



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
BOARD OF DIRECTORS AGENDA
REGULAR MEETING
JUNE 24, 2022 – 9:00 AM**

DUE TO COVID-19, THE JUNE 24, 2022 SANTA CRUZ METRO BOARD OF DIRECTORS MEETING WILL BE CONDUCTED AS A TELECONFERENCE ONLY (NO PHYSICAL LOCATION) PURSUANT TO ASSEMBLY BILL 361 (GOVERNMENT CODE SECTION 54953)

MEMBERS OF THE PUBLIC MAY NOT ATTEND THIS MEETING IN PERSON

The public may participate remotely via the Zoom website [at this link](#) and following the instructions or by calling 1-669-900-6833. Meeting ID 893 7555 4610

Public comment may be submitted via email to boardinquiries@scmttd.com. Please indicate in your email the agenda item to which your comment applies. Comments submitted before the meeting will be provided to the Directors before or during the meeting. Comments submitted after the meeting is called to order will be included in the Board's correspondence that is posted online at the board meeting packet link. Oral public comments will also be accepted during the meeting through Zoom. Should Zoom not be operational, please check online at: www.scmttd.com for any updates or further 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 Kristen Brown	City of Capitola
Director Rebecca Downing	County of Santa Cruz
Director Jimmy Dutra	City of Watsonville
Director Shebreh Kalantari-Johnson	City of Santa Cruz
Director Manu Koenig	County of Santa Cruz
Director Donna Lind	City of Scotts Valley
Director Bruce McPherson	County of Santa Cruz
Director Donna Meyers	City of Santa Cruz
Director Larry Pageler	County of Santa Cruz
Director Ari Parker	City of Watsonville
Director Mike Rotkin	County of Santa Cruz
Ex-Officio Director Dan Henderson	UC Santa Cruz
Ex-Officio Director Alta Northcutt	Cabrillo College
Michael Tree	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 Letter dated May 17, 2022 from Congresswoman Anna Eshoo
- 6 LABOR ORGANIZATION COMMUNICATION**
- 7 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.

- 8.1 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK JOURNAL DETAIL FOR THE MONTH OF MAY 2022**
Chuck Farmer, CFO
- 8.2 ACCEPT AND FILE MINUTES OF THE:**
 - A. MAY 13, 2022 FINANCE, BUDGET & AUDIT STANDING COMMITTEE MEETING**
 - B. MAY 20, 2022 BOARD OF DIRECTORS MEETING**
 - C. JUNE 10, 2022 FINANCE, BUDGET & AUDIT STANDING COMMITTEE MEETING**
 - D. JUNE 10, 2022 PERSONNEL/HR STANDING COMMITTEE MEETING**
Michael Tree, CEO/General Manager
- 8.3 ACCEPT AND FILE: THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF MAY 31, 2022**
Chuck Farmer, CFO
- 8.4 APPROVE: RECOMMENDED ACTION ON TORT CLAIMS**
Curtis Moses, Safety, Security & Risk Management Director

- 8.5 APPROVE: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE**
Michael Tree, CEO/General Manager
- 8.6 APPROVE: CONSIDERATION OF AWARDING CONTRACT TO CLEAN ENERGY FOR LCNG FUEL STATION MAINTENANCE NOT TO EXCEED \$2,989,938 WHICH INCLUDES A CONTINGENCY AMOUNT OF \$251,532**
Freddy Rocha, Facilities Maintenance Manager
- 8.7 APPROVE: REVIEW REQUEST TO AUTHORIZE FUNDING THE MOBILITY TRAINING COORDINATOR POSITION AND DEFUNDING AN ACCESSIBILITY COORDINATOR POSITION**
Danielle Glagola, Marketing, Communications and Customer Service Director
- 8.8 ACCEPT AND FILE THE QUARTERLY PROCUREMENT REPORT FOR 1ST QUARTER OF FY23**
Joan Jeffries, Purchasing Manager
- 8.9 APPROVE: CONSIDER AUTHORIZING THE CEO/GM TO EXECUTE THE MASTER FUNDING AGREEMENT BETWEEN THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION AND THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FOR MEASURE D FUNDING**
Wondimu Mengistu, Capital Planning and Grants Program Manager
- 8.10 ACCEPT AND FILE: RENEWAL OF LIABILITY AND VEHICLE PHYSICAL DAMAGE INSURANCE PROGRAM COVERAGE WITH CALTIP FOR FY23**
Curtis Moses, Safety, Security & Risk Management
- 8.11 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 1ST CONTRACT AMENDMENT WITH EAST BAY TIRE CO. TO INCREASE THE CONTRACT TOTAL BY \$181,000 FOR PURCHASE, DELIVERY AND SERVICING OF REVENUE AND NON-REVENUE TIRES**
Eddie Benson, Maintenance Manager
- 8.12 APPROVE: RENEWAL OF AGREEMENT WITH COUNTY OF SANTA CRUZ FOR PAYROLL SERVICES**
Chuck Farmer, CFO

REGULAR AGENDA

- 9 RETIREE RESOLUTIONS OF APPRECIATION: JANE NG**
Larry Pageler, Board Chair
- 10 METRO ADVISORY COMMITTEE (MAC) SEMI-ANNUAL ORAL UPDATE**
James Von Hendy, MAC Chair

- 11 PUBLIC HEARING: FINAL ADOPTION OF SANTA CRUZ METRO'S FY23 AND FY24 BUDGET – TO COMMENCE AT 9:00 AM OR AS SOON THEREAFTER AS POSSIBLE**
Chuck Farmer, CFO
- 12 CONSIDERATION OF ADOPTION OF SANTA CRUZ METRO'S AMENDED CONFLICT OF INTEREST CODE AND APPROVAL OF THE RESOLUTION CONFIRMING THIS ACTION**
Julie Sherman, Legal Counsel
- 13 CEO ORAL REPORT / COVID-19 UPDATE**
Michael Tree, CEO/General Manager
- 14 ANNOUNCEMENT OF NEXT MEETING: FRIDAY, AUGUST 26, 2022 AT 9:00 AM VIA TELECONFERENCE**
Larry Pageler, Board Chair
- 15 ADJOURNMENT**
Larry Pageler, Board Chair

Accessibility for Individuals with Disabilities

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

Public Comment

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

COMMUNICATIONS TO THE BOARD OF DIRECTORS



*Congress of the United States
House of Representatives
Washington, D.C. 20515*

*Anna G. Eshoo
Eighteenth District
California*

May 17, 2022

Mr. Larry Pageler, Board Chairman
Santa Cruz Metropolitan Transit District
110 Vernon Street
Santa Cruz, California 95060

Dear Chairman Pageler,

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,

A handwritten signature in blue ink that reads "Anna G. Eshoo".

Anna G. Eshoo
Member of Congress

Enclosure

COMMUNICATIONS TO THE BOARD OF DIRECTORS



*Congress of the United States
House of Representatives
Washington, D.C. 20515*

*Anna G. Eshoo
Eighteenth District
California*

May 17, 2022

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 for its Zero-Emission Buses and Hydrogen Infrastructure project.

METRO is seeking \$33.5 million to purchase 20 hydrogen fuel cell electric buses to replace diesel and compressed natural gas buses that have reached the end of their useful lives. METRO currently has 41 buses that it has scheduled for retirement in Fiscal Year 2023 and intends to use this opportunity to replace them with zero-emission alternatives. The California Air Resources Board has mandated all transit operators in California transition their bus fleets to zero-emission vehicles by 2040, but the cost of replacing buses is particularly burdensome at a time when many transit operators face pressures on their operating budgets from reduced ridership and lost fare revenue due to Covid.

The requested funding will also cover the cost of designing and constructing a new hydrogen fueling station capable of fueling up to 75 buses, maintenance and facilities upgrades to accommodate the new buses, and training and workforce develop for METRO bus operators.

This project is critical to reducing greenhouse gas emissions and meeting California's environmental goals. For all these reasons, I ask that you give METRO's application your full and fair consideration according to all applicable laws and regulations and I thank you in advance for your consideration of my important request.

Most gratefully,

A handwritten signature in blue ink that reads "Anna Eshoo".

Anna G. Eshoo
Member of Congress



DATE: June 24, 2022
TO: Board of Directors
FROM: Chuck Farmer, CFO
**SUBJECT: ACCEPT AND FILE PRELIMINARY APPROVED CHECK JOURNAL
DETAIL FOR THE MONTH OF MAY 2022**

I. RECOMMENDED ACTION

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

II. SUMMARY

- This staff report provides the Board of Directors (Board) with a preliminary approved Check Journal Detail for the month of May 2022.
- The Finance Department is submitting the check journals for Board acceptance and filing.

III. DISCUSSION/BACKGROUND

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

All invoices submitted for the month of May 2022 have been processed, the checks have been issued and signed by the Deputy Finance Director.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

The check journal present the invoices paid in May 2022 for Board review, agency disclosure and transparency.

VI. CHANGES FROM COMMITTEE

N/A.

VII. ALTERNATIVES CONSIDERED

None.

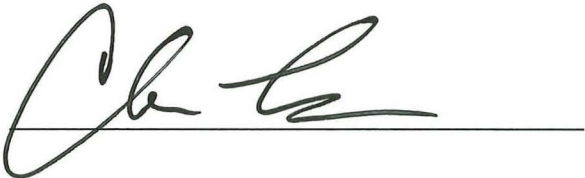
VIII. ATTACHMENTS

Attachment A: Check Journal Detail for the Month of May 2022

Prepared by: Holly Alcorn, Accounting Specialist

IX. APPROVALS

Chuck Farmer, CFO



Michael Tree CEO/General Manager



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Attachment A

DATE 05/31/22 14:34

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

PAGE 1

DATE: 05/01/22 THRU 05/31/22

CHECK NUMBER	CHECK DATE	CHECK VENDOR	VENDOR NAME	CHECK AMOUNT	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
77731	05/02/22	101.91 002929	72 HOUR LLC	101.91		114018	VEH# 401 PARTS	101.91	
77732	05/02/22	449.96 003151	ABC BUS INC	449.96		114029	INVENTORY ORDER	449.96	
77733	05/02/22	85.00 E1094	AGUILLO, YVONNE	85.00		114071	COMM DRIVERS PERMIT	85.00	
77734	05/02/22	5,695.04 382	AIRTEC SERVICE INC.	3,593.32		114053	PREV MAINT OPS	3,593.32	
						114054	PULLEY REPLACE VER	904.97	
						114055	PREV MAINT VER	976.75	
77735	05/02/22	200.00 E1096	ALVAREZ, CESAR	200.00		114056	PREV MAINT FUEL SVC	200.00	
77736	05/02/22	408.89 003596	AMAZON CAPITAL SERVICES, INC.	200.00		114074	MED CERT PHYSICAL	200.00	
						113947	OFFICE SUPPLIES	70.27	
						113971	RETAINER CLIP KIT	30.14	
						113974	SOLDERING SHOP TOOL	186.80	
						114020	INVENTORY ORDER	121.68	
77737	05/02/22	1,615.62 001230	CAPITOL CLUTCH & BRAKE, INC.	1,615.62		114019	INVENTORY ORDER	1,615.62	
77738	05/02/22	5,648.23 001159	CATTO'S GRAPHICS, INC.	742.90		113980	EARTH DAY CAMPAIGN	742.90	
						113981	PRINTED BANNER	589.95	
						114042	BUS SHELTER SIGNS	4,315.38	
77739	05/02/22	2,724.66 909	CLASSIC GRAPHICS	2,724.66		114003	VEH# 2601 RPR/PAINT	2,724.66	
77740	05/02/22	36,287.39 001124	CLEAN ENERGY	9,158.98		113999	3/22 LNG CHARGES	9,158.98	
						114000	3/25 LNG CHARGES	7,681.35	
						114001	4/12 LNG CHARGES	9,939.00	
						114002	4/15 LNG CHARGES	9,508.06	
77741	05/02/22	576.16 163	COMMUNITY PRINTERS, INC.	576.16		113978	SPLASH PASS CARDS	576.16	
77742	05/02/22	416.00 367	COMMUNITY TELEVISION OF	416.00		114059	2/25 BOD MEETING	416.00	
77743	05/02/22	1,286.85 E1022	CRUMMIE, DAWN	1,104.64		113988	TRAVEL REIMBURSEMENT	1,104.64	
						114065	PRE-BOARD/STAFF MTG	182.21	
77744	05/02/22	13,209.63 003116	CUMMINS, INC	271.19		113954	VEH# 1210 PARTS	271.19	
						113955	INVENTORY ORDER	5,276.78	
						113956	VEH# 1302 PARTS	1,957.02	
						113957	INVENTORY ORDER	2,990.17	
						113958	INVENTORY ORDER	1,641.15	
						113968	INVENTORY ORDER	1,046.03	
						113998	VEH# 2806 PARTS	27.29	
77745	05/02/22	88.17 E986	DELFIN, MONIK	88.17		114064	SUPPLIES	88.17	
77746	05/02/22	128.00 002567	DEPARTMENT OF JUSTICE	128.00		113976	MAR 22 FINGERPRINTS	128.00	
77747	05/02/22	85.00 E1093	DIEGO, JESSE	85.00		114070	COMM DRIVERS PERMIT	85.00	VOIDED
77747	05/10/22	-85.00 E1093	DIEGO, JESSE	-85.00		114070	COMM DRIVERS PERMIT	-85.00	**VOID
77748	05/02/22	4,761.58 003485	EMPLOYNET, INC	871.20		113985	TEMP W/E 4/17/22	871.20	
						113986	TEMP W/E 4/10/22	712.80	
						114030	TEMP W/E 1/23	1,372.80	
						114033	TEMP W/E 4/10	1,398.78	
						114049	TEMP W/E 04/10	406.00	
77749	05/02/22	1,620.00 003324	EXPRESS FENCE LLC	1,080.00		114057	11/21-5/7/22 RENTAL	1,080.00	
77750	05/02/22	2,517.25 432	EXPRESS SERVICES INC.	540.00		114078	FENCING 8/7-11/7/21	540.00	
77751	05/02/22	1,231.02 001297	FASTENAL COMPANY INC	2,517.25		114031	12/19-2/20 TEMP	2,517.25	
						114045	INV/NON INV ORDER	365.62	
						114046	INV/NON INV ORDER	198.59	

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

PAGE 2

DATE: 05/01/22 THRU 05/31/22

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
77752	05/02/22	50,025.19 002295	FIRST ALARM SECURITY & PATROL		114048	INV/NON INV ORDER	666.81		
77753	05/02/22	150.00 E1092	FREEMAN, BRANDON		114026	MAR 22 SECURITY	50,025.19		
77754	05/02/22	85.00 E1095	GARCIA, BELEN		114068	DMV PHYSICAL EXAM	150.00		
77755	05/02/22	7,350.97 001302	GARDA CL WEST, INC.		114072	COMM DRIVERS PERMIT	85.00		
77756	05/02/22	2,035.73 647	GENFARE A DIV OF SPX CORP		113989	APR 22 VAULT SERVICE	7,350.97		
77757	05/02/22	4,905.73 117	GILLIG LLC		113963	INVENTORY ORDER	2,035.73		
					113959	INVENTORY ORDER	2,175.94		
					113964	INVENTORY ORDER	295.68		
					113965	INVENTORY ORDER	407.42		
					113966	INVENTORY ORDER	194.85		
					113967	VEH# 2001 PARTS	271.64		
					113997	INVENTORY ORDER	1,560.20		VOIDED
77758	05/02/22	475.98 282	GRAINGER		113960	NON INVENTORY ORDER	7.33		VOIDED
77758	05/02/22	-475.98 282	GRAINGER		114047	NON INVENTORY ORDER	468.65		
					113960	NON INVENTORY ORDER	-7.33		**VOID
77759	05/02/22	150.00 E604	GUTIERREZ, PEDRO		114047	NON INVENTORY ORDER	-468.65		
77760	05/02/22	10,142.41 003577	HEREDIA, KEN R.		114066	DMV PHYSICAL EXAM	150.00		
77761	05/02/22	2,756.81 002979	HUNT & SONS, INC.		114004	VEH#PC1708 RPR/PAINT	10,142.41		
77762	05/02/22	1,211.04 003442	JOHNSON CONTROLS INC		113953	INVENTORY ORDER	2,756.81		
					114061	5/1-7/22 ALARM OPS	796.39		
					114062	4/1-6/30/22ALARM SMC	414.65		
77763	05/02/22	1,049.60 1117	KELLEY'S SERVICE INC.		113961	INVENTORY ORDER	554.91		
					113962	INVENTORY ORDER	268.34		
					114040	VEH# PC1127 PARTS	226.35		
					114043	NON INVENTORY ORDER	1,595.77		
					114044	CREDIT INV# 1674471	-1,595.77		
77764	05/02/22	23,627.41 003366	KEY GOVERNMENT FINANCE INC		114032	APR 22 LEASE PAYMENT	23,627.41		
77765	05/02/22	66.88 002816	M & M PARTY RENTALS		114051	TRANSIT APPR DAY	66.88		
77766	05/02/22	575.10 003628	MACAMBRIDGE, MARTHA		114073	DUMPTRUMPPOSTCARDS	575.10		
77767	05/02/22	22,602.17 003017	MANSFIELD OIL CO OF GAINSVILLE		114005	4/15 DIESEL FUEL	22,602.17		
77768	05/02/22	2,606.25 003361	MILLER MAXFIELD INC		113982	MARCH 22 OUTREACH	2,606.25		
77769	05/02/22	575.94 041	MISSION UNIFORM		113973	TOWELS/MATS	10.50		
					113975	LAUNDRY/CUSTODIAL	37.34		
					114006	FUEL STATION TOWELS	156.00		
					114007	VMU/VSW UNIFORMS SUP	328.85		
					114028	TOWELS/MOPS/MATS	43.25		
77770	05/02/22	769.38 E1081	MOSES, CURTIS		114067	4/13-4/15 CALTIP	769.38		
77771	05/02/22	200.00 003542	NATALIE NIEMAN		113979	SPLASH PASS CARDS	200.00		
77772	05/02/22	257.90 004	NORTH BAY FORD LINC-MERCURY		114037	VEH# PC1107 PARTS	70.55		
					114038	INVENTORY ORDER	187.35		
77773	05/02/22	1,954.68 002940	OJO TECHNOLOGY, INC.		113972	REPLACE CAMERA #5 FM	1,954.68		
77774	05/02/22	1,015.04 009	PACIFIC GAS & ELECTRIC		113969	3/15-4/13 PARACRUZ	1,015.04		
77775	05/02/22	200.00 E1097	PEREZ, ERIC		114075	MED CERT PHYSICAL	200.00		
77776	05/02/22	65.00 481	PIED PIPER EXTERMINATORS, INC.		114025	4/19 PEST WTC	65.00		
77777	05/02/22	139.54 107A	PROBUILD COMPANY LLC		113943	REPLACE SINK FAUCET	74.28		
					113944	REPLACE SINK FAUCET	17.98		

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DATE 05/31/22 14:34

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

PAGE 3

DATE: 05/01/22 THRU 05/31/22

CHECK NUMBER	CHECK DATE	CHECK VENDOR AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
77778	05/02/22	287.31	QUADIENT, INC.		113946	SUPPLIES MMF	14.40	
77779	05/02/22	69.92	RANDY & LARAE WEST	7	113946	SEAL WALL BACK DOOR	32.88	
77780	05/02/22	267.66	RICOH USA, INC. TX		114021	POSTAGE MACHINE SUPP	287.31	
77781	05/02/22	229.04	SANTA CRUZ AUTO PARTS, INC.		114052	BUSINESS CARDS	69.92	
					113977	5/3-6/2 LEASE C/S	267.66	
					113993	INVENTORY ORDER	60.52	
					114034	INVENTORY ORDER	142.23	
					114036	INVENTORY ORDER	26.29	
77782	05/02/22	94.26	SANTA CRUZ MUNICIPAL UTILITIES		114024	3/1-3/31 IRRIG VER	83.00	
77783	05/02/22	45.00	SANTA CRUZ RECORDS MNGMT INC		114027	3/1-3/31 IRRIG SBF	11.26	
77784	05/02/22	373.73	SCOTTIS VALLEY WATER DISTRICT		113987	APR 22 SHREDDING PC	45.00	
77785	05/02/22	2,907.24	SLINGSHOT CONNECTIONS LLC		114022	3/1-3/31 SVT	253.70	
					114023	3/1-3/31 SVT	120.03	
					113983	TEMP W/E 4/17/22	705.60	
					113984	TEMP W/E 4/10/22	867.30	
					113991	TEMP W/E 4/10	1,122.00	
					113992	TEMP W/E 4/10	212.34	
77786	05/02/22	396.30	SNAP-ON INDUSTRIAL		113994	EE TOOL REPLACEMENT	396.30	
77787	05/02/22	1,086.62	SPORTWORKS GLOBAL LLC		113995	INVENTORY ORDER	1,086.62	
77788	05/02/22	269.46	STAPLES INC		114060	ENVELOPES	269.46	
77789	05/02/22	1,819.00	STRONGHOLD SECURITY INC.		114041	FIREWALL SUPPORT	1,819.00	
77790	05/02/22	270.95	TENNANT COMPANY		114058	TENNANT INSPECTION	270.95	
77791	05/02/22	10,629.14	THE AFTERMARKET PARTS CO LLC		113941	INVENTORY ORDER	429.39	
					113942	VEH 9816 PARTS	95.42	
					113948	CREDIT INV 82656535	-21.32	
					113949	INVENTORY ORDER	1,146.87	
					113950	INVENTORY ORDER	2,928.99	
					113951	INVENTORY ORDER	21.32	
					113952	VEH# 1612 PARTS	972.91	
					114008	INVENTORY ORDER	125.75	
					114009	INVENTORY ORDER	159.33	
					114010	INVENTORY ORDER	326.59	
					114011	INVENTORY ORDER	567.57	
					114012	VEH# 1306 PARTS	1,418.81	
					114013	VEH# 1302 PARTS	676.41	
					114014	VEH# 1302 PARTS	676.41	
					114015	INVENTORY ORDER	415.66	
					114016	INVENTORY ORDER	17.28	
					114017	INVENTORY ORDER	521.16	
77792	05/02/22	217.07	TROWBRIDGE ENTERPRISES		114039	VEH# 1610-1612 PARTS	150.59	
					113970	OFFICE SUPPLIES	6.60	
77793	05/02/22	281.33	UNITED PARCEL SERVICE		114050	OFFICE SUPPLIES	210.47	
77794	05/02/22	5,250.00	UNITED STATES POSTAL SERVICE		113996	FREIGHT	281.33	
77795	05/02/22	2,000.00	USPS-HASLER		114069	POSTCARDS POSTAGE	5,250.00	
77796	05/02/22	9.31	VALLEY POWER SYSTEMS, INC.		114063	POSTAGE TMS# 191952	2,000.00	
					114035	INVENTORY ORDER	9.31	

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77797	05/02/22	3,724.98 434	VERIZON WIRELESS	0	113990	3/13-4/12 BUS WIFI	3,724.98		
77799	05/03/22	83.21 M148	ABACHERLI, ARLETTE	9005287		MEDICAL SUPPLEMENTAL	83.21		
77800	05/03/22	19.10 M149	ADAMS, ELLEN	9005288		MEDICAL SUPPLEMENTAL	19.10		
77801	05/03/22	15.13 M381	AGUIRRE, CIRO	9005494		MEDICAL SUPPLEMENTAL	15.13		
77802	05/03/22	145.08 M382	AITKEN, ANGELA	9005495		MEDICAL SUPPLEMENTAL	145.08		
77803	05/03/22	14.73 M150	ALLEN, ROBERT	9005289		MEDICAL SUPPLEMENTAL	14.73		
77804	05/03/22	19.10 M333	ANDERSON, WILLIAM	9005453		MEDICAL SUPPLEMENTAL	19.10		
77805	05/03/22	36.02 M151	ANDRADE, GERALD	9005290		MEDICAL SUPPLEMENTAL	36.02		
77806	05/03/22	19.10 M334	ANDRADE, OSCAR	9005454		MEDICAL SUPPLEMENTAL	19.10		
77807	05/03/22	18.01 M152	ANN, DORICE	9005291		MEDICAL SUPPLEMENTAL	18.01		
77808	05/03/22	14.73 M153	ARCHIBEQUE, ELEANOR	9005292		MEDICAL SUPPLEMENTAL	14.73		
77809	05/03/22	38.19 M154	ARCHIBEQUE, JUANITA	9005293		MEDICAL SUPPLEMENTAL	38.19		
77810	05/03/22	38.19 M155	ASPESI, JOHN	9005294		MEDICAL SUPPLEMENTAL	38.19		
77811	05/03/22	19.10 M383	AVILES, PATRICIA	9005496		MEDICAL SUPPLEMENTAL	19.10		
77812	05/03/22	38.19 M156	BAILEY, EDWIN	9005295		MEDICAL SUPPLEMENTAL	38.19		
77813	05/03/22	36.02 M158	BAN, MARK	9005296		MEDICAL SUPPLEMENTAL	36.02		
77814	05/03/22	137.41 M159	BARNES, SCOTT	9005297		MEDICAL SUPPLEMENTAL	137.41		
77815	05/03/22	14.73 M335	BARRY, BARTHOLOMEW	9005455		MEDICAL SUPPLEMENTAL	14.73		
77816	05/03/22	19.10 M336	BARTZ, GLENN	9005456		MEDICAL SUPPLEMENTAL	19.10		
77817	05/03/22	19.10 M160	BASS, BETTY	9005298		MEDICAL SUPPLEMENTAL	19.10		
77818	05/03/22	88.22 M161	BAUER, FRANK	9005299		MEDICAL SUPPLEMENTAL	88.22		
77819	05/03/22	14.73 M162	BLAIR, GARY	9005300		MEDICAL SUPPLEMENTAL	14.73		
77820	05/03/22	19.10 M164	BLAKE, GENEVA	9005301		MEDICAL SUPPLEMENTAL	19.10		
77821	05/03/22	38.19 M165	BLIGHT, KAREN	9005302		MEDICAL SUPPLEMENTAL	38.19		
77822	05/03/22	52.85 M166	BOOTON, EMMA	9005303		MEDICAL SUPPLEMENTAL	52.85		
77823	05/03/22	38.19 M167	BOYD, MICHAEL	9005304		MEDICAL SUPPLEMENTAL	38.19		
77824	05/03/22	14.73 M169	BREGANTE, BATTISTA	9005305		MEDICAL SUPPLEMENTAL	14.73		
77825	05/03/22	19.10 M337	BRONDSATTER, CHERYL	9005457		MEDICAL SUPPLEMENTAL	19.10		
77826	05/03/22	38.19 M384	BRONDSATTER, WALLACE	9005497		MEDICAL SUPPLEMENTAL	38.19		
77827	05/03/22	71.95 M170	BROWN, ERNEST	9005306		MEDICAL SUPPLEMENTAL	71.95		
77828	05/03/22	71.95 M171	BROWN, KENNETH	9005307		MEDICAL SUPPLEMENTAL	71.95		
77829	05/03/22	19.10 M338	BRYANT, KATHLEEN	9005458		MEDICAL SUPPLEMENTAL	19.10		
77830	05/03/22	19.10 M172	BURKET, JANET	9005308		MEDICAL SUPPLEMENTAL	19.10		
77831	05/03/22	84.77 M385	BUSH, DEBBIE	9005498		MEDICAL SUPPLEMENTAL	84.77		
77832	05/03/22	14.73 M173	BYTHEWAY, MARY	9005309		MEDICAL SUPPLEMENTAL	14.73		
77833	05/03/22	30.25 M339	CANALES, DONNA	9005459		MEDICAL SUPPLEMENTAL	30.25		
77834	05/03/22	83.21 M174	CAPELLA, KATHLEEN	9005310		MEDICAL SUPPLEMENTAL	83.21		
77835	05/03/22	14.73 M175	CARLSON, MERRYL	9005311		MEDICAL SUPPLEMENTAL	14.73		
77836	05/03/22	19.10 M176	CARR, DALE	9005312		MEDICAL SUPPLEMENTAL	19.10		
77837	05/03/22	14.73 M177	CASANECA, RICHARD	9005313		MEDICAL SUPPLEMENTAL	14.73		
77838	05/03/22	34.72 M178	CAVATAIO, PASQUALE	9005314		MEDICAL SUPPLEMENTAL	34.72		
77839	05/03/22	14.73 M340	CENTER, DOUGLAS	9005460		MEDICAL SUPPLEMENTAL	14.73		
77840	05/03/22	14.73 M179	CERVANTES, GLORIA	9005315		MEDICAL SUPPLEMENTAL	14.73		
77841	05/03/22	14.73 M386	CHANDLEY, PAUL	9005499		MEDICAL SUPPLEMENTAL	14.73		
77842	05/03/22	14.73 M341	CHAVARRIA, JOHNNY	9005461		MEDICAL SUPPLEMENTAL	14.73		
77843	05/03/22	38.19 M342	CILIBERTO, ANTHONY	9005462		MEDICAL SUPPLEMENTAL	38.19		

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77844	05/03/22	M343	19.10	CLARKE, PATRICIA		9005463	MEDICAL SUPPLEMENTAL	19.10
77845	05/03/22	M180	14.73	CLAYTON, MICHAEL		9005316	MEDICAL SUPPLEMENTAL	14.73
77846	05/03/22	M419	317.10	CLIFFORD, ALEXANDER		9005530	MEDICAL SUPPLEMENTAL	317.10
77847	05/03/22	M344	25.19	CODD, FREDERICK		9005464	MEDICAL SUPPLEMENTAL	25.19
77848	05/03/22	M181	84.77	COLWELL, ARLAN		9005317	MEDICAL SUPPLEMENTAL	84.77
77849	05/03/22	M182	19.10	CONTRERAS-NAVARRO, FRANCISCO		9005318	MEDICAL SUPPLEMENTAL	19.10
77850	05/03/22	M183	42.39	COON, RICHARD		9005319	MEDICAL SUPPLEMENTAL	42.39
77851	05/03/22	M387	38.19	COTTER, ROBERT		9005500	MEDICAL SUPPLEMENTAL	38.19
77852	05/03/22	M346	19.10	COUSINS, DOROTHY		9005465	MEDICAL SUPPLEMENTAL	19.10
77853	05/03/22	M185	45.01	COWELL, RICHARD		9005320	MEDICAL SUPPLEMENTAL	45.01
77854	05/03/22	M186	19.10	CRAMBLETT, LAWRENCE		9005321	MEDICAL SUPPLEMENTAL	19.10
77855	05/03/22	M376	42.39	CRANDELL, DANA		9005491	MEDICAL SUPPLEMENTAL	42.39
77856	05/03/22	M187	19.10	CRAWFORD, FLOYD		9005322	MEDICAL SUPPLEMENTAL	19.10
77857	05/03/22	M348	19.10	CRAWFORD, TERRI		9005466	MEDICAL SUPPLEMENTAL	19.10
77858	05/03/22	M188	19.10	CRUISE, RICHARD		9005323	MEDICAL SUPPLEMENTAL	19.10
77859	05/03/22	M190	38.19	CRUTCH, SHELFON		9005324	MEDICAL SUPPLEMENTAL	38.19
77860	05/03/22	M349	14.73	CUMMINGS, CYNTHIA		9005467	MEDICAL SUPPLEMENTAL	14.73
77861	05/03/22	M191	36.02	CUMMINGS, PATRICIA		9005325	MEDICAL SUPPLEMENTAL	36.02
77862	05/03/22	M192	38.19	CUMMINS, MAJOR		9005326	MEDICAL SUPPLEMENTAL	38.19
77863	05/03/22	M193	52.85	DAKIWAG, FRED		9005327	MEDICAL SUPPLEMENTAL	52.85
77864	05/03/22	M194	52.85	DANIEL, REBECCA		9005328	MEDICAL SUPPLEMENTAL	52.85
77865	05/03/22	M195	36.02	DAVIDOSKI, PATTI		9005329	MEDICAL SUPPLEMENTAL	36.02
77866	05/03/22	M196	14.73	DAVILLA, ANA		9005330	MEDICAL SUPPLEMENTAL	14.73
77867	05/03/22	M351	19.10	DEAN, RONALD		9005468	MEDICAL SUPPLEMENTAL	19.10
77868	05/03/22	M373	14.73	DEL PO, CAROLYN		9005488	RETIREE SUPPLEMENTAL	14.73
77869	05/03/22	M197	45.01	DEVIVO, WILLIAM		9005331	MEDICAL SUPPLEMENTAL	45.01
77870	05/03/22	M198	29.46	DOBBS, GLENN		9005332	MEDICAL SUPPLEMENTAL	29.46
77871	05/03/22	M389	19.10	DORFMAN, IRIS		9005501	MEDICAL SUPPLEMENTAL	19.10
77872	05/03/22	M199	14.73	DRAKE, JUDITH		9005333	MEDICAL SUPPLEMENTAL	14.73
77873	05/03/22	M200	14.73	ELIA, LARRY		9005334	MEDICAL SUPPLEMENTAL	14.73
77874	05/03/22	M390	38.19	EMERSON, WILLIAM		9005502	MEDICAL SUPPLEMENTAL	38.19
77875	05/03/22	M201	38.19	ESCARCEGA, MIGUEL		9005335	MEDICAL SUPPLEMENTAL	38.19
77876	05/03/22	M202	42.85	FALLAU, NICHOLAS		9005336	MEDICAL SUPPLEMENTAL	42.85
77877	05/03/22	M391	19.10	FENN, MARILYN		9005503	MEDICAL SUPPLEMENTAL	19.10
77878	05/03/22	M203	15.13	FLAGG, PAULA		9005337	MEDICAL SUPPLEMENTAL	15.13
77879	05/03/22	M393	17.66	FLORES, JUAN		9005504	MEDICAL SUPPLEMENTAL	17.66
77880	05/03/22	M352	14.73	FLOREZ, ROSIE		9005469	MEDICAL SUPPLEMENTAL	14.73
77881	05/03/22	M394	30.25	FRANCIS, RUFUS		9005505	MEDICAL SUPPLEMENTAL	30.25
77882	05/03/22	M204	19.10	FREEMAN, MARY		9005338	MEDICAL SUPPLEMENTAL	19.10
77883	05/03/22	M205	52.85	GABRIEL, RICHARD		9005339	MEDICAL SUPPLEMENTAL	52.85
77884	05/03/22	M354	14.78	GABRIELE, BERNARD		9005470	MEDICAL SUPPLEMENTAL	14.78
77885	05/03/22	M355	14.78	GABRIELE, CATHLEEN		9005471	MEDICAL SUPPLEMENTAL	14.78
77886	05/03/22	M395	38.19	GALE, TERRY		9005506	MEDICAL SUPPLEMENTAL	38.19
77887	05/03/22	M396	14.73	GALLOWAY, SCOTT		9005507	MEDICAL SUPPLEMENTAL	14.73
77888	05/03/22	M206	14.73	GARBEZ, LINDA		9005340	MEDICAL SUPPLEMENTAL	14.73
77889	05/03/22	M207	14.73	GARBEZ, MANNY		9005341	MEDICAL SUPPLEMENTAL	14.73

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77890	05/03/22	42.39	M208	GARCIA, DANIEL	9005342	MEDICAL SUPPLIMENTAL	42.39	
77891	05/03/22	14.73	M209	GARCIA, HELEN	9005343	MEDICAL SUPPLIMENTAL	14.73	
77892	05/03/22	88.22	M210	GARCIA, SAMUEL	9005344	MEDICAL SUPPLIMENTAL	88.22	
77893	05/03/22	14.73	M211	GOSE, JOHN	9005345	MEDICAL SUPPLIMENTAL	14.73	
77894	05/03/22	55.80	M041	GOVEIA, ROBERT	9005285	MEDICAL SUPPLIMENTAL	55.80	
77895	05/03/22	83.21	M213	GRANADOS-BOYCE, MARIA	9005346	MEDICAL SUPPLIMENTAL	83.21	
77896	05/03/22	14.73	M214	GROEMAN, BRUCE	9005347	MEDICAL SUPPLIMENTAL	14.73	
77897	05/03/22	29.46	M215	GROSJEAN, DOUGLAS	9005348	MEDICAL SUPPLIMENTAL	29.46	
77898	05/03/22	14.73	M216	HALL, SHIRLEY	9005349	MEDICAL SUPPLIMENTAL	14.73	
77899	05/03/22	14.73	M217	HAMM, CAROLYN	9005350	MEDICAL SUPPLIMENTAL	14.73	
77900	05/03/22	36.02	M219	HAMMER, ALLYNE	9005352	MEDICAL SUPPLIMENTAL	36.02	
77901	05/03/22	14.73	M220	HERNANDEZ, JUAN	9005353	MEDICAL SUPPLIMENTAL	14.73	
77902	05/03/22	45.01	M221	HERNANDEZ, MARGARITO	9005354	MEDICAL SUPPLIMENTAL	45.01	
77903	05/03/22	19.10	M397	HERSHEY, ANDREA	9005508	MEDICAL SUPPLEMENTAL	19.10	
77904	05/03/22	19.10	M398	HETH, KATHRYN	9005509	MEDICAL SUPPLEMENTAL	19.10	
77905	05/03/22	19.10	M398	HICKLIN, LUCILLE	9005509	MEDICAL SUPPLEMENTAL	19.10	
77906	05/03/22	103.66	M380	HILTNER, THOMAS	9005493	MEDICAL SUPPLEMENTAL	103.66	
77907	05/03/22	14.73	M223	HINDIN, LENORE	9005356	MEDICAL SUPPLIMENTAL	14.73	
77908	05/03/22	38.19	M224	HOBBS, JAMES	9005357	MEDICAL SUPPLIMENTAL	38.19	
77909	05/03/22	61.48	M225	HOLCOMB, MICHAEL	9005358	MEDICAL SUPPLIMENTAL	61.48	
77910	05/03/22	86.91	M226	HOLONICK, JAMES	9005359	MEDICAL SUPPLIMENTAL	86.91	
77911	05/03/22	19.10	M356	HOWARD, CAROL	9005472	MEDICAL SUPPLIMENTAL	19.10	
77912	05/03/22	71.95	M228	HOWARD, WARD	9005360	MEDICAL SUPPLIMENTAL	71.95	
77913	05/03/22	38.19	M229	HYMAN, JOE	9005361	MEDICAL SUPPLIMENTAL	38.19	
77914	05/03/22	19.10	M231	JAHNKE, ELLEEN	9005362	MEDICAL SUPPLIMENTAL	19.10	
77915	05/03/22	29.46	M232	JENSEN, MERAL	9005363	MEDICAL SUPPLIMENTAL	29.46	
77916	05/03/22	14.73	M357	JUSSEL, PETE	9005473	MEDICAL SUPPLIMENTAL	14.73	
77917	05/03/22	38.19	M233	KALE, RICKY	9005364	MEDICAL SUPPLIMENTAL	38.19	
77918	05/03/22	14.73	M235	KELLY, ELOISE	9005365	MEDICAL SUPPLEMENTAL	14.73	
77919	05/03/22	50.43	M399	KONNO, DAVID	9005510	MEDICAL SUPPLEMENTAL	50.43	
77920	05/03/22	38.19	M236	KORBA, PATRICIA	9005366	MEDICAL SUPPLIMENTAL	38.19	
77921	05/03/22	19.10	M237	LANTHIER, BURT	9005367	MEDICAL SUPPLIMENTAL	19.10	
77922	05/03/22	19.10	M238	LAWSON, JACK	9005368	MEDICAL SUPPLIMENTAL	19.10	
77923	05/03/22	19.10	M239	LAWSON, LOIS	9005369	MEDICAL SUPPLIMENTAL	19.10	
77924	05/03/22	71.95	M240	LEE, HENRY	9005370	MEDICAL SUPPLIMENTAL	71.95	
77925	05/03/22	19.10	M241	LEFFLER, JEAN	9005371	MEDICAL SUPPLIMENTAL	19.10	
77926	05/03/22	85.71	M242	LEGORRETA, PETE	9005372	MEDICAL SUPPLIMENTAL	85.71	
77927	05/03/22	19.10	M243	LOGIUDICE, FRED	9005373	MEDICAL SUPPLIMENTAL	19.10	
77928	05/03/22	38.19	M244	LONGNECKER, LLOYD	9005374	MEDICAL SUPPLIMENTAL	38.19	
77929	05/03/22	71.95	M379	LORENZANO, JAMES	9005492	MEDICAL SUPPLEMENTAL	71.95	
77930	05/03/22	14.73	M245	LUCIER, MARILYN	9005375	MEDICAL SUPPLEMENTAL	14.73	
77931	05/03/22	38.19	M246	LYNCH, GLENN	9005376	MEDICAL SUPPLEMENTAL	38.19	
77932	05/03/22	14.73	M400	MACHADO, MARGARET	9005511	MEDICAL SUPPLEMENTAL	14.73	
77933	05/03/22	18.01	M248	MALPHRUS, BRENDA	9005377	MEDICAL SUPPLEMENTAL	18.01	
77934	05/03/22	42.39	M249	MARCUS, STEVEN	9005378	MEDICAL SUPPLEMENTAL	42.39	

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77936	05/03/22	38.19	MARTIN, DAWN	M250	9005379	MEDICAL SUPPLIMENTAL	38.19	
77937	05/03/22	122.33	MARTINEZ, MANUEL	M251	9005380	MEDICAL SUPPLIMENTAL	122.33	
77938	05/03/22	68.80	MARTINEZ, MARK	M252	9005381	MEDICAL SUPPLIMENTAL	68.80	
77939	05/03/22	35.06	MCDONALD, JANIE	M254	9005382	MEDICAL SUPPLIMENTAL	35.06	
77940	05/03/22	14.73	MCDONALD, KEVIN	M255	9005383	MEDICAL SUPPLIMENTAL	14.73	
77941	05/03/22	19.10	MCADDEN, IAN	M358	9005474	MEDICAL SUPPLIMENTAL	19.10	
77942	05/03/22	29.46	MCGINNIS, POLLY	M359	9005475	MEDICAL SUPPLIMENTAL	29.46	
77943	05/03/22	38.19	MCHALE, BRIAN	M374	9005489	MEDICAL SUPPLEMENTAL	38.19	
77944	05/03/22	19.10	MEJIA, INDELLISA	M360	9005476	MEDICAL SUPPLEMENTAL	19.10	
77945	05/03/22	14.73	MELLON, JOHN	M361	9005477	MEDICAL SUPPLEMENTAL	14.73	
77946	05/03/22	14.73	MESECK, MARGARITA	M256	9005384	MEDICAL SUPPLEMENTAL	14.73	
77947	05/03/22	14.73	MILLER, FOREST	M362	9005478	MEDICAL SUPPLEMENTAL	14.73	
77948	05/03/22	50.79	MILLER, MARY	M257	9005385	MEDICAL SUPPLEMENTAL	50.79	
77949	05/03/22	83.21	MOREAU, DAVID	M401	9005512	MEDICAL SUPPLEMENTAL	83.21	
77950	05/03/22	19.10	MORGAN, JEANETTE	M261	9005386	MEDICAL SUPPLEMENTAL	19.10	
77951	05/03/22	36.02	MORR, BONNIE	M262	9005387	MEDICAL SUPPLEMENTAL	36.02	
77952	05/03/22	103.66	MULLIS, MICHAEL	M263	9005388	MEDICAL SUPPLEMENTAL	103.66	
77953	05/03/22	19.10	MUNGIOLI, LARRY	M264	9005389	MEDICAL SUPPLEMENTAL	19.10	
77954	05/03/22	29.46	MUNGUIA, GUSTAVO	M265	9005390	MEDICAL SUPPLEMENTAL	29.46	
77955	05/03/22	52.85	NABOR, GLEN	M402	9005513	MEDICAL SUPPLEMENTAL	52.85	
77956	05/03/22	19.10	NAUKKARINEN, JUUKA	M266	9005391	MEDICAL SUPPLEMENTAL	19.10	
77957	05/03/22	14.73	NELSON, EDWARD	M267	9005392	MEDICAL SUPPLEMENTAL	14.73	
77958	05/03/22	38.19	NELSON, RICHARD	M268	9005393	MEDICAL SUPPLEMENTAL	38.19	
77959	05/03/22	29.46	NIETO, MANUEL	M269	9005394	MEDICAL SUPPLEMENTAL	29.46	
77960	05/03/22	105.70	NJAA, N	M270	9005395	MEDICAL SUPPLEMENTAL	105.70	
77961	05/03/22	83.21	NORTH, JEFFREY	M271	9005396	MEDICAL SUPPLEMENTAL	83.21	
77962	05/03/22	56.95	NORTHON, M	M272	9005397	MEDICAL SUPPLEMENTAL	56.95	
77963	05/03/22	38.19	O'DONNELL, SHAWN	M273	9005398	MEDICAL SUPPLEMENTAL	38.19	
77964	05/03/22	19.10	O'HAGIN, JUSTINA	M274	9005399	MEDICAL SUPPLEMENTAL	19.10	
77965	05/03/22	19.10	O'MARA, KATHLEEN	M277	9005401	MEDICAL SUPPLEMENTAL	19.10	
77966	05/03/22	38.19	OJEDA, ROBERTO	M275	9005400	MEDICAL SUPPLEMENTAL	38.19	
77967	05/03/22	19.10	ORTEGA, MANUELA	M278	9005402	MEDICAL SUPPLEMENTAL	19.10	
77968	05/03/22	83.21	OWENS, ROLAND	M279	9005403	MEDICAL SUPPLEMENTAL	83.21	
77969	05/03/22	19.10	PARHAM, WALLACE	M280	9005404	MEDICAL SUPPLEMENTAL	19.10	
77970	05/03/22	61.48	PAULSON, STEVEN	M403	9005514	MEDICAL SUPPLEMENTAL	61.48	
77971	05/03/22	38.19	PENDRAGON, LINDA	M281	9005405	MEDICAL SUPPLEMENTAL	38.19	
77972	05/03/22	29.46	PEREZ, ANTONIO	M282	9005406	MEDICAL SUPPLEMENTAL	29.46	
77973	05/03/22	55.80	PEREZ, CHERYL	M109	9005286	MEDICAL SUPPLEMENTAL	55.80	
77974	05/03/22	19.10	PETERS, TERRIE	M284	9005407	MEDICAL SUPPLEMENTAL	19.10	
77975	05/03/22	14.73	PHILLIPS, THOMAS	M285	9005408	MEDICAL SUPPLEMENTAL	14.73	
77976	05/03/22	14.73	PHILLIPS, TYRONE	M404	9005515	MEDICAL SUPPLEMENTAL	14.73	
77977	05/03/22	14.73	PICARELLA, FRANCIS	M286	9005409	MEDICAL SUPPLEMENTAL	14.73	
77978	05/03/22	57.98	POLANCO, JOSE	M287	9005410	MEDICAL SUPPLEMENTAL	57.98	
77979	05/03/22	42.39	PONS, JUAN	M288	9005411	MEDICAL SUPPLEMENTAL	42.39	
77980	05/03/22	14.73	PRECIADO, MARY LOU	M363	9005479	MEDICAL SUPPLEMENTAL	14.73	
77981	05/03/22	38.19	PRICE, HARRY	M290	9005412	MEDICAL SUPPLEMENTAL	38.19	

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77982	05/03/22	19.10	M291	PRINCE, DEBRA	9005413	MEDICAL SUPPLIMENTAL	19.10	
77983	05/03/22	83.21	M292	PRINCE, PETER	9005414	MEDICAL SUPPLIMENTAL	83.21	
77984	05/03/22	38.19	M293	PRUDDEN, RICHARD	9005415	MEDICAL SUPPLIMENTAL	38.19	
77985	05/03/22	38.19	M418	PYE, GINA	9005529	MEDICAL SUPPLEMENTAL	38.19	
77986	05/03/22	19.10	M294	RACKLEY, BOBBIE	9005416	MEDICAL SUPPLIMENTAL	19.10	
77987	05/03/22	15.13	M295	RAMIREZ, MANUEL	9005417	MEDICAL SUPPLIMENTAL	15.13	
77988	05/03/22	110.20	M296	RAMOS, ROSALIO	9005418	MEDICAL SUPPLIMENTAL	110.20	
77989	05/03/22	14.73	M364	READ, TIMON	9005480	MEDICAL SUPPLEMENTAL	14.73	
77990	05/03/22	36.02	M297	REGAN, MICHAEL	9005419	MEDICAL SUPPLEMENTAL	36.02	
77991	05/03/22	38.19	M298	RHODES, BRUCE	9005420	MEDICAL SUPPLEMENTAL	38.19	
77992	05/03/22	18.01	M299	KOCHA, SHERRI	9005421	MEDICAL SUPPLEMENTAL	18.01	
77993	05/03/22	19.10	M300	RODGERS, MARILYN	9005422	MEDICAL SUPPLEMENTAL	19.10	
77994	05/03/22	19.10	M365	ROGERS, SYLVIA	9005481	MEDICAL SUPPLEMENTAL	19.10	
77995	05/03/22	19.10	M405	ROSS, ELISABETH	9005516	MEDICAL SUPPLEMENTAL	19.10	
77996	05/03/22	19.10	M406	ROSS, EMERY	9005517	MEDICAL SUPPLEMENTAL	19.10	
77997	05/03/22	36.02	M301	ROSSI, DENISE	9005423	MEDICAL SUPPLEMENTAL	36.02	
77998	05/03/22	52.85	M302	ROWE, RUBY	9005424	MEDICAL SUPPLEMENTAL	52.85	
77999	05/03/22	19.10	M303	ROY, ARLEN	9005425	MEDICAL SUPPLEMENTAL	19.10	
78000	05/03/22	83.21	M304	RUIZ, ESTEVAN	9005426	MEDICAL SUPPLEMENTAL	83.21	
78001	05/03/22	34.72	M305	RYLANDER, REED	9005427	MEDICAL SUPPLEMENTAL	34.72	
78002	05/03/22	36.02	M306	SALGUEIRO, MICHAEL	9005428	MEDICAL SUPPLEMENTAL	36.02	
78003	05/03/22	71.95	M407	SANCHEZ, ASCENCION	9005518	MEDICAL SUPPLEMENTAL	71.95	
78004	05/03/22	19.10	M366	SANDOVAL, ANGEL	9005482	MEDICAL SUPPLEMENTAL	19.10	
78005	05/03/22	101.58	M307	SCARGILL, RAYMOND	9005429	MEDICAL SUPPLEMENTAL	101.58	
78006	05/03/22	29.46	M408	SCHRAEDER, PAUL	9005519	MEDICAL SUPPLEMENTAL	29.46	
78007	05/03/22	19.10	M308	SCILLA, JOSEPH	9005430	MEDICAL SUPPLEMENTAL	19.10	
78008	05/03/22	83.21	M309	SERRATO, JUAN	9005431	MEDICAL SUPPLEMENTAL	83.21	
78009	05/03/22	99.27	M409	SILVA, EDUARDO	9005483	MEDICAL SUPPLEMENTAL	99.27	
78010	05/03/22	14.73	M310	SLATER, ROBYN	9005520	MEDICAL SUPPLEMENTAL	14.73	
78011	05/03/22	44.11	M311	SLOAN, SUZANNE	9005432	MEDICAL SUPPLEMENTAL	44.11	
78012	05/03/22	18.01	M410	SMITH, DONNA	9005433	MEDICAL SUPPLEMENTAL	18.01	
78013	05/03/22	29.46	M411	STARKEY, THOMAS	9005521	MEDICAL SUPPLEMENTAL	29.46	
78014	05/03/22	29.46	M411	STICKEL, THOMAS	9005522	MEDICAL SUPPLEMENTAL	29.46	
78015	05/03/22	38.19	M368	STRICKLAND, JAMES	9005484	MEDICAL SUPPLEMENTAL	38.19	
78016	05/03/22	29.46	M369	SWART, RANDY	9005485	MEDICAL SUPPLEMENTAL	29.46	
78017	05/03/22	68.01	M412	SYREN, LESLYN	9005523	MEDICAL SUPPLEMENTAL	68.01	
78018	05/03/22	38.19	M312	TAYLOR, JAMES	9005434	MEDICAL SUPPLEMENTAL	38.19	
78019	05/03/22	14.73	M370	TAYLOR, THOMAS	9005486	MEDICAL SUPPLEMENTAL	14.73	
78020	05/03/22	38.19	M313	THOMAS, RUSSELL	9005435	MEDICAL SUPPLEMENTAL	38.19	
78021	05/03/22	75.14	M314	TICHENOR, KENNETH	9005436	MEDICAL SUPPLEMENTAL	75.14	
78022	05/03/22	14.73	M315	TOLINE, DONALD	9005437	MEDICAL SUPPLEMENTAL	14.73	
78023	05/03/22	19.10	M316	TOVAR, SERENA	9005438	MEDICAL SUPPLEMENTAL	19.10	
78024	05/03/22	18.01	M317	TRENT, VICKI	9005439	MEDICAL SUPPLEMENTAL	18.01	
78025	05/03/22	71.95	M318	TUTTIE CALLIS, CHERI	9005440	MEDICAL SUPPLEMENTAL	71.95	
78026	05/03/22	36.02	M319	VALDEZ, JOSE	9005441	MEDICAL SUPPLEMENTAL	36.02	
78027	05/03/22	103.66	M320	VAN DE VEER, JOHN	9005442	MEDICAL SUPPLEMENTAL	103.66	

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78028	05/03/22	M321	42.39	VAN DYKE, CURTIS		9005443	MEDICAL SUPPLEMENTAL	42.39	
78029	05/03/22	M413	38.19	VANDERZANDE, ED		9005524	MEDICAL SUPPLEMENTAL	38.19	
78030	05/03/22	M375	19.10	VEST, SHELLY		9005490	MEDICAL SUPPLEMENTAL	19.10	
78031	05/03/22	M323	19.10	VONWAL, YVETTE		9005444	MEDICAL SUPPLEMENTAL	19.10	
78032	05/03/22	M324	17.36	WADSWORTH, RITA		9005445	MEDICAL SUPPLEMENTAL	17.36	
78033	05/03/22	M325	29.46	WALTER, KEVIN		9005446	MEDICAL SUPPLEMENTAL	29.46	
78034	05/03/22	M414	55.80	WARNOCK, APRIL		9005525	MEDICAL SUPPLEMENTAL	55.80	
78035	05/03/22	M415	19.10	WHITE, LESLIE		9005526	MEDICAL SUPPLEMENTAL	19.10	
78036	05/03/22	M326	38.19	WHITNEY, LUCERE		9005447	MEDICAL SUPPLEMENTAL	38.19	
78037	05/03/22	M416	145.08	WILLIS, GREGORY		9005527	MEDICAL SUPPLEMENTAL	145.08	
78038	05/03/22	M372	38.19	WILSON, BONNIE		9005487	MEDICAL SUPPLEMENTAL	38.19	
78039	05/03/22	M328	83.21	WOODBIDGE, ELIZABETH		9005448	MEDICAL SUPPLEMENTAL	83.21	
78040	05/03/22	M329	50.79	WU, PETER		9005449	MEDICAL SUPPLEMENTAL	50.79	
78041	05/03/22	M417	19.10	WYANT, JUDI		9005528	MEDICAL SUPPLEMENTAL	19.10	
78042	05/03/22	M330	14.73	YAGI, RANDY		9005450	MEDICAL SUPPLEMENTAL	14.73	
78043	05/03/22	M331	19.10	YANCY, TERRY		9005451	MEDICAL SUPPLEMENTAL	19.10	
78044	05/03/22	M332	42.85	ZENKER, JEFFREY		9005452	MEDICAL SUPPLEMENTAL	42.85	
78045	05/09/22	003596	294.63	AMAZON CAPITAL SERVICES, INC.		114113	INVENTORY ORDER	12.99	
						114131	WALL FILE HOLDER WTC	50.24	
						114193	INVENTORY ORDER	231.40	
78046	05/09/22	002861	67.90	AMERICAN MESSAGING SVCS, LLC		114167	APR 22 PAGERS	33.14	
						114168	MAY 22 PAGERS	34.76	
78047	05/09/22	001D	1,865.52	AT&T		114152	3/13-4/12 VER/SMC	1,865.52	
78048	05/09/22	130	1,655.62	CITY OF WATSONVILLE UTILITIES		114132	3/21-4/18 WTC	39.79	
						114133	4/20/22 WASTE WTC	1,113.34	
						114134	3/21-4/18 WTC	103.22	
						114135	3/21-4/18 WTC	71.80	
						114148	3/21-4/18 WTC	327.47	
78049	05/09/22	733	670.24	CLAREMONT EAP		114095	MAY 22 EAP PREMIUM	670.24	
78050	05/09/22	001124	9,875.68	CLEAN ENERGY		114192	LNG 4/19/22	9,875.68	
78051	05/09/22	003102	94,648.39	CLEVER DEVICES LTD		114165	1927 AVL PROJECT	61,704.26	
						114166	1927 AVL PROJECT	32,944.13	
78052	05/09/22	075	999.17	COAST PAPER & SUPPLY INC.		114112	SANITIZING SUPPLIES	999.17	
78053	05/09/22	003034	5,780.00	COASTAL LANDSCAPING INC.		114136	APR 22 LANDSCAPING	2,890.00	
						114137	MAY 22 LANDSCAPING	2,890.00	
78054	05/09/22	367	442.00	COMMUNITY TELEVISION OF		114154	3/25 BOD MEETING	442.00	
78055	05/09/22	003116	3,497.06	CUMMINS, INC		114093	VEH1903TRANS COOLER	3,449.04	
						114102	VEH# 4203 PARTS	9.35	
						114191	INVENTORY ORDER	38.67	
78056	05/09/22	916	4,736.00	DOCTORS ON DUTY MEDICAL		114170	DMV PHYSICAL	150.00	
						114173	DMV PHYSICAL	150.00	
						114175	DMV PHYSICAL	150.00	
						114182	DMV PHYSICAL	150.00	
						114184	DMV PHYSICAL	150.00	
						114186	DMV PHYSICAL	150.00	
						114199	DMV PHYSICALS OPS	600.00	

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78057	05/09/22	003636	368.00	DUNCAN PLUMBING		114200	DMV PHYSICALS OPS 2	1,200.00	
78058	05/09/22	003274	3,184.01	EAST BAY TIRE CO.		114201	DMV PHYSICALS HR	942.50	
						114202	DMV PHYSICALS HR 2	1,093.50	
						114179	OPS WATER HEATER RPR	368.00	
						114183	TIRES REVENUE	1,081.92	
						114185	TIRE MOUNTING	230.00	
						114188	TIRES REVENUE	1,257.95	
						114190	TIRES REVENUE	614.14	
78059	05/09/22	003485	1,001.00	EMPLOYNET, INC		114111	TEMP W/E 4/24	1,001.00	
78060	05/09/22	003432	472.00	EXPRESS SERVICES INC.		114110	TEMP W/E 10/24	312.00	
78061	05/09/22	001297	2,444.64	FASTENAL COMPANY INC		114115	PAYROLL SPEC TESTING	160.00	
78062	05/09/22	002295	51.84	FIRST ALARM SECURITY & PATROL		114098	NON INVENTORY ORDER	468.65	
78063	05/09/22	002952	16,640.76	FLYERS ENERGY LLC		114163	NON INVENTORY ORDER	475.78	
						114164	NON INVENTORY ORDER	1,500.21	
						114177	APR 22 FUEL CHARGE	51.84	
						114180	4/16-4/30 FUEL REVPC	13,811.39	
						114181	4/16-4/30 FUEL NONREV	2,829.37	
						114138	4/16-5/15 SKY-RIVER	58.12	
						114153	4/13-5/12 SKYLINE	58.12	
						114149	APR 22 SERVICES	430.28	
						114094	VEH# 1202 PARTS	57.27	
						114194	STUFF THE BUS EVENT	138.86	
						114092	FACILITIES PARTS	842.45	
						114097	INVENTORY ORDER	5.47	
						114162	VEH# PC714 PARTS	5.47	
78070	05/09/22	003540	5.47	KELLEY'S SERVICE INC.		114155	PAINT FOR BUS STOPS	586.62	
78071	05/09/22	003540	1,468.56	KELLY-MOORE PAINT CO., INC.		114156	PAINT FOR BUS STOPS	881.94	
78072	05/09/22	003540	1,514.00	MCCAMPBELL ANALYTICAL, INC.		114174	OPS WATER TEST	757.00	
78073	05/09/22	003617	5,987.99	MEDZON		114176	MMF WATER SAMPLING	757.00	
78074	05/09/22	003617	5,987.99	MEDZON		114171	PPE SUPPLIES	1,950.11	
						114172	PPE SUPPLIES	4,037.88	
						114119	TOWELS,MOPS,MATS MMF	41.75	
						114151	TOWELS/MATS PRC	10.50	
78075	05/09/22	003584	52,406.25	P&M HOLDING GROUP, LLP		114109	PROF SVC NOV21-MAR22	52,406.25	
78076	05/09/22	003509	36.85	PACIFIC GAS & ELECTRIC		114127	3/23-4/15 MANGOTANGO	36.85	
78077	05/09/22	003509	1,660.66	PACIFIC TRUCK PARTS, INC.		114096	INVENTORY ORDER	584.57	
						114108	INVENTORY ORDER	1,076.09	
78078	05/09/22	003481	305.00	PIED PIPER EXTERMINATORS, INC.		114120	APR 22 PEST WTC MKT	79.50	
						114121	APR 22 PEST SMC TAO	40.00	
						114122	APR 22 PEST SMC CTR	65.00	
						114123	APR 22 PEST VER	65.00	
						114124	APR22 PEST SMC MKT	55.50	
78079	05/09/22	003502	16.29	PROBUILD COMPANY LLC		114128	COOLANT PUMP MMF	4.50	
78080	05/09/22	003502	418.00	RICHARD IRISH		114129	REPLACE DOOR STOPPER	11.79	
78081	05/09/22	001379	4,258.25	SAFETY-KLEEN SYSTEMS INC		114125	1906 MAR22 MAINT FAC	418.00	
						114130	SOLVENT PARTS MMF	4,258.25	

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78082	05/09/22	E897	101.15	SANCHEZ, MARIA V		114195	OPERATOR APPRECIATIO	63.01	
78083	05/09/22	135	68.22	SANTA CRUZ AUTO PARTS, INC.		114196	EMPLOYEE REIMBURSEME	38.14	
78084	05/09/22	079	8,878.48	SANTA CRUZ MUNICIPAL UTILITIES		114106	INVENTORY ORDER	60.92	
						114107	INVENTORY ORDER	7.30	
						114139	3/9-4/7 SMC/BETTYS	53.87	
						114140	3/9-4/7 IRRIG MMF	26.30	
						114141	3/9-4/7 BUS STOP 26	1,050.60	
						114142	3/9-4/7 PACIFIC	2,294.09	
						114143	3/9-4/7 PACIFIC ISL	129.76	
						114144	3/9-4/7 VERNON	373.99	
						114145	3/9-4/7 GOLF CLUB	1,473.82	
						114146	3/9-4/7 1200 RIVER A	360.09	
						114147	3/9-4/7 1200 RIVER B	3,115.96	
78085	05/09/22	001307	4,344.95	SANTA CRUZ STAFFING, LLC		114099	TEMP W/E 4/17	1,316.25	
						114100	TEMP W/E 4/17	1,674.00	
						114101	TEMP W/E 4/24	1,354.70	
						114150	OPS SOAP DISPENSERS	43.27	
78086	05/09/22	003570	43.27	SCARBOROUGH LBR & BLDG SUPPLY		114157	INVENTORY ORDER	461.30	
78087	05/09/22	003595	507.17	STAPLES INC		114187	OFFICE SUPPLIES	45.87	
78088	05/09/22	003285	9,212.31	THE AFTERMARKET PARTS CO LLC		114080	INVENTORY ORDER	851.37	
						114081	INVENTORY ORDER	54.01	
						114082	INVENTORY ORDER	557.59	
						114083	INVENTORY ORDER	107.30	
						114084	INVENTORY ORDER	114.42	
						114085	INVENTORY ORDER	56.81	
						114086	INVENTORY ORDER	1,145.22	
						114087	INVENTORY ORDER	24.86	
						114088	INVENTORY ORDER	503.48	
						114089	INVENTORY ORDER	1,073.05	
						114090	INVENTORY ORDER	2,987.09	
						114091	INVENTORY ORDER		
						114105	VEH# 1305 PARTS	946.22	
						114160	VEH# 1306 PARTS	606.85	
						114161	INVENTORY ORDER	50.19	
78089	05/09/22	166	894.70	THE HOSE SHOP, INC		114103	NON INVENTORY ORDER	99.93	
						114104	NON INVENTORY ORDER	305.80	
						114114	STEAM CLEANER MMF	77.92	
						114116	DEF FLUID SBF	67.15	
						114117	STEAM RACK MMF	301.42	
						114118	PRESSUREWASHBUSTOFS	42.48	
						114158	REFLECTIVECOVERS SBF	3,796.82	
78090	05/09/22	003500	3,796.82	TREETOP PRODUCTS INC		114126	OFFICE SUPPLIES	53.04	
78091	05/09/22	043	53.04	TROWBRIDGE ENTERPRISES		114169	FREIGHT	59.78	
78092	05/09/22	007	59.78	UNITED PARCEL SERVICE		114159	MAR22 DOT DRUG TESTS	52.00	
78093	05/09/22	007	52.00	WORKFORCEQA LLC		114203	MEDICAL SUPPLEMENTAL	18.01	
78094	05/09/22	003290	52.00	JACINTO, FRANK		114203	MEDICAL SUPPLEMENTAL	18.01	
78095	05/09/22	M230	18.01	ABC BUS INC		114284	INVENTORY ORDER	140.96	
78095	05/16/22	003151	140.96	ABC BUS INC		114284	INVENTORY ORDER	140.96	

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78096	05/16/22	003089	675.00	ACTION AUTO GLASS DBA FOR		114243	PC1704WINDSHIELD RPR	675.00	
78097	05/16/22	382	1,169.62	AIRTEC SERVICE INC.		114292	WATER LEAK REPAIR	830.09	
78098	05/16/22	002828	92.85	ALLIED ELECTRONICS		114346	CAPACITOR SVC SVT	339.53	
78099	05/16/22	003596	1,867.67	AMAZON CAPITAL SERVICES, INC.		114330	INVENTORY ORDER	92.85	
						114235	OFFICE SUPPLIES	170.64	
						114236	BROCHURE HOLDERS	611.72	
						114241	SPRAY BOTTLE HOLDER	52.43	
						114283	POLYETHYLENE	27.16	
						114289	USB ADAPTERS	125.60	
						114290	LAMINATOR	287.85	
						114296	KEYBOARD TRAY	49.14	
						114310	OFFICE SUPPLIES	259.19	
						114311	DATE/TIME STAMP OPS	217.41	
				AT&T		114331	OFFICE SUPPLIES	66.53	
78100	05/16/22	001D	6,497.05	AT&T		114247	3/19-4/18 MAIN ACCT	5,087.71	
						114248	3/19-4/18 OPS ELEV	155.12	
						114249	3/19-4/18 OCEAN LG	1,087.14	
						114285	3/19-4/18 DAVENPORT	167.08	
						114337	3/24-4/23 BUS WIFI	997.02	
78101	05/16/22	003105	997.02	AT&T MOBILITY		114237	MAY 22 MONTHLY FEES	4,218.91	
78102	05/16/22	001348	4,218.91	ATHENS INSURANCE SERVICE, INC.		114254	NITROGEN GAS SPRING	191.33	VOIDED
78103	05/16/22	001676	191.33	AUTOMOTIVE RESOURCES, INC.		114254	NITROGEN GAS SPRING	191.33	**VOID
78104	05/16/22	001676	-191.33	AUTOMOTIVE RESOURCES, INC.		114297	MEETING SUPPLIES	129.42	
78105	05/16/22	E1083	129.42	BAUER, DONNA		114319	UNCLAIMED PROP ADS	176.00	
78106	05/16/22	01034	176.00	CALIFORNIA NEWSPAPERS P'SHIP	0	114345	TSI BUS COLLISION	1,900.00	
78107	05/16/22	E975	1,900.00	CAMPOS, ARACELI		114343	TSI BUS COLLISION	1,900.00	
78108	05/16/22	001159	1,365.63	CASTILLO, JUAN		114291	PRINTING STICKERS	1,365.63	
78109	05/16/22	909	2,313.83	CATTO'S GRAPHICS, INC.		114245	VEH# 2212 RPR/PAINT	2,313.83	
78110	05/16/22	075	287.39	CLASSIC GRAPHICS		114242	INVENTORY ORDER	287.39	
78111	05/16/22	003601	3,971.50	COAST PAPER & SUPPLY INC.		114302	APR 22 ADVERTISING	3,971.50	
78112	05/16/22	163	4,415.42	COMCAST HOLDINGS CORPORATION		114238	DUMPTRUMPPOSTCARDS	4,415.42	
78113	05/16/22	002814	595.31	COMMUNITY PRINTERS, INC.		114342	VEH# PC 1715 RPR	595.31	
78114	05/16/22	003116	48,981.37	CREATIVE BUS SALES, INC.		114214	INVENTORY ORDER	36.12	
						114215	INSITEPROSOFTWARELIC	770.00	
						114216	TRANSMISSION COOLER	2,744.90	
						114277	VEH#2811ECM PROG/REP	3,908.13	
						114278	VEH#2813ECM REFL/PRO	3,908.13	
						114279	VEH#2807 PARTS	181.61	
						114280	VEH# 1004 PARTS	1,665.34	
						114281	INVENTORY ORDER	1,665.34	
						114282	VEH# 2809 PARTS	1,665.34	
						114306	INVENTORY ORDER	1,665.34	
						114312	INVENTORY ORDER	373.25	
						114313	INVENTORY ORDER	298.60	
						114314	INVENTORY ORDER	316.52	
						114315	INVENTORY ORDER	79.13	

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78115	05/16/22	4,475.00	DUNCAN PLUMBING		114316	INVENTORY ORDER	1,316.81	
78116	05/16/22	39,169.42	EAST BAY TIRE CO.		114328	VEH# 2318 PARTS	6,896.91	
					114341	VEH2810ENGINEREBUILD	21,489.90	
					114318	WATER HEATER RPR OPS	4,475.00	
					114264	REVENUE TIRES	1,232.64	
					114265	REVENUE TIRES	1,449.99	
					114266	REVENUE TIRES	2,515.84	
					114267	REVENUE TIRES	4,349.95	
					114268	REVENUE TIRES	4,349.95	
					114269	REVENUE TIRES	3,249.39	
					114270	REVENUE TIRES	3,249.39	
					114271	REVENUE TIRES	4,402.72	
					114272	REVENUE TIRES	4,402.72	
					114273	REVENUE TIRES	4,402.72	
					114274	REVENUE TIRES	4,402.72	
					114275	REVENUE TIRES	960.28	
					114276	REVENUE TIRES	201.11	
					114205	TEMP W/E 4/24	910.80	
78117	05/16/22	910.80	EMPLOYNET, INC		114307	WALL ART/RETOUCHING	418.50	
78118	05/16/22	418.50	EYECATCHLIGHT, LLC		114263	NON INVENTORY ORDER	343.24	
78119	05/16/22	343.24	FASTENAL COMPANY INC		114263	NON INVENTORY ORDER	343.24	
78120	05/16/22	2,357.96	GILLIG LLC		114325	INVENTORY ORDER	2,155.88	
					114327	INVENTORY ORDER	202.08	
78121	05/16/22	296.35	GRAINGER		114209	INVENTORY ORDER	2.91	
					114210	NON INVENTORY ORDER	203.43	
					114222	MAINTENANCE MMF	90.01	
78122	05/16/22	1,277.66	INFINISOURCE, INC		114300	MONTHLY TIMEKEEPING	1,277.66	
78123	05/16/22	107.08	J.J.R ENTERPRISES, INC.		114293	PRINTER SUPPLIES	107.08	
78124	05/16/22	604.01	KELLEY'S SERVICE INC.		114211	INVENTORY ORDER	221.24	
					114212	INVENTORY ORDER	268.34	
					114261	INVENTORY ORDER	20.30	
					114298	INVENTORY ORDER	94.13	
78125	05/16/22	22.13	KELLY-MOORE PAINT CO., INC.		114234	BUS STOP PAINT	22.13	
78126	05/16/22	23,627.38	KEY GOVERNMENT FINANCE INC		114301	MAY 22 LEASE PAYMENT	23,627.38	
78127	05/16/22	100.00	LANGUAGE LINE SERVICES INC		114221	APR 22 TRANSLATE SVC	100.00	
78128	05/16/22	3,195.15	MEDZON		114287	PPE SUPPLIES	595.00	
					114288	PPE SUPPLIES	2,600.15	
78129	05/16/22	890.24	MISSION UNIFORM		114258	VMU/VSW UNIFORM SUPP	331.85	
					114259	VMU/VSW UNIFORM SUPP	328.85	
					114260	FUEL ST TOWELS	156.00	
					114286	TOWELS/MATS PRC	10.50	
					114317	LAUNDRY/CUSTODIAL	31.52	
					114335	LAUNDRY/CUSTODIAL	31.52	
78130	05/16/22	71,738.51	N/S CORPORATION		114303	1912 BUS REHAB PROJ	71,738.51	
78131	05/16/22	66.75	NEXTEL COMMUNICATIONS/SPRINT		114246	3/26-4/25 OPS	66.75	
78132	05/16/22	3,094.79	NORTH BAY FORD LINC-MERCURY		114239	INVENTORY ORDER	64.99	
					114240	VEH# PC 1709 REPAIRS	2,883.92	

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78133	05/16/22	11,358.75 003584		P&M HOLDING GROUP, LLP		114256	INVENTORY ORDER	109.17	
78134	05/16/22	27,504.49 009		PACIFIC GAS & ELECTRIC		114257	INVENTORY ORDER	36.71	
						114244	PROF SVC OCTOBER 21	11,358.75	
						114252	3/29-4/27 CHARGING	5,001.87	
						114347	3/24-4/24 1122 RIVER	3,304.45	
						114348	3/29-4/27 OPS	4,032.39	
						114349	3/25-4/25 SBF/RIVER	349.18	
						114350	3/29-4/27 SMC	3,973.24	
						114351	3/24-4/24 MMF/GOLF	5,790.75	
						114352	3/24-4/24 VERNON	5,052.61	
78135	05/16/22	1,835.00 002947		PEDX COURIER AND CARGO	7	114229	APR 22 COURIER SVC	1,835.00	
78136	05/16/22	148.42 107A		PROBUILD COMPANY LLC		114217	WTC RESTROOM REPAIR	19.73	
						114218	REPAIR SUPPLIES MMF	14.73	
						114219	RPR SUPPLIES MMF	4.41	
						114220	SUPP BUSSTOP BENCHES	44.51	
						114232	WATER LINE RPR SBF	65.04	
78137	05/16/22	60.26 003443		PROTERRA INC		114336	CAMPAIGN PROTERRA'S	60.26	
78138	05/16/22	244.27 003061		QUADIENT FINANCE USA INC		114231	APR22 POSTAGE 1598	244.27	
78139	05/16/22	474.70 003059		QUADIENT LEASING USA, INC.		114295	5/28-8/27/22 Q LEASE	474.70	
78140	05/16/22	135.60 135		SANTA CRUZ AUTO PARTS, INC.		114255	INVENTORY ORDER	135.60	
78141	05/16/22	3,108.00 002700		SANTA CRUZ COUNTY ENVIRONMENTAL		114299	6/1PERMIT 1200 RIVER	3,108.00	
78142	05/16/22	8,935.04 001307		SANTA CRUZ STAFFING, LLC		114204	TEMP W/E 5/1	1,336.88	
						114308	TEMP W/E 5/1	1,485.00	
						114309	TEMP W/E 5/1	1,674.00	
						114333	TEMP W/E 4/24	1,674.00	
						114334	TEMP W/E 4/24	1,350.00	
						114344	TEMP W/E 5/8	1,194.28	
						114353	TEMP W/E 2/27	220.88	
78143	05/16/22	78.01 003570		SCARBOROUGH LBR & BLDG SUPPLY		114304	SUPPLIES FOR REPAIRS	62.32	
						114305	SUPPLIES FOR REPAIRS	15.69	
78144	05/16/22	481.68 122		SCMTD PETTY CASH - OPS		114213	PETTY CASH REIMB OPS	481.68	
78145	05/16/22	3,702.64 003292		SLINGSHOT CONNECTIONS LLC		114250	TEMP W/E 5/1	1,122.00	
						114251	TEMP W/E 4/17	1,458.64	
						114329	TEMP W/E 4/24	1,122.00	
78146	05/16/22	627.38 001040		TERRYBERRY CO., LLC		114230	ANNIVERSARY AWARDS	480.24	
						114294	ANNIVERSARY AWARD	147.14	
78147	05/16/22	8,197.84 003285		THE AFTERMARKET PARTS CO LLC		114206	VEH# 1002 PARTS	130.30	
						114207	INVENTORY ORDER	62.93	
						114208	INVENTORY ORDER	8.61	
						114320	INVENTORY ORDER	592.14	
						114321	INVENTORY ORDER	23.79	
						114322	VEH# 1002 PARTS	172.46	
						114323	INVENTORY ORDER	1,813.73	
						114324	INVENTORY ORDER	2,395.09	
						114326	INVENTORY ORDER	290.79	
						114332	INVENTORY ORDER	1,003.09	

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78148	05/16/22	491.99	THE HOSE SHOP, INC		114339	INVENTORY ORDER	1,650.08	
					114340	INVENTORY ORDER	54.83	
					114233	WATER LINE REPAIR	22.87	
78149	05/16/22	2,988.02	THE JANEK CORPORATION		114262	NON INVENTORY ORDER	469.12	
78150	05/16/22	1,432.25	TROWBRIDGE ENTERPRISES		114338	RPR ELECTRONIC ITEMS	2,988.02	
					114224	OFFICE SUPPLIES	46.97	
					114225	OFFICE SUPPLIES PRC	14.42	
					114226	OFFICE SUPPLIES	20.15	
					114227	OFFICE SUPPLIES	1,267.13	
					114228	OFFICE SUPPLIES	83.58	
					114253	FREIGHT	47.78	
78151	05/16/22	47.78	UNITED PARCEL SERVICE		114223	VEH# PC1127 PARTS	36.40	
78152	05/16/22	36.40	WCDJR, LLC		114354	NITROGEN GAS SPRING	191.33	
78153	05/16/22	191.33	ARI PHOENIX INC		114356	4/6/22-4/5/23SUPPORT	21,400.00	
78154	05/16/22	001303	MAINTSTAR		114357	APR 22 W/C REPLENISH	33,517.48	
78155	05/16/22	002917	SANTA CRUZ METRO TRANSIT W/C		114355	TEMP W/E 2/13	1,176.00	
78156	05/16/22	003292	SLINGSHOT CONNECTIONS LLC		114418	****-****-****-5971	22,384.76	
78157	05/18/22	057	U.S. BANK		114400	INVENTORY ORDER	997.34	
78158	05/23/22	003151	ABC BUS INC		114396	COVID SUPPLIES	44.21	
78159	05/23/22	003596	AMAZON CAPITAL SERVICES, INC.		114452	4/13-5/12 PT 2 PT1	1,865.52	
78160	05/23/22	001D	AT&T		114454	APR 22 MAIN ACCT	589.20	
					114457	4/10-5/9 INTERNET	922.68	
78161	05/23/22	002689	B & B SMALL ENGINE CORP		114461	BUS STOP RT MAINT	82.81	
78162	05/23/22	002363	BATTERIES PLUS #314		114458	BATTERY	82.91	
					114460	BATTERY	82.91	
78163	05/23/22	003393	BRASS KEY LOCKSMITH INC		114441	KEYS VEH #1202	321.35	
78164	05/23/22	0588	CALTIP		114532	APR 22 CODE=5100	16,314.00	
78165	05/23/22	001324	CAPITALEGE ADVOCACY, INC.		114398	APR 22 LEGISLATE SVC	5,250.00	
78166	05/23/22	002109	CITY OF SANTA CRUZ/PARKING		114414	JUN 22 PARK PERMITS	1,090.00	
78167	05/23/22	003373	CITY OF SANTA CRUZ FINANCE RRF		114467	APR 22 LANDFILL	76.02	
78168	05/23/22	0099	CLASSIC GRAPHICS		114420	VEH# PC2405 REPAIRS	2,004.40	
78169	05/23/22	001124	CLEAN ENERGY		114436	RPR NOZZEL	1,891.98	
					114437	RPR NEEDLE VALVE	2,503.38	
					114438	APR 22 MAINTINANCE	14,842.00	
					114484	4/22/22 LNG	9,408.83	
					114485	4/26/22 LNG	8,636.73	
					114486	4/29/22 LNG	8,667.92	
					114487	5/3/22 LNG	11,400.31	
					114531	CORRECTIVE SVC SBF	6,771.86	
78170	05/23/22	075	COAST PAPER & SUPPLY INC.		114540	5/2 CORRECTIVE SVC	320.63	
					114541	MAY 22 MAINT	14,842.00	
					114473	CLEANING SUPPLIES	103.79	
78171	05/23/22	E1022	CRUMMIE, DAWN		114534	INVENTORY ORDER	128.76	
78172	05/23/22	003116	CUMMINS, INC		114369	PRE BOARD MEETING	76.64	
					114387	VEH# 1210 ENGINE RPR	22,668.47	
					114388	INVENTORY ORDER	8.92	

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78173	05/23/22	108.34	798	D&D COMPRESSOR, INC		114389	INVENTORY ORDER	8.92	
78174	05/23/22	288.00	002567	DEPARTMENT OF JUSTICE		114390	INVENTORY ORDER	79.13	
78175	05/23/22	212.93	003274	EAST BAY TIRE CO.		114399	INVENTORY ORDER	830.74	
						114421	VEH# 2318 PARTS	241.78	
						114422	VEH# 2318 PARTS	61.64	
						114423	VEH# 2318 PARTS	36.08	
						114451	INVENTORY ORDER	108.34	
78176	05/23/22	7,753.80	003485	EMPLOYNET, INC		114397	APR 22 FINGERPRINTS	288.00	
						114424	REVENUE TIRES	33.87	
						114425	NON REV TIRES VEH801	143.00	
						114426	REVENUE TIRES	36.06	
						114358	TEMP W/E 3/13	1,003.20	
						114361	TEMP W/E 4/3	1,043.00	
						114362	TEMP W/E 5/1	838.20	
						114364	TEMP W/E 5/8	699.60	
						114365	TEMP W/E 3/20	660.00	
						114419	TEMP W/E 5/8	1,191.40	
						114512	TEMP W/E 4/24	1,288.00	
						114518	TEMP W/E 5/1	1,030.40	
78177	05/23/22	1,904.00	432	EXPRESS SERVICES INC.		114363	TEMP W/E 4/24	640.00	
						114366	TEMP W/E 4/17	640.00	
						114367	TEMP W/E 4/10	624.00	
78178	05/23/22	467.11	001297	FASTENAL COMPANY INC		114427	NON INVENTORY ORDER	159.65	
78179	05/23/22	171.64	001172	FERGUSON ENTERPRISES INC. #795		114428	INV/NON INV SUPPLIES	307.46	
						114448	APR 22 SVC CHARGE	2.14	
						114449	RPR PLUMBING SMC	142.54	
						114450	RPR WATER LINE	26.96	
78180	05/23/22	58.41	002952	FLYERS ENERGY LLC		114542	PROPANE	58.41	
78181	05/23/22	7,350.97	001302	GARDA CL WEST, INC.		114395	MAY 22 VAULT SERVICE	7,350.97	
78182	05/23/22	1,838.30	117	GILLIG LLC		114378	INVENTORY ORDER	1,562.51	
						114404	VEH# 4209 PARTS	72.87	
						114429	VEH# 0321 PARTS	145.65	
78183	05/23/22	945.79	E1073	GLAGOLA, DANIELLE		114430	VEH# 2811 PARTS	57.27	
78184	05/23/22	275.00	003316	GLOBAL WAFER TECHNOLOGY INC		114413	4/19-4/22 CALACT	945.79	
78185	05/23/22	1,208.50	282	GRAINGER		114446	MTHLY WATER TREATMEN	275.00	
						114474	ALL BUS STOPS FLD	43.04	
						114476	ROLLER COVERS	18.65	
						114477	PLUG-IN CFL BULBS	53.10	
						114488	NON INV ORDER	25.50	
						114489	NON INV ORDER	102.77	
						114490	NON INV ORDER	149.66	
						114491	SHOP TOOL	553.24	
						114492	SAFETY SUPPLIES	193.81	
						114499	VACUUM CLEANER BELT	68.73	
78186	05/23/22	81.46	546	GRANITEROCK COMPANY		114516	VER BUS STOP BENCHES	81.46	
78187	05/23/22	1,190.39	001097	GREENWASTE RECOVERY, INC.		114380	APR 22 FREED/AIRPORT	61.28	

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78188	05/23/22	41,272.40	HANSON BRIDGETT LLP		114381	APR 22 GREEN VALLEY	61.28	
					114382	APR 22 PRC	382.97	
					114383	APR 22 SVT	378.46	
					114384	APR 22 FREEDOM	61.28	
					114385	APR 22 FREED/BOWKR	61.28	
					114386	APR 22 HWY1/BOULDER	183.84	
					114370	M#032117.004002	537.00	
					114371	M# 032117.005001	185.00	
					114372	M# 032117.006001	2,346.00	
					114373	M# 032117.006003	926.40	
					114374	M# 032117.006012	2,625.00	
					114375	M#032117.006036	592.00	
					114376	M# 032117.006037	7,561.00	
					114377	APR 22 RETAINER	26,500.00	
78189	05/23/22	27,286.48	HARTFORD LIFE AND ACCIDENT INS		114554	APR 22 LTD	10,788.62	
					114555	APR 22 LIFE AD&D	1,937.51	
					114556	MAY 22 LTD	10,640.17	
					114557	MAY 22 LIFE AD&D	3,920.18	
					114444	6/1-8/31/22 1200RIVE	124.17	
78190	05/23/22	668.33	JOHNSON CONTROLS INC		114530	INV/NON INV ORDER	668.33	
78191	05/23/22	144.48	KELLEY'S SERVICE INC.		114530	VEH# PC 1127 PARTS	20.31	
					114504	VEH# 2811 TOW	504.00	
78192	05/23/22	504.00	KURB, INC.		114504	CL# 22000500	544.00	
78193	05/23/22	544.00	LAW OFFICES OF MARIE F. SANG	7	114405	PRINT OPS FORM 067	523.80	
78194	05/23/22	523.80	LIGHTNING PRESS		114409	QTRLY LIFT INSPECTIO	3,680.00	
78195	05/23/22	3,680.00	MAKAI SOLUTIONS		114443	1941 RIVER ST CHARGE	119.72	
78196	05/23/22	216.10	MARK THOMAS & COMPANY INC		114417	1901 PROFSCVTHRU/30	96.38	
					114528	NON HAZARDOUS WASTE	496.25	
78197	05/23/22	496.25	MAXIMUM OIL SERVICE LLC		114442	JUN 22 RENT CAPITOLA	2,340.38	
78198	05/23/22	2,340.38	MGP XI REIT,LLC		114415	SUMMER HEADWAYS	531.25	
78199	05/23/22	531.25	MILLER MAXFIELD INC		114411	TOWELS/MATS	10.50	
78200	05/23/22	1,315.24	MISSION UNIFORM		114394	FUEL STATION TOWELS	156.00	
					114401	TOWELS/MOPS/MATS MMF	41.75	
					114402	TOWELS/MATS PARACRUZ	10.50	
					114407	CUSTODIAL SUPPLIES	26.02	
					114439	CUSTODIAL SUPPLIES	26.02	
					114440	TWOELS FUELLING STATI	156.00	
					114479	UNIFORM SUPPLIES	331.85	
					114480	UNIFORM SUPPLIES	331.85	
					114481	TOWELS FUELLING STAT	156.00	
					114482	UNIFORM RPR J CURREA	27.00	
					114483	TOWELS/MOPS/MATS MMF	41.75	
78201	05/23/22	400.00	NATALIE NIEMAN		114509	4TH OF JULY LOGO	400.00	
78202	05/23/22	81.55	NORTH BAY FORD LINC-MERCURY		114393	VEH# 603 PARTS	81.55	
78203	05/23/22	3,540.35	PACIFIC GAS & ELECTRIC		114533	4/4-5/3 SVT/WTC/PS	2,594.93	
					114553	4/14-5/12 PARACRUZ	945.42	

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78204	05/23/22	355.50 481	PIED PIPER EXTERMINATORS, INC.			114547	MAY 22 PEST SMC MKT	55.50	
						114548	MAY 22 PEST SVT	65.00	
						114549	MAY 22 PEST WTC	65.00	
						114550	MAY 22 PEST SMC TAQ	40.00	
						114551	MAY 22 PEST VERNON	65.00	
						114552	MAY 22 SMC CTR	65.00	
78205	05/23/22	649.28 107A	PROBUILD COMPANY LLC			114434	INVENTORY ORDER	16.19	
						114464	BUS WASH CAHIN RPR	10.60	
						114536	SEAL BACK DOOR MMF	10.15	
						114537	LOBBY FENCE WTC	18.22	
						114538	INSTALLCABLE FEE VER	48.95	
						114543	RPR RESTROOM FAN SMC	30.94	
						114544	BUS BENCH REPLES1442	258.63	
						114545	PLANTS CEO OFFICE	245.79	
						114546	PLANTS CEO OFFICE	9.81	
78206	05/23/22	9,832.50 003443	PROTERRA INC			114391	1926 DIAGNOSTIC TOOL	9,832.50	
78207	05/23/22	536.55 003020	QUEST DIAGNOSTIC INC.			114412	4/26 DOT DRUG TESTS	536.55	
78208	05/23/22	399.20 536	RIVERSIDE LIGHTING, INC.			114470	RPR BROKEN SIGN	236.96	
						114472	PCR LIGHTING-FIXTURE	162.24	
78209	05/23/22	399.94 003154	ROMAINE ELECTRIC CORP			114433	INVENTORY ORDER	399.94	
78210	05/23/22	376.36 135	SANTA CRUZ AUTO PARTS, INC.			114435	INVENTORY ORDER	110.93	
						114445	VEH# 1213 PARTS	191.30	
						114447	NON INVENTORY ORDER	47.27	
						114453	NON INVENTORY ORDER	26.86	
78211	05/23/22	108.12 079	SANTA CRUZ MUNICIPAL UTILITIES			114466	APR 22 RIVER IRRIG	11.26	
78212	05/23/22	260.00 001292	SANTA CRUZ RECORDS MNGMT INC			114468	APR 22 VERNON IRRIG	96.86	
78213	05/23/22	3,732.75 001307	SANTA CRUZ STAFFING, LLC			114519	4/13 SHREDDING MULTI	260.00	
						114535	TEMP W/E 5/8	2,058.75	
78214	05/23/22	725.69 003545	SCHINDLER ELEVATOR CORPORATION			114478	TEMP W/E 5/8	1,674.00	
						114475	PRICE ADJ INVOICE	37.83	
78215	05/23/22	5,000.00 002267	SHAW YODER ANTWIH			114478	MAY 22 ELEVATOR INSP	687.86	
						114359	APR 22 LEGISLATE SVC	2,500.00	
						114360	MAY 22 LEGISLATE SVC	2,500.00	
78216	05/23/22	1,458.64 003292	SLINGSHOT CONNECTIONS LLC			114455	TEMP W/E 5/8	1,458.64	
78217	05/23/22	9,640.74 001075	SOQUEL III ASSOCIATES			114416	JUN 22 RENT RESEARCH	9,640.74	
78218	05/23/22	9,826.77 002871	STATE ELECTRIC GENERATOR			114465	RPR RADIATOR 1200B	9,826.77	VOIDED
78218	05/23/22	-9,826.77 002871	STATE ELECTRIC GENERATOR			114465	RPR RADIATOR 1200B	-9,826.77	**VOID
78219	05/23/22	135.91 366	TENNANT COMPANY			114456	FLEET BLADE KIT	135.91	
78220	05/23/22	18,593.29 003285	THE AFTERMARKET PARTS CO LLC			114462	INVENTORY ORDER	413.76	
						114493	INVENTORY ORDER	16.49	
						114494	RPR VEH #2811	369.41	
						114495	RPR VEH #2811	222.85	
						114496	RPR VEH #2809	232.66	
						114497	RPR VEH #1611	544.76	
						114498	INVENTORY ORDER	1,120.05	
						114500	RPR VEH #1203	1,038.36	

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						114501	INVENTORY ORDER	1,213.10	
						114502	INVENTORY ORDER	56.81	
						114503	RPR VEH #9810	1,442.58	
						114505	INVENTORY ORDER	251.08	
						114506	INVENTORY ORDER	130.30	
						114507	INVENTORY ORDER	2,807.81	
						114508	RPR VEH #9817	1,442.58	
						114510	RPR VEH #1206	291.01	
						114511	INVENTORY ORDER	834.86	
						114513	INVENTORY ORDER	471.58	
						114514	INVENTORY ORDER	834.86	
						114515	RPR VEH #1305	2,154.20	
						114517	VEH# 2214 PARTS	30.28	
						114520	VEH# 1301 PARTS	125.54	
						114521	INVENTORY ORDER	124.88	
						114522	INVENTORY ORDER	254.99	
						114523	INVENTORY ORDER	155.58	
						114524	INVENTORY ORDER	114.88	
						114525	VEH# 1610,1611,1612	340.99	
						114526	INVENTORY ORDER	620.66	
						114527	INVENTORY ORDER	986.57	
						114529	CREDIT INV 82665837	-50.19	
						114431	VEH# 1211 PARTS	2.07	
78221	05/23/22	2.07 166		THE HOSE SHOP, INC		114403	VEH# PC4019 RPRS	634.81	
78222	05/23/22	634.81 001800		THERMO KING OF SALINAS, INC		114379	STACKABLE CHAIRS	2,722.51	
78223	05/23/22	3,078.02 043		TROWBRIDGE ENTERPRISES		114392	OFFICE SUPPLIES	178.54	
						114410	OFFICE SUPPLIES	176.97	
78224	05/23/22	49.28 007		UNITED PARCEL SERVICE		114459	FREIGHT	49.28	
78225	05/23/22	1,138.21 434		VERIZON WIRELESS	0	114368	4/2-5/1 PARACRUZ	308.88	
						114406	4/2-5/1 PARACRUZ	714.39	
						114408	4/2-5/1 CS	50.94	
						114471	4/2-5/1 PAGERS MMF	64.00	
78226	05/30/22	100.84 003151		ABC BUS INC		114630	INVENTORY ORDER	100.84	
78227	05/30/22	114.97 003596		AMAZON CAPITAL SERVICES, INC.		114572	OFFICE SUPPLIES	114.97	
78228	05/30/22	39,250.00 497B		AMERICAN PUBLIC TRANSPORTATION		114576	7/1/22-6/30/23 MEM	39,250.00	
78229	05/30/22	1,015.49 001D		AT&T		114570	4/19-5/18 OCEAN LG	848.41	
						114571	4/19-5/18 DAVENPORT	167.08	
78230	05/30/22	87.39 003199		B & H FOTO & ELECTRONICS CORP		114577	MECHANICAL KEYBOARD	87.39	
78231	05/30/22	1,617.64 002802		BATTERY SYSTEMS INC.		114631	INVENTORY ORDER	1,617.64	
78232	05/30/22	990.90 001159		CAPTO'S GRAPHICS, INC.		114568	3RD Q EMP REWARDS	990.90	
78233	05/30/22	21,273.78 001124		CLEAN ENERGY		114634	5/6 LNG CHARGES	10,089.53	
						114584	5/10 LNG CHARGES	11,184.25	
78234	05/30/22	214.78 003116		CUMMINS, INC		114585	INVENTORY ORDER	398.55	
						114586	VEH# 2811 REPAIRS	197.33	
						114587	INVENTORY ORDER	366.46	
							CREDIT VEH#2811PARTS	-747.56	

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78235	05/30/22	2,099.63	EAST BAY TIRE CO.		114588	REVENUE TIRES	218.24	
					114589	REVENUE TIRES	804.36	
					114590	NON REVENUE TIRES	124.62	
					114591	REVENUE TIRES	649.16	
					114592	REVENUE TIRES	303.25	
78236	05/30/22	1,288.00	EMPLOYNET, INC		114581	TEMP W/E 5/15	1,288.00	
78237	05/30/22	856.33	EXPRESS SERVICES INC.		114632	TEMP W/E 5/1	856.33	
78238	05/30/22	73.02	FASTENAL COMPANY INC		114593	INVENTORY ORDER	73.02	
78239	05/30/22	1,037.02	FEDEX OFFICE		114629	EMERGENCY MAP	647.86	
					114635	LAMINATED NOTICES	389.16	
78240	05/30/22	910.63	FIS		114641	APR 22 MERCHANT FEES	910.63	
78241	05/30/22	17,917.46	FLYERS ENERGY LLC		114594	5/1-5/15NON REV FUEL	3,745.89	
					114595	5/1-5/15 REV FUEL	14,171.57	
78242	05/30/22	430.28	GARDA CL WEST, INC.		114574	MAY 22 SERVICES	430.28	
78243	05/30/22	899.88	GENFARE A DIV OF SPX CORP		114649	INVENTORY ORDER	899.88	
78244	05/30/22	2,755.08	GILLIG LLC		114596	VEH# 1612/1306 PARTS	1,560.20	
					114597	INVENTORY ORDER	904.70	
78245	05/30/22	862.99	GRAINGER		114598	INVENTORY ORDER	2,912.18	
					114650	CREDIT INV# 40868344	-655.50	
					114651	CREDIT 2233,2851,7097	-1,311.00	
					114652	CREDIT INV 40857679	-655.50	
					114562	SAFETY SUPPLIES	154.76	
					114563	SOAP DISPENSER MMF	13.45	
					114564	ALUMINUM DOOR CLOSER	283.92	
					114565	CTR WHEEL/PAINT SUPP	71.89	
					114566	HALFMASK RESPIRATORS	248.05	
					114599	VEH# 2318 PARTS	16.12	
					114600	INVENTORY/SAFETY SUP	74.80	
78246	05/30/22	5,121.50	GROUP 4 ARCHITECTURE, RESEARCH		114660	PROF SVC THRU 4/30	5,121.50	
78247	05/30/22	55.03	HILL, CAYLA		114642	CABLE TIES	55.03	
78248	05/30/22	505.09	JOBBERS EQUIPMENT WAREHOUSE		114648	DIAPHRAGM PUMP KITS	505.09	
78249	05/30/22	9,826.77	JOHNSON & CODY ELECTRIC, INC.		114628	GENERATOR RADIATOR	9,826.77	
78250	05/30/22	1,302.78	JOHNSON CONTROLS INC		114647	5/1-7/31 Q INSP MMF	1,302.78	
78251	05/30/22	857.53	KELLEY'S SERVICE INC.		114601	INVENTORY ORDER	438.00	
					114602	INVENTORY ORDER	419.53	
78252	05/30/22	48,573.98	MANSFIELD OIL CO OF GAINSVILLE		114603	4/28 DIESEL FUEL	22,880.20	
					114604	5/11 DIESEL FUEL	25,693.78	
78253	05/30/22	192.75	MARK THOMAS & COMPANY INC		114640	1903 PAC ST PROJECT	192.75	
78254	05/30/22	4,369.32	MID VALLEY SUPPLY INC.		114655	INVENTORY ORDER	167.81	
					114656	INVENTORY ORDER	42.61	
78255	05/30/22	566.12	MISSION UNIFORM		114657	INVENTORY ORDER	4,158.90	
					114560	TOWELS/MOPS/MATS MMF	41.75	
					114580	LAUNDRY/CUSTODIAL	26.02	
					114605	VMU/VSW UNIFORM SUPP	331.85	
					114606	FUEL ST TOWELS	156.00	
					114639	TOWELS/MATS PARACRUZ	10.50	

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78256	05/30/22	004	2,700.72	NORTH BAY FORD LINC-MERCURY		114637	VEH#PC1708 LEAK RPR	1,443.50	
78257	05/30/22	023	4,304.36	PACIFIC TRUCK PARTS, INC.		114638	VEH PC 1713 REPAIRS	1,257.22	
78258	05/30/22	481	685.00	PIED PIPER EXTERMINATORS, INC.		114653	INVENTORY ORDER	4,304.36	
78259	05/30/22	107A	136.96	PROBUILD COMPANY LLC		114645	APR22 PEST SBF CREEK	255.00	
78260	05/30/22	001307	4,071.65	SANTA CRUZ STAFFING, LLC		114646	APR 22 PEST OPS PARK	212.50	
78261	05/30/22	003631	265.00	SCHOOL BUS SAFETY COMPANY, INC		114661	APR 22 PEST MMF	217.50	
78262	05/30/22	002459	495.46	SCOTT'S VALLEY WATER DISTRICT		114558	BUS SHELTER BS 1806	39.80	
78263	05/30/22	003292	1,458.64	SLINGSHOT CONNECTIONS LLC		114559	LIGHTING SBF	45.01	
78264	05/30/22	003621	337.46	SPORTWORKS GLOBAL LLC		114567	LIGHTING/FIXTURES	15.52	
78265	05/30/22	003285	9,194.47	THE AFTERMARKET PARTS CO LLC		114644	BETCO FASTDRAW PRO	36.63	
						114569	TEMP W/E 5/15	608.90	
						114578	TEMP W/E 5/15	1,788.75	
						114579	TEMP W/E 5/15	1,674.00	
						114636	OPERATOR STUDY GUIDE	265.00	
						114658	4/1-4/30 SVT	269.13	
						114659	4/1-4/30 SVT	226.33	
						114583	TEMP W/E 5/15	1,458.64	
						114654	INVENTORY ORDER	337.46	
						114607	INVENTORY ORDER	2,632.33	
						114608	INVENTORY ORDER	127.49	
						114609	INVENTORY ORDER	245.50	
						114610	VEH# 2322 PARTS	1,121.01	
						114611	INVENTORY ORDER	254.99	
						114612	INVENTORY ORDER	59.96	
						114613	VEH# 2318 PARTS	311.17	
						114614	INVENTORY ORDER	8.98	
						114615	INVENTORY ORDER	60.26	
						114616	CREDIT INV# 82674166	-63.17	
						114617	INVENTORY ORDER	420.86	
						114618	INVENTORY ORDER	77.49	
						114619	INVENTORY ORDER	280.57	
						114620	INVENTORY ORDER	2,332.72	
						114621	INVENTORY ORDER	250.77	
						114622	VEH# 1611 PARTS	480.84	
						114623	VEH# 1611 PARTS	42.58	
						114624	VEH# 1611 PARTS	84.80	
						114625	INVENTORY ORDER	465.32	
						114561	VALVE LEVERS MMF	40.97	
						114573	OFFICE SUPPLIES	105.16	
						114626	OFFICE SUPPL FLEET	82.71	
						114627	FREIGHT	57.74	
						114575	TSI FUNDAMENTALS	2,223.40	
						114582	4/13-5/12 BUS WIFI	3,724.98	
						114643	ZOOM ROOM LIC RENEW	100.50	
						114662	APR 22 DENTAL	34,162.80	
						114663	APR 22 VSP	7,852.50	

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78273	05/26/22	83.21	ABACHERLI, ARLETTE		114664	MAY 22 DENTAL	33,810.30	
78274	05/26/22	19.10	ADAMS, ELLEN		114665	MAY 22 VSP	7,740.00	
78275	05/26/22	15.13	AGUIRRE, CIRO		114666	JUNE 22 DENTAL	32,977.00	
78276	05/26/22	145.08	AITKEN, ANGELA		114667	JUNE 22 VSP	7,560.00	
78277	05/26/22	14.73	ALLEN, ROBERT		9005533	MEDICAL SUPPLEMENTAL	83.21	
78278	05/26/22	19.10	ANDERSON, WILLIAM		9005534	MEDICAL SUPPLEMENTAL	19.10	
78279	05/26/22	36.02	ANDRADE, GERALD		9005741	MEDICAL SUPPLEMENTAL	15.13	
78280	05/26/22	19.10	ANDRADE, OSCAR		9005742	MEDICAL SUPPLEMENTAL	145.08	
78281	05/26/22	18.01	ANN, DORICE		9005535	MEDICAL SUPPLEMENTAL	14.73	
78282	05/26/22	14.73	ARCHIBEQUE, ELEANOR		9005699	MEDICAL SUPPLEMENTAL	19.10	
78283	05/26/22	38.19	ARCHIBEQUE, JUANITA		9005536	MEDICAL SUPPLEMENTAL	36.02	
78284	05/26/22	38.19	ASPEZI, JOHN		9005700	MEDICAL SUPPLEMENTAL	19.10	
78285	05/26/22	19.10	AVILES, PATRICIA		9005537	MEDICAL SUPPLEMENTAL	18.01	
78286	05/26/22	38.19	BAILLEY, EDWIN		9005538	MEDICAL SUPPLEMENTAL	14.73	
78287	05/26/22	36.02	BAN, MARK		9005539	MEDICAL SUPPLEMENTAL	38.19	
78288	05/26/22	137.41	BARNES, SCOTT		9005540	MEDICAL SUPPLEMENTAL	38.19	
78289	05/26/22	14.73	BARRY, BARTHOLOMEW		9005541	MEDICAL SUPPLEMENTAL	38.19	
78290	05/26/22	19.10	BARTZ, GLENN		9005542	MEDICAL SUPPLEMENTAL	36.02	
78291	05/26/22	19.10	BASS, BETTY		9005701	MEDICAL SUPPLEMENTAL	137.41	
78292	05/26/22	88.22	BAUER, FRANK		9005702	MEDICAL SUPPLEMENTAL	14.73	
78293	05/26/22	14.73	BLAIR, GARY		9005544	MEDICAL SUPPLEMENTAL	19.10	
78294	05/26/22	19.10	BLAKE, GENEVA		9005545	MEDICAL SUPPLEMENTAL	19.10	
78295	05/26/22	38.19	BLIGHT, KAREN		9005546	MEDICAL SUPPLEMENTAL	88.22	
78296	05/26/22	52.85	BOOTON, EMMA		9005547	MEDICAL SUPPLEMENTAL	14.73	
78297	05/26/22	38.19	BOYD, MICHAEL		9005548	MEDICAL SUPPLEMENTAL	19.10	
78298	05/26/22	14.73	BREGANTE, BATRISTA		9005549	MEDICAL SUPPLEMENTAL	38.19	
78299	05/26/22	19.10	BRONDSATTER, CHERYL		9005550	MEDICAL SUPPLEMENTAL	52.85	
78300	05/26/22	38.19	BRONDSATTER, WALLACE		9005703	MEDICAL SUPPLEMENTAL	38.19	
78301	05/26/22	71.95	BROWN, ERNEST		9005744	MEDICAL SUPPLEMENTAL	14.73	
78302	05/26/22	71.95	BROWN, KENNETH		9005552	MEDICAL SUPPLEMENTAL	19.10	
78303	05/26/22	19.10	BRYANT, KATHLEEN		9005553	MEDICAL SUPPLEMENTAL	19.10	
78304	05/26/22	19.10	BURKETT, JANET		9005554	MEDICAL SUPPLEMENTAL	71.95	
78305	05/26/22	84.77	BUSH, DEBBIE		9005745	MEDICAL SUPPLEMENTAL	19.10	
78306	05/26/22	14.73	BYTHEWAY, MARY		9005555	MEDICAL SUPPLEMENTAL	84.77	
78307	05/26/22	30.25	CANALES, DONNA		9005705	MEDICAL SUPPLEMENTAL	14.73	
78308	05/26/22	83.21	CAPELLA, KATHLEEN		9005556	MEDICAL SUPPLEMENTAL	30.25	
78309	05/26/22	14.73	CARLSON, MERRYL		9005557	MEDICAL SUPPLEMENTAL	83.21	
78310	05/26/22	19.10	CARR, DALE		9005558	MEDICAL SUPPLEMENTAL	14.73	
78311	05/26/22	14.73	CASANEVA, RICHARD		9005559	MEDICAL SUPPLEMENTAL	19.10	
78312	05/26/22	34.72	CAVATAIO, PASQUALE		9005560	MEDICAL SUPPLEMENTAL	14.73	
78313	05/26/22	14.73	CENTER, DOUGLAS		9005706	MEDICAL SUPPLEMENTAL	34.72	
78314	05/26/22	14.73	CERVANTES, GLORIA		9005561	MEDICAL SUPPLEMENTAL	14.73	

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78315	05/26/22	14.73	M386		9005746	MEDICAL SUPPLEMENTAL	14.73	
78316	05/26/22	14.73	M341	CHANDLEY, PAUL	9005707	MEDICAL SUPPLEMENTAL	14.73	
78317	05/26/22	21.61	M420	CHAVARRIA, JOHNNY	9005777	MEDICAL SUPPLEMENTAL	21.61	
78318	05/26/22	38.19	M342	CHAVEZ, JESSE	9005708	MEDICAL SUPPLEMENTAL	38.19	
78319	05/26/22	19.10	M343	CILIBERTO, ANTHONY	9005709	MEDICAL SUPPLEMENTAL	19.10	
78320	05/26/22	14.73	M180	CLARKE, PATRICIA	9005562	MEDICAL SUPPLEMENTAL	14.73	
78321	05/26/22	25.19	M344	CLAYTON, MICHAEL	9005710	MEDICAL SUPPLEMENTAL	25.19	
78322	05/26/22	84.77	M181	CODD, FREDERICK	9005563	MEDICAL SUPPLEMENTAL	84.77	
78323	05/26/22	19.10	M345	COLWELL, ARLAN	9005711	MEDICAL SUPPLEMENTAL	19.10	
78324	05/26/22	19.10	M182	CONKLIN, CAROLYN	9005564	MEDICAL SUPPLEMENTAL	19.10	
78325	05/26/22	42.39	M183	CONTRERAS-NAVARRO, FRANCISCO	9005565	MEDICAL SUPPLEMENTAL	42.39	
78326	05/26/22	38.19	M387	COON, RICHARD	9005747	MEDICAL SUPPLEMENTAL	38.19	
78327	05/26/22	19.10	M346	COTER, ROBERT	9005712	MEDICAL SUPPLEMENTAL	19.10	
78328	05/26/22	45.01	M185	COUSINS, DOROTHY	9005566	MEDICAL SUPPLEMENTAL	45.01	
78329	05/26/22	19.10	M186	COWELL, RICHARD	9005567	MEDICAL SUPPLEMENTAL	19.10	
78330	05/26/22	42.39	M376	CRAMBLETT, LAWRENCE	9005738	MEDICAL SUPPLEMENTAL	42.39	
78331	05/26/22	19.10	M187	CRANDELL, DANA	9005568	MEDICAL SUPPLEMENTAL	19.10	
78332	05/26/22	19.10	M348	CRAWFORD, FLOYD	9005713	MEDICAL SUPPLEMENTAL	19.10	
78333	05/26/22	19.10	M188	CRAWFORD, TERRI	9005569	MEDICAL SUPPLEMENTAL	19.10	
78334	05/26/22	38.19	M190	CRUISE, RICHARD	9005570	MEDICAL SUPPLEMENTAL	38.19	
78335	05/26/22	14.73	M349	CRUTCH, SHELTON	9005714	MEDICAL SUPPLEMENTAL	14.73	
78336	05/26/22	36.02	M191	CUMMINGS, CYNTHIA	9005571	MEDICAL SUPPLEMENTAL	36.02	
78337	05/26/22	38.19	M192	CUNMINGS, PATRICIA	9005572	MEDICAL SUPPLEMENTAL	38.19	
78338	05/26/22	52.85	M193	CUNMINS, MAJOR	9005573	MEDICAL SUPPLEMENTAL	52.85	
78339	05/26/22	52.85	M194	DAKIWAG, FRED	9005574	MEDICAL SUPPLEMENTAL	52.85	
78340	05/26/22	36.02	M195	DANIEL, REBECCA	9005575	MEDICAL SUPPLEMENTAL	36.02	
78341	05/26/22	14.73	M196	DAVIDOSKI, PATTI	9005576	MEDICAL SUPPLEMENTAL	14.73	
78342	05/26/22	19.10	M351	DAVILLA, ANA	9005715	MEDICAL SUPPLEMENTAL	19.10	
78343	05/26/22	14.73	M373	DEAN, RONALD	9005735	MEDICAL SUPPLEMENTAL	14.73	
78344	05/26/22	45.01	M197	DEL PO, CAROLYN	9005577	RETIREE SUPPLEMENTAL	45.01	
78345	05/26/22	29.46	M198	DEVIVO, WILLIAM	9005578	MEDICAL SUPPLEMENTAL	29.46	
78346	05/26/22	19.10	M389	DOBBS, GLENN	9005748	MEDICAL SUPPLEMENTAL	19.10	
78347	05/26/22	87.05	M421	DORFMAN, IRIS	9005778	MEDICAL SUPPLEMENTAL	87.05	
78348	05/26/22	14.73	M199	DOVE, WILLIAM	9005579	MEDICAL SUPPLEMENTAL	14.73	
78349	05/26/22	14.73	M200	DRAKE, JUDITH	9005580	MEDICAL SUPPLEMENTAL	14.73	
78350	05/26/22	38.19	M390	ELIA, LARRY	9005749	MEDICAL SUPPLEMENTAL	38.19	
78351	05/26/22	38.19	M201	EMERSON, WILLIAM	9005581	MEDICAL SUPPLEMENTAL	38.19	
78352	05/26/22	42.85	M202	ESCARCEGA, MIGUEL	9005582	MEDICAL SUPPLEMENTAL	42.85	
78353	05/26/22	19.10	M391	FALLAU, NICHOLAS	9005750	MEDICAL SUPPLEMENTAL	19.10	
78354	05/26/22	15.13	M203	FENN, MARILYN	9005583	MEDICAL SUPPLEMENTAL	15.13	
78355	05/26/22	17.66	M393	FLAGG, PAULA	9005583	MEDICAL SUPPLEMENTAL	17.66	
78356	05/26/22	14.73	M352	FLORES, JUAN	9005751	MEDICAL SUPPLEMENTAL	14.73	
78357	05/26/22	30.25	M394	FLORES, ROSIE	9005716	MEDICAL SUPPLEMENTAL	30.25	
78358	05/26/22	19.10	M204	FLOREZ, ROSIE	9005752	MEDICAL SUPPLEMENTAL	19.10	
78359	05/26/22	52.85	M205	FRANCIS, RUFUS	9005584	MEDICAL SUPPLEMENTAL	52.85	
78360	05/26/22	14.78	M354	FREEMAN, MARY	9005585	MEDICAL SUPPLEMENTAL	14.78	
				GABRIEL, RICHARD	90055717	MEDICAL SUPPLEMENTAL		
				GABRIELE, BERNARD				

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78361	05/26/22	14.78	M355	GABRIELE, CATHEEN	9005718	MEDICAL SUPPLEMENTAL	14.78	
78362	05/26/22	38.19	M395	GALE, TERRY	9005753	MEDICAL SUPPLEMENTAL	38.19	
78363	05/26/22	14.73	M396	GALLOWAY, SCOTT	9005754	MEDICAL SUPPLEMENTAL	14.73	
78364	05/26/22	14.73	M206	GARBEZ, LINDA	9005586	MEDICAL SUPPLEMENTAL	14.73	
78365	05/26/22	14.73	M207	GARBEZ, MANNY	9003587	MEDICAL SUPPLEMENTAL	14.73	
78366	05/26/22	42.39	M208	GARCIA, DANIEL	9005588	MEDICAL SUPPLEMENTAL	42.39	
78367	05/26/22	14.73	M209	GARCIA, HELEN	9005589	MEDICAL SUPPLEMENTAL	14.73	
78368	05/26/22	88.22	M210	GARCIA, SAMUEL	9003590	MEDICAL SUPPLEMENTAL	88.22	
78369	05/26/22	14.73	M211	GOSE, JOHN	9005591	MEDICAL SUPPLEMENTAL	14.73	
78370	05/26/22	55.80	M041	GOUVEIA, ROBERT	9005531	MEDICAL SUPPLEMENTAL	55.80	
78371	05/26/22	83.21	M213	GRANADOS-BOYCE, MARIA	9003592	MEDICAL SUPPLEMENTAL	83.21	
78372	05/26/22	14.73	M214	GROBMAN, BRUCE	9005593	MEDICAL SUPPLEMENTAL	14.73	
78373	05/26/22	29.46	M215	GROSJEAN, DOUGLAS	9005594	MEDICAL SUPPLEMENTAL	29.46	
78374	05/26/22	14.73	M216	HALL, SHIRLEY	9003595	MEDICAL SUPPLEMENTAL	14.73	
78375	05/26/22	14.73	M217	HAMM, CAROLYN	9005596	MEDICAL SUPPLEMENTAL	14.73	
78376	05/26/22	19.10	M218	HAMMER, ALLYNE	9005597	MEDICAL SUPPLEMENTAL	19.10	
78377	05/26/22	33.48	M422	HERNANDEZ, ALICIA	9005779	MEDICAL SUPPLEMENTAL	33.48	
78378	05/26/22	36.02	M219	HERNANDEZ, JUAN	9005598	MEDICAL SUPPLEMENTAL	36.02	
78379	05/26/22	14.73	M220	HERNANDEZ, MARGARITO	9005599	MEDICAL SUPPLEMENTAL	14.73	
78380	05/26/22	45.01	M221	HERSHEY, ANDREA	9005600	MEDICAL SUPPLEMENTAL	45.01	
78381	05/26/22	19.10	M397	HETH, KATHRYN	9005755	MEDICAL SUPPLEMENTAL	19.10	
78382	05/26/22	19.10	M398	HICKLIN, LUCILLE	9005756	MEDICAL SUPPLEMENTAL	19.10	
78383	05/26/22	19.10	M222	HILL, ANDREW	9005601	MEDICAL SUPPLEMENTAL	19.10	
78384	05/26/22	103.66	M380	HILTNER, THOMAS	9005740	MEDICAL SUPPLEMENTAL	103.66	
78385	05/26/22	14.73	M223	HINDIN, LENORE	9005602	MEDICAL SUPPLEMENTAL	14.73	
78386	05/26/22	38.19	M224	HOBBS, JAMES	9005603	MEDICAL SUPPLEMENTAL	38.19	
78387	05/26/22	61.48	M225	HOLCOMB, MICHAEL	9005604	MEDICAL SUPPLEMENTAL	61.48	
78388	05/26/22	86.91	M226	HOLONICK, JAMES	9005605	MEDICAL SUPPLEMENTAL	86.91	
78389	05/26/22	19.10	M356	HOWARD, CAROL	9005719	MEDICAL SUPPLEMENTAL	19.10	
78390	05/26/22	71.95	M228	HOWARD, WARD	9005606	MEDICAL SUPPLEMENTAL	71.95	
78391	05/26/22	38.19	M229	HYMAN, JOE	9005607	MEDICAL SUPPLEMENTAL	38.19	
78392	05/26/22	54.03	M230	JACINTO, FRANK	9005608	MEDICAL SUPPLEMENTAL	54.03	
78393	05/26/22	19.10	M231	JAHNKE, EILEEN	9005609	MEDICAL SUPPLEMENTAL	19.10	
78394	05/26/22	29.46	M232	JENSEN, MERAL	9005610	MEDICAL SUPPLEMENTAL	29.46	
78395	05/26/22	14.73	M357	JUSSEL, PETE	9005720	MEDICAL SUPPLEMENTAL	14.73	
78396	05/26/22	38.19	M233	KALE, RICKY	9005611	MEDICAL SUPPLEMENTAL	38.19	
78397	05/26/22	14.73	M235	KELLY, ELOISE	9005612	MEDICAL SUPPLEMENTAL	14.73	
78398	05/26/22	50.43	M399	KONNO, DAVID	9005757	MEDICAL SUPPLEMENTAL	50.43	
78399	05/26/22	38.19	M236	KORBA, PATRICIA	9005613	MEDICAL SUPPLEMENTAL	38.19	
78400	05/26/22	8.84	M423	LAM, JAMES	9005780	MEDICAL SUPPLEMENTAL	8.84	
78401	05/26/22	19.10	M237	LANTHIER, BURT	9005614	MEDICAL SUPPLEMENTAL	19.10	
78402	05/26/22	19.10	M238	LAWHON, JACK	9005615	MEDICAL SUPPLEMENTAL	19.10	
78403	05/26/22	19.10	M239	LAWSON, LOIS	9005616	MEDICAL SUPPLEMENTAL	19.10	
78404	05/26/22	71.95	M240	LEE, HENRY	9005617	MEDICAL SUPPLEMENTAL	71.95	
78405	05/26/22	19.10	M241	LEFFLER, JEAN	9005618	MEDICAL SUPPLEMENTAL	19.10	
78406	05/26/22	85.71	M242	LEGORRETA, PETE	9005619	MEDICAL SUPPLEMENTAL	85.71	

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78407	05/26/22	19.10	M243	LOGIUDICE, FRED	9005620	MEDICAL SUPPLIMENTAL	19.10	
78408	05/26/22	38.19	M244	LONGNECKER, LLOYD	9005621	MEDICAL SUPPLIMENTAL	38.19	
78409	05/26/22	71.95	M379	LORENZANO, JAMES	9005739	MEDICAL SUPPLIMENTAL	71.95	
78410	05/26/22	14.73	M245	LUCIER, MARILYN	9005622	MEDICAL SUPPLIMENTAL	14.73	
78411	05/26/22	38.19	M246	LYNCH, GLENN	9005623	MEDICAL SUPPLIMENTAL	38.19	
78412	05/26/22	14.73	M400	MACHADO, MARGARET	9005758	MEDICAL SUPPLIMENTAL	14.73	
78413	05/26/22	18.01	M248	MALPHRUS, BRENDA	9005624	MEDICAL SUPPLIMENTAL	18.01	
78414	05/26/22	42.39	M249	MARCUS, STEVEN	9005625	MEDICAL SUPPLIMENTAL	42.39	
78415	05/26/22	38.19	M250	MARTIN, DAWN	9005626	MEDICAL SUPPLIMENTAL	38.19	
78416	05/26/22	122.33	M251	MARTINEZ, MANUEL	9005627	MEDICAL SUPPLIMENTAL	122.33	
78417	05/26/22	36.02	M252	MARTINEZ, MARK	9005628	MEDICAL SUPPLIMENTAL	36.02	
78418	05/26/22	35.06	M254	MCDONALD, JAMIE	9005629	MEDICAL SUPPLIMENTAL	35.06	
78419	05/26/22	14.73	M255	MCDONALD, KEVIN	9005630	MEDICAL SUPPLIMENTAL	14.73	
78420	05/26/22	19.10	M358	MCFADDEN, IAN	9005721	MEDICAL SUPPLIMENTAL	19.10	
78421	05/26/22	29.46	M359	MCGINNIS, POLLY	9005722	MEDICAL SUPPLIMENTAL	29.46	
78422	05/26/22	38.19	M374	MCHALE, BRIAN	9005736	MEDICAL SUPPLEMENTAL	38.19	
78423	05/26/22	19.10	M360	MEJIA, INDELISA	9005723	MEDICAL SUPPLIMENTAL	19.10	
78424	05/26/22	14.73	M361	MELION, JOHN	9005724	MEDICAL SUPPLIMENTAL	14.73	
78425	05/26/22	14.73	M256	MESECK, MARGARITA	9005631	MEDICAL SUPPLIMENTAL	14.73	
78426	05/26/22	14.73	M362	MILLER, FOREST	9005725	MEDICAL SUPPLIMENTAL	14.73	
78427	05/26/22	50.79	M257	MILLER, MARY	9005632	MEDICAL SUPPLEMENTAL	50.79	
78428	05/26/22	83.21	M401	MOREAU, DAVID	9005759	MEDICAL SUPPLEMENTAL	83.21	
78429	05/26/22	19.10	M261	MORGAN, JEANETTE	9005633	MEDICAL SUPPLEMENTAL	19.10	
78430	05/26/22	36.02	M262	MORR, BONNIE	9005634	MEDICAL SUPPLEMENTAL	36.02	
78431	05/26/22	103.66	M263	MULLIS, MICHAEL	9005635	MEDICAL SUPPLEMENTAL	103.66	
78432	05/26/22	19.10	M264	MUNGIOLI, LARRY	9005636	MEDICAL SUPPLEMENTAL	19.10	
78433	05/26/22	29.46	M265	MUNGUIA, GUSTAVO	9005637	MEDICAL SUPPLEMENTAL	29.46	
78434	05/26/22	52.85	M402	NABOR, GLEN	9005760	MEDICAL SUPPLEMENTAL	52.85	
78435	05/26/22	8.84	M424	NANCE, RAMONA	9005781	MEDICAL SUPPLEMENTAL	8.84	
78436	05/26/22	19.10	M266	NAUKKARINEN, JUKKA	9005638	MEDICAL SUPPLEMENTAL	19.10	
78437	05/26/22	14.73	M267	NELSON, EDWARD	9005639	MEDICAL SUPPLEMENTAL	14.73	
78438	05/26/22	38.19	M268	NELSON, RICHARD	9005640	MEDICAL SUPPLEMENTAL	38.19	
78439	05/26/22	29.46	M269	NIETO, MANUEL	9005641	MEDICAL SUPPLEMENTAL	29.46	
78440	05/26/22	105.70	M270	NJAA, N	9005642	MEDICAL SUPPLEMENTAL	105.70	
78441	05/26/22	83.21	M271	NORTH, JEFFREY	9005643	MEDICAL SUPPLEMENTAL	83.21	
78442	05/26/22	56.95	M272	NORTHON, M	9005644	MEDICAL SUPPLEMENTAL	56.95	
78443	05/26/22	38.19	M273	O'DONNELL, SHAWN	9005645	MEDICAL SUPPLEMENTAL	38.19	
78444	05/26/22	19.10	M274	O'HAGIN, JUSTINA	9005646	MEDICAL SUPPLEMENTAL	19.10	
78445	05/26/22	19.10	M277	O'MARA, KATHLEEN	9005648	MEDICAL SUPPLEMENTAL	19.10	
78446	05/26/22	38.19	M275	OJEDA, ROBERTO	9005647	MEDICAL SUPPLEMENTAL	38.19	
78447	05/26/22	19.10	M278	ORTEGA, MANUELA	9005649	MEDICAL SUPPLEMENTAL	19.10	
78448	05/26/22	83.21	M279	OMENS, ROLAND	9005650	MEDICAL SUPPLEMENTAL	83.21	
78449	05/26/22	19.10	M280	PARKHAM, WALLACE	9005651	MEDICAL SUPPLEMENTAL	19.10	
78450	05/26/22	61.48	M403	PAULSON, STEVEN	9005761	MEDICAL SUPPLEMENTAL	61.48	
78451	05/26/22	38.19	M281	PENDRAGON, LINDA	9005652	MEDICAL SUPPLEMENTAL	38.19	
78452	05/26/22	29.46	M282	PEREZ, ANTONIO	9005653	MEDICAL SUPPLEMENTAL	29.46	

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78453	05/26/22	55.80 M109	Perez, Cheryl	9005532	MEDICAL SUPPLEMENTAL	55.80			
78454	05/26/22	19.10 M284	Peters, Terrie	9005654	MEDICAL SUPPLEMENTAL	19.10			
78455	05/26/22	14.73 M285	Phillips, Thomas	9005655	MEDICAL SUPPLEMENTAL	14.73			
78456	05/26/22	14.73 M404	Phillips, Tyrone	9005762	MEDICAL SUPPLEMENTAL	14.73			
78457	05/26/22	14.73 M286	Picarella, Francis	9005656	MEDICAL SUPPLEMENTAL	14.73			
78458	05/26/22	57.98 M287	Polanco, Jose	9005657	MEDICAL SUPPLEMENTAL	57.98			
78459	05/26/22	42.39 M288	Pons, Juan	9005558	MEDICAL SUPPLEMENTAL	42.39			
78460	05/26/22	14.73 M363	Preciado, Mary Lou	9005726	MEDICAL SUPPLEMENTAL	14.73			
78461	05/26/22	38.19 M290	Price, Harry	9005659	MEDICAL SUPPLEMENTAL	38.19			
78462	05/26/22	19.10 M291	Prince, Debra	9005660	MEDICAL SUPPLEMENTAL	19.10			
78463	05/26/22	83.21 M292	Prince, Peter	9005661	MEDICAL SUPPLEMENTAL	83.21			
78464	05/26/22	38.19 M293	Prudden, Richard	9005662	MEDICAL SUPPLEMENTAL	38.19			
78465	05/26/22	38.19 M418	Pye, Gina	9005776	MEDICAL SUPPLEMENTAL	38.19			
78466	05/26/22	19.10 M294	Rackley, Bobbie	9005663	MEDICAL SUPPLEMENTAL	19.10			
78467	05/26/22	15.13 M295	Ramirez, Manuel	9005664	MEDICAL SUPPLEMENTAL	15.13			
78468	05/26/22	110.20 M296	Ramos, Rosalio	9005665	MEDICAL SUPPLEMENTAL	110.20			
78469	05/26/22	14.73 M364	Read, Timon	9005727	MEDICAL SUPPLEMENTAL	14.73			
78470	05/26/22	36.02 M297	Regan, Michael	9005666	MEDICAL SUPPLEMENTAL	36.02			
78471	05/26/22	38.19 M298	Rhodes, Bruce	9005667	MEDICAL SUPPLEMENTAL	38.19			
78472	05/26/22	18.01 M299	Rocha, Sherrri	9005668	MEDICAL SUPPLEMENTAL	18.01			
78473	05/26/22	19.10 M300	Rodgers, Marilyn	9005669	MEDICAL SUPPLEMENTAL	19.10			
78474	05/26/22	19.10 M365	Rogers, Sylvia	9005728	MEDICAL SUPPLEMENTAL	19.10			
78475	05/26/22	19.10 M405	Ross, Elisabeth	9005763	MEDICAL SUPPLEMENTAL	19.10			
78476	05/26/22	19.10 M406	Ross, Emery	9005764	MEDICAL SUPPLEMENTAL	19.10			
78477	05/26/22	36.02 M301	Rossi, Denise	9005670	MEDICAL SUPPLEMENTAL	36.02			
78478	05/26/22	52.85 M302	Rowe, Ruby	9005671	MEDICAL SUPPLEMENTAL	52.85			
78479	05/26/22	19.10 M303	Roy, Arlen	9005672	MEDICAL SUPPLEMENTAL	19.10			
78480	05/26/22	83.21 M304	Ruiz, Estevan	9005673	MEDICAL SUPPLEMENTAL	83.21			
78481	05/26/22	34.72 M305	Rylander, Reed	9005674	MEDICAL SUPPLEMENTAL	34.72			
78482	05/26/22	36.02 M306	Salgueiro, Michael	9005675	MEDICAL SUPPLEMENTAL	36.02			
78483	05/26/22	71.95 M407	Sanchez, Ascencion	9005765	MEDICAL SUPPLEMENTAL	71.95			
78484	05/26/22	19.10 M366	Sandoval, Angel	9005729	MEDICAL SUPPLEMENTAL	19.10			
78485	05/26/22	101.58 M307	Scargill, Raymond	9005676	MEDICAL SUPPLEMENTAL	101.58			
78486	05/26/22	29.46 M408	Schraeder, Paul	9005766	MEDICAL SUPPLEMENTAL	29.46			
78487	05/26/22	19.10 M308	Scilla, Joseph	9005677	MEDICAL SUPPLEMENTAL	19.10			
78488	05/26/22	83.21 M309	Serrato, Juan	9005678	MEDICAL SUPPLEMENTAL	83.21			
78489	05/26/22	14.73 M367	Silva, Edwardo	9005730	MEDICAL SUPPLEMENTAL	14.73			
78490	05/26/22	99.27 M409	Slater, Robyn	9005767	MEDICAL SUPPLEMENTAL	99.27			
78491	05/26/22	14.73 M310	Sloan, Suzanne	9005679	MEDICAL SUPPLEMENTAL	14.73			
78492	05/26/22	44.11 M311	Smith, Donna	9005680	MEDICAL SUPPLEMENTAL	44.11			
78493	05/26/22	18.01 M410	Starkey, Thomas	9005768	MEDICAL SUPPLEMENTAL	18.01			
78494	05/26/22	29.46 M411	Stickel, Thomas	9005769	MEDICAL SUPPLEMENTAL	29.46			
78495	05/26/22	38.19 M368	Strickland, James	9005731	MEDICAL SUPPLEMENTAL	38.19			
78496	05/26/22	8.84 M425	Swain, Lawrence	9005782	MEDICAL SUPPLEMENTAL	8.84			
78497	05/26/22	29.46 M369	Swart, Randy	9005732	MEDICAL SUPPLEMENTAL	29.46			
78498	05/26/22	68.01 M412	Syren, Leslyn	9005770	MEDICAL SUPPLEMENTAL	68.01			

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78499	05/26/22	14.73	M370	TAYLOR, THOMAS	9005733	MEDICAL SUPPLIMENTAL	14.73	
78500	05/26/22	38.19	M313	THOMAS, RUSSELL	9005681	MEDICAL SUPPLIMENTAL	38.19	
78501	05/26/22	75.14	M314	TICHENOR, KENNETH	9005682	MEDICAL SUPPLIMENTAL	75.14	
78502	05/26/22	14.73	M315	TOLINE, DONALD	9005683	MEDICAL SUPPLIMENTAL	14.73	
78503	05/26/22	19.10	M316	TOVAR, SERENA	9005684	MEDICAL SUPPLIMENTAL	19.10	
78504	05/26/22	18.01	M317	TRENT, VICKI	9005685	MEDICAL SUPPLIMENTAL	18.01	
78505	05/26/22	8.84	M426	TRINIDAD, AURORA	9005783	MEDICAL SUPPLIMENTAL	8.84	
78506	05/26/22	71.95	M318	TUTTLE CALLIS, CHERI	9005686	MEDICAL SUPPLIMENTAL	71.95	
78507	05/26/22	36.02	M319	VALDEZ, JOSE	9005687	MEDICAL SUPPLIMENTAL	36.02	
78508	05/26/22	103.66	M320	VAN DE VEER, JOHN	9005688	MEDICAL SUPPLIMENTAL	103.66	
78509	05/26/22	42.39	M321	VAN DYKE, CURTIS	9005689	MEDICAL SUPPLIMENTAL	42.39	
78510	05/26/22	38.19	M413	VANDERZANDE, ED	9005771	MEDICAL SUPPLIMENTAL	38.19	
78511	05/26/22	19.10	M375	VEST, SHELLY	9005737	MEDICAL SUPPLEMENTAL	19.10	
78512	05/26/22	19.10	M323	VONWAL, YVETTE	9005690	MEDICAL SUPPLEMENTAL	19.10	
78513	05/26/22	17.36	M324	WADSWORTH, RITA	9005691	MEDICAL SUPPLEMENTAL	17.36	
78514	05/26/22	29.46	M325	WALTER, KEVIN	9005692	MEDICAL SUPPLEMENTAL	29.46	
78515	05/26/22	55.80	M414	WARNOCK, APRIL	9005772	MEDICAL SUPPLEMENTAL	55.80	
78516	05/26/22	19.10	M415	WHITE, LESLIE	9005773	MEDICAL SUPPLEMENTAL	19.10	
78517	05/26/22	38.19	M326	WHITNEY, LUCERE	9005693	MEDICAL SUPPLEMENTAL	38.19	
78518	05/26/22	145.08	M416	WILLIS, GREGORY	9005774	MEDICAL SUPPLEMENTAL	145.08	
78519	05/26/22	38.19	M372	WILSON, BONNIE	9005734	MEDICAL SUPPLEMENTAL	38.19	
78520	05/26/22	83.21	M328	WOODBIDGE, ELIZABETH	9005694	MEDICAL SUPPLEMENTAL	83.21	
78521	05/26/22	50.79	M329	WU, PETER	9005695	MEDICAL SUPPLEMENTAL	50.79	
78522	05/26/22	19.10	M417	WYANT, JUDI	9005775	MEDICAL SUPPLEMENTAL	19.10	
78523	05/26/22	14.73	M330	YAGI, RANDY	9005696	MEDICAL SUPPLEMENTAL	14.73	
78524	05/26/22	19.10	M331	YANCY, TERRY	9005697	MEDICAL SUPPLEMENTAL	19.10	
78525	05/26/22	42.85	M332	ZENKER, JEFFREY	9005698	MEDICAL SUPPLEMENTAL	42.85	
78526	05/31/22	2,959.66	003599	NOTT-PEREZ, DAWN	114668	JUN22 SURVIVOR COBRA	2,959.66	
TOTAL		1,513,625.62		ACCOUNTS PAYABLE		TOTAL CHECKS	799	1,513,625.62

8.1A.27

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**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
FINANCE, BUDGET, AND AUDIT STANDING COMMITTEE MEETING MINUTES*
MAY 13, 2022 – 8:00 AM**

MEETING HELD VIA TELECONFERENCE

A regular meeting of the Finance, Budget, and Audit Standing Committee of the Santa Cruz Metropolitan Transit District (METRO) was convened on Friday, May 13, 2022, via teleconference.

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

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

1 CALLED TO ORDER by Director Lind at 8:03 AM.

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

Director Shebreh Kalantari-Johnson
Director Manu Koenig
Director Donna Lind
Director Mike Rotkin

City of Santa Cruz
County of Santa Cruz
City of Scotts Valley
County of Santa Cruz

Michael Tree
Julie Sherman

METRO CEO/General Manager
METRO General Counsel

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

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

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

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

5 KEY PERFORMANCE INDICATORS (KPI) REPORT FOR 3RD QUARTER THROUGH MARCH 31, 2022

Kristina Mihaylova, Deputy Finance Director, spoke to the presentation providing targets, average numbers, trends, and National Transit Database (NTD) peer data. She began with METRO’s financial performance.

John Urgo, Planning and Development Director, reviewed the ridership statistics. Director Kalantari-Johnson expressed concern over the Hwy. 17 ridership levels and asked what the future expectation is for this route. Mr. Urgo said we expect the San Jose State University (SJSU) numbers to return but the tech sector ridership will probably not rebound. Director Rotkin asked if all of the routes are being reviewed for possible service cuts. Mr. Urgo replied

that METRO adjusted its targets down since COVID. However, METRO still provides service to all areas even if the productivity has not fully recovered.

Curtis Moses, Safety, Security & Risk Management Director, reviewed traffic and passenger accidents. Director Rotkin asked if METRO does any advertising to the public to help prevent some of these accidents. Mr. Moses said he would reach out to the Marketing Director on a preventative measures campaign.

Eddie Benson, Maintenance Manager, gave an overview on the reliability of METRO's vehicles.

Margo Ross, Chief Operations Officer, discussed dependability with regards to cancelled trips and pass-ups. Discussion followed on reliability issues at the University of California Santa Cruz (UCSC) campus and the strategy behind determining which routes get cancelled and the impacts of those cancellations. COO Ross said METRO is actively working on a plan to address our staff shortages which is at the root of the cancellations.

Deputy Finance Director Mihaylova wrapped up the presentation with the peer comparisons.

There were no public comments.

Due to time constraints, Item 7 was moved before Item 6.

6 MONTHLY FINANCIAL UPDATE

Chuck Farmer, CFO, provided a brief overview of the year-to-date key financial highlights as of April 30, 2022.

Director Rotkin asked if METRO is doing mandatory overtime. COO Ross said no; it is all voluntary.

There were no public comments.

7 REVIEW AND RECOMMEND APPROVAL OF SANTA CRUZ METRO'S DRAFT FY23 AND FY24 OPERATING BUDGETS AND FY23 CAPITAL BUDGET

Chuck Farmer, CFO, reviewed the FY23 operating/non-operating revenue and expense assumptions, FY23 capital budget, and FY24 budget assumptions.

Director Koenig asked what the (UCSC) and Cabrillo College ridership numbers are based on. Mr. Urgo said UCSC is based on passenger boardings and pre-COVID numbers. UCSC is committed to renewing its contract at pre-COVID levels. Cabrillo is based on the service METRO provides. Because of its lower enrollment numbers, it didn't get as much service and as a result, is collecting less fees from students.

Director Rotkin asked about the PG&E increase of 9.5%. CFO Farmer said it is an all-inclusive fee from charging the buses to maintaining our facilities. Director Kalantari-Johnson noted the overtime increase of 16.9% and was concerned on the impacts to the Bus Operators and their retention. CFO Farmer explained that when the budget is prepared, we budget as though we are fully staffed; but currently, we have a staff shortage and that results in the overtime increase.

Director Rotkin questioned moving the money from the American Rescue Plan Act (ARPA) to the capital budget and how this will affect METRO down the road (e.g., fiscal crisis sooner rather than later). CFO Farmer said the crisis has been pushed out past 2030 giving us more relief than we initially expected.

There were no public comments.

MOTION: RECOMMEND APPROVAL OF SANTA CRUZ METRO'S DRAFT FY23 AND FY24 OPERATING BUDGETS AND FY23 CAPITAL BUDGET TO THE FULL BOARD AS PRESENTED

MOTION: DIRECTOR ROTKIN

SECOND: DIRECTOR KOENIG

Motion passed unanimously.

Director Lind left after Item 7 at 9:14 AM.

8 ADJOURNMENT

Director Rotkin adjourned the meeting at 9:21 AM.

Respectfully submitted,

Donna Bauer
Executive Assistant

DRAFT

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**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
BOARD OF DIRECTORS MEETING MINUTES*
MAY 20, 2022 – 9:00 AM
MEETING HELD VIA TELECONFERENCE**

A regular meeting of the Board of Directors of the Santa Cruz Metropolitan Transit District (METRO) convened on Friday, May 20, 2022, via teleconference.

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

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1 CALLED TO ORDER at 9:00 AM by Board Chair Pageler.

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

Director Kristen Brown
Director Rebecca Downing
Director Jimmy Dutra
Director Shebreh Kalantari-Johnson
Director Manu Koenig
Director Donna Lind
Director Bruce McPherson AR 9:02
Director Donna Meyers
Director Larry Pageler
Director Ari Parker
Director Mike Rotkin AR 9:02
Ex-Officio Director Dan Henderson
Ex-Officio Director Alta Northcutt AR 9:03

Michael Tree
Julie Sherman

City of Capitola
County of Santa Cruz
City of Watsonville
City of Santa Cruz
County of Santa Cruz
City of Scotts Valley
County of Santa Cruz
City of Santa Cruz
County of Santa Cruz
City of Watsonville
County of Santa Cruz
UC Santa Cruz
Cabrillo College

CEO/General Manager
General Counsel

3 ANNOUNCEMENTS

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

4 BOARD OF DIRECTORS COMMENTS

Director Downing reminded the Board of Directors of a letter and petition received in February 2022 from the La Selva Beach Improvement Association asking for the

return of transit service to their community. Second District Supervisor Zach Friend and John Urgo, Planning and Development Director at METRO, hosted a zoom meeting to discuss the situation with the La Selva Beach residents. Mr. Urgo described the challenges METRO is currently facing with staff shortages of Bus Operators and that the service could be reviewed again once the staffing levels improve. Director Downing requested METRO establish threshold criteria for returning services to La Selva Beach, as well as other communities, that are underserved by transit.

She also thanked Michael Tree, CEO/General Manager, for sharing his previous work experiences and felt some of his ideas could be implemented at METRO.

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

5 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Chair Pageler announced there were two additional communications received after the agenda was posted and they will be uploaded to the online agenda.

Tate Baugh, member of the public, thanked the Board for allowing Route 17 to operate every day, including holidays, from Santa Cruz to San Jose. He expressed concern about the staff shortages and will continue to encourage people he knows to apply at METRO to fill these openings.

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

6 LABOR ORGANIZATION COMMUNICATIONS

Brandon Freeman, Vice Chair for SMART, Local 0023, expressed gratitude to CEO Tree for spending time with him and stopping by Operations to introduce himself to the Bus Operators. He feels CEO Tree is focused on recruitment and retention, has a firm understanding of what daily life is like as a Bus Operator, and has a genuine interest in improving our daily work lives. Morale has already begun to improve. Mr. Freeman thanked everyone involved in the recruitment process and for listening to the union's concerns and choosing someone who has fresh ideas and a willingness to work with us.

He thanked Dawn Crummié for the work she has done and for meeting to discuss some changes and new promotional materials to help with the recruitment process.

Lastly, he expressed concern about the quality of the new Proterra buses. While they have the range METRO wants and are fairly quick, there are safety and reliability issues to address (e.g., screws failing on hand stanchions during normal operation and buses in the yard being unresponsive where access cannot be gained) not only for our Bus Operators but for our riders.

Jordan Vascones, SEA Chapter President, commented that working with CEO Tree so far has been great and appreciates his positive attitude and willingness to meet and make changes to improve morale. He gave credit to the Board for hiring him.

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

7 WRITTEN COMMUNICATIONS FROM THE METRO ADVISORY COMMITTEE

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

- 8 ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS**
Having none, Chair Pageler moved to the next agenda item.

CONSENT AGENDA

- 9.1 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK JOURNAL DETAIL FOR THE MONTH OF APRIL 2022
Chuck Farmer, CFO
- 9.2 ACCEPT AND FILE MINUTES OF:
A. APRIL 20, 2022 METRO ADVISORY COMMITTEE MEETING
B. APRIL 22, 2022 BOARD OF DIRECTORS MEETING
Michael Tree, CEO/General Manager
- 9.3 ACCEPT AND FILE THE YEAR-TO-DATE MONTHLY FINANCIAL REPORT AS OF MARCH 31, 2022
Chuck Farmer, CFO
- 9.4 ACCEPT AND FILE: THE YEAR TO DATE KEY PERFORMANCE INDICATORS (KPI) REPORT FOR THIRD QUARTER AS OF MARCH 31, 2022
Chuck Farmer, CFO
- 9.5 APPROVE: RECOMMENDED ACTION ON TORT CLAIMS
Curtis Moses, Safety, Security & Risk Management Director
- 9.6 APPROVE: CONSIDER A RESOLUTION AUTHORIZING THE CEO TO SUBMIT APPLICATIONS AND EXECUTE AGREEMENTS FOR GRANTS FROM THE FEDERAL TRANSIT ADMINISTRATION AND FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
Wondimu Mengistu, Grants and Legislative Analyst
- 9.7 APPROVE: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE
Michael Tree, CEO/General Manager
- 9.8 APPROVE: CONSIDERATION OF DESIGNATING THE CEO/GENERAL MANAGER TO THE CALIFORNIA TRANSIT INDEMNITY POOL (CALTIP) BOARD OF DIRECTORS
Michael Tree, CEO/General Manager
- 9.9 ACCEPT AND FILE: QUARTERLY STATUS REPORT OF GRANT APPLICATIONS, ACTIVE AND PENDING GRANTS FOR THE THIRD QUARTER OF FY22
Wondimu Mengistu, Grants and Legislative Analyst
- 9.10 ACCEPT AND FILE: THE METRO PARACRUZ OPERATIOINS STATUS REPORT FOR JANUARY, FEBRUARY AND MARCH 2022
Daniel Zaragoza, Operations Manager, Paratransit Division
- 9.11 ACCEPT AND FILE: THE METRO SYSTEM RIDERSHIP REPORTS FOR THE THIRD QUARTER OF FY22
John Urgo, Planning and Development Director

- 9.12 APPROVE: CONSIDERATION OF DECLARING VEHICLES AND/OR EQUIPMENT AS EXCESS FOR PURPOSES OF DISPOSAL OR AUCTION
Chuck Farmer, CFO
- 9.13 AUTHORIZING THE CEO/GM TO ACCEPT ALL DEEDS AND GRANTS CONVEYING ANY INTEREST IN REAL PROPERTY TO THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT AND TO CONSENT TO THE RECORDATION OF SAME
Pete Rasmussen, Transportation Planner II
- 9.14 CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 5TH CONTRACT AMENDMENT WITH SWIFT CONSULTING SERVICES TO INCREASE THE CONTRACT TOTAL BY \$16,720 FOR PROJECT MANAGEMENT TO FINALIZE THE CONSTRUCTION DOCUMENTS AND PROVIDE SUPPORT TO OBTAIN THE REQUIRED BUILDING PERMIT FROM THE CITY FOR THE NEW PARACRUZ FACILITY
Daniel Zaragoza, Operations Manager, Paratransit Division

There were no public comments.

ACTION: MOTION TO APPROVE THE CONSENT AGENDA AS PRESENTED

MOTION: DIRECTOR ROTKIN

SECOND: DIRECTOR LIND

MOTION PASSED WITH 8 AYES (Directors Brown, Downing, Dutra, Lind, McPherson, Pageler, Parker, and Rotkin). Directors Kalantari-Johnson, Koenig and Meyers were absent.

REGULAR AGENDA

- 10 **PRESENTATION OF EMPLOYEE 10 YEAR LONGEVITY AWARD: DELEE BRUBECK**
Larry Pageler, Board Chair, read Ms. Brubeck's bio and thanked her for her service at METRO.
There were no public comments.
- 11 **APPROVAL OF FORMAL RATIFICATION OF A LABOR AGREEMENT EXTENSION BETWEEN SMART UNION LOCAL 0023 FIXED ROUTE FOR THE PERIOD JULY 1, 2022 THROUGH JUNE 30, 2023 THAT CONTAINS A 3.5% CONTRACTUAL WAGE ADJUSTMENT AND \$1500 LUMP SUM PAYMENT**
Dawn Crummié, HR Director, spoke to Items 11, 12 and 13. METRO was scheduled to negotiate all three labor contracts in June 2022. With a new CEO coming on board, staff decided to work with the unions to negotiate a percentage to rollover the contract for one year. The unions agreed and staff is asking the Board to approve a wage increase of 3.5% with a one-time payout of \$1,500 for each employee.
There were no public comments.

ACTION: APPROVE FORMAL RATIFICATION OF A LABOR AGREEMENT EXTENSION BETWEEN SMART UNION LOCAL 0023 FIXED ROUTE FOR THE PERIOD JULY 1, 2022 THROUGH JUNE 30, 2023 THAT CONTAINS A 3.5% CONTRACTUAL WAGE ADJUSTMENT AND \$1500 LUMP SUM PAYMENT.

MOTION: DIRECTOR ROTKIN SECOND: DIRECTOR MCPHERSON

MOTION PASSED WITH 8 AYES (Directors Brown, Downing, Dutra, Lind, McPherson, Pageler, Parker, and Rotkin). Directors Kalantari-Johnson, Koenig and Meyers were absent.

12 APPROVAL OF FORMAL RATIFICATION OF A LABOR AGREEMENT EXTENSION BETWEEN SMART UNION LOCAL 0023 PARACRUZ FOR THE PERIOD JULY 1, 2022 THROUGH JUNE 30, 2023 THAT CONTAINS A 3.5% CONTRACTUAL WAGE ADJUSTMENT AND \$1500 LUMP SUM PAYMENT

There were no public comments.

ACTION: APPROVE FORMAL RATIFICATION OF A LABOR AGREEMENT EXTENSION BETWEEN SMART UNION LOCAL 0023 PARACRUZ FOR THE PERIOD JULY 1, 2022 THROUGH JUNE 30, 2023 THAT CONTAINS A 3.5% CONTRACTUAL WAGE ADJUSTMENT AND \$1500 LUMP SUM PAYMENT.

MOTION: DIRECTOR ROTKIN SECOND: DIRECTOR MCPHERSON

MOTION PASSED WITH 8 AYES (Directors Brown, Downing, Dutra, Lind, McPherson, Pageler, Parker, and Rotkin). Directors Kalantari-Johnson, Koenig and Meyers were absent.

13 APPROVAL OF FORMAL RATIFICATION OF A LABOR AGREEMENT EXTENSION BETWEEN THE SERVICE EMPLOYEES INTERNATIONAL UNION, LOCAL 521 FOR THE PERIOD JULY 1, 2022 THROUGH JUNE 30, 2023 THAT CONTAINS A 3.5% CONTRACTUAL WAGE ADJUSTMENT AND \$1500 LUMP SUM PAYMENT

There were no public comments.

ACTION: APPROVE FORMAL RATIFICATION OF A LABOR AGREEMENT EXTENSION BETWEEN THE SERVICE EMPLOYEES INTERNATIONAL UNION, LOCAL 521 FOR THE PERIOD JULY 1, 2022 THROUGH JUNE 30, 2023 THAT CONTAINS A 3.5% CONTRACTUAL WAGE ADJUSTMENT AND \$1500 LUMP SUM PAYMENT.

MOTION: DIRECTOR ROTKIN SECOND: DIRECTOR MCPHERSON

MOTION PASSED WITH 8 AYES (Directors Brown, Downing, Dutra, Lind, McPherson, Pageler, Parker, and Rotkin). Directors Kalantari-Johnson, Koenig and Meyers were absent.

14 DISTRICT BALLOT FOR PAJARO REGIONAL FLOOD MANAGEMENT AGENCY BENEFIT ASSESSMENT FOR LEVEE OPERATIONS AND MAINTENANCE

Chuck Farmer, CFO, provided a brief background on the formation of the Pajaro Regional Flood Management Agency (PRFMA) and the reason for the assessment. PRFMA has secured the funding to fix and enhance the Pajaro River levee but

there is ongoing maintenance that needs to be paid for by stakeholders owning land in the flood zone. METRO owns two parcels in the flood zone. PRFMA is asking METRO to vote on an annual assessment for this maintenance. Staff is recommending the Board give approval to CEO Tree to vote in an affirmative manner.

Director McPherson said that Second District Supervisor Zach Friend and Fourth District Supervisor Greg Caput have worked diligently on this much needed improvement and strongly urged supporting this recommendation.

Director Parker added that this project not only protects the City of Watsonville but the township of Pajaro and all of the agricultural land surrounding the Pajaro flood plain. Our state and federal representatives have secured funding for this project to be completed; all we have to do is maintain it and that can be accomplished with the annual assessment.

Director Dutra expressed gratitude to Congressman Panetta who helped secure funding on this project. The levee is along one of the most vulnerable parts of our community and it's important that we protect them and make sure they feel safe. I definitely support this and am hopeful that the rest of the voters will support it as well.

Director Rotkin added that the Pajaro River is a beautiful recreational asset to the community and expressed support for the recommendation.

There were no public comments.

ACTION: APPROVE AFFIRMATIVE VOTE ON BALLOTS FOR TWO PARCELS OF SANTA CRUZ METROPOLITAN TRANSIT DISTRICT AND PUBLICIZE THE DISTRICT'S POSITION

MOTION: DIRECTOR DUTRA

SECOND: DIRECTOR PARKER

MOTION PASSED WITH 8 AYES (Directors Brown, Downing, Dutra, Lind, McPherson, Pageler, Parker, and Rotkin). Directors Kalantari-Johnson, Koenig and Meyers were absent.

15 APPROVE: CONSIDERATION OF SANTA CRUZ METRO'S DRAFT FY23 AND FY24 OPERATING BUDGETS, FY23 CAPITAL BUDGET, AND A RESOLUTION SETTING A PUBLIC HEARING ON JUNE 24, 2022

Chuck Farmer, CFO, spoke to the presentation and asked the Board to set the public hearing at the next Board meeting on June 24, 2022 for the final adoption of the FY23 and FY24 operating budgets and FY23 capital budget.

Director Rotkin requested clarification on the labor figures. He asked if METRO is assuming that all of the Bus Operator positions are filled in the proposed budget even though those positions are down and METRO will have more overtime in the interim? CFO Farmer confirmed that Labor and Fringe Benefits will go down but the overtime will go up until those positions are filled.

Director Rotkin asked for a brief explanation for the public's benefit on the ERP System costing \$2 million. CFO Farmer responded that ERP refers to Enterprise Resource Planning and is a replacement of our current accounting, finance,

procurement, human resources, and payroll systems. Our current systems are antiquated and can't communicate with each other. We need an upgrade to improve the functionality between our departments. Mr. Holly, IT and ITS Director, added that the ERP System will provide better reporting capabilities.

Director Rotkin inquired about workers' compensation claims and whether steps are being taken to reduce injuries. Ms. Crummié responded that when we see repetitive injuries happening in the same department or same group of people, we get Curtis Moses, Safety, Security and Risk Management Director, involved. He assesses the situation and makes suggestions for improvements. Getting Mr. Moses involved in the beginning has tremendously helped our claims go down. Mr. Moses added that the agency has had professional contractors come out and do ergonomic and environmental evaluations to avoid future claims to the agency.

Director Downing asked about the incentives for the employees and if that includes employee referral bonuses. CFO Farmer said that it does not at this time since that program is still being developed.

Director Lind thanked CFO Farmer and team for their outstanding work on the budget. She also was grateful for the research and quick action on the bonds to take care of the unfunded pension liability and saving METRO millions of dollars.

Director McPherson agreed and asked about the reserve accounts. CFO Farmer said METRO's good for now and that information will be presented at the next Board meeting

There were no public comments.

ACTION: APPROVE SANTA CRUZ METRO'S DRAFT FY23 AND FY24 OPERATING BUDGETS, FY23 CAPITAL BUDGET, AND A RESOLUTION SETTING A PUBLIC HEARING ON JUNE 24, 2022

MOTION: DIRECTOR ROTKIN

SECOND: DIRECTOR MCPHERSON

MOTION PASSED WITH 8 AYES (Directors Brown, Downing, Dutra, Lind, McPherson, Pageler, Parker, and Rotkin). Directors Kalantari-Johnson, Koenig and Meyers were absent.

16 CONSIDERATION OF APPROVING THE AUTHORIZATION AND FUNDING OF A CAPITAL PLANNING AND GRANTS PROGRAMS MANAGER

Dawn Crummié, HR Director, said this would be a reclassification of our current Grants and Legislative Analyst position held by Wondimu Mengistu. A reclassification study was done and a new job description was written that better describes Mr. Mengistu's duties. The union and Mr. Mengistu are in agreement with it. Staff is requesting the Board to allow us to proceed with the reclassification of this position. We would move the funding from the current position to the new position. There would be an increase in that move but we are only reclassifying and not creating a new position. Director Rotkin added that Mr. Mengistu has done a wonderful job for METRO in securing grants. Not only has the job changed but we have someone doing the job well for the agency.

There were no public comments.

ACTION: APPROVE THE AUTHORIZATION AND FUNDING OF A CAPITAL PLANNING AND GRANTS PROGRAMS MANAGER

MOTION: DIRECTOR ROTKIN

SECOND: DIRECTOR LIND

MOTION PASSED WITH 8 AYES (Directors Brown, Downing, Dutra, Lind, McPherson, Pageler, Parker, and Rotkin). Directors Kalantari-Johnson, Koenig and Meyers were absent.

17 CEO ORAL REPORT / COVID-19 UPDATE

Michael Tree, CEO/General Manager, expressed that he's excited to be on board at METRO and his initial impressions have been positive. He has had the opportunity to meet with several Board Members, Senator Laird, Congressman Panetta, Guy Preston, and Capitola city representatives.

He gave a brief overview of Governor Newsom's proposed relief package:

- \$2 billion in relief for free public transportation for three months. This is evolving into a grants program where transit and rail agencies can apply for those funds.
- AB1919 is proposed legislation to provide riders 25 and younger to ride free. That bill recently had major amendments added to it where it is turning into a grants program and would not obligate transit agencies to participate.

COVID update:

- Operations is exiting out of their minor outbreak period today.

Recruitment:

- A snapshot of the last 12 months shows that for every one Bus Operator hired and retained, three have left the agency. We are concerned about fatigue and burnout with current staffing levels.

He recommended a strategic workshop for Board Members and staff to discuss the impacts of several capital projects (e.g., battery versus hydrogen fleet, South County Maintenance Facility, and the ParaCruz Facility) to the budget.

Director Rotkin asked staff, should we have to provide free-fare service, to consider putting into place procedures on how to handle people who are not looking for a transit destination but a place to spend the day inside a bus. CEO Tree responded that staff is already working on this and he will report back to the Board.

Director Rotkin asked CEO Tree to share his plans on the operator shortage. CEO Tree said a multi-prong approach is needed. We've been talking about changing the introductory wage, marketing materials, a referral bonus that is substantial to get the operators and others motivated to go out and talk to like-minded people who would be a great referral to the agency. I want METRO to be known as a choice employer in Santa Cruz County.

Director Lind mentioned that the City of Scotts Valley had success in recruiting when their referral bonus program was implemented. She recently attended the City Leaders Summit in Sacramento and met with Senator Laird and other

representatives. She used that time to bring up assembly and senate bills that would impact METRO and how that would affect programs we have in place with UCSC and Cabrillo College.

Ex-Officio Director Henderson asked if it is possible to provide an archive of digital Headways on the website for reference.

18 ANNOUNCEMENT OF NEXT MEETING

Larry Pageler, Board Chair, announced the next Board of Directors Meeting will be held on Friday, June 24, 2022, at 9:00 AM via teleconference.

RECESSED TO CLOSED SESSION AT 10:28 AM

19 CONFERENCE WITH LABOR NEGOTIATOR PURSUANT TO GOVERNMENT CODE SECTION 54957.6

RECONVENED TO OPEN SESSION AT 11:03 AM

20 REPORT OF CLOSED SESSION ITEM

Julie Sherman, General Counsel, said there was no reportable action taken.

21 ADJOURNMENT

Larry Pageler, Board Chair, adjourned the meeting at 11:04 AM.

Respectfully submitted,

Donna Bauer
Executive Assistant

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**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
FINANCE, BUDGET, AND AUDIT STANDING COMMITTEE MEETING MINUTES*
JUNE 10, 2022 – 8:00 AM**

MEETING HELD VIA TELECONFERENCE

A regular meeting of the Finance, Budget, and Audit Standing Committee of the Santa Cruz Metropolitan Transit District (METRO) was convened on Friday, June 10, 2022, via teleconference.

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

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1 CALLED TO ORDER by Director Lind at 8:00 AM.

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

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

Michael Tree	METRO CEO/General Manager
Julie Sherman	METRO General Counsel

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

Director Lind announced Scotts Valley’s Fourth of July celebration will be held on Sunday, July 3rd, and will include a parade and fireworks. She encouraged METRO to participate in the parade.

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

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

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

5 MONTHLY FINANCIAL UPDATE

Chuck Farmer, CFO, provided a brief overview of the year-to-date key financial highlights as of May 31, 2022 as well as the monthly and year-to-date operating revenues/expenses and capital budget spends.

There were no public comments.

6 ADOPTION OF THE FINAL FY23 AND FY24 BUDGET

Chuck Farmer, CFO, spoke to the presentation and focused on what has changed from the budget presented at the May 20, 2022, Board Meeting to what is in the budget today. Discussion followed on the headcount adjustments, Bus Operator vacancies and the current training class. Ms. Crummié emphasized an open recruitment will begin on Monday, June 13, 2022 and the new salary scale will be incorporated for a trial period.

Director Lind asked about the pension bonds with the volatile markets. CFO Farmer gave a recap of how CALPERS is performing, but it will be a while before we know what impact the economy has had on their investments and how it will impact METRO.

Director Rotkin asked for additional details on the hydrogen fueling station and buses in the capital budget. Margo Ross, COO, commented that the new buses would be located at our Operations facility and METRO will use a temporary hydrogen fuel tank until the CNG tanks are decommissioned.

There were no public comments.

MOTION: RECOMMEND APPROVAL OF SANTA CRUZ METRO'S FINAL FY23 AND FY24 OPERATING BUDGETS AND FY23 CAPITAL BUDGET TO THE FULL BOARD AS PRESENTED

MOTION: DIRECTOR ROTKIN

SECOND: DIRECTOR KOENIG

MOTION PASSED WITH 3 AYES (Directors Koenig, Lind and Rotkin). Director Kalantari-Johnson was absent.

7 ADJOURNMENT

Director Lind adjourned the meeting at 8:26 AM.

Respectfully submitted,

Donna Bauer
Executive Assistant



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
PERSONNEL/HR STANDING COMMITTEE MEETING MINUTES*
JUNE 10, 2022 – 10:30 AM
MEETING HELD VIA TELECONFERENCE**

A regular meeting of the Personnel/HR Standing Committee of the Santa Cruz Metropolitan Transit District (METRO) was convened on Friday, June 10, 2022, via teleconference.

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

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

1 CALLED TO ORDER by Director Pageler at 10:30 AM.

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

Director Larry Pageler, 2022 Board Chair

Director Jimmy Dutra, 2022 Board Vice Chair **AR 10:31**

Director Donna Lind, Immediate Past Board Chair

Director Kristen Brown

Director Rebecca Downing

County of Santa Cruz

City of Watsonville

City of Scotts Valley

City of Capitola

County of Santa Cruz.

Michael Tree

METRO CEO/General Manager

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

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

4 ORAL AND WRITTEN COMMUNICATIONS TO THE PERSONNEL/HR STANDING COMMITTEE

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

5 REVIEW REQUEST FOR AUTHORIZATION OF MOBILITY TRAINING COORDINATOR POSITION IN THE CUSTOMER SERVICE DEPARTMENT

Dawn Crummié, Human Resources Director, spoke to this item. When the Accessible Services Coordinator retired, METRO reassessed the position and determined it needed to encompass a broader training component for all of METRO’s services, not just paratransit. The job description was rewritten to be in line with METRO’s current needs and will now report to the Customer Service Department. We are defunding the Accessible Services Coordinator position to fund the Mobility Training Coordinator position.

Director Downing asked for more details supporting the rewrite of the job description. Danielle Glagola, Marketing, Communications and Customer Service Director, explained that the previous position only trained on our ParaCruz services and METRO needs to broaden the training to include our fixed route services which could be a viable option for some of our ParaCruz clients. We also want the Mobility Training Coordinator to develop an ambassador training program where more

community outreach is performed (e.g., schools, youth centers, and community centers) and training the public on how to use METRO's services.

No public comment.

MOTION: REQUEST THE FULL BOARD TO AUTHORIZE A MOBILITY TRAINING COORDINATOR POSITION IN THE CUSTOMER SERVICE DEPARTMENT

MOTION: DIRECTOR LIND

SECOND: DIRECTOR DOWNING

MOTION PASSED WITH 5 AYES (Directors Pageler, Dutra, Lind, Brown, and Downing).

6 ADJOURNMENT

Director Pageler adjourned the meeting at 10:36 AM.

Respectfully submitted,

Donna Bauer
Executive Assistant

DRAFT



DATE: June 24, 2022
TO: Board of Directors
FROM: Chuck Farmer, Chief Financial Officer
SUBJECT: ACCEPT AND FILE: THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF MAY 31, 2022

I. RECOMMENDED ACTION

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

II. SUMMARY OF ISSUES

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

This staff report is the web-accessible companion document to the attached PowerPoint presentation titled "Year to Date Monthly Financial Report as of May 31, 2022."

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

III. DISCUSSION/BACKGROUND

Below are the written explanations of the various charts and graphs in the attached Year to Date Monthly Financial Report as of May 31, 2022. The fiscal year has elapsed 92%.

Slide 1

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

Slide 2

May 2022 Key Financial Highlights

- Service
 - Fixed Route (inc Hwy 17) Cost per Revenue Service Hour is \$216 vs Budget of \$355
 - 190 canceled trips, all due to no Bus Operators
 - ParaCruz Cost per Trip is \$68 vs Budget of \$109
 - Non-Student/Hwy 17 Passengers is 132,679 vs Budget of 131,725
- Financials
 - Operating Surplus/(Deficit) is favorable \$0.4M driven by higher Passenger Fares of \$20K, lower non-personnel costs of \$0.1M, wages of \$0.2M, and fringe of \$0.3M; partially offset by higher OT of \$0.1M

- Non-Operating Revenues of \$2.6M are \$0.8M favorable vs budget of \$1.9M driven primarily by higher sales tax revenues
- Capital
 - Capital spend of \$23K is \$129K lower than budget of \$152K primarily due to the delay of demo for structures and sinkhole repair as a result of permitting issues
- Personnel
 - 276 Active Personnel vs 321 Funded Personnel
 - 47 Vacancies at end of May, 31 related to Paratransit and Bus Operators
 - Recruitment of Purchasing Buyer has been completed

Slide 3

(Cover) May 2022, YTD Pre-Close Financials

Slide 4

May 31, 2022 Monthly Operating Revenue and Expenses

- Operating Revenue, net favorable by \$20K
 - Passenger Fares - favorable by \$21K
 - Special Transit Fares – unfavorable by \$1K
- Operating Expense, net favorable by \$426K – Favorable wages and fringe driven by shortage of bus drivers and other vacant positions
 - Labor Regular – favorable by \$150K
 - Labor OT – unfavorable by \$149K
 - Fringe Benefits – favorable by \$311K, excludes UAL related costs
 - Non-Personnel – favorable by \$115K, excludes all COVID and Bond payment related costs
- Operating Surplus of \$447K
 - Farebox Recovery – 17.8% vs 15.6% budget
- Non-Operating Revenue/(Expense), net favorable by \$752K - Sales tax of \$3.0M is 30.3% higher than budget
 - Sales Tax/including Measure D – favorable by \$693K
 - COVID Related costs – favorable by \$3K
 - Pension UAL/Bond Payment costs – favorable by \$58K
 - All Other Revenues – unfavorable by \$3K

- Operating Surplus before Transfers of \$1,198K
- Bus Replacement Fund – higher by \$97K 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)
- Operating Surplus of \$1,101K

Slide 5

May 31, 2022 YTD Operating Revenue and Expenses

- Operating Revenue, net unfavorable by \$43K
 - Passenger Fares - favorable by \$79K
 - Special Transit Fares – unfavorable by \$122K
- Operating Expense, net favorable by \$2,941K– Favorable wages and fringe driven by shortage of bus drivers and other vacant positions; partially offset by increased OT
 - Labor Regular – favorable by \$2,580K
 - Labor OT – unfavorable by \$1,520K
 - Fringe Benefits – favorable by \$1,901K, excludes UAL related costs
 - Non-Personnel – unfavorable by \$20K, excludes all COVID and Bond payment related costs
- Operating Surplus of \$2,898K
 - Farebox Recovery – 16.9% vs 15.9% budget
- Non-Operating Revenue/(Expense), net favorable by \$16,335K - \$10.2M in COVID Relief funding driven by \$2.9M in ARPA funding and \$7.3M of the CRRSAA COVID funding, Sales tax of \$29.7M is 23.4% higher than budget
 - Sales Tax/including Measure D – favorable by \$5,628K
 - COVID Relief Grants – favorable by \$10,189K
 - COVID Related costs – unfavorable by \$162K
 - Pension UAL/Bond Payment costs – favorable by \$637K
 - All Other Revenues – favorable by \$75K
- Operating Surplus before Transfers of \$19,233K
- Bus Replacement Fund – higher by \$733K 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)
- Operating Surplus after Transfers – favorable by \$18,500K

Slide 6

May YTD FY22 Operating Revenue & Expense Actual vs. Budget

- Actuals are \$2.6M favorable to budget – excludes UAL/Bond Payment and COVID related costs
 - Passenger Fares – unfavorable by \$43K, Ridership is still below pre-pandemic levels, but is slowly recovering
 - Labor, Regular – favorable by \$2,580K, due to funded/vacant positions
 - Labor, OT – unfavorable by \$1,520K, increased overtime for Bus Operators
 - Fringe Benefits – favorable by \$1,902K due to retirement and medical insurance savings from funded/vacant positions
 - Non-Personnel – unfavorable by \$20K

Slide 7

(Cover) Capital Spending

Slide 8

May 31, 2022 Capital Budget Spend

Total Capital Projects spending month to date is \$23K against budget of \$152K

- Construction Related Projects – no spending, against budget of \$10K
- IT Projects – no spending, no budget
- Facilities Repair & Improvements – no spending, against budget of \$120K
- Revenue Vehicle Replacement – spending of \$23K, against budget of \$22K
- Revenue Vehicle Electrification Projects – no spending, no budget
- Non-Revenue Vehicle Replacement – no spending, no budget
- Fleet & Maintenance Equipment – no spending, no budget
- Miscellaneous – no spending, no budget

Total Capital Projects spending year to date is \$5,030K against budget of \$5,609K, which is 54.9% of \$9,154K revised/approved annual budget from April 2022

- Construction Related Projects – spending of \$43K against budget of \$52K, which is 20.8% of \$207K annual budget
- IT Projects – spending of \$49K against budget of \$49K, which is 100% of \$49K annual budget
- Facilities Repair & Improvements – spending of \$405K against budget of \$847K, which is 43.5% of \$932K annual budget
- Revenue Vehicle Replacement – spending of \$4,247K against budget of \$4,378K, which is 57.2% of \$7,427K annual budget

- Revenue Vehicle Electrification Projects – spending of \$83K against budget of \$72K, which is 50.3% of \$165K annual budget
- Non-Revenue Vehicle Replacement – spending of \$32K against budget of \$96K, which is 32.0% of \$100K annual budget
- Fleet & Maintenance Equipment – spending of \$48K against budget of \$48K, which is 100% of \$48K annual budget
- Miscellaneous – spending of \$123K against budget of \$67K, which is 54.4% of \$226K annual budget

YTD Spending of \$5,030K is behind budget of \$5,609 due to delay of demo of buildings, repair of sink hole, and ancillary costs associated with the 6 Gillig CNG bus purchase.

Slide 9

(Cover) Questions?

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 May 31, 2022.

VI. CHANGES FROM COMMITTEE

Updating of Key Financial Highlights slide with May Service info.

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 May 31, 2022 Presentation

Prepared by: Cathy Downes, Sr. Financial Analyst

IX. APPROVALS

Chuck Farmer, Chief Financial Officer 

Michael S. Tree, CEO/General Manager 



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

Board of Directors

June 24, 2022

Chuck Farmer, Chief Financial Officer

May 2022 Key Financial Highlights

<p>Service</p>	<ul style="list-style-type: none">• Fixed Route (including Hwy 17) Cost per Revenue Service Hour is \$216 vs Budget of \$355<ul style="list-style-type: none">• 190 canceled trips, all due to no Bus Operators• ParaCruz Cost per Trip is \$68 vs Budget of \$109• Non-Student/Hwy 17 Passengers is 132,679 vs Budget of 131,725
<p>Financials</p>	<ul style="list-style-type: none">• Total Operating Surplus/(Deficit) is favorable \$0.4M driven by higher Passenger Fares of \$20K, lower non-personnel of \$0.1M, wages of \$0.2M, and fringe of \$0.3M; partially offset by higher OT of \$0.1M• Non-Operating Revenues of \$2.6M are \$0.8M favorable vs budget of \$1.9M driven primarily by higher sales tax revenues
<p>Capital</p>	<ul style="list-style-type: none">• Capital spend of \$23K is \$129K lower than budget of \$152K primarily due to delay of demo of structures and sinkhole repair as a result of permitting issues
<p>Personnel</p>	<ul style="list-style-type: none">• 276 Active Personnel vs 321 Funded Personnel• 47 Vacancies at end of May, 31 related to Paratransit and Bus Operators• Recruitment completed for Purchasing Buyer

May 2022, Pre-Close Financials

May 31, 2022

Monthly Operating Revenue and Expenses

\$ 000's	Actual*	Budget	Fav / (Unfav)
Operating Revenue			
Passenger Fares	\$ 250	\$ 229	\$ 21
Special Transit Fares	439	440	(1)
Total Operating Revenue	\$ 689	\$ 668	\$ 20
Operating Expense			
Labor - Regular	\$ 1,427	\$ 1,577	\$ 150
Labor - OT	258	109	(149)
Fringe	1,385	1,696	311
Non-Personnel <i>(excludes COVID costs)</i>	800	914	115
Total OpEx	\$ 3,870	\$ 4,297	\$ 426
Operating Surplus/(Deficit)	(\$ 3,182)	(\$ 3,628)	\$ 447
	<i>17.8%</i>	<i>15.6%</i>	<i>2.2%</i>
	<i>Farebox Recovery</i>		
Non-Operating Revenue/(Expense)			
Sales Tax/including Measure D	\$ 2,973	\$ 2,280	\$ 693
COVID Related Costs	(7)	(10)	3
Pension UAL/Bond Interest Payment	(413)	(471)	58
All Other	60	62	(3)
Total Non-Operating Revenue/(Expense)	\$ 2,613	\$ 1,861	\$ 752
Operating Surplus/(Deficit) before Transfers	(\$ 568)	(\$ 1,767)	\$ 1,198
Transfers and Other			
Transfers to Bus Replacement Fund	(\$ 281)	(\$ 184)	(\$ 97)
Operating Surplus/(Deficit) after Transfers	(\$ 850)	(\$ 1,951)	\$ 1,101

8.3A.4

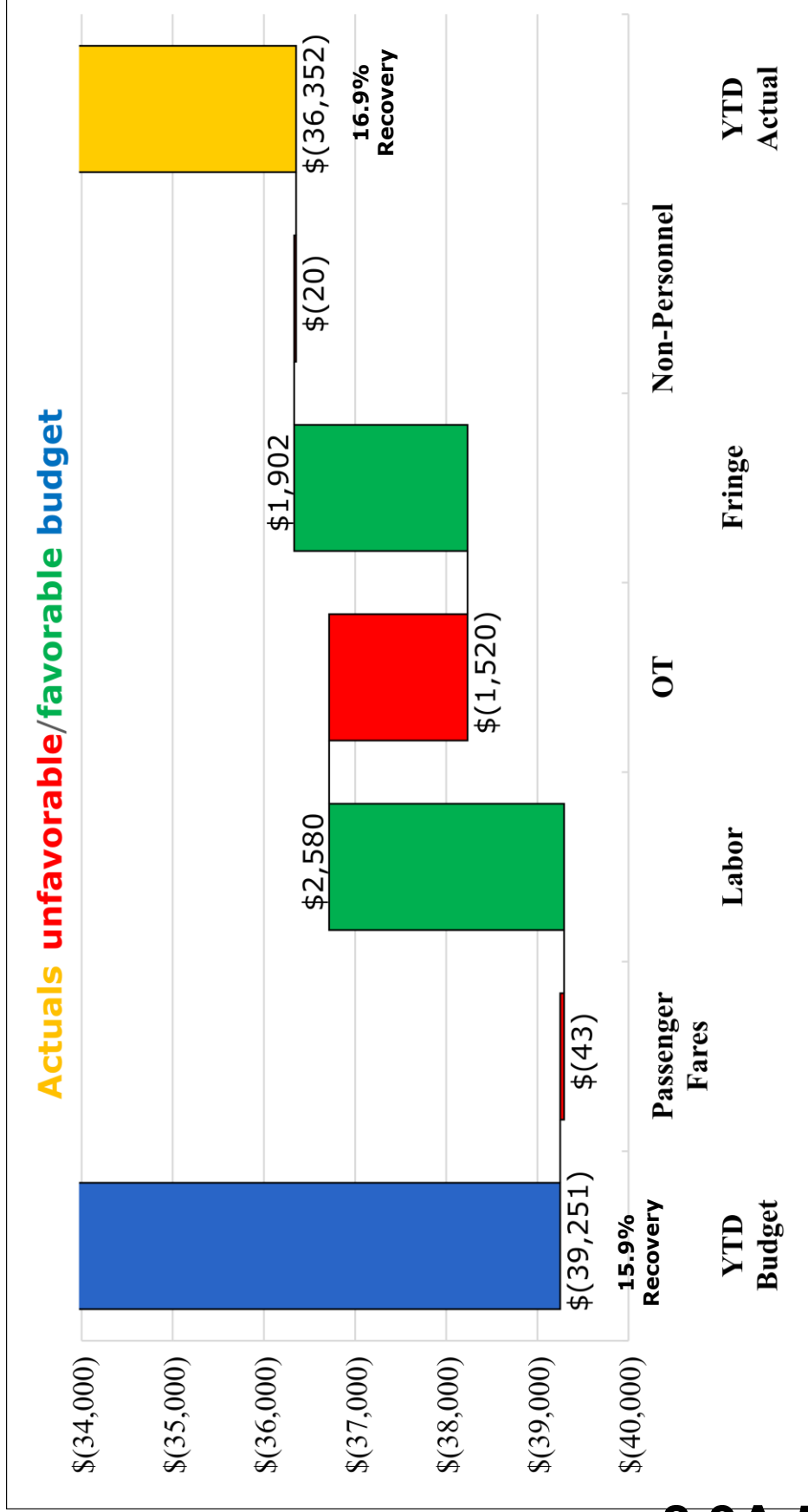
* Pre-close financials, subject to adjustments post close

May YTD FY22 Operating Revenue & Expense

Actual* vs. Budget

\$000's

Overall \$2.9M favorable



Actuals unfavorable/favorable budget

8.3A.5

* Excludes Transfers, may not foot due to rounding

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

May 31, 2022

YTD Operating Revenue and Expenses

\$ 000's	Actual*	Budget	Fav / (Unfav)
Operating Revenue			
Passenger Fares	\$ 2,162	\$ 2,083	\$ 79
Special Transit Fares	5,214	5,335	(122)
Total Operating Revenue	\$ 7,376	\$ 7,419	(\$ 43)
Operating Expense			
Labor - Regular	\$ 14,765	\$ 17,345	\$ 2,580
Labor - OT	2,562	1,042	(1,520)
Fringe	16,881	18,782	1,901
Non-Personnel <i>(excludes COVID costs)</i>	9,521	9,501	(20)
Total OpEx	\$ 43,729	\$ 46,670	\$ 2,941
Operating Surplus/(Deficit)	(\$ 36,353)	(\$ 39,251)	\$ 2,898
	<i>16.9%</i>	<i>15.9%</i>	<i>1.0%</i>
	<i>Farebox Recovery</i>		
Non-Operating Revenue/(Expense)			
Sales Tax/including Measure D	\$ 29,654	\$ 24,027	\$ 5,628
Federal/State Grants	14,959	14,991	(32)
COVID Relief Grants	10,189	-	10,189
COVID Related Costs	(273)	(111)	(162)
Pension UAL/Bond Interest Payment	(4,543)	(5,179)	637
All Other	689	615	75
Total Non-Operating Revenue/(Expense)	\$ 50,677	\$ 34,342	\$ 16,335
Operating Surplus/(Deficit) before Transfers	\$ 14,324	(\$ 4,909)	\$ 19,233
Transfers and Other			
Transfers to Bus Replacement Fund **	(\$ 2,691)	(\$ 1,959)	(\$ 733)
Operating Surplus/(Deficit) after Transfers	\$ 11,633	(\$ 6,868)	\$ 18,500

- \$2.9M Operating Surplus driven by shortage of bus drivers; partially offset by increased OT
- Sales tax of \$29.7M is 23.4% higher than budget
- \$10.2M in COVID Relief funding driven by the final draw of CRRSAA of \$7.3M and initial draws of ARPA of \$2.9M

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

Capital Spending & Project Completion

May 31, 2022 Capital Budget Spend

Project Category:	Month to Date		Year to Date		Full Year	
	Actuals*	Budget	Actuals*	Budget	Budget**	% Spend
Construction Related Projects	\$ -	\$ 10	\$ 43	\$ 52	\$ 207	20.8%
IT Projects	-	-	49	49	49	100.0%
Facilities Repair & Improvements	-	120	405	847	932	43.5%
Revenue Vehicle Replacement	23	22	4,247	4,378	7,427	57.2%
Revenue Vehicle Electrification Projects	-	-	83	72	165	50.3%
Non-Revenue Vehicle Replacement	-	-	32	96	100	32.0%
Fleet & Maintenance Equipment	-	-	48	48	48	100.0%
Misc.	-	-	123	67	226	54.4%
Total	23	152	\$ 5,030	\$ 5,609	\$ 9,154	54.9%

✓ YTD spending of \$5,030K is behind budget of \$5,609K due to delay of demo of buildings, repair of sink hole and ancillary costs associated with the 6 Gillig CNG bus purchases

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

Questions?

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DATE: June 24, 2022
TO: Board of Directors
FROM: Curtis Moses, Safety, Security and Risk Management Director
SUBJECT: RECOMMENDED ACTION ON TORT CLAIMS

I. RECOMMENDED ACTION

That the Board of Directors Approve Staff Recommendations for Claims for the Month of June 2022, as reflected in Section VIII of this report

II. SUMMARY

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

III. DISCUSSION/BACKGROUND

METRO's Risk Department received two claims for the month of June 2022 for money or damages. As a public entity, METRO must act "within 45 days after the claim has been presented" (Govt C §912.4(a)). See staff recommendations in paragraph VIII.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

None

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

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

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


VIII. DESCRIPTION OF CLAIM

Claimant	Claim #	Description	Recommended Action
Amaya, Pedro	22-0008	Claimant alleges that a METRO bus hit their parked vehicle. Amount of claim: \$2,941.35	Reject
Hiett, Marden A.	22-0009	Claimant alleges that a METRO bus hit their vehicle. Amount of claim: Over \$25,000.	Reject

Prepared by: Tom Szeszowicki, Safety Specialist

IX. APPROVALS

Curtis Moses, Safety, Security
and Risk Management Director



Michael Tree
CEO/General Manager



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DATE: June 24, 2022
TO: Board of Directors
FROM: Michael Tree, CEO/General Manager
**SUBJECT: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS
AND DIRECTING THAT THE BOARD AND ITS COMMITTEE
MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE**

I. RECOMMENDED ACTION

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

II. SUMMARY

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

III. DISCUSSION/BACKGROUND

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

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

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

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

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

There is no financial impact.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

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

VIII. ATTACHMENTS

Attachment A: Authorizing Resolution

Prepared by: Donna Bauer, Executive Assistant

IX. APPROVALS

Michael Tree, CEO/General Manager



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Attachment A



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

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

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

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

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

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

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

Attachment A

Resolution #
Page 2 of 3

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

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

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

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

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

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

PASSED AND ADOPTED by the Board of Directors of the Santa Cruz Metropolitan Transit District this 24th Day of June 2022 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors –

APPROVED:

LARRY PAGELER, Board Chair

8.5A.2

Attachment A

Resolution #
Page 3 of 3

ATTEST:

MICHAEL TREE,
CEO/General Manager

APPROVED AS TO FORM:

JULIE SHERMAN
General Counsel

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DATE: June 24, 2022
TO: Board of Directors
FROM: Freddy Rocha, Facilities Maintenance Manager
SUBJECT: CONSIDERATION OF AWARDING CONTRACT TO CLEAN ENERGY FOR LCNG FUEL STATION MAINTENANCE NOT TO EXCEED \$2,989,938 WHICH INCLUDES A CONTINGENCY AMOUNT OF \$251,532

I. RECOMMENDED ACTION

That the Board of Directors authorize the CEO/General Manager to:

- 1) Execute a contract with Clean Energy for LCNG Fuel Station Maintenance in an amount not to exceed \$2,738,406 for the eight year term of July 1, 2022 through June 30, 2030**
- 2) Exercise contract contingency authority up to an additional \$251,532**

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) requires the professional services of a technically skilled and licensed contractor to provide comprehensive maintenance services for our LCNG Fuel Station.
- METRO's current contract with Clean Energy for these services will expire on June 30, 2022, with no options to renew.
- A formal Request for Proposals (RFP) was issued to solicit proposals from qualified firms.
- One firm submitted a proposal for METRO's consideration.
- Staff has reviewed and evaluated the proposal and is recommending that the Board of Directors award a contract to Clean Energy.

III. DISCUSSION/BACKGROUND

METRO requires the professional services of a technically skilled and licensed LCNG Contractor to maintain its LCNG fueling station. Clean Energy has been providing these services for the last 14 years; however, their current contract will expire on June 30, 2022 with no further options to renew.

On January 31, 2022, METRO legally advertised RFP No. 22-02, distributed notice via Bonfire (METRO's e-procurement portal) to 48 firms, including Disadvantaged Business Enterprises, and notified all GovDelivery subscribers. On March 1, 2022,

a single proposal was received and opened from Clean Energy. Staff has reviewed and evaluated the proposal submitted by Clean Energy, and has determined that it is responsive to all the requirements of the RFP, with pricing that has been determined to be fair and reasonable.

Due to the fact that only one proposal was received for the maintenance of the LCNG Fuel Station, a detailed cost proposal was requested and received from Clean Energy for this work. During the review of the cost elements, the maintenance work was separated into two categories: 1) Weekly Maintenance Items, and 2) Non-weekly Maintenance Items. The weekly maintenance items consisted of the normal routine work that Clean Energy has been performing over the past 14 years. The non-weekly maintenance items are performed based on run times and are higher cost items. The prices vary on some of the non-weekly maintenance items depending on availability of parts. After numerous discussions and negotiations with Clean Energy, it was agreed to separate the non-routine maintenance items as Time and Material work and the routine weekly items as Firm Fixed Price.

- Firm Fixed Price (FFP): Weekly Maintenance Work Total Price is \$19,931 per month for 96 months with a total price of \$1,913,376.
- Time and Material (T&M): Total 8 year Not to Exceed price is \$825,030.
 - Clean Energy initially proposed parts at cost plus 20% markup but agreed to reduce markup to 15%, which is what was agreed to on current contract which expires this month.

Staff is recommending that the Board authorize the CEO/General Manager to execute an eight-year contract on behalf of METRO with Clean Energy for Maintenance Services for METRO's LCNG Fueling Station in an amount not to exceed \$2,738,406. Staff is also recommending that the Board authorize the CEO/General Manager to execute future contract amendments as needed to account for labor rate adjustments up to an additional \$251,532. Total anticipated contract value for the eight-year term would not exceed \$2,989,938.

Clean Energy will provide all services meeting METRO's specifications and requirements of the contract. Freddy Rocha, Facilities Maintenance Manager, will serve as the Contract Administrator and will ensure contract compliance.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

The award of this contract would align with the following strategic priorities: Service Quality and Delivery, and State of Good Repair.

V. FINANCIAL CONSIDERATIONS/IMPACT

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

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

None. METRO does not have in-house staff certified to perform these services, and Clean Energy is the only vendor that responded to this RFP.

VIII. ATTACHMENTS

Attachment A: Contract No. 22-02 with Clean Energy & Exhibit C Price Agreement

Note: A full copy of the Contract is available on request.

Prepared by: Carolee Curtin, Purchasing Department

IX. APPROVALS

Freddy Rocha
Facilities Maintenance Manager



Approved as to fiscal impact:
Chuck Farmer, CFO



Michael Tree, CEO/General Manager



PROFESSIONAL SERVICES CONTRACT

FOR MAINTENANCE OF LCNG FUEL STATION (22-02)

THIS CONTRACT is made effective on July 1, 2022 between the SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (“Santa Cruz METRO”), a political subdivision of the State of California, and CLEAN ENERGY, a State of California corporation (“Contractor”).

1. RECITALS

1.1 Santa Cruz METRO’s Primary Objective

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

1.2 Santa Cruz METRO’s Need for Maintenance of LCNG Fuel Station

Santa Cruz METRO has the need for Maintenance of the LCNG Fuel Station. In order to obtain these services, Santa Cruz METRO issued a Request for Proposals, dated January 31, 2022, setting forth specifications for such services. The Request for Proposals, including Addendum 1, dated February 22, 2022, is attached hereto and incorporated herein by reference as Exhibit A.

1.3 Contractor’s Proposal

Contractor is a firm qualified to provide Maintenance of the LCNG Fuel Station and whose principal place of business is 4675 MacArthur Court, Suite 800, Newport Beach, California 92660. Pursuant to the Request for Proposals issued by Santa Cruz METRO, Contractor submitted a proposal for Maintenance of LCNG Fuel Station, which is attached hereto and incorporated herein by reference as Exhibit B.

1.4 Selection of Contractor and Intent of Contract

On March 7, 2022, Santa Cruz METRO selected Contractor as the Proposer whose proposal was most advantageous to Santa Cruz METRO to provide the Maintenance of LCNG Fuel Station described herein. This Contract is intended to fix the provisions of these services.

Santa Cruz METRO and Contractor agree as follows:

2. INCORPORATED DOCUMENTS AND APPLICABLE LAW

2.1 Documents Incorporated in this Contract

The documents listed below are attached to this Contract and by reference made a part hereof. This is an integrated Contract. This writing constitutes the final expression of the parties’ Contract, and it is a complete and exclusive statement of the provisions of that Contract, except for written amendments, if any, made after the date of this Contract in accordance with Section 12.15 of the General Conditions to the Contract.

A. Exhibit A

Santa Cruz METRO's "Request for Proposals" dated January 31, 2022, including Addenda No. 1 dated February 22, 2022.

B. Exhibit B (Contractor's Proposal)

Contractor's Proposal to Santa Cruz METRO for Maintenance of LCNG Fuel Station, signed by Contractor and dated March 1, 2022.

C. Exhibit C

The negotiated and agreed upon pricing agreement between Santa Cruz METRO and Clean Energy for Maintenance of LCNG Fuel Station.

2.2 Conflicts

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

2.3 Recitals

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

3. DEFINITIONS

3.1 General

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

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

3.1.2 CONTRACTOR – The Proposer selected by Santa Cruz METRO for this project in accordance with the Request for Proposals issued January 31, 2022.

3.1.3 CONTRACTOR'S STAFF – Employees of Contractor.

3.1.4 DAYS – Calendar days.

3.1.5 PROPOSER – Contractor whose proposal was accepted under the terms and conditions of the Request for Proposals issued January 31, 2022.

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

3.1.7 SCOPE OF WORK (OR "WORK") – The entire obligation under the Contract, including, without limitation, all labor, equipment, materials, supplies,

transportation, services, and other work products and expenses, express or implied, in the Contract.

4. TIME OF PERFORMANCE

4.1 Term

The term of this Contract will be for a period not to exceed eight (8) years and shall commence upon the execution of the Contract by Santa Cruz METRO.

5. COMPENSATION

5.1 Terms of Payment

Santa Cruz METRO shall compensate Contractor at the monthly fixed price or the hourly rate, as applicable, described in Exhibit C. All replacement parts and equipment will be provided by the Contractor at the cost for the parts or equipment plus Contractor's percentage markup described in Exhibit C. The total compensation under the Contract will not exceed \$2,738,406.00, which will include all labor, materials, taxes, profit, overhead, insurance, subcontractor/subconsultant costs and all other costs and expenses incurred by Santa Cruz METRO.

Beginning in year 2 of the Contract and on an annual basis, no later than 60 days before the start of a succeeding Contract year, Contractor may, upon written request, adjust prospectively its labor rates. Increases in future labor rates shall be limited, if requested, to the most recent Consumer Price Index for All Urban Consumers (CPI-U) for the San Francisco/Oakland/Hayward, CA area (series CUURS49BSA0) available to Santa Cruz METRO, or up to a maximum of 3.5 percent escalation, whichever is lower. The effective date of the CPI-U adjustment, if any, will commence either (1) the first day of the second and/or subsequent year(s) of the Contract, or (2) the date of the Contractor's request, whichever event is later. Upon written approval by Santa Cruz METRO, the new CPI-U adjusted rate shall remain in effect for the subsequent Contract year. If the Contractor does not submit a request at least 60 days before the start of the succeeding Contract year, the Contractor waives any CPI-U increase for that year.

Santa Cruz METRO shall reasonably determine whether work has been successfully performed for purposes of payment. Compensation shall be made within thirty (30) days of Santa Cruz METRO's written approval of Contractor's written invoice for said work.

The maximum compensation that Santa Cruz METRO has authorized to be expended for this Contract will not exceed \$2,738,406.00. Contractor understands and agrees that if it exceeds the total not-to-exceed compensation amount payable under this Contract, it does so at its own risk.

5.2 Invoices

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

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

6. CONTRACT EXCEPTIONS

6.1 Exceptions to Exhibit A

A. In Part III – Specifications for Maintenance of LCNG Fuel Station, subsection 9.4 of Section 9 (Technical Requirements) is replaced in its entirety with the following:

“9.4 Intentionally deleted.”

B. In Part III – Specifications for Maintenance of LCNG Fuel Station, subsection 12.2(a) of Section 12.2 (Force Majeure) is replaced in its entirety with the following:

“a) When it is beyond the control of Contractor to provide the service requirements contained in this contract (including but not limited to force majeure events), Liquidated Damages will not apply.”

C. In Part III – Specifications for Maintenance of LCNG Fuel Station, subsection 12.3 of Section 12 (Liquidated Damages) is replaced in its entirety with the following:

“12.3 Specific Daily Liquidated Damages Amount

Specific daily Liquidated Damages will equal \$250 per bus that did not make that day’s roll-out.”

D. In Part IV - General Conditions to the Contract, subsection 2.2.1 of Section 2.2 (Termination for Default) is replaced in its entirety with the following:

“2.2.1 Santa Cruz METRO may, upon written notice of default to the Contractor, terminate the whole or any part of this Contract if the Contractor: (1) fails to complete the Scope of Work within the time period stated in the Specifications section of the RFP; (2) fails to perform any of the other provisions of the Contract; or (3) fails to make progress as to endanger performance of this Contract in accordance with its provisions. Notwithstanding the foregoing, upon the Contractor’s receipt of such written notice of default, the Contractor shall have thirty (30) days to cure such default prior to Santa Cruz METRO terminating the whole or any part of this Contract.”

E. In Part IV - General Conditions to the Contract, subsection 2.2.2 of Section 2.2 (Termination for Default) is replaced in its entirety with the following:

“If the Contract is terminated in whole or in part for default, Santa Cruz METRO may procure, upon such terms and in such manner as Santa Cruz METRO may deem appropriate, supplies or services similar to those so terminated. Without limitation to any other remedy available to Santa Cruz METRO, the Contractor shall be liable to Santa Cruz METRO for any excess costs for such similar supplies or services, and shall continue the performance of this Contract to the extent not terminated under the provisions of this clause. Notwithstanding the foregoing, the Contractor shall not be liable for any unreasonable costs in excess of the Contractor’s price rates set forth in Exhibit C.”

- F. In Part IV - General Conditions to the Contract, subsection 12.11.4 of Section 12.11 (Cal OSHA/Hazardous Substances) is replaced in its entirety with the following:

“Contractor will not be legally liable or financially responsible for and will not be required to excavate, contain, haul, transport, handle, dispose of, remediate or remedy any pre-existing hazardous substances on the job site or any hazardous substances that migrate onto the job site from a third party site.

Contractor shall be solely responsible for all clean-up efforts and costs when any hazardous material, substance or chemical was brought onto the job site by Contractor or its employees, agents or subcontractors. Nothing in this Section will limit the Contractor's responsibility under Part III, Section 7.”

- G. In Part IV – General Conditions to the Contract, a new Section 12.22 is added, which shall contain the following language:

“12.22 Notwithstanding anything to the contrary, neither party shall have any liability to the other party for special, consequential, or incidental damages, except however in connection with a third-party claim within the scope of the indemnity obligations of the Contractor under this Contract.”

- H. In Part IV – General Conditions to the Contract, a new Section 12.23 is added, which shall contain the following language:

“12.23 With respect to services performed by the Contractor pursuant to this Contract, for a period of one (1) month from the date of performance of such services (the “Warranty Period”), the Contractor warrants to Santa Cruz METRO that the services shall be free from defects in workmanship, that the services meet the requirements of the Contract, and that workmanship will be at least equivalent to acceptable standards practiced within the cryogenic industry for similar service stations (the “Warranty”). If Santa Cruz METRO gives the Contractor prompt written notice of breach of this Warranty during the Warranty Period, the Contractor shall either re-perform the service or refund the purchase price therefor, at Metro's sole discretion.

With respect to equipment, part(s) or material(s) provided by the Contractor to Santa Cruz METRO pursuant to this Contract, the Contractor hereby assigns to Santa Cruz METRO, to the extent assignable, any warranties made to the Contractor by the applicable manufacturer or supplier, and the Contractor shall have no other liability to

Santa Cruz METRO related to the supplied equipment, part or material under warranty, tort or any other legal theory.”

7. NOTICES

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

Santa Cruz METRO

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

Attention: Michael Tree, CEO

CONTRACTOR

Clean Energy
4675 MacArthur Court, Suite 800
Newport Beach, CA 92660

Attention: Robert M. Vreeland, CFO
With a copy to: Associate General Counsel

8. ACCEPTANCE OF ELECTRONIC SIGNATURES AND COUNTERPARTS

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

9. AUTHORITY

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

Signed on _____

Santa Cruz METRO –
SANTA CRUZ METROPOLITAN TRANSIT
DISTRICT

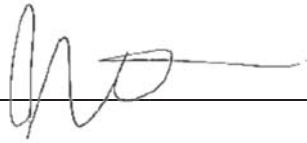
Michael Tree, CEO/General Manager

Contractor –
CLEAN ENERGY

Robert M. Vreeland, CFO

Approved as to Form:

Julie A. Sherman, General Counsel



Clean Energy LCNG Fuel Station Maintenance

Price Agreement

1. Weekly Maintenance Items – Monthly Fixed Price Elements

A. Task Description

- i. Warm End Oil. Purchase and delivery of oil, replacement in equipment, and disposal of used oil.
- ii. Touch Up Painting. To be performed as recommended by Clean Energy for equipment and HP piping.
- iii. PRV Recertification. Replacement and testing of pressure relief valves according to regulations.
- iv. LCNG System Inspection. Weekly, quarterly, annual safety and scheduled maintenance inspections, including travel to and from the site.
- v. Vapor Compressor Maintenance – Following a detailed Preventative Maintenance Schedule whereby various components are replaced 1000, 2000, 4000 and 8000-hour intervals based on expected run hours per year. New compressor was installed in 2021.
- vi. Vapor Compressor PRV Re-certification includes replacement of pressure relief valves according to regulations

B. Element Prices

Monthly Price for Weekly Maintenance Items	\$19,931 per month*
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*The Monthly Price may be adjusted on an annual basis beginning in year 2 of the Contract term, as described in Section 5.1 (Terms of Payment) of the Contract.

2. Non-Weekly Maintenance Items – Time and Material Price Elements

A. Task Descriptions

- i. Cold Ends (3 Sets). Replace every 1,000 hours run time. Based on current run hours and typical run hours per year, it is anticipated a total of 5 Warm End Replacements will be required.
- ii. Warm Ends (3 Sets). Replace every 5,000 hours of run time. Based on current run hours and typical run hours per year, it is anticipated a total of 5 warm end replacements will be required.
- iii. LNG Pumps (4 sets). Replace every 8,000 hours run time. Based on current run hours and typical run hours per year, it is anticipated a total of 2 pump replacements will be required.
- iv. Dispenser Calibration – as required
- v. All Weather Placard – \$400 per instance the placard needs to be replaced. Placard contains Clean Energy 24-hour emergency contact information
- vi. Analysis, plans, schedule and guide for LCNG equipment and maintenance, including one year look ahead each year.

B. Element Pricing

Non-Weekly Maintenance Items – Time and Material Price Elements will be performed on a time & materials basis at the rates set forth below. The Contractor and Santa Cruz Metro will coordinate in advance to schedule the Non-Weekly Maintenance Items– Time and Material Price Elements work at a time acceptable to Santa Cruz METRO.

Hourly Rates and Parts & Materials Prices	
Weekdays 8:00am – 5:00pm	\$160 per hour*
Weekdays 5:01pm – 7:59am	\$240 per hour*
Weekends & Holidays	\$240 per hour*
Travel Time	Charged at rates shown above
Parts & Materials	Net Cost + 15%**

*The hourly rates may be adjusted on an annual basis beginning in year 2 of the contract term, as described in Section 5.1 (Terms of Payment) of the Contract.

** Sales tax will be added to the cost of all repair parts and equipment purchased by Santa Cruz METRO.

3. Scope Of Work

The scope of work set forth in this Section 3 of this Exhibit C supersedes and replaces, in its entirety:

- Article 10 (Scope of Work) and Article 11(LCNG Fuel Station Equipment) of Part III (Specifications for Maintenance of LCNG Fuel Station) of Exhibit A; and
- Pages 10 to 13 of Exhibit B (up to, but not including, the subsection titled “Access to Reports and Invoices” on page 13 of Exhibit B).

The Contractor shall provide comprehensive maintenance services for the existing LCNG fueling station at Santa Cruz METRO. The Contractor shall be responsible for monitoring, repairing and otherwise keeping the LCNG equipment operational, including related electrical systems, fuel hoses and nozzles, and the methane gas monitoring system. The Contractor shall provide all repair parts, overhaul services, and consumables necessary to maintain the facility in proper working order, including compressor oils and all other lubricants.

A. Overview of Scope of Work - Weekly Review, Planned Preventive Maintenance and Unplanned Repairs

- Weekly review of daily inspections and preventive maintenance activities
- Periodic (weekly, monthly, quarterly, elapsed run hours, etc.) maintenance based on the manufacturer’s recommended requirements
- Breakdown non-critical repairs & Emergency call-out capability so as to respond to system problems without delay

- B. Methane detection system maintenance
- Periodic inspection and calibration of the detectors
 - Periodic testing of the overall system including the transmitters and controls to ensure that the overall system is operating correctly
- C. The Contractor will include one (1) full time technician with truck and tools to be on call twenty-four (24) hours per day and seven (7) days per week.
- D. The Contractor shall provide one all-weather placard for posting at the station indicating a telephone number providing 24-hour access by telephone to contact Contractor to obtain assistance as may be required.
- E. On all call outs, the Contractor agrees the emergency callout repair service shall include a maximum one (1)-hour call back guarantee and the dispatch of a properly trained and equipped technician(s) with truck and tools to be on-site and working on the problem within four (4) hours of notification, weather and traffic permitting. As part of this requirement, the Contractor shall respond to any and all alarm conditions and will be designated as a primary or secondary contact for automated dial-out alarm notifications. Operation of the LCNG station is critical to supporting Santa Cruz METRO services and it is essential that the callout requirements be adhered to. Contractor will defer all non-emergency service calls to normal business hours, provided such delays will not result in an unsafe condition or the inability to fuel buses. The Contractor will then provide service at the beginning of the next business day.
- F. The Contractor shall develop a Schedule and Service Plan for the LCNG station indicating planned and recommended future maintenance and repair activities required to keep the facility in proper working order,
At a minimum, the Service and Maintenance Plan shall include the following:
- G. A one-year look-ahead planned work schedule to assist Santa Cruz METRO in preparation for the maintenance of the facility.
- H. An analysis and report of the estimated useful lifespan of the LCNG Station equipment. Planned major inspections shall be included in the maintenance service plan with a timeline showing the expected date of each within the entire duration of the contract term.
- I. Forms to be used to monitor and report maintenance activities including log forms, inspection report forms, other inspection forms, maintenance repair records, and similar forms to be used by the Contractor.
- J. The Contractor will conduct weekly safety walk-through inspections on all LNG and LCNG equipment and components; document inspections and any deficiencies found; and immediately eliminate or repair deficiencies as needed to keep the equipment in proper working order and document. Copies of the documentation are to be sent to the Santa Cruz METRO Contract Administrator.

- K. The Contractor will conduct weekly leak inspections on process piping. Any deficiencies found will be eliminated or repaired as soon as possible and documented. Copies of the documentation are to be sent to the Santa Cruz METRO Contract Administrator.
- L. The Contractor will perform bi-annual calibration of the Gas Monitor systems and document. Calibration will be performed in accordance with manufacturer guidelines and recommendations. Copies of the documentation are to be sent to the Santa Cruz METRO Contract Administrator.
- M. The Contractor will perform calibrations of the differential pressure, pressure and temperature transmitters as needed, or in accordance with manufacturer guidelines and recommendations.
- N. The Contractor will schedule, perform, certify and document annual relief valve testing for all relief devices at the site per all applicable regulations, and in accordance with manufacturer guidelines and recommendations. Copies of the documentation are to be sent to the Santa Cruz METRO Contract Administrator.
- O. The Contractor will perform maintenance on LNG and LCNG pumps in accordance with manufacturer guidelines and recommendations.
- P. The Contractor will perform annual vacuum integrity tests on all storage tanks and document. Copies of the documentation are to be sent to the Santa Cruz METRO Contract Administrator.
- Q. The Contractor will service and repair LCNG vessels, buffer tanks and buffer cabinets as needed in order to keep the equipment in proper working order and in accordance with manufacturer guidelines and recommendations.
- R. The Contractor will repaint as needed all equipment that requires corrosion protection. The high pressure piping will be repainted as needed.
- S. The Contractor will perform the preventative maintenance work Monday through Friday between the hours of 8 A.M. and 5 P.M.

Santa Cruz METRO performs fueling activities from 5:00 P.M. to 2:30 A.M. Monday through Sunday, with incidental fueling at other times. The City of Santa Cruz also refuels their sanitation vehicles on site at various times between 10:00 A.M. to 2:00 P.M. One of either two pumps on site must be operational during these times.

- T. The Contractor will send reports to the Santa Cruz METRO Contract Administrator for every activity that is performed on the station and/or support equipment.

4. LCNG Fuel Station Equipment List

The following is a partial list of LCNG equipment and/or systems to be maintained.

- A. LCNG Pressure Vessel Storage Assemblies comprised of two each 3-pack storage assemblies, for a total of 6 pressure storage vessels, manufactured by CP Industries. Capacity per assembly: 17,133 scf of LCNG @ 5000 psig.
- B. Two (2) LNG Vertical Storage Tanks, 15,000 Gallon capacity each, manufactured by Chart Storage Systems
- C. Bauer Model C15.2 II Duplex
- D. CS&P LCNG Pumps
- E. LCNG Vaporizers, Cryoquip Model VAI806F
- F. CS & P Offload LNG Pump
- G. Priority Valve Panel
- H. CNG Dispensers
- I. Odorizer
- J. Vapor Recovery System
- K. Oil Injection System
- L. Safety Systems:
 - i. Flame Detection System
 - ii. Combustible Gas Detection System
- M. Fuel Management System
- N. Remote System Monitoring
- O. Electrical Panels
- P. LCNG Instrumentation
- Q. Piping/Tubing/Tube Fittings, Valves and Gauges



DATE: June 24, 2022
TO: Board of Directors
FROM: Danielle Glagolla, Marketing, Communications
and Customer Service Director.

**SUBJECT: APPROVE REQUEST FOR AUTHORIZATION OF MOBILITY TRAINING
COORDINATOR POSITION IN THE CUSTOMER SERVICE
DEPARTMENT**

I. RECOMMENDED ACTION

That the Board of Directors approve the funding of a Mobility Training Coordinator in the Customer Service Department and defunding the Accessible Services Coordinator position from the Paratransit Department.

II. SUMMARY

- In order to address the needs of the Customer Service Department, staff have determined the need for a Mobility Training Coordinator position. The position will take the place of the current vacant Accessible Services Coordinator position.
- On January 20, 2022, Service Employees International Union Local 521 (SEIU) and Human Resources (HR) staff agreed to the creation of Mobility Training Coordinator to better address the needs of the Santa Cruz Metropolitan Transit District (METRO).
- METRO contracted with Koff & Associates (hereinafter “K&A”) to conduct a total classification and compensation study in January 2022.
- HR staff worked with K&A to create the Mobility Training Coordinator position description and its wage scale.
- HR staff presented the classification and compensation study to SEIU. SEIU is in agreement with the findings and this recommendation.
- Staff is recommending Board approval to create the Mobility Training Coordinator position.
- On June 10, 2022, the HR staff presented this item to the Personnel/Human Resources Standing Committee.

III. DISCUSSION/BACKGROUND

In order to address the needs of the department, a Mobility Training Coordinator position was created through a total classification and compensation study performed by K&A. This position will perform a wider variety and complex tasks in the department including community outreach, fixed-route training and ParaCruz

training. This position will take the place of the current vacant Accessible Services Coordinator position. The Accessible Services Coordinator will be defunded and removed from the ParaCruz Division and funds moved to fund the new Mobility Training Coordinator position in the Customer Service Department.

Human Resources staff have worked with Koff & Associates, an outside agency, to create a new Mobility Training Coordinator position description and corresponding wage scale. Upon approval, an open recruitment will be undertaken to fill this position.

Koff & Associates presented a Total Compensation Study which reflected the comparison agency salaries and benefits. The seven established labor market comparable agencies were:

- Alameda- Contra Costa Transit District
- Central Contra Costa County Transit Authority
- City of Santa Cruz
- County of Santa Cruz
- Golden Gate Bridge, Highway and Transportation District
- Monterey- Salinas Transit District
- Riverside Transit Agency
- San Joaquin Regional Transit District
- Santa Barbara Metropolitan Transit District
- Santa Clara Valley Transportation Authority

Koff & Associates was not able to find a sufficient number of comparable matches. Internal alignment was considered for the purpose of this study.

Going forward, staff has determined that METRO is in need of a Mobility Training Coordinator who can focus on planning, training, developing, coordinating, and providing Santa Cruz METRO services to current and potential customers including youth, elderly, disabled, and underserved communities and for promoting such services through targeted community outreach and education.

This position will provide the above items, as well as conduct in-person assessments of passengers seeking training and instruct program participants to travel safely and independently by accessing public transportation throughout Santa Cruz County; represents the Agency to the public through a planned program utilizing public presentations; plans, coordinates, develops, and implements Santa Cruz METRO's Travel Program; and serves as a liaison and information source to customers, community agencies, and schools.

Staff requests the Board approve the creation of Mobility Training Coordinator position for final adoption on June 24, 2022 at the Public Hearing.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report ties to the following strategic priorities:

- Service Quality and Delivery
- Employee Engagement: Attract, Retain and Develop
- Strategic Alliances and Community Outreach

V. FINANCIAL CONSIDERATIONS/IMPACT

The adoption of the recommendations contained in this report will require defunding the Accessible Services Coordinator position from Paratransit Department (currently vacant) and moving funds to the new Mobility Training Coordinator position in Customer Service Department and \$ 7,282 increase in the FY 23 operating budget.

VI. CHANGES FROM COMMITTEE

None. On June 10, 2022 the Personnel/Human Resources Committee met to review this request. The Committee recommends the full Board approve the creation of Mobility Training Coordinator in the Customer Service Department as presented.

VII. ALTERNATIVES CONSIDERED

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

VIII. ATTACHMENTS

Attachment A: Mobility Training Coordinator Job Description

Attachment B: Mobility Training Coordinator Wage Scale

Prepared by: Danielle Glagolla, Marketing, Communications and Customer Service Director and Monik Delfin, Deputy HR Director

IX. APPROVALS

Dawn Crummié, HR Director



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



Michael Tree, CEO/General Manager





Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

Class Code: AS121
FLSA Status: Non-exempt

Mobility Training Coordinator

Bargaining Unit: SEA

DEFINITION:

Under direction, the Mobility Training Coordinator conducts in-person assessments of passengers seeking training and instructs program participants to travel safely and independently by accessing public transportation throughout Santa Cruz County as appropriate; represents the Agency to the public through a planned program utilizing public presentations, providing outreach and education to current and potential customers; plans, coordinates, develops, and implements Santa Cruz METRO's Travel Program; serves as a liaison and information source to customers, community agencies, and schools; and performs other related work as required.

DISTINGUISHING CHARACTERISTICS:

Mobility Training Coordinator is a journey-level class responsible for planning, training, developing, coordinating, and providing Santa Cruz METRO services to current and potential customers including youth, elderly, disabled, and underserved communities and for promoting such services through targeted community outreach and education. The incumbent uses discretion and independent judgment in performing assigned work. Assignments are given with general guidelines and positions are responsible for establishing objectives, timelines, and methods to deliver work products or services. Work is typically reviewed upon completion for soundness, appropriateness, and conformity to policy and requirements.

EXAMPLES OF DUTIES AND RESPONSIBILITIES:

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

- Plans, develops, organizes, and conducts training and outreach services for current and potential customers on all METRO services including but not limited to fixed-route, paratransit, commuter service, microtransit, and other services/programs as needed.
- Plans and implements Santa Cruz METRO's Mobility Training Program; completes in person one-on-one intake assessment on individuals and determines which method of training (group, peer, specialized instruction [mobility], etc.) and support services are appropriate; teaches, demonstrates, and assists program participants and/or their supporters on the safe and proper use of the Santa Cruz METRO transportation system; provides individualized, one-on-one field training to participants referred for travel training.
- Recruits and sets goals, objectives, and policies for Mobility Ambassadors/volunteers to assist with Travel Training for fixed-route, paratransit, commuter service, and microtransit.
- Develops, maintains, distributes, and/or modifies a variety of training procedures, methods, materials, and forms to facilitate the effective training of Mobility Training Program participants.
- Promotes and provides outreach services to the older adult and disabled communities, youth, and underserved communities; attends classrooms, events, and a variety of public or private meetings to present to individuals and organizations about Santa Cruz METRO's services.



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HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

- Evaluates and monitors service delivery of Santa Cruz METRO's Mobility Training Program and Mobility Ambassadors/volunteer program and communicates findings to upper management; implements changes to improve efficiency and service quality; maximizes effectiveness of program services and ensures alignment with Santa Cruz METRO's mission; recommends and implements program goals and objectives, procedures, and work standards for assigned services.
- Collaborates with staff and management from customer service, transit, and marketing to coordinate assigned services and programs.
- Creates teaching materials and presents to Santa Cruz METRO staff as assigned.
- Serves as a liaison and information source to customers, students, community agencies, and the public for Santa Cruz METRO's Mobility Training Program.
- Prepares regular and periodic reports for management as requested; maintains various logs, records, lists, files, and program data and reports per Santa Cruz METRO retention policy; updates and maintains information in a database.
- Performs Paratransit Eligibility Coordinator tasks related to Americans with Disabilities Act (ADA) paratransit eligibility functions as needed.
- Promotes safety awareness and follows safety procedures in an effort to reduce or eliminate accidents.
- Maintains a working knowledge of all Santa Cruz METRO's public transportation systems, policies, and programs.
- Attends and participates in committee meetings; may serve and/or report on committees, commissions, and task forces; conducts presentations; attends and plans outreach events as directed by the department Manager/Director.
- Operates standard office equipment; utilizes computer software in performing job tasks; may utilize specialized Santa Cruz METRO software.
- Assist with discount card process including applications, issuing of cards, and fee collection.
- Drive a Santa Cruz METRO vehicle to perform assignments.
- Performs related work as required.

EMPLOYMENT STANDARDS:

Knowledge of:

- Principles of program organization, administration, coordination, and evaluation.
- Common transit agency policies and procedures associated with standard bus operations.
- Current practices, procedures, and philosophies pertaining to mobility training.
- Special equipment, procedures, and opportunities available to improve the accessibility of transit services for the older adult and disabled communities, youth, and underserved communities.
- Current instructional methods and practices, as well as effective curriculum development.
- Customer safety and health-related considerations related to transit services.
- Business correspondence, formatting, and report writing.
- Manual and automated record-keeping and filing systems.
- Methods of researching, gathering, organizing, and reporting data.
- Methods of prioritizing, planning, and organizing work and time management techniques.
- Customer service techniques including public speaking, community outreach, and events.
- Modern office practices and procedures and the effective use of modern office equipment, personal computers, and standard business software, including audio/visual equipment.



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

Ability to:

- Plan, develop, organize, and conduct an effective mobility training program serving older adults, disabled individuals, underserved communities, and youth/students.
- Conduct field work to provide direct services to customers.
- Teach ideas, concepts, and skills to all community members effectively.
- Research, analyze, and evaluate new teaching methods and techniques.
- Formulate specific objectives to compare and evaluate program results.
- Define problem areas and evaluate, recommend, and implement alternative solutions to issues and problems.
- Engage successfully with both internal and external contacts and the public
- Demonstrate a high level of discretion, confidentiality, and judgement in execution of duties and dealing with the public and program participants.
- Instruct others in the safe utilization of Santa Cruz METRO vehicles and services and adapt training procedures to the needs of the individual.
- Act as liaison between Santa Cruz METRO, community groups, other transit districts, transit customers, schools, and the public with regard to Santa Cruz METRO services.
- Develop and write plans, procedures, reports, and forms.
- Adhere to established work schedules and timelines.
- Balance multiple assignments simultaneously and effectively.
- Utilize standard office equipment and computer software and learn to use specialized Santa Cruz METRO software if assigned.
- Communicate clearly and effectively in both oral and written form.
- Establish and maintain effective working relationships within the department and with other divisions, departments, agencies, suppliers, vendors, and the public.

MINIMUM QUALIFICATIONS:

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

Education, Training, and Experience:

Two (2) years course work from an accredited college in business administration, public administration, marketing, social services, or a related field.

AND

Four (4) years of experience in program, project, or administrative support including providing community outreach and/or training services to people of diverse backgrounds and experience and/or working with volunteer or ambassador programs and non-profit organizations.

LICENSES AND CERTIFICATES:

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

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



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

PHYSICAL AND MENTAL DEMANDS:

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

Physical Demands

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

Mental Demands

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

Work Environment:

The employee typically works in a standard office environment where the noise level is moderate. Field work is also required.

OTHER CONDITIONS OF EMPLOYMENT:

- Must pass a requisite background check.
- Weekend work and hours of work outside the regular schedule may be required.
- Fluency in English and Spanish is desirable.

*Adopted:	00-00-00
*BOD Approved:	00-00-00
*Revised:	00-00-00
*Job Family:	Customer Service
*Job Series:	Mobility Training Series
*Job Series Level:	Journey
*Confidential:	No

Attachment B

FY23: 3.5% wage increase, effective June 23, 2022/Adopted by the Board as of May 20, 2022																			
UNION	Step 1	1L	1LL	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL	
SEP	Administrative Supervisor	31.65	33.23	34.81	36.39	37.97	39.55	41.13	42.71	44.29	45.87	47.45	49.03	50.61	52.19	53.77	55.35	56.93	58.51
SEP	Assistant Safety & Training Coordinator	34.56	36.29	38.02	39.75	41.48	43.21	44.94	46.67	48.40	50.13	51.86	53.59	55.32	57.05	58.78	60.51	62.24	63.97
SEP	Custodial Supervisor	28.93	25.78	27.01	25.78	27.01	28.24	29.47	30.70	31.93	33.16	34.39	35.62	36.85	38.08	39.31	40.54	41.77	43.00
SEP	Customer Service Supervisor	28.93	30.38	31.83	30.38	31.83	33.28	34.73	36.18	37.63	39.08	40.53	41.98	43.43	44.88	46.33	47.78	49.23	50.68
SEP	Facilities Maintenance Supervisor	33.83	35.52	37.21	35.52	37.21	38.90	40.59	42.28	43.97	45.66	47.35	49.04	50.73	52.42	54.11	55.80	57.49	59.18
SEP	Fleet Maintenance Supervisor	38.27	40.18	42.09	40.18	42.09	44.00	45.91	47.82	49.73	51.64	53.55	55.46	57.37	59.28	61.19	63.10	65.01	66.92
SEP	Parts and Materials Supervisor	32.41	34.03	35.65	34.03	35.65	37.27	38.89	40.51	42.13	43.75	45.37	46.99	48.61	50.23	51.85	53.47	55.09	56.71
SEP	Revenue Collection Supervisor	27.32	28.69	30.06	28.69	30.06	31.43	32.80	34.17	35.54	36.91	38.28	39.65	41.02	42.39	43.76	45.13	46.50	47.87
SEP	Safety & Training Coordinator	37.36	39.23	41.10	39.23	41.10	42.97	44.84	46.71	48.58	50.45	52.32	54.19	56.06	57.93	59.80	61.67	63.54	65.41
SEP	Transit Supervisor	35.49	35.16	36.83	35.16	36.83	38.50	39.17	40.84	41.51	43.18	43.85	45.52	46.19	47.86	48.53	50.20	50.87	52.54
SEP	Transportation Planning Supervisor	48.89	51.33	53.77	51.33	53.77	56.21	58.65	61.09	63.53	65.97	68.41	70.85	73.29	75.73	78.17	80.61	83.05	85.49
SES	Accountant I	32.28	33.89	35.50	33.89	35.58	37.27	38.96	40.65	42.34	44.03	45.72	47.41	49.10	50.79	52.48	54.17	55.86	57.55
SES	Accountant II	35.50	37.28	39.06	37.28	39.14	41.00	42.86	44.72	46.58	48.44	50.30	52.16	54.02	55.88	57.74	59.60	61.46	63.32
SES	Accounting Clerk	21.43	22.50	23.57	22.50	23.63	24.76	25.89	27.02	28.15	29.28	30.41	31.54	32.67	33.80	34.93	36.06	37.19	38.32
SES	Accounting Specialist	31.19	32.75	34.31	32.75	34.39	36.03	37.67	39.31	40.95	42.59	44.23	45.87	47.51	49.15	50.79	52.43	54.07	55.71
SES	Accounting Technician	25.52	26.80	28.08	26.80	28.14	29.48	30.82	32.16	33.50	34.84	36.18	37.52	38.86	40.20	41.54	42.88	44.22	45.56
SES	Administrative Assistant	24.84	26.08	27.32	26.08	27.38	28.68	29.98	31.28	32.58	33.88	35.18	36.48	37.78	39.08	40.38	41.68	42.98	44.28
SES	Administrative Clerk	22.35	23.47	24.59	23.47	24.64	25.81	27.04	28.27	29.50	30.73	31.96	33.19	34.42	35.65	36.88	38.11	39.34	40.57
SES	Administrative Specialist	27.29	28.65	30.01	28.65	30.08	31.51	32.94	34.37	35.80	37.23	38.66	40.09	41.52	42.95	44.38	45.81	47.24	48.67
SES	Benefits Technician	26.05	27.35	28.65	27.35	28.72	30.09	31.46	32.83	34.20	35.57	36.94	38.31	39.68	41.05	42.42	43.79	45.16	46.53
SES	Buyer	26.66	27.99	29.32	27.99	29.39	30.79	32.19	33.59	34.99	36.39	37.79	39.19	40.59	41.99	43.39	44.79	46.19	47.59
SES	Claims Technician I	23.28	24.44	25.60	24.44	25.66	26.88	28.14	29.40	30.66	31.92	33.18	34.44	35.70	36.96	38.22	39.48	40.74	42.00
SES	Claims Technician II	25.86	27.15	28.44	27.15	28.51	29.87	31.23	32.59	33.95	35.31	36.67	38.03	39.39	40.75	42.11	43.47	44.83	46.19
SES	Custodial Service Worker	18.27	19.18	20.09	19.18	20.14	21.10	22.16	23.21	24.27	25.32	26.38	27.44	28.49	29.55	30.61	31.67	32.72	33.78
SES	Customer Service Representative	21.43	22.50	23.57	22.50	23.63	24.76	25.89	27.02	28.15	29.28	30.41	31.54	32.67	33.80	34.93	36.06	37.19	38.32
SES	Customer Service Assistant	24.84	26.08	27.32	26.08	27.38	28.68	29.98	31.28	32.58	33.88	35.18	36.48	37.78	39.08	40.38	41.68	42.98	44.28
SES	Facilities Maintenance Worker I	22.95	23.68	24.81	23.68	24.86	26.04	27.22	28.40	29.58	30.76	31.94	33.12	34.30	35.48	36.66	37.84	39.02	40.20
SES	Facilities Maintenance Worker II	25.07	26.32	27.57	26.32	27.64	28.96	30.28	31.60	32.92	34.24	35.56	36.88	38.20	39.52	40.84	42.16	43.48	44.80
SES	Financial Analyst	39.07	41.02	42.97	41.02	43.07	45.12	47.17	49.22	51.27	53.32	55.37	57.42	59.47	61.52	63.57	65.62	67.67	69.72
SES	Grants/Legislative Analyst	36.20	38.01	39.82	38.01	39.91	41.81	43.91	46.11	48.41	50.71	53.01	55.31	57.61	60.01	62.31	64.61	66.91	69.21
SES	HR Analyst I	30.44	31.96	33.48	31.96	33.56	35.16	36.92	38.76	40.70	42.64	44.58	46.52	48.46	50.40	52.34	54.28	56.22	58.16
SES	HR Analyst II	33.49	35.16	36.83	35.16	36.92	38.68	40.52	42.36	44.20	46.04	47.88	49.72	51.56	53.40	55.24	57.08	58.92	60.76
SES	Human Resources Clerk	22.55	23.68	24.81	23.68	24.86	26.04	27.22	28.40	29.58	30.76	31.94	33.12	34.30	35.48	36.66	37.84	39.02	40.20
SES	Human Resources Specialist	24.81	26.05	27.29	26.05	27.35	28.65	29.95	31.25	32.55	33.85	35.15	36.45	37.75	39.05	40.35	41.65	42.95	44.25
SES	Information Technology Project Coordinator	26.05	27.35	28.65	27.35	28.72	30.09	31.46	32.83	34.20	35.57	36.94	38.31	39.68	41.05	42.42	43.79	45.16	46.53
SES	Information Technology Support Analyst I	32.14	33.75	35.36	33.75	35.44	37.13	38.82	40.51	42.20	43.89	45.58	47.27	48.96	50.65	52.34	54.03	55.72	57.41
SES	Information Technology Support Analyst II	26.31	27.63	28.95	27.63	29.01	30.39	31.91	33.43	34.95	36.47	38.00	39.52	41.04	42.56	44.08	45.60	47.12	48.64
SES	Information Technology Support Analyst III	29.22	30.68	32.14	30.68	32.21	33.74	35.27	36.80	38.33	39.86	41.39	42.92	44.45	45.98	47.51	49.04	50.57	52.10
SES	Lead Custodial Service Worker	21.83	22.92	24.01	22.92	24.07	25.22	26.47	27.72	28.97	30.22	31.47	32.72	33.97	35.22	36.47	37.72	38.97	40.22
SES	Lead Facilities Maintenance Worker	30.06	31.56	33.06	31.56	33.14	34.72	36.30	37.88	39.46	41.04	42.62	44.20	45.78	47.36	48.94	50.52	52.10	53.68
SES	Legal Secretary	22.95	23.68	24.81	23.68	24.86	26.04	27.22	28.40	29.58	30.76	31.94	33.12	34.30	35.48	36.66	37.84	39.02	40.20
SES	Mobility Training Coordinator	28.93	30.38	31.83	30.38	31.90	33.42	34.94	36.46	37.98	39.50	41.02	42.54	44.06	45.58	47.10	48.62	50.14	51.66
SES	Paralegal I	32.28	33.89	35.50	33.89	35.58	37.27	38.96	40.65	42.34	44.03	45.72	47.41	49.10	50.79	52.48	54.17	55.86	57.55
SES	Paralegal II	35.50	37.28	39.06	37.28	39.14	41.00	42.86	44.72	46.58	48.44	50.30	52.16	54.02	55.88	57.74	59.60	61.46	63.32
SES	Paratransit Eligibility Coordinator	32.28	33.89	35.50	33.89	35.58	37.27	38.96	40.65	42.34	44.03	45.72	47.41	49.10	50.79	52.48	54.17	55.86	57.55
SES	Payroll Specialist	26.05	27.35	28.65	27.35	28.72	30.09	31.46	32.83	34.20	35.57	36.94	38.31	39.68	41.05	42.42	43.79	45.16	46.53

8.7B.1

Attachment B

FY23: 3.5% wage increase, effective June 23, 2022/Adopted by the Board as of May 20, 2022																		
UNION	Step 1	1L	1LL	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SES	20.79	21.83	22.87	24.01	22.92	24.07	25.22	24.07	25.27	26.47	25.27	26.47	25.27	26.53	27.79	26.53	27.86	29.31
SES	32.28	33.89	35.50	37.27	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	31.99	33.59	35.19	36.95	35.27	36.95	35.27	37.03	38.79	37.03	38.88	40.73	38.88	40.82	42.76	40.82	42.86	44.90
SES	29.33	30.80	32.27	33.88	32.34	33.88	32.34	33.96	35.58	33.96	35.66	37.33	35.66	37.44	39.22	37.44	39.31	41.18
SES	22.49	23.61	24.73	25.97	24.79	26.03	27.27	26.03	27.33	28.63	27.33	28.63	27.33	28.70	30.07	28.70	30.14	31.58
SES	20.23	21.24	22.25	23.36	22.30	23.36	22.30	23.42	24.54	23.42	24.54	25.76	24.54	25.82	27.05	25.82	27.11	28.40
SES	37.67	39.55	41.43	43.51	41.53	43.51	41.53	43.61	45.69	43.61	45.79	47.97	45.79	48.08	50.37	48.08	50.48	52.88
SES	41.89	43.98	46.07	48.38	46.18	48.38	46.18	48.49	50.80	48.49	50.91	53.33	50.91	53.46	56.01	53.46	56.13	58.80
SES	32.28	33.89	35.50	37.27	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	28.37	29.79	31.21	32.77	31.28	32.77	31.28	32.84	34.40	32.84	34.48	36.12	34.48	36.20	37.92	36.20	38.01	39.82
SES	25.72	27.01	28.30	29.71	28.36	29.71	28.36	29.78	31.20	29.78	31.27	32.76	31.27	32.83	34.39	32.83	34.47	36.11
SES	42.96	45.11	47.26	49.63	47.37	49.63	47.37	49.74	52.11	49.74	52.23	54.72	52.23	54.84	57.45	54.84	57.58	60.32
SES	31.29	32.85	34.41	36.13	34.49	36.13	34.49	36.21	37.93	36.21	38.02	39.83	38.02	39.92	41.82	39.92	41.92	43.92
SES	48.47	50.89	53.31	55.97	53.43	55.97	53.43	56.10	58.77	56.10	58.91	61.72	58.91	61.86	64.81	61.86	64.95	68.04
SES	43.46	45.63	47.80	49.91	48.56	49.91	48.56	50.19	52.71	50.31	52.83	55.35	52.83	55.47	58.11	55.47	58.24	61.01
SES	44.05	46.25	48.45	50.87	48.56	50.87	48.56	50.99	53.54	50.99	53.54	56.09	53.54	56.22	58.90	56.22	59.03	61.84
SES	32.59	34.22	35.85	37.64	35.93	37.64	35.93	37.73	39.53	37.73	39.62	41.51	39.62	41.60	43.58	41.60	43.68	45.76
SES	36.20	38.01	39.82	41.81	39.91	41.81	39.91	41.91	43.91	41.91	44.01	46.11	44.01	46.21	48.41	46.21	48.52	50.83
SEV	33.49	35.16	36.83	38.68	36.92	38.68	36.92	38.77	40.62	38.77	40.71	42.65	40.71	42.75	44.79	42.75	44.89	47.03
SEV	34.02	35.72	37.42	39.30	37.51	39.30	37.51	39.39	41.27	39.39	41.36	43.33	41.36	43.43	45.50	43.43	45.60	47.77
SEV	28.80	30.24	31.68	33.26	31.75	33.26	31.75	33.34	34.93	33.34	35.01	36.68	35.01	36.76	38.51	36.76	38.60	40.44
SEV	24.11	25.32	26.53	27.86	26.59	27.86	26.59	27.92	29.25	27.92	29.32	30.72	29.32	30.79	32.26	30.79	32.33	33.87
SEV	25.52	26.80	28.08	29.48	28.14	29.48	28.14	29.55	30.96	29.55	31.03	32.51	31.03	32.58	34.13	32.58	34.21	35.84
SEV	28.37	29.79	31.21	32.77	31.28	32.77	31.28	32.84	34.40	32.84	34.48	36.12	34.48	36.20	37.92	36.20	38.01	39.82
SEV	31.19	32.75	34.31	36.03	34.39	36.03	34.39	36.11	37.83	36.11	37.92	39.73	37.92	39.82	41.72	39.82	41.81	43.80
SEV	24.01	25.21	26.41	27.73	26.47	27.73	26.47	27.79	29.11	27.79	29.18	30.71	29.18	30.64	32.10	30.64	32.17	33.70
SEV	24.11	25.32	26.53	27.86	26.59	27.86	26.59	27.92	29.25	27.92	29.32	30.72	29.32	30.79	32.26	30.79	32.33	33.87
SEV	26.51	27.84	29.17	30.62	29.23	30.62	29.23	30.69	32.15	30.69	32.22	33.75	32.22	33.83	35.44	33.83	35.52	37.21
SEV	22.08	23.18	24.28	25.50	24.34	25.50	24.34	25.56	26.78	25.56	26.84	28.12	26.84	28.18	29.52	28.18	29.59	31.00
SEV	18.07	19.87	19.87	20.87	19.92	20.87	19.92	20.92	21.92	20.92	21.92	23.02	21.92	23.07	24.17	23.07	24.22	25.37
SEV	20.14	21.15	22.16	23.27	22.21	23.27	22.21	23.32	24.43	23.32	24.49	25.71	24.49	25.71	26.93	25.71	27.00	28.29

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

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

Longevity Pay is based only on length of service.

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



DATE: June 24, 2022
TO: Board of Directors
FROM: Joan Jeffries, Purchasing Manager
**SUBJECT: ACCEPT AND FILE THE QUARTERLY PROCUREMENT REPORT FOR
1ST QUARTER OF FY23**

I. RECOMMENDED ACTION

That the Board of Directors accept and file the Quarterly Procurement Report for the 1st quarter of FY23

II. SUMMARY

- This staff report provides the Board of Directors (Board) with a Quarterly Procurement Report for the 1st quarter of FY23, covering the months of July through September.
- Each quarter staff will provide a Quarterly Procurement Report listing anticipated formal procurements within the upcoming quarter that are not being presented to the Board separately.

III. DISCUSSION/BACKGROUND

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

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

Attachment A details the regular formal procurements the Purchasing Department is planning on issuing during the 1st quarter of FY23 (July through September).

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report pertains to Financial Stability, Stewardship & Accountability.

V. FINANCIAL CONSIDERATIONS/IMPACT

See Attachment A.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

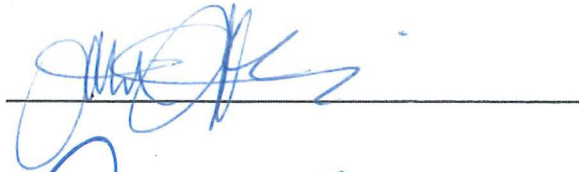
N/A

VIII. ATTACHMENTS

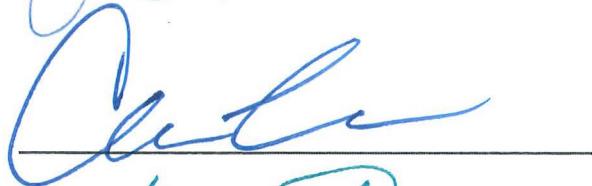
Attachment A: FY23 1st Quarter Anticipated Procurements Listing

IX. APPROVALS

Joan Jeffries, Purchasing Manager



Approved as to fiscal impact:
Chuck Farmer, CFO



Michael Tree, CEO/General Manager



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Anticipated Procurement Listing

FY23: 1st Quarter

Month Anticipated to be Issued	Description	Purpose	Department	Funding Source	Anticipated Value	Project No.
One-Off Contracts						
July	Automated Passenger Counters (APC) for buses	To add APC as part of the Intelligent Transportation System (ITS) deployment currently underway	IT & ITS	FTA 5339a FY21	\$ 640,000	19-0027

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DATE: June 24, 2022
TO: Board of Directors
FROM: Wondimu Mengistu, Capital Planning and Grants Program Manager
SUBJECT: CONSIDER AUTHORIZING THE CEO/GM TO EXECUTE THE MASTER FUNDING AGREEMENT BETWEEN THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION AND THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FOR MEASURE D FUNDING

I. RECOMMENDED ACTION

That the Board of Directors authorize the CEO to execute the Measure D Master Funding Agreement between the Santa Cruz County Regional Transportation Commission and the Santa Cruz Metropolitan Transit District.

II. SUMMARY

- Santa Cruz County Regional Transportation Commission (RTC), in conjunction with the Santa Cruz Metropolitan Transit District (METRO) and other stakeholders, has developed a Measure D Master Funding Agreement, which provides procedures related to allocation of Measure D funding.
- All Master Agreements require a Board of Directors' (Board) adopted resolution to authorize the CEO to administer each transportation related project.
- The current Master Funding Agreement had an initial 5-year term, expiring on June 30, 2022. The new Master Agreement will expire in June 2047.
- METRO will submit a 5-year program of projects to RTC, identifying how the funds will be used over the upcoming five years. The 5-year project list will be updated annually and must be approved following a public hearing.
- METRO will submit an annual report to RTC detailing the prior year's expenditures.
- Measure D funding received by METRO will be used to increase fixed-route service, sustain ParaCruz service, maintain service reliability, and allow for the purchase of new fixed-route buses and ParaCruz vans. Measure D funds are responsible for the following:
 - Maintain 4 Fixed-route Bus Operator positions and an increase of 3 Fixed-route Bus Operator positions to increase frequency, span of service; and
 - Maintain 4 Fixed-route Bus Operators to maintain sufficient extra board staffing, which will improve service reliability; and

- Per Board action on May 19, 2017, maintain one additional Fixed-route Bus Operator position to provide additional trips on key routes; and
- Sustain current level of ParaCruz service, which exceeds that required by the Americans with Disabilities Act (ADA); and
- Purchase new Fixed-route buses and ParaCruz vans to increase service reliability and decrease maintenance costs.
- Authorizing the attached Resolution will allow the CEO to sign the necessary new Master Agreement with the RTC for Measure D funds.

III. DISCUSSION/BACKGROUND

Measure D Funding Agreement for Formula Funds for Direct Allocations

Measure D funds are allocated to the applicable cities, Santa Cruz County, METRO, and Community Bridge/Lift Line on a formula basis, as set forth in the Measure D ballot measure. RTC, in conjunction with METRO and other stakeholders, has developed a Measure D Master Funding Agreement, which provides procedures related to allocation of Measure D funding (Attachment A is the METRO Master Funding Agreement.) The Master Funding Agreement is intended to ensure that funds are spent in accordance with the Measure D Ordinance and Expenditure Plan and ensure that standardized procedures are applied to each recipient of Measure D revenues. The Master Funding Agreement also clarifies roles and responsibilities, provides guidance on eligible uses and expenditures of each fund type, and outlines the obligations of RTC in distributing the funds and the recipient agencies in expending the funds.

The Master Funding Agreement, and its implementing guidelines, also include funding allocation, payment and expenditure provisions, direct local distribution summary, reporting provisions, and liability and indemnification responsibilities.

In 2017, the METRO Board approved a master agreement between the RTC and METRO for Measure D so that METRO may receive funding to operate the METRO system. The current Master Funding Agreement had an initial 5-year term, expiring on June 30, 2022. The new Master Agreement will expire in June 2027.

5-Year Program of Projects

As established in the Measure D Ordinance, all entities receiving Measure D funds are required to develop a 5-year program of projects, identifying how each agency plans to use Measure D funds in the upcoming 5 years. The 5-year project list will be updated annually and must be approved following a public hearing.

Starting in 2022 (by December 31), recipient agencies must submit an annual report to RTC, which must include:

- An updated 5-year program of projects;
- A report on prior fiscal year expenditures;
- Progress made to improve the transportation system;
- How maintenance of effort requirements have been met to ensure Measure D revenues are supplementing (not supplanting) other revenues; and

- The degree to which Measure D funds were used to secure additional funding from other sources (leveraging other funds).

The Measure D Oversight Committee and annual fiscal audit will review the annual report of expenditures to ensure funds were expended consistent with the requirements of Measure D.

METRO Use of Measure D Funding

Measure D funding received by METRO will be used to increase Fixed-route service, sustain ParaCruz service, maintain service reliability, and to allow for the purchase of new Fixed-route buses and ParaCruz vans. Details with background include:

- As part of the reduced annual budget adopted in June 2016 for FY17, METRO funded 4 Fixed-route Bus Operator positions using reserve funds to save some services until FY18, in hopes that Measure D would be successful. If Measure D had not been successful, these services would have been eliminated. As a direct result of the passage of Measure D, these 4 Fixed-route Bus Operator positions will continue to be funded. In addition, METRO will add 3 Fixed-route Bus Operator positions to increase frequency and span of service.
- Measure D funds will also continue to provide an increase of 4 Fixed-route Bus Operators to maintain sufficient extra board staffing in order to improve service reliability and delivery.
- Per request by the METRO Board on May 19, 2017, additional Measure D funds will be continued to be committed to fund 1 additional Fixed-route Bus Operator position and associated operating costs, which will provide additional trips to provide 30 minute frequency on Route 71 inbound/outbound for 8 hours.
- Measure D funds will also allow METRO to sustain its current level of ParaCruz service, which exceeds the service level required by ADA.
- The new funding from Measure D will also allow METRO to purchase Fixed-route buses and ParaCruz vans, which in turn, will increase the service reliability and decrease maintenance costs. In 2018, the Board committed to a policy of allocating \$3 million annually to a Bus Replacement Fund, primarily funded by Measure D and Senate Bill 1, the Road Repair and Accountability Act of 2017. However, while METRO has made great strides to reduce the proportion of its fleet that has reached or surpassed the end of its useful life, a coming wave of scheduled bus retirements will raise the replacement needs balance to 41 by the end of FY23 and to 67 by the end of FY28 if no new bus purchases are made. At an average cost of \$700,000 per CNG bus or \$1.25 million per ZEB, it will cost between \$28.7 million and \$51.3 million to simply address the backlog in bus replacement needs in FY23, rising to \$46.9 million to \$83.75 million by FY28. Because of the significant cost of buses, transit agencies primarily acquire buses through grants which generally require local matches in the 15-20% range. Unfortunately these grants are highly competitive and significantly oversubscribed. METRO will leverage the Measure D funding against these competitive grants, to acquire as many vehicles as possible, to increase service reliability and decrease maintenance costs.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

Measure D funding is forecast to provide METRO with almost \$4 million annually, which will allow METRO to increase Fixed-route service, sustain ParaCruz service, maintain service reliability, and to allow for the purchase of new Fixed-route buses and ParaCruz vans.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

There are no recommended alternatives at this time. Staff recommends that the Board authorize the CEO/GM authority to execute the Measure D Master Funding Agreement so that METRO may receive funding to operate the METRO system.

VIII. ATTACHMENTS

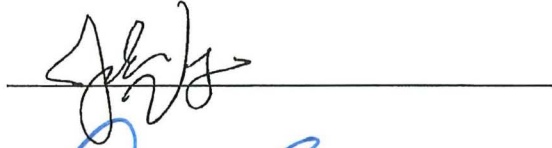
Attachment A: Resolution Authorizing the CEO to Sign the RTC Master Agreements for Measure D Funds

Attachment B: Measure D Master Funding Agreement between the RTC and METRO

Prepared by: Wondimu Mengistu, Capital Planning and Grants Program Manager

IX. APPROVALS

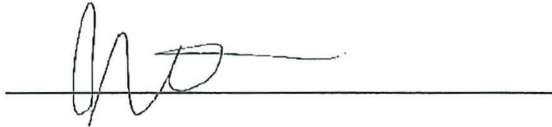
John Urgo, Planning
and Development Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Approved as to form:
Julie Sherman, District Counsel



Michael Tree, CEO/General Manager



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Attachment A



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

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

AUTHORIZATION FOR THE EXECUTION OF MEASURE D MASTER FUNDING AGREEMENT BETWEEN THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION AND THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

WHEREAS, Measure D is a ½-cent transactions and use tax for 30 years to fund five transportation improvement categories; and

WHEREAS, the Measure D Ordinance included direct allocation of funding to the Santa Cruz Metropolitan Transit District (METRO); and

WHEREAS Santa Cruz County Regional Transportation Commission (RTC), in conjunction with METRO and other stakeholders, has developed a Measure D Master Funding Agreement, which provides procedures related to allocation of Measure D funding; and

WHEREAS, all Master Agreements require a Board of Directors (Board) adopted resolution to authorize the CEO to administer each transportation related project; and

WHEREAS, the current Master Funding Agreement had an initial 5-year term, expiring on June 30, 2022, and the new Master Agreement will expire in June 2047; and

WHEREAS, METRO wishes to delegate authorization to execute these agreements and any amendments thereto to Michael Tree, CEO/General Manager.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of METRO that the fund recipient agrees to comply with all conditions and requirements set forth in this agreement, which provides procedures related to allocation of Measure D funding.

NOW THEREFORE, BE IT FURTHER RESOLVED that Michael Tree, CEO/General Manager be authorized to execute the Master Agreement and any Amendments thereto with the RTC.

Attachment A

PASSED AND ADOPTED by the Board of Directors of the Santa Cruz Metropolitan Transit District this 24th Day of June 2022 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

APPROVED:

Larry Pageler, Board Chair

ATTEST:

Michael Tree, CEO/General Manager

APPROVED AS TO FORM:

Julie Sherman, General Counsel

Attachment B

AMENDMENT TO
MEASURE D
MASTER FUNDING AGREEMENT
Between the
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
and the
Santa Cruz Metropolitan Transit District (METRO)

The parties hereto agree to amend that certain Agreement dated June 30, 2017 by and between the SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION and [Insert Recipient] by changing Article IV.D.1. (TERM) of the amended Contract as follows:

D. TERM

1. The term of this AGREEMENT shall be from April 1, 2017 to December 31, ~~2022~~2047, unless amended in writing or a new Master Funding Agreement is executed between RTC and RECIPIENT for Measure D revenues.

All other provisions of said Agreement shall remain the same.

Dated: _____

**(Santa Cruz Metropolitan Transit District
(METRO)**

**SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION (RTC)**

Name	Michael Tree	Date	Guy Preston	Date
Title	CEO/General Manager		Executive Director	

Approved as to Form:

Approved as to Form:

By: _____
Name Legal Counsel to METRO Date

By: _____
Legal Counsel to SCCRTC Date

Distribution: Recipient
SCCRTC Fiscal

\\RTCSEV2\Shared\MeasureD\LSRandTransitAllocations\Agreements\MeasD Master Funding Agreement - Term Amendment.doc

Attachment B

MEASURE D
MASTER FUNDING AGREEMENT
between the
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
AND THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)

This Master Funding Agreement (“AGREEMENT”), effective the 30th of June, 2017, is entered into by and between the Santa Cruz County Regional Transportation Commission (“RTC”) and the [Santa Cruz Metropolitan Transit District (METRO)] (“RECIPIENT”).

RECITALS

A. On November 8, 2016, the voters of Santa Cruz County, pursuant to the provisions of the Local Transportation Authority and Improvement Act, California Public Utilities Code, Division 19, Section 180000 et seq. (the “Act”), adopted an ordinance approving the Santa Cruz County Transportation Improvement Plan Measure (“Measure D”), thereby authorizing Santa Cruz County Regional Transportation Commission (“RTC”) to administer the proceeds from a retail transaction and use tax of one-half of one-percent (0.5%).

B. The duration of the Measure D sales tax will be 30 years from the initial date of collection, which is April 1, 2017, with said tax to terminate/expire on March 31, 2047. The tax proceeds will be used to pay for the programs and projects outlined in the Measure D Expenditure Plan and Ordinance, as it may be amended.

C. The Measure D Ordinance authorizes the RTC to allocate, administer, and oversee the expenditure of all Measure D revenues and to distribute revenues no less than quarterly to local jurisdictions, Santa Cruz Metropolitan Transit District (METRO), and the Consolidated Transportation Service Agency (CTSA): Community Bridges Lift Line, consistent with the formulas and provisions set forth in the Expenditure Plan;

D. This Agreement delineates the requirements of the Measure D funds that are directly allocated to local jurisdictions, METRO and Community Bridges, as authorized by the Measure D Expenditure Plan. Funds for projects identified in the expenditure plan to be funded from the highway corridors, rail corridor, and/or Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail) categories are not the subject of this AGREEMENT, and RECIPIENT will be required to enter into a separate agreement for any funds from those investment categories.

E. This AGREEMENT was approved by the governing body of the RTC on May 18, 2017.

NOW, THEREFORE, it is mutually agreed by and between the parties as follows:

ARTICLE I: FUNDING ALLOCATIONS

1. This AGREEMENT authorizes the RTC to allocate the direct allocation funds derived from Measure D receipts as described in the voter-approved Ordinance and Expenditure Plan for the following:

- Neighborhood Projects: Direct Allocation to Cities and County
- Transportation for Seniors and People with Disabilities: Direct Allocation to Service Providers

2. All Measure D distributions pursuant to this AGREEMENT shall be effective as of July 1, 2017.

Attachment B

A. Neighborhood Projects Program: Direct Allocation to Local Jurisdictions

1. Consistent with the Measure D Expenditure Plan, RTC will distribute Measure D Neighborhood Projects direct allocation funds at least quarterly to incorporated cities and the County of Santa Cruz pursuant to a formula weighted based on each jurisdiction's proportional share of the countywide population (29%), lane miles of roadway (39%) and site in Santa Cruz County where revenue from the Measure D transaction and use tax is generated (32%). RECIPIENT's allocations are subject to change based on variations in annual population, road mile, and tax site generation figures. Data will be updated each year based on the latest available data.

2. The *Measure D: Guidelines for Direct Allocations* ("Guidelines") provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

3. Neighborhood Projects to be funded with Measure Revenues may include: fixing potholes, local roadway repairs, rehabilitation, reconstruction and intersection improvements; new and improved sidewalks, crosswalks and bicycle lanes and paths, especially near schools; and other transportation projects as necessary for the benefit of residents in those jurisdictions. The County of Santa Cruz and the cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, who are best able to determine their current and future local transportation needs, shall each prepare an annual report through a public process, in accordance with the requirements of this AGREEMENT, to identify how they plan to spend their share of measure funds and how measure funds were spent in the prior year.

B. Transportation for Seniors and People with Disabilities Program: Direct Allocation to METRO and Community Bridges

1. RTC will distribute Measure D direct allocation funds pursuant to set percentages detailed in the Measure D Expenditure Plan.

2. As noted in the Measure D Expenditure Plan: 16% of net Measure Revenues will be distributed to Santa Cruz Metropolitan Transit District (METRO) to provide transit and paratransit service for Seniors and people with disabilities. 4% of net Measure Revenues will be allocated to the Consolidated Transportation Services Agency for Santa Cruz County (Community Bridges-Lift Line) for paratransit service. Paratransit works with social service agencies to increase transportation options for Seniors, individuals with disabilities, and persons with low incomes.

3. The *Measure D: Guidelines for Direct Allocations* ("Guidelines") provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

ARTICLE II: PAYMENTS AND EXPENDITURES

A. RTC'S DUTIES AND OBLIGATIONS

1. Within thirty working days of actual receipt of the Measure D sales tax revenues from the State Board of Equalization ("BOE") RTC shall remit to the RECIPIENT its designated amount of available direct allocation funds. Funds shall be disbursed on a no less than quarterly basis by the formulas described in Article I Section A or B, as applicable, above. As noted in the Measure D Expenditure Plan: distribution percentages are net after costs required for administration, implementation and oversight of the measure, including RTC administrative salaries and benefits (*limited to 1% of total measure*

Attachment B

revenues), annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, Board of Equalization fees, and other administration, implementation and oversight responsibilities as may be necessary to administer and implement the Ordinance and the Expenditure Plan. These costs are estimated in the RTC's annual budget.

2. RTC shall annually update the Measure D fund revenue projections and the resulting fund allocation formulas to reflect the most current data available. RTC shall use the updated Measure D program allocation formulas in the allocations beginning July 1 of each new fiscal year, which is from July 1 to June 30.

3. RTC shall report quarterly to the public the amount of Measure D revenues distributed to RECIPIENT quarterly and for the fiscal year.

4. RTC shall provide for an independent annual audit of its financial statements including revenues and expenditures and also of its calculation of the allocation formula for distributing Measure D revenues to various recipients and render an annual report to the RTC within 180 days following the close of the fiscal year. The RTC may consider extensions to this deadline on a case-by-case basis.

5. RTC shall provide at least 45 days' notice to RECIPIENT prior to conducting an audit of expenditures made by RECIPIENT to ensure that expenditures are in compliance with this AGREEMENT and the Measure D Ordinance and Expenditure Plan.

B. RECIPIENT'S DUTIES AND OBLIGATIONS

1. RECIPIENT shall expend all Measure D funds received in compliance with applicable policies, guidelines and plans, including the Guidelines, the Measure D Ordinance, Expenditure Plan, 30-year Implementation Plan, and consistency with the Regional Transportation Plan and performance measures, as they may be adopted or amended by RTC from time to time.

2. RECIPIENT shall set up and maintain an appropriate system of accounts to report on Measure D funds received. RECIPIENT must account for Measure D funds, including any interest received or accrued, separately for each program, and from any other funds received from the RTC. The accounting system shall provide adequate internal controls and audit trails to facilitate an annual compliance audit for Measure D funds and the respective usage and application of said funds. RTC and its representatives, agents and nominees shall have the absolute right at any reasonable time to inspect and copy any accounting records related to such funds, except to the extent specifically prohibited by applicable law.

3. RECIPIENT shall expend Measure D allocations as quickly as possible for cost-effective eligible projects, but may reserve annual allocations for a maximum of no more than five fiscal years for larger projects that are identified in the Five-Year Program of Projects. If funds are not obligated and expended within five years, funds may be redirected after sixty (60) days of the end of the fifth fiscal year, at RTC's discretion, to other Measure D recipient agencies for projects that can be immediately implemented, unless a corrective action plan has been submitted to and approved by the RTC, an exception due to extenuating circumstances has been approved by the RTC board, or a "cooperative fund agreement" (*described in Section II.C*) has been approved by the RTC.

4. RECIPIENT hereby agrees to and accepts the formulas used in the allocation of Measure D revenues as reflected in the voter-approved Measure D Ordinance and Expenditure Plan, as it may be amended as provided therein, and agrees to accept the annual update of the sales tax allocation formulas, as reported by the RTC in its annual budget.

Attachment B

5. RECIPIENT hereby agrees that prior to commencement of any specific project or activity which will be funded with Measure D revenues, requirements of the California Environmental Quality Act (CEQA) and/or the National Environmental Policy Act (NEPA) shall be met, if applicable. The RTC shall not be the lead agency for any project or activity undertaken by RECIPIENT using Measure D revenues.

6. RECIPIENT hereby agrees to actively work to leverage or secure matching outside funding sources. Any additional Measure D revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described in the Ordinance and Expenditure Plan.

C. OTHER EXPENDITURE CONDITIONS AND RESTRICTIONS

1. **Transportation Purposes Only:** RECIPIENT shall use all Measure D funds solely for transportation purposes as defined by the authorizing ballot measure. If RECIPIENT violates this provision, all further allocations shall be suspended until RECIPIENT fully reimburses all misspent funds, including all interest which would have been earned thereon. If RECIPIENT does not reimburse misspent funds, further allocations will be redistributed to other projects in the Neighborhood Projects or Transit categories of Measure D.

2. **Interest Earnings:** As set forth in the Measure D Ordinance, agencies implementing the Expenditure Plan projects may accumulate revenue over multiple years so that sufficient funding is available for larger and long-term projects. Any interest income earned on funds allocated pursuant to the Measure D ordinance or this AGREEMENT shall be expended only for the purposes for which the funds were allocated.

- a. Interest earnings on must be spent on the eligible uses defined in the Measure D Expenditure Plan, Ordinance, and “Guidelines.”
- b. Beginning in FY 18/19, each recipient agency shall estimate annual interest earnings and reflect these earnings in their 5-Year Program of Projects.
- c. The expenditure of interest earnings according to this policy will be included in the annual audit required by the Measure D Ordinance.

3. **Maintenance of Effort/Non-Substitution of Funds:** Pursuant to California Public Utilities Code Section 180001(e), RECIPIENT shall use Measure D funds to supplement and not replace existing local revenues used for transportation purposes. Measure D revenues also shall not be used to replace revenues used for existing agency indirect costs or overhead. As set forth in the Measure D Ordinance: Existing funds, revenues and other resources being used for transportation purposes include but are not limited to federal and state funding, the collection of traffic impact mitigation fees, other local impact fees, and dedications of property. The funds generated by the Transportation Tax shall not be used to replace existing transportation funding or to replace requirements for new development to provide for its own transportation needs. The entities receiving Measure D Revenues shall maintain their existing commitment of discretionary local transportation-related expenditures for transportation purposes pursuant to the ordinance, and the RTC shall enforce this requirement by appropriate actions, including fiscal audits of the local agencies. RECIPIENTS shall report on their compliance in the annual report. The *Measure D: Guidelines for Direct Allocations* (“Guidelines”) provide additional guidance.

4. **Cooperative Fund Agreements:** To maximize the effective use of funds, revenues may be transferred or exchanged between or among jurisdictions receiving funds from this measure. Jurisdictions receiving funds may, by annual or multi-year agreement, exchange funds provided that the percentage of funds allocated as provided in the Expenditure Plan is maintained over the duration of the period of time the tax is imposed. Agreements to exchange funds, including fund repayment provisions, must be approved by the RTC and shall be consistent with all rules adopted or approved by the RTC relating to

Attachment B

such exchanges. Subject to concurrence of RECIPIENT, the RTC may exchange Measure D revenues for State or federal funds allocated or granted to any public agency within or outside the area or jurisdiction of the RTC to maximize effectiveness in the use of the Measure D revenues. Such federal or State funds shall be distributed in the same manner as Measure D revenues. The RTC shall maintain for public review an accounting of all balances that are subject to cooperative agreements approved pursuant to this section.

5. **Staff Cost Limitations:** Direct costs associated with the delivery of programs and projects associated with Measure D programs, including direct staff costs and consultant costs, are eligible uses of Measure D funds. The intent of the measure is to expand and improve the transportation network through the construction, maintenance and operation of transportation projects and services. RTC does not allow indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan (ICAP). This may include, but not be limited to, the ICAP prepared for other state or federal programs.

ARTICLE III: REPORTING REQUIREMENTS

A. REQUIREMENTS AND WITHHOLDING

1. RECIPIENT shall comply with each of the reporting requirements set forth below. If RECIPIENT fails to comply with one or more of these requirements, RTC may withhold payment of further Measure D funds to RECIPIENT until full compliance is achieved.

2. RECIPIENT shall, by December 31st of each year, submit to RTC separate independently audited financial statements for the prior fiscal year ending June 30 of Measure D funds received and used. The RTC may consider extensions of the due date on a case-by-case basis. The audit, which shall be made available to the public, shall report on evidence that the expenditure of funds is in accordance with the Expenditure Plan adopted by the voters. The RTC will prepare a publicly available annual report on past and upcoming activities and publish an annual financial statement on the RTC website.

3. RECIPIENT shall actively conduct public outreach, in partnership with RTC and/or its advisory committees, as a means of ensuring that the public has the ability to access information about which projects and programs are funded with Measure D funds.

4. RECIPIENT shall, by December 31st of each year, submit to RTC an annual report (covering the prior fiscal year) regarding programs and projects on which RECIPIENT expended Measure D funds. The RECIPIENT agency board shall annually adopt the annual report, after holding a public hearing. The annual report shall include 1) a five-year program of projects including information about each of the projects to be funded with Measure D revenues. RECIPIENT shall submit the program of projects to the RTC in a format that can be easily understood by members of the public; and 2) Description of expenditures of Measure Revenues from the most recently completed fiscal year. Some agencies may adopt the five-year program of projects as part of their annual budget, capital improvement programs, or other process earlier in the year, but must submit the list no later than December 31.

5. RECIPIENT shall document expenditure activities and report on the performance of Measure D funded activities through the annual report process, or through other RTC performance and reporting processes as they may be requested, including but not limited to the annual Five-Year Program of Projects, planning and monitoring reports. The RTC shall utilize information from RECIPIENT on expenditures to prepare a comprehensive report to the public on the expenditure of Measure D revenues.

6. RECIPIENT shall install or mount signage adjacent to Measure D funded construction projects and/or on vehicles funded with Measure D funds where practical, so Santa Cruz County taxpayers are

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informed as to how RECIPIENT is using Measure D funds. See separate “*Measure D: Sign Specifications*” [under development] for additional signage guidance.

7. RECIPIENT shall provide current and accurate information on RECIPIENT’s website, to inform the public about how RECIPIENT plans to use and is using Measure D funds. RECIPIENT shall notify RTC staff once the draft 5-year program of projects is available for public review and at least two weeks in advance of the anticipated date of the public hearing and board action on the annual 5-Year Program of Projects.

8. RECIPIENT shall, at least annually, publish an article highlighting a project or program funded by Measure D funds. This could be in a local newspaper, agency newsletters, or via internet-based platforms, including but not limited to blogs, websites, and social media sites.

9. RECIPIENT shall make its administrative officer or designated staff available upon request to render a report or answer any and all inquiries in regard to RECIPIENT’s receipt, usage, and/or compliance audit findings regarding Measure D funds before the RTC and/or the Independent Oversight Committee or RTC advisory committees, as applicable.

10. RECIPIENT agrees that RTC may review and/or evaluate all project(s) or program(s) funded pursuant to this AGREEMENT. This may include visits by representatives, agents or nominees of RTC to observe RECIPIENT’s project or program operations, to review project or program data and financial records, and to discuss the project with RECIPIENT’s staff or governing board.

ARTICLE IV: OTHER PROVISIONS

A. INDEMNITY BY RECIPIENT

1. Neither RTC, nor its governing body, elected officials, any officer, consultant, agent, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by RECIPIENT in connection with the Measure D funds distributed to RECIPIENT pursuant to this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, RECIPIENT shall fully defend, indemnify and hold harmless RTC, its governing body, and all its officers, agents, and employees, from any claims or liability imposed on RTC for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by RECIPIENT in connection with the Measure D funds distributed to RECIPIENT pursuant to this AGREEMENT.

B. INDEMNITY BY RTC

1. Neither RECIPIENT, nor its governing body, elected officials, any officer, consultant, agent, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by RTC under or in connection with any work, authority or jurisdiction delegated to RTC under this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, RTC shall fully defend, indemnify, and hold harmless RECIPIENT, and its governing body, elected officials, all its officers, agents, and employees from any claims or liability imposed on RECIPIENT for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by RTC under or in connection with any work, authority or jurisdiction delegated to RTC under this AGREEMENT.

C. JURISDICTION AND VENUE

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1. The laws of the State of California will govern the validity of this AGREEMENT, its interpretation and performance, and any other claims to which it relates. All legal actions arising out of this AGREEMENT shall be brought in a court of competent jurisdiction in Santa Cruz County, California and the parties hereto hereby waive inconvenience of forum as an objection or defense to such venue.

D. TERM

1. The term of this AGREEMENT shall be from April 1, 2017 to June 30, 2022, unless amended in writing or a new Master Funding Agreement is executed between RTC and RECIPIENT for Measure D revenues.

E. SEVERABILITY

1. If any provision of this AGREEMENT is found by a court of competent jurisdiction or, if applicable, an arbitrator, to be unenforceable, such provision shall not affect the other provisions of the AGREEMENT, but such unenforceable provisions shall be deemed modified to the extent necessary to render it enforceable, preserving to the fullest extent permissible the intent of the parties set forth in this AGREEMENT.

F. MODIFICATION

1. This AGREEMENT, as well as the referenced Guidelines, Measure D Ordinance and Expenditure Plan, constitutes the entire AGREEMENT, supersedes all prior written or oral understandings regarding Measure D program funds (but not project funding agreements). This AGREEMENT may only be changed by a written amendment executed by both parties. Notwithstanding the foregoing, the Guidelines, performance measures, and other policies related to Measure D funds may be changed from time to time by the RTC, and any such changes shall be incorporated herein to the same extent as the underlying policy so amended.

IN WITNESS WHEREOF, the parties have executed this AGREEMENT by their duly authorized officers as of the date first written below.

ENTER NAME (RECIPIENT)

SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION (RTC)

Name Date
Title

George Dondero Date
Executive Director

Approved as to Form:

Approved as to Form:

By: _____
Name Date

By: _____
Legal Counsel to SCCRTC Date

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Measure D: Guidelines for Direct Allocations for Neighborhood Projects and Transportation for Seniors and People with Disabilities

Approved by SCCRTC 5/18/17

Section 1. Purpose

- A. To specify the eligible uses of and requirements for funds authorized under Measure D (2016) that local jurisdictions, Santa Cruz Metropolitan Transit District (METRO), and the Consolidated Transportation Services Agency (CTSA) for Santa Cruz County: Community Bridges Lift Line must follow in their use of Measure D funds authorized under the “Neighborhood Projects” and “Transportation for Seniors and People with Disabilities” categories. These guidelines are incorporated by reference into the *Measure D Master Funding Agreement*. Additional terms and conditions are contained in the agreements themselves, the Measure D Ordinance and Expenditure Plan. The intent of these guidelines is to:
1. Provide guidance on eligible uses and expenditures of Measure D “Neighborhood Projects” and “Transportation for Seniors and People with Disabilities” direct allocation funds.
 2. Guide implementation of the Measure D Ordinance and Expenditure Plan, as it relates to these direct allocations.
- B. These guidelines only apply to the ongoing formula allocations of net revenues to cities, the County of Santa Cruz, and transit/paratransit operators (RECIPIENTS) pursuant to Measure D and the Expenditure Plan associated therewith. Separate Guidelines apply to “Neighborhood Projects” investments which are allocated specific dollar amounts (Highway 9 Corridor in San Lorenzo Valley and Highway 17 Wildlife Crossing) and other Measure D investments categories (Highway Corridors, Active Transportation, and Rail Corridor).

Section 2. Authority

- A. The Santa Cruz County Regional Transportation Commission (RTC) is responsible for implementation of Measure D. These guidelines, adopted by the RTC board, set forth eligible uses and expenditures of Measure D revenues designated to the “Neighborhood Projects” and “Transportation for Seniors and People with Disabilities” categories. The RTC may update these guidelines on an as-needed basis, effective upon approval of the RTC board, and will do so with involvement of Measure D revenue recipients, and the RTC’s technical, bicycle, and elderly/disabled advisory committees, as applicable. Exceptions to these guidelines must be requested in writing and be approved by the RTC board.

Section 3. Background

- A. On November 8, 2016, voters approved the 2016 Santa Cruz County Transportation Improvement Plan - Expenditure Plan: Measure D, which allocates 30% of net Measure D revenues to a “Neighborhood Projects” program and 20% to a “Transportation for Seniors and People with Disabilities” program. Section 5 of these guidelines clarifies eligible fund uses and expenditures in association with these Direct Allocation funds (also referred to as formula funds, direct distributions, direct allocations).
- B. **Neighborhood Projects – Direct Allocation to Cities and County:** As set forth in the voter- approved Expenditure Plan, all but \$15 million (total over 30 years) of funds allocated to Neighborhood Projects (30% of net Measure D revenues) will be distributed to the cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville and the County of Santa Cruz for eligible transportation projects based on the formula set forth in the Measure D Expenditure Plan.
- C. **Transportation for Seniors and People with Disabilities:** Direct Allocation to Service Providers funds will be distributed as follows:
1. 16% of net Measure D Revenues will be distributed to Santa Cruz Metropolitan Transit District

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(METRO) to provide transit and paratransit service for seniors and people with disabilities.

2. 4% of net Measure D Revenues will be allocated to Community Bridges Lift Line, as the Consolidated Transportation Services Agency (CTSA) for Santa Cruz County for paratransit services that increase transportation options for seniors, individuals with disabilities, and persons with low incomes.

D. In the event that any agency that is designated to receive direct allocation funds through the Expenditure Plan is dissolved, the RTC may redistribute funds based on the same formulas minus the dissolved agency. New or successor entities that come into existence in Santa Cruz County during the life of the Expenditure Plan, such as incorporation of a new city, merging of agencies, or designation of a new agency as the county Consolidated Transportation Services Agency or transit agency, may be considered as eligible recipients of funds through the amendment process as set forth in the Ordinance.

Section 4. Definition of Terms

- A. **Authority/RTC:** The Santa Cruz County Regional Transportation Commission (RTC) is the state-designated regional transportation planning agency and is the Local Transportation Authority (Authority) for Santa Cruz County which performs long-range planning and funding for countywide transportation projects and programs, and administers the Measure D half-cent transportation sales tax programs, approved by voters on November 8, 2016.
- B. **Capital project:** A capital investment that typically requires the following phases: planning/feasibility, scoping, environmental clearance, design, right-of-way, construction, and completion.
- C. **Complete Street:** A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas. (Caltrans definition)
- D. **Complete Streets Act of 2008:** The California Complete Streets Act (Assembly Bill 1358) was signed into law in September 2008. It requires that local jurisdictions modify their general plans as follows:
 1. Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.
 2. For the purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, skaters, users of public transportation, seniors, and other users of transportation facilities.
- E. **Cost Allocation Plans (CAPs):** CAPs and indirect cost (IDC) rate proposals are plans that provide a systematic manner to identify, accumulate, and distribute allowable direct and indirect costs to programs funded through the RTC Master Funding Agreements.
- F. **Direct cost (DC):** A cost completely attributed to the provision of a service, operations, a program, a capital cost, or a product. These costs include documented hourly project staff labor charges (salaries, wages, and benefits) that are directly and solely related to the implementation of Measure D-funded projects, consultants, contractors, and materials. These funds may be used for travel or training if they are directly related to the implementation of the “Neighborhood Projects” and “Transportation for Seniors and People with Disabilities” funds.

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- G. **Direct Local Allocation (or Distribution) Funds:** Funds allocated based upon a funding formula defined in a voter approved measure and allocated to eligible agencies on a regularly schedule basis (no less than quarterly).
- H. **Education and promotion:** Marketing, education, information, outreach, and promotional campaigns and programs funded by Measure D.
- I. **Environmental documents:** Preparation of environmental documents, such as those related to the California Environmental Quality Act (CEQA) and/or the National Environmental Policy Act (NEPA), or permits required by state or federal permitting agencies.
- J. **Equipment and vehicles:** Purchase or lease of vehicles and equipment for Measure D-funded transportation services, information dissemination, fare collection, maintenance, etc.
- K. **Grants:** Funding for plans, programs, or projects based on a competitive call for projects; evaluated based on applicable evaluation criteria; and allocated based on a reimbursement basis.
- L. **Indirect cost:** Also known as “overhead,” any cost of doing business other than direct costs. These costs include utilities, rent, administrative staff, officers’ salaries, accounting department costs, and personnel department costs, which are requisite for general operation of the organization but are not directly allocable to a particular service or product.
- M. **Maintenance:** Repairs, renovation, or upgrade of existing facility or infrastructure.
- N. **Net Measure D Revenues:** The net amount of Measure D sales tax revenues remaining after costs required for administration, implementation and oversight of the measure. These expenses include annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, and other administration, implementation and oversight responsibilities as may be necessary to administer and implement the Ordinance and the Expenditure Plan. Net revenues are distributed by formula to the investment categories identified in the Expenditure Plan.
- O. **Operations:** Provision of services that operate transportation facilities and programs. Operations costs do not include the costs to operate community outreach or other programs not directly related to a specific transportation service, program, or product.
- P. **Pedestrian crossing improvements:** Pedestrian crossing improvements such as crosswalks, roadway/geometric changes, or reconfiguration specifically benefiting pedestrians.
- Q. **Planning:** Identification of project and program current conditions and needs and development of strategies and plans to address the identified needs.
- R. **Project completion/closeout:** Inspection/project acceptance, final invoicing, final reporting, and the processes for closing out a project.
- S. **Recipient:** Agencies receiving direct allocations of funds from the “Neighborhood Projects” and “Transportation for Seniors and People with Disabilities” Expenditure Plan categories.
- T. **Scoping and project feasibility:** Early capital project phases that identify project needs, costs, and implementation feasibility.
- U. **Sidewalks and ramps:** New sidewalks, sidewalk maintenance, curb ramps, and stairs/ramps for pedestrian and Americans with Disabilities Act access.

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- V. **Signage:** Warning, regulatory, wayfinding, or informational signage.
- W. **Signals:** New traffic signals or crossing signals, signal upgrades, countdown signals, audible signals, or signal timing improvements.
- X. **Street resurfacing and maintenance:** Repaving and resurfacing of on-street surfaces, including striping.
- Y. **Traffic calming:** Infrastructure primarily aimed at slowing down motor vehicle traffic.

Section 5. Fund Allocations

A. “Neighborhood Projects” Direct Allocation Funds

1. *General:* RTC distributes Measure D “Neighborhood Projects” funds to incorporated cities in the county and to the County of Santa Cruz to be spent on transportation capital improvements intended to directly maintain and improve the multimodal local streets and roads network in Santa Cruz County. Each city and Santa Cruz County will receive their proportional share (which share shall be adjusted annually as described in the Master Funding Agreement) of the direct allocation Neighborhood Projects funds based on the formula specified in the Measure D Expenditure Plan, as it may be amended from time to time as provided therein. These funds are allocated on a no less than quarterly basis directly to each city and the County. Recipient agencies must place all such funds in a separate account for the Measure D program and will require annual audits. Agencies will maintain all interest accrued from the Measure D funds within the program.
2. *Formula:* Neighborhood Project Funds to cities and the County of Santa Cruz shall be distributed by the following formula: Proportional share of the countywide population (29%), lane miles of roadway (39%) and site where the Measure Revenue from the transaction and use tax is generated (32%). Population, road mile, and tax site generation figures will be updated each year based on the latest available data.
3. *Eligible Project Types:* These funds may be used for any local transportation need based on local priorities identified in the recipient agency’s annually updated 5-Year Program of Projects. Neighborhood Projects to be funded with Measure D revenues may include the items below under Eligible Uses (5) which are determined as necessary for the benefit of residents in those jurisdictions and approved through a public process by the jurisdiction.
4. The County of Santa Cruz and the cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, who are best able to determine their local transportation needs, shall each prepare an annual report through a public process to identify how they plan to spend their share of measure funds in the next five years and how measure funds were spent in the prior year.
5. *Eligible Uses:* The Measure D “Neighborhood Projects” funds allocated to cities and the County of Santa Cruz may be used for capital projects, programs, maintenance, and operations that directly improve local streets and roads and local transportation. These include streets and roads projects, local transit projects, bicycle and pedestrian projects, projects (sponsored by others) that require local agency support, and other transportation projects, as approved through a public process by the jurisdiction. Where applicable, projects will also incorporate complete streets practices that make local roads safe for all modes, including bicyclists and pedestrians, and accommodate transit. Eligible uses for these funds include, but are not necessarily limited to:

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- a. Capital projects, including:
 - i. All phases of capital projects, including feasibility studies, planning, environmental, right-of-way acquisition, construction, construction management
 - ii. Transportation infrastructure maintenance and preservation including fixing potholes, repaving, resurfacing, rehabilitation, and reconstruction of local streets, roads, pathways, and maintenance of curbs, gutters and drains.
 - iii. Intersection improvements, including signals, turn lanes, etc.
 - iv. Signage and striping on roadways, including crosswalks, traffic and bicycle lanes
 - v. Improvements or upgrades to transportation bridges and tunnels
 - vi. Installation of or upgrades to sidewalks and curb ramps
 - vii. Americans with Disabilities Act (ADA) on-street improvements, including sidewalk upgrades and curb ramp installations
 - viii. Purchase or lease of equipment or new vehicles dedicated for local streets and roads projects
 - ix. Crossing projects including traffic signals, signage, traffic lights, and striping (at intersections, interchanges, railroads, freeways, etc.), including bicyclist and pedestrian treatments
 - x. Pedestrian facility installation and maintenance, including sidewalk repair and installation, curb ramps, countdown signals, accessible signals, at-grade crossings
 - xi. Bicycle facility installation and maintenance, including bikeways, bicycle routes, boulevards, lanes, multi-use pathways, green lanes, sharrows, bicycle boxes
 - xii. Improvements to roadways at rail crossings, including grade separations and safety protection devices
 - xiii. Pedestrian and bicycle access to, from and at transit facilities
 - xiv. Traffic calming projects
 - xv. Upgrades to or installation of new local streets and roads infrastructure including installation of streets, roads, and highways
 - xvi. Bus stop improvements, including bus pads, turnouts and striping
 - xvii. Improvements to roadways for truck or transit routing.
- b. Transportation system operations including:
 - i. Operations of traffic signal system controls and interconnections, corridor monitoring and management, signal synchronization and transit prioritization.
 - ii. Public transit operations including bus, shuttle, rail, and paratransit services
 - iii. Safe routes to schools programs.

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- c. Direct staff and consultant costs that support eligible activities, including the annual report and audit for Measure D revenues.
 - d. Direct staff training costs directly related to implementation of projects or programs implemented with the Measure D “Neighborhood Projects” Funds.
6. *Ineligible Uses:* The following is a list of ineligible uses of Measure D “Neighborhood Projects” funds:
- a. Non-transportation projects such as fees charged to capital construction projects for services or amenities not related to transportation;
 - b. Capital projects, programs, maintenance, operations, or purchases that do not directly improve local transportation facilities;
 - c. Projects or programs that exclusively serve city/county staff;
 - d. Supplanting existing funds designated for transportation programs and projects;
 - e. Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan and Measure D funds are not supplanting other funds used to cover existing overhead and indirect costs. Indirect costs shall only be applied to direct agency staff costs.
 - f. Mark-up to costs for services, materials, equipment, contracts, etc.

B. “Transportation for Seniors and People with Disabilities” Funds

1. *General:* RTC distributes Measure D “Transportation for Seniors and People with Disabilities” funds to Santa Cruz METRO and CTSA to be spent on transportation capital improvements, services, and operations that provide transportation services to seniors or people with disabilities, with the intent to maximize the number of rides provided. METRO and CTSA will receive direct allocations of net Measure D funds based on the formulas specified in the Measure D Expenditure Plan, as it may be amended from time to time as provided therein. These funds are allocated on a no less than quarterly basis directly to each service provider. Recipient agencies must place these funds in a separate account for the Measure D program and annual audits are required. Agencies will maintain all interest accrued from the Measure D funds within the program.
2. *Formulas and Purpose:* As described in the voter-approved Measure D Expenditure Plan:
 - a. 16% of net Measure Revenues will be distributed to Santa Cruz Metropolitan Transit District (METRO) to provide transit and paratransit service for seniors and people with disabilities.
 - b. 4% of net Measure Revenues will be allocated to the Consolidated Transportation Services Agency (CTSA) for Santa Cruz County, Community Bridges Lift Line, for paratransit services that increase transportation options for seniors, individuals with disabilities, and persons with low incomes.
3. The METRO and CTSA are best able to determine their transportation needs, shall each prepare a five-year plan through a public process to identify how they plan to spend their share of measure funds in the next five years and an annual report detailing how measure funds were spent in the prior year. Reports prepared by the CTSA are subject to review and concurrence

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from the RTC's Elderly and Disabled Transportation Advisory Committee (E&D TAC).

4. *Eligible Uses:* The Measure D funds allocated to Santa Cruz Metropolitan Transit District (METRO) and Community Bridges Lift Line (CTSA) may be used for capital projects, programs, maintenance, or operations that directly improve transportation for seniors and people with disabilities. Eligible uses for these funds include, but are not necessarily limited to:
 - a. Capital projects, including:
 - i. All phases of capital projects, including feasibility studies, planning, environmental, right-of-way acquisition, construction, construction management
 - ii. Upgrades to or expansions to bus, paratransit, and shuttle infrastructure
 - iii. Purchase or lease of equipment or new vehicles for transit services
 - b. Maintain or increase METRO public transit and paratransit system operations and services, including express, local, and feeder buses, shuttles, and paratransit services that serve seniors and people with disabilities
 - c. Maintain or increase Paratransit services operated by the CTSA.
 - d. Safety or security improvements for operators, passengers, service users, facilities, and infrastructure or property.
 - e. Direct staff and consultant costs to develop, plan, implement, manage, operate and maintain transit and paratransit projects and programs that serve seniors and people with disabilities.
 - f. Direct staff and consultant costs to provide customer service and outreach for transit and paratransit projects and programs
 - g. Direct staff and consultant costs that support eligible activities, including the annual report and audit for Measure D revenues
 - h. Direct staff training costs directly related to implementation of projects or programs implemented with the Measure D "Transportation for Seniors and People with Disabilities" funds
5. *Ineligible Uses:* The following is a list of ineligible uses of Measure D "Transportation for Seniors and People with Disabilities" funds:
 - a. Non-transportation projects such as fees charged to capital construction projects for services or amenities not related to transportation;
 - b. Capital projects, programs, maintenance, or operations that do not directly improve local transit or paratransit facilities or services;
 - c. Projects or programs that exclusively serve recipient agency staff;
 - d. Supplanting existing funds designated for transportation programs and projects;
 - e. Indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan and Measure D funds are not supplanting other funds used to cover existing overhead and indirect costs.

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- C. **Approval of Projects/Program – The 5-Year Program of Projects:** Prior to the agency expending the Measure D funding on any projects or programs, all projects and programs that use Measure D “Neighborhood Projects” and “Transportation for Seniors and People with Disabilities” direct allocation funds must be approved by the recipient-agency governing board following a public hearing. This approval allows the opportunity for the public to provide input on planning for Measure D-funded projects. These projects and programs must be included in the Five Year Program of Projects. Project sponsors are encouraged to use the Five Year Program of Projects template included as Attachment A. In the case of the CTSA, the 5-Year Program of Projects must be reviewed by the RTC’s Elderly and Disabled Transportation Advisory Committee (E&D TAC) and approved by the RTC, following a public hearing at an RTC board meeting.

Section 6. Performance Metrics

- A. Recipients of Measure D revenues shall report on the performance of Measure D funded activities as part of the annual report process, or through other RTC performance and reporting processes as they may be requested, including but not limited to the annual report of prior year expenditures and Five-Year Program of Projects and the annual audit. Attachment B provides a list of performance measures that shall be used, unless substitute measures are approved by the RTC.

Section 7. Maintenance of Effort

- A. Recipient shall use Measure D funds to supplement and not replace existing revenues used for transportation purposes, including agency indirect costs and overhead. A maintenance of effort formula ensures that Measure D results in an increased or sustained level of transportation-related activities than would otherwise have been possible. Existing funds, revenues and other resources being used for transportation purposes include but are not limited to federal and state funding, the collection of traffic impact mitigation fees, other local impact fees, and dedications of property. The funds generated by the Transportation Tax shall not be used to replace existing transportation funding or to replace requirements for new development to provide for its own transportation needs. While Measure D funds shall not be used to directly replace and/or reduce those charges, Recipient may reduce or provide subsidies to development for their transportation needs and/or charges using other non-transportation sources to offset those charges. The entities receiving Measure D Revenues shall maintain their existing commitment of discretionary local transportation-related expenditures for transportation purposes pursuant to the ordinance, and the RTC shall enforce this requirement by appropriate actions, including fiscal audits of the local agencies.
- B. An agency’s baseline “maintenance of effort” shall be calculated based on the average of revenues and expenditures for transportation purposes in the three to five fiscal years prior to the start of Measure D allocations to recipient agencies (FY16/17, FY15/16, FY14/15, and optionally FY13/14 and FY12/13).
- C. The baseline calculation shall include the following revenues: local discretionary revenues, formula funds received for transportation purposes (e.g. gas tax, state transit assistance, FTA5311, etc).
1. Local agency discretionary revenues (general funds, sales and property taxes and other fees) designated for transportation purposes which were calculated for the baseline shall be adjusted annually in proportion to growth or decline of gross Measure D sales tax revenues. Dedicated

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funds for transportation which are not locally generated, such as state gas tax and other state and federal formula funds shall not be subject to this adjustment.

2. Revenues from special, non-formula, competitive grants, and/or past revenues carried over into FY14/15-16/17 (and optionally FY12/13 and 13/14) for special projects and/or emergencies will not be part of MOE baseline calculation but shall still be identified in the baseline report. This includes, but is not limited to, one-time grants such as Regional Surface Transportation Program (RSTP)/Surface Transportation Block Grant Program (STBG), State Transportation Improvement Program (STIP), Active Transportation Program (ATP), American Recovery and Reinvestment Act (ARRA), Highway Safety Improvement Program (HSIP), Highway Bridge Program (HBP), FTA5310, and FEMA grants. While these are not part of the baseline calculation, agencies will be expected to continue to seek and secure grants from other sources, use some Measure D funds to leverage other grants, and not depend on Measure D formula funds to supplant those efforts.

- D. *Expenditures:* In the baseline report, Recipients shall also show how revenues were used in FY14/15-16/17 (and optionally FY12/13 and 13/14). This includes a breakdown by transportation purpose, such as ongoing operations, maintenance, transit service type, major projects, street sweeping, pavement, bicycle projects, walkways, as well as outside transportation programs your agency has contributed funds to (such as safe route to school, transportation demand management, and paratransit programs), and agency staffing, overhead and indirect costs.
- E. *Exceptions:* The RTC recognizes that there will be instances where other and sometimes longstanding local, state, or federal revenues, formula funds, and grants will fluctuate or no longer be available. There also may be instances where a recipient agency reserves several years of funds, then spends several years of banked revenues in one fiscal year. If there are past revenues or expenditures which an agency proposes to exclude from the baseline maintenance of effort calculations, or if an agency is unable to meet the baseline maintenance of effort in a given year, the agency must provide a written justification for such exclusion for consideration by the RTC and the Measure D Oversight Committee. The written justification must include evidence for the need for any lower base amount.
- F. If extraordinary storm damage or other emergencies occur in a given year, an agency may request an exception to maintenance of effort requirements that year.
- G. Recipient agencies have up to three fiscal years to meet the adjusted minimum local revenue expenditure requirement, outlined in Section 7.C.1. If an agency fails to submit annual reports or within three fiscal years the adjusted average annual expenditures of local discretionary revenues over the past three years do not meet the adjusted minimum local expenditure maintenance of effort requirements, the Measure D allocations amount to the RECIPIENT will be reduced by the amount that the agency did not meet the baseline level of expenditures of the agency discretionary revenues and the remaining Measure D will be reserved until any and all maintenance of effort expenditures are fulfilled or a plan to meet the maintenance of effort amount moving forward has been approved by the RTC.

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H. Recipients shall submit their baseline calculation to the RTC by August 1, 2017. Recipients shall demonstrate and certify their maintenance of effort through the annual report and audit, and provide supporting documentation of how they calculated their maintenance of effort, which may include annual fiscal expenditure reports or ledgers and/or State Controllers reports used to comply with Senate Bill 1 (2017) or the California Streets and Highways Code.

Section 8. Complete Streets Policy Requirement

- A. To receive Measure D “Neighborhood Projects” funds, local jurisdictions must do both of the following with respect to Complete Streets policies:
1. Have an adopted Complete Streets policy or adopt a Complete Street policy by April 1, 2018, and
 2. Comply with the California Complete Streets Act of 2008, including any amendments. The California Complete Streets Act (AB1358) requires that local general plans do the following:
 - a. Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.
 - i. For the purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.
 - ii. The Governor’s Office of Planning and Research has developed detailed guidance for meeting this law: *Update to the General Plan Guidelines: Complete Streets and the Circulation Element*
https://www.opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf
- B. Agencies shall utilize the *Monterey Bay Area Complete Streets Guidebook* checklist or another complete streets checklist when defining project scope and design.

Section 9. Signage

- A. *Background:* The display of project signs is regularly utilized by public agencies to provide members of the public with information about the construction and operation of transportation projects. Project signs are posted near the location of the project, or on the vehicle in the case of bus transit projects, and typically display the project name, the project cost, funding source, project sponsor and estimated completion date. Project signs also are used to help inform the public of what programs help fund projects, like the Measure D transportation sales tax.
- B. *Project Signage Provisions:* RTC, in coordination with local project sponsors, will utilize project signs to provide members of the public with information on projects and programs that the Measure D program is helping deliver. Project sign guidelines will help provide uniformity for project sponsors in the implementation of the Measure D program. Projects that meet the thresholds identified in the guidelines will follow the appropriate display schedules and project signage type. While specifications for Measure D project signs have been developed by types of projects, if the prescribed sign type obstructs user accessibility or causes a potential safety hazard, project sponsors have the discretion to install alternative signage that displays the Measure D logo at a minimum.

Attachment B

- C. *Measure D Contribution Thresholds, Display Schedules, and Sign Specifications*: Measure D project sign installation will follow the Measure D contribution thresholds, display schedules, and sign specifications summarized in Attachment C. RTC will provide templates of sign specifications, developed in consultation with project sponsors.

Section 10. Advancement of Direct Local Allocation Distribution Funds

- A. The RTC may consider advancing future year direct allocation funds, with the goal of seeing improvements made in the near term, if sufficient funding is available for short term loans from other Measure D programs. If a jurisdiction is interested in this option, a written request to the RTC Executive Director indicating the amount of funds requested and the projects on which the funds will be spent is required. Requests will be considered on an individual basis and will be approved by the RTC only if they do not delay implementation of other projects.

Section 11. Adoption of Guidelines

- A. Measure D guidelines are adopted by the RTC on an as-needed basis. Changes to Guidelines will be brought through the RTC's Interagency Technical Advisory Committee for review and comment, as well as any other RTC committees as necessary, before changes are adopted by the RTC Commission.

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DATE: June 24, 2022
TO: Board of Directors
FROM: Curtis Moses, Safety, Security and Risk Management Director
**SUBJECT: RENEWAL OF LIABILITY AND VEHICLE PHYSICAL DAMAGE
INSURANCE PROGRAM COVERAGE WITH CALTIP FOR FY23**

I. RECOMMENDED ACTION

That the Board of Directors authorizes payment to the California Transit Indemnity Pool (CalTIP) in the amount of \$756,794 for participation in the FY23 liability and vehicle physical damage insurance coverage programs

II. SUMMARY

- Santa Cruz Metropolitan Transit District (METRO) carries liability and vehicle physical damage insurance through CalTIP, a pool of California public transit agencies established in 1987.
- The Liability Program Contribution Deposit for FY23 in the amount of \$663,604 provides for general liability, and public officials' errors and omissions.
- The Vehicle Physical Damage Program Contribution Deposit for FY23 is \$93,190 for vehicle physical damage insurance coverage.
- Staff recommends that the Board of Directors (Board) authorize payment to the California Transit Indemnity Pool (CalTIP) in the amount of \$756,794 for participation in the FY23 liability and vehicle physical damage insurance coverage programs.

III. DISCUSSION/BACKGROUND

METRO has been a member of CalTIP since its inception in 1987. Each member agency has a representative on CalTIP's Board of Directors. Michael Tree, CEO/GM is METRO's appointed Director to the CALTIP Board and Curtis Moses, Safety, Security and Risk Management Director, is METRO's appointed alternate director to the Board.

In 2016 METRO moved to CalTIP's full service program as there were no internal resources available within METRO to handle the liability and vehicle physical damage insurance coverage program.

Liability: CalTIP's Liability Program provides protection against covered losses for bodily injury or physical damage caused by METRO or a METRO-owned vehicle. The pooled and excess coverage provides general liability, public officials' errors and omissions, and vehicle liability. CalTIP self-funds or "pools" the first \$2.0M of

liability coverage for any claim. The \$2.0M is inclusive of METRO's Self-Insured Retention (SIR), which is \$250K. CalTIP purchases reinsurance and excess insurance applying to losses that exceed the \$2.0M pooled layer. The general liability coverage limit is now \$25M.

The premium for liability coverage for FY23 is \$663,604, a decrease of \$35,073 or 13% over FY22. This decrease in premium is primarily due to a reduction in the pool layers, reduction in hazard exposures, reduction in revenue service miles, reduction in tort claims, and coupled with increased investment earnings.

Vehicle Physical Damage (VPD): The VPD Program provides comprehensive and collision coverage to transit, staff and maintenance vehicles. CalTIP currently self-funds, or "pools", the first \$100K of coverage over the member agency's deductible. METRO's per vehicle deductible is \$500 for non-revenue vehicles and \$5K for buses and paratransit vehicles. CalTIP purchases excess insurance for losses exceeding \$100K and provides currently METRO with coverage up to \$20M per occurrence.

The premium for vehicle physical damage coverage for FY23 is \$93,190, an increase of \$46,591 or 17% from FY22. This increase is attributable one pool layer increased rates.

Below is the table reflecting five years of experience broken out by Liability and Vehicle Physical Damage insurance coverage program:

Liability Program

Program Year	2018/19	2019/20	2021/21	2021/22	2022/23
Net Contribution	\$571,604	\$578,199	\$686,114	\$698,677	\$663,604

Vehicle Physical Damage Program

Program Year	2018/19	2019/20	2020/21	2021/22	2022/23
Net Contribution	\$42,389	\$101,438	\$64,647	\$46,599	\$93,190

Staff recommends that the Board authorize payment to the California Transit Indemnity Pool (CalTIP) in the amount of \$756,794 for participation in the FY22 liability and vehicle physical damage insurance coverage programs.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report aligns with the following METRO Strategic Priorities:

1. Financial Stability, Stewardship & Accountability
2. Service Quality and Delivery

V. FINANCIAL CONSIDERATIONS/IMPACT

The following outlines the elements of the above recommendation:

1. Amount of recommendation: \$756,794
2. Source of Funding: \$756,794 from the FY23 Operating Budget – Finance & ParaCruz Departments' budgets, and the use of \$100,000 in retrospective premium adjustments (credit) from METRO's RORF. CalTIP holds the RORFs and members may elect to retain their entire RORF balances on deposit with CalTIP or apply any portion thereof toward the respective gross contribution deposit.
3. Expense accounts to charge: Insurance Property - 506011 / Insurance PL&PD - 506015

VI. CHANGES FROM COMMITTEE

N/A.

VII. ALTERNATIVES CONSIDERED

- Using an alternate insurance carrier would cause METRO to lose many of the other important services provided by CalTIP, including safety and risk control programs: the Field Service Program, A-Check (Electronic Employee Pull Notice) and the Bus Operator Selection Survey (BOSS), to name a few.
- METRO could self-insure – but does not currently have the cash reserves to support such a program.

VIII. ATTACHMENTS

None

Prepared by: Curtis Moses, Safety, Security and Risk Management
Director

IX. APPROVALS

Curtis Moses, Safety, Security,
and Risk Management Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Michael Tree, CEO/General Manager





DATE: June 24, 2022

TO: Board of Directors

FROM: Eddie Benson, Maintenance Manager

SUBJECT: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 1ST CONTRACT AMENDMENT WITH EAST BAY TIRE CO. TO INCREASE THE CONTRACT TOTAL BY \$181,000 FOR PURCHASE, DELIVERY AND SERVICING OF REVENUE AND NON-REVENUE TIRES

I. RECOMMENDED ACTION

That the Board of Directors:

- 1) Authorize the CEO/General Manager to execute a 1st contract amendment with East Bay Tire Co. to increase the contract total by \$181,000 for purchase, delivery and servicing of revenue and non-revenue tires, thereby increasing the total contract authority from \$200,000 to \$381,000 for the initial two-year term of May 21, 2021 to May 20, 2023**
- 2) Increase the authority previously granted to the CEO/General Manager to execute future amendments with East Bay Tire Co. for the options to extend from \$400,000 to \$800,000, for a total not to exceed value of \$1,181,000 for the full six years**

II. SUMMARY

- On May 21, 2021 the Santa Cruz Metropolitan Transit District (METRO) Board of Directors (Board) awarded a contract to East Bay Tire Co. for a variety of tires for METRO's revenue and non-revenue vehicles.
- Due to a calculation error, the amount of funding requested, which is based on METRO's estimated needs during the contract term, was only half of what it should have been.
- The contract authority for the initial two-year term with East Bay Tire Co. has already been expended, and staff recommends that a contract amendment to increase the contract authority, thereby correcting the calculation error, be executed at this time.

III. DISCUSSION/BACKGROUND

METRO's fleet of buses, ParaCruz and non-revenue vehicles utilize approximately 250 tires of various sizes per year. Last year, METRO conducted a new procurement for these services, and the Board awarded the resulting contract to East Bay Tire Co.

Approximately ten months later, the contract authority for the initial two-year term was close to being expended, and staff realized there had been a calculation error when determining METRO's needs and funding for this contract. After reviewing fiscal year expenditures for the previous six years, staff concluded METRO had spent a total of \$1,108,238 for revenue and non-revenue tires, at an average of \$185,000 per year. Staff anticipate that future tire expenditures will continue at approximately this same rate.

The funding originally requested for the contract with East Bay Tire Co. was mistakenly based on a calculation of only \$100,000 per year. Staff recommends that the Board authorize the CEO to execute a first contract amendment on behalf of METRO at this time, to increase the NTE value of the contract for the initial two-year term by \$181,000. Staff also recommends that the Board increase the authority previously granted to the CEO/General Manager to execute future contract extensions with East Bay Tire Co. (up to four additional years) from \$400,000 to \$800,000, for a total anticipated contract NTE value of \$1,181,000 and a total term of no more than six years. Eddie Benson, Maintenance Manager, will continue to serve as the Contract Administrator and will ensure contract compliance.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This contract aligns to the following strategic priorities:

- Service Quality and Delivery
- State of Good Repair

V. FINANCIAL CONSIDERATIONS/IMPACT

This contract currently has a total NTE of \$200,000. Additional funds in an amount of \$181,000 are requested for approval at this time. The new contract total NTE would be \$381,000. Should all options be exercised, the total six-year value of the contract is anticipated to be approximately \$1,181,000.

Funds to support this contract are included in each fiscal year's Fleet Maintenance Operating budget, within the Tires & Tubes (504021) account. Since this is a multi-year contract, the Department Manager will be accountable for budgeting the cost in future years, including any option years exercised.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

None. METRO requires these tires to operate its services.

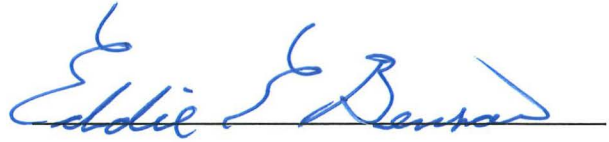
VIII. ATTACHMENTS

Attachment A: First Amendment to the Contract with East Bay Tire Co.

Prepared by: Carolee Curtin, Purchasing Agent
Joan Jeffries, Purchasing Manager

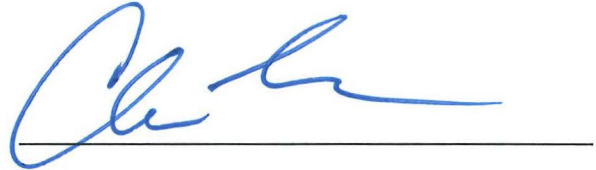
IX. APPROVALS

Eddie Benson, Maintenance Manager



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Approved as to fiscal impact:
Chuck Farmer, CFO



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

Michael Tree, CEO/General Manager



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

Attachment A

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FIRST AMENDMENT TO CONTRACT NO. 21-13 FOR PURCHASE, DELIVERY AND SERVICING OF METRO'S REVENUE AND NON-REVENUE TIRES

This First Amendment to Contract No. 21-13 for Purchase, Delivery and Servicing of METRO's Revenue and Non-Revenue Tires is made effective June 24, 2022 between the Santa Cruz Metropolitan Transit District ("Santa Cruz METRO"), a political subdivision of the State of California, and East Bay Tires ("Contractor").

I. RECITALS

- 1.1 Santa Cruz METRO and Contractor entered into a Contract for Purchase, Delivery and Servicing of METRO's Revenue and Non-Revenue Tires ("Contract") on May 21, 2021.
- 1.2 After contract execution, the parties learned that the maximum compensation authorized under the Contract had been miscalculated.
- 1.3 The Contract allows for amendment upon mutual written consent.
- 1.4 Santa Cruz METRO and Contractor desire to amend the Contract to increase the Contract maximum compensation authorized under the Contract.

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

II. COMPENSATION

The second paragraph of Article 5.1 is deleted and replaced in its entirety with the following language:

It is understood that execution of this Contract does not guarantee any amount of services and/or dollar expenditure to be provided under the Contract to Contractor. However, the maximum compensation that Santa Cruz METRO has authorized to be expended for this Contract will not exceed \$381,000. Contractor understands and agrees that if it exceeds the maximum amount payable under this Contract, it does so at its own risk.

III. REMAINING TERMS AND CONDITIONS

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

IV. AUTHORITY

Each party has full power to enter into and perform this First Amendment to the Contract and the person signing this First Amendment on behalf of each has been properly

Attachment A

21-13 First Amendment East Bay Tires

authorized and empowered to enter into it. Each party further acknowledges that it has read this First Amendment to the Contract, understands it, and agrees to be bound by it.

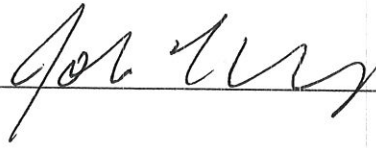
Signed on _____

Santa Cruz METRO –
SANTA CRUZ METROPOLITAN
TRANSIT DISTRICT

Michael Tree, CEO/General Manager

Contractor –
EAST BAY TIRE CO.

John Hulsey, General Manager



Approved as to Form:

Julie Sherman, General Counsel





DATE: June 24, 2022
TO: Board of Directors
FROM: Chuck Farmer, CFO
SUBJECT: RENEWAL OF AGREEMENT WITH COUNTY OF SANTA CRUZ FOR PAYROLL SERVICES

I. RECOMMENDED ACTION

That the Board of Directors authorize the CEO/General Manager to execute a first amendment to the agreement with the County of Santa Cruz for payroll services, extending the agreement through June 30, 2023, not to exceed \$55,000 annually

II. SUMMARY

- The current agreement with the County of Santa Cruz (County) for payroll services will expire June 30, 2022. Santa Cruz Metropolitan Transit District (METRO) has contracted with the County to provide payroll services for approximately forty-seven years.
- Due to the specialized needs of METRO, including over thirty different types of pay, and approximately fifteen deductions, only the County can economically provide these payroll services at this time.
- The County has adapted its computer system to provide specialized services and reports exclusive to METRO, and has established computer links to facilitate the data transfer process. The County has been very responsive to METRO's payroll needs, especially when changes are made as a result of re-negotiated labor agreements with the labor organizations, and changes to processes related to CalPERS reporting.
- Staff requests the Board approve the execution of a first amendment to the agreement with the County, extending the agreement for one year for a not to exceed amount of \$55,000.

III. DISCUSSION/BACKGROUND

METRO's current agreement with the County for payroll services will expire June 30, 2022.

METRO is responsible for providing the County with accurate documentation of hours worked by each employee, while the County actually processes the bi-weekly payroll for approximately 330 employees which includes the following services and deductions:

- Process bi-weekly payroll including approximately thirty types of pay such as straight time, overtime, double-time, bilingual, shift differential, uniform allowance, instructor pay, union non-work pay, sick pay, vacation pay, personal leave pay, administrative leave pay, out-of-class pay, accrual payoffs, accident pay, jury duty, etc.
- File all payments for Federal and State taxes within prescribed time limits
- Remittance to the appropriate payees, for deductions such as insurance, garnishments, deferred compensation, retirement, direct deposit to banks, union dues, etc.
- CalPERS retirement deductions, deferred compensation, monthly medical benefit payments, mandatory monthly/annual Unfunded Accrued Liability (UAL) payments, and other related CalPERS reporting
- Issue paychecks and year-end W-2's, etc.

The County has provided payroll services to METRO for approximately forty-seven (47) years in a satisfactory manner, at a cost significantly lower than private service bureaus for similar services and deductions.

Over the years, the County has adapted its computer system to provide specialized services and reports exclusive to METRO, and has established computer links to facilitate the data transfer process. They have been very responsive to METRO's payroll needs, especially when changes are made as a result of re-negotiated labor agreements with the labor organizations.

Staff requests that the Board of Directors authorize the CEO/General Manager to execute a first amendment to the agreement with the County of Santa Cruz for payroll services, extending the services through June 30, 2023, for a not to exceed amount of \$55,000.

IV. FINANCIAL CONSIDERATIONS/IMPACT

The following outlines the elements of the recommendation:

1. Amount of Recommendation:
 - Not to Exceed \$55,000 per fiscal year for one (1) year with the option of an additional one (1) year
2. Source Of Funding:
 - Operating Budget – Operating Revenue
 - In FY21, \$49,986 was charged for the fiscal year; we won't have the FY22 invoices until the end of June

3. Expense Accounts:

- Accounting/Audit Fees (503011-1200)

4. Fiscal Impact:

- The cost for the recommendation of the renewal of the County Payroll Services Agreement is included in the Finance Department Operating Budget.

V. CHANGES FROM COMMITTEE

N/A

VI. ALTERNATIVES CONSIDERED

- METRO could go out to bid for payroll services.

The above alternative is not recommended due to the complexities of the METRO payroll and the forty-seven (47) years of experience the County has with processing METRO payroll.

VII. ATTACHMENTS

Attachment A: First Amendment to Payroll Services Contract with the County of Santa Cruz

Prepared By: Chuck Farmer, CFO

VIII. APPROVALS:

Approved as to fiscal impact:
Chuck Farmer, CFO



Michael Tree, CEO/General Manager



Attachment A

FIRST AMENDMENT TO INDEPENDENT CONTRACTOR AGREEMENT

WHEREAS, the COUNTY OF SANTA CRUZ (“COUNTY”) currently provides payroll services for the SANTACRUZ METROPOLITAN TRANSIT DISTRICT (“METRO”) pursuant to an Independent Contractor Agreement that expires on June 30, 2022; and

WHEREAS, the COUNTY and METRO desire to extend the term of the Independent Contractor Agreement for one year;

NOW, THEREFORE, the COUNTY and METRO agree to amend Paragraph 4 of the Independent Contractor Agreement to extend the term of the Agreement to June 30, 2023.

All other provisions of said Agreement shall remain the same.

IN WITNESS WHEREOF, the parties hereto have set their hands the day and year first above written.

SANTACRUZ METROPOLITAN
TRANSIT DISTRICT

COUNTY OF SANTA CRUZ

By: _____

Michael Tree, CEO / General Manager

By: _____

Edith Driscoll, Auditor-Controller /
Treasurer-Tax Collector

Approved as to form:

Approved as to form:

By: _____

Julie Sherman, District Counsel

By: _____

Jason M. Heath, County Counsel

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

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

RESOLUTION OF APPRECIATION FOR THE SERVICES OF JANE NG AS IT SUPPORT ANALYST II FOR THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

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

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

WHEREAS, METRO, requiring an employee with expertise and dedication, appointed Jane Ng to serve in the position of IT Support Analyst II, and

WHEREAS, served as a member of the Information Technology Department of METRO for the time period of December 17, 2012 to May 15, 2022, and

WHEREAS, Jane Ng provided METRO with dedicated service and commitment during the time of employment, and

WHEREAS, Jane Ng served METRO with distinction, and

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

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

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

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

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

PASSED AND ADOPTED this 24th Day of June 2022 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

Approved:
Larry Pageler, Chair

Attest:
Michael Tree
CEO/General Manager

Approved as to form:
Julie Sherman, General Counsel

VERBAL PRESENTATION

METRO ADVISORY COMMITTEE (MAC) SEMI-ANNUAL UPDATE

James Von Hendy

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DATE: June 24, 2022
TO: Board of Directors
FROM: Chuck Farmer, Chief Financial Officer
SUBJECT: ADOPTION OF THE FINAL FY23 AND FY24 BUDGET

I. RECOMMENDED ACTION

That the Board of Directors approve the adoption of the FY23 and FY24 Operating Budget and FY23 Capital Budget.

II. SUMMARY

- The FY23 and FY24 Operating Budget, and FY23 Capital Budget are presented this month for Board of Directors (Board) and public review. A public hearing has been scheduled for 9:00 am, or as soon thereafter as possible, during the June 24, 2022 board meeting that will be held via Zoom.
- On June 25, 2021, the Board adopted the Final FY22 and FY23 Operating Budget. Santa Cruz METRO produces a 2-year rolling Budget. This Budget revises the June 2021 FY23 Budget and presents a new FY24 Operating Budget.
- The 5 – Year Plan for Santa Cruz Metropolitan Transit District (METRO) is presented in Attachment B. It depicts the proposed two-year FY23 and FY24 Operating Budget and Forecasts for FY25 to FY27.
- The proposed two-year FY23 and FY24 Operating Budgets – Attachment C total \$60,959,938 and \$60,533,609 respectively.
- In addition, METRO will be transferring:
 - \$2.4M in FY23 and FY24 to the Capital Budget (Bus Replacement Fund)
 - \$2.0M in FY23 and FY24 for the UAL & OPEB liability
 - \$2.0M in FY23 for ERP System
 - \$2.5M in FY23 and \$4.0M in FY24 for Grant matching
 - \$0.2M in FY24 to Operations Sustainability Reserve Replenishment
 - \$0.9M in FY24 to the COVID-19 Recovery Fund
- These results match the total Operating Revenue Budget of \$69,813,238, in FY23 and \$70,146,745 in FY24. This is a Final Budget, which reflects available data regarding revenues and expenses.

- The year over year Operating Budget growth of approximately \$4,345K in expenses in FY23 is detailed in Sections B and C.
- Metro held a Budget Workshop with the Unions on May 5, 2022 to answer questions about the two-year draft FY23 and FY24 Operating Budget and the FY23 Capital Budget and to obtain input from its union partners.
- At its June 10th meeting the Finance, Budget, and Audit Standing Committee received this staff recommendations and endorsed forwarding it to the June 24th Board meetings for action.
- The Authorized and Funded Personnel lists are presented in Attachment D.
- Board Member Travel, Employee Incentive Programs, Board-Authorized METRO Support Activities, and Memberships (Dues & Subscriptions) budgeted in FY23 and FY24 are presented in Attachments F – I.
- The preliminary Schedule of Reserve Balances is presented in Attachment J.
- The Measure D: 5-Year Program of Projects (FY22/23 – FY26/27), presented in Attachment K, includes funding for preserving and maintaining existing infrastructure and maintaining fixed-route and Paratransit (ParaCruz) services for seniors and people with disabilities. The Santa Cruz County Regional Transportation Commission (RTC) requires this Five-Year Plan to be updated and adopted annually following a public hearing, which in the case of METRO is the public hearing held annually at the June Board meeting for the agency's fiscal year budget.
- The revised salary schedules (Pay Tables) for employees covered by the District's Management Compensation Policy reflecting the proposed 3.5% wage increase for FY23 and the new position in Planning are presented in Attachment L and included in the FY23 & FY24 Budget Packet for Board review and adoption in June 2022.
- Staff recommends that the Finance, Budget, and Audit Standing Committee receive input on the FY23 and FY24 Operating Budgets and FY23 Capital Budget and provide additional direction to staff as necessary regarding the contents of the Operating and Capital Budgets, for final adoption on June 24, 2022.

III. DISCUSSION/BACKGROUND

The Board of Directors must adopt the Final FY23 and FY24 Operating Budget and FY23 Capital Budget by June 30, 2022. The FY23 and FY24 Operating Budget and the FY23 Capital Budget are presented this month for Board and public review. A public hearing has been scheduled for 9:00 am, or as soon thereafter as possible, during the June 24, 2022 via Zoom.

On June 25, 2021, the Board adopted the Final FY22 and FY23 Operating Budgets. Santa Cruz METRO produces a 2-year rolling Budget. This Budget revises the June 2021 FY23 Operating Budget and presents a new FY24 Operating Budget.

Metro held a Budget Workshop with the Unions on May 5, 2022 to answer questions about the two-year FY23 and FY24 Operating Budget and FY23 Capital Budget to obtain input from its union partners.

At its June 10th the Finance, Budget, and Audit Standing Committee received this staff recommendations and endorsed forwarding it to the June 24th Board meetings for action.

The presentation of financials on the Summary page in Attachment C have been reformatted:

Operating Revenues are directly associated with ridership and represent the amounts paid by the rider or organizations for use by their employees/students to use transit services. The categories includes passenger-paid fares (Local and Highway 17 Fares) and organization-paid fares (Special transit fares: contracts with the local colleges and Highway 17 partners).

Operating Expenses are associated with the operation of the transit agency's goods and services purchased for the operation of the system, such as Labor (Salaries & Wages), Fringe Benefits, Non-Personnel Expenses (Services, Materials and Supplies, Utilities, Insurance, and Other expenses). This provides a quick and easy view of the Farebox Recovery.

Non-Operating Revenues represent external sources such as Sales Tax Revenue, Federal/State Grants, and all other forms of income (Advertising, Rental, etc.) that is used to support Metro operations and capital investments.

Non-Operating Expenses are for non-recurring, or limited time frame, costs such as those related to COVID for testing and cleaning protocols. Pension UAL costs are the additional costs incurred to cover the shortfall in pension investment returns have now been replaced by the Sales Tax Revenue Bond payments beginning in FY23.

These changes will align Metro's financial reporting more closely to other transportation agencies and allow for an easier comparison of revenues and costs related to ridership and external sources.

A. Operating Revenues

Operating Revenues, related to ridership, total \$8,363K in FY23 and \$8,535K in FY24. Major Operating Revenue assumptions in the FY23 Budget over the FY22 Final Budget, adopted in June 2021, include:

- Passenger Fares – overall increase of \$115K, or 5%, an expected 13% increase in Fixed Route Fares and 10% increase in Paratransit Fares; partially offset by a 13% decline in Highway 17 ridership due to telecommuting.
- Special Transit Fares – overall decrease of \$72K, or 1.2%; primarily due to the 39.5% decline in revenue associated with the GO passes for the City of Santa Cruz, the 22.1% reduction of the contract with Cabrillo College; partially offset by the 1.9% increase of the contract with UCSC.

Moderate increases of ~2% overall for Operating Revenue sources are budgeted in FY24.

B. Operating Expenses

Operating Expenses, excluding COVID related expenses and Pension UAL/Sales Tax Revenue Bond payments (which are discussed in Section C), total \$55,019K in FY23 and \$56,071K in FY24. Operating Expenses assumptions in the FY23 Budget over the FY22 Final Budget, adopted in June 2021, include:

Personnel Expenses (Labor and Fringe Benefits) increased overall by \$2,376K, or 5.9%, vs. FY22 Budget

- Regular Labor Costs – increase \$1,493K, or 7.9%
 - Contractual items of step and longevity increases
 - 3.5% increase for all employees through the one year extension of the Union contracts
 - \$1,500 one-time payment for all employees
 - Proposed six new incremental positions added
 - 3 Fixed Route Bus Drivers – *funded by Measure D sales tax*
 - 1 Paratransit Van Driver – *funded by Measure D sales tax*
 - Accountant III – *new proposed position*
 - IT Project Coordinator - *two year provisional*
- Overtime - increase of \$191K, or 16.9%
 - Due to increased service as the pandemic winds down
- Fringe Benefits – increase of \$691K, or 3.4%
 - Medical assumes 5.6% year over year increase due to CPI

Non-Personnel Expenses increased by \$1,801K, or 17.5%, vs. FY22 Budget; excluding COVID related costs

- Services – increase \$1,228K, or 27.3%, from additional spending budgeted for Professional & Tech Services for the South County Zero-emissions operating and maintenance facility plan, repair of both Revenue and Non-Revenue vehicles along with new uniforms for the Bus and Van Operators.
- Mobile Materials & Supplies – increase of \$469K, or 16.4%, as a result of higher Fuel & Lube costs for both Revenue and Non-Revenue vehicles and an increase in Revenue Vehicle Parts.
- Other Materials & Supplies – overall increase of \$70K, or 15.1%, related to printing and postage for new marketing campaigns.
- Utilities – increase of \$71K, or 9.5%, primarily due to estimated increase for Gas & Electric (expected rate increase from PG&E) along with increased Propulsion Power as more ZEBs are purchased and put into service.
- Casualty & Liability – increase of \$37K, or 3.6%, related to the increase of insurance premiums.

- Taxes – increase of \$6K, or 11.6%, due to higher costs for Customer Service parking permits.
- Misc. Expense – increase of \$41K, or 12.2%, primarily due to increased Employee Training and related Travel along with more Employee Incentive activities as a result of COVID restrictions being lifted.
- Interest Expense & Debt Service
 - Interest Expense - Loan – decrease of \$8K, or 50.4%, due to interest payment on bus lease nearing the end of the contract.
 - Debt Service – Principal and Interest Expense on debt service are discussed in Section C.

Major Operating Expense assumptions in the preliminary FY24 Budget over the FY23 Budget include:

Personnel Expenses (Wages, Overtime, and Fringe Benefits) increased overall by \$891K, or 2.1%, excluding the Pension UAL costs

- Wages – decrease \$51K, or 0.3%
 - Only contractual items of step and longevity increases;
 - Offset by non-recurring bonus payout from FY23
- Overtime - increase of \$28K, or 2.1%
- Fringe Benefits – increase \$914K, or 4.3%
 - Anticipated increase in Medical insurance premiums, effective in January 2024, partially offset by;
 - Projected decrease in Retirement as per CalPERS June 2020 Annual Valuation Report from 9.71% in FY23 to 9.5% in FY24

Non-Personnel Expenses increase by \$161K, or 1.3%, related to inflation of 2.5% and contract increases

C. Non-Operating Revenue/(Expense)

Non-Operating Revenue/(Expense) totals \$55,510K in FY23 and \$57,149K in FY24. Non-Operating Revenue/(Expense) assumptions in the FY23 Budget over the FY22 Final Budget, adopted in June 2021, include:

Sales Tax Revenues

- 1979 Gross Sales Tax (1/2 cent) – increase of \$3,867K, or 17.0%, or as a result of a stronger than anticipated recovery from the COVID-19 pandemic.
- 2016 Net Sales Tax (Measure D) – increase of \$605K, or 17.0%, the projected increase mirrors the anticipated increase in the 1979 Gross Sales Tax (1/2 cent).

Federal/State Grants

- Transportation Development Act (TDA-LTF) - increase of \$1,750K, or 23.4%, as per recent allocations, as well as CPI projections for a modest growth and recovery from the COVID-19 pandemic.
- FTA Sec 5307 – Operating Assistance – decrease of \$4,764K, or 100%, as funds are being redirected in FY23 to Capital as per the Staff Report approved by the Board at the April 22, 2022 meeting. These funds will be used towards the purchase of CNG buses in FY23. This allows METRO sufficient time to test its initial ZEBs and build ZEB infrastructure before fully transitioning its fleet to 100% ZEBs by 2040.
- LCTOP – increase of \$49K, or 9.9%, based on additional funding allocated from the State Controller’s Office (SCO) from the Greenhouse Gas Reduction Fund via the Regional Transportation Commission (RTC); this funding will be used for operation of the Watsonville Circulator.
- STIC – decrease of \$2,899K, or 100%, as funds are being redirected in FY23 to Capital, to be used towards the purchase of CNG buses in FY23. This allows METRO sufficient time to test its initial ZEBs and build ZEB infrastructure before fully transitioning its fleet to 100% ZEBs by 2040.
- TDA – STA – Operating (includes SB1) – increase of \$1,021K, or 29.6%, reflecting increased allocation estimates from SCO from July 2021. STA funds are derived from the statewide excise tax on diesel fuel and demand for all fuels is much higher than one year ago.

COVID Relief Grants

- American Rescue Plan Act of 2021 (ARPA) – Budget of \$15,477K is the anticipated draw down in FY23 for reimbursement of allowable personnel and operating expenses. Budgeted draw down in FY23 is based on the estimated personnel costs (anticipating a ~15% vacancy rate) and Farebox recovery; actual draw down could be higher or lower.

All Other Revenue

- Advertising Income – increase of \$45K, or 30%, targeted marketing efforts will continue in order to update the Metro’s advertising options and attract more advertisers in the coming years.
- Rental Income – decrease of \$35K, or 20.7%, due to the hold back in renting space at the Pacific Station Transit Center as a result of the timing for the construction/remodel of the building and surrounding area.
- Interest Income – decrease of \$45K, or 15.3%, based on current trends and the cash balance at the Treasury.

COVID-19 Related Expense

Increase of \$176K, or 145.3%, primarily due to personnel needed for COVID testing and cleaning protocols, that were not budgeted in FY22. This staff does not backfill vacant positions.

Pension UAL/Sales Tax Revenue Bond Debt Service

The CalPERS annual valuation report as of June 30, 2020, which was received in October 2021, indicated that Metro had a Pension Unfunded Accrued Liability (UAL) balance of ~\$68.1M. This balance has been steadily growing, resulting in a recurring UAL cost which has averaged ~\$4.0M annually for the past five years, and was anticipated to increase to a high of ~\$6.9M annually within 10 years, before declining again until “paid off” in 22 years.

After careful consideration it was determined that selling a 15 year Sales Tax Revenue Bond would save the Metro upwards of ~\$36.9M as the bond obligation would be paid off approximately seven years sooner along with a known, steady ~\$5.4M annual payment.

As with many investors, CalPERS had significantly higher returns in 2020 than was anticipated and it was estimated that Metro’s Pension UAL would be reduced to ~\$54.1M realizing a savings of ~\$16.0M. On February 16, 2022 the \$51.8M, 15 year Sales Tax Revenue Bond was sold resulting in annual payments of ~\$4.2M and savings of ~\$17.1M.

The payment of debt service on the Sales Tax Revenue Bond will be secured by the Measure G Revenues, generally consisting of certain amounts received by the Metro from a 0.5% tax (the “Measure G Sales Tax”) collected in the County of Santa Cruz, California, for deposit in the Debt Service Fund in accordance with the Indenture, and from certain funds held under the Indenture. The Measure G Revenues are the sole source of payment of the Sales Tax Revenue Bond.

Pension UAL would have been ~\$6.3M in FY23 had the bond sale not been executed; cost of the interest/principal of the bond for FY23 is ~\$4.5M, for a savings of ~\$1.8M

A net increase of 3.0% in Non-Operating Revenue/(Expense) sources are budgeted in FY24, driven by:

- ARPA COVID funding – decrease of 79.5% with the final draw down of \$3,172K

Partially offset by increases:

- Sales Tax, including Measure D – increase of \$615K, or 2.0%
- Federal/State Grants – increase of \$11,867K, or 81.9%, as FTA 5307 and STIC grants will be available for Operating Expenses in FY24
- All Other Revenue
 - Advertising – increase of \$5K, or 2.6%
 - Rent – decrease of \$27K, or 20.7%

D. Transfers & Operating Balance

Transfers total (\$8,853K) in FY23 and (\$9,613K) in FY24. Assumptions in the FY23 Budget over the FY22 Final Budget, adopted in June 2021, include:

- Transfers to Capital Budget (Bus Replacement Fund) of \$2,353K is an increase of \$114K, or 5.1%
 - Available Measure D revenues are \$208K, or 9.7% higher than FY22
 - TDA-STA-SGR grant is \$11K, or 1.4% higher than FY22

- Total Transfer to Bus Replacement Fund is \$3,124K in FY23

This amount is consistent with the goal to honor our commitment to the Capital Budget and maintain assets in a state of good repair by committing a minimum of \$3.0M each year from the Measure D and TDA-STA transfer from Operating, along with TDA-STA-SGR that goes directly to the Capital Budget.

While METRO has made great strides to reduce the proportion of its fleet that has reached or surpassed the end of its useful life, a coming wave of scheduled bus retirements will raise the replacement needs balance to 41 by the end of FY23 and to 67 by the end of FY28. Furthermore, as required by the California Air Resources Board's (CARB's) Innovative Clean Transit (ICT) regulation requires all public transit agencies adopt a ZEB Rollout Plan describing how the agency will transition to a zero-emission fleet. Starting in 2026, 25% of all METRO bus purchases must be ZEBs, and in 2029 100% of all bus purchases must be ZEBs. At an average cost of \$1.3M per ZEB, it will cost \$51.3M to simply address the backlog in bus replacement needs in FY23, rising to \$83.8M by FY28.

METRO sees this significant vehicle replacement challenge as an opportunity to advance its transition to a fully ZEB fleet. Given the current pressure on METRO's operating budget to sustain transit service, it is essential that METRO find every available avenue to transition to aid its transition to a fully ZEB fleet. Furthermore, the Unmet Capital Need – Hydrogen Fueling Infrastructure and Maintenance Upgrades: includes the design and construction of a permanent hydrogen fueling station and required maintenance facility upgrades, which are vital pieces of METRO's plan to meet California's clean energy mandates and convert its fleet to 100% ZEBs. The refueling facility will be based on a modular design that will allow it to expand its refueling capacity to meet METRO's future needs.

A key strategy of this Plan is to contribute toward state and federal grant opportunities as our local match for bus replacement. Generally, grant applications that include a significant level of funding through a local match, are more successful than those that don't. For example, in 2022 METRO has committed \$4.2M as local match in the Bus Replacement Fund towards state and federal grant opportunities for reducing the number of buses beyond their useful life.

- Transfers to/(from) Operating and Capital Reserve Fund of \$6,500K is an increase of \$4,325K, or 198.9%
 - Fuel Tax – decrease by \$175K, or 100% due to the expiration of the Fuel tax credit in December 2021
 - UAL & OPEB – the \$2,000K transfer is flat with FY22
 - Operating and Capital Reserve Fund of \$4,500K is made up of:
 - Financial Management Software (ERP) - \$2,000K
 - Local match for Capital grants - \$2,500K; of the 20 recent grant applications, totaling \$47.2M, have been submitted; 14 of these grants require a local match ranging from 10% to 68% for a total of \$21.7M

Only minor changes in the budgeted Transfers & Operating Balance in FY24:

- Capital Budget/Bus Replacement Fund increase \$87K, or 3.7%
- Operating and Capital Reserve Fund net decrease \$272K, or 4.2%
 - Financial Management Software (ERP) decrease \$2,000K partially offset by,
 - Local match for Capital grants increase \$1,500K
 - Operations Sustainability
 - Reserves Replenishment increase \$228K (Operational Sustainability Reserve Fund to meet target balance of three (3) months of the average operating expenses for the most current fiscal year's Budget)

E. Capital Budget

The FY23 Capital Budget/Portfolio as shown in Attachment E totals \$87,031K.

The current FY23 Capital Budget consists of ongoing projects rolled forward from FY22 along with new projects which are funded by a variety of sources.

In FY18, a new capital Budget funding strategy was adopted by the Board that results in a minimum of \$3.0M per year being dedicated to the annual capital Budget. This new strategy created the "Bus Replacement Fund" and establishes consistent annual transfers of STA-SB1 funds and Measure D funds to the capital Budget that are needed to provide funding and stability for the required local match for obsolete fixed-route buses and Paratransit vehicles.

Annual unspent Measure D and STA-SGR funds will 'accumulate' in the Bus Replacement Fund until they are allocated to specific projects and spent on new replacement buses and vans.

The following amounts are dedicated to the Bus Replacement Fund in FY23:

- (2016 Net Sales Tax) – Measure D - \$2,345K (transfer from Operating Budget)
- STA-SGR - \$771K (goes directly to the capital Budget)
- Total = \$3,116K

In addition, a total of \$11,157K of FTA 5307/STIC grant funding is being redirected to the Capital Budget, specifically for the purchase of CNG buses in the FY23 Budget cycle. This will allow METRO sufficient time to test its initial ZEBs and build ZEB infrastructure before fully transitioning its fleet to 100% ZEBs by 2040.

Noteworthy ongoing capital project activity (> \$100K) this fiscal year includes:

- Ongoing – METRO Owned ParaCruz Facility Project – \$2,038K from the Operating & Capital Reserve Fund. The project is identified as critical to move the agency forward towards a sustainable future, in support of the METRO 10-Year Strategic Business Plan, and was approved by the Board on November 15, 2019.

- Ongoing – Pacific Station/Metro Center Redevelopment with the City of Santa Cruz – \$4,000K, over four years, from the Bus Replacement Fund, toward the redevelopment of the facility.
- New – Hydrogen Fueling Station - \$8,120K for the design and construction of a permanent hydrogen fueling station; this project will be funded by a \$7.3M Federal grant and \$0.9M from the Operating & Capital Reserve fund.
- Ongoing – Financial Management Software (ERP) – The current financial system was purchased more than 20 years ago. A Fixed Assets, Purchasing, and Budgeting module would be incorporated into the new financial software system for a more efficient and integrated system. The total Budget is \$3,850K – of which \$200K for consulting costs were paid in FY22 from Operating Expenses with the remaining \$3,650K to be capitalized and funded from the Operating & Capital Reserve Fund.
- New and Ongoing – Facilities Upgrades and Improvements
 - Maintenance Yard – Security Hardening and Expanded Parking - \$856K from the Operating & Capital Reserve Fund. This will cover Phase 2 and 3 of the project which will continue to improve the security and access to the Maintenance yard. Tasks to be completed include, but are not limited to, demolition of two structures, sink hole repair, retrofit of Bay 11 for the ARTIC buses, and gate relocation.
 - JKS Facility – Upper security gates; this project will automate two gates, install a pedestrian access gate at JKS and be funded with \$229K from the Operating & Capital Reserve Fund.
 - Fueling Station Awning – construction of an awning over the fueling station to protect staff and equipment from the weather elements. This project is funded with Federal funds of \$239K
 - Maintenance Facility – infrastructure improvement and modifications need to maintain and support the addition of hydrogen cell buses
- Ongoing – Vehicle Replacement Projects – Santa Cruz METRO has been awarded grants from a variety of Federal, State, and local agencies to replace aging revenue and non-revenue (service) vehicles which are in alignment with Santa Cruz METRO's strategy to begin replacing its fossil-fueled bus fleet with all-electric buses by 2040.
 - Electric Buses (5) + Infrastructure and Project Management \$5,846K
 - Four Zero Emission Bus (ZEBs) are electric bus replacements that will be used on the Highway 17 commuter routes
 - The one (1) additional electric bus to replace an obsolete bus
 - CNG buses to assist in the replacement of obsolete vehicles \$15,204K
 - CNG Bus Replacements (20)

- CNG Bus Replacements (3): Capital Lease
 - Five Articulated (ARTICS) buses to be used for the UCSC routes \$5,000K
 - ParaCruz Van Replacements (7) \$605K
 - Replacement of aging Non-revenue vehicles including a service truck (\$150K) and six staff vehicles (\$721K)
 - Automatic Vehicle Locator (AVL/ITS) and Auto Passenger Counter (APC) \$1,737K.
- Miscellaneous – reflects a proposed transfer of \$1,000K from the Operating & Capital Reserve Funds to the FY23 Capital Budget/Portfolio for small projects, typically costing less than \$100K that are identified throughout the year and do not qualify for Federal or State grants.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

The proposed two-year FY23 and FY24 Operating Budgets – Attachment C total \$60,959,938 and \$60,533,609 respectively. In addition, METRO will be transferring \$2.4M in FY23 and \$2.4M in FY24 to the Capital Budget, \$2.0M in FY23 and FY24 to the UAL & OPEB liability, \$2.0M in FY23 for ERP System, \$2.5M in FY23 and \$4.0M in FY24 for Grant matching, \$0.2M to Reserve Replenishment, and \$0.9M in FY24 to the COVID-19 Recovery Fund and is fully offset by the total Operating Revenue Budget of \$69,813,238 in FY23 and \$70,146,745 in FY24.

This is a Final Budget, which reflects available data regarding revenues and expenses. The Final two-year Budget will be presented to the Board of Directors on June 24, 2022.

The FY23 Capital Budget/Portfolio– Attachment E totals \$87,030,558

VI. CHANGES FROM COMMITTEE

Shift of funding in accounts and/or departments for both years; net zero impact to total Non-personnel spending.

VII. ALTERNATIVES CONSIDERED

There are no recommended alternatives at this time. Staff recommends that the Board of Directors adopt a resolution approving the FY23 and FY24 Operating Budget and FY23 Capital Budget.

VIII. ATTACHMENTS

Attachment A: Presentation of FY23 and FY24 Operating Budgets and FY23 Capital Budget/Portfolio

Attachment B: 5 – Year Budget Plan


Attachment C: FY23 and FY24 Operating Budgets

- Attachment D:** Authorized and Funded Personnel
- Attachment E:** FY23 Capital Budget/Portfolio
- Attachment F:** FY23 Board Member Travel
- Attachment G:** FY23 & FY24 Employee Incentive Program
- Attachment H:** FY23 & FY24 Board Authorized METRO Support Activities
- Attachment I:** FY23 & FY24 Memberships
- Attachment J:** Preliminary Schedule of Reserve Balances
- Attachment K:** Measure D: 5-Year Program of Projects (FY22/23 – FY26/27)
- Attachment L:** Management Pay Tables
- Attachment M:** Resolution Acceptance of Budget

Prepared By: Cathy Downes, Sr. Financial Analyst

IX. APPROVALS:

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



Michael S. Tree, CEO/General Manager



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FY23 & FY24 Operating and FY23 Capital Budget

Board of Directors

June 24, 2022

Chuck Farmer, Chief Financial Officer

Overview of Today's Presentation

- **FY23 Operating Budget**
 - Changes from May – June presentation
 - FY22 – FY23 Budget Summary
 - Operating Revenue Assumptions
 - Operating Expense Assumptions
 - Non-Operating Revenue/Expense Assumptions
 - Transfers
 - FTE Changes
- **FY23 – FY24 Operating Budget**
 - FY23 – FY24 Budget Summary
 - FY24 Budget Assumptions
- **Non-Controllable Budget Risks**
- **FY23 Capital Budget/Portfolio**
 - Changes from May – June presentation
- **Projected Operating Reserve Balances**
- **5 – Year Budget Plan**
- **FY23 & FY24 Additional Information**
- **Budget Timeline**
- **Appendix**

FY23 Operating Budget

FY22 – FY23 Budget Summary

	FY22 Budget	FY23 Budget	Year over Year Change
Operating Revenue			
Passenger Fares	\$ 2,295	\$ 2,410	5.0%
Special Transit Fares	6,025	5,953	(1.2%)
Total Operating Revenues	\$ 8,319	\$ 8,363	0.5%
Operating Expense			
Labor - Regular	\$ 18,922	\$ 20,415	7.9%
Labor - OT	1,133	1,325	16.9%
Fringe	20,481	21,172	3.4%
Non-Personnel	10,308	12,108	17.5%
Total OpEx	\$ 50,843	\$ 55,019	8.2%
Operating Surplus/(Deficit)	(\$ 42,524)	(\$ 46,657)	9.7%
	<i>16.4%</i>	<i>15.2%</i>	<i>(1.2%)</i>
Non-Operating Revenue/(Expense)			
Sales Tax/including Measure D	\$ 26,303	\$ 30,775	17.0%
Federal/State Grants	19,451	14,496	(25.5%)
COVID Relief Grants	-	15,477	100%
COVID Related Costs	(121)	(298)	145.3%
Pension UAL/Bond Payment*	(5,650)	(5,643)	(0.1%)
All Other	677	704	3.9%
Total Non-Operating Revenue	\$ 40,660	\$ 55,510	36.5%
Operating Surplus/(Deficit) before Transfers	(\$ 1,864)	\$ 8,853	N/A
Transfers and Other			
Transfers to Capital/Bus Replacement/Sustainability Funds	(\$ 4,415)	(\$ 8,853)	100.5%
Operating Surplus/(Deficit) after Transfers	(\$ 6,279)	-	N/A

*Bond Payment started in FY23

Numbers may not foot due to rounding

Operating Surplus/(Deficit) Budget Changes

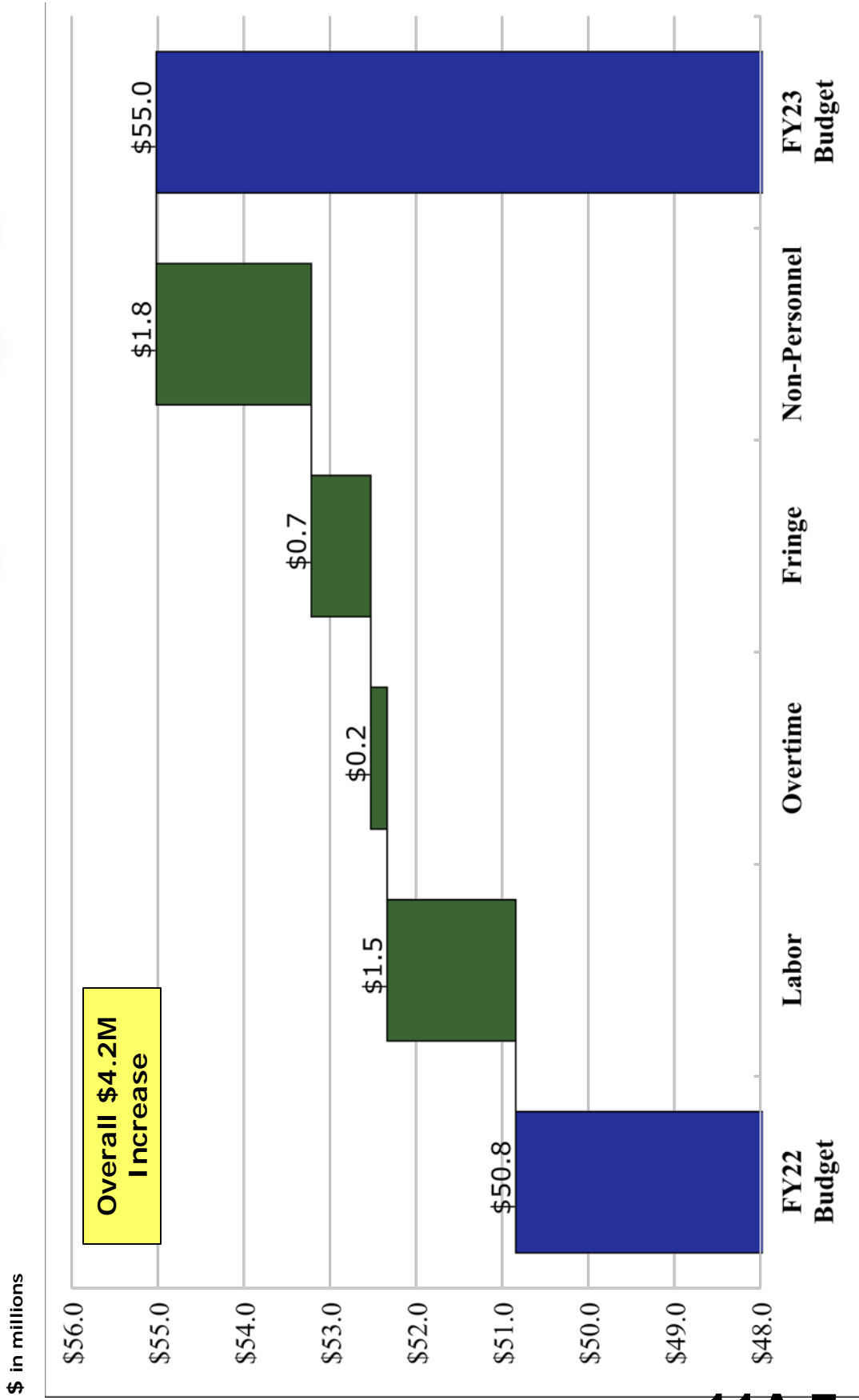
May 20, 2022 – June 24, 2022

	FY23	FY24	Comment
May 20 Board Meeting Operating Surplus	\$ 293	\$ 482	
Changes to Budget			
Revenue			
COVID ARPA Grant	(375)	375	Movement to FY24
Total Revenue Changes	(375)	375	
Expenses			
Headcount	(54)	(59)	Capital Planning/Grants Program Manager (net impact) Mobility Training Coordinator (pay scale adjustment)
Total Expense Changes	(54)	(59)	
Transfers			
Transfers to the Capital/Bus Fund	28	29	Updated calculation
Total Transfer Changes	28	29	
Total Changes to Budget	(\$ 293)	\$ 463	
Final Operating Surplus Budget	\$ 0	\$ 945	

Operating Revenue Assumptions

- Passenger Fares increase \$115K, or 5%
- Fixed Route increase \$186K, or 13.0% expected to recover from COVID levels in FY22
- Paratransit almost at pre-COVID levels (10% increase)
- Highway 17 remains below FY22 Budget due to assumed FY22 ridership return to pre-COVID levels that did not materialize. FY23 assumes increase in ridership year-over-year
- Special Transit Fares decrease \$72K, or 1.2%
- Contract renewals at UCSC and Cabrillo College net \$77K lower revenue
 - UCSC increase \$88K
 - Cabrillo College decrease \$165K
- City of Santa Cruz decrease of \$22K as riders continue working from home due to COVID

FY22-FY23 Drivers of Operating Expense

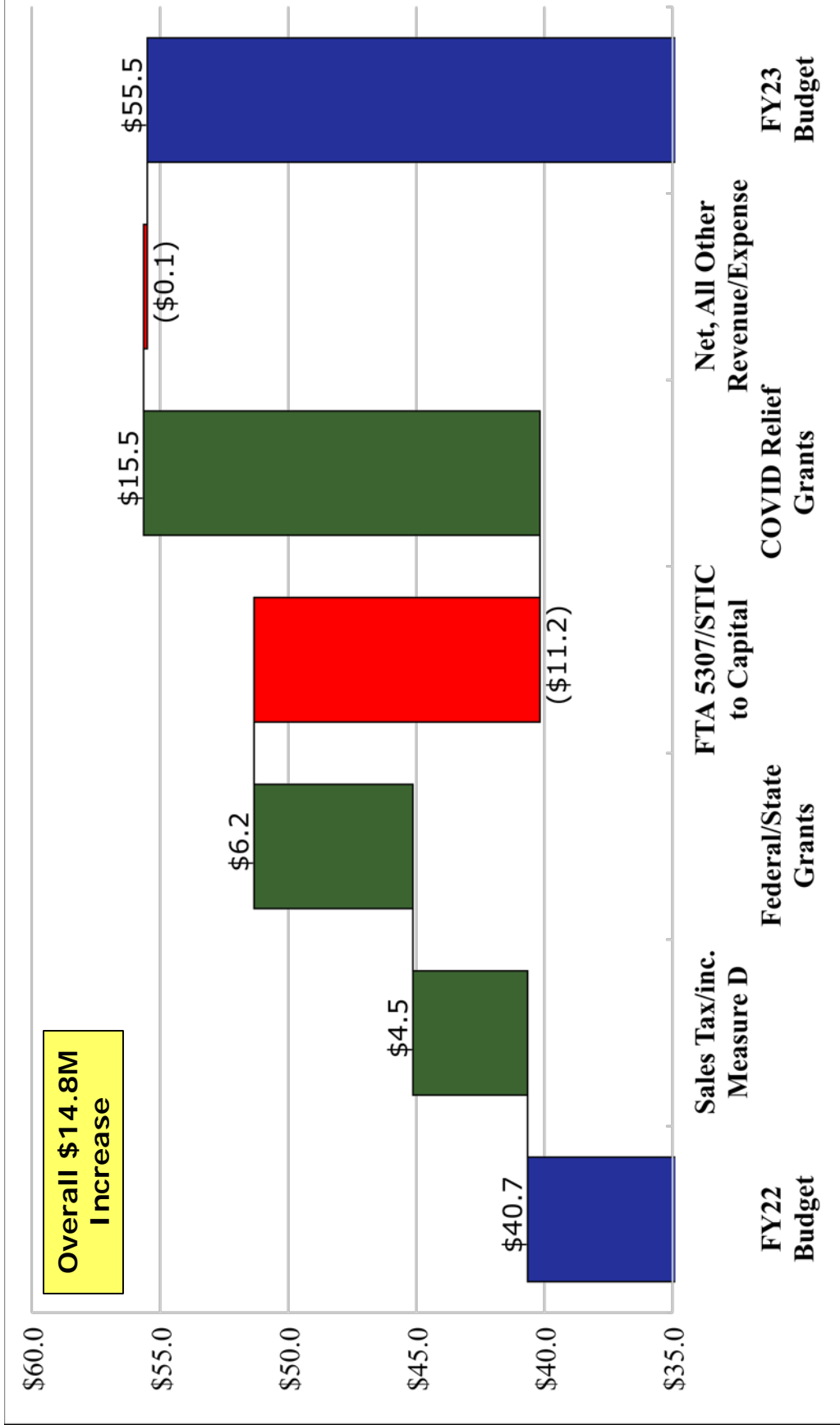


Operating Expense Assumptions

- **Personnel** – Overall increase \$2,375K, or 5.9%
 - Labor increase of \$1,493K, or 7.9%
 - 3.5% COLA increase for all employees
 - \$1,500 one time payout to employees
 - Contractual step and longevity increases
 - Incremental six new positions added
 - 3 Fixed Route Bus Drivers – funded by Measure D sales tax
 - 1 Paratransit Van Driver – funded by Measure D sales tax
 - Accountant III – new proposed position
 - IT Project Coordinator - two year provisional
 - Overtime increase of 16.9% is due to increased service
 - Medical assumes 5.6% year over year increase due to CPI
- **Non-Personnel** - Overall increase \$1,801K, or 17.5%
 - Services cost increase 25.5%, primarily due to the \$1M for the South County Planning
 - Fuel for Revenue Vehicles increase of 25.0%, due to higher fuel prices and services being restored
 - Utilities increase of 9.5% due to PG&E price increase and charging for new electric buses
 - Casualty & Liability of 11.3% due to anticipated increase in CaTIP; will be adjusted when the invoice is available in late May/early June 2022

FY22-FY23 Drivers of Non-Operating Revenue/Expense

\$ in millions



Non-Operating Revenue/Expense

- **Increased Non-Operating Revenue**
 - Sales Tax, including Measure D increase \$4,472K, or 17%, year over year driven by increased purchasing across Santa Cruz County
 - COVID Relief grants were not budgeted in FY22. FY23 includes \$15.5M of expected American Rescue Plan Act (ARPA) COVID grants
 - Net Federal/State Grants decrease \$5.0M, or 25.5%
 - Total of Federal/State grants increased \$6.2M, or 31.9%
 - FTA 5307/STIC grants, totaling \$11.2M, will be moved to Capital to fund bus purchases in FY23 and beyond
- **Increased Non-Operating Expense**
 - UAL/Sales Tax Revenue bond decrease \$7K, or 0.1%
 - Pension UAL would have been ~\$6.3M in FY23 had the bond sale not been executed; cost of the interest/principal of the bond for FY23 is ~\$4.5M, for a savings of ~\$1.8M

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Transfers

- **Transfers**
 - Bus Replacement Fund increase \$105K, or 4.7%, due to higher Measure D sales tax revenue (function of sales taxes)
 - \$4.5M increase Capital/Operating Reserve Fund
 - \$2.0M for the new ERP system
 - \$2.5M for matching funds to purchase buses

	FY22 Budget	FY23 Budget	Year over Year Change
<i>\$000's</i>			
Capital/Bus Replacement Fund	\$ 2,240	\$ 2,353	\$ 114
CaPERS UAL & OPEB liability	2,000	2,000	-
ERP System	-	2,000	2,000
Fuel Tax Credit	175	-	(175)
Grant Matching	-	2,500	2,500
TOTAL OPERATING/CAPITAL TRANSFERS	\$ 4,415	\$ 8,853	\$ 4,439

FTE Changes

Funded – 9 FTE

- Mobility Training Coordinator
- Marketing Assistant
- Capital Planning and Grants Program Manager
- Accountant III
- IT Project Coordinator
- 3 Bus Drivers*
- 1 ParaCruz Van Driver*

De-Funded – 3 FTE

- Accessibility Coordinator
- CS Coordinator
- Grants/Legislative Analyst

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Notes:

- ✓ Net 6 positions in Budget
- ✓ Only Accountant III, Capital Planning/Grants Program Manager, and IT Project Coordinator (provisional) impact Budget

*Funded by Measure D revenues

FY23 – FY24 Operating Budget

FY23 – FY24 Budget Summary

	FY23 Budget	FY24 Budget	Year over Year Change
Operating Revenue			
Passenger Fares	\$ 2,410	\$ 2,464	2.2%
Special Transit Fares	5,953	6,072	2.0%
Total Operating Revenues	\$ 8,363	\$ 8,535	2.1%
Operating Expense			
Labor - Regular	\$ 20,415	\$ 20,363	(0.3%)
Labor - OT	1,325	1,353	2.1%
Fringe	21,172	22,086	4.3%
Non-Personnel	12,108	12,269	1.3%
Total OpEx	\$ 55,019	\$ 56,071	1.9%
Operating Surplus/(Deficit)	(\$ 46,657)	(\$ 47,536)	1.9%
<i>Farebox Recovery</i>	<i>15.2%</i>	<i>15.2%</i>	<i>0.0%</i>
Non-Operating Revenue/(Expense)			
Sales Tax/including Measure D	\$ 30,775	\$ 31,390	2.0%
Federal/State Grants	14,496	26,363	81.9%
COVID Relief Grants	15,477	3,172	(79.5%)
COVID Related Costs	(298)	(290)	(2.6%)
Pension UAL/Bond Payment*	(5,643)	(4,173)	(26.1%)
All Other	704	686	(2.5%)
Total Non-Operating Revenue	\$ 55,510	\$ 57,149	3.0%
Operating Surplus/(Deficit) before Transfers and Other	\$ 8,853	\$ 9,613	8.6%
Transfers to Capital/Bus Replacement/Sustainability Funds	(\$ 8,853)	(\$ 8,669)	(2.1%)
Operating Surplus/(Deficit) after Transfers	-	\$ 945	N/A

*Bond Payment started in FY23

FY24 Budget Operating Assumptions

- **Operating Revenue**
 - Passenger Fares increase \$54K, or 2.2%, general increase
 - UCSC and Cabrillo College based on contracted amount, increase of 2.0%
- **Operating Expenses**
 - Salary and wages only include step and longevity increases
 - Overtime increase of 2.1% in line with step/longevity increases
 - Fringe, increase 4.3%, primarily due to increased Medical costs assumed to be 5.6%
 - Non-Personnel increase of 1.3%, or \$161K

FY24 Budget Non-Operating Assumptions

- **Non-Operating Revenue**
 - Sales Tax/including Measure D, increase 2.0%
 - Federal/State Grants, increase 81.9%
 - FTA 5307 and STIC grants increase \$244K over FY23
 - FTA 5307 and STIC funding remaining in operating resulting in a \$11.4M increase year-over-year
 - American Rescue Plan Act (ARPA) COVID Relief grant, decrease of 79.5% driven by the final drawdown of remaining available funds
- **Non-Operating Expenses**
 - COVID related costs, decrease 2.6%
 - Sales Tax Revenue Bond Payment, decrease 26.1%

FY23 & FY24 Non-Controllable Operating Budget Risks

- **Revenues**
 - Passenger Fares and Paratransit Fares
 - Fluctuations in ridership
 - Impact from COVID-19 restrictions that may continue
 - Special Transit Fares
 - Contracts being eliminated or severely reduced (UCSC, Cabrillo, City of Santa Cruz)
 - Impact from COVID-19 restrictions that may continue
 - Sales Tax and TDA – LTF
 - Consumer spending uncertain as the state recovers from COVID-19 Pandemic and possible recession
 - Federal FTA 5307, STIC, 5311
 - Subject to appropriation/reauthorization
 - Economic downturn from recession
 - Natural disaster such as fires, floods or earthquakes

FY23 & FY24 Non-Controllable Operating Budget Risks

- **Expenses**
 - CNG/Electric/Diesel Engine Failures
 - Fuel Costs Volatility
 - Workers Comp Insurance
 - Medical Insurance
 - Final costs come out in January
 - Contract renewals and rebids
 - Costs could come in higher than budgeted
 - Settlement Costs
 - Costs could come in higher than previous years
 - Aging Fleet
 - Increased Maintenance Costs
 - Changes in Unfunded Mandates
 - Overtime costs due to shortage of drivers
 - Government mandates for employee paid leaves

FY23 Capital Budget

Capital Spend Portfolio/Budget Changes

May 20, 2022 – June 24, 2022

	FY23	FY24 & Beyond	Comments
May 20 Board Meeting Budget	\$ 15,836	\$ 18,012	
Construction Related Projects	812	7,308	Hydrogen Fueling Station
Facilities Upgrades & Improvements	937	1,000	Demolition of structures/repair of sink hole
Revenue Vehicle Purchases	6,206	(29)	7 additional CNG's, 1 ARTIC
Fleet Electrification Projects	1,250	34,977	20 Hydrogen fuel cell buses
Non-Revenue Vehicle Purchases	360	361	6 non-revenue vehicle replacements
Fleet & Maintenance Equipment	100	-	Refinement of costs on parts washer
Miscellaneous	-	(100)	Movement to cover cost for parts washer
Final Capital Budget	\$ 25,501	\$ 61,530	

FY23 Capital Budget/Portfolio – Projects*

Attachment A

<i>\$000's</i>	FY23 Budget	FY24 Plan	FY25 & Beyond Plan	Remaining Portfolio Spend
Project Category:				
Construction Related Projects	\$ 2,050	\$ 7,800	\$ 4,308	\$ 14,158
IT Projects	1,650	2,000	-	3,650
Facilities Repair & Improvements	1,525	1,319	-	2,844
Revenue Vehicle Replacement	13,127	5,414	3,500	22,041
Revenue Vehicle Electrification Projects	6,159	2,455	33,773	42,387
Non-Revenue Vehicle Replacement	510	361	-	871
Fleet & Maintenance Equipment	180	-	-	180
Misc.	300	300	300	900
Total \$	25,501	\$ 19,649	\$ 41,881	\$ 87,031

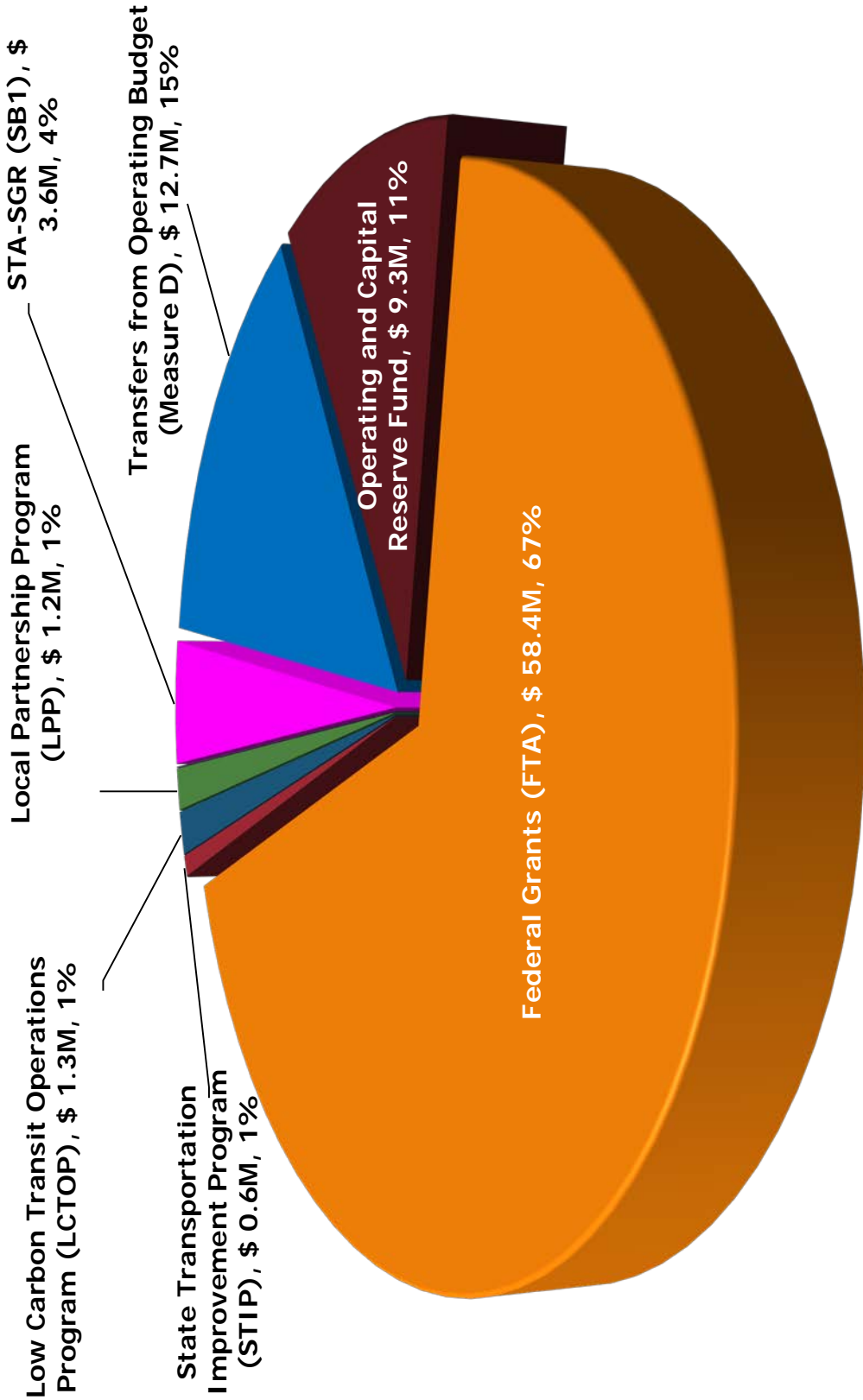
Number of Buses to be purchased

CNG/ARTIC	15	5	5	25
Electric	5	-	-	5
Hydrogen	-	1	19	20

* Projects that are funded and may or may not have yet been started. All commitments from the prior year rollover into the new year.

FY23- FY24 Capital Portfolio \$87.0M Funding Source

\$M's




* Projects that are funded and may or may not have yet been started. All commitments from the prior year rollover into the new year.

Projected Operating Reserve Balances As of June 30, 2022 (estimate)

Operating Reserves* as of 06/30/2022:
(estimate as of 5/31/2022)

\$2.3M		Workers' Compensation Reserve Fund*	Fully Funded
\$0.6M		Liability Insurance Reserve Fund*	Fully Funded
\$15.3M		Operations Sustainability Reserve Fund*	Fully Funded
\$3.0M		Cash Flow Reserve Fund*	Fully Funded

No minimum Balances for these Funds

\$3.0M		Bus Replacement Fund	\$3.0M
\$4.0M		UAL & OPEB	\$4.0M
\$30.9M		COVID Recovery Fund	\$30.9M
\$2.6M		Operating & Capital Reserve Fund*	\$2.6M

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

5 – Year Budget Plan

Assumptions for 5 Year Projections

- Revenue Assumptions
 - Ridership continues to grow, slowly returning to pre-COVID levels
 - Sales tax grows at 2% per year based on CPI expectations
- Expense Assumptions
 - Personnel
 - Only contractual obligations of step increases – no other increases included
 - CalPERS retirement employer contribution decreases each year ~0.2%
 - Medical insurance premiums increase ~5% each year
 - Non-Personnel
 - General expenses increase at 2.3% per year – assumed CPI level

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5 Year (FY23 – FY27) Budget Plan

\$000's

REVENUE:	BUDGET FY23	BUDGET FY24	PLAN FY25	PLAN FY26	PLAN FY27	CAGR
Operating Revenue						
Passenger Fares	\$ 2,410	\$ 2,464	\$ 2,513	\$ 2,564	\$ 2,615	1.7%
Special Transit Fares	5,953	6,072	6,193	6,316	6,442	1.6%
Total Operating Revenue	\$ 8,363	\$ 8,535	\$ 8,706	\$ 8,880	\$ 9,058	1.6%
Operating Expense						
Labor - Regular	\$ 20,415	\$ 20,363	\$ 20,614	\$ 20,751	\$ 21,015	0.6%
Labor - OT	1,325	1,353	1,380	1,407	1,435	1.6%
Fringe	21,172	22,086	22,920	23,806	24,780	3.2%
Non-Personnel	12,108	12,269	12,059	12,430	12,710	1.0%
Total Operating Expense	\$ 55,019	\$ 56,071	\$ 56,973	\$ 58,395	\$ 59,941	1.7%
Operating Surplus/(Deficit)	(\$ 46,657)	(\$ 47,536)	(\$ 48,267)	(\$ 49,515)	(\$ 50,883)	1.7%
<i>Farebox Recovery</i>	15.2%	15.2%	15.3%	15.2%	15.1%	
Non-Operating Revenue/(Expense)						
Sales Tax/including Measure D	\$ 30,775	\$ 31,390	\$ 32,018	\$ 32,659	\$ 33,312	1.6%
Federal/State Grants	14,496	26,363	26,556	27,309	28,084	14.1%
COVID Relief Grants	15,477	3,172	-	-	-	N/A
COVID Related Costs	(298)	(290)	(297)	(304)	(310)	0.8%
Pension UAL/Bond Payment*	(5,643)	(4,173)	(4,177)	(4,181)	(4,183)	-5.8%
All Other Revenue	704	686	673	680	687	-0.5%
Total Non-Operating Revenue/(Expense)	\$ 55,510	\$ 57,149	\$ 54,773	\$ 56,162	\$ 57,589	0.7%
Operating Surplus/(Deficit) before Transfers	\$ 8,853	\$ 9,613	\$ 6,506	\$ 6,647	\$ 6,707	(5.4%)
Transfers and Other						
Transfers to Capital/Operating & Capital Reserve Fund	(\$ 8,853)	(\$ 8,669)	(\$ 8,834)	(\$ 8,902)	(\$ 8,941)	0.2%
(To)/From COVID Recovery Fund	-	(945)	2,329	2,255	2,235	
Operating Surplus/(Deficit) after Transfers	\$ -	\$ -	\$ -	\$ -	\$ -	

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FY23 & FY24 Additional Information

Board Authorized METRO Support Activities

Santa Cruz County Fair	Santa Cruz County Chamber of Commerce Business Expo
Santa Cruz Follies	Earth Day Event (SJ State University & Pacific Station)
Christmas Parade (Tentatively Santa Cruz)	CA Clean Air Day Event (Pacific Station)
4th of July Parades (Tentatively Scotts Valley & Watsonville)	Stuff the Bus
Leadership Santa Cruz	

Memberships

• Administration

- American Public Transportation Association (APTA): \$39,250
- California Transit Association (CTA): \$18,544
- Bus Coalition: \$7,727
- Monterey Bay Economic Partnership (MBEP): \$5,151
- Center for Transportation and the Environment (CTE): \$5,151
- Community Transport Association of America (CTAA): \$4,018
- Eastern Contra Costa Transit Agency (ZEBRA Membership): \$3,091
- Chamber of Commerce: \$2,369
- California Association of Coordinated Transportation (CalACT): \$1,087
- National Notary: \$773
- Letter Press: \$695
- Santa Cruz Sentinel: \$155
- Register-Pajaronian: \$64

Total: \$88,075

• Finance

- Government Finance Officers Association (GFOA): \$309
- California Society of Municipal Finance Officers (CSMFO): \$227
- Kiplinger Letters: \$103

Total: \$639

Memberships

- **Human Resources**

- California Public Employers Labor Relations Associations (CaPERLA): \$1,030
- Cal Chamber: \$875
- Society for Human Resource Management (SHRM): \$861
- Northern California Human Resources Association (NCHRA): \$515
- John Dash: \$489

Total: \$3,770

- **Risk Management**

- Miscellaneous: \$412

Total: \$412

- **Purchasing**

- Amazon Prime: \$210
- California Association of Public Procurement Officials (CAPPO): \$130

Total: \$340

Memberships

- **Fleet Maintenance**
 - Cummins INSITE Fleet books Software: \$3,000
 - Allison Transp. Software: \$2,000
 - Southern California Regional Transit Training Consortium (SCR TTC): \$1,000
 - All Data: \$1,000
 - John Deere Software: \$600
 - Mitchell Online Vehicle Manuals: \$500
- Total: \$8,100**

FY23 Total: \$101,336 FY24 Total: \$103,434

Board Member Travel Budget Assumptions

American Public Transportation Association (APTA) Meetings

Annual Conference October 2022 Seattle, WA Two Board Members	Legislative Conference March 2023 Washington, DC Three Board Members
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California Transit Association (CTA) Meetings

Annual Meeting November 2022 TBD One Board Member	Legislative Conference May 2023 TBD One Board Member
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Additional Travel

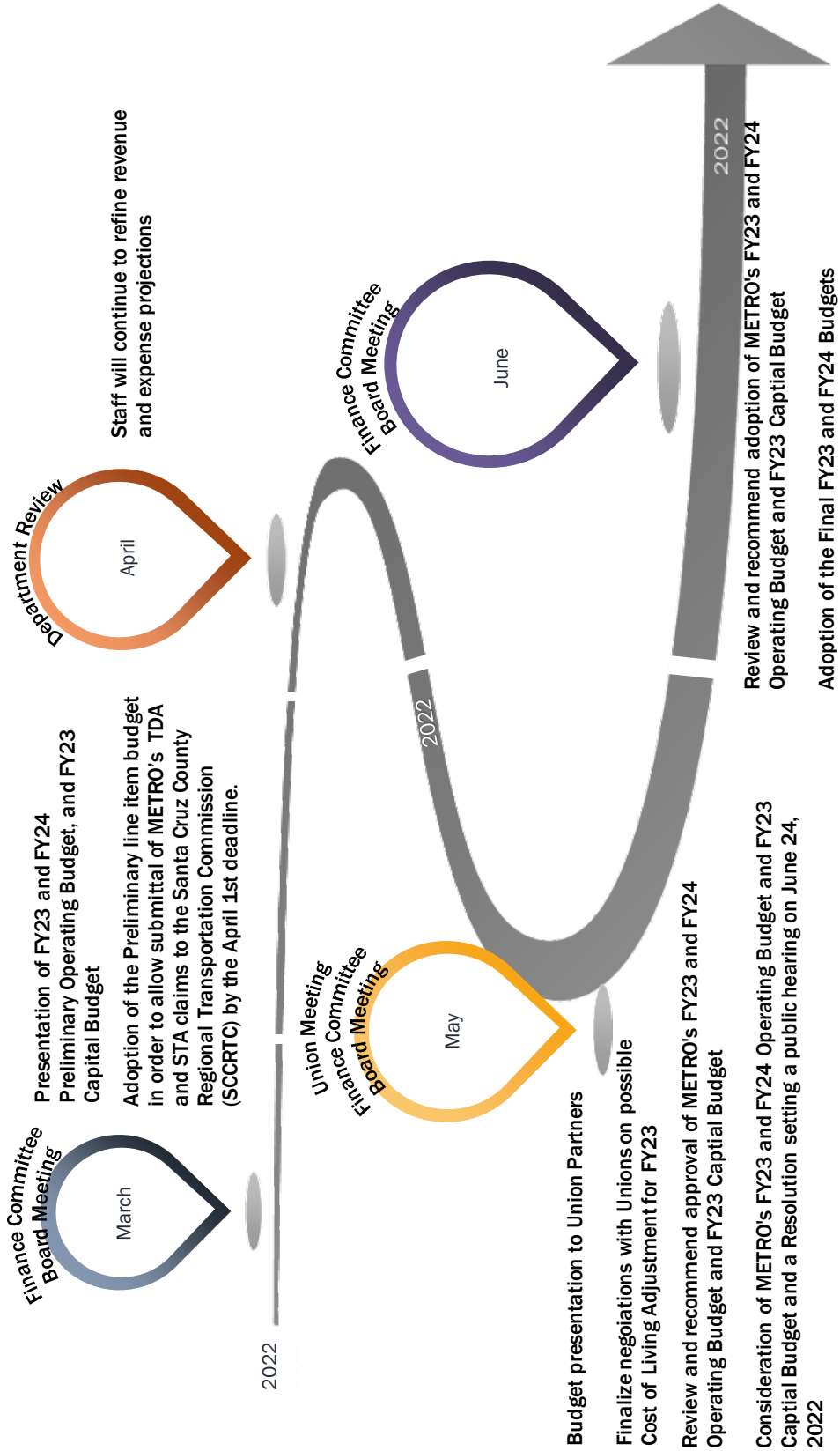
Meetings with legislators and government officials in Washington, San Francisco and Sacramento, as approved by the Chair of the Board.

Expenses related to Board Members meeting with CEO/General Manager and Staff.

Employee Incentive Programs:

Event/Activity	FY23	FY24	Department
Employee Picnic and Holiday Party	\$ 5,151	\$ 5,276	Administration
District Service Awards	4,121	4,222	Administration
Transit Driver Appreciation Day	1,030	1,055	Administration
Employee Appreciation Event	24,875	18,727	Administration Bus Operators Risk Management Human Resources Customer Service
Awards	3,000	3,166	Bus Operators
Safe Driver Certificates/ Patches Line Instruction Patches	309	316	Paratransit
Total	\$ 38,486	\$ 32,762	

Budget Timeline



Staff will continue to refine revenue and expense projections

Presentation of FY23 and FY24 Preliminary Operating Budget, and FY23 Capital Budget
 Adoption of the Preliminary line item budget in order to allow submittal of METRO's TDA and STA claims to the Santa Cruz County Regional Transportation Commission (SCRTC) by the April 1st deadline.

Budget presentation to Union Partners
 Finalize negotiations with Unions on possible Cost of Living Adjustment for FY23
 Review and recommend approval of METRO's FY23 and FY24 Operating Budget and FY23 Capital Budget
 Consideration of METRO's FY23 and FY24 Operating Budget and FY23 Capital Budget and a Resolution setting a public hearing on June 24,
 2022

Review and recommend adoption of METRO's FY23 and FY24 Operating Budget and FY23 Capital Budget
 Adoption of the Final FY23 and FY24 Budgets

Appendix

Total Portfolio of Active Projects

Attachment A

<i>\$000's</i>	FY22 & Prior Spending	FY23 Budget	FY24 & Beyond Plan	Total Portfolio
Construction Related Projects	\$ 240	\$ 2,050	\$ 12,108	\$ 14,398
IT Projects	-	1,650	2,000	3,650
Facilities Repair & Improvements	78	1,525	1,319	2,922
Revenue Vehicle Replacement	2,232	13,127	8,914	24,273
Revenue Vehicle Electrification Projects	615	6,159	36,227	43,001
Non-Revenue Vehicle Replacement	100	510	361	971
Fleet & Maintenance Equipment	-	180	-	180
Misc.	-	300	600	900
Total \$	3,265	\$ 25,501	\$ 61,529	\$ 90,295

- ✓ Projects that are funded and may or may not have yet been started
- ✓ All commitments from the prior year rollover into the new year
- ✓ FY22 spending only represents projects that will continue in FY23 and beyond

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
As of July 1, 2022

REVENUE:	BUDGET FY22	BUDGET FY23	Increase/(Decrease) \$ VAR	% VAR	BUDGET FY24	Increase/(Decrease) \$ VAR	% VAR	PLAN FY25	Increase/(Decrease) \$ VAR	% VAR	PLAN FY26	Increase/(Decrease) \$ VAR	% VAR	PLAN FY27	Increase/(Decrease) \$ VAR	% VAR
Operating Revenue	\$ 2,294,699	\$ 2,409,682	\$ 114,983	5.0%	\$ 2,463,701	\$ 54,019	2.2%	\$ 2,513,034	\$ 49,333	2.0%	\$ 2,563,597	\$ 50,563	2.0%	\$ 2,615,433	\$ 51,836	2.0%
Passenger Fares	6,024,734	5,952,851	(71,883)	(1.2%)	6,071,590	118,739	2.0%	6,192,716	121,126	2.0%	6,316,283	123,567	2.0%	6,442,336	126,053	2.0%
Special Transit Fares	\$ 8,319,433	\$ 8,362,533	\$ 43,100	0.5%	\$ 8,535,291	\$ 172,758	2.1%	\$ 8,705,750	\$ 170,459	2.0%	\$ 8,879,880	\$ 174,130	2.0%	\$ 9,057,769	\$ 177,889	2.0%
Operating Expense	\$ 18,921,745	\$ 20,414,536	\$ 1,492,791	7.9%	\$ 20,363,184	\$ (61,352)	(0.3%)	\$ 20,614,209	\$ 251,025	1.2%	\$ 20,750,852	\$ 136,643	0.7%	\$ 21,015,027	\$ 264,175	1.3%
Labor - Regular	1,133,162	1,324,597	191,435	16.9%	1,352,609	28,012	2.1%	1,379,611	27,002	2.0%	1,407,246	27,635	2.0%	1,435,369	28,123	2.0%
Labor - OT	20,480,574	21,171,523	690,949	3.4%	22,086,082	914,559	4.3%	22,920,273	834,191	3.8%	23,806,444	886,171	3.9%	24,780,242	973,798	4.1%
Fringe	10,307,612	12,108,451	1,800,839	17.5%	12,269,034	160,583	1.3%	12,058,889	(210,135)	(1.7%)	12,430,227	371,328	3.1%	12,709,905	279,678	2.2%
Non-Personnel	\$ 50,843,093	\$ 55,019,107	\$ 4,176,014	8.2%	\$ 55,070,909	\$ 1,051,802	1.9%	\$ 56,972,992	\$ 902,083	1.6%	\$ 58,394,769	\$ 1,421,777	2.5%	\$ 59,940,543	\$ 1,545,774	2.6%
Total Operating Revenue	\$ 42,523,660	\$ 46,656,574	\$ 4,132,914	9.7%	\$ 47,535,618	\$ 4,879,044	1.9%	\$ 48,267,242	\$ 731,624	1.5%	\$ 49,514,889	\$ 1,247,647	2.6%	\$ 50,882,774	\$ 1,367,885	2.8%
Operating Surplus/(Deficit)	\$ 16,441,925	\$ 26,242,038	\$ 9,800,452	59.6%	\$ 27,170,434	\$ 9,637,226	35.5%	\$ 27,293,040	\$ 112,602	0.4%	\$ 28,743,647	\$ 11,475,859	43.3%	\$ 29,932,113	\$ 11,149,239	37.4%
Transfers and Other	\$ 26,303,319	\$ 30,774,884	\$ 4,471,565	17.0%	\$ 31,390,382	\$ 615,498	2.0%	\$ 32,018,190	\$ 627,808	2.0%	\$ 32,658,553	\$ 640,363	2.0%	\$ 33,311,724	\$ 653,171	2.0%
Sales Tax/Including Measure D	19,450,954	14,495,688	(4,955,266)	(25.5%)	26,363,015	11,867,327	81.9%	26,556,263	193,248	0.7%	27,309,064	752,801	2.8%	28,084,315	775,251	2.8%
Federal/State Grants	-	15,476,595	15,476,595	100.0%	3,171,917	(12,304,678)	(79.5%)	-	(3,171,917)	(100.0%)	-	-	0.0%	-	-	0.0%
COVID Relief Grants	(121,347)	(297,712)	(176,365)	(145.3%)	(290,035)	7,677	(2.6%)	(286,911)	(6,876)	(2.4%)	(303,594)	(6,683)	(2.3%)	(310,424)	(6,830)	(2.2%)
COVID Related Costs	(5,650,261)	(5,643,119)	7,142	(0.1%)	(4,172,665)	1,470,454	(26.1%)	(4,177,203)	(4,538)	(0.1%)	(4,181,307)	(4,104)	(0.1%)	(4,183,464)	(2,157)	(0.1%)
Pension UAL/Bond Payment	677,171	703,538	26,367	3.9%	686,140	(17,398)	(2.5%)	672,629	(13,511)	(2.0%)	679,550	6,921	1.0%	687,130	7,580	1.1%
All Other Revenue	\$ 40,659,836	\$ 55,509,874	\$ 14,850,038	36.5%	\$ 57,148,754	\$ 1,638,880	3.0%	\$ 54,772,968	\$ (2,375,786)	(4.2%)	\$ 56,162,266	\$ 1,389,298	2.5%	\$ 57,589,281	\$ 1,427,015	2.5%
Total Non-Operating Revenue/Expense	\$ 1,863,824	\$ 8,853,300	\$ 10,717,124	(575.0%)	\$ 9,613,136	\$ 759,836	8.6%	\$ 6,505,726	\$ (3,107,410)	(32.3%)	\$ 6,647,377	\$ 141,651	2.2%	\$ 6,706,507	\$ 59,130	0.9%
Transfers and Other	\$ (4,414,734)	\$ (6,853,300)	\$ (4,438,566)	100.5%	\$ (6,668,616)	\$ 184,684	(2.1%)	\$ (6,834,262)	\$ (165,646)	1.9%	\$ (6,901,896)	\$ (67,634)	0.8%	\$ (6,941,061)	\$ (39,165)	0.4%
Transfers to Capital/Operating & Capital Reserve Fund	6,278,558	-	(6,278,558)	(100.0%)	(944,520)	(944,520)	100.0%	-	3,273,656	(346.5%)	2,284,519	(74,017)	(3.2%)	-	(19,965)	(0.9%)
(To)/From COVID Recovery Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Operating Surplus/(Deficit) after Transfers	\$ -	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-

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**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 & FY24 OPERATING BUDGET**

REVENUE SOURCES

REVENUE SOURCE	June-21	June-22	June-22		June-22		
	BUDGET FY22	BUDGET FY23	Increase/(Decrease) \$ VAR	%VAR	BUDGET FY24	Increase/(Decrease) \$ VAR	% VAR
Passenger Fares							
Fixed Route Fares	\$ 1,435,541	\$ 1,621,499	\$ 185,958	13.0%	\$ 1,653,929	\$ 32,430	2.0%
Paratransit Fares	176,531	194,184	17,653	10.0%	203,893	9,709	5.0%
Highway 17 Fares	682,627	593,999	(88,628)	(13.0%)	605,879	11,880	2.0%
Special Transit Fares							
UCSC	4,692,000	4,780,072	88,072	1.9%	4,875,673	95,601	2.0%
Cabrillo	748,840	583,388	(165,452)	(22.1%)	595,056	11,668	2.0%
City of SC	56,310	34,070	(22,240)	(39.5%)	34,753	683	2.0%
Shaffer	4,788	4,549	(239)	(5.0%)	4,321	(228)	(5.0%)
Highway 17 Payments							
VTA	350,004	375,000	24,996	7.1%	382,500	7,500	2.0%
San Jose State	12,109	-	(12,109)	(100.0%)	-	-	2.0%
Amtrak	160,683	175,772	15,089	9.4%	179,287	3,515	2.0%
Sales Tax/Including Measure D							
1979 Gross Sales Tax (1/2 cent)	22,746,692	26,613,630	3,866,938	17.0%	27,145,903	532,273	2.0%
2016 Net Sales Tax (Measure D)	3,556,627	4,161,254	604,627	17.0%	4,244,479	83,225	2.0%
Federal/State Grants							
Transp Dev Act (TDA - LTF) Funds	7,468,499	9,218,043	1,749,544	23.4%	9,494,584	276,541	3.0%
FTA Sec 5307 - Op Assistance*	4,763,645	-	(4,763,645)	(100.0%)	5,805,937	5,805,937	100.0%
FTA Sec 5311 - Rural Op Asst*	200,796	263,285	62,489	31.1%	269,051	5,766	2.2%
FTA Sec 5307 - ARPA	-	15,476,595	15,476,595	100.0%	3,171,917	(12,304,678)	(79.5%)
Medicare Subsidy	550	550	-	0.0%	550	-	0.0%
AMBAG (FTA 5304)	-	-	-	0.0%	-	-	0.0%
LCTOP Grant	489,213	537,785	48,572	9.9%	537,785	-	0.0%
TDA - STA - Operating (Includes SB1)	3,454,690	4,476,025	1,021,335	29.6%	4,659,299	183,274	4.1%
STIC - Op Assistance	2,898,561	-	(2,898,561)	(100.0%)	5,595,809	5,595,809	100.0%
Fuel Tax Credit	175,000	-	(175,000)	(100.0%)	-	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
 FY23 & FY24 OPERATING BUDGET

REVENUE SOURCES

REVENUE SOURCE	June-21	June-22	June-22	June-22	Increase/(Decrease)	Increase/(Decrease)
	BUDGET FY22	BUDGET FY23	BUDGET FY24	BUDGET FY24	\$ VAR	% VAR
All Other Revenue						
Commissions	1,000	1,000	1,000	1,000	-	0.0%
Advertising Income	150,000	195,000	200,000	200,000	45,000	30.0%
Rent Income - SC Pacific Station	96,542	60,187	30,816	30,816	(36,355)	(37.7%)
Rent Income - Scotts Valley	28,992	29,862	30,560	30,560	870	3.0%
Rent Income - Watsonville TC	41,637	42,536	43,812	43,812	899	2.2%
Interest Income	295,000	250,000	252,500	252,500	(45,000)	(15.3%)
Other Non-Transp Revenue - LCFS Credits	-	62,953	64,212	64,212	62,953	100.0%
Other Non-Transp Revenue - CNG Sales	64,000	62,000	63,240	63,240	(2,000)	(3.1%)
Other Non-Transp Revenue - All Other						
TOTAL OPERATING REVENUE	\$ 54,750,877	\$ 69,813,238	\$ 70,146,745	\$ 70,146,745	\$ 15,062,361	27.5%
TRANSFERS TO CAPITAL/OPERATING & CAPITAL RESERVE FUND	\$ (4,414,734)	\$ (8,853,300)	\$ (8,668,616)	\$ (8,668,616)	\$ (4,438,566)	100.5%
TRANSFERS (TO) / FROM COVID-19 RECOVERY FUND	\$ 6,278,558	\$ -	\$ (944,520)	\$ (944,520)	\$ (6,278,558)	(100.0%)
TOTAL REVENUE SOURCES	\$ 56,614,701	\$ 60,959,938	\$ 60,533,609	\$ 60,533,609	\$ 4,345,237	7.7%
<i>* FTA funding is used solely to fund labor expense</i>						
TOTAL EXPENSES	56,614,701	60,959,938	60,533,609	60,533,609	4,345,237	7.7%
TRANSFERS TO CAPITAL (BUS REPLACEMENT FUND)	2,239,734	2,353,300	2,440,241	2,440,241	113,566	5.1%
TRANSFERS TO OPERATING & CAPITAL RESERVE FUNDS						
OPERATING & CAPITAL RESERVE FUNDS	-	4,500,000	4,228,375	4,228,375	4,500,000	100.0%
UAL & OPEB	2,000,000	2,000,000	2,000,000	2,000,000	-	0.0%
FUEL TAX CREDIT	175,000	-	-	-	(175,000)	-
SURPLUS/(DEFICIT)	(6,278,558)	-	944,520	944,520	6,278,558	944,520

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 & FY24 OPERATING BUDGET
Transfers & Operating Balance**

TRANSFERS	June-21	June-22	June-22	June-22	June-22	June-22	
	BUDGET FY22	BUDGET FY23	Increase/(Decrease) \$ VAR	%VAR	BUDGET FY24	Increase/(Decrease) \$ VAR	% VAR
Transfers to Capital Budget							
2016 Net Sales Tax Measure D*	\$ (2,145,798)	\$ (2,353,300)	\$ (207,502)	9.7%	\$ (2,440,241)	\$ (86,941)	3.7%
TDA - STA - Operating , Includes SB1	(93,936)	-	93,936	(100.0%)	-	-	0.0%
Total	\$ (2,239,734)	\$ (2,353,300)	\$ (113,566)	5.1%	\$ (2,440,241)	\$ (86,941)	3.7%
Transfers to/(from) Operating & Capital Reserve Fund							
Fuel Tax Credit**	\$ (175,000)	-	\$ 175,000	(100.0%)	\$ -	\$ -	0.0%
CalPERS UAL & OPEB	(2,000,000)	(2,000,000)	-	0.0%	(2,000,000)	-	0.0%
Reserves Replenishment	-	-	-	0.0%	(228,375)	(228,375)	100.0%
Operating & Capital Reserve Fund	-	(4,500,000)	(4,500,000)	100.0%	(4,000,000)	500,000	(11.1%)
Total	\$ (2,175,000)	\$ (6,500,000)	\$ (4,325,000)	198.9%	\$ (6,228,375)	\$ 271,625	(4.2%)
TOTAL OPERATING/CAPITAL TRANSFERS	\$ (4,414,734)	\$ (8,853,300)	\$ (4,438,566)	100.5%	\$ (8,668,616)	\$ 184,684	(2.1%)
Transfers (To) / From Covid-19 Recovery Fund							
Transfers (To) / From Covid-19 Recovery Fund	\$ 6,278,558	\$ -	\$ (6,278,558)	(100.0%)	\$ (944,520)	\$ (944,520)	100.0%
Total	\$ 6,278,558	\$ -	\$ (6,278,558)	(100.0%)	\$ (944,520)	\$ (944,520)	100.0%
TOTAL REVENUE	\$ 54,750,877	\$ 69,813,238	\$ 15,062,361	27.5%	\$ 70,146,745	\$ 333,507	0.5%
TOTAL EXPENSES	\$ 56,614,701	\$ 60,959,938	\$ 4,345,237	7.7%	\$ 60,533,609	\$ (426,329)	(0.7%)
TOTAL OPERATING/CAPITAL TRANSFERS	\$ (4,414,734)	\$ (8,853,300)	\$ (4,438,566)	100.5%	\$ (8,668,616)	\$ 184,684	(2.1%)
TOTAL COVID TRANSFERS	\$ 6,278,558	\$ -	\$ (6,278,558)	(100.0%)	\$ (944,520)	\$ (944,520)	100.0%
OPERATING BALANCE	\$ -	\$ -	\$ -	-	\$ -	\$ -	-

*Beginning in FY19, 2016 Net Sales Tax Measure D is transferred to the Capital Budget as per 5-Year Program of
**Subject to annual renewal of the tax extenders

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 & FY24 OPERATING BUDGET**

CONSOLIDATED EXPENSES

ACCOUNT	DESCRIPTION	June-21	June-22	Increase/(Decrease)		June-22	Increase/(Decrease)	
		BUDGET FY22	BUDGET FY23	\$ VAR	%VAR	BUDGET FY24	\$ VAR	% VAR
LABOR								
501011	Bus Operator Pay	9,871,762	10,551,285	679,523	6.9%	10,476,443	(74,842)	(0.7%)
501013	Bus Operator OT	560,115	825,527	265,412	47.4%	849,548	24,021	2.9%
501021	Other Salaries	9,049,983	9,863,251	813,268	9.0%	9,886,741	23,490	0.2%
501023	Other OT	573,047	499,070	(73,977)	(12.9%)	503,061	3,991	0.8%
Totals		20,054,907	21,739,133	1,684,226	8.4%	21,715,793	(23,340)	(0.1%)
FRINGE BENEFITS								
502011	Medicare/Soc. Sec.	349,920	372,628	22,708	6.5%	380,862	8,234	2.2%
502021	Retirement	2,272,920	2,377,972	105,052	4.6%	2,383,677	5,705	0.2%
502022	Retirement UAL	5,650,261	1,139,812	(4,510,449)	(79.8%)	-	(1,139,812)	(100.0%)
502031	Medical Ins	11,534,514	11,680,051	145,537	1.3%	12,334,485	654,434	5.6%
502041	Dental Ins	447,931	483,531	35,600	7.9%	490,920	7,389	1.5%
502045	Vision Ins	106,368	107,496	1,128	1.1%	111,948	4,452	4.1%
502051	Life Ins/AD&D	49,708	47,442	(2,266)	(4.6%)	47,912	470	1.0%
502060	State Disability Ins (SDI)	251,499	274,285	22,786	9.1%	292,593	18,308	6.7%
502061	Long Term Disability Ins	154,489	155,101	612	0.4%	161,594	6,493	4.2%
502071	State Unemployment Ins (SUI)	43,014	46,718	3,704	8.6%	49,679	2,961	6.3%
502081	Worker's Comp Ins	985,382	1,014,944	29,562	3.0%	1,047,058	32,114	3.2%
502101	Holiday Pay	699,933	739,860	39,927	5.7%	758,480	18,620	2.5%
502103	Floating Holiday	116,348	131,257	14,909	12.8%	135,411	4,154	3.2%
502109	Sick Leave	1,073,563	1,134,427	60,864	5.7%	1,162,980	28,553	2.5%
502111	Annual Leave	2,024,617	2,205,190	180,573	8.9%	2,315,131	109,941	5.0%
502121	Other Paid Absence	164,023	173,386	9,363	5.7%	177,774	4,388	2.5%
502251	Phys. Exams	15,900	17,832	1,932	12.2%	19,221	1,389	7.8%
502253	Driver Lic Renewal	2,660	2,540	(120)	(4.5%)	2,622	82	3.2%
502999	Other Fringe Benefits	187,785	207,201	19,416	10.3%	213,735	6,534	3.2%
Totals		26,130,835	22,311,673	(3,819,162)	(14.6%)	22,086,082	(225,591)	(1.0%)

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 & FY24 OPERATING BUDGET**

CONSOLIDATED EXPENSES

Attachment C

ACCOUNT	DESCRIPTION	June-21	June-22	Increase/(Decrease)		June-22	Increase/(Decrease)	
		BUDGET FY22	BUDGET FY23	\$ VAR	%VAR	BUDGET FY24	\$ VAR	% VAR
SERVICES								
503011	Acting/Audit Fees	103,250	106,386	3,136	3.0%	108,994	2,608	2.5%
503012	Admin/Bank Fees	427,000	439,895	12,895	3.0%	450,826	10,931	2.5%
503031	Prof/Technical Fees	1,215,794	1,983,868	768,074	63.2%	1,297,598	(686,270)	(34.6%)
503032	Legislative Services	101,000	101,121	121	0.1%	103,222	2,101	2.1%
503033	Legal Services	400,000	455,096	55,096	13.8%	461,362	6,266	1.4%
503034	Pre-Employment Exams	8,910	9,179	269	3.0%	9,401	222	2.4%
503041	Temp Help	-	72,000	72,000	100.0%	70,535	(1,465)	(2.0%)
503161	Custodial Services	9,300	9,581	281	3.0%	9,777	196	2.0%
503162	Uniforms/Laundry	33,400	98,277	64,877	194.2%	99,610	1,333	1.4%
503171	Security Services	611,389	632,501	21,112	3.5%	647,805	15,304	2.4%
503221	Classified/Legal Ads	22,600	23,282	682	3.0%	23,848	566	2.4%
503222	Legal Ads	-	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	-	-	0.0%	-	-	0.0%
503351	Repair - Bldg & Impr	283,000	200,000	(83,000)	(29.3%)	200,000	-	0.0%
503352	Repair - Equipment	752,887	955,203	202,316	26.9%	1,564,248	609,045	63.8%
503353	Repair - Rev Vehicle	450,000	611,480	161,480	35.9%	623,426	11,946	2.0%
503354	Repair - Non Rev Vehicle	20,000	58,575	38,575	192.9%	58,525	(50)	(0.1%)
503363	Haz Mat Disposal	58,000	59,753	1,753	3.0%	60,949	1,196	2.0%
Totals		4,496,530	5,816,197	1,319,667	29.3%	5,790,126	(26,071)	(0.4%)
MOBILE MATERIALS & SUPPLIES								
504011	Fuels & Lubricants - Non Rev Veh	73,400	78,592	5,192	7.1%	78,655	63	0.1%
504012	Fuels & Lubricants - Rev Veh	1,600,134	2,000,000	399,866	25.0%	2,049,600	49,600	2.5%
504021	Tires & Tubes	211,000	217,000	6,000	2.8%	217,000	-	0.0%
504161	Other Mobile Supplies	-	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	976,000	1,033,840	57,840	5.9%	1,000,148	(33,692)	(3.3%)
Totals		2,860,534	3,329,432	468,898	16.4%	3,345,403	15,971	0.5%

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 & FY24 OPERATING BUDGET**

CONSOLIDATED EXPENSES

ACCOUNT	DESCRIPTION	June-21 BUDGET FY22	June-22 BUDGET FY23	June-22 BUDGET FY24	Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
OTHER MATERIALS & SUPPLIES								
504205	Freight Out	8,240	8,300	8,000	60	0.7%	(300)	(3.6%)
504211	Postage & Mailing	9,820	43,689	40,863	33,869	344.9%	(2,826)	(6.5%)
504214	Promotional Items	25,000	25,000	25,000	-	0.0%	-	0.0%
504215	Printing	66,400	128,859	130,244	62,459	94.1%	1,385	1.1%
504217	Photo Supp/Process	2,000	2,060	2,060	60	3.0%	-	0.0%
504311	Office Supplies	65,200	66,235	67,520	1,035	1.6%	1,285	1.9%
504315	Safety Supplies	26,320	104,785	101,757	78,465	298.1%	(3,028)	(2.9%)
504316	COVID-19	121,347	-	-	(121,347)	(100.0%)	-	0.0%
504317	Cleaning Supplies	60,600	80,127	81,174	19,527	32.2%	1,047	1.3%
504409	Repair/Maint Supplies	120,500	198,047	200,510	77,547	64.4%	2,463	1.2%
504417	Tenant Repairs	10,000	10,302	10,508	302	3.0%	206	2.0%
504421	Non-Inventory Parts	50,000	52,475	52,475	2,475	5.0%	-	0.0%
504511	Small Tools	18,923	19,132	19,275	209	1.1%	143	0.7%
504515	Employee Tool Replacement	3,000	3,000	3,000	-	0.0%	-	0.0%
Totals		587,350	742,011	742,386	154,661	26.3%	375	0.1%
UTILITIES								
505010	Propulsion Power	50,000	100,000	100,000	50,000	100.0%	-	0.0%
505011	Gas & Electric	337,000	369,600	377,304	32,600	9.7%	7,704	2.1%
505021	Water & Garbage	180,000	155,435	159,145	(24,565)	(13.6%)	3,710	2.4%
505031	Telecommunications	188,132	201,580	204,499	13,448	7.1%	2,919	1.4%
Totals		755,132	826,615	840,948	71,483	9.5%	14,333	1.7%
CASUALTY & LIABILITY								
506011	Insurance - Property	68,485	70,553	73,711	2,068	3.0%	3,158	4.5%
506015	Insurance - PL/PD	765,276	756,794	794,634	(8,482)	(1.1%)	37,840	5.0%
506021	Insurance - Other	60,557	99,591	198,293	39,034	64.5%	98,702	99.1%
506123	Settlement Costs	150,000	154,530	158,291	4,530	3.0%	3,761	2.4%
506127	Repairs - District Prop	-	-	-	-	0.0%	-	0.0%
Totals		1,044,318	1,081,468	1,224,929	37,150	3.6%	143,461	13.3%

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 & FY24 OPERATING BUDGET**

CONSOLIDATED EXPENSES

ACCOUNT	DESCRIPTION	June-21	June-22	Increase/(Decrease)		June-22	Increase/(Decrease)	
		BUDGET FY22	BUDGET FY23	\$ VAR	%VAR	BUDGET FY24	\$ VAR	% VAR
TAXES								
507051	Fuel Tax	17,000	17,500	500	2.9%	18,000	500	2.9%
507201	Licenses & Permits	23,700	28,756	5,056	21.3%	29,068	312	1.1%
507999	Other Taxes	10,000	10,302	302	3.0%	10,508	206	2.0%
Totals		50,700	56,558	5,858	11.6%	57,576	1,018	1.8%
MISC EXPENSE								
509011	Dues/Subscriptions	95,902	101,336	5,434	5.7%	103,434	2,098	2.1%
509081	Advertising - District Promo	15,000	-	(15,000)	(100.0%)	-	-	0.0%
509101	Employee Incentive Program	25,500	46,486	20,986	82.3%	47,286	800	1.7%
509121	Employee Training	82,775	102,904	20,129	24.3%	104,981	2,077	2.0%
509122	BOD Travel	13,000	13,393	393	3.0%	13,719	326	2.4%
509123	Travel	79,834	87,275	7,441	9.3%	88,872	1,597	1.8%
509125	Local Meeting Expense	11,550	12,640	1,090	9.4%	12,923	283	2.2%
509127	Board Director Fees	12,600	12,981	381	3.0%	13,296	315	2.4%
509150	Contributions	-	-	-	0.0%	-	-	0.0%
509198	Cash Over/Short	-	-	-	0.0%	-	-	0.0%
509999	Other Misc Expense	-	-	-	0.0%	-	-	0.0%
Totals		336,161	377,015	40,854	12.2%	384,511	7,496	2.0%
INTEREST EXPENSE & DEBT SERVICE								
511102	Interest Expense - Loan	16,356	8,120	(8,236)	(50.4%)	893	(7,227)	(89.0%)
511103	Interest Expense - POB	-	1,470,969	1,470,969	100.0%	1,426,832	(44,137)	(3.0%)
524000	Principal - POB	-	3,032,000	3,032,000	100.0%	2,745,833	(286,167)	(9.4%)
Totals		16,356	4,511,089	4,494,733	27480.6%	4,173,558	(337,531)	(7.5%)

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 & FY24 OPERATING BUDGET**

CONSOLIDATED EXPENSES

ACCOUNT	DESCRIPTION	June-21 BUDGET FY22	June-22 BUDGET FY23	June-22 Increase/(Decrease) \$ VAR	June-22 Increase/(Decrease) %VAR	June-22 BUDGET FY24	June-22 Increase/(Decrease) \$ VAR	June-22 Increase/(Decrease) % VAR
LEASES & RENTALS								
512011	Facility Lease	265,778	152,346	(113,432)	(42.7%)	155,675	3,329	2.2%
512061	Equipment Rental	16,100	16,401	301	1.9%	16,622	221	1.3%
Totals		281,878	168,747	(113,131)	(40.1%)	172,297	3,550	2.1%
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PERSONNEL TOTAL		46,185,742	44,050,806	(2,134,936)	(4.6%)	43,801,875	(248,931)	(0.6%)
NON-PERSONNEL TOTAL		10,428,959	16,909,132	6,480,173	62.1%	16,731,734	(177,398)	(1.0%)
TOTAL OPERATING EXPENSES		56,614,701	60,959,938	4,345,237	7.7%	60,533,609	(426,329)	(0.7%)

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

FY23 & FY24 OPERATING BUDGET

Departmental Expenses

	June-21		June-22		June-22		June-22	
	BUDGET	BUDGET	BUDGET	BUDGET	Increase/(Decrease)	%VAR	Increase/(Decrease)	% VAR
	FY22	FY23	FY23	FY24	\$ VAR	%VAR	\$ VAR	% VAR
1100 Administration	\$ 1,385,221	\$ 1,345,167	\$ 1,264,468	\$ (80,699)	(2.9%)	(6.0%)		
1200 Finance	3,086,454	7,715,861	7,453,066	(262,795)	150.0%	(3.4%)		
1300 Customer Service	2,356,175	2,275,298	2,263,274	(12,024)	(3.4%)	(0.5%)		
1400 Human Resources	1,099,563	1,073,815	1,078,008	4,193	(2.3%)	0.4%		
1500 Information Technology	1,581,899	1,594,947	2,174,399	579,452	0.8%	36.3%		
1600 Planning, Grants, Governmental Affairs	1,102,149	2,073,187	1,487,756	(585,431)	88.1%	(28.2%)		
1700 District Counsel	403,000	438,187	444,528	6,341	8.7%	1.4%		
1800 Safety, Security, and Risk Management	1,125,225	1,101,541	1,114,927	13,386	(2.1%)	1.2%		
1900 Purchasing	912,298	1,026,650	1,024,966	(1,684)	12.5%	(0.2%)		
2200 Facilities Maintenance	3,759,275	3,592,046	3,591,052	(994)	(4.4%)	(0.0%)		
3100 Paratransit	5,260,983	4,464,377	4,477,027	12,650	(15.1%)	0.3%		
3200 Operations	2,806,110	2,829,072	2,799,882	(29,190)	0.8%	(1.0%)		
3300 Bus Operators	19,328,009	18,525,461	18,312,941	(212,520)	(4.2%)	(1.1%)		
4100 Fleet Maintenance	8,744,052	8,984,002	8,934,735	(49,267)	2.7%	(0.5%)		
9002 COVID Related Costs	121,347	297,712	290,035	(7,677)	145.3%	(2.6%)		
9005 Retired Employee Benefits	3,542,691	3,622,340	3,822,245	199,905	2.2%	5.5%		
700 SCCIC	250	275	300	25	10.0%	9.1%		
TOTAL OPERATING EXPENSES	\$ 56,614,701	\$ 60,959,938	\$ 60,533,609	\$ (426,329)	7.7%	(0.7%)		

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Admin - 1100

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)		
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR	
LABOR											
501011 Bus Operator Pay	\$	-	\$	-	\$	-	\$	0.0%	\$	-	0.0%
501013 Bus Operator OT		-		-		-		0.0%		-	0.0%
501021 Other Salaries		501,540		496,091		516,121		(1.1%)		20,030	4.0%
501023 Other OT		4,907		5,055		5,178		3.0%		123	2.4%
Totals	\$	506,447	\$	501,146	\$	521,299	\$	(1.0%)	\$	20,153	4.0%
FRINGE BENEFITS											
502011 Medicare/Soc. Sec.	\$	9,025	\$	8,829	\$	9,269	\$	(2.2%)	\$	440	5.0%
502021 Retirement		46,289		80,422		82,529		73.7%		2,107	2.6%
502022 Retirement UAL		115,043		21,766		-		(81.1%)		(21,766)	(100.0%)
502031 Medical Ins		87,168		98,571		104,093		13.1%		5,522	5.6%
502041 Dental Ins		4,032		5,608		5,700		39.1%		92	1.6%
502045 Vision Ins		1,128		1,104		1,152		(2.1%)		48	4.3%
502051 Life Ins/AD&D		5,176		676		696		(86.9%)		20	3.0%
502060 State Disability Ins (SDI)		4,488		4,586		5,594		2.2%		1,008	22.0%
502061 Long Term Disability Ins		3,086		2,976		3,122		(3.6%)		146	4.9%
502071 State Unemployment Ins (SUI)		536		568		604		6.0%		36	6.3%
502081 Worker's Comp Ins		12,054		11,871		12,227		(1.5%)		356	3.0%
502101 Holiday Pay		18,376		17,892		18,787		(2.6%)		895	5.0%
502103 Floating Holiday		22,305		24,601		25,832		10.3%		1,231	5.0%
502109 Sick Leave		27,564		26,838		28,181		(2.6%)		1,343	5.0%
502111 Annual Leave		43,414		38,800		40,743		(10.6%)		1,943	5.0%
502121 Other Paid Absence		4,307		4,194		4,403		(2.6%)		209	5.0%
502251 Phys. Exams		-		-		-		0.0%		-	0.0%
502253 Driver Lic Renewal		-		-		-		0.0%		-	0.0%
502999 Other Fringe Benefits		14,762		17,916		17,920		21.4%		4	0.0%
Totals	\$	418,782	\$	367,218	\$	360,852	\$	(12.3%)	\$	(6,366)	(1.7%)

Attachment C

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Admin - 1100

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	BUDGET	BUDGET	BUDGET	\$ VAR	%VAR	\$ VAR	% VAR	\$ VAR	% VAR
	FY22	FY23	FY23	FY24						
SERVICES										
503011 Accting/Audit Fees	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
503012 Admin/Bank Fees	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
503031 Prof/Technical Fees	160,900	168,280	168,280	66,825	7,380	4.6%	(101,455)	(60.3%)		
503032 Legislative Services	101,000	101,121	101,121	103,222	121	0.1%	2,101	2.1%		
503033 Legal Services	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
503034 Pre-Employment Exams	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
503041 Temp Help	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
503161 Custodial Services	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
503162 Uniforms/Laundry	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
503171 Security Services	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
503221 Classified/Legal Ads	4,000	4,120	4,120	4,220	120	3.0%	100	2.4%		
503222 Legal Ads	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
503225 Graphic Services	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
503351 Repair - Bldg & Impr	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
503352 Repair - Equipment	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
503353 Repair - Rev Vehicle	8,000	8,242	8,242	8,443	242	3.0%	201	2.4%		
503354 Repair - Non Rev Vehicle	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
503363 Haz Mat Disposal	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
Totals	\$ 273,900	\$ 281,763	\$ 281,763	\$ 182,710	\$ 7,863	2.9%	\$ (99,053)	(35.2%)		
MOBILE MATERIALS & SUPPLIES										
504011 Fuels & Lubricants - Non Rev Veh	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504021 Tires & Tubes	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504161 Other Mobile Supplies	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504191 Rev Vehicle Parts	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Admin - 1100

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	%VAR	BUDGET	%VAR	BUDGET	%VAR	\$ VAR	%VAR	\$ VAR	%VAR
OTHER MATERIALS & SUPPLIES										
504205 Freight Out	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
504211 Postage & Mailing	5,000	16.0%	5,800	16.0%	800	16.0%	116	2.0%	116	2.0%
504214 Promotional Items	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
504215 Printing	6,500	3.0%	6,697	3.0%	197	3.0%	163	2.4%	163	2.4%
504217 Photo Supp/Process	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
504311 Office Supplies	13,700	3.0%	14,112	3.0%	412	3.0%	343	2.4%	343	2.4%
504315 Safety Supplies	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
504316 COVID-19	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
504317 Cleaning Supplies	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
504409 Repair/Maint Supplies	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
504417 Tenant Repairs	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
504421 Non-Inventory Parts	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
504511 Small Tools	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
504515 Employee Tool Replacement	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Totals	\$ 25,200	5.6%	\$ 26,609	5.6%	\$ 1,409	5.6%	\$ 622	2.3%	\$ 622	2.3%
UTILITIES										
505010 Propulsion Power	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
505011 Gas & Electric	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
505021 Water & Garbage	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
505031 Telecommunications	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Totals	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
CASUALTY & LIABILITY										
506011 Insurance - Property	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
506015 Insurance - PL/PD	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
506021 Insurance - Other	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
506123 Settlement Costs	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
506127 Repairs - District Prop	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Totals	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Admin - 1100

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
TAXES										
507051 Fuel Tax	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
507201 Licenses & Permits	-	-	-	-	-	-	-	0.0%	-	0.0%
507999 Other Taxes	-	-	-	-	-	-	-	0.0%	-	0.0%
Totals	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
MISC EXPENSE										
509011 Dues/Subscriptions	\$	82,892	\$	88,075	\$	90,048	\$	6.3%	\$	1,973
509081 Advertising - District Promo	-	-	-	-	-	-	-	0.0%	-	-
509101 Employee Incentive Program	18,000	18,544	18,544	18,544	18,996	18,996	452	3.0%	452	2.4%
509121 Employee Training	2,400	2,473	2,473	2,473	2,533	2,533	60	3.0%	60	2.4%
509122 BOD Travel	13,000	13,393	13,393	13,393	13,719	13,719	326	3.0%	326	2.4%
509123 Travel	20,000	20,603	20,603	20,603	21,121	21,121	518	3.0%	518	2.5%
509125 Local Meeting Expense	10,000	10,302	10,302	10,302	10,553	10,553	251	3.0%	251	2.4%
509127 Board Director Fees	12,600	12,981	12,981	12,981	13,296	13,296	315	3.0%	315	2.4%
509150 Contributions	-	-	-	-	-	-	-	0.0%	-	0.0%
509198 Cash Over/Short	-	-	-	-	-	-	-	0.0%	-	0.0%
509999 Other Misc Expense	-	-	-	-	-	-	-	0.0%	-	0.0%
Totals	\$	158,892	\$	166,371	\$	170,266	\$	4.7%	\$	3,895
INTEREST EXPENSE & DEBT SERVICE										
511102 Interest Expense - Loan	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
511103 Interest Expense - POB	-	-	-	-	-	-	-	0.0%	-	0.0%
524000 Principal - POB	-	-	-	-	-	-	-	0.0%	-	0.0%
Totals	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
LEASES & RENTALS										
512011 Facility Lease	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
512061 Equipment Rental	2,000	2,060	2,060	2,060	2,110	2,110	50	3.0%	50	2.4%
Totals	\$	2,000	\$	2,060	\$	2,110	\$	3.0%	\$	50
PERSONNEL TOTAL	\$	925,229	\$	868,364	\$	882,151	\$	(6.1%)	\$	13,787
NON-PERSONNEL TOTAL	\$	459,992	\$	476,803	\$	382,317	\$	3.7%	\$	(94,486)
TOTAL OPERATING EXPENSES	\$	1,385,221	\$	1,345,167	\$	1,264,468	\$	(2.9%)	\$	(80,699)

11C.13

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Finance - 1200

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
LABOR										
501011 Bus Operator Pay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
501013 Bus Operator OT	-	-	-	-	-	-	-	0.0%	-	0.0%
501021 Other Salaries	739,775	4,000	944,242	5,001	204,467	964,442	20,200	27.6%	20,200	2.1%
501023 Other OT	4,000	743,775	5,001	949,243	1,001	5,100	99	25.0%	99	2.0%
Totals	\$	\$	\$	\$	\$	\$	\$	27.6%	\$	2.1%
FRINGE BENEFITS										
502011 Medicare/Soc. Sec.	\$ 13,191	\$ 87,909	\$ 16,589	\$ 108,086	\$ 3,398	\$ 17,215	\$ 626	25.8%	\$	3.8%
502021 Retirement	87,909	218,532	108,086	52,596	20,177	109,249	1,163	23.0%	1,163	1.1%
502022 Retirement UAL	218,532	252,876	52,596	307,869	(165,936)	-	(52,596)	(75.9%)	-	(100.0%)
502031 Medical Ins	252,876	12,942	307,869	16,826	54,993	325,111	17,242	21.7%	17,242	5.6%
502041 Dental Ins	12,942	2,538	16,826	3,036	3,884	17,082	256	30.0%	256	1.5%
502045 Vision Ins	2,538	1,261	3,036	1,602	498	3,168	132	19.6%	132	4.3%
502051 Life Ins/AD&D	1,261	9,065	1,602	11,678	341	1,648	46	27.0%	46	2.9%
502060 State Disability Ins (SDI)	9,065	5,450	11,678	6,416	2,613	13,299	1,621	28.8%	1,621	13.9%
502061 Long Term Disability Ins	5,450	1,206	6,416	1,562	966	6,673	257	17.7%	257	4.0%
502071 State Unemployment Ins (SUI)	1,206	27,121	1,562	32,644	356	1,661	99	29.5%	99	6.3%
502081 Worker's Comp Ins	27,121	27,413	32,644	34,408	5,523	33,624	980	20.4%	980	3.0%
502101 Holiday Pay	27,413	16,185	34,408	20,780	6,995	35,702	1,294	25.5%	1,294	3.8%
502103 Floating Holiday	16,185	41,118	20,780	51,611	4,595	21,819	1,039	28.4%	1,039	5.0%
502109 Sick Leave	41,118	74,703	51,611	95,213	10,493	53,553	1,942	25.5%	1,942	3.8%
502111 Annual Leave	74,703	6,426	95,213	8,066	20,510	98,236	3,023	27.5%	3,023	3.2%
502121 Other Paid Absence	6,426	-	8,066	-	1,640	8,368	302	25.5%	302	3.7%
502251 Phys. Exams	-	-	-	-	-	-	-	0.0%	-	0.0%
502253 Driver Lic Renewal	-	-	-	-	-	-	-	0.0%	-	0.0%
502999 Other Fringe Benefits	6,102	804,038	8,119	777,101	2,017	8,130	11	33.1%	11	0.1%
Totals	\$	\$	\$	\$	\$	\$	\$	(3.4%)	\$	(2.9%)

Attachment C

11C.14

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Finance - 1200

ACCOUNT SERVICES	June-21	June-22	June-22	June-22	Increase/(Decrease)	Increase/(Decrease)	Increase/(Decrease)
	BUDGET FY22	BUDGET FY23	BUDGET FY24	BUDGET FY24	\$ VAR	%VAR	\$ VAR
503011 Accting/Audit Fees	\$ 103,000	\$ 106,111	\$ 108,694	\$ 108,694	\$ 3,111	3.0%	\$ 2,583
503012 Admin/Bank Fees	427,000	439,895	450,826	450,826	12,895	3.0%	10,931
503031 Prof/Technical Fees	244,980	51,357	31,601	31,601	(193,623)	(79.0%)	(19,756)
503032 Legislative Services	-	-	-	-	-	0.0%	-
503033 Legal Services	-	-	-	-	-	0.0%	-
503034 Pre-Employment Exams	-	-	-	-	-	0.0%	-
503041 Temp Help	-	-	-	-	-	0.0%	-
503161 Custodial Services	-	-	-	-	-	0.0%	-
503162 Uniforms/Laundry	-	-	-	-	-	0.0%	-
503171 Security Services	-	-	-	-	-	0.0%	-
503221 Classified/Legal Ads	-	-	-	-	-	0.0%	-
503222 Legal Ads	-	-	-	-	-	0.0%	-
503225 Graphic Services	-	-	-	-	-	0.0%	-
503351 Repair - Bldg & Impr	-	-	-	-	-	0.0%	-
503352 Repair - Equipment	-	-	-	-	-	0.0%	-
503353 Repair - Rev Vehicle	-	-	-	-	-	0.0%	-
503354 Repair - Non Rev Vehicle	-	-	-	-	-	0.0%	-
503363 Haz Mat Disposal	-	-	-	-	-	0.0%	-
Totals	\$ 774,980	\$ 597,363	\$ 591,121	\$ 591,121	\$ (177,617)	(22.9%)	\$ (6,242)
MOBILE MATERIALS & SUPPLIES							
504011 Fuels & Lubricants - Non Rev Veh	\$ -	\$ -	\$ -	\$ -	-	0.0%	-
504012 Fuels & Lubricants - Rev Veh	-	-	-	-	-	0.0%	-
504021 Tires & Tubes	-	-	-	-	-	0.0%	-
504161 Other Mobile Supplies	-	-	-	-	-	0.0%	-
504191 Rev Vehicle Parts	-	-	-	-	-	0.0%	-
Totals	\$ -	\$ -	\$ -	\$ -	-	0.0%	\$ -

Attachment C

11C.15

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Finance - 1200

ACCOUNT	June-21 BUDGET FY22	June-22 BUDGET FY23	June-22 BUDGET FY24	Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
OTHER MATERIALS & SUPPLIES							
504205 Freight Out	\$ -	\$ -	\$ -	-	0.0%	-	0.0%
504211 Postage & Mailing	-	1,000	1,000	1,000	100.0%	-	0.0%
504214 Promotional Items	-	-	-	-	0.0%	-	0.0%
504215 Printing	2,000	2,060	2,110	60	3.0%	50	2.4%
504217 Photo Supp/Process	-	-	-	-	0.0%	-	0.0%
504311 Office Supplies	-	-	-	-	0.0%	-	0.0%
504315 Safety Supplies	-	-	-	-	0.0%	-	0.0%
504316 COVID-19	-	-	-	-	0.0%	-	0.0%
504317 Cleaning Supplies	-	-	-	-	0.0%	-	0.0%
504409 Repair/Maint Supplies	-	-	-	-	0.0%	-	0.0%
504417 Tenant Repairs	-	-	-	-	0.0%	-	0.0%
504421 Non-Inventory Parts	-	-	-	-	0.0%	-	0.0%
504511 Small Tools	-	-	-	-	0.0%	-	0.0%
504515 Employee Tool Replacement	-	-	-	-	0.0%	-	0.0%
Totals	\$ 2,000	\$ 3,060	\$ 3,110	\$ 1,060	53.0%	\$ 50	1.6%
UTILITIES							
505010 Propulsion Power	\$ -	\$ -	\$ -	-	0.0%	-	0.0%
505011 Gas & Electric	-	-	-	-	0.0%	-	0.0%
505021 Water & Garbage	-	-	-	-	0.0%	-	0.0%
505031 Telecommunications	-	-	-	-	0.0%	-	0.0%
Totals	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
CASUALTY & LIABILITY							
506011 Insurance - Property	\$ 68,485	\$ 70,553	\$ 73,711	\$ 2,068	3.0%	\$ 3,158	4.5%
506015 Insurance - PL/PD	604,568	613,496	644,171	8,928	1.5%	30,675	5.0%
506021 Insurance - Other	60,557	99,591	198,293	39,034	64.5%	98,702	99.1%
506123 Settlement Costs	-	-	-	-	0.0%	-	0.0%
506127 Repairs - District Prop	-	-	-	-	0.0%	-	0.0%
Totals	\$ 733,610	\$ 783,640	\$ 916,175	\$ 50,030	6.8%	\$ 132,535	16.9%

Attachment C

11C.16

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Finance - 1200

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease) \$ VAR	Increase/(Decrease) %VAR	Increase/(Decrease) \$ VAR	Increase/(Decrease) % VAR
	BUDGET FY22	BUDGET FY23	BUDGET FY23	BUDGET FY24	BUDGET FY24					
TAXES										
507051 Fuel Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	
507201 Licenses & Permits	-	-	-	-	-	-	0.0%	-	0.0%	
507999 Other Taxes	-	-	-	-	-	-	0.0%	-	0.0%	
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	
MISC EXPENSE										
509011 Dues/Subscriptions	\$ 620	\$ 639	\$ 639	\$ 654	\$ 654	\$ 15	3.1%	\$ 15	2.3%	
509081 Advertising - District Promo	-	-	-	-	-	-	0.0%	-	0.0%	
509101 Employee Incentive Program	-	8,000	8,000	8,000	8,000	-	100.0%	-	0.0%	
509121 Employee Training	2,275	20,000	17,725	20,500	20,500	500	779.1%	500	2.5%	
509122 BOD Travel	-	-	-	-	-	-	0.0%	-	0.0%	
509123 Travel	8,800	15,000	6,200	15,250	15,250	250	70.5%	250	1.7%	
509125 Local Meeting Expense	-	-	-	-	-	-	0.0%	-	0.0%	
509127 Board Director Fees	-	-	-	-	-	-	0.0%	-	0.0%	
509150 Contributions	-	-	-	-	-	-	0.0%	-	0.0%	
509198 Cash Over/Short	-	-	-	-	-	-	0.0%	-	0.0%	
509999 Other Misc Expense	-	-	-	-	-	-	0.0%	-	0.0%	
Totals	\$ 11,695	\$ 43,639	\$ 31,944	\$ 44,404	\$ 44,404	\$ 765	273.1%	\$ 765	1.8%	
INTEREST EXPENSE & DEBT SERVICE										
511102 Interest Expense - Loan	\$ 16,356	\$ 8,120	\$ (8,236)	\$ 893	\$ 893	\$ (7,227)	(50.4%)	\$ (7,227)	(89.0%)	
511103 Interest Expense - POB	-	1,470,969	1,470,969	1,426,832	1,426,832	(44,137)	100.0%	(44,137)	(3.0%)	
524000 Principal - POB	-	3,032,000	3,032,000	2,745,833	2,745,833	(286,167)	100.0%	(286,167)	(9.4%)	
Totals	\$ 16,356	\$ 4,511,089	\$ 4,494,733	\$ 4,173,558	\$ 4,173,558	\$ (337,531)	27480.6%	\$ (337,531)	(7.5%)	
LEASES & RENTALS										
512011 Facility Lease	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	
512061 Equipment Rental	-	618	618	618	618	-	100.0%	-	0.0%	
Totals	\$ -	\$ 618	\$ 618	\$ 618	\$ 618	\$ -	100.0%	\$ -	0.0%	
PERSONNEL TOTAL										
	\$ 1,547,813	\$ 1,726,344	\$ 178,531	\$ 1,724,080	\$ 1,724,080	\$ (2,264)	11.5%	\$ (2,264)	(0.1%)	
NON-PERSONNEL TOTAL										
	\$ 1,538,641	\$ 5,939,409	\$ 4,400,768	\$ 5,728,986	\$ 5,728,986	\$ (210,423)	286.0%	\$ (210,423)	(3.5%)	
TOTAL OPERATING EXPENSES	\$ 3,086,454	\$ 7,665,753	\$ 4,579,299	\$ 7,453,066	\$ 7,453,066	\$ (212,687)	148.4%	\$ (212,687)	(2.8%)	

11C.17

Attachment C

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Customer Service - 1300

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
	BUDGET FY22	BUDGET FY23	BUDGET FY23	BUDGET FY24	BUDGET FY24					
LABOR										
501011 Bus Operator Pay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	
501013 Bus Operator OT	-	-	-	-	-	-	0.0%	-	0.0%	
501021 Other Salaries	791,328	845,853	845,853	843,068	843,068	(2,785)	6.9%	(2,785)	(0.3%)	
501023 Other OT	36,405	37,504	37,504	37,504	37,504	-	3.0%	-	0.0%	
Totals \$	827,733	883,357	883,357	880,572	880,572	(2,785)	6.7%	(2,785)	(0.3%)	
FRINGE BENEFITS										
502011 Medicare/Soc. Sec.	\$ 14,605	\$ 15,282	\$ 15,282	\$ 15,626	\$ 15,626	\$ 344	4.6%	\$ 344	2.3%	
502021 Retirement	96,703	98,721	98,721	98,807	98,807	86	2.1%	86	0.1%	
502022 Retirement UAL	240,393	48,038	48,038	(192,355)	(192,355)	(48,038)	(80.0%)	(48,038)	(100.0%)	
502031 Medical Ins	379,146	404,921	404,921	25,775	25,775	22,694	6.8%	22,694	5.6%	
502041 Dental Ins	17,190	20,034	20,034	2,844	2,844	312	16.5%	312	1.6%	
502045 Vision Ins	4,230	4,140	4,140	(90)	(90)	180	(2.1%)	180	4.3%	
502051 Life Ins/AD&D	1,859	1,963	1,963	104	104	64	5.6%	64	3.3%	
502060 State Disability Ins (SDI)	10,687	11,492	11,492	805	805	576	7.5%	576	5.0%	
502061 Long Term Disability Ins	7,578	7,497	7,497	(81)	(81)	309	(1.1%)	309	4.1%	
502071 State Unemployment Ins (SUI)	2,010	2,130	2,130	120	120	135	6.0%	135	6.3%	
502081 Worker's Comp Ins	51,228	56,386	56,386	5,158	5,158	1,691	10.1%	1,691	3.0%	
502101 Holiday Pay	29,301	30,654	30,654	1,353	1,353	716	4.6%	716	2.3%	
502103 Floating Holiday	8,488	9,027	9,027	539	539	256	6.4%	256	2.8%	
502109 Sick Leave	43,951	45,984	45,984	2,033	2,033	1,077	4.6%	1,077	2.3%	
502111 Annual Leave	90,948	96,092	96,092	5,144	5,144	5,853	5.7%	5,853	6.1%	
502121 Other Paid Absence	6,867	7,189	7,189	322	322	167	4.7%	167	2.3%	
502251 Phys. Exams	-	-	-	-	-	-	0.0%	-	0.0%	
502253 Driver Lic Renewal	-	-	-	-	-	-	0.0%	-	0.0%	
502999 Other Fringe Benefits	4,320	4,335	4,335	15	15	15	0.3%	15	0.3%	
Totals \$	1,009,500	863,885	863,885	(145,615)	(145,615)	(13,563)	(14.4%)	(13,563)	(1.6%)	

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Customer Service - 1300

ACCOUNT	June-21 BUDGET FY22	June-22 BUDGET FY23	June-22 BUDGET FY24	Increase/(Decrease) \$ VAR	Increase/(Decrease) %VAR	Increase/(Decrease) \$ VAR	Increase/(Decrease) % VAR
SERVICES							
503011 Accting/Audit Fees	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
503012 Admin/Bank Fees	-	-	-	-	0.0%	-	0.0%
503031 Prof/Technical Fees	407,864	372,426	376,150	(35,438)	(8.7%)	3,724	1.0%
503032 Legislative Services	-	-	-	-	0.0%	-	0.0%
503033 Legal Services	-	-	-	-	0.0%	-	0.0%
503034 Pre-Employment Exams	-	-	-	-	0.0%	-	0.0%
503041 Temp Help	-	-	-	-	0.0%	-	0.0%
503161 Custodial Services	-	-	-	-	0.0%	-	0.0%
503162 Uniforms/Laundry	3,700	3,700	3,700	-	0.0%	-	0.0%
503171 Security Services	-	-	-	-	0.0%	-	0.0%
503221 Classified/Legal Ads	-	-	-	-	0.0%	-	0.0%
503222 Legal Ads	-	-	-	-	0.0%	-	0.0%
503225 Graphic Services	-	-	-	-	0.0%	-	0.0%
503351 Repair - Bldg & Impr	-	-	-	-	0.0%	-	0.0%
503352 Repair - Equipment	1,100	1,100	1,100	-	0.0%	-	0.0%
503353 Repair - Rev Vehicle	-	-	-	-	0.0%	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	-	-	0.0%	-	0.0%
503363 Haz Mat Disposal	-	-	-	-	0.0%	-	0.0%
Totals \$	412,664 \$	377,226 \$	380,950 \$	(35,438)	(8.6%)	3,724	1.0%
MOBILE MATERIALS & SUPPLIES							
504011 Fuels & Lubricants - Non Rev Veh	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	-	-	0.0%	-	0.0%
504021 Tires & Tubes	-	-	-	-	0.0%	-	0.0%
504161 Other Mobile Supplies	-	-	-	-	0.0%	-	0.0%
504191 Rev Vehicle Parts	-	-	-	-	0.0%	-	0.0%
Totals \$	- \$	- \$	- \$	-	0.0%	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Customer Service - 1300

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	BUDGET	BUDGET	BUDGET	\$ VAR	%VAR	\$ VAR	% VAR	\$ VAR	% VAR
	FY22	FY23	FY23	FY24						
OTHER MATERIALS & SUPPLIES										
504205 Freight Out	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
504211 Postage & Mailing	2,500	6,500	6,500	6,500	4,000	160.0%	-	-	-	0.0%
504214 Promotional Items	25,000	25,000	25,000	25,000	-	0.0%	-	-	-	0.0%
504215 Printing	29,000	80,510	80,510	81,110	51,510	177.6%	600	0.7%	600	0.7%
504217 Photo Supp/Process	2,000	2,060	2,060	2,060	60	3.0%	-	0.0%	-	0.0%
504311 Office Supplies	5,000	5,000	5,000	5,000	-	0.0%	-	0.0%	-	0.0%
504315 Safety Supplies	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504316 COVID-19	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504317 Cleaning Supplies	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504409 Repair/Maint Supplies	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504417 Tenant Repairs	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504421 Non-Inventory Parts	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504511 Small Tools	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504515 Employee Tool Replacement	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
Totals \$	63,500	119,070	119,070	119,670	\$ 55,570	87.5%	\$ 600	0.5%	\$ 600	0.5%
UTILITIES										
505010 Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
505011 Gas & Electric	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
505021 Water & Garbage	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
505031 Telecommunications	650	650	650	650	-	0.0%	-	0.0%	-	0.0%
Totals \$	650	650	650	650	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
CASUALTY & LIABILITY										
506011 Insurance - Property	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
506015 Insurance - PL/PD	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
506021 Insurance - Other	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
506123 Settlement Costs	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
506127 Repairs - District Prop	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
Totals \$	-	-	-	-	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Customer Service - 1300

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
	BUDGET FY22	BUDGET FY23	BUDGET FY23	BUDGET FY24	BUDGET FY24					
TAXES										
507051 Fuel Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
507201 Licenses & Permits	8,600	13,200	13,200	13,200	13,200	4,600	53.5%	-	0.0%	-
507999 Other Taxes	-	-	-	-	-	-	0.0%	-	0.0%	-
Totals	\$ 8,600	\$ 13,200	\$ 13,200	\$ 13,200	\$ 13,200	\$ 4,600	53.5%	\$ -	0.0%	\$ -
MISC EXPENSE										
509011 Dues/Subscriptions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
509081 Advertising - District Promo	15,000	-	-	(15,000)	-	(15,000)	(100.0%)	-	0.0%	-
509101 Employee Incentive Program	1,200	1,200	1,200	1,200	1,200	-	0.0%	-	0.0%	-
509121 Employee Training	7,068	7,068	7,068	7,068	7,068	-	0.0%	-	0.0%	-
509122 BOD Travel	-	-	-	-	-	-	0.0%	-	0.0%	-
509123 Travel	5,360	5,360	5,360	5,360	5,360	-	0.0%	-	0.0%	-
509125 Local Meeting Expense	300	300	300	300	300	-	0.0%	-	0.0%	-
509127 Board Director Fees	-	-	-	-	-	-	0.0%	-	0.0%	-
509150 Contributions	-	-	-	-	-	-	0.0%	-	0.0%	-
509198 Cash Over/Short	-	-	-	-	-	-	0.0%	-	0.0%	-
509999 Other Misc Expense	-	-	-	-	-	-	0.0%	-	0.0%	-
Totals	\$ 28,928	\$ 13,928	\$ 13,928	\$ (15,000)	\$ 13,928	\$ (15,000)	(51.9%)	\$ -	0.0%	\$ -
INTEREST EXPENSE & DEBT SERVICE										
511102 Interest Expense - Loan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
511103 Interest Expense - POB	-	-	-	-	-	-	0.0%	-	0.0%	-
524000 Principal - POB	-	-	-	-	-	-	0.0%	-	0.0%	-
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
LEASES & RENTALS										
512011 Facility Lease	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
512061 Equipment Rental	4,600	3,982	3,982	(618)	3,982	(618)	(13.4%)	-	0.0%	-
Totals	\$ 4,600	\$ 3,982	\$ 3,982	\$ (618)	\$ 3,982	\$ (618)	(13.4%)	\$ -	0.0%	\$ -
PERSONNEL TOTAL										
PERSONNEL TOTAL	\$ 1,837,233	\$ 1,747,242	\$ 1,747,242	\$ (89,991)	\$ 1,730,894	\$ (89,991)	(4.9%)	\$ (16,348)	(0.9%)	\$ (16,348)
NON-PERSONNEL TOTAL	\$ 518,942	\$ 528,056	\$ 528,056	\$ 9,114	\$ 532,380	\$ 4,324	1.8%	\$ 4,324	0.8%	\$ 4,324
TOTAL OPERATING EXPENSES	\$ 2,356,175	\$ 2,275,298	\$ 2,275,298	\$ (80,877)	\$ 2,263,274	\$ (12,024)	(3.4%)	\$ (12,024)	(0.5%)	\$ (12,024)

11C.21

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

HR - 1400

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)		
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR	
LABOR											
501011 Bus Operator Pay	\$	-	\$	-	\$	-	\$	0.0%	\$	-	0.0%
501013 Bus Operator OT		-		-		-		0.0%		-	0.0%
501021 Other Salaries		474,164		511,627		37,463		7.9%		11,655	2.3%
501023 Other OT		5,179		5,336		157		3.0%		130	2.4%
Totals	\$	479,343	\$	516,963	\$	37,620	\$	7.8%	\$	11,785	2.3%
FRINGE BENEFITS											
502011 Medicare/Soc. Sec.	\$	8,476	\$	8,988	\$	512	\$	6.0%	\$	371	4.1%
502021 Retirement		57,294		58,230		936		1.6%		643	1.1%
502022 Retirement UAL		142,427		28,335		(114,092)		(80.1%)		(28,335)	(100.0%)
502031 Medical Ins		126,996		146,845		19,849		15.6%		8,230	5.6%
502041 Dental Ins		6,858		8,244		1,386		20.2%		120	1.5%
502045 Vision Ins		1,692		1,656		(36)		(2.1%)		72	4.3%
502051 Life Ins/AD&D		910		910		-		0.0%		28	3.1%
502060 State Disability Ins (SDI)		5,911		6,349		438		7.4%		880	13.9%
502061 Long Term Disability Ins		3,854		3,744		(110)		(2.9%)		112	3.0%
502071 State Unemployment Ins (SUI)		804		852		48		6.0%		54	6.3%
502081 Worker's Comp Ins		18,080		20,774		2,694		14.9%		623	3.0%
502101 Holiday Pay		17,507		18,564		1,057		6.0%		769	4.1%
502103 Floating Holiday		11,496		12,232		736		6.4%		611	5.0%
502109 Sick Leave		26,260		27,845		1,585		6.0%		1,155	4.1%
502111 Annual Leave		45,883		47,417		1,534		3.3%		3,577	7.5%
502121 Other Paid Absence		4,103		4,351		248		6.0%		180	4.1%
502251 Phys. Exams		-		-		-		0.0%		-	0.0%
502253 Driver Lic Renewal		-		-		-		0.0%		-	0.0%
502999 Other Fringe Benefits		4,068		4,074		6		0.1%		6	0.1%
Totals	\$	482,618	\$	399,410	\$	(83,208)	\$	(17.2%)	\$	(10,904)	(2.7%)

Attachment C

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 & FY24 OPERATING BUDGET**

HR - 1400

ACCOUNT	June-21	June-22	June-22	Increase/(Decrease)	June-22	Increase/(Decrease)
	BUDGET FY22	BUDGET FY23	BUDGET FY24	\$ VAR %VAR	BUDGET FY24	\$ VAR % VAR
SERVICES						
503011 Accting/Audit Fees	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
503012 Admin/Bank Fees	-	-	-	0.0%	-	0.0%
503031 Prof/Technical Fees	80,000	92,647	94,576	15.8%	1,929	2.1%
503032 Legislative Services	-	-	-	0.0%	-	0.0%
503033 Legal Services	-	-	-	0.0%	-	0.0%
503034 Pre-Employment Exams	8,910	9,179	9,401	3.0%	222	2.4%
503041 Temp Help	-	-	-	0.0%	-	0.0%
503161 Custodial Services	-	-	-	0.0%	-	0.0%
503162 Uniforms/Laundry	-	-	-	0.0%	-	0.0%
503171 Security Services	-	-	-	0.0%	-	0.0%
503221 Classified/Legal Ads	17,400	17,926	18,362	3.0%	436	2.4%
503222 Legal Ads	-	-	-	0.0%	-	0.0%
503225 Graphic Services	-	-	-	0.0%	-	0.0%
503351 Repair - Bldg & Impr	-	-	-	0.0%	-	0.0%
503352 Repair - Equipment	-	-	-	0.0%	-	0.0%
503353 Repair - Rev Vehicle	-	-	-	0.0%	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	-	0.0%	-	0.0%
503363 Haz Mat Disposal	-	-	-	0.0%	-	0.0%
Totals \$	106,310 \$	119,752 \$	122,339 \$	12.6%	2,587 \$	2.2%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	-	0.0%	-	0.0%
504021 Tires & Tubes	-	-	-	0.0%	-	0.0%
504161 Other Mobile Supplies	-	-	-	0.0%	-	0.0%
504191 Rev Vehicle Parts	-	-	-	0.0%	-	0.0%
Totals \$	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%

11C.23

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

HR - 1400

ACCOUNT	June-21 BUDGET FY22	June-22 BUDGET FY23	June-22 BUDGET FY24	Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
OTHER MATERIALS & SUPPLIES							
504205 Freight Out	\$ -	\$ -	\$ -	-	0.0%	-	0.0%
504211 Postage & Mailing	-	-	-	-	0.0%	-	0.0%
504214 Promotional Items	-	-	-	-	0.0%	-	0.0%
504215 Printing	1,000	1,030	1,055	30	3.0%	25	2.4%
504217 Photo Supp/Process	-	-	-	-	0.0%	-	0.0%
504311 Office Supplies	-	-	-	-	0.0%	-	0.0%
504315 Safety Supplies	-	-	-	-	0.0%	-	0.0%
504316 COVID-19	-	-	-	-	0.0%	-	0.0%
504317 Cleaning Supplies	-	-	-	-	0.0%	-	0.0%
504409 Repair/Maint Supplies	-	-	-	-	0.0%	-	0.0%
504417 Tenant Repairs	-	-	-	-	0.0%	-	0.0%
504421 Non-Inventory Parts	-	-	-	-	0.0%	-	0.0%
504511 Small Tools	-	-	-	-	0.0%	-	0.0%
504515 Employee Tool Replacement	-	-	-	-	0.0%	-	0.0%
Totals \$	1,000 \$	1,030 \$	1,055 \$	30 \$	3.0%	25 \$	2.4%
UTILITIES							
505010 Propulsion Power	\$ -	\$ -	\$ -	-	0.0%	-	0.0%
505011 Gas & Electric	-	-	-	-	0.0%	-	0.0%
505021 Water & Garbage	-	-	-	-	0.0%	-	0.0%
505031 Telecommunications	-	-	-	-	0.0%	-	0.0%
Totals \$	- \$	- \$	- \$	- \$	0.0%	- \$	0.0%
CASUALTY & LIABILITY							
506011 Insurance - Property	\$ -	\$ -	\$ -	-	0.0%	-	0.0%
506015 Insurance - PL/PD	-	-	-	-	0.0%	-	0.0%
506021 Insurance - Other	-	-	-	-	0.0%	-	0.0%
506123 Settlement Costs	-	-	-	-	0.0%	-	0.0%
506127 Repairs - District Prop	-	-	-	-	0.0%	-	0.0%
Totals \$	- \$	- \$	- \$	- \$	0.0%	- \$	0.0%

11C.24

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

HR - 1400

ACCOUNT	June-21	June-22	June-22		June-22		Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
	BUDGET FY22	BUDGET FY23	BUDGET FY24	BUDGET FY24	BUDGET FY24	BUDGET FY24				
TAXES										
507051 Fuel Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	0.0%
507201 Licenses & Permits	-	-	-	-	-	-	0.0%	-	0.0%	0.0%
507999 Other Taxes	-	-	-	-	-	-	0.0%	-	0.0%	0.0%
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	0.0%
MISC EXPENSE										
509011 Dues/Subscriptions	\$ 3,660	\$ 3,770	\$ 3,862	\$ 3,862	\$ 92	\$ 92	3.0%	\$ 92	2.4%	2.4%
509081 Advertising - District Promo	-	-	-	-	-	-	0.0%	-	0.0%	0.0%
509101 Employee Incentive Program	-	3,000	3,000	3,000	-	-	100.0%	-	0.0%	0.0%
509121 Employee Training	22,432	23,110	23,693	23,693	583	583	3.0%	583	2.5%	2.5%
509122 BOD Travel	-	-	-	-	-	-	0.0%	-	0.0%	0.0%
509123 Travel	3,200	5,000	5,000	5,000	-	-	56.3%	-	0.0%	0.0%
509125 Local Meeting Expense	1,000	1,780	1,805	1,805	25	25	78.0%	25	1.4%	1.4%
509127 Board Director Fees	-	-	-	-	-	-	0.0%	-	0.0%	0.0%
509150 Contributions	-	-	-	-	-	-	0.0%	-	0.0%	0.0%
509198 Cash Over/Short	-	-	-	-	-	-	0.0%	-	0.0%	0.0%
509999 Other Misc Expense	-	-	-	-	-	-	0.0%	-	0.0%	0.0%
Totals	\$ 30,292	\$ 36,660	\$ 37,360	\$ 37,360	\$ 700	\$ 700	21.0%	\$ 700	1.9%	1.9%
INTEREST EXPENSE & DEBT SERVICE										
511102 Interest Expense - Loan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	0.0%
511103 Interest Expense - POB	-	-	-	-	-	-	0.0%	-	0.0%	0.0%
524000 Principal - POB	-	-	-	-	-	-	0.0%	-	0.0%	0.0%
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	0.0%
LEASES & RENTALS										
512011 Facility Lease	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	0.0%
512061 Equipment Rental	-	-	-	-	-	-	0.0%	-	0.0%	0.0%
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	0.0%
PERSONNEL TOTAL										
PERSONNEL TOTAL	\$ 961,961	\$ 916,373	\$ 917,254	\$ 917,254	\$ 881	\$ 881	(4.7%)	\$ 881	0.1%	0.1%
NON-PERSONNEL TOTAL										
NON-PERSONNEL TOTAL	\$ 137,602	\$ 157,442	\$ 160,754	\$ 160,754	\$ 3,312	\$ 3,312	14.4%	\$ 3,312	2.1%	2.1%
TOTAL OPERATING EXPENSES	\$ 1,099,563	\$ 1,073,815	\$ 1,078,008	\$ 1,078,008	\$ 4,193	\$ 4,193	(2.3%)	\$ 4,193	0.4%	0.4%

11C.25

Attachment C

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

IT - 1500

ACCOUNT	June-21	June-22	June-22	Increase/(Decrease)		Increase/(Decrease)	
	BUDGET FY22	BUDGET FY23	BUDGET FY24	\$ VAR	%VAR	\$ VAR	% VAR
LABOR							
501011 Bus Operator Pay	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
501013 Bus Operator OT	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
501021 Other Salaries	594,603	612,906	612,897	18,303	3.1%	(9)	(0.0%)
501023 Other OT	1,012	1,001	1,001	(11)	(1.1%)	-	0.0%
Totals \$	595,615 \$	613,907 \$	613,898 \$	18,292 \$	3.1%	(9)	(0.0%)
FRINGE BENEFITS							
502011 Medicare/Soc. Sec.	\$ 10,671	\$ 10,944	\$ 11,076	\$ 273	2.6%	\$ 132	1.2%
502021 Retirement	73,200	73,201	72,473	1	0.0%	(728)	(1.0%)
502022 Retirement UAL	181,974	35,621	-	(146,353)	(80.4%)	(35,621)	(100.0%)
502031 Medical Ins	130,728	143,474	151,506	12,746	9.7%	8,032	5.6%
502041 Dental Ins	5,773	6,756	6,864	983	17.0%	108	1.6%
502045 Vision Ins	1,644	1,656	1,728	12	0.7%	72	4.3%
502051 Life Ins/AD&D	994	1,005	1,045	11	1.1%	40	4.0%
502060 State Disability Ins (SDI)	6,723	7,079	8,554	356	5.3%	1,475	20.8%
502061 Long Term Disability Ins	4,338	4,086	4,250	(252)	(5.8%)	164	4.0%
502071 State Unemployment Ins (SUI)	804	852	906	48	6.0%	54	6.3%
502081 Worker's Comp Ins	18,080	20,774	21,397	2,694	14.9%	623	3.0%
502101 Holiday Pay	22,051	22,645	22,918	594	2.7%	273	1.2%
502103 Floating Holiday	20,097	19,625	19,845	(472)	(2.3%)	220	1.1%
502109 Sick Leave	33,078	33,965	34,376	887	2.7%	411	1.2%
502111 Annual Leave	59,954	66,927	67,460	6,973	11.6%	533	0.8%
502121 Other Paid Absence	5,167	5,306	5,370	139	2.7%	64	1.2%
502251 Phys. Exams	-	-	-	-	0.0%	-	0.0%
502253 Driver Lic Renewal	-	-	-	-	0.0%	-	0.0%
502999 Other Fringe Benefits	6,013	6,024	6,030	11	0.2%	6	0.1%
Totals \$	581,289 \$	459,940 \$	435,798 \$	(121,349)	(20.9%)	(24,142)	(5.2%)

Attachment C

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 & FY24 OPERATING BUDGET**

IT - 1500

ACCOUNT	June-21	June-22	June-22	Increase/(Decrease)		Increase/(Decrease)	
	BUDGET FY22	BUDGET FY23	BUDGET FY24	\$ VAR	%VAR	\$ VAR	% VAR
SERVICES							
503011 Accting/Audit Fees	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
503012 Admin/Bank Fees	-	-	-	-	0.0%	-	0.0%
503031 Prof/Technical Fees	6,000	6,000	6,000	-	0.0%	-	0.0%
503032 Legislative Services	-	-	-	-	0.0%	-	0.0%
503033 Legal Services	-	-	-	-	0.0%	-	0.0%
503034 Pre-Employment Exams	-	-	-	-	0.0%	-	0.0%
503041 Temp Help	-	-	-	-	0.0%	-	0.0%
503161 Custodial Services	-	-	-	-	0.0%	-	0.0%
503162 Uniforms/Laundry	-	-	-	-	0.0%	-	0.0%
503171 Security Services	-	-	-	-	0.0%	-	0.0%
503221 Classified/Legal Ads	-	-	-	-	0.0%	-	0.0%
503222 Legal Ads	-	-	-	-	0.0%	-	0.0%
503225 Graphic Services	-	-	-	-	0.0%	-	0.0%
503351 Repair - Bldg & Impr	-	-	-	-	0.0%	-	0.0%
503352 Repair - Equipment	365,815	481,000	1,084,603	115,185	31.5%	603,603	125.5%
503353 Repair - Rev Vehicle	-	-	-	-	0.0%	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	-	-	0.0%	-	0.0%
503363 Haz Mat Disposal	-	-	-	-	0.0%	-	0.0%
Totals \$	371,815 \$	487,000 \$	1,090,603 \$	115,185 \$	31.0%	603,603 \$	123.9%
MOBILE MATERIALS & SUPPLIES							
504011 Fuels & Lubricants - Non Rev Veh	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	-	-	0.0%	-	0.0%
504021 Tires & Tubes	-	-	-	-	0.0%	-	0.0%
504161 Other Mobile Supplies	-	-	-	-	0.0%	-	0.0%
504191 Rev Vehicle Parts	-	-	-	-	0.0%	-	0.0%
Totals \$	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%

11C.27

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 & FY24 OPERATING BUDGET**

IT - 1500

ACCOUNT	June-21	June-22	June-22	Increase/(Decrease)	Increase/(Decrease)	
	BUDGET FY22	BUDGET FY23	BUDGET FY24	\$ VAR	%VAR	\$ VAR
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -
504211 Postage & Mailing	-	-	-	-	0.0%	-
504214 Promotional Items	-	-	-	-	0.0%	-
504215 Printing	-	-	-	-	0.0%	-
504217 Photo Supp/Process	-	-	-	-	0.0%	-
504311 Office Supplies	30,700	30,700	30,700	-	0.0%	-
504315 Safety Supplies	-	-	-	-	0.0%	-
504316 COVID-19	-	-	-	-	0.0%	-
504317 Cleaning Supplies	-	-	-	-	0.0%	-
504409 Repair/Maint Supplies	-	-	-	-	0.0%	-
504417 Tenant Repairs	-	-	-	-	0.0%	-
504421 Non-Inventory Parts	-	-	-	-	0.0%	-
504511 Small Tools	-	-	-	-	0.0%	-
504515 Employee Tool Replacement	-	-	-	-	0.0%	-
Totals \$	30,700 \$	30,700 \$	30,700 \$	\$ -	0.0%	\$ -
UTILITIES						
505010 Propulsion Power	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -
505011 Gas & Electric	-	-	-	-	0.0%	-
505021 Water & Garbage	-	-	-	-	0.0%	-
505031 Telecommunications	-	-	-	-	0.0%	-
Totals \$	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -
CASUALTY & LIABILITY						
506011 Insurance - Property	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -
506015 Insurance - PL/PD	-	-	-	-	0.0%	-
506021 Insurance - Other	-	-	-	-	0.0%	-
506123 Settlement Costs	-	-	-	-	0.0%	-
506127 Repairs - District Prop	-	-	-	-	0.0%	-
Totals \$	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -

Attachment C

11C.28

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 & FY24 OPERATING BUDGET**

IT - 1500

ACCOUNT	June-21	June-22	June-22	Increase/(Decrease)		Increase/(Decrease)	
	BUDGET FY22	BUDGET FY23	BUDGET FY24	\$ VAR	%VAR	\$ VAR	% VAR
TAXES							
507051 Fuel Tax	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
507201 Licenses & Permits	-	-	-	-	0.0%	-	0.0%
507999 Other Taxes	-	-	-	-	0.0%	-	0.0%
Totals	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
MISC EXPENSE							
509011 Dues/Subscriptions	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
509081 Advertising - District Promo	-	-	-	-	0.0%	-	0.0%
509101 Employee Incentive Program	-	-	-	-	0.0%	-	0.0%
509121 Employee Training	880	1,200	1,200	320	36.4%	-	0.0%
509122 BOD Travel	-	-	-	-	0.0%	-	0.0%
509123 Travel	1,600	2,200	2,200	600	37.5%	-	0.0%
509125 Local Meeting Expense	-	-	-	-	0.0%	-	0.0%
509127 Board Director Fees	-	-	-	-	0.0%	-	0.0%
509150 Contributions	-	-	-	-	0.0%	-	0.0%
509198 Cash Over/Short	-	-	-	-	0.0%	-	0.0%
509999 Other Misc Expense	-	-	-	-	0.0%	-	0.0%
Totals	\$ 2,480	\$ 3,400	\$ 3,400	\$ 920	37.1%	\$ -	0.0%
INTEREST EXPENSE & DEBT SERVICE							
511102 Interest Expense - Loan	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
511103 Interest Expense - POB	-	-	-	-	0.0%	-	0.0%
524000 Principal - POB	-	-	-	-	0.0%	-	0.0%
Totals	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
LEASES & RENTALS							
512011 Facility Lease	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
512061 Equipment Rental	-	-	-	-	0.0%	-	0.0%
Totals	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
PERSONNEL TOTAL	\$ 1,176,904	\$ 1,073,847	\$ 1,049,696	\$ (103,057)	(8.8%)	\$ (24,151)	(2.2%)
NON-PERSONNEL TOTAL	\$ 404,995	\$ 521,100	\$ 1,124,703	\$ 116,105	28.7%	\$ 603,603	115.8%
TOTAL OPERATING EXPENSES	\$ 1,581,899	\$ 1,594,947	\$ 2,174,399	\$ 13,048	0.8%	\$ 579,452	36.3%

Attachment C

11C.29

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Planning Grants - 1600

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
LABOR										
501011 Bus Operator Pay	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
501013 Bus Operator OT		-		-		-		0.0%		0.0%
501021 Other Salaries		412,963		472,166		473,758		14.3%	1,592	0.3%
501023 Other OT		9,204		12,001		12,240		30.4%	239	2.0%
Totals	\$	422,167	\$	484,167	\$	485,998	\$	14.7%	1,831	0.4%
FRINGE BENEFITS										
502011 Medicare/Soc. Sec.	\$	7,413	\$	8,386	\$	8,563	\$	13.1%	177	2.1%
502021 Retirement		50,005		55,001		54,591		10.0%	(410)	(0.7%)
502022 Retirement UAL		124,309		26,765		-		(78.5%)	(26,765)	(100.0%)
502031 Medical Ins		129,492		127,291		134,424		(1.7%)	7,133	5.6%
502041 Dental Ins		6,750		6,926		7,032		2.6%	106	1.5%
502045 Vision Ins		1,410		1,380		1,440		(2.1%)	60	4.3%
502051 Life Ins/AD&D		689		696		708		1.0%	12	1.7%
502060 State Disability Ins (SDI)		5,284		6,056		6,615		14.6%	559	9.2%
502061 Long Term Disability Ins		2,892		3,276		3,374		13.3%	98	3.0%
502071 State Unemployment Ins (SUI)		670		710		755		6.0%	45	6.3%
502081 Worker's Comp Ins		18,080		20,774		21,397		14.9%	623	3.0%
502101 Holiday Pay		15,223		17,033		17,396		11.9%	363	2.1%
502103 Floating Holiday		5,844		11,873		12,191		103.2%	318	2.7%
502109 Sick Leave		22,835		25,550		26,095		11.9%	545	2.1%
502111 Annual Leave		41,624		43,357		44,928		4.2%	1,571	3.6%
502121 Other Paid Absence		3,568		3,992		4,077		11.9%	85	2.1%
502251 Phys. Exams		-		-		-		0.0%	-	0.0%
502253 Driver Lic Renewal		-		-		-		0.0%	-	0.0%
502999 Other Fringe Benefits		2,090		4,045		4,050		93.5%	5	0.1%
Totals	\$	438,178	\$	363,111	\$	347,636	\$	(17.1%)	(15,475)	(4.3%)

Attachment C

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Planning Grants - 1600

ACCOUNT	June-21 BUDGET FY22	June-22 BUDGET FY23	June-22 BUDGET FY24	Increase/(Decrease) \$ VAR	Increase/(Decrease) %VAR	Increase/(Decrease) \$ VAR	Increase/(Decrease) % VAR
SERVICES							
503011 Accting/Audit Fees	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
503012 Admin/Bank Fees	-	-	-	-	0.0%	-	0.0%
503031 Prof/Technical Fees	212,250	1,201,217	628,682	988,967	465.9%	(572,535)	(47.7%)
503032 Legislative Services	-	-	-	-	0.0%	-	0.0%
503033 Legal Services	-	-	-	-	0.0%	-	0.0%
503034 Pre-Employment Exams	-	-	-	-	0.0%	-	0.0%
503041 Temp Help	-	-	-	-	0.0%	-	0.0%
503161 Custodial Services	-	-	-	-	0.0%	-	0.0%
503162 Uniforms/Laundry	-	-	-	-	0.0%	-	0.0%
503171 Security Services	-	-	-	-	0.0%	-	0.0%
503221 Classified/Legal Ads	-	-	-	-	0.0%	-	0.0%
503222 Legal Ads	-	-	-	-	0.0%	-	0.0%
503225 Graphic Services	-	-	-	-	0.0%	-	0.0%
503351 Repair - Bldg & Impr	-	-	-	-	0.0%	-	0.0%
503352 Repair - Equipment	-	-	-	-	0.0%	-	0.0%
503353 Repair - Rev Vehicle	-	-	-	-	0.0%	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	-	-	0.0%	-	0.0%
503363 Haz Mat Disposal	-	-	-	-	0.0%	-	0.0%
Totals \$	212,250 \$	1,201,217 \$	628,682 \$	988,967 \$	465.9%	(572,535)	(47.7%)
MOBILE MATERIALS & SUPPLIES							
504011 Fuels & Lubricants - Non Rev Veh	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	-	-	0.0%	-	0.0%
504021 Tires & Tubes	-	-	-	-	0.0%	-	0.0%
504161 Other Mobile Supplies	-	-	-	-	0.0%	-	0.0%
504191 Rev Vehicle Parts	-	-	-	-	0.0%	-	0.0%
Totals \$	- \$	- \$	- \$	- \$	0.0%	- \$	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Planning Grants - 1600

ACCOUNT	June-21 BUDGET FY22	June-22 BUDGET FY23	June-22 BUDGET FY24	Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
OTHER MATERIALS & SUPPLIES							
504205 Freight Out	\$ -	\$ -	\$ -	-	0.0%	-	0.0%
504211 Postage & Mailing	-	-	-	-	0.0%	-	0.0%
504214 Promotional Items	-	-	-	-	0.0%	-	0.0%
504215 Printing	15,000	15,453	15,828	453	3.0%	375	2.4%
504217 Photo Supp/Process	-	-	-	-	0.0%	-	0.0%
504311 Office Supplies	-	-	-	-	0.0%	-	0.0%
504315 Safety Supplies	-	-	-	-	0.0%	-	0.0%
504316 COVID-19	-	-	-	-	0.0%	-	0.0%
504317 Cleaning Supplies	-	-	-	-	0.0%	-	0.0%
504409 Repair/Maint Supplies	-	-	-	-	0.0%	-	0.0%
504417 Tenant Repairs	-	-	-	-	0.0%	-	0.0%
504421 Non-Inventory Parts	-	-	-	-	0.0%	-	0.0%
504511 Small Tools	-	-	-	-	0.0%	-	0.0%
504515 Employee Tool Replacement	-	-	-	-	0.0%	-	0.0%
Totals \$	15,000 \$	15,453 \$	15,828 \$	453 \$	3.0%	375 \$	2.4%
UTILITIES							
505010 Propulsion Power	\$ -	\$ -	\$ -	-	0.0%	-	0.0%
505011 Gas & Electric	-	-	-	-	0.0%	-	0.0%
505021 Water & Garbage	-	-	-	-	0.0%	-	0.0%
505031 Telecommunications	-	-	-	-	0.0%	-	0.0%
Totals \$	- \$	- \$	- \$	- \$	0.0%	- \$	0.0%
CASUALTY & LIABILITY							
506011 Insurance - Property	\$ -	\$ -	\$ -	-	0.0%	-	0.0%
506015 Insurance - PL/PD	-	-	-	-	0.0%	-	0.0%
506021 Insurance - Other	-	-	-	-	0.0%	-	0.0%
506123 Settlement Costs	-	-	-	-	0.0%	-	0.0%
506127 Repairs - District Prop	-	-	-	-	0.0%	-	0.0%
Totals \$	- \$	- \$	- \$	- \$	0.0%	- \$	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Planning Grants - 1600

ACCOUNT	June-21 BUDGET FY22	June-22 BUDGET FY23	June-22 BUDGET FY24	Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
TAXES							
507051 Fuel Tax	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
507201 Licenses & Permits	-	-	-	-	0.0%	-	0.0%
507999 Other Taxes	-	-	-	-	0.0%	-	0.0%
Totals	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
MISC EXPENSE							
509011 Dues/Subscriptions	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
509081 Advertising - District Promo	-	-	-	-	0.0%	-	0.0%
509101 Employee Incentive Program	-	-	-	-	0.0%	-	0.0%
509121 Employee Training	6,600	3,799	3,966	(2,801)	(42.4%)	167	4.4%
509122 BOD Travel	-	-	-	-	0.0%	-	0.0%
509123 Travel	7,954	5,440	5,646	(2,514)	(31.6%)	206	3.8%
509125 Local Meeting Expense	-	-	-	-	0.0%	-	0.0%
509127 Board Director Fees	-	-	-	-	0.0%	-	0.0%
509150 Contributions	-	-	-	-	0.0%	-	0.0%
509198 Cash Over/Short	-	-	-	-	0.0%	-	0.0%
509999 Other Misc Expense	-	-	-	-	0.0%	-	0.0%
Totals	\$ 14,554	\$ 9,239	\$ 9,612	\$ (5,315)	(36.5%)	\$ 373	4.0%
INTEREST EXPENSE & DEBT SERVICE							
511102 Interest Expense - Loan	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
511103 Interest Expense - POB	-	-	-	-	0.0%	-	0.0%
524000 Principal - POB	-	-	-	-	0.0%	-	0.0%
Totals	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
LEASES & RENTALS							
512011 Facility Lease	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
512061 Equipment Rental	-	-	-	-	0.0%	-	0.0%
Totals	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
PERSONNEL TOTAL	\$ 860,345	\$ 847,278	\$ 833,634	\$ (13,067)	(1.5%)	\$ (13,644)	(1.6%)
NON-PERSONNEL TOTAL	\$ 241,804	\$ 1,225,909	\$ 654,122	\$ 984,105	407.0%	\$ (571,787)	(46.6%)
TOTAL OPERATING EXPENSES	\$ 1,102,149	\$ 2,073,187	\$ 1,487,756	\$ 971,038	88.1%	\$ (585,431)	(28.2%)

Attachment C

11C.33

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Risk Mgmt - 1800

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)		
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR	
LABOR											
501011 Bus Operator Pay	\$	-	\$	-	\$	-	\$	0.0%	\$	-	0.0%
501013 Bus Operator OT		-		-		-		0.0%		-	0.0%
501021 Other Salaries		181,474		190,881		193,192		5.2%		2,311	1.2%
501023 Other OT		251		259		266		3.2%		7	2.7%
Totals	\$	181,725	\$	191,140	\$	193,458	\$	5.2%	\$	2,318	1.2%
FRINGE BENEFITS											
502011 Medicare/Soc. Sec.	\$	3,201	\$	3,313	\$	3,406	\$	3.5%	\$	93	2.8%
502021 Retirement		21,963		22,166		22,291		0.9%		125	0.6%
502022 Retirement UAL		54,599		10,786		(43,813)		(80.2%)		(10,786)	(100.0%)
502031 Medical Ins		9,786		10,044		10,608		2.6%		564	5.6%
502041 Dental Ins		2,286		2,348		2,382		2.7%		34	1.4%
502045 Vision Ins		564		552		576		(2.1%)		24	4.3%
502051 Life Ins/AD&D		234		336		348		43.6%		12	3.6%
502060 State Disability Ins (SDI)		2,342		2,491		2,631		6.4%		140	5.6%
502061 Long Term Disability Ins		1,440		1,404		1,446		(2.5%)		42	3.0%
502071 State Unemployment Ins (SUI)		268		284		302		6.0%		18	6.3%
502081 Worker's Comp Ins		6,027		5,935		6,113		(1.5%)		178	3.0%
502101 Holiday Pay		6,643		6,877		7,066		3.5%		189	2.7%
502103 Floating Holiday		5,047		5,224		5,484		3.5%		260	5.0%
502109 Sick Leave		9,966		10,316		10,600		3.5%		284	2.8%
502111 Annual Leave		15,826		16,381		16,641		3.5%		260	1.6%
502121 Other Paid Absence		1,557		1,611		1,656		3.5%		45	2.8%
502251 Phys. Exams		-		-		-		0.0%		-	0.0%
502253 Driver Lic Renewal		-		-		-		0.0%		-	0.0%
502999 Other Fringe Benefits		6,006		6,008		6,010		0.0%		2	0.0%
Totals	\$	147,755	\$	106,076	\$	97,560	\$	(28.2%)	\$	(8,516)	(8.0%)

Attachment C

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Risk Mgmt - 1800

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease) \$ VAR	Increase/(Decrease) %VAR	June-22 BUDGET FY24	Increase/(Decrease) \$ VAR	Increase/(Decrease) % VAR
	BUDGET FY22		BUDGET FY23		BUDGET FY24						
SERVICES											
503011 Accting/Audit Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%		\$ -	-	0.0%
503012 Admin/Bank Fees	-	-	-	-	-	-	0.0%		-	-	0.0%
503031 Prof/Technical Fees	30,200		15,659	(14,541)	16,040	(48.1%)		16,040	381	2.4%	
503032 Legislative Services	-	-	-	-	-	0.0%		-	-	0.0%	
503033 Legal Services	-	-	-	-	-	0.0%		-	-	0.0%	
503034 Pre-Employment Exams	-	-	-	-	-	0.0%		-	-	0.0%	
503041 Temp Help	-	-	-	-	-	0.0%		-	-	0.0%	
503161 Custodial Services	-	-	-	-	-	0.0%		-	-	0.0%	
503162 Uniforms/Laundry	-	-	-	-	-	0.0%		-	-	0.0%	
503171 Security Services	-	-	-	-	-	0.0%		-	-	0.0%	
503221 Classified/Legal Ads	593,789		611,722	17,933	626,610	3.0%		626,610	14,888	2.4%	
503222 Legal Ads	-	-	-	-	-	0.0%		-	-	0.0%	
503225 Graphic Services	-	-	-	-	-	0.0%		-	-	0.0%	
503351 Repair - Bldg & Impr	-	-	-	-	-	0.0%		-	-	0.0%	
503352 Repair - Equipment	-	-	-	-	-	0.0%		-	-	0.0%	
503353 Repair - Rev Vehicle	-	-	-	-	-	0.0%		-	-	0.0%	
503354 Repair - Non Rev Vehicle	-	-	-	-	-	0.0%		-	-	0.0%	
503363 Haz Mat Disposal	-	-	-	-	-	0.0%		-	-	0.0%	
Totals \$	623,989	\$	627,381	\$ 3,392	642,650	0.5%	\$	642,650	\$ 15,269	2.4%	
MOBILE MATERIALS & SUPPLIES											
504011 Fuels & Lubricants - Non Rev Veh	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%		\$ -	\$ -	0.0%	
504012 Fuels & Lubricants - Rev Veh	-	-	-	-	-	0.0%		-	-	0.0%	
504021 Tires & Tubes	-	-	-	-	-	0.0%		-	-	0.0%	
504161 Other Mobile Supplies	-	-	-	-	-	0.0%		-	-	0.0%	
504191 Rev Vehicle Parts	-	-	-	-	-	0.0%		-	-	0.0%	
Totals \$	-	\$	-	\$	-	0.0%	\$	-	\$	0.0%	

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Risk Mgmt - 1800

ACCOUNT	June-21 BUDGET FY22	June-22 BUDGET FY23	June-22 BUDGET FY24	Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
OTHER MATERIALS & SUPPLIES							
504205 Freight Out	\$ -	\$ -	\$ -	-	0.0%	-	0.0%
504211 Postage & Mailing	-	-	-	-	0.0%	-	0.0%
504214 Promotional Items	-	-	-	-	0.0%	-	0.0%
504215 Printing	3,000	3,091	3,166	91	3.0%	75	2.4%
504217 Photo Supp/Process	-	-	-	-	0.0%	-	0.0%
504311 Office Supplies	-	-	-	-	0.0%	-	0.0%
504315 Safety Supplies	2,700	2,782	2,850	82	3.0%	68	2.4%
504316 COVID-19	-	-	-	-	0.0%	-	0.0%
504317 Cleaning Supplies	-	-	-	-	0.0%	-	0.0%
504409 Repair/Maint Supplies	-	-	-	-	0.0%	-	0.0%
504417 Tenant Repairs	-	-	-	-	0.0%	-	0.0%
504421 Non-Inventory Parts	-	-	-	-	0.0%	-	0.0%
504511 Small Tools	-	-	-	-	0.0%	-	0.0%
504515 Employee Tool Replacement	-	-	-	-	0.0%	-	0.0%
Totals \$	5,700 \$	5,873 \$	6,016 \$	173 \$	3.0%	143 \$	2.4%
UTILITIES							
505010 Propulsion Power	\$ -	\$ -	\$ -	-	0.0%	-	0.0%
505011 Gas & Electric	-	-	-	-	0.0%	-	0.0%
505021 Water & Garbage	-	-	-	-	0.0%	-	0.0%
505031 Telecommunications	-	-	-	-	0.0%	-	0.0%
Totals \$	- \$	- \$	- \$	- \$	0.0%	- \$	0.0%
CASUALTY & LIABILITY							
506011 Insurance - Property	\$ -	\$ -	\$ -	-	0.0%	-	0.0%
506015 Insurance - PL/PD	-	-	-	-	0.0%	-	0.0%
506021 Insurance - Other	-	-	-	-	0.0%	-	0.0%
506123 Settlement Costs	150,000	154,530	158,291	4,530	3.0%	3,761	2.4%
506127 Repairs - District Prop	-	-	-	-	0.0%	-	0.0%
Totals \$	150,000 \$	154,530 \$	158,291 \$	4,530 \$	3.0%	3,761 \$	2.4%

11C.36

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Risk Mgmt - 1800

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
	BUDGET FY22	BUDGET FY23	BUDGET FY23	BUDGET FY24	BUDGET FY24					
TAXES										
507051 Fuel Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
507201 Licenses & Permits	-	-	-	-	-	-	0.0%	-	0.0%	-
507999 Other Taxes	-	-	-	-	-	-	0.0%	-	0.0%	-
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
MISC EXPENSE										
509011 Dues/Subscriptions	\$ 400	\$ 412	\$ 412	\$ 422	\$ 422	\$ 10	3.0%	\$ 10	2.4%	\$ 10
509081 Advertising - District Promo	-	-	-	-	-	-	0.0%	-	0.0%	-
509101 Employee Incentive Program	3,000	5,933	5,933	6,084	6,084	151	97.8%	151	2.5%	151
509121 Employee Training	5,760	3,091	3,091	3,166	3,166	75	(46.3%)	75	2.4%	75
509122 BOD Travel	-	-	-	-	-	-	0.0%	-	0.0%	-
509123 Travel	6,896	7,105	7,105	7,280	7,280	175	3.0%	175	2.5%	175
509125 Local Meeting Expense	-	-	-	-	-	-	0.0%	-	0.0%	-
509127 Board Director Fees	-	-	-	-	-	-	0.0%	-	0.0%	-
509150 Contributions	-	-	-	-	-	-	0.0%	-	0.0%	-
509198 Cash Over/Short	-	-	-	-	-	-	0.0%	-	0.0%	-
509999 Other Misc Expense	-	-	-	-	-	-	0.0%	-	0.0%	-
Totals	\$ 16,056	\$ 16,541	\$ 16,541	\$ 16,952	\$ 16,952	\$ 411	3.0%	\$ 411	2.5%	\$ 411
INTEREST EXPENSE & DEBT SERVICE										
511102 Interest Expense - Loan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
511103 Interest Expense - POB	-	-	-	-	-	-	0.0%	-	0.0%	-
524000 Principal - POB	-	-	-	-	-	-	0.0%	-	0.0%	-
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
LEASES & RENTALS										
512011 Facility Lease	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
512061 Equipment Rental	-	-	-	-	-	-	0.0%	-	0.0%	-
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
PERSONNEL TOTAL	\$ 329,480	\$ 297,216	\$ 297,216	\$ (32,264)	\$ 291,018	\$ (6,198)	(9.8%)	\$ (6,198)	(2.1%)	\$ (6,198)
NON-PERSONNEL TOTAL	\$ 795,745	\$ 804,325	\$ 804,325	\$ 8,580	\$ 823,909	\$ 19,584	1.1%	\$ 19,584	2.4%	\$ 19,584
TOTAL OPERATING EXPENSES	\$ 1,125,225	\$ 1,101,541	\$ 1,101,541	\$ (23,684)	\$ 1,114,927	\$ 13,386	(2.1%)	\$ 13,386	1.2%	\$ 13,386

11C.37

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Purchasing - 1900

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
	BUDGET FY22	BUDGET FY23	BUDGET FY23	BUDGET FY24	BUDGET FY24					
LABOR										
501011 Bus Operator Pay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	-	0.0%
501013 Bus Operator OT	-	-	-	-	-	-	0.0%	-	-	0.0%
501021 Other Salaries	420,376	543,214	543,214	552,371	552,371	122,838	29.2%	9,157	1.7%	
501023 Other OT	1,866	1,920	1,920	1,969	1,969	54	2.9%	49	2.6%	
Totals	\$ 422,242	\$ 545,134	\$ 545,134	\$ 554,340	\$ 554,340	\$ 122,892	29.1%	\$ 9,206	1.7%	
FRINGE BENEFITS										
502011 Medicare/Soc. Sec.	\$ 7,552	\$ 9,524	\$ 9,524	\$ 9,878	\$ 9,878	\$ 1,972	26.1%	\$ 354	3.7%	
502021 Retirement	51,687	63,590	63,590	64,526	64,526	11,903	23.0%	936	1.5%	
502022 Retirement UAL	128,487	30,945	30,945	-	-	(97,542)	(75.9%)	(30,945)	(100.0%)	
502031 Medical Ins	144,582	182,501	182,501	192,730	192,730	37,919	26.2%	10,229	5.6%	
502041 Dental Ins	7,146	9,678	9,678	9,828	9,828	2,532	35.4%	150	1.5%	
502045 Vision Ins	1,974	2,484	2,484	2,592	2,592	510	25.8%	108	4.3%	
502051 Life Ins/AD&D	923	1,080	1,080	1,080	1,080	157	17.0%	-	0.0%	
502060 State Disability Ins (SDI)	5,526	7,159	7,159	7,629	7,629	1,633	29.6%	470	6.6%	
502061 Long Term Disability Ins	3,626	4,473	4,473	4,687	4,687	847	23.4%	214	4.8%	
502071 State Unemployment Ins (SUI)	938	1,278	1,278	1,359	1,359	340	36.2%	81	6.3%	
502081 Worker's Comp Ins	24,107	32,644	32,644	33,624	33,624	8,537	35.4%	980	3.0%	
502101 Holiday Pay	15,843	19,989	19,989	20,737	20,737	4,146	26.2%	748	3.7%	
502103 Floating Holiday	4,432	4,368	4,368	4,587	4,587	(64)	(1.4%)	219	5.0%	
502109 Sick Leave	23,766	29,985	29,985	31,104	31,104	6,219	26.2%	1,119	3.7%	
502111 Annual Leave	50,803	61,693	61,693	65,576	65,576	10,890	21.4%	3,883	6.3%	
502121 Other Paid Absence	3,713	4,685	4,685	4,860	4,860	972	26.2%	175	3.7%	
502251 Phys. Exams	-	-	-	-	-	-	0.0%	-	-	0.0%
502253 Driver Lic Renewal	-	-	-	-	-	-	0.0%	-	-	0.0%
502999 Other Fringe Benefits	2,146	2,211	2,211	2,220	2,220	65	3.0%	9	0.4%	
Totals	\$ 477,252	\$ 468,287	\$ 468,287	\$ 457,017	\$ 457,017	\$ (8,965)	(1.9%)	\$ (11,270)	(2.4%)	

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 & FY24 OPERATING BUDGET**

Purchasing - 1900

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)		
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR	
SERVICES											
503011	\$	-	\$	-	\$	-	-	0.0%	\$	-	0.0%
503012	-	-	-	-	-	-	-	0.0%	-	-	0.0%
503031	-	-	-	-	-	-	-	0.0%	-	-	0.0%
503032	-	-	-	-	-	-	-	0.0%	-	-	0.0%
503033	-	-	-	-	-	-	-	0.0%	-	-	0.0%
503034	-	-	-	-	-	-	-	0.0%	-	-	0.0%
503041	-	-	-	-	-	-	-	0.0%	-	-	0.0%
503161	-	-	-	-	-	-	-	0.0%	-	-	0.0%
503162	2,000	2,000	2,100	2,100	2,200	2,200	100	5.0%	100	4.8%	
503171	-	-	-	-	-	-	-	0.0%	-	-	0.0%
503221	1,200	1,200	1,236	1,236	1,266	1,266	36	3.0%	30	2.4%	
503222	-	-	-	-	-	-	-	0.0%	-	-	0.0%
503225	-	-	-	-	-	-	-	0.0%	-	-	0.0%
503351	-	-	-	-	-	-	-	0.0%	-	-	0.0%
503352	-	-	-	-	-	-	-	0.0%	-	-	0.0%
503353	-	-	-	-	-	-	-	0.0%	-	-	0.0%
503354	-	-	-	-	-	-	-	0.0%	-	-	0.0%
503363	-	-	-	-	-	-	-	0.0%	-	-	0.0%
Totals	\$	3,200	\$	3,336	\$	3,466	136	4.3%	\$	130	3.9%
MOBILE MATERIALS & SUPPLIES											
504011	\$	-	\$	-	\$	-	-	0.0%	\$	-	0.0%
504012	-	-	-	-	-	-	-	0.0%	-	-	0.0%
504021	-	-	-	-	-	-	-	0.0%	-	-	0.0%
504161	-	-	-	-	-	-	-	0.0%	-	-	0.0%
504191	-	-	-	-	-	-	-	0.0%	-	-	0.0%
Totals	\$	-	\$	-	\$	-	-	0.0%	\$	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Purchasing - 1900

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	BUDGET	BUDGET	BUDGET	\$ VAR	%VAR	\$ VAR	% VAR	\$ VAR	% VAR
	FY22	FY23	FY23	FY24						
OTHER MATERIALS & SUPPLIES										
504205 Freight Out	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	-	0.0%	0.0%
504211 Postage & Mailing	100	103	103	105	3	3.0%	105	2	1.9%	1.9%
504214 Promotional Items	-	-	-	-	-	0.0%	-	-	0.0%	0.0%
504215 Printing	200	206	206	211	6	3.0%	211	5	2.4%	2.4%
504217 Photo Supp/Process	-	-	-	-	-	0.0%	-	-	0.0%	0.0%
504311 Office Supplies	1,500	1,545	1,545	1,582	45	3.0%	1,582	37	2.4%	2.4%
504315 Safety Supplies	-	-	-	-	-	0.0%	-	-	0.0%	0.0%
504316 COVID-19	-	-	-	-	-	0.0%	-	-	0.0%	0.0%
504317 Cleaning Supplies	-	-	-	-	-	0.0%	-	-	0.0%	0.0%
504409 Repair/Maint Supplies	-	-	-	-	-	0.0%	-	-	0.0%	0.0%
504417 Tenant Repairs	-	-	-	-	-	0.0%	-	-	0.0%	0.0%
504421 Non-Inventory Parts	-	-	-	-	-	0.0%	-	-	0.0%	0.0%
504511 Small Tools	-	-	-	-	-	0.0%	-	-	0.0%	0.0%
504515 Employee Tool Replacement	-	-	-	-	-	0.0%	-	-	0.0%	0.0%
Totals \$	1,800	1,854	1,854	1,898	54	3.0%	\$	44	2.4%	2.4%
UTILITIES										
505010 Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	-	0.0%	0.0%
505011 Gas & Electric	-	-	-	-	-	0.0%	-	-	0.0%	0.0%
505021 Water & Garbage	-	-	-	-	-	0.0%	-	-	0.0%	0.0%
505031 Telecommunications	-	-	-	-	-	0.0%	-	-	0.0%	0.0%
Totals \$	-	-	-	-	-	0.0%	\$	-	0.0%	0.0%
CASUALTY & LIABILITY										
506011 Insurance - Property	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	-	0.0%	0.0%
506015 Insurance - PL/PD	-	-	-	-	-	0.0%	-	-	0.0%	0.0%
506021 Insurance - Other	-	-	-	-	-	0.0%	-	-	0.0%	0.0%
506123 Settlement Costs	-	-	-	-	-	0.0%	-	-	0.0%	0.0%
506127 Repairs - District Prop	-	-	-	-	-	0.0%	-	-	0.0%	0.0%
Totals \$	-	-	-	-	-	0.0%	\$	-	0.0%	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Purchasing - 1900

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
	BUDGET FY22	BUDGET FY23	BUDGET FY23	BUDGET FY24	BUDGET FY24					
TAXES										
507051 Fuel Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
507201 Licenses & Permits	-	-	-	-	-	-	0.0%	-	0.0%	-
507999 Other Taxes	-	-	-	-	-	-	0.0%	-	0.0%	-
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
MISC EXPENSE										
509011 Dues/Subscriptions	\$ 330	\$ 340	\$ 340	\$ 348	\$ 348	\$ 8	3.0%	\$ 8	2.4%	\$ 8
509081 Advertising - District Promo	-	-	-	-	-	-	0.0%	-	0.0%	-
509101 Employee Incentive Program	-	-	-	-	-	-	0.0%	-	0.0%	-
509121 Employee Training	2,000	2,060	2,060	2,117	2,117	57	3.0%	57	2.8%	57
509122 BOD Travel	-	-	-	-	-	-	0.0%	-	0.0%	-
509123 Travel	5,224	5,381	5,381	5,515	5,515	134	3.0%	134	2.5%	134
509125 Local Meeting Expense	250	258	258	265	265	7	3.2%	7	2.7%	7
509127 Board Director Fees	-	-	-	-	-	-	0.0%	-	0.0%	-
509150 Contributions	-	-	-	-	-	-	0.0%	-	0.0%	-
509198 Cash Over/Short	-	-	-	-	-	-	0.0%	-	0.0%	-
509999 Other Misc Expense	-	-	-	-	-	-	0.0%	-	0.0%	-
Totals	\$ 7,804	\$ 8,039	\$ 8,039	\$ 8,245	\$ 8,245	\$ 206	3.0%	\$ 206	2.6%	\$ 206
INTEREST EXPENSE & DEBT SERVICE										
511102 Interest Expense - Loan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
511103 Interest Expense - POB	-	-	-	-	-	-	0.0%	-	0.0%	-
524000 Principal - POB	-	-	-	-	-	-	0.0%	-	0.0%	-
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
LEASES & RENTALS										
512011 Facility Lease	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
512061 Equipment Rental	-	-	-	-	-	-	0.0%	-	0.0%	-
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
PERSONNEL TOTAL										
PERSONNEL TOTAL	\$ 899,494	\$ 1,013,421	\$ 1,013,421	\$ 1,011,357	\$ 1,011,357	\$ (2,064)	12.7%	\$ (2,064)	(0.2%)	\$ (2,064)
NON-PERSONNEL TOTAL										
NON-PERSONNEL TOTAL	\$ 12,804	\$ 13,229	\$ 13,229	\$ 13,609	\$ 13,609	\$ 380	3.3%	\$ 380	2.9%	\$ 380
TOTAL OPERATING EXPENSES	\$ 912,298	\$ 1,026,650	\$ 1,026,650	\$ 1,024,966	\$ 1,024,966	\$ (1,684)	12.5%	\$ (1,684)	(0.2%)	\$ (1,684)

11C.41

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Facilities Maint - 2200

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
LABOR										
501011 Bus Operator Pay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
501013 Bus Operator OT	-	-	-	-	-	-	-	0.0%	-	0.0%
501021 Other Salaries	898,110	898,110	953,476	953,476	55,366	942,431	(11,045)	6.2%	(11,045)	(1.2%)
501023 Other OT	103,637	103,637	81,767	81,767	(21,870)	83,902	2,135	(21.1%)	2,135	2.6%
Totals	\$ 1,001,747	\$ 1,001,747	\$ 1,035,243	\$ 1,035,243	\$ 33,496	\$ 1,026,333	\$ (8,910)	3.3%	\$ (8,910)	(0.9%)
FRINGE BENEFITS										
502011 Medicare/Soc. Sec.	\$ 17,460	\$ 17,460	\$ 17,856	\$ 17,856	\$ 396	\$ 18,174	\$ 318	2.3%	\$ 318	1.8%
502021 Retirement	109,614	109,614	111,647	111,647	2,033	111,091	(556)	1.9%	(556)	(0.5%)
502022 Retirement UAL	272,498	272,498	54,330	54,330	(218,168)	-	(54,330)	(80.1%)	(54,330)	(100.0%)
502031 Medical Ins	444,000	444,000	412,452	412,452	(31,548)	435,568	23,116	(7.1%)	23,116	5.6%
502041 Dental Ins	24,084	24,084	23,532	23,532	(552)	23,874	342	(2.3%)	342	1.5%
502045 Vision Ins	5,076	5,076	4,968	4,968	(108)	5,184	216	(2.1%)	216	4.3%
502051 Life Ins/AD&D	2,210	2,210	2,256	2,256	46	2,268	12	2.1%	12	0.5%
502060 State Disability Ins (SDI)	12,719	12,719	13,280	13,280	561	14,036	756	4.4%	756	5.7%
502061 Long Term Disability Ins	8,089	8,089	8,036	8,036	(53)	8,413	377	(0.7%)	377	4.7%
502071 State Unemployment Ins (SUI)	2,412	2,412	2,556	2,556	144	2,718	162	6.0%	162	6.3%
502081 Worker's Comp Ins	54,241	54,241	53,418	53,418	(823)	55,021	1,603	(1.5%)	1,603	3.0%
502101 Holiday Pay	33,707	33,707	35,206	35,206	1,499	35,813	607	4.4%	607	1.7%
502103 Floating Holiday	5,524	5,524	6,003	6,003	479	6,003	-	8.7%	-	0.0%
502109 Sick Leave	50,561	50,561	52,809	52,809	2,248	53,720	911	4.4%	911	1.7%
502111 Annual Leave	104,752	104,752	116,731	116,731	11,979	123,025	6,294	11.4%	6,294	5.4%
502121 Other Paid Absence	7,902	7,902	8,252	8,252	350	8,395	143	4.4%	143	1.7%
502251 Phys. Exams	-	-	-	-	-	-	-	0.0%	-	0.0%
502253 Driver Lic Renewal	-	-	-	-	-	-	-	0.0%	-	0.0%
502999 Other Fringe Benefits	2,454	2,454	6,472	6,472	4,018	6,490	18	163.7%	18	0.3%
Totals	\$ 1,157,305	\$ 1,157,305	\$ 929,804	\$ 929,804	\$ (227,501)	\$ 909,793	\$ (20,011)	(19.7%)	\$ (20,011)	(2.2%)

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Facilities Maint - 2200

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)			
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR		
SERVICES												
503011 Accting/Audit Fees	\$	-	\$	-	\$	-	-	0.0%	\$	-	0.0%	
503012 Admin/Bank Fees	-	-	-	-	-	-	-	0.0%	-	-	0.0%	
503031 Prof/Technical Fees	45,600	-	46,978	-	47,918	-	1,378	3.0%	940	-	2.0%	
503032 Legislative Services	-	-	-	-	-	-	-	0.0%	-	-	0.0%	
503033 Legal Services	-	-	-	-	-	-	-	0.0%	-	-	0.0%	
503034 Pre-Employment Exams	-	-	-	-	-	-	-	0.0%	-	-	0.0%	
503041 Temp Help	-	-	-	-	-	-	-	0.0%	-	-	0.0%	
503161 Custodial Services	8,300	-	8,551	-	8,722	-	251	3.0%	171	-	2.0%	
503162 Uniforms/Laundry	2,500	-	2,576	-	2,628	-	76	3.0%	52	-	2.0%	
503171 Security Services	17,600	-	20,779	-	21,195	-	3,179	18.1%	416	-	2.0%	
503221 Classified/Legal Ads	-	-	-	-	-	-	-	0.0%	-	-	0.0%	
503222 Legal Ads	-	-	-	-	-	-	-	0.0%	-	-	0.0%	
503225 Graphic Services	-	-	-	-	-	-	-	0.0%	-	-	0.0%	
503351 Repair - Bldg & Impr	283,000	-	200,000	-	200,000	-	(83,000)	(29.3%)	-	-	0.0%	
503352 Repair - Equipment	341,100	-	421,401	-	428,609	-	80,301	23.5%	7,208	-	1.7%	
503353 Repair - Rev Vehicle	-	-	-	-	-	-	-	0.0%	-	-	0.0%	
503354 Repair - Non Rev Vehicle	-	-	-	-	-	-	-	0.0%	-	-	0.0%	
503363 Haz Mat Disposal	58,000	-	59,753	-	60,949	-	1,753	3.0%	1,196	-	2.0%	
Totals	\$	756,100	\$	760,038	\$	770,021	\$	3,938	0.5%	\$	9,983	1.3%
MOBILE MATERIALS & SUPPLIES												
504011 Fuels & Lubricants - Non Rev Veh	\$	3,000	\$	3,152	\$	3,215	\$	152	5.1%	\$	63	2.0%
504012 Fuels & Lubricants - Rev Veh	-	-	-	-	-	-	-	0.0%	-	-	-	0.0%
504021 Tires & Tubes	-	-	-	-	-	-	-	0.0%	-	-	-	0.0%
504161 Other Mobile Supplies	-	-	-	-	-	-	-	0.0%	-	-	-	0.0%
504191 Rev Vehicle Parts	-	-	-	-	-	-	-	0.0%	-	-	-	0.0%
Totals	\$	3,000	\$	3,152	\$	3,215	\$	152	5.1%	\$	63	2.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Facilities Maint - 2200

ACCOUNT	June-21 BUDGET FY22	June-22 BUDGET FY23	June-22 BUDGET FY24	Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
OTHER MATERIALS & SUPPLIES							
504205 Freight Out	\$ -	\$ -	\$ -	-	0.0%	-	0.0%
504211 Postage & Mailing	-	-	-	-	0.0%	-	0.0%
504214 Promotional Items	-	-	-	-	0.0%	-	0.0%
504215 Printing	-	-	-	-	0.0%	-	0.0%
504217 Photo Supp/Process	-	-	-	-	0.0%	-	0.0%
504311 Office Supplies	2,000	2,060	2,101	60	3.0%	41	2.0%
504315 Safety Supplies	5,500	5,667	5,780	167	3.0%	113	2.0%
504316 COVID-19	-	-	-	-	0.0%	-	0.0%
504317 Cleaning Supplies	50,000	51,509	52,540	1,509	3.0%	1,031	2.0%
504409 Repair/Maint Supplies	120,500	123,047	125,510	2,547	2.1%	2,463	2.0%
504417 Tenant Repairs	10,000	10,302	10,508	302	3.0%	206	2.0%
504421 Non-Inventory Parts	-	-	-	-	0.0%	-	0.0%
504511 Small Tools	6,923	7,132	7,275	209	3.0%	143	2.0%
504515 Employee Tool Replacement	-	-	-	-	0.0%	-	0.0%
Totals \$	194,923	199,717	203,714	\$ 4,794	2.5%	\$ 3,997	2.0%
UTILITIES							
505010 Propulsion Power	\$ -	\$ -	\$ -	-	0.0%	-	0.0%
505011 Gas & Electric	325,000	357,000	364,140	32,000	9.8%	7,140	2.0%
505021 Water & Garbage	180,000	155,435	159,145	(24,565)	(13.6%)	3,710	2.4%
505031 Telecommunications	100,000	109,211	111,395	9,211	9.2%	2,184	2.0%
Totals \$	605,000	621,646	634,680	\$ 16,646	2.8%	\$ 13,034	2.1%
CASUALTY & LIABILITY							
506011 Insurance - Property	\$ -	\$ -	\$ -	-	0.0%	-	0.0%
506015 Insurance - PL/PD	-	-	-	-	0.0%	-	0.0%
506021 Insurance - Other	-	-	-	-	0.0%	-	0.0%
506123 Settlement Costs	-	-	-	-	0.0%	-	0.0%
506127 Repairs - District Prop	-	-	-	-	0.0%	-	0.0%
Totals \$	-	-	-	\$ -	0.0%	\$ -	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Facilities Maint - 2200

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
	BUDGET FY22	BUDGET FY23	BUDGET FY23	BUDGET FY24	BUDGET FY24					
TAXES										
507051 Fuel Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	
507201 Licenses & Permits	15,100	15,556	456	15,868	312	3.0%	312	2.0%		
507999 Other Taxes	10,000	10,302	302	10,508	206	3.0%	206	2.0%		
Totals	\$ 25,100	\$ 25,858	\$ 758	\$ 26,376	\$ 518	3.0%	\$ 518	2.0%		
MISC EXPENSE										
509011 Dues/Subscriptions	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%		
509081 Advertising - District Promo	-	-	-	-	-	0.0%	-	0.0%		
509101 Employee Incentive Program	-	-	-	-	-	0.0%	-	0.0%		
509121 Employee Training	6,400	6,595	195	6,727	132	3.0%	132	2.0%		
509122 BOD Travel	-	-	-	-	-	0.0%	-	0.0%		
509123 Travel	3,200	3,297	97	3,363	66	3.0%	66	2.0%		
509125 Local Meeting Expense	-	-	-	-	-	0.0%	-	0.0%		
509127 Board Director Fees	-	-	-	-	-	0.0%	-	0.0%		
509150 Contributions	-	-	-	-	-	0.0%	-	0.0%		
509198 Cash Over/Short	-	-	-	-	-	0.0%	-	0.0%		
509999 Other Misc Expense	-	-	-	-	-	0.0%	-	0.0%		
Totals	\$ 9,600	\$ 9,892	\$ 292	\$ 10,090	\$ 198	3.0%	\$ 198	2.0%		
INTEREST EXPENSE & DEBT SERVICE										
511102 Interest Expense - Loan	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%		
511103 Interest Expense - POB	-	-	-	-	-	0.0%	-	0.0%		
524000 Principal - POB	-	-	-	-	-	0.0%	-	0.0%		
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%		
LEASES & RENTALS										
512011 Facility Lease	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%		
512061 Equipment Rental	6,500	6,696	196	6,830	134	3.0%	134	2.0%		
Totals	\$ 6,500	\$ 6,696	\$ 196	\$ 6,830	\$ 134	3.0%	\$ 134	2.0%		
PERSONNEL TOTAL										
	\$ 2,159,052	\$ 1,965,047	\$ (194,005)	\$ 1,936,126	\$ (28,921)	(9.0%)	\$ (28,921)	(1.5%)		
NON-PERSONNEL TOTAL										
	\$ 1,600,223	\$ 1,626,999	\$ 26,776	\$ 1,654,926	\$ 27,927	1.7%	\$ 27,927	1.7%		
TOTAL OPERATING EXPENSES	\$ 3,759,275	\$ 3,592,046	\$ (167,229)	\$ 3,591,052	\$ (994)	(4.4%)	\$ (994)	(0.0%)		

11C.45

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Paratransit - 3100

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)		
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR	
LABOR											
501011 Bus Operator Pay	\$	1,277,878	\$	1,387,574	\$	1,378,336	\$	8.6%	\$	(9,238)	(0.7%)
501013 Bus Operator OT		260,109		133,982		137,243		(48.5%)		3,261	2.4%
501021 Other Salaries		678,023		644,280		636,888		(5.0%)		(7,392)	(1.1%)
501023 Other OT		47,817		49,259		50,462		3.0%		1,203	2.4%
Totals	\$	2,263,827	\$	2,215,095	\$	2,202,929	\$	(2.2%)	\$	(12,166)	(0.5%)
FRINGE BENEFITS											
502011 Medicare/Soc. Sec.	\$	38,717	\$	37,254	\$	38,151	\$	(3.8%)	\$	897	2.4%
502021 Retirement		235,294		231,721		232,112		(1.5%)		391	0.2%
502022 Retirement UAL		584,918		112,759		-		(80.7%)		(112,759)	(100.0%)
502031 Medical Ins		1,040,484		932,734		985,028		(10.4%)		52,294	5.6%
502041 Dental Ins		45,036		44,100		44,772		(2.1%)		672	1.5%
502045 Vision Ins		11,844		11,592		12,096		(2.1%)		504	4.3%
502051 Life Ins/AD&D		5,018		5,136		5,148		2.4%		12	0.2%
502060 State Disability Ins (SDI)		28,315		27,989		29,468		(1.2%)		1,479	5.3%
502061 Long Term Disability Ins		16,061		15,627		16,473		(2.7%)		846	5.4%
502071 State Unemployment Ins (SUI)		5,628		5,964		6,342		6.0%		378	6.3%
502081 Worker's Comp Ins		126,563		127,610		131,438		0.8%		3,828	3.0%
502101 Holiday Pay		71,735		72,518		74,280		1.1%		1,762	2.4%
502103 Floating Holiday		5,364		5,552		5,552		3.5%		-	0.0%
502109 Sick Leave		111,551		112,883		115,635		1.2%		2,752	2.4%
502111 Annual Leave		200,995		205,592		215,187		2.3%		9,595	4.7%
502121 Other Paid Absence		16,810		16,994		17,412		1.1%		418	2.5%
502251 Phys. Exams		2,100		2,782		2,850		32.5%		68	2.4%
502253 Driver Lic Renewal		640		361		370		(43.6%)		9	2.5%
502999 Other Fringe Benefits		3,126		3,168		3,210		1.3%		42	1.3%
Totals	\$	2,550,190	\$	1,972,336	\$	1,935,524	\$	(22.7%)	\$	(36,812)	(1.9%)

Attachment C

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Paratransit - 3100

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
SERVICES										
503011	\$	-	\$	-	\$	-	0.0%	0.0%	\$	0.0%
503012		-		-		-	0.0%	0.0%		0.0%
503031		2,000		2,060		2,111	60	3.0%	51	2.5%
503032		-		-		-	-	0.0%	-	0.0%
503033		-		-		-	-	0.0%	-	0.0%
503034		-		-		-	-	0.0%	-	0.0%
503041		-		-		-	-	0.0%	-	0.0%
503161		1,000		1,030		1,055	30	3.0%	25	2.4%
503162		2,200		12,341		12,643	10,141	461.0%	302	2.4%
503171		-		-		-	-	0.0%	-	0.0%
503221		-		-		-	-	0.0%	-	0.0%
503222		-		-		-	-	0.0%	-	0.0%
503225		-		-		-	-	0.0%	-	0.0%
503351		-		-		-	-	0.0%	-	0.0%
503352		-		-		-	-	0.0%	-	0.0%
503353		3,000		3,091		3,166	91	3.0%	75	2.4%
503354		-		-		-	-	0.0%	-	0.0%
503363		-		-		-	-	0.0%	-	0.0%
Totals	\$	8,200	\$	18,522	\$	18,975	10,322	125.9%	453	2.4%
MOBILE MATERIALS & SUPPLIES										
504011	\$	-	\$	-	\$	-	0.0%	0.0%	\$	0.0%
504012		-		-		-	-	0.0%	-	0.0%
504021		-		-		-	-	0.0%	-	0.0%
504161		-		-		-	-	0.0%	-	0.0%
504191		-		-		-	-	0.0%	-	0.0%
Totals	\$	-	\$	-	\$	-	-	0.0%	-	0.0%

11C.47

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Paratransit - 3100

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)		
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR	
OTHER MATERIALS & SUPPLIES											
504205 Freight Out	\$	-	\$	-	\$	-	\$	0.0%	\$	-	0.0%
504211 Postage & Mailing		2,000		2,060		2,110		3.0%		50	2.4%
504214 Promotional Items		-		-		-		0.0%		-	0.0%
504215 Printing		3,700		3,812		3,904		3.0%		92	2.4%
504217 Photo Supp/Process		-		-		-		0.0%		-	0.0%
504311 Office Supplies		2,500		2,576		2,639		3.0%		63	2.4%
504315 Safety Supplies		120		124		127		3.3%		3	2.4%
504316 COVID-19		-		-		-		0.0%		-	0.0%
504317 Cleaning Supplies		600		618		634		3.0%		16	2.6%
504409 Repair/Maint Supplies		-		-		-		0.0%		-	0.0%
504417 Tenant Repairs		-		-		-		0.0%		-	0.0%
504421 Non-Inventory Parts		-		-		-		0.0%		-	0.0%
504511 Small Tools		-		-		-		0.0%		-	0.0%
504515 Employee Tool Replacement		-		-		-		0.0%		-	0.0%
Totals \$		8,920		9,190		9,414		3.0%		270	2.4%
UTILITIES											
505010 Propulsion Power	\$	-	\$	-	\$	-	\$	0.0%	\$	-	0.0%
505011 Gas & Electric		12,000		12,600		13,164		5.0%		564	4.5%
505021 Water & Garbage		-		-		-		0.0%		-	0.0%
505031 Telecommunications		13,000		13,393		13,719		3.0%		326	2.4%
Totals \$		25,000		25,993		26,883		4.0%		993	3.4%
CASUALTY & LIABILITY											
506011 Insurance - Property	\$	-	\$	-	\$	-	\$	0.0%	\$	-	0.0%
506015 Insurance - PL/PD		160,708		143,298		150,463		(10.8%)		7,165	5.0%
506021 Insurance - Other		-		-		-		0.0%		-	0.0%
506123 Settlement Costs		-		-		-		0.0%		-	0.0%
506127 Repairs - District Prop		-		-		-		0.0%		-	0.0%
Totals \$		160,708		143,298		150,463		(10.8%)		7,165	5.0%

11C.48

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Paratransit - 3100

ACCOUNT	June-21 BUDGET FY22	June-22 BUDGET FY23	June-22 BUDGET FY24	Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
TAXES							
507051 Fuel Tax	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
507201 Licenses & Permits	-	-	-	-	0.0%	-	0.0%
507999 Other Taxes	-	-	-	-	0.0%	-	0.0%
Totals	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
MISC EXPENSE							
509011 Dues/Subscriptions	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
509081 Advertising - District Promo	-	-	-	-	0.0%	-	0.0%
509101 Employee Incentive Program	300	309	316	9	3.0%	7	2.3%
509121 Employee Training	2,160	2,225	2,280	65	3.0%	55	2.5%
509122 BOD Travel	-	-	-	-	0.0%	-	0.0%
509123 Travel	2,400	2,472	2,534	72	3.0%	62	2.5%
509125 Local Meeting Expense	-	-	-	-	0.0%	-	0.0%
509127 Board Director Fees	-	-	-	-	0.0%	-	0.0%
509150 Contributions	-	-	-	-	0.0%	-	0.0%
509198 Cash Over/Short	-	-	-	-	0.0%	-	0.0%
509999 Other Misc Expense	-	-	-	-	0.0%	-	0.0%
Totals	\$ 4,860	\$ 5,006	\$ 5,130	\$ 146	3.0%	\$ 124	2.5%
INTEREST EXPENSE & DEBT SERVICE							
511102 Interest Expense - Loan	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
511103 Interest Expense - POB	-	-	-	-	0.0%	-	0.0%
524000 Principal - POB	-	-	-	-	0.0%	-	0.0%
Totals	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
LEASES & RENTALS							
512011 Facility Lease	\$ 237,778	\$ 123,500	\$ 126,127	\$ (114,278)	(48.1%)	\$ 2,627	2.1%
512061 Equipment Rental	1,500	1,545	1,582	45	3.0%	37	2.4%
Totals	\$ 239,278	\$ 125,045	\$ 127,709	\$ (114,233)	(47.7%)	\$ 2,664	2.1%
PERSONNEL TOTAL							
	\$ 4,814,017	\$ 4,187,431	\$ 4,138,453	\$ (626,586)	(13.0%)	\$ (48,978)	(1.2%)
NON-PERSONNEL TOTAL							
	\$ 446,966	\$ 327,054	\$ 338,574	\$ (119,912)	(26.8%)	\$ 11,520	3.5%
TOTAL OPERATING EXPENSES	\$ 5,260,983	\$ 4,514,485	\$ 4,477,027	\$ (746,498)	(14.2%)	\$ (37,458)	(0.8%)

11C.49

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Operations - 3200

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
LABOR										
501011 Bus Operator Pay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
501013 Bus Operator OT	-	-	-	-	-	-	-	0.0%	-	0.0%
501021 Other Salaries	1,179,334	1,332,105	1,332,105	152,771	1,336,576	4,471	13.0%	4,471	0.3%	
501023 Other OT	137,356	199,695	199,697	62,339	199,697	2	45.4%	2	0.0%	
Totals	\$ 1,316,690	\$ 1,531,800	\$ 1,531,800	\$ 215,110	\$ 1,536,273	\$ 4,473	16.3%	\$ 4,473	0.3%	
FRINGE BENEFITS										
502011 Medicare/Soc. Sec.	\$ 23,225	\$ 26,561	\$ 26,561	\$ 3,336	\$ 27,153	\$ 592	14.4%	\$ 592	2.2%	
502021 Retirement	145,845	158,488	158,488	12,643	158,936	448	8.7%	448	0.3%	
502022 Retirement UAL	362,565	77,126	(285,439)	(78.7%)	-	(77,126)	(100.0%)	(77,126)	(100.0%)	
502031 Medical Ins	468,576	482,876	482,876	14,300	509,935	27,059	3.1%	27,059	5.6%	
502041 Dental Ins	23,706	24,900	24,900	1,194	25,278	378	5.0%	378	1.5%	
502045 Vision Ins	4,794	4,968	4,968	174	5,184	216	3.6%	216	4.3%	
502051 Life Ins/AD&D	2,093	2,250	2,250	157	2,270	20	7.5%	20	0.9%	
502060 State Disability Ins (SDI)	16,978	19,942	19,942	2,964	20,970	1,028	17.5%	1,028	5.2%	
502061 Long Term Disability Ins	8,658	8,890	8,890	232	9,158	268	2.7%	268	3.0%	
502071 State Unemployment Ins (SUI)	2,278	2,556	2,556	278	2,718	162	12.2%	162	6.3%	
502081 Worker's Comp Ins	54,241	56,386	56,386	2,145	58,077	1,691	4.0%	1,691	3.0%	
502101 Holiday Pay	44,521	49,737	49,737	5,216	51,001	1,264	11.7%	1,264	2.5%	
502103 Floating Holiday	5,364	5,552	5,552	188	5,552	-	3.5%	-	0.0%	
502109 Sick Leave	66,784	74,602	74,602	7,818	76,496	1,894	11.7%	1,894	2.5%	
502111 Annual Leave	157,877	184,203	184,203	26,326	191,444	7,241	16.7%	7,241	3.9%	
502121 Other Paid Absence	10,438	11,656	11,656	1,218	11,949	293	11.7%	293	2.5%	
502251 Phys. Exams	450	1,350	1,350	900	600	(750)	200.0%	(750)	(55.6%)	
502253 Driver Lic Renewal	200	295	295	95	236	(59)	47.5%	(59)	(20.0%)	
502999 Other Fringe Benefits	2,426	2,472	2,472	46	2,490	18	1.9%	18	0.7%	
Totals	\$ 1,401,018	\$ 1,194,810	\$ 1,194,810	\$ (206,208)	\$ 1,159,447	\$ (35,363)	(14.7%)	\$ (35,363)	(3.0%)	

Attachment C

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Operations - 3200

ACCOUNT	June-21 BUDGET FY22	June-22 BUDGET FY23	June-22 BUDGET FY24	Increase/(Decrease) \$ VAR	Increase/(Decrease) %VAR	Increase/(Decrease) \$ VAR	Increase/(Decrease) % VAR
SERVICES							
503011 Accting/Audit Fees	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
503012 Admin/Bank Fees	-	-	-	-	0.0%	-	0.0%
503031 Prof/Technical Fees	15,000	15,453	15,829	453	3.0%	376	2.4%
503032 Legislative Services	-	-	-	-	0.0%	-	0.0%
503033 Legal Services	-	-	-	-	0.0%	-	0.0%
503034 Pre-Employment Exams	-	-	-	-	0.0%	-	0.0%
503041 Temp Help	-	-	-	-	0.0%	-	0.0%
503161 Custodial Services	-	-	-	-	0.0%	-	0.0%
503162 Uniforms/Laundry	1,000	1,500	1,055	500	50.0%	(445)	(29.7%)
503171 Security Services	-	-	-	-	0.0%	-	0.0%
503221 Classified/Legal Ads	-	-	-	-	0.0%	-	0.0%
503222 Legal Ads	-	-	-	-	0.0%	-	0.0%
503225 Graphic Services	-	-	-	-	0.0%	-	0.0%
503351 Repair - Bldg & Impr	-	-	-	-	0.0%	-	0.0%
503352 Repair - Equipment	2,300	2,369	2,427	69	3.0%	58	2.4%
503353 Repair - Rev Vehicle	-	-	-	-	0.0%	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	-	-	0.0%	-	0.0%
503363 Haz Mat Disposal	-	-	-	-	0.0%	-	0.0%
Totals \$	18,300 \$	19,322 \$	19,311 \$	1,022 \$	5.6%	(11)	(0.1%)
MOBILE MATERIALS & SUPPLIES							
504011 Fuels & Lubricants - Non Rev Veh	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	-	-	0.0%	-	0.0%
504021 Tires & Tubes	-	-	-	-	0.0%	-	0.0%
504161 Other Mobile Supplies	-	-	-	-	0.0%	-	0.0%
504191 Rev Vehicle Parts	-	-	-	-	0.0%	-	0.0%
Totals \$	- \$	- \$	- \$	- \$	0.0%	- \$	0.0%

11C.51

Attachment C

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Operations - 3200

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
	BUDGET FY22		BUDGET FY23		BUDGET FY24					
OTHER MATERIALS & SUPPLIES										
504205 Freight Out	\$ -	\$ -	-	\$ -	-	\$ -	0.0%	-	0.0%	-
504211 Postage & Mailing	220	226	226	6	232	6	2.7%	6	2.7%	6
504214 Promotional Items	-	-	-	-	-	-	0.0%	-	0.0%	-
504215 Printing	5,000	7,500	7,500	2,500	7,500	-	50.0%	-	0.0%	-
504217 Photo Supp/Process	-	-	-	-	-	-	0.0%	-	0.0%	-
504311 Office Supplies	8,000	8,242	8,242	242	8,443	201	3.0%	201	2.4%	201
504315 Safety Supplies	-	-	-	-	-	-	0.0%	-	0.0%	-
504316 COVID-19	-	-	-	-	-	-	0.0%	-	0.0%	-
504317 Cleaning Supplies	-	-	-	-	-	-	0.0%	-	0.0%	-
504409 Repair/Maint Supplies	-	-	-	-	-	-	0.0%	-	0.0%	-
504417 Tenant Repairs	-	-	-	-	-	-	0.0%	-	0.0%	-
504421 Non-Inventory Parts	-	-	-	-	-	-	0.0%	-	0.0%	-
504511 Small Tools	-	-	-	-	-	-	0.0%	-	0.0%	-
504515 Employee Tool Replacement	-	-	-	-	-	-	0.0%	-	0.0%	-
Totals \$	13,220	15,968	15,968	2,748	16,175	207	20.8%	\$ 207	1.3%	\$ 207
UTILITIES										
505010 Propulsion Power	\$ -	\$ -	-	\$ -	-	\$ -	0.0%	-	0.0%	-
505011 Gas & Electric	-	-	-	-	-	-	0.0%	-	0.0%	-
505021 Water & Garbage	-	-	-	-	-	-	0.0%	-	0.0%	-
505031 Telecommunications	14,482	18,326	18,326	3,844	18,735	409	26.5%	409	2.2%	409
Totals \$	14,482	18,326	18,326	3,844	18,735	409	26.5%	\$ 409	2.2%	\$ 409
CASUALTY & LIABILITY										
506011 Insurance - Property	\$ -	\$ -	-	\$ -	-	\$ -	0.0%	-	0.0%	-
506015 Insurance - PL/PD	-	-	-	-	-	-	0.0%	-	0.0%	-
506021 Insurance - Other	-	-	-	-	-	-	0.0%	-	0.0%	-
506123 Settlement Costs	-	-	-	-	-	-	0.0%	-	0.0%	-
506127 Repairs - District Prop	-	-	-	-	-	-	0.0%	-	0.0%	-
Totals \$	-	-	-	-	-	-	0.0%	\$ -	0.0%	\$ -

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Operations - 3200

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
	BUDGET FY22	BUDGET FY23	BUDGET FY23	BUDGET FY24	BUDGET FY24					
TAXES										
507051 Fuel Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	0.0%
507201 Licenses & Permits	-	-	-	-	-	-	0.0%	-	0.0%	0.0%
507999 Other Taxes	-	-	-	-	-	-	0.0%	-	0.0%	0.0%
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	0.0%
MISC EXPENSE										
509011 Dues/Subscriptions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	0.0%
509081 Advertising - District Promo	-	-	-	-	-	-	0.0%	-	0.0%	0.0%
509101 Employee Incentive Program	-	-	-	-	-	-	0.0%	-	0.0%	0.0%
509121 Employee Training	7,200	12,583	5,383	74.8%	12,790	207	1.6%	207	1.6%	1.6%
509122 BOD Travel	-	-	-	0.0%	-	-	0.0%	-	0.0%	0.0%
509123 Travel	7,200	7,417	217	3.0%	7,603	186	2.5%	186	2.5%	2.5%
509125 Local Meeting Expense	-	-	-	0.0%	-	-	0.0%	-	0.0%	0.0%
509127 Board Director Fees	-	-	-	0.0%	-	-	0.0%	-	0.0%	0.0%
509150 Contributions	-	-	-	0.0%	-	-	0.0%	-	0.0%	0.0%
509198 Cash Over/Short	-	-	-	0.0%	-	-	0.0%	-	0.0%	0.0%
509999 Other Misc Expense	-	-	-	0.0%	-	-	0.0%	-	0.0%	0.0%
Totals	\$ 14,400	\$ 20,000	\$ 5,600	38.9%	\$ 20,393	\$ 393	2.0%	\$ 393	2.0%	2.0%
INTEREST EXPENSE & DEBT SERVICE										
511102 Interest Expense - Loan	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%	\$ -	0.0%	0.0%
511103 Interest Expense - POB	-	-	-	0.0%	-	-	0.0%	-	0.0%	0.0%
524000 Principal - POB	-	-	-	0.0%	-	-	0.0%	-	0.0%	0.0%
Totals	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%	\$ -	0.0%	0.0%
LEASES & RENTALS										
512011 Facility Lease	\$ 28,000	\$ 28,846	\$ 846	3.0%	\$ 29,548	\$ 702	2.4%	\$ 702	2.4%	2.4%
512061 Equipment Rental	-	-	-	0.0%	-	-	0.0%	-	0.0%	0.0%
Totals	\$ 28,000	\$ 28,846	\$ 846	3.0%	\$ 29,548	\$ 702	2.4%	\$ 702	2.4%	2.4%
PERSONNEL TOTAL										
NON-PERSONNEL TOTAL										
TOTAL OPERATING EXPENSES	\$ 2,806,110	\$ 2,829,072	\$ 22,962	0.8%	\$ 2,799,882	\$ (29,190)	(1.0%)	\$ (29,190)	(1.0%)	(1.0%)

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Bus Operators - 3300

ACCOUNT	June-21 BUDGET FY22	June-22 BUDGET FY23	Increase/(Decrease) \$ VAR	%VAR	June-22 BUDGET FY24	Increase/(Decrease) \$ VAR	% VAR
LABOR							
501011 Bus Operator Pay	\$ 8,593,884	\$ 9,163,711	\$ 569,827	6.6%	\$ 9,098,107	\$ (65,604)	(0.7%)
501013 Bus Operator OT	300,006	691,545	391,539	130.5%	712,305	20,760	3.0%
501021 Other Salaries	-	-	-	0.0%	-	-	0.0%
501023 Other OT	-	-	-	0.0%	-	-	0.0%
Totals	\$ 8,893,890	\$ 9,855,256	\$ 961,366	10.8%	\$ 9,810,412	\$ (44,844)	(0.5%)
FRINGE BENEFITS							
502011 Medicare/Soc. Sec.	\$ 154,296	\$ 166,917	\$ 12,621	8.2%	\$ 170,071	\$ 3,154	1.9%
502021 Retirement	1,030,044	1,043,963	13,919	1.4%	1,046,536	2,573	0.2%
502022 Retirement UAL	2,560,595	508,030	(2,052,565)	(80.2%)	-	(508,030)	(100.0%)
502031 Medical Ins	3,982,968	4,061,479	78,511	2.0%	4,289,104	227,625	5.6%
502041 Dental Ins	190,746	206,474	15,728	8.2%	209,652	3,178	1.5%
502045 Vision Ins	42,864	42,780	(84)	(0.2%)	44,640	1,860	4.3%
502051 Life Ins/AD&D	17,784	18,540	756	4.3%	18,540	-	0.0%
502060 State Disability Ins (SDI)	112,893	124,721	11,828	10.5%	131,347	6,626	5.3%
502061 Long Term Disability Ins	71,456	71,015	(441)	(0.6%)	74,026	3,011	4.2%
502071 State Unemployment Ins (SUI)	20,368	22,010	1,642	8.1%	23,405	1,395	6.3%
502081 Worker's Comp Ins	458,037	459,989	1,952	0.4%	475,455	15,466	3.4%
502101 Holiday Pay	315,284	328,078	12,794	4.1%	336,270	8,192	2.5%
502103 Floating Holiday	-	-	-	0.0%	-	-	0.0%
502109 Sick Leave	492,632	512,649	20,017	4.1%	525,445	12,796	2.5%
502111 Annual Leave	866,023	928,950	62,927	7.3%	977,571	48,621	5.2%
502121 Other Paid Absence	73,869	76,871	3,002	4.1%	78,815	1,944	2.5%
502251 Phys. Exams	11,850	10,500	(1,350)	(11.4%)	12,571	2,071	19.7%
502253 Driver Lic Renewal	1,570	1,534	(36)	(2.3%)	1,666	132	8.6%
502999 Other Fringe Benefits	24,256	20,495	(3,761)	(15.5%)	20,650	155	0.8%
Totals	\$ 10,427,519	\$ 8,604,995	\$ (1,822,524)	(17.5%)	\$ 8,435,764	\$ (169,231)	(2.0%)

Attachment C

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Bus Operators - 3300

ACCOUNT	June-21 BUDGET FY22	June-22 BUDGET FY23	Increase/(Decrease) \$ VAR	%VAR	June-22 BUDGET FY24	Increase/(Decrease) \$ VAR	% VAR
SERVICES							
503011 Acting/Audit Fees	\$ -	\$ -	\$ -	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	-	-	-	0.0%	-	-	0.0%
503032 Legislative Services	-	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	2,000	54,060	52,060	2602.9%	55,384	1,324	2.4%
503171 Security Services	-	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	-	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	-	-	-	0.0%	-	-	0.0%
503353 Repair - Rev Vehicle	-	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	-	0.0%	-	-	0.0%
Totals	\$ 2,000	\$ 54,060	\$ 52,060	2602.9%	\$ 55,384	\$ 1,324	2.4%
MISC EXPENSE							
509011 Dues/Subscriptions	\$ -	\$ -	\$ -	0.0%	-	-	0.0%
509081 Advertising - District Promo	-	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	3,000	9,500	6,500	216.7%	9,690	190	2.0%
509121 Employee Training	1,600	1,650	50	3.1%	1,691	41	2.5%
509122 BOD Travel	-	-	-	0.0%	-	-	0.0%
509123 Travel	-	-	-	0.0%	-	-	0.0%
509125 Local Meeting Expense	-	-	-	0.0%	-	-	0.0%
509127 Board Director Fees	-	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	-	0.0%	-	-	0.0%
Totals	\$ 4,600	\$ 11,150	\$ 6,550	142.4%	\$ 11,381	\$ 231	2.1%

Attachment C

11C.55

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 & FY24 OPERATING BUDGET**

Bus Operators - 3300

ACCOUNT	June-21		June-22		June-22		June-22	
	BUDGET	Increase/(Decrease)	BUDGET	Increase/(Decrease)	BUDGET	Increase/(Decrease)	BUDGET	Increase/(Decrease)
	FY22	\$ VAR	FY23	%VAR	FY24	\$ VAR	FY24	% VAR
PERSONNEL TOTAL	\$ 19,321,409	\$ (861,158)	\$ 18,460,251	(4.5%)	\$ 18,246,176	\$ (214,075)	\$ 18,246,176	(1.2%)
NON-PERSONNEL TOTAL	\$ 6,600	\$ 58,610	\$ 65,210	888.0%	\$ 66,765	\$ 1,555	\$ 66,765	2.4%
TOTAL OPERATING EXPENSES	\$ 19,328,009	\$ (802,548)	\$ 18,525,461	(4.2%)	\$ 18,312,941	\$ (212,520)	\$ 18,312,941	(1.1%)

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Fleet Maint - 4100

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	%VAR	BUDGET	%VAR	\$ VAR	%VAR	\$ VAR	%VAR	\$ VAR	%VAR
LABOR										
501011 Bus Operator Pay	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
501013 Bus Operator OT	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
501021 Other Salaries	2,178,293	6.3%	2,316,410	6.3%	138,117	6.3%	2,291,715	(1.1%)	(24,695)	(1.1%)
501023 Other OT	221,413	(54.7%)	100,272	(54.7%)	(121,141)	(54.7%)	100,276	4	4	0.0%
Totals	\$ 2,399,706	0.7%	\$ 2,416,682	0.7%	\$ 16,976	0.7%	\$ 2,391,991	(1.0%)	\$ (24,691)	(1.0%)
FRINGE BENEFITS										
502011 Medicare/Soc. Sec.	\$ 42,088	0.2%	\$ 42,185	0.2%	\$ 97	0.2%	\$ 42,921	1.7%	\$ 736	1.7%
502021 Retirement	267,073	2.1%	272,736	2.1%	5,663	2.1%	271,663	(0.4%)	(1,073)	(0.4%)
502022 Retirement UAL	663,921	(80.0%)	132,715	(80.0%)	(531,206)	(80.0%)	-	(100.0%)	(132,715)	(100.0%)
502031 Medical Ins	968,652	(3.2%)	937,937	(3.2%)	(30,715)	(3.2%)	990,490	5.6%	52,553	5.6%
502041 Dental Ins	48,654	4.1%	50,660	4.1%	2,006	4.1%	51,438	1.5%	778	1.5%
502045 Vision Ins	10,716	(2.1%)	10,488	(2.1%)	(228)	(2.1%)	10,944	4.3%	456	4.3%
502051 Life Ins/AD&D	4,550	2.3%	4,656	2.3%	106	2.3%	4,668	12	12	0.3%
502060 State Disability Ins (SDI)	30,568	2.9%	31,463	2.9%	895	2.9%	33,153	5.4%	1,690	5.4%
502061 Long Term Disability Ins	17,961	(1.7%)	17,661	(1.7%)	(300)	(1.7%)	18,310	6.4%	649	3.7%
502071 State Unemployment Ins (SUI)	5,092	6.0%	5,396	6.0%	304	6.0%	5,738	3.4%	342	6.3%
502081 Worker's Comp Ins	117,523	(1.5%)	115,739	(1.5%)	(1,784)	(1.5%)	119,211	3.0%	3,472	3.0%
502101 Holiday Pay	82,329	4.8%	86,259	4.8%	3,930	4.8%	87,807	1,548	1,548	1.8%
502103 Floating Holiday	6,202	3.5%	6,420	3.5%	218	3.5%	6,420	-	-	0.0%
502109 Sick Leave	123,497	4.8%	129,390	4.8%	5,893	4.8%	131,714	2,324	2,324	1.8%
502111 Annual Leave	271,815	11.8%	303,834	11.8%	32,019	11.8%	321,381	17,547	17,547	5.8%
502121 Other Paid Absence	19,296	4.8%	20,219	4.8%	923	4.8%	20,582	363	363	1.8%
502251 Phys. Exams	1,500	113.3%	3,200	113.3%	1,700	113.3%	3,200	-	-	0.0%
502253 Driver Lic Renewal	250	40.0%	350	40.0%	100	40.0%	350	-	-	0.0%
502999 Other Fringe Benefits	11,014	0.3%	11,052	0.3%	38	0.3%	11,090	38	38	0.3%
Totals	\$ 2,692,700	(19.0%)	\$ 2,182,360	(19.0%)	\$ (510,340)	(19.0%)	\$ 2,131,080	(2.3%)	\$ (51,280)	(2.3%)

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Fleet Maint - 4100

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	%VAR	BUDGET	%VAR	BUDGET	%VAR	\$ VAR	%VAR	\$ VAR	%VAR
SERVICES										
503011 Accting/Audit Fees	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
503012 Admin/Bank Fees	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
503031 Prof/Technical Fees	8,000	8.8%	8,700	8.8%	8,700	8.8%	700	8.8%	8,700	8.8%
503032 Legislative Services	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
503033 Legal Services	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
503034 Pre-Employment Exams	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
503041 Temp Help	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
503161 Custodial Services	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
503162 Uniforms/Laundry	20,000	10.0%	22,000	10.0%	22,000	10.0%	2,000	10.0%	22,000	10.0%
503171 Security Services	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
503221 Classified/Legal Ads	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
503222 Legal Ads	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
503225 Graphic Services	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
503351 Repair - Bldg & Impr	31,572	20.4%	38,000	20.4%	38,000	20.4%	6,428	20.4%	35,900	(5.5%)
503352 Repair - Equipment	450,000	35.9%	611,480	35.9%	611,480	35.9%	161,480	35.9%	623,426	2.0%
503353 Repair - Rev Vehicle	20,000	192.9%	58,575	192.9%	58,575	192.9%	38,575	192.9%	58,525	(0.1%)
503354 Repair - Non Rev Vehicle	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
503363 Haz Mat Disposal	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Totals	\$ 529,572	\$ 39.5%	\$ 738,755	\$ 39.5%	\$ 748,551	\$ 9,796	\$ 209,183	\$ 39.5%	\$ 9,796	1.3%
MOBILE MATERIALS & SUPPLIES										
504011 Fuels & Lubricants - Non Rev Veh	\$ 70,400	7.2%	\$ 75,440	7.2%	\$ 75,440	7.2%	\$ 5,040	7.2%	\$ -	0.0%
504012 Fuels & Lubricants - Rev Veh	1,600,134	25.0%	2,000,000	25.0%	2,049,600	25.0%	399,866	25.0%	49,600	2.5%
504021 Tires & Tubes	211,000	2.8%	217,000	2.8%	217,000	2.8%	6,000	2.8%	-	0.0%
504161 Other Mobile Supplies	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
504191 Rev Vehicle Parts	976,000	5.9%	1,033,840	5.9%	1,000,148	(3.3%)	57,840	(3.3%)	(33,692)	(3.3%)
Totals	\$ 2,857,534	\$ 16.4%	\$ 3,326,280	\$ 16.4%	\$ 3,342,188	\$ 15,908	\$ 468,746	\$ 16.4%	\$ 15,908	0.5%

Attachment C

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Fleet Maint - 4100

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)		
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR	
OTHER MATERIALS & SUPPLIES											
504205 Freight Out	\$	8,240	\$	8,300	\$	8,000	\$	0.7%	\$	(300)	(3.6%)
504211 Postage & Mailing		-		-		-		0.0%		-	0.0%
504214 Promotional Items		-		-		-		0.0%		-	0.0%
504215 Printing		1,000		1,000		1,000		0.0%		-	0.0%
504217 Photo Supp/Process		-		-		-		0.0%		-	0.0%
504311 Office Supplies		1,800		2,000		2,600		11.1%		600	30.0%
504315 Safety Supplies		18,000		18,000		18,000		0.0%		-	0.0%
504316 COVID-19		-		-		-		0.0%		-	0.0%
504317 Cleaning Supplies		10,000		11,000		11,000		10.0%		-	0.0%
504409 Repair/Maint Supplies		-		-		-		0.0%		-	0.0%
504417 Tenant Repairs		-		-		-		0.0%		-	0.0%
504421 Non-Inventory Parts		50,000		52,475		52,475		5.0%		-	0.0%
504511 Small Tools		12,000		12,000		12,000		0.0%		-	0.0%
504515 Employee Tool Replacement		3,000		3,000		3,000		0.0%		-	0.0%
Totals	\$	104,040	\$	107,775	\$	108,075	\$	3.6%	\$	300	0.3%
UTILITIES											
505010 Propulsion Power	\$	50,000	\$	100,000	\$	100,000	\$	100.0%	\$	-	0.0%
505011 Gas & Electric		-		-		-		0.0%		-	0.0%
505021 Water & Garbage		-		-		-		0.0%		-	0.0%
505031 Telecommunications		60,000		60,000		60,000		0.0%		-	0.0%
Totals	\$	110,000	\$	160,000	\$	160,000	\$	45.5%	\$	-	0.0%
CASUALTY & LIABILITY											
506011 Insurance - Property	\$	-	\$	-	\$	-	\$	0.0%	\$	-	0.0%
506015 Insurance - PL/PD		-		-		-		0.0%		-	0.0%
506021 Insurance - Other		-		-		-		0.0%		-	0.0%
506123 Settlement Costs		-		-		-		0.0%		-	0.0%
506127 Repairs - District Prop		-		-		-		0.0%		-	0.0%
Totals	\$	-	\$	-	\$	-	\$	0.0%	\$	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Fleet Maint - 4100

ACCOUNT	June-21 BUDGET FY22	June-22 BUDGET FY23	June-22 BUDGET FY24	Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
TAXES							
507051 Fuel Tax	\$ 17,000	\$ 17,500	\$ 18,000	\$ 500	2.9%	\$ 500	2.9%
507201 Licenses & Permits	-	-	-	-	0.0%	-	0.0%
507999 Other Taxes	-	-	-	-	0.0%	-	0.0%
Totals	\$ 17,000	\$ 17,500	\$ 18,000	\$ 500	2.9%	\$ 500	2.9%
MISC EXPENSE							
509011 Dues/Subscriptions	\$ 8,000	\$ 8,100	\$ 8,100	\$ 100	1.3%	-	0.0%
509081 Advertising - District Promo	-	-	-	-	0.0%	-	0.0%
509101 Employee Incentive Program	-	-	-	-	0.0%	-	0.0%
509121 Employee Training	16,000	17,050	17,250	1,050	6.6%	200	1.2%
509122 BOD Travel	-	-	-	-	0.0%	-	0.0%
509123 Travel	8,000	8,000	8,000	-	0.0%	-	0.0%
509125 Local Meeting Expense	-	-	-	-	0.0%	-	0.0%
509127 Board Director Fees	-	-	-	-	0.0%	-	0.0%
509150 Contributions	-	-	-	-	0.0%	-	0.0%
509198 Cash Over/Short	-	-	-	-	0.0%	-	0.0%
509999 Other Misc Expense	-	-	-	-	0.0%	-	0.0%
Totals	\$ 32,000	\$ 33,150	\$ 33,350	\$ 1,150	3.6%	\$ 200	0.6%
INTEREST EXPENSE & DEBT SERVICE							
511102 Interest Expense - Loan	\$ -	\$ -	\$ -	-	0.0%	-	0.0%
511103 Interest Expense - POB	-	-	-	-	0.0%	-	0.0%
524000 Principal - POB	-	-	-	-	0.0%	-	0.0%
Totals	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
LEASES & RENTALS							
512011 Facility Lease	\$ -	\$ -	\$ -	-	0.0%	-	0.0%
512061 Equipment Rental	1,500	1,500	1,500	-	0.0%	-	0.0%
Totals	\$ 1,500	\$ 1,500	\$ 1,500	\$ -	0.0%	\$ -	0.0%
PERSONNEL TOTAL							
PERSONNEL TOTAL	\$ 5,092,406	\$ 4,599,042	\$ 4,523,071	\$ (493,364)	(9.7%)	\$ (75,971)	(1.7%)
NON-PERSONNEL TOTAL							
NON-PERSONNEL TOTAL	\$ 3,651,646	\$ 4,384,960	\$ 4,411,664	\$ 733,314	20.1%	\$ 26,704	0.6%
TOTAL OPERATING EXPENSES	\$ 8,744,052	\$ 8,984,002	\$ 8,934,735	\$ 239,950	2.7%	\$ (49,267)	(0.5%)

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

District Counsel - 1700

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease) \$ VAR	Increase/(Decrease) %VAR	Increase/(Decrease) \$ VAR	Increase/(Decrease) % VAR
	BUDGET FY22	BUDGET FY23	BUDGET FY23	BUDGET FY24	BUDGET FY24					
SERVICES										
503011 Accting/Audit Fees	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	0.0%	\$ -	0.0%	
503012 Admin/Bank Fees	-	-	-	-	-	0.0%	0.0%	-	0.0%	
503031 Prof/Technical Fees	3,000	3,091	3,091	3,166	75	3.0%	2.4%	75	2.4%	
503032 Legislative Services	-	-	-	-	-	0.0%	0.0%	-	0.0%	
503033 Legal Services	400,000	435,096	435,096	441,362	6,266	8.8%	1.4%	6,266	1.4%	
503034 Pre-Employment Exams	-	-	-	-	-	0.0%	0.0%	-	0.0%	
503041 Temp Help	-	-	-	-	-	0.0%	0.0%	-	0.0%	
503161 Custodial Services	-	-	-	-	-	0.0%	0.0%	-	0.0%	
503162 Uniforms/Laundry	-	-	-	-	-	0.0%	0.0%	-	0.0%	
503171 Security Services	-	-	-	-	-	0.0%	0.0%	-	0.0%	
503221 Classified/Legal Ads	-	-	-	-	-	0.0%	0.0%	-	0.0%	
503222 Legal Ads	-	-	-	-	-	0.0%	0.0%	-	0.0%	
503225 Graphic Services	-	-	-	-	-	0.0%	0.0%	-	0.0%	
503351 Repair - Bldg & Impr	-	-	-	-	-	0.0%	0.0%	-	0.0%	
503352 Repair - Equipment	-	-	-	-	-	0.0%	0.0%	-	0.0%	
503353 Repair - Rev Vehicle	-	-	-	-	-	0.0%	0.0%	-	0.0%	
503354 Repair - Non Rev Vehicle	-	-	-	-	-	0.0%	0.0%	-	0.0%	
503363 Haz Mat Disposal	-	-	-	-	-	0.0%	0.0%	-	0.0%	
Totals	\$ 403,000	\$ 438,187	\$ 438,187	\$ 444,528	\$ 6,341	8.7%	1.4%	\$ 6,341	1.4%	

PERSONNEL TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	0.0%	\$ -	0.0%
NON-PERSONNEL TOTAL	\$ 403,000	\$ 438,187	\$ 438,187	\$ 444,528	\$ 6,341	8.7%	1.4%	\$ 6,341	1.4%
TOTAL OPERATING EXPENSES	\$ 403,000	\$ 438,187	\$ 438,187	\$ 444,528	\$ 6,341	8.7%	1.4%	\$ 6,341	1.4%

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**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 & FY24 OPERATING BUDGET**

COVID - 9002

ACCOUNT	June-21 BUDGET FY22	June-22 BUDGET FY23	June-22 BUDGET FY24	Increase/(Decrease) \$ VAR	Increase/(Decrease) %VAR	Increase/(Decrease) \$ VAR	Increase/(Decrease) % VAR
SERVICES							
503011 Accting/Audit Fees	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
503012 Admin/Bank Fees	-	-	-	-	0.0%	-	0.0%
503031 Prof/Technical Fees	-	-	-	-	0.0%	-	0.0%
503032 Legislative Services	-	-	-	-	0.0%	-	0.0%
503033 Legal Services	-	20,000	20,000	20,000	100.0%	-	0.0%
503034 Pre-Employment Exams	-	-	-	-	0.0%	-	0.0%
503041 Temp Help	-	72,000	70,535	72,000	100.0%	(1,465)	(2.0%)
503161 Custodial Services	-	-	-	-	0.0%	-	0.0%
503162 Uniforms/Laundry	-	-	-	-	0.0%	-	0.0%
503171 Security Services	-	-	-	-	0.0%	-	0.0%
503221 Classified/Legal Ads	-	-	-	-	0.0%	-	0.0%
503222 Legal Ads	-	-	-	-	0.0%	-	0.0%
503225 Graphic Services	-	-	-	-	0.0%	-	0.0%
503351 Repair - Bldg & Impr	-	-	-	-	0.0%	-	0.0%
503352 Repair - Equipment	-	-	-	-	0.0%	-	0.0%
503353 Repair - Rev Vehicle	-	-	-	-	0.0%	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	-	-	0.0%	-	0.0%
503363 Haz Mat Disposal	-	-	-	-	0.0%	-	0.0%
Totals	\$ -	\$ 92,000	\$ 90,535	\$ 92,000	100.0%	\$ (1,465)	(1.6%)
OTHER MATERIALS & SUPPLIES							
504205 Freight Out	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
504211 Postage & Mailing	-	28,000	25,000	28,000	100.0%	(3,000)	(10.7%)
504214 Promotional Items	-	-	-	-	0.0%	-	0.0%
504215 Printing	-	7,500	7,500	7,500	100.0%	-	0.0%
504217 Photo Supp/Process	-	-	-	-	0.0%	-	0.0%
504311 Office Supplies	-	-	-	-	0.0%	-	0.0%
504315 Safety Supplies	-	78,212	75,000	78,212	100.0%	(3,212)	(4.1%)
504316 COVID-19	121,347	-	-	(121,347)	(100.0%)	-	0.0%
504317 Cleaning Supplies	-	17,000	17,000	17,000	100.0%	-	0.0%
504409 Repair/Maint Supplies	-	75,000	75,000	75,000	100.0%	-	0.0%
504417 Tenant Repairs	-	-	-	-	0.0%	-	0.0%
504421 Non-Inventory Parts	-	-	-	-	0.0%	-	0.0%
504511 Small Tools	-	-	-	-	0.0%	-	0.0%
504515 Employee Tool Replacement	-	-	-	-	0.0%	-	0.0%
Totals	\$ 121,347	\$ 205,712	\$ 199,500	\$ 84,365	69.5%	\$ (6,212)	(3.0%)
PERSONNEL TOTAL	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
NON-PERSONNEL TOTAL	\$ 121,347	\$ 297,712	\$ 290,035	\$ 176,365	145.3%	\$ (7,677)	(2.6%)
TOTAL OPERATING EXPENSES	\$ 121,347	\$ 297,712	\$ 290,035	\$ 176,365	145.3%	\$ (7,677)	(2.6%)

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 & FY24 OPERATING BUDGET

Retirees - 9005

ACCOUNT	June-21		June-22		June-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	%VAR	BUDGET	%VAR	BUDGET	%VAR	\$ VAR	%VAR	\$ VAR	%VAR
FRINGE BENEFITS										
502011 Medicare/Soc. Sec.	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
502021 Retirement	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
502022 Retirement UAL	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
502031 Medical	3,369,060	1.8%	3,431,057	1.8%	61,997	1.8%	192,141	5.6%	192,141	5.6%
502041 Dental	52,728	8.9%	57,445	8.9%	4,717	8.9%	863	1.5%	863	1.5%
502045 Vision	15,894	5.0%	16,692	5.0%	798	5.0%	504	3.0%	504	3.0%
502051 Life/AD&D/EAP	6,007	5.5%	6,336	5.5%	329	5.5%	192	3.0%	192	3.0%
502060 State Disability Ins (SDI)	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
502061 Long Term Disability Ins	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
502071 State Unemployment Ins (SUI)	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
502081 Worker's Comp Ins	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
502101 Holiday Pay	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
502103 Floating Holiday	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
502109 Sick Leave	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
502111 Annual Leave	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
502121 Other Paid Absence	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
502251 Phys. Exams	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
502253 Driver Lic Renewal	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
502999 Other Fringe Benefits	99,002	11.9%	110,810	11.9%	11,808	11.9%	6,205	5.6%	6,205	5.6%
Totals	\$ 3,542,691	\$	\$ 3,622,340	\$	\$ 79,649	2.2%	\$ 199,905	5.5%	\$ 199,905	5.5%
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PERSONNEL TOTAL	\$ 3,542,691	\$	\$ 3,622,340	\$	\$ 79,649	2.2%	\$ 199,905	5.5%	\$ 199,905	5.5%
NON-PERSONNEL TOTAL	\$ -	\$	\$ -	\$	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
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TOTAL OPERATING EXPENSES	\$ 3,542,691	\$	\$ 3,622,340	\$	\$ 79,649	2.2%	\$ 199,905	5.5%	\$ 199,905	5.5%

11C.63

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 & FY24 OPERATING BUDGET**

SCCIC - 700

ACCOUNT SERVICES	June-21	June-22	June-22	June-22	June-22	June-22	
	BUDGET FY22	BUDGET FY23	BUDGET FY24	Increase/(Decrease) \$ VAR	Increase/(Decrease) %VAR	Increase/(Decrease) \$ VAR	% VAR
503011 Accting/Audit Fees	\$ 250	\$ 275	\$ 300	\$ 25	10.0%	\$ 25	9.1%
503012 Admin/Bank Fees	-	-	-	-	0.0%	-	0.0%
503031 Prof/Technical Fees	-	-	-	-	0.0%	-	0.0%
503032 Legislative Services	-	-	-	-	0.0%	-	0.0%
503033 Legal Services	-	-	-	-	0.0%	-	0.0%
503034 Pre-Employment Exams	-	-	-	-	0.0%	-	0.0%
503041 Temp Help	-	-	-	-	0.0%	-	0.0%
503161 Custodial Services	-	-	-	-	0.0%	-	0.0%
503162 Uniforms/Laundry	-	-	-	-	0.0%	-	0.0%
503171 Security Services	-	-	-	-	0.0%	-	0.0%
503221 Classified/Legal Ads	-	-	-	-	0.0%	-	0.0%
503222 Legal Ads	-	-	-	-	0.0%	-	0.0%
503225 Graphic Services	-	-	-	-	0.0%	-	0.0%
503351 Repair - Bldg & Impr	-	-	-	-	0.0%	-	0.0%
503352 Repair - Equipment	-	-	-	-	0.0%	-	0.0%
503353 Repair - Rev Vehicle	-	-	-	-	0.0%	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	-	-	0.0%	-	0.0%
503363 Haz Mat Disposal	-	-	-	-	0.0%	-	0.0%
Totals	\$ 250	\$ 275	\$ 300	\$ 25	10.0%	\$ 25	9.1%

PERSONNEL TOTAL	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
NON-PERSONNEL TOTAL	\$ 250	\$ 275	\$ 300	\$ 25	10.0%	\$ 25	9.1%
TOTAL OPERATING EXPENSES	\$ 250	\$ 275	\$ 300	\$ 25	10.0%	\$ 25	9.1%

11C.64

**FY23 & FY24 OPERATING BUDGET
Funded Personnel - Full Time Equivalent (FTE)
Summary**

Department	Authorized	Funded	Authorized	Funded	Authorized	Funded
	FY22 2021	FY22 2021	FY23 2022	FY23 2022	FY24 2022	FY24 2022
Administration - 1100	5.00	4.00	5.00	4.00	5.00	4.00
Finance - 1200	10.00	9.00	12.00	11.00	12.00	11.00
Customer Service - 1300	20.25	15.00	21.25	15.00	21.25	15.00
Human Resources - 1400	8.00	6.00	10.00	6.00	10.00	6.00
Information Technology - 1500	8.00	6.00	9.00	6.00	9.00	6.00
Planning, Grants, Governmental Affairs - 1600	12.00	5.00	13.00	5.00	13.00	5.00
District Counsel - 1700	3.00	0.00	3.00	0.00	3.00	0.00
Safety, Security, and Risk Management - 1800	3.00	2.00	3.00	2.00	3.00	2.00
Purchasing - 1900	10.00	7.00	10.00	9.00	10.00	9.00
Facilities Maintenance - 2200	23.00	18.00	23.00	18.00	23.00	18.00
Paratransit - 3100	55.00	42.00	54.00	42.00	54.00	42.00
Operations - 3200	22.00	17.00	23.00	18.00	23.00	18.00
Bus Operators - 3300	171.00	152.00	171.00	155.00	171.00	155.00
Fleet Maintenance - 4100	58.00	38.00	58.00	38.00	58.00	38.00
Total Full-Time Equivalents (FTEs)	408.25	321.00	415.25	329.00	415.25	329.00

**FY23 & FY24 OPERATING BUDGET
Funded Personnel - Full Time Equivalent (FTE)
Administration - 1100**

Position Title	Authorized FY22 2021	Funded FY22 2021	Authorized FY23 2022	Funded FY23 2022	Authorized FY24 2022	Funded FY24 2022
CEO/General Manager	1.00	1.00	1.00	1.00	1.00	1.00
Chief Operations Officer	1.00	1.00	1.00	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	1.00	0.00	1.00	0.00	1.00	0.00
Administrative Specialist	1.00	1.00	1.00	1.00	1.00	1.00
Total Full-Time Equivalents (FTEs)	5.00	4.00	5.00	4.00	5.00	4.00

**FY23 & FY24 OPERATING BUDGET
Funded Personnel - Full Time Equivalent (FTE)
Finance - 1200**

Position Title	Authorized FY22 2021	Funded FY22 2021	Authorized FY23 2022	Funded FY23 2022	Authorized FY24 2022	Funded FY24 2022
Chief Financial Officer (CFO)	1.00	1.00	1.00	1.00	1.00	1.00
Finance Deputy Director	1.00	1.00	1.00	1.00	1.00	1.00
Accountant II	1.00	1.00	1.00	1.00	1.00	1.00
Accountant III	0.00	0.00	1.00	1.00	1.00	1.00
Accounting Specialist	1.00	1.00	1.00	1.00	1.00	1.00
Senior Accounting Tech	1.00	1.00	1.00	1.00	1.00	1.00
Senior Payroll Specialist	1.00	1.00	1.00	1.00	1.00	1.00
Senior Financial Analyst	1.00	1.00	1.00	1.00	1.00	1.00
Financial Analyst	1.00	1.00	1.00	1.00	1.00	1.00
Revenue Account Program Manager*	0.00	0.00	1.00	1.00	1.00	1.00
Revenue Collection Clerk	1.00	0.00	1.00	0.00	1.00	0.00
Project Manager	1.00	1.00	1.00	1.00	1.00	1.00
Total Full-Time Equivalents (FTEs)	10.00	9.00	12.00	11.00	12.00	11.00

* Revenue Account Program Manager position moved from Customer Service

**FY23 & FY24 OPERATING BUDGET
Funded Personnel - Full Time Equivalent (FTE)
Marketing, Communications & Customer Service - 1300**

Position Title	Authorized FY22 2021	Funded FY22 2021	Authorized FY23 2022	Funded FY23 2022	Authorized FY24 2022	Funded FY24 2022
Marketing, Communications and Customer Service Director	1.00	1.00	1.00	1.00	1.00	1.00
Marketing Assistant**	0.00	0.00	1.00	1.00	1.00	1.00
Mobility Training Coordinator*	0.00	0.00	1.00	1.00	1.00	1.00
Customer Service Manager	1.00	1.00	1.00	1.00	1.00	1.00
Customer Service Supervisor	2.00	0.00	2.00	0.00	2.00	0.00
Customer Service Coordinator**	0.00	1.00	0.00	0.00	0.00	0.00
Customer Service Representative	12.00	9.00	12.00	9.00	12.00	9.00
Senior Customer Service Representative	2.00	1.00	2.00	1.00	2.00	1.00
Revenue Account Program Manager***	1.00	1.00	0.00	0.00	0.00	0.00
Customer Service Assistant	1.25	1.00	1.25	1.00	1.25	1.00
Total Full-Time Equivalents (FTEs)	20.25	15.00	21.25	15.00	21.25	15.00

* Replaces Accessible Services Coordinator from Paratransit

** Customer Service Coordinator - Position unfunded FY23, replaced with Marketing Assistant

*** Revenue Account Program Manager position moved to Finance

**FY23 & FY24 OPERATING BUDGET
Funded Personnel - Full Time Equivalent (FTE)
Human Resources - 1400**

Position Title	Authorized FY22 2021	Funded FY22 2021	Authorized FY23 2022	Funded FY23 2022	Authorized FY24 2022	Funded FY24 2022
Human Resources Director	1.00	1.00	1.00	1.00	1.00	1.00
Human Resources Deputy Director	1.00	1.00	1.00	1.00	1.00	1.00
Human Resources Technician*	1.00	1.00	1.00	0.00	1.00	0.00
HR Analyst I*	0.00	0.00	2.00	2.00	2.00	2.00
HR Analyst II	1.00	1.00	1.00	1.00	1.00	1.00
Benefits Technician	1.00	1.00	1.00	0.00	1.00	0.00
Human Resources Specialist	1.00	0.00	1.00	0.00	1.00	0.00
Human Resources Clerk	1.00	0.00	1.00	0.00	1.00	0.00
Paralegal II	1.00	1.00	1.00	1.00	1.00	1.00
Total Full-Time Equivalents (FTEs)	8.00	6.00	10.00	6.00	10.00	6.00

*HR Technician and Benefit Technician unfunded in FY23, replaced with HR Analyst I (2 FTE)

**FY23 & FY24 OPERATING BUDGET
Funded Personnel - Full Time Equivalent (FTE)
Information Technology - 1500**

Position Title	Authorized FY22 2021	Funded FY22 2021	Authorized FY23 2022	Funded FY23 2022	Authorized FY24 2022	Funded FY24 2022
Information Technology and ITS Director	1.00	1.00	1.00	1.00	1.00	1.00
IT Project Coordinator*	0.00	0.00	1.00	1.00	1.00	1.00
Asst Manager of Information Technology	1.00	0.00	1.00	0.00	1.00	0.00
Senior Database Administrator	2.00	2.00	2.00	1.00	2.00	1.00
Database Administrator	1.00	0.00	1.00	1.00	1.00	1.00
Systems Administrator/Senior	1.00	1.00	1.00	1.00	1.00	1.00
Information Technology Support Analyst I/II	2.00	2.00	2.00	1.00	2.00	1.00
Total Full-Time Equivalents (FTEs)	8.00	6.00	9.00	6.00	9.00	6.00

*Provisional position (1 FTE) to be funded for 24 months

**FY23 & FY24 OPERATING BUDGET
Funded Personnel - Full Time Equivalent (FTE)
Planning, Grants, Governmental Affairs - 1600**

Position Title	Authorized FY22 2021	Funded FY22 2021	Authorized FY23 2022	Funded FY23 2022	Authorized FY24 2022	Funded FY24 2022
Planning and Development Director	1.00	1.00	1.00	1.00	1.00	1.00
Grants/Legislative Analyst *	2.00	1.00	2.00	0.00	2.00	0.00
Capital Planning and Grants Program Manager *	0.00	0.00	1.00	1.00	1.00	1.00
Transportation Planning Supervisor	1.00	0.00	1.00	0.00	1.00	0.00
Senior Transportation Planner	1.00	0.00	1.00	0.00	1.00	0.00
Transit Surveyor	1.00	0.00	1.00	0.00	1.00	0.00
Planning Aide	1.00	0.00	1.00	0.00	1.00	0.00
Transportation Planner I	1.00	0.00	1.00	0.00	1.00	0.00
Transportation Planner II	1.00	1.00	1.00	1.00	1.00	1.00
Planning Data Analyst	1.00	1.00	1.00	1.00	1.00	1.00
Schedule Analyst	2.00	1.00	2.00	1.00	2.00	1.00
Total Full-Time Equivalents (FTEs)	12.00	5.00	13.00	5.00	13.00	5.00

* Grants/Legislative Analyst defunded, Funded Capital Planning and Grants Program Manager

**FY23 & FY24 OPERATING BUDGET
Funded Personnel - Full Time Equivalent (FTE)
District Counsel - 1700**

Position Title	Authorized FY22 2021	Funded FY22 2021	Authorized FY23 2022	Funded FY23 2022	Authorized FY24 2022	Funded FY24 2022
District Counsel	1.00	0.00	1.00	0.00	1.00	0.00
Administrative Assistant	1.00	0.00	1.00	0.00	1.00	0.00
Paralegal II	1.00	0.00	1.00	0.00	1.00	0.00
Total Full-Time Equivalents (FTEs)	3.00	0.00	3.00	0.00	3.00	0.00

**FY23 & FY24 OPERATING BUDGET
 Funded Personnel - Full Time Equivalent (FTE)
 Safety, Security, and Risk Management - 1800**

Position Title	Authorized	Funded	Authorized	Funded	Authorized	Funded
	FY22 2021	FY22 2021	FY23 2022	FY23 2022	FY24 2022	FY24 2022
Safety, Security and Risk Director	1.00	1.00	1.00	1.00	1.00	1.00
Claims Technician II	1.00	0.00	1.00	0.00	1.00	0.00
Safety and Training Program Specialist I	1.00	1.00	1.00	1.00	1.00	1.00
Total Full-Time Equivalents (FTEs)	3.00	2.00	3.00	2.00	3.00	2.00

**FY23 & FY24 OPERATING BUDGET
Funded Personnel - Full Time Equivalent (FTE)
Purchasing - 1900**

Position Title	Authorized FY22 2021	Funded FY22 2021	Authorized FY23 2022	Funded FY23 2022	Authorized FY24 2022	Funded FY24 2022
Purchasing Manager	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Specialist	1.00	0.00	1.00	0.00	1.00	0.00
Parts and Materials Supervisor	1.00	1.00	1.00	1.00	1.00	1.00
Lead Parts and Materials Clerk	1.00	0.00	1.00	1.00	1.00	1.00
Parts and Materials Clerk	3.00	2.00	3.00	3.00	3.00	3.00
Purchasing Agent	1.00	1.00	1.00	1.00	1.00	1.00
Purchasing Assistant	1.00	1.00	1.00	1.00	1.00	1.00
Buyer	1.00	1.00	1.00	1.00	1.00	1.00
Total Full-Time Equivalents (FTEs)	10.00	7.00	10.00	9.00	10.00	9.00

**FY23 & FY24 OPERATING BUDGET
Funded Personnel - Full Time Equivalent (FTE)
Facilities Maintenance - 2200**

Position Title	Authorized FY22 2021	Funded FY22 2021	Authorized FY23 2022	Funded FY23 2022	Authorized FY24 2022	Funded FY24 2022
Facilities Maintenance Manager	1.00	1.00	1.00	1.00	1.00	1.00
Facilities Maintenance Supervisor	1.00	1.00	1.00	1.00	1.00	1.00
Lead Facilities Maintenance Worker	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Specialist	1.00	1.00	1.00	1.00	1.00	1.00
Facilities Maintenance Worker II	7.00	5.00	7.00	4.00	7.00	4.00
Facilities Maintenance Worker I	2.00	1.00	2.00	2.00	2.00	2.00
Administrative Assistant	1.00	0.00	1.00	0.00	1.00	0.00
Custodial Supervisor	1.00	1.00	1.00	1.00	1.00	1.00
Lead Custodial Service Worker	1.00	1.00	1.00	1.00	1.00	1.00
Custodial Service Worker	7.00	6.00	7.00	6.00	7.00	6.00
Total Full-Time Equivalents (FTEs)	23.00	18.00	23.00	18.00	23.00	18.00

**FY23 & FY24 OPERATING BUDGET
Funded Personnel - Full Time Equivalent (FTE)
Paratransit - 3100**

Position Title	Authorized FY22 2021	Funded FY22 2021	Authorized FY23 2022	Funded FY23 2022	Authorized FY24 2022	Funded FY24 2022
Operations Manager: Paratransit Division	1.00	1.00	1.00	1.00	1.00	1.00
Accessible Services Coordinator*	1.00	1.00	0.00	0.00	0.00	0.00
Paratransit Eligibility Coordinator	1.00	1.00	1.00	1.00	1.00	1.00
Assistant Operations Manager: Paratransit	1.00	0.00	1.00	0.00	1.00	0.00
Reservation & Scheduling Coord	1.00	0.00	1.00	0.00	1.00	0.00
Safety/Road Response Coord	1.00	0.00	1.00	0.00	1.00	0.00
Dispatcher	5.00	0.00	5.00	0.00	5.00	0.00
Dispatcher/Scheduler	5.00	5.00	5.00	5.00	5.00	5.00
Paratransit Clerk I-II-III	2.00	1.00	2.00	1.00	2.00	1.00
Van Operator**	34.00	30.00	34.00	31.00	34.00	31.00
Paratransit Supervisor	3.00	3.00	3.00	3.00	3.00	3.00
Total Full-Time Equivalents (FTEs)	55.00	42.00	54.00	42.00	54.00	42.00

* Position renamed to Mobility Training Coordinator and moved to Customer Service

**added 1 FTE to be funded by Measure D sales tax revenue

**FY23 & FY24 OPERATING BUDGET
Funded Personnel - Full Time Equivalent (FTE)
Operations - 3200**

Position Title	Authorized FY22 2021	Funded FY22 2021	Authorized FY23 2022	Funded FY23 2022	Authorized FY24 2022	Funded FY24 2022
Operations Manager: Fixed Route Division	1.00	1.00	1.00	1.00	1.00	1.00
Assistant Operations Manager	1.00	0.00	1.00	0.00	1.00	0.00
Transit Supervisor	15.00	11.00	15.00	11.00	15.00	11.00
Safety & Training Coordinator	1.00	1.00	2.00	2.00	2.00	2.00
Assistant Safety & Training Coordinator	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Supervisor	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	1.00	1.00	1.00	1.00	1.00	1.00
Payroll Specialist	1.00	1.00	1.00	1.00	1.00	1.00
Total Full-Time Equivalents (FTEs)	22.00	17.00	23.00	18.00	23.00	18.00

**FY23 & FY24 OPERATING BUDGET
Funded Personnel - Full Time Equivalent (FTE)
Bus Operators - 3300**

Position Title	Authorized		Funded		Authorized		Funded		Authorized		Funded	
	FY22 2021	171.00	FY22 2021	152.00	FY23 2022	171.00	FY23 2022	155.00	FY24 2022	171.00	FY24 2022	155.00
Bus Operators *	171.00		152.00		171.00		155.00		171.00		155.00	
Total Full-Time Equivalents (FTEs)	171.00		152.00		171.00		155.00		171.00		155.00	

**added 3 FTE to be funded by Measure D sales tax revenue

Attachment D

FY23 & FY24 OPERATING BUDGET Funded Personnel - Full Time Equivalent (FTE) Fleet Maintenance - 4100

Position Title	FY22		FY23		FY24	
	Authorized 2021	Funded FY22 2021	Authorized FY23 2022	Funded FY23 2022	Authorized FY24 2022	Funded FY24 2022
Maintenance Manager	1.00	1.00	1.00	1.00	1.00	1.00
Fleet Maintenance Supervisor	3.00	2.00	3.00	2.00	3.00	2.00
Lead Mechanic	6.00	4.00	6.00	4.00	6.00	4.00
Mechanic III	4.00	2.00	4.00	2.00	4.00	2.00
Mechanic I - II	18.00	15.00	18.00	15.00	18.00	15.00
Assistant Maintenance Manager	1.00	0.00	1.00	0.00	1.00	0.00
Vehicle Body Repair Mechanic	1.00	0.00	1.00	0.00	1.00	0.00
Administrative Assistant Supervisor	1.00	0.00	1.00	0.00	1.00	0.00
Administrative Specialist	1.00	0.00	1.00	0.00	1.00	0.00
Administrative Clerk	1.00	0.00	1.00	0.00	1.00	0.00
Accounting Technician/Senior	2.00	1.00	2.00	1.00	2.00	1.00
Upholsterer I - II	1.00	1.00	1.00	1.00	1.00	1.00
Lead Vehicle Service Worker	2.00	2.00	2.00	2.00	2.00	2.00
Vehicle Service Detailer	2.00	2.00	2.00	2.00	2.00	2.00
Vehicle Service Worker I - II	12.00	7.00	12.00	7.00	12.00	7.00
Electronic Technician	2.00	1.00	2.00	1.00	2.00	1.00
Total Full-Time Equivalents (FTEs)	58.00	38.00	58.00	38.00	58.00	38.00

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 CAPITAL BUDGET/ANTICIPATED SPENDING
AS OF JUNE 2022

	PROJECT/ACTIVITY	RESTRICTED	PTWISEA (1B)	STIP	LCTOP	LPP	CAPITAL RESTRICTED STA	STA-SB1 (XFR FROM OPER BUDGET)	BUS REPLACEMENT FUND		MEASURE D (XFR FROM OPER BUDGET)	OPERATING & CAPITAL RESERVE FUND	TOTAL
									RESTRICTED	RESTRICTED			
									\$3M PER YEAR (MEASURE D + SB1 STA&SGR)				
									RESTRICTED	RESTRICTED			
		FEDERAL FUNDS											
Construction Related Projects													
1	19-0001 New METRO Owned Paracruz Facility-FY20 LPP (Grant Match for 5339(b))											\$ 1,038,256	\$ 1,038,256
2	19-0002 Pacific Station/Metro Center Redevelopment w/ City of SC										\$ 200,000	\$ 200,000	\$ 200,000
3	23-0005b New Hydrogen Fueling Station + Project Management	\$ 724,600										\$ 87,400	\$ 812,000
	Subtotal	\$ 724,600										\$ 1,125,656	\$ 2,050,256
IT Projects													
4	19-0004 ERP Consultant & System											\$ 1,650,000	\$ 1,650,000
	Subtotal											\$ 1,650,000	\$ 1,650,000
Facilities Upgrades & Improvements													
5	19-0006 Maint Yard-Security Hardening/Expanded Parking											\$ 100,000	\$ 100,000
6	19-0006b Demolition of two structures & repair of sinkhole											\$ 436,714	\$ 436,714
7	19-0013 JKS Facility - Upper Security Gates (Reserves)											\$ 229,000	\$ 229,000
8	19-0020 Admin Bldg. Engineering & Renovations											\$ 20,000	\$ 20,000
9	19-0018a Awning @ Fueling Station - Construction Phase (FTA 5339a FY2)	\$ 238,908										\$ -	\$ 238,908
10	23-0005c Maintenance Facility Upgrades (FY22 FTA LoNo)	\$ 450,000										\$ 50,000	\$ 500,000
	Subtotal	\$ 688,908										\$ 835,714	\$ 1,524,622
Revenue Vehicle Purchases, Replacements & Campaigns													
11	19-0027 FY18 STIP - AVL/ITS (STIP, Measure D)												
12	20-0001 7 Replacement Paracruz Vans (FY19 LPP, Measure D)			\$ 273,130								\$ 226,870	\$ 500,000
13	19-0032 3 New Flyer Repl. Capital Lease - Year 4 of 6 Prin Only - (Measure D) Interest funded in Operating Budget \$32K					\$ 302,000						\$ 303,131	\$ 605,131
14	22-0005 Automatic Passenger Counters (APCs)											\$ 275,408	\$ 275,408
15	23-0001 13 CNGs (7 '35', 6 '40', FY23/24/25 (FY22 FTA 5307 + BRF-SGR - FY20,FY21,FY22)	\$ 524,355										\$ -	\$ 640,000
16	23-0002 4 ARTICS FY24 (FY22 FTA 5307 + BRF-SGR - FY22, FY23)	\$ 3,920,000								\$ 980,000		\$ -	\$ 4,900,000
17	23-0006 1 Diesel Artic (replacement) & 2 CNGs (FY22 Congressionally District Funding + BRF- Measure D)	\$ 1,840,000										\$ 460,000	\$ 2,300,000
18	23-0007 2 CNGs (FY20,21 & 22 LPP +100% Match BRF-Measure D)	\$ -				\$ 903,000						\$ 903,000	\$ 1,806,000
19	23-0008 3 CNGs (FTA FY22 5339a the State Rural Discretionary)	\$ 1,680,000										\$ -	\$ 2,100,000
	Subtotal	\$ 7,964,355		\$ 273,130	\$ -	\$ 1,205,000	\$ -	\$ -	\$ 980,000	\$ -	\$ 2,588,409	\$ 115,645	\$ 13,126,539

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 CAPITAL BUDGET/ANTICIPATED SPENDING
AS OF JUNE 2022

PROJECT/ACTIVITY	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	CAPITAL RESTRICTED STA	STA-SB1 (XFR FROM OPER BUDGET)	BUS REPLACEMENT FUND		OPERATING & CAPITAL RESERVE FUND	TOTAL	
													PTWISEA (1B)	STIP			LCTOP
Revenue Vehicle Purchases, Replacements & Campaigns-Fleet Electrification Projects																	
20 19-0037 4 ZEBs - Highway 17 (FTA 5339c FY16, Measure D, HVIP)	\$ 3,516,587																\$ 4,595,654
21 19-0041 Completion of JKS Facility-ZEB Yard Charging Infrastructure																	\$ 224,757
22 19-0042 ZEB Deployment & Fleet Planning (CITE)												\$ 21,720					\$ 67,225
23 23-0003 1 ZEB (FY20 LCTOP+Interest+HVIP)																	\$ 88,945
24 23-0005a 20 Fuel Cell Buses/Workforce Development (FY22 FTA LoNo + BRF: SGR FY23/24 + Measure D)	\$ -																\$ 1,250,000
Subtotal	\$ 3,516,587	\$ -	\$ -	\$ 1,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,720	\$ -	\$ -	\$ 1,079,067	\$ -	\$ 6,159,356
Non-Revenue Vehicle Purchases & Replacements																	
25 21-0006 Service Truck (FTA 5339a FY20)	\$ 150,000																\$ 150,000
26 23-0009 Replace 6 gasoline Non-Rev Vehicles (FTA Congressional Direct Funding)	\$ 306,000																\$ 306,000
Subtotal	\$ 456,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 510,000
Fleet & Maint Equipment																	
27 21-0004 Golf Club Part Washers (FTA 5338a FY20 + Reserves)	\$ 80,000																\$ 80,000
Subtotal	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Office Equipment																	
																	\$ -
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Misc.																	
28 23-0004 Misc Capital Contingency-\$800K - 11/15/19 BOD+\$100K																	\$ 212,000
29 23-0004a 5/21/2021+\$1M 03/25/2022																	\$ 51,000
30 23-0004b Scotts Valley Transit Center Security																	\$ 7,000
31 23-0004c Trash Enclosures																	\$ 30,000
Exercise Equipmnet./ Refrigeratorsat OPS																	\$ 300,000
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
TOTAL CAPITAL PROJECTS	\$ 13,430,450	\$ -	\$ 273,130	\$ 1,250,000	\$ 1,205,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,720	\$ 980,000	\$ 3,867,476	\$ 4,472,997	\$ 25,500,773	

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 CAPITAL BUDGET/ANTICIPATED SPENDING
AS OF JUNE 2022

PROJECT/ACTIVITY	RESTRICTED	RESTRICTED	PTMISEA (1B)	STIP	LCTOP	LPP	CAPITAL RESTRICTED STA	STA-SB1 (XFR FROM OPER BUDGET)	BUS REPLACEMENT FUND		OPERATING & CAPITAL RESERVE FUND	TOTAL
									RESTRICTED	RESTRICTED		
CAPITAL PROGRAM FUNDING												
Federal Sources of Funds:												
Federal Grants (FTA)	\$ 13,430,450											\$ 13,430,450
Surface Transportation Block Grant (STBG)	\$ -											\$ -
State Sources of Funds:												
PTMISEA (1B)	\$ -											\$ -
Slate Transportation Improvement Program (STIP)		\$ 273,130										\$ 273,130
Low Carbon Transit Operations Program (LCTOP)				\$ 1,250,000								\$ 1,250,000
Local Partnership Program (LPP)					\$ 1,205,000							\$ 1,205,000
State Transit Assistance (STA)-Prior Years							\$ -	\$ 21,720				\$ 21,720
Transfers from Operating Budget (STA-SB1)									\$ 980,000			\$ 980,000
Transfers from Operating Budget (Measure D)										\$ 3,867,476		\$ 3,867,476
Local Sources of Funds:												
Operating and Capital Reserve Fund											\$ 4,472,997	\$ 4,472,997
TOTAL CAPITAL FUNDING BY FUNDING SOURCE	\$ 13,430,450	\$ 273,130	\$ -	\$ 273,130	\$ 1,250,000	\$ 1,205,000	\$ -	\$ 21,720	\$ 980,000	\$ 3,867,476	\$ 4,472,997	\$ 25,500,773
Restricted Funds	\$ 13,430,450	\$ -	\$ -	\$ 273,130	\$ 1,250,000	\$ 1,205,000	\$ -	\$ -	\$ 980,000	\$ 3,867,476		\$ 21,006,056
Unrestricted Funds								\$ 21,720			\$ 4,472,997	\$ 4,494,717
TOTAL CAPITAL FUNDING	\$ 13,430,450	\$ -	\$ -	\$ 273,130	\$ 1,250,000	\$ 1,205,000	\$ -	\$ 21,720	\$ 980,000	\$ 3,867,476	\$ 4,472,997	\$ 25,500,773
* NOTE: The amounts listed here represent the amounts committed against awards and projects, and therefore will not equal the \$3M allocated to the Bus Replacement Fund in any given year.												

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 CAPITAL BUDGET/PORTFOLIO
AS OF JUNE 2022

	PROJECT/ACTIVITY	RESTRICTED	PTWISEA (1B)	STIP	LCTOP	LPP	CAPITAL RESTRICTED STA	STA-SB1 (XFR FROM OPER BUDGET)	BUS REPLACEMENT FUND		OPERATING & CAPITAL RESERVE FUND	TOTAL
									\$3M PER YEAR (MEASURE D + SB1 STA&SGR)	RESTRICTED		
Construction Related Projects												
1	19-0001 New METRO Owned Paracruz Facility-FY20 LPP (Grant Match for 5339(b))										\$ 2,038,256	\$ 2,038,256
2	19-0002 Pacific Station/Metro Center Redevelopment w/ City of SC										\$ 4,000,000	\$ 4,000,000
3	23-0005b New Hydrogen Fueling Station + Project Management	\$ 7,246,000									\$ 874,000	\$ 8,120,000
	Subtotal	\$ 7,246,000									\$ 2,912,256	\$ 14,158,256
IT Projects												
4	19-0004 ERP Consultant & System										\$ 3,650,000	\$ 3,650,000
	Subtotal										\$ 3,650,000	\$ 3,650,000
Facilities Upgrades & Improvements												
5	19-0006 Maint Yard-Security Hardening/Expanded Parking										\$ 419,156	\$ 419,156
6	19-0006b Demolition of two structures & repair of sinkhole										\$ 436,714	\$ 436,714
7	19-0013 JKS Facility - Upper Security Gates (Reserves)										\$ 229,000	\$ 229,000
8	19-0020 Admin Bldg. Engineering & Renovations										\$ 20,000	\$ 20,000
9	19-0018a Awning @ Fueling Station - Construction Phase (FTA 5339a FY2)	\$ 238,908										\$ 238,908
10	23-0005c Maintenance Facility Upgrades (FY22 FTA LoNo)	\$ 1,350,000									\$ 150,000	\$ 1,500,000
	Subtotal	\$ 1,588,908									\$ 1,254,870	\$ 2,843,778
Revenue Vehicle Purchases, Replacements & Campaigns												
11	19-0027 FY18 STIP - AVL/ITS (STIP, Measure D)										\$ 497,837	\$ 1,097,188
12	20-0001 7 Replacement Paracruz Vans (FY19 LPP, Measure D)	\$ 599,351				\$ 302,000					\$ 303,131	\$ 605,131
13	19-0032 (Measure D) Interest funded in Operating Budget \$32K - 3 New Flyer Repl. Capital Lease - Year 4 of 6 Prim Only - Automatic Passenger Counters (APCs)										\$ 392,593	\$ 392,593
14	22-0005 13 CNGs (7 '35', 6 '40', FY23/24/25 (FY22 FTA 5307 + BRF-SGR - FY20,FY21,FY22)	\$ 524,355									\$ 115,645	\$ 640,000
15	23-0001 BRF-SGR - FY20,FY21,FY22)	\$ 7,280,000							\$ 1,820,000			\$ 9,100,000
16	23-0002 4 ARTICS FY24 (FY22 FTA 5307 + BRF-SGR - FY22, FY23)	\$ 3,200,000							\$ 800,000			\$ 4,000,000
17	23-0006 1 Diesel Artic (replacement) & 2 CNGs (FY22 Congressionally District Funding + BRF- Measure D)	\$ 1,840,000								\$ 460,000		\$ 2,300,000
18	23-0007 2 CNGs (FY20,21 & 22 LPP +100% Match BRF-Measure D)	\$ -				\$ 903,000			\$ -		\$ 903,000	\$ 1,806,000
19	23-0008 3 CNGs (FTA FY22 5339a the State Rural Discretionary)	\$ 1,680,000									\$ 420,000	\$ 2,100,000
	Subtotal	\$ 14,524,355				\$ 1,205,000			\$ 2,620,000		\$ 115,645	\$ 22,040,912

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 CAPITAL BUDGET/PORTFOLIO
AS OF JUNE 2022

PROJECT/ACTIVITY	RESTRICTED	PTWISEA (1B)	RESTRICTED	STIP	LCTOP	RESTRICTED	LPP	CAPITAL RESTRICTED STA	STA-SB1 (XFR FROM OPER BUDGET)	BUS REPLACEMENT FUND		OPERATING & CAPITAL RESERVE FUND	TOTAL
										RESTRICTED	RESTRICTED		
										\$3M PER YEAR (MEASURE D + SB1 STA&SGR)	RESTRICTED	RESTRICTED	
Revenue Vehicle Purchases, Replacements & Campaigns-Fleet Electrification Projects													
20 19-0037 4 ZEBs - Highway 17 (FTA 5339c FY16, Measure D, HVIP)	\$ 3,516,587												\$ 4,595,654
21 19-0041 Completion of JKS Facility-ZEB Yard Charging Infrastructure											\$ 1,079,067		\$ 224,757
22 19-0042 ZEB Deployment & Fleet Planning (CTE)					\$ 1,250,000				\$ 21,720			\$ 67,225	\$ 88,945
23 23-0003 1 ZEB (FY20 LCTOP+Interest+HVIP)													\$ 1,250,000
24 23-0005a 20 Fuel Cell Buses/Workforce Development (FY22 FTA LoNo + BRF: SGR FY23/24 + Measure D)	\$ 30,670,440				\$ 1,250,000				\$ 940,064	\$ 4,616,762			\$ 36,227,256
Subtotal	\$ 34,187,027	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,720	\$ 5,695,819	\$ 291,982	\$ -	\$ 42,386,612
Non-Revenue Vehicle Purchases & Replacements													
25 21-0006 Service Truck (FTA 5339a FY20)	\$ 150,000												\$ 150,000
26 23-0009 Replace 6 gasoline Non-Rev Vehicles (FTA Congressional Direct Funding)	\$ 612,850											\$ 108,150	\$ 721,000
Subtotal	\$ 762,850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,150	\$ 871,000
Fleet & Maint Equipment													
27 21-0004 Golf Club Part Washers (FTA 5338a FY20 + Reserves)	\$ 80,000											\$ 100,000	\$ 180,000
Subtotal	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 180,000
Office Equipment													
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Misc.													
28 23-0004 Misc Capital Contingency-\$800K - 11/15/19 BOD+\$100K												\$ 812,000	\$ 812,000
29 23-0004a 5/21/2021+\$1M 03/25/2022												\$ 51,000	\$ 51,000
30 23-0004b Scotts Valley Transit Center Security												\$ 7,000	\$ 7,000
31 23-0004c Trash Enclosures												\$ 30,000	\$ 30,000
Exercise Equipmnet./ Refrigeratorsat OPS												\$ 900,000	\$ 900,000
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900,000	\$ 900,000
TOTAL CAPITAL PROJECTS	\$ 58,389,140	\$ -	\$ 599,351	\$ 1,250,000	\$ 1,205,000	\$ -	\$ 1,205,000	\$ -	\$ 21,720	\$ 3,560,064	\$ 12,672,380	\$ 9,332,902	\$ 87,030,557

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY23 CAPITAL BUDGET/PORTFOLIO
AS OF JUNE 2022

PROJECT/ACTIVITY	RESTRICTED	RESTRICTED	PTMISEA (1B)	RESTRICTED	STIP	LCTOP	LPP	CAPITAL RESTRICTED STA	STA-SB1 (XFR FROM OPER BUDGET)	BUS REPLACEMENT FUND		OPERATING & CAPITAL RESERVE FUND	TOTAL
										\$3M PER YEAR (MEASURE D + SB1 STA&SGR) RESTRICTED	RESTRICTED		
CAPITAL PROGRAM FUNDING													
Federal Sources of Funds:													
Federal Grants (FTA)	\$ 58,389,140												\$ 58,389,140
Surface Transportation Block Grant (STBG)	\$ -												\$ -
State Sources of Funds:													
PTMISEA (1B)		\$ -											\$ -
Slate Transportation Improvement Program (STIP)		\$ 599,351											\$ 599,351
Low Carbon Transit Operations Program (LCTOP)				\$ 1,250,000									\$ 1,250,000
Local Partnership Program (LPP)						\$ 1,205,000							\$ 1,205,000
State Transit Assistance (STA)-Prior Years								\$ -	\$ 21,720				\$ 21,720
Transfers from Operating Budget (STA-SB1)										\$ 3,560,064			\$ 3,560,064
Transfers from Operating Budget (Measure D)											\$ 12,672,380		\$ 12,672,380
Local Sources of Funds:													
Operating and Capital Reserve Fund												\$ 9,332,902	\$ 9,332,902
TOTAL CAPITAL FUNDING BY FUNDING SOURCE	\$ 58,389,140	\$ -	\$ -	\$ 599,351	\$ 1,250,000	\$ 1,205,000	\$ -	\$ -	\$ 21,720	\$ 3,560,064	\$ 12,672,380	\$ 9,332,902	\$ 87,030,557
Restricted Funds	\$ 58,389,140	\$ -	\$ -	\$ 599,351	\$ 1,250,000	\$ 1,205,000	\$ -	\$ -	\$ -	\$ 3,560,064	\$ 12,672,380	\$ -	\$ 77,675,935
Unrestricted Funds									\$ 21,720			\$ 9,332,902	\$ 9,354,622
TOTAL CAPITAL FUNDING	\$ 58,389,140	\$ -	\$ -	\$ 599,351	\$ 1,250,000	\$ 1,205,000	\$ -	\$ -	\$ 21,720	\$ 3,560,064	\$ 12,672,380	\$ 9,332,902	\$ 87,030,557
* NOTE: The amounts listed here represent the amounts committed against awards and projects, and therefore will not equal the \$3M allocated to the Bus Replacement Fund in any given year.													

Attachment F

BOARD MEMBER TRAVEL

FY23

American Public Transportation Association (APTA) Meetings

Legislative Conference
March 2023
Washington, DC
Three Board Members

Annual Conference
October 2022
Seattle, WA
Two Board Members

California Transit Association (CTA) Meetings

Annual Meeting
November 2022
TBD – *May be virtual*
One Board Member

Legislative Conference
May 2023
TBD – *May be virtual*
One Board Member

Additional Travel

Meetings with legislators and government officials in Washington, D.C., San Francisco and Sacramento, as approved by the Chair of the Board.

Expenses related to Board members meeting with CEO/General Manager and staff.

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Attachment G

EMPLOYEE INCENTIVE PROGRAM FY23 and FY24

EVENT/ACTIVITY	FY23	FY24
District Service Awards	\$ 4,121	\$ 4,222
Employee Picnic & Holiday Party	5,151	5,276
Transit Driver Appreciation Day	1,030	1,055
Employee Appreciation Events		
Administration	8,242	8,443
Marketing, Communications, and Customer Service	1,200	1,216
Safety, Security, and Risk Management	5,933	6,084
Operations	6,500	
District Holiday celebrations	3,000	3,000
Awards		
Fixed Route	1,000	1,050
Paratransit	309	316
Safe Driver Patches and Certificates	1,000	1,050
Line Instruction Patches	1,000	1,050
TOTALS	\$ 38,486	\$ 32,762

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Attachment H

Board Authorized METRO Support Activities

FY23 and FY24

Santa Cruz County Fair

Santa Cruz Follies

Christmas Parade - Tentatively Santa Cruz

4th of July Parades - Tentatively Scotts Valley & Watsonville

Leadership Santa Cruz

Santa Cruz County Chamber of Commerce Business Expo

Earth Day Event - SJ State University & Pacific Station

CA Clean Air Day Event - Pacific Station

Stuff the Bus

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Attachment I

MEMBERSHIPS FY23 and FY24

MEMBERSHIPS / Dues & Subscriptions

	FY23	FY24
Administration		
APTA Annual Dues	\$ 39,250	\$ 40,035
Bus Coalition	7,727	7,915
CalACT Membership Dues	1,087	1,113
Chamber of Commerce Membership	2,369	2,427
Community Transportation Assn of America (CTAA)	4,018	4,116
CTA	18,544	18,995
CTE Center for Transportation	5,151	5,276
Eastern Contra Costa Transit Agency (ZEBRA)	3,091	3,166
Letter Press - Transit Access Report	695	712
Monterey Bay Economic Partnership (MBEP)	5,151	5,276
National Notary	773	792
Register-Pajaronian	64	66
SC Sentinel	155	159
Total:	\$ 88,075	\$ 90,048
Finance		
California Society of Municipal Finance Officers (CSMFO)	\$ 227	\$ 233
Government Finance Officers Association (GFOA)	309	316
Kiplinger Letters	103	105
Total:	\$ 639	\$ 654
Human Resources		
Cal Chamber	\$ 875	\$ 896
California Public Employers Labor Relations Association (CalPERLA)	1,030	1,055
John Dash	489	501
Northern California Human Resources Association (NCHRA)	515	527
Society for Human Resource Management (SHRM)	861	883
Total:	\$ 3,770	\$ 3,862
Safety, Security, and Risk Management		
Total:	\$ 412	\$ 422
Purchasing		
California Association of Public Procurement Officials (CAPPO)	\$ 130	\$ 133
Amazon Prime	210	215
Total:	\$ 340	\$ 348
Fleet Maintenance		
All Data	\$ 1,000	\$ 1,000
Allison Transport. Software	2,000	2,000
Cummins INSITE Fleet books Software	3,000	3,000
John Deere Software	600	600
Mitchell Online Vehicle Manuals	500	500
Southern California Regional Transit Training Consortium (SCR TTC)	1,000	1,000
Total:	\$ 8,100	\$ 8,100
GRAND TOTAL	\$ 101,336	\$ 103,434

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Measure D: 5-Year Program of Projects (FY23/24-FY24/25)
 Agency: Santa Cruz METRO
 Expenditure Plan Category: Transportation for E&D

Measure D Revenues

	FY23/24	FY24/25	FY25/26	FY26/24	FY27/28
Estimated Annual Measure D Allocations <i>(update for your agency per RTC notice)</i>	\$4,161,254	\$4,244,479	\$4,329,369	\$4,415,956	\$4,504,275

Name/Road/limits	Description, complete streets components	Total Measure D	Amount of Measure funds to be used					Total cost estimate	Other Funds \$	Other fund sources	Est. Construction start date	Major project? (yes/no)
			FY23	FY24	FY25	FY26	FY27/28					
Fixed route - 7 operators (average cost of Operator with benefits plus cost of mileage driven in year)	frequency, span of service - Routes 35, 40, 41, 68, 69A, 71, 72, 75, 79, 91X		956,788	956,018	981,939	1,008,238	1,032,423					
Fixed route - 4 operators (average cost of Operator with benefits plus cost of mileage driven in year)	Extra Board staffing to ensure reliability/delivery of all service		546,736	546,296	561,108	576,136	589,956					
Fixed route - 1 operator (average cost of Operator with benefits plus cost of mileage driven in year)	Route 71 weekend - 17 additional trips to provide 30 minute frequency in/outbound for 8 hours during the days		136,684	136,574	140,277	144,034	147,489					
Sustaining of ParaCruz service levels	2 operator minus farebox recovery		167,746	165,350	169,924	174,342	177,830					
Total Operations support			1,807,954	1,804,238	1,853,248	1,902,750	1,947,698					
Capital - vehicle replacement & improvements	Funds will be used to maintain METRO's fixed-route and ParaCruz bus fleet in a state of good repair. In addition, \$1 million per year for four successive years starting in FY20 will be dedicated to the redevelopment of Pacific Station in conjunction with the City of Santa Cruz		2,353,300	2,440,241	2,476,121	2,513,206	2,556,577					
Fixed-route bus and ParaCruz operations	Measure D funding received by METRO will be used to increase Fixed-route service, sustain ParaCruz service, maintain service reliability, and to allow for the purchase of new Fixed-route buses and ParaCruz vans.	21,655,333	\$4,161,254	\$4,244,479	\$4,329,369	\$4,415,956	\$4,504,275		Fares, 1979 Sales Tax, TDA, FTA, 5307, STA, STIC, Fuel Tax Credits	Non-applicable	Non-applicable	

Estimated Annual Measure D Expenditures	\$4,161,254	\$4,244,479	\$4,329,369	\$4,415,956	\$4,504,275
Carry over to next fiscal year	\$0	\$0	\$0	\$0	\$0
Annual Interest Earnings on Measure D Revenues	\$0	\$0	\$0	\$0	\$0

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Effective 04/25/22 (FY22) / Adopted by the Board as of March 25, 2022

MANAGEMENT
SALARY SCHEDULE: Monthly, Yearly and Hourly

<u>Title</u>	<u>Hire Date (Year 1)</u>
CEO/General Manager	
Monthly Salary	21,250.00
Yearly Salary	255,000.00
Hourly Rate	122.60



MANAGEMENT HOURLY RATES SCHEDULE

Effective 06/23/22 (FY23) / Adopted by the Board as of May 20, 2022

Title	Step 1	Step 1 L	Step 1 LL	Step 2	Step 2 L	Step 2 LL	Step 3	Step 3 L	Step 3 LL	Step 4	Step 4 L	Step 4 LL	Step 5	Step 5 L	Step 5 LL	Step 6	Step 6 L	Step 6 LL	
Chief Operating Officer	73.14	76.80	80.46	84.48	88.90	93.13	88.90	93.13	88.90	93.13	88.90	93.13	88.90	93.13	88.90	93.13	98.02	102.69	
Maintenance Manager	57.16	60.02	62.88	66.02	69.32	72.79	66.17	69.32	66.17	69.32	66.17	69.32	66.17	69.32	66.17	69.32	72.95	76.60	
Chief Financial Officer (CFO)	73.14	76.80	80.46	84.48	88.90	93.13	88.90	93.13	88.90	93.13	88.90	93.13	88.90	93.13	88.90	93.13	98.02	102.69	
Planning and Development Director	62.35	65.47	68.59	72.01	75.62	79.40	68.74	72.18	75.62	79.40	72.18	75.62	79.40	72.18	75.62	79.40	83.56	87.54	
Human Resources Director	68.60	72.03	75.46	79.23	83.19	87.35	79.41	83.38	87.35	91.72	83.38	87.35	91.72	83.38	87.35	91.72	96.31	101.31	
Information Technology and Intelligent Transportation Systems Director	68.60	72.03	75.46	79.23	83.19	87.35	79.41	83.38	87.35	91.72	83.38	87.35	91.72	83.38	87.35	91.72	96.31	101.31	
Marketing, Communications and Customer Service Director	50.17	52.68	55.19	57.94	60.85	63.88	58.08	60.85	63.88	66.82	60.98	63.88	66.82	60.98	63.88	66.82	70.43	74.43	
Purchasing and Special Projects Director	50.17	52.68	55.19	57.94	60.85	63.88	58.08	60.85	63.88	66.82	60.98	63.88	66.82	60.98	63.88	66.82	70.43	74.43	
Senior Database Administrator	54.68	57.41	60.14	63.15	66.30	69.61	60.28	63.29	66.30	69.61	66.45	69.61	66.45	69.61	66.45	69.61	73.26	76.75	
Finance Deputy Director	54.84	57.58	60.32	63.34	66.50	69.82	60.46	63.48	66.50	69.82	66.65	69.82	66.65	69.82	66.65	69.82	73.48	76.98	
Human Resources Deputy Director	51.47	54.04	56.61	59.44	62.42	65.54	56.74	59.88	62.42	65.54	62.56	65.54	62.56	65.54	62.56	65.54	68.97	72.25	
Operations Manager - Fixed Route Division	44.94	47.19	49.44	51.91	54.51	57.23	49.55	52.03	54.51	57.23	54.63	57.23	54.63	57.23	54.63	57.23	60.23	63.10	
Operations Manager - Paratransit Division	44.94	47.19	49.44	51.91	54.51	57.23	49.55	52.03	54.51	57.23	54.63	57.23	54.63	57.23	54.63	57.23	60.23	63.10	
Assistant Maintenance Manager	42.88	45.02	47.16	49.52	52.11	54.59	47.27	49.63	51.99	54.59	52.11	54.59	52.11	54.59	52.11	54.59	57.46	60.20	
Facilities Maintenance Manager	48.59	51.02	53.45	56.12	58.93	61.87	53.57	56.25	58.93	61.87	59.06	61.87	59.06	61.87	59.06	61.87	65.11	68.21	
Database Administrator	47.55	49.93	52.31	54.93	57.67	60.55	52.43	55.05	57.67	60.55	57.80	60.55	57.80	60.55	57.80	60.55	63.72	66.75	
Safety, Security and Risk Management Director	53.84	56.53	59.22	62.19	65.30	68.57	59.36	62.33	65.30	68.57	65.45	68.57	65.45	68.57	65.45	68.57	72.16	75.60	
Assistant Operations Manager	33.71	35.40	37.09	38.94	40.89	42.93	37.17	39.03	40.89	42.93	39.03	40.89	42.93	39.03	40.89	42.93	45.18	47.33	
Project Manager	33.71	35.40	37.09	38.94	40.89	42.93	37.17	39.03	40.89	42.93	39.03	40.89	42.93	39.03	40.89	42.93	45.18	47.33	
Purchasing Manager	42.88	45.02	47.16	49.52	52.11	54.59	47.27	49.63	51.99	54.59	52.11	54.59	52.11	54.59	52.11	54.59	57.46	60.20	
Customer Service Manager	34.88	36.62	38.36	40.28	42.29	44.41	38.45	40.37	42.29	44.41	40.37	42.29	44.41	40.37	42.29	44.41	46.74	48.97	
**Revenue Account Program Manager	33.71	35.40	37.09	38.94	40.89	42.93	37.17	39.03	40.89	42.93	39.03	40.89	42.93	39.03	40.89	42.93	45.18	47.33	
*** Capital Planning and Grants Programs Manager	49.16	51.62	54.08	56.78	59.62	62.61	54.20	56.91	59.62	62.61	59.76	62.61	59.76	62.61	59.76	62.61	65.89	69.03	
Executive Assistant	32.80	34.44	36.08	37.88	39.76	41.77	36.16	37.97	39.76	41.77	39.87	41.77	39.87	41.77	39.87	41.77	43.95	46.04	
L = 10 Years Longevity (5%); LL = 15 Years Longevity (5%+5%)																			

Longevity Pay is based only on length of service.																			
* Position added and adopted by the Board on 11-20-2020																			
** New position proposed to be added and adopted by the Board on 09-24-2021																			
*** Updated Schedule : CEO/General Manager Position removed, to be adopted by the Board on 03-25-2022																			
**** New position added and adopted by the Board on 05-20-2022																			

MANAGEMENT																		
YEARLY SALARY SCHEDULE																		
	Step 1	Step 1 LL	Step 2	Step 2 L	Step 2 LL	Step 3	Step 3 L	Step 3 LL	Step 4	Step 4 L	Step 4 LL	Step 5	Step 5 L	Step 5 LL	Step 6	Step 6 L	Step 6 LL	
Title																		
Effective 06/23/22 (FY23) / Adopted by the Board as of May, 20, 2022																		
Chief Operating Officer	152,131	159,744	167,357	159,744	167,357	175,718	167,357	176,114	184,912	176,114	184,912	184,912	193,710	184,912	193,710	193,710	203,424	213,595
Maintenance Manager	118,893	124,842	130,790	124,842	131,082	137,322	131,082	137,634	144,518	137,634	144,518	144,518	151,403	144,518	151,403	151,403	158,954	166,920
Chief Financial Officer (CFO)	152,131	159,744	167,357	159,744	167,357	175,718	167,357	176,114	184,912	176,114	184,912	184,912	193,710	184,912	193,710	193,710	203,424	213,595
Planning and Development Director	129,688	136,178	142,667	136,178	142,979	149,781	142,979	150,134	157,643	150,134	157,643	157,643	165,152	157,643	165,152	165,152	173,410	182,083
Human Resources Director	142,688	149,822	156,957	149,822	157,310	164,798	157,310	165,173	173,035	165,173	173,035	173,035	181,688	173,035	181,688	181,688	190,778	200,325
Information Technology and Intelligent Transportation Systems Director	142,688	149,822	156,957	149,822	157,310	164,798	157,310	165,173	173,035	165,173	173,035	173,035	181,688	173,035	181,688	181,688	190,778	200,325
Marketing, Communications and Customer Service Director	104,354	109,574	114,795	109,574	115,045	120,515	115,045	120,806	126,838	120,806	126,838	126,838	132,870	126,838	132,870	132,870	139,526	146,494
Purchasing and Special Projects Director	104,354	109,574	114,795	109,574	115,045	120,515	115,045	120,806	126,838	120,806	126,838	126,838	132,870	126,838	132,870	132,870	139,526	146,494
Senior Database Administrator	113,734	119,413	125,091	119,413	125,382	131,352	125,382	131,643	137,904	131,643	137,904	137,904	144,789	137,904	144,789	144,789	152,027	159,640
Finance Deputy Director	114,067	119,766	125,466	119,766	125,757	131,747	125,757	132,038	138,320	132,038	138,320	138,320	145,226	138,320	145,226	145,226	152,485	160,118
Human Resources Deputy Director	107,058	112,403	117,749	112,403	118,019	123,635	118,019	123,926	129,854	123,926	129,854	129,854	136,323	129,854	136,323	136,323	143,146	150,280
Operations Manager - Fixed Route Division	93,475	98,155	102,835	98,155	103,064	107,973	103,064	108,222	113,381	108,222	113,381	113,381	119,038	113,381	119,038	119,038	124,987	131,248
Operations Manager - Paratransit Division	93,475	98,155	102,835	98,155	103,064	107,973	103,064	108,222	113,381	108,222	113,381	113,381	119,038	113,381	119,038	119,038	124,987	131,248
Assistant Maintenance Manager	89,190	93,642	98,093	93,642	98,322	103,002	98,322	103,230	108,139	103,230	108,389	108,389	113,547	108,389	113,547	113,547	119,246	125,216
Facilities Maintenance Manager	101,067	106,122	111,176	106,122	111,426	116,730	111,426	117,000	122,574	117,000	122,574	122,574	128,845	122,574	128,845	128,845	135,117	141,877
Database Administrator	98,904	103,854	108,805	103,854	109,054	114,254	109,054	114,504	119,954	114,504	119,954	119,954	125,944	119,954	125,944	125,944	132,246	138,840
Safety, Security and Risk Management Director	111,987	117,582	123,178	117,582	123,469	129,355	123,469	129,646	135,824	129,646	135,824	135,824	142,626	135,824	142,626	142,626	149,739	157,248
Assistant Operations Manager	70,117	73,632	77,147	73,632	77,314	80,995	77,314	81,182	85,051	81,182	85,051	85,051	89,294	85,051	89,294	89,294	93,766	98,446
Project Manager	70,117	73,632	77,147	73,632	77,314	80,995	77,314	81,182	85,051	81,182	85,051	85,051	89,294	85,051	89,294	89,294	93,766	98,446
Purchasing Manager	89,190	93,642	98,093	93,642	98,322	103,002	98,322	103,230	108,139	103,230	108,389	108,389	113,547	108,389	113,547	113,547	119,246	125,216
Customer Service Manager	72,550	76,170	79,789	76,170	79,976	83,782	79,976	83,970	87,963	83,970	88,171	88,171	92,373	88,171	92,373	92,373	96,990	101,856
**Revenue Account Program Manager	70,117	73,632	77,147	73,632	77,314	80,995	77,314	81,182	85,051	81,182	85,051	85,051	89,294	85,051	89,294	89,294	93,766	98,446
*** Capital Planning and Grants Programs Manager	102,253	107,370	112,486	107,370	112,736	118,102	112,736	118,373	124,010	118,373	124,301	124,301	130,229	124,301	130,229	130,229	136,739	143,582
Executive Assistant	68,224	71,635	75,046	71,635	75,213	78,790	75,213	78,978	82,742	78,978	82,930	82,930	86,882	82,930	86,882	86,882	91,208	96,763
L = 10 Years Longevity (5%); LL = 15 Years Longevity (5%+5%)																		

Longevity Pay is based only on length of service.																		
* Position added and adopted by the Board on 11-20-2020																		
** New position proposed to be added and adopted by the Board on 09-24-2021																		
*** Updated Schedule - CEO/General Manager Position removed, to be adopted by the Board on 03-25-2022																		
**** New position added and adopted by the Board on 06-20-2022																		

Attachment M



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

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

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT TO ADOPT A BUDGET FOR FISCAL YEARS 2023 AND 2024

WHEREAS, it is in the interest of the Santa Cruz Metropolitan Transit District to adopt a budget for each fiscal year; and

WHEREAS, a budget for Capital and Operating expenses and revenues has been developed for fiscal years 2023 and 2024;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT, that the budget attached hereto as Attachment B – Attachment L and presented to the Board of Directors is hereby adopted

PASSED AND ADOPTED this 24th Day of June 2022 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

Approved:
Larry Pageler, Chair

Attachment M

Resolution No. _____
Page 2 of 2

Attest:

Michael S. Tree, CEO/General Manager _____

Approved as to form:

Julie A. Sherman, General Counsel _____



DATE: June 24, 2022
TO: Board of Directors
FROM: Julie A. Sherman, General Counsel
**SUBJECT: CONSIDERATION OF ADOPTION OF SANTA CRUZ METRO'S
AMENDED CONFLICT OF INTEREST CODE AND APPROVAL OF THE
RESOLUTION CONFIRMING THIS ACTION**

I. RECOMMENDED ACTION

Adopt METRO's amended Conflict of Interest Code for Designated Officials, Employees and Consultants and Approve the Resolution Adopting the Amended Code

II. SUMMARY

- All local agencies and special districts are required by Government Code §87300 to adopt a Conflict of Interest Code (Code).
- Government Code §87306.5 requires every local agency to review its Conflict of Interest Code in each even-numbered year and to amend the Code, if necessitated by changed circumstances.
- The Code also needs to be updated to reflect current job titles.
- Santa Cruz Metropolitan Transit District (METRO) General Counsel and CEO/General Manager have reviewed the Code and are requesting that the Board of Directors (Board) adopt the amended Code and approve the attached Resolution.

III. DISCUSSION/BACKGROUND

The Political Reform Act (PRA) regulates conflicts of interests of public officials through disclosure of financial interests and prohibitions on participation in the making of decisions in which the official knows, or has reason to know, he/she has a financial interest. The California Fair Political Practices Commission (FPPC) has also adopted regulations implementing the PRA, see Title 2 of the California Code of Regulations Section 18104 et seq.

In accordance with the PRA, all government agencies must adopt a Conflict of Interest Code, which must be reviewed each even-numbered year and amended when circumstances change, such as when new positions are created or existing positions change.

The Code has also been amended to reflect current job titles.

These changes are reflected in METRO's amended Conflict of Interest Code (Exhibit A).

General Counsel and the CEO/General Manager recommend that the Board adopt the amended Code and approve the Resolution Adopting the Amended Conflict of Interest Code (Attachment A).

IV. FINANCIAL CONSIDERATIONS/IMPACT

There is no financial consideration for this action.

V. ALTERNATIVES CONSIDERED

Periodic updates to METRO's Conflict of Interest Code are legally required, therefore there are no alternatives.

VI. ATTACHMENTS

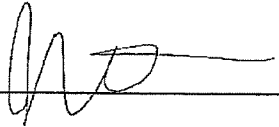
Attachment A: Resolution Adopting the Amended Conflict of Interest Code

Exhibit A: METRO's Amended Conflict of Interest Code (final and redlined versions)


Prepared by: Julie A. Sherman, General Counsel

VII. APPROVALS

Julie A. Sherman, General Counsel



Michael Tree, CEO/General Manager



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Attachment A



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

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

ADOPTING AN AMENDED CONFLICT OF INTEREST CODE PURSUANT TO THE POLITICAL REFORM ACT

WHEREAS, California Government Code Section 87306.5 requires that the Santa Cruz Metropolitan Transit District (METRO) review its Conflict of Interest Code every other year, and revise it if necessary;

WHEREAS, General Counsel and the CEO/General Manager have reviewed the current Conflict of Interest Code and have determined that the Code should be updated to reflect current job titles; and

WHEREAS, General Counsel and the CEO/General Manager recommend adopting the attached Conflict of Interest Code.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Santa Cruz Metropolitan Transit District hereby determines and orders as follows:

1. The revised Conflict of Interest Code attached and labeled "Exhibit A" is hereby adopted.
2. METRO staff is directed to transmit a copy of the revised Code to the Board of Supervisors of Santa Cruz County.

PASSED AND ADOPTED this 24th Day of June 2022 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

Attachment A

Resolution No. _____
Page 2

ABSENT: Directors -

Approved:
Larry Pageler, Chair

Attest:
Michael Tree, CEO/General Manager

Approved as to form:
Julie A. Sherman, General Counsel

Exhibit A

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

ADMINISTRATIVE CODE

TITLE IX – CONFLICT OF INTEREST

CHAPTER 1

CONFLICT OF INTEREST CODE FOR DESIGNATED OFFICIALS, EMPLOYEES, MEMBERS AND CONSULTANTS

(This chapter replaces AR-1025 pursuant to Resolution No. 15-03-01)

Amended on June 22, 2018 pursuant to Resolution No. 18-06-09

Amended on June 26, 2020 pursuant to Resolution No. 20-06-06

Amended on June 24, 2022 pursuant to Resolution No. 22-_____

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Article I **Policy**

Appendix A **Designated Positions and Assigned Disclosure Category**

Appendix B **Disclosure Categories**

Article I Policy

§9.1.101 The Political Reform Act of 1974, Government Code Sections 81000, et seq., requires State and local government agencies to adopt and promulgate Conflict of Interest Codes. The Fair Political Practices Commission has adopted a regulation, 2 California Code of Regulations Section 18730, which contains the terms of a standard Conflict of Interest Code which can be incorporated by reference, and which may be amended by the Fair Political Practices Commission to conform to amendments by the Fair Political Practices Commission in the Political Reform Act after public notice and hearings. Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission, along with the attached Appendices, designating positions and establishing disclosure categories, shall constitute the Conflict of Interest Code of the Santa Cruz Metropolitan Transit District (Santa Cruz METRO).

Individuals holding designated positions shall either electronically file their statements of economic interests with the County of Santa Cruz or file their statements of economic interests with Santa Cruz METRO, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) Santa Cruz METRO will retain a copy of each statement and forward original statements, which have not been electronically filed, to the Santa Cruz County Board of Supervisors, which shall be the filing officer.

Exhibit A

Appendix A

Designated Positions and Assigned Disclosure Category

Position	Assigned Disclosure Category
Chief Operations Officer (COO)	Category 1
District General Counsel	Category 1
Revenue Account Program Manager	Category 1
Maintenance Manager	Category 1
Finance Deputy Director	Category 1
Project Manager	Category 1
Purchasing Manager	Category 4a
Purchasing Agent	Category 4a
Purchasing Assistant	Category 4a
Human Resources Director	Category 4b
Human Resources Deputy Director	Category 4b
Information Technology and Intelligent Transportation Systems Director	Category 1
Database Administrator	Category 4b
Senior Database Administrator	Category 4b
Operations Manager: Fixed Route	Category 4b
Operations Manager: Paratransit	Category 4b
Planning and Development Director	Category 4b
Marketing, Communications & Customer Service Director	Category 4b

Exhibit A

Appendix A

Position	Assigned Disclosure Category
Customer Service Manager	Category 4b
Facilities Maintenance Manager	Category 4b
Senior Financial Analyst	Category 4b
Financial Analyst	Category 4b
Accountant II	Category 4b
Accountant III	Category 4b
Capital Planning & Grants Programs Manager	Category 4b
Safety, Security & Risk Director	Category 4b
Consultants/New Positions	*

*Pursuant to Title 2, Division 6, California Code of Regulations, section 18734, Consultants/New Positions that make or participate in the making of decisions that may foreseeably have a material effect on any financial interest are included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the Code, subject to the following limitation:

The CEO/General Manager may determine in writing that a particular consultant or a new position, is hired to perform a range of duties that are limited in scope and thus not required to comply with the disclosure requirements described in this section. Such determination shall include a statement of the consultant's or a new position's duties, and, based upon that description, a statement of the extent of disclosure requirements. The determination is a public record and shall be retained for public inspection in the same manner and location as this Conflict of Interest Code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of this Conflict of Interest Code.

Exhibit A

Appendix A

The positions listed below are NOT covered by the Conflict of Interest Code because they must file a statement of economic interests pursuant to Government Code Section 87200 and, therefore, are listed for information purposes only:

Members of the Santa Cruz METRO Board of Directors

CEO/General Manager

Chief Finance Officer (CFO)

An individual holding one of the above-listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the determination whether a position is covered by Section 87200.

Exhibit A

Appendix B

Disclosure Categories

Full Disclosure-Category 1:

All interests in real property located within the jurisdiction, as well as investments, business positions and sources of income, including gifts, loans and travel payments.

Full Disclosure (excluding interests in real property)-Category 2:

All investments, business positions in business entities, and sources of income, including gifts, loans and travel payments.

Interests in Real Property-Category 3

All interests in real property located in the jurisdiction.

General Contracting Categories-Category 4

- a) All investments, business positions and income, including gifts, loans and travel payments, from sources that provide leased facilities, goods, equipment, vehicles, machinery or services, including training or consulting services, of the type utilized by the Santa Cruz METRO.
- b) All investments, business positions and income, including gifts, loans and travel payments, from sources that provide leased facilities, goods, equipment, vehicles, machinery or services, including training or consulting services, of the type utilized by the employee's department or area of authority.

Grant/Service Providers/Agencies that Oversee Programs-Category 5

- a) A designated employee in this category must report all investments, business positions and income, including gifts, loans and travel payments, or income from a nonprofit organization, if the source is of the type to receive grants or other monies from or through the Santa Cruz METRO.
- b) All investments, business positions and income, including gifts, loans and travel payments, or income from a nonprofit organization, if the source is of the type to offer or provide consulting, rehabilitative or educational services concerning the prevention, treatment or rehabilitation of persons suffering from (alcohol related problems/drug abuse).

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Exhibit A

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

ADMINISTRATIVE CODE

TITLE IX – CONFLICT OF INTEREST

CHAPTER 1

CONFLICT OF INTEREST CODE FOR DESIGNATED OFFICIALS, EMPLOYEES, MEMBERS AND CONSULTANTS

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Individuals holding designated positions shall either electronically file their statements of economic interests with the County of Santa Cruz or file their statements of economic interests with Santa Cruz METRO, which will make the

Exhibit A

Appendix A

statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) Santa Cruz METRO will retain a copy of each statement and forward original statements, which have not been electronically filed, to the Santa Cruz County Board of Supervisors, which shall be the filing officer.

Exhibit A

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District General Counsel	Category 1
Assistant General Manager	Category 1
Revenue Account Program Manager	Category 1
Maintenance Manager	Category 1
Finance Deputy Director	Category 1
Project Manager	Category 1
Purchasing Manager	Category 4a
Purchasing Agent	Category 4a
Purchasing Assistant	Category 4a
Human Resources Director	Category 4b
Human Resources Deputy Director	Category 4b
Information Technology and Intelligent Transportation Systems Director	Category 1
Information Technology and Intelligent Transportation Systems Deputy Director	Category 4b
Database Administrator	Category 4b
Senior Database Administrator	Category 4b
Operations Manager: Fixed Route	Category 4b
Assistant Operations Manager: Fixed Route and Paratransit	Category 4b

Exhibit A

Appendix A

Position	Assigned Disclosure Category
Operations Manager: Paratransit	Category 4b
Planning and Development Director	Category 4b
Marketing, Communications & Customer Service Director	Category 4b
Customer Service Manager	Category 4b
Assistant Facilities Maintenance Manager	Category 4b
Facilities Manager	Category 4b
Senior Financial Analyst	Category 4b
Financial Analyst	Category 4b
Accountant II	Category 4b
Accountant III	Category 4b
Grants/Legislative Analyst Capital Planning & Grants Programs Manager	Category 4b
Safety, Security & Risk Director	Category 4b
Claims Investigator I Claims Investigator II	Category 4b
Consultants/New Positions	*

*Pursuant to Title 2, Division 6, California Code of Regulations, section 18734, Consultants/New Positions that make or participate in the making of decisions that may foreseeably have a material effect on any financial interest are included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the Code, subject to the following limitation:

Exhibit A

Appendix A

The CEO/General Manager may determine in writing that a particular consultant or a new position, is hired to perform a range of duties that are limited in scope and thus not required to comply with the disclosure requirements described in this section. Such determination shall include a statement of the consultant's or a new position's duties, and, based upon that description, a statement of the extent of disclosure requirements. The determination is a public record and shall be retained for public inspection in the same manner and location as this Conflict of Interest Code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of this Conflict of Interest Code.

The positions listed below are NOT covered by the Conflict of Interest Code because they must file a statement of economic interests pursuant to Government Code Section 87200 and, therefore, are listed for information purposes only:

Members of the Santa Cruz METRO Board of Directors

CEO/General Manager

Chief Finance Officer (CFO)

An individual holding one of the above-listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the determination whether a position is covered by Section 87200.

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Disclosure Categories

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Full Disclosure (excluding interests in real property)-Category 2:

All investments, business positions in business entities, and sources of income, including gifts, loans and travel payments.

Interests in Real Property-Category 3

All interests in real property located in the jurisdiction.

General Contracting Categories-Category 4

- a) All investments, business positions and income, including gifts, loans and travel payments, from sources that provide leased facilities, goods, equipment, vehicles, machinery or services, including training or consulting services, of the type utilized by the Santa Cruz METRO.
- b) All investments, business positions and income, including gifts, loans and travel payments, from sources that provide leased facilities, goods, equipment, vehicles, machinery or services, including training or consulting services, of the type utilized by the employee's department or area of authority.

Grant/Service Providers/Agencies that Oversee Programs-Category 5

- a) A designated employee in this category must report all investments, business positions and income, including gifts, loans and travel payments, or income from a nonprofit organization, if the source is of the type to receive grants or other monies from or through the Santa Cruz METRO.
- b) All investments, business positions and income, including gifts, loans and travel payments, or income from a nonprofit organization, if the source is of the type to offer or provide consulting, rehabilitative or educational services concerning the prevention, treatment or rehabilitation of persons suffering from (alcohol related problems/drug abuse).

VERBAL PRESENTATION

CEO ORAL REPORT / COVID-19 UPDATE

Michael Tree

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NEWS CLIPS

May 21, 2022 – June 24, 2022

**SANTA CRUZ
COUNTY
ARTICLES**

Lookout Santa Cruz



The rail line on the trestle above Capitola Village. (Kevin Painchaud / Lookout Santa Cruz)

The 'No's had it on Measure D. Now the big question for RTC: What can it say yes to, and when?

By: Mark Conley

Source: Lookout Santa Cruz

June 17, 2022



Thursday's first meeting of the Santa Cruz County Regional Transportation Commission board after the drubbing of Measure D showed signs of reconciliation while the public commenters illustrated much of the same politically charged rhetoric. The rail and trail question remains: Where do we go from here?

No magic wands were waved nor crystal balls brought forth at Thursday morning's post-[Measure D](#) virtual transportation gathering.

The Santa Cruz County Regional Transportation Commission took no action, as planned, and the wide array of public comment sounded very much like the same partisan messages delivered by the same unwavering voices — only this time with victory speeches and non-concession speeches.

“I am here today because the people have spoken,” began the first person invited to speak by commissioner Manu Koenig, [No On D leader Mark Mesiti-Miller](#).

Mesiti-Miller’s two-minute speech began a predictable back and forth between those who believe a 72% “No” vote, [with votes still to be counted](#), sets a clear path toward rail exploration and those who still insist the feasibility of a passenger rail future in Santa Cruz County is fool’s gold.

“Their job,” public commenter Ryan Sarnataro said of the RTC staff, “is to speak truth to ignorance.”

It was a follow-up to Sarnataro’s earlier words, which included: “I understand politically some of you are trapped between the unrealistic expectations of voters fed years of disinformation and physical and fiscal reality. (But) sometimes responsibility requires courage.”

Within the harsh rhetoric appeared hints of conciliatory sentiments — particularly from several of the commissioners themselves.

Koenig, the face most associated with the failed Greenway initiative since he served as Greenway’s executive director before entering the political arena and [ascending to county supervisors chair](#) and RTC vice-chair, was most pointed.



County Supervisor Manu Koenig during Thursday's RTC meeting.

“My hope is that with this measure done, we can leave the negativity behind us and that we can take a more collaborative approach,” he said. “As we encounter problems that we can help each other over them rather than fight each other for them. And that we can take a scientific view and look for ways to prove ourselves wrong rather than selectively seeing things that prove us right. That’s the attitude that I’m going to bring to the table, and I hope my colleagues will, too.”

Commissioner Andy Schiffrin, who has been on the other end of 6-6 votes on the RTC board from Koenig, took a moment to thank Koenig for his sentiments.

“I think it’s really important that we move forward in a positive way here,” he said. “There was a very strong message from the public. But, in the end, I think people share a very similar goal of wanting a trail that really serves the public. And I think people want transit that really serves the public.”

“It’s true,” Schiffrin continued, “we don’t know how to get there from here, and it’s going to be difficult. But I think if we work together and try to look for solutions that extend the trail and move forward in identifying funding for the potential feasibility of public transit on the corridor, I’m hoping that we will get past the negativity.”

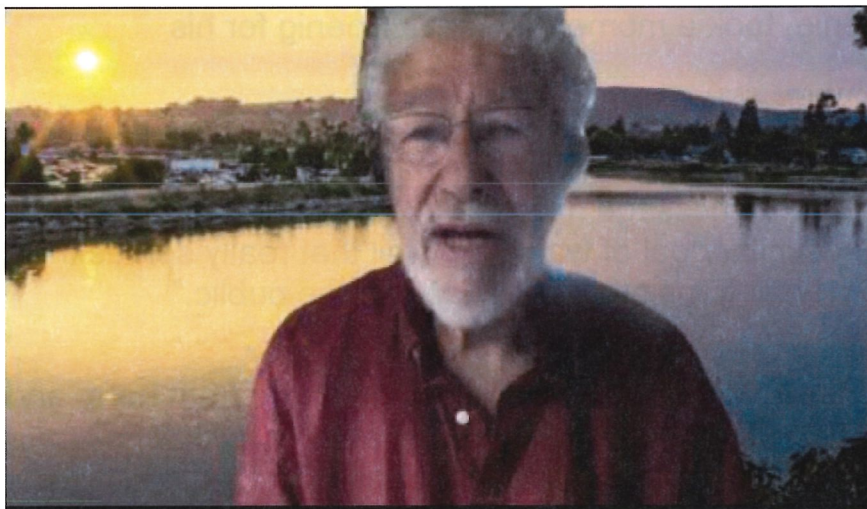
As an illustration of how broad the conversation stayed, there was hardly a mention of [railbanking](#) or forced abandonment of the corridor — even from Roaring Camp Railroads director Melani Clark, who was among the early commenters.

Much of what the commission did talk about, while approving the final environmental impact report for the county's 2045 regional transportation plan (RTP), focused on the larger picture of how the future of development and transit — both on Highway 1 and potentially along the rail corridor — must be inextricably linked.

Commissioner Bruce McPherson simplified the goal ahead for the RTC: “transit-oriented development.”

That's a long game to be played out in conjunction with the cities along the corridor — Santa Cruz, Capitola and Watsonville — and the county-governed areas, including Live Oak, Aptos and the North Coast.

“It has to be done in conjunction with others and some of those agencies might begin to think about the real potential for beginning to actually move on their housing projects,” said commissioner Mike Rotkin, who has begun to think about [specific ways forward for the RTC](#).



Former Santa Cruz mayor and RTC commissioner Mike Rotkin during Thursday's meeting.

Rotkin also took a moment to thank [Greenway leader Bud Colligan](#) for his team's quick concession the morning after the election and what he believed was a measured response compared to many of the Greenway supporters weighing in during public comment.

"A lot of Greenway supporters have not got the message yet, and we've been hearing from some of them this morning," he said. "People want to suggest the vote meant this or people didn't know what they were doing, blah, blah, blah. I'm afraid that's not an adequate response."

"And I thought Mr. Colligan's response was much more admirable in terms of that there's something people have said, and we do have an answer. It's not a complete answer, but a much better answer than we did before about what people want us to do."

Koenig was one of the Measure D supporters who didn't sound completely sold on the notion of a grand "the people have spoken" proclamation in the immediate hours after the election.

But he took a moment Thursday morning to issue a statement of where he stands now, saying that politics need to be replaced by clear-eyed thinking, that all possibilities need to be on the table and explored to their very fullest.

"It's clear Measure D lost by a large margin, and that voters did not want to change the county general plan," he said. "I think it's important to recognize that the rejection of Greenway's measure does not mean that our jobs are solved."

"We've worked with the extreme negativity that has run this issue. I don't think that we are in a position to say yes to any solution at the moment."

The RTC's next full meeting will be Aug. 4, and a hybrid in-person/virtual setup is being considered.

Santa Cruz County Chamber eNews

6/16/2022

TODAY ONLY **Santa Cruz METRO Offers Free Fares on Dump the Pump**

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Lookout Santa Cruz

Measure D is over. The RTC needs to go after federal and state money.



(Wallace Baine / Lookout Santa Cruz)

BY MIKE ROTKIN
Source: Lookout Santa Cruz
June 16, 2022



Quick Take

Santa Cruz voters have spoken. Now what? Mike Rotkin, former five-time Santa Cruz mayor and member of the Regional Transportation Commission, writes about next steps for the RTC and explains how we can get past the logjam and move toward action. That will take federal and/or state funds, some local funding commitment, patience, and a desire to work together.

The voters spanked Yes on D on June 7, and — given the nearly [3-to-1 defeat](#) of the trail-only plan — Greenway leader Bud Colligan graciously conceded early.

But the question of how to use the rail corridor will not simply go away.

The Regional Transportation Commission (RTC), which owns the rail corridor, still needs to decide how to move forward. Later this year, the RTC's 12 commissioners (I am one) will need to make some hard decisions.

Perhaps the overwhelming defeat of Measure D will break the commission's 6-6 deadlock on the business plan for the passenger train.

And if that deadlock breaks, perhaps members of our community who still think a passenger train is infeasible will begin to change their minds. That's what has to happen if we ever can openly discuss next steps and move forward.

The strongest argument for trail-only was and is the alleged impossibility of ever funding the passenger rail system or paying for the subsidies we will need so working-class commuters can afford a ticket.

During the acrimonious campaign, rail supporters perhaps overstated the ease of gaining state and federal funding. But those funds are not completely out of reach, and we must work to try to get them.

What makes the most sense now is to seek state and federal funding for what's known as a 30% engineering design and environmental impact report for passenger rail service on the corridor. A 30% design plan presents sufficient information to understand the environmental impact of the whole project — and it's cheaper than analyzing the whole project.

The RTC can't conduct this study with its own funds alone — even if the revenue stream from the next 25 years of rail money in the 2016 Measure D was bonded to bring the funds forward to the present. Such a report might cost about \$15-20 million.

A 30% engineering design report would provide critically important information about the best alignment for the tracks with respect to passenger service. The current alignment includes some curves that barely work for a 10-mph freight train, but will not work for a 50- or 60-mph light rail train. Such engineering design work could also attempt to maximize the space on one side of the tracks for the bike and pedestrian trail, so long as it didn't compromise the ability of the rail alignment to support a passenger train.

The study would also clarify if the RTC needs to purchase any additional rights of way along the corridor, either to allow for both rail and trail or for required sidings, stations and other parts of the rail system. It also would allow the Santa Cruz Metro Transit District to begin planning for how it would integrate bus services to the train stations into its route designs.

By seeking state and federal grants funds for this design and environmental work, the RTC can resolve the contentious and meaningless debate about whether or not such funds are available.

Opponents of the rail argued that even with state and federal support, passenger service here would require a new local sales tax of as much as half a cent on every dollar spent. Many of the opponents admit that climate change is the existential crisis of our time, and yet they find a half-cent sales tax “an impossible burden on local citizens.”

It would take a great deal of work to pass such a tax measure should it be necessary, but it is hardly impossible. The existing public subsidies for the automobile continue to dwarf those being considered for public transit.

Whatever happened to the “can-do attitude” that built this country? China can build a 200-mph train from Beijing to the mountains for the Olympic Games in about a year, but we can’t come up with the resources for a light rail train on an existing 32-mile corridor?

The RTC has completed three segments of the trail, and the environmental work for three more that will be constructed over the next year or so is being completed. The RTC is considering four more segments for design and environmental work in the next fiscal year (2022-23).

In the case of these latter four segments, the RTC will need to make a critical decision on whether to build these in their “ultimate” configuration next to the tracks or in an “interim” configuration on top of where the tracks are currently.

The California Environmental Quality Act (CEQA) requires doing environmental impact reports (EIRs) on the ultimate plan, with an option to build only the interim trail in the near future, because otherwise, the studies would be illegally “segmenting” the overall project study. EIRs are legally

required to look at the complete plan for a project, not just some of the elements that will go into it. But once the environmental work is completed on the ultimate rail and trail plan, the RTC could consider initially just building the interim trail part of the plan.

Building the interim trail would be less expensive in the short term. But the final cost of building out the ultimate rail and trail plan would be much more expensive if we build interim trail segments now and then we have to rip them out later and replace them with the complete rail and trail the RTC has been planning.

The June 7 vote strongly suggests that the public does not want the RTC to remove the tracks and build the interim trail, but rather construct a project that leaves enough space for the ultimate plan of rail and trail.

A combined rail-and-trail project could require diverting the trail off the corridor and onto city or county streets for certain segments. That became a rallying cry to abandon the train.

That's a non-issue. Having to get off the trail onto the streets isn't just a commuting/commuters issue, but one for anyone using the trail. No one really believes Watsonville residents who work in the tourist industry or other jobs in Santa Cruz will use the trail to commute.

To get this going, the RTC needs to go after federal and state grants.

If funding from the state and federal government for development of the train is not forthcoming after we make a serious effort to obtain it, a reasonable compromise would be to focus more effort on the trail.

And if we get funding, let's move ahead with the train, too.

Mike Rotkin is a former five-time mayor of Santa Cruz and a lecturer and director of the Merrill College Field Study program at UCSC. He has lived in Santa Cruz for 53 years. [His previous piece for Lookout](#) focused on downtown design.

MIKE ROTKIN

For Immediate Release
Date: June 8, 2022
Contact: Danielle Glagola
(831) 420-2550
dglagola@scmttd.com
scmttd.com



**Santa Cruz METRO Offers Free Fares on Dump the Pump Day
Thursday, June 16, 2022**

Santa Cruz, CA (Wednesday, June 8, 2022) - The Santa Cruz Metropolitan Transit District (METRO) is supporting the 17th Annual Dump the Pump Day by offering free fares countywide on Thursday, June 16th.

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*Reflect pre-pandemic ridership numbers

Lookout Santa Cruz



Dump the pump: Ride METRO for free on June 16th

PRESENTED BY [SANTA CRUZ METRO](https://www.scmtd.com)

June 10, 2022

On Thursday, June 16th, The Santa Cruz Metropolitan Transit District (METRO) is supporting the 17th Annual Dump the Pump Day by offering free fares countywide.

METRO Celebrates
DUMP THE PUMP DAY
with FREE FARES
June 16, 2022

SANTA CRUZ METRO
scmtd.com

METRO, along with transit agencies across the nation, is supporting this national public awareness day by encouraging people to “dump the pump” by parking their car and riding public transportation instead. Started in 2006, this national day emphasizes public transportation as a convenient travel option that helps people save money and the planet. Now with gas prices skyrocketing at over \$6 per gallon locally, this is a great opportunity to remind our community of METRO’s convenient and affordable public transportation options.

Not only can riders save money by using METRO services, but public transportation also reduces greenhouse gas emissions and traffic congestion. Therefore, if you want to save money and the planet, riding public transportation is the way to go.

To reduce your greenhouse gas emissions and show your support of Dump the Pump Day on June 16th, 2022, we encourage you try METRO’s services for free.

To view METRO’s real-time bus arrival information visit [cruzmetro.com](https://www.cruzmetro.com).

* * *

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For information on METRO [click here](#).

SANTA CRUZ METRO

Voters approve levee assessment for south Santa Cruz County

ENVIRONMENT

Santa Cruz Sentinel

WATSONVILLE >> South Santa Cruz County voters have overwhelmingly approved a benefit assessment for levee operations and maintenance, according to the Pajaro Regional Flood Management Agency and preliminary results from Wednesday's ballot count.

Official results, however, won't be announced until the July 13 agency meeting. At that time, the agency board will consider action to implement the assessment.

Ballot tabulation, according to a press release from Pajaro Regional Flood Management "For 70 years, generations of residents in the Pajaro Valley waited for the day when strong flood protection would be a reality," said Santa Cruz County Supervisor Zach Friend, in a prepared statement. "With this vote and the monumental efforts to secure funding at the state and federal levels, we have reached that day."

An affirmative vote from property owners also green lights the agency's plans to take over responsibilities for levee maintenance on behalf of its member agencies. This is expected to improve compliance with federal regulations, create efficiencies and long-term cost savings and improve emergency response. The agency proposed the assessment, which is designed to raise approximately \$1.2 million each year, to close a shortfall between existing and needed revenues for consolidated levee maintenance services.

Passage of the assessment also allows the agency to sign state and federal project agreements for the \$400 million Pajaro River Flood Risk Management Project. The project — which will be fully funded by the state and federal governments — will improve levees along the Pajaro River and Salsapuedes and Corralito creeks to provide up to 100-year flood protection for more than 3,000 properties. Once the project is completed, properties will be removed from the FEMA Special Flood Hazard Area, eliminating requirements for higher-cost flood insurance. Eligibility for state and federal project funding is contingent upon the local agency's ability to maintain the levees to federal regulations.

If the benefit assessment is implemented by the board on July 13, assessments will first appear on property tax bills in the fall. Property owners with questions can contact PRFMA's Assessment District Hotline at 831-204-3769 (English), or 831-204-3000 (Spanish), email info@prfma.org, or visit prfma.org.



The Pajaro Regional Flood Management Agency proposed the levee assessment, which is designed to raise approximately \$1.2 million each year, to close a shortfall between existing and needed revenues for consolidated levee maintenance services. Officials plan to rebuild ineffective levees along the river, which have triggered destructive flood events since 1949.

CONTRIBUTED FILE PHOTO — OFFICE OF SENATOR JOHN LAIRD

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Friday, 06/10/2022 Page .A03

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The Pajaronian



—Tarmo Hannula/The Pajaronian file

Levee rebuild gets final approval

VOTERS APPROVE PROPERTY TAX ASSESSMENT

By: Todd Guild

June 9, 2022

WATSONVILLE—After decades of efforts by local, state and federal officials, plans to rebuild the Pajaro River Levee can now move forward after voters in Watsonville approved an assessment on their annual property tax bills that will pay for the maintenance and operations costs.

The Pajaro Regional Flood Management Agency (PRFMA) announced Wednesday that 79 percent of the ballots were in favor of the benefit assessment.

While the issue of approving a new tax provoked a modicum of controversy in the neighborhoods covered by the assessment, it apparently did not inspire voters to weigh in. Of the 2,400 ballots that were mailed out, just 817 were returned, or about 34 percent.

Official results will be announced at the July 13 PRFMA Board meeting, at which time the Board will consider approving the assessment.

Efforts to rebuild the levee to offer 100-year flood protection for more than 3,000 properties have been ongoing for years, as residents weathered devastating floods in 1955, 1958, 1995 and 1998. Pajaro has suffered the brunt of many of these, with severely damaged properties and destroyed cropland.

“For 70 years, generations of residents in the Pajaro Valley waited for the day when strong flood protection would be a reality,” said PRFMA Board Chair and Santa Cruz County Supervisor Zach Friend. “With this vote and the monumental efforts to secure funding at the state and federal levels, we have reached that day.”

Despite the strong drive to repair the levees, funding for the \$400 million project was always the stumbling block.

In March, President Joe Biden’s administration announced it had approved \$67 million to help fund the long-awaited project. That funding was part of a \$2.7 billion bipartisan infrastructure package to strengthen the nation’s ports and waterways.

While that was the final piece of the money needed for the rebuild, it did not include annual upkeep.

PRFMA earlier this year proposed the assessment to raise those funds, an estimated \$1.2 million each year.

Board member Nancy Bilicich, who also serves as director for Watsonville/Aptos/Santa Cruz Adult Education, praised the community for supporting the assessment.

“Imagine, 10 years from now, a strong levee and no more flood insurance payments,” she said. “Property values will increase because residing by the creek or river will no longer be an issue. The Watsonville community should be commended for their foresight.”

Bilicich also thanked Congressman Jimmy Panetta and Sen. John Laird for helping to secure the funding.

Passage of the assessment allows PRFMA to sign state and federal project agreements for the project, which is now fully funded.

Once the project is completed, properties will be removed from the FEMA Special Flood Hazard Area, eliminating requirements for higher-cost flood insurance.

If the benefit assessment is implemented by the PRFMA Board on July 13, assessments will first appear on property tax bills this fall.

Coast Lines

SANTA CRUZ

METRO marks Dump the Pump Day

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The observance was started in June 2006, when gas prices were \$3 per gallon and this national day emphasizes public transportation as a convenient travel option that also helps people save money and the planet.

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*Reflect pre-pandemic ridership numbers

Lookout Santa Cruz

Construction well underway on new student housing at UC Santa Cruz

Presented by UC Santa Cruz

June 7, 2022

Committed to advancing student success, UC Santa Cruz leaders are confronting the ongoing housing crisis by providing immediate support programs for students while building new residential buildings to significantly increase the number of students who can live on campus.



UC Santa Cruz was founded with the goal of providing a residential college experience for students through 10 colleges.

(UC Santa Cruz)

In the decade ahead, UC Santa Cruz plans to move forward on a bold and ambitious path that will continue to increase the amount of housing for current and future students. There are two major projects already approved—one under construction and the other overcoming legal challenges in the courts—that will allow more current students to live on campus. UC Santa Cruz is also in the midst of creating a 10-year housing plan with a project ladder that at all times has projects in the planning, proposal or construction stage. This will allow UCSC to move on to another project if one is delayed and continuously deliver beds to meet its goals.

These bold future plans will build on the campus's longstanding commitment to providing an on-campus residential experience for students. The campus currently provides housing for more than half of its undergraduates. While this is one of the highest percentages in the UC system, leaders say it is not high enough. Campus efforts to build more on-campus housing continue in earnest.

“Santa Cruz faces urgent housing challenges, and on-campus student housing is a critical need for our campus. We are compelled to seize every opportunity to increase the amount of student housing we offer.”

— Cynthia Larive, UC Santa Cruz Chancellor

Building on a founding commitment to housing

UC Santa Cruz was founded with the goal of providing a residential college experience for students through 10 colleges. Over the past two decades, UC Santa Cruz has increased its student housing capacity by 3,300 beds through structural modifications, such as adding floors, major building redesigns and by increasing the density in residence halls. When construction finishes on a new residential building next academic year, the campus will have increased its housing capacity by 53 percent since the 2003–04 academic year.

Kresge renewal to add hundreds more beds

UC Santa Cruz is in the midst of a renewal project at Kresge College, which includes additional housing and academic space. The first phase will be completed next academic year with 400 new beds in a residential building that's under construction. Phase 2 of the Kresge project is anticipated to add hundreds more new beds and open in fall 2025.

The UC Board of Regents approved both the Kresge College renewal and the Student Housing West project during its March 2019 meeting. While construction moved ahead at Kresge, Student Housing West has faced legal challenges that have gone against the needs and interests of students—building much-needed housing.

Student Housing West to create about 3,000 new beds

Student Housing West will enable UC Santa Cruz to offer much more housing to its current graduate students and upper-division undergraduates by building new housing units with space for around 3,000 students. The project, spread across two sites, will also allow the campus to expand child-care services to serve the children of faculty, staff, and students.

Student Housing West has been delayed by lawsuits, and the housing crisis has only grown more severe over the past four years. Had construction started as planned, Student Housing West would have been well underway to providing more much-needed housing.

The courts have continued to rule in favor of the university and in some instances opponents have agreed to dismiss their case. There is no question that the project is needed, and that the university is not only lawfully permitted to build housing on the sites identified in the project but has done so with sound analysis of the environmental impacts.

A long-term focus on housing

In fall 2021, the UC Board of Regents unanimously approved UCSC's 2021 Long Range Development, which is a blueprint for future physical development on campus, painting in broad strokes how the main campus and Westside Research Park might develop over the next two decades. The plan identifies where students, staff and faculty could be housed, where new spaces for learning and research could be created, and what land should be off-limits to construction.

The plan respects the original vision for UC Santa Cruz and was shaped by substantial feedback from community partners. Highlights of the plan include:

- Utilizing a compact footprint for learning, research and housing spaces.
- Proposing sites for up to four new residential colleges, advancing our distinctive residential college-system structure.
- Expands housing for 100 percent of new full-time student enrollment above 19,500. UCSC is currently at about 18,500 students.
- Providing housing for up to 25 percent of new employees, based on demand.

Like for many organizations in Santa Cruz County, Campus Provost and Executive Vice Chancellor Lori Kletzer said the lack of housing availability and its cost makes it difficult to recruit and retain employees and that the campus must mitigate its impacts in order to achieve its long-term goals.

With insights and recommendations from an Employee Housing Advisory Workgroup, the campus is developing a plan that will help to provide more housing and housing support for faculty and staff including a staged plan to regularly develop, plan, design and build more employee housing.

UC Santa Cruz anticipates holding its enrollment steady as possible until more housing comes online. Housing is a critical component of student success, and UC Santa Cruz remains focused on ensuring students are poised to have a meaningful college experience that will position them for long-term personal and professional success.

SCOTT HERNANDEZ-JASON / UC SANTA CRUZ

For Immediate Release
Date: June 3, 2022
Contact: Danielle Glagola
(831) 420-2550
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scmtd.com



Santa Cruz METRO Votes to Support the Pajaro Regional Flood Management Agency (PRFMA) Benefit Assessment for Levee Operations and Maintenance

Santa Cruz, CA (Friday, June 3, 2022) – The Santa Cruz Metropolitan Transit District (Santa Cruz METRO) Board of Directors voted to cast its ballot in support of the Pajaro Regional Flood Management Agency (PRFMA) Benefit Assessment for Levee Operations and Maintenance during its May 2022 meeting.

The purpose of PRFMA's proposed assessment is to provide adequate revenues to maintain levees that protect the City of Watsonville, the town of Pajaro, and surrounding agricultural areas from flooding. PRFMA is facing a \$1.2 million shortfall between needed and required revenues.

"South County is well served by the Santa Cruz METRO Board of Directors' positive vote for the PRFMA's Benefit Assessment for Levee Operations and Maintenance," **said Mayor Ari Parker, City of Watsonville, METRO Board of Director.** "As a member of the METRO Board of Directors and Mayor of Watsonville, I believe that the People of the Pajaro Valley will never get a better deal to fix the flooding that has caused such destruction for decades. A 'Yes' vote by the METRO Board of Directors is in the best interests of the residents of Watsonville and Pajaro."

The current levees, originally constructed in 1949, are estimated to provide an 8-year level of flood protection, among the lowest in the state. These levees have previously failed resulting in severe flooding in 1982, 1986, 1989, 1995, 1997 and 1998, damaging acres of crops and displacing hundreds of residents. The Pajaro River levee threatened to break again during a wave of serious storms in early 2017 and was repaired under emergency conditions.

"It is important for METRO to support the Pajaro Valley Levee assessment to help ensure we can avoid any potential future catastrophic damage to our community. This project has been in the works for decades. We now have the opportunity to address it, and we should," **said Jimmy Dutra, City of Watsonville Councilmember, METRO Board of Director.**

In addition to its plans to improve levee operations and maintenance, PRFMA is partnering with the US Army Corps of Engineers and State of California on a \$400 million levee improvement project to provide up to 100-year flood protection for residents, businesses, and agricultural properties. Once the project is completed, properties will be removed from the FEMA Special Flood Hazard Area, ending associated requirements for high-cost flood insurance and building restrictions.

The Corps and State will fully fund the \$400 million project, a first in the state for its type. However, to receive this funding the community must first demonstrate it can adequately fund ongoing levee operations and maintenance.

Santa Cruz METRO, which owns two parcels within PRFMA's proposed assessment district, voted in favor of the PRFMA annual assessment to help reduce flood risk for the City of Watsonville and township of Pajaro.

Santa Cruz METRO also extends much gratitude to Congressman Panetta for helping to secure federal funding for this project, as this project is one of only four nationwide projects selected to receive federal funding under the Infrastructure Investment and Jobs Act (IIJA).

###

About Santa Cruz Metropolitan Transit District:

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

*Reflect pre-pandemic ridership numbers

Letter | First, provide METRO system more resources

By [LETTERS TO THE EDITOR](#) | Santa Cruz Sentinel
May 27, 2022 at 5:00 a.m.

Passenger train has been studied in Santa Cruz for decades but there is still no plan. Even if the county had a plan, train needs to be funded and built then managed and maintained. Meanwhile METRO, our existing public transit system, struggles with funding and ridership with cuts in routes and stops.

Our tiny county has limited resources. The county has no experience building and running a train system. Can we create a train system that works better than METRO? Even though it has issues, METRO is a known entity with experts managing it.

Building and running a train system instead of funneling more resources into METRO, a tried and true form of public transit, is an extraordinary risk. Let's first provide METRO with the attention and resources it deserves in order to provide world-class public transit to the county.

— Will Mayall, Santa Cruz

The Sentinel welcomes your letters to the editor. Letters should be short, no more than 150 words. We do not accept anonymous letters. Letter-writers should include their full name as well as a street address and telephone number. We don't publish those details in the newspaper, but need the information for verification purposes. Occasionally, we reject letters simply because we've had so many on the same subject. Submit your letters online at www.santacruzsentinel.com/submit-letters.

Coast Line | Most offices closed Monday for Memorial Day observance

By [DONALD FUKUI](#) | dfukui@santacruzsentinel.com | Santa Cruz Sentinel
PUBLISHED: May 26, 2022 at 9:34 a.m. | UPDATED: May 28, 2022 at 11:17 a.m.

Holiday closings

Some area offices will be closed Monday for Memorial Day.

- County: County offices are closed.
- Santa Cruz: City offices are closed.
- Capitola: City offices are closed.
- Scotts Valley: City offices are closed.
- Watsonville: City offices are closed.
- Libraries: All branches of the Santa Cruz library are closed. All branches of the Watsonville Public Library are closed.
- Schools: Pajaro Valley schools are closed. Santa Cruz City Schools are not in session.
- Post office: Post offices are closed.
- Santa Cruz Metro: No local bus service. No Metro Paracruz service. Amtrak Highway 17 on weekend schedule.
- The Sentinel: The Sentinel will publish and our office remains closed due to shelter-in-place orders. Automated customer service options are available by phone and online. Our 24/7 auto attendant can be reached at 831-706-3201. Online service is just one click away at myaccount.santacruzsentinel.com.

Lookout Santa Cruz

Call it a 'swell,' not a 'surge': Proms, graduations and out-and-about Santa Cruzans drive increased, but flattening, COVID numbers

By: Max Chun

Source: Lookout Santa Cruz

MAY 23, 2022 | 4:00 PM

Call it the Omicron wrench.

After the vaccine rollout, increased testing capabilities and the introduction of COVID-specific antiviral medication, 2022 felt like the year normalcy would climb out from the hole it's been in for the better part of the past two years.

The emergence of Omicron has thrown a wrench in the plan, and that wrench remains stubbornly lodged as we approach the year's midpoint.

You've read it elsewhere, and it stays sadly true. The San Francisco Bay Area — which has endured COVID better than the country and the state overall for most of the pandemic — continues to persist as the COVID leader in California as we approach June.

But in unexpected breaking good news, Santa Cruz County's health department reported Monday that the new cases appear to be leveling off. Monday's active case count came in at 1,715, two fewer than last Monday's 1,717 and 19 fewer than last Thursday's 1,734. So that would essentially be flat, after five weeks of increases of 30% or more.

It might be good news, but it's unclear if it forms a new pattern. Then, of course, there's this proviso: Unreported home testing positives might be continuing to contribute to an undercount.

More widely, nearby Santa Clara and Monterey counties showed [seven-day positivity rates of 8.2% and 5.8% as of May 18, last Wednesday](#). California's positivity rate has steadily increased since late March, and [stood at 5.5% as of Saturday](#).

Across the state and country, COVID-19 cases are increasing in a swell thought to be driven by the Omicron sub-variants BA.2 (so-called "stealth Omicron") and BA.2.12.1.

Santa Cruz County Deputy Health Officer Cal Gordon says the case increase can be attributed to a multitude of causes.

"The sub-variants are more infectious and evasive from our vaccines, and we believe that people are not masking at the same level," he said. "There's more gathering with proms, graduations and other activities."

Locally, COVID-related hospitalizations, ICU admissions and deaths have remained relatively low, but Gordon says health care facilities are already under pressure.

"Dominican and Watsonville Community Hospital are seeing relatively high numbers of patients that aren't even COVID-related, plus other types of infections including flu that's beginning to surface," he said. "It's anecdotal, and it's not extremely high numbers, but flu and other respiratory illnesses are out there."

Gordon further explained that people are returning to health care facilities for reasons they have delayed for the past two years like chronic illnesses, elective surgeries, and other injuries, which further clogs the health care system and contributes to the overall high demand.

Another nuance in the number of COVID-positive patients in hospitals is that since the Omicron wave, it has become increasingly common that people coming to the hospital for another ailment or illness end up testing positive upon admission. Gordon says that remains true.

Then there's the reality of the moment — more cases, but not many severe ones. There are still a number of people coming in with COVID symptoms that require care, but not at a very high level.

“There are definitely patients that have symptomatic COVID, and some end up in the ICU, but up to this point, we've had capacity in our ICUs, and we're not seeing the same correlation between admissions and COVID cases as we have in the past,” Gordon said, adding that the increased availability and use of antiviral medications Paxlovid and molnupiravir greatly reduce hospitalization and death risk — the former by as much as 89%. “But again, hospitalizations and deaths tend to lag, so that can change.”

Even so, Gordon says it's unlikely Santa Cruz County reinstates a mask mandate at this time.

“Right now, it's thought that we're in more of a swell than a major surge. We may be proven wrong later in the year but as of now, masks remain a strong recommendation and it's not likely that we issue a new mandate,” he said. “There are a number of schools that will require masks for indoor graduations, which I think is appropriate.”

Most other institutions follow county guidelines, and will follow any changes when they come.

A Santa Cruz METRO spokesperson said that since county masking rules remain a strong recommendation, the transit agency's advice to riders echoes that. METRO will likely announce any change or update in rules at its next board of directors meeting, June 24.

Although not required, complimentary masks are available on each bus.

Finally, the county is still trying to figure out how to use local wastewater testing — a significant tracking tool now widely used in the [Bay Area](#) and [nationally](#) for its understanding of local conditions.

Lookout reported earlier this year on [Santa Cruz County's participation in a newer program from the Centers for Disease Control and Prevention](#), but the county hasn't been able to get the program off the ground.

Gordon says the delay is due to personnel and organization.

“Part of this is equipment, personnel, and finding a common approach,” he said. “Santa Clara County is 10 times our size, so it’s perhaps easier to resource these activities.”

There is currently no specific timetable for a county program, but a representative of the city of Watsonville told Lookout the city is planning to collect its first sample within the next two weeks. Still, Gordon said he believes the process will prove to be extremely useful for years to come.

“This will allow us to surveil different variants, other pathogens both bacterial or viral, as well as things like fentanyl,” he said. “We can use this to really understand what’s happening in our communities in terms of public health.”

Santa Cruz Sentinel

Mayor's message | How do we get to affordable housing?

By [SONJA BRUNNER](#) |

May 21, 2022 at 2:30 p.m.

Happy Affordable Housing month.

This month there have been many activities and educational opportunities across Santa Cruz County centered on affordable housing. I kicked off the month with a mayoral proclamation declaring May as affordable housing month in the city of Santa Cruz.



Sonja Brenner

This week, I participated in the groundbreaking event for two downtown housing developments. I also sat on a housing panel that discussed the importance of the housing element update and how it impacts our city and region's supply of affordable housing, housing development and growth. A Housing Element provides an analysis of a community's housing needs, for all income levels, and strategies to respond to those housing needs.

As we update our housing element, we have to ensure there is fair housing, affordable housing in high-resource neighborhoods, and more equitable and inclusive neighborhoods. We also have to update decades of policy that have created exclusion, racial and economic segregation, and housing shortages. The planning process can be complicated and confusing, but we're so excited to be working through it.

Currently, through the Housing Authority of Santa Cruz there are about 700 vouchers in the pipeline. With vouchers, a market rate home can also be an option for a low-income tenant. A low-income tenant in Santa Cruz is someone who earns 80% or less the area median income, which currently translates to \$78,050 a year or below.

The city has 2,100 homes in the pipeline, some that are in the initial application phase and some already in construction. This includes more than 600 affordable homes, more than 200 of which are supportive housing.

More than 1,200 of the homes, and more than 400 of the designated affordable housing, are planned to be located in the downtown core. This includes four projects that are 100% affordable, such as Cedar Street apartments and Pacific Station South, next to the Santa Cruz Metro Center transit, which broke ground this week. Coming in as soon as 2023 are Pacific Station North, and the upcoming Downtown Library Affordable Housing project, which will be the City's largest 100% low-income housing development with 124 homes. All of these mixed-use projects will bring needed homes and new amenities for all residents to enjoy in our downtown core.

While we have accomplished much, including meeting current Regional Housing Needs Assessment goals for nearly all income levels, some of these housing developments have taken many years of process and the piecing together of various funding sources to make them happen. We still have a lot more work to do, and our next round of required assessment goals are much, much higher.

Continuing to build affordable housing and continuing the levels of service Santa Cruz residents have come to expect from their city requires resources. The city was heavily impacted by COVID-19, and revenues declined significantly, while community needs increased. For the past two years, the city has reduced its budget and secured additional state and federal dollars to fund programs. We have been successful in these pursuits, but we are still recovering.

In March, the City Council declared a fiscal emergency and voted unanimously to place a half-cent sales tax measure on the June 7 ballot, and it's called Measure F. The tax would add 5 cents to a \$10 purchase, and, because Santa Cruz is a tourist destination, at least 50% of the revenue generated would come from visitors.

The additional revenue from Measure F will help us continue to address community needs, such as investing in more affordable housing, creating reliable services that help unhoused individuals on a pathway to housing and modernizing our firefighting services to help reduce the risk of wildfire in our open spaces.

All funds raised by Measure F would stay here in Santa Cruz, and those who visit and shop in Santa Cruz would contribute fairly to our recovery. Measure F would provide locally controlled revenue to maintain and expand essential services we all depend on, and that's why I am supporting a Yes on Measure F in June. For information, visit cityofsantacruz.com/Measure F.

Sonja Brunner is the mayor of Santa Cruz.

Lookout Santa Cruz

Pac Station South groundbreaking begins remake of Lower Pacific



Pacific Station South breaks ground on Thursday, with completion estimated for May 2024. (Via City of Santa Cruz)

BY [GRACE STETSON](#)

Source: Lookout Santa Cruz

May 19, 2022 | 5:10 AM

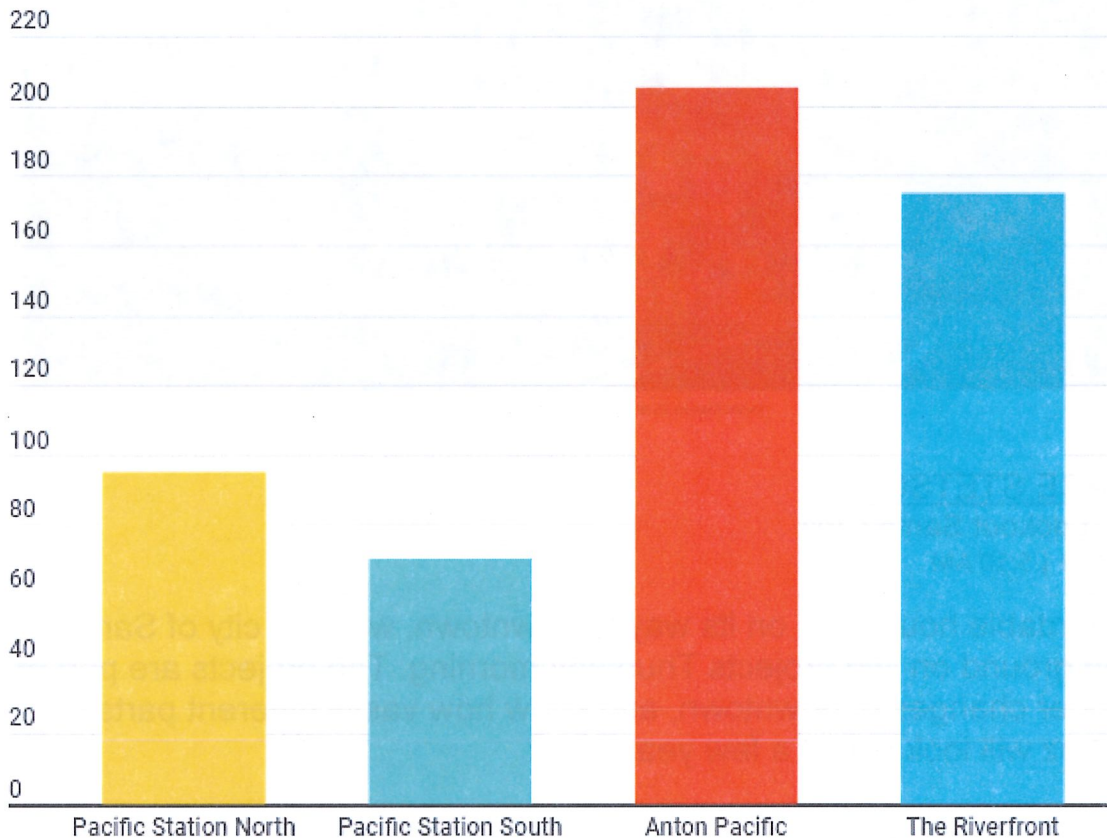
More affordable housing is on its way to downtown, with the city of Santa Cruz breaking ground on two projects Thursday morning. The projects are part of the grander changes to downtown, and show how vastly different parts of Santa Cruz will look in just a few years.

One of the projects: [Pacific Station South](#), a seven-story, mixed-use building with 70 100% affordable residential units, ground-floor commercial space and medical office space on the second floor. Of those housing units, 22 are reserved for disabled individuals and 18 for individuals and families who are homeless or at risk of homelessness. Applicants for these units will have income levels of 30-60% of the area median income — approximately \$41,700 or less for an individual or up to \$83,400 for a four-person household.

Those 70 units make up a good share of the 185 units now in development for the in-process remaking of the lower Front/Pacific area in downtown Santa Cruz, as shown below.

More to come: Where housing is going in downtown Santa Cruz

There's a lot of development happening in Santa Cruz's lower downtown. Here's the breakdown of how many housing units – including a total of 185 affordable units – are coming to fruition.



The city of Santa Cruz kicks off its project [groundbreaking](#) at 11 a.m. Thursday, followed by a short walk to the second [groundbreaking](#) at 525 Cedar St.

The Pac Station South project is part of the larger Pacific Station redevelopment plan, made up of five parcels owned by the city of Santa Cruz

and the Santa Cruz Metropolitan Transit District, including the existing Metro Pacific Station complex.

[The adjacent construction project](#), now going up quickly at the corner of Front and Laurel streets, is a 205-unit, mixed-use development, helmed by private developer Anton Development. The project is estimated to be completed in summer 2023.

For the Pacific Station project, the development area currently houses three commercial buildings, two of which are part of the Metro station and the other being the city-owned NIAC office building (where Lookout currently operates). Those buildings will be demolished as part of the redevelopment.

The redevelopment plan has been in the works since 2002, and the Santa Cruz City Council moved it forward in January 2021.

Jessica de Wit, manager of the city's Housing & Community Development division, told Lookout the process to redevelop this edge of downtown goes back to discussions that followed the city-changing 1989 Loma Prieta earthquake.

"There was a huge community engagement process that predates my time with the city of Santa Cruz, and an effort to create a downtown specific plan, which was approved in 2017," she said. "All of that has culminated over the last ... three decades, and now we looked at what would be possible."

That led to the project split into two parts: Pacific Station North, north of the Maple Alley pedestrian walkway, and Pacific Station South, south of Maple Alley. The alley itself will be expanded from 10 feet wide to 30 feet wide as part of the redevelopment. Pacific Station North will break ground in summer 2023.



525 Cedar Street — also known as the Calvary Church project — will have 65 100% affordable housing units, retail space and a public paseo. The project is expected to open in late 2023.

(Via City of Santa Cruz)

Because the project includes 100% affordable housing, the city has been able to streamline permitting processes, which helped to fast-track the projects. De Wit noted both [Assembly Bill 2162](#) (providing at least 25% supportive housing units) and [Assembly Bill 1763](#) (offering a density bonus for projects located near major transit hubs) as significant drivers of the project.

Additionally, Pacific Station South uses six funding sources to get the project off the ground, with the city providing the land, state and community development funds.

De Wit said the city looks to “activate” the area to be of the most community benefit, with the Metro transit station, pop-up eateries and space for community gathering: “It’s going to transform, it’s going to be really nice ... the more we can provide homes downtown, the more we can make sure our local businesses thrive.”

The city estimates construction to be completed in May 2024. Income-eligible applicants will enter a lottery for the units approximately six months prior to the project completion.

The second project, several blocks to the west, at [525 Cedar St.](#) — also known as the Calvary Church project — will also be a mixed-use development, with 65 100% affordable housing units, retail space and a public paseo. That project, with its [groundbreaking](#) Thursday as well, is expected to open in late 2023.

Letter | Praise for Santa Cruz housing project at METRO station

By [LETTERS TO THE EDITOR](#) | Santa Cruz Sentinel
May 19, 2022 at 5:00 a.m.

I want to take a moment to appreciate the city for moving forward with the low-income housing project at the Pacific METRO Station. I know it has taken a lot of staff commitment and energy to make it happen. The project will allow working people to walk to employment, shopping and the beach, eliminating the need for a car and helping the world's climate in the process. And, if they need to get out of town, there is a METRO station nearby.

— Micah Posner, Santa Cruz

The Sentinel welcomes your letters to the editor. Letters should be short, no more than 150 words. We do not accept anonymous letters. Letter-writers should include their full name as well as a street address and telephone number. We don't publish those details in the newspaper, but need the information for verification purposes. Occasionally, we reject letters simply because we've had so many on the same subject. Submit your letters online at www.santacruzsentinel.com/submit-letters.

Other Transit Related Articles

Mass Transit

CA: Column: California lawmakers target harassment in effort to make public transit safer

California lawmakers have advanced a bill to protect transit customers from "street harassment" while on board or waiting at stations as transit systems seek to rebuild ridership lost during the coronavirus pandemic.

By Michael Smolens

Source The San Diego Union-Tribune (TNS)

June 21, 2022



SAN DIEGO, CA - NOVEMBER 21: People board the Mid-Coast Extension of the UC San Diego Blue Line Trolley during a grand opening celebration on Sunday, Nov. 21, 2021 in San Diego, CA. (K.C. Alfred / The San Diego Union-Tribune/TNS)

A key goal in attracting and keeping transit riders is making trolleys, trains and buses more convenient.

So is convincing people that taking public transportation is not only a safe experience, but a comfortable one.

To that end, California lawmakers have advanced a bill to protect transit customers from "street harassment" while on board or waiting at stations as transit systems seek to rebuild ridership lost during the coronavirus pandemic.

"This is a pervasive problem we've heard from throughout the state," said state Sen. Dave Min, D-Irvine, noting that transit vehicles and stations are public facilities.

"People deserve the right to feel safe in public spaces," he said.

Min's Senate Bill 1161 was part of a broader package of legislation to identify street harassment as a public health concern virtually everywhere — in businesses, on transit and in public spaces.

His legislation calls on California's 10 largest public transportation agencies — including the San Diego Metropolitan System — to collect data on harassment of their riders and develop and implement a plan to reduce it by June 30, 2025.

Assaults on transit customers that are sometimes brutal and occasionally deadly draw considerable attention and have resulted in security changes by transportation districts. Laws have long existed, and have been bolstered, to deal with such aggressions.

But harassing behavior exhibited verbally, through movement or body language is in a legal gray area. Efforts to regulate speech, even hate speech, is difficult and controversial.

"The vast majority of street harassment involves conduct that is not criminal, such as verbal harassment," according to a state staff analysis of SB 1161, which adds such behavior includes "unwanted sexual and racialized comments and slurs, whistling, leering, and other intimidating actions."

Existing law already authorizes public transportation agencies to impose administrative penalties for a number of activities, such as fare evasion, smoking, and "willfully disturbing others by engaging in boisterous or unruly behavior," the analysis says.

The bill defines street harassment as "words, gestures, or actions directed at a specific person in a public place, without the consent of that person, because of a characteristic listed or defined as discrimination in the California Government Code, that the person experiences as intimidating, alarming, terrorizing, or threatening to their safety."

Min, a former law professor at UC Irvine, acknowledged the limits of trying to regulate speech.

"You can't stop people from speaking," he said, "but you can make people feel comfortable. . . . 99 percent of harassment can be ameliorated without touching on First Amendment concerns."

The legislation does not propose specific actions, but suggests they will be driven by the data collected by transportation agencies.

Min suggested stronger security could emerge, including a more high-profile presence of transit agents, improved lighting, altered design and greater electronic surveillance.

Bay Area Rapid Transit, or BART, increased unarmed safety personnel at stations and updated the customer code of conduct to include sexual harassment after getting feedback from a program called "Not One More Girl" to make young people feel safer on public transportation.

The state Senate unanimously approved SB 1161, which is now pending in the Assembly. No opposition was listed, though transit districts have expressed concerns, including about costs. Min said that, depending on what the agencies propose, he would consider pursuing state funds to bolster local transit security.

In a statement, San Diego MTS said the safety and security of passengers has always been a top priority and that it supports "the spirit of SB 1161." MTS said it is working with other agencies and Min "to fine-tune the bill's language."

"The intent at this point is to identify a uniform way to approach research, planning, implementation and evaluation across all agencies involved," the agency said.

The legislation was introduced following increased attacks on and harassment of people of Asian descent during the pandemic. Though the bill was drafted in consultation with leaders in the Asian American Pacific Islander community — specifically the group Stop AAPI Hate — the goal of the legislation is to shield everyone riding or waiting for public transportation from harassment.

SB 1161 lists several groups particularly vulnerable to harassment in public places: women, ethnic minorities, members of the LGBTQ+ community, the elderly, adolescents, and people with disabilities.

Right now, the bill doesn't try to determine what behavior crosses the threshold into a citable offense, but instead looks for pre-emptive strategies.

Much of the focus on transit security and safety has been on how it affects women.

In 2019, a statewide study by the UC San Diego Center on Gender Equity and Health said 77 percent of women surveyed experienced sexual harassment in a public space, including 29 percent on mass transit. Women who identified as lesbian or bisexual were more likely face harassment than straight women.

That same year, the Los Angeles County Metropolitan Transportation System, known as LA Metro, released a report called "Understanding How Women Travel."

"The women who responded to our survey identified safety concerns as the top barrier to riding transit," the study says. Some 60 percent said they felt safe riding LA Metro during the day, but only 20 percent did at night.

Some women said they dressed specifically to avoid sexual harassment, hid their jewelry while riding on transit and reported wearing sneakers "in case they unexpectedly need to run from an assailant."

Min said many people do not take public transportation and shy away from public spaces because of such concerns.

"I don't think it has to be that way," he said.

It really can't be, if efforts to increase mass transit ridership are going to be successful.

This story originally appeared in San Diego Union-Tribune.

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Mass Transit

Santa Clara VTA continues to increase number of woman operators

June 17, 2022

VTA established a goal of recruiting more women, in particular women of color, to non-traditional jobs at the transit agency.



The Santa Clara Valley Transportation Authority (VTA) says its working to continue increasing the number of women operators on its staff.

Five women are among the new class of bus operator trainees who graduated June 15 from a nine-week program. To create a more diverse workforce and provide well-paying jobs for women, VTA established a goal of recruiting more women, in particular women of color, to non-traditional jobs at the transit agency.

“VTA is always striving to have a workforce that reflects the community that we serve. Half of our ridership is women,” said VTA Deputy Director of Bus Operations Lisa Vickery.

Being a bus operator at VTA is a pathway to a higher-paying career.

“Since VTA values promoting from within, we want to have the diversity and skills within VTA to make sure that we can serve the community well and help VTA be ready for the future,” added Vickery.

Roughly 16 percent (141) of VTA bus operators are women, out of 869 operators. Of the most recent class of 15 operator trainees, a third of the class are women. Suzanne Rocha is among them.

“I come from the private sector, for the past 25 years,” said Rocha, whose husband works at VTA as an electro-mechanic. “I noticed last year things were so difficult because of the pandemic. I wanted to give back to the community. As a bus operator, it feels great; it feels like freedom. You are able to help and give back to your community.”

VTA has suffered a chronic shortage of bus operators, especially in the past year. The agency says it is engaging in a proactive recruitment effort to bring in additional operators so service can return to pre-pandemic levels.

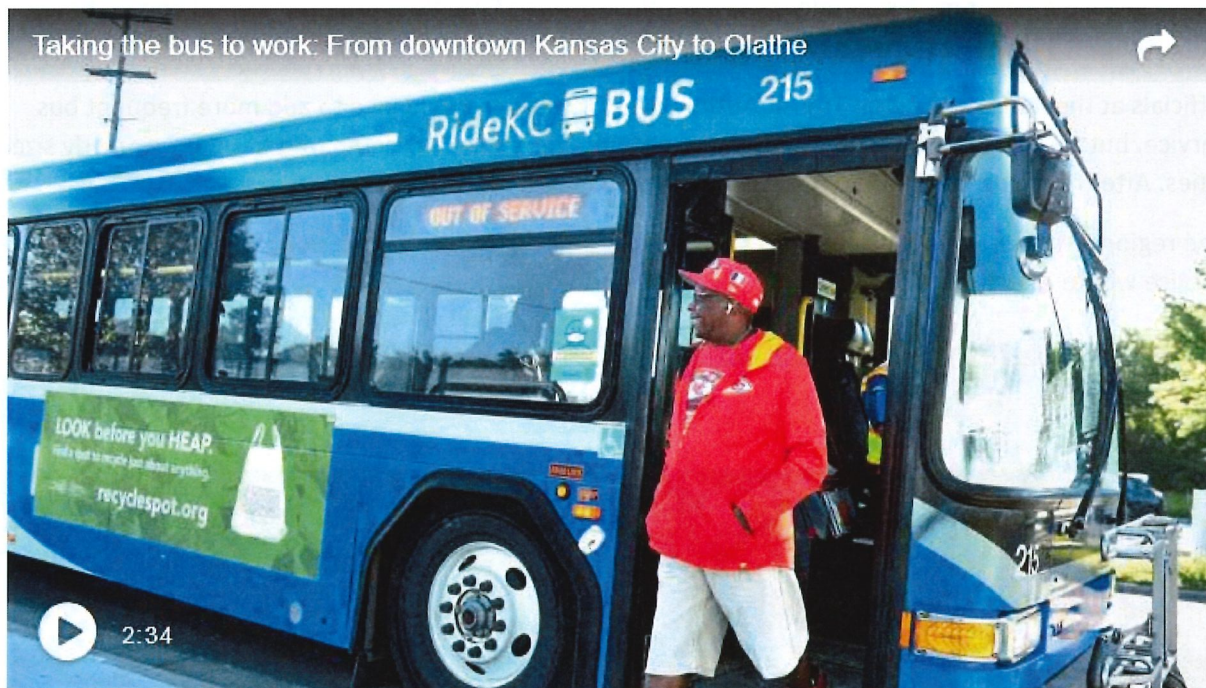
The VTA Board of Directors recently approved an increase in the starting salary and wage progression for bus operators. VTA offers benefits and retirement, paid training, mentorship and professional development and promotional opportunities.

The Kansas City Star.

Long waits, few routes: Even with ZeroFare, does Kansas City's bus system work for riders?

BY KYNALA PHILLIPS

UPDATED JUNE 15, 2022 11:36 AM



Follow along bus rider, Robert Lewis, on his ride to work. His route was cut short leaving him to find another way of getting to work the rest of the way. BY [NEIL NAKAHODO](#) | [EMILY CURIEL](#)

How can RideKC better serve bus riders? Kansas City's public transportation system has celebrated free fares and electric buses. But many riders say they still have a problem with infrequent and unreliable service. What can be done?

Robert Lewis leaves for work every morning before the sun peeks through the clouds, around 5:35 a.m.

He walks nine blocks to downtown, grabs a coffee at the corner store and walks three more blocks to his bus stop on 10th and Walnut streets. He needs to be to his job in Olathe by 8 a.m.

Lewis has been making this commute for 21 years. But the route he relies on recently got cut short, leaving him with an additional 25-minute walk to work once he reaches Johnson County. Sometimes, he covers the last stretch by catching a ride with a friend of a fellow commuter.

"We were calling and complaining about it, but the change still happened," Lewis said as he waited on a recent morning for his bus. "All in all everybody got screwed in a way."

Lewis is not alone in his frustration with the Kansas City area bus system. Dozens of riders interviewed by The Star said infrequent or unreliable service and too few routes can make the system difficult to use, especially for those who need it most.

Although Kansas City's bus system, RideKC, has celebrated accomplishments such as spearheading free fares and introducing electric buses, many riders say that only goes so far if there isn't enough service, or if it's not dependable.

Buses on more than half of RideKC routes only come every hour, or sometimes less frequently, according to The Star's analysis of the schedule.

"It's really a 50/50 for me," said rider Aaron Griffin in Kansas City. "Sometimes it's good and on time, other times it's late or early and leaves before it should. Every day is different."

Officials at the Kansas City Area Transit Authority say that they would love to add more frequent bus service, but they don't have enough bus drivers or funding, especially compared to other, similarly sized cities. After reducing service during the pandemic, RideKC has not fully restored it yet.

The regional transit agency strategically changes and limits routes to match ridership levels, reducing service where ridership is low.

Less than [3% of workers in Kansas City, and 1% in the metro](#), use the bus to commute.



Robert Lewis puts his earbuds in while waiting for a bus at 10th and Main streets in Kansas City. He listens to music during his long ride to work in Olathe, a commute he has been making for more than 20 years. Jill Toyoshiba
jtoyoshiba@kcstar.com

KCATA Vice President Richard Jarrold said Kansas City doesn't have enough riders to justify adding service to some areas.

"If we had an unlimited budget, I think we would do more to beef up the service in anticipation of people using it," Jarrold said. "With our budget, we have to be prudent with where we put those resources to get the best bang for our buck."

That reasoning presents a kind of chicken-and-the-egg problem that national transit experts say many car-centric cities struggle with: Is the poor service caused by low ridership, or the other way around?

Several transit researchers The Star interviewed say those decisions to reduce service fuel a vicious cycle, discouraging more people from wanting to turn to the bus as a form of transportation. To increase ridership, they say, you have to provide the service.

"To expect that you're going to get an increase in riders without improving the service is unreasonable," said Yonah Freemark, a senior researcher from the Urban Institute. "When your service is really bad, people are not going to use it."

Mayor Quinton Lucas described the problems with bus service as "an agency challenge, rather than a policy challenge," and as an "implementation issue" rather than a budget issue.

"KCATA is not delivering services at the level we would expect right now. I do not think that that's the fault of ZeroFare. I don't think it's the fault of a lack of even increased city funding," Mayor Quinton Lucas said. "Kansas City has put in too much money year after year to have substandard services."

In Lewis' case, after spending nearly an hour riding the bus down Interstate 35, he reached his final bus stop around 7:35 a.m.

The bus driver waved Lewis goodbye and assured him that there would be a bus heading back to Kansas City when he got off work. A few days prior, Lewis and a few others got stranded for a couple hours after work when the bus didn't show.

"Sometimes they just cancel it," he said. This has happened to him multiple times recently, so he is now diligent in calling the transit authority in the afternoon to ensure a bus will be coming to pick him up after work.



Robert Lewis says goodbye to the driver and exits the No. 404 bus in Olathe. Lewis keeps the phone number for the transit authority handy in case he needs to call and confirm the bus will be there for his return trip. Jill Toyoshiba jtoyoshiba@kcstar.com

Arriving at work, Lewis asked the Star reporter who had traveled with him how she intended to get back to Kansas City.

“The bus!” the reporter said with confidence and an unwavering faith in Google maps helping figure out how to catch the route back.

In fact, a bus returning to the city along that route wouldn’t come until later that evening.

It took a 30-minute walk, a breakfast of defeat at a fast food restaurant, a \$15 ride from an app service to a bus stop at Johnson County Community College, and two more buses, all to arrive back to downtown Kansas City by noon.

HOW OFTEN DOES THE BUS COME?

Of nearly 40 regular bus riders who responded to The Star’s online bus survey, riders’ biggest concern by far was the frequency at which buses come.

Among the KCATA’s 56 regular routes, excluding two that only come once a day, 41 — or 73% — require a rider to wait for an hour or more between buses. Two of those come only once every two hours.

Only one bus route in the metro comes every 15 minutes, the Prospect MAX. Some routes like the Troost MAX and Troost local buses overlap, which can increase the frequency a bus arrives along that route.

The Main MAX route comes every half-hour, which rider Connor Alexander said makes it harder to rely on.

“If I miss one departure time, I can’t wait around 30-plus minutes for the next,” he said. “I can’t rely on it getting me to the place I need to go on time 100% of the time.”

For those who do wait a long time for buses, riders told The Star they would like to see more benches and shelters installed at stops.



A passenger checks if a bus is approaching at the 12th Street and Grand Boulevard stop Monday, June 6, 2022. Jill Toyoshiba jtoyoshiba@kcstar.com

Earlier this year, RideKC announced a plan to increase bus frequency for various routes called RideKC Next.

But most of those changes have not happened yet, and KCATA’s announcement has since been deleted from its website. RideKC did extend the hours of service and add weekend service for some of the routes in the plan.

“We [had] to reassess in light of our current resource availability,” said Jarrold, KCATA vice president of regional planning and development, adding that the announcement of the changes was taken off the website to prevent confusion.

“We don’t want to put stuff out there on the website telling people it’s coming when the reality is we don’t know if it’s coming or not.”

Jarrold said the goal is still to get popular routes like the MAX buses and routes along 31st and 39th streets to come every 15 minutes, instead of every 30 minutes like they are now.

He hopes routes that run once an hour can also increase service to every 30 minutes, but right now there aren’t enough riders to warrant that move.

“The last thing we want to do is run empty buses,” Jarrold said. “We try to right-size the service level to the demand.”

‘THEY’RE TAKING AWAY MY LIVELIHOOD’

For some residents like Raymona Turner, there simply aren’t enough routes to help her get around.

She used to ride Meadowbrook 238 four times a week to go to the grocery store, doctor’s office and to visit her granddaughter.

Then in early May, KCATA redesigned nine routes as a part of the previously mentioned RideKC Next plan, consolidating routes like Meadowbrook 238 and the 233 Vivion-Antioch.

Jarrold acknowledged that although the purpose of merging routes was supposed to be a positive, not everyone would benefit from the change.

The move eliminated the stop near Turner’s home, leaving her and her fellow residents at the Golden Oaks apartments for seniors in North Kansas City without a reliable bus route.

“They’re taking away my livelihood,” Turner said.

Now she’s paying a friend to drive her to where she needs to go.



Raymona Turner used to take the No. 238 bus from her Northland apartment complex to doctor appointments, to visit friends and run errands. But the service was discontinued and now she has to find a ride elsewhere or stay at home.
Jill Toyoshiba jtoyoshiba@kcstar.com

Many Golden Oaks residents are relying on private services like those offered by the Northland Shepherd's Center, a social service organization that provides transportation to seniors over 60 years old for a suggested donation of \$10.

The organization has seen a significant uptick in riders in Turner's neighborhood since KCATA services were cut near the apartment complex, according to Northland Shepherd Center operator Jeremiah Creek.

"They can trust that we're gonna be there, once they get to riding with us," Creek said.

In lieu of a fixed route, Jarrold suggests that Turner and other residents in a similar situation schedule a ride with the RideKC Flex system. Riders need to schedule 24 hours in advance by downloading the RideKC Flex app or calling 816-346-0346.

Reducing the coverage of bus routes can hurt in a place like Kansas City, which already has fewer routes than some comparable cities.

Kansas City only offers six routes within a half-mile of the average block group, according to data from AllTransit, a transit database powered by the Center for Neighborhood Technology and the Transit Center. Other midsize cities like Pittsburgh and Portland respectively have 17 and 10 routes within a half mile of the average block group.

Riders who responded to The Star's survey said they'd like to see more routes running east to west, more routes on the East Side, more routes in south Kansas City and more connections between Kansas City and Johnson and Wyandotte counties.

Right now, all three MAX routes, which are popular routes intended to be "rapid transit," and the streetcar run north to south.

'WE ARE RECRUITING ALL THE TIME'

The three routes that were suspended due to the pandemic won't be restored in Kansas City until KCATA has more drivers, according to Jarrold.

Will Howard, union president of Amalgamated Transit Union Local 1287 that represents bus operators at KCATA, said there has been a shortage of drivers for years. COVID-19 and other stressors have only made the shortage worse.

In addition to losing veteran operators to retirement, Howard said it can even be hard to keep new recruits.

"A lot of people once they come in, it's hard to keep people because they're not making the same pay [as] some of our top operators [but] all of the stress and all of the risk and danger is all the same," Howard said. "So you have a high turnover rate."

Before the pandemic, KCATA had a total of 763 employees. Right now, KCATA has approximately 650 employees. Of the agency's current active staff, 303 are bus operators.

The agency is looking to hire at least 70 more operators in order to make up for the shortage of drivers and cover any future attrition in the next year or so.

KCATA launched a hiring campaign in August 2021 to hire new drivers in an effort to increase service.



The No. 404 bus arrives at the bus stop at 10th and Main streets in Kansas City early on a Friday morning in June. The bus takes about an hour to reach Olathe. Jill Toyoshiba jtoyoshiba@kcstar.com

Susan Miller, vice president of people development, said those efforts to recruit drivers has gone well.

“We’ve been able to, even this year, in this market, recruit qualified candidates and keep our pipeline full of staffing,” she said.

To streamline the hiring process, the agency has created a special pipeline for drivers who already have their commercial driver’s license. There is also an effort to make the training sessions flexible to accommodate prospective drivers who are still working another job.

To help make sure more people can get trained at the same time, the agency partnered with Metropolitan Community College to do some CDL training for certain employees so KCATA can focus on training bus operators.

The starting rate for most bus operators is \$20.91 per hour, according to Miller. For the first four years of employment, that rate goes up until it reaches the full rate of \$29.87 per hour.

The agency has also given out a number of incentives including a referral incentive for people who refer qualified candidates to join the company. There are also two retention bonuses scheduled for 2022.

“We are recruiting all the time,” Jarrold said.

TOO MANY COOKS IN THE KCATA KITCHEN?

Any solutions to RideKC’s problems become more complicated because they lie in the hands of 10 different jurisdictions that contract KCATA to offer service to residents.

Like a lot of things in Kansas City, the bus service crosses state and county lines, requiring a level of coordination and cooperation that many cities don’t need to navigate when expanding their transit systems.

KCATA was formed in 1969 as a bi-state compact, serving seven counties between Missouri and Kansas. The counties include Cass, Clay, Jackson and Platte counties in Missouri and Johnson, Leavenworth and Wyandotte counties in Kansas. The regional body operates on a budget of around \$105 million, which is funded by local, state and federal dollars.

“What [KCATA] does not have, though, is an independent source of funding for those transportation services,” Jarrold said. “So anything that we operate, we operate via agreement with a local government entity to provide the services in their community.”

Kansas City is KCATA’s biggest contract, contributing \$60.5 million to the area transit authority in 2022, \$1.9 million less than in 2021. However, the city has upped its financial commitment over the years: Today there is \$17.2 million more in funding than in 2012.



Bus route numbers are noted on a RideKC sign at the Transit Center, 7501 Prospect Ave., in Kansas City. The transit site is near the campus of Alhaphointe, a center for the visually impaired. Tammy Ljungblad tjungblad@kcstar.com

“We have to go through this process each year negotiating an annual contract with each community. Each community has priorities, and those priorities sometimes change year to year,” Jarrold said.

Kansas City Council has had concerns with how KCATA has been using its money.

Last month when the council approved a contract for how much Kansas City would be contributing to the regional transit authority this year, they added a requirement that KCATA check in with the council regularly on various metrics that measure service improvements. The contract also requires KCATA to present its finances to city council six months after it was passed.

Councilwoman Ryana Parks-Shaw, District 5, said during the May meeting that she wanted to stand up for her constituents who shared concerns about the bus system.

“They’re excited to have zero fare,” Parks-Shaw said. “But it doesn’t matter if the bus doesn’t show up, if the bus isn’t there.”

Mayor Quinton Lucas said that the free fares are not related to KCATA’s poor service.

Johnson County in August will take over its own day-to-day management of transit services typically managed by KCATA. The move will take \$585,000 away from KCATA and put it back into Johnson County, according to Josh Powers, Johnson County government business liaison.

The goal is for Johnson County to use federal relief funds to implement a number of pilot programs, like microtransit, but the changes won’t impact existing bus routes or riders for now.

Sungyop Kim, University of Missouri-Kansas City professor of urban planning and design, said that the agency probably needs a more dependable funding source if it wants to offer better service.

“Transit service improvement requires more significant and more reliable transit funding,” Kim wrote in an email. “Funding-wise, I find state funding for KCATA is an area to push.”

HOW COULD RIDEKC BE BETTER?

Kansas City has gotten national recognition for accomplishments like the ZeroFare KC program and electric buses. Just last week, Mayor Quinton Lucas and the city received the 2022 Mayors’ Climate Protection Award in praise of free fares.

“Kansas City is proud to be a public transit city,” Mayor Lucas said in a statement about the award, noting how Kansas City expanded free fares, upgraded to electric buses, expanded the streetcar and made progress on the new airport terminal all during the pandemic.

Freemark from the Urban Institute said the key to a successful transit system that serves residents well is frequent, reliable service.

“Transit should be something where people don’t have to check a schedule to figure out when the next bus is going to show up, they know that the bus is going to be frequent, and it’s going to be reliable,” he said.

David Bragdon, executive director of the Transit Center, a national foundation that advocates for more equitable public transit, agreed that frequency is the highest priority.

“It’s actually much more important to make transit better and more frequent than to remove the fares, and that’s the problem with transit in most places, including in Kansas City,” he said.



A man pauses outside a bus after it drops passengers off at the East Village Transit Center at 12th and Charlotte streets Monday, June 6, 2022. Jill Toyoshiba jtoyoshiba@kcstar.com

Freemark said that the Greater Richmond Transit Company in Richmond, Virginia, is one of the few comparable bus systems to successfully implement both free fares and improved bus service.

Richmond is smaller than Kansas City, but multiple experts from different organizations across the country pointed to it as a success story.

A major part of Richmond's accomplishments came from a route redesign in 2018, increasing the frequency of buses, investing in better infrastructure at bus stops and introducing new technology to offer real-time updates on buses.

Richmond's transit system offers 10 bus routes within a half-mile of the average block group and has an average of 62 transit stops within every half-mile of transit, according to AllTransit.

"They've actually done a great job in leveraging that free fare service to expand transit ridership," Freemark said. "They have higher riders now than they did before the pandemic, which is very rare because most transit agencies actually lost riders."

WHAT IS RIDEKC DOING TO IMPROVE SERVICE?

To help improve services, KCATA is conducting studies to see where to make changes.

The agency recently got just over \$500,000 of federal American Rescue Plan money to study ways KCATA can better restore service.

The money is supposed to help transit agencies increase ridership and reduce travel times that have been disrupted by the pandemic.



Lekatta English, right, and her children, Maraih Brand, center, and Malachi Brand, left, board a RideKC Bus on Thursday, June 2, outside the Transit Center at 7501 Prospect Ave. English said there are fewer bus routes on Sundays, which has made it more difficult to get around the city. Tammy Ljungblad tijungblad@kcstar.com

And KCATA is looking into ways it can add more east-to-west services in the city.

This east-west study will look at an eight-mile corridor from the KU Med Center in Kansas City, Kansas, to the Truman Sports Complex in Kansas City.

The study will take until 2023, but is kicking off now. Riders can take a short survey to share thoughts on adding east-to-west connections.

The survey will be available here until June 17.

Mass Transit

CA: Coming to Los Angeles: Air taxis that skip the freeways

Two local companies have partnered to make that dream a reality with a fleet of all-electric, vertical-takeoff taxis that will ferry passengers and cargo across the skies of Southern California.

By Kevin Smith

Source The Orange County Register (MCT)

June 15, 2022

Ever wished you could step into an air taxi and glide above LA's traffic gridlock?

Two local companies have partnered to make that dream a reality with a fleet of all-electric, vertical-takeoff taxis that will ferry passengers and cargo across the skies of Southern California.

Urban Movement Labs, a transportation-minded nonprofit launched by Los Angeles Mayor Eric Garcetti in 2019, and Overair, an electric vertical takeoff-and-landing company based in Santa Ana, hope to have the vehicles up and running in 2026.

Overair touts its "Butterfly" aircraft as an alternative transportation option in metropolitan areas. Each Butterfly — equipped with four rotors — will be capable of carrying up to six people (five passengers and a pilot), or 1,100 pounds of cargo.

They'll be able to travel about 100 miles at speeds of up to 200 mph, powered by all-electric propulsion. The aircraft will be capable of taking off and landing at existing pads that service helicopters, company officials said. They have yet to reveal what Butterfly's dimensions will be.

"We've tested some smaller prototypes and a full-sized propulsion system," said John Criezis, Overair's head of mobility operations for Overair. "We're in the process of building a full-sized prototype now."

A cash infusion

Overair recently secured \$145 million in funding from Hanwha Systems and Hanwha Aerospace to continue development of its aircraft, bringing the company closer to its goal of flying an experimental prototype in 2023.

The company's first step will be to get the vehicle certified for flight by the Federal Aviation Administration. Criezis said they'll make "learning adjustments along the way as needed."

"It's a very involved process," he said. "They will be flying at an altitude of 1,000 to 3,000 feet."

Sam Morrissey, Urban Movement's executive director, said his organization is looking to stay ahead of the curve.

"We wanted to look at advancements in air mobility before the technology arrived to put it into effect," he said. "We've partnered with a number of companies that are working on this through the Urban Air Mobility Partnership."

The partnership's mission is focused on community, government and industry engagement to ensure a collaborative approach to urban air travel.

Won't be cheap

Morrissey said it's too early to determine what typical airfares aboard a Butterfly will be. But he acknowledged the service won't necessarily be cheap and will initially appeal to travelers with deeper pockets.

Still, the ease of getting from Point A to Point B amid LA's heavy traffic will likely prompt others to use it as well. He cited freeway toll lanes as an example.

"When toll rates are the highest and you save the maximum amount of time getting somewhere, that's when you see the highest number of lower-income users," he said. "People could use this if they needed to get a child to the hospital, if they were late for an important meeting, or if they had to get to the airport quickly."

Criezis said the partnership is a good fit.

“Urban Movement sits at the junction between industry and community,” he said. “They are really good at understanding how services would impact a community, and what sort of considerations would need to be taken into account regarding city regulations and setting up the right building codes.”

The noise factor

Noise is a crucial factor, but Criezis said that won't be a problem.

“These vehicles are extremely safe, energy-efficient and very quiet,” he said. “When they fly overhead you'll barely hear them. We think that lack of noise is a key to unlocking this technology in the city.”

The concept of air taxis isn't new.

Joby Aviation, a publicly-traded electric air vehicle company in Santa Cruz, recently announced it has received its first Part 135 Air Carrier certification from the Federal Aviation Administration. The company still needs “type” and “production” certifications before it can legally carry passengers.

Type certification means the aircraft meets FAA's design and safety standards, while production certification is the approval to begin manufacturing the aircraft.

Joby said its aircraft have achieved the company's target for low noise levels during take-off and landing as well as during overhead flight.

“There are lots of other cities that private companies are looking at,” Morrissey said. “Miami Dade County in Florida and Orlando are actively interested, and New York City, Dallas, Ohio and North Carolina are also looking into this.”

Criezis figures some consumers will initially be reluctant to step aboard a Butterfly.

“Safety is the critical aspect here and these will be as safe, if not safer, than riding on commercial airlines,” he said. “It might take time for people to get comfortable with this.”

Mass Transit

CA: VTA eyes affordable homes by San Jose BART stops and in Google village

The regional transit agency is considering the development of several hundred homes atop the proposed site of an underground BART stop next to the Diridon train station — including scores of affordable homes.

By George Avalos

Source Silicon Valley, San Jose, Calif. (TNS)

June 14, 2022

Jun. 10—SAN JOSE — The Santa Clara Valley Transportation Authority is eyeing numerous affordable homes along the BART line planned for downtown San Jose.

The regional transit agency is considering the development of several hundred homes atop the proposed site of an underground BART stop next to the Diridon train station — including scores of affordable homes.

"We are planning to build housing on top of that BART facility next to the Diridon station," said Ron Golem, the VTA's director of real estate and transit-oriented development.

It's also expected that housing, including affordable homes, will sprout next to proposed San Jose BART stops at First Street and Santa Clara Street, and near East Santa Clara Street and North 28th Street, in addition to Diridon Station.

But VTA officials say a housing tower that would create about 200 homes at a site with addresses ranging from 17 through 31 E. Santa Clara St. won't be feasible.

A 26-story housing highrise called Eterna Tower would create 200 homes, including dozens of affordable residences, at this site, according to plans on file with San Jose city officials. Roygbiv Real Estate Development, headed up by real estate executive Loida Kirkley, has proposed the project.

DCI Engineers recently evaluated the feasibility of the construction of housing towers next to the proposed entrance to the downtown San Jose BART on East Santa Clara Street and said it could be done. And Kirkley believes the development of more housing next to BART could be a crucial component of the rail line's success.

But the VTA has pushed back.

"The challenge is that between the combination of a very small site and the very substantial extra expense to build on that site, the amount of additional cost would make any kind of housing infeasible," Golem said.

Construction atop an underground train station can be more expensive than towers that aren't built on rail lines.

"Both affordable and market-rate housing wouldn't work there," Golem said. "It's not possible to build on that site."

The VTA is seeking to seize two parcels at the 17 through 31 E. Santa Clara site through an eminent domain proceeding so the site can be used for BART's Downtown San Jose station.

The transit agency said up to 500 units are slated to be developed at the site atop the proposed BART stop at Diridon Station.

The transit agency owns the land where the housing project would be built over the station. Google gained approval for the 500 units as part of the city of San Jose's endorsement of the tech titan's Downtown West mixed-use neighborhood near the train station.

"Our policy requires that at least 25% affordable housing be included in any project built on VTA-owned property," Golem said.

In the case of the Diridon Station housing project, a 500-unit development would translate to 125 affordable residences.

"VTA is very much trying to support transit-oriented development and affordable housing," Golem said.

CalMatters

Electric car mandate: California air board questions cost, practicality

BY NADIA LOPEZ JUNE 9, 2022 UPDATED JUNE 10, 2022



Environmental activists call on the California Air Resources Board to push harder in its proposed mandate to ramp up electric car sales at a rally at the agency's headquarters in Sacramento on June 9, 2022. Photo by Rahul Lal, CalMatters

IN SUMMARY

Over a nine-hour meeting, car owners, environmentalists and industry representatives showed up in droves to voice concerns about ramping up electric car sales and banning new gas-powered cars in 2035. Board members asked for more strategies to help low-income residents.

Members of California's Air Resources Board today questioned the practicalities of their staff's proposal to ban gas-powered vehicles, raising concerns over challenges in buying and charging electric cars.

Air Board Chair Liane Randolph asked staff to find more strategies to ensure that the [state's proposed mandate](#) includes strong equity measures so that low-income residents face fewer barriers buying electric cars.

At a public hearing that stretched on for nine hours in Sacramento, auto company representatives, environmentalists and car owners showed up in droves to voice their concerns. Some said the rapid transition could harm the disadvantaged communities it aims to help, while others said the air board needs to take bolder action to address air pollution.

The rules would mandate increased sales of electric or other zero-emission vehicles in California, beginning with 35% of 2026 models. In 2035 sales of all new gas-powered cars would be banned. Currently only about 12% of new car sales in California are zero-emission vehicles.

The standards would be among the most aggressive actions that state regulators have ever taken to address climate change and poor air quality. They could transform the cars Californians drive, revolutionize the auto and power industries, and could eventually drive stronger nationwide standards.

"This is arguably the most important action the California Resources Board will ever take," said [Daniel Sperling](#), a member of the Air Resources Board and founding director of the University of California, Davis Institute of Transportation Studies. "What we're doing here is by far the most important strategy for decarbonizing transportation. There's nothing even close to it."

[Air board member Diane Takvorian](#), who is executive director of an environmental justice group, said there is “a lack of clarity” about what the regulation can do, adding that it needs to address the availability of electric cars in the used car market. She said a steady and reliable supply of used electric vehicles is a necessity for low and middle-income residents.

She said the proposal needs stronger equity measures.

“If we don’t create a market that is creating affordability, we’re going to end up in the same situation that we’re in now with housing, where there are many homes on the market that are just out of reach for most of California,” Takvorian said. “I don’t think that the equity provisions that we’re talking about are necessarily that everybody in the state should be able to buy a new zero-emission vehicle. We need to figure out what the entire system looks like.”

The board is expected to vote [on the mandate](#) in August.

Environmentalists voiced concern that the board’s proposal doesn’t go far enough to get gas-powered cars off the road, urging the board to set a more stringent goal of 75% zero-emission sales in 2030.

Several city and county elected officials from around the state, including from car-centric cities like Long Beach, Santa Clara and Los Angeles, also [expressed support](#) for more stringent measures.

‘Very real challenges,’ auto industry says

Representatives of automakers, including Ford and Subaru, said the industry is committed to electrifying its fleet, but raised questions about the timeline.

“Subaru fully supports an electric net carbon net zero carbon future, but today’s advanced clean cars proposal aims to set a very challenging path for the U.S. auto industry,” said David Barker, environmental activities manager for North American Subaru. “There are very real challenges in meeting consumer demand while at the same time overcoming supply chain disruptions and limited access to critical help. These challenges are amplified for small manufacturers like Subaru.”

Dr. John Balmes, a longtime member of the air board and proponent of clean air, expressed concern about whether car manufacturers would be able to comply with the mandate.

“Do we have enough knowledge? I think the answer is probably no,” he said. “I’m worried that we’re not going to get the new zero-emission vehicles that we would like to have.”

Costs of the mandate could run \$289 billion over the lifetime of the rule. But the economic benefits could reach \$338 billion — a net benefit of \$48 billion, according to air board staff.

While electric cars currently cost more than a gas-powered car, savings on gas and maintenance could end up saving car owners an estimated \$3,200 over ten years for a 2026 car compared to a gas-powered car and \$7,500 for a 2035 car, according to the air board’s estimates.

Air board staff say the new standards will boost interest in electric vehicles and bring the cost down over time.

But they said challenges with the transition remain.

Air board officials said consumer reluctance remains a concern, citing challenges that could hinder the pace of switching over to electric vehicles.

Also, the need for more public charging infrastructure and home chargers is already a barrier that is frustrating for some electric car owners. About 1.2 million chargers will be needed for the 8 million electric cars expected in California by 2030, according to staff's calculations.

Car buyers are also concerned about battery life, higher purchase price and the limited number of models.

To address some car owner concerns, the proposed measure requires automakers to set strong performance, warranty and durability requirements. Electric cars must be able to drive at least 150 miles on a single charge. Batteries would need to be more durable and carry a manufacturer's warranty. At least 80% of the original range must be maintained over 10 years. To ease the strain on automakers, that requirement would be reduced to around 75% during the first five years.

Air board staffers said they would grant automakers incentives to sell some vehicles at a lower cost in an effort to help low-income residents afford electric cars.

Under the proposed rule, automakers could get credits toward meeting their sales targets through 2031 if they sell cars at a 25% discount through community-based programs, or if they offer passenger cars for less than \$20,000 and light trucks for under \$27,000. Air board officials said provisions would prevent companies from stockpiling credits that would be a disincentive from meeting future requirements.

But some residents told the board that they're already feeling financially strapped and can't see ever affording an electric car. While the proposal offers financial incentives for automakers, they doubted they would gain access to programs meant to help low-income car owners.

"I am lower class. I am under the poverty level," said Sherry Chavarria, a Dinuba resident. "How can I afford a Tesla? The people that get the incentives are the upper class."

The rules would not apply to the used car market, and it wouldn't eliminate the millions of gas-powered cars already spewing planet-warming emissions and smog-causing gases on the road.

The proposal would also drive a wide-ranging transition of the workforce, causing some industries to gain jobs while others lose them as the state shifts to pollution-free cars.

Throughout the economy, an estimated 64,700 jobs will be lost because of the mandate, according to the California Air Resources Board's calculations. On the other hand, an estimated 24,900 jobs would be gained in other sectors, mostly in the power industry, so the estimated net loss by 2040 is 39,800 jobs, a minimal amount across the state's entire economy.

[Mechanics would be among the most affected](#) — more than half of their current number of jobs would be lost over the next two decades if the mandate goes into effect, the air board estimated.

"I am sensitive to the fact that this rapid transformation will be disruptive across many industries, not just the auto industry, not just the oil industry, you've got the parts suppliers, you've got the mechanics, you've got the electric utilities, you've got the local governments," air board member Sperling said at the hearing. "And it's

going to be even more disruptive in the other states who lag behind California in every way.”

Sperling said it’s important that California sets a strong precedent and reduces the challenges because other states will follow suit.

“My biggest concern by far is dealing with the other states, and we need them to be successful because what we’re doing here is not just for California,” he added. “If you look at it from a climate perspective, actually, this is much more important.”



Community organizer Lori B. Pesante of the Dolores Huerta Foundation and her son Dorius attend a rally at the Air Resources Board’s headquarters. Photo by Rahul Lal, CalMatters

At a rally at the air board’s headquarters in Sacramento before the hearing, environmental justice advocates called on the board to take bolder action on the mandate.

Meg Whitman, 42, a Sacramento-based physician at the rally, moved to the area five years ago from Massachusetts. She said her seven-year-old son was diagnosed with asthma last year, which she thinks could be from exposure to wildfire smoke and exhaust from highly-congested freeways.

“He really didn’t have any symptoms of asthma as a baby and during his toddler years,” she said. “We are going to keep a close eye on it, but we have considered moving out of the area for his sake. The question is, where is that and where will it be safe?”

Whitman’s three-year old son also came down with bronchitis as a six-week old baby. While he has been healthy since, she said she’s now worried he could also develop asthma.

“The faster we can curb tailpipe emissions, the faster we can help prevent some of these diseases and excess deaths,” she said. “It’s just something I think about with my boys all the time. I’m frightened for their future. My boys, they’re just my whole world.”

Years in the making

The air board’s move toward zero-emission vehicles has been decades in the making. But many of those efforts have also faced hurdles.

California first adopted zero-emission standards in 1990, which at the time required that 2% of new car sales between 1998 and 2000 be emission-free, and increase to 5% in 2001 and 2002. In a stunning reversal, the [air board rescinded those rules](#) in 1996 following immense pressure from automakers and oil companies. At the time, concerns over the technology and battery lifespan of electric cars fueled much of the debate.

Today auto companies like Tesla and Ford have transformed the state's electric vehicle market, with more than [80 models](#) now available.

Only about 2% of the state's 26 million cars on California's roads were zero emissions in 2020, but electric vehicle sales have been steadily increasing since. The state had formerly [enacted standards](#) that required about 8% of new cars sold in the state to be zero emission in 2025, according to air board staff. That goal was already met in 2021, when electric vehicles made up [12% of all new car sales](#).

The state has long been a pioneer in setting tough climate change policies and the federal government usually follows. At least [15 other states](#) have pledged to follow California's lead on bold auto emission rules.

Many representatives from several states, including New York, Massachusetts, New Jersey and Oregon, showed up at today's hearing in support of the proposal, vowing to implement similar rules in their states.

The transportation sector is one of the largest sources of pollution across the state, [accounting for about 40%](#) of the state's greenhouse gas emissions.

The state's authority to independently set stronger tailpipe emissions standards and mandate zero-emission sales was granted half a century ago, when Congress passed the Clean Air Act in 1970. The law included special conditions for California to help the state address its severe smog.

Under President Donald Trump, the state's authority was [revoked by the Environmental Protection Agency](#). The state then filed [lawsuit](#) after [lawsuit](#) to overturn the decision. California and four major automakers also made their own [deal](#) to continue cutting greenhouse gases.

The Biden administration in March restored the state's power to set emission standards stricter than the federal government's. That decision is now being challenged by 17 Republican state attorneys general, who are suing the administration for what they say is "favoritism" that "violates the states' equal sovereignty."

Mass Transit

SamTrans replacing 30 diesel buses with electric buses

SamTrans Board voted to purchase 20 battery electric buses and 10 hydrogen fuel cell buses in a move that will speed its full fleet conversion by four years.

[Mischa Wanek-Libman](#)

June 9, 2022



One of SamTrans' existing zero-emission buses; the district's board approved the purchase of 30 additional zero-emission buses. This purchase includes 10 hydrogen fuel cell buses from New Flyer and 20 battery electric buses from Gillig.

The San Mateo County Transit District (SamTrans) expects to fully convert its fleet to zero-emission buses by 2034, which is four years faster than the original 2038 projection following approval by the SamTrans Board of Directors to purchase 30 zero-emission buses to replace 30 diesel buses.

The approved purchase includes a \$13.9 million contract with New Flyer of America for 10 hydrogen fuel cell electric buses and a \$22.8 million contract with Gillig LLC for 20 battery electric buses. The purchase of the buses is funded through a mix of federal, state and SamTrans sales tax funds.

SamTrans explains it will be introducing a mix of battery electric vehicles and hydrogen fuel cell vehicles at the launch of its Zero Emission Bus (ZEB) fleet deployment to assess how the two technologies perform under different conditions, which can serve which routes better and what it would require to meet their infrastructure needs.

SamTrans says it will develop a plan for full ZEB conversion of the fleet by 2034, six years before the state mandated conversion in 2040. The transit district's board approved [a conversion plan in late 2020](#) in which the district anticipated need to invest nearly \$500 million to meet the original full conversion date of 2038.

SamTrans expects to begin service with the 30 buses from New Flyer and Gillig in 2023. The new 40-foot buses will be used throughout SamTrans' service area and will be equipped with familiar amenities such as exterior bike racks, as well as modern amenities including USB charging ports, Q-Pod wheelchair restraint systems and disc brakes, which should reduce maintenance and upkeep.

The new buses will replace the 2009 40-foot diesel buses, some of the oldest vehicles in the SamTrans fleet. The diesel buses have reached the end of their useful life and are due for replacement to ensure continued reliable service for passengers and compliance regional and federal guidelines.

SamTrans has used 100 percent renewable and GHG-free electricity since May 2017. The district previously purchased [10 electric buses from Proterra in 2018](#) and [seven battery electric buses from New Flyer in 2021](#).

Mass Transit

WA: WTA wants electric buses, but it's a 'very complicated' transition

The Whatcom Transportation Authority plans to work toward a bus fleet that produces no planet-warming emissions by 2040, according to its WTA 2040 Long Range Plan.

By Ysabelle Kempe

Source The Bellingham Herald (Bellingham, Wash.) (TNS)

June 8, 2022

Jun. 7—More electric buses are coming to Whatcom roads — the question is how many and when?

The Whatcom Transportation Authority plans to work toward a bus fleet that produces no planet-warming emissions by 2040, according to its WTA 2040 Long Range Plan.

But achieving that goal is not as simple as immediately ditching all buses that run on polluting diesel and replacing them with electric buses, said Maureen McCarthy, the transportation authority's director of community and government relations.

"It does take careful planning for the transition," she said. "It's actually very complicated."

WTA's recent order of eight new diesel-powered buses has brought the transit authority under the scrutiny of some local and state leaders: U.S. Rep. Rick Larsen sent a letter to WTA's Board Chair Michael Lilliquist on May 10 questioning the order for fossil fuel-powered vehicles, given WTA's "strong commitment to fighting climate change."

Vehicle emissions are Washington's largest contributor to greenhouse gases, which drive climate change. Fossil fuel-powered vehicles also take a toll on local air quality — transportation contributes almost a quarter of the air pollution in the state, according to Washington's Department of Ecology.

The Whatcom Democrats approved a resolution in April calling on WTA to reverse its order of diesel buses and only purchase electric buses moving forward. The resolution — which cites the urgency of climate change and points to communities in California and China that successfully operate electric buses — also calls on the State Legislature to set electrification targets for local transportation authorities and establish a grant program to fund the work.

But WTA Chair Lilliquist said that the high-profile bus order has been misunderstood by many: The order as currently placed is simply a placeholder intended to lock in lower vehicle prices before scheduled increases. The order can be revised any time before September.

"The idea that we ordered eight diesel buses is a misunderstanding," said Lilliquist, who is also a Bellingham city council member.

A September deadline should give the transportation authority's board time to review a preliminary draft of its developing "Zero-Emission Fleet Transition Plan," which will map out the organization's future vehicle purchases and is expected to be finalized by early 2023, Lilliquist said.

There's an "excellent chance" that a number of the eight buses recently ordered will be electric, although it's very unlikely they will all be, Lilliquist said.

"That is a \$4 million or \$5 million bump in cost," he said of purchasing eight electric buses.

What it takes to go electric

Electric buses cost about \$1.1 million, plus the roughly \$140,000 price tag of a charger and the cost of installing it. Depending on the site, charger installation can range from \$150,000 to over \$500,000, according to McCarthy with WTA. The upfront cost of a diesel bus is about \$600,000.

The transit authority has about 62 fixed-route buses in its fleet, eight of which are hybrid, meaning they run on both diesel fuel and electricity. The hybrid vehicles get about 7 miles per gallon, while the diesel buses get about 5.5 miles per gallon, McCarthy said.

In 2021, the organization got its first two battery-powered electric buses.

The two electric buses are experiencing technical difficulties, but the hiccups are not a cause for serious concern, McCarthy said.

"This is not unique," she said. "Because it's such an early generation of buses coming off the manufacturer floor, there are just growing pains with the technology."

The transportation authority's hybrid buses posed similar operational challenges for about 18 months after they were first adopted in the early 2010s, but they now perform very well, McCarthy said.

The agency plans on testing the electric buses on all routes, to see which are the best fit, McCarthy said.

There are not currently electric paratransit buses on the market, McCarthy said. Paratransit serves those with disabilities who cannot ride on WTA's fixed-route buses. McCarthy has high hopes that Vicinity Motor Corporation's new electric bus manufacturing facility in Ferndale could possibly be a future supplier of electric paratransit buses.

WTA has the parking and conduits, or electrical pathways, for 12 electric buses, and two more should arrive in Whatcom by January, with the help of a state grant. WTA primarily funds electric bus purchases with government grants, and Board Chair Lilliquist urged Rep. Larsen to help the agency secure funding in an email response to the legislator's May 10 letter.

"I urge you and your colleagues to continue to offer financial support to public transit agencies like WTA, in order to meet national climate action goals," Lilliquist wrote.

Larsen said he will request \$2 million for WTA in an earmark in the next federal budget, Lilliquist said. WTA continues to pursue grant funding for electric buses, but federal programs are "oversubscribed," McCarthy said.

"In truth, there just hasn't been enough money to go around," McCarthy said, noting that WTA's federal grant applications are typically scored highly by reviewers.

A balancing act

WTA faces a constant balancing act when determining how to use its finite resources, said Melissa Fanucci, principal planner at the Whatcom Council of Governments.

"You can't take away the fact we need more environmental improvements," Fanucci said. "We also need more service to dependent populations, and there's only so much money."

Lorena Shah, assistant director of Community Programs at Opportunity Council, said that the nonprofit feels strongly that "electrifying buses is a step toward reducing urban air pollution in areas of high bus traffic, like around Sunset and other parts of town with high-frequency buses."

Shah pointed out that low-income people and people of color disproportionately suffer from asthma compared to the rest of the population. Reducing diesel exhaust can help reduce the risk of asthma attacks, Shah said.

Lilliquist said he supports the electrification of Whatcom's bus fleet, but he said that there are actions, such as phasing out natural gas use in buildings, that would result in much larger emissions reductions. He is a proponent of installing more personal electric vehicle charging stations away from people's homes, so they can be confident they will be able to recharge their car when out and about.

"If I was going to fight climate change, electrifying public transportation would be on my second tier," Lilliquist said. "It's just a matter of sheer magnitude and numbers."

Both McCarthy and Lilliquist said electric bus purchases must be well-coordinated with development of charging infrastructure. WTA doesn't want more buses than it can charge, but it also doesn't want to invest in charging stations that end up being outdated by the time the agency obtains electric buses.

"We might lock ourselves into an antiquated charging system," McCarthy said. "When you think about how quickly these things change, we just want to be wise about the sequencing."

Simon Vickery, climate and energy policy manager at local environmental nonprofit RE Sources, said that is just the reality of adopting new technologies.

"I certainly don't want WTA to overspend," he said. "But I'm not hearing that it's overspending, I'm hearing that it's expensive."

Vickery believes that potential changes in charging technology should not prevent WTA from investing in electric buses now. While the technological revolution may make a transition to electric buses uncomfortable, leaders should trust there will be solutions available, Vickery said — electricians can be hired to alter plugs or voltage.

"That level of uncertainty, we just need to breathe through," he said. "We will not get that level of certainty before it's too late."

This story was originally published June 7, 2022 5:00 AM.

California's plan for handling crisis is flawed, advisers say

CLIMATE CONTROVERSY

By **Nadia Lopez**

CalMatters

As California races to prevent the irreversible effects of climate change, some experts are questioning key policies that the state is counting on to meet its ambitious goals and accusing state officials of failing to provide substantial details to back up its claims.

The California Air Resources Board's proposal, called a scoping plan, outlines policies that would transition the economy away from fossil fuels. The purpose of the plan is to fulfill state mandates to reduce planet-warming emissions 40% below 1990 levels by 2030 and achieve carbon neutrality by 2045.

In this year's highly-anticipated climate policy blueprint, some critics say the state agency

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has not been transparent on how it plans to achieve its goals. The process has left legislators and others at the forefront of the climate discussion confused over the air board staff's projections.

"The draft scoping plan does California a disservice," said Danny Cullenward, an economist and vice chair of the Independent Emissions Market Advisory Committee, a group of five experts appointed by the governor and top legislators to assess the effectiveness of the state's landmark cap and trade program. "It focuses on long-term goals at the expense of near-term action."

At two recent state committee meetings, environmentalists, academics and climate policy experts who serve on state advisory panels voiced concerns over California's approach to tackling the climate crisis. They called the plan incomplete, ambiguous and confusing.

In addition, in a letter sent Thursday to the Air Resources Board and Gov. Gavin Newsom, 73 environmental justice groups called the proposed scoping plan "a setback for the state and the world."

"It fails to accelerate our 2030 and 2045 climate targets, and it fails to increase the pace of California's actions beyond existing commitments," the letter says. "We need a plan that transitions us away from the extractive, fossil-fueled energy system at the pace and scale demanded by climate science and environmental justice."

The response

The Air Resources Board did not send representatives to speak at either of the two meetings — a joint Senate and Assembly committee hearing and the emissions trading advisory committee.

But in a response to questions from CalMatters, air quality officials said the plan is a "guidance document"

and that specific emissions reductions would be detailed when individual regulations are drafted.

“It is not a final document, nor intended to be. It is also not a regulation. It is a guidance document and as such leaves room for new information that may become available later,” said air board spokesperson Dave Clegern.

The plan focuses on increasing dependence on renewable energy, such as wind, solar and electric cars, and capturing carbon dioxide emitted by oil refineries and other industries.

The debate pits those who want to mandate an end to fossil fuels against those who want an approach that relies more on market incentives and technology.

Environmentalists have long viewed the use of carbon removal technology and cap and trade as continued investments in the fossil fuel industry. But others side with the oil industry, saying the state won't be able to reduce carbon emissions fast enough without them. And across the political spectrum, many say the state's approaches are too flawed to produce the results that the Air Resources Board says they will.

“In place of tangible strategies to reduce emissions, the draft plan aims to achieve far fewer emission reductions than other leading climate jurisdictions in the U.S. are already pursuing,” Cullenward said. “Nothing less than the future of California's climate policy is at stake.”

The board plans to hold a public hearing on the plan on June 23 and vote in August.

Further criticism

Critics say staff haven't provided much evidence of how some key components could work, including the state's reliance on carbon removal and the role of its cap and trade program, which is a greenhouse gas market for industries that allows them to buy and sell credits.

Air board staff used modeling to predict how each sector of the economy will reduce its greenhouse gas emissions. In their draft plan, they say carbon removal technologies will help capture millions of tons of carbon dioxide at oil refineries and other industries that are difficult to decarbonize, such as cement.

The plan cites studies from Lawrence Livermore, MIT and other institutions about how the technology may work, but adds, “ultimately, the role for mechanical (carbon dioxide removal) will depend on the success of reducing emissions directly at the source.”

Dispute over model

Air board officials included in their models that carbon capture technologies were deployed in 2021 and will ramp up quickly by 2030. The plan says about 2 million tons of carbon dioxide were captured in 2021 — even though no facilities exist in California.

But they acknowledged in the plan that this assumption was wrong: Use of the technology in California by 2025 is “unlikely, and those emissions will be emitted into the atmosphere.” They said they would revise their modeling in the final version.

No agreement on how well carbon removal works Air board officials say reducing emissions alone won't address the growing threat of climate change. The path to carbon neutrality cannot be achieved without extracting carbon dioxide from the atmosphere, according to their analysis. In their plan, by 2035, 5% of total emissions would be eliminated through carbon removal technologies, and that drops to 3.5% by 2045.

Carbon Capture

Carbon capture is the practice of collecting carbon dioxide emitted by smokestacks, transporting it in pipelines and injecting it deep underground for long-term storage so it does not warm the planet. (The practice is different from biological sequestration, where carbon dioxide is stored in natural habitats, such as vegetation, forests, wetlands and soil.)

The Air Resources Board's staff's preferred option, known as Scenario 3, projects that carbon removal technologies will capture nearly 80 million tons of carbon dioxide from polluting facilities per year by 2045. The scenario predicts that carbon removal infrastructure will be installed on most oil refineries by 2030 and on all cement, clay, glass and stone facilities by 2045.

A panel of experts speaking at a meeting of the Joint Legislative Committee on Climate Change Policies on Tuesday discussed the pros and cons of carbon capture and storage and how it could inform the types of policies lawmakers push for. Much of the hearing centered on the controversy behind the practice and whether it did more harm than good.

The panelists provided vastly different accounts on its effectiveness, frustrating some lawmakers, who said the comments were inconsistent.

"The frustrating thing for me is that we have conflicts on what we're hearing today, so how do I do the right thing for my constituents or the environment?" said state Sen. Brian Dahle, a Republican from Lassen County who is running for governor. "That's very challenging for a legislator, sitting here with four panelists not all agreeing as we're trying to move to the future."

Some experts at the hearing said carbon removal plants could capture more than 90% of carbon dioxide emissions.



Oil refineries like this one in Martinez are sources of greenhouse gases. The state's climate plan includes installation of carbon-capture technologies on industrial plants.

MICHAEL R. LOPEZ — ISTOCK



Gov. Gavin Newsom delivers his annual State of the State address in Sacramento on March 8. His proposed scoping plan was heavily criticized by 73 environmental justice groups in a recent letter.

RICH PEDRONCELLI — AP PHOTO

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Mass Transit

WA: King County rolls out plan for free youth transit fares

By David Kroman

Source The Seattle Times (TNS)

June 3, 2022

Transit will be free in King County for people 18 and under in time for the start of the next school year, pending council approval of legislation introduced Thursday by King County Executive Dow Constantine.

Jun. 2—Transit will be free in King County for people 18 and under in time for the start of the next school year, pending council approval of legislation introduced Thursday by King County Executive Dow Constantine.

The rollout is part of a statewide effort to provide free bus, train and ferry rides for youth in most or all of Washington, after the state Legislature approved a nearly \$17 billion transportation funding package in the 2022 session. Of \$3 billion set aside for transit by the state, \$1.45 billion is contingent on local transit agencies making rides free for people 18 and under.

King County is eligible for an estimated \$31.7 million in grant funding from the state if it approves the free ridership program, which is estimated to cost around \$10 million.

"It's important during these early years to introduce young people to transit, regardless of their family's economic status," Constantine said. "Because we need folks across the economic spectrum using transit on a daily basis if we're going to meet our environmental goals, if we're going to have a functioning transportation system and not all be mired in traffic."

The legislation introduced amends county law to say there is no cost for people under 19 to ride King County Metro. It's sponsored by Councilmember Dave Upthegrove.

The program has been cheered by local officials, who view it as a way to increase ridership while making public transportation use a habit among young people. Three of the Metropolitan King County Council's nine members have voiced support. The council will take up the legislation in June or July.

Logistical challenges remain. County officials must work out a system that distinguishes between riders who are 18 and under and those who aren't. Constantine said he's confident the ORCA system can handle the distinction. The challenge, he said, will be getting cards in the hands of young people.

"We'll be working with community partners, first and foremost schools, to make sure that young people can get the physical fare media, which could be something as simple as a sticker that goes on their existing ORCA card, or more likely for a young person, an app that you can download," he said.

As part of the requirement to receive money from the state, the county will need to tally the number of riders under 19 using the transit system for free. Constantine said there inevitably will be a transition period this fall and Metro won't stop young people from riding for free if they don't have the right card, sticker or app.

Middle and high school students in Seattle Public Schools are already eligible to ride free with their ORCA card during the school year. The county is advising any youth, student or not, to hang on to their ORCA card to use this fall as the ridership program rolls out.

The county estimates there are 329,000 K-12 students in the county, but only 25,000 have a subsidized ORCA card.

So far, every transit agency in the state has signaled they will adopt policies by the Oct. 1 deadline to make transit free for youth riders. Ben Franklin Transit near the Tri-Cities expressed initial reluctance, before announcing it would opt in to the program.

As for safety concerns on buses, ridership on King County Metro buses is still around half of what it was pre-pandemic. Constantine said

increasing ridership will improve the perception that it's unsafe to be on transit.

"The more people we have using the system — students, workers, commuters — the safer the environment is going to be," he said.

STREETS BLOG CAL

Air Board Seeks Comments on Climate Scoping Plan; Shoup Urges a Look at Parking

Enforcing existing parking subsidy law is one simple, overlooked strategy that could help reduce fossil fuel use, says Professor Donald Shoup

By: Melanie Curry
June 2, 2022



Earlier this month, the [California Air Resources Board \(CARB\)](#) released its [Draft 2022 Climate Change Scoping Plan](#), which is basically the state's plan for how it will achieve its goals to reduce fossil fuel use and reach carbon neutrality by 2045.

The goals are laid out clearly in laws passed by the legislature, which left it up to CARB and its partners to figure out how to reach them. This updated scoping plan is the fifth such plan.

The update includes [a number of controversial elements](#), such as a continued reliance on cap-and-trade, the system developed by CARB to put a price on emissions as a way to encourage industries to reduce them – [a system that hasn't worked out quite that way](#).

It also includes a heavy focus on carbon capture, relying on a combination of untested technologies and a new focus on natural lands – those forests that have been burning up at a frightening pace in recent years.

But, says the scoping plan, one of its major elements

is the aggressive reduction of fossil fuels wherever they are currently used in California, building on and accelerating carbon reduction programs that have been in place here for a decade and a half. That means rapidly moving to zero-emission transportation, electrifying the cars, buses, trains, and trucks that now constitute California's single largest source of planet-warming pollution... It means providing our communities with sustainable options for walking, biking, and public transit so that people do not have to rely on a car.

UCLA Professor Donald Shoup has already submitted a comment pointing out one simple strategy that is missing from the Scoping Plan.

"In the ARB's Draft 2022 Scoping Plan Update, the word 'vehicle' is used 255 times and the word 'parking only once,'" his letter begins.

[Streetsblog would like to horn in here to add that "electric vehicle" appears numerous times, but "bicycling" only a few, and "electric bicycle" exactly zero times. Like parking policies, bikes tend to get little attention as climate-friendly solutions, even though they are among the most effective strategies.]

Parking is Professor Shoup's bread and butter, and his tireless engagement with the subject [has won many over to the understanding](#) of how [supplying – and requiring](#) – parking spaces has contributed [to the enormous rise in vehicle miles traveled over the last half century](#).

"To remedy this neglect," Shoup continues, "the Plan should recommend enforcing California's parking cash-out law as a way to reduce vehicle miles traveled and carbon emissions. The Air Resources Board is the agency authorized by the Legislature to interpret and administer the parking cash-out law."

California's parking cash-out law requires employers of fifty or more employees to offer commuters the option to take the cash value of any parking subsidy offered if they don't

take the parking subsidy [Section 43845 of the California Health and Safety Code]. Because the law applies only to parking spaces that employers rent rather than own, the employer saves on paying for the parking space if a commuter takes the cash. The law requires regulated employers who offer free parking at work to treat all commuters equally, regardless of how they get to work.

Parking cash-out has two great advantages as a way to reduce vehicle travel and carbon emissions: efficiency and equity.

Efficiency. Case studies of employers who began to offer parking cash out found that vehicle travel to work fell by 652 VMT per employee per year. Carbon emissions fell by 800 pounds per employee per year (see pages 66–67 in [Parking Cash Out](#)). Compliance with California’s parking cash-out law provides many benefits at almost no cost.

Equity. Parking cash-out is a valuable fringe benefit mandated by state law. Failure to offer parking cash out thus denies transit riders a commuting subsidy, and most transit riders are people of color and poor. For example, 91 percent of L.A. Metro’s bus riders are people of color and their median household income is \$15,600 per year. Some of these bus riders must be offered free parking at work but do not take it. One recent study found that in Southern California less than 1 percent of employers with more than 250 employees offer parking cash out. Parking cash out prevents any unintended bias in employer-paid parking.

The Air Resources Board is responsible for enforcing the cash-out law, and it has published an excellent guide for employers. In 2002, California’s Legislative Analyst audited the ARB’s treatment of the cash-out law and recommended the ARB should enforce it. The ARB did not follow this recommendation.

Disappointed that the ARB had not enforced the law, in 2012 the Legislature amended the cash-out law to give the ARB the authority to establish a penalty for violators. The ARB has not done so.

As a start toward enforcement, the Air Resources Board could begin by asking all employers of more than fifty people a simple question: “Does this firm comply with § 43845 of the California Health and Safety Code?”

This question would be easy for employers to answer because they [can log onto the Air Resources Board’s website to check their compliance](#).

Asking employers whether they comply with the cash-out law is reasonable because failure to comply denies a state-required fringe benefit to employees who do not drive to work—most of whom are people of color and poor.

If being asked this question leads employers to comply with the law, it will reduce traffic congestion, air pollution, fuel consumption, and carbon emissions. At the very least, this

proposed question will provide information on how many employers comply with the parking cash-out law.

Sincerely,

Donald Shoup

A public meeting to discuss the Scoping Plan Update will take place on June 23, where people can learn more about the plans and also [weigh in with their own comments](#) on how to make it better [[PDF](#)].

Learn more about parking cash-out at the federal level from the new issue of [Transfers Magazine](#) from the Pacific Southwest Region University Transportation Center.

Mass Transit

GA: MARTA tries to lure customers back amid pandemic

By David Wickert

Source The Atlanta Journal-Constitution (MCT)

June 2, 2022

MARTA riders driven away by the coronavirus pandemic have begun to return to trains and buses, but the transit agency faces plenty of challenges as it tries to lure back more customers.

Jun. 1—MARTA riders driven away by the coronavirus pandemic have begun to return to trains and buses, but the transit agency faces plenty of challenges as it tries to lure back more customers.

More metro Atlanta residents are working from home in what looks like a permanent lifestyle change. Ride-hailing services are still poaching customers from public transportation. Staffing shortages have plagued transit agencies, disrupting service. And the pandemic continues to roll in waves across the country.

Metro Atlanta's largest transit agency is trying a variety of strategies to attract customers in the short run, even as it plots a long-term expansion. It's unclear when or if MARTA's ridership will return to pre-pandemic levels. But with federal COVID-19 relief funds dwindling, the agency's long-term financial health depends on the return of paying customers.

Interim CEO Collie Greenwood believes they will come back.

"I think we would have all cleaned out our bank accounts if we didn't feel that way," Greenwood said.

Transit agencies across the country faced challenges long before COVID-19. Nationally, bus ridership fell 15% from 2012 to 2018 and rail declined 3%, according to a recent academic study. The researchers found

competition from ride-hailing services, cheap gasoline, fare increases, telework and other factors contributed to the decline.

Then the pandemic hit. When Georgia schools and businesses closed at the beginning of the pandemic, metro Atlanta transit agencies lost two-thirds of their passengers compared with the previous year, an Atlanta Journal-Constitution analysis of federal data shows.

Most customers haven't returned. In March, the number of trips on MARTA trains was still just 42% of the number of trips for the same month in 2019, the last full pre-pandemic year, the AJC analysis found. Bus ridership was a little better at 51% of its pre-pandemic level.

Kari Watkins, a Georgia Tech professor and one of the researchers who studied national ridership trends, said the pandemic accelerated trends such as telework and home shopping that diminished trips on public transportation. But she said transit proved its value in transporting essential workers such as hospital employees during the pandemic.

"In a lot of communities, there's more respect for what transit does than there was before," she said.

Georgia Tech won a \$1 million federal grant in 2020 to launch a center to study declining transit ridership and how agencies can recover from the pandemic. Though its work is not complete, Watkins sees promise in several strategies MARTA is exploring.

One is a new pilot program for the on-demand service MARTA Reach. Under that program, customers in a few neighborhoods can summon shuttles to take them anywhere in those neighborhoods. MARTA launched the service in February and is already expanding it.

Watkins said Tech's research shows on-demand services such as Reach can help transit agencies attract customers in areas where it may not be economical to provide regular bus service. She said such services may be especially effective in combination with another strategy MARTA is exploring — redesigning its regular bus system.

MARTA has hired a consultant to guide the most extensive redesign of its bus network in decades. The agency faces two choices: keep a system that

provides less frequent service over a broad geographic area or offer more frequent service on fewer routes. The latter option would increase ridership by making bus service more useful in key areas, the consultant says.

Those options closely resemble MARTA service during the pandemic. The agency eliminated most of its bus routes at the beginning of the pandemic but increased service on the remaining routes.

It later restored all routes. But in recent months it's scaled back the frequency of service amid a shortage of bus drivers and technicians. Armed with retention and recruitment bonuses, MARTA is on a hiring binge and hopes to restore full service this summer.

Watkins said offering more frequent bus service on key routes and on-demand shuttles in other areas could be an effective way to serve more passengers. It's a strategy MARTA is considering, though Greenwood stressed no decisions have been made.

MARTA has other long-term strategies to attract riders. It's encouraging commercial and residential development in underused parking lots at its rail stations. It debuted its most recent development last month at King Memorial station.

The agency also is buying new rail cars, renovating stations and expanding service in Atlanta and Clayton County. Greenwood believes those investments will attract riders.

In the short run, MARTA is restoring full service, cleaning vehicles and stations frequently and upgrading its rider app to provide more accurate information about arrivals and departures.

Greenwood sees hopeful signs. He said MARTA trains have been packed during sporting and holiday events. He said that shows people are becoming comfortable with riding transit again. His goal is to make MARTA more attractive so they come back.

"If it's right there in front of you and it's clean and it's safe, it's professional, it's easy to access," he said, "then I think MARTA's done its part."



Transit California

Fare Free Transit As the Legislature Considers Three Different Proposals, What Do Transit Agencies Think?

By **Jacob Herson**
Managing Editor
Transit California

Fare free transit in one form or another is a concept that has been gaining momentum for years. As an enticement to those who do not normally ride transit, it encourages mode shift—especially among the young people who fare free programs usually target, who are then poised to become lifelong transit riders. For those who use transit by economic necessity, fare free programs serve equity goals. Across the board, increasing transit ridership and decreasing car usage is critical to achieving climate goals. But for agencies reliant on farebox revenue, fare free transit requires sustainable funding sources to move beyond the short-term pilot stage.

Legislators, Assemblymember Chris Holden in particular, have been trying to generate support at the state level. In 2017, the Legislature passed Assemblymember Holden's [AB 17](#), a pilot program for low-income student transit passes, but Governor Jerry Brown vetoed it, citing concerns over funding sources. Legislators are now considering three different pathways that would advance some form of fare free transit: a proposal from Governor Gavin Newsom; Assemblymember Holden's [AB 1919](#); and Senator Josh Newman's [SB 942](#), which is co-sponsored by the California Transit Association.

In March, in response to rising gas prices, Governor Newsom proposed an [\\$11 billion relief package](#). It includes \$750 million to transit and rail agencies to provide free transit to all Californians for three months. With the release of the [May Revise](#), Governor Newsom has maintained this proposal.

In April, Assemblymember Holden's [AB 1919](#) passed the Assembly Transportation Committee with unanimous bipartisan support. The bill would require all transit agencies receiving state funds under the Transportation Development Act (TDA), the State Transit Assistance (STA) Program, and the Low Carbon Transit Operations Program (LCTOP) to provide fare free transit to youth 25 years or younger for five years. It would also allocate \$115 million for the creation of passes so that struggling transit agencies can ensure their farebox revenue losses will not be compounded.

The California Transit Association opposed AB 1919 as it was initially written. The Association cited lack of clarity on funding sources to offset the lost farebox revenue; the bill's stipulation that agencies refusing or failing to deliver on its fare free mandate would forfeit their funding from the TDA, STA, and LCTOP, which is vital to their capital and operations costs; and finally the concern that with agencies required to provide fare free funding, institutional partners that currently provide financial support for fare free or reduced fare transit would no longer see the need to do so.

The Association has been working with Assemblymember Holden and Move LA, a nonprofit co-sponsoring the bill, on amendments to address these concerns. The process is ongoing at the time of this writing, and Eli Lipmen, Director of Programming and Development for Move LA, calls it "incredibly collaborative." Lipmen believes a revised bill will allow agencies to opt into the program if it would benefit them, rather than mandating participation. The first round of amendments representing this collaboration went into print on April 19. With the budget surplus and Holden serving as Chair of the Assembly Appropriations Committee, Lipmen continues to see AB 1919 as the greatest opportunity to achieve rapid mode shift. He also believes that focusing on youth, seniors, and people with disabilities is the right approach from an equity perspective.

The Association is meanwhile co-sponsoring Senator Newman's SB 942, which is designed to reduce hurdles to accessing an existing funding source. The Low Carbon Transit Operations Program (LCTOP) receives five percent of funds deposited into the Greenhouse Gas Reduction Fund, which receives all funds (except for fines and penalties) collected by the California Air Resources Board. Existing law requires each transit agency that receives LCTOP funds to demonstrate that each expenditure reduces GHG emissions and does not supplant another source of funds, to use those funds to provide transit operating or capital assistance, to use at least 50 percent of the funds to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program funds.



Fare free transit programs are often aimed at students and youth.

Under current law, an agency must repeatedly demonstrate that it meets those requirements to continue using LCTOP funds to maintain a program. SB 942 would remove that hurdle, allowing agencies that use LCTOP funds for a fare free or reduced fare transit program to continue doing so once they demonstrate compliance in their initial program application.

Agency Perspectives

The Orange County Transportation Authority (OCTA) is also a co-sponsor of SB 942. OCTA relies on LCTOP funding for its Youth Ride Free program. Launched in fall 2021, the program became permanent in February of this year, offering free rides to all youths ages six to 18. Since the launch of the program, 1.3 million boardings have been recorded. OCTA also offers free bus rides to full-time and part-time students through its Community College Pass program at a growing number of schools.

“SB 942 will give certainty to OCTA by allowing us to use LCTOP funding on a long-term basis to fund our Youth Ride Free program,” said Megan Abba, a spokesperson for the agency. “Without this funding, there is no guarantee we could continue using LCTOP funding moving forward. The bill also significantly streamlines the administration of LCTOP while still providing for relevant data about benefits to the environment and disadvantaged communities. The bill would also provide the opportunity to explore investments in new pass programs, in addition to existing eligibilities related to zero-emission technologies and operations of new transit services.

“OCTA supports the underlying premise of both AB 1919 and the Governor's free transit proposal, which attempt to find funding from the state to support free transit programs. However, for agencies like OCTA that have already made a free transit program permanent, these proposals may not provide the desired benefits. OCTA has already determined that there are long-term benefits to the Youth Ride Free program, but funding is needed to continue it. While both AB 1919 and the Governor's proposal attempt to find funding for the short term, neither proposal addresses the need for long-term support.

“What OCTA has also found is that each transit agency needs flexibility to craft a program that works for its ridership. OCTA found that providing free rides to youth 18 and under would be most beneficial for our riders. However, some agencies may see more benefits by offering free rides or significantly reduced fares for a different age group. We also need to be careful about jeopardizing existing funding agreements agencies may have with local colleges, cities, or other entities.

“In addition, whenever an agency implements a new program like this, there is a long lead-time. Therefore, any requirement related to free transit fares can't be implemented immediately, even when funding is available. Time is needed for coordination with stakeholders, to develop a public awareness campaign and secure fare media.

“There are still challenges ahead even if SB 942 passes. If ridership continues to increase due to the free fares and other factors like high gas prices, OCTA will need to identify an increase in sustainable transit operations funding to support the increased demand. While funding by the federal government for operations because of the pandemic was critical to allowing OCTA to sustain operations over the last couple years, eventually that will not be available. Discussions are needed about how we support operations long-term, especially as we all work to expand the transit network and attract new riders.

“In addition, there are some challenges related to tracking ridership data. Ridership data is critical to determining federal formula funds and information about benefits to the environment and disadvantaged communities, so riders must continue using a pass to board OC Bus. How we distribute those passes, protect rider privacy, and coordinate with pass programs developed by neighboring agencies are all things that require further discussion.”

Santa Rosa CityBus also leans toward SB 942 among the current alternatives. Rachel Ede, the agency's Deputy Director, said, “We appreciate any proposal that brings new revenues to support discounted or fare free programs instead of mandating a diversion of funds that could be used to improve or maintain transit service levels. In the case of SB 942, the added flexibility in the use of LCTOP funds can help sustain successful fare free programs that might otherwise have to end after the pilot period. While short-term fare free promotions can be helpful from a marketing standpoint, building and sustaining long-term fare programs to improve access to transit—without detracting from service quality—is the way to go if we want to move the needle on transportation equity, ridership, and mode share.”

CityBus launched an 18-month pilot program in July 2021 providing free fares for K-12 youth, using Transportation Fund for Clean Air funds. By the end of the first full month of the school year, youth ridership had increased to near pre-pandemic levels. As of today, youth ridership is exceeding 125 percent of pre-pandemic levels and continuing to trend upward. The agency hopes to extend the program beyond the pilot term (ending December 2021) and possibly make it permanent.

CityBus is also part of a partnership with the Santa Rosa Junior College (SRJC) to provide fare free access for students on CityBus, Sonoma County Transit, and Petaluma Transit. This program has been in place since 2018 and has also exceeded ridership projections. The transit operators are reimbursed for lost fare revenue by a SRJC student transportation fee. The agency has recently expanded its Unlimited Pass program to pursue partnerships with employers, residential developers, and others to provide fare free access to the transit system.

"We believe that it's time to shift away from farebox recovery as a performance metric for Transportation Development Act funds," said Ede. "While there is a temporary suspension of the farebox recovery requirement at present, I think that reinstatement of that requirement will have a chilling effect on discounted and fare free transit programs that can support transit ridership recovery and local equity and climate action goals.

"I also want to note that fare free transit is not a substitute for investing in and maintaining transit service quality. Transit agencies need to have the resources to provide great service that can meet the mobility needs of their riders. Implementing fare free transit at the expense of service quality (such as increased frequency or service expansion) shouldn't be the outcome. There also needs to be a recognition that ridership gains from fare free programs can lead to higher operating costs as additional resources are needed to accommodate higher rider loads."

Sacramento Regional Transit District (SacRT) has also partnered with local institutions to fund its RydeFreeRT program. General Manager/CEO Henry Li explains: "Every community is different, so there is not always a one-size solution that fits perfectly for all transit agencies. However, fare free and reduced fare transit truly promotes so many positive goals around greenhouse gas reduction, mobility, and social equity, especially for those living in underserved and disadvantaged communities where reliable and affordable transportation may be a barrier to success. Ultimately, a successful pathway will need sufficient funding and flexibility for fare free programs like RydeFreeRT to flourish long-term."

SacRT launched the RydeFreeRT program in October 2019, providing fare free transit for youth in grades K-12, including students, foster, and homeless youth, across the whole system at any time during regular service hours. The agency calls this the first unrestricted youth/student fare free program in the nation. Within the first three months of the launch, student ridership increased 127 percent. Though it decreased due to the pandemic, ridership has returned to approximately pre-pandemic levels. SacRT's funding partners, including the City of Sacramento and Sacramento County, are moving forward with supporting a fourth year for the program, which is now available to approximately 260,000 youth/students.

A study released by the University of Texas in 2021 found that the RydeFreeRT program achieved multiple key goals to increase transit ridership and school attendance. The study also demonstrated a statistically significant decrease in automobile usage, especially for those who used to get a car ride to and from school. In addition, youth/students reported that they are using RydeFreeRT to access important non-school activities and destinations. Even during the peak of the pandemic in 2020, when many schools were closed, the RydeFreeRT program experienced over 1 million students/youth trips.

“The biggest challenge to offering fare free programs is offsetting revenue loss,” said Li. “With the RydeFreeRT fare free program, SacRT was able to secure a majority of the funding by partnering with local jurisdictions to make the program possible. Securing dedicated long-term funding will be key to ensuring fare free programs like RydeFreeRT can continue into the future.”

Monterey-Salinas Transit (MST) also relies on local partners to subsidize 100 percent of the operating costs of any fare free service it runs for their benefit.

“Mandating free transit fares reduces any incentive for partners to acknowledge and financially offset their impact on local traffic and greenhouse gas emissions,” explains MST General Manager/CEO Carl Sedoryk.

“Pre-COVID, MST partnerships accounted for 10 percent of our operating revenue and 25 percent of our ridership. With no incentive to provide partnerships, MST would be forced to reduce services and provide fewer mobility options to members of our community who depend on transit.

“Inducing demand by mandating free transit across the board for transit operators at a time when the industry is facing an acute labor shortage is problematic in that some operators may not have the resources to respond, which could result in overcrowding. Of particular concern is the impact on ADA services. A transit operator may be found in violation of the Americans with Disabilities Act (ADA) if they do not have the resources to fulfill a request for ADA services.

“Covering the costs of fares only addresses 15 percent of the costs of providing the service. If the free service results in ridership that requires additional buses or drivers, the transit operator may be forced to reallocate resources from other programs and communities, potentially resulting in reduced coverage or span of service to lower-density or more rural communities.

“Allowing LCTOP funds to sustain free transit programs indefinitely without additional funding could possibly strain the ability of this program to assist with the longer-term need to financially support the unfunded mandate to transition to a 100 percent zero-emission bus fleet per the Innovative Clean Transit Rule.

“Superior options to either of these measures would be to provide additional operating support to local transit operators and to let local policy makers decide how to best use those funds to serve the diverse needs of their communities.” Sedoryk also advocates for “the permanent elimination of the anachronistic and counterproductive performance measurements contained within the Transportation Development Act, including farebox recovery and caps on annual cost increases that stifle transit operator flexibility, with potential fiscal punishment for lowering fares or increasing frontline worker wages.”



For agencies dependent on farebox revenue, fare free transit raises serious funding concerns.

Sharon Cooney, San Diego Metropolitan Transit System (MTS) Chief Executive Officer and Vice Chair of the California Transit Association, reflected: "MTS's experience with free-fare pilots has been positive. We started with our first free fare day a few years ago on California Clean Air Day, and then last year we offered free fares for a month to help customers transition to our new fare collection system. Now MTS is partnering with the County of San Diego and SANDAG on a formal year-long pilot program allowing youth 18 and under to ride free. In all three cases, MTS experienced a bump in ridership over baseline: 30, 14, and 16.5 percent, respectively.

"Keep in mind, each time free fares are given, it's a loss of fare revenue—the backbone to keeping service at sustainable levels. While free fare pilots are good to build long-term support for transit and increase ridership, it's best to take a measured and strategic approach. This could include building a free fare pilot into an annual budget, starting small with single days of free fares, or even a specific time frame for a special event.

"The reality is free fares aren't free. Transit agencies will need a sustainable source of funding to move free fare programs past the pilot phase and into longer term implementation. Data collection is also a challenge. Success metrics should be created for any free fare pilot. Transit KPIs can be a good starting point, such as ridership, passengers per revenue hour, complaints, and on-time performance. Capturing the data from those participating in the pilot, as opposed to already riding regularly, is challenging, but it's important to know what created the behavior change. Because our Youth Opportunity Pass pilot still requires participants to use fare media and is using a targeted demographic, we will have an opportunity to really look at different success metrics such as emission reductions, long-term ridership gains for youth riders, and more."

While the benefits of fare free programs have been demonstrated and the urgency to achieve mode shift is real, it has to be done in a way that does no harm—whether by jeopardizing critical state funding, jeopardizing existing funding partnerships, or putting service quality at risk to meet additional demand. With proposals arising from the Governor's office, the Assembly, and the Senate, there is clearly widespread support for finding the right solution.

MASS TRANSIT

CA: A year after VTA shooting, shattered families see little accountability

By Eliyahu Kamisher

Source Bay Area News Group (TNS)

May 26, 2022

The Bay Area on Thursday marks the one-year anniversary of its deadliest instance of gun violence: the day when a VTA maintenance worker killed nine of his coworkers and then turned the weapon on himself.



SAN JOSE, CALIFORNIA - JULY 18: The names of the nine VTA employees killed in a shooting in May are on a bus that was in a procession of vehicles to the SAP Center for a memorial service in San Jose, Calif., on Sunday, July 18, 2021. (Nhat V. Meyer/Bay Area News Group/TNS)

Before a wrecking crew destroyed the building where a gunman killed her husband, Annette Romo left her home in Tracy searching for some

closure. But when she stepped into the VTA rail yard and entered Building B, she didn't find comfort in the vacant space illuminated by construction lights where Timothy Romo was murdered.

Instead, she was plagued by unanswered questions.

"How could they have let it happen?" Romo said recounting her thoughts. "We need peace of mind, somehow, someday."

As the nation reels from a new slew of horrific mass shootings, including Tuesday's massacre in Uvalde, Texas, of 19 schoolchildren and two teachers, the Bay Area on Thursday marks the one-year anniversary of its deadliest instance of gun violence: the day when a VTA maintenance worker killed nine of his coworkers and then turned the weapon on himself.

Over the past year, widows like Romo have been calling for some accountability from the institutions that employed and were meant to protect their husbands, fathers, and friends, but they say they have found little. A year later, there are no answers from management or the main union as to why the gunman was allowed to return to work after he berated a colleague so viciously that a VTA worker worried he could "go postal." Or how he was able to obtain dozens of high-capacity magazines that are illegal in California.

Months after the attack, an investigation by the VTA into what may have led to the shooting has yielded no public results. The Santa Clara County Sheriff's department, which is conducting a parallel investigation is not offering any new information. The FBI, which aided in the probe, also declined to comment.

At the moment, the only form of public reckoning may come through litigation. Families filed hundreds of millions in initial damage claims in November and are filing wrongful death lawsuits this week against the VTA, the sheriff's department, and Allied Universal, a private security company contracted to protect VTA facilities.

"From VTA to the Sheriff to the security company, too many people failed to do their jobs, and my family has been left to pick up the pieces," Vicki Lane, widow of Lars Kepler Lane said in a statement.

On June 15 the parties will enter a pre-trial settlement conference with the VTA – a negotiation process that could take over a year.

Meanwhile, an effort to revamp the transit agency's workplace culture is mired in delays after the VTA's largest union torpedoed an initial contract.

"It's discouraging and sad," said Terra Fritch, who lay beside her husband, Alex, as he died of gunshot wounds hours after the shooting in the hospital.

On Thursday, the VTA will mark the moments the shooting began with a vigil at 6:30 a.m. around the exact time of day the shooting started. But Fritch won't be in attendance. She is going to Los Angeles with her two sons trying to get some distance from the place her husband died. "I need to move forward," she said.

Other widows said the VTA paid little attention to their concerns when planning the May 26 vigil, which they said focuses on the violent minutes before their deaths and not the full lives they lived.

A year later, the sheriff's department is still investigating the shooting, long after concluding that Samuel Cassidy acted alone. In the VTA's separate investigation into what may have triggered the attack, "witness availability" is holding up an outside law firm, Liebert Cassidy Whitmore, from submitting their findings, said Stacey Hendler Ross, a VTA spokesperson.

Meanwhile, Kirk Bertolet, a veteran VTA employee who witnessed the shooting aftermath, said he has not been contacted by an investigator even though he is readily available to speak. "Nobody has followed up," said Bertolet, an outspoken critic of the agency following the massacre. "Nobody has come to me and said, 'Hey what went wrong?'"

While investigations continue, some things have changed, including the recent destruction of Building B – the structure once sandwiched between Highway 101 and rusty railroad tracks where the shooting spree started.

In the immediate aftermath, the VTA clamped down on badge access to facilities – a policy that remains today – and restructured entry procedures at the Guadalupe rail yard. The sheriff's office, which is located blocks from the scene of the shooting, said it has also beefed up its presence at the yard.

But other parts of VTA's workplace culture remain far from resolved, including how the agency would handle a future employee with abusive behaviors like those exhibited by Cassidy.

Both labor leaders and management say an outside consultant is needed to bring major changes to a workplace culture with a history of vitriol between workers and management. That arduous process was supposed to start with the VTA board awarding a \$1.9 million "culture change" contract in April to Deloitte. But John Courtney head of the VTA's largest union opposed the contract, which was supported by management and three other unions.

"All of our training right now is just to talk about identifying what [workplace conflicts] you might see ... and then let them know how they communicate that," said VTA General Manager Carolyn Gonot. "And that's been the focus of ours this year."

When asked how the union and management would handle a disgruntled future employee Courtney, the union chief, who once defended Cassidy in disputes, would not provide any examples of how the union would address a future employee with a history of workplace outbursts. Cassidy's behavior at work was investigated at least five times over the course of two decades, but his frustrations — spanning VTA policies, COVID-19 safety, medical leave, and more — escalated in the years prior to the shooting, according to documents, including multiple outbursts over VTA's radio dispatch.

"These are all things that we're still working on," said Courtney, who witnessed the attack and was spared by the gunman. "You have a culture that has been cultivated over years and years. This is not going to change overnight."

Human Transit

May 25, 2022

You Can Help Save Public Transit In Your City ...



J. Howard Miller/Courtesy of U.S. National Archives

... by thinking about people you know who are driving for Uber or doing poorly paid jobs they hate, and asking if they'd have better lives as bus or train operators.

I'm serious. In the US, public transit is in grave trouble due to lack of staff. [Here's how bad it is](#) at TriMet here in Portland.

TriMet would need to increase our current operator ranks by more than 300 to return service to pre-pandemic levels. In January, we reduced service by 9%, to better-match staffing levels; however, resignations, retirements, promotions and departures of

operators for other reasons have continued to outpace hiring, leading to canceled buses and trains and system delays for riders.

Everything transit advocates have fought for could be destroyed by this problem.

Pay and benefits? [A lot better than Uber!](#)

TriMet has increased the starting pay for new bus operators to \$25.24 per hour, and with regular, guaranteed pay raises, all operators earn \$68,000 per year or more after three years on the job full time. In addition, TriMet bus operators receive a generous package of employment benefits, which includes no-to-low cost health insurance, life insurance, paid vacation and sick time, and a retirement plan with an 8% employer contribution. In addition, TriMet is offering all newly hired operators a \$7,500 hiring bonus.

Plus there are *very* powerful labor unions looking out for you. It's designed to be a stable long term job that you can build a life on.

These kinds of offers are now typical in many cities around the country.

So here's the deal on driving a bus. (Note: Light rail train drivers usually start as bus drivers.)

- You have to enjoy driving safely.
- You have to deal with people. Some are wonderful and help you feel better about humanity. Most are harmless headphone-wrapped units of social isolation. Some are unpleasant. A few could be dangerous.
- You have to have an exercise routine to compensate for the sedentary nature of the job.

But all that's true of Uber too!

This job is not for everyone, but anyone looking for a job in this wage/skill range should be considering it. Do you know one of these people? Do you meet groups of people who might fall in this category? Point them to your

public transit authority's website, where there's probably a very prominent "we're hiring!" box.

Because if nobody will do this job, we won't have public transit anymore.

Mask Mandate Extended In LA's Airports And On Public Transportation

By [Jackie Fortiér](#)

Published May 20, 2022 3:07 PM



Riders on local public transportation will have to keep wearing masks because of rising Covid cases.

(Courtesy LA Metro)

Los Angeles County health officials on Friday extended the transportation mask mandate. That means anyone over the age of 2 on public buses and trains, and travelers inside all airports in L.A. County are required to wear a face mask — even if they are vaccinated.

“It would really be, at this point, foolhardy to not extend those protections,” said County Health Director Barbara Ferrer at a Thursday press conference.

The health order has been in place since April 22, after a federal judge in Florida eliminated the mask mandate on public transportation and airplanes nationwide. (The U.S. Justice Department has appealed the ruling.)

In response, L.A. County health officials issued their own health order stipulating that everyone aged 2 and older must wear face masks in “transportation corridors,” regardless of vaccination status.

The order is hampered by jurisdiction — air travelers are required to wear a mask inside local airports, but depending on the airline, not once they board the plane.

The April health order was scheduled to end after 30 days, but L.A. County's COVID-19 cases have nearly tripled since it was put into effect and they continue to rise, with more than 22,600 reported cases in the past week. On Thursday, the CDC [upped the county's COVID-19 risk level](#) from low to medium.

Where Are Masks Required?

- On public transit within Los Angeles County, including commuter trains, buses, subways, taxis and ride shares.
- Indoor transportation hubs, including airport and bus terminals, subway stations, seaports and other indoor port terminals, and any other indoor area that is a transportation hub

The transportation mask mandate will be in place for 30 days or until L.A. County's COVID transmission rate decreases to moderate, whichever comes first.

A separate health order requires masks to be worn in high-risk places such as emergency shelters, doctor's offices and hospitals, homeless shelters and prisons, and long-term care facilities such as nursing homes.

The Mercury News

\$6 a gallon?! California reaches another gas price record. Is there any relief ahead?

By [ELIYAHU KAMISHER](#) | ekamisher@bayareanewsgroup.com | Bay Area News Group
PUBLISHED: May 17, 2022 at 12:09 p.m. | UPDATED: May 18, 2022 at 4:23 a.m.

Prices top \$6 a gallon throughout Golden State as gas costs soar nearly 30% since start of the year



SAN JOSE, CALIFORNIA – May 4: Gas prices at a downtown San Jose, Calif. gas station approach the \$7 a gallon mark, Wednesday, May 4, 2022. (Karl Mondon/Bay Area News Group)

California's average gas price topped \$6 a gallon for the first time ever Tuesday, just two months after drivers were stunned to see \$5 prices at the pump for the first time. And there is no sign of a decline anytime soon.

In San Jose, prices on Tuesday averaged \$6.12, Oakland hit \$6.13, and San Francisco and Marin counties were tied for most expensive in the region at \$6.27, [according to AAA](#). The state average jumped 30 cents in the last month — and a staggering \$1.36 since the start of the year — as Russia's invasion of Ukraine combined with surging inflation and increased fuel demand to spike gasoline prices.

On Tuesday, all 50 U.S. states crossed the \$4-per-gallon mark for the first time.

“Even the annual seasonal demand dip for gasoline during the lull between spring break and Memorial Day, which would normally help lower prices, is having no effect this year,” said Andrew Gross, a spokesperson for AAA, who blamed global oil costs, now over \$114 a barrel, for “driving these high pump prices for consumers.”

For a commuter driving roundtrip from downtown San Jose to San Francisco, the surging fuel price translates to burning \$20 of gas in a vehicle averaging 30 miles per gallon. That’s a \$5 hike versus January 2022 and almost double the cost from January 2021.

The progressively painful visits to the gas station come as [70% of Americans now say](#) inflation is the top problem facing the United States, beating health care affordability, violent crime and COVID-19, according to a Pew Research Center survey released last week. Nationwide, the annual inflation rate reached 8.3% in April, a pace nearing a 40-year high.

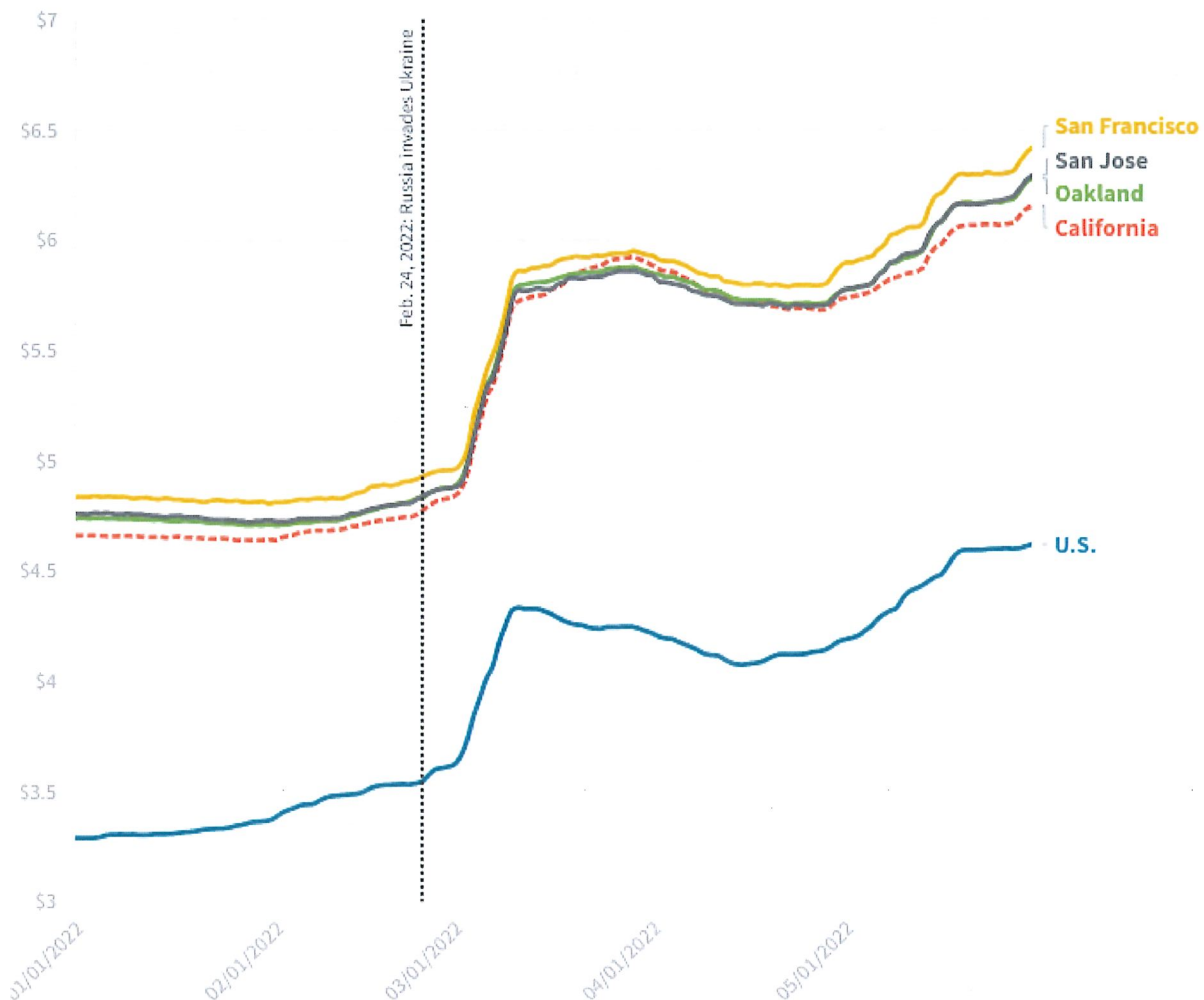
Athena Bonneau, an Indigenous Canadian journalist road-tripping through California, has watched gas prices steadily climb as she traveled through the Pacific Northwest and into the Bay Area.

“It started at \$4 and went to \$5 and now here,” said Bonneau, who paid \$6.69 a gallon on Tuesday at a Valero in Berkeley. “It’s the highest I’ve ever seen it.”

Drivers feeling the pinch may be wondering if Sacramento is still planning on sending gas tax financial relief after a flurry of proposals in March. The answer is yes, Californians can expect hundreds of dollars back this year, but it likely won’t come in time for your summer road trip as [budget negotiations](#) between the governor and Democratic leadership [drag on](#).

Unleaded gas prices in 2022

Average daily price per gallon for regular unleaded gas by metropolitan area according to AAA.



Source: AAA • Graphic by the Bay Area News Group

California has long paid the [highest fuel prices in the country](#), a sting that is particularly felt now that the average price per gallon is \$1.50 higher than the national average.

Among the reasons for the state's highest-in-nation status is a 51 cent gas tax — only Pennsylvania levies a higher gas tax — along with environmental fees to fight climate change and a more costly pollution-fighting fuel blend unique to the Golden State.

This entire country is also in the midst of a switch from winter to higher-priced summer fuel blends by early June. These blends are meant to prevent gasoline evaporation and smog during warmer months and typically add seven to ten cents per gallon, according to AAA.

Still, there has also been an upwards of 30-cent difference between California and the national average that analysts can't seem to account for, with fingers pointing to profit-taking by large gas station companies.

The oil industry has reaped massive rewards as Russia's invasion of Ukraine spiked fuel costs and gas demand has rebounded after COVID restrictions loosened.

Saudi Aramco, which recently overtook Apple as the world's most valuable company, said Sunday its profits soared more than 80% in the first three months of the year, as the state-backed company cashes in on the volatility in global energy markets and surging oil prices. California imports over [16% of its oil from Saudi Arabia](#).

Meanwhile, London-based Shell reported \$9.1 billion in adjusted earnings earlier this month, a \$3.2 billion increase from the same period last year.

The Associated Press contributed to this report.

Governing

Federal Transit Billions Are Coming, but There's a Catch

Local governments and transit agencies are going to have to come up with matching funds, and to boost revenues, they'll need to find ways to bring riders back. That will require some bold decisions.

OPINION | May 12, 2022 • Thomas Day



One of San Antonio's VIA transit buses on a downtown street. The city invested more than \$14 million into providing more frequent service on 18 selected routes and saw ridership on those routes jump more than 20 percent in a year. (Shutterstock)

The Infrastructure Investment and Jobs Act (IIJA), a sprawling [\\$1.2 trillion spending bill](#) that includes [nearly \\$40 billion in additional money](#) for local public transit, is about to force transit agencies and local governments to find new revenues to match the beefed-up federal grant dollars. Difficult choices will need to be made now — think new tax increment financing districts, congestion pricing or repurposing of existing public funds — or IIJA grant

dollars will be left on the table.

Mandates on how IIJA dollars can be spent only increase pressure placed on local governments and transit agencies. Unlike the COVID-19 relief bills, which included [funding to support operational expenses](#), much of the IIJA's public transit funds must be spent on capital projects.

Take the Capital Investment Grants program, which the Federal Transit Administration has long used to fund capital projects. As a baseline, Congress provided [\\$2.2 billion for the program](#) in its omnibus spending package that passed in March. The IIJA layers on [\\$1.6 billion in additional Capital Investment Grant dollars](#) this fiscal year. All told, the program has been enlarged by 91 percent from Fiscal Year 2021 funding levels.

This boost of the Capital Investment Grants program, however, can only *aid* local agencies in completing a capital program. It is not designed to fund the entirety of a new bus rapid transit service, an expansion of a train line or purchases of new vehicles. And even if the federal government did pick up 100 percent of capital spending, new transit services would require more drivers, more vehicle maintenance and a host of additional operating expenses.

These choices could not have come at a worse time. Ridership levels remain well below pre-COVID-19 levels without a full recovery projected in the near future, raising questions about whether investing money in transit is throwing good money after bad. The New York Metropolitan Transportation Authority, for example, expects to see subway ridership as much as [20 percent below pre-COVID levels through 2024](#).

For IIJA to revive and sustain public transit, local governments and transit agencies need to make an effective push to recover lost revenue, then act on a bold vision of post-COVID-19 cities.

First, they need to get riders back. In the near term, agencies rightly appear focused on recruiting new drivers and establishing frequent, reliable service. Swiftly, a San Francisco-based transit technology company, [surveyed 123](#)

[transit professionals](#) in late 2021, finding that 73 percent of respondents identified service reliability as the most important challenge in restoring pre-COVID ridership levels.

Evidence from San Antonio suggests they're right. In 2018, VIA Metropolitan Transit [poured more than \\$14 million](#) into providing more frequent service on 18 selected routes and saw ridership on those routes jump more than 20 percent in a year. "At the national level, we need general revenue targeted for transit operating subsidies," said Kate Lowe, an associate professor of urban policy and planning at the University of Illinois Chicago. This is a widely held view in public transit, if not so much in Washington.

Swiftly also quizzed transit professionals both on how they plan to spend IIJA funds and how they *would like* to spend IIJA funds. The two notably diverged: 60 percent told Swiftly they planned on investing in new capital projects, but only 44 percent said they would like to spend IIJA funding in those projects — 16 percent of respondents effectively saying they are being coerced by the IIJA into new capital spending.

Without more federal supplemental funding for operations, sustaining transit could require that local governments and transit agencies do nothing less than remake their cities. Perhaps that's a good thing.

Transit-oriented development, long a fascination among urban planners, may now provide a solution for mayors who have seen the lifeblood sucked out of downtowns as professional service workers continue to work from home. By building housing closer to transit, protecting low-income residents and public housing, increasing urban density and providing easier access to downtown civic amenities, cities could strengthen the magnetic pull of urban centers even if work-from-home trends continue.

But only with courageous decisions to incentivize riding transit. "There's a 20-minute commute difference between auto and bus, on average," Lowe

said. “The time tax for using transit is still far too high, relative to the time and cost of car use. We have to address those incentives to drive. Of course, we need to do so carefully.”

After a congestion charge was implemented in London in 2003, public transit [ridership dramatically increased](#), and few residents have called for its repeal. As the COVID-19 pandemic forced closures of indoor public spaces in 2020, New York City [closed about 100 miles of city streets to vehicular traffic](#), and many of those streets, including [parts of Broadway](#), are staying that way. And for two years San Francisco has [banned privately owned vehicles from Market Street](#), a major downtown thoroughfare; few residents have objected.

Courage has been rewarded before.

Pew Research Center

57% of Americans say masks should be required on airplanes and public transportation

BY **ALEC TYSON**

MAY 11, 2022

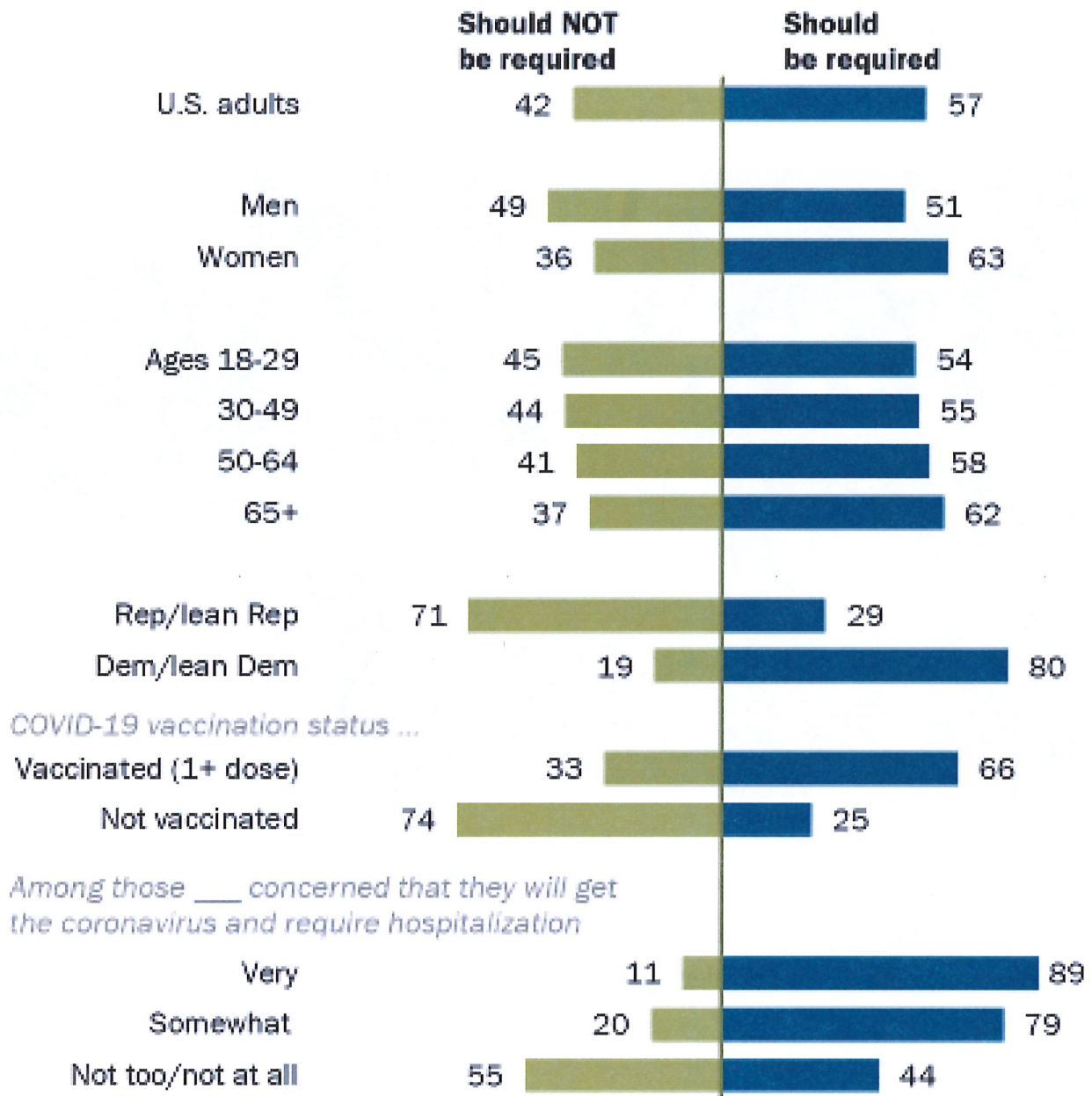


(Spencer Platt/Getty Images)

A majority of U.S. adults (57%) say travelers on airplanes and public transportation should be required to wear masks, according to a new Pew Research Center survey. A smaller share (42%) say travelers should not be required to wear masks in these situations.

Majority of Americans say masks should be required on airplanes and public transportation

% of U.S. adults who say that on airplanes and public transportation, travelers ___ to wear masks



Note: Respondents who did not give an answer are not shown.

Source: Survey conducted May 2-8, 2022.

PEW RESEARCH CENTER

In April, a federal judge in Florida [struck down the U.S. government's mask mandate](#) for planes and public transportation. The Department of Justice is in the process of [appealing the decision](#), and the Centers for Disease Control and Prevention is recommending that people continue to wear masks in these settings. For now, airlines and other businesses are able to set their own rules, with most leaving mask-wearing optional.

As has often been the case on policy questions about how to deal with the [coronavirus outbreak](#), partisans are far apart in their views on this issue. A large majority of Democrats and independents who lean to the Democratic Party (80%) say travelers on airplanes and public transportation should be required to wear masks. By contrast, 71% of Republicans and Republican leaners say travelers should *not* be required to wear masks.

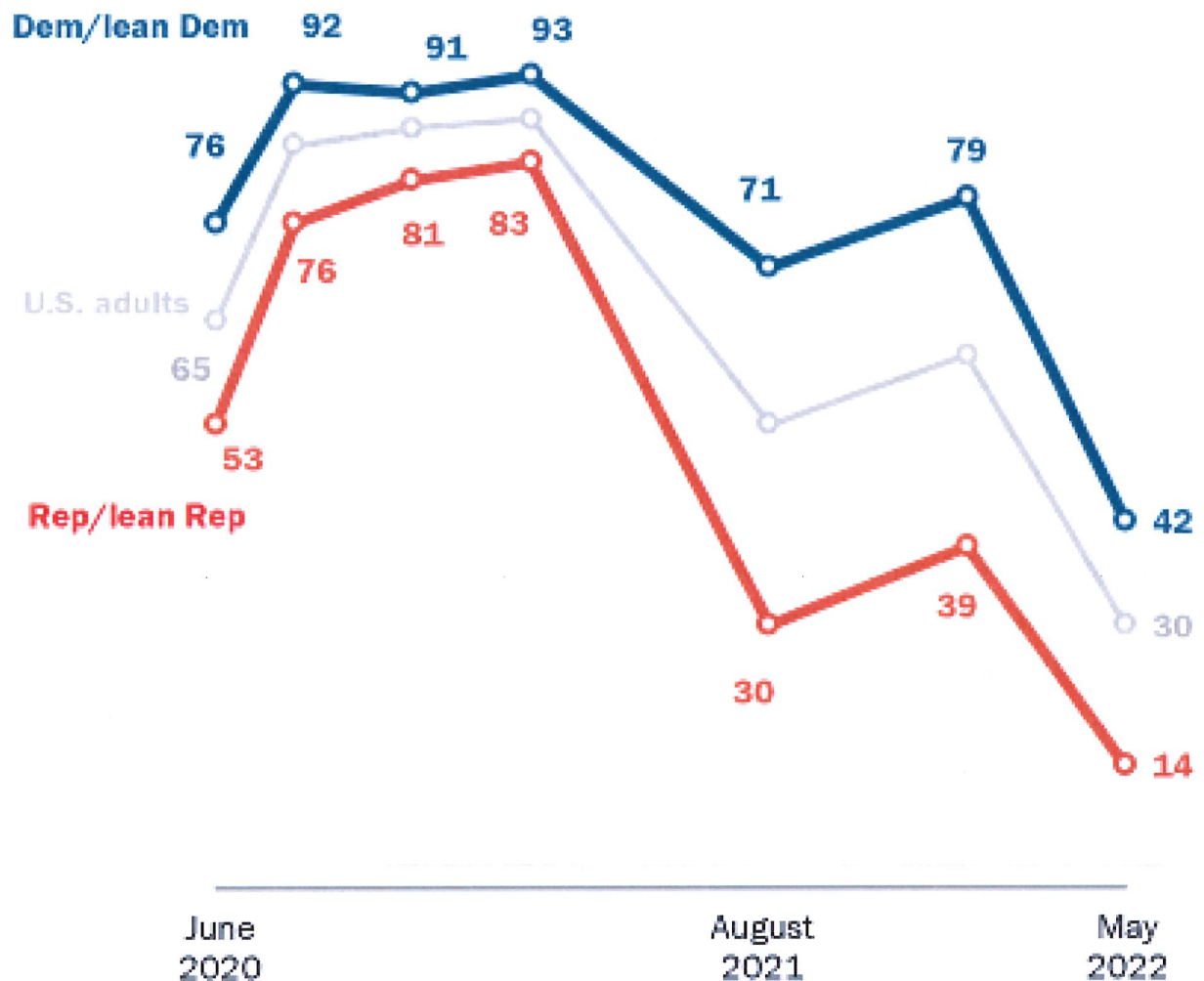
There are differences in views on mask requirements across a range of other characteristics, including gender, age, vaccination status and level of concern about getting COVID-19.

A majority of U.S. adults who have received at least one dose of a COVID-19 vaccine (66%) say masks should be required for travelers on airplanes and public transportation. Among those who have not received a COVID-19 vaccine, just 25% think masks should be required. Even among the unvaccinated, however, there are partisan differences in views: For instance, 60% of unvaccinated Democrats think masks should be required for travelers on airplanes and public transportation, but 12% of unvaccinated Republicans think masks should be required.

On a separate question in the new survey, Americans are now much less likely than they were during earlier stages of the outbreak to say they've been wearing a mask in public, as other [public polls](#) have also found.

Declining share of Americans say they've been wearing a mask inside stores all or most of the time

% of U.S. adults who say they have worn a mask or face covering all or most of the time when in stores or businesses in the past month



Note: Respondents who gave other responses or did not give an answer are not shown.
Source: Survey conducted May 2-8, 2022.

PEW RESEARCH CENTER

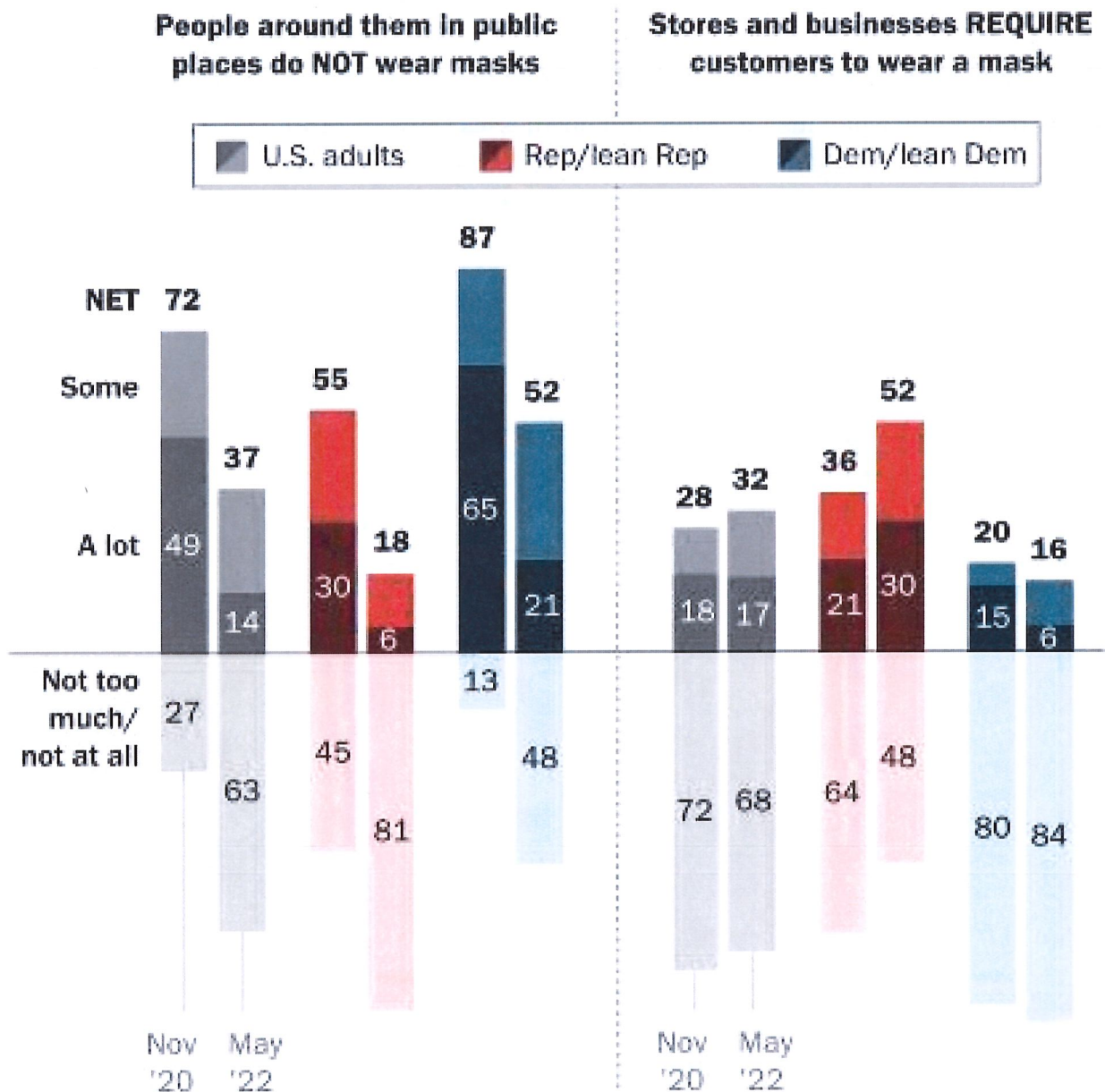
Overall, 30% say they've been wearing a mask inside stores and businesses all or most of the time over the past month. About a quarter (23%) say they've done this some of the time, and 44% say they have never or hardly ever done this.

In January, amid a surge in cases driven by the omicron variant, [61% of U.S. adults](#) said they had been wearing a mask inside stores and businesses all or most of the time.

Democrats remain much more likely than Republicans to say they've been wearing a mask frequently when inside stores and businesses (42% to 14%).

Most Americans are not bothered when others around them in public don't wear masks – or when stores and businesses *require* masks for service

% of U.S. adults who say it bothers them _____ when ...



Note: Respondents who did not give an answer are not shown

Source: Survey conducted May 2-8, 2022

PEW RESEARCH CENTER

While mask-wearing among U.S. adults has become much less common in recent months, relatively small shares say they are bothered when stores or businesses require customers to wear a mask. About a third (32%) say it bothers them a lot or some when stores and businesses require a mask for service, but 68% say this bothers them not too much or not at all. The share of adults who say they are bothered by business mask requirements is up just 4 percentage points since November 2020.

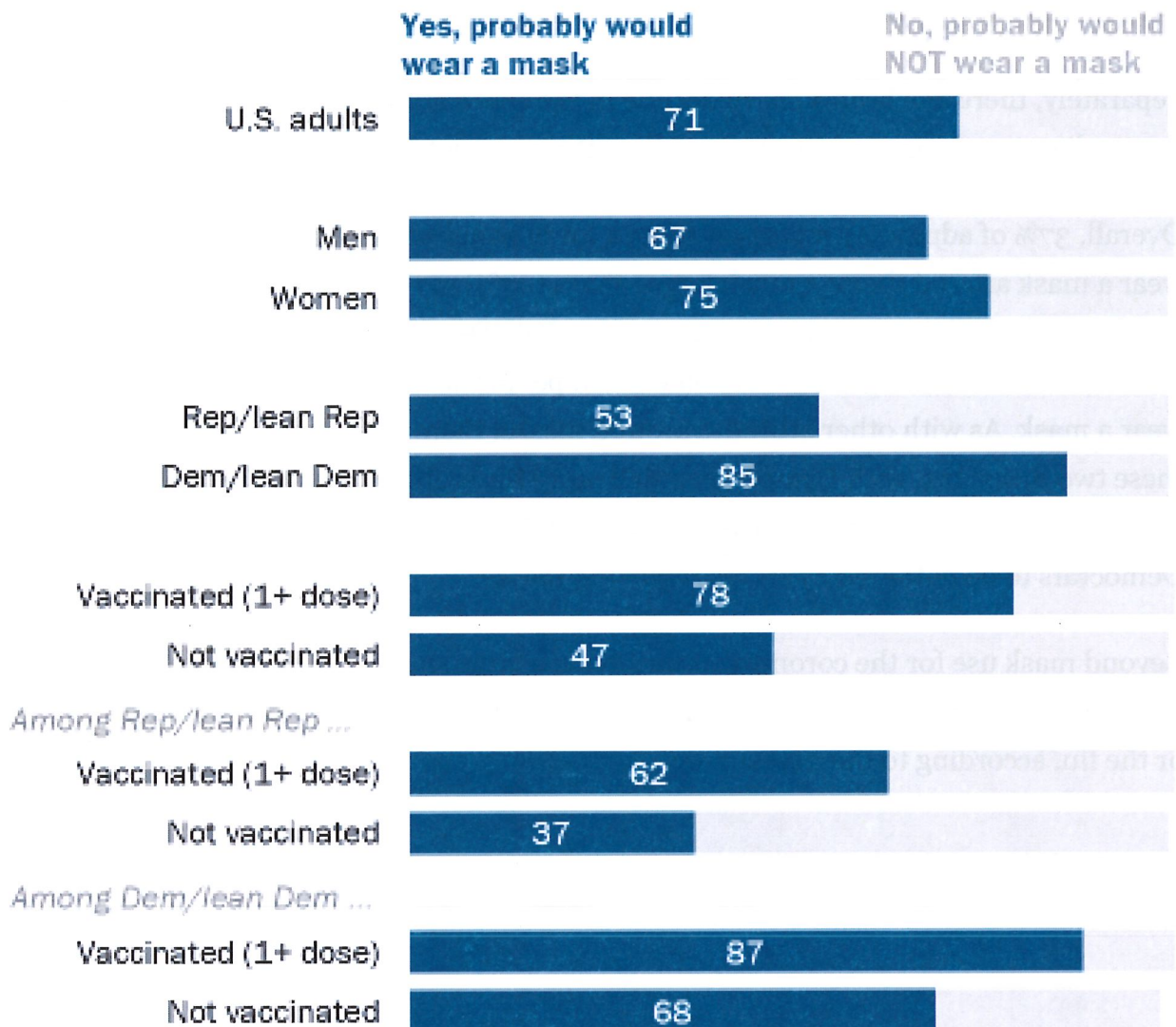
Separately, there has been a sharp decline in the share of Americans who say it bothers them when people around them in public settings do not wear a mask.

Overall, 37% of adults say it bothers them a lot or some when people in public do not wear a mask around them; a much larger share (63%) say this bothers them not too much or not at all. In November 2020, before COVID-19 vaccines were widely available, 72% said it bothered them a lot or some when people around them in public did not wear a mask. As with other attitudes around masks, there are large partisan gaps on these two measures, with Democrats much more likely than Republicans to be bothered by people around them *not* wearing masks, and Republicans far more likely than Democrats to be bothered by stores *requiring* masks.

Beyond mask use for the coronavirus outbreak, a large share of Americans express openness to wearing a mask to help deal with other infectious diseases – namely, a cold or the flu, according to the new survey.

Majority of U.S. adults say they'd probably wear a mask in public when sick with a cold or the flu

% of U.S. adults who say that if they were sick with a cold or the flu, they ___ when in public



Note: Respondents who did not give an answer are not shown.

Source: Survey conducted May 2-8, 2022.

PEW RESEARCH CENTER

About seven-in-ten Americans (71%) say that if they were sick with a cold or the flu, they would probably wear a mask in public, while 27% say they would probably not.

Public health officials have been evaluating [whether to recommend masks](#) to help control the spread of the flu.

A large majority of Democrats say they'd probably wear a mask in public if they had a cold or the flu (85%). Republicans are much less likely to say this; still, slightly more than half (53%) say they would probably wear a mask.

Those who have received a COVID-19 vaccine are much more likely than those who have not to say they'd probably wear a mask if they had a cold or the flu (78% to 47%). This pattern by vaccination status holds among both Republicans and Democrats.