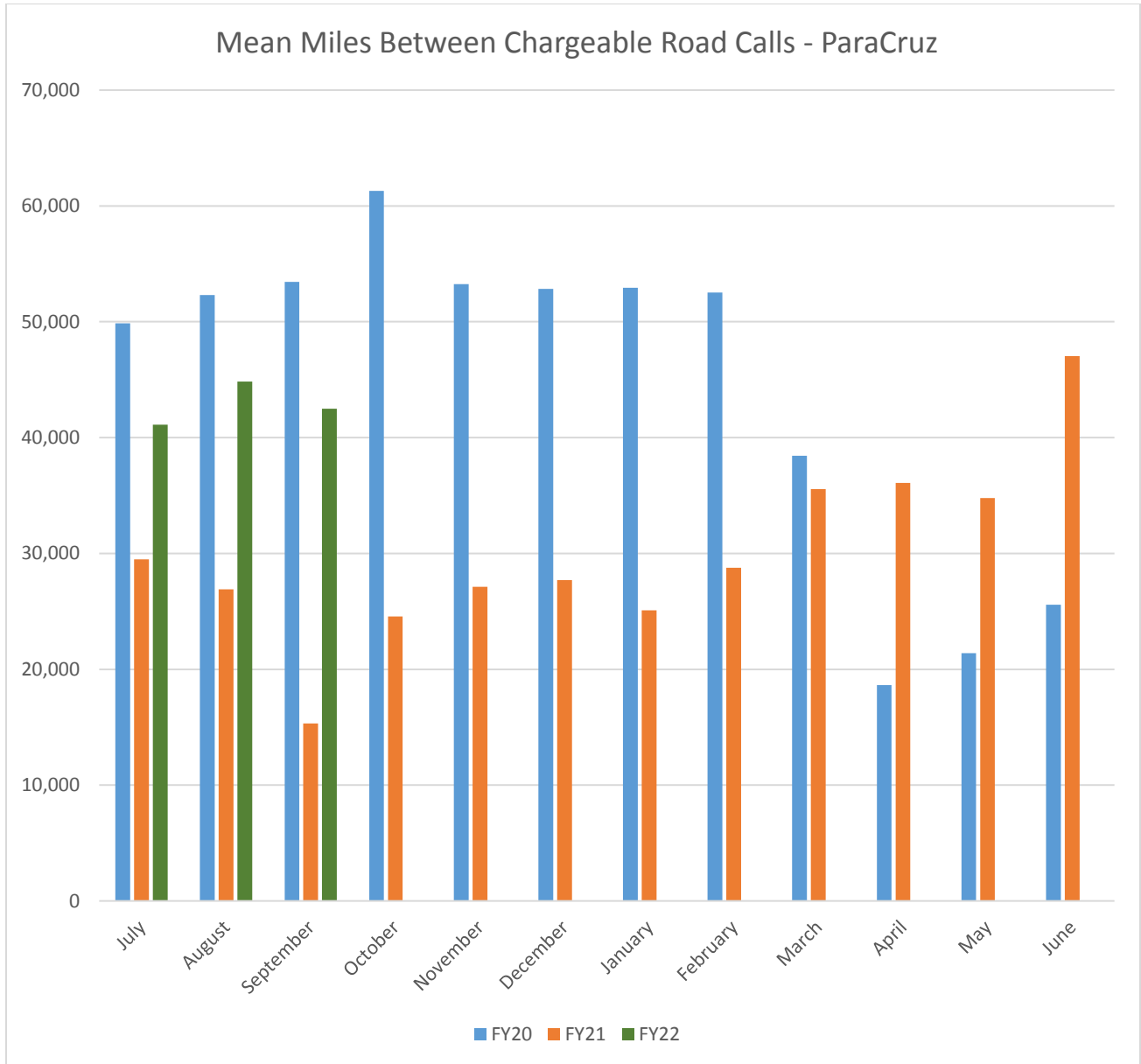


Above is the metric for mean miles between chargeable road calls for METRO’s Highway 17 commuter route. Commuter buses tend to perform better due to more highway miles, fewer stops, and the newer fleet which has less wear and tear.

Similar to Fixed Route, mileage has been increasing while road calls remain relatively the same, so the mean miles between chargeable road calls for Highway 17 has shown improvement. There were 3 chargeable road calls in July, 3 chargeable road calls in August, and none in September for Highway 17 in Q1 of FY22.

Attachment A

KPI Report as of September 30, 2021

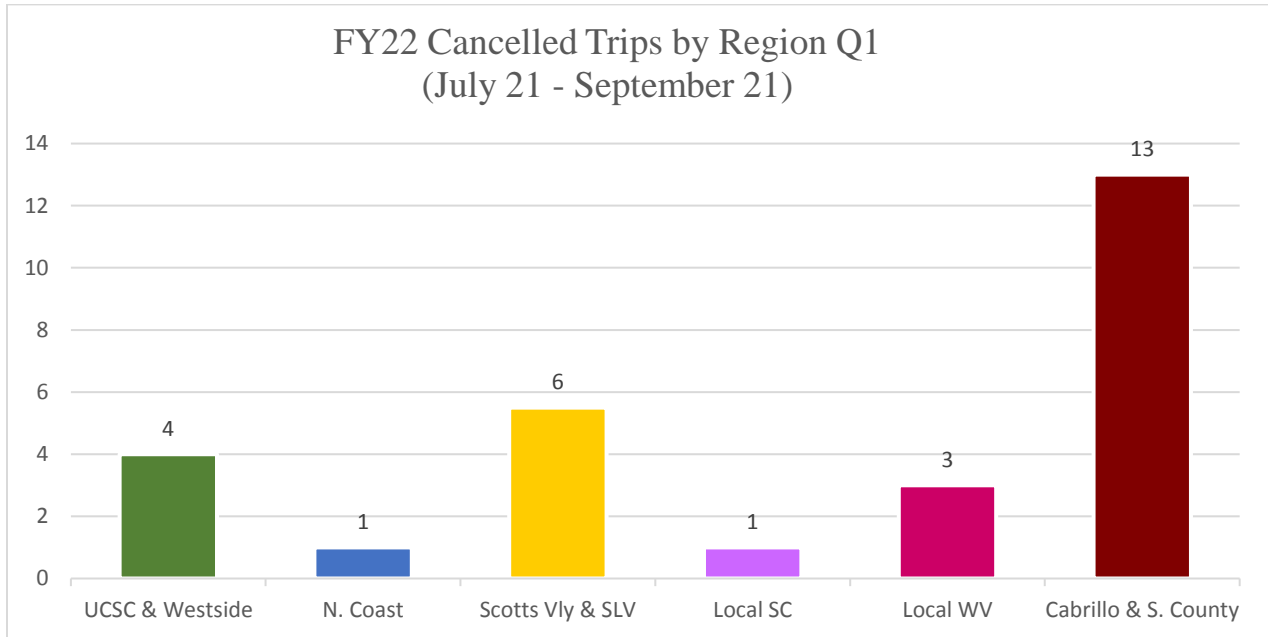


Above is the metric for mean miles between chargeable road calls for METRO’s ParaCruz vehicles. In April of FY20 the overall number of miles ran each month was abruptly cut nearly in half, compared to the number of miles ParaCruz would normally run prior to COVID-19. ParaCruz had only 2 chargeable road calls in Q1 of FY22, one in July and one in August. While road calls have been low, ParaCruz mileage has been increasing with more trips, so mean miles between chargeable road calls have been increasing as well.

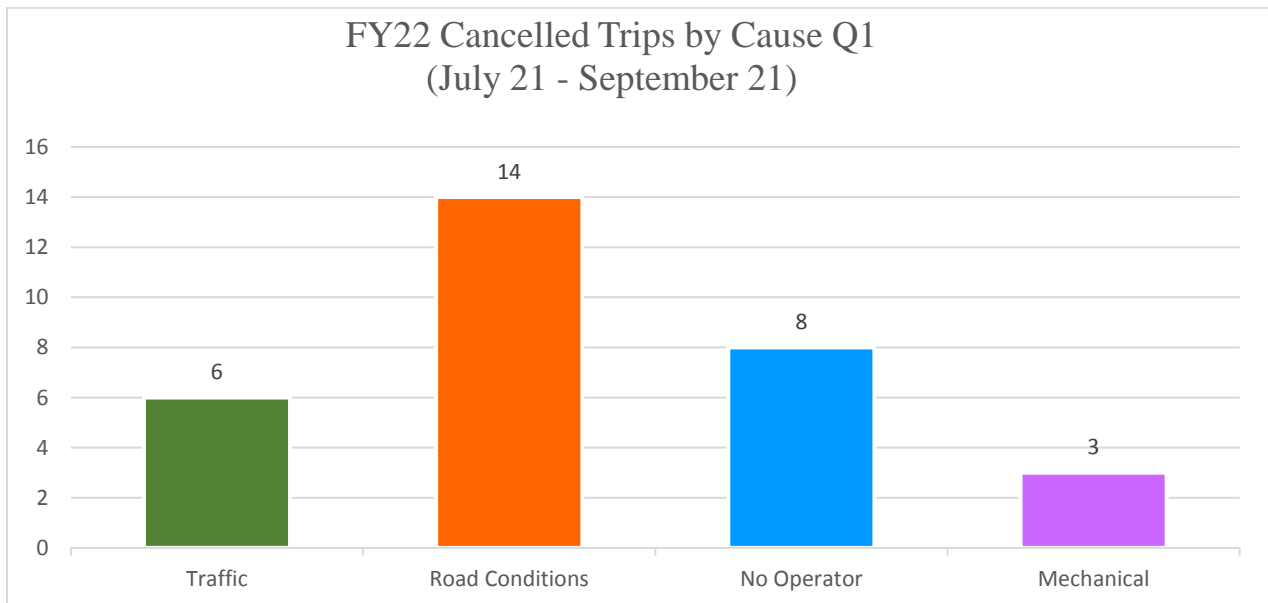
Attachment A

KPI Report as of September 30, 2021

V. Dependability



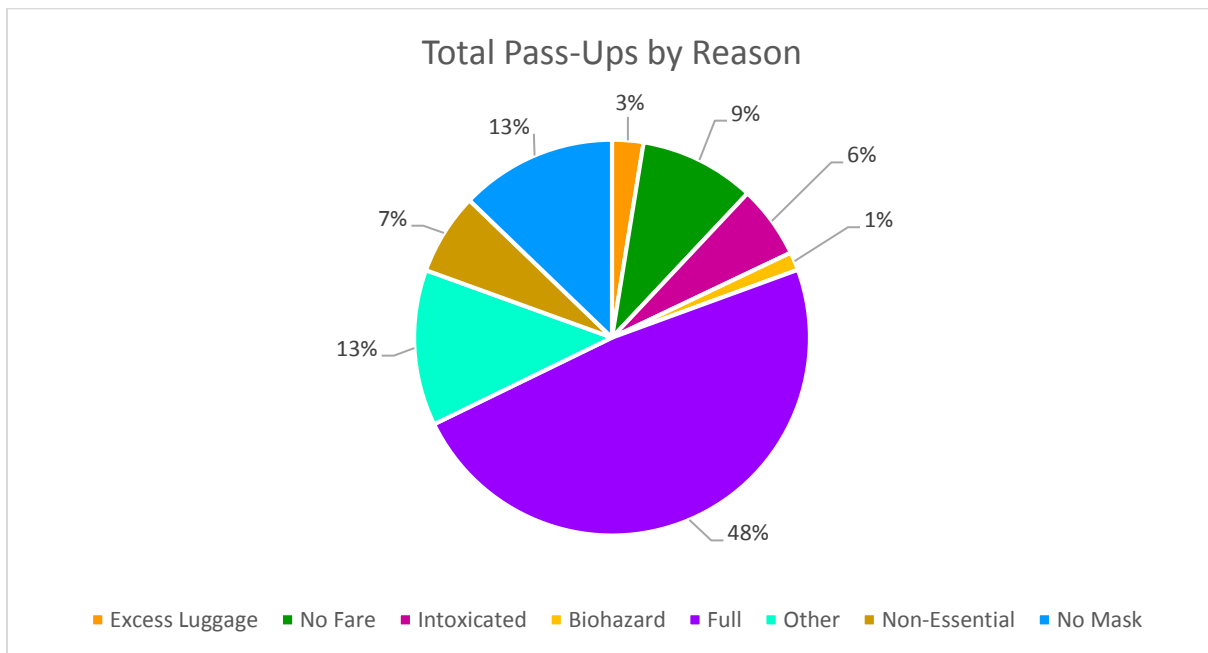
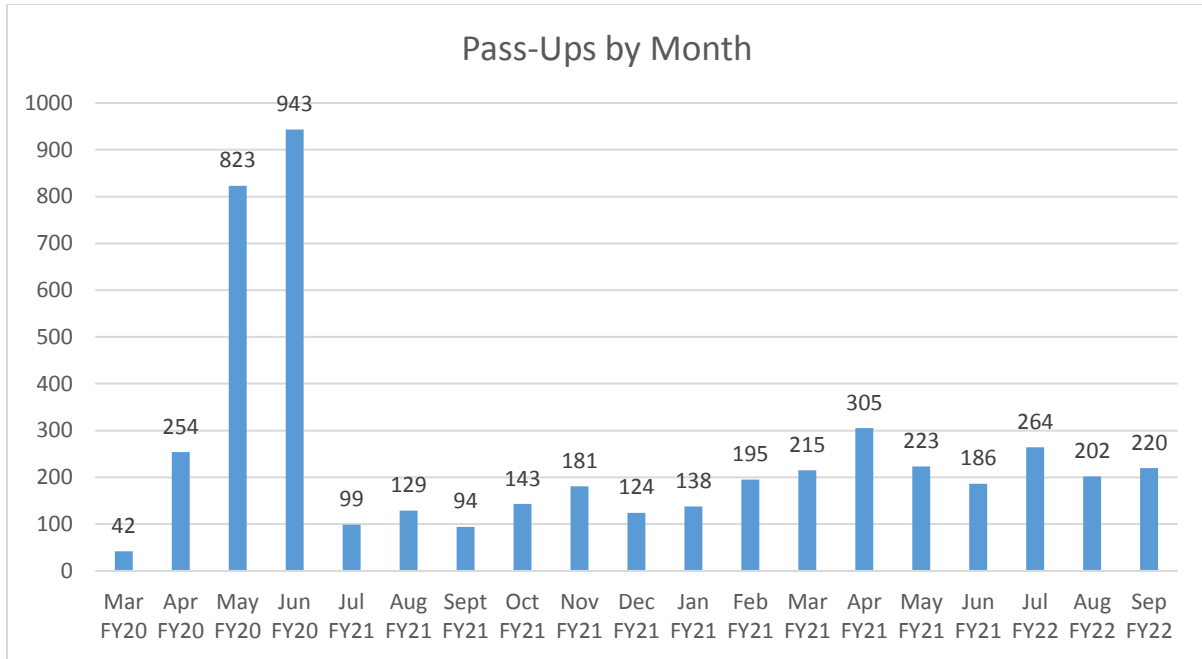
Above are Santa Cruz METRO’s cancelled trips separated into five regions: UCSC & Westside, North Coast, Scotts Valley & San Lorenzo Valley, Local SC, Local WV, and Cabrillo & South County. In Q1 of FY22 the cancelled trips were all dispersed amongst the regions Santa Cruz METRO provides service to. In July, cancelled trips were due to a road closure on Highway 1.



Above are Santa Cruz METRO’s cancelled trips by different causes. In Q1 of FY22 the cancelled trips had a variety of reasons. In July the primary reasons were Road Conditions and Traffic, due to a road closure on Highway 1. All cancelled trips in August and September were due to staffing shortage.

Attachment A

KPI Report as of September 30, 2021



Above are graphs for pass-ups in two ways: on a monthly basis and by reason. Pass-ups are an imperative metric that allows METRO to reflect upon ways to enhance our service. The effects of COVID-19 are displayed in April, May, and June of FY20 as the number of pass-ups due to a limited bus capacity dramatically increased. This was primarily due to reduced bus capacity to comply with social distancing and fewer trips. When passenger capacity per bus increased, pass-ups declined. Other reasons for pass-ups vary from a full bicycle rack to no dog carrier. Pass ups have recently increased due to increased ridership and stayed relatively low into Q1 of FY22.



KEY PERFORMANCE INDICATORS (KPI) REPORT

FOR 1st QUARTER THROUGH September 30, 2021

Board of Directors Meeting

November 19, 2021

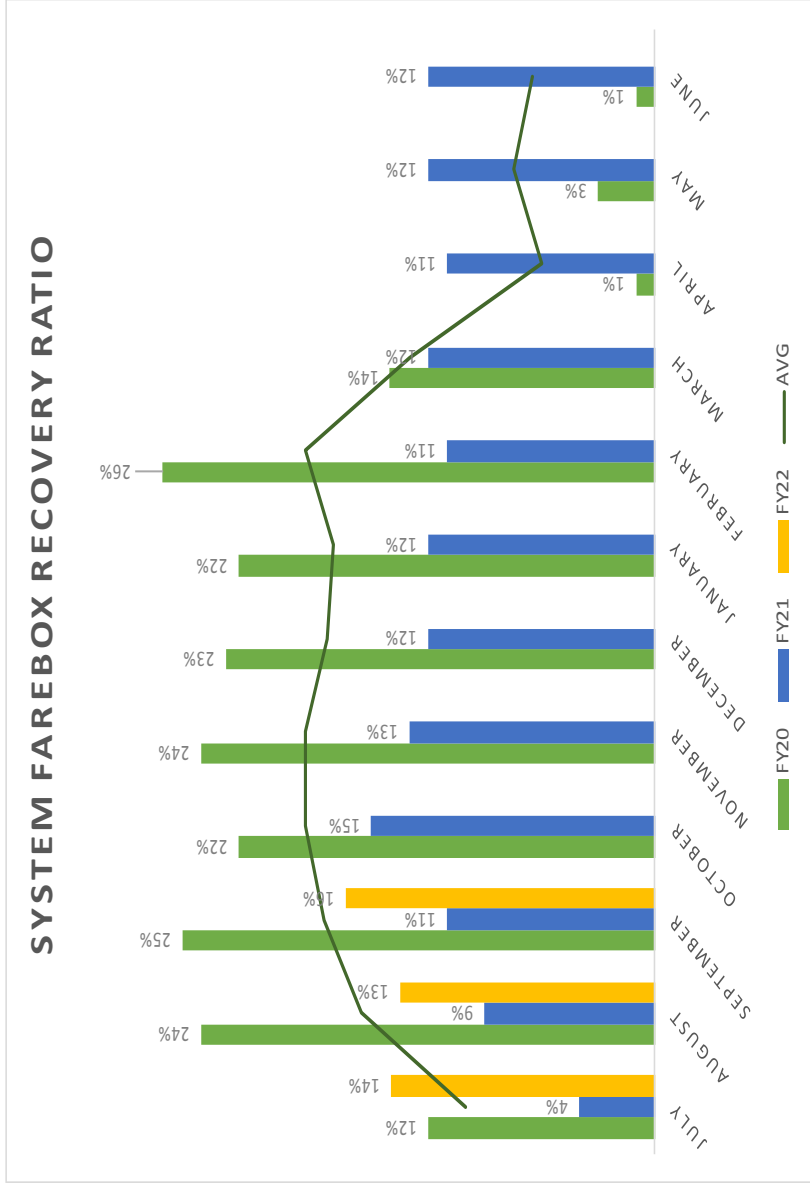
Chuck Farmer, Chief Financial Officer

Overview of Today's Presentation:

| KPI Category | Criteria / Metric |
|--------------------------|--|
| Financial Performance | <ul style="list-style-type: none"> ✓ System Farebox Recovery Ratio ✓ Fixed Route & Commuter Cost / RSH ✓ ParaCruz Cost/Trip |
| Productivity | <ul style="list-style-type: none"> ✓ Total Ridership and Total Ridership / Hour ✓ Highway 17, USCS, Cabrillo, & Local Ridership ✓ Passengers / RSH by Route |
| Risk Management & Safety | <ul style="list-style-type: none"> ✓ Traffic Accidents ✓ Passenger Incidents |
| Reliability | <ul style="list-style-type: none"> ✓ Miles Between Chargeable Road Calls for Fixed Route, Highway 17, & ParaCruz |
| Dependability | <ul style="list-style-type: none"> ✓ Cancelled Trips by Cause ✓ Cancelled Trips by Region ✓ Pass-Ups |

Financial Performance:

| Metric: | System Farebox Recovery Ratio |
|---------------------------|--|
| Description & Importance: | The Farebox Recovery Ratio is an indication of how much of a transit agency's costs are covered by passenger fares and provides insight to the amount of non-passenger revenue (subsidy) needed to cover costs. Additionally, it allows the agency to compare cost-effectiveness within its own service. |



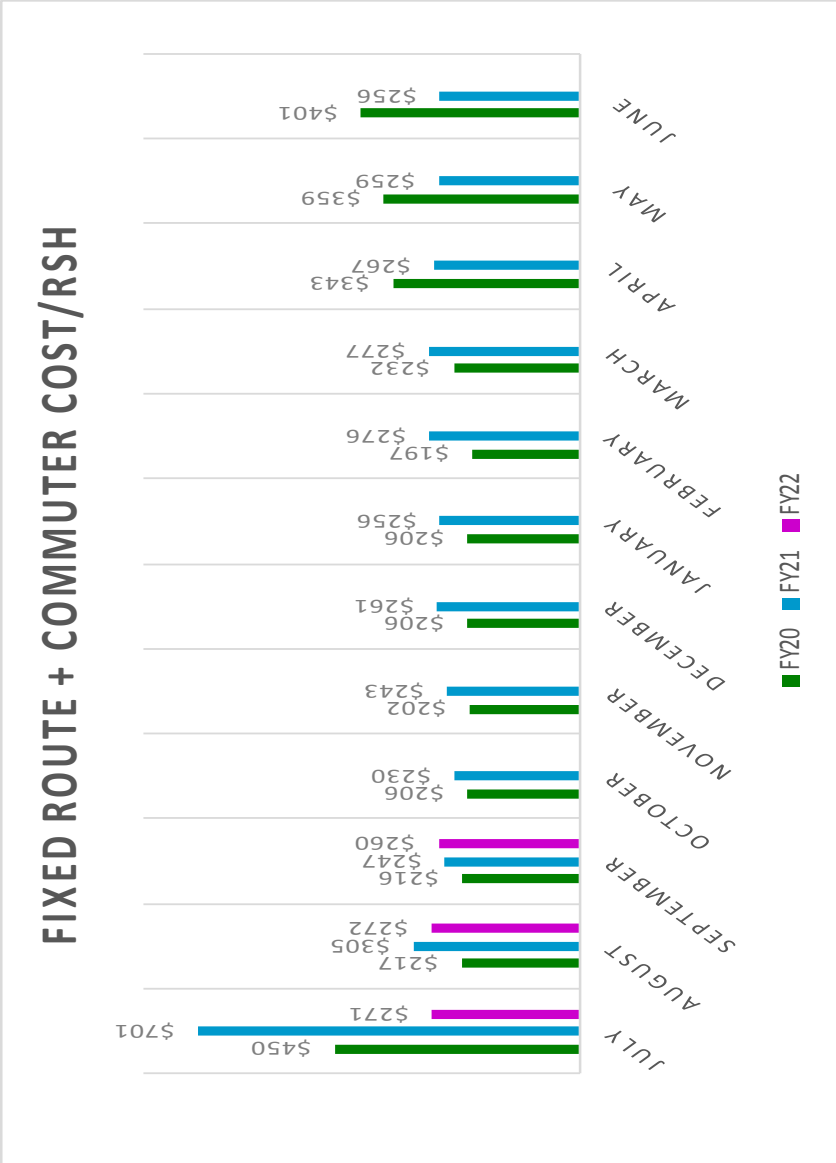
Current Status:
 As Fare collection resumed in June of FY20 and gained traction, METRO's Farebox recovery ratio has been increasing. In Q1 of FY22 the System Farebox Recovery Ratio, increased significantly compared to Q1 of FY21, however the current ratio remains well below the average 20% for Q1 of FY20 (before the outbreak of COVID-19).

Financial Performance:

Metrics: • Fixed Route & Commuter Cost per Revenue Service Hour (RSH)

Description & Importance: The metrics depict the cost per hour of service and are measured to ensure that transit services are delivered efficiently through effectively tracking and minimizing costs.

Current Status: Cost per RSH increased in FY20 and FY21 due to reduced service hours during the pandemic, while costs remained relatively fixed. In Q1 of FY22 costs have remained steady and consistent with trends from prior years (since the start of the pandemic).

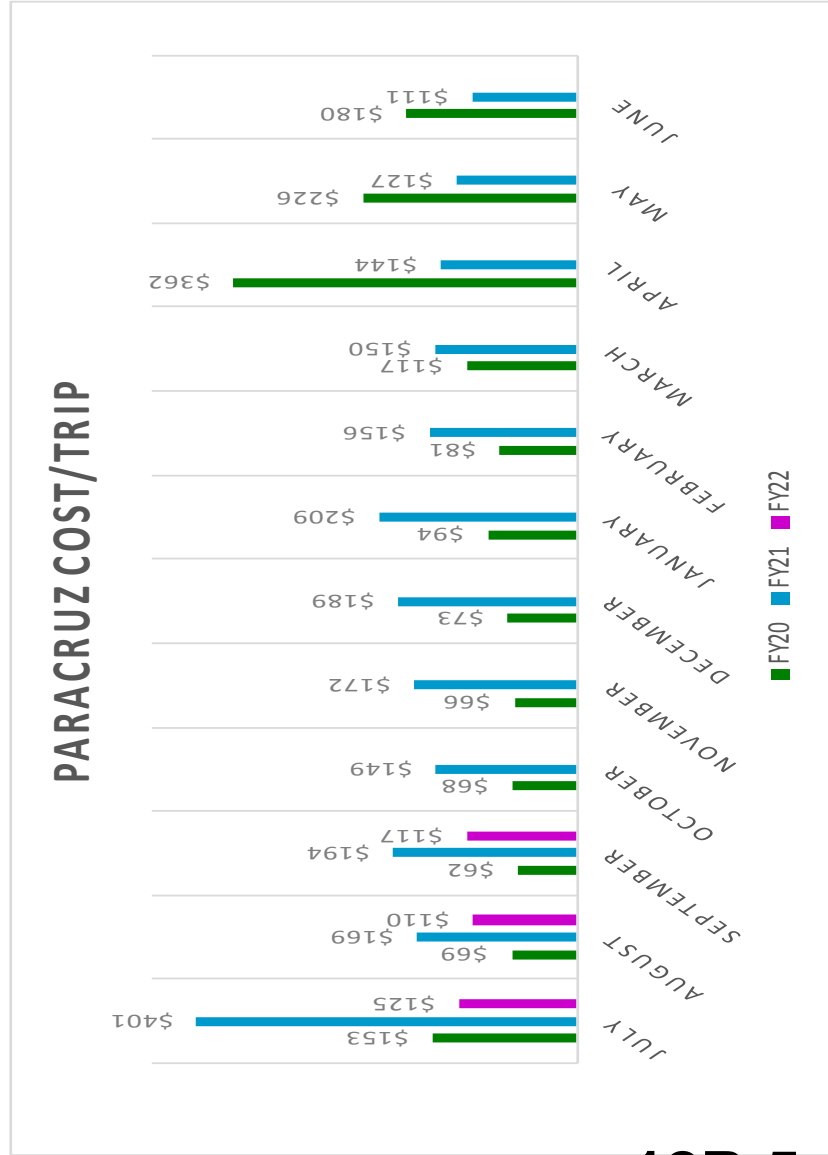


| Fiscal Year | 12 Month Average |
|-------------|------------------|
| FY20 | \$255 |
| FY21 | \$290 |
| FY22 YTD | \$268 |

Financial Performance:

| Metrics: | <ul style="list-style-type: none"> • ParaCruz Cost per Trip |
|---------------------------|---|
| Description & Importance: | <p>The metrics depict the cost per trip and are measured to ensure that transit services are delivered efficiently through effectively tracking and minimizing costs.</p> |

Current Status:
 ParaCruz cost per trip increased during the pandemic due to reduced trips while costs remained relatively fixed. As of Q1 FY22, cost per trip is decreasing due to an increase in ParaCruz trips while costs remained relatively fixed.



| Fiscal Year | 12 Month Average |
|-------------|------------------|
| FY20 | \$107 |
| FY21 | \$174 |
| FY22 YTD | \$117 |

Productivity:

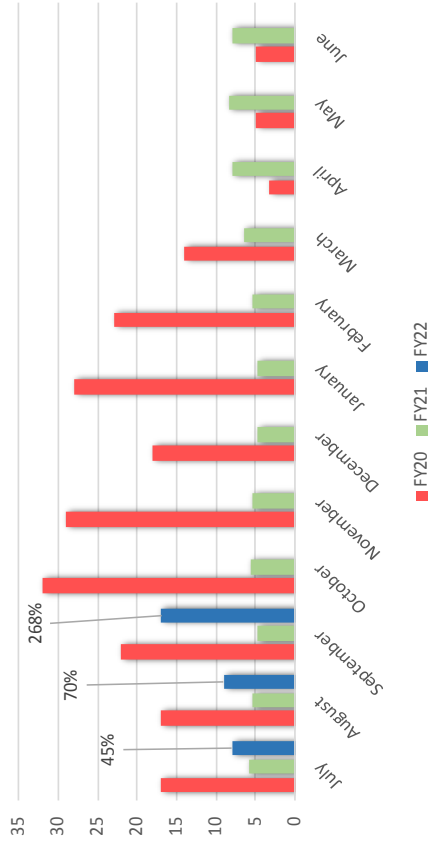
Metrics:

- Total Ridership
- Total Ridership per Hour

Description & Importance:

Total Ridership and Ridership per hour are measures of productivity. The metrics depict seasonal fluctuations in ridership related to holidays and school terms and other.

Total Ridership/Hour



Total Ridership



Current Status:

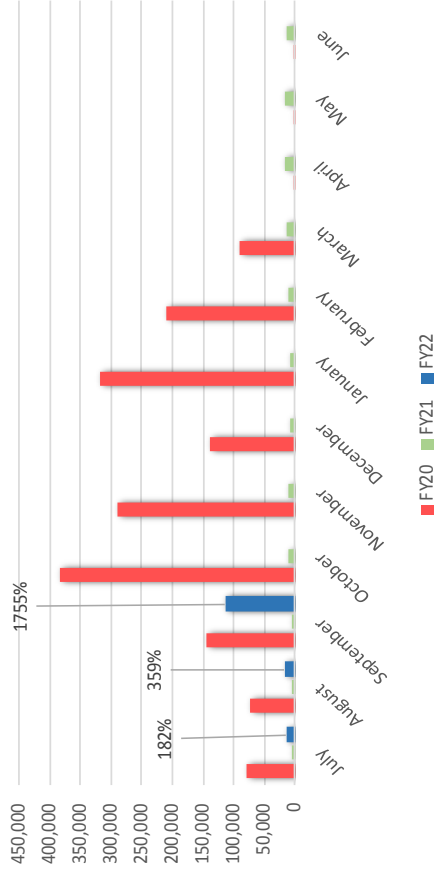
- Total Ridership/Hour has gradually increased in Q1 of FY22. This increase is due to a number of factors, one of which being that UC Santa Cruz has resumed some in person classes, increasing overall ridership.
- While ridership numbers have increased in Q1 of FY22 compared to Q1 of FY21, ridership is still down approximately 40% compared to Q1 of FY20, before the global pandemic.

Productivity:

- Metrics:**
- UCSC Ridership
 - Cabrillo Ridership

Description & Importance: Historically, student ridership has been a large portion of METRO's total ridership. Increases in student enrollment and seasonal trends can be seen year over year in the graphs below.

UCSC Ridership



Current Status:

Ridership decreased when UCSC started online classes. FY22 Q1 ridership has increased significantly: in Q1 of FY21 UCSC ridership averaged around 5,000/month and in Q1 of FY22 it's an average of 50,000. Ridership is still down 60% compared to Q1 of FY20, pre-pandemic.

Cabrillo Ridership

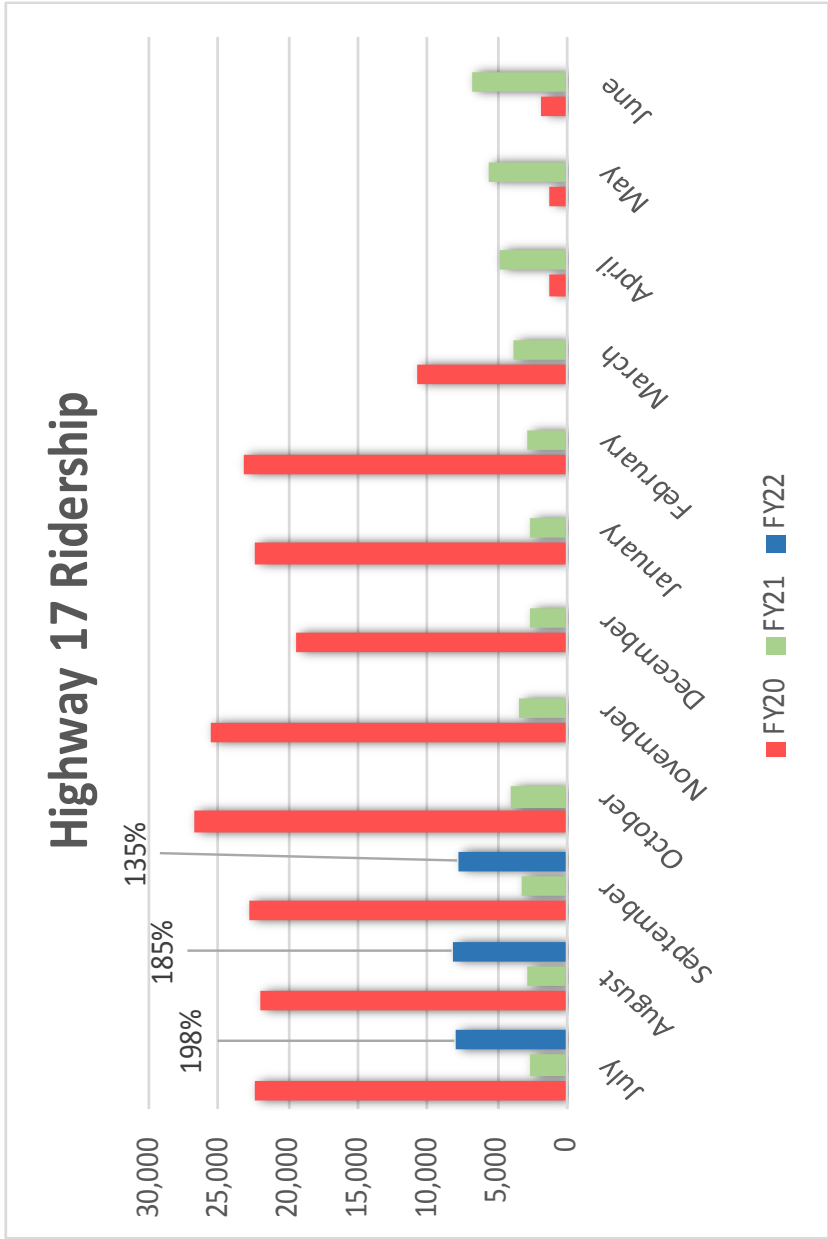


Current Status:

Cabrillo ridership dramatically decreased when the community college started online classes in March of FY20 but has been increasing in Q1 of FY22. In Q1 of FY21 Cabrillo ridership averaged around 300/month and in Q1 of FY22 it has jumped to an average of 3,000/month. Ridership is still down 88% compared to Q1 of FY20, pre-pandemic.

Productivity:

| | |
|--------------------------------------|--|
| Metrics: | <ul style="list-style-type: none"> Highway 17 Ridership |
| Description & Importance: | <p>Highway 17 demonstrates METRO's commuter ridership, connecting Santa Cruz to San Jose. Ridership excluding student and commuter routes reflects all other local routes within the county.</p> |



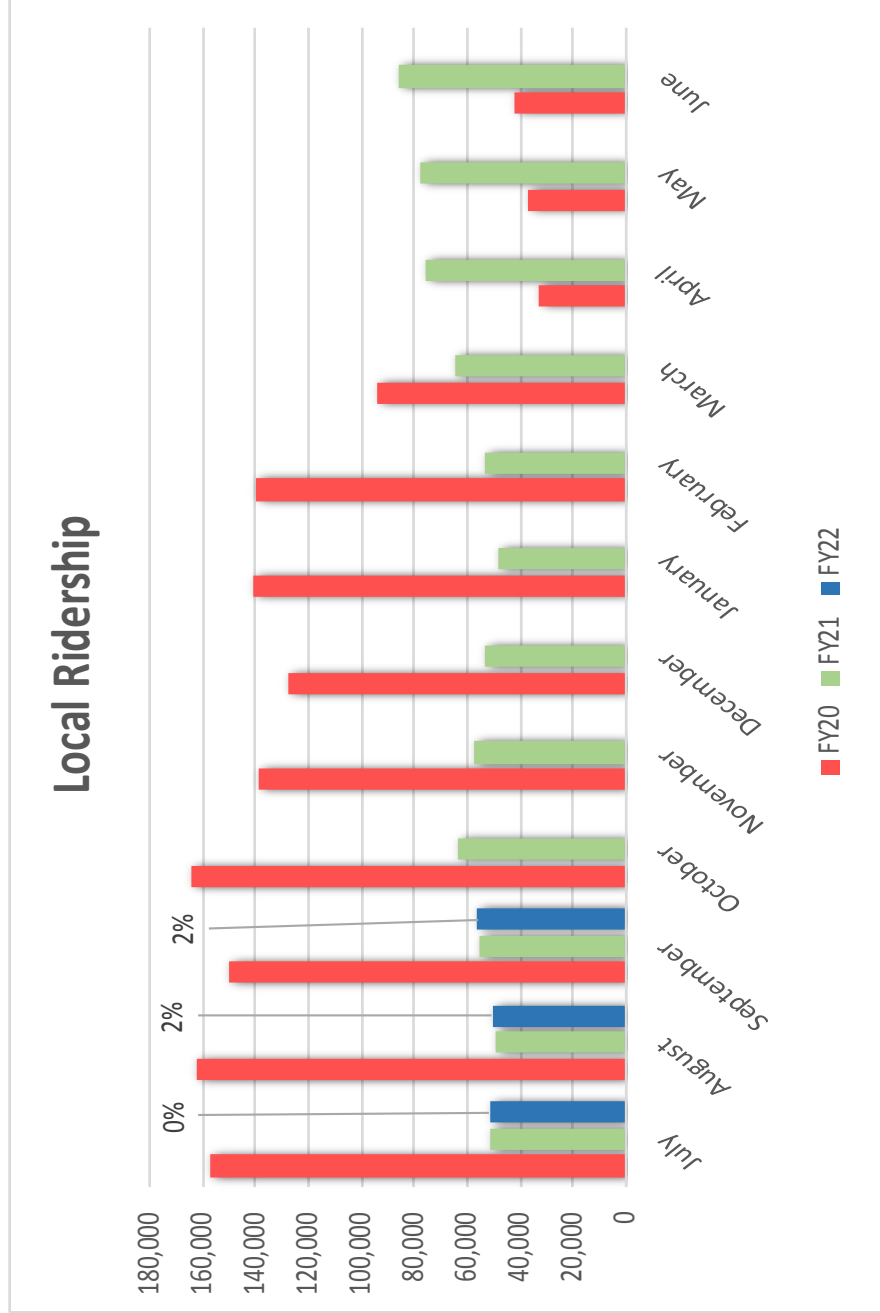
Current Status:

- Total Hwy 17 ridership increased in Q1 of FY22, in part due to the reduced fare program, which ended September 15, 2021. The reduced fare program likely encouraged more recreational trips over Highway 17.

- Please note that while Hwy 17 ridership is up compared to FY21, ridership is still approximately 60% down compared to FY20, pre-pandemic.

Productivity:

| | |
|--------------------------------------|--|
| Metrics: | <ul style="list-style-type: none"> Local Ridership |
| Description & Importance: | Local Ridership, excluding student and commuter routes, reflects all other local routes within the county. |



Current Status:
 Local ridership has remained steady in Q1 of FY22. This is partially due to implementing reduced fares for METRO's riders (ended September 15, 2021), while COVID restrictions have gradually loosened. Ridership is still down 66% compared to Q1 FY20, pre-pandemic.

Productivity:

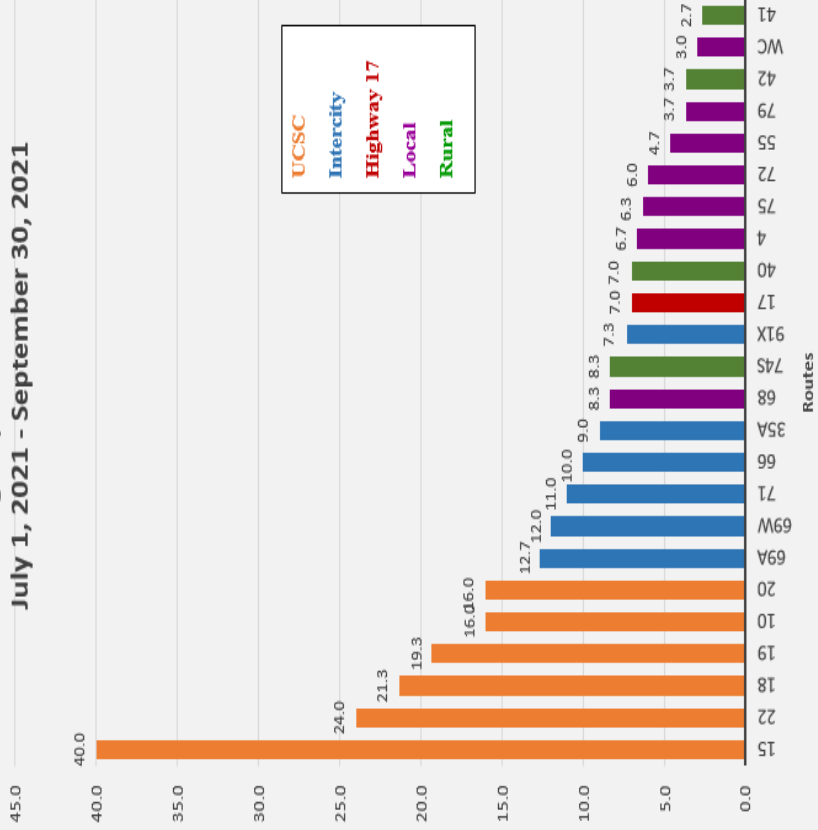
Metrics:

- **FY21 Passengers per Revenue Service Hour by Route**

Description & Importance:

Passengers per Revenue Service Hour (RSH) depicts the overall productivity of each route measured by passengers per hour of service. This ratio of productivity helps the agency focus on poor productivity routes and can stimulate discussions about frequency of service in urban and semi-urban areas of the county versus geographic coverage.

FY22 Passengers per Revenue Service Hour
July 1, 2021 - September 30, 2021



Current Status:
In Q1 of FY22 UCSC started back with some in person classes. As a result, the school routes are back with higher passengers per RSH, taking over Intercity routes for higher hourly ridership.

Risk Management & Safety:

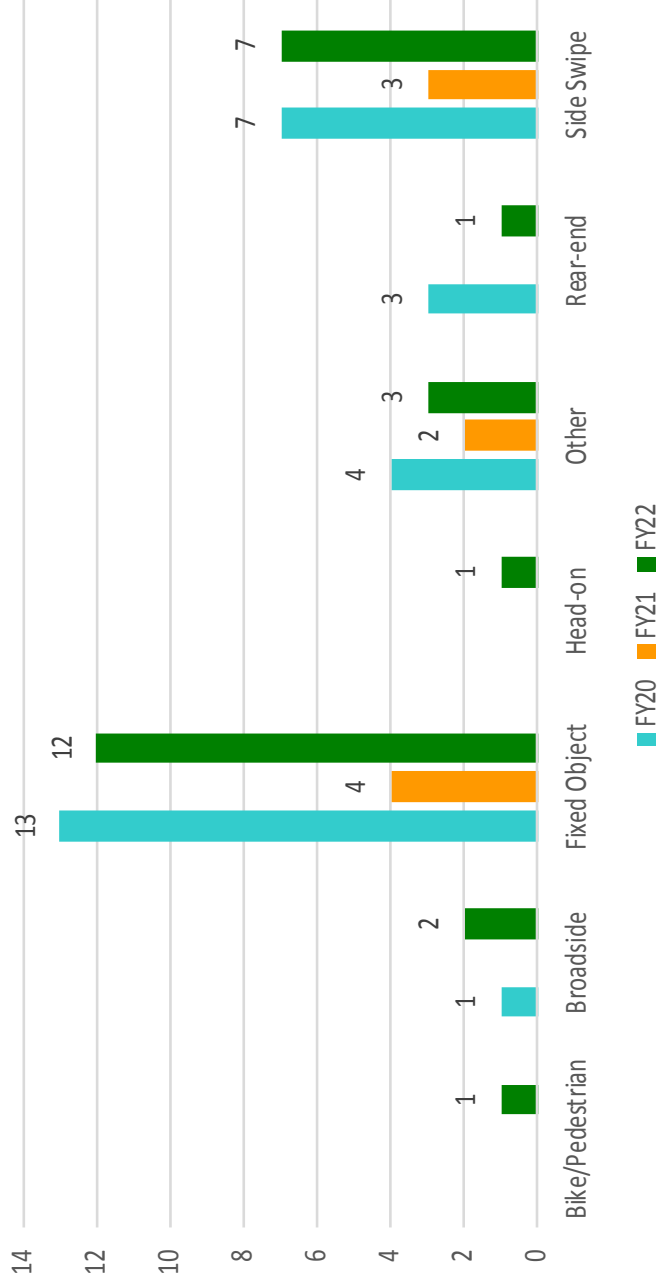
Metrics:

• Traffic Accidents

Description & Importance:

Traffic Collisions are broken down into different categories: in loading zones, in intersections, between intersections, with bicycles, with pedestrians, with other district vehicles, with the rear of the vehicle, and other types of collisions, including with stationary objects. This chart is representative of chargeable accidents, excluding Broadside and Side Swipes. This metric reflects Accidents that occurred in Q1 of each fiscal year.

Traffic Accidents Year Over Year Q1

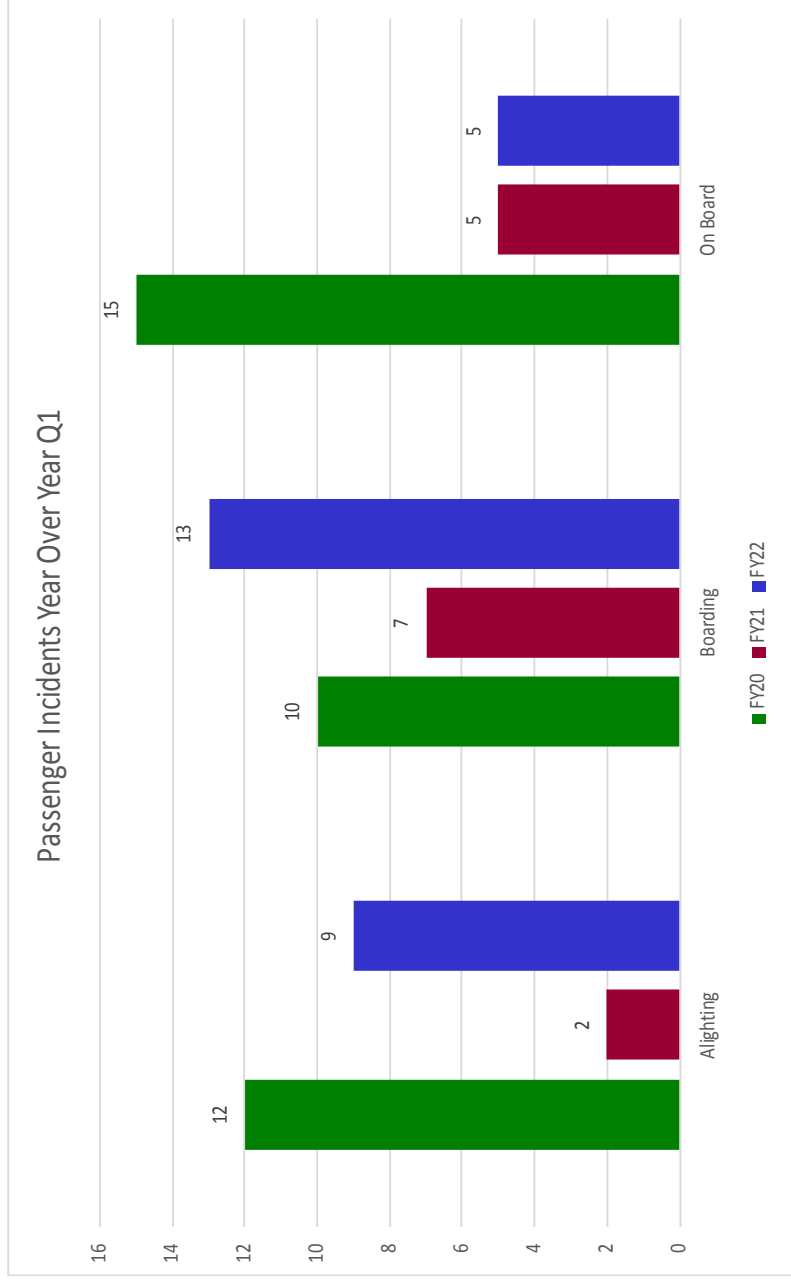


Current Status:

- There are some traffic accidents with chargeability still pending which are not represented in the metric
- Traffic incidents have increased in Q1 FY22 most likely due to an increase in passengers.
- All ParaCruz chargeability for FY20, FY21, and FY22 is still unknown since their review board has been on hold during the pandemic

Risk Management & Safety:

| | |
|--------------------------------------|--|
| Metrics: | <ul style="list-style-type: none"> Passenger Incidents |
| Description & Importance: | <p>Passenger Incidents are accidents with METRO passengers either while boarding a bus, on board a bus, or alighting (descending) a bus. This metric reflects Accidents that occurred in Q1 of each fiscal year.</p> |



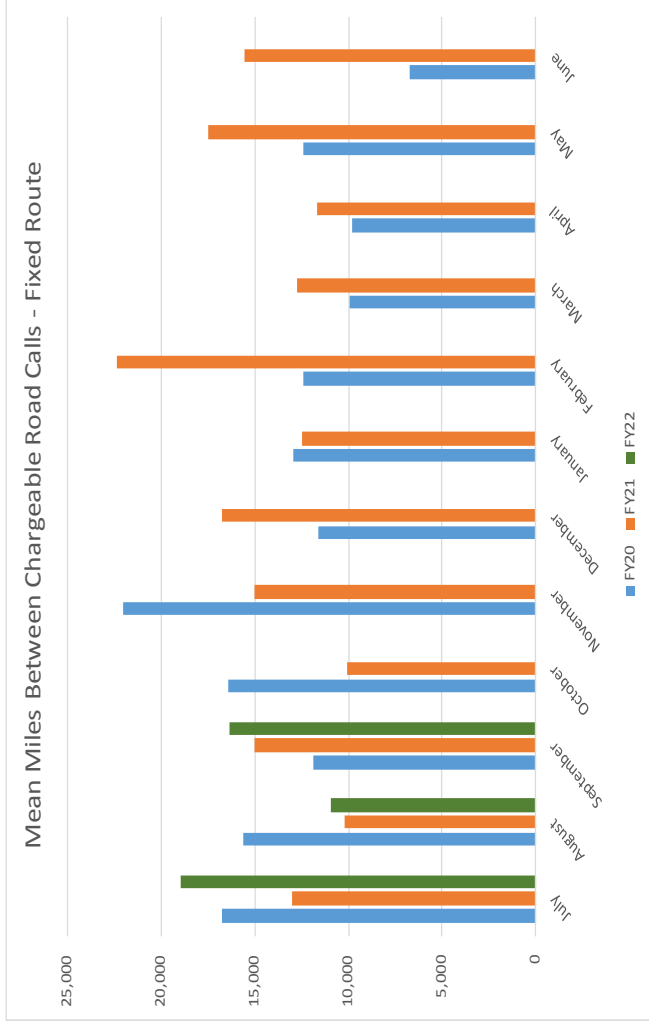
Current Status:

- ParaCruz chargeability for FY20, FY21, and FY22 is still unknown since their review board has been on hold during the pandemic.
- There has been an increase in Passenger Incidents in Q1 FY22 compared to Q1 FY21 likely due to increased ridership.
- ADA status (whether or not the passenger incident was ADA-related) is not currently tracked on operator reports but will be implemented soon.

Reliability:

Metrics: Mean Miles Between Chargeable Road calls – Fixed Route (Local)

Description & Importance: A chargeable road call results from a mechanical failure that impedes the vehicle from completing or starting a scheduled revenue trip because actual movement is limited, or there are safety concerns. The mileage depicted is how many miles were run for the month divided by the number of chargeable road calls. The graph below is for METRO's Fixed Route.



| Fiscal Year | 12 Month Average |
|-------------|------------------|
| FY20 | 13,216 |
| FY21 | 14,368 |
| FY22 YTD | 13,330 |

| Fiscal Year | Average age of Fleet | Avg. Road Miles |
|-------------|----------------------|-----------------|
| FY20 | 12.55 yrs | 2,359,097 |
| FY21 | 12.90 yrs | 1,463,225 |
| FY22 YTD | 13.58 yrs | 180,332 |

Current Status:

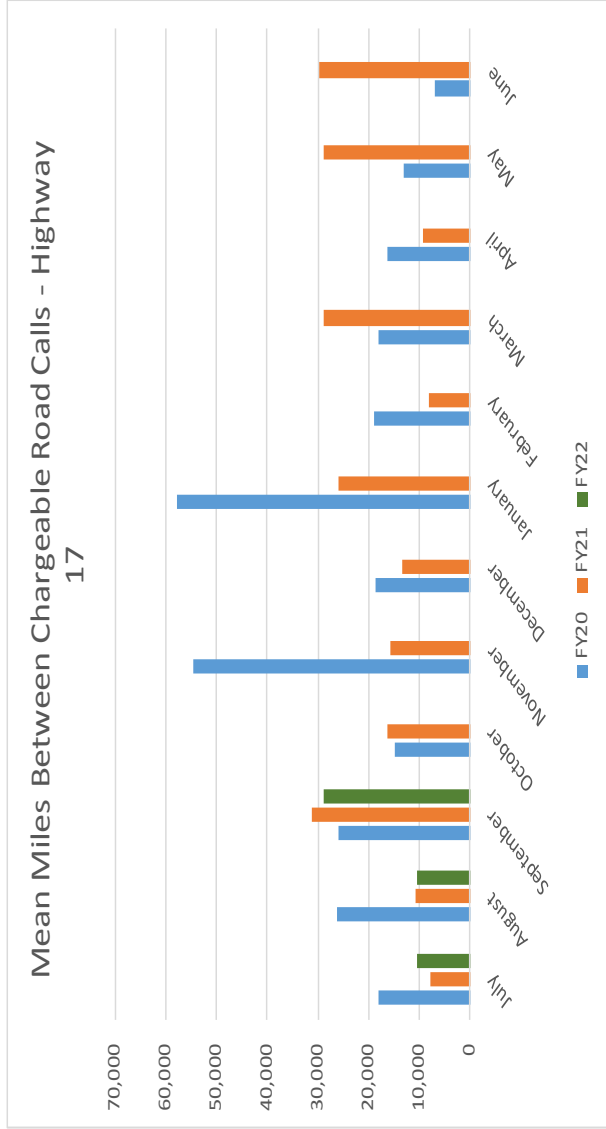
Mileage is increasing while road calls vary by 1 or 2. Chargeable road calls in FY22 Q1 are 10, 18, and 12 for July, August, and September, respectively.

Reliability:

Metrics:

- Mean Miles Between Chargeable Road Calls – Highway 17

Description & Importance: A chargeable road call results from a mechanical failure that impedes the vehicle from completing or starting a scheduled revenue trip because actual movement is limited, or there are safety concerns. The mileage depicted is how many miles were run for the month divided by the number of chargeable road calls. The graph below is for METRO's Commuter Route.



| Fiscal Year | 12 Month Average |
|-------------|------------------|
| FY20 | 24,126 |
| FY21 | 18,821 |
| FY22 YTD | 17,383 |

| Fiscal Year | Average age of Fleet | * Avg. Road Miles |
|-------------|----------------------|-------------------|
| FY20 | 12.55 yrs | 588,010 |
| FY21 | 12.90 yrs | 237,484 |
| FY22 YTD | 8.79 yrs | 226,035 |

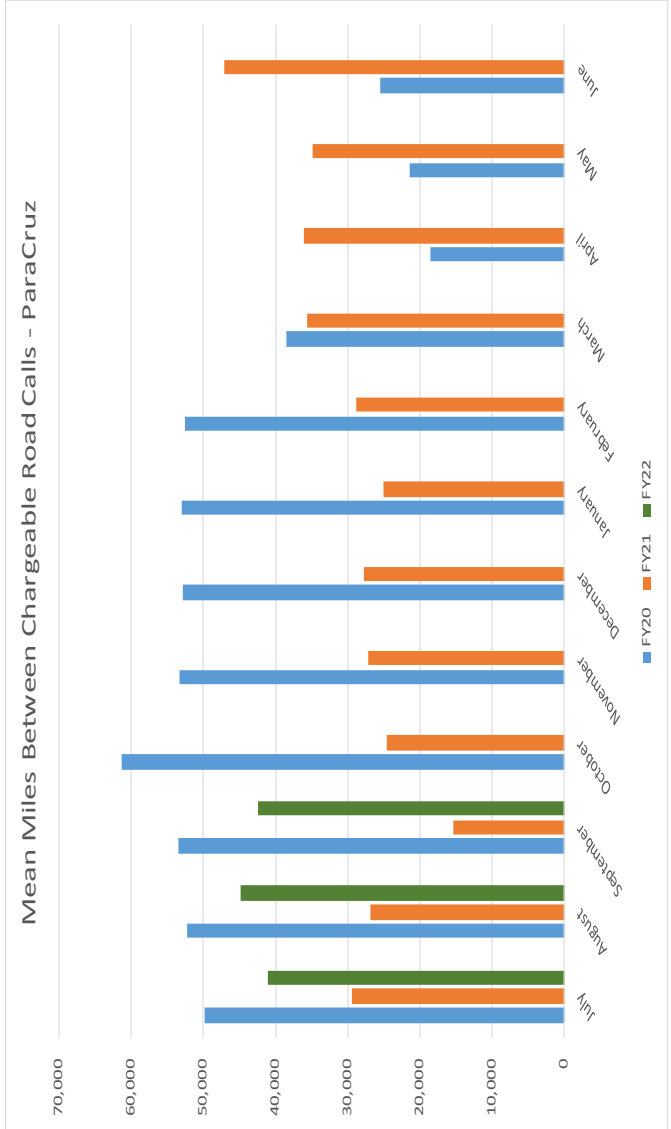
Current Status:

- Commuter buses tend to perform better due to more highway miles, fewer stops, and the newer fleet with less wear and tear
- There were 3 chargeable road calls in July, 3 in August, and none in September for Highway 17 in Q1 of FY22.

Reliability:

Metrics: • Mean Miles Between Chargeable Road Calls - ParaCruz

Description & Importance: A chargeable road call results from a mechanical failure that impedes the vehicle from completing or starting a scheduled revenue trip because actual movement is limited, or there are safety concerns. The mileage depicted is how many miles were run for the month divided by the number of chargeable road calls. The graph below is for METRO's ParaCruz vehicles.



| Fiscal Year | 12 Month Average |
|-------------|------------------|
| FY20 | 44,374 |
| FY21 | 29,869 |
| FY22 YTD | 83,032 |

| Fiscal Year | Average age of Fleet | Avg. Road Miles |
|-------------|----------------------|-----------------|
| FY20 | 6.13 yrs | 571,539 |
| FY21 | 6.18 yrs | 255,833 |
| FY22 YTD | 6.54 yrs | 415,159 |

Current Status: ParaCruz had only 2 chargeable road calls in Q1 of FY22, one in July and one in August. While road calls have been low, ParaCruz mileage has been increasing with more trips, so mean miles between chargeable road calls have been increasing as well.

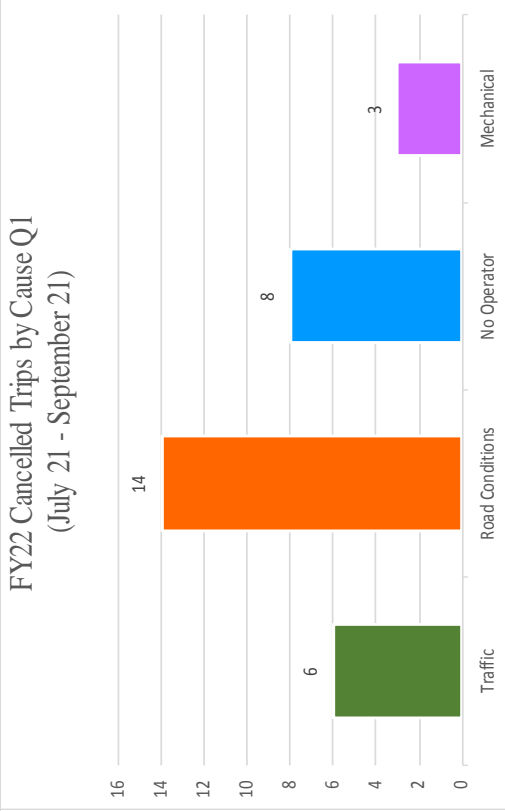
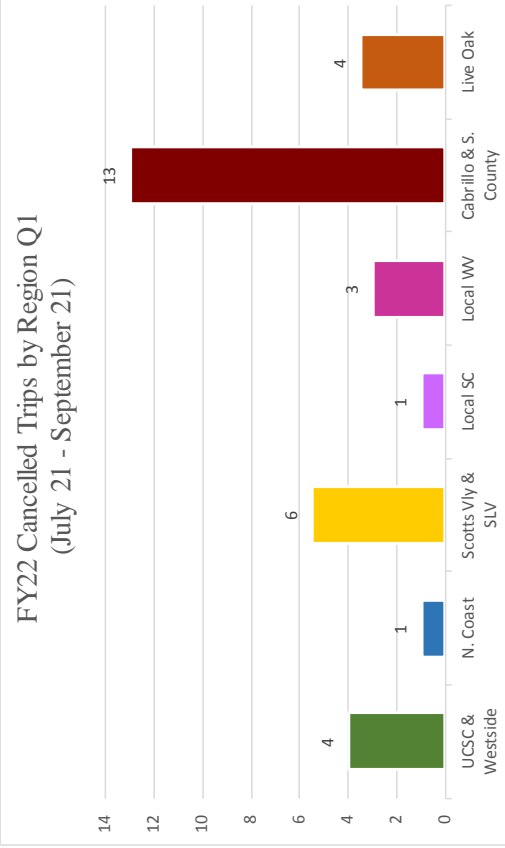
Dependability:

Metrics:

- Cancelled Trips by Region
- Cancelled Trips by Cause

Description & Importance:

Cancelled trips are analyzed for different causes. Cancelled trips by Region show the areas the trip was canceled, while Cancelled Trips by Cause reveal the cause for the cancellations.

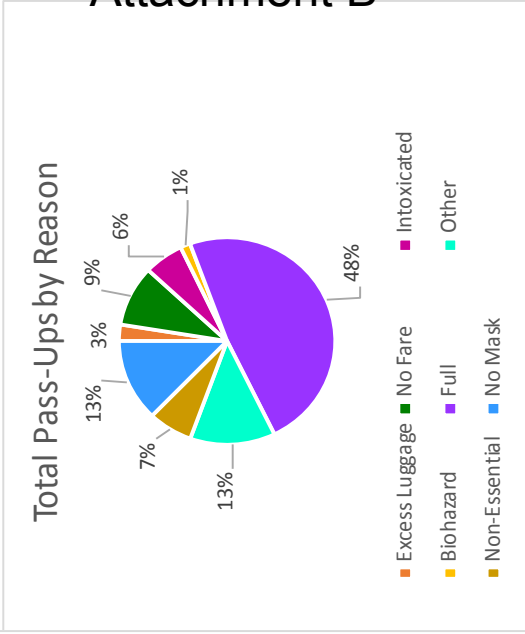
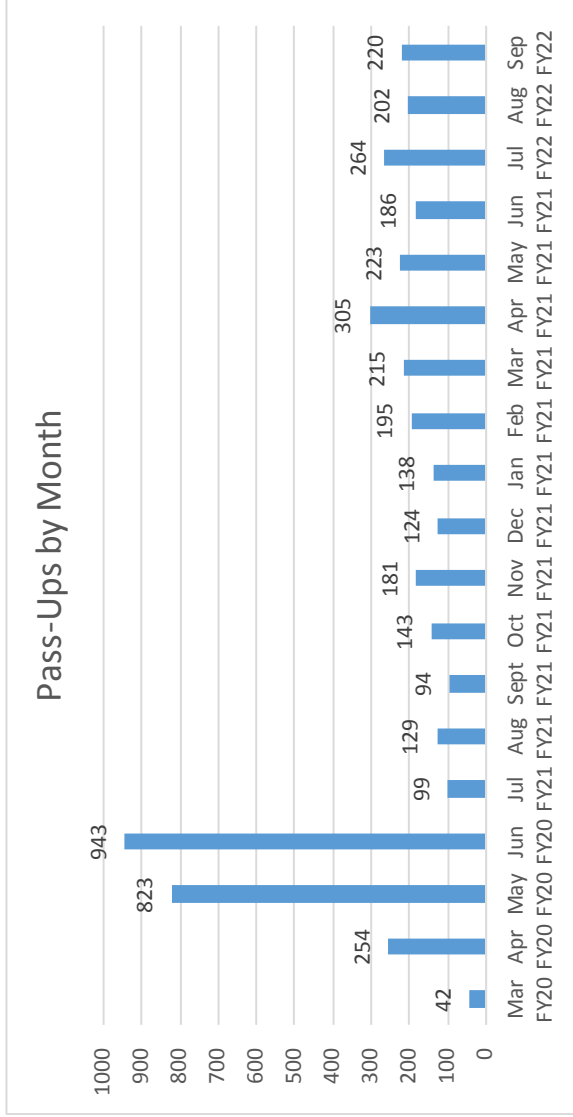


Current Status:

In Q1 of FY22 there were cancelled trips in each month due to various reasons. In July, the majority of cancelled trips was due to a freeway closure on the 21st; this affected all areas of service. In August all cancelled trips fell on the 9th and the 28th while in September all cancelled trips were on the 18th or the 30th. In both August and September all cancelled trips were due to staffing shortage.

Dependability:

| | |
|--------------------------------------|---|
| Metrics: | <ul style="list-style-type: none"> Pass-Ups |
| Description & Importance: | <p>Pass-Ups are when a bus route must leave behind a passenger and are caused by a variety of reasons. Pass-ups are analyzed for different causes including: No Fare, Exceeds Capacity Load (Full Bus), Excess Luggage, Intoxicated, and Other.</p> |



- 12B.17**
- Current Status:**
- In April through June of FY20 the number of pass-ups spiked due to reduced bus capacity. Pass-ups decreased as capacity increased in FY21.
 - Pass-ups have declined in Q1 of FY22 but with a slight increase seen in July.

Questions

VERBAL PRESENTATION

CEO ORAL REPORT / COVID-19 UPDATE

Alex Clifford

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NEWS CLIPS

October 22, 2021 – November 19, 2021

**SANTA CRUZ
COUNTY
ARTICLES**



Service Changes for the Winter

Santa Cruz METRO Transit District sent this bulletin at 11/11/2021 09:15 AM PST

Winter service begins on Thursday, December 9, 2021.

METRO is making service additions on existing routes to improve service and making minor schedule changes to improve service reliability. Due to a shortage of bus operators a small number of trips have been discontinued on the route(s) 19, 55, 91X and Highway 17 Express.

Service additions: Service will be extended beyond San Jose Diridon Station to serve downtown San Jose and San Jose State University. Northbound trips will end at E. Santa Clara St & S. 6th St. Southbound trips will begin adjacent to the SJSU campus at E. San Fernando St & S. 7th St. Route 71 will serve the Union & Beach stop (Stop 2751) on several evening trips to accommodate Cabrillo College Watsonville Center students. The weekday "ST" trip previously departing Mtn. Store at 6:55am toward Sylvan Ave will depart from Hwy 9 & Middleton Ave (Stop 2515; Hwy 9 and Hwy 236 Boulder Creek timepoint "I" on the schedule) at 6:55am to serve stops from Hwy 9 & Middleton Ave to Sylvan Ave in both the uphill and downhill directions. Route 71 will serve the Union & Beach stop (Stop 2751) on several evening trips to accommodate Cabrillo College Watsonville Center students.

Removal of trips: The first northbound and southbound trips of the day on the Highway 17 Express have been discontinued: 5:00am from Santa Cruz Metro Center and 6:15am from San Jose Diridon Station. Route 19 12:05am trip has been discontinued. Route 91X 6:55am, 9:25am, and 1:25pm trips from Santa Cruz Metro Center and the 7:23am, 10:24am, and 2:24pm trips from Watsonville Transit Center have been discontinued.

Minor schedule changes will be made on Routes 35, 40, 41, 55, 68, 69A, 69W, 71, and the Watsonville Circulator to improve reliability. The route 35 Scotts Valley Dr & Quien Sabe Rd (Stop 1732) and Scotts Valley Dr - Car Wash (Stop 2644) stops have been discontinued. The Freedom Blvd & Soquel Dr stops (Stops 1425 & 1426) will no longer be timepoints, but will remain as regular stops. The Freedom Blvd (Aptos High School) stops (Stops 1427 & 1428) will become the new timepoints. Soquel Ave & Hagemann Ave (Stop 1797) will no longer be a timepoint, but will remain as a regular stop.

UCSC will have School Term service for the Winter 2021-22 schedule. School Term, or "ST" service, follows the UCSC School Term Calendar as shown in Headways or on scmtd.com. Routes 15 and 22 are entirely School Term only. Routes 10, 18, and 19 have School Term only supplemental trips, denoted by "ST" in the schedule.

ParaCruz service will not be impacted by these changes to fixed route service.

Details on these modifications and a preview of winter service will be available on the website soon. Another notification will be provided when this information is posted on the METRO website. The Winter Headways Bus Rider's Guide will be available on all Buses & Transit Centers on December 2, 2021

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SANTA CRUZ LOCAL™

Meeting Wednesday on proposed Live Oak medical complex

By Allison Gasparini

November 3, 2021



A four-story Kaiser Permanente medical complex has been proposed for 5940 Soquel Ave. in Live Oak. (Pacific Medical Buildings LLC)

LIVE OAK >> Leaders from Kaiser Permanente on Wednesday will discuss plans for a new four-story medical center on Soquel Avenue between Chanticleer Avenue and Mattison Lane in Live Oak.

Outpatient services are expected in the proposed 160,000-square-foot building including 24-hour urgent care, physical therapy, chemotherapy, optometry and a pharmacy, Kaiser Leaders have said. On a frontage road of Highway 1 near the Santa Cruz County Sheriff's Office, the site is now a vehicle towing yard flanked by supply stores for construction and landscaping.

Supervisors could consider the project at a public hearing in February. Construction could begin late next year, project leaders said.

"Kaiser provides affordable health care, and this new office building would allow them to provide more services," said Santa Cruz County Supervisor Manu Koenig. Koenig represents District 1 where the project is proposed.

Koenig has been a booster of the project. His predecessor, John Leopold, also was supportive in part because of the expected 300 jobs on site.

Transportation concerns

The plan includes a 730-space parking garage with at least 40 electric vehicle charging stations, said representatives from San Diego-based developer Pacific Medical Buildings LLC.

Some critics have said the proposed building doesn't have enough public transit near it.

"This location will not support our county's goal to make important destinations accessible without a trip by car," wrote Rick Longinotti, in a statement this summer.

Longinotti is head of the Campaign for Sustainable Transportation, a volunteer group that advocates for public transit and against projects that increase car dependency. He has said the closest bus stop to the proposed medical center is about 0.75 miles away on Capitola Road. He also argued that Soquel Drive across Highway 1 has far more public transit options.

In a draft Environmental Impact Report, a four-year traffic study suggested that there could be 20,000 fewer vehicle miles traveled per day if the center and parking structure were built. Part of the decrease is because of rerouted trips to a center that is closer to patients.

Kaiser has facilities in Scotts Valley, downtown Santa Cruz and Watsonville now.

"The facility will be served by Santa Cruz Metro's Paracruz and Lift Line which is operated by Community Bridges," wrote John Swift, a consultant for the developer, in an email. "These services provide affordable door-to-door transportation options for the physically impaired and elderly."

Separately, Santa Cruz County Public Works leaders plan to release a set of transportation improvement projects to offset traffic to the proposed building, Koenig said in late October.

Matt Gomez is a branch manager of Ewing Irrigation and Landscape which neighbors the lot on which the new health center would be built. Gomez said his employees have Kaiser health insurance.

"I think overall it should be beneficial," Gomez said.

The PAJARONIAN



A proposed 80-unit affordable apartment complex between Atkinson Lane and Brewington Avenue received a unanimous recommendation for approval from the Santa Cruz County Planning Commission. — Tony Nuñez/The Pajaronian

Large Apartment Complex In Watsonville Clears County Hurdle

By: Tony Nuñez

October 28, 2021

WATSONVILLE—A proposed 80-unit affordable apartment complex between Atkinson Lane and Brewington Avenue received a unanimous recommendation for approval from the Santa Cruz County Planning Commission on Wednesday morning.

In the works since 2013, the project is an extension of the 46-unit Pippin Orchards apartment complex completed in 2019. Every unit in the complex, which will be spread out over three 3-story buildings, will fall under the county's affordable housing ordinance, and 39 of the units will be set aside for farmworkers.

The project is tentatively scheduled to go before the County Board of Supervisors on Dec. 7 for final approval. The development requires approval from the supervisors because it is on county land.

The complex, an effort from nonprofit developer MidPen Housing, will also feature a community room, shared open space and 137 parking spaces, with an entrance off Brewington Avenue.

Plans approved by the Planning Commission Wednesday do not include access to Atkinson Lane for this project, but a parcel under the city of Watsonville's jurisdiction on that street will provide emergency access to the complex for first responders.

According to an agreement between the city and county, Brewington will eventually link with Atkinson Lane, although that will not happen until the fields to the northeast of the proposed development are no longer being used for farming.

Few people spoke at Wednesday's meeting, says County planner Lezanne Jeffs, but most that were in attendance for the virtual session either voiced their praise for the project, or shared concerns about an uptick in traffic on Brewington Avenue.

Ramon Gomez, an analyst for 4th District Supervisor Greg Caput's office, says those concerns were also present at a town hall meeting organized by Caput last November with the neighbors off Brewington, a sleepy neighborhood of mostly upscale single-family homes.

"They were clear, they had major concerns about that," Gomez said. "They understand we need housing, but they also have concerns."

Adding housing in that area of Watsonville has been a contentious topic for more than a decade. Initial plans set by the county and city had set out to build hundreds of units on land currently used for farming adjacent to Brewington Avenue. But a lawsuit from the Santa Cruz County Farm Bureau and a subsequent settlement reached between that agency and the city in 2011 restricted the scope of the development area to only four parcels.

Two of those parcels were developed into Pippin Orchards, and the third and fourth parcels will be used for this proposed development.

Watsonville Mayor Jimmy Dutra, whose 6th district represents Brewington Avenue and Atkinson Lane, said he expects some residents in that area of the city will oppose the development, as many have shared concerns with him about the housing projects recently approved by the Watsonville City Council.

A 53-unit affordable housing complex at the corner of Atkinson Lane and Freedom Boulevard was greenlit in February. Nonprofit developer Eden Housing returned to the City Council Tuesday with revised plans for the project. The revisions included the

removal of 53 storage units for the residents there. The City Council approved the changes by a 4-2 vote, with Dutra and Councilwoman Ari Parker dissenting.

Dutra was the lone council member who did not vote to approve that project at 1482 Freedom Blvd. in the initial February meeting, citing concerns from residents about increased traffic and a lack of parking on Atkinson Lane. He again raised those concerns at Tuesday's meeting and said that there was no guarantee that any of those 53 units would go to Watsonville residents.

In an interview on Wednesday, Dutra said he had the same concerns about the development going to the County Supervisors.

"People are very concerned. They're concerned with the traffic. They're concerned with the high density," Dutra said. "At this point, Watsonville has become the place where people say 'oh, put the housing there' throughout the rest of the county. And they do."

Several housing advocates wrote to the planning commission in support of the project. That included Jan Stokley, the executive director of Housing Choices, an organization that advocates for and helps develop housing for people with disabilities.

"Housing Choices is excited to see more inclusive and affordable housing in the community of people with intellectual, developmental and other disabilities whom we support in their goal of living independently," she wrote in an email to the *Pajaronian* Wednesday. "Pippin Orchards Phase II has an outstanding design and will be an asset to the surrounding community."

New Program Aims To Bring Students Back To Cabrillo

By: Johanna Miller

October 28, 2021



Dean of Cabrillo College's Watsonville Center Eduardo Cervantes gives a presentation to Ganas students in September. —contributed photo

WATSONVILLE—Cabrillo College's Watsonville Center has started up a new program that aims to welcome back and support students who left the school during the pandemic.

Ganas is a two-semester program encouraging previous students, especially those in South County, to return and resume their studies. Students receive counseling, mentoring, grants for textbooks, tutoring, workshops and more.

"A lot of people dropped out of college in March 2020," said Sarah Hulick, Project Manager for Ganas and adjunct faculty member for the Horticulture Department. "All of a sudden, all their classes went online, overnight. They might not have had WiFi, or maybe their families got sick. People's lives were just so upheaved."

This was the case for student Aryanna Mendoza.

“Online classes were really difficult for me, when the pandemic first happened,” she said. “So I left school for a while.”

Mendoza first learned about Ganas at The Patio, an outdoor tutoring and support hub at the Watsonville Center. She had just returned to the school but was having trouble finding her footing.

“I needed help,” she said. “I was asking questions, and they brought up the program to me. It sounded really interesting.”

Ganas supplies students with Covid Emergency Cash Grants (based on how many units they take), Financial Aid counseling, academic counselors who can set up personalized education plans, tutoring and job/career services, workshops and more.

They also hold events, both online and in-person. Last month, current Dean of the Watsonville Center Eduardo Cervantes gave a presentation to students about his own academic journey. On Tuesday, Ganas hosted Transfer Chats, a virtual discussion meant to help students and their families learn about the process of transferring to four-year universities.

“We had a really good turnout,” said Karla Ramirez-Sorto, Ganas’ program specialist. “Students were interacting, asking a lot of questions. It was great.”

Cervantes thought of Ganas years before the pandemic. But the program was not able to get off the ground until the school received grant dollars from the Higher Education Emergency Relief Fund, which was part of the Coronavirus Response and Relief Supplemental Appropriations Act in early 2021.

“Eduardo had a dream in mind,” Hulick said. “But he didn’t have the funding. When those grant dollars came in, he saw an opportunity. It’s one of those awesome things that came out of a really bad thing. A ‘Covid silver lining.’”

Ramirez-Sorto is a Cabrillo and CSUMB alum who herself experienced what it was like to leave and reenter school. At Ganas, she acts as a recruiter and mentor to help connect students with resources both on and off campus.

“I literally went through this, so I can empathize with them with everything going on,” she said.

Ganas is open to anyone who has been out of Cabrillo for the past 1-3 semesters due to the pandemic.

“It’s never too late to come back,” said Ramirez-Sorto. “And the thing is, we don’t just want to get them back in, but support them throughout the semester. We’re not just an entry program.”

As for Mendoza, she said she is planning to finish prerequisites at Cabrillo and then transfer to another school to become a veterinary technician.

“Everyone at Ganas is truly amazing, and if anyone has the opportunity to try out this program, I’d say jump on it,” she said.

Other Transit Related Articles

California is being denied \$12 billion in federal transit funds. Here's how it'll hurt the Bay Area

Ricardo Cano

Nov. 12, 2021



A rider exits a train at the Montgomery Street BART Station in San Francisco on August 2, 2021.

A decision by the Biden administration to withhold \$12 billion in federal transit funds from California could immediately affect services provided by the Bay Area's 27 transit operators as they attempt to recover deep financial losses sustained during the pandemic, local officials say.

The denial of the transit funding is the latest twist in a long dispute over whether California's 2013 Public Employees' Pension Reform Act, which capped pension benefits for new employees, infringes on the collective bargaining rights of public transit workers in the eyes of the federal government.

Under federal law, state and local transit agencies applying to receive transit funding from Washington must receive certification from the U.S. Department of Labor that they're not infringing on the collective bargaining rights of their workers. In an Oct. 28 decision, the Labor Department reversed a determination it made in 2019 and essentially deemed California's law improper because the pension rules changes were implemented via legislation and not bargained with public unions.

The state sharply disputes the Labor Department's interpretation and vows to fight the decision.

In a Nov. 10 letter to U.S. Secretary of Labor Marty Walsh, Gov. Gavin Newsom questioned the legal reasoning behind the ruling and said it "has created tremendous confusion and uncertainty for numerous infrastructure projects."

Newsom specifically referenced BART's Transbay Corridor Core Capacity Program, which aims to expand the Transbay Tube's capacity to 30 trains per hour in each direction, as a transit project that "cannot be completed as planned without continued federal funding."

In a statement to The Chronicle, U.S. Department of Labor spokesperson Michael Trupo said the department in the past has worked cooperatively with other states that passed legislation similar to California's "to address and resolve the items that would cause non-compliance."

"It is inaccurate to describe this as anything but the appropriate application of federal worker protection law," Trupo said of the Labor Department's determination.

Of the federal transit funds California stands to lose, about \$9.5 billion would come from the money earmarked for the state in the infrastructure bill approved by Congress last week. Also at stake in the decision is \$2.5 billion in federal COVID relief funds allocated to sustain transit services during the pandemic, which had not yet gained Labor Department certification at the time of the ruling.

It's the loss of the latter bucket of money that could be felt most immediately by Bay Area transit agencies and their riders.

Transit agencies large and small across the region have leaned on federal aid to sustain operations during the pandemic as ridership plummeted along with fare revenues. The region's two largest transit systems, BART and San Francisco's Muni, project it will take years for them to climb back to their pre-pandemic ridership levels.

"It's not just some grant a year from now to buy a bus that's going to be affected," said Randy Rentschler, director of legislation and communications at the Metropolitan Transportation Commission, the planning agency responsible for allocating federal funds to local agencies. "Monies to keep the system running right now are potentially on the table."

The federal aid propping up transit services is finite, and some agencies, such as the San Francisco Municipal Transportation Agency, have said they require permanent new sources of income to restore and expand services beyond pre-pandemic levels.

But the assistance from the feds so far has already helped plug sizable budget holes for agencies. For example, nearly half of the Golden Gate Bridge, Highway and Transportation District's operating expenses in fiscal 2021 were covered by federal aid.

The Golden Gate district, which runs buses and ferries in San Francisco and Marin counties, "is relying upon federal American Rescue Plan money to pay a significant portion" of operating costs this fiscal year, General Manager Denis J. Mulligan said. The district could lose the roughly \$44 million in federal aid allocated by the Metropolitan Transportation Commission in late October because of the timing of the Labor Department's ruling.

"In addition to affecting funding for upcoming bus and ferry capital projects, due to the ongoing pandemic, this (determination) will affect funding for

ongoing bus and ferry service,” Mulligan said in a report to the district’s Board of Directors.

The Bay Area’s transit agencies have no shortage of ambitious capital projects aimed at transforming the region’s public transit systems. Some of those projects, such as BART’s extension to downtown San Jose, managed by the Santa Clara Valley Transportation Authority, hinge on federal assistance.

In a separate letter to Walsh, U.S. Senators Dianne Feinstein and Alex Padilla said they “have grave concerns” that the Labor Department’s ruling disadvantages California and its transit agencies from competing for federal dollars in the infrastructure bill. They urged the Labor Department to restore the state’s access to the federal grants.

“We have the highest level of confidence this issue will be worked out at the federal level without an impact to BART projects and our efforts to seek grant funding,” BART spokesperson Alicia Trost said in a statement. “We continue to be grateful for the leadership of our Congressional delegation and the Biden-Harris Administration for their strong support to fund public transit.”

Feds block billions of public transit money for California

The federal government says California is ineligible for about \$12 billion in public transit funding

By Associated Press

November 11, 2021



On Location: November 15, 2021

Catch up on the developing stories making headlines.

ABCNews.com

SACRAMENTO, Calif. -- The federal government says California is ineligible for about \$12 billion in public transit funding because of a long-running dispute over changes to the state's public pension law that the Biden administration recently determined are improper.

Federal law says state and local agencies must protect the interests of their employees to be eligible for federal public transit grants. A state law that took effect in 2013 made changes to California's public pension system, including making pensions less generous for new employees.

The Sacramento Bee reports the U.S. Department of Labor recently determined those changes were improper because they were imposed by law instead of collectively bargained with public employee unions.

The federal government's latest decision means the state would be ineligible for about \$9.5 billion in money set aside for California public transit agencies in the infrastructure bill Congress approved last week. California would also forfeit about \$2.5 billion in grants for public transit that were part of the most recent federal [coronavirus](#) relief legislation.

“This relief funding has served as a lifeline for them, and in the absence of these federal dollars flowing to California transit agencies, we will absolutely see a reduction in service and losses in our workforce, making it more difficult for agencies to rebound,” said Michael Pimentel, executive director of the California Transit Association, a nonprofit representing public transit agencies in the state.

State and federal officials have been arguing over this funding since the pension law was passed nearly a decade ago. After former President Barack Obama's administration blocked grant funding for two California transit agencies, the state sued and won. But that decision only applied to the Sacramento Regional Transit District and Monterey-Salinas Transit.

In 2019, former Republican President Donald Trump's administration ruled the state's pension law did not make it ineligible for public transit grants. But Democratic President Joe Biden's administration reversed that decision on Oct. 28.

California U.S. Sens. Dianne Feinstein and Alex Padilla, both Democrats, have urged the Biden administration to overturn the decision, saying it was “at odds with multiple state and federal court decisions and past Labor Department precedent.”

California Gov. Gavin Newsom, a Democrat, called the Labor Department's decision “extremely concerning.” In a letter to U.S. Labor Secretary Marty Walsh on Wednesday, Newsom argued the pension changes did not impede labor unions' collective bargaining rights, noting unions have negotiated new contracts since the 2013 state law took effect.

A letter from the U.S. Department of labor says the state pension law “continues to interfere with the collective bargaining process regardless of the specific terms of workers' collective bargaining agreements now in existence.”

SAN JOSÉ spotlight

Only one San Jose VTA board member uses public transit

By Marie Louise Leone

November 9, 2021



A VTA light rail train arrives at the Metro/Airport station in San Jose. Photo by Marie Louise Leone.

The Santa Clara Valley Transportation Authority is dealing with tight budgets, low ridership and out-of-touch officials, even as they discuss expanding to new technologies.

A San José Spotlight survey found that just one of the 18 lawmakers who oversee and govern the troubled transit agency—of those who responded—actually ride its buses and trains.

San José Spotlight contacted all 18 VTA board members to ask if they ride public transit. Only six responded—Morgan Hill Mayor Rich Constantine, Palo Alto Vice Mayor Patrick Burt, San Jose Councilmember Raul Peralez, Mountain View Councilmember Margaret Abe-Koga, San Jose Vice Mayor Chappie Jones and county Supervisor Joe Simitian. Peralez was the only one who confirmed he has regularly used VTA transportation in the past—though he said he's not used public transit in about a month.

With decreasing ridership caused by the COVID-19 pandemic, fear of gun violence and growing frustration with VTA's public transportation, funding is a problem for the transit agency.

However, three Civil Grand Jury reports concerning VTA found its governing structure is the root of the problem. The VTA Board of Directors is a rotating group of 18 elected officials across all cities in Santa Clara County. Under the existing structure, there is no guarantee that board members have any special expertise in transit, infrastructure or

project management. A proposed bill by Assemblyman Marc Berman to restructure the board's selection has been shelved at his request since May, according to California Legislation Information.



A rider exits the light rail train at the Metro/Airport station in San Jose. Photo by Marie Louise Leone.

Who rides VTA?

Despite its function as the vital public transportation system of the South Bay, many elected officials who serve on the board do not use the VTA frequently—or even at all. Those who do point to flaws in current operations.

Constantine said he hasn't needed public transportation at all since the beginning of COVID-19 pandemic because government meetings have gone virtual.

Jones confirmed he does not use VTA on a regular basis. Likewise, Burt does not use VTA regularly, citing that North County is "better served" by Caltrain.

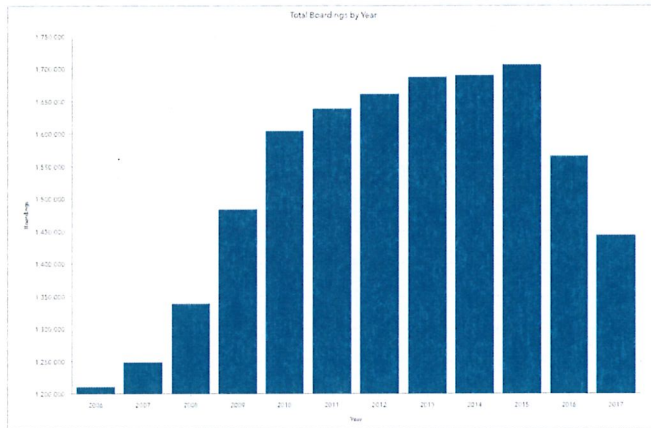
Transit activists have pointed out that many board members do not use the very service they represent.

"I would like to see (the VTA board) use public transportation one time a month or one time a week," said Monica Mallon, founder of Turnout4Transit and San José Spotlight columnist. But right now, Mallon said, it's impractical for officials to use VTA. Despite this, she believes the board is "understanding" of issues regular riders face.

Eugene Bradley, founder of Silicon Valley Transit Users, told San José Spotlight it's a "huge issue" that many board members don't use VTA on a regular basis.

"There is little empathy for those who ride VTA when those who manage it (don't) ride themselves," he said.

VTA felt the impact of COVID-19 deeply, but ridership has been decreasing for years before the pandemic. Public records show that from 2015 to 2016, total boardings decreased by 140,889. From 2016 to 2017, the decrease was an additional 121,262.



VTA's historical ridership from 2006 to 2017. Photo courtesy of VTA.

"There aren't enough options to get (people) out of their cars," Constantine complained about VTA's flaws. Commuters in the South Bay are turned off by slow and unmanageable transportation options, he added.

Peralez is the exception and rides VTA. Still, the trains are so slow, the downtown councilmember said, that he could beat the light rail on his bicycle.

"I've been a user of the (public transit) system since I was like four," Peralez said.

Some riders avoided VTA services after a mass shooting in May left nine people dead before the gunman committed suicide. Light rail trains also shuttered for almost three months following the tragedy as employees recovered from trauma and the agency scrambled to fill positions, taking another bite out of the agency's recovery.

While there are ongoing issues with the public transportation system, VTA board members are discussing ways to improve the service.

"There are a number of technologies that show great promise," Burt said.

This includes a potential new light rail system that could work both on tracks and on roads, which exists in other cities in the world, according to Peralez.

"That conversation about (new technology) has been ongoing," he said.

Peralez said the biggest challenge facing VTA is securing more funding.

"Getting enough revenue—there's not one thing the VTA can do to solve the problems it currently has," said Peralez. "It's easier said than done."



PA: Port Authority CEO: Pre-Pandemic Ridership World Not Coming Back

After 18 months of watching Port Authority ridership nose dive by more than 80% and slowly recapture about half of those rides, CEO Katharine Eagan Kelleman believes it's time for the agency to adjust to the new normal.

By Ed Blazina | **Source** Pittsburgh Post-Gazette (TNS)

Nov. 1, 2021

Oct. 29—After 18 months of watching Port Authority ridership nose dive by more than 80% and slowly recapture about half of those rides, CEO Katharine Eagan Kelleman believes it's time for the agency to adjust to the new normal.

In an interview after telling the authority's board of directors Friday that ridership in September had reached its highest level since March 2020 at about 100,000 a day, Ms. Kelleman conceded the system may never return to its previous level of double that amount. Bus ridership is about 50% of pre-pandemic levels, but the light rail system remains 73% below.

"The ridership world we had on March 13, 2020, is not coming back," Ms. Kelleman said. "Ridership may continue to grow somewhat, but it will look different. We don't even know what that might look like yet."

Many employers still aren't requiring workers to come to the office or business five days a week and it's unclear when or if that will change. On the other hand, more people may take public transit for family chores or to reach entertainment destinations.

"We might see fewer commuters," Ms. Kelleman said. "We may see more people using public transit to go to the movies or out to dinner. We'll have to adjust our service."

One adjustment should occur in the next few weeks, when the agency plans to add light rail trips as needed to meet ridership. It switched back to two-car trains in September to handle an expected seasonal increase but quickly returned to single-car trips when that didn't happen.

Now, Ms. Kelleman told the board, staff will closely monitor rush-hour ridership and immediately add more single-car trips each day if ridership shows that is needed.

"We will just stage additional cars when we need them," she said.

Ms. Kelleman said light rail riders, in particular, have shown a greater interest in maintaining social distance during the pandemic, sometimes not being willing to sit next to other passengers.

"As an industry, we're having to adjust to different patterns of behavior," she said.

Ms. Kelleman said she isn't concerned that continued low ridership could lead to calls for cutbacks in service for the agency, which has annual costs approaching \$500 million. If anything, she said, the pandemic has shown how important public transit is for essential workers such as nurses, grocery store workers and police officers.

"Why would we expect the bus to stop coming [due to low ridership] if we don't expect the government to stop caring for our street if driving is down?" Ms. Kelleman said. "We have to do all we can to provide safe, clean, efficient service for the people who need it."

For now, finances are stable as a result of special federal pandemic funding totaling \$502.5 million to make up for lost revenue. If ridership doesn't increase, that money could run out as early as 2024.

As a result, the authority has to do more to determine the needs of riders and meet them, spokesman Adam Brandolph said. That's the goal of the 25-year NEXTransit plan the agency adopted last month that would expand neighborhood service, extend the light rail system to Ross and Bellevue and make transit more essential by improving service to the Mon Valley, North Hills and Pittsburgh International Airport.

"It's not up to us to wait for riders to come back," Mr. Brandolph said. "It's up to us to go out and get them."

MASS TRANSIT

CA: San Diego Region Eyes 'Road Charges' Coupled With Free Public Transit For All By 2030

Imagine a San Diego where driving requires paying a per-mile fee but riding transit is free. That's a version of reality that officials with the San Diego Association of Governments would like residents to consider embracing by the end of the decade. The region's top transportation planning agency is preparing to float the idea at a public board meeting this Friday.

By Joshua Emerson Smith | **Source** The San Diego Union-Tribune (TNS)

10/27/21



Traffic backs up on southbound Interstate 5 heading into downtown San Diego after a fatal accident on Dec. 4, 2019. Witnesses told CHP dispatchers that a Honda CRV hydroplaned, hit the center divider hard and then ended up in the middle lanes of the freeway.

SANDAG is putting the finishing touches on its \$160 billion blueprint for modernizing transportation throughout the region, from dedicating highway lanes for buses and car pools to building an ambitious new high-speed transit system with a dozen new stations.

As part of drafting the regional transportation plan, the agency is considering not only making all transit free, but also collecting revenue from a so-called road charge. Officials are looking to implement the fee also starting in 2030. That's when the

California Transportation Commission is expected to roll out a statewide fee for drivers that's been under design since 2015.

Republicans skeptical of new transit projects have expressed concern about assessing new fees on drivers. However, they're vastly outnumbered on SANDAG's 21-member board of elected officials from around the region.

The discussion comes a week after the agency's board approved free youth passes starting this spring through summer 2023. The pilot program, which would apply to those 18 years old and younger, still requires approval from the San Diego Metropolitan Transit System and North County Transit District.

Similarly, the Los Angeles County Metropolitan Transportation Authority started providing free rides to K-12 and community college students in October. Officials said they're also exploring whether to expand the program to all public-transit users.

SANDAG's long-range plan still lacks funding. Organized labor has signaled a willingness to help jump-start new projects by floating a half-cent sales tax on the November 2022 ballot. The agency estimates that it would need another tax hike, as well as funding from road charges, to fully fund its vision through midcentury.



PA: More CATA Routes Will Be Suspended Due To 'Unprecedented' Staffing Shortages. What To Know

CATA currently needs to hire 20 additional drivers, but needs 30 to reach levels to operate the service planned for the fall.

By Halie Kines | Source Centre Daily Times (State College, Pa.) (TNS)

10/25/21

Oct. 22—More Centre Area Transportation Authority routes will be temporarily suspended beginning Monday due to severe staffing shortages, CATA recently announced.

"Similar to transit agencies throughout the country, CATA continues to experience unprecedented staffing shortages, and this has resulted over the past several weeks in the cancellation of a number of daily trips," Louwana Oliva, CATA's executive director, wrote in a press release.

The suspended routes include Route A (Park Forest), Route XG (Pleasant Gap), and the Green Link, which operates on the Penn State campus. The changes take effect Monday. Additionally, the Downtown Game Day Shuttle will be suspended for the remainder of the football season, effective immediately.

In general, all routes except for the Loop and Link campus services will stop at 11 p.m. Monday through Saturday. CATARide will begin at its regular times but will end at 11 p.m.

CATABus and CATARide will not operate on Sundays. The frequency of all routes on Saturdays will be adjusted from every 40 minutes to every 60 minutes.

Other temporary changes include:

Route K (Cato Park) will be modified to two trips in the morning and two trips in the afternoon around peak commute times.

Route HM (Toftrees/Nittany Mall) weekday frequency will be changed from every 30 minutes to every 40 minutes.

Route P (Boalsburg) will end at 8 p.m. CATAGo will operate as it currently does, ending at 8 p.m. All Saturday P route service will be suspended, but CATAGo will be available 9 a.m.-8 p.m. Saturdays in the Boalsburg zone.

Route XP (Scenery Park) will be changed from every 30 minutes to every 60 minutes on weekdays. Connections to CATAGo will access Boalsburg from the XP.

Early morning service on the Loops and Links will be suspended; service will begin at 7 a.m.

"It is expected that these temporary changes to service will remain in effect through the end of the calendar year and possibly longer but will be reevaluated as hiring continues," the press release stated.

CATA currently needs to hire 20 additional drivers, but needs 30 to reach levels to operate the service planned for the fall.

This isn't the first round of temporary changes and suspensions for CATA. In September, several changes were announced. CATA attributed the need for the changes to staffing shortages then as well.

Public Relations Specialist Jacqueline Sheader told the Centre Daily Times CATA started with a math equation. It was based on the available bus drivers and hours that each can work compared to the number of hours CATA planned to operate, she said.

"We looked at all service, the hours used each week to operate the service and the number of passengers we would disrupt with service reductions. We also looked at offering some level of service even if a passenger might have to wait longer to use it where we could," Sheader wrote in an email.

In an effort to attract workers, CATA is offering a \$1,500-\$3,000 sign-on bonus depending on license classification, according to its website. Sheader said it helps new operators earn a CDL that is needed. The positions are largely full-time with benefits and retirement; there are also part-time opportunities.

Patton Township supervisors question impact

Mark Parfitt, Patton Township's representative to the CATA board of directors, spoke with Patton Township supervisors during their Oct. 13 meeting about how the cuts would impact Patton.

The previously-suspended G Route and A route suspension that CATA's board approved recently both affect Patton Township. Parfitt said because he couldn't support the A Route suspension, he voted against the entire package of cuts.

He questioned why CATA was eliminating member municipality routes.

"CATA is a joint authority. It is jointly owned by Patton Township, along with the (State College) borough, College, Ferguson and Harris, those are the member municipalities. Then we also contract to non-member municipalities. What I'm concerned about ... is a

significant amount of resources — especially when we don't have resources in terms of driving talent right now — going to the nonmember municipalities," Parfitt said.

Patton Township's annual contribution to CATA is \$101,000 and won't change as result of the temporary service cuts, he said.

"That'll probably go up next year. What's disturbing is the service continues to get suspended or eliminated," he said.

Sheader said the local match is determined by state legislation. Local municipalities provide a local match to leverage state dollars and those state dollars in part leverage CATA's federal dollars, she said.

"While legislation requires they provide 15 percent of total state dollars each year, CATA is part of a group of transit systems in the state that were grandfathered to increase 5% each year until we meet the required 15 percent match. This local match funding makes up about 3 percent of CATA's overall funding each year," Sheader said.

"As the requirement is tied to state funding and not service levels there is a chance this could continue. However, the impacts being seen currently are as a result of first the pandemic which continues to impact our service and ridership, as well as the current staffing shortages that are being seen across the country not only in public transport but in nearly every single industry," she said.

Though it had not been brought to the CATA board, nor was it endorsed by CATA, he pitched to the Patton Township supervisors expanding the CATAGo program to the areas that have/will receive service cuts. He said the infrastructure to support that exists and the technology is there to add neighborhoods. CATAGo was recently added to Boalsburg following pushback from Harris Township officials and residents.

Patton supervisor Pam Robb said as a CATA rider herself, it is "disheartening that Patton gives so much, and it's getting so little coming back."

She supported the CATAGo service.

"If they want to eliminate the A Route, then we have to have something in place," Robb said.

The Patton Township supervisors planned to send a letter to CATA stating they are "disturbed" by the elimination of the A and G Routes and "strongly support" Parfitt's CATAGo expansion proposal.

But expanding CATAGo service might be a little more complicated.

"There are currently operational constraints with our contractor for expanding service outside of the current locations which make standing up new service areas undoable —

we are unsure how long these issues will continue," Sheader said. The board makes the service expansion or reduction decisions.

Temporary solutions at Penn State

In response to the changes to the campus services, Penn State Transportation Services will offer temporary service alternatives, including using Penn State blue buses as a replacement Blue Loop campus bus service on Sundays between 11 a.m. and 7 p.m. Beginning Monday Spin e-bike rentals will also be available with no unlock or rental fees every night from 11 p.m. to 7 a.m. and all day on Sundays until further notice.

MASS TRANSIT

CA: More Muni Operators Are Vaccinated, But Riders Should Brace For 'Unexpected Gaps In Service'

With two weeks left before the city's employee mandate goes into effect, more frontline workers at the San Francisco Municipal Transportation Agency have rushed to get vaccinated.

By Ricardo Cano | **Source** San Francisco Chronicle (TNS)

October 21, 2021

Oct. 20—With two weeks left before the city's employee mandate goes into effect, more frontline workers at the San Francisco Municipal Transportation Agency have rushed to get vaccinated. But the transit agency is still bracing for "unexpected gaps" in Muni service starting Halloween weekend if it has to fire the more than 100 transit operators who've yet to comply with San Francisco's order.

As of Tuesday, 70 of the transportation agency's 1,470 transit operators remain unvaccinated, and another 48 operators have yet to report their vaccination status, SFMTA Director Jeffrey Tumlin told the agency's Board of Directors.

Those figures are an improvement from what Tumlin provided two weeks ago, when more than 300 transit operators were unvaccinated, but the agency is working against the clock. San Francisco's vaccine deadline for employees is Nov. 1, and Monday was technically the last day for employees to either get the single-shot Johnson & Johnson vaccine or a second dose of the other vaccines to meet the city's deadline, Tumlin said.

The SFMTA's latest figures both reinforce the effectiveness of employee vaccine mandates that more public and private employers are pursuing and highlight the precarious situation facing transit agencies with lower rates of unvaccinated frontline workers.

If the SFMTA has to fire the remaining 118 transit workers who don't get vaccinated, Tumlin said, riders should prepare for unreliable bus times and "additional unexpected gaps in service and lower-than-scheduled frequencies" on Muni.

The agency plans to lean on overtime to help plug holes in Muni operations after the vaccine deadline, and its e staff will start communicating service impacts to riders.

But the transit service is already grappling with personnel shortcomings: Muni has seen higher rates of missed runs on its bus and rail lines as of late, and is struggling to sustain weekend service despite offering operators overtime to fill in gaps, Tumlin said.

It remains unclear exactly how much of an impact the potential firings of unvaccinated Muni operators will have on service, and it could also push back the agency's ongoing plans to restore 85% of pre-COVID service hours in February.

"We are working hard to continue to bring those numbers down and the vaccinated numbers up because we do not want to lose a single employee, and we know that the best way to protect the health and safety of our workforce is getting shots in every single arm," Tumlin said.

Parking enforcement would also be affected by the vaccine deadline — eight of the 200-plus parking control officers remain unvaccinated, and another 24 have yet to report their status.

If those employees are let go after Nov. 1, the agency would likely have to suspend some of its abandoned vehicle and meter enforcement under its "worst-case" scenario, Tumlin said. The firings could also mean reduced Chase Center events staff.

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AT BOARD MEETING -



Congress of the United States
House of Representatives
Washington, D.C. 20515

Anna G. Eshoo
Eighteenth District
California

November 10, 2021

The Honorable Mike Rotkin, Chair
Santa Cruz Metropolitan Transit District
110 Vernon Street
Santa Cruz, California 95060

Dear Chair Rotkin,

I don't like writing this letter to you, but it's important to keep you up to date. First, the good news. Last week, Congress passed the *Infrastructure Investment and Jobs Act*, sending one of the largest infrastructure bills in history to President Biden for his signature. I'm proud to have voted for this legislation which includes \$4.5 billion in guaranteed funding for essential transportation projects in the Bay Area.

In June, I notified you that I had secured funding in the legislation for the Santa Cruz Paratransit Vans Replacement Project, but unfortunately, the Senate removed all funding for individual projects from the final bill. While I'm very disappointed that the direct funding of these critical projects was removed, I'm encouraged that the bill provides \$140 billion for new and existing competitive grant programs for transportation projects across the county. Now that the bill is soon to become law, I'm committed to ensuring that these funds reach my constituents, and I stand ready to assist you should you choose to compete for these grants when they're made available.

Thank you for your commitment and leadership to address our region's transportation needs, and know I will work with you to obtain funding.

All my best,

Anna G. Eshoo
Member of Congress

cc: Members, Santa Cruz METRO Board of Directors
Mr. Alex Clifford, CEO, Santa Cruz METRO



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SANTA CRUZ METROPOLITAN
TRANSIT DISTRICT

*Congress of the United States
House of Representatives
Washington, D.C. 20515*

*Anna G. Eshoo
Eighteenth District
California*

November 5, 2021

The Honorable Donna Lind, Board Chair
Santa Cruz Metropolitan Transit District
110 Vernon Street
Santa Cruz, California 95060

Dear Chair Lind,

I've written to Nuria Fernandez, Administrator of the Federal Transit Administration in support of Santa Cruz METRO's request for funding from the Bus and Bus Facilities Grant Program, and a copy of my letter is enclosed for you.

I hope this will be helpful to METRO, and should you have any questions or comments, you can contact Eric Henshall in my Washington, D.C. office at (202) 225-8104.

Always my best,

Anna G. Eshoo
Member of Congress

Enclosure

cc: Members, Santa Cruz Metropolitan Transit District Board of Directors
Mr. Alex Clifford, CEO, Santa Cruz Metropolitan Transit District



*Congress of the United States
House of Representatives
Washington, D.C. 20515*

*Anna G. Eshoo
Eighteenth District
California*

November 5, 2021

The Honorable Nuria Fernandez, Administrator
Federal Transit Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Administrator Fernandez,

I write in support of the Santa Cruz Metropolitan Transit District's (METRO's) application for funding under the Bus and Bus Facilities Program to construct the ParaCruz Operation and Administration Facility in Santa Cruz, California.

METRO is seeking a \$5.5 million to construct a permanent facility to house operations and administration for its ParaCruz service which provides a door-to-door, shared ride service for residents of Santa Cruz County with disabilities or mobility impairments. This new facility will be fully compliant with the Americans with Disabilities Act, improve efficiency, help METRO meet growing demand for paratransit services, and reduce operating costs. It will also accommodate METRO's planned zero-emission paratransit vans in order to meet its commitment to an entirely zero-emission fleet by 2040.

METRO's current operations center has been rated below 3.0 on the FTA's Transit Economic Requirement Model (TERM) Scale, indicating it is defective or deteriorated and in need of repair. The lease on this facility ends in February 2025, but if METRO secures the necessary funding, construction on the new facility will be completed in November 2024.

This project is critical to improving mobility for seniors and people with disabilities and reducing greenhouse gas emissions, and I ask that you give METRO's application your full and fair consideration according to all applicable laws and regulations. Thank you in advance for your consideration of my important request.

Most gratefully,

Anna G. Eshoo
Member of Congress