



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)  
BOARD OF DIRECTORS AGENDA  
REGULAR MEETING  
OCTOBER 28, 2022– 9:00 AM**

**DUE TO COVID-19, THE OCTOBER 28, 2022 SANTA CRUZ METRO BOARD OF DIRECTORS MEETING WILL BE CONDUCTED AS A TELECONFERENCE ONLY (NO PHYSICAL LOCATION) PURSUANT TO ASSEMBLY BILL 361 (GOVERNMENT CODE SECTION 54953)**

**MEMBERS OF THE PUBLIC MAY NOT ATTEND THIS MEETING IN PERSON**

The public may participate remotely via the Zoom website [at this link](#) and following the instructions or by calling 1-669-900-6833 Meeting ID 823 2842 5369

Public comment may be submitted via email to [boardinquiries@scmttd.com](mailto: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](http://www.scmttd.com) for any updates or further instructions.

The Board of Directors Meeting Agenda Packet can be found online at [www.SCMTD.com](http://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  
Julie Sherman

METRO CEO/General Manager  
METRO General Counsel

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

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

## **SECTION I: OPEN SESSION**

NOTE: THE BOARD CHAIR MAY TAKE ITEMS OUT OF ORDER

- 1 CALL TO ORDER**
- 2 ROLL CALL**
- 3 ANNOUNCEMENTS**
  - 3.1 Today's meeting is being broadcast by Community Television of Santa Cruz County.
- 4 BOARD OF DIRECTORS COMMENTS**
- 5 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS**
  - 5.1 Email dated September 24, 2022 from Brian Peoples
  - 5.2 Email dated October 13, 2022 from Becky Steinbruner with METRO Response
- 6 LABOR ORGANIZATION COMMUNICATION**
- 7 METRO ADVISORY COMMITTEE (MAC) WRITTEN COMMUNICATION**
- 8 ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS**

## **CONSENT AGENDA**

All items appearing on the Consent Agenda are recommended actions which are considered to be routine and will be acted upon as one motion. All items removed will be considered later in the agenda. The Board Chair will allow public input prior to the approval of the Consent Agenda items.

- 9.1 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK JOURNAL DETAIL FOR THE MONTH OF SEPTEMBER 2022**  
Chuck Farmer, CFO
- 9.2 ACCEPT AND FILE MINUTES OF:**
  - A. SEPTEMBER 23, 2022 BOARD OF DIRECTORS MEETING**
  - B. SEPTEMBER 30, 2022 BOARD OF DIRECTORS SPECIAL MEETING**
  - C. OCTOBER 14, 2022 BOARD OF DIRECTORS SPECIAL MEETING**Michael Tree, CEO/General Manager
- 9.3 ACCEPT AND FILE: THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF SEPTEMBER 30, 2022**  
Chuck Farmer, CFO
- 9.4 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

- 9.5 APPROVE: CONSIDERATION OF ADOPTING A RESOLUTION TO AUTHORIZE THE CEO/GENERAL TO SUBMIT A GRANT APPLICATION AND EXECUTE AN AGREEMENT TO RECEIVE FUNDS FROM THE CALIFORNIA TRANSPORTATION COMMISSION (CTC) SENATE BILL 1 (SB1) SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP) FOR IMPLEMENTING RAPID BUS ENHANCEMENTS ALONG THE SOQUEL DRIVE/MAIN STREET CORRIDOR**

Wondimu Mengistu, Capital Planning & Grants Program Manager

- 9.6 APPROVE: CONSIDERATION OF INCREASING THE TORT LIABILITY SETTLEMENT AUTHORITY OF THE CEO/GENERAL MANAGER OR HIS DESIGNEE AND GENERAL COUNSEL TO \$100,000**

Curtis Moses, Safety, Security & Risk Management Director

- 9.7 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO/GENERAL MANAGER OR THEIR DESIGNEE, AND GENERAL COUNSEL TO ALLOW, COMPROMISE, AND/OR SETTLE ANY WORKERS' COMPENSATION CLAIM OR CASE FILED AGAINST SANTA CRUZ METRO**

Dawn Crummié, Human Resources Director

- 9.8 APPROVE: CONSIDERATION OF AWARD OF CONTRACT TO CLEVER DEVICES LTD. FOR AN AUTOMATED PASSENGER COUNTER (APC) SYSTEM NOT TO EXCEED \$687,503**

Isaac Holly, IT and ITS Director

- 9.9 ACCEPT AND FILE: THE METRO PLANNING AND DEVELOPMENT ANNUAL STATUS REPORT**

John Urgo, Planning and Development Director

- 9.10 APPROVE: CONSIDER A RESOLUTION DESIGNATING THE CEO/GENERAL MANAGER AS THE AUTHORIZED AGENT TO APPLY FOR AND SIGN CERTAIN ASSURANCES WITH RESPECT TO APPLICATIONS FOR LOCAL, STATE AND FEDERAL PROGRAMS, PROJECTS OR GRANTS**

Wondimu Mengistu, Capital Planning & Grants Program Manager

## **REGULAR AGENDA**

- 10 EMPLOYEE LONGEVITY AWARDS PRESENTATION: HOLLY ALCORN**

Larry Pageler, Board Chair

- 11 RETIREE RESOLUTIONS OF APPRECIATION FOR: BONITA CRAMER**

Larry Pageler, Board Chair

- 12 APPROVE: REQUEST FOR AUTHORIZATION AND FUNDING OF A SAFETY AND TRAINING COORDINATOR**

Margo Ross, COO

- 13 ACCEPT AND FILE: STATE LEGISLATIVE UPDATE FROM MICHAEL PIMENTEL OF SHAW, YODER, ANTWIH, SCHMELZER & LANG**  
Michael Pimentel of Shaw, Yoder, Antwih, Schmelzer & Lang
- 14 ACCEPT AND FILE: FEDERAL LEGISLATIVE UPDATE FROM CHRIS GIGLIO OF CAPITAL EDGE**  
Chris Giglio, Capital Edge
- 15 ADOPT A SOCIAL EQUITY AND COMMUNITY FUNDING POLICY**  
Michael Tree, CEO/General Manager
- 16 CEO ORAL REPORT / COVID-19 UPDATE**  
Michael Tree, CEO/General Manager
- 17 ANNOUNCEMENT OF NEXT MEETING: FRIDAY, NOVEMBER 18, 2022, AT 9:00 AM VIA TELECONFERENCE**  
Larry Pageler, Board Chair
- 18 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@scmted.com](mailto:accessibility@scmted.com). Upon request, Santa Cruz METRO will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least two days before the meeting. Requests should be emailed to [boardinquiries@scmted.com](mailto:boardinquiries@scmted.com) or submitted by phone to the Executive Assistant at 831.426.6080. Requests made by mail (sent to the Executive Assistant, Santa Cruz METRO, 110 Vernon Street, Santa Cruz, CA 95060) must be received at least two days before the meeting. Requests will be granted whenever possible and resolved in favor of accessibility.

### **Public Comment**

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

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Brian Peoples](#)  
**To:** [Nathan Nguyen](#)  
**Cc:** [Guy Preston](#); [Manu Koenig](#); [Michael Tree](#); [boardinquiries@scmtd.com](mailto:boardinquiries@scmtd.com); [Moroney\\_Ryan@Coastal](mailto:Moroney_Ryan@Coastal); [Zach Friend](#); [Bruce McPherson](#); [Gine Johnson](#); [Ryan Coonerty](#); [greg.caput@co.santa-cruz.ca.us](mailto:greg.caput@co.santa-cruz.ca.us); ["jimmy.dutra@cityofwatsonville.org"](mailto:jimmy.dutra@cityofwatsonville.org); [Shebreh Kalantari-Johnson](#); [Melissa Murphy](#); [Matt Machado](#); [City Council](#); [citycouncil@cityofwatsonville.org](mailto:citycouncil@cityofwatsonville.org); [sbrown@cityofsantacruz.com](mailto:sbrown@cityofsantacruz.com); [ari.parker@cityofwatsonville.org](mailto:ari.parker@cityofwatsonville.org); [eduardo.montesino@cityofwatsonville.org](mailto:eduardo.montesino@cityofwatsonville.org); [Bertrand Jacques](#); [thekristenbrown@gmail.com](mailto:thekristenbrown@gmail.com); [Robertpquinn@gmail.com](mailto:Robertpquinn@gmail.com); [openup@cats.ucsc.edu](mailto:openup@cats.ucsc.edu); [rj12@comcast.net](mailto:rj12@comcast.net)  
**Subject:** Re: Notice of Availability of Draft EIR for Rail Trail Segments 8 and 9  
**Date:** Saturday, September 24, 2022 8:39:53 AM

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## This Message Is From an External Sender

This message came from outside your organization.  
Please exercise caution when clicking links or opening attachments.

Hi Nathan,

Thanks for sending out this note and we will help communicate it across the community.

One suggestion is that the proposed trail should be called the PLATFORM trail rather than Ultimate trail. We think it gives a better representation of the physical aspects of the trail. It also helps educate the public that the proposed PLATFORM trail will destroy many heritage trees, destroy monarch buffer fly habitat, require private property to be eminent domain, not affordable, etc..

One of the most misleading communications by the proposed EIR is that it is to support a FREIGHT train, not a passenger train. A passenger train is not possible along the narrow Coastal Corridor for many reasons, specifically that Federal guidelines require fast moving trains to be separated by 25 feet from trails, require large fencing and construction of a NEW passenger train along the Coastal Bluff is restricted by Sea-level-rising requirements by California Coastal Commission.

Best regards,

Brian Peoples  
Trail Now

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**From:** Nathan Nguyen <nnguyen@cityofsantacruz.com>  
**Sent:** Friday, September 23, 2022 4:38 PM  
**Cc:** Nathan Nguyen <nnguyen@cityofsantacruz.com>  
**Subject:** Notice of Availability of Draft EIR for Rail Trail Segments 8 and 9

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Hello,

Please see attached Notice of Availability of the Draft Environmental Impact Report (DIER) for Rail Trail Segments 8 and 9.

The DIER can be found on the project webpage:

[\[www.cityofsantacruz.com/coastalrailtrail\]](http://www.cityofsantacruz.com/coastalrailtrail)[www.cityofsantacruz.com/coastalrailtrail](http://www.cityofsantacruz.com/coastalrailtrail)

Best,

Nathan N. Nguyen, P.E.

Public Works Assistant Director/City Engineer

City of Santa Cruz | 809 Center St., Rm. 201, Santa Cruz, CA 95060

(831) 420-5188 | [nnguyen@cityofsantacruz.com](mailto:nnguyen@cityofsantacruz.com)

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [John Urgo](#)  
**To:** [ki6tkb@yahoo.com](mailto:ki6tkb@yahoo.com)  
**Cc:** [Donna Bauer](#)  
**Subject:** RE: Please Collaborate With RTC to Launch Bus Conversion Kit Pilot Project on Rail Line  
**Date:** Tuesday, October 18, 2022 12:25:35 PM  
**Attachments:** [image002.png](#)  
[image005.png](#)

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Hi Becky,

Thank you for your suggestion and for contacting Santa Cruz METRO.

The Santa Cruz Regional Transportation Commission (RTC) studied a version of what you are proposing as part of the Transit Corridor Alternatives Analysis (TCAA) completed in 2021. The TCAA was prepared to evaluate high-capacity transit investment options and identify a locally preferred transit system that utilizes all or part of the length of the Santa Cruz Branch Rail Line Rail Right-of-Way (SCBRL ROW). RTC and the consultant team analyzed four alternatives: Bus Rapid Transit (BRT), Commuter Rail Transit, Light Rail Transit, and an Autonomous Road Train. The BRT option used a portion of the right of way and had stronger ridership potential and lower capital costs than the rail options, but travel time would be greater than rail. The RTC ultimately selected a rail option as the locally preferred alternative.

You can find links to the full study here: <https://scrtc.org/projects/multi-modal/transitcorridora/>

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



**From:** Becky Steinbruner <[ki6tkb@yahoo.com](mailto:ki6tkb@yahoo.com)>  
**Sent:** Thursday, October 13, 2022 1:33 AM  
**To:** Metro Board of Directors <[boardinquiries@scmttd.com](mailto:boardinquiries@scmttd.com)>  
**Cc:** Becky Steinbruner <[ki6tkb@yahoo.com](mailto:ki6tkb@yahoo.com)>  
**Subject:** Please Collaborate With RTC to Launch Bus Conversion Kit Pilot Project on Rail Line

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# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

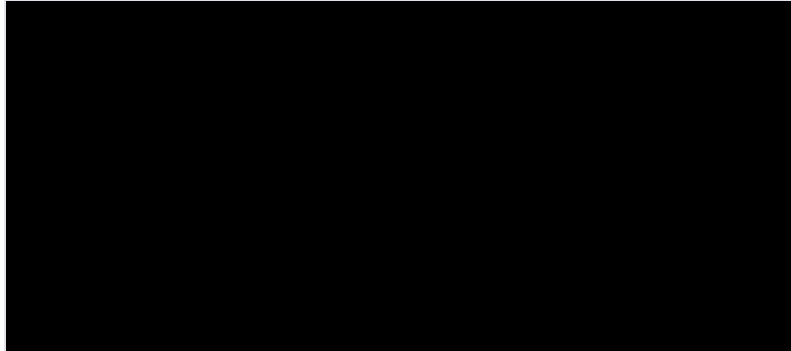
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Dear Metro Board,

There are many sections of the RTC Rail Line that would lend well to a Metro bus dual conversion to allow bus travel on the tracks to avoid congested roadways. This would encourage more people to ride the bus and make good use of the rail line.

Here is a link to a report about such a system being used in Japan:

[Bus or train? World's first dual-mode vehicle begins operating in Japan.](#)



## **Bus or train? World's first dual-mode vehicle begins operating in Japan.**

The DMV looks like a minibus and runs on normal rubber tires on the road. But when it arrives at an interchange,...

Why can't Metro and the Santa Cruz RTC partner and start using the rail in areas connecting Watsonville to the City of Santa Cruz? Please consider launching a pilot program to try this idea. If there are areas, such as the Capitola Trestle, that are problematic, the bus could convert to road travel to get around it, then return to the rail.

Please consider this benefit to the public and improvement for Metro ridership

Please acknowledge receipt of this message. Thank you..

Sincerely,  
Becky Steinbruner





**DATE:** October 28, 2022  
**TO:** Board of Directors  
**FROM:** Chuck Farmer, CFO  
**SUBJECT: ACCEPT AND FILE PRELIMINARY APPROVED CHECK JOURNAL  
DETAIL FOR THE MONTH OF SEPTEMBER 2022**

**I. RECOMMENDED ACTION**

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

**II. SUMMARY**

- This staff report provides the Board of Directors (Board) with a preliminary approved Check Journal Detail for the month of September 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 September 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 September 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 September 2022

Prepared by: Holly Alcorn, Accounting Specialist

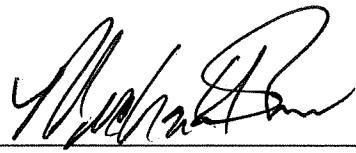
**IX. APPROVALS**

Chuck Farmer, CFO



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Michael Tree CEO/General Manager



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DATE: 09/01/22 THRU 09/30/22

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
72176	09/09/22	M345	-35.00	CONKLIN, CAROLYN		9002703	MEDICAL SUPPLEMENTAL	-35.00	**VOID
75132	09/28/22	T354	-1,850.00	JJ KANE AUCTIONEERS		110572	REF CHECK# 1026028	-1,850.00	**VOID
79990	09/05/22	003151	901.73	ABC BUS INC		116492	INVENTORY ORDER	377.95	
						116493	INVENTORY ORDER	523.78	
79991	09/05/22	M150	15.58	ALLEN, ROBERT		116511	MEDICAL SUPPLEMENTAL	15.58	
79992	09/05/22	003596	267.52	AMAZON CAPITAL SERVICES, INC.		116491	LAMINATING SUPPLIES	78.72	
						116494	REPLACE SHOP TOOL	87.39	
						116495	POOL NOODLES PARTS	101.41	
79993	09/05/22	001348	4,218.91	ATHENS INSURANCE SERVICE, INC.		116490	SEPT 22 MONTHLY FEE	4,218.91	
79994	09/05/22	107A	282.04	BFS GROUP LLC		116405	TRAFFIC MARKING SMC	99.72	
						116406	DOOR STOP MMF	11.79	
						116407	WIRE MOLD KIT OPS	49.14	
						116408	TITEN HD ZINC OPS	5.07	
						116409	ERASE BOARD OPS	43.69	
						116410	VALVE FOR SMC	9.72	
						116482	ADHESIVE SMC	62.91	
79995	09/05/22	001346	130.43	CITY OF SANTA CRUZ-FINANCE		116498	FY22 KITE HILL	130.43	
79996	09/05/22	909	1,597.58	CLASSIC GRAPHICS		116518	VEH# 4019 BUMPER	1,597.58	
79997	09/05/22	075	281.86	COAST PAPER & SUPPLY INC.		116399	INVENTORY ORDER MMF	281.86	
79998	09/05/22	003116	8,072.66	CUMMINS, INC		116432	INVENTORY ORDER	285.03	
						116472	INVENTORY ORDER	2,228.01	
						116473	INVENTORY ORDER	5,024.75	
						116474	INVENTORY ORDER	79.26	
						116475	INVENTORY ORDER	220.38	
						116476	INVENTORY ORDER	39.94	
						116477	VEH# 0121 REPAIRS	174.40	
79999	09/05/22	003274	2,925.10	EAST BAY TIRE CO.		116478	INVENTORY ORDER	20.89	
						116479	REVENUE TIRES	1,390.06	
						116480	REVENUE TIRES	608.32	
80000	09/05/22	001020	653.21	EMEDCO INC.		116483	REVENUE TIRES	926.72	
80001	09/05/22	003485	6,992.19	EMPLOYNET, INC		116504	STEAM CLEANER PAINT	653.21	
						116396	TEMP W/E 6/26	1,047.20	
						116412	TEMP W/E 8/21	1,421.19	
						116416	TEMP W/E 8/21	1,276.80	
						116451	TEMP W/E 7/3	464.00	
						116452	TEMP W/E 7/10	928.00	
						116453	TEMP W/E 7/17	1,015.00	
						116469	TEMP W/E 8/14	840.00	
80002	09/05/22	001297	405.89	FASTENAL COMPANY INC		116521	NON INVENTORY ORDER	405.89	
80003	09/05/22	002952	15,762.99	FLYERS ENERGY, LLC		116527	8/1-8/15REVENUE FUEL	12,945.91	
80004	09/05/22	003418	58.12	FRONTIER COMMUNICATIONS - 6145		116528	8/1-8/15 NONREV FUEL	2,817.08	
80005	09/05/22	117	5,190.26	GILLIG LLC		116520	8/13-9/12 SKYLINE	58.12	
						116428	INVENTORY ORDER	30.51	
						116433	INVENTORY ORDER	5.89	
						116434	VEH# 4208 PARTS	0.98	
						116435	VEH# 4208 PARTS	0.98	

# Attachment A

DATE: 09/01/22 THRU 09/30/22

CHECK NUMBER	CHECK DATE	CHECK VENDOR NAME	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
80006	09/05/22	GRAINGER	282	354.68			116436	INVENTORY ORDER	5,006.17	
80007	09/05/22		001745	14,815.99	HARTFORD LIFE AND ACCIDENT INS		116485	VEH# 4201 PARTS	145.73	
80008	09/05/22		003327	1,217.21	IO, RODNEY H		116398	SUPPLIES FOR MMF	72.46	
80009	09/05/22		914	92.86	J.J.R ENTERPRISES, INC.		116437	INV/NON-INV/SAFETY	282.22	
80010	09/05/22		003552	4,993.20	JOHNSON & CODY ELECTRIC, INC.		116531	AUG 22 LIFE AD&D	4,236.09	
80011	09/05/22		1117	2,560.25	KELLEY'S SERVICE INC.		116532	AUG 22 LTD	10,579.90	
80012	09/05/22		002927	398.28	LINDE GAS & EQUIPMENT, INC.		116506	VEH# PC1712 REPAIRS	1,217.21	
80013	09/05/22		003401	11,320.00	MACLEOD WATTS, INC		116404	INK CARTRIDGE	92.86	
80014	09/05/22		003351	150,745.55	MARSH USA INC		116526	REPLACE GEN RADIATOR	4,993.20	
80015	09/05/22		041	633.40	MISSION UNIFORM		116427	VEH# PC1127 PARTS	19.84	
80016	09/05/22		409	1,250.00	MULTIWAVE DIRECT		116438	INVENTORY ORDER	580.97	
80017	09/05/22		004	2,887.43	NORTH BAY FORD LINC-MERCURY		116439	INVENTORY ORDER	587.03	
80018	09/05/22		003599	2,959.66	NOTT-PEREZ, DAWN		116440	INVENTORY ORDER	182.41	
80019	09/05/22		003156	950.94	OCEAN HONDA		116441	INVENTORY ORDER	243.19	
80020	09/05/22		364	1,290.00	OVERHEAD DOOR CO. OF SALINAS		116442	VEH# PC1715 PARTS	886.01	
80021	09/05/22		009	16,890.39	PACIFIC GAS & ELECTRIC		116443	VEH# PC1712 PARTS	60.80	
80022	09/05/22		003506	756.00	PHILLIP J CROUCH		116525	WELDING GAS TANK SUP	398.28	
80023	09/05/22		215	267.66	RICOH USA, INC. TX		116489	ACTUARIAL PROJECTS	11,320.00	
80024	09/05/22		003422	1,600.00	ROLAND J. WALKER		116533	9/1-9/1/23 CL EPLI	69,848.63	
80025	09/05/22		E897	100.00	SANCHEZ, MARIA V		116534	9/1-9/1/23CLPROPERTY	69,648.92	
80026	09/05/22		135	686.01	SANTA CRUZ AUTO PARTS, INC.		116535	9/1-9/1/23 CL CYBER	11,248.00	
80027	09/05/22		079	1,050.00	SANTA CRUZ MUNICIPAL UTILITIES		116446	FUEL STATION TOWELS	156.00	
80027	09/08/22		079	-1,050.00	SANTA CRUZ MUNICIPAL UTILITIES		116496	LAUNDRY/CUSTODIAL	26.02	
							116516	VMU/VSW UNIFORM SUPP	400.56	
							116429	EE FIT TRAINING	1,250.00	VOIDED
							116486	INVENTORY ORDER	-1,250.00	**VOID
							116487	INVENTORY ORDER	882.59	
							116514	VEH# PC 1707 REPAIRS	97.32	
							116488	SEP22 SURVIVOR COBRA	1,907.52	
							116505	VEH# 1213 REPAIRS	2,959.66	
							116402	REPLACE SAFETY EDGE	950.94	
							116415	7/25-8/23 SBF	1,290.00	
							116501	7/26-8/24 SBF GAS	3,252.66	
							116502	7/25-8/23 MMF	69.14	
							116503	7/25-8/23 VERNON	6,208.05	
							116444	FAREBOX PEDESTAL RPR	7,360.54	
							116519	9/3-10/2 C/S	756.00	
							116510	BUILDING EVAL WTC	267.66	
							116529	REIMB DRY CLEAN FEES	1,600.00	
							116419	INVENTORY ORDER	100.00	
							116515	NON INVENTORY ORDER	65.28	
							116499	7/9-8/MULTIBUSSTOPS	184.52	
							116499	7/9-8/MULTIBUSSTOPS	436.21	
							116499	7/9-8/MULTIBUSSTOPS	1,050.00	VOIDED
							116499	7/9-8/MULTIBUSSTOPS	-1,050.00	**VOID

9.1A.2

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CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
80028	09/05/22	45.00 001292	45.00	SANTA CRUZ RECORDS MNGMT INC		116508	8/19 SHREDDING PRC	45.00	
80029	09/05/22	5,942.87 001307	5,942.87	SANTA CRUZ STAFFING, LLC		116397	TEMP W/E 7/17	1,007.50	
						116401	TEMP W/E 8/21	701.37	
						116413	TEMP W/E 8/21	589.00	
						116430	TEMP W/E 8/14	1,755.00	
						116431	TEMP W/E 8/21	1,890.00	
80030	09/05/22	668.28 003054	668.28	SERVICE STATION SYSTEMS		116500	DIESEL PUMP RPR SBF	668.28	
80031	09/05/22	1,516.40 003292	1,516.40	SLINGSHOT CONNECTIONS LLC		116470	TEMP W/E 8/14	57.76	
						116471	TEMP W/E 8/14	1,458.64	
80032	09/05/22	273.04 115	273.04	SNAP-ON INDUSTRIAL		116513	TOOL REPLACEMENT	273.04	
80033	09/05/22	2,451.17 003621	2,451.17	SPORTWORKS GLOBAL LLC		116411	INVENTORY ORDER	2,451.17	
80034	09/05/22	10,000.00 003425	10,000.00	SYNCHROMATICS CORPORATION		116522	AUG 22 MONTHLY SVC	10,000.00	
80035	09/05/22	133.54 001040	133.54	TERRYBERRY CO., LLC		116414	ANNIVERSARY AWARD	133.54	
80036	09/05/22	11,725.73 003285	11,725.73	THE AFTERMARKET PARTS CO LLC		116422	VEH# 2322 PARTS	1,000.45	
						116423	INVENTORY ORDER	100.95	
						116424	INVENTORY ORDER	37.30	
						116425	BUS SURGE TANK HOSES	195.60	
						116426	INVENTORY ORDER	253.77	
						116447	INVENTORY ORDER	854.39	
						116448	INVENTORY ORDER	854.39	
						116449	VEH# 2216 PARTS	301.40	
						116450	VEH# 2322 PARTS	49.48	
						116454	INVENTORY ORDER	301.40	
						116455	INVENTORY ORDER	2,252.45	
						116456	INVENTORY ORDER	351.36	
						116457	VEH# 2318 PARTS	725.60	
						116458	VEH# 2322 PARTS	248.76	
						116459	INVENTORY ORDER	1,515.12	
						116460	VEH# 1611 PARTS	43.75	
						116461	INVENTORY ORDER	600.09	
						116462	INVENTORY ORDER	238.02	
						116463	INVENTORY ORDER	161.35	
						116464	INVENTORY ORDER	192.36	
						116465	INVENTORY ORDER	250.37	
						116466	INVENTORY ORDER	1,124.73	
						116467	VEH# 2808 PARTS	265.08	
						116468	INVENTORY ORDER	299.19	
						116481	RETURN CREDIT	-491.63	
80037	09/05/22	201.16 E1098	201.16	TREE, MICHAEL		116530	MARKETING/INFRA/SVC	201.16	
80038	09/05/22	4,643.14 043	4,643.14	TROWBRIDGE ENTERPRISES		116400	DESK RECONFIGURATION	518.28	
						116417	OFFICE SUPPLIES	2,272.09	
						116418	OFFICE SUPPLIES	342.17	
						116484	OFFICE SUPPLIES ADM	1,510.60	
80039	09/05/22	220.49 002207	220.49	TY CUSTOM DESIGN	0	116517	EMPLOYEE AWARDS	220.49	
80040	09/05/22	104.40 007	104.40	UNITED PARCEL SERVICE		116512	FREIGHT	104.40	
80041	09/05/22	36.88 003525	36.88	WCDJR, LLC		116497	VEH# PC 1127 PARTS	36.88	

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CHECK NUMBER	CHECK DATE	CHECK VENDOR NAME	CHECK VENDOR AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
80042	09/05/22	WORKFORCEQA LLC	72.00	003290		116403	JUL 22 DOT DRUG TEST	72.00	
80043	09/08/22	FAST RESPONSE ON-SITE	1,250.00	490		116537	AN EE FIT TRAINING	1,250.00	
80044	09/08/22	SANTA CRUZ MUNICIPAL UTILITIES	1,050.60	079		116536	7/9-8/7MULTIBUSSTOPS	1,050.60	
80045	09/12/22	ALMANZA, CANDIS	205.98	E930		116617	ICE CREAM/FROZEN FRI	205.98	
80046	09/12/22	AMAZON CAPITAL SERVICES, INC.	1,604.51	003596		116545	BREAKROOM TRASH CANS	359.43	
						116546	OFFICE SUPPLIES	7.58	
						116576	REPLACE PC	996.59	
80047	09/12/22	AMERICAN MESSAGING SVCS, LLC	33.40	002861		116584	OFFICE SUPPLIES C/S	240.91	
80048	09/12/22	AT&T	1,015.49	001D		116613	SEPT 22 PAGERS	33.40	
						116586	7/19-8/18 DAVENPORT	167.08	
80049	09/12/22	AUTOMATIC DOOR SYSTEMS, INC.	1,106.87	247		116587	7/19-8/18 OCEAN LG	848.41	
						116599	AUTO DOOR RPR SMC	292.31	
						116600	AUTO DOOR RPR VERNON	229.81	
						116601	AUTO DOOR RPR WTC	292.31	
						116602	AUTO DOOR RPR SVT	292.44	
80050	09/12/22	BFS GROUP LLC	103.95	107A		116542	DRILL SET MMF	31.67	
						116543	FRIDGE INSTALL SMC	24.34	
						116571	RPR FRIDGE OPS	27.06	
						116572	FRIDGE RPR PRC	16.67	
						116573	FRIDGE RPR VERNON	4.21	
80051	09/12/22	CATTO'S GRAPHICS, INC.	759.18	001159		116565	BUS STOP STICKERS	759.18	
80052	09/12/22	CENTER FOR TRANSPORTATION AND	9,000.00	003320		116614	ZEB PROJECT PHASE 3	9,000.00	
80053	09/12/22	CITY OF SANTA CRUZ/PARKING	1,100.00	002109		116596	SEPT 22 PARK PERMITS	1,100.00	
80054	09/12/22	CITY OF WATSONVILLE UTILITIES	116.35	130		116579	7/18-8/22 WTC WATER	116.35	
80055	09/12/22	CASTRONOVO,RUSSELL	1,200.00	003578		116592	VERNON WINDOW CLEAN	450.00	
						116593	OPS WINDOW CLEAN	750.00	
80056	09/12/22	CLEVER DEVICES LTD	84,472.10	003102		116577	1927 AVL PROEJECT	84,472.10	
80057	09/12/22	COAST PAPER & SUPPLY INC.	1,263.26	075		116544	INVENTORY ORDER	1,263.26	
80058	09/12/22	COASTAL LANDSCAPING INC.	2,890.00	003034		116550	SEPT 22 LANDSCAPING	2,890.00	
80059	09/12/22	CRUMMIE, DAWN	143.08	E1022		116598	REIMB MEETINGS/MILES	143.08	
80060	09/12/22	DEPARTMENT OF JUSTICE	288.00	002567		116568	JUL 22 FINGERPRINTS	288.00	
80061	09/12/22	EMPLOYNET, INC	3,286.20	003485		116552	TEMP W/E 8/21	1,071.00	
						116554	TEMP W/E 8/7	1,344.00	
						116570	TEMP W/E 8/21	871.20	
80062	09/12/22	GABUG, JOEL	85.00	E1105		116610	DMV REIMBURSEMENT	85.00	
80063	09/12/22	GARDA CL WEST, INC.	10,361.82	001302		116615	SEPT 22 SERVICES	494.12	
						116616	SEPT 22 VAULT SVC	9,867.70	
80064	09/12/22	GRAINGER	23.41	282		116574	DIESEL PUMP GAUGE	23.41	
80065	09/12/22	GRANITEROCK COMPANY	103.13	546		116585	CONCRETE/GROUT	103.13	
80066	09/12/22	GUERRERO, CARLOS	85.00	E1099		116604	DMV REIMBURSEMENT	85.00	
80067	09/12/22	HILL, CAYLA	110.06	E984		116595	CABLE TIES	110.06	
80068	09/12/22	HOLTHUS, THOMAS	85.00	E1100		116605	DMV REIMBURSEMENT	85.00	
80069	09/12/22	INFINISOURCE, INC	2,555.32	003220		116590	JUNE 22 TIMEKEEPING	1,277.66	
						116591	JULY 22 TIMEKEEPING	1,277.66	
80070	09/12/22	IRONCOMPANY.COM LLC	916.75	003638		116578	2304 FLOORING OPSGYM	916.75	
80071	09/12/22	LAW OFFICES OF MARIE F. SANG	51.00	852	7	116569	CL# 1989102352	51.00	



# Attachment A

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CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
80072	09/12/22	85.00 E1101		LUNA, LOUIE		116606	DMV REIMBURSEMENT	85.00	
80073	09/12/22	3,098.78 003293		MAKAI SOLUTIONS		116562	RPR BAY 8/STEAM RACK	3,098.78	
80074	09/12/22	6,586.65 003391		MARK THOMAS & COMPANY INC		116588	1941 JKS EV CHARGE	189.29	
						116589	1941 JKS EV CHARGE	6,397.36	
80075	09/12/22	152.42 041		MISSION UNIFORM		116547	TOWELS/MATS	10.50	
						116556	LAUNDRY/CUSTODIAL	29.21	
						116557	LAUNDRY/CUSTODIAL	29.21	
						116561	TOWELS/MOPS/MATS MMF	41.75	
						116594	TOWELS/MOPS/MATS MMF	41.75	
80076	09/12/22	85.00 E1103		MITCHELL, COLE		116608	DMV REIMBURSEMENT	85.00	
80077	09/12/22	66.75 002721		NEXTEL COMMUNICATIONS/SPRINT		116566	7/26-8/25 OPS	66.75	
80078	09/12/22	78.66 003326		NIDAL HALABI & NADA ALGHARIB		116558	HR NAME TAGS	78.66	
80079	09/12/22	14,414.70 009		PACIFIC GAS & ELECTRIC		116559	7/28-8/28 OPS	4,705.40	
						116560	7/28-8/28 SMC	4,729.13	
						116612	7/28-8/28 RIV CHG ST	4,980.17	
80080	09/12/22	647.00 003020		QUEST DIAGNOSTIC INC.		116567	8/26 DOT DRUG TESTS	647.00	
80081	09/12/22	85.00 E1104		RAMIREZ, GERARDO		116609	DMV REIMBURSEMENT	85.00	
80082	09/12/22	73.93 E524		ROCHA, FEDERICO G.		116597	ICE CREAM FROZEN FRI	73.93	
80083	09/12/22	62.43 135		SANTA CRUZ AUTO PARTS, INC.		116548	INVENTORY ORDER	62.43	
80084	09/12/22	1,757.22 079		SANTA CRUZ MUNICIPAL UTILITIES		116580	7/18-8/22 WTC FIRE	40.18	VOIDED
						116581	WTC WASTE	1,196.84	
						116582	7/18-8/22WATER/SEWER	412.80	
						116583	7/18-8/22WATER/SEWER	107.40	
80084	09/12/22	-1,757.22 079		SANTA CRUZ MUNICIPAL UTILITIES		116580	7/18-8/22 WTC FIRE	-40.18	**VOID
						116581	WTC WASTE	-1,196.84	
						116582	7/18-8/22WATER/SEWER	-412.80	
						116583	7/18-8/22WATER/SEWER	-107.40	
80085	09/12/22	350.00 001292		SANTA CRUZ RECORDS MNGMT INC		116549	8/17 SHRED MULTI	350.00	
80086	09/12/22	7,622.38 001307		SANTA CRUZ STAFFING, LLC		116538	TEMP W/E 8/28	1,541.86	VOIDED
						116539	TEMP W/E 9/4	1,550.39	
						116551	TEMP W/E 8/28	1,147.50	
						116553	TEMP W/E 9/4	1,552.50	
						116555	TEMP W/E 8/28	1,226.40	
						116575	TEMP W/E 8/28	603.73	
80086	09/12/22	-7,622.38 001307		SANTA CRUZ STAFFING, LLC		116538	TEMP W/E 8/28	-1,541.86	**VOID
						116539	TEMP W/E 9/4	-1,550.39	
						116551	TEMP W/E 8/28	-1,147.50	
						116553	TEMP W/E 9/4	-1,552.50	
						116555	TEMP W/E 8/28	-1,226.40	
						116575	TEMP W/E 8/28	-603.73	
80087	09/12/22	85.00 E1102		SHEGOG, CLIFTON		116607	DMV REIMBURSEMENT	85.00	
80088	09/12/22	85.00 E1106		SMITH, RILEY		116611	DMV REIMBURSEMENT	85.00	
80089	09/12/22	141.57 043		TROWBRIDGE ENTERPRISES		116563	OFFICE SUPPLIES FAC	141.57	
80090	09/12/22	83.00 E1084		VZAQUERO, VIRGINIA		116603	DMV REIMBURSEMENT	83.00	
80091	09/12/22	39.02 434		VERIZON WIRELESS	0	116564	8/2-9/1 TABLET	39.02	
80092	09/12/22	1,757.22 130		CITY OF WATSONVILLE UTILITIES		116618	WTC FIRE	40.18	

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CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
80093	09/12/22	001307	6,395.98	SANTA CRUZ STAFFING, LLC			WTC WASTE	1,196.84	
							7/18-8/22WATER/SEWER	412.80	
							7/18-8/22WATER/SEWER	107.40	
							TEMP W/E 9/4	1,550.39	
							TEMP W/E 8/28	1,147.50	
							TEMP W/E 9/4	1,552.50	
							TEMP W/E 8/28	603.73	
							TEMP W/E 8/28	1,541.86	
80094	09/19/22	003151	3,696.82	ABC BUS INC			INVENTORY ORDER	1,480.99	
							INVENTORY ORDER	2,215.83	
80095	09/19/22	003596	24.02	AMAZON CAPITAL SERVICES, INC.			HOOKS OPS BREAKROOM	24.02	
80096	09/19/22	003105	997.02	AT&T MOBILITY			7/24-8/23 WIFI BUSES	997.02	
80097	09/19/22	107A	242.68	BFS GROUP LLC			PUSH BROOM MMF	49.15	
							PVC PARTS SBF	14.24	
							EXIT SIGN WTC	1.76	
							ICEMAKER LINE VERNON	16.70	
							SHUT OFF VALVE	14.74	
							PARTS FOR OPS	11.38	
							FRIDGE INSTALL VER	62.00	
							FRIDGE INSTALL VER	44.67	
							FRIDGE PARTS VERNON	22.56	
							INVENTORY ORDER	5.48	
80098	09/19/22	616	5,000.00	BROWN ARMSTRONG ACCOUNTANCY			WIP FY22 AUDIT	5,000.00	
80099	09/19/22	E651	1,445.48	BUSHNELL, RONALD JR.			TSI TRANSIT COURSE	1,445.48	
80100	09/19/22	080C	11,772.00	CALIFORNIA DEPT OF TAX & FEE			FLAT RATE 10/22-9/23	11,772.00	
80101	09/19/22	149	366.40	CALIFORNIA NEWSPAPERS P'SHIP	0		8/31 LEGAL ADS	366.40	
80102	09/19/22	E1034	51.96	CAMPOS, ARACELI			TSI BUS COLLISION	51.96	
80103	09/19/22	001324	5,250.00	CAPITALEDGE ADVOCACY, INC.			SEPT22 LEGISLATE SVC	5,250.00	
80104	09/19/22	909	8,110.27	CLASSIC GRAPHICS			VEH# 2211 REPAIRS	3,314.09	
							SHELTER @ PNR RPR	4,796.18	
							CORRECTIVE SVC SBF	544.00	
80105	09/19/22	001124	125,958.66	CLEAN ENERGY			8/30 LNG CHARGES	14,843.19	
							8/26 LNG CHARGES	12,356.72	
							8/23 LNG CHARGES	14,542.22	
							8/19 LNG CHARGES	12,665.41	
							8/16 LNG CHARGES	14,611.66	
							8/12 LNG CHARGES	13,753.52	
							8/9 LNG CHARGES	15,229.04	
							8/5 LNG CHARGES	13,179.37	
							8/2 LNG CHARGES	14,233.53	
80106	09/19/22	075	253.82	COAST PAPER & SUPPLY INC.			MOP BUCKET/TOWELS	253.82	
80107	09/19/22	002814	1,845.34	CREATIVE BUS SALES, INC.			INVENTORY ORDER	808.45	
							CREDIT XA128001211	-811.52	
							CORRECTION 1	-808.45	
							CORRECTION 2	811.52	
							VEH# 1705 PARTS	1,054.70	

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CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
80108	09/19/22		809.41	CRUMMIE, DAWN		116813	VEH# PC1706 PARTS	92.55	
80109	09/19/22	E1022	30,671.03	CUMMINS, INC		116814	INVENTORY ORDER	698.09	
		003116				116834	INVENTORY ORDER	1,209.03	
						116835	CREDIT XA113005156	-1,209.03	
						116768	LABOR ARBITRATION	809.41	
						116646	INVENTORY ORDER	5,460.20	
						116647	INVENTORY ORDER	134.49	
						116648	INVENTORY ORDER	3,628.30	
						116649	VEH# 1205 ENGINE RPR	21,993.75	
						116650	CORE CREDIT Y9-51022	-147.49	
						116651	INVENTORY ORDER	-73.74	
						116652	CORE CREDIT Y9-55692	-294.98	
						116653	RETURN CR Y9-48133	-29.50	
						116731	WE ARE HIRING FLYERS	52.30	
						116775	425FRONT ST 290006SM	60.01	
						116810	ELECTRICAL RPR SMC	569.18	
						116641	REVENUE TIRES	463.36	
						116642	REVENUE TIRES	308.16	
						116643	REVENUE TIRES	337.94	
						116644	REVENUE TIRES	1,540.80	
						116645	REVENUE TIRES	295.33	
						116627	TEMP W/E 8/21	1,050.00	
						116628	TEMP W/E 8/28	1,192.82	
						116637	TEMP W/E 8/28	1,680.00	
						116684	TEMP W/E 9/2	1,226.40	
						116720	TEMP W/E 9/4	1,344.00	
						116764	TEMP W/E 9/4	1,015.20	
						116833	TEMP W/E 7/31	840.00	
						116822	PHY EXAM DMV RENEWAL	150.00	
80115	09/19/22	E672	150.00	ESTRADA, URIEL		116638	NON INVENTORY ORDER	291.33	
80116	09/19/22	001297	1,819.20	FASTENAL COMPANY INC		116639	NON INVENTORY ORDER	837.95	
						116640	INV/NON INV ORDER	679.97	
						116778	INVENTORY ORDER MMF	9.95	
						116780	FRIDGE PARTS VERNON	257.83	
80117	09/19/22	001172	257.83	FERGUSON ENTERPRISES INC. #795		116708	AUG 22 SECURITY	52,306.11	
80118	09/19/22	002295	52,306.11	FIRST ALARM SECURITY & PATROL		116776	8/16-8/31NONREV FUEL	4,048.22	
80119	09/19/22	002952	18,379.77	FLYERS ENERGY, LLC		116777	8/16-8/31 REV FUEL	14,331.55	
						116696	CREDIT INV# 40902851	-452.36	
80120	09/19/22	117	440.25	GILLIG LLC		116697	RETURN CR 40942104	-0.98	
						116698	RETURN CR 40945639	-411.16	
						116699	INVENTORY ORDER	411.16	
						116700	INVENTORY ORDER	852.56	
						116701	INVENTORY ORDER	41.03	
80121	09/19/22	282	144.05	GRAINGER		116710	FLANGE/GASKET MMF	20.26	
						116836	NON INVENTORY ORDER	123.79	
80122	09/19/22	001097	1,307.95	GREENWASTE RECOVERY, INC.		116824	AUG 22 PRC	435.14	

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CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
80123	09/19/22	003109	42,389.22	HANSON BRIDGETT LLP			AUG 22 SVT	397.58	
							AUG 22 GV/CARNATION	67.89	
							AUG 22 2400 FREEDOM	67.89	
							AUG 22 FRED/BOWKR	67.89	
							AUG 22 HWY9/BC	203.67	
							AUG 22 AIRPORT/FREED	67.89	
							M# 032117.004003	6,319.90	
							M# 032117.006003	193.02	
							M# 032117.006013	115.20	
							M# 032117.006037	7,200.10	
							M# 032117.006039	1,398.00	
							AUGUST 22 RETAINER	27,163.00	
							INVENTORY ORDER	3,464.18	
							9/1-11/30 SEF	668.33	
							VEH# PC1715 PARTS	61.07	
							VEH# PC1715 PARTS	198.20	
							VEH# PC 1123 PARTS	147.53	
							INVENTORY ORDER	110.12	
							VEH# 714 PARTS	82.97	
							INVENTORY ORDER	223.11	
							INVENTORY ORDER	58.41	
							VEH# PC 1703 PARTS	230.17	
							CREDIT K-1853898	-17.48	
							VEH# PC 1715 PARTS	205.94	
							CORE CR K-1856480	-64.46	
							INVENTORY ORDER	243.19	
							INVENTORY ORDER	90.60	
							VEH# 2316 PARTS	83.16	
							SEPT22 LEASE PAYMENT	23,627.38	
							VEH# 4204 TOW	504.00	
							VEH 9827 TOW	462.00	
							VEH# PC 1708 TOW	120.00	
							AUG 22 TRANSLATE SVC	100.00	
							CL# 22001522	544.00	
							CL# 21000556	1,173.00	
							CL# 19009481	471.75	
							CL# 22000654	870.25	
							CL#11000452,11001281	544.00	
							8/23 DIESEL FUEL	22,809.31	
							9/7 DIESEL FUEL	23,405.09	
							INVENTORY ORDER	2,210.04	
							INVENTORY ORDER	270.04	
							INVENTORY ORDER	724.72	
							INVENTORY ORDER	1,402.08	
							INVENTORY ORDER	996.23	
							VMU/VSW UNIFORM SUPP	336.50	
80124	09/19/22	002979	3,464.18	HUNT & SONS, INC.					
80125	09/19/22	003442	668.33	JOHNSON CONTROLS INC					
80126	09/19/22	1117	1,652.53	KELLEY'S SERVICE INC.					
80127	09/19/22	003366	23,627.38	KEY GOVERNMENT FINANCE INC					
80128	09/19/22	003271	1,086.00	KJRB, INC.					
80129	09/19/22	003450	100.00	LANGUAGE LINE SERVICES INC					
80130	09/19/22	852	3,603.00	LAW OFFICES OF MARIE F. SANG	7				
80131	09/19/22	003017	46,214.40	MANSFIELD OIL CO OF GAINSVILLE					
80132	09/19/22	001052	5,603.11	MID VALLEY SUPPLY INC.					
80133	09/19/22	041	1,580.80	MISSION UNIFORM					

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80134	09/19/22	184.09	001711	MOHAWK MFG. & SUPPLY CO.		116748	FUEL STATION TOWELS	156.00	
80135	09/19/22	27.31	003326	NIDAL HALABI & NADA ALGHARIB		116749	VMU/VSW UNIFORM SUPP	368.03	
80136	09/19/22	4,444.07	004	NORTH BAY FORD LINC-MERCURY		116750	FUEL ST TOWELS	156.00	
						116751	VMU/VSW UNIFORM SUPP	340.50	
						116752	FUEL ST TOWELS	156.00	
						116763	LAUNDRY/CUSTODIAL	26.02	
						116765	MOPS/MATS/TOWELS MMF	41.75	
80137	09/19/22	184.09	001711	MOHAWK MFG. & SUPPLY CO.		116714	INVENTORY ORDER	184.09	
80135	09/19/22	27.31	003326	NIDAL HALABI & NADA ALGHARIB		116723	NAME PLATE HR	27.31	
80136	09/19/22	4,444.07	004	NORTH BAY FORD LINC-MERCURY		116790	VEH# PC1706 RPRS	3,665.84	
						116791	INVENTORY ORDER	381.60	
						116792	INVENTORY ORDER	396.63	
80137	09/19/22	18,037.50	003584	P&M HOLDING GROUP, LLP		116832	PROF SVC JULY/AUG 22	18,037.50	
80138	09/19/22	3,363.52	009	PACIFIC GAS & ELECTRIC		116636	8/4-9/1 SVT/WTC/ENR	3,363.52	
80139	09/19/22	184.04	023	PACIFIC TRUCK PARTS, INC.		116793	INVENTORY ORDER	184.04	
80140	09/19/22	2,085.00	002947	PEDX COURIER AND CARGO	7	116739	AUG 22 COURIER SVC	2,085.00	
80141	09/19/22	959.50	481	PIED PIPER EXTERMINATORS, INC.		116635	SEPT 22 PEST SVT	65.00	
						116716	SEPT 22 PEST MMF	217.50	
						116717	SEPT 22 PEST VERNON	65.00	
						116718	SEPT22PEST OPS CREEK	255.00	
						116719	SEPT22PEST OPS PARK	212.50	
						116773	SEPT 22 PEST WTC MKT	79.50	
						116774	SEPT22PEST WTC TRAN	65.00	
80142	09/19/22	400.00	003061	QUADIEN FINANCE USA INC		116808	AUG 22 POSTAGE	400.00	
80143	09/19/22	518.93	882	RANDY & LARAE WEST	7	116744	VEH CONDITION SHEETS	518.93	
80144	09/19/22	178.03	536	RIVERSIDE LIGHTING, INC.		116713	LIGHTS WTC	89.02	
						116771	ELEC EQUIPMENT SVT	69.96	
						116772	LIGHTS SMC	19.05	
80145	09/19/22	386.50	001986	ROBERT H. WAGER COMPANY, INC.		116806	BRAKE METER PRINTER	386.50	
80146	09/19/22	1,300.08	003154	ROMAINE ELECTRIC CORP		116732	INVENTORY ORDER	1,300.08	
80147	09/19/22	508.01	003490	S & A SYSTEMS, INC		116811	VEH# 0422 DUAL BOX	508.01	
80148	09/19/22	463.77	135	SANTA CRUZ AUTO PARTS, INC.		116667	NON INVENTORY ORDER	107.61	
						116668	INV ORDER/CR 450483	21.92	
						116669	INVENTORY ORDER	262.68	
						116695	INVENTORY ORDER	71.56	
80149	09/19/22	44,217.52	002917	SANTA CRUZ METRO TRANSIT W/C		116709	AUG 22 REPLENISH	44,217.52	
80150	09/19/22	492.34	079	SANTA CRUZ MUNICIPAL UTILITIES		116819	8/1-8/31 IRRIG SBF	206.15	
						116820	8/1-8/31IRRIG VERNON	286.19	
80151	09/19/22	589.00	001307	SANTA CRUZ STAFFING, LLC		116724	TEMP W/E 9/4	589.00	
80152	09/19/22	84.92	003570	SCARBOROUGH LBR & BLDG SUPPLY		116762	FRIDGE INSTALL VER	84.92	
80153	09/19/22	725.69	003545	SCHINDLER ELEVATOR CORPORATION		116821	SEPT 22 MAINT MULTI	725.69	
80154	09/19/22	2,500.00	002267	SHAW YODER ANTWIH		116736	AUG 22 LEGISLATE SVC	2,500.00	
80155	09/19/22	3,702.64	003292	SLINGSHOT CONNECTIONS LLC		116692	TEMP W/E 9/4	1,458.64	
						116693	TEMP W/E 8/21	1,122.00	
						116694	TEMP W/E 8/28	1,122.00	
80156	09/19/22	385.59	115	SNAP-ON INDUSTRIAL		116804	TOOL REPLACEMENT	385.59	

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80157	09/19/22	001040	200.03	TERRYBERRY CO., LLC		116733	ANNIVERSARY AWARD	200.03	
80158	09/19/22	003285	24,715.95	THE AFTERMARKET PARTS CO LLC		116659	VEH# 2812 PARTS	4.30	
						116660	VEH# 2316 PARTS	355.55	
						116661	INVENTORY ORDER	8.70	
						116662	INVENTORY ORDER	67.60	
						116663	INVENTORY ORDER	3,182.61	
						116664	INVENTORY ORDER	432.58	
						116665	VEH# 1208 PARTS	29.38	
						116666	VEH# 1612 PARTS	325.17	
						116670	VEH# 1610 PARTS	339.52	
						116671	VEH# 2226 PARTS	15.81	
						116672	VEH# 2318 PARTS	2,197.20	
						116673	INVENTORY ORDER	408.75	
						116674	INVENTORY ORDER	3,100.90	
						116675	INVENTORY ORDER	830.40	
						116676	VEH# 2316 PARTS	9,348.75	
						116677	INVENTORY ORDER	52.40	
						116678	INVENTORY ORDER	929.38	
						116679	INVENTORY ORDER	464.99	
						116680	VEH# 2322 PARTS	-105.45	
						116681	INVENTORY ORDER	933.84	
						116682	INVENTORY ORDER	83.24	
						116683	VEH# 1204 PARTS	1,465.69	
						116685	INVENTORY ORDER	185.88	
						116691	INVENTORY ORDER	58.76	
80159	09/19/22	116.09	166	THE HOSE SHOP, INC		116702	NON INVENTORY ORDER	14.50	
						116703	NON INVENTORY ORDER	72.42	
						116715	BUS WASH PUMP HOSE	29.17	
80160	09/19/22	003242	1,092.50	THE JANEK CORPORATION		116706	VEH# 1207 PARTS	1,092.50	
80161	09/19/22	043	203.37	TROWBRIDGE ENTERPRISES		116704	OFFICE SUPPLIES	100.35	
						116737	OFFICE SUPPLIES	78.11	
80162	09/19/22	E1079	353.57	TULI, ROHAN		116795	MOUSE PADS FOR SHOP	24.91	
						116837	LAMINATION POUCHES	65.98	
80163	09/19/22	007	135.62	UNITED PARCEL SERVICE		116838	ZIP TIES	57.77	
						116839	LAMINATION PUCHES	229.82	
						116815	FREIGHT	38.11	
						116816	FREIGHT	30.05	
						116817	FREIGHT	67.46	
80164	09/19/22	002829	50.78	VALLEY POWER SYSTEMS, INC.		116805	VEH# 2214 PARTS	3.80	
						116818	INVENTORY ORDER	46.98	
80165	09/19/22	003574	754.55	WCAF, LLC		116807	VEH# PC 1714 REPAIRS	754.55	
80166	09/26/22	001712	795.00	ABACHERLI FENCE COMPANY	7	116924	FENCE RPR OPS	795.00	
80167	09/26/22	003596	2,413.61	AMAZON CAPITAL SERVICES, INC.		116895	REPLACE DOOR PHONE	1,052.04	
						116896	PC GRAPHICS CARD	276.38	
						116958	CAMERA TRANSIT SUPS	491.61	
						116970	OFFICE SUPPLIES	60.96	

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80168	09/26/22	3,384.28	001D	AT&T		116971	OFFICE SUPPLIES	532.62	
80169	09/26/22	3,256.94	003650	BAE SYSTEMS CONTROLS, INC.		116868	8/1-8/31 PT TO PT 2	589.20	
80170	09/26/22	81.22	E996	BENSON, EDDIE		116869	8/13-9/12 PT TO PT 1	1,865.52	
80171	09/26/22	2,120.00	149	CALIFORNIA NEWSPAPERS P'SHIP	0	116890	8/10-9/9 INTERNET	929.56	
80172	09/26/22	150.00	E1072	CARRANCO, JOSE III		116887	VEH# 4205 PARTS	3,256.94	
80173	09/26/22	5,400.43	001159	CAPTO'S GRAPHICS, INC.		116994	ICE CREAM FROZEN FRI	81.22	
80174	09/26/22	226.52	003373	CITY OF SANTA CRUZ FINANCE RRF		116985	ADV ROP/SPLASH PASS	2,120.00	
80175	09/26/22	4,020.74	909	CLASSIC GRAPHICS		116989	DOT/DWV PHYSICAL	150.00	
80176	09/26/22	1,891.69	001124	CLEAN ENERGY		116897	ACRYLIC LETTERING	4,859.64	
80177	09/26/22	518.94	075	COAST PAPER & SUPPLY INC.		116923	FALL SVC STICKERS	540.79	
80178	09/26/22	3,984.25	003601	COMCAST HOLDINGS CORPORATION		116949	AUG 22 LANDELL	226.52	
80179	09/26/22	757.81	002814	CREATIVE BUS SALES, INC.		116859	VEH# 2217 REPAIRS	4,020.74	
80180	09/26/22	20,884.22	588	CTSJPA (CALTIP)		116872	CNG REPAIR SBF	1,891.69	
80181	09/26/22	3,150.97	003116	CUMMINS, INC		116908	INVENTORY ORDER MMF	518.94	
80182	09/26/22	10,546.75	003485	EMPLOYNET, INC		116976	AUG 22 ADVERTISING	3,984.25	
80183	09/26/22	161.02	E1080	FARMER, CHUCK		116866	AUG 22 CODE-5100	20,884.22	
80184	09/26/22	665.97	001297	FASTENAL COMPANY INC		116886	VEH 1211 ECM REPLACE	3,150.97	
80185	09/26/22	785.16	002962	FIS		116843	TEMP W/E 8/28	541.20	
80186	09/26/22	18,848.81	002952	FLYERS ENERGY, LLC		116844	TEMP W/E 8/28	812.00	
80187	09/26/22	58.12	003279	FRONTIER COMMUNICATIONS - 3025		116844	TEMP W/E 9/4	1,036.00	
80188	09/26/22	224.35	117	GILLIG LLC		116845	TEMP W/E 9/4	778.80	
80189	09/26/22	285.00	003316	GLOBAL WATER TECHNOLOGY INC		116846	TEMP W/E 9/11	812.16	
80190	09/26/22	640.14	282	GRAINGER		116847	TEMP W/E 9/11	462.00	
						116848	TEMP W/E 9/11	763.00	
						116851	TEMP W/E 7/24	420.50	
						116885	TEMP W/E 9/4	2,100.00	
						116922	TEMP W/E 9/11	2,014.69	
						116979	TEMP W/E 9/11	806.40	
						116986	AC TRANSIT LUNCH	161.02	
						116855	INV/SMALL TOOLS	476.49	
						116856	NON INVENTORY ORDER	82.94	
						116978	NON INVENTORY ORDER	106.54	
						116954	AUG 22 MERCHANT FEES	785.16	
						116955	9/1-9/15 REV FUEL	14,467.84	
						116957	9/16-10/15SKYLINEOPS	4,380.97	
						116853	INVENTORY ORDER	58.12	
						116865	MONTHLY H2O TEST OPS	224.35	
						116867	PAINT ROLLERS MMF	285.00	
						116883	A/C MACHINE FILTERS	24.74	
						116888	ROLLER COVER/TOWELS	97.05	
						116889	INVENTORY ORDER	203.03	
						116912	TAPE MMF	104.26	
						116920	INV/NON INV ORDER	109.81	
						116921	SMALL TOOLS DOLLY	82.02	

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80191	09/26/22	14,714.06 001745		HARTFORD LIFE AND ACCIDENT INS	INS	117009	SEPT 22 LIFE AD&D	3,981.38	
80192	09/26/22	1,359.74 003638		IRONCOMPANY.COM LLC		117010	SEPT 22 LTD	10,732.68	
80193	09/26/22	450.04 003223		JASPER WELLER LLC		116983	2304 OPS GYM FLOOR	1,359.74	
80194	09/26/22	1,690.38 003442		JOHNSON CONTROLS INC		116861	VEH# 2316 PARTS	450.04	
						116992	7/1-9/30 37512912	1.00	
						116993	10/1-12/31 SMC	445.75	
						116995	10/1-12/31 SVT	764.51	
						116996	10/1-12/31 WTC	479.12	
80195	09/26/22	1,083.76 003264		KAADY CHEMICAL CORPORATION		116919	BUS WASH SUPPLIES	1,083.76	
80196	09/26/22	2,988.09 1117		KELLEY'S SERVICE INC.		116862	INVENTORY ORDER	2,316.10	
						116863	CREDIT_INV K-1835742	-376.99	
						116891	VEHPC1708 PARTS/INV	228.19	
						116892	INV/NON INV ORDER	128.03	
						116915	INVENTORY ORDER	266.57	
						116916	INVENTORY ORDER	23.94	
						116917	VEH# 803 PARTS	150.27	
						116918	INVENTORY ORDER	251.98	
80197	09/26/22	1,577.12 036		KELLY-MOORE PAINT CO., INC.		116953	BUS BENCH PAINT FLD	1,387.42	
						116973	LIFT PRIMER MMF	189.70	
80198	09/26/22	337.50 003271		KJRB, INC.		116894	VEH# PC 1708 TOW	337.50	
80199	09/26/22	1,774.70 003293		MAKAI SOLUTIONS		116925	RPR BAY 7 LIFT MMF	1,774.70	
80200	09/26/22	3,015.30 003617		MEDZON		116905	PPE SUPPLIES	3,015.30	
80201	09/26/22	2,340.38 003273		MGP XI REIT,LLC		116959	OCT 22 RENT CAPITOLA	2,340.38	
80202	09/26/22	12,213.90 003361		MILLER MAXFIELD INC		116980	HWY17/FREEFARES PROMO	4,270.15	
						116981	FALL HEADWAYS/SUPP	7,943.75	
80203	09/26/22	485.65 041		MISSION UNIFORM		116913	VMU/VSW UNIFORM SUPP	329.65	
						116914	FUEL ST TOWELS	156.00	
80204	09/26/22	2,484.20 003464		MPRESS DIGITAL, INC		116963	FALL HEADWAYS	599.56	
						116968	POCKET SCHED POSTERS	460.57	
80205	09/26/22	928.70 004		NORTH BAY FORD LINC-MERCURY		116977	FALL 22 SVC POSTERS	1,424.07	
						116857	INVENTORY ORDER	432.56	
80206	09/26/22	1,275.00 364		OVERHEAD DOOR CO. OF SALINAS		116899	INVENTORY ORDER	496.14	
80207	09/26/22	319.45 023		PACIFIC TRUCK PARTS, INC.		116984	PARTS DOOR REPAIR	1,275.00	
						116854	INVENTORY ORDER	26.11	
80208	09/26/22	120.00 T357		PAMELA PASTI, TRUSTEE		116874	INVENTORY ORDER	957.03	
80209	09/26/22	160.50 481		PIED PIPER EXTERMINATORS, INC.		116875	CORE RETURN 1865584	-663.69	
						116997	20@\$4.00/20@\$2.00	120.00	
80210	09/26/22	404.58 003443		PROTERA INC		116909	SEPT 22 PEST SMC MKT	55.50	
80211	09/26/22	16,936.29 003527		REDVECTOR.COM LLC		116910	SEPT 22 PEST SMC TAQ	40.00	
80212	09/26/22	34.52 536		RIVERSIDE LIGHTING, INC.		116911	SEPT 22 PEST SMC	65.00	
						116860	VEH# 0420 REPAIR	404.58	
						116982	10/1-9/30/23 AN SVC	16,936.29	
						116974	LIGHTING SUPPL OPS	17.26	
						116975	LIGHTS OPS	17.26	
80213	09/26/22	1,300.08 003154		ROMAINE ELECTRIC CORP		116873	INVENTORY ORDER	1,300.08	
80214	09/26/22	4,664.48 001379		SAFETY-KLEEN SYSTEMS INC		116950	PARTS WASHER SVC MMF	4,664.48	



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80215	09/26/22	SANTA CRUZ AUTO PARTS, INC.	135	400.28			116876	INVENTORY ORDER	53.48	
							116877	INVENTORY ORDER	61.93	
							116898	INVENTORY ORDER	28.49	
							116947	NON INVENTORY ORDER	106.45	
							116948	INVENTORY ORDER	20.91	
							116966	INVENTORY ORDER	129.02	
80216	09/26/22	SANTA CRUZ MUNICIPAL UTILITIES	079	9,062.66			116998	8/9-9/7 BETTYS SMC	75.77	
							116999	8/9-9/7 MMF	1,548.25	
							117000	8/9-9/7 VERNON	376.93	
							117001	8/9-9/7 MULTIBUSSTOP	1,050.60	
							117002	8/9-9/7 SBF	3,052.83	
							117003	8/9-9/7 SMC ISLAND	166.45	
							117004	8/9-9/7 SMC	2,263.40	
							117005	8/9-9/7 MMF IRRIG	13.27	
							117006	8/9-9/7 OPS	515.16	
80217	09/26/22	SANTA CRUZ STAFFING, LLC	001307	2,417.73			116841	TEMP W/E 9/11	1,147.50	
							116893	TEMP W/E 9/11	1,270.23	
80218	09/26/22	SCOTT'S VALLEY WATER DISTRICT	002459	638.48			116990	8/1-8/31 SVT	348.51	
							116991	8/1-8/31 SVT	289.97	
80219	09/26/22	SELF INSURED SERVICES COMPANY	003625	41,959.40			116951	SEPT 22 DENTAL	34,129.40	
							116952	SEPT 22 VSP	7,830.00	
80220	09/26/22	SLINGSHOT CONNECTIONS LLC	003292	673.20			116946	TEMP W/E 9/11	673.20	
80221	09/26/22	SOQUEL III ASSOCIATES	001075	9,890.74	7		117008	OCT 22 RENT RESEARCH	9,890.74	
80222	09/26/22	SPORTWORKS GLOBAL LLC	003621	586.66			116956	INVENTORY ORDER	586.66	
80223	09/26/22	TERRYBERRY CO., LLC	001040	567.64			116906	ANNIVERSARY AWARDS	381.70	
							116907	ANNIVERSARY AWARD	185.94	
80224	09/26/22	THE AFTERMARKET PARTS CO LLC	003285	2,398.46			116864	INVENTORY ORDER	620.66	
							116878	INVENTORY ORDER	301.40	
							116879	CREDIT INV 82792660	-301.40	
							116880	VEH# 2601 PARTS	101.07	
							116881	INVENTORY ORDER	1,115.42	
							116900	VEH# 2322 PARTS	235.23	
							116901	VEH# 1305 PARTS	201.39	
							116902	INVENTORY ORDER	141.95	
							116903	INVENTORY ORDER	12.44	
							116904	INVENTORY ORDER	208.33	
80225	09/26/22	THE HOSE SHOP, INC	166	1,054.23			116967	CREDIT INV 82686245	-238.03	
							116870	PRESSURE WASHER PART	5.90	
							116871	HOSE SBF	195.39	
							116882	INV/NON INV ORDER	852.94	
80226	09/26/22	THERMO KING OF SALINAS, INC	001800	4,038.92			116945	INVENTORY ORDER	4,038.92	
80227	09/26/22	TORKOS, RIGO	003255	300.00			116962	EDIT BUS OP ADVERTIS	300.00	
80228	09/26/22	TREE, MICHAEL	E1098	312.28			116987	MEETINGS/SUPPLIES	228.93	
							116988	CLEAN ENERGY MEETING	83.35	
80229	09/26/22	TROWBRIDGE ENTERPRISES	043	156.94			116852	OFFICE SUPPLIES	156.94	
80230	09/26/22	TY CUSTOM DESIGN	002207	1,309.40	0		116960	BUS OPERATOR PATCHES	911.18	

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80231	09/26/22	41,980.12 057	41,980.12	U.S. BANK		116961	BUS OPERATOR PATCHES	398.22	
80232	09/26/22	15.50 007	15.50	UNITED PARCEL SERVICE		117007	****-****-****-5971	41,980.12	
80233	09/26/22	7,160.75 002829	1,183.17	VALLEY POWER SYSTEMS, INC.		116965	FREIGHT	15.50	
			713.86			116926	INVENTORY ORDER	1,183.17	
			695.35			116927	INVENTORY ORDER	713.86	
			201.81			116928	INVENTORY ORDER	695.35	
			150.77			116929	INVENTORY ORDER	201.81	
			11.06			116930	INVENTORY ORDER	150.77	
			43.75			116931	INVENTORY ORDER	11.06	
			101.69			116932	INVENTORY ORDER	43.75	
			43.70			116933	INVENTORY ORDER	101.69	
			150.77			116934	INVENTORY ORDER	43.70	
			997.45			116935	INVENTORY ORDER	150.77	
			815.30			116936	INVENTORY ORDER	997.45	
			255.32			116937	INVENTORY ORDER	815.30	
			75.50			116938	INVENTORY ORDER	255.32	
			19.87			116939	INVENTORY ORDER	75.50	
			13.54			116940	INVENTORY ORDER	19.87	
			351.27			116941	INVENTORY ORDER	13.54	
			-238.98			116942	INVENTORY ORDER	351.27	
			18.09			116943	INVENTORY ORDER	-238.98	
			66.07			116944	INVENTORY ORDER	18.09	
			50.80			116969	CORE RETURN K99560	66.07	
			3,724.98			116972	INVENTORY ORDER	50.80	
			714.39			116849	8/2-9/1 CELL PHONES	66.07	
			83.21			116850	8/2-9/1 CUSTOMER SVC	50.80	
			19.10			116964	8/13-9/12 BUS WIFI	3,724.98	
			15.13			117011	8/2-9/1 PARACRUZ	308.88	
			145.08			117012	8/2-9/1 PARACRUZ	714.39	
			14.73			9006543	MEDICAL SUPPLEMENTAL	83.21	
			19.10			9006544	MEDICAL SUPPLEMENTAL	19.10	
			145.08			9006749	MEDICAL SUPPLEMENTAL	15.13	
			14.73			9006750	MEDICAL SUPPLEMENTAL	145.08	
			19.10			9006707	MEDICAL SUPPLEMENTAL	14.73	
			36.02			9006546	MEDICAL SUPPLEMENTAL	19.10	
			18.01			9006708	MEDICAL SUPPLEMENTAL	36.02	
			14.73			9006547	MEDICAL SUPPLEMENTAL	18.01	
			38.19			9006548	MEDICAL SUPPLEMENTAL	14.73	
			38.19			9006549	MEDICAL SUPPLEMENTAL	38.19	
			38.19			9006550	MEDICAL SUPPLEMENTAL	38.19	
			38.19			9006751	MEDICAL SUPPLEMENTAL	38.19	
			36.02			9006552	MEDICAL SUPPLEMENTAL	38.19	
			137.41			9006553	MEDICAL SUPPLEMENTAL	36.02	
			14.73			9006709	MEDICAL SUPPLEMENTAL	137.41	
								14.73	

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CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
80299	09/27/22	M336	19.10	BARTZ, GLENN		9006710	MEDICAL SUPPLEMENTAL	19.10	
80300	09/27/22	M160	19.10	BASS, BETTY		9006554	MEDICAL SUPPLEMENTAL	19.10	
80301	09/27/22	M161	88.22	BAUER, FRANK		9006555	MEDICAL SUPPLEMENTAL	88.22	
80302	09/27/22	M162	14.73	BLAIR, GARY		9006556	MEDICAL SUPPLEMENTAL	14.73	
80303	09/27/22	M164	19.10	BLAKE, GENEVA		9006557	MEDICAL SUPPLEMENTAL	19.10	
80304	09/27/22	M165	19.10	BLIGHT, KAREN		9006558	MEDICAL SUPPLEMENTAL	19.10	
80305	09/27/22	M166	52.85	BOOTON, EMMA		9006559	MEDICAL SUPPLEMENTAL	52.85	
80306	09/27/22	M167	38.19	BOYD, MICHAEL		9006560	MEDICAL SUPPLEMENTAL	38.19	
80307	09/27/22	M169	14.73	BREGANTE, BAPTISTA		9006561	MEDICAL SUPPLEMENTAL	14.73	
80308	09/27/22	M337	19.10	BRONDSATTER, CHERYL		9006711	MEDICAL SUPPLEMENTAL	19.10	
80309	09/27/22	M384	38.19	BRONDSATTER, WALLACE		9006752	MEDICAL SUPPLEMENTAL	38.19	
80310	09/27/22	M170	38.19	BROWN, ERNEST		9006562	MEDICAL SUPPLEMENTAL	38.19	
80311	09/27/22	M171	38.19	BROWN, KENNETH		9006563	MEDICAL SUPPLEMENTAL	38.19	
80312	09/27/22	M338	19.10	BRYANT, KATHLEEN		9006712	MEDICAL SUPPLEMENTAL	19.10	
80313	09/27/22	M172	19.10	BURKET, JANET		9006564	MEDICAL SUPPLEMENTAL	19.10	
80314	09/27/22	M385	84.77	BUSH, DEBBIE		9006753	MEDICAL SUPPLEMENTAL	84.77	
80315	09/27/22	M173	14.73	BYTHEWAY, MARY		9006565	MEDICAL SUPPLEMENTAL	14.73	
80316	09/27/22	M339	30.25	CANALES, DONNA		9006713	MEDICAL SUPPLEMENTAL	30.25	
80317	09/27/22	M174	83.21	CAPELLA, KATHLEEN		9006566	MEDICAL SUPPLEMENTAL	83.21	
80318	09/27/22	M175	14.73	CARLSON, MERRYL		9006567	MEDICAL SUPPLEMENTAL	14.73	
80319	09/27/22	M176	19.10	CARR, DALE		9006568	MEDICAL SUPPLEMENTAL	19.10	
80320	09/27/22	M177	14.73	CASANEGA, RICHARD		9006569	MEDICAL SUPPLEMENTAL	14.73	
80321	09/27/22	M178	34.72	CAVATAIO, PASQUALE		9006570	MEDICAL SUPPLEMENTAL	34.72	
80322	09/27/22	M340	14.73	CENTER, DOUGLAS		9006714	MEDICAL SUPPLEMENTAL	14.73	
80323	09/27/22	M179	14.73	CERVANTES, GLORIA		9006571	MEDICAL SUPPLEMENTAL	14.73	
80324	09/27/22	M386	14.73	CHANDLEY, PAUL		9006754	MEDICAL SUPPLEMENTAL	14.73	
80325	09/27/22	M341	14.73	CHAVARRIA, JOHNNY		9006715	MEDICAL SUPPLEMENTAL	14.73	
80326	09/27/22	M420	21.61	CHAVEZ, JESSE		9006785	MEDICAL SUPPLEMENTAL	21.61	
80327	09/27/22	M342	38.19	CILIBERTO, ANTHONY		9006716	MEDICAL SUPPLEMENTAL	38.19	
80328	09/27/22	M343	19.10	CLARKE, PATRICIA		9006717	MEDICAL SUPPLEMENTAL	19.10	
80329	09/27/22	M180	14.73	CLAYTON, MICHAEL		9006572	MEDICAL SUPPLEMENTAL	14.73	
80330	09/27/22	M344	25.19	CODD, FREDERICK		9006718	MEDICAL SUPPLEMENTAL	25.19	
80331	09/27/22	M181	84.77	COLWELL, ARLAN		9006573	MEDICAL SUPPLEMENTAL	84.77	
80332	09/27/22	M345	19.10	CONKLIN, CAROLYN		9006719	MEDICAL SUPPLEMENTAL	19.10	
80333	09/27/22	M182	19.10	CONTRERAS-NAVARRO, FRANCISCO		9006574	MEDICAL SUPPLEMENTAL	19.10	
80334	09/27/22	M183	42.39	COON, RICHARD		9006575	MEDICAL SUPPLEMENTAL	42.39	
80335	09/27/22	M387	38.19	COTTER, ROBERT		9006755	MEDICAL SUPPLEMENTAL	38.19	
80336	09/27/22	M346	19.10	COUSINS, DOROTHY		9006720	MEDICAL SUPPLEMENTAL	19.10	
80337	09/27/22	M185	45.01	COWELL, RICHARD		9006576	MEDICAL SUPPLEMENTAL	45.01	
80338	09/27/22	M186	19.10	CRAMBLETT, LAWRENCE		9006577	MEDICAL SUPPLEMENTAL	19.10	
80339	09/27/22	M376	42.39	CRANDELL, DANA		9006746	MEDICAL SUPPLEMENTAL	42.39	
80340	09/27/22	M187	19.10	CRAWFORD, FLOYD		9006578	MEDICAL SUPPLEMENTAL	19.10	
80341	09/27/22	M348	19.10	CRAWFORD, TERRI		9006721	MEDICAL SUPPLEMENTAL	19.10	
80342	09/27/22	M188	19.10	CRUISE, RICHARD		9006579	MEDICAL SUPPLEMENTAL	19.10	
80343	09/27/22	M190	38.19	CRUTCH, SHELTON		9006580	MEDICAL SUPPLEMENTAL	38.19	
80344	09/27/22	M349	14.73	CUMMINGS, CYNTHIA		9006722	MEDICAL SUPPLEMENTAL	14.73	

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CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
80345	09/27/22	36.02	M191		9006581	MEDICAL SUPPLEMENTAL	36.02	
80346	09/27/22	38.19	M192	CUMMINGS, PATRICIA	9006582	MEDICAL SUPPLEMENTAL	38.19	
80347	09/27/22	52.85	M193	CUMMINS, MAJOR	9006583	MEDICAL SUPPLEMENTAL	52.85	
80348	09/27/22	52.85	M194	DAKIWAG, FRED	9006584	MEDICAL SUPPLEMENTAL	52.85	
80349	09/27/22	36.02	M195	DANIEL, REBECCA	9006585	MEDICAL SUPPLEMENTAL	36.02	
80350	09/27/22	14.73	M196	DAVIDOSKI, PATTI	9006586	MEDICAL SUPPLEMENTAL	14.73	
80351	09/27/22	19.10	M351	DAVILLA, ANA	9006723	MEDICAL SUPPLEMENTAL	19.10	
80352	09/27/22	14.73	M373	DEAN, RONALD	9006743	RETIREE SUPPLEMENTAL	14.73	
80353	09/27/22	45.01	M197	DEL PO, CAROLYN	9006587	MEDICAL SUPPLEMENTAL	45.01	
80354	09/27/22	14.73	M427	DEVIVO, WILLIAM	9006792	MEDICAL SUPPLEMENTAL	14.73	
80355	09/27/22	19.10	M389	DOBBS, LILLIAN	9006756	MEDICAL SUPPLEMENTAL	19.10	
80356	09/27/22	87.05	M421	DORFMAN, IRIS	9006786	MEDICAL SUPPLEMENTAL	87.05	
80357	09/27/22	14.73	M199	DOVE, WILLIAM	9006588	MEDICAL SUPPLEMENTAL	14.73	
80358	09/27/22	14.73	M200	DRAKE, JUDITH	9006589	MEDICAL SUPPLEMENTAL	14.73	
80359	09/27/22	38.19	M390	ELIA, LARRY	9006757	MEDICAL SUPPLEMENTAL	38.19	
80360	09/27/22	38.19	M201	EMERSON, WILLIAM	9006590	MEDICAL SUPPLEMENTAL	38.19	
80361	09/27/22	42.85	M202	ESCARCEGA, MIGUEL	9006591	MEDICAL SUPPLEMENTAL	42.85	
80362	09/27/22	19.10	M391	FALLAU, NICHOLAS	9006758	MEDICAL SUPPLEMENTAL	19.10	
80363	09/27/22	15.13	M203	FENN, MARILYN	9006592	MEDICAL SUPPLEMENTAL	15.13	
80364	09/27/22	73.46	M393	FLAGG, PAULA	9006759	MEDICAL SUPPLEMENTAL	73.46	
80365	09/27/22	14.73	M352	FLORES, JUAN	9006724	MEDICAL SUPPLEMENTAL	14.73	
80366	09/27/22	30.25	M394	FLOREZ, ROSIE	9006760	MEDICAL SUPPLEMENTAL	30.25	
80367	09/27/22	19.10	M204	FRANCIS, RUFUS	9006593	MEDICAL SUPPLEMENTAL	19.10	
80368	09/27/22	52.85	M205	FREEMAN, MARY	9006594	MEDICAL SUPPLEMENTAL	52.85	
80369	09/27/22	14.78	M354	GABRIEL, RICHARD	9006725	MEDICAL SUPPLEMENTAL	14.78	
80370	09/27/22	14.78	M355	GABRIELE, BERNARD	9006726	MEDICAL SUPPLEMENTAL	14.78	
80371	09/27/22	38.19	M395	GABRIELE, CATHLEEN	9006761	MEDICAL SUPPLEMENTAL	38.19	
80372	09/27/22	14.73	M396	GALE, TERRY	9006762	MEDICAL SUPPLEMENTAL	14.73	
80373	09/27/22	14.73	M206	GALLOWAY, SCOTT	9006595	MEDICAL SUPPLEMENTAL	14.73	
80374	09/27/22	14.73	M207	GARBEZ, LINDA	9006596	MEDICAL SUPPLEMENTAL	14.73	
80375	09/27/22	42.39	M208	GARBEZ, MANNY	9006597	MEDICAL SUPPLEMENTAL	42.39	
80376	09/27/22	14.73	M209	GARCIA, DANIEL	9006598	MEDICAL SUPPLEMENTAL	14.73	
80377	09/27/22	88.22	M210	GARCIA, HELEN	9006599	MEDICAL SUPPLEMENTAL	88.22	
80378	09/27/22	14.73	M211	GARCIA, SAMUEL	9006600	MEDICAL SUPPLEMENTAL	14.73	
80379	09/27/22	55.80	M041	GOSE, JOHN	9006541	MEDICAL SUPPLEMENTAL	55.80	
80380	09/27/22	83.21	M213	GOUVEIA, ROBERT	9006601	MEDICAL SUPPLEMENTAL	83.21	
80381	09/27/22	14.73	M214	GRANADOS-BOYCE, MARIA	9006602	MEDICAL SUPPLEMENTAL	14.73	
80382	09/27/22	29.46	M215	GROBMAN, BRUCE	9006603	MEDICAL SUPPLEMENTAL	29.46	
80383	09/27/22	14.73	M216	GROSJEAN, DOUGLAS	9006604	MEDICAL SUPPLEMENTAL	14.73	
80384	09/27/22	14.73	M217	HALL, SHIRLEY	9006605	MEDICAL SUPPLEMENTAL	14.73	
80385	09/27/22	19.10	M218	HAMM, CAROLYN	9006606	MEDICAL SUPPLEMENTAL	19.10	
80386	09/27/22	33.48	M422	HAMMER, ALLYNE	9006607	MEDICAL SUPPLEMENTAL	33.48	
80387	09/27/22	36.02	M219	HERNANDEZ, ALICIA	9006608	MEDICAL SUPPLEMENTAL	36.02	
80388	09/27/22	14.73	M220	HERNANDEZ, JUAN	9006609	MEDICAL SUPPLEMENTAL	14.73	
80389	09/27/22	45.01	M221	HERNANDEZ, MARGARITO	9006609	MEDICAL SUPPLEMENTAL	45.01	
80390	09/27/22	19.10	M397	HERSHEY, ANDREA	9006763	MEDICAL SUPPLEMENTAL	19.10	
				HETH, KATHRYN				

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CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
80391	09/27/22	19.10	HICKLIN, LUCILLE		90066764	MEDICAL SUPPLEMENTAL	19.10	
80392	09/27/22	19.10	HILL, ANDREW		9006610	MEDICAL SUPPLEMENTAL	19.10	
80393	09/27/22	103.66	HILTNER, THOMAS		9006748	MEDICAL SUPPLEMENTAL	103.66	
80394	09/27/22	14.73	HINDIN, LENOVA		9006611	MEDICAL SUPPLEMENTAL	14.73	
80395	09/27/22	38.19	HOBBS, JAMES		9006612	MEDICAL SUPPLEMENTAL	38.19	
80396	09/27/22	61.48	HOLCOMB, MICHAEL		9006613	MEDICAL SUPPLEMENTAL	61.48	
80397	09/27/22	86.91	HOLODNICK, JAMES		9006614	MEDICAL SUPPLEMENTAL	86.91	
80398	09/27/22	19.10	HOWARD, CAROL		9006727	MEDICAL SUPPLEMENTAL	19.10	
80399	09/27/22	19.10	HOWARD, WARD		9006615	MEDICAL SUPPLEMENTAL	19.10	
80400	09/27/22	38.19	HYMAN, JOE		9006616	MEDICAL SUPPLEMENTAL	38.19	
80401	09/27/22	36.02	JACINTO, FRANK		9006617	MEDICAL SUPPLEMENTAL	36.02	
80402	09/27/22	19.10	JAHNKE, EILEEN		9006618	MEDICAL SUPPLEMENTAL	19.10	
80403	09/27/22	29.46	JENSEN, MERAL		9006619	MEDICAL SUPPLEMENTAL	29.46	
80404	09/27/22	14.73	JUSSEL, PETE		9006728	MEDICAL SUPPLEMENTAL	14.73	
80405	09/27/22	38.19	KALE, RICOSE		9006620	MEDICAL SUPPLEMENTAL	38.19	
80406	09/27/22	14.73	KELLY, ELOISE		9006621	MEDICAL SUPPLEMENTAL	14.73	
80407	09/27/22	50.43	KONNO, DAVID		9006765	MEDICAL SUPPLEMENTAL	50.43	
80408	09/27/22	38.19	KORBA, PATRICIA		9006622	MEDICAL SUPPLEMENTAL	38.19	
80409	09/27/22	8.84	LAM, JAMES		9006788	MEDICAL SUPPLEMENTAL	8.84	
80410	09/27/22	19.10	LANTHIER, BURT		9006623	MEDICAL SUPPLEMENTAL	19.10	
80411	09/27/22	19.10	LAWHON, JACK		9006624	MEDICAL SUPPLEMENTAL	19.10	
80412	09/27/22	19.10	LAWSON, LOIS		9006625	MEDICAL SUPPLEMENTAL	19.10	
80413	09/27/22	71.95	LEE, HENRY		9006626	MEDICAL SUPPLEMENTAL	71.95	
80414	09/27/22	19.10	LEFFLER, JEAN		9006627	MEDICAL SUPPLEMENTAL	19.10	
80415	09/27/22	85.71	LEGORRETA, PETE		9006628	MEDICAL SUPPLEMENTAL	85.71	
80416	09/27/22	19.10	LOGIUDICE, FRED		9006629	MEDICAL SUPPLEMENTAL	19.10	
80417	09/27/22	38.19	LONGNECKER, LLOYD		9006630	MEDICAL SUPPLEMENTAL	38.19	
80418	09/27/22	71.95	LORENZANO, JAMES		9006747	MEDICAL SUPPLEMENTAL	71.95	
80419	09/27/22	14.73	LUCIER, MARILYN		9006631	MEDICAL SUPPLEMENTAL	14.73	
80420	09/27/22	38.19	LYNCH, GLENN		9006632	MEDICAL SUPPLEMENTAL	38.19	
80421	09/27/22	14.73	MACHADO, MARGARET		9006766	MEDICAL SUPPLEMENTAL	14.73	
80422	09/27/22	18.01	MALPHRUS, BRENDA		9006633	MEDICAL SUPPLEMENTAL	18.01	
80423	09/27/22	42.39	MARCUS, STEVEN		9006634	MEDICAL SUPPLEMENTAL	42.39	
80424	09/27/22	38.19	MARTIN, DAWN		9006635	MEDICAL SUPPLEMENTAL	38.19	
80425	09/27/22	122.33	MARTINEZ, MANUEL		9006636	MEDICAL SUPPLEMENTAL	122.33	
80426	09/27/22	36.02	MARTINEZ, MARK		9006637	MEDICAL SUPPLEMENTAL	36.02	
80427	09/27/22	35.06	MCDONALD, JANIE		9006638	MEDICAL SUPPLEMENTAL	35.06	
80428	09/27/22	14.73	MCDONALD, KEVIN		9006639	MEDICAL SUPPLEMENTAL	14.73	
80429	09/27/22	19.10	MCFADDEN, IAN		9006729	MEDICAL SUPPLEMENTAL	19.10	
80430	09/27/22	29.46	MCGINNIS, POLLY		9006730	MEDICAL SUPPLEMENTAL	29.46	
80431	09/27/22	38.19	MCHALE, BRIAN		9006744	MEDICAL SUPPLEMENTAL	38.19	
80432	09/27/22	19.10	MEJIA, INDELISA		9006731	MEDICAL SUPPLEMENTAL	19.10	
80433	09/27/22	14.73	MELLON, JOHN		9006732	MEDICAL SUPPLEMENTAL	14.73	
80434	09/27/22	14.73	MESECK, MARGARITA		9006640	MEDICAL SUPPLEMENTAL	14.73	
80435	09/27/22	14.73	MILLER, FOREST		9006733	MEDICAL SUPPLEMENTAL	14.73	
80436	09/27/22	50.79	MILLER, MARY		9006641	MEDICAL SUPPLEMENTAL	50.79	

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

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CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
80437	09/27/22	83.21	MOREAU, DAVID		9006767	MEDICAL SUPPLEMENTAL	83.21	
80438	09/27/22	19.10	MORGAN, JEANETTE		9006642	MEDICAL SUPPLEMENTAL	19.10	
80439	09/27/22	36.02	MORR, BONNIE		9006643	MEDICAL SUPPLEMENTAL	36.02	
80440	09/27/22	103.66	MULLIS, MICHAEL		9006644	MEDICAL SUPPLEMENTAL	103.66	
80441	09/27/22	19.10	MUNGIOLI, LARRY		9006645	MEDICAL SUPPLEMENTAL	19.10	
80442	09/27/22	29.46	MUNGUIA, GUSTAVO		9006646	MEDICAL SUPPLEMENTAL	29.46	
80443	09/27/22	19.10	NABOR, GLEN		9006768	MEDICAL SUPPLEMENTAL	19.10	
80444	09/27/22	8.84	NANCE, RAMONA		9006789	MEDICAL SUPPLEMENTAL	8.84	
80445	09/27/22	19.10	NAUKKARINEN, JUUKKA		9006647	MEDICAL SUPPLEMENTAL	19.10	
80446	09/27/22	14.73	NELSON, EDWARD		9006648	MEDICAL SUPPLEMENTAL	14.73	
80447	09/27/22	38.19	NELSON, RICHARD		9006649	MEDICAL SUPPLEMENTAL	38.19	
80448	09/27/22	29.46	NIEFO, MANUEL		9006650	MEDICAL SUPPLEMENTAL	29.46	
80449	09/27/22	105.70	NJAA, N		9006651	MEDICAL SUPPLEMENTAL	105.70	
80450	09/27/22	83.21	NORTH, JEFFREY		9006652	MEDICAL SUPPLEMENTAL	83.21	
80451	09/27/22	56.95	NORTHON, M		9006653	MEDICAL SUPPLEMENTAL	56.95	
80452	09/27/22	38.19	O'DONNELL, SHAWN		9006654	MEDICAL SUPPLEMENTAL	38.19	
80453	09/27/22	19.10	O'HAGIN, JUSTINA		9006655	MEDICAL SUPPLEMENTAL	19.10	
80454	09/27/22	19.10	O'MARA, KATHLEEN		9006657	MEDICAL SUPPLEMENTAL	19.10	
80455	09/27/22	38.19	OJEDA, ROBERTO		9006656	MEDICAL SUPPLEMENTAL	38.19	
80456	09/27/22	19.10	ORTEGA, MANUELA		9006658	MEDICAL SUPPLEMENTAL	19.10	
80457	09/27/22	83.21	OWENS, ROLAND		9006659	MEDICAL SUPPLEMENTAL	83.21	
80458	09/27/22	19.10	PARHAM, WALLACE		9006660	MEDICAL SUPPLEMENTAL	19.10	
80459	09/27/22	61.48	PAULSON, STEVEN		9006769	MEDICAL SUPPLEMENTAL	61.48	
80460	09/27/22	38.19	PENDRAGON, LINDA		9006661	MEDICAL SUPPLEMENTAL	38.19	
80461	09/27/22	29.46	PEREZ, ANTONIO		9006662	MEDICAL SUPPLEMENTAL	29.46	
80462	09/27/22	55.80	PEREZ, CHERYL		9006542	MEDICAL SUPPLEMENTAL	55.80	
80463	09/27/22	19.10	PETERS, TERRIE		9006663	MEDICAL SUPPLEMENTAL	19.10	
80464	09/27/22	14.73	PHILLIPS, THOMAS		9006664	MEDICAL SUPPLEMENTAL	14.73	
80465	09/27/22	14.73	PHILLIPS, TYRONE		9006770	MEDICAL SUPPLEMENTAL	14.73	
80466	09/27/22	14.73	PICARELLA, FRANCIS		9006665	MEDICAL SUPPLEMENTAL	14.73	
80467	09/27/22	57.98	POLANCO, JOSE		9006666	MEDICAL SUPPLEMENTAL	57.98	
80468	09/27/22	42.39	PONS, JUAN		9006667	MEDICAL SUPPLEMENTAL	42.39	
80469	09/27/22	14.73	PRECIADO, MARY LOU		9006734	MEDICAL SUPPLEMENTAL	14.73	
80470	09/27/22	38.19	PRICE, HARRY		9006668	MEDICAL SUPPLEMENTAL	38.19	
80471	09/27/22	19.10	PRINCE, DEBRA		9006669	MEDICAL SUPPLEMENTAL	19.10	
80472	09/27/22	83.21	PRINCE, PETER		9006670	MEDICAL SUPPLEMENTAL	83.21	
80473	09/27/22	38.19	PRUDDEN, RICHARD		9006671	MEDICAL SUPPLEMENTAL	38.19	
80474	09/27/22	38.19	PYE, GINA		9006784	MEDICAL SUPPLEMENTAL	38.19	
80475	09/27/22	19.10	RACKLEY, BOBBIE		9006672	MEDICAL SUPPLEMENTAL	19.10	
80476	09/27/22	15.13	RAMIREZ, MANUEL		9006673	MEDICAL SUPPLEMENTAL	15.13	
80477	09/27/22	110.20	RAMOS, ROSALIO		9006674	MEDICAL SUPPLEMENTAL	110.20	
80478	09/27/22	14.73	READ, TIMON		9006735	MEDICAL SUPPLEMENTAL	14.73	
80479	09/27/22	153.38	REGAN, MICHAEL		9006675	MEDICAL SUPPLEMENTAL	153.38	
80480	09/27/22	18.01	ROCHA, SHERI		9006676	MEDICAL SUPPLEMENTAL	18.01	
80481	09/27/22	19.10	RODGERS, MARILYN		9006677	MEDICAL SUPPLEMENTAL	19.10	
80482	09/27/22	19.10	ROGERS, SYLVIA		9006736	MEDICAL SUPPLEMENTAL	19.10	

# Attachment A

DATE: 09/01/22 THRU 09/30/22

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
80483	09/27/22	M405	19.10	ROSS, ELISABETH		9006771	MEDICAL SUPPLEMENTAL	19.10	
80484	09/27/22	M406	19.10	ROSS, EMERY		9006772	MEDICAL SUPPLEMENTAL	19.10	
80485	09/27/22	M301	36.02	ROSSI, DENISE		9006678	MEDICAL SUPPLEMENTAL	36.02	
80486	09/27/22	M302	52.85	ROWE, RUBY		9006679	MEDICAL SUPPLEMENTAL	52.85	
80487	09/27/22	M303	19.10	ROY, ARLEN		9006680	MEDICAL SUPPLEMENTAL	19.10	
80488	09/27/22	M304	83.21	RUIZ, ESTEVAN		9006681	MEDICAL SUPPLEMENTAL	83.21	
80489	09/27/22	M305	34.72	RYLANDER, REED		9006682	MEDICAL SUPPLEMENTAL	34.72	
80490	09/27/22	M306	36.02	SALGUEIRO, MICHAEL		9006683	MEDICAL SUPPLEMENTAL	36.02	
80491	09/27/22	M366	71.95	SANCHEZ, ASCENCION		9006773	MEDICAL SUPPLEMENTAL	71.95	
80492	09/27/22	M367	19.10	SANDOVAL, ANGEL		9006737	MEDICAL SUPPLEMENTAL	19.10	
80493	09/27/22	M307	68.80	SCARGILL, RAYMOND		9006684	MEDICAL SUPPLEMENTAL	68.80	
80494	09/27/22	M408	29.46	SCHRAEDER, PAUL		9006774	MEDICAL SUPPLEMENTAL	29.46	
80495	09/27/22	M308	19.10	SCILLA, JOSEPH		9006685	MEDICAL SUPPLEMENTAL	19.10	
80496	09/27/22	M309	83.21	SERRATO, JUAN		9006686	MEDICAL SUPPLEMENTAL	83.21	
80497	09/27/22	M367	14.73	SILVA, EDUARDO		9006738	MEDICAL SUPPLEMENTAL	14.73	
80498	09/27/22	M409	99.27	SLATER, ROBYN		9006775	MEDICAL SUPPLEMENTAL	99.27	
80499	09/27/22	M310	14.73	SLOAN, SUZANNE		9006687	MEDICAL SUPPLEMENTAL	14.73	
80500	09/27/22	M311	44.11	SMITH, DONNA		9006688	MEDICAL SUPPLEMENTAL	44.11	
80501	09/27/22	M410	18.01	STARKEY, THOMAS		9006776	MEDICAL SUPPLEMENTAL	18.01	
80502	09/27/22	M411	29.46	STICKEL, THOMAS		9006777	MEDICAL SUPPLEMENTAL	29.46	
80503	09/27/22	M368	38.19	STRICKLAND, JAMES		9006739	MEDICAL SUPPLEMENTAL	38.19	
80504	09/27/22	M425	8.84	SWAIN, LAWRENCE		9006790	MEDICAL SUPPLEMENTAL	8.84	
80505	09/27/22	M369	29.46	SWART, RANDY		9006740	MEDICAL SUPPLEMENTAL	29.46	
80506	09/27/22	M412	68.01	SYREN, LESLYN		9006778	MEDICAL SUPPLEMENTAL	68.01	
80507	09/27/22	M370	14.73	TAYLOR, THOMAS		9006741	MEDICAL SUPPLEMENTAL	14.73	
80508	09/27/22	M313	38.19	THOMAS, RUSSELL		9006689	MEDICAL SUPPLEMENTAL	38.19	
80509	09/27/22	M314	75.14	TICHENOR, KENNETH		9006690	MEDICAL SUPPLEMENTAL	75.14	
80510	09/27/22	M315	14.73	TOLINE, DONALD		9006691	MEDICAL SUPPLEMENTAL	14.73	
80511	09/27/22	M316	19.10	TOVAR, SERENA		9006692	MEDICAL SUPPLEMENTAL	19.10	
80512	09/27/22	M317	18.01	TRENT, VICKI		9006693	MEDICAL SUPPLEMENTAL	18.01	
80513	09/27/22	M426	8.84	TRINIDAD, AURORA		9006791	MEDICAL SUPPLEMENTAL	8.84	
80514	09/27/22	M318	71.95	TUTTLE CALLIS, CHERI		9006694	MEDICAL SUPPLEMENTAL	71.95	
80515	09/27/22	M319	36.02	VALDEZ, JOSE		9006695	MEDICAL SUPPLEMENTAL	36.02	
80516	09/27/22	M320	103.66	VAN DE VEER, JOHN		9006696	MEDICAL SUPPLEMENTAL	103.66	
80517	09/27/22	M321	42.39	VAN DYKE, CURTIS		9006697	MEDICAL SUPPLEMENTAL	42.39	
80518	09/27/22	M413	38.19	VANDERZANDE, ED		9006779	MEDICAL SUPPLEMENTAL	38.19	
80519	09/27/22	M375	19.10	VEST, SHELLY		9006745	MEDICAL SUPPLEMENTAL	19.10	
80520	09/27/22	M323	19.10	VONWAL, YVETTE		9006698	MEDICAL SUPPLEMENTAL	19.10	
80521	09/27/22	M324	17.36	WADSWORTH, RITA		9006699	MEDICAL SUPPLEMENTAL	17.36	
80522	09/27/22	M325	29.46	WALTER, KEVIN		9006700	MEDICAL SUPPLEMENTAL	29.46	
80523	09/27/22	M414	55.80	WARNOCK, APRIL		9006780	MEDICAL SUPPLEMENTAL	55.80	
80524	09/27/22	M415	19.10	WHITE, LESLIE		9006781	MEDICAL SUPPLEMENTAL	19.10	
80525	09/27/22	M326	38.19	WHITNEY, LUCERE		9006701	MEDICAL SUPPLEMENTAL	38.19	
80526	09/27/22	M416	145.08	WILLIS, GREGORY		9006782	MEDICAL SUPPLEMENTAL	145.08	
80527	09/27/22	M372	38.19	WILSON, BONNIE		9006742	MEDICAL SUPPLEMENTAL	38.19	
80528	09/27/22	M328	83.21	WOODBRIIDGE, ELIZABETH		9006702	MEDICAL SUPPLEMENTAL	83.21	

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

DATE: 09/01/22 THRU 09/30/22

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
80529	09/27/22	50.79	WU, PETER		9006703	MEDICAL SUPPLEMENTAL	50.79	
80530	09/27/22	19.10	WYANT, JUDI		9006783	MEDICAL SUPPLEMENTAL	19.10	
80531	09/27/22	14.73	YAGI, RANDY		9006704	MEDICAL SUPPLEMENTAL	14.73	
80532	09/27/22	19.10	YANCY, TERRY		9006705	MEDICAL SUPPLEMENTAL	19.10	
80533	09/27/22	42.85	ZENKER, JEFFREY		9006706	MEDICAL SUPPLEMENTAL	42.85	
TOTAL		1,282,426.52	ACCOUNTS PAYABLE			TOTAL CHECKS	504	1,282,426.52





**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)  
BOARD OF DIRECTORS MEETING MINUTES\*  
SEPTEMBER 23, 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, September 23, 2022, via teleconference.

The Board Meeting Agenda Packet can be found online at [www.SCMTD.com](http://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:

<b>Director Kristen Brown</b>	<b>City of Capitola</b>
<b>Director Rebecca Downing</b>	<b>County of Santa Cruz</b>
<b>Direct Jimmy Dutra</b>	<b>City of Watsonville</b>
<b>Director Shebreh Kalantari-Johnson</b> <i>AR 9:04</i>	<b>City of Santa Cruz</b>
<b>Director Manu Koenig</b>	<b>County of Santa Cruz</b>
<b>Director Donna Lind</b>	<b>City of Scotts Valley</b>
<b>Director Bruce McPherson</b> <i>AR 9:04</i>	<b>County of Santa Cruz</b>
<b>Director Donna Meyers</b>	<b>City of Santa Cruz</b>
<b>Director Larry Pageler</b>	<b>County of Santa Cruz</b>
Director Ari Parker	City of Watsonville
<b>Director Mike Rotkin</b>	<b>County of Santa Cruz</b>
<b>Ex-Officio Director Dan Henderson</b>	<b>UC Santa Cruz</b>
<b>Ex-Officio Director Alta Northcutt</b> <i>AR 9:04</i>	<b>Cabrillo College</b>
Michael Tree	CEO/General Manager
Julie Sherman	General Counsel

- 3 **ANNOUNCEMENTS**  
Today’s meeting is being broadcast by Community Television of Santa Cruz County.
- 4 **BOARD OF DIRECTORS COMMENTS**  
Ex-Officio Director Alta Northcutt expressed gratitude to METRO in supporting Cabrillo College students. There was some confusion during the first two weeks of school in providing rides to Cabrillo students. She reached out to CEO Tree and the situation was quickly resolved. Since then she has noticed an uptick in ridership.

Director Dutra thanked METRO for its presence at the Santa Cruz County Fair. He brought his 7<sup>th</sup> Graders to the Fair and it was a great experience. They enjoyed getting on the new bus that was on display as well as spinning the prize wheel. Even though this is an annual tradition, it is important that METRO continue to have this presence in the community and educate the public on the services it provides.

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

## **5 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS**

David Van Brink, member of the public, commented that the new bus shelters look great with the white lettering on top. He also mentioned the hanging plastic cards inside the buses are blocking the digital signage for riders. He appreciates the free fares METRO is offering. He suggested that with more lead-time, supportive organizations of METRO and transit users could help promote such a program.

Bonnie Morr, Legislative Representative of SMART Local 0023, expressed concern that the public can only see the speaker during the Board meetings. She also spoke of the medical checks mailed to retirees and mentioned that this is a hardship for those retirees that are not mobile. She requested they instead be direct deposited. Chair Pageler responded he would defer to staff to address these comments.

Lani Faulkner, Equity Transit, thanked METRO in supporting AB1919. She was disappointed that the Governor vetoed the bill. However, she was appreciative of the free fare program METRO recently launched and that Equity Transit's social media sites promoted it. She mentioned that she did not see a Spanish version of this promo on METRO's website. She thanked METRO for providing an important service to the community.

Director Pageler indicated there was an additional written communication received on September 22, 2022 (attached).

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

## **6 LABOR ORGANIZATION COMMUNICATIONS**

Brandon Freeman, Vice Chair of SMART Local 0023, apologized to the Board for some issues in getting the new schedule launched. We were able to compromise internally to make sure all of the service that is needed can be provided. He expressed concern that the current Bus Operator shortages are taking a toll in terms of fatigue. He thanked the Bus Operators, Transit Supervisors, Schedulers, Dispatch and Managers for making sure service is on the streets during these hard times. He also thanked CEO Tree for being hands on and finding solutions to issues that arise; that willingness to engage is appreciated. Lastly, he thanked the Board for the kind words expressed at the August meeting when he received his 10-year longevity award.

Director Pageler thanked Brandon and staff for providing the service needed during this staff shortage.

Director Rotkin requested an update on recruitment of Bus Operators in the CEO report. Director Pageler added that he hoped all of the Directors received the

METRO hiring cards and are distributing them to people who may be interested in driving.

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 AUGUST 2022**

Chuck Farmer, CFO

**9.2 ACCEPT AND FILE MINUTES OF:**

A. AUGUST 17, 2022 MAC MEETING

B. AUGUST 26, 2022 BOARD OF DIRECTORS MEETING

C. SEPTEMBER 9, 2022 FINANCE, BUDGET AND AUDIT STANDING COMMITTEE

D. SEPTEMBER 9, 2022 PERSONNEL/HR STANDING COMMITTEE

Michael Tree, CEO/General Manager

**9.3 ACCEPT AND FILE: THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF AUGUST 31, 2022**

Chuck Farmer, CFO

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

Chuck Farmer, CFO

**9.5 APPROVE: RECOMMENDED ACTION ON TORT CLAIMS**

Curtis Moses, Safety, Security & Risk Management Director

**9.6 APPROVE: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE**

Michael Tree, CEO/General Manager

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

Freddy Rocha, Facilities Maintenance Manager

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

Margo Ross, COO

- 9.9 APPROVE: REQUEST FOR AUTHORIZATION OF ACCOUNTANT III POSITION IN THE FINANCE DEPARTMENT  
Chuck Farmer, CFO
- 9.10 ACCEPT AND FILE THE QUARTERLY PROCUREMENT REPORT FOR 2ND QUARTER OF FY23  
Joan Jeffries, Purchasing Manager
- 9.11 CONSIDERATION OF AUTHORIZING THE CEO/GM TO EXECUTE AN AMENDMENT TO THE PROTERRA, INC. CONTRACT IN ORDER TO PURCHASE RHOMBUS CHARGING EQUIPMENT FOR BATTERY ELECTRIC BUSES  
Freddy Rocha, Facilities Maintenance Manager

There were no public comments.

**ACTION: MOTION TO APPROVE THE CONSENT AGENDA AS PRESENTED**

**MOTION: DIRECTOR ROTKIN**

**SECOND: DIRECTOR DUTRA**

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

## **REGULAR AGENDA**

- 10 EMPLOYEE LONGEVITY AWARDS PRESENTATION: LEONARDO PENA**  
Chair Pageler acknowledged and thanked Mr. Pena for his 20 years of service at METRO.

There were no public comments.

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

Michael Tree, CEO/General Manager, expressed appreciation for both Fixed Route and ParaCruz Bus Operators and the hours they are putting in to make sure transportation needs are met. Staff recognizes that we are not up to pre-COVID service levels and that has created pass ups, especially on campus. That is certainly a challenge but is also an opportunity for METRO to capture that student ridership so that it endures throughout the quarter.

Our current class of Bus Operators is at nine and we hope to have them on the road in November. Our latest recruitment has provided 16 applicants. Staff has been working on how to have more classes to train applicants.

John Urgo, Planning and Development Director, suggested the free fare program. It is a great way to introduce new students and the public to the bus system. Ridership is up and demonstrated with an uptick of 20% in ParaCruz rides. Staff is going above and beyond to provide service to our riders and there is a great vibe at the agency seeing this increase in ridership.

There is currently only one positive case of COVID and all departments have left the minor outbreak status.

Our Safety, Security, and Risk Management and Fleet Maintenance Departments will host METRO's refresher training to the local fire departments on September

28, 2022. This will allow them to get acquainted with our electric buses and how to work with them in an event of an emergency.

As mentioned earlier, AB1919 (program for youth to ride free on public transit) was vetoed by the Governor, citing the bill would have significant impact on the state's general fund. METRO will continue to advocate for such a program.

Wondimu Mengistu, Capital Planning and Grants Program Manager, was selected to be on the California Transit Association's Legislative Committee. This committee decides how to support and emphasize legislation that moves through the state's legislative process.

There are two opportunities coming up to promote the bus system. The first is the California Clean Air Day on October 5, 2022 with METRO offering free fares that day. The second is UCSC Downtown Day on October 7, 2022. We will have a booth at the METRO Center to promote the bus system to students.

CEO Tree shared a few slides (attached) of the Santa Cruz County Fair and the new bus shelters. He recognized all of the volunteers that helped at the Fair as well as Danielle Glagola, Marketing, Communications and Customer Service Director for her coordination of the Fair and the new design of the bus shelters.

Additionally, we are going to unveil new trash receptacles to accompany the stops on Soquel Drive. They will be attractive and keep the area clean.

CEO Tree reminded the Board of the upcoming workshop being held on Friday, October 14, 2022. Some of the topics to be reviewed:

- Results of community survey
- Guest transit planner
- Zero-Emission buses and the implementation plan
- Innovative partnerships with Monterey Bay National Marine Sanctuary and Save the Redwoods League designed to increase ridership and protect the environment.
- Housing projects.

Director McPherson commented that the Monterey Bay National Marine Sanctuary recently celebrated its 30<sup>th</sup> anniversary and was glad that CEO Tree was able to attend the event. The importance of public transit and protecting the environment are vital in moving the agency forward.

Director Rotkin expressed appreciation for staff managing the shortfall of Bus Operators and pass ups that happen at the beginning of the school term. He also commended CEO Tree for the quick response METRO provided in helping with the transportation needs of a Ukrainian refugee family. In listening to Mr. Freeman's comments and other METRO employees, it is nice to hear that employees are feeling good about the CEO/General Manager and the work he is doing for the agency. Michael has been out there meeting and working with people and we should not take that for granted.

Lani Faulkner asked if the upcoming workshop will be recorded for the public and if the public will be able to attend. CEO Tree responded that it is a public meeting

and the public is invited to attend. We will post an agenda when we get closer to the date with the details and the meeting will be recorded.

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

**12 ANNOUNCEMENT OF NEXT MEETING**

Chair Pageler announced the next regular board meeting is on October 28, 2022 at 9:00 AM via teleconference.

**13 ADJOURNMENT**

Chair Pageler adjourned the meeting at 9:37 AM.

Respectfully submitted,

Donna Bauer  
Executive Assistant

DRAFT

# Attachment

**From:** [John Urgo](#)  
**To:** [oe1m@ucsc.edu](mailto:oe1m@ucsc.edu)  
**Cc:** [Donna Bauer](#)  
**Subject:** RE: Public Comment  
**Date:** Thursday, September 22, 2022 5:06:10 PM  
**Attachments:** [image001.png](#)

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Hi Oliver,

Thank you for your comment and concerns. As you may or may not be aware, Santa Cruz METRO is facing an unprecedented shortage of bus operators, which forced us to temporarily reduce service this fall. This included service changes to Routes 4, 22, 35, and the Watsonville Circulator.

As Route 22 was the lowest ridership UCSC route and could be covered entirely by Route 20, we made the hard decision to temporarily suspend Route 22 and serve the Coastal Science Campus in both directions on every trip with Route 20. We understand that an 80-minute route is inconvenient; however, we purposely aligned the schedule with the M-W-F passing period schedules on campus as these are the times of greatest demand (it is nearly impossible for one bus to align with the differing M-W-F/T-Th class times at both the main and Coastal Science Campuses).

We anticipate being able to bring the Route 20 frequency to every 60 minutes in the winter, dependent on the hiring and training of new bus operators.

Sincerely,

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



**From:** Oliver Elm <[oe1m@ucsc.edu](mailto:oe1m@ucsc.edu)>  
**Sent:** Thursday, September 22, 2022 4:12 PM  
**To:** [boardinquiries@scmtd.com](mailto:boardinquiries@scmtd.com)  
**Subject:** Public Comment

**This Message Is From an External Sender**

This message came from outside your organization.

**9.2A.7**

# Attachment

Please exercise caution when clicking links or opening attachments.

Hello,

This comment applies to agenda item 5.

I am a student at UCSC who, like thousands of other students, relies on the Metro for getting to and from class. You recently discontinued the 22 line and changed the 20 line's trips from 60 minutes to 80 minutes. These lines were the only way for students to access the Coastal Science Campus, and routes were already limited. Suddenly, this year, these routes have been reduced even more. This poses a major problem for students who rely on the Metro to get to class on time, and having only one line with an 80-minute trip is unacceptable. This will result in hundreds of students arriving to lectures extremely late or missing them entirely, and I am baffled that no greater effort has been made to preserve these bus lines. I strongly urge the board not to neglect the students that depend on them, and to instead put an effort toward restoring at least some of the functionality of service between UCSC and the Coastal Science Campus.

Thank you.









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**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)  
BOARD OF DIRECTORS SPECIAL MEETING MINUTES\*  
SEPTEMBER 30, 2022 – 8:00AM  
MEETING HELD VIA TELECONFERENCE**

A special meeting of the Board of Directors of the Santa Cruz Metropolitan Transit District (METRO) convened on Friday, September 30, 2022, via teleconference.

The Board Meeting Agenda Packet can be found online at [www.SCMTD.com](http://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 CALL TO ORDER** at 8:00 AM by Board Chair Pageler.
- 2 ROLL CALL:** The following Directors were **present** via teleconference, representing a quorum:

<b>Director Kristen Brown</b>	<b>City of Capitola</b>
<b>Director Rebecca Downing</b>	<b>County of Santa Cruz</b>
<b>Director Jimmy Dutra</b>	<b>City of Watsonville</b>
<b>Director Shebreh Kalantari-Johnson</b>	<b>City of Santa Cruz</b>
Director Manu Koenig	County of Santa Cruz
<b>Director Donna Lind</b> AR 8:03	<b>City of Scotts Valley</b>
<b>Director Bruce McPherson</b> AR 8:05	<b>County of Santa Cruz</b>
<b>Director Donna Meyers</b>	<b>City of Santa Cruz</b>
<b>Director Larry Pageler</b>	<b>County of Santa Cruz</b>
Director Ari Parker	City of Watsonville
<b>Director Mike Rotkin</b> AR 8:02	<b>County of Santa Cruz</b>
<b>Ex-Officio Director Dan Henderson</b>	<b>UC Santa Cruz</b>
<b>Ex-Officio Director Alta Northcutt</b>	<b>Cabrillo College</b>
Michael Tree	CEO/General Manager
Julie Sherman	General Counsel

- 3 COMMUNICATIONS TO THE BOARD OF DIRECTORS**  
Hearing none, Chair Pageler moved to the next agenda item.
- 4 ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS**  
Having none, Chair Pageler moved to the next agenda item.

## REGULAR AGENDA

**5 CONSIDERATION OF AWARD OF CONTRACTS TO WORKDAY, INC. FOR A SAAS ERP SOFTWARE SOLUTION AND AVAAP U.S.A. LLC FOR SOFTWARE IMPLEMENTATION SERVICES FOR A TOTAL COMBINED NOT TO EXCEED AMOUNT OF \$6,600,000 OVER TEN YEARS**

Chuck Farmer, CFO, spoke to the item and explained the need for Software as a Service (SaaS) Enterprise Resource Planning (ERP) software and implementation services. METRO was presented with a one-time offer to save \$137,546 if a contract was signed by the end of September 2022. He requested the Board approve these two contract awards.

Discussion ensued on the financial impact to METRO. CFO Farmer spoke of the monetary costs (approximately \$1.5 million over ten years) as well as the nonfinancial costs and inefficiencies and risks of continuing with METRO's current systems.

Director Rotkin asked for clarification on the handling of METRO's payroll by Santa Cruz County (County). CFO Farmer responded that the County will no longer be offering payroll services and has given us notice to take on this service ourselves or find another vendor. METRO believes bringing it in house would be the best option.

Director Rotkin inquired if there are any concerns on investing our reserves that come from the County. CFO Farmer said there is no real impact, at this point.

Both Director Downing and Director Lind spoke of the current inefficiencies and that time is money. The benefits reaped by implementing a new system outweigh the cost of doing many of these tasks manually.

Director Pageler added that he appreciates the new system is cloud-based so there is additional back up capability to the system.

There were no public comments.

**MOTION: AWARD CONTRACTS TO WORKDAY, INC. FOR A SAAS ERP SOFTWARE SOLUTION AND AVAAP U.S.A. LLC FOR SOFTWARE IMPLEMENTATION SERVICES AS PRESENTED**

**MOTION: ROTKIN**

**SECOND: MCPHERSON**

**MOTION PASSED WITH 9 AYES (Directors Brown, Downing, Dutra, Kalantari-Johnson, Lind, McPherson, Meyers, Pageler, and Rotkin). Directors Koenig and Parker were absent.**

**6 ADJOURNMENT**

Chair Pageler adjourned the meeting at 8:15 AM.

Respectfully submitted,

Donna Bauer  
Executive Assistant



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)  
BOARD OF DIRECTORS SPECIAL MEETING MINUTES\*  
OCTOBER 14, 2022 – 9:00AM**

**SEACLIFF INN  
7500 OLD DOMINION CT.  
APTOS, CA**

A special meeting of the Board of Directors of the Santa Cruz Metropolitan Transit District (METRO) convened on Friday, October 14, 2022 at the Seacliff Inn, 7500 Old Dominion Ct., Aptos, CA.

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

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**1 CALL TO ORDER** at 9:01 AM by Chair Pageler.

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

<b>Director Kristen Brown</b>	<b>City of Capitola</b>
<b>Director Rebecca Downing</b>	<b>County of Santa Cruz</b>
Director Jimmy Dutra	City of Watsonville
<b>Director Shebreh Kalantari-Johnson</b>	<b>City of Santa Cruz</b>
<b>Director Manu Koenig</b>	<b>County of Santa Cruz</b>
<b>Director Donna Lind</b>	<b>City of Scotts Valley</b>
<b>Director Bruce McPherson</b>	<b>County of Santa Cruz</b>
Director Donna Meyers	City of Santa Cruz
<b>Director Larry Pageler</b>	<b>County of Santa Cruz</b>
Director Ari Parker	City of Watsonville
<b>Director Mike Rotkin</b>	<b>County of Santa Cruz</b>
Ex-Officio Director Dan Henderson	UC Santa Cruz
Ex-Officio Director Alta Northcutt	Cabrillo College
Michael Tree	CEO/General Manager
Julie Sherman	General Counsel

**3 ANNOUNCEMENTS**

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

**4 COMMUNICATIONS TO THE BOARD OF DIRECTORS**

Director Lind thanked METRO for hosting the recent firefighters training for local fire departments.

There were no public comments.

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

**5 ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS**

Chair Pageler mentioned the handout for Item 6 on the agenda (attached).

**REGULAR AGENDA**

**6 CEO/GENERAL MANAGER AND BOARD WORKSHOP / STRATEGIC PLANNING**

Michael Tree, CEO/General Manager, welcomed the attendees and provided a brief summary of the three goals to be addressed in the workshop—ridership, zero emission buses, and housing.

Adam Sonenshein, Vice President of Fairbank, Maslin, Maullin, Metz & Associates (FM3 Research), spoke to his presentation. He provided highlights from a recent survey of Santa Cruz County (County) residents covering such topics as community attitudes and awareness of Santa Cruz METRO being the transit provider in the area, frequency of ridership, reasons for or against riding, and residents' highest priorities for METRO. Discussion followed on why the frequency of routes was initially reduced and if it can return to pre-COVID levels. Safety concerns were raised, the staggered school schedules throughout the County was discussed along with the terrain of the area and the impacts each has on the ridership.

Jarrett Walker, President of Jarrett Walker & Associates, spoke to his presentation and provided insights on fixed transit and the use of space, bus service being a climate and equity solution, and how expanding ridership provides accessibility (or freedom). He spoke of the four key features of geometric land use—density, walkability, linearity and proximity. Frequency is key and METRO needs to determine the ridership and coverage goals (both important but produce different results). He summarized METRO's current state of service. Discussion continued on particular service areas and possible solutions as well as pushback from neighborhoods, having community representation and the economics of where people can afford to live, which is not always in a service area.

*Director Koenig departed at 11:05 AM.*

Danielle Glagola, METRO's Marketing, Communications and Customer Service Director, introduced METRO's new marketing program to protect and improve the environment – One Ride At A Time – and drive ridership on METRO. She discussed the partnership with Monterey Bay National Marine Sanctuary Foundation and showed the new bus wraps of marine animals.

Steve Clermont, Director at Center for Transportation and the Environment (CTE), provided background on his organization and the projects they've helped METRO with since 2016. He explained the California Air Resources Board (CARB) Innovative Clean Transit (ICT) Regulation Rollout Plan requirements for Zero-Emission Buses (ZEBs). He explained the difference between Battery Electric Buses (BEBs) and Fuel Cell Electric Buses (FCEBs). He gave various transition scenarios that included infrastructure and the challenges or risks METRO needs to consider in implementing its plan.

Chuck Farmer, METRO's Chief Financial Officer, followed up with METRO's ZEB Implementation Plan and broke it down into three phases to fully transition the fleet by the end of 2037. He laid out the bus delivery schedule and METRO's sources of funding to achieve this transition.



Discussion ensued on Mr. Clermont and CFO Farmer's presentations. Concern was raised on how METRO is currently charging the Watsonville Circulator and if it makes sense to have a facility in Watsonville to take care of those charging needs. Highway 17 was discussed with regard to which type of ZEB would work best in that terrain. Questions rose on the feasibility of creating an income source with hydrogen or if AMBAG could be involved in creating a central valley system for multiple users.

Isaac Holly, METRO's IT and ITS Director, provided a brief presentation on the Automatic Vehicle Locator (AVL) and Automatic Passenger Counter (APC) projects, providing screen shots of the type of features the application can provide.

Bonnie Lipscomb, Economic Development Director for the City of Santa Cruz (City), distributed a handout and provided an update on the City's redevelopment and mixed use, affordable housing projects. Collaboration with METRO is vital in moving forward. She provided a second handout on local market trends and additional housing projects in the works.

Brian Spector, Principal Architect & President of Spector Corbett Architects, Inc., spoke on two METRO properties—Soquel Park & Ride/ParaCruz Facility and Watsonville Transit Center and the initial analysis taking place on those properties for mixed use, affordable housing.

Several Board Members expressed gratitude for the workshop and the content shared.

The above-mentioned presentations/handouts are attached.

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

**7 ANNOUNCEMENT OF NEXT BOARD OF DIRECTORS MEETING: FRIDAY, OCTOBER 28, 2022 AT 9:00 AM VIA TELECONFERENCE**

**8 ADJOURNMENT**

Chair Pageler adjourned the meeting at 12:56 PM.

Respectfully submitted,

Donna Bauer  
Executive Assistant

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**BOARD OF DIRECTORS SPECIAL MEETING  
OCTOBER 14, 2022**

9:00AM – 9:10AM

**Open Session**

Larry Pageler, Board Chair

9:10AM – 9:15AM

**Expectations of the Meeting**

Michael Tree, CEO/General Manager

**Opportunities for Increasing Ridership**

9:15AM – 9:40AM

**Community Survey Results**

Adam Sonenshein, Vice President – FM3 Research

9:40AM – 10:25AM

**Key Planning Concepts**

Jarrett Walker, President - Jarrett Walker & Associates

10:25AM – 10:55AM

**Q & A with Jarrett Walker**

10:55AM – 11:10AM

**Break**

**Zero Emission Plan & Technology**

11:10AM – 11:15AM

**One Ride At A Time Project**

Danielle Glagola, Marketing, Communications & Customer Service Director

11:15AM – 11:40AM

**Zero Emission Bus Technologies**

Steve Clermont, Director - Center for Transportation & the Environment (CTE)

11:40AM – 11:55AM

**METRO Zero Emission Bus Implementation Plan**

Chuck Farmer, CFO

11:55AM – 12:15PM

**Working Lunch**

**Opportunities for Housing**

12:15PM – 12:20PM

**CAD/AVL and APC Project**

Isaac Holly, IT and ITS Director

12:20PM – 12:35PM

**METRO Center Project**

John Urgo, Planning & Development Director

Bonnie Lipscomb, Economic Development Director - City of Santa Cruz

Jessica de Wit, Housing & Community Development Manager - City of Santa Cruz

12:35PM – 12:50PM

**Soquel Park & Ride/ParaCruz Facility and Watsonville Transit Center**

Brian Spector, Principal Architect & President - Spector Corbett Architects, Inc.

12:50PM – 12:52PM

**Closing Comments**

Michael Tree, CEO/General Manager

12:52PM – 1:00PM

**Board Member Comments**

1:00PM

**Adjournment**

Larry Pageler, Board Chair

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**WELCOME**

October 14, 2022

Attachment  
9.2C.5 Board of Directors Special Meeting

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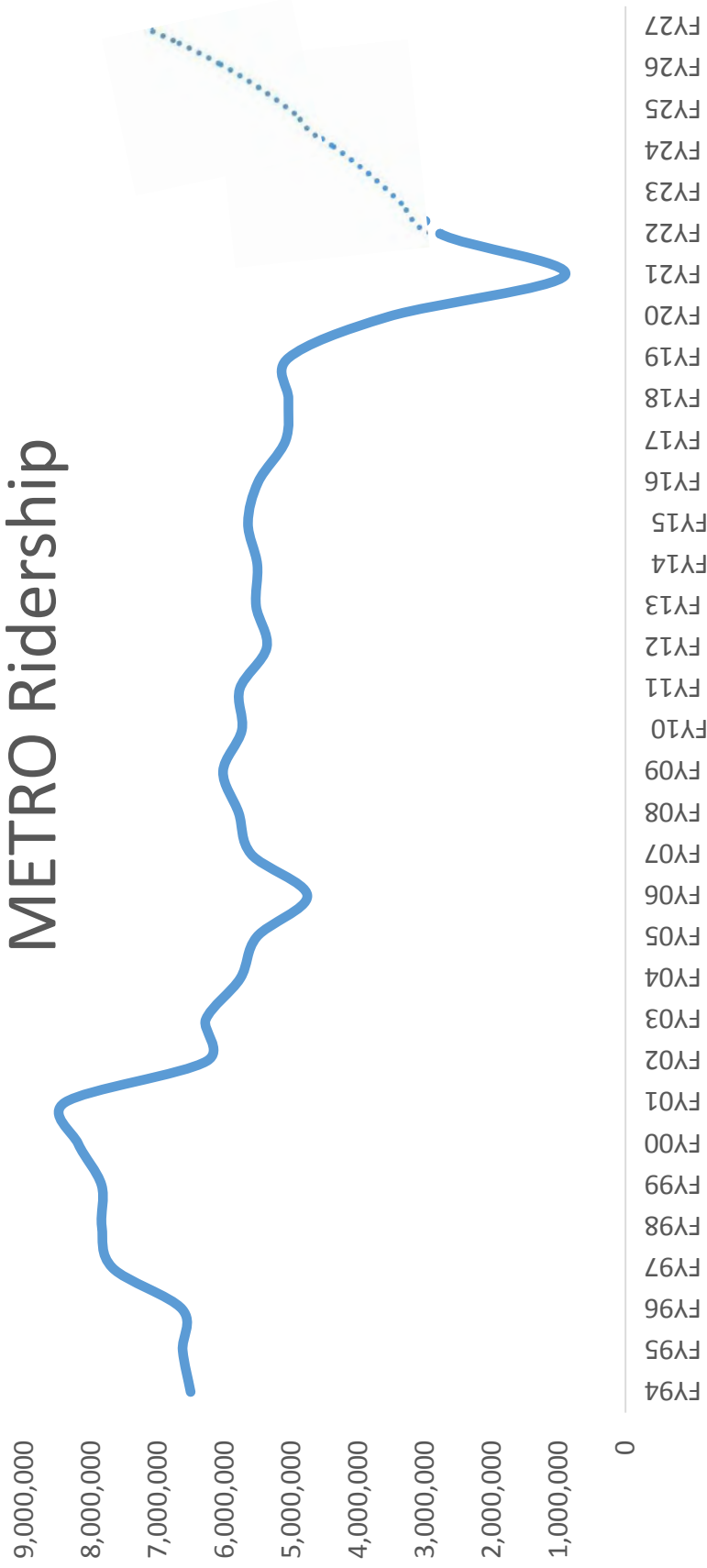
# Building a Better METRO

## Goals for Santa Cruz METRO

- 100% ridership increase within the next 5 years
- Purchase only zero emission buses moving forward, converting entire 96 bus METRO fleet by 2037
- Develop 175 housing units at METRO Transit Centers within the next decade



# METRO Ridership



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# Santa Cruz County Public Transportation Usage and Priorities

*Highlights of a Survey of County Residents*






9.2C.9



FAIRBANK, MASLIN,  
MAULLIN, METZ  
& ASSOCIATES

Attachment

# Survey Specifics and Methodology

Dates	September 28 – October 6, 2022		
Research Population	Santa Cruz County Adult (Ages 18+) Residents		
Total Interviews	1,054		
Margin of Sampling Error	(Full Sample) $\pm 4.0\%$ at the 95% Confidence Level		
Contact Methods	 Telephone Calls	 Email Invitations	 Text Invitations
Data Collection Modes	 Telephone Interviews	 Online Interviews	Attachment
Languages	English and Spanish		

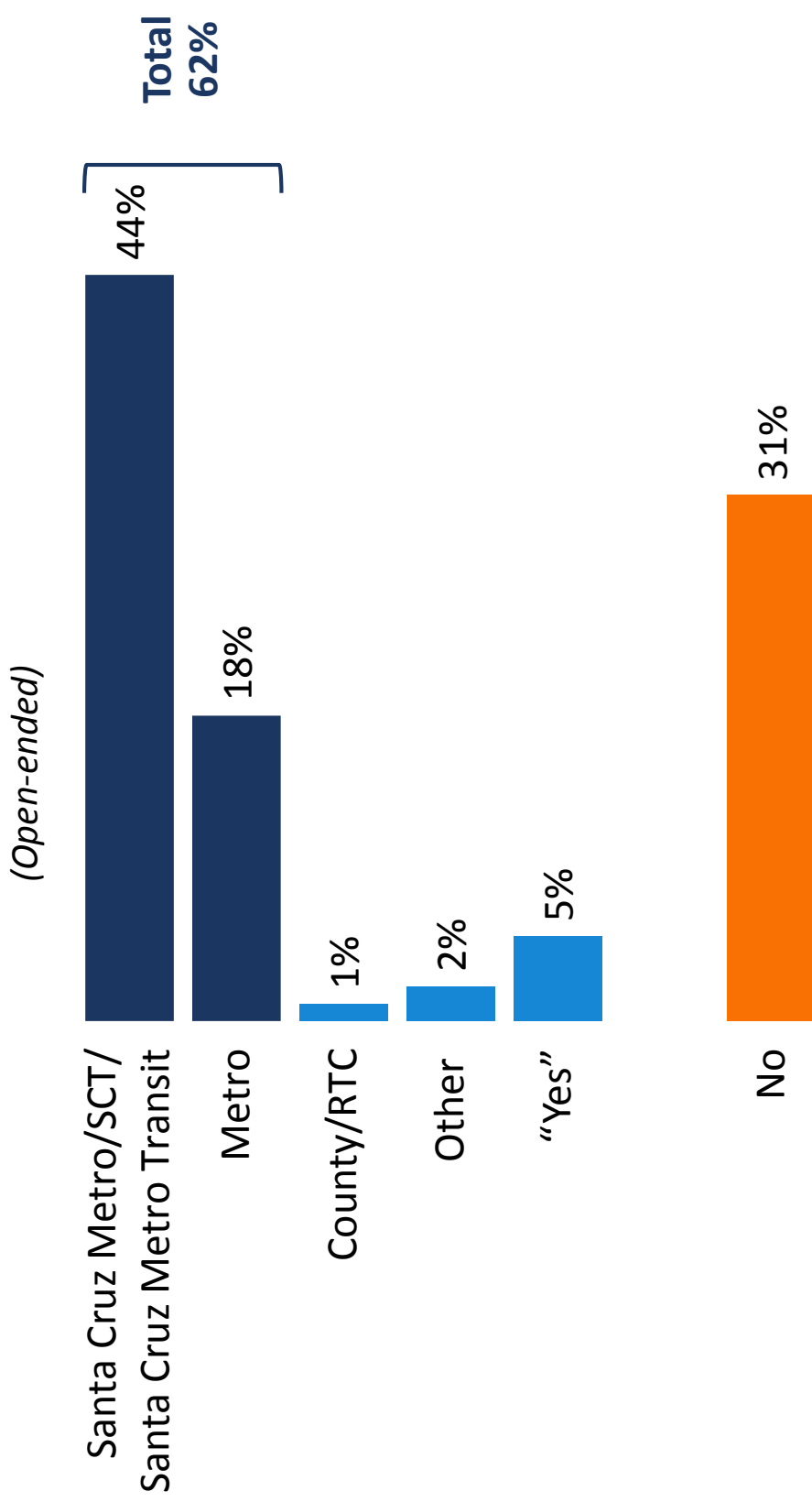
*(Note: Not All Results Will Sum to 100% Due to Rounding)*

# Community Attitudes and Basic Awareness

9.2C.11

# About six-in-ten respondents could name “Santa Cruz Metro,” “Metro” or a close variation as the agency that runs the bus system in their area.

*Do you happen to know the name of the local agency that runs the bus system in your area?*

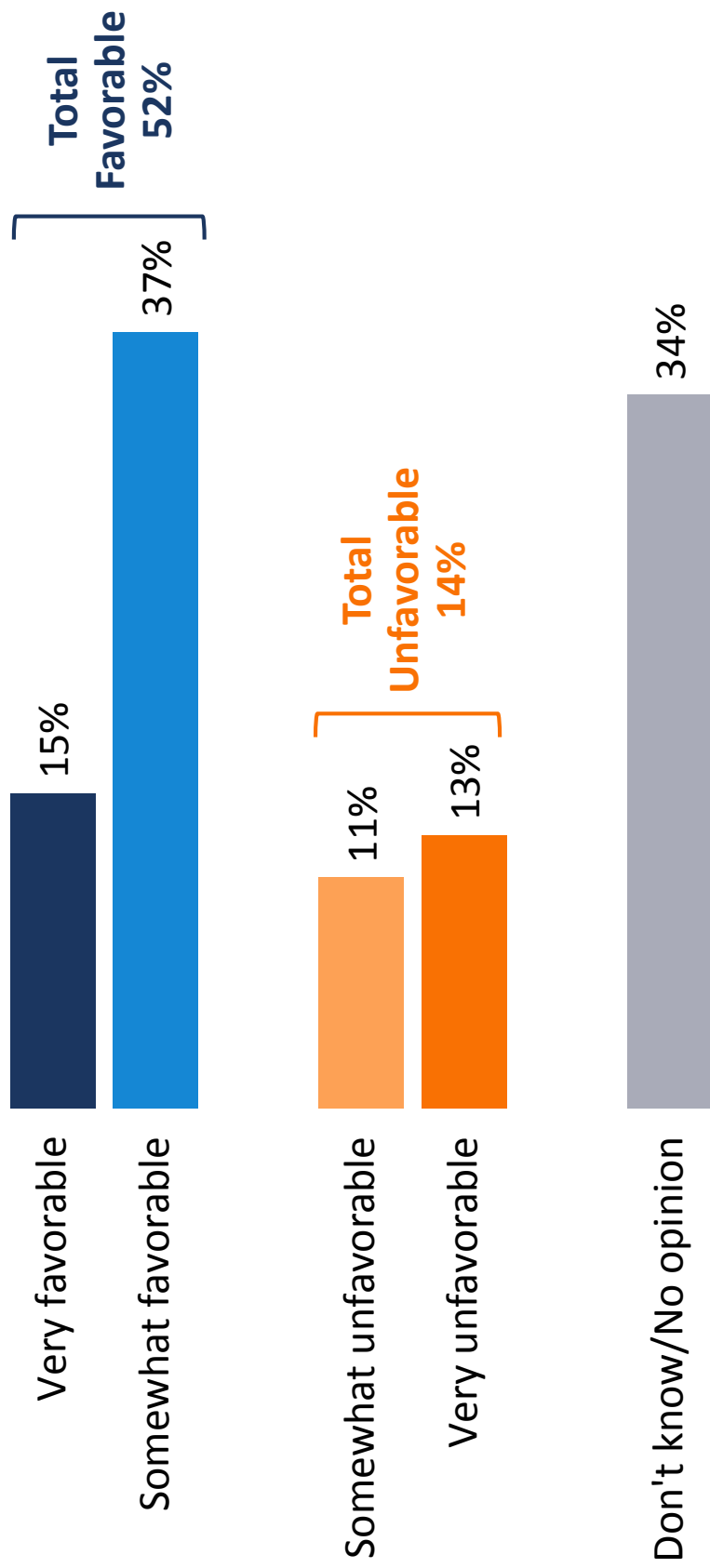


9.2C.12

Attachment

# A majority of residents have a favorable opinion of METRO, with a third who cannot rate the agency.

*As you may know, the local bus system in your area is run by an agency called Santa Cruz METRO. Is your impression of Santa Cruz METRO generally favorable or unfavorable?*



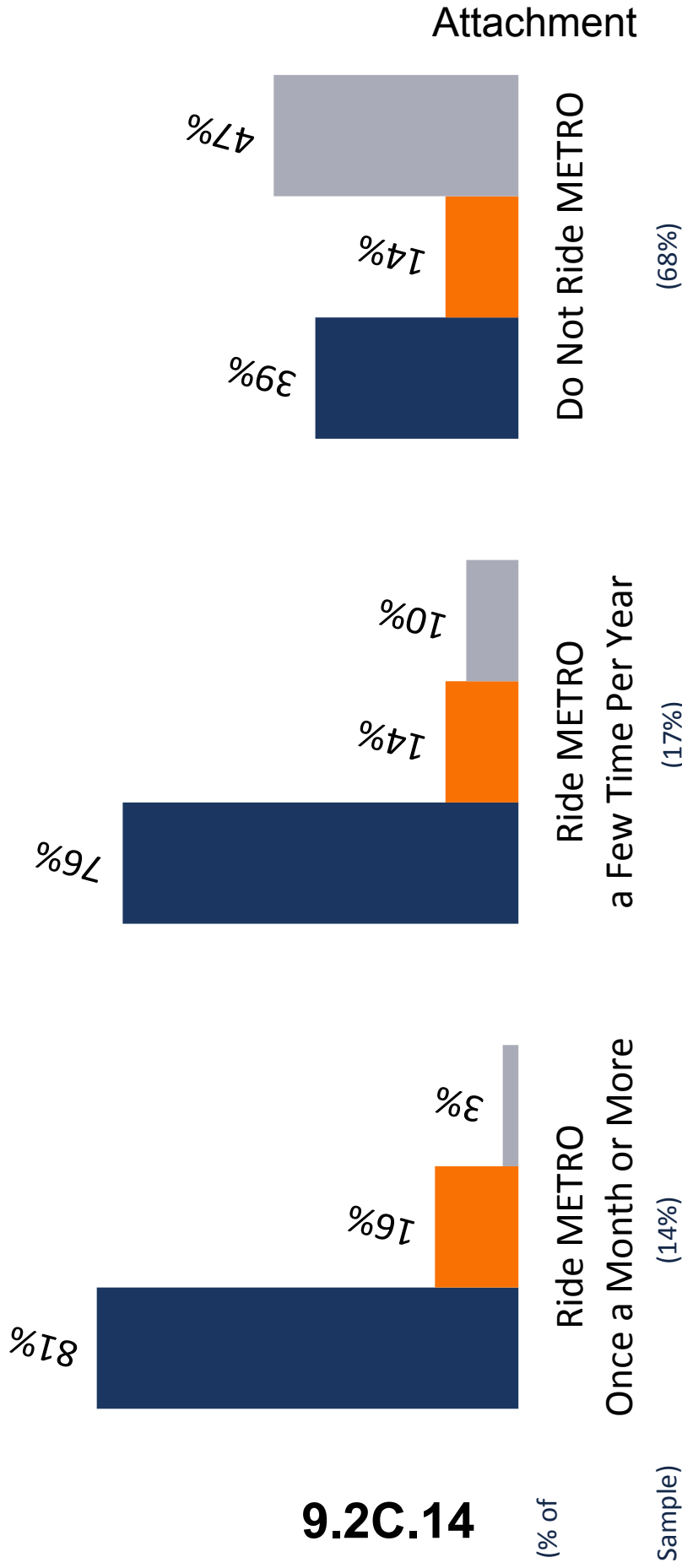
Attachment

9.2C.13

# Current METRO riders have very favorable opinions of the agency, while those who do not ride are more likely to have no opinion.

Opinions of METRO by Current Ridership

■ Total Favor ■ Total Oppose ■ No Opinion/Don't Know



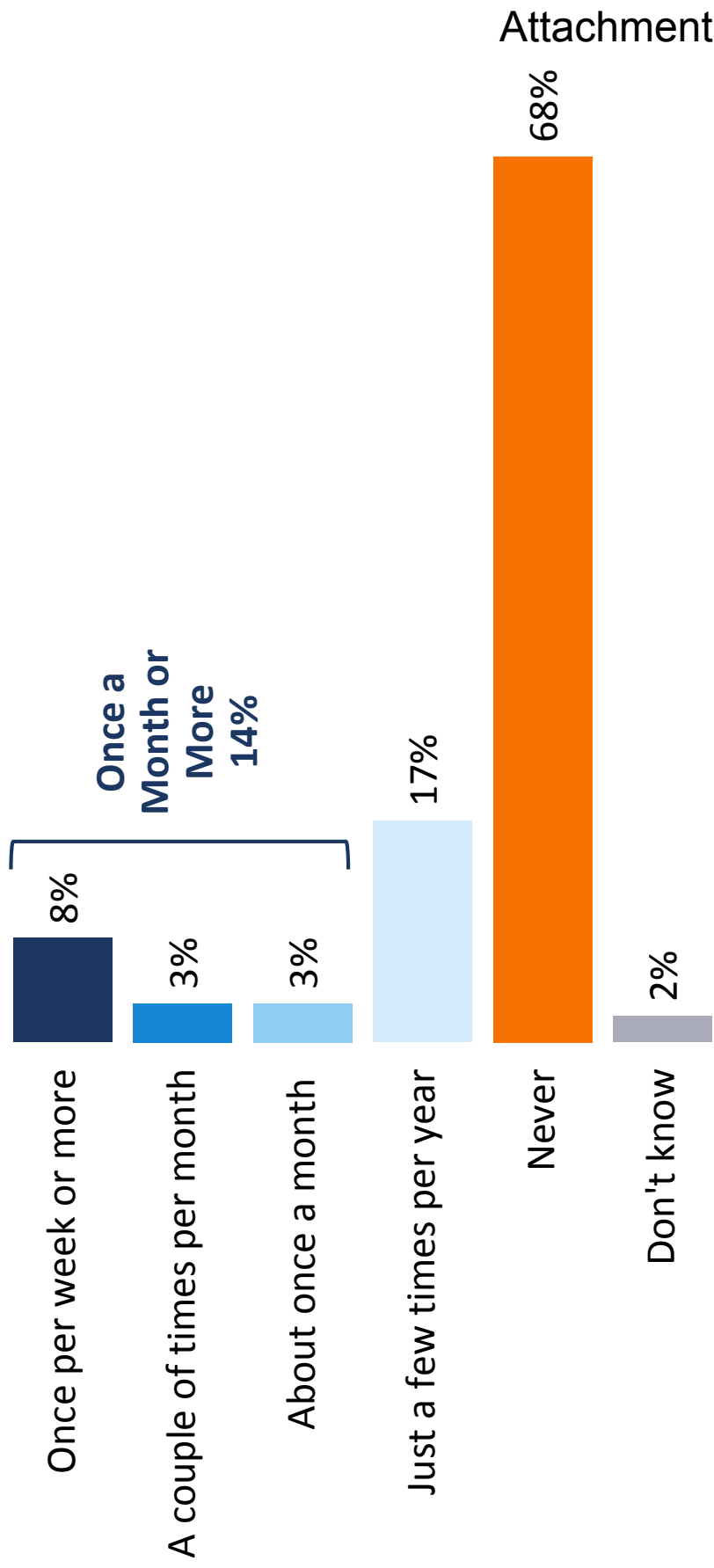
Q3. As you may know, the local bus system in your area is run by an agency called Santa Cruz METRO. Is your impression of Santa Cruz METRO generally favorable or unfavorable?



# Current, Prior and Potential Ridership

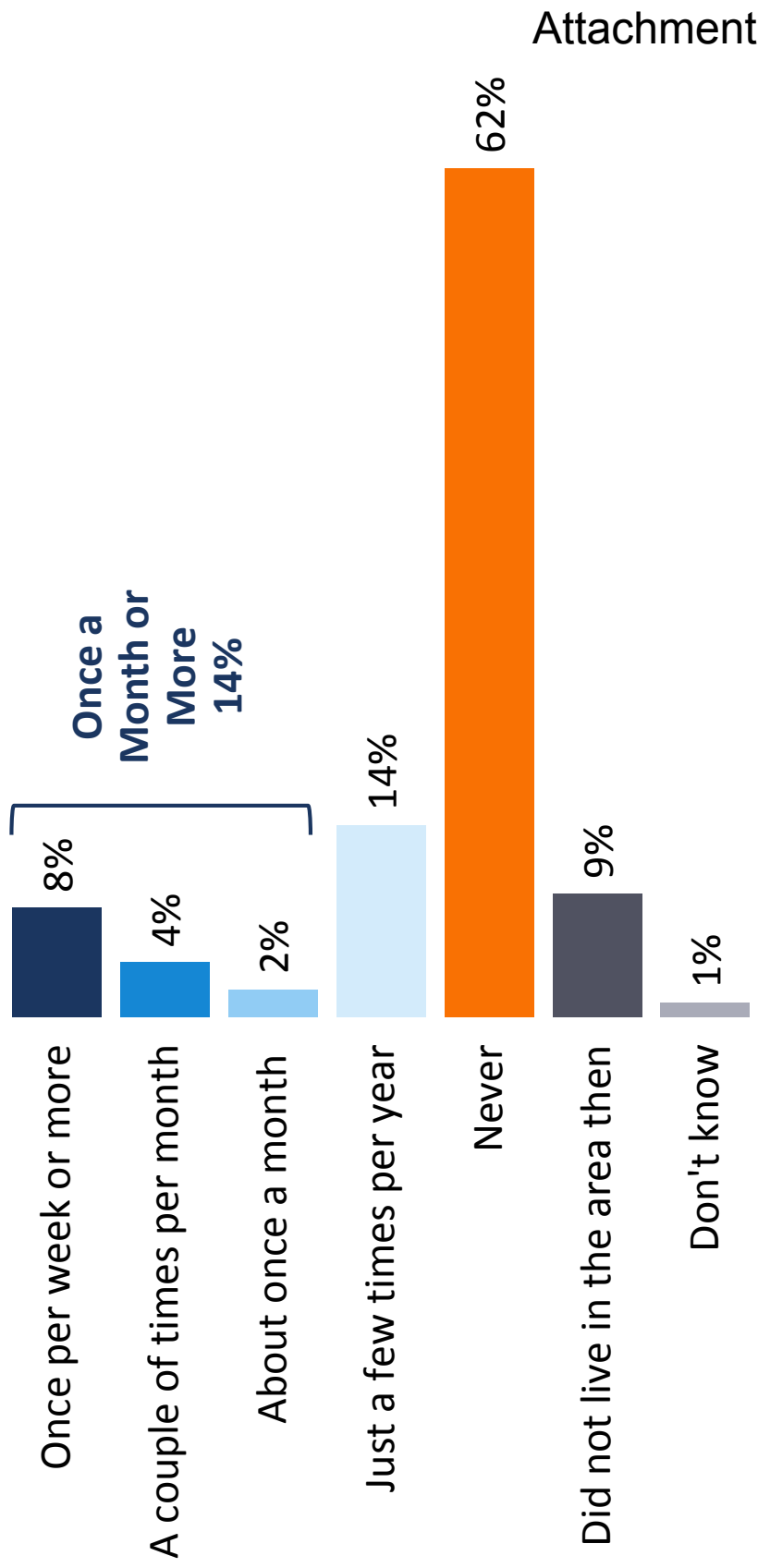
9.2C.15

# Nearly 70% of respondents do not ride METRO buses these days, with 14% who report riding once a month or more.



9.2C.16

# 14% of respondents were riding METRO once a month or more before the COVID pandemic.

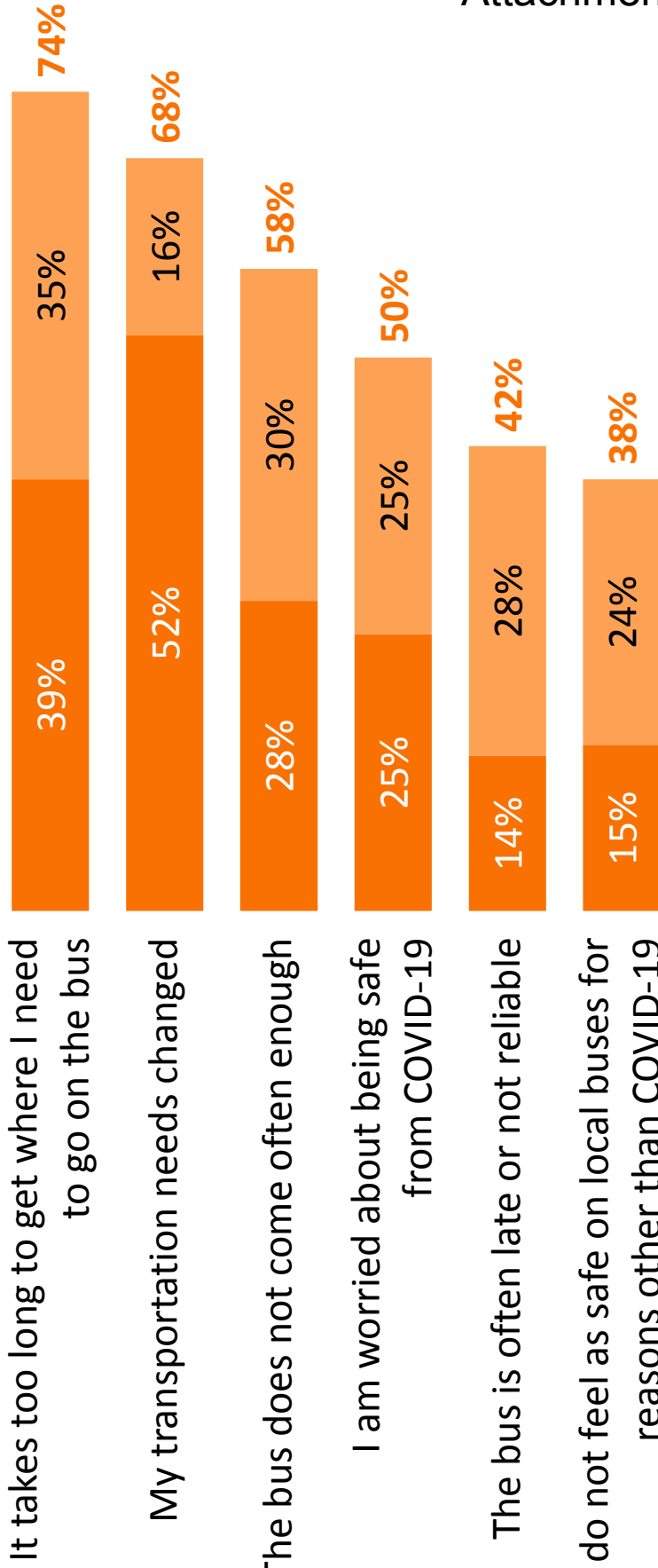


9.2C.17

# The most common reasons for riding METRO less often now relate to the length of riding, changing transportation needs, or the frequency of buses.

(Asked Only if Riding Less Often Now, n=94)

Major Reason      Minor Reason



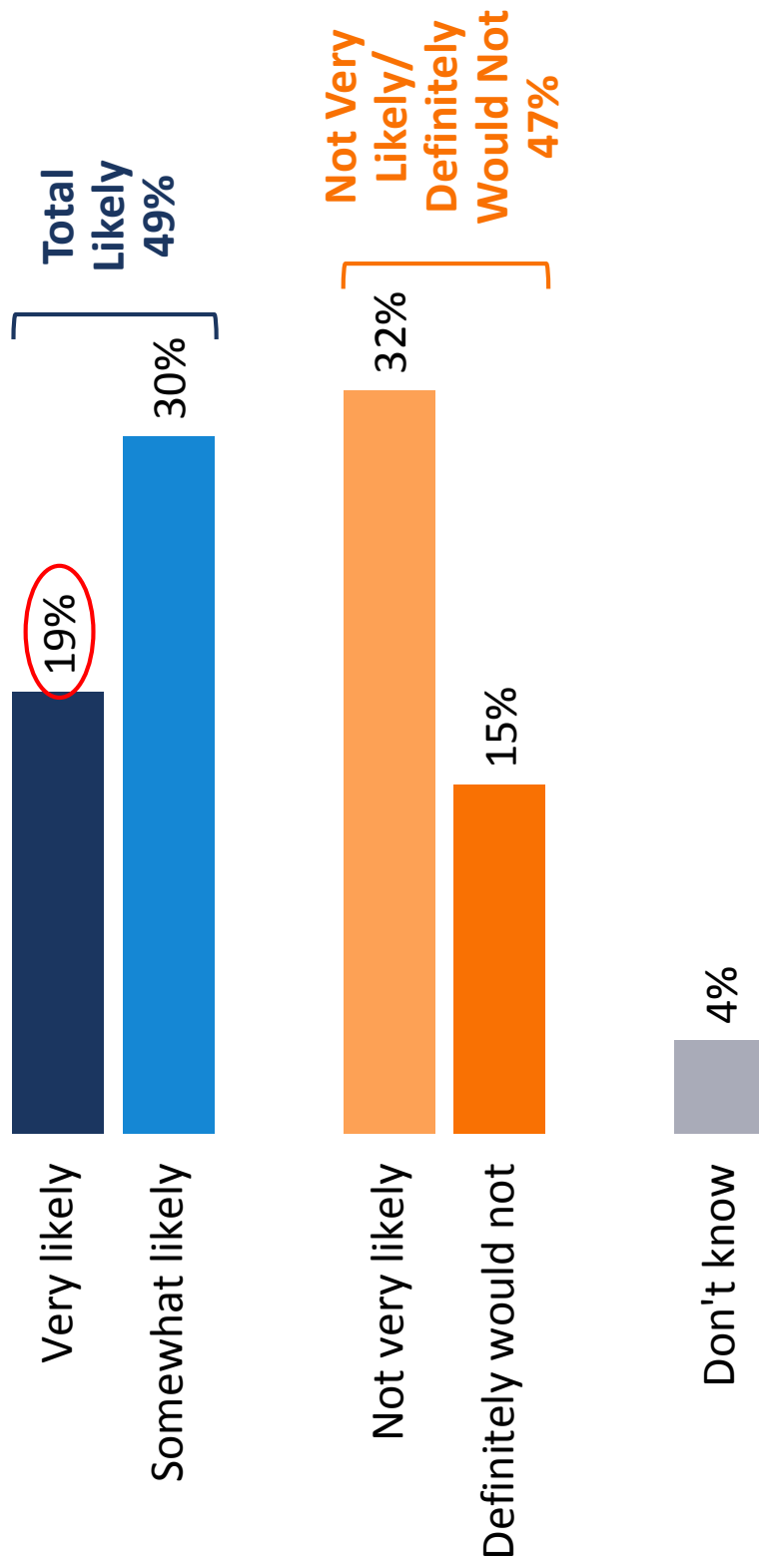
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9.2C.18

**Nearly half of non-riders/infrequent riders reported they would be likely to ride METRO regularly if buses came more often and dropped off in more convenient locations.**

*If in the future, Santa Cruz METRO provides bus service within walking distance of your home that runs every 15 minutes, and could drop you off within a block or 2 of where you need to go, thinking realistically, how likely would you be to use that service once a month or more?*

**(Asked of Respondents Who Currently Ride METRO Less than Once Per Month, n=910)**



## 9.2C.19

# Priorities for METRO service

9.2C.20

# Residents' highest priorities for METRO are providing routes for workers to get to jobs; affordable transportation for people who do not have personal transportation; services for seniors, people with disabilities and students; and reducing traffic.

■ Ext. Impt.  
 ■ Very Impt.  
 ■ Smwt. Impt.  
 ■ Not Very/Not Impt. At All  
 ■ Don't Know  
 Ext./Very Impt.

Providing routes that make it possible for workers to get to where most jobs are



Providing affordable transportation in places where many or most residents may not have personal transportation



Providing services that are tailored to the needs of the elderly and persons with disabilities



Providing transportation to the area's community colleges and universities



Helping reduce the growth of traffic congestion



Providing routes that make it possible for people to get to stores and appointments

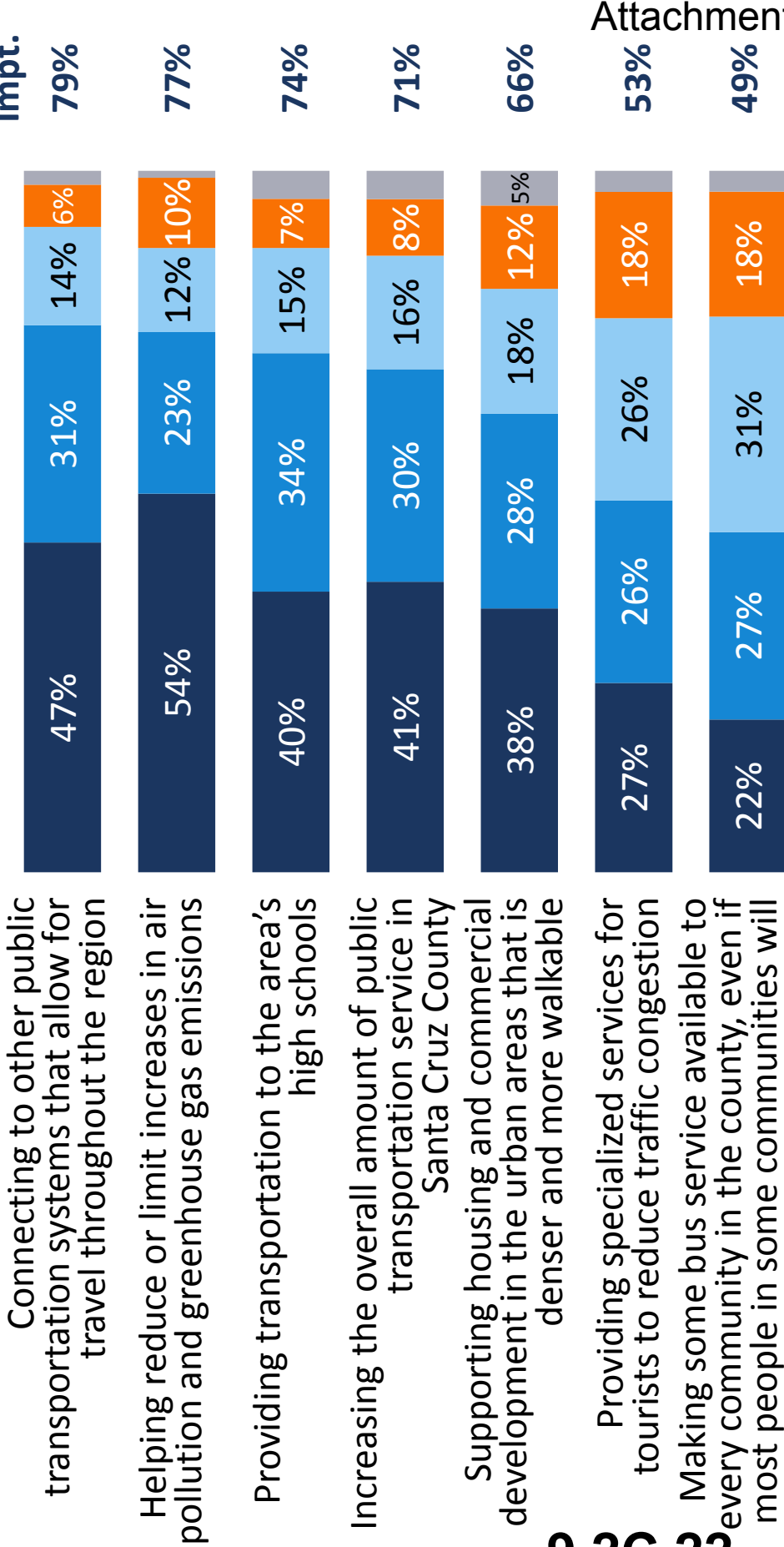


9.2C.21 Attachment

Q10. As you may know, Santa Cruz METRO, which runs the local bus service, is a public agency. Whether you would ever use the bus or not, Santa Cruz METRO wants to understand what people believe is important for the public transportation system to provide in Santa Cruz County. I am going to read a list of services that Santa Cruz METRO offers now or could offer in the future. For each one, please tell me how important it is to you: is it extremely important, very important, somewhat important, not very important or not important at all?

# Continued

■ Ext. Impt. ■ Very Impt. ■ Smwt. Impt. ■ Not Very/Not Impt. At All ■ Don't Know



Q10. As you may know, Santa Cruz METRO, which runs the local bus service, is a public agency. Whether you would ever use the bus or not, Santa Cruz METRO wants to understand what people believe is important for the public transportation system to provide in Santa Cruz County. I am going to read a list of services that Santa Cruz METRO offers now or could offer in the future. For each one, please tell me how important it is to you: is it extremely important, very important, somewhat important, not very important or not important at all?



# There is a strong preference for frequent service over broad availability.

*Santa Cruz METRO is a public agency spending everyone's tax dollars. It has only a limited number of buses and limited money to operate them. That means they have to make hard choices about how much service they can provide and where in Santa Cruz County they can provide it. With that in mind, which of the following options would you prefer?*

Provide fast and frequent service, that comes every 15 minutes and takes the most direct routes, even if that means transit is only available in the areas where the most people live and work

OR

Provide service to as many places as possible, even if that means the bus only comes every hour or 2 and most trips take a very long time

All Residents

69%

26%

Once a Month or More

68%

30%

A Few Times Per Year

63%

34%

Never

70%

24%

Attachment

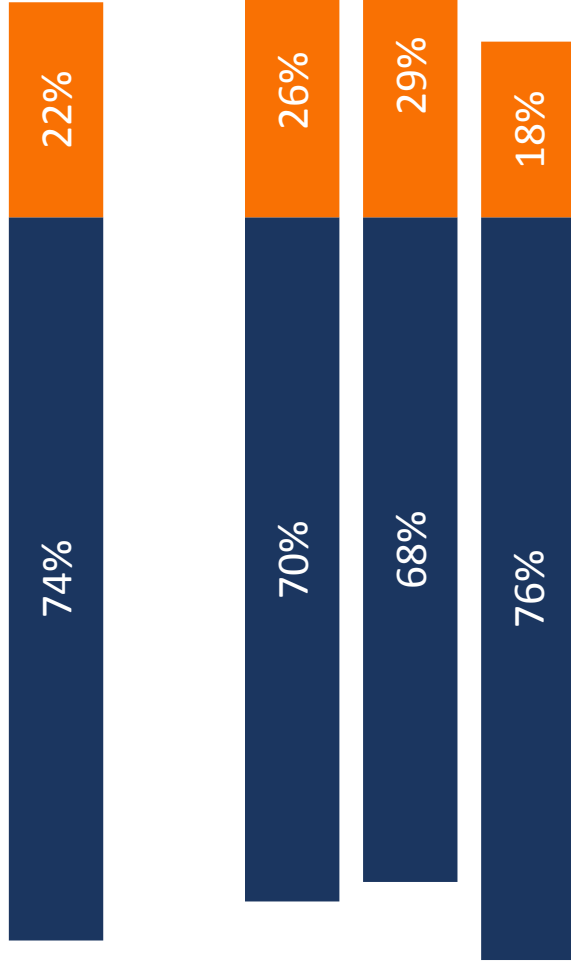
# The preference for frequent service is even stronger when framed in context of the need for service that gets residents to work or school on time.

*Here's another way to think about this: when you rely on a bus that doesn't come very often, it's hard to be on time. You might have to arrive early and wait, or risk being late and losing your job. Hearing that, which option would you prefer?*

Provide service every 15 minutes in areas with lots of jobs and schools, so that many people can rely on buses to get to work or school on time, even if it means some people don't have any service

OR

Providing service to everybody, even if it means that bus only comes every hour or 2 throughout the county, and fewer people can take it to get to work or school on time

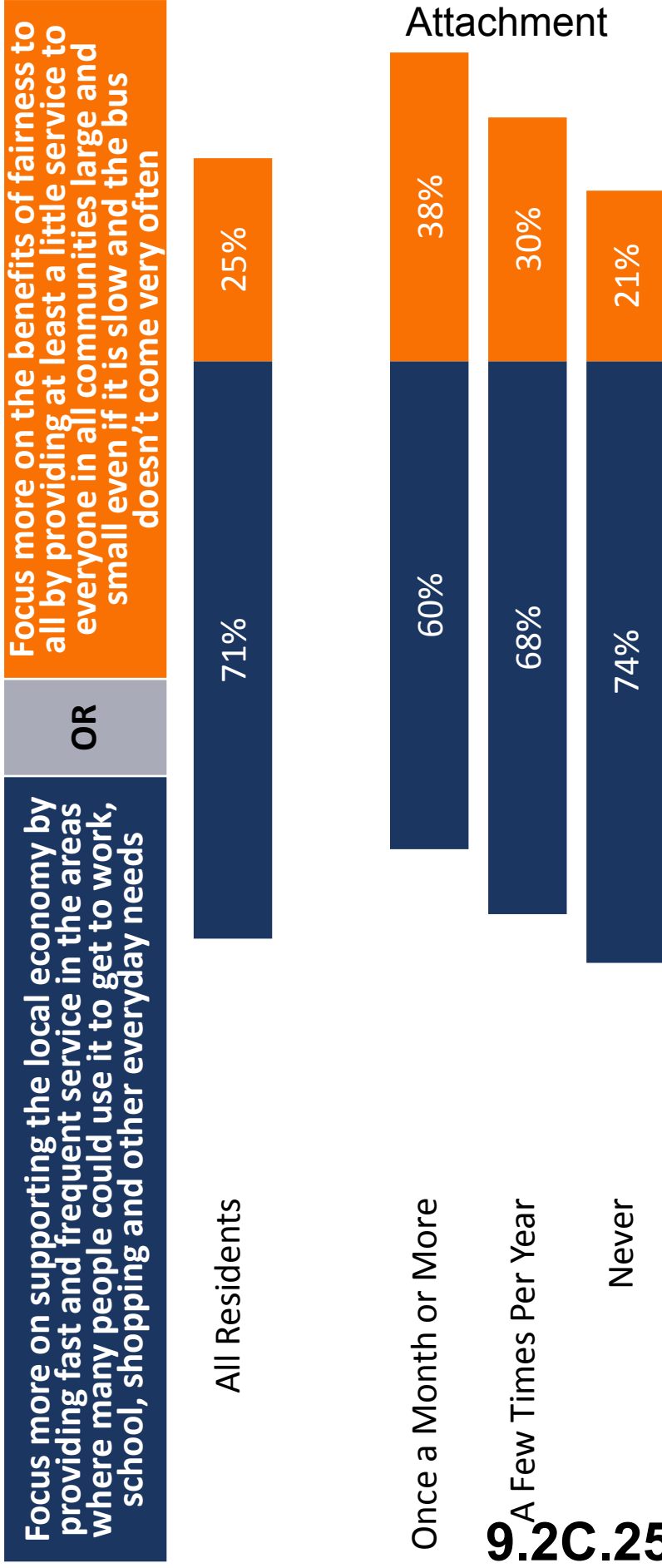


Attachment

9.2C.24

# Seven-in-ten prioritize frequent service to support the local economy over broad service availability in the name of fairness.

*Santa Cruz METRO also has to consider the benefits of transit to the whole community. If you could tell them which of the following to choose, what would you tell them?*

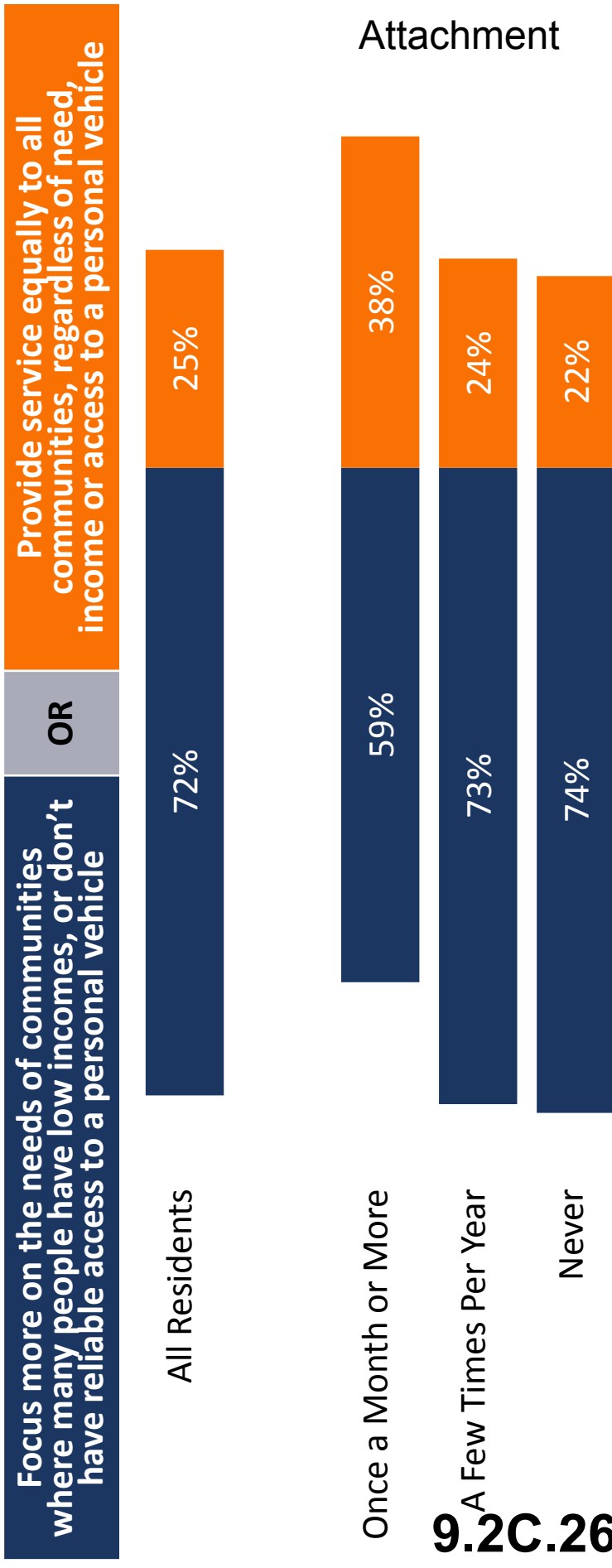


Attachment

9.2C.25

**A similar percentage thinks METRO should prioritize low-income communities where more people do not have personal transportation.**

*Here are a different set of options that Santa Cruz METRO also needs to consider. Again, which of the following options would you prefer?*



Attachment

9.20.26



# Santa Cruz County Public Transportation Usage and Priorities

*Highlights of a Survey of County Residents*

9.2C.27



FAIRBANK, MASLIN,  
MAULLIN, METZ  
& ASSOCIATES

Attachment

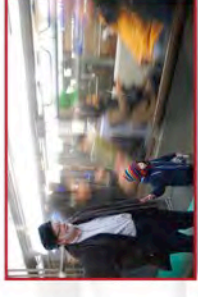
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Jarrett Walker, PhD

JarrettWalker.com

HumanTransit.org

Twitter: @humantransit



**HUMAN  
TRANSIT**

How Clearer  
**Thinking**  
about Public Transit  
Can Enrich Our  
Communities  
and Our Lives

Jarrett Walker

## Executive Workshop: Santa Cruz Metropolitan Transit District

9.2C.28

Attachment

JARRETT WALKER + ASSOCIATES

# Why fixed transit?

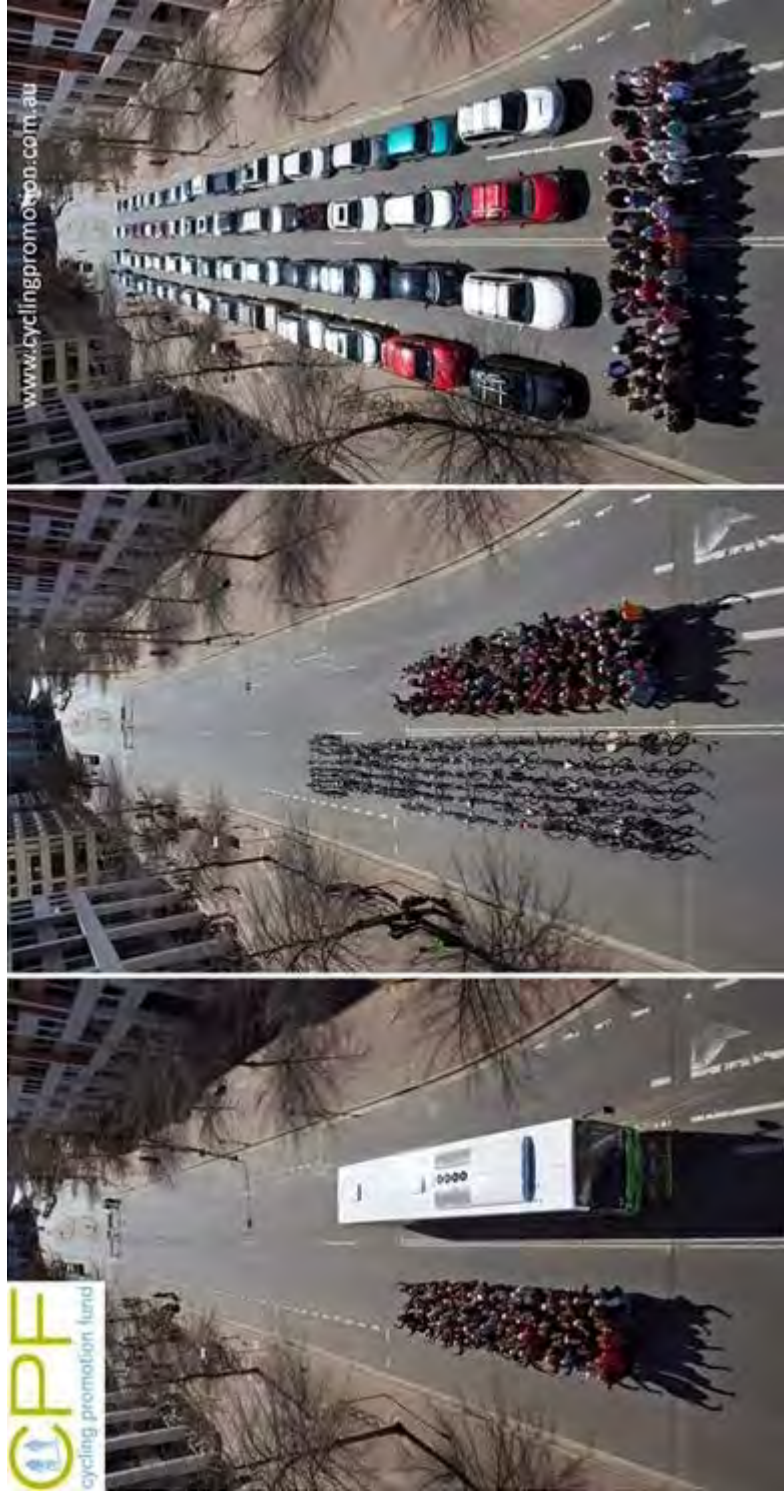
**9.2C.29**

Attachment

JARRETT WALKER + ASSOCIATES



# Ultimately, it's about Space



# It's about Space

- Technology never changes geometry!

CPF  
cycling promotion fund



Bus



Private Car



Taxi / Uber



Driverless Car

CPF  
cycling promotion fund



Driverless Bus?

Attachment

# Fixed transit is existential for cities

---

- In dense cities, are those wanting to be dense, transit is existential. *The city is impossible without it.*
- So be careful when anyone tells you that new ideas or technologies are “disrupting” fixed route transit.

# What is a bus?



Bus

- Public transit ...
- capable of high ridership ...
- using roads.

*This is the entire definition.*

# What's wrong with bus service?

---

- Good bus service helps with too many problems.
  - Climate
  - Equity / Social Justice
  - Access to opportunity
- ... Which makes it hard to sell to people who care about only one problem.

# Bus service is a Climate Solution

---

- The fastest, most effective way to make transit **useful to more people in more situations**.
  - Low capital cost
  - Fast implementation

... and an equity solution

- Can scale affordable to cover most of a city's people and destinations.

9.2C.35

To expand ridership, expand freedom (access).

# The Wall Around Your Life

**9.2C.36**

Attachment

JARRETT WALKER + ASSOCIATES

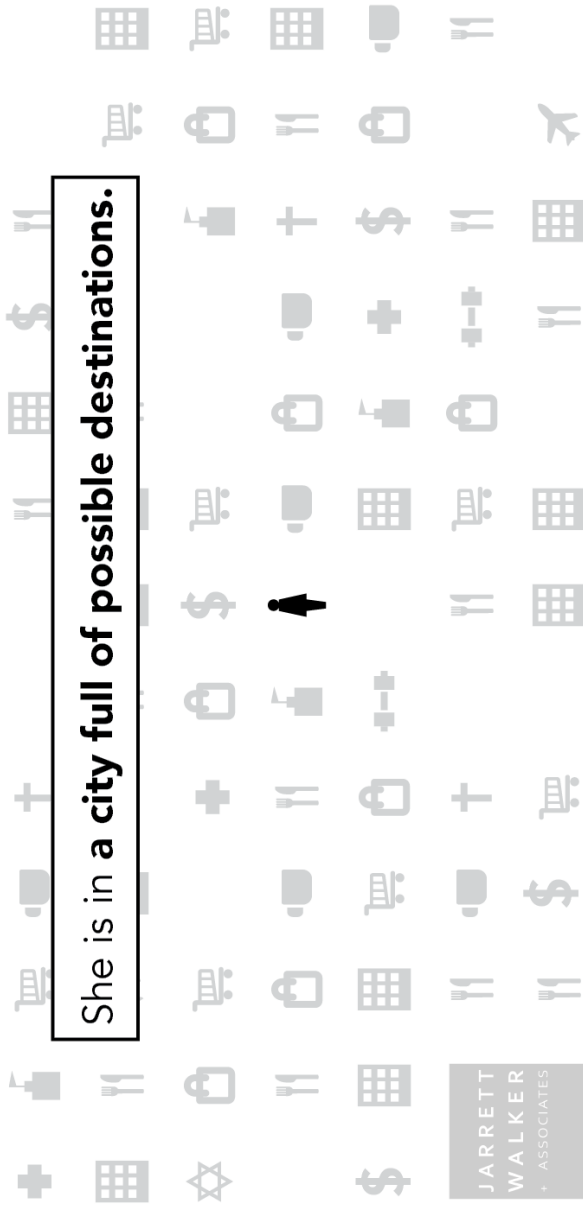
# Access to Opportunity



JARRETT  
WALKER  
+ ASSOCIATES



# Access to Opportunity

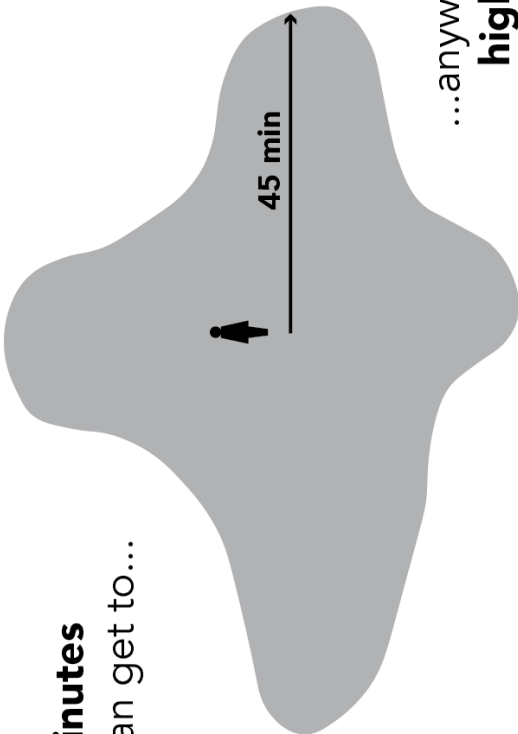


She is in a city full of possible destinations.

JARRETT  
WALKER  
+ ASSOCIATES

# Access to Opportunity

In **45 minutes**  
she can get to...

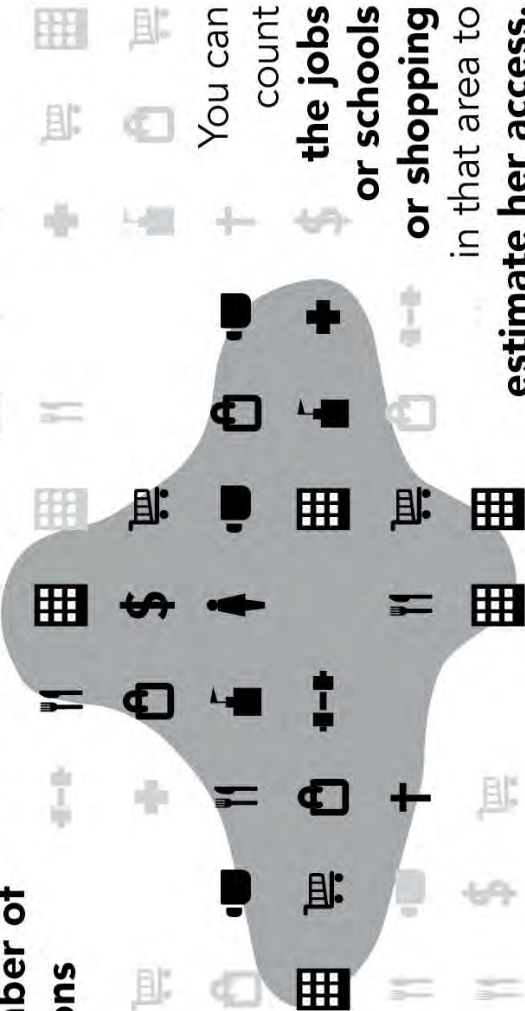


...anywhere in the  
**highlighted area.**

JARRETT  
WALKER  
+ ASSOCIATES

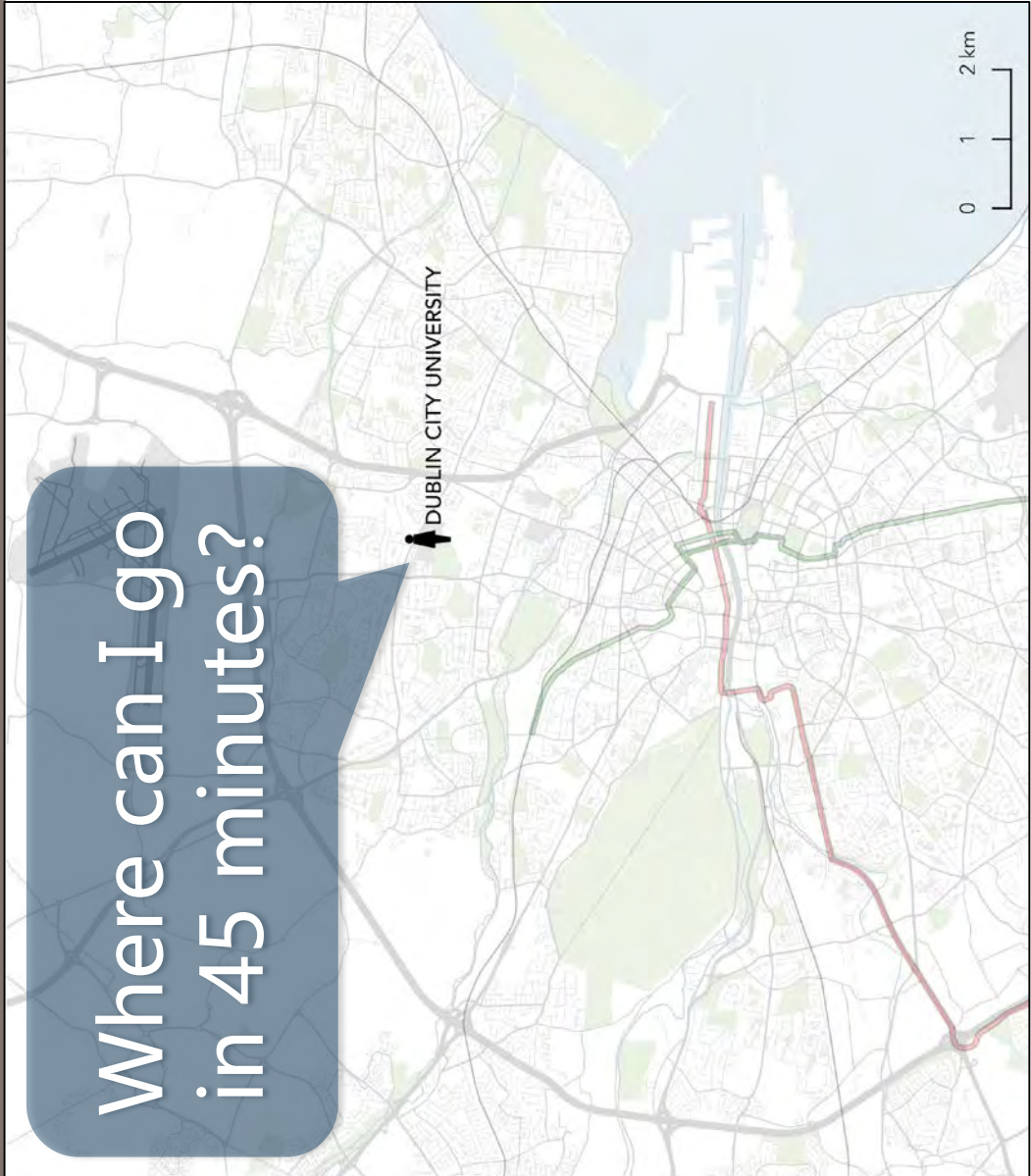
# Access to Opportunity

Her access to destinations is the number of destinations in that area.

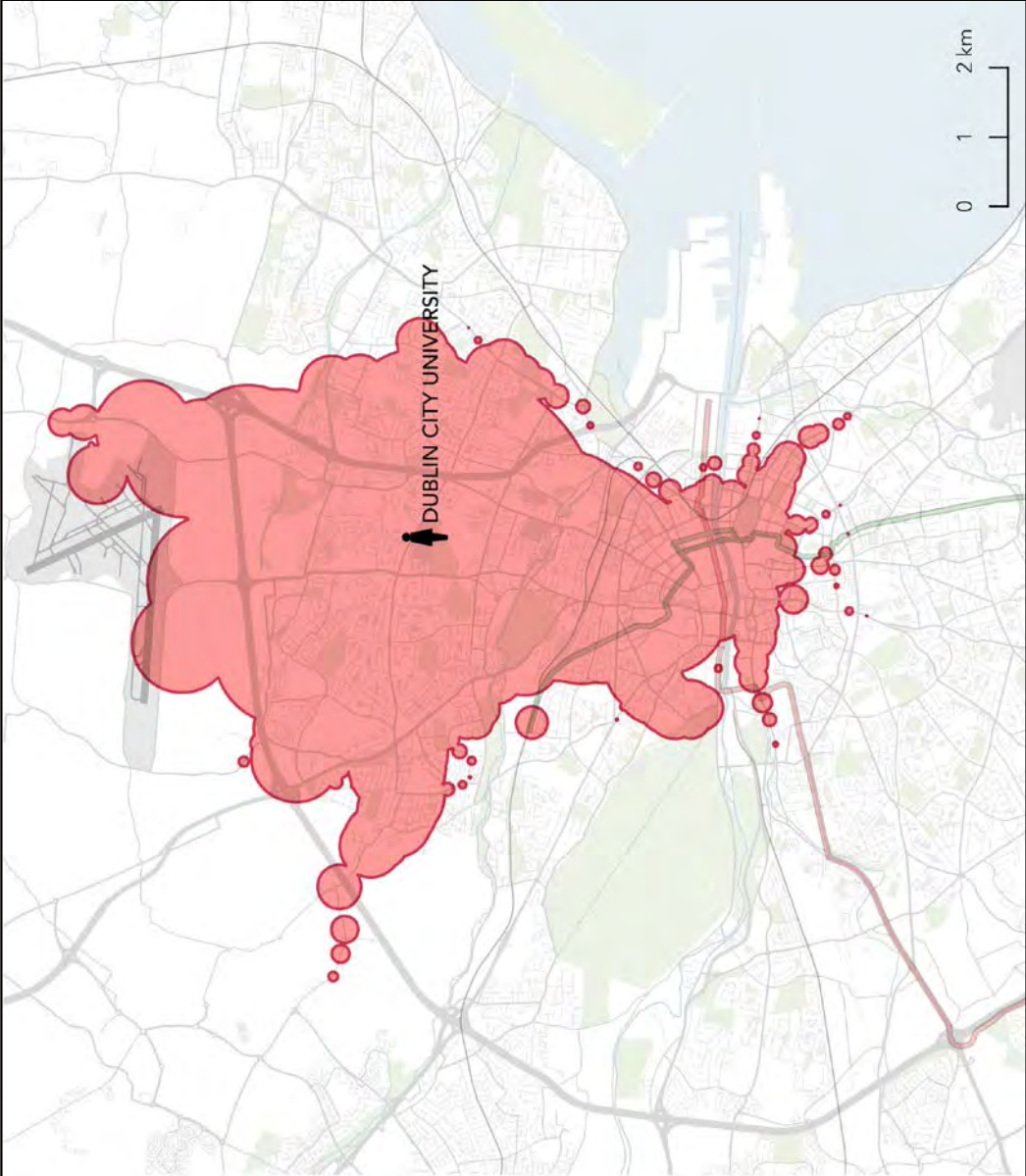


You can count the jobs or schools or shopping in that area to estimate her access.

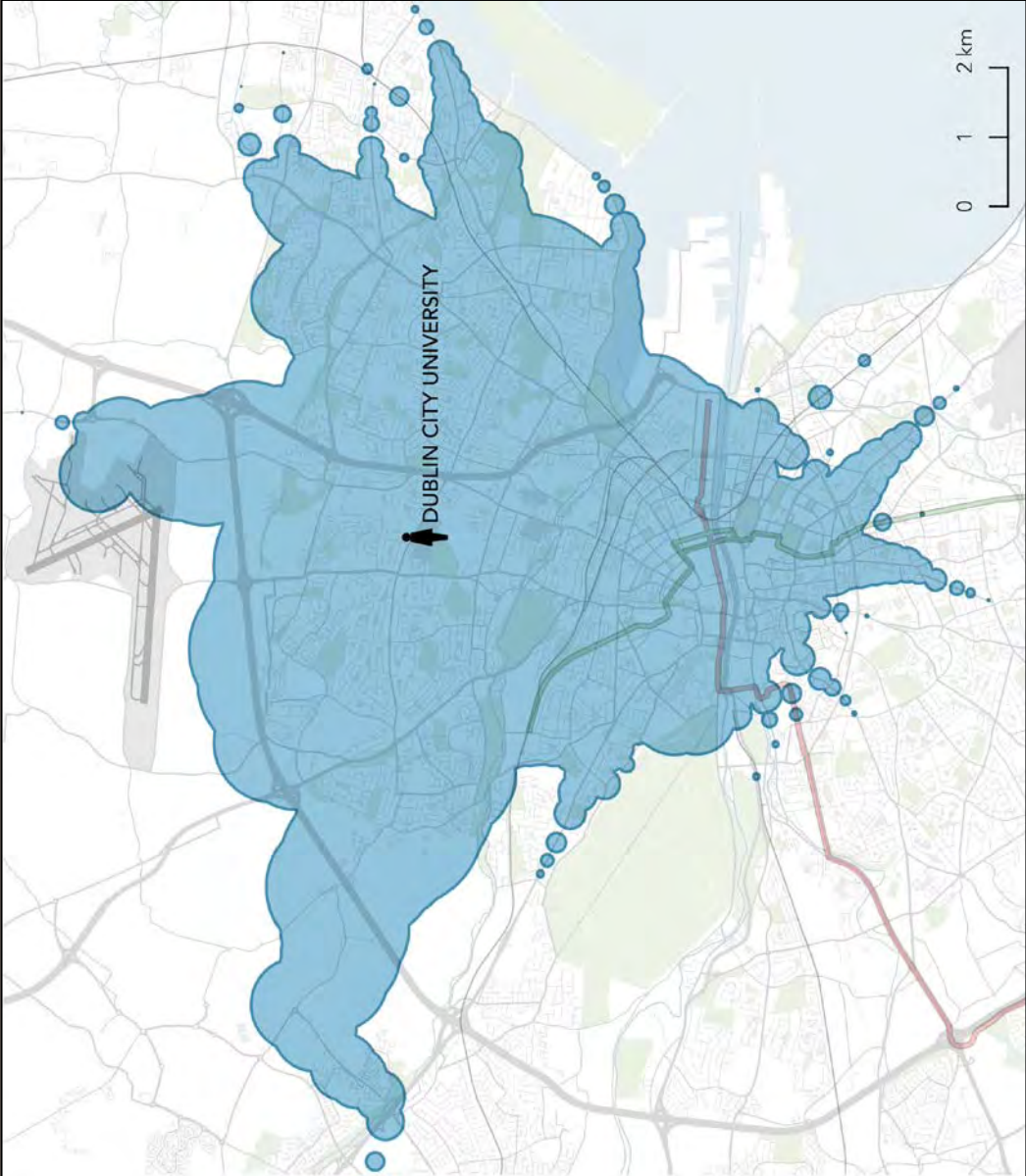
JARRETT WALKER ASSOCIATES



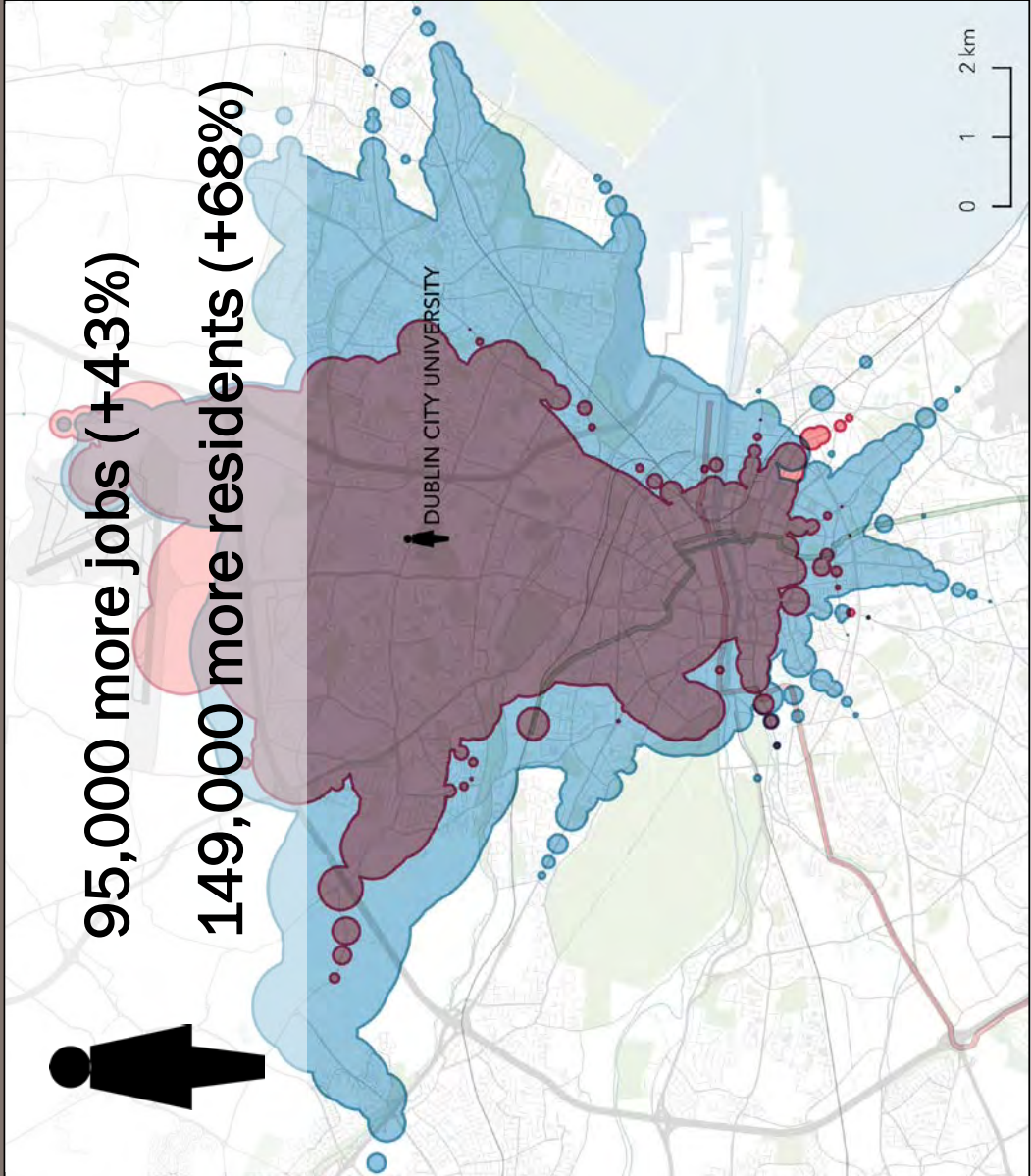
existing network



proposed network



# Jane can get to:



# Travel Time = walk + wait + ride

---

- **WALK**
  - Walking distance, infrastructure, pedestrian network
- **WAIT**
  - Frequency
- **RIDE**
  - Speed and reliability

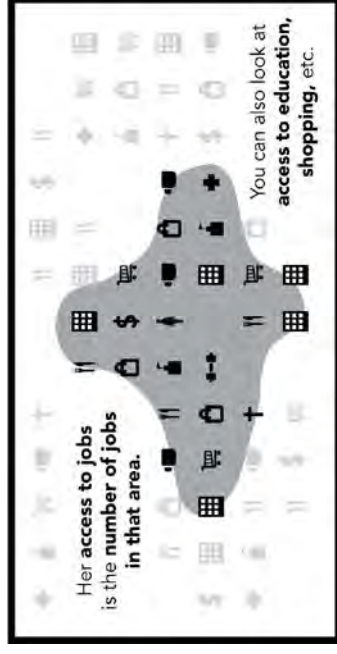


# Access = Freedom = Usefulness

When a transit network maximizes access, it increases the likelihood that the service is useful for any particular trip.

Maximizing access by transit also improves:

- Access to economic opportunity.
- Value of investments in a walkable community.
- Functionality of the city.
- Personal freedom.

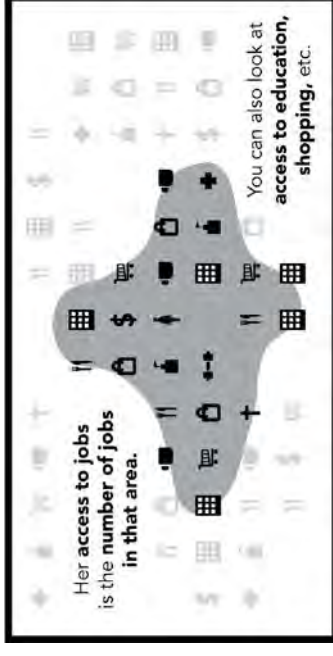
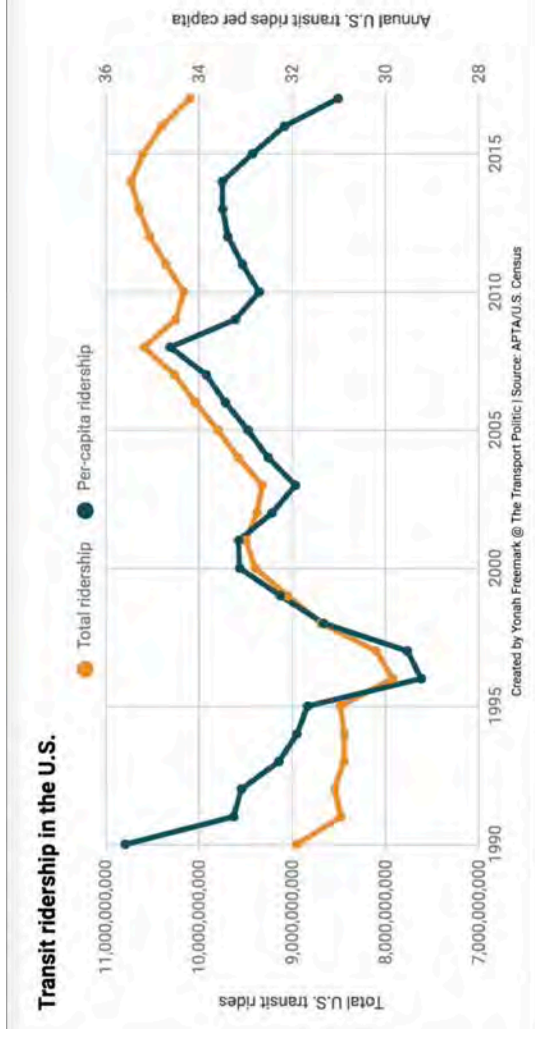


# Access is Enduring

Ridership is volatile.

Access is how network design influences ridership.

9.2C.47

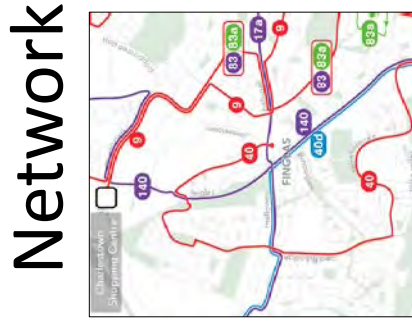


Attachment

It isolates the impact of the network from the impact of other things.

# Access is a geometric fact.

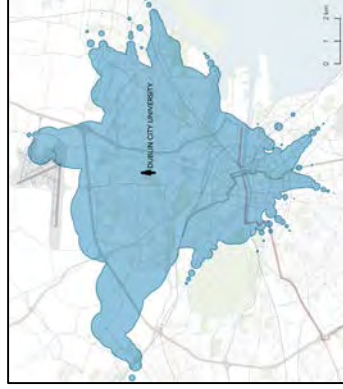
Geometry



Network



Access



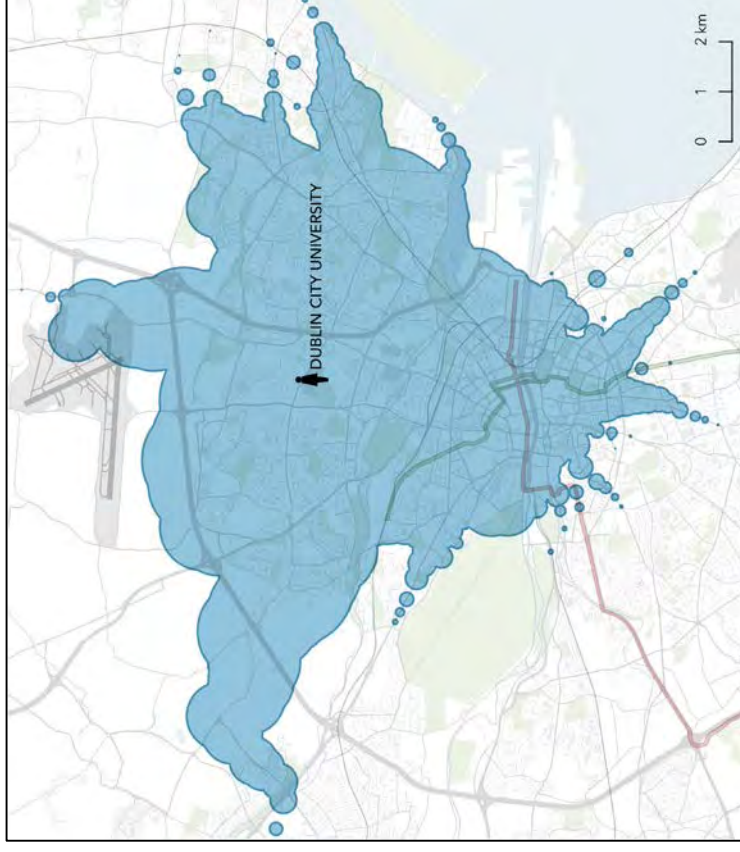
Social  
Science

Ridership  
Prediction

When we talk about prediction, we're not talking about freedom.

# How does transit maximize freedom?

- High Frequency Lines
- Forming a Connected Network
- Reasonably fast and reliable
- Focused on Transit Friendly Places
  - Dense
  - Walkable
  - Linear
  - Proximate



“Frequency is freedom!”

# Frequency

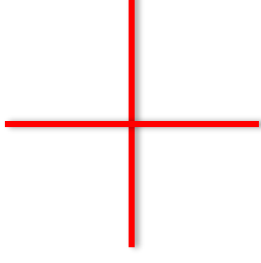
**9.2C.50**

Attachment

JARRETT WALKER + ASSOCIATES

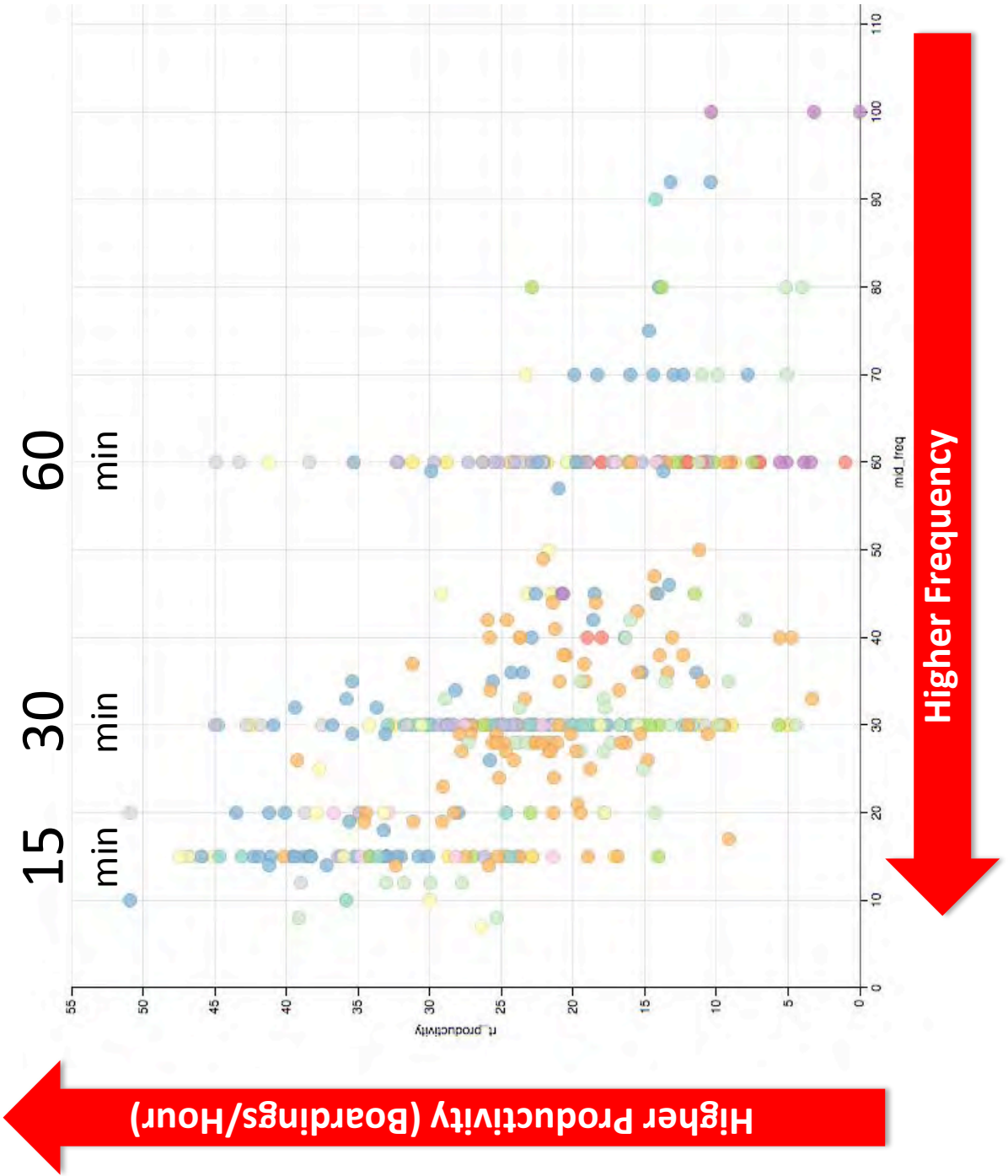
# Frequency comes first

- High frequency means public transport is coming soon.  
This has three independent benefits:
  - **Reduced Waiting**
  - **Easier Connections**
  - **Reduced Impact of Disruptions**
- Lines with higher frequency tend to have not just higher ridership, but higher ridership per unit of service.



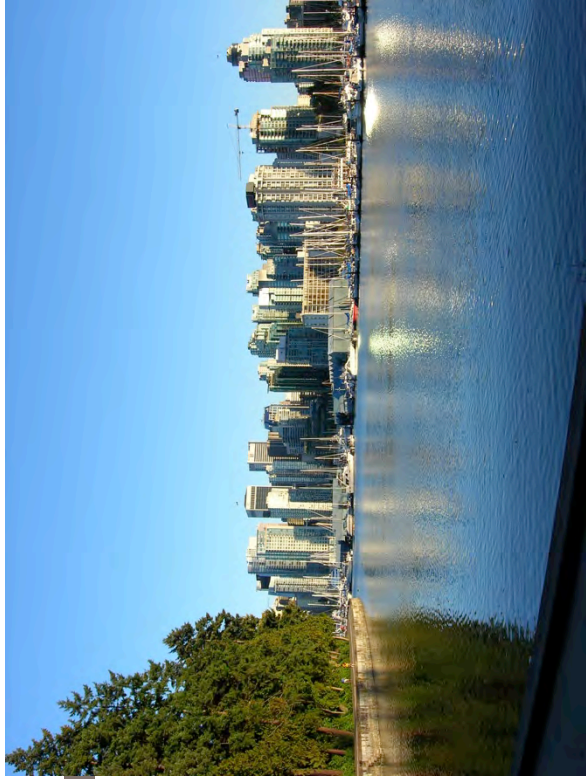
# HIGH FREQUENCY → HIGH PRODUCTIVITY

Attachment



9.2C.52

# Frequent Network Brands



“Over half of all population and jobs will be on the Frequent Network.”  
 -- Regional Goal 3

## T Frequent Transit Network in Metro Vancouver





# Frequency → Affordability

- Useful enough to be liberating, and
- Abundant enough that it can't drive up housing prices everywhere.

**9.2C.54**  
Helps build apartments with less parking → affordability

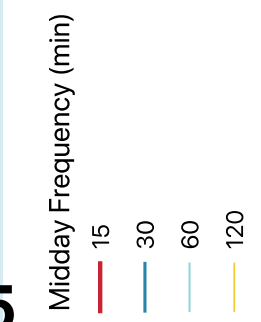




All-day Frequency



9.2C.55



Put liberating service where it will liberate the most people.

# Where does high-ridership transit go?

**9.2C.56**

Attachment

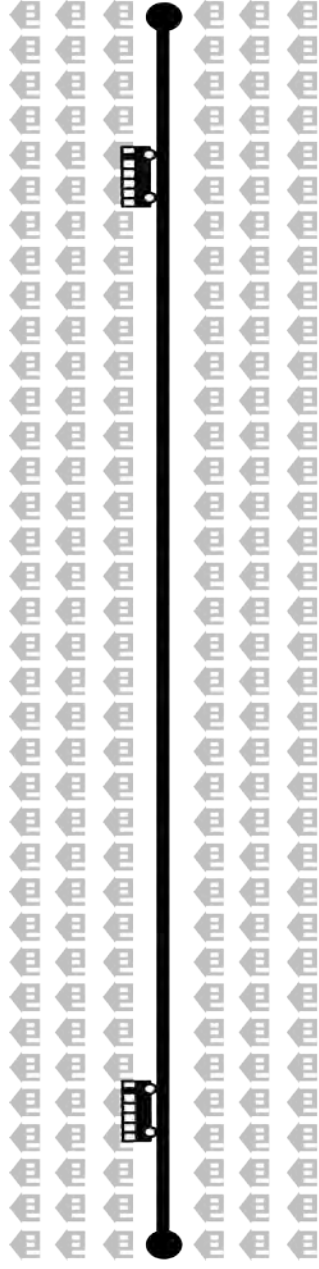
JARRETT WALKER + ASSOCIATES

# Density

How many people are near transit?

The more people are going to and from the area around each stop, the more people will ride transit.

High  
Ridership



Lower  
Ridership

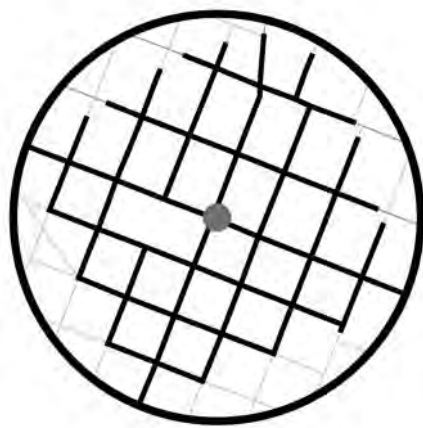


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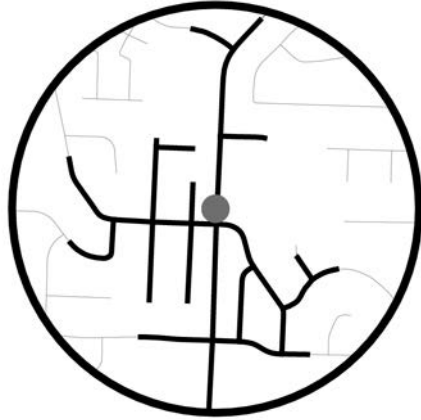
9.2C.57

# Walkability

Can the people around the stop walk to the stop?



High  
Ridership



Lower  
Ridership

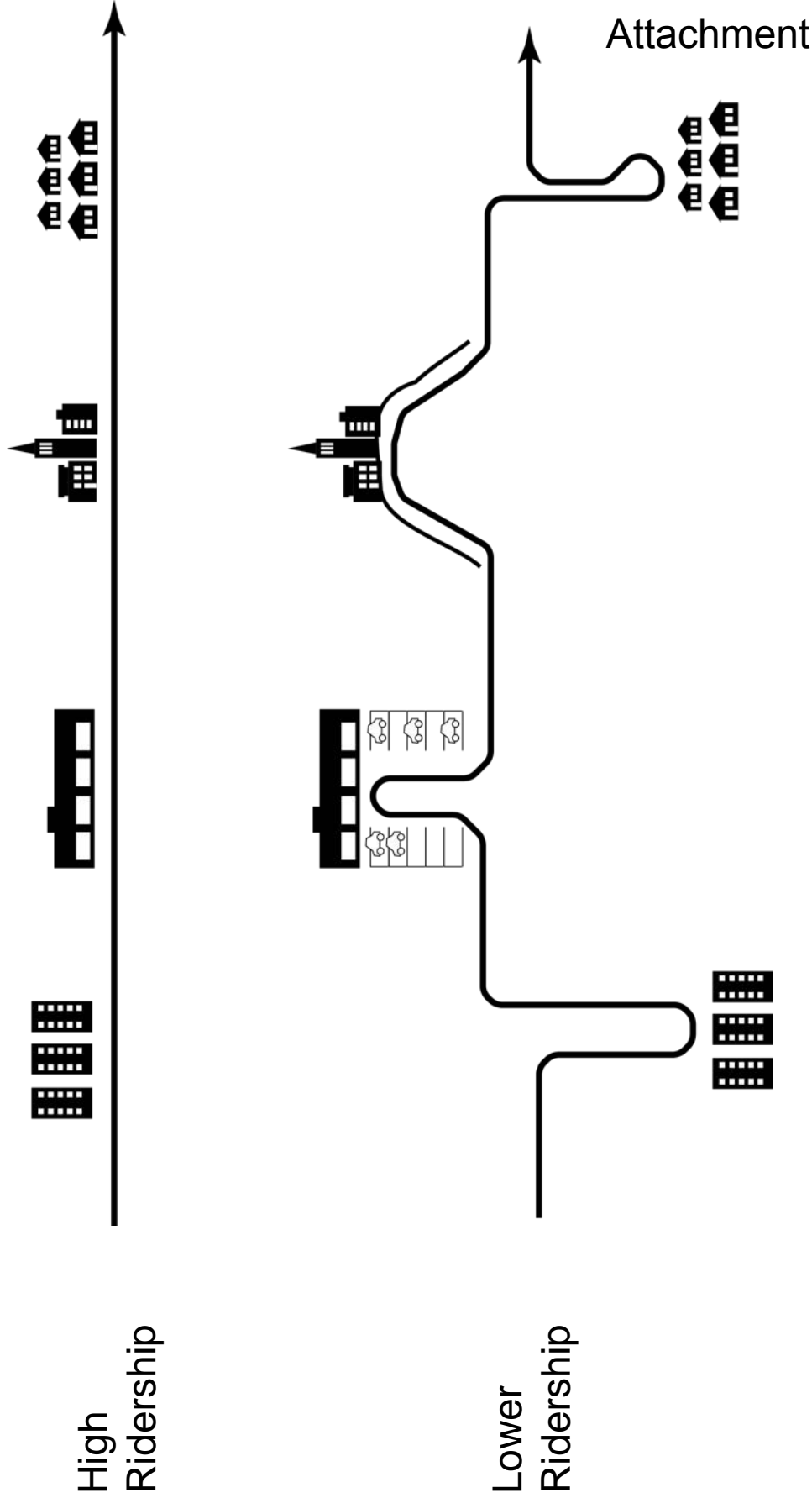


Attachment

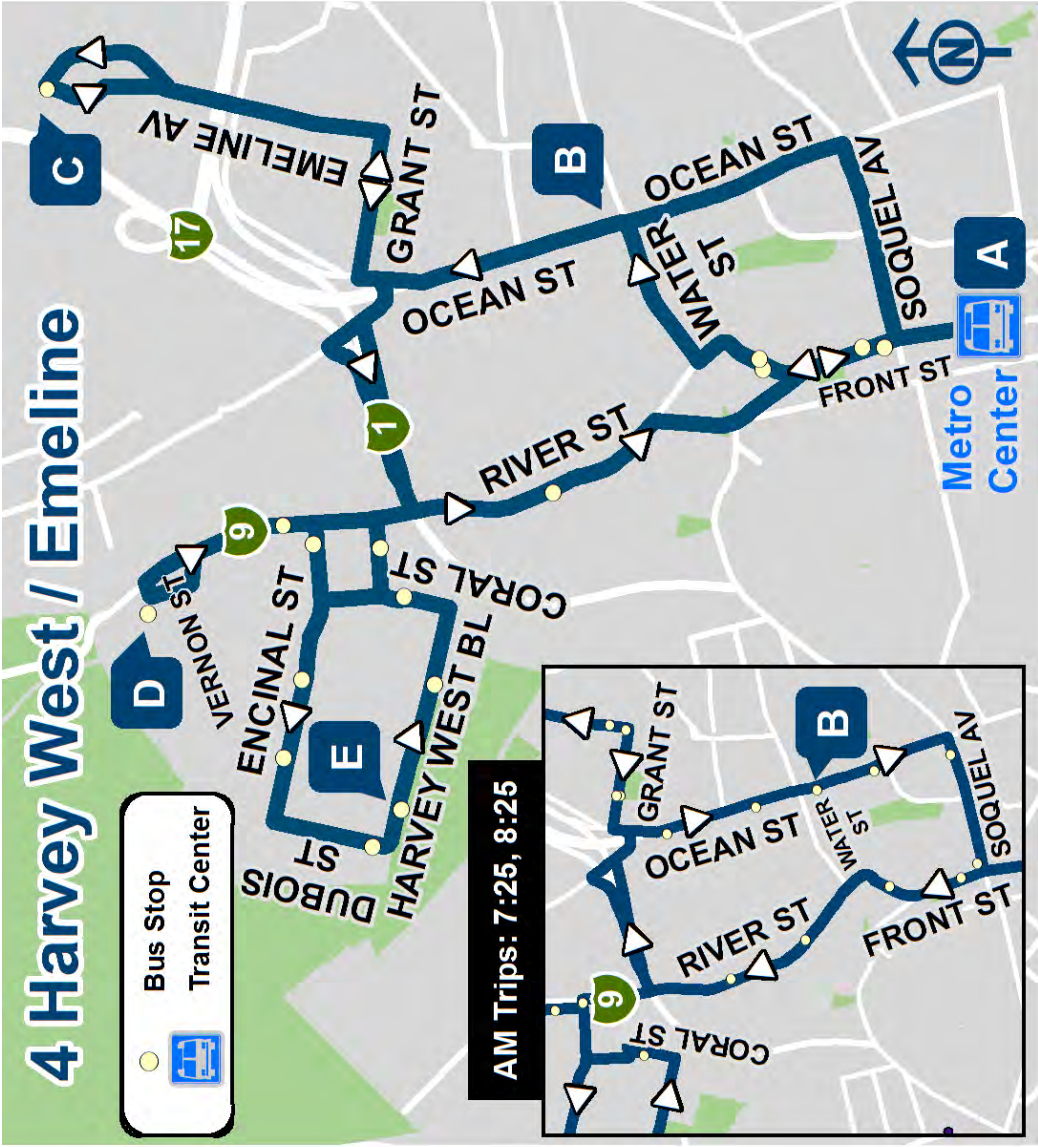
# Linearity

Can transit run in straight lines that are useful to through-riders?

The straighter the line, the shorter the journey, and the more people can find it useful.

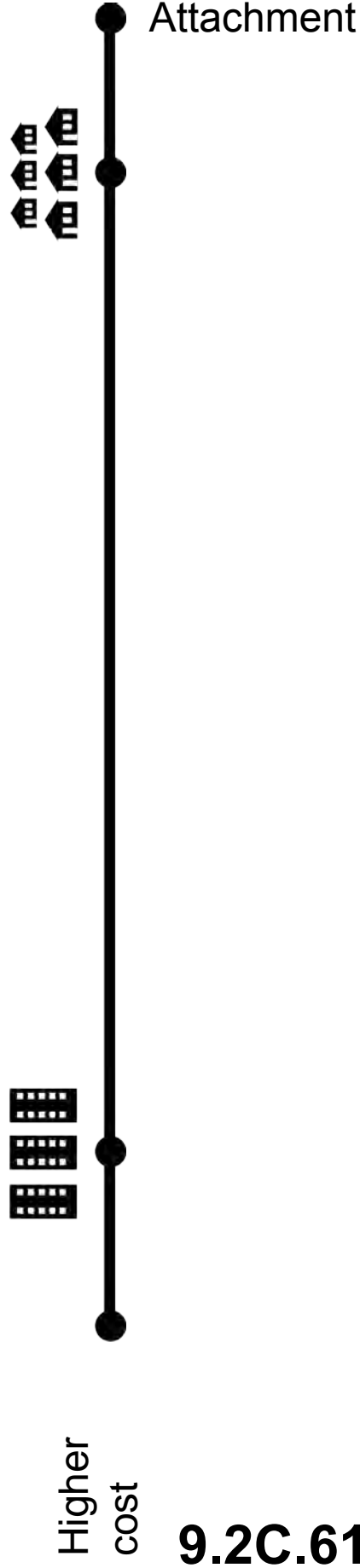
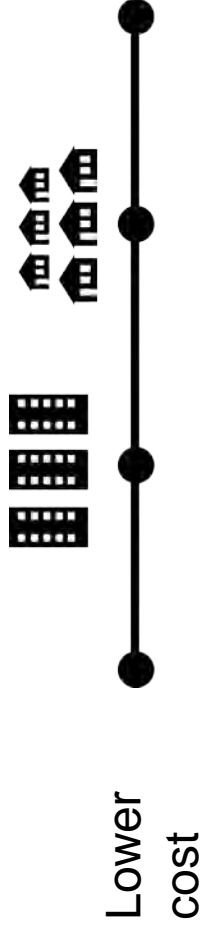


# (Bad Linearity)



# Proximity

Does transit have to cross long low-ridership gaps?





The Ridership-Coverage Tradeoff

# But is Ridership What You Want?

**9.2C.62**

Attachment

JARRETT WALKER + ASSOCIATES

# It's Like Plumbing

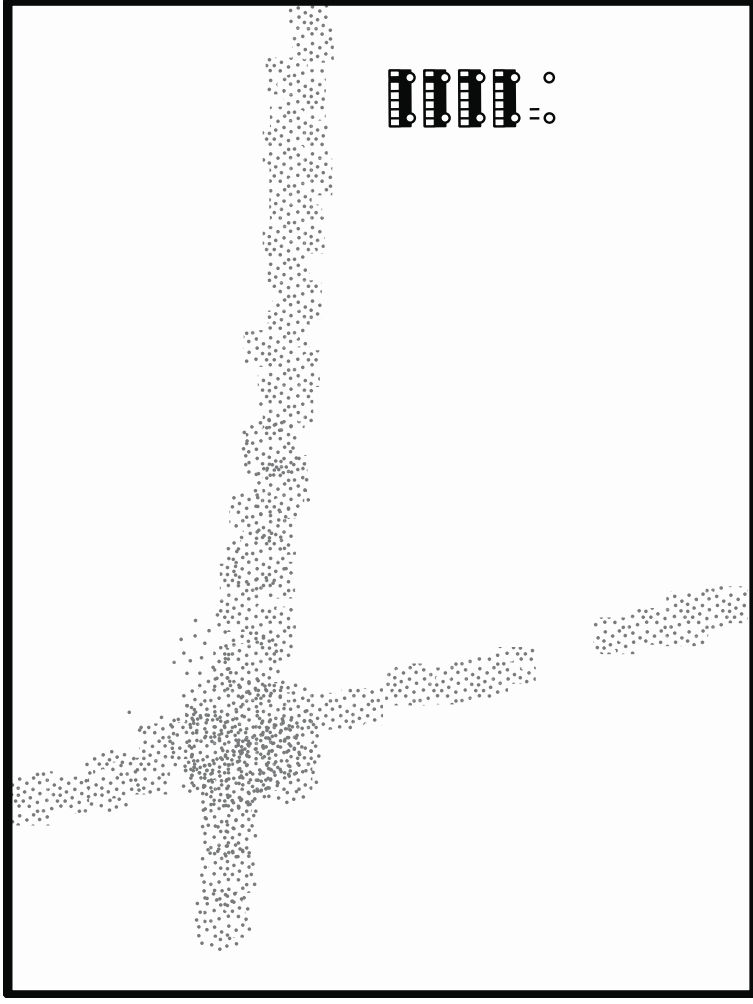


# How should a transit agency allocate its resources?

Fictional Urban Area

Dots = residents and jobs

9.2C You have 18 buses

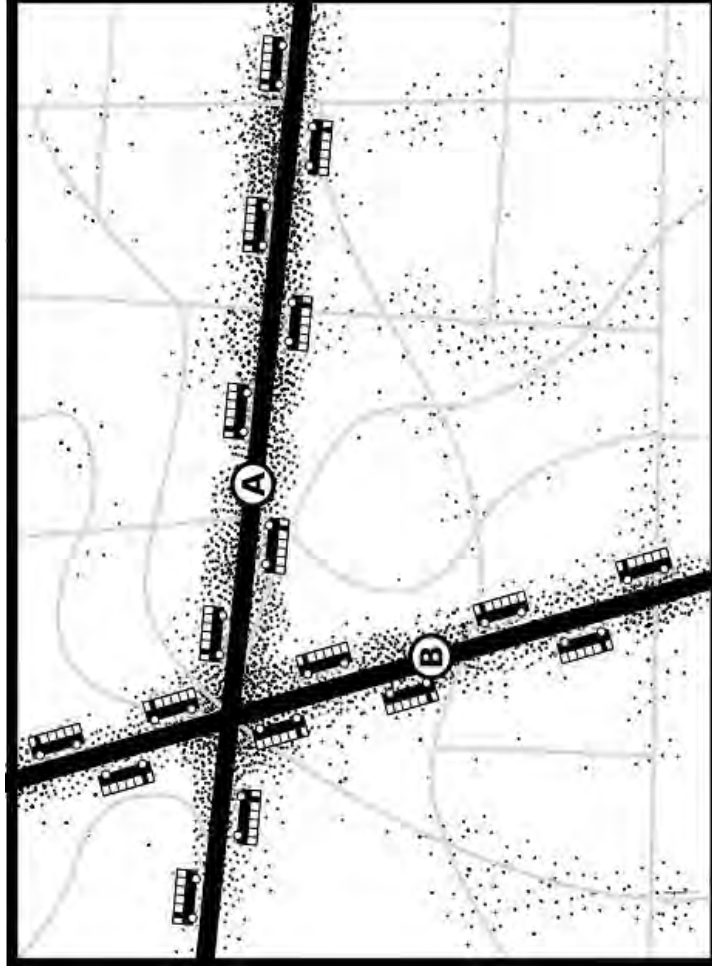


# Ridership Goal “Maximum Ridership”

Think like a business, choosing *which markets you will enter*.

The straight lines offer density, walkability, and an efficient transit path, so you focus service there.

Because all 18 buses are focused on few lines, they are frequent.



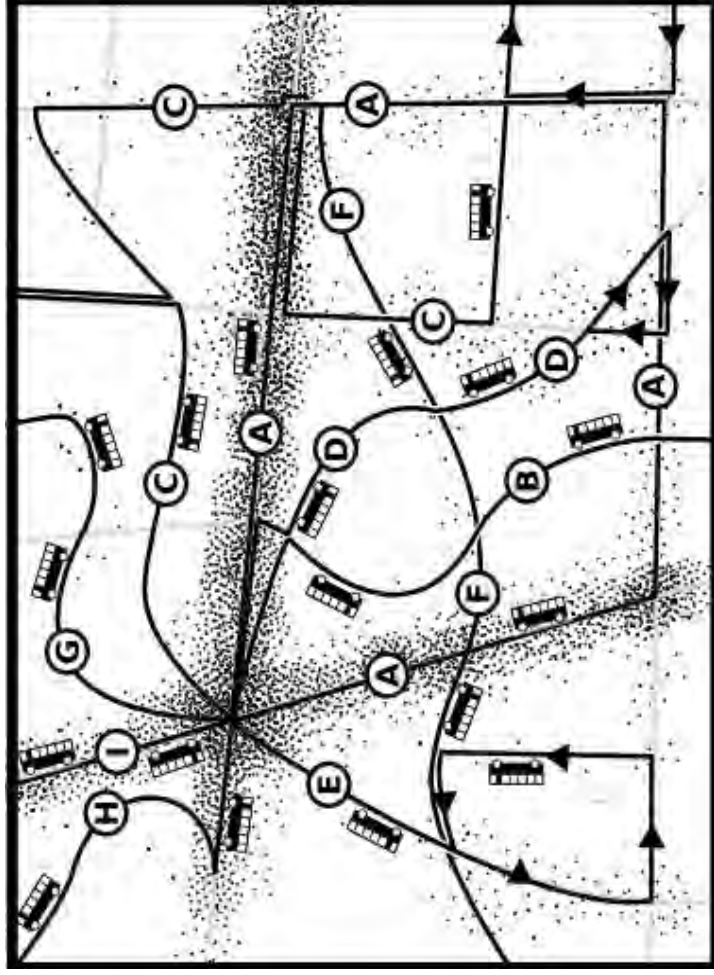
## 9.2C.65 Performance Measure: *Productivity*

Ridership relative to cost

# Coverage Goal “Some service for everyone”

Think like a government service.  
Try to serve everyone, even those in expensive-to-serve places.

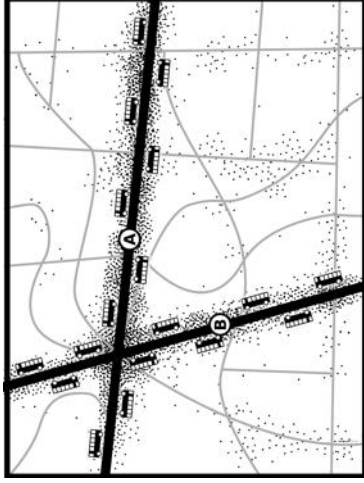
The result is more routes covering everyone, but less frequency, more complexity, and lower ridership.



## 9.2C.66 Performance Measure: Coverage

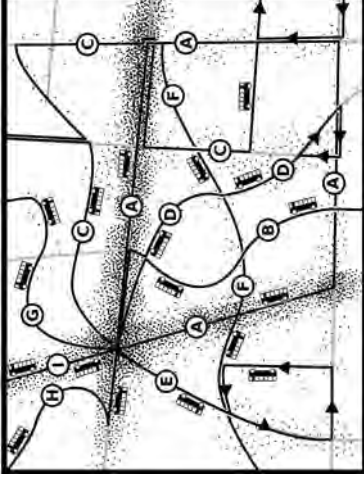
% of population and jobs near some service

Both goals are important,  
 ... but they lead opposite directions!



### Ridership Goal

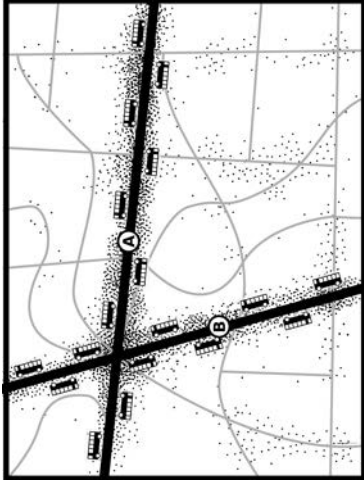
- “Think like a business.”
- Focus where ridership potential is highest.
- Support dense and walkable development.
- Max. competition with cars
- Maximum VMT reduction



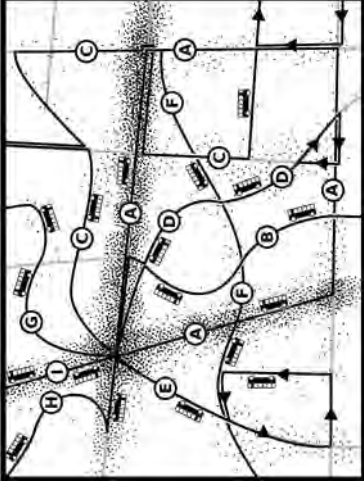
### Coverage Goal

- “Think like a public service.”
- “Access for all”
- Support low-density development.
- Lifeline access for everyone.
- Service to every member city or electoral district.

So it helps to choose a point on the spectrum ...



**Ridership Goal**



**Coverage Goal**



You are here.  
60% Ridership  
40% Coverage

Attachment

9.2C.68

# For example ...

## Ridership Services (60%)

- UCSC
- SC – Watsonville
- SC – San Lorenzo Vy.

## Coverage Services (40%)

- Most Watsonville locals
- Most rural service.
- Most circuitous short Santa Cruz services.

### 9.2C.69

Almost all of your coverage service has an equity dimension, benefiting disadvantaged areas.



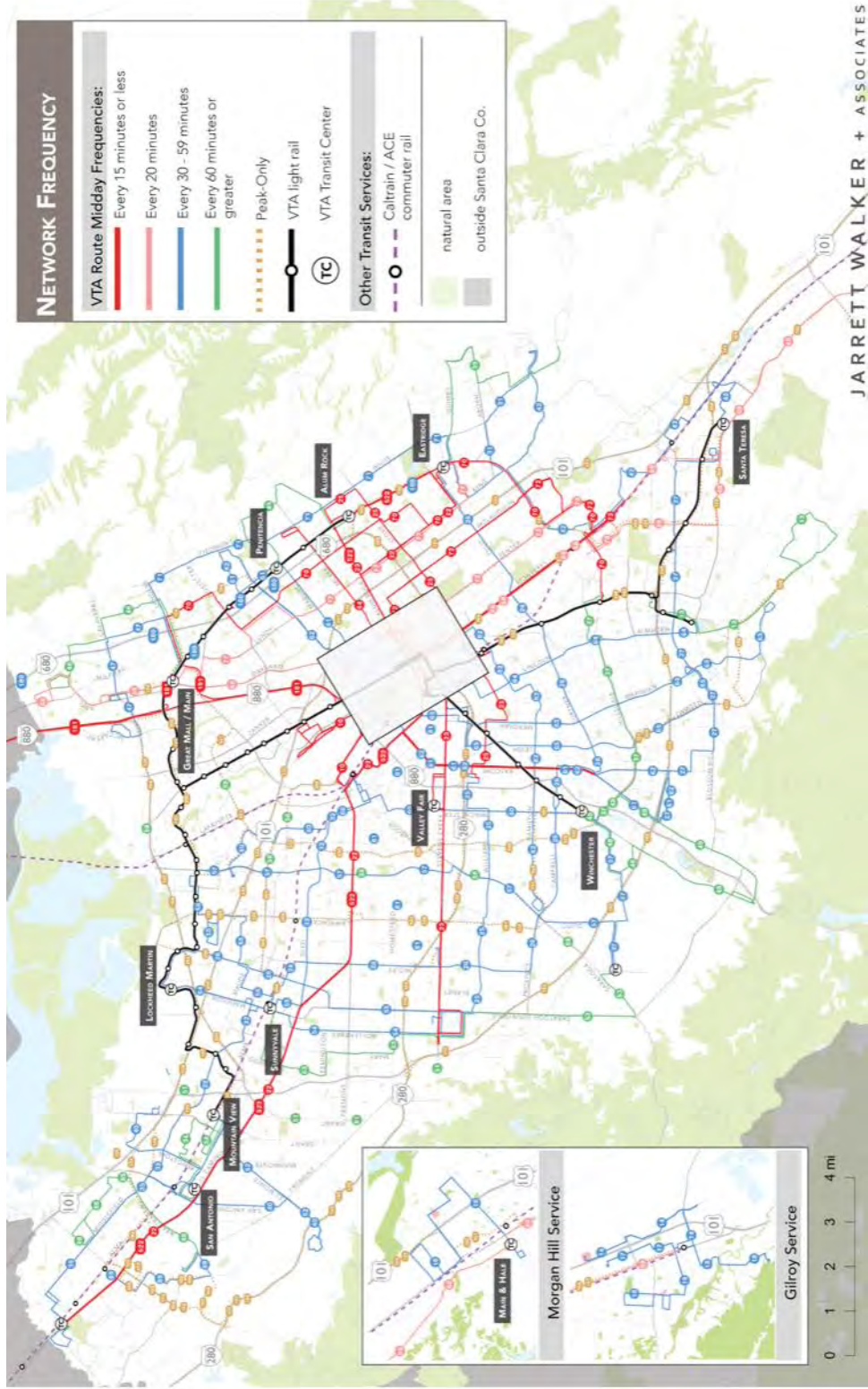
# Case Study of a Ridership- Coverage Conversation: VTA

9.2C.70

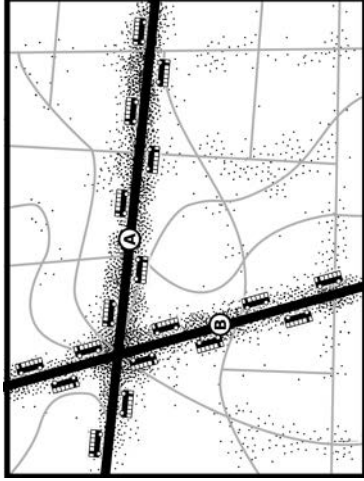
Attachment

JARRETT WALKER + ASSOCIATES

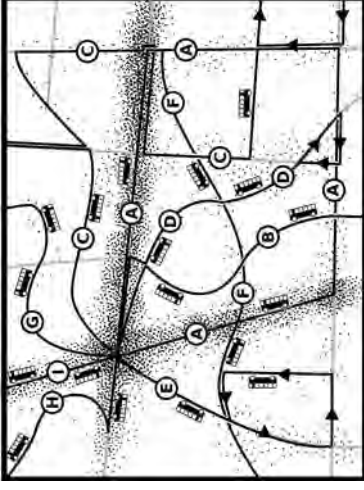
# Current All-day Frequency



So it helps to choose a point on the spectrum ...



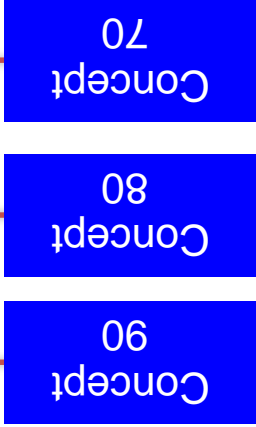
**Ridership Goal**



**Coverage Goal**







How much should VTA focus on ridership? 70%? 80% 90%?



Attachment

# Please Learn 4 Colors

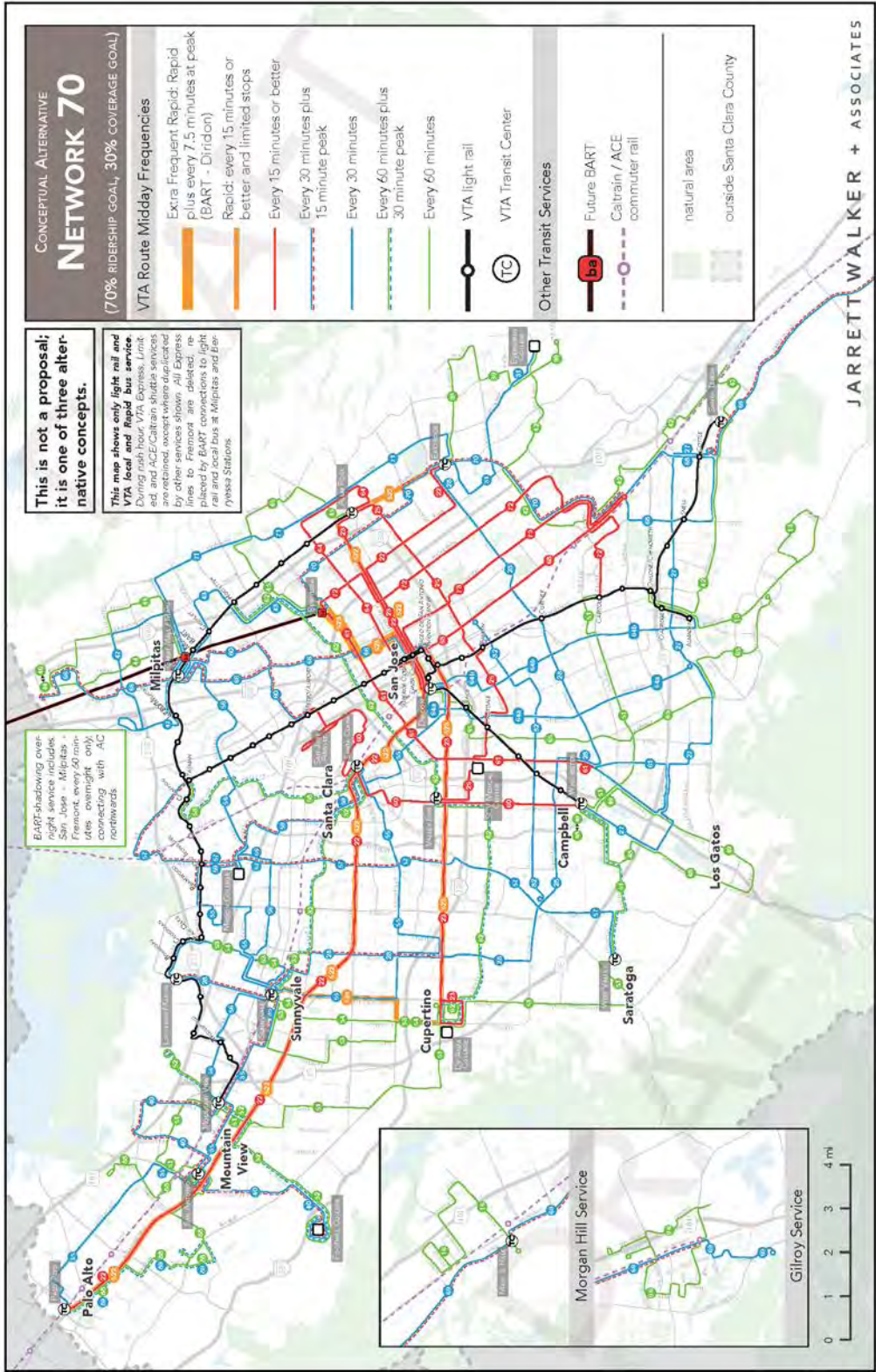
These will be used consistently throughout the project.

-  Rapid. Every 15 min or better and widely spaced stops.
-  Every 15 minutes.
-  Every 30 minutes.
-  Every 60 minutes.

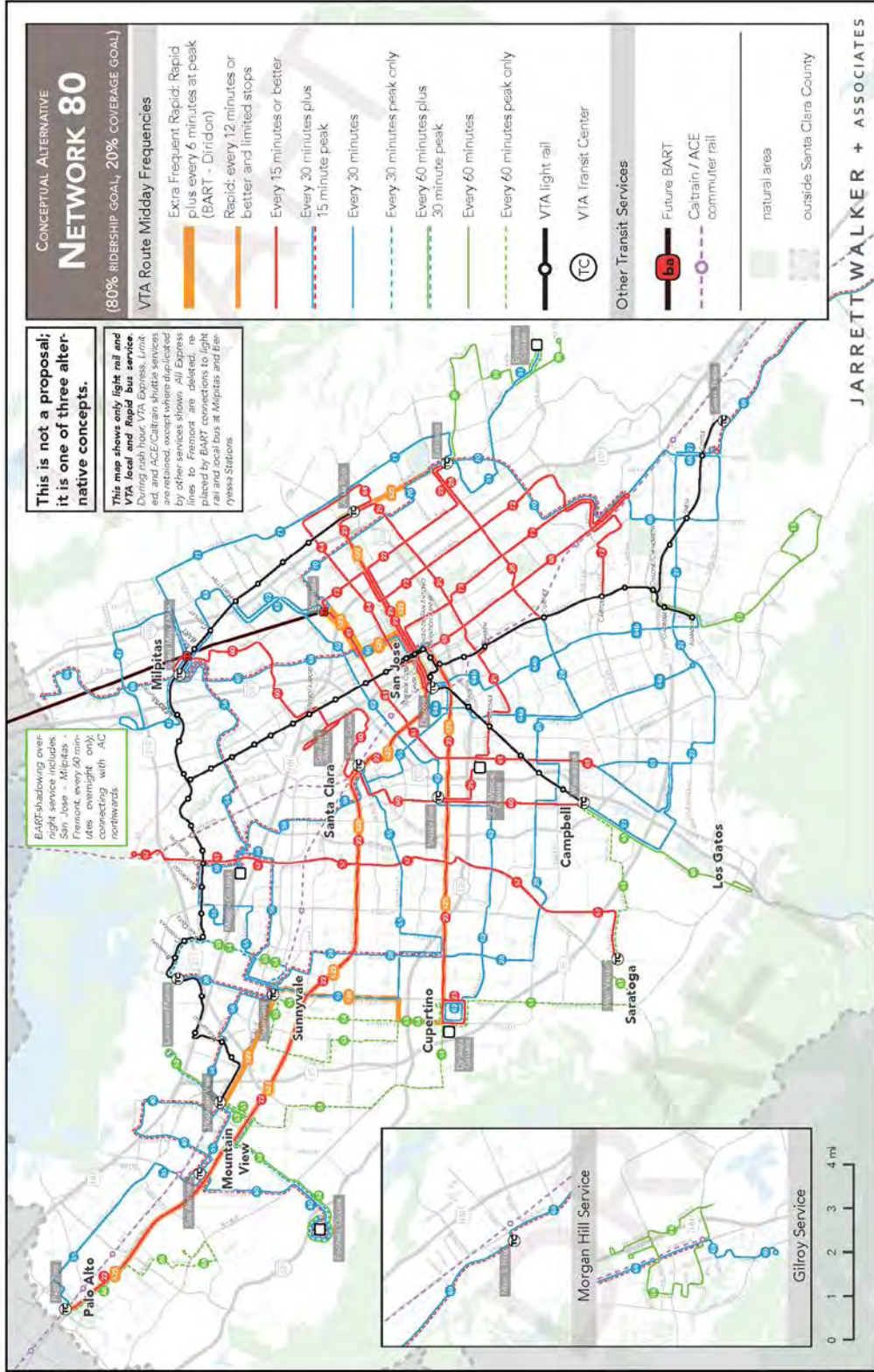
 Frequent Network



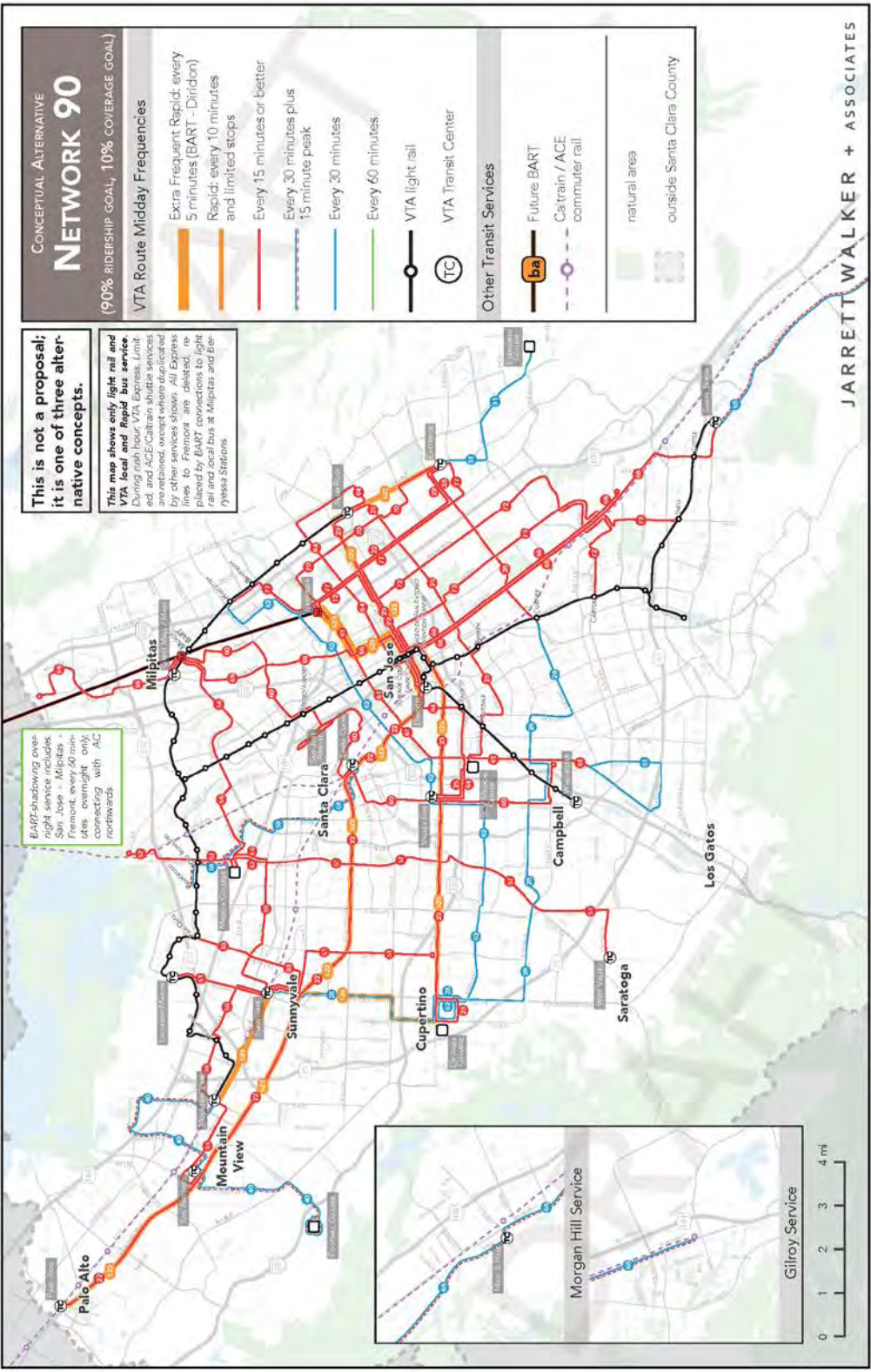
# Concept 70 (70% Ridership, 30% Coverage)



# Concept 80 (80% Ridership, 20% Coverage)



# Concept 90 (90% Ridership, 10% Coverage)



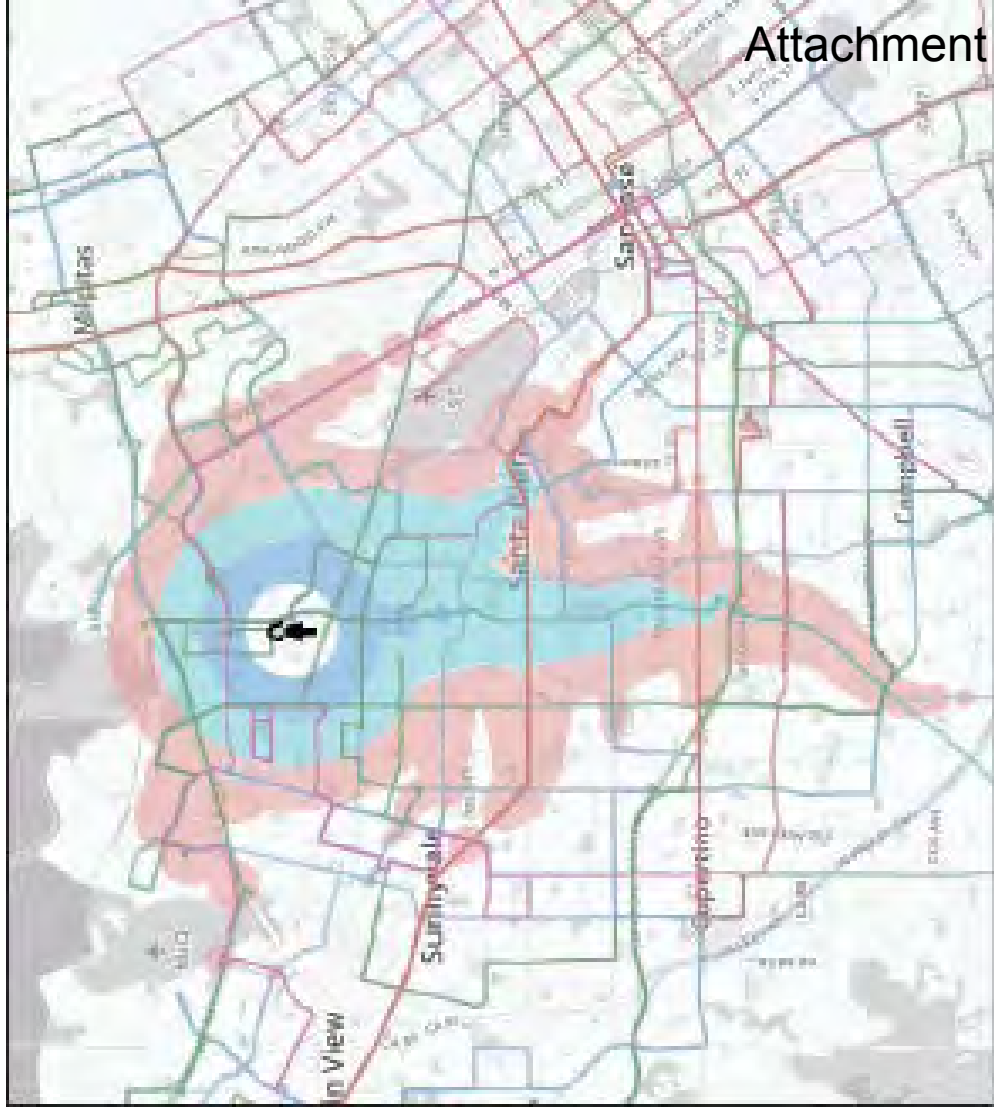


# Visualizing Access

How far can Jane travel in    or  minutes?

Northern  
Santa Clara  
12 noon

**Existing  
Network**



Existing Network 2016

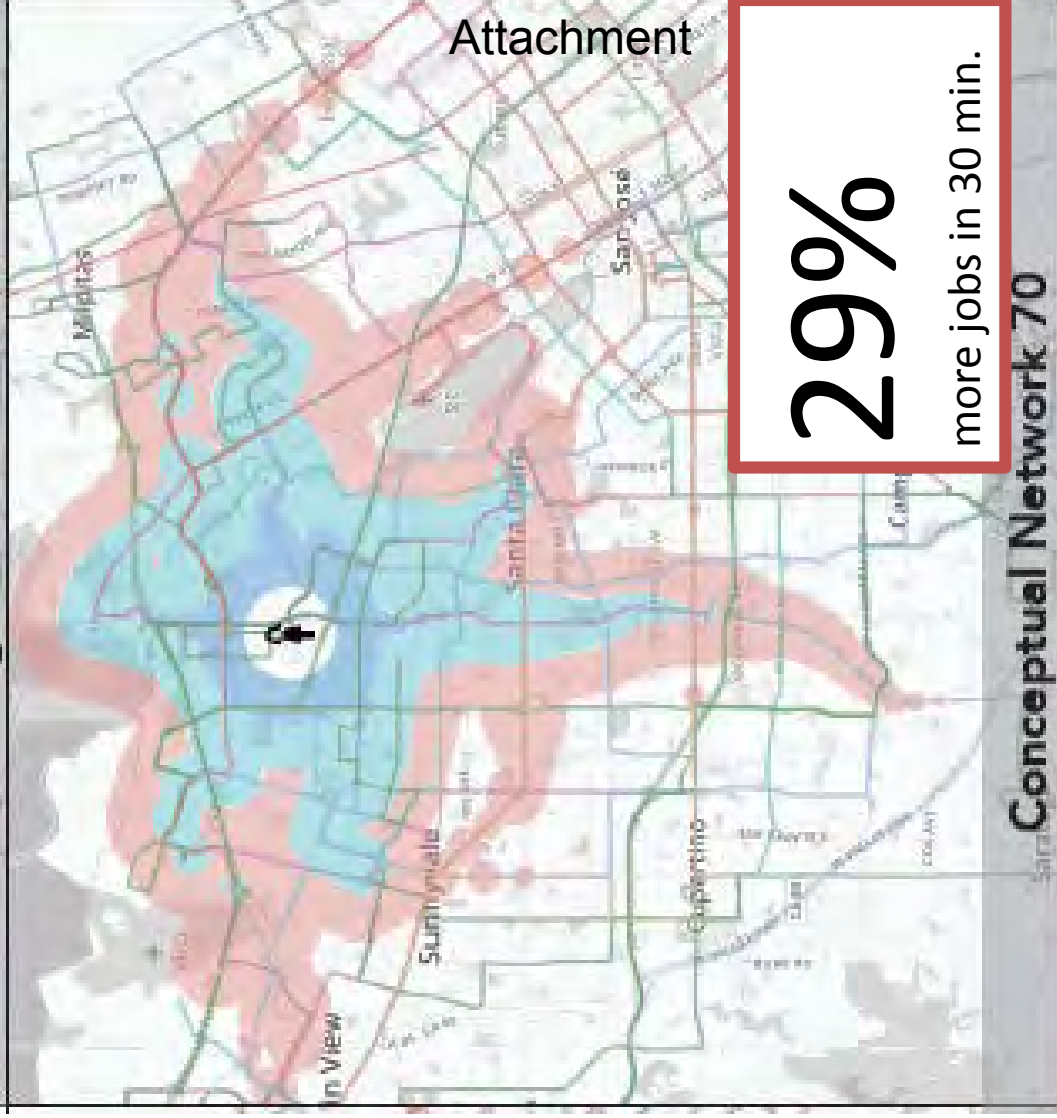
# Visualizing Access

How far can Jane travel in  15  30  45  60 minutes?

Northern  
Santa Clara  
12 noon

**Concept 70**

(70% ridership)



9.2C.79

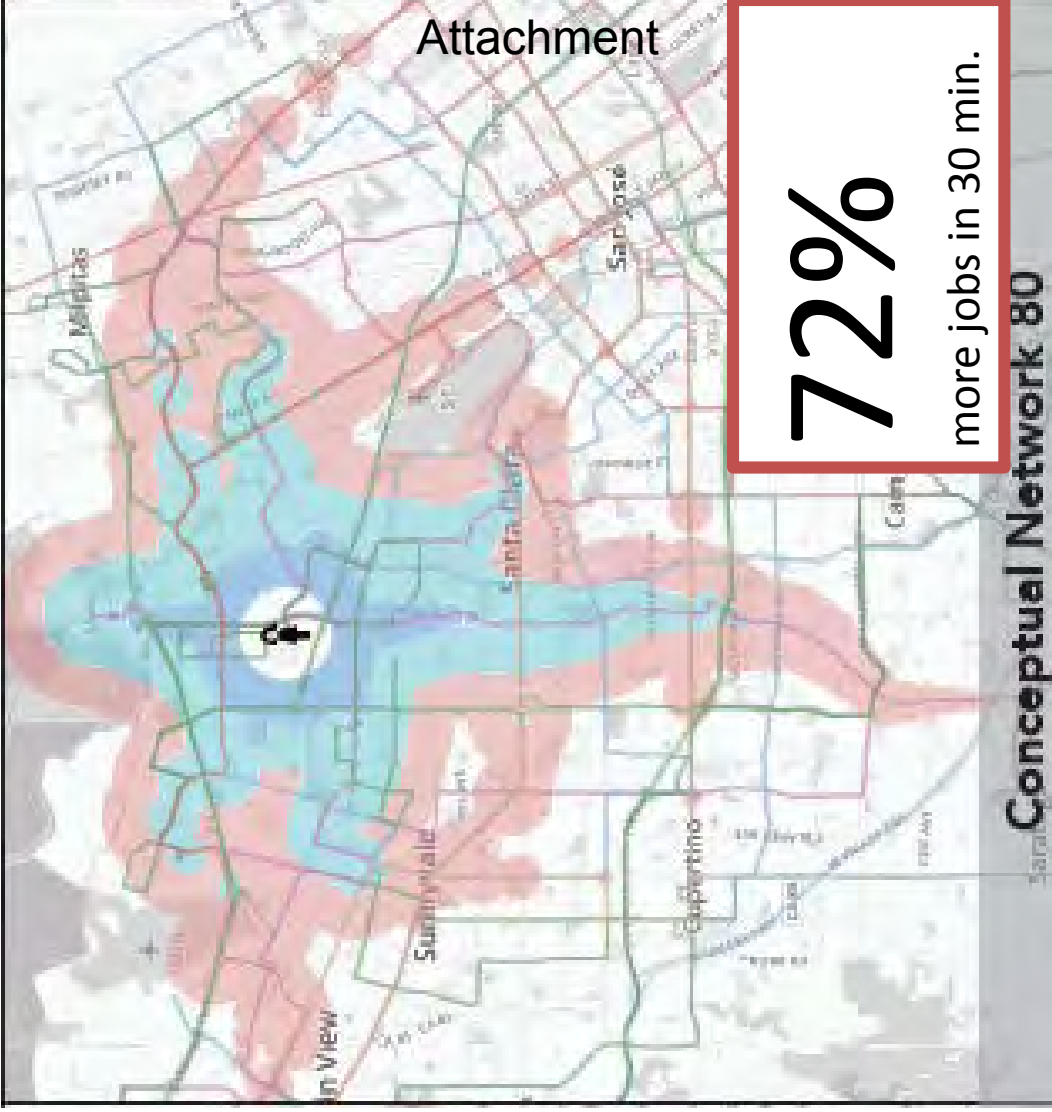
# Visualizing Access

How far can Jane travel in    or  minutes?

Northern  
Santa Clara  
12 noon

**Concept 80**  
(80% ridership)

9.2C.80



# Visualizing Access

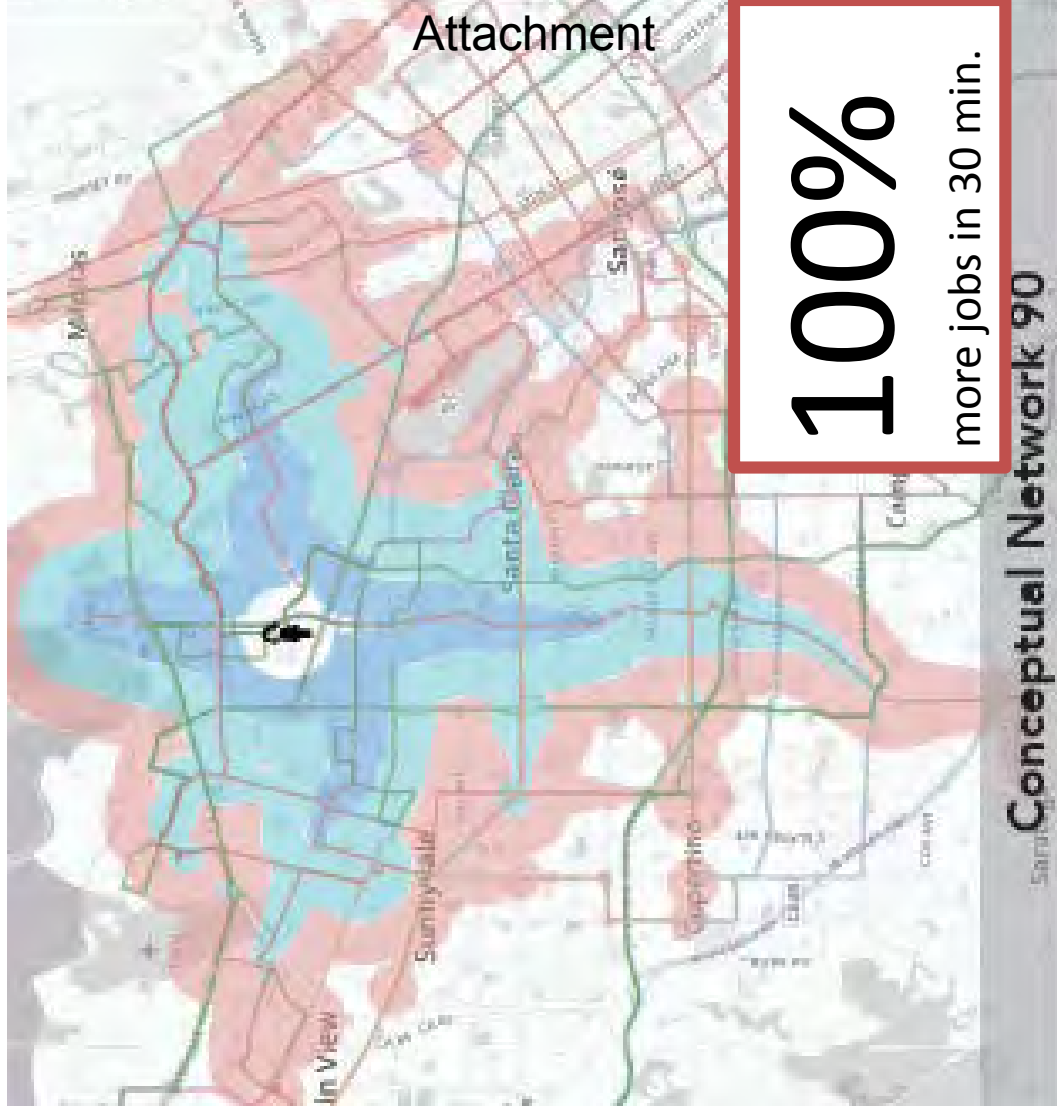
How far can Jane travel in  15  30  45  60 minutes?

Northern  
Santa Clara  
12 noon

**Concept 90**

(90% ridership)

9.2C.81



# To Sum Up

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**9.2C.82**

Attachment

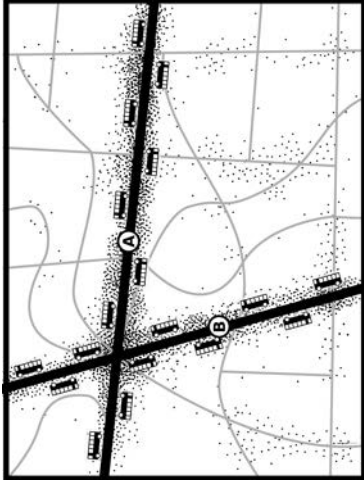
JARRETT WALKER + ASSOCIATES

# You do not have much transit ...

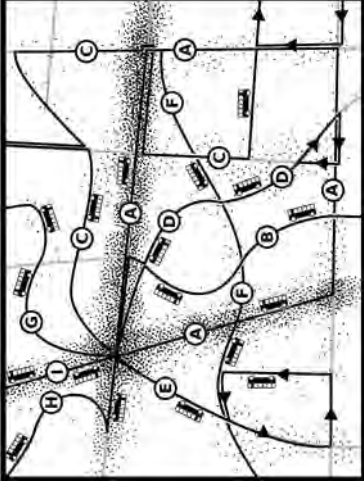
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- Constrained by staffing ...
- But ultimately reflecting local investment decisions.
- You can afford a network of mostly 30-60 min routes.
- You would need more resources to either:
  - Grow frequency without cutting coverage, OR
  - Grow coverage without cutting frequency.

So it helps to choose a point on the spectrum ...



**Ridership Goal**



**Coverage Goal**



You are here.  
60% Ridership  
40% Coverage

Attachment

9.2C.84

Jarrett Walker

Blog: [HumanTransit.org](http://HumanTransit.org)

Twitter: [@humantransit](https://twitter.com/humantransit)

Thank you!





# One Ride At A Time

Attachment



9.2C.86



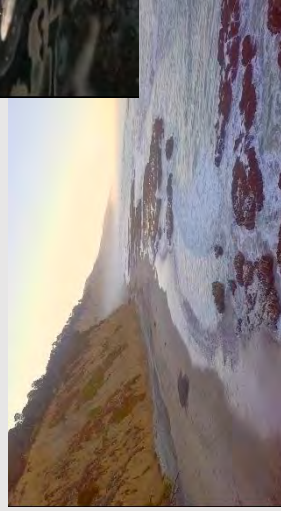
scmttd.com

# Monterey Bay National Marine Sanctuary Foundation

Local non-profit partner for NOAA's Monterey Bay National Marine Sanctuary



**Monterey Bay**  
National Marine  
Sanctuary Foundation



Attachment



**9.2C.87**

# Santa Cruz METRO One Ride At A Time

Protecting & improving the environment

- Customer loyalty approach
  - Increase ridership
  - Incentivize riders
  - Contribute to our local environment
    - Reduce emissions via public transit
    - Protect & preserve our local Monterey Bay via non-profit partnerships



9.2C.88

Attachment













Thank you





# Santa Cruz METRO Board Retreat

October 14, 2022

# About CTE



## WHO WE ARE

501(c)(3) nonprofit engineering and planning firm



## OUR MISSION

Improve the health of our climate and communities by bringing people together to develop and commercialize clean, efficient, and sustainable transportation technologies



## PORTFOLIO

\$900 million

- *Research, demonstration, deployment*
- *100 Active Projects totaling over \$400 million*



## OUR FOCUS

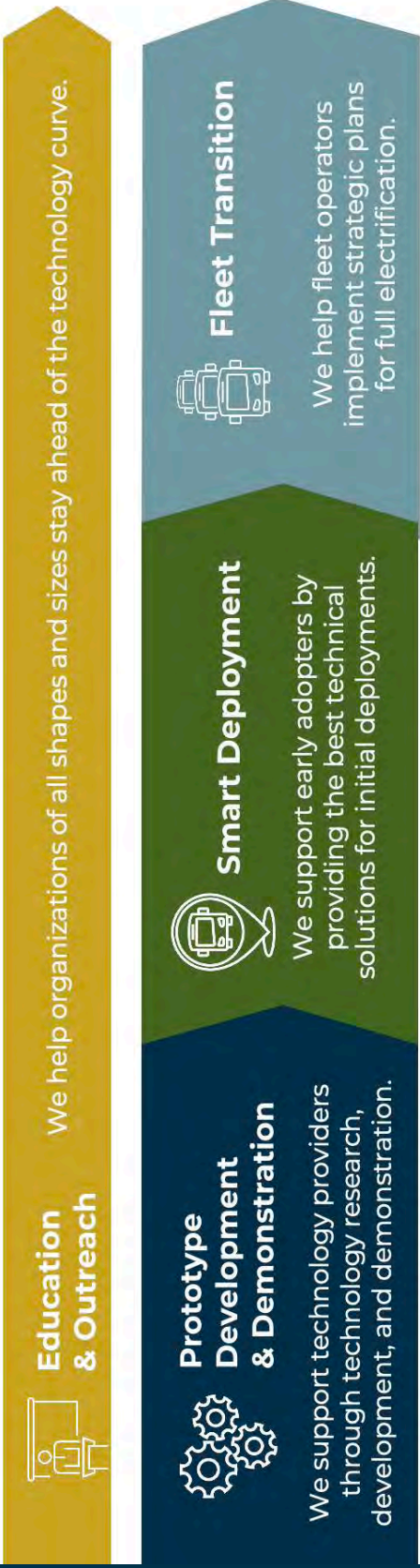
Zero-Emission Transportation Technologies



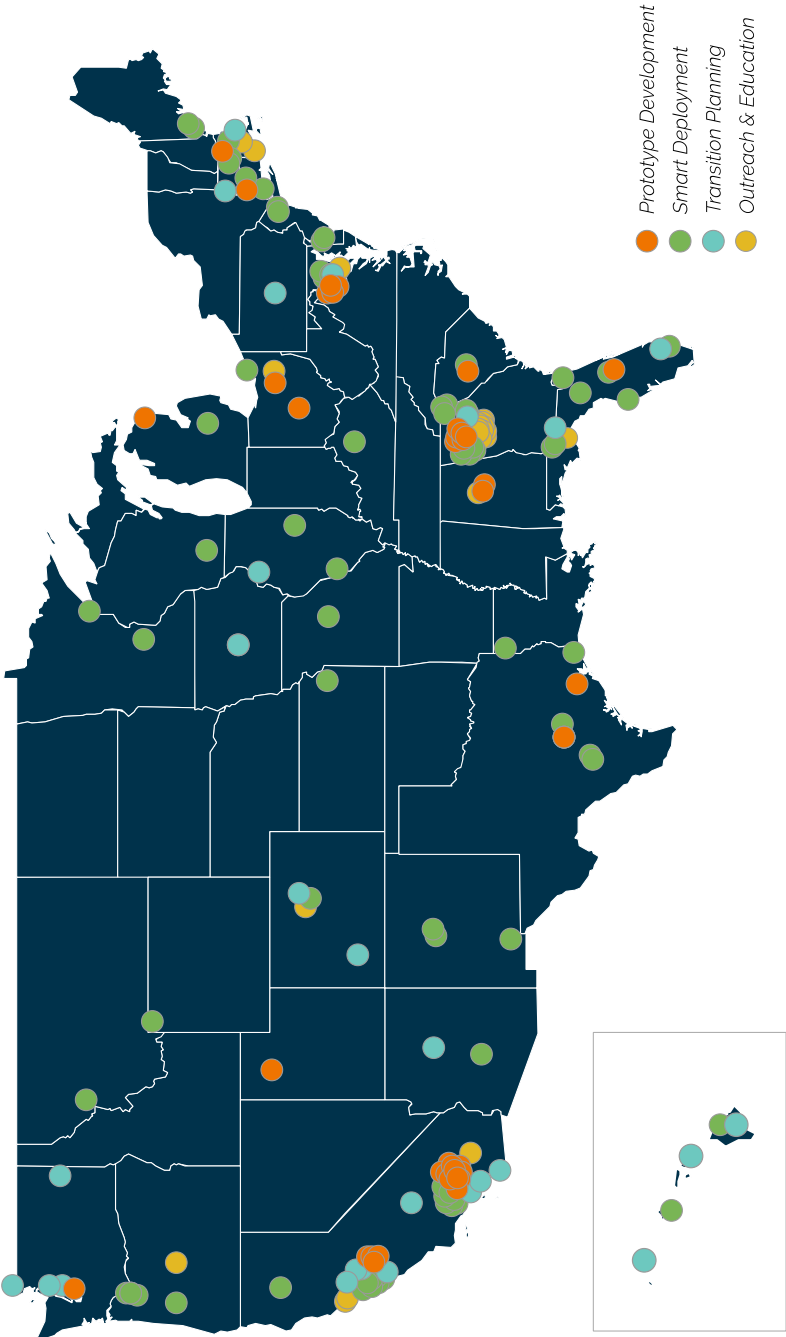
## NATIONAL PRESENCE

Atlanta, Berkeley, Los Angeles, St. Paul

# CTE's Four Service Areas



CTE Projects



## METRO and CTE Partnership

### Development

- Submitted LowNo application together in 2016, 2017 and 2022
- Assisted with the 2021 RAISE grant

### Projects

- 2016 LowNo project
- 2019 Proterra Deployment
  - Route, Charge and Rate Modeling
  - Charge Management Assessment
- 2020 Zero-Emission Bus Transition Plan



# CARB's ICT Regulation

## CARB Innovative Clean Transit Regulation

100% ZEB Fleet by 2040 is a goal, not a mandate  
CARB ICT is a *purchasing* mandate:

Starting January 1	ZEB Percentage of Total New Bus Purchases
2026	25%
2027	25%
2028	25%
2029	100%

### **ZEB Purchase Requirements – Small Agencies**

- Small CA Transit Agencies (<100 buses) are required to submit a board-approved ZEB Rollout Plan by **July 1, 2023**.
- Agencies may request exemption from ZEB purchase requirements
- Cutaway buses, motor coaches, and articulated buses will be excluded until January 1, 2026 or the applicable bus type has passed and obtained a Altoona bus testing report



# Zero Emission Bus 101



## Why Zero-Emission Buses?

- Cleaner, lowers transit's contribution to climate change
  - Zero tailpipe emissions
  - Lower source emissions
- More efficient, lower energy consumption
- Quieter, Preferred by passengers
- Lower maintenance costs
- Lower fuel cost in some parts of the country
- US-produced fuel source, predictable fuel costs

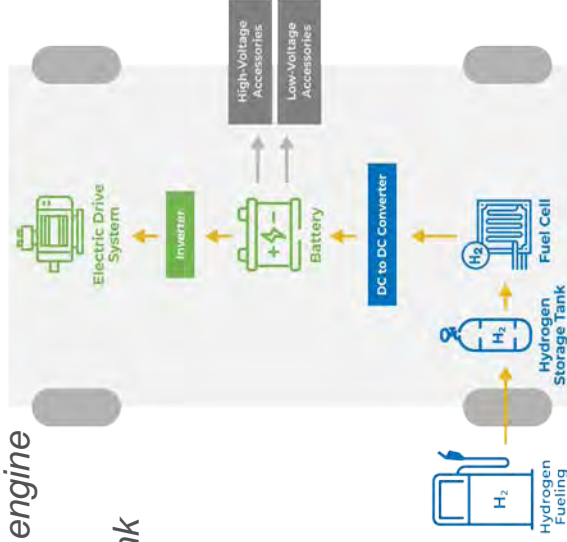


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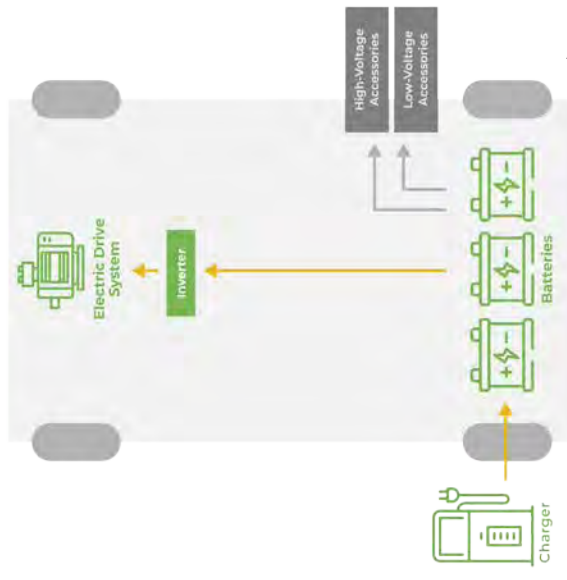
# Zero Emission Buses —What’s Different?

- Propulsion System
  - *Traction Motor instead of engine*
- Energy Storage System
  - *Battery instead of fuel tank*
- HVAC
  - *No “free” heat*
  - *Electric heater*
- Time to “Re-fuel”
  - *FCEB: 10 minutes*
  - *BEB: ~3 hours*

FUEL CELL ELECTRIC VEHICLE



BATTERY ELECTRIC VEHICLE

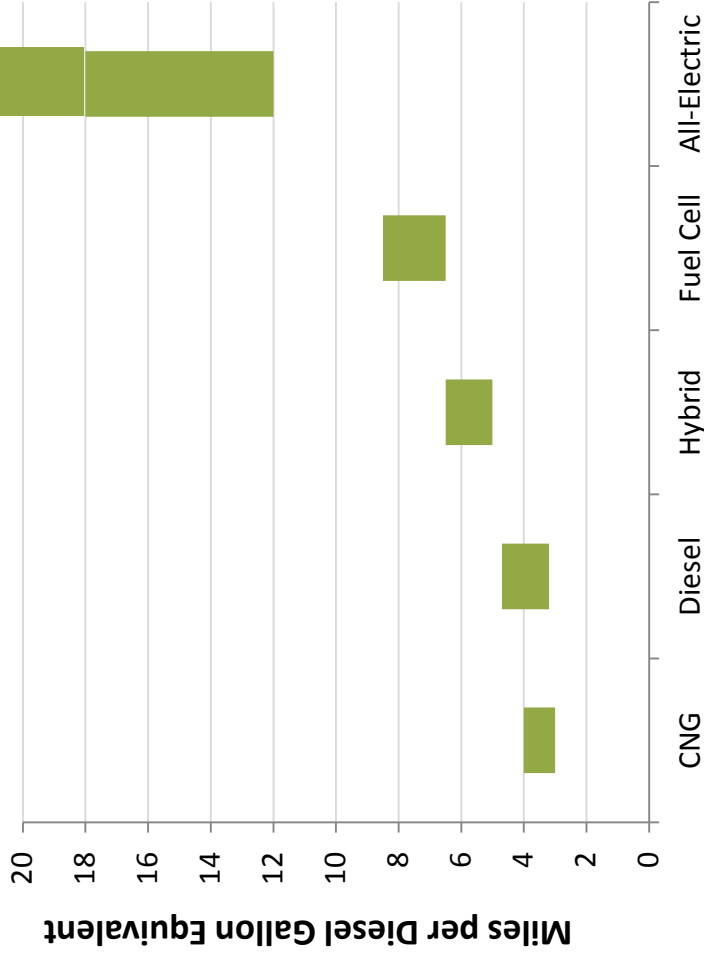


**Legend**

- Battery Electric Components
- Hydrogen Fuel Cell Components
- Shared Vehicle Components

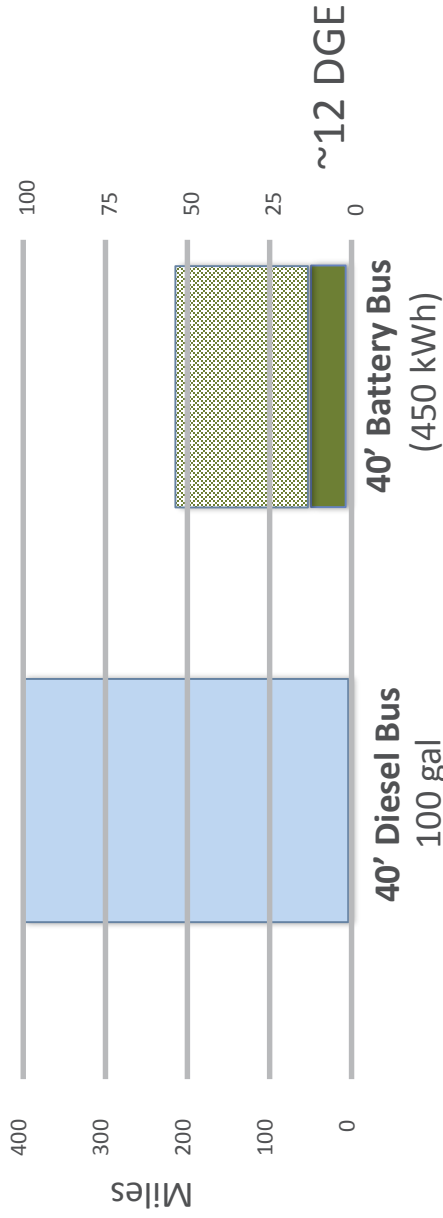
# Efficiency Comparison

- Battery-electric buses are ~4x more efficient than diesel
- BEB efficiency (and range) changes with local conditions and driving habits more than diesel and CNG buses.



# BEB vs Diesel Range

Different methods of storing energy require different deployment plans.



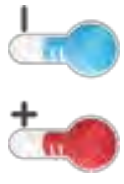




**Electric drive is four times as efficient as a diesel engine!!!**

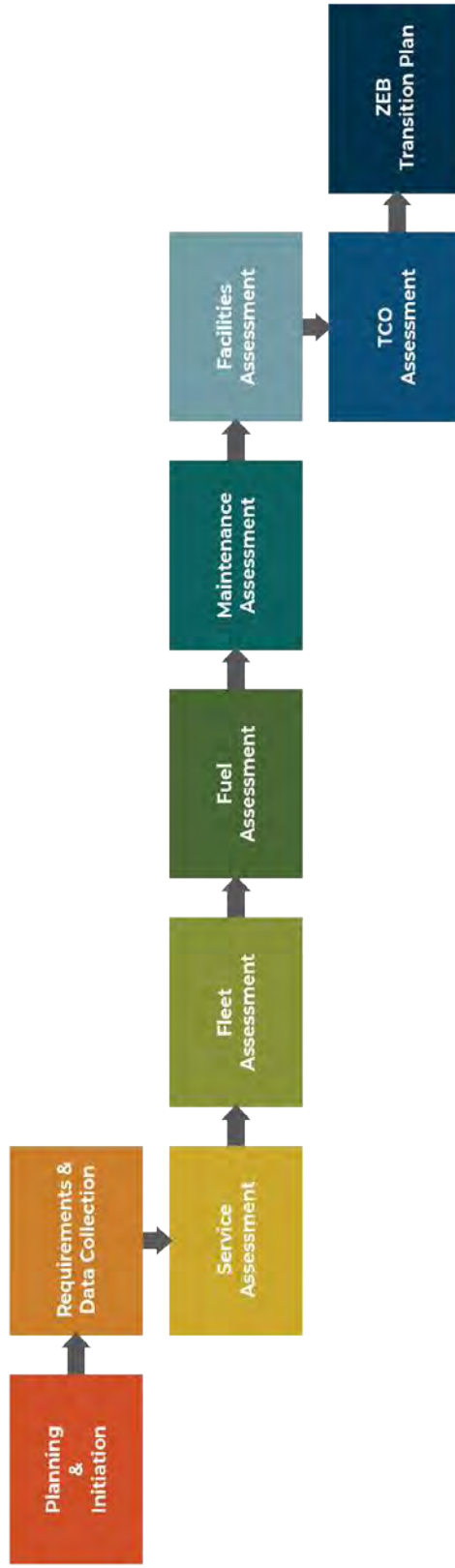
U.S. Department of Energy: 38 kWh is equivalent to 1 gallon of diesel

Source: Center for Transportation & the Environment

## Factors Affecting ZEB Range

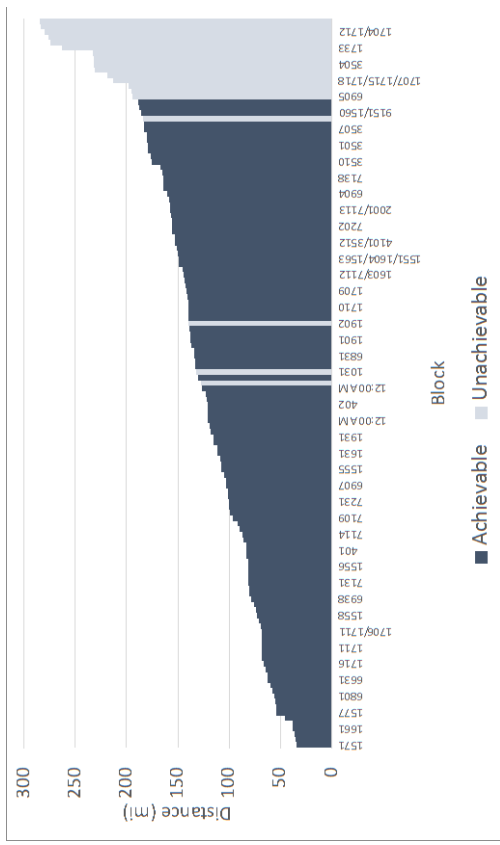
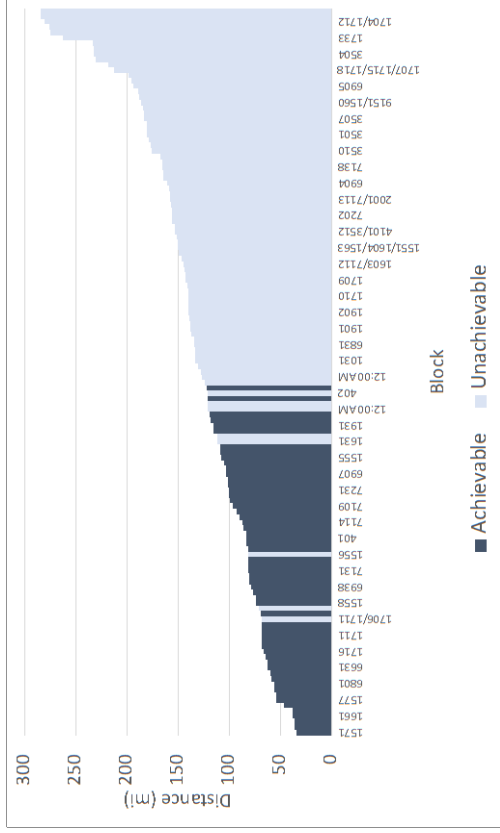
-  **Route characteristics: speed, stops, grade**
-  **Ridership**
-  **Climate: Heating and cooling**
-  **Battery degradation**
-  **Operator**

# ZEB Transition Approach and Methodology



# Key Findings: Bus Modeling

- BEB Feasibility from JKS is low
- strenuous topography
- long blocks

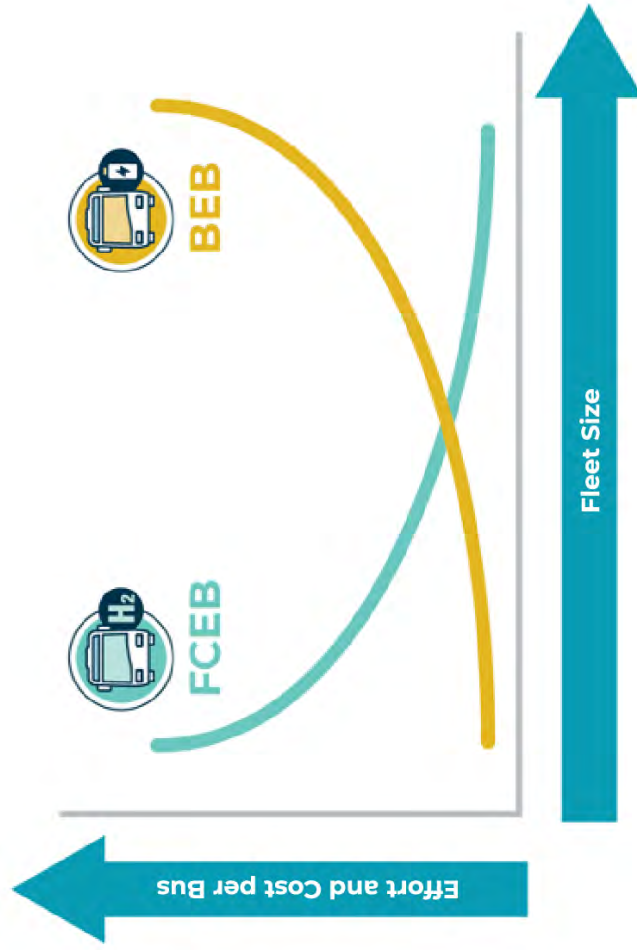


## Key Findings: ZEB Scenarios

ZEB Transition Scenarios		
Scenario	Feasibility	Comments
Depot-Charge BEB Only	62%	BEBs charged only at the depot
Depot + On-route Charge BEB	100%	BEBs mostly charged at the depot, with on-route charging at Pacific Station and Watsonville Transit Center
Mixed Fleet: Depot-Charge BEB & FCEB	100%	BEBs charged at the depot, supplemented with FCEBs for longest/strenuous blocks
FCEB Only	100%	FCEBs only



# Key Findings: Infrastructure



# Key Findings: Infrastructure

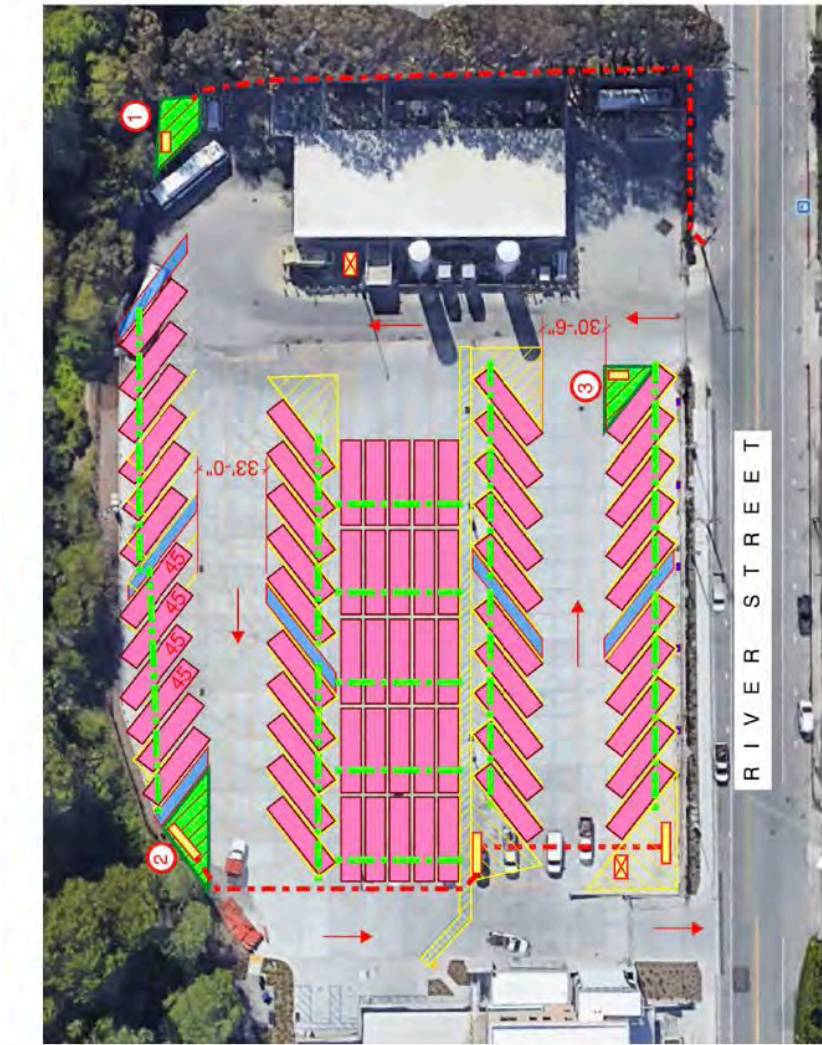


9.2C.111

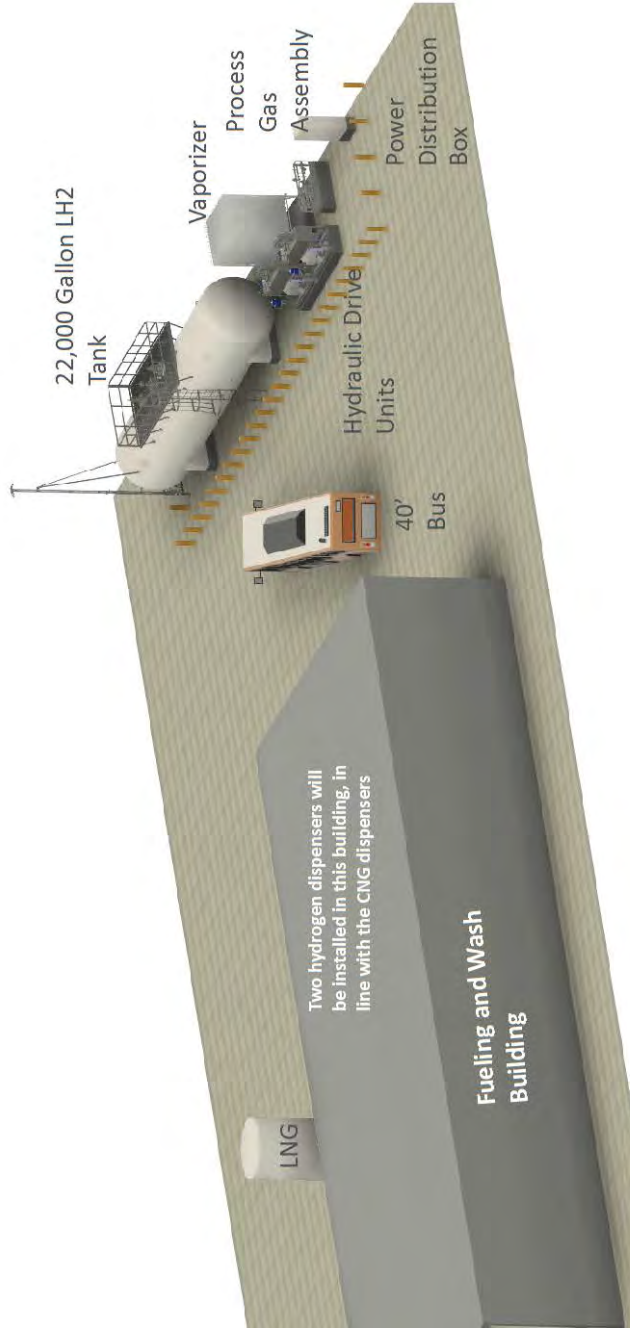


October 17, 2022

Key Findings: Infrastructure



# Key Findings: Infrastructure



# Key Findings: Infrastructure



## Key Considerations

- Must maintain all fueling equipment (diesel, CNG) through transition and beyond if ICE vehicles remain as part of spare or contingency fleet
- Mixed fleet, at scale, will be challenging at JKS due to space limitations
  - Consider technology-dedicated parking facilities (i.e., FCEB at JKS, BEB in Watsonville)
- Impact of refueling time on operations
  - RNG/CNG ~ 10 minutes
  - FCEB ~ 10 minutes
  - BEB ~ 3-4 hours

Attachment

## Transition Risks

- Supply chain issues and production demands pushing deployments by 2-3 years
  - Impacts bus production, utility upgrades, etc.
- Grid-supplied electricity subject to rolling black-outs, outages, etc.
  - Must further invest in Resilience/Redundancy mitigation strategies
- Hydrogen production limited (but expanding), fuel cost is high, and demand is increasing
  - On-site production???
- Technology maturity
  - BEBs: more in service, more options available;
  - FCEBs: low adoption rate, fewer models available, currently only two OEMs
- Operational constraints
  - BEBs: Range Limited
  - FCEBs: performance issues on hills and at highway speeds
- Emergency Response and Incident Impact
  - BEB vs. FCEB thermal event

## Recommendation

- ZEB Priority
  - Allow for mixed fleet, but prioritize FCEBs over BEBs
- Near Term Bus Purchasing Goal
  - Stated Preference for ZEBs
  - Model service requirements for *each* procurement to assess best technology
  - Purchase RNG buses only when BEB or FCEBs are not suitable for service requirement
    - Don't allow technology constraints to impact transit service
- Long-term Purchasing Goal
  - Adhere to ICT procurement schedule
- Next Steps
  - “Authorities-Having-Jurisdiction” Application Study for H2





Questions?

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# **Santa Cruz METRO's Zero-Emission Bus Implementation Plan**

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## Zero-Emission Bus (ZEB) Implementation Plan

- PHASE 1 – Deploy 2 ZEB's on new circulator route in Watsonville – fall 2021
- PHASE 2 – Convert 100% of the fleet serving Watsonville to ZEB by 2027
  - Currently served by Battery Electric Buses (BEBs), Compressed Natural Gas (CNG) and Diesel as needed
  - Will transition to a mix with Hydrogen Fuel Cell Electric buses (FCEBs) until full fleet serving Watsonville is ZEB
- PHASE 3 – Fully transitioned fleet to ZEB by end of 2037
  - Projected to be a mixed fleet with FCEBs and BEBs– Predominately Hydrogen focus

---

## Process to Zero-Emission Buses

- Strategy to convert to Zero-Emission buses
- Three scenarios were looked at in the process:
  1. All CNG buses until mandated by Government CARB's ICT regulations
  2. Gradual increase in ZEB buses until mandated
  3. All ZEB buses going forward
- Results:
  1. Total financial spending through FY2036 varied between a total of \$130M to \$140M across all scenarios
  2. The final financial spending result is a \$1.9M lower spend under scenario 3 primarily due to rebates and external funding available for ZEB

# Bus Cost Comparison as of October 2022

## 40 Foot Bus

	Electric	Hydrogen	CNG
<b>Cost</b>	\$1,200,000	\$1,350,000	\$830,000
<b>Rebates:</b>			
VW Grant	180,000	400,000	0
Fed Rebate	45,000	45,000	0
State Rebate (5.3%)	63,600	71,550	0
Subtotal	288,600	516,550	0
<b>Total Cost to Metro</b>	<b>\$911,400</b>	<b>\$833,450</b>	<b>\$830,000</b>

Original Cost for Hydrogen is \$520,000 more than CNG

\$3,450 Per Bus for Hydrogen after Rebates over CNG

## Artic Bus

	Electric	Hydrogen	CNG
<b>Cost</b>	\$1,400,000	\$1,600,000	\$1,000,000
<b>Rebates:</b>			
VW Grant	180,000	400,000	0
Fed Rebate	45,000	45,000	0
State Rebate (5.3%)	74,200	84,800	0
Subtotal	299,200	529,800	0
<b>Total Cost to Metro</b>	<b>\$1,100,800</b>	<b>\$1,070,200</b>	<b>\$1,000,000</b>

Hydrogen \$600k more than CNG

After \$530k in Rebates, Hydrogen only \$70k more than CNG

\* Possible CCCE funding will be available for Battery Electric and Hydrogen Fuel Cell not reflected above

# Bus Delivery Schedule

	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38
<b>Buses</b>																
Hydrogen Electric ZEB *	5	8	6													
Artic CNG		5														
<b>Total New Buses</b>	5	13	6	7	6	7	6	7	6	7	6	7	6	7	6	7
Buses Beyond Life	29	2	8	15	6					3	14	6	4	6	5	13
<b>End of Year Beyond Life</b>	24	13	15	23	23	16	10	3	-3	-7	1	0	-2	-3	-4	2

- Bus Schedule contemplates a start of 8 Hydrogen Fuel Cell buses with a steady 6 to 7 buses each year afterwards.
- Strategy is to smooth the future buying of buses and move away from the historical process of buying when METRO receives a grant to help spread the delivery of buses and streamline the financial costs.

\* ZEB is either full Battery Electric or Hydrogen Fuel Cell. ZEB type will be determine at a future date

# METRO Sources of Funds

Bus Type	Year	Buses	FTA 5339-A	FTA 5307	LPP	LCTOP	VW Grant	HVIP	STIP	LONO	MBARD	5339-B	State Rebate	Bus Repl Fund	Total
Electric	FY23	5			969,394					4,655,276					5,624,670
<b>CNG Artic</b>	<b>FY24</b>	<b>5</b>	<b>500,000</b>	<b>4,500,000</b>										903,000	<b>5,000,000</b>
Hydrogen	FY24	8	1,680,000	2,654,000	903,000	1,060,000	3,200,000	1,440,000			400,000	4,022,000	699,300		10,800,000
Hydrogen	FY25	6	525,000			1,200,000		1,680,000			400,000	1,055,500	815,850		8,262,000
Hydrogen	FY26	7	551,250	3,853,750	300,000	1,200,000		1,440,000			400,000	922,500	699,300	3,069,688	9,828,000
Elect/Hydro	FY27	6	578,813		300,000	1,200,000		1,440,000			400,000		815,850		8,586,000
Elect/Hydro	FY28	7	607,753		300,000	1,200,000		1,680,000	3,000,000		400,000		699,300	2,230,747	10,206,000
Elect/Hydro	FY29	6	638,141		300,000	1,200,000		1,440,000			400,000	4,121,859	699,300	135,000	8,910,000
Elect/Hydro	FY30	7	670,048		300,000	1,200,000		1,680,000			400,000	1,878,141	815,850	3,668,311	10,584,000
Elect/Hydro	FY31	6	703,550		300,000	1,200,000		1,440,000	3,000,000		400,000		699,300	1,515,450	9,234,000
Elect/Hydro	FY32	7	738,728		300,000	1,200,000		1,680,000			400,000		815,850	5,855,772	10,962,000
Elect/Hydro	FY33	6	775,664		300,000	1,200,000		1,440,000	3,000,000		400,000		699,300	1,767,336	9,558,000
Elect/Hydro	FY34	7	814,447		300,000	1,200,000		1,680,000			400,000		815,850	6,158,053	11,340,000
Elect/Hydro	FY35	6	855,170		300,000	1,200,000		1,440,000			400,000		699,300	5,011,830	9,882,000
Elect/Hydro	FY36	7	897,928		300,000	1,200,000		1,680,000			400,000	4,972,072	815,850	1,480,500	11,718,000
<b>Total</b>	<b>96</b>		<b>10,536,491</b>	<b>11,007,750</b>	<b>4,203,000</b>	<b>16,429,394</b>	<b>3,200,000</b>	<b>18,720,000</b>	<b>9,000,000</b>	<b>4,655,276</b>	<b>5,200,000</b>	<b>16,972,072</b>	<b>9,090,900</b>	<b>31,795,687</b>	<b>140,494,670</b>

- Full Replacement of 96 buses by FY 2037
- Multiple sources of funding will be available to cover the costs of the buses
- METRO covers roughly 22% of the total funding needed for the local match amount



# Where's My Bus?

Real-time location features in a responsive website package



Real-Time Bus Tracking



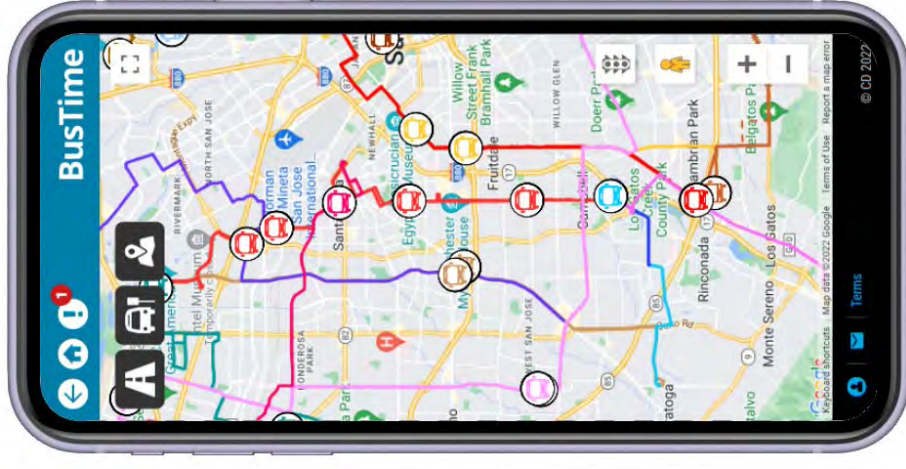
View Route and Stop Information



Find Stops and Routes Near Me



Integrated Trip Planner



**Use Case:** A passenger uses BusTime to see bus routes in their area.

**9.2C.125**

# When Will My Bus Get Here?

Real-time arrival predictions at your fingertips



Real-Time Predictions

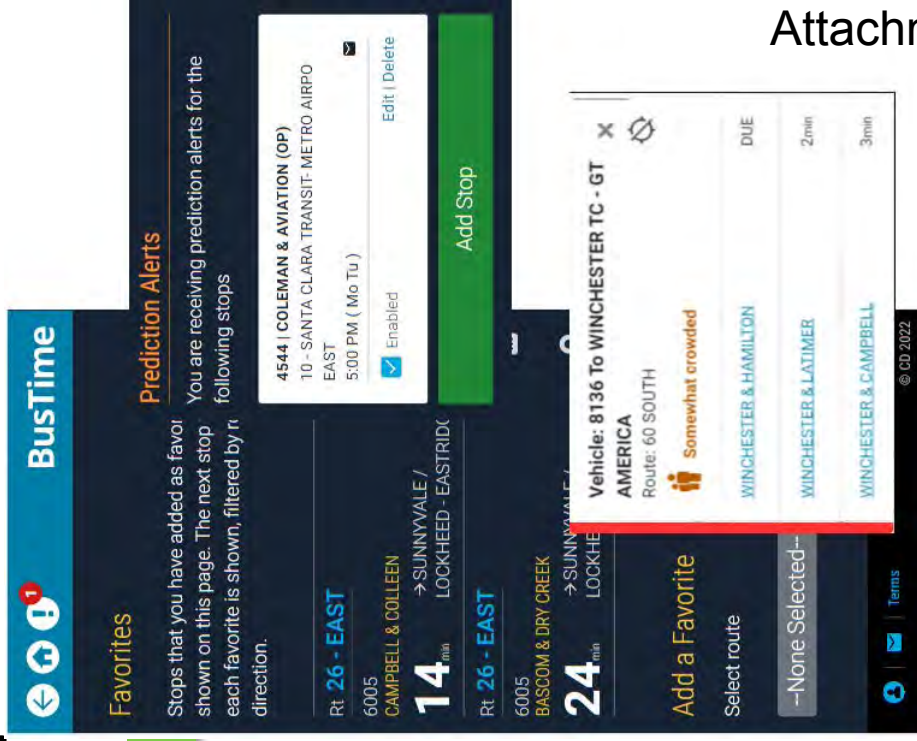


Mark Stops as Favorites



Prediction Alerts

**Use Case:** A passenger is leaving their home or work and receives real-time predictions on their phone.



Attachment

# What's Going On?

Keep passengers informed with BusTime real-time communication



Full Disruption Management  
Integration



Service Bulletins



Update Digital Signage

**Use Case:** Dispatchers need to update passengers about a service outage.

**Service Bulletins**

**ROUTE 27: Leigh Ave Detour**

**Affected Service:** System-Wide

The following Rt. 27 stops will not be serviced due to temporary detour.

- Los Gatos
- Gregg

**Next EST** Schedule

**857: FAIR OAKS & SAN CONRADO**

**CNC** 26 To SUNNYVALE/LOCKHEED - EASTRIDGE

9:59 PM SCH

Text "BUSTIMESTEST 857" to "41411" for stop times

Clear

**BusTime** Showing all routes

871 | WOLFE & IRIS

10:06 PM

Route

**26 - EAST**

→SUNNYVALE / LOCKHEED - EASTRIDGE

**1 min**

not available

Text "BUSTIMESTEST 871" to "41411" for stop times

**1085: LOS GATOS-ALMADEN & KENTFIELD**

**Next EST** Schedule

No service is scheduled for this stop at this time.

This stop is temporarily **NOT BEING SERVICED** by the following route(s) experiencing detours:

27 EAST: 02/23/22 12:00 AM - 01/27/23 12:00 AM

Text "BUSTIMESTEST 1085" to "41411" for stop times

# Real-Time Bus Crowding

Bus crowding Information for increased rider comfort



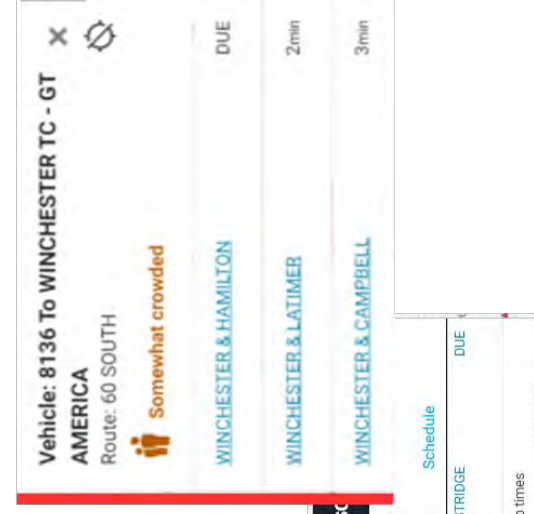
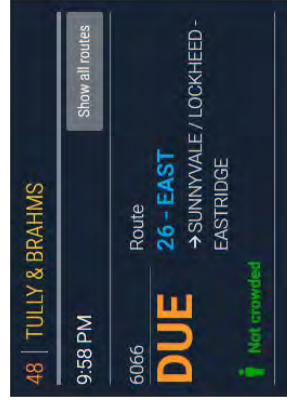
Crowded Bus Indicators



Configurable Crowding Thresholds



GTFS-RT support for crowding information



Use Case: A passenger uses BusTime to see if their approaching bus is crowded.

48 | TULLY & BRAHMS

9:58 PM

Show all routes

Route  
**26 - EAST**  
 → SUNNVALE / LOCKHEED - EASTRIDGE

**DUE**

Not crowded

Vehicle: 8136 To WINCHESTER TC - GT

AMERICA

Route: 60 SOUTH

Somewhat crowded

WINCHESTER & HAMILTON

WINCHESTER & LATIMER

WINCHESTER & CAMPBELL

Schedule

DUE

Text "BUSTIMEST 8770" to "414111" for stop times

870- WOLFE & OLD SAN FRANCISCO

Show all scheduled routes for this stop

Next EST

7126 - 26 To SUNNVALE/LOCKHEED - EASTRIDGE

Not crowded



**BusTime**

**Favorites**

Stops that you have added as favorite shown on this page. The next stop each favorite is shown, filtered by its direction.

**Prediction Alerts**

You are receiving prediction alerts for the following stops

4544 | COLEMAN & AVIATION (OP)

10 - SANTA CLARA TRANSIT METRO AIRPO EAST

5:00 PM ( Mo Tu )

Enabled

Edit | Delete

**Add Stop**

Rt 26 - EAST

6005 CAMPBELL & COLLEEN

14 min → SUNNVALE / LOCKHEED - EASTRIDGE

Rt 26 - EAST

6005 BASCOM & DRY CREEK

24 min → SUNNVALE / LOCKHEED - EASTRIDGE

**Add a Favorite**

Select route

-None Selected-

Vehicle: 8136 To WINCHESTER TC - GT

AMERICA

Route: 60 SOUTH

Somewhat crowded

WINCHESTER & HAMILTON

WINCHESTER & LATIMER

WINCHESTER & CAMPBELL

DUE

2min

3min

© 03 2022

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## CITY INITIATED PROJECTS



### The Recipe for Success,

- Public Private Partnerships (P3)
  - City owned land
  - Experience affordable housing developers
  - Design and funding collaboration
- ↓
- New Affordable Housing
  - Low upfront City cost
  - City controlled commercial
  - Delivery of multiple benefit projects

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## PACIFIC STATION

### Redevelopment of Downtown Metro Station

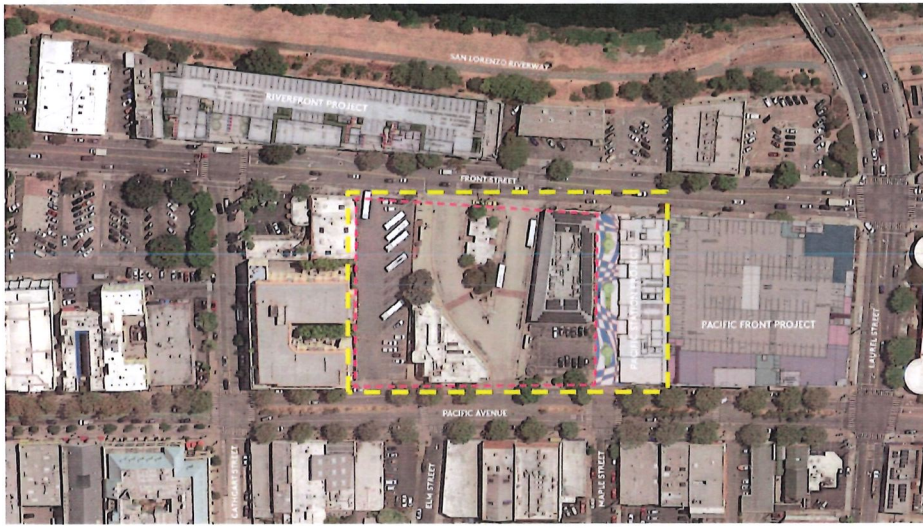
- Two Phases
  - Pacific Station North
  - Pacific Station South
- New Transit Center
- 196 Affordable Units
- Medical/Dental Clinics
- Office
- Mixed Commercial
- New Maple Paseo
- Bike + Ped Friendly



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# PACIFIC STATION

DOWNTOWN PLAN DIAGRAM: CURRENT SITE WITH FUTURE BUILDINGS

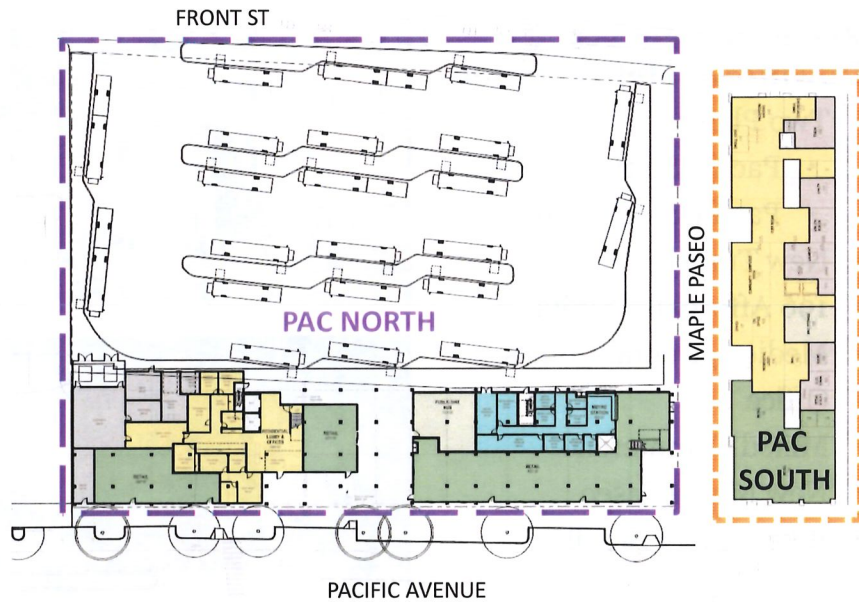


PACIFIC STATION SANTA CRUZ JANUARY 13, 2021



23

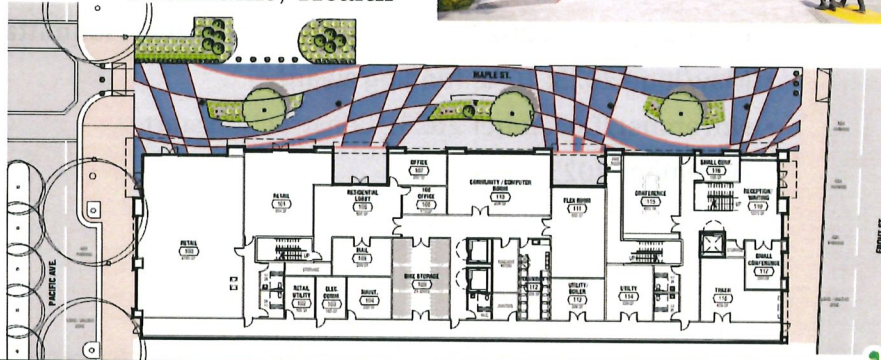
# PACIFIC STATION



24

## PACIFIC STATION SOUTH

- Broke Ground (5/19)
- Lease-up: Early 2024
- 70 Affordable Units
- Medical/Dental Clinics
  - Dientes / SC
  - Community Health



25

## PACIFIC STATION NORTH

- Fully Permitted
- 126 Affordable Units
- New Metro Station
- Office + Retail
- Expanded Maple Paseo



26

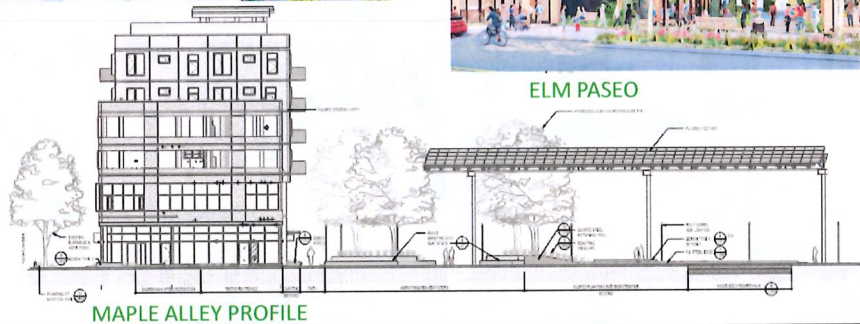
# PACIFIC STATION NORTH

## Estimated Project Timeline:

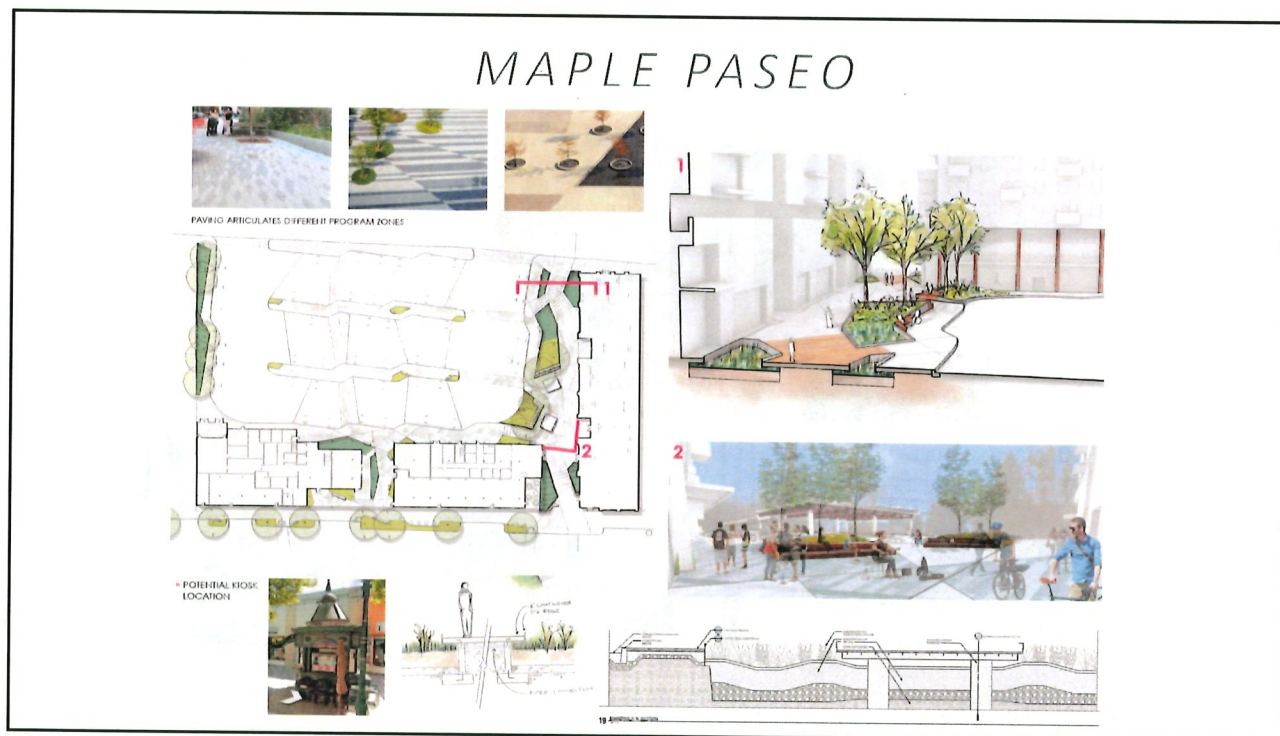
- December 2022: Building Permit plans submittal
- February/March 2023: TCAC funding application submittal
- May/June 2023: TCAC funding award
- November/December 2023: Construction start
- December 2025: Lease-up

27

# PACIFIC STATION NORTH



28



29

### DOWNTOWN LIBRARY AFFORDABLE HOUSING PROJECT

DRAFT DESIGN

- Flagship Downtown Library
  - >38,000 SF
  - 3,400 SF roof deck
- 124 affordable housing units
- ~2,000 SF childcare facility
- 245-345 vehicular parking spaces, 255+ bicycle parking spaces

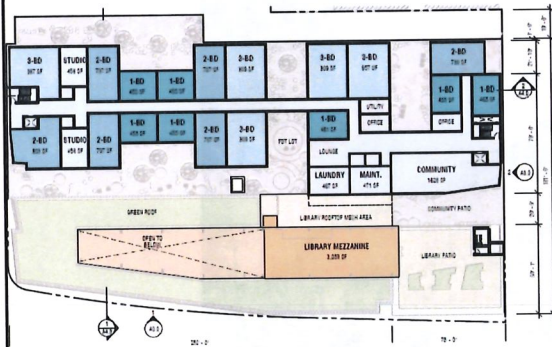
30

## ADJACENT LIBRARY PUBLIC SPACES



31

## Affordable Housing and Library Roof Deck

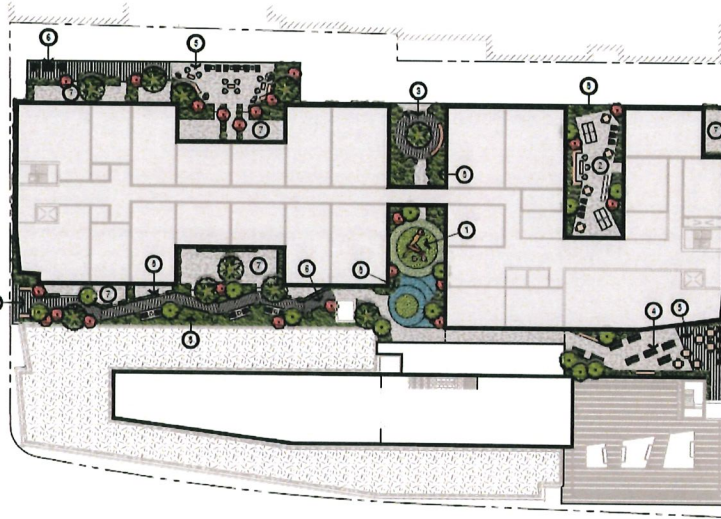


- LEGEND**
- 3-BD 307 SF
  - 2-BD 451 SF
  - 1-BD 403 SF
  - 0-BD 309 SF
  - STUDIO
  - OFFICE
  - LAUNDRY
  - MAINT.
  - COMMUNITY
  - LIBRARY MEZZANINE
  - LIBRARY ROOFTOP VIEW AREA
  - LIBRARY PATIO
  - OPEN ROOF



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# Affordable Housing Open Space and Landscape Plan



**PODIUM PRECEDENTS**

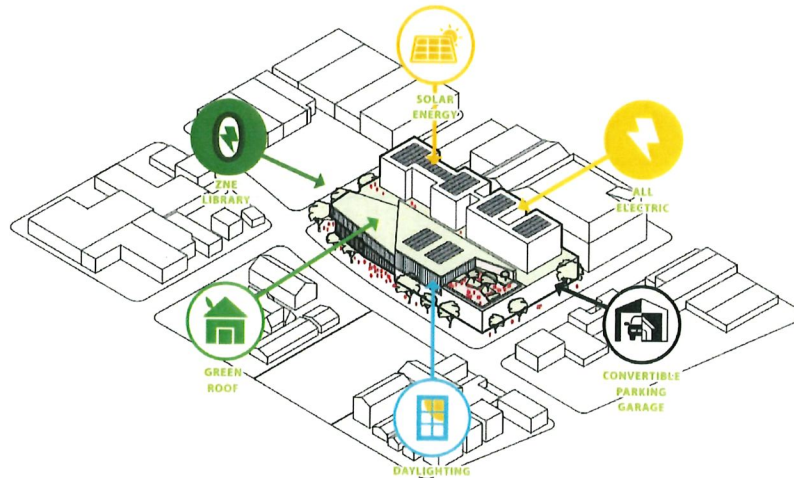


**KEYNOTES**

- 1 (N) TOT LOT, NATURE PLAY CLIMBING STRUCTURES AND PIP SURFACING
- 2 (N) TEEN COURTYARD WITH WEATHER PROOF SHUFFLEBOARD AND PING PONG TABLES
- 3 (N) PODIUM GARDEN WITH CONCRETE PLANK WALK
- 4 (N) RAISED VEGETABLE BEDS FOR RESIDENCE USE/MAINTENANCE
- 5 (N) COMMUNITY GATHERING SPACE
- 6 (N) PLANK WALK, CONCRETE
- 7 (N) PRIVATE RESIDENCE PATIO SPACE
- 8 (N) RAISED STEEL PLANTERS

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## SUSTAINABILITY



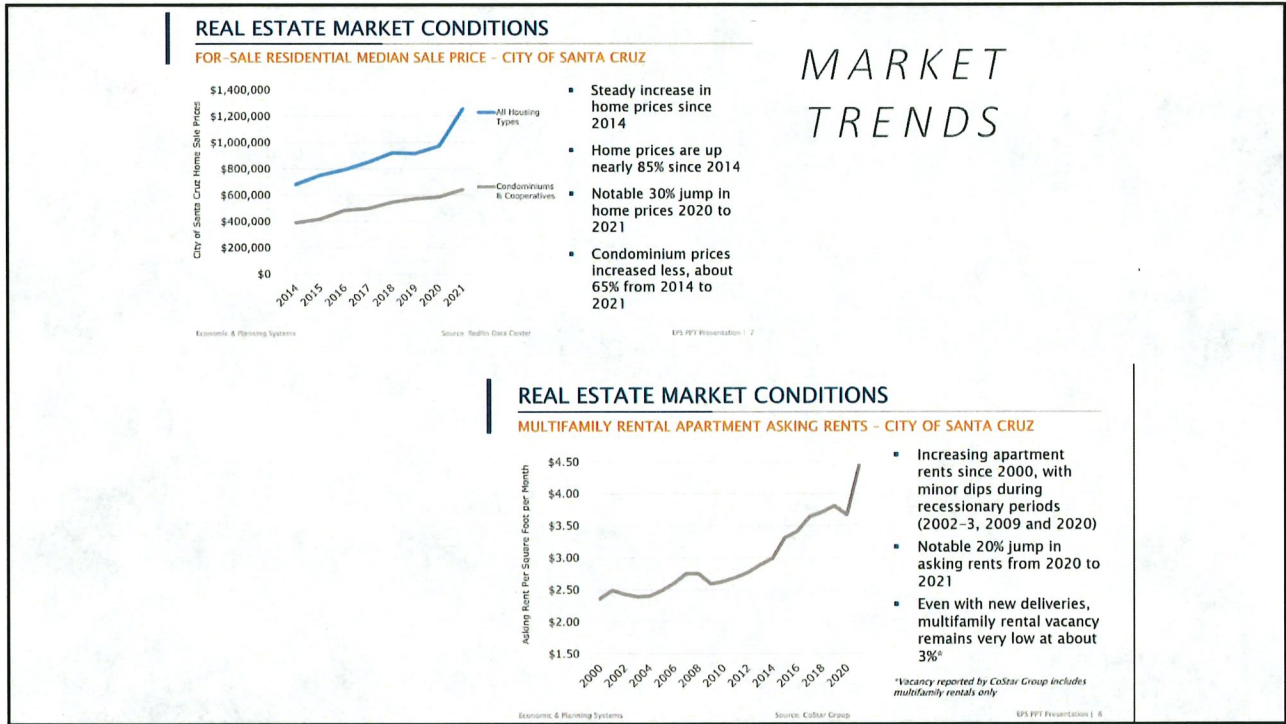
**SUSTAINABILITY GOALS**

SANTA CRUZ DOWNTOWN LIBRARY MIXED USE PROJECT | JAYSON ARCHITECTURE + EDEN + THE SANTA CRUZ HOUSING + SANTIACRUZ

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1

# Housing Element

Income Level:	VLI Units	LI Units	Moderate Units	Above Moderate Units	Total Units
Draft 6 <sup>th</sup> Cycle RHNA	857	562	709	1,606	3,736

- ▶ Affirmatively Furthering Fair Housing
- ▶ Overhauled Sites Inventory

2

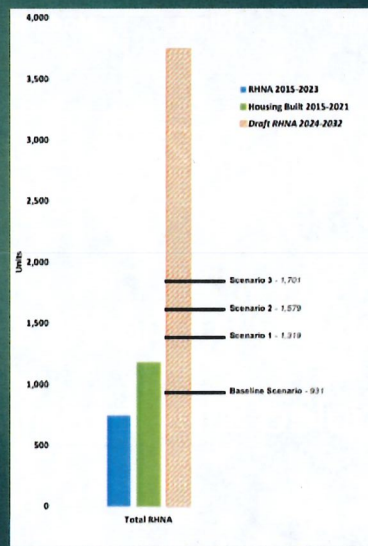
# Housing Units in Process

Affordable Housing Units	Permanent Supportive Housing Units	Total Units
~841	~224	>2,300

3



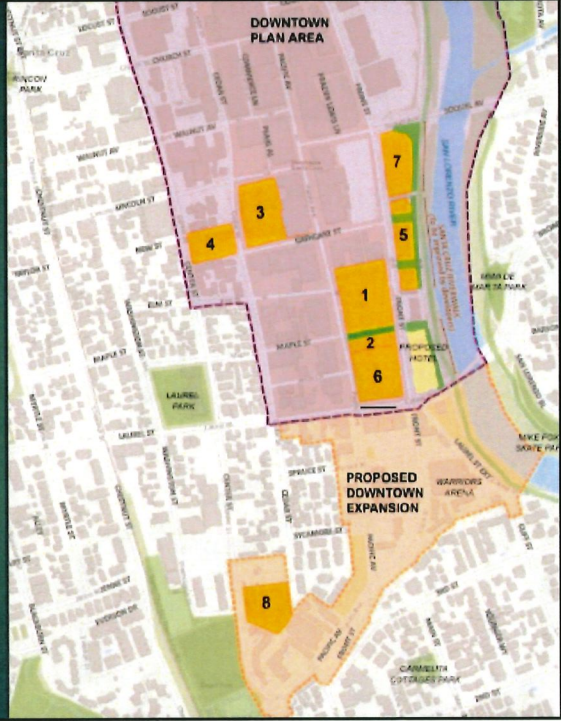
# Downtown Plan Expansion



1,600+ units being studied

4

Housing projects currently in the pipeline/under development in the downtown and downtown proposed expansion area



5

## 428 Front Street – Mixed Use



11,500 s.f.  
commercial

175 total units  
20 affordable  
(15 VLI, 5 LI)

6

## 530 Front Street – Mixed Use



276 total units  
~37 affordable  
(27 VLI & 10 LI)

9,000 s.f.  
commercial

7

## Pacific / Front / Laurel – Mixed Use



205 total units  
Land  
dedicated to  
City for  
affordable  
housing

+ 10,000 s.f.  
commercial

8

# 532 Center – Calvary Church



65 Units  
25% supportive housing (30% AMI)  
75% low income housing (80% AMI)  
  
3,400 s.f. commercial

9

# 130 Center St. – Mixed Use



233 SRO units  
35 affordable (@ 50%AMI)  
198 market  
  
2,600 s.f. commercial

10

# 190 West Cliff



89 Condos  
10 Affordable  
8 @ 50% AMI  
2 @ 80% AMI

14,000 s.f.  
commercial

11

# 314 Jessie Street



50 total units  
All affordable,  
supportive housing  
- 2 manager's units

12

# 415 Natural Bridges



20 total units

19 SROs (VLI)

1 Manager's Unit

13

# 350 Ocean St.



6,000 s.f.  
commercial

63 total units  
62 affordable,  
1 manager's

14

## 908 Ocean Street – Mixed Use



7,850 s.f.  
commercial

351 total units  
52 affordable

15

## 831 Water St.



141 total units  
55 - 82  
affordable

5,000 s.f.  
commercial

16



# 1800 Soquel Ave.



84 total units  
13 affordable  
(7 VLI & 6 LI)

1,500 s.f.  
commercial

17

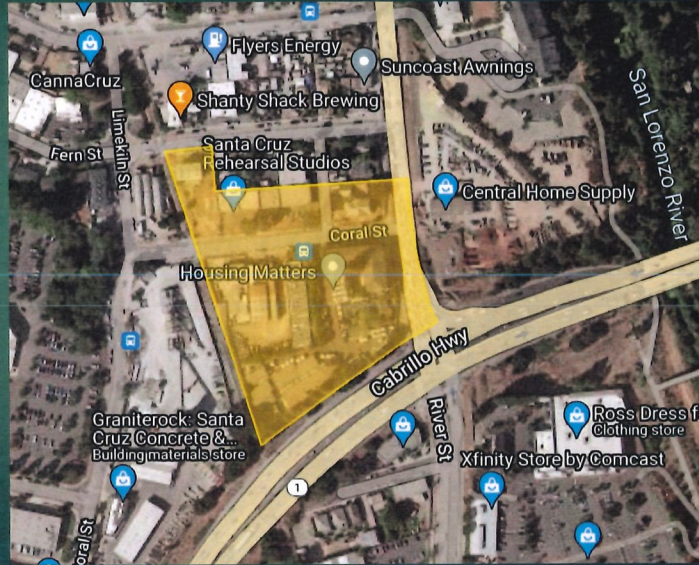
# 119 Coral St.



120 Permanent Supportive Housing Units  
100% affordable – manager's units

18

# Coral St. Master Plan: Future Affordable Housing



19

## Future Affordable Housing Opportunity Site



20



**DATE:** October 28, 2022  
**TO:** Board of Directors  
**FROM:** Chuck Farmer, Chief Financial Officer  
**SUBJECT: ACCEPT AND FILE THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF SEPTEMBER 30, 2022**

**I. RECOMMENDED ACTION**

**That the Board of Directors accept and file the Year to Date Monthly Financial Report as of September 30, 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 September 30, 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 September 30, 2022. The fiscal year has elapsed 25%.

Slide 1

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

Slide 2

September 2022 Key Financial Highlights

- Service
  - Fixed Route (inc Hwy 17) Cost per Revenue Service Hour is \$256 vs Budget of \$409
    - 11 canceled trips - all due to no Operators
  - ParaCruz Cost per Trip is \$62 vs Budget of \$98
  - Non-Student/Hwy 17 Passengers is 164,831 vs Budget of 116,537

- Financials
  - Operating Surplus/(Deficit) is favorable \$0.6M driven by lower wages of \$0.1M, fringe of \$0.3M, and non-personnel of \$0.2M; partially offset by higher OT of \$0.1M
  - Non-Operating Revenues of \$9.5M are \$0.2M unfavorable vs budget of \$9.7M driven primarily by ARPA COVID draw down lower than budgeted, offset by higher STA grant accrual
- Capital
  - Capital spend of \$119K is behind budget of \$909K primarily due to delay in ERP project launch and Demo of structures – both projects have now started
- Personnel
  - 281 Active Personnel vs 329 Funded Personnel (adopted, funded personnel as of June 2022)
  - 48 Vacancies at end of September, 30 related to Paratransit and Bus Operators
  - Class of 9 operators are currently in training and expected to graduate in late November
  - Recruitment completed for 2 Paratransit Operators, Ops Admin Supervisor, and Custodial Service Worker

Slide 3

(Cover) September 2022, YTD Pre-Close Financials

Slide 4

September YTD FY23 Operating Surplus/(Deficit) Actual vs. Budget

- Actuals are \$1.0M favorable to budget – excludes UAL/Bond Payment and COVID related costs
  - Passenger Fares – favorable by \$104K, Ridership is still below pre-pandemic levels, but is slowly recovering
  - Labor, Regular – favorable by \$504K, due to funded/vacant positions
  - Labor, OT – unfavorable by \$447K, increased overtime for Bus Operators
  - Fringe Benefits – favorable by \$745K due to retirement and medical insurance savings from funded/vacant positions
  - Non-Personnel – favorable by \$103K, primarily due to timing of spending

Slide 5

September 30, 2022 YTD Operating Revenue and Expenses

- Operating Revenue, net favorable by \$104K
  - Passenger Fares - favorable by \$123K
  - Special Transit Fares – unfavorable by \$19K
- Operating Expense, net favorable by \$908K– Favorable wages and fringe driven by shortage of bus drivers and other vacant positions; partially offset by increased OT
  - Labor Regular – favorable by \$507K
  - Labor OT – unfavorable by \$447K
  - Fringe Benefits – favorable by \$745K, excludes UAL related costs
  - Non-Personnel – favorable by \$103K, excludes all COVID and Bond payment related costs
- Operating Surplus of \$1,012K
  - Farebox Recovery – 16.8% vs 14.9% budget
- Non-Operating Revenue/(Expense), net favorable by \$504K - Sales tax of \$8.3M is 7.2% higher than budget
  - Sales Tax/including Measure D – favorable by \$565K
  - Federal/State Grants – favorable by \$362K
  - COVID Relief Grants – unfavorable by \$597K
  - COVID Related costs – favorable by \$40K
  - Pension UAL/Bond Payment costs – no variance
  - All Other Revenues – favorable by \$136K
- Operating Surplus before Transfers of \$1,516K
- Bus Replacement Fund – higher by \$79K due to increased Measure D sales tax revenues
  - Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax and STA-SGR; FY23 budgeted transfer is \$3.1M
- Operating Surplus after Transfers – favorable by \$1,437K

Slide 6

(Cover) Year End June 2023, Forecast Financials

### Slide 7

Full Year FY23 Surplus/(Deficit) Estimate vs. Budget, net favorable by \$4.2M

- Passenger Fares – favorable by \$379K, Ridership is still below pre-pandemic levels, but is showing strong recovery
- Labor, Regular – favorable by \$3,300K, due to funded/vacant positions
- Labor, OT – unfavorable by \$2,160K, increased overtime for Bus Operators
- Fringe Benefits – favorable by \$3,465K due to retirement and medical insurance savings from funded/vacant positions
- Non-Personnel – unfavorable by \$793K, primarily due to new CNG Fuel contract that is ~\$1M higher than budgeted; efforts will be made to reduce spending in other areas to help offset this increased cost

### Slide 8

Full Year FY23 Operating Revenue and Expenses Estimate

- Operating Revenue, net favorable by \$379K
  - Passenger Fares - favorable by \$391K
  - Special Transit Fares – unfavorable by \$12K
- Operating Expense, net favorable by \$3,813K– Favorable wages and fringe driven by shortage of bus drivers and other vacant positions; partially offset by increased OT
  - Labor Regular – favorable by \$3,300K
  - Labor OT – unfavorable by \$2,160K
  - Fringe Benefits – favorable by \$3,465K, excludes UAL related costs
  - Non-Personnel – unfavorable by \$793K, excludes all COVID and Bond payment related costs
- Operating Surplus of \$4,192K
  - Farebox Recovery – 17.1% vs 15.2% budget
- Non-Operating Revenue/(Expense), net favorable by \$1,360K - Sales tax of \$32.7M is 6.3% higher than budget
  - Sales Tax/including Measure D – favorable by \$1,925K
  - Federal/State Grants – favorable by \$1,310K
  - COVID Relief Grants – unfavorable by \$2,390K
  - COVID Related costs – favorable by \$40K
  - Pension UAL/Bond Payment costs – no variance
  - All Other Revenues – favorable by \$475K

- Operating Surplus before Transfers of \$5,552K
- Bus Replacement Fund – higher by \$234K due to increased Measure D sales tax revenues
  - Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax and STA-SGR; FY23 budgeted transfer is \$3.1M
- All Other Transfers: \$2M UAL, \$4.5M Operations Sustainability Reserve
- Operating Surplus after Transfers – favorable by \$5.3M, which will be transferred to the COVID Reserves

Slide 9

(Cover) Capital Spending & Project Completion

Slide 10

September 30, 2022 Capital Budget Spend

Total Capital Projects spending month to date is \$119K against budget of \$909K

- Construction Related Projects – no spending, no budget
- IT Projects – no spending, against budget of \$600K
- Facilities Repair & Improvements – no spending, against budget of \$195K
- Revenue Vehicle Replacement – spending of \$107K, against budget of \$76K
- Revenue Vehicle Electrification Projects – spending of \$6K, against budget of \$31K
- Non-Revenue Vehicle Replacement – no spending, no budget
- Fleet & Maintenance Equipment – no spending, no budget
- Miscellaneous – spending of \$6K, against budget of \$7K

Total Capital Projects spending year to date is \$271K against budget of \$1,372K, which is 1.1% of \$25,501K approved annual budget from June 2022

- Construction Related Projects – no spending, no budget, with annual budget of \$2,050K
- IT Projects – no spending, against budget of \$600K, with annual budget of \$1,650K
- Facilities Repair & Improvements – no spending, against budget of \$195K, with annual budget of \$1,525K
- Revenue Vehicle Replacement – spending of \$153K against budget of \$537K, which is 1.2% of \$13,127K annual budget
- Revenue Vehicle Electrification Projects – spending of \$13K, against budget of \$33K, which is 0.2% of \$6,159K annual budget

- Non-Revenue Vehicle Replacement – spending of \$63K against budget of \$0K, which is 12.4% of \$510K annual budget
- Fleet & Maintenance Equipment – no spending, no budget, with annual budget of \$180K
- Miscellaneous – spending of \$42K against budget of \$7K, which is 14.0% of \$300K annual budget

YTD spending of \$271K is behind budget of \$1,372K primarily due to delay of the following projects:

- ERP System – contract signed and kick-off meetings were held this week
- Building Demo – work began the last week of Sept
- Automatic Passenger Counters – A formal procurement process was required in order to meet the Buy America requirement; contract was signed with Clever Devices this month

Slide 11

(Cover) Questions?

Slide 12

(Cover) Appendix

Slide 13

September 30, 2022 Monthly Operating Revenue and Expenses

- Operating Revenue, net unfavorable by \$10K
  - Passenger Fares - unfavorable by \$4K
  - Special Transit Fares – unfavorable by \$6K
- Operating Expense, net favorable by \$561K – Favorable fringe driven by shortage of bus drivers and other vacant positions
  - Labor Regular – favorable by \$131K
  - Labor OT – unfavorable by \$134K
  - Fringe Benefits – favorable by \$327K, excludes UAL related costs
  - Non-Personnel – favorable by \$237K, excludes all COVID and Bond payment related costs
- Operating Surplus of \$551K
  - Farebox Recovery – 16.4% vs 14.6% budget



- Non-Operating Revenue/(Expense), net unfavorable by \$171K – COVID Relief grant unfavorable by \$597K; partially offset by higher Federal/State grants of \$362K
  - Sales Tax/including Measure D – favorable by \$1K
  - Federal/State Grants – favorable by \$362K
  - COVID Relief Grants – unfavorable by \$597K
  - COVID Related costs – favorable by \$19K
  - Pension UAL/Bond Payment costs – no variance
  - All Other Revenues – favorable by \$45K
- Operating Surplus before Transfers of \$381K
- Bus Replacement Fund – higher by \$6K due to increased Measure D sales tax revenues
  - Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax and STA-SGR; FY23 budgeted transfer is \$3.1M
- Operating Surplus of \$375K

#### **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 September 30, 2022.

#### **VI. CHANGES FROM COMMITTEE**

none.

#### **VII. ALTERNATIVES CONSIDERED**

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

#### **VIII. ATTACHMENTS**

**Attachment A:** Year to Date Monthly Financial Report as of September 30, 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 September 30, 2022**

Board of Directors

*October 28, 2022*

Chuck Farmer, Chief Financial Officer

# September 2022 Key Financial Highlights

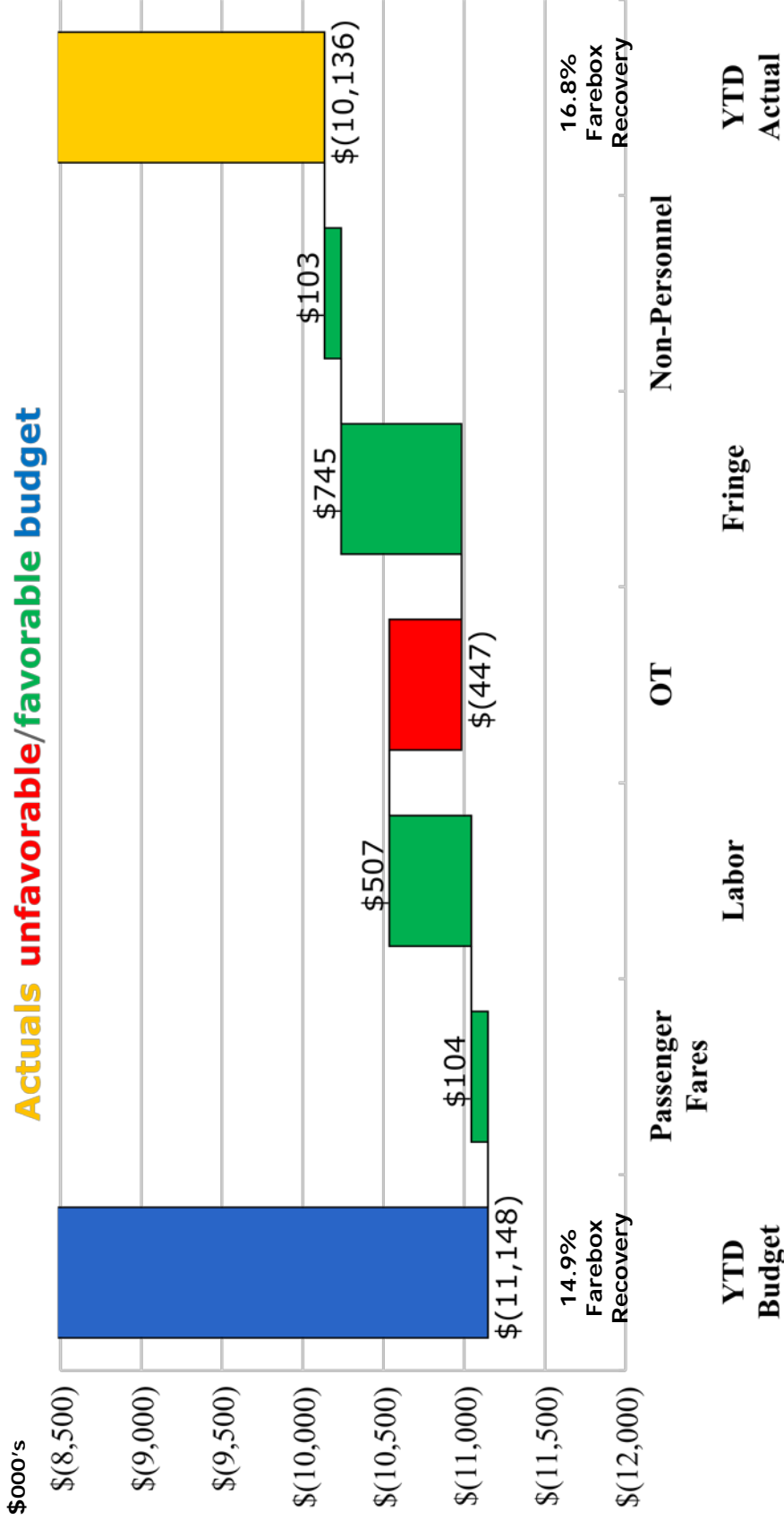
<p><b>Service</b></p>	<ul style="list-style-type: none"> <li>Fixed Route (including Hwy 17) Cost per Revenue Service Hour is \$256 vs Budget of \$409             <ul style="list-style-type: none"> <li>11 canceled trips – all due to no Operators</li> </ul> </li> <li>ParaCruz Cost per Trip is \$62 vs Budget of \$98</li> <li>Non-Student/Hwy 17 Passengers is 164,831 vs Budget of 116,537</li> </ul>
<p><b>Financials</b></p>	<ul style="list-style-type: none"> <li>Total Operating Surplus/(Deficit) is favorable \$0.6M driven by lower wages of \$0.1M, fringe of \$0.3M, and non-personnel of \$0.2M; partially offset by higher OT of \$0.1M</li> <li>Non-Operating Revenues of \$9.5M are \$0.2M unfavorable vs budget of \$9.7M driven primarily by ARPA COVID draw down lower than budgeted, offset by higher STA grant accrual</li> </ul>
<p><b>Capital</b></p>	<ul style="list-style-type: none"> <li>Capital spending of \$119K is behind budget of \$909K primarily due to delay in ERP project launch and Demo of structures – both projects have now started</li> </ul>
<p><b>Personnel</b></p>	<ul style="list-style-type: none"> <li>281 Active Personnel vs 329* Funded Personnel</li> <li>48 Vacancies at end of September, 30 related to Paratransit and Bus Operators</li> <li>Class of 9 operators are currently in training and expected to graduate in late November</li> <li>Recruitment completed for 2 Paratransit Operators, Ops Admin Supervisor, and Custodial Service Worker</li> </ul>

# **September 2022, YTD Pre-Close Financials**

# September YTD FY23 Operating Surplus/(Deficit)

## Actual\* vs. Budget

Overall \$1.0M favorable



9.3A.4

\* Pre-close financials, subject to adjustments post close; may not foot due to rounding

# September 30, 2022 YTD Operating Revenue and Expenses

\$ 000's	Actual*	Budget	Fav / (Unfav)
<b>Operating Revenue</b>			
Passenger Fares	\$ 729	\$ 606	\$ 123
Special Transit Fares	1,320	1,339	( 19)
<b>Total Operating Revenue</b>	<b>\$ 2,049</b>	<b>\$ 1,945</b>	<b>\$ 104</b>
<b>Operating Expense</b>			
Labor - Regular	\$ 4,285	\$ 4,792	\$ 507
Labor - OT	873	425	(447)
Fringe	4,447	5,192	745
Non-Personnel <i>(excludes COVID costs)</i>	2,580	2,683	103
<b>Total OpEx</b>	<b>\$ 12,185</b>	<b>\$ 13,093</b>	<b>\$ 908</b>
<b>Operating Surplus/(Deficit)</b>	<b>(\$ 10,136)</b>	<b>(\$ 11,148)</b>	<b>\$ 1,012</b>
	<i>16.8%</i>	<i>14.9%</i>	<i>2.0%</i>
	<i>Farebox Recovery</i>		
<b>Non-Operating Revenue/(Expense)</b>			
Sales Tax/including Measure D	\$ 8,324	\$ 7,760	\$ 565
Federal/State Grants	3,785	3,424	362
COVID Relief Grants	3,272	3,869	(597)
COVID Related Costs	(33)	(72)	40
Pension UAL/Bond Interest Payment	(655)	(655)	0
All Other	299	163	136
<b>Total Non-Operating Revenue/(Expense)</b>	<b>\$ 14,993</b>	<b>\$ 14,488</b>	<b>\$ 504</b>
<b>Operating Surplus/(Deficit) before Transfers</b>	<b>\$ 4,856</b>	<b>\$ 3,340</b>	<b>\$ 1,516</b>
<b>Transfers and Other</b>			
Transfers to Bus Replacement Fund	(\$ 672)	(\$ 593)	(\$ 79)
<b>Operating Surplus/(Deficit) after Transfers</b>	<b>\$ 4,184</b>	<b>\$ 2,747</b>	<b>\$ 1,437</b>

- \$1.0M Operating Surplus driven by shortage of bus drivers; partially offset by increased OT
- Sales tax of \$8.3M is 7.2% higher than budget
- Bus Replacement Fund higher than budget by \$0.1M

# **Year End June 2023, Forecast Financials**



# Full Year FY23 Operating Revenue Surplus/(Deficit)

Overall \$4.2M higher



9.3A.7

# June 30, 2023

## Full Year Operating Revenue and Expenses\*

\$ 000's	Forecast*	Budget	Fav / (Unfav)
<b>Operating Revenue</b>			
Passenger Fares	\$ 2,801	\$ 2,410	\$ 391
Special Transit Fares	5,941	5,953	( 12)
<b>Total Operating Revenue</b>	<b>\$ 8,742</b>	<b>\$ 8,363</b>	<b>\$ 379</b>
<b>Operating Expense</b>			
Labor - Regular	\$ 17,114	\$ 20,415	\$ 3,300
Labor - OT	3,484	1,325	(2,160)
Fringe	17,707	21,172	3,465
Non-Personnel (excludes COVID costs)	12,901	12,108	(793)
<b>Total OpEx</b>	<b>\$ 51,206</b>	<b>\$ 55,019</b>	<b>\$ 3,813</b>
<b>Operating Surplus/(Deficit)</b>	<b>(\$ 42,465)</b>	<b>(\$ 46,657)</b>	<b>\$ 4,192</b>
	17.1%	15.2%	1.9%
	<i>Farebox Recovery</i>		
<b>Non-Operating Revenue/(Expense)</b>			
Sales Tax/including Measure D	\$ 32,700	\$ 30,775	\$ 1,925
Federal/State Grants	15,806	14,496	1,310
COVID Relief Grants	13,087	15,477	(2,390)
COVID Related Costs	(258)	(298)	40
Pension UAL/Bond Interest Payment	(5,643)	(5,643)	-
All Other	1,179	704	475
<b>Total Non-Operating Revenue/(Expense)</b>	<b>\$ 56,870</b>	<b>\$ 55,510</b>	<b>\$ 1,360</b>
<b>Operating Surplus/(Deficit) before Transfers</b>	<b>\$ 14,405</b>	<b>\$ 8,853</b>	<b>\$ 5,552</b>
<b>Transfers and Other</b>			
Transfers to Bus Replacement Fund	(\$ 2,588)	(\$ 2,353)	(\$ 234)
Transfers to Capital, UAL/OPEB Funds, and Reserves Replenishment	(\$ 6,500)	(\$ 6,500)	-
<b>Operating Surplus/(Deficit) after Transfers</b>	<b>\$ 5,318</b>	<b>\$ 0</b>	<b>\$ 5,318</b>

- Revenues favorable due to higher Sales Tax revenues, TDA/STA Grants, and Interest Income; partially offset by lower ARPA COVID drawdowns
- Expenses unfavorable due to higher OT costs as a result of unfilled Bus Operator vacancies and increased spending for CNG fuel as a result of new contract; partially offset by lower labor/fringe costs as a result of vacant positions and extended unpaid leaves of absence
- Bus Replacement Fund favorable due to net Measure D sales tax revenues of \$0.2M (less average of five Bus Operators' compensation)
- All Other Transfers: \$2M UAL, \$4.5M Operations Sustainability Reserve, \$5.3M COVID Recovery

9.3A.8

# Capital Spending & Project Completion

# September 30, 2022 Capital Budget Spend

Project Category:	Month to Date		Year to Date		Full Year	
	Actuals*	Budget	Actuals*	Budget	Budget**	% Spend
Construction Related Projects	\$ -	\$ -	\$ -	\$ -	\$ 2,050	0.0%
IT Projects	-	600	-	600	1,650	0.0%
Facilities Repair & Improvements	-	195	-	195	1,525	0.0%
Revenue Vehicle Replacement	107	76	153	537	13,127	1.2%
Revenue Vehicle Electrification Projects	6	31	13	33	6,159	0.2%
Non-Revenue Vehicle Replacement	-	-	63	-	510	12.4%
Fleet & Maintenance Equipment	-	-	-	-	180	0.0%
Misc.	6	7	42	7	300	14.0%
<b>Total</b>	<b>\$ 119</b>	<b>\$ 909</b>	<b>\$ 271</b>	<b>\$ 1,372</b>	<b>\$ 25,501</b>	<b>1.1%</b>

- ✓ YTD spending of \$271K is behind budget of \$1,372K primarily due to delay of the following projects:
  - ✓ ERP System – contract signed and kick-off meetings were held this week
  - ✓ Building Demo – work began the last week of Sept
  - ✓ Automatic Passenger Counters – A formal procurement process was required in order to meet the Buy America requirement; contract was signed with Clever Devices this month

**Questions?**

# Appendix

# September 30, 2022

## Monthly Operating Revenue and Expenses

\$ 000's	Actual*	Budget	Fav / (Unfav)
<b>Operating Revenue</b>			
Passenger Fares	\$ 199	\$ 203	(\$ 4)
Special Transit Fares	441	447	( 6)
<b>Total Operating Revenue</b>	<b>\$ 640</b>	<b>\$ 650</b>	<b>(\$ 10)</b>
<b>Operating Expense</b>			
Labor - Regular	\$ 1,394	\$ 1,525	\$ 131
Labor - OT	279	146	(134)
Fringe	1,457	1,784	327
Non-Personnel ( <i>excludes COVID costs</i> )	768	1,005	237
<b>Total OpEx</b>	<b>\$ 3,898</b>	<b>\$ 4,459</b>	<b>\$ 561</b>
<b>Operating Surplus/(Deficit)</b>	<b>(\$ 3,258)</b>	<b>(\$ 3,809)</b>	<b>\$ 551</b>
	<i>16.4%</i>	<i>14.6%</i>	<i>1.8%</i>
	<i>Farebox Recovery</i>		
<b>Non-Operating Revenue/(Expense)</b>			
Sales Tax/including Measure D	\$ 2,592	\$ 2,590	\$ 1
Federal/State Grants	3,785	3,424	362
COVID Relief Grants	3,272	3,869	(597)
COVID Related Costs	(12)	(31)	19
Pension UAL/Bond Interest Payment	(217)	(217)	0
All Other	108	63	45
<b>Total Non-Operating Revenue/(Expense)</b>	<b>\$ 9,527</b>	<b>\$ 9,697</b>	<b>(\$ 171)</b>
<b>Operating Surplus/(Deficit) before Transfers</b>	<b>\$ 6,269</b>	<b>\$ 5,888</b>	<b>\$ 381</b>
<b>Transfers and Other</b>			
Transfers to Bus Replacement Fund	(\$ 204)	(\$ 198)	(\$ 6)
<b>Operating Surplus/(Deficit) after Transfers</b>	<b>\$ 6,065</b>	<b>\$ 5,690</b>	<b>\$ 375</b>

**9.3A.13**

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

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**DATE:** October 28, 2022  
**TO:** Board of Directors  
**FROM:** Michael Tree, CEO/General Manager  
**SUBJECT: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE**

**I. RECOMMENDED ACTION**

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

**II. SUMMARY**

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

**III. DISCUSSION/BACKGROUND**

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

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

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

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

#### **IV. STRATEGIC PLAN PRIORITIES ALIGNMENT**

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

#### **V. FINANCIAL CONSIDERATIONS/IMPACT**

There is no financial impact.

#### **VI. CHANGES FROM COMMITTEE**

N/A

#### **VII. ALTERNATIVES CONSIDERED**

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

#### **VIII. ATTACHMENTS**

**Attachment A:** Authorizing Resolution

Prepared by: Donna Bauer, Executive Assistant

**IX. APPROVALS**

Michael Tree, CEO/General Manager



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# Attachment A



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

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

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

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

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

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

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

# Attachment A

Resolution #  
Page 2 of 3

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

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

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

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

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

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

**PASSED AND ADOPTED** by the Board of Directors of the Santa Cruz Metropolitan Transit District this 28th Day of October 2022 by the following vote:

**AYES:** Directors -

**NOES:** Directors -

**ABSTAIN:** Directors -

**ABSENT:** Directors -

**APPROVED:**

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LARRY PAGELER, Board Chair

**9.4A.2**

# Attachment A

Resolution #  
Page 3 of 3

## **ATTEST:**

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MICHAEL TREE,  
CEO/General Manager

## **APPROVED AS TO FORM:**

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JULIE SHERMAN  
General Counsel

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**DATE:** October 28, 2022  
**TO:** Board of Directors  
**FROM:** Wondimu Mengistu, Capital Planning and Grants Program Manager  
**SUBJECT:** **CONSIDERATION OF ADOPTING A RESOLUTION TO AUTHORIZE THE CEO/GENERAL MANAGER TO SUBMIT A GRANT APPLICATION AND EXECUTE AN AGREEMENT TO RECEIVE FUNDS FROM THE CALIFORNIA TRANSPORTATION COMMISSION (CTC) SENATE BILL 1 (SB1) SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP) FOR IMPLEMENTING RAPID BUS ENHANCEMENTS ALONG THE SOQUEL DRIVE/MAIN STREET CORRIDOR**

**I. RECOMMENDED ACTION**

**That the Board of Directors approve a resolution authorizing the CEO/General Manager to submit a grant application and execute an agreement for funding from the CTC SB1 SSCP to implement rapid bus enhancements along the Soquel Drive/Main Street corridor**

**II. SUMMARY**

- The Santa Cruz Metropolitan Transit District (METRO) in partnership with the Santa Cruz County Regional Transportation Commission (RTC) and the County of Santa Cruz Department of Public Works (DPW) seeks the Board of Directors approval to submit a grant application and execute an agreement for funding from the California Transportation Commission (CTC) Senate Bill 1 (SB1) Solutions for Congested Corridors Program (SCCP) for implementing rapid bus enhancements along the Soquel Drive/Main Street corridor.
- The CTC announced a funding opportunity for the SSCP on August 17, 2022. This grant solicitation offers METRO, RTC, and DPW an opportunity to submit a grant application for the Watsonville-Santa Cruz Multimodal Corridor Program Cycle 3 Project, which includes auxiliary lane, coastal rail trail, and Soquel Drive “rapid” bus enhancements and other multimodal improvements. The grant proposal is due to the CTC on December 2, 2022.
- The project budget for new rapid bus enhancements is approximately \$12,923,000 and includes shelters, real-time arrival displays, ticket validators, and in-lane bus boarding platforms in over 30 locations on Soquel Drive and Main Street (Watsonville), supporting future 15-minute frequencies of transit service. Although projects funded by the SSCP do not require a match, staff recommends that the Board commit \$2,400,000 (20%) of local funds to submit a highly competitive project proposal.

- Staff is requesting the Board of Directors adopt a resolution (Attachment A) that authorizes the CEO/General Manager to submit a grant application and execute an agreement necessary to receive the CTC's SB1 SCCP funds to implement the Soquel/Main Street corridor rapid bus enhancements.

### **III. DISCUSSION/BACKGROUND**

On August 17, 2022, the CTC released \$499,664,000 statewide from the 2022 SCCP to be allocated to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state. This grant solicitation offers METRO, RTC and DPW an opportunity to submit applications for new rapid bus enhancements along the Soquel Drive/Main Street corridor ("Proposed Project").

The Soquel/Main Street corridor connects most of the major employment centers in Santa Cruz County and is the primary transit corridor for METRO's four intercity routes (69A, 69W, 71, 91X), with high annual ridership and above-average productivity. The corridor also connects the County's more affordable housing in the south with local employment centers in the north, making it a critical link for low-income families. However, the corridor is heavily congested due to overflow traffic from Highway 1, resulting in significant delays for transit buses. Transit service along the corridor is slow and unreliable, suffering from a lack of transit priority and a pedestrian environment that is not supportive of transit use in many locations.

A portion of Soquel Drive from La Fonda Avenue to State Park Drive is one of three north to south parallel routes that was studied as part of the Unified Corridor Investment Study (UCS) by the RTC. The Proposed Project would add "rapid" bus enhancements, including shelters, real-time arrival displays, ticket validators, and in-lane bus boarding platforms in over 30 locations on Soquel Drive and Main Street (Watsonville). These improvements would support the future expansion of bus service between the cities of Watsonville and Santa Cruz, including increased frequency on Route 71 and new rapid express service. Much of the proposed project comes from the UCS and is designed to include all modes of transportation (auto, transit, bike and walk).

The Proposed Project is consistent with the SCCP objectives. The primary objective of the SCCP is to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits.

The Watsonville-Santa Cruz Multimodal Corridor Program is a comprehensive set of multimodal and transformative projects on the three main north to south routes through Santa Cruz County (Highway 1, Soquel Avenue/Soquel Drive/Freedom

Boulevard, and the Santa Cruz Branch Rail Line), of which the rapid bus enhancements is but one component. The other components include: completion of the final 2.6 miles of the 7.5-mile auxiliary lane facility on Highway 1; construction of 1.25 miles of the Coastal Rail Trail along the Santa Cruz Branch Rail Line; and Soquel Drive multimodal improvements

The project's total cost is estimated at \$249.7 million with \$138 million in local funds committed to the project from the RTC, METRO, and County, representing a 50% local match in project costs. For its part, METRO's project budget for the aforementioned improvements plus two zero-emission buses is approximately \$12,923,000. METRO, together with DPW and RTC, is requesting \$9,600,000 in 2022 SCCP for METRO's project. Although projects funded by the SCCP do not require a match, staff recommends that the Board commit \$2,400,000 (20%) of local funds to submit a highly competitive project proposal.

Staff is also seeking the Board of Directors adopt a resolution (Attachment A) that authorizes the CEO/General Manager to submit a grant application and execute an agreement for funding from the SCCP to implement rapid bus enhancements along the Soquel Drive/Main Street corridor.

#### **IV. STRATEGIC PLAN PRIORITIES ALIGNMENT**

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

#### **V. FINANCIAL CONSIDERATIONS/IMPACT**

If awarded, the planning grant from CTC's SCCP would provide revenue necessary to implement rapid bus enhancements along the Soquel Drive/Main Street corridor to provide faster and more reliable service. METRO will contribute \$2,400,000 in local matching funds for the award. Staff will request a Capital Budget amendment upon grant award.

The local match proposed for this grant is assisted by Operating and Capital Reserve Fund.

#### **VI. CHANGES FROM COMMITTEE**

None.

## **VII. ALTERNATIVES CONSIDERED**

Do not submit a SCCP grant application. METRO is seeking capital funding from external sources to implement the Proposed Project. The current CTC's SCCP solicitation presents an opportunity to acquire funds for rapid bus enhancements along the Soquel Drive/Main Street corridor to provide faster and more reliable service. Forgoing this opportunity will increase traffic congestion on the corridor and continue to degrade transit travel times and on-time performance. This alternative is not recommended.

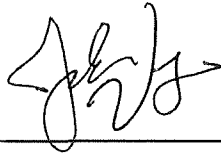
## **VIII. ATTACHMENTS**

**Attachment A:** Resolution authorizing the CEO/General Manager to submit an application and to execute agreement necessary to receive SCCP funds to submit a grant application and execute an agreement for funding from the CTC SB1 SCCP for implementing rapid bus enhancements along the Soquel Drive/Main Street corridor.

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

**IX. APPROVALS**

John Urgo, Planning  
and Development Director



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Approved as to fiscal impact:  
Chuck Farmer, CFO



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Michael Tree, CEO/General Manager



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# Attachment A - Revised Resolution Approved at 10/28/22 Board Meeting

Resolution No. \_\_\_\_\_

On the Motion of Director: \_\_\_\_\_

Duly Seconded by Director: \_\_\_\_\_

The Following Resolution is Adopted:

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
SANTA CRUZ METROPOLITAN TRANSIT DISTRICT  
AUTHORIZING THE CEO TO SUBMIT GRANT APPLICATIONS AND  
EXECUTE AGREEMENTS NECESSARY TO RECEIVE GRANT FUNDS FROM  
THE CALIFORNIA TRANSPORTATION COMMISSION (CTC) SENATE BILL  
1 (SB1) CYCLE 3, AND COMMIT THE LOCAL MATCH FOR  
IMPLEMENTING RAPID BUS ENHANCEMENTS ALONG THE SOQUEL  
DRIVE/MAIN STREET CORRIDOR**

**WHEREAS**, the 2022 Solutions for Congested Corridors Program (SCCP) and Local Partnership Program (LPP) are administered by the California Transportation Commission (CTC) to provide state funding for projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state; and,

**WHEREAS**, the Santa Cruz Metropolitan Transit District (METRO) is an eligible recipient of SB1 Cycle 3 grant funds from the CTC; and,

**WHEREAS**, METRO needs capital funding to implement Rapid Bus enhancements along the Soquel Drive/Main Street corridor; and,

**WHEREAS**, METRO, together with Santa Cruz County Regional Transportation Commission (RTC), the County of Santa Cruz Department of Public Works (DPW), and Caltrans has prepared an application requesting SB1 Cycle 3 funding in the amount of \$9.6 million to implement rapid bus enhancements along the Soquel Drive/Main Street corridor; and,

**WHEREAS**, a \$2.4 million local match for the construction of the project is proposed and is available from FY23 Operating and Capital Reserve Fund.

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Directors of METRO hereby authorizes Michael Tree, CEO/General Manager, or his designee, to submit grant applications for funds, execute an agreement for funding from the CTC SB1 Cycle 3 programs, and commit the local match for implementing Rapid Bus enhancements along the Soquel Drive/Freedom Boulevard corridor, and take any further related actions to give effect to this Resolution.

# Attachment A - Revised Resolution Approved at 10/28/22 Board Meeting

**PASSED AND ADOPTED** this 28<sup>th</sup> Day of October 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  
District Counsel



*Santa Cruz Metropolitan  
Transit District*



**DATE:** October 28, 2022  
**TO:** Board of Directors  
**FROM:** Curtis Moses, Safety, Security, and Risk Management Director  
**SUBJECT: CONSIDERATION OF INCREASING THE TORT LIABILITY SETTLEMENT AUTHORITY OF THE CEO/GENERAL MANAGER OR HIS DESIGNEE AND GENERAL COUNSEL TO \$100,000**

**I. RECOMMENDED ACTION**

**That the Board of Directors formally approve the attached resolution allowing the CEO/General Manager or his designee and General Counsel to authorize tort liability settlements up to \$100,000**

**II. SUMMARY**

- Currently the tort liability settlement authority for the CEO/General Manager and General Counsel is \$10,000, which level was set in 2001.
- An updated tort liability settlement authority to increase the limit to \$50,000 for the CEO/General Manager and General Counsel was approved in 2017 however was not signed
- Given the high cost of vehicle repairs and medical treatment, it is appropriate to increase the settlement authority.
- The Board of Directors (Board) will continue to be able to review potential claims, claims and litigation during closed session, and when a claim is placed on the consent agenda for Board action.
- Staff recommends that the Board approve increasing the tort liability settlement authorization for the CEO/General Manager and General Counsel to \$100,000.

**III. DISCUSSION/BACKGROUND**

In 1989, the Board authorized Legal Counsel, with approval of the CEO/General Manager, to settle tort liability claims or legal actions up to a maximum amount of \$2,500. In 2001, that authority was increased to \$10,000 and then in 2017 to \$50,000. However, the 2017 board agreement was not signed by Metro and the Board. Any settlement over that amount had to receive specific Board approval.

At this time, staff recommends that tort liability settlement authorization be increased to \$100,000 for tort liability, potential claims, claims, and/or legal actions.

Having this authority, the CEO/General Manager and General Counsel will be able to settle cases promptly and possibly obtain a more favorable settlement.

The Board will continue to be able to review potential claims, claims and litigation during closed session, and when a claim is placed on the consent agenda for Board action.

#### **IV. FINANCIAL CONSIDERATIONS/IMPACT**

There is no fiscal impact with the Board's approval of this settlement authority. However, having this authority, the CEO/General Manager and General Counsel will be able to settle cases promptly and possibly obtain a more favorable settlement, which ultimately effects the Operating Budget.

#### **V. ALTERNATIVES CONSIDERED**

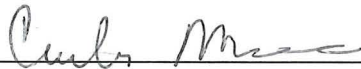
The Board could allow the settlement authority to remain at \$10,000. This action is not recommended as delays to settle claims may occur, which could result in a less favorable outcome of the claims for Santa Cruz METRO.

#### **VI. ATTACHMENTS**

**Attachment A:** Resolution Authorizing the CEO/General Manager and General Counsel to Compromise and/or Settle Potential Tort Claims, Claims or Legal Actions

**VII. APPROVALS:**

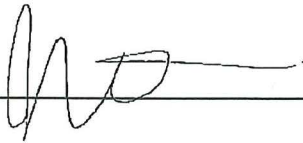
Curtis Moses,  
Safety, Security, Risk Management Director

  
\_\_\_\_\_

Michael Tree, CEO/General Manager

  
\_\_\_\_\_

Julie Sherman, Legal Counsel

  
\_\_\_\_\_

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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:

### **RESOLUTION AUTHORIZING THE CEO/GENERAL MANAGER OR DESIGNEE AND GENERAL COUNSEL TO COMPROMISE AND/OR SETTLE POTENTIAL TORT LIABILITY, POTENTIAL CLAIMS, CLAIMS AND/OR LEGAL ACTIONS**

**WHEREAS**, no suit for money or damages may be brought against the Santa Cruz Metropolitan Transit District (Santa Cruz METRO), unless a written claim has been timely presented to Santa Cruz METRO and rejected in whole or in part; and

**WHEREAS**, Santa Cruz METRO has an obligation to vigorously defend its interest by thoroughly investigating all claims and lawsuits filed against it; and

**WHEREAS**, Santa Cruz METRO is charged with the responsibility to bring about satisfactory resolution to all potential claims, claims, and lawsuits filed against it; and

**WHEREAS**, in 2001, pursuant to Resolution 01-1-3 the Board of Directors delegated tort claim settlement authority to Santa Cruz METRO's CEO/General Manager and District Counsel, provided the settlement amount did not exceed Ten Thousand Dollars (\$10,000); and

**WHEREAS**, staff recommends the tort claim delegation authority be raised to One Hundred Thousand Dollars (\$100,000) and the position titles of those individuals with settlement authority be corrected to reflect current titles.

**NOW, THEREFORE, BE IT RESOLVED**, that the CEO/General Manager or designee and the General Counsel are authorized to compromise or settle any tort liability, potential claim, claim, or legal action that is filed against Santa Cruz METRO, its officers or employees, provided the amount to be paid pursuant to such allowance, compromise or settlement does not exceed One Hundred Thousand Dollars (\$100,000). If the amount to be paid exceeds One Hundred Thousand Dollars (\$100,000), the allowance, compromise or settlement must be approved by the Board of Directors.

**BE IT FURTHER RESOLVED**, in all potential claims, claims, or legal actions that are allowed, compromised or settled, pursuant to the Board of Director's actions

# Attachment A

hereunder, the Safety, Security, Risk Management Director will be responsible, upon written order of General Counsel and the CEO/General Manager and in accordance with the terms of such allowance, compromise or settlement, to cause the necessary check to be issued in an amount for which such tort liability, potential claim, claim, or legal action has been allowed, compromised or settled pursuant to the Resolution.

**BE IT FURTHER RESOLVED**, through approval of this Resolution, the Board of Directors hereby nullifies Resolution No. 01-1-3.

**PASSED AND ADOPTED** this 28<sup>th</sup> day of October, 2022 by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

Approved:

Larry Pageler, Chair

---

Attest:

Michael Tree, CEO/General Manager

---

Approved as to form:

Julie Sherman, Legal Counsel

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**DATE:** October 28, 2022  
**TO:** Board of Directors  
**FROM:** Dawn Crummié, HR Director  
**SUBJECT: CONSIDERATION OF AUTHORIZING THE CEO/GENERAL MANAGER OR THEIR DESIGNEE, AND GENERAL COUNSEL TO ALLOW, COMPROMISE, AND/OR SETTLE ANY WORKERS' COMPENSATION CLAIM OR CASE FILED AGAINST SANTA CRUZ METRO**

**I. RECOMMENDED ACTION**

**That the Board of Directors formally adopt the attached resolution authorizing the CEO/General Manager or their designee, and General Counsel to allow, compromise, and/or settle any Workers' Compensation claim or case against Santa Cruz METRO up to \$100,000 for the CEO/General Manger and Legal Counsel .**

**II. SUMMARY**

- Santa Cruz METRO maintains a self-insured Workers' Compensation program, which is budgeted at \$1,014,944 in FY23 & \$1,047,058 in FY24.
- The Human Resources Director directs the program through a third-party administrator selected by the Board. Currently that third-party administrator is Athens Administrators.
- From an internal control perspective, staff is recommending the attached resolution that will provide for review and approval of all Workers' Compensation claims by General Counsel and the CEO/General Manager or designee.
- Staff recommends that the Board approve the corresponding approval limits:
  - General Counsel and CEO/General Manager - \$100,000

**III. DISCUSSION/BACKGROUND**

Santa Cruz METRO has maintained a self-insured Workers' Compensation program for many years. Due to the nature of Santa Cruz METRO's operation and the number of claims filed by employees, it is financially beneficial for Santa Cruz to self-insure. Santa Cruz METRO maintains a self-insured Workers'

Compensation program, which is budgeted at \$1,014,944 in FY23 & \$1,047,058 in FY24. Over the past 10 years, the highest actual annual expenses were \$767,688.47 and the lowest actual expenses were \$262,596.91.

The third-party administrator employs a legal team and develops legal strategies for Santa Cruz METRO, in conjunction with the Human Resources Director, General Counsel and the CEO/General Manager. A report is generated by the third-party administrator each time a claim is filed, outlining the specific details and recommending the amount of reserves to be established for the claim.

As the Board-approved settlement authority of \$50,000 in 2017, staff recommends that General Counsel and the CEO/General Manager approval level be set at \$100,000 per claim.

Having this authority, the General Counsel and the CEO/General Manager will be able to settle claims promptly and possibly obtain a more favorable settlement.

Any claim that is recommended to be settled in excess of \$100,000 will be brought to the Board of Directors for approval.

#### **IV. FINANCIAL CONSIDERATIONS/IMPACT**

There is no fiscal impact with the Board's approval of this settlement authority. However, having this authority, the CEO/General Manager and General Counsel will be able to settle claims promptly and possibly obtain a more favorable settlement, which ultimately effects the Operating budget.

#### **V. ALTERNATIVES CONSIDERED**

The Board could allow the authority to remain at \$50,000 for General Counsel and the CEO/General Manager. This action is not recommended as delays to settle claims may occur, which may result in a less favorable outcome of the claims for Santa Cruz METRO.

#### **VI. ATTACHMENTS**

**Attachment A:** Resolution No. 17-01-09

**Attachment B:** Resolution Authorizing the CEO/General Manager or their designee and General Counsel to Allow, Compromise, and/or Settle any Workers' Compensation Claim or Case Filed Against Santa Cruz METRO



**VII. APPROVALS:**


Dawn Crummié, HR Director

  
\_\_\_\_\_

Michael Tree, CEO/General Manager

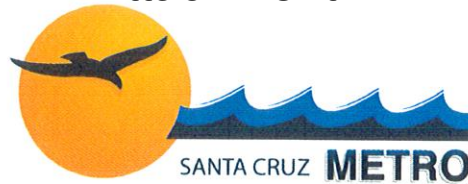
  
\_\_\_\_\_

Julie Sherman, Legal Counsel

  
\_\_\_\_\_

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# Attachment A



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

Resolution No. 17-01-09  
On the Motion of Director: John Leopold  
Duly Seconded by Director: Cynthia Mathews  
The Following Resolution is Adopted:

### RESOLUTION AUTHORIZING THE CEO/GENERAL MANAGER, OR DESIGNEE, AND GENERAL COUNSEL TO ALLOW, COMPROMISE, AND/OR SETTLE ANY WORKERS' COMPENSATION CLAIM OR CASE FILED AGAINST SANTA CRUZ METRO

**WHEREAS**, Santa Cruz Metropolitan Transit District (Santa Cruz METRO) maintains a self-insured Workers' Compensation program in accordance with California State Law; and

**WHEREAS**, all Santa Cruz METRO employees making a claim for Workers' Compensation benefits under the provisions of Division 4 (commencing with Section 3200) of the Labor Code, shall file such claims with Santa Cruz METRO's Human Resources Manager, or the Workers' Compensation Appeals Board pursuant to Division 4, Chapter 3 of the Labor Code and Title 8, Administrative Code, Section 10400; and

**WHEREAS**, Santa Cruz METRO is charged with the responsibility to bring about satisfactory resolution to all claims filed against it; and

**WHEREAS**, in 2001, pursuant to Resolution No. 01-1-4, the Board of Directors delegated Workers' Compensation settlement authority to Santa Cruz METRO's Secretary/General Manager and Legal Counsel, provided the settlement amount did not exceed Twenty Five Thousand Dollars (\$25,000); and

**WHEREAS**, staff recommends the Workers' Compensation delegation authority be raised to Fifty Thousand Dollars (\$50,000) and the position titles of those individuals with settlement authority be corrected to reflect current titles.

**NOW, THEREFORE, BE IT RESOLVED**, that the CEO/General Manager, or his designee, and the District General Counsel are authorized to allow, compromise or settle any Workers' Compensation claim or case that is filed against Santa Cruz METRO, provided the amount to be paid pursuant to such allowance, compromise or settlement does not exceed Fifty Thousand Dollars (\$50,000); and further provided that the claim or action is for benefits as defined under the Workers' Compensation laws of

# Attachment A

the State; that the claim or action is not subject to the terms of an insurance policy wherein the insurer is granted the authority to allow, deny, compromise or settle claims or actions within the scope of such policy; and that any such compromise or settlement is approved by the Workers' Compensation Appeals Board. If the amount to be paid exceeds Fifty Thousand Dollars (\$50,000), the allowance, compromise or settlement must be approved by the Board of Directors.

**BE IT FURTHER RESOLVED**, in all Workers' Compensation claims or actions that are allowed, compromised or settled pursuant to the Board of Director's actions hereunder, the Finance Manager will be responsible, upon written order of General Counsel and the CEO/General Manager, or designee, and in accordance with the terms of such allowance, compromise or settlement, to cause the necessary check to be issued in accordance with the terms of such allowance, compromise or settlement, in an amount for which any Workers' Compensation claim or action has been allowed, compromised or settled and approved by the Workers' compensation Appeals Board. pursuant to this Resolution.

**BE IT FURTHER RESOLVED**, through approval of this Resolution, the Board of Directors hereby nullifies Resolution No. 01-1-4.

**PASSED AND ADOPTED** this 27<sup>th</sup> day of January, 2017 by the following vote:

**AYES:** Directors Bottorff, Chase, Dutra, Hagen, Leopold, Lind, Mathews, McPherson, Rios & Rotkin

**NOES:** None

**ABSTAIN:** None

**ABSENT:** Director Friend



Approved:  
Mike Rotkin, Chair

Attest:  
Alex Clifford, CEO/General Manager

Approved as to form:  
Julie Sherman, General Counsel

# Attachment B



## **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 AUTHORIZING THE CEO/GENERAL MANAGER, OR DESIGNEE, AND GENERAL COUNSEL TO ALLOW, COMPROMISE, AND/OR SETTLE ANY WORKERS' COMPENSATION CLAIM OR CASE FILED AGAINST SANTA CRUZ METRO**

**WHEREAS**, Santa Cruz Metropolitan Transit District (Santa Cruz METRO) maintains a self-insured Workers' Compensation program in accordance with California State Law; and

**WHEREAS**, all Santa Cruz METRO employees making a claim for Workers' Compensation benefits under the provisions of Division 4 (commencing with Section 3200) of the Labor Code, shall file such claims with Santa Cruz METRO's Human Resources Director, or the Workers' Compensation Appeals Board pursuant to Division 4, Chapter 3 of the Labor Code and Title 8, Administrative Code, Section 10400; and

**WHEREAS**, Santa Cruz METRO is charged with the responsibility to bring about satisfactory resolution to all claims filed against it; and

**WHEREAS**, in 2017, pursuant to Resolution No. 17-01-09, the Board of Directors delegated Workers' Compensation settlement authority to Santa Cruz METRO's CEO/General Manager and Legal Counsel, provided the settlement amount did not exceed Fifty Thousand Dollars (\$50,000); and

**WHEREAS**, staff recommends the Workers' Compensation delegation authority be raised to One Hundred Thousand Dollars (\$100,000) and the position titles of those individuals with settlement authority be corrected to reflect current titles.

**NOW, THEREFORE, BE IT RESOLVED**, that the CEO/General Manager, or his designee, and the District General Counsel are authorized to allow, compromise or settle any Workers' Compensation claim or case that is filed against Santa Cruz METRO, provided the amount to be paid pursuant to such allowance, compromise or settlement does not exceed One Hundred Thousand Dollars (\$100,000); and further provided that the claim or action is for benefits as defined under the Workers' Compensation laws of the State; that the claim or action is not subject to the terms of an insurance policy wherein the insurer is granted the authority to allow, deny, compromise

# Attachment B

Resolution No.: \_\_\_\_\_

Page 2 of 2

or settle claims or actions within the scope of such policy; and that any such compromise or settlement is approved by the Workers' Compensation Appeals Board. If the amount to be paid exceeds One Hundred Thousand Dollars (\$100,000), the allowance, compromise or settlement must be approved by the Board of Directors.

**BE IT FURTHER RESOLVED**, in all Workers' Compensation claims or actions that are allowed, compromised or settled pursuant to the Board of Director's actions hereunder, the Chief Financial Officer (CFO) will be responsible, upon written order of General Counsel and the CEO/General Manager, or designee, and in accordance with the terms of such allowance, compromise or settlement, to cause the necessary check to be issued in accordance with the terms of such allowance, compromise or settlement, in an amount for which any Workers' Compensation claim or action has been allowed, compromised or settled and approved by the Workers' compensation Appeals Board. pursuant to this Resolution.

**BE IT FURTHER RESOLVED**, through approval of this Resolution, the Board of Directors hereby nullifies Resolution No. 17-01-09.

**PASSED AND ADOPTED** this 28<sup>th</sup> day of October, 2022 by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

Approved:

Larry Pagler, Board Chair

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Attest:

Michael Tree, CEO/General Manager

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Approved as to form:

Julie Sherman, General Counsel

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**9.7B.2**



**DATE:** October 28, 2022  
**TO:** Board of Directors  
**FROM:** Isaac Holly, IT and ITS Director  
**SUBJECT: CONSIDERATION OF AWARD OF CONTRACT TO CLEVER DEVICES LTD. FOR AN AUTOMATED PASSENGER COUNTER (APC) SYSTEM NOT TO EXCEED \$687,503**

**I. RECOMMENDED ACTION**

**That the Board of Directors award a contract to Clever Devices Ltd. for an Automated Passenger Counter (APC) system in an amount not to exceed \$628,831, with a 10% contingency of \$58,672, for a not-to-exceed total authorized for the project of \$687,503, and authorize the CEO/General Manager to execute the Clever Devices Ltd. Contract.**

**II. SUMMARY**

- The Santa Cruz Metropolitan Transit District (METRO) has a need for an Automated Passenger Counter (APC) system for buses.
- A formal Request for Proposals (RFP) was conducted to solicit proposals from qualified firms. Four firms submitted proposals for METRO's review.
- A four-member evaluation team composed of METRO staff reviewed and evaluated the proposals, and is recommending an award to Clever Devices Ltd., the highest ranked firm.

**III. DISCUSSION/BACKGROUND**

An APC system consists of electronic sensors installed above all bus doorways that feed passenger boarding and alighting data back to a central system for real time passenger load information and analytics for planning.

Staff has been seeking the opportunity to add an APC system to METRO's Intelligent Transportation Technology (ITS) solution. METRO currently relies on manual surveys to gather samples of passenger boarding and alighting information. An APC system would provide the following key features for service planning and passenger amenity:

- Passenger load information for our riders via Real Time Passenger Information (RTPI) applications

- Passenger load information for Operations dispatchers via Computer Aided Dispatch (CAD) applications
- Passenger boarding and alighting data for planning
- Route, stop and transit center utilization data for planning
- Granular ridership data for National Transit Database (NTD) reporting which drives federal funding for METRO

On August 12, 2022, METRO legally advertised and distributed notice of RFP No. 23-02 to 1,004 firms, including 440 Disadvantaged Business Enterprises (DBEs), posted notice on its e-procurement portal, and sent email notices to all GovDelivery subscribers. On September 9, 2022, proposals were received and opened from four firms. A list of these firms is provided in Attachment A. A four-member evaluation team composed of METRO staff has reviewed and evaluated the proposals.

The evaluation team used the following criteria as contained in the RFP:

<b>Evaluation Criteria</b>	<b>Points</b>
Overview of proposer’s business operations, capabilities and history	15
Licenses/permits/necessary documentation	10
Proposer’s personnel	15
Similar projects	15
System capabilities and specifications	40
Expansion capabilities and options	20
Installation plan	30
Training requirements	10
Warranty/support	15
Project schedule/benchmarks	15
Project budget	40
Sustainability initiative (optional)	5
<b>Total Points Possible</b>	<b>230</b>

Clever Devices Ltd. was determined to be the highest ranked firm whose proposal fulfills the requirements of the RFP, with costs that are fair and reasonable.

Staff is recommending that the Board award a contract to Clever Devices Ltd. for an Automated Passenger Counter (APC) system in an amount not to exceed \$628,831 and authorize the CEO/General Manager to execute the Clever Devices



Ltd. contract. Staff is also recommending the addition of a 10% contingency, or \$58,672, and requesting authority for the CEO/General Manager to execute any necessary change orders or amendments up to this contingency amount. Clever Devices will provide all services meeting all METRO's specifications and requirements of the contract. Isaac Holly, IT and ITS Director, will serve as the Contract Administrator and will ensure contract compliance.

#### STRATEGIC PLAN PRIORITIES ALIGNMENT

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

- Service Quality and Delivery
- Internal and External Technology

#### IV. FINANCIAL CONSIDERATIONS/IMPACT

The value of the contract is \$628,831. The addition of a 10% contingency would bring the total authorized for the project to \$687,503. Funds to support this contract are included within the FTA FY21 5339a Bus and Bus Facilities Formula in the amount of \$524,355. The remaining funds reside within FY22 Operating/Capital Reserves in the amount of \$163,148.

#### V. CHANGES FROM COMMITTEE

N/A

#### VI. ALTERNATIVES CONSIDERED

The Board could choose to not approve the additional funding for the APC option. Staff does not recommend this alternative for reasons set forth in this staff report.

#### VII. ATTACHMENTS

**Attachment A:** List of Responding Firms

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

Prepared by: Isaac Holly, IT and ITS Director

**IX. APPROVALS**

Isaac Holly, IT and ITS Director



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Approved as to fiscal impact:  
Chuck Farmer, CFO



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Michael Tree, CEO/General Manager



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# Attachment A



**Responding Firms for RFP No. 23-02**

## **Automated Passenger Counter (APC) System for Buses**

**Received by September 9, 2022 at 5:00 PM**

Clever Devices Ltd.	Woodbury	NY
DILAX Systems US Inc.	Chicago	IL
Glocol Inc.	Rancho Murieta	CA
Urban Transportation Associates, Inc.	Cincinnati	OH

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**DATE:** October 28, 2022  
**TO:** Board of Directors  
**FROM:** John Urgo, Planning & Development Director  
**SUBJECT: ACCEPT AND FILE THE METRO PLANNING AND DEVELOPMENT ANNUAL STATUS REPORT**

## **I. RECOMMENDED ACTION**

**Board of Directors accept and file the METRO Planning and Development Annual Status Report**

## **II. SUMMARY**

- This report appries the Board of Directors of the status of the Planning and Development Department's major activities and initiatives over the past year.
- System performance in FY22 was characterized by a slow and steady recovery from the impacts of the COVID-19 pandemic. METRO has now restored service to pre-COVID levels on all routes with the exception of weekday Highway 17 and 91X service, and some school term trips. Overall ridership ended the year at 55% of pre-COVID levels.
- In FY22, the Planning and Development Department continued its focus on METRO's primary objectives of rebuilding ridership post-pandemic, planning for METRO's transition to zero-emission vehicles, and supporting efforts to build affordable housing near transit. Staff also continues to make progress on a number of customer-focused initiatives, including improving speed and reliability, mobile fare payment, and customer access to real time information.
- Staff requests the Board of Directors (Board) accept and file this Service Planning Update.

## **III. DISCUSSION/BACKGROUND**

The Planning Department began providing this annual report following the completion of the Comprehensive Operational Analysis (COA) service reduction in the fall of 2016. Prior to the COA, annual fixed route ridership was approximately 5.5 million. In the first year following this service reduction, ridership dropped approximately 8% to a little over 5 million annual fixed-route boardings.

The COVID-19 pandemic brought unprecedented disruption to METRO service and operations as well as to the communities we serve. In FY21, ridership dropped

82% but rebounded steadily through FY22 as the economy and schools reopened, ending the year at 45% below pre-pandemic levels.

### **FY22 System and Route Performance**

System performance in FY22 was characterized by a near return to pre-COVID (compared to FY19) levels of service and a slow but steady recovery of ridership. Figure 1 shows the change in revenue hours and ridership over time since the start of the pandemic using January 2020, the last full pre-COVID month, as a baseline. After falling by half in the pandemic's early months, METRO provided 87% of pre-pandemic service in FY22 as compared to FY19. This increase was largely driven by increased service on UCSC routes as students returned to campus, as well as the full restoration of local service.

FY22 ridership increased threefold compared to FY21 to just over 2.7 million annual boardings, and finished the fiscal year at 55% of FY19 levels. While encouraging, this is still a steeper decline than transit ridership nationally owing to METRO's greater reliance on student riders: ridership trends reported by the American Public Transit Association (APTA) indicate that national transit ridership in FY22 was 65% of pre-pandemic levels. Even though UC Santa Cruz welcomed the return of on-campus instruction in FY22, as evident by the significant ridership bumps in the fall and spring of FY22, student ridership remained on average at a little over half of pre-pandemic levels as many classes remained online and fewer students lived on campus.

Figure 2 shows the year over year change in ridership and revenue hours by month using FY19, the last full pre-COVID year, as a baseline. The highest ridership months – October 2021 and March 2022 – are also the months when student ridership is at its peak. During these months, total system ridership exceeded 60% of pre-pandemic levels.

Figure 3 shows the change in ridership type (i.e. Highway 17, Student, and Non-Student) by month using FY19 as a baseline. Throughout the pandemic, non-student ridership decreased the least and recovered the fastest: FY22 showed a steady increase in non-student ridership from 57% of pre-pandemic levels at the beginning of the year to 68% by year's end. This is likely due to greater numbers of employers calling employees back to physical workplace settings and the large scale return of in-person activities (e.g. shopping, doctor's appointments, etc).

Highway 17 ridership increased from 37% of pre-pandemic levels at the beginning of the year to 46% by year's end. This was largely driven by the return of UCSC and SJSU to in-person learning, as well as increases in weekend ridership. Commute focused ridership will likely take longer to recover as most major employers in the San Jose – Santa Clara area have adopted hybrid work schedules.

Cabrillo College ridership increased steadily throughout the year from 6% of pre-pandemic levels in July 2021 to 27% by June 2022. Cabrillo ridership remains well

below pre-pandemic levels as enrollment numbers have dropped by a third and many campus activities remain online. Cabrillo is targeting the fall of 2023 for a larger return to in-person activity.

Finally, rather than increasing throughout the year, UCSC ridership returned to its pre-pandemic form of peaks and valleys coinciding with high ridership months in fall and spring when classes are in session. The peaks averaged 65% of pre-pandemic activity while the valleys hovered below 40%, likely due to less on-campus residential activity.

### FY22 Route Performance

In the transit industry, a rule of thumb is that there needs to be an average of 10-15 boardings per revenue service hour for a service to be considered effective, depending on the type of service (e.g., rural, local, regional, intercity) or whether the service has a goal of ridership or coverage. The goal for ridership oriented service is typically 15 passengers per revenue service hour or greater while coverage oriented service has a goal of 10-15 passengers per hour.

Prior to COVID-19, most METRO routes performed within the coverage metric, suggesting that the level of service was correct relative to demand and financial capacity to provide service.

In FY22, all METRO service operated below 10 passengers per revenue hour, with the exception of UCSC service, three intercity routes (69A, 69W and 71) and Route 66, a local Live Oak route. The intercity and local routes operated below 13 passengers per revenue hour while the UCSC routes operated between 27 and 45 passengers per revenue hour. The low productivity of local service is a direct result of the restoration of service to 87% of pre-COVID levels even as ridership averaged 55%. Staff purposely restored service in advance of ridership so that it was there when customers were ready to return. Productivity will continue to improve as the effects of the pandemic recede.

### Status Update on Major Planning Initiatives

The Planning Department's priorities in FY23 will continue to focus on rebuilding ridership post-pandemic, planning for METRO's transition to zero-emission vehicles, and leading efforts with the City and County to develop affordable housing near key transit corridors.

#### Rebuilding Ridership

Efforts to rebuild ridership post-pandemic will focus on service restructuring, planning for speed and reliability improvements, and customer-focused improvements to fare options and real time passenger information.

### *Better Bus Network Reimagining*

Staff is currently seeking consultant assistance to develop a Five Year Bus Network Reimagining Plan scheduled for implementation between 2023 and 2028. Key project outcomes will include: 1) an evaluation of METRO's current fixed route system; 2) Completion of at least two alternative scenarios illustrating different policy directions that the METRO bus network might take, focusing on the tradeoffs between ridership and coverage goals; 3) final network scenarios matching three possible financial projections, one with current resources and two with additional financial resources; and 4) a process of interaction with stakeholders, city councils, the METRO Board, and the public that provides opportunities to provide substantive and impactful input to the plan. METRO completed its last comprehensive service analysis in 2016 on the heels of a fiscal crisis that led to service cuts. The current planning effort will focus on service expansion, with a goal of doubling ridership in five years. The first phase of the planning effort will focus on ensuring METRO is making the best use of current resources while subsequent phases will envision a future transit network should additional resources become available.

### *New Service Initiatives*

Staff continuously seeks grant opportunities to fund new service. In FY21, staff completed planning for a new zero-emission, free fare circulator in the Watsonville area, funded by a grant from the California Department of Transportation. Launched last fall, the service connects the downtown Watsonville Transit Center with retail and medical destinations, operating as a loop along Main Street, Green Valley Road, Freedom Centre, Freedom Boulevard and Lincoln Street. New service takes time to build ridership and in FY22, the Watsonville Circulator was the fifth least productive route in the METRO system. Staff will continue to evaluate ridership on the circulator as part of the Better Bus Network Reimagining Plan and make recommendations for future service changes.

### *Speed and Reliability Improvements*

Throughout Santa Cruz County, METRO buses travel along congested streets and corridors without the benefit of transit supportive elements such as bus only lanes, traffic queue jumps, or bus boarding islands. This means travel by bus takes significantly longer and is less reliable than private automobile. In FY21, Caltrans awarded METRO a Caltrans Sustainable Transportation Planning Grant (STPG) to fund the Watsonville - Santa Cruz Intercity Transit Speed and Reliability Study. In FY22, staff released a request for proposals for the project and awarded a consultant contract to Kimley-Horn to assist in evaluating traffic and travel conditions along the primary transit corridors connecting Watsonville and Santa Cruz, including Main Street and Freedom Boulevard in Watsonville, and Soquel Avenue and Capitola Road, in order to identify opportunities for pedestrian, bus stop and transit priority improvements aimed at improving the accessibility, speed and reliability of METRO's core intercity routes. Besides recommending improvements for existing service, the study will lay the groundwork for planned



rapid service along the Soquel Avenue/Main Street corridor. The project kicked off in September and is expected to be complete by the spring of 2024.

In addition, staff continues to coordinate with the Santa Cruz County Regional Transportation Commission (RTC), Caltrans and Santa Cruz County on the Watsonville – Santa Cruz Multimodal Corridor Program (WSC-MCP), including the Highway 1 Auxiliary Lanes/Bus On Shoulder component and Soquel Avenue/Drive to Freedom Boulevard bicycle/pedestrian improvements. In FY21, the California Transportation Commission approved over \$100 million in funding for the WSC-MCP Cycle 2 Project, which will construct auxiliary lanes on Highway 1 between Soquel Ave and State Park Drive and add buffered/protected bike lanes and transit signal priority (TSP) on Soquel Drive along the same segment. Staff is currently coordinating with the regional partners on a SB1 Cycle 3 grant application, a \$200 million project to extend the corridor improvements to Freedom Boulevard. As part of the application, METRO is planning to install bus boarding islands, new bus shelters, and real time passenger information displays at up to 30 locations along the corridor. Application and announcement of award are expected in FY23.

### *Fare Programs*

Besides a focus on service and operations, staff is also working to build ridership through more convenient fare programs. In FY21, METRO launched a mobile ticket “Splash Pass,” which lets customers purchase METRO fare products using a smartphone, and completed the installation of electronic validators on all Highway 17 buses for more accurate and efficient validation of tickets. Mobile fare payment can help reduce the cost of cash collection, speed up the boarding process, and improve convenience and access to fare products. The next phase of the project, planned for FY23, will allow for contactless credit and smart card transactions to happen with the tap of a card on the Highway 17 validators. If successful, staff will seek funding to purchase and install validators fleet-wide. The final phase will involve the rollout of a new smart card and account based ticketing system using stored value accounts. Account-based ticketing will allow riders to exchange cash for pass products at an expanded local retailer network, enabling customers without a bank account to tap and ride. It will also allow METRO to introduce fare-capping at day- or monthly-pass rates, so that customers will know they are always getting the best value no matter how much they ride.

In addition, METRO continued its partnership in FY22 with the City of Santa Cruz Go Pass program, providing free rides to all 4,000+ downtown Santa Cruz employees, paid for by the City. The project aims to increase METRO ridership while reducing the demand for parking in downtown Santa Cruz. Staff is looking to expand the program to County employees in FY23.

Finally, METRO supported AB 1919, as amended, which would have established a five-year Youth Transit Pass Pilot Program in California. While Governor Newsom vetoed the bill due to lack of funding in the state budget, staff will continue to explore funding opportunities to implement free fare programs, particularly for youth under 18.

### *Real Time Passenger Information*

Staff is also working to improve the customer experience through improving access to real time information. Staff is currently implementing a Computer-Aided Dispatch / Automatic Vehicle Location (CAD/AVL) system on its fleet, which will allow real time vehicle location tracking and help the agency better track bus speed and reliability. Besides providing better data with which to plan and schedule, the system will provide customers with real time bus location and next bus arrival predictions, allowing customers to track vehicles in real time. The system is expected to go live in early 2023.

Additionally, METRO plans to install new Automated Passenger Counters (APCs) on its fleet in FY23. APCs will provide the Planning Department with a rich dataset for route and service planning, including boarding and alighting information at the level of individual bus stops for all trips. It will also provide real time crowding information to customers so that they can make more informed decisions when trip planning.

### Zero-Emission Vehicle Transition

METRO has set an ambitious goal of purchasing only zero emission buses (ZEB) moving forward, converting the entire 96 bus METRO fleet by 2037. Phase 1 of this plan involved the procurement and deployment of four battery electric buses (BEB) on the Watsonville Circulator Route, which was completed in FY22. Phase 2 will convert 100% of METRO's fleet serving Watsonville to ZEB by 2027. Phase 3 will involve the full transition of METRO's fleet to ZEB by the end of 2037, through a mix of fuel cell electric buses (FCEB) and BEB. This would put the agency ahead of the California Air Resources Board (CARB) mandate that all transit agencies in California operate 100% ZEB by 2040. In FY22, the Planning and Development Department worked with the Federal Transit Administration (FTA) to use funding available for Highway 17 service to procure four additional BEBs. Staff also submitted a highly competitive grant to the FTA Low or No Emission Vehicle and Bus and Bus Facilities Programs for 20 hydrogen fuel cell buses and construction of a hydrogen fueling facility and associated improvements. While the FTA did not select the proposal for funding, staff will continue to support METRO's transition to a 100% ZEB fleet in FY23 by identifying funding opportunities and preparing grant applications.

### Supporting Affordable Housing Development in Santa Cruz County

The housing market in the Santa Cruz – Watsonville area is by many measures one of the least affordable housing markets in the country. In the last on-board survey (2019), half of respondents reported household incomes below \$50,000. Providing access to affordable housing near transit corridors is therefore critical to supporting future ridership. Access to high quality transit also makes housing more affordable by reducing the need to build expensive parking, while the ability to live a car-free or car-light lifestyle reduces the costs of transportation for residents.

In the next decade, METRO plans to develop 175 affordable housing units at METRO transit centers and facilities, including Pacific Station, the Watsonville Transit Center and the Soquel Park and Ride. In FY22, METRO and the City of Santa Cruz were awarded \$30 million from the state's Affordable Housing and Sustainable Communities (AHSC) grant to redevelop the current Pacific Station site and adjacent City owned properties into 120 affordable housing units and a new bus station and tarmac. The project is currently in design and is expected to break ground in fall 2023. Building on the success of the Pacific Station project, staff is working to develop conceptual design concepts for affordable housing projects at the Watsonville and Soquel Park and Ride sites.

#### **IV. STRATEGIC PLAN PRIORITIES ALIGNMENT**

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

#### **V. FINANCIAL CONSIDERATIONS/IMPACT**

There is no financial impact related to this status report.

#### **VI. CHANGES FROM COMMITTEE**

N/A.

#### **VII. ALTERNATIVES CONSIDERED**

There are no alternatives to consider.


#### **VIII. ATTACHMENTS**

**Attachment A:** Figures 1, 2, and 3: Ridership and Revenue Hours

Prepared by: John Urgo, Planning and Development Director

**IX. APPROVALS**

Approved as to fiscal impact:  
Chuck Farmer, CFO



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Michael Tree, CEO/General Manager



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# Attachment A

Figure 1: Ridership and Revenue Hours  
As a % of January 2020

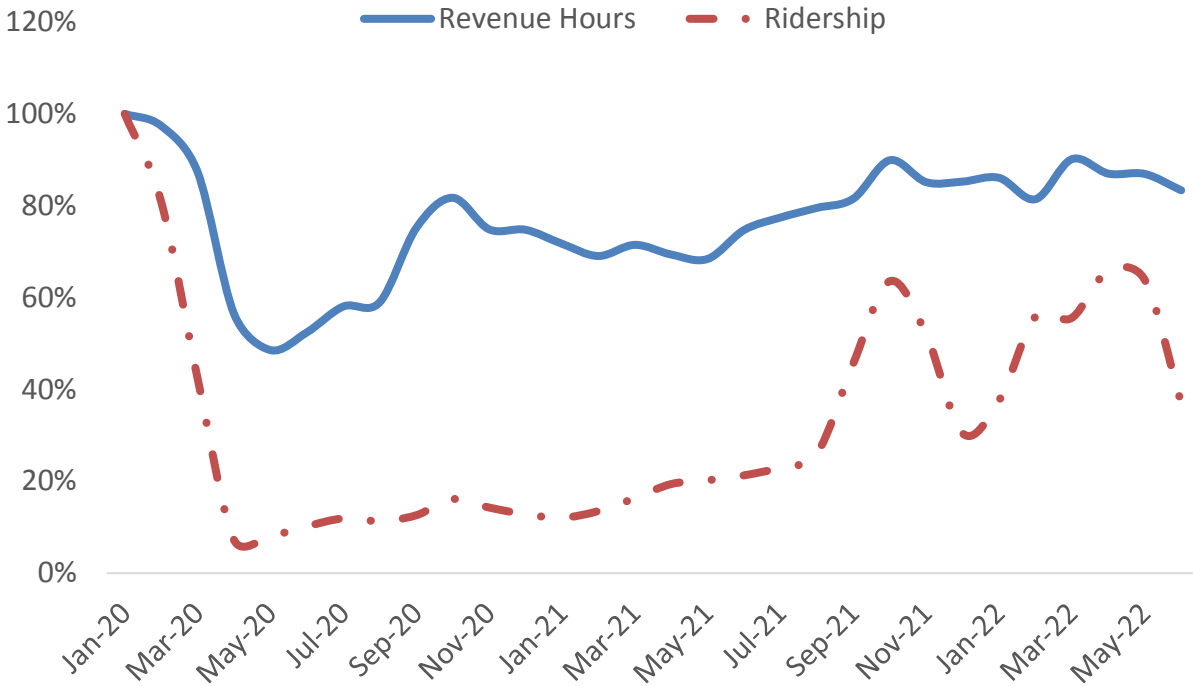
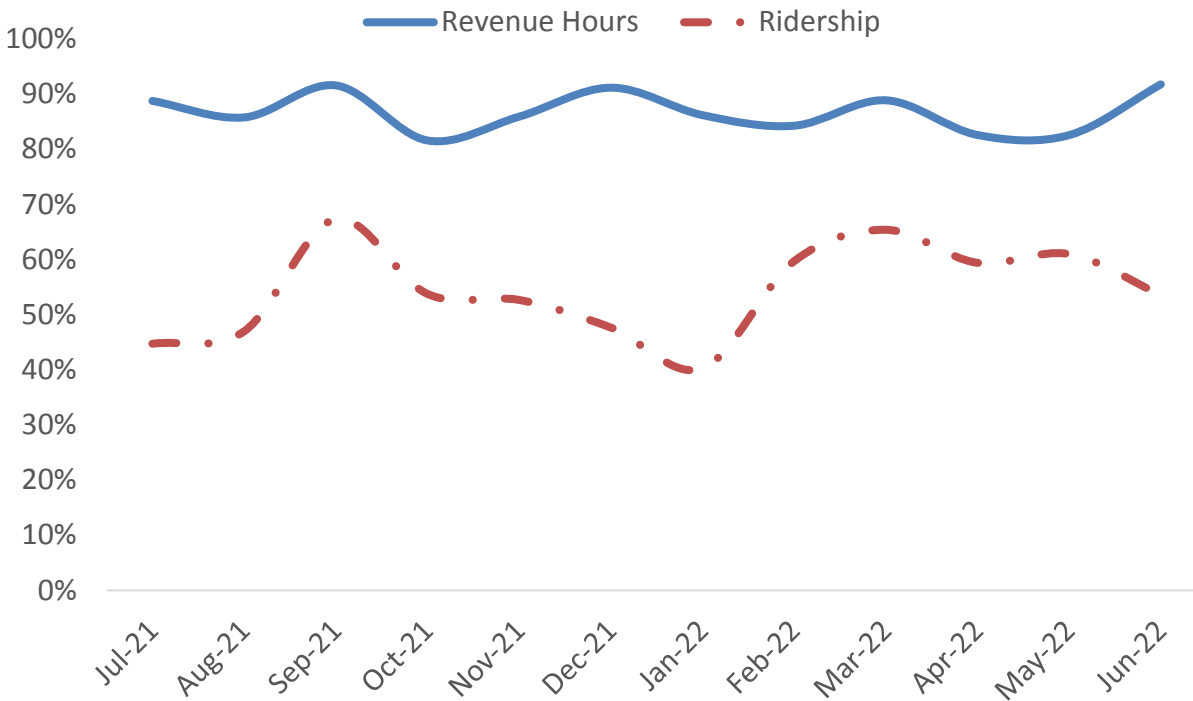
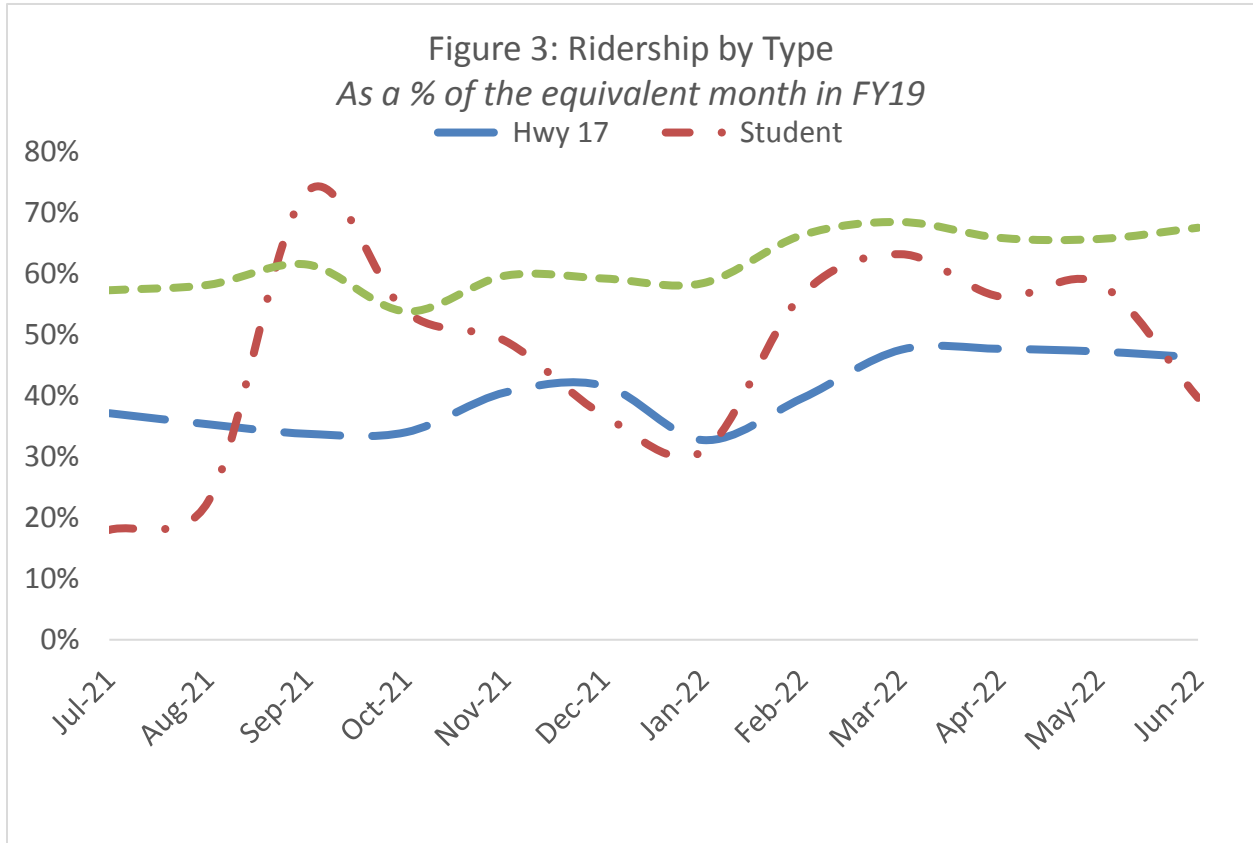


Figure 2: Ridership and Revenue Hours  
As a % of the equivalent month in FY19



# Attachment A





**DATE:** October 28, 2022  
**TO:** Board of Directors  
**FROM:** Wondimu Mengistu, Capital Planning and Grants Program Manager  
**SUBJECT: CONSIDER A RESOLUTION DESIGNATING THE CEO/GENERAL MANAGER AS THE AUTHORIZED AGENT TO APPLY FOR AND SIGN CERTAIN ASSURANCES WITH RESPECT TO APPLICATIONS FOR LOCAL, STATE AND FEDERAL PROGRAMS, PROJECTS OR GRANTS**

**I. RECOMMENDED ACTION**

**That the Board adopt a resolution authorizing the CEO/General Manager to apply for and sign certain assurances with respect to applications for local, State and Federal programs, projects or grants, including the Volkswagen Environmental Mitigation Trust Fund.**

**II. SUMMARY**

- The California Air Resources Board (CARB) and Project Administrator, the San Joaquin Valley Air Pollution Control District (SJVAPCD), are making funds available through the Volkswagen (VW) Environmental Mitigation Trust Fund for the Zero-Emission Transit, School, and Shuttle Bus Project through a competitive process.
- The Volkswagen Environmental Mitigation Trust Fund is a state program allowing the Santa Cruz Metropolitan Transit District (METRO) to apply for capital funding for the purchase of transit buses that replace existing vehicles with battery electric or hydrogen powered vehicles.
- In December 2018, CARB adopted an Innovative Clean Transit (ICT) Regulation, which mandates, starting in 2026, an escalating percentage of future bus procurements to be zero emission buses (ZEBs).
- METRO must designate an authorized employee by resolution, as the “Authorized Individual” to make the application and administer the Volkswagen Environmental Mitigation Trust Funds.
- Authorizing the attached Resolution will allow the CEO/General Manager (CEO) to apply for and sign required certifications and assurances with respect to applications for local, State, and Federal programs, projects, or grants on behalf of METRO, including but not limited to the Volkswagen Environmental Mitigation Trust funds.

### **III. DISCUSSION/BACKGROUND**

The Zero-Emission Transit, School, and Shuttle Bus program is part of the VW Environmental Mitigation Trust, a nationwide program that provides approximately \$423 million for California to fully mitigate the excess Nitrogen oxide (NOx) emissions caused by VW's use of illegal emission testing defeat devices in VW diesel vehicles. California's funding will support advanced technology vehicle and equipment deployments and accelerate the zero- emission transformation of the heavy-duty fleet.

The CARB and SJVAPCD are administering \$130 million statewide in two installments of \$65 million for replacing internal combustion engine buses with ZEBs. Applicants are eligible for up to \$180,000 per battery electric bus (BEB) or \$400,000 per hydrogen fuel cell electric bus (FCEB), for a total of up to \$3,250,000 per installment. CARB announced the application period for the VW Mitigation Trust Zero Emission Transit, School, and Shuttle Bus program is open. This solicitation is open to eligible bus owners throughout California, and funding is available on a first-come, first-served basis.

On December 14, 2018, CARB adopted its ICT Regulation that requires all transit agencies designated as a small transit agency to transition their bus fleet to all ZEBs beginning in 2026. Starting in 2026, small transit agencies must purchase ZEBs for 25% of all bus purchases, and 100% of all bus purchases must be ZEBs starting in 2029. METRO has already taken steps to electrify its fleet with battery electric zero emission buses. In addition, staff believes that FCEBs may prove to have a greater range than BEBs and that METRO's journey towards ICT compliance may include a mix of BEBs and FCEBs. Staff intends to submit eight (8) applications for eight (8) FCEBs to replace existing buses that had reached their useful life. METRO's request totals \$3,200,000, which represents 30% of the total cost of the vehicles (approximately \$1.3 million per vehicle).

Adoption of a resolution by the Board of Directors is required to submit an application and potentially receive funding under the VW Environmental Mitigation Trust Fund. Upon notification of funding determination, METRO staff will provide an update to the Board. Accordingly, staff recommends that the Board adopt the attached Resolution authorizing the CEO to apply for and sign required certifications and assurances, and administer funds for local, State, and Federal grants, if awarded, including the VW Environmental Mitigation Trust funds.

### **IV. STRATEGIC PLAN PRIORITIES ALIGNMENT**

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



## **V. FINANCIAL CONSIDERATIONS/IMPACT**

If awarded, the VW Environmental Mitigation Trust Fund would provide revenue necessary to replace up to eight buses that had reached their useful life with eight FCEBs. METRO's request totals \$3,200,000, which represents 30% of the total cost of the vehicles (approximately \$1.3 million per vehicle).

## **VI. CHANGES FROM COMMITTEE**

N/A

## **VII. ALTERNATIVES CONSIDERED**

Do not adopt the attached Resolution authorizing the CEO to advance the application for VW Environmental Mitigation Trust funds, sign required certifications and assurances, and administer funds for local, State, and Federal grants.

Staff does not recommend this alternative as the bus replacement need is so great and not addressing it would leave METRO in a lesser state of good repair and at higher risk of deterioration in service level and quality to the public, as well as increased operating and maintenance costs. Furthermore, investing in bus replacement now will put METRO in a better position to meet the ICT regulation of 25% ZEB purchases in 2026 and 100% in 2029.

Finally, the CEO must be authorized by the Board to apply for and sign certifications and assurances for various grant-funding opportunities.

## **VIII. ATTACHMENTS**

**Attachment A:** Resolution Authorizing the CEO to apply for and sign required certifications and assurances with respect to applications for local, State, and Federal programs, projects, or grants on behalf of METRO, including but not limited to the Volkswagen Environmental Mitigation Trust funds, and to take any further required actions to give effect to this Resolution.

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

**IX. APPROVALS**

John Urgo, Planning  
and Development Director



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Approved as to fiscal impact:  
Chuck Farmer, CFO



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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  
AUTHORIZING THE CEO/GENERAL MANAGER TO APPLY FOR AND SIGN CERTAIN  
ASSURANCES WITH RESPECT TO APPLICATIONS FOR LOCAL, STATE AND FEDERAL  
PROGRAMS, PROJECTS OR GRANTS, INCLUDING  
THE VOLKSWAGEN ENVIRONMENTAL MITIGATION TRUST FUND**

**WHEREAS**, the California Air Resources Board (CARB) and Project Administrator, the San Joaquin Valley Air Pollution Control District (SJVAPCD), are making funds available through the Volkswagen Environmental Mitigation Trust Fund for the Zero- Emission Transit, School, and Shuttle Bus Project through a competitive process; and,

**WHEREAS**, several Local, State, and Federal programs allow public transportation providers to apply for administration, capital, and operation assistance programs or grants; and,

**WHEREAS**, the Volkswagen Environmental Mitigation Trust Fund is a state program allowing the Santa Cruz Metropolitan Transit District (METRO) to apply for capital funding for the purchase of transit buses that replace existing vehicles with battery electric or hydrogen powered vehicles; and,

**WHEREAS**, METRO wishes to receive various local, State, and Federal grant funds, including but not limited to the Volkswagen Environmental Mitigation Trust Fund's Zero-Emission Transit, School and Shuttle Bus Project for the purchase of hydrogen powered vehicles; and,

**WHEREAS**, the METRO Board of Directors must designate an authorized employee by resolution, as the "Authorized Individual" to make the application and administer the local, State, and Federal funds, including the Volkswagen Environmental Mitigation Trust Funds.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Santa Cruz Metropolitan Transit District authorizes Michael Tree, CEO/General Manager, to apply for and sign required certifications and assurances with respect to applications for

# Attachment A

local, State, and Federal programs, projects, or grants on behalf of METRO, including but not limited to Volkswagen Environmental Mitigation Trust funds, and to take any further required actions to give effect to this Resolution.

**PASSED AND ADOPTED** by the Board of Directors of the Santa Cruz Metropolitan Transit District this 28<sup>th</sup> Day of October 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



THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

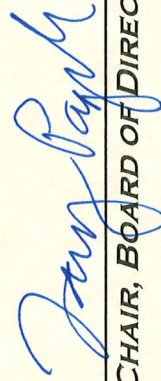
# CERTIFICATE OF APPRECIATION

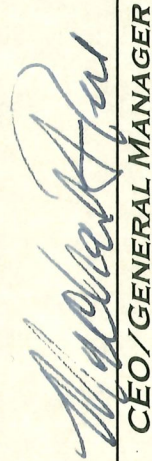
To

## HOLLY ALCORN ACCOUNTING SPECIALIST

FOR THE COMPLETION OF 10 YEARS OF SERVICE  
BETWEEN 2012 AND 2022

GIVEN THIS 28TH DAY OF OCTOBER 2022

  
\_\_\_\_\_  
CHAIR, BOARD OF DIRECTORS

  
\_\_\_\_\_  
CEO/GENERAL MANAGER

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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 BONITA CRAMER AS A PARATRANSIT CLERK III 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 Bonita Cramer to serve in the position of Paratransit Clerk III, and

**WHEREAS**, Bonita Cramer served as a member of the ParaCruz Department of METRO for the time period of October 3, 2004 to October 26, 2022, and

**WHEREAS**, provided METRO with dedicated service and commitment during the time of her employment, and

**WHEREAS**, Bonita Cramer served METRO with distinction, and

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

**WHEREAS**, during the time of Ms. Cramer'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 Bonita Cramer.

**NOW, THEREFORE, BE IT RESOLVED**, that upon her retirement as Paratransit Clerk III, 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 28<sup>th</sup> Day of October 2022 by the following vote:

**AYES:** Directors -

**NOES:** Directors -

**ABSTAIN:** Directors -

**ABSENT:** Directors -

Approved:  
Larry Pageler, Board Chair

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Attest:  
Michael Tree  
CEO/General Manager

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Approved as to form:  
Julie Sherman, General Counsel

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**DATE:** October 28, 2022  
**TO:** Board of Directors  
**FROM:** Margo Ross, Chief Operations Officer  
**SUBJECT: APPROVE REQUEST FOR AUTHORIZATION AND FUNDING OF A SAFETY AND TRAINING COORDINATOR**

**I. RECOMMENDED ACTION**

**That the Board of Directors approve the request for authorization of an additional Safety and Training Coordinator in the Operations Department.**

**II. SUMMARY**

- Santa Cruz Metropolitan Transit District (METRO) is in need of a full-time Safety and Training Coordinator.
- Due to the workload of our Operations Training Department, staff is asking to add an additional Safety and Training Coordinator to assist with additional training classes for incoming bus operators, accident retraining and VTT training.
- For reporting structure purposes, the Safety and Training Coordinator position will be reporting to the Operations Manager.
- METRO staff and Service Employees International Union Local 521 (SEIU) representatives met and discussed the needs of the organization. The SEIU concurred with METRO's determination that the Training department needed to add an additional Safety and Training Coordinator in order to assist with METRO's increased training needs.
- Staff is recommending Board of Directors (Board) approval to add and fund an additional Safety and Training Coordinator position.

**III. DISCUSSION/BACKGROUND**

METRO has experienced an increase of training needs including onboard accident training, increased curriculum for transit bus operators and VTT training. In addition, METRO is in need of increasing its training classes for new hires.

Therefore, METRO has identified the need for an additional Safety and Training Coordinator to supplement the two Safety and Training Coordinator METRO currently employs.

#### **IV. STRATEGIC PLAN PRIORITIES ALIGNMENT**

This action aligns to the following strategic priorities:

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

#### **V. FINANCIAL CONSIDERATIONS/IMPACT**

If the recommendations contained in this staff report are adopted, the additional required funding for Labor and Fringe Benefits for the position is \$89K in FY23 (8 months, November 2022 to June 2023). The funding will be provided from the upcoming vacancy of the Assistant Safety & Training Coordinator position.

#### **VI. ALTERNATIVES CONSIDERED**

- Do nothing is an alternative. Staff does not recommend this option. This position meets the needs of METRO.

#### **VII. ATTACHMENTS**

**Attachment A:** Safety and Training Coordinator Job Description

**Attachment B:** Safety and Training Coordinator Wage Scale

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

**VIII. APPROVALS**

Dawn Crummié, HR Director



Approved as to fiscal impact:  
Chuck Farmer, CFO



Michael Tree, CEO/General Manager



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# Attachment A

## HUMAN RESOURCES DEPARTMENT

### Santa Cruz METRO

*Class Code: P0204*  
*FLSA Status: Non-exempt*

### **Safety and Training Coordinator**

#### **Bargaining Unit: PSA**

#### **DEFINITION:**

Under direction, a Safety and Training Coordinator performs specialized professional administrative work related to planning, developing, updating, coordinating and conducting bus operator training and retraining programs and ensuring compliance with State and federally-mandated bus operator programs as well as Santa Cruz METRO policies and procedures; develops and updates curriculum, lesson plans, and training/reference materials; oversees the Assistant Safety and Training Coordinator; participates in the development and updating of accident investigation procedures and processes as well as departmental safety procedures; and performs related duties as required.

#### **DISTINGUISHING CHARACTERISTICS:**

Safety and Training Coordinator is the supervisory level class series. An incumbent in this class performs the full scope of Safety and Training Coordinator level of planning, developing, and coordinating the delivery of required training programs for bus operators and other Santa Cruz METRO staff.

#### **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, updates, coordinates, and conducts bus operator training and retraining programs, ensuring compliance with State and federally mandated bus operator programs as well as Santa Cruz METRO policies, procedures and labor agreements.
- Trains and coordinates with Transit Supervisors who assist in training and re training Santa Cruz METRO employees
- Develops and updates curriculum, lesson plans, training and reference materials for Bus Operators, Transit Supervisors and other Santa Cruz METRO employees;
- Develops training procedures manual as well as other documentation, materials, and processes; revises and updates documentation as needed.
- Plans and develops training schedules; coordinates schedules with Transit Supervisors and Assistant Safety and Training Coordinator that assist with training and retraining of Bus Operators and other Santa Cruz METRO employees.
- Assists the Operations Manager with administering the DMV Employer Testing Program, including maintenance of examiner credentials;
- Coordinates the DMV “pull program” and ensures that all employees meet licensing requirements; participates in CHP/DMV and other audits.
- Develops and coordinates ongoing line instruction programs, including the training of line instructors on monitoring, grading, reporting and program compliance criteria.
- Coordinates the accident review process;
- Reviews completed accident reports and identifies patterns; documents and reports on recommendations for improvements; maintains records of accidents; prepares summary reports.
- Coordinates and oversees the maintenance of accurate training records and documentation, including records of driver training hours, VTT certification, and bus operator training certification.
- Oversees and evaluates new Operators during training;



# Attachment A

## HUMAN RESOURCES DEPARTMENT

### Santa Cruz METRO

- Provides recommendations regarding Operator retention based on training information;
- Participates in direct observations of Operator skills as required;
- Conducts corrective action or re-training as appropriate;
- Participates in selection of new Bus Operators
- Participates in the delivery of training instruction as required, including VTT classes;
- Develops and may provide customized or specialized trainings as requested.
- May represent Santa Cruz METRO at disciplinary hearings, legal proceedings and other meetings.
- Supervises subordinate Safety and Training Instructors and may supervise technical, clerical or support staff;
- Assigns, directs, and monitors work; provides staff training; evaluates employee performance;
- May participate in staff selection;
- Initiates or may have significant input into disciplinary actions.
- Coordinates and performs special projects.
- Provides information to employees and the public.
- Operates standard office equipment; utilizes computer software in performing job tasks.
- Drives and Operates Santa Cruz METRO vehicles to perform assignments.
- Performs related work as required
- Responsible for the implementation of ongoing line-instruction program, including selection, training, and evaluation of the line instructor regarding monetary, grading, reporting, and program compliance criteria.
- Conducts verification of transit training (VTT) classes as required; and provides customized trainings as required by Superintendent.
- Participates in the planning, organizing, and support of internal and external training activities.
- Provides training in escalated or emergency situations, as assigned.
- Reviews pull-notices and takes appropriate action when required.
- Upon request, provides technical training assistance, pull- notice review for the paratransit department.
- Enforces Santa Cruz METRO rules, policies, and procedures; applies provisions of Labor Agreements within the scope of duties.
- May represent Santa Cruz METRO at disciplinary hearing, legal proceedings, and other meetings, as required
- Incorporates information into training curriculum on new equipment, and changes in existing equipment.
- May serve as a liaison with local emergency responders, such as police and fire, by providing information and orientation regarding Santa Cruz METRO vehicle fleet, fuels utilized, emergency access, and other public safety related information.
- May participate in committees and projects teams, may make recommendations related to safety, training, licensing requirements, accident investigations, and other position related topics as assigned;
- Serves as hazardous materials trainer for the Operations department.
- Assist with the development of departmental policies, procedures, programs and budget on safety related issues in cooperation with the Safety, Security and Risk Department.
- Assist in conducting surveys of other organizations to compile, and analyze data, prepare report and perform calculations, as needed.
- Selects, supervises, trains, motivates, assigns, evaluates, counsels, and disciplines staff.



# Attachment A

## HUMAN RESOURCES DEPARTMENT

### Santa Cruz METRO

#### **EMPLOYMENT STANDARDS:**

##### **Knowledge of:**

- Federal, State, and local laws and regulations regarding transit buses, Department of Motor Vehicle and Federal Highway Administration laws, and bus operator training and retraining.
- Current teaching theory, methods, and practices, as well as effective curriculum development.
- Principles of program organization, administration and coordination.
- Common transit agency policies, procedures and bus operator labor contract parameters language associated with bus operations.
- Defensive driving techniques.
- Safety and health-related regulations applicable to transit operations.
- Principles and practices of employee supervision, including employee development, performance evaluation and progressive discipline.
- Modern office practices, procedures and equipment.
- Business correspondence, formatting and report writing.
- Manual and automated record keeping and filing systems.
- Methods of maintaining information in computerized or hard copy files.
- Professional methods of researching, gathering, organizing and reporting data.
- Methods of prioritizing, planning and organizing work.
- Advanced time management techniques.
- Customer service techniques.
- Intermediate mathematics including percentages, ratios, and basic statistics.
- The effective use of modern office equipment, personal computers, and applicable standard business software; including audio/visual equipment.

##### **Ability to:**

- Develop, organize, and coordinate an effective bus operator training program.
- Formulate specific objectives to compare and evaluate training results.
- Research, analyze and evaluate new training methods and techniques.
- Read, review and apply laws, regulations and labor contract provisions.
- Define problem areas and evaluate, recommend and implement alternative solutions to complex issues and problems.
- Instruct others in the safe operation of Santa Cruz METRO vehicles and adapt training procedures to the needs of the individual.
- Act as liaison with community groups, transit agencies, and regulatory agencies.
- Develop and write plans, procedures, reports, forms and tests.
- Conduct field investigations to identify patterns and problem areas and make recommendations.
- Adhere to established work schedules and timelines.
- Work independently using good judgment, tact and discretion.
- Balance multiple assignments simultaneously and effectively.
- Utilize standard office equipment and computer software and learn to use specialized Santa Cruz METRO software if assigned.
- Maintain confidentiality of materials, records, files and other privileged information.
- Communicate clearly and effectively in both oral and written form.



# Attachment A

## HUMAN RESOURCES DEPARTMENT

### Santa Cruz METRO

- 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:**

Bachelor's degree from an accredited college or university;

**AND**

Two (2) years of experience developing and presenting driver safety and training programs, preferably for a public bus transportation system.

**OR**

Three (3) years of experience as a Transit Supervisor transit agency providing bus transportation.

#### **LICENSES AND CERTIFICATES:**

Valid California Class "B" Commercial Driver's License with "P" passenger endorsement will be required at the time of appointment and throughout employment.

Upon hire, must be able to obtain Verification of transit training (VTT) An acceptable safe driving record/history is required at the time of appointment.

Upon hire, an employee will be required to successfully complete Department of Transportation Instructor Credential to teach VTT classes at time of appointment.

#### **SPECIAL REQUIREMENTS:**

- Driving record will be reviewed as part of the application process and throughout employment.
- It is required to have a driving record with no chargeable accidents and Vehicle Code Violations within the past three (3) years preceding the date of application.
- Experience in commonly used software programs relevant to the functions of the job, such as word processing and presentation; and English usage, grammar, punctuation, and spelling.
- May occasionally work extended hours or hours outside of regular schedule.

#### **PHYSICAL AND MENTAL DEMANDS:**

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





# Attachment A

## HUMAN RESOURCES DEPARTMENT

### Santa Cruz METRO

**Physical Demands**

While performing the duties of this job, the employee is regularly required to sit, walk, climb, bend, kneel, and stand; talk and hear; use hands to manipulate, handle, feel or operate objects, tools or controls; reach with hands and arms; and perform repetitive movements of hands or wrists. The employee is regularly required to bend and twist at the neck and occasionally reach overhead. Work may require lifting up to 50 pounds unaided. Specific visual abilities required for this job include close vision, distance vision, the ability to see colors and shades, and the ability to perceive depth.

**Mental Demands**

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

**Work Environment:**

The employee typically works in an office environment where the noise level is quiet. The employee occasionally works in a field environment with potential exposure to varied weather conditions, dust, fumes, and hazardous materials and where the noise level is loud.

**OTHER CONDITIONS OF EMPLOYMENT:**

- Must pass a requisite background check.
- This position is considered a safety sensitive position and requires participation in Santa Cruz METRO’s drug and alcohol testing program.
- May occasionally work extended hours or hours outside of the regular schedule.

*Adopted:	12-11-18
*BOD Approved:	08-23-19
*Revised:	10-13-22
*Job Family:	Administrative Technical
*Job Series:	Safety and Training
*Job Series Level:	Supervisor
*Confidential:	No

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# Attachment B

RY23: 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	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SEP	Administrative Supervisor	31.65	33.23	34.81	33.23	34.89	36.55	34.89	36.63	38.37	36.63	38.46	40.38	42.30	40.38	42.40	44.42
SEP	Assistant Safety & Training Coordinator	34.56	36.29	38.02	36.29	38.10	39.91	38.10	40.01	41.92	40.01	42.01	44.11	46.21	44.11	46.32	48.53
SEP	Custodial Supervisor	28.93	25.78	27.01	25.78	27.07	28.36	27.07	28.42	29.77	28.42	29.84	31.33	32.82	31.33	32.90	34.64
SEP	Customer Service Supervisor	28.93	30.38	31.83	30.38	31.90	33.42	31.90	33.50	35.10	33.50	35.18	36.94	38.70	36.94	38.79	40.64
SEP	Facilities Maintenance Supervisor	33.83	35.52	37.21	35.52	37.30	39.08	37.30	39.17	41.04	39.17	41.13	43.19	45.25	43.19	45.35	47.51
SEP	Fleet Maintenance Supervisor	38.27	40.18	42.09	40.18	42.19	44.20	42.19	44.30	46.41	44.30	46.52	48.85	51.18	48.85	51.29	53.73
SEP	Parts and Materials Supervisor	32.41	34.03	35.65	34.03	35.73	37.43	35.73	37.52	39.31	37.52	39.40	41.37	43.34	41.37	43.44	45.51
SEP	Revenue Collection Supervisor	27.32	28.69	30.06	28.69	30.12	31.55	30.12	31.63	33.14	31.63	33.21	34.87	36.53	34.87	36.61	38.35
SEP	Safety & Training Coordinator	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.41	43.25	45.41	47.68	49.95	47.68	50.06	52.44
SEP	Transit Supervisor	35.49	35.16	36.83	35.16	36.92	38.77	38.77	40.62	42.55	40.62	42.55	44.79	46.89	44.79	46.89	49.03
SEP	Transportation Planning Supervisor	48.89	51.33	53.77	51.33	53.90	56.47	53.90	56.60	59.43	56.60	59.43	62.40	65.37	62.40	65.52	68.64
SES	Accountant I	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.19	43.15	41.19	43.25	45.31
SES	Accountant II	35.50	37.28	39.06	37.28	39.14	41.00	39.14	41.10	43.06	41.10	43.16	45.22	47.48	45.22	47.59	49.86
SES	Accountant III	38.73	40.67	42.61	40.67	42.70	44.73	42.70	44.84	46.98	44.84	47.08	49.32	51.78	49.32	51.90	54.37
SES	Accounting Clerk	21.43	22.50	23.57	22.50	23.63	24.76	23.63	24.81	25.99	24.81	26.05	27.35	28.65	27.35	28.72	30.09
SES	Accounting Specialist	31.19	32.75	34.31	32.75	34.39	36.03	34.39	36.11	37.83	36.11	37.92	39.82	41.72	39.82	41.81	43.80
SES	Accounting Technician	25.52	26.80	28.08	26.80	28.14	29.48	28.14	29.55	30.96	30.96	32.51	34.13	35.84	34.13	35.84	37.64
SES	Administrative Assistant	24.84	26.08	27.32	26.08	27.38	28.68	27.38	28.75	30.12	28.75	30.19	31.63	33.21	31.63	33.29	34.88
SES	Administrative Clerk	22.85	23.47	24.59	23.47	24.64	25.81	24.64	25.87	27.10	25.87	27.16	28.45	29.88	28.45	29.95	31.38
SES	Administrative Specialist	27.29	28.65	30.01	28.65	30.08	31.51	30.08	31.58	33.08	31.58	33.16	34.74	36.48	34.82	36.56	38.30
SES	Benefits Technician	26.05	27.35	28.65	27.35	28.72	30.09	28.72	30.16	31.60	30.16	31.67	33.25	34.83	33.25	34.91	36.57
SES	Buyer	26.66	27.99	29.32	27.99	29.39	30.79	29.39	30.86	32.33	30.86	32.40	34.02	35.64	34.02	35.72	37.42
SES	Claims Technician I	23.28	24.44	25.60	24.44	25.66	26.88	25.66	26.94	28.22	26.94	28.29	29.70	31.11	29.70	31.19	32.68
SES	Claims Technician II	25.86	27.15	28.44	27.15	28.51	29.87	28.51	29.94	31.37	29.94	31.44	32.94	34.51	32.94	34.66	36.31
SES	Custodial Service Worker	18.27	19.18	20.09	19.18	20.14	21.10	20.14	21.15	22.16	21.15	22.21	23.27	24.43	23.27	24.49	25.66
SES	Customer Service Representative	21.43	22.50	23.57	22.50	23.63	24.76	23.63	24.81	25.99	24.81	26.05	27.35	28.65	27.35	28.72	30.09
SES	Customer Service Assistant	24.84	26.08	27.32	26.08	27.38	28.68	27.38	28.75	30.12	28.75	30.19	31.63	33.21	31.63	33.29	34.88
SES	Facilities Maintenance Worker I	22.55	23.68	24.81	23.68	24.86	26.04	24.86	26.10	27.34	26.10	27.41	28.72	30.15	28.72	30.22	31.66
SES	Facilities Maintenance Worker II	25.07	26.32	27.57	26.32	27.64	28.96	27.64	29.02	30.40	29.02	30.47	31.99	33.51	31.99	33.59	35.19
SES	Financial Analyst	39.07	41.02	42.97	41.02	43.07	45.12	43.07	45.22	47.37	45.22	47.48	49.74	52.22	49.85	52.34	54.83
SES	Grants/Legislative Analyst	36.20	38.01	39.82	38.01	39.91	41.81	39.91	41.91	43.91	41.91	44.01	46.21	48.41	46.21	48.52	50.83
SES	HR Analyst I	30.44	31.96	33.48	31.96	33.56	35.16	33.56	35.24	36.92	35.24	37.00	38.76	40.70	38.85	40.79	42.73
SES	HR Analyst II	33.49	35.16	36.83	35.16	36.92	38.68	36.92	38.77	40.62	38.77	40.71	42.65	44.79	42.75	44.89	47.03
SES	Human Resources Clerk	22.55	23.68	24.81	23.68	24.86	26.04	24.86	26.10	27.34	26.10	27.41	28.72	30.15	28.72	30.22	31.66
SES	Human Resources Specialist	24.81	26.05	27.29	26.05	27.35	28.72	27.35	28.72	30.09	28.72	30.16	31.67	33.18	31.67	33.25	34.83
SES	Human Resources Technician	26.05	27.35	28.65	27.35	28.72	30.09	28.72	30.16	31.60	30.16	31.67	33.25	34.83	33.25	34.91	36.57
SES	Information Technology Project Coordinator	32.14	33.75	35.36	33.75	35.44	37.13	35.44	37.21	38.98	37.21	39.07	40.93	42.97	41.02	43.07	45.12
SES	Information Technology Support Analyst I	26.31	27.63	28.95	27.63	29.01	30.39	29.01	30.46	31.91	30.46	31.98	33.58	35.18	33.58	35.26	36.94
SES	Information Technology Support Analyst II	29.22	30.68	32.14	30.68	32.21	33.74	32.21	33.82	35.43	33.82	35.51	37.20	38.91	37.29	39.15	41.01
SES	Lead Custodial Service Worker	21.83	22.92	24.01	22.92	24.07	25.22	24.07	25.27	26.47	25.27	26.53	27.79	29.19	27.86	29.25	30.64
SES	Lead Facilities Maintenance Worker	30.06	31.56	33.06	31.56	33.14	34.72	33.14	34.80	36.46	34.80	36.54	38.28	40.20	38.37	40.29	42.21
SES	Legal Secretary	22.55	23.68	24.81	23.68	24.86	26.04	24.86	26.10	27.34	26.10	27.41	28.72	30.15	28.72	30.22	31.66
SES	Mobility Training Coordinator	28.93	30.38	31.83	30.38	31.90	33.42	31.90	33.50	35.10	33.50	35.18	36.94	38.70	36.94	38.79	40.64
SES	Paralegal I	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	43.15	41.19	43.25	45.31
SES	Paralegal II	35.50	37.28	39.06	37.28	39.14	41.00	39.14	41.10	43.06	41.10	43.16	45.22	47.48	45.32	47.59	49.86
SES	Paratransit Eligibility Coordinator	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	43.15	41.19	43.25	45.31
SES	Payroll Specialist	26.05	27.35	28.65	27.35	28.72	30.09	28.72	30.16	31.60	30.16	31.67	33.18	34.83	33.25	34.91	36.57

# Attachment B

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

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

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

UNION	Step 1	1L	1LL	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SES	32.71	34.35	35.99	34.35	36.07	37.79	36.07	37.87	39.67	37.87	39.76	41.65	39.76	41.75	43.74	41.75	43.84	45.93
SES	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
SES	18.29	19.20	20.11	19.20	20.16	21.12	20.16	21.17	22.18	21.17	22.23	23.29	22.23	23.34	24.45	23.34	24.51	25.68

**Longevity Pay is based only on length of service.**

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



# State Legislative Update

Santa Cruz Metropolitan Transit District

Michael Pimentel

October 28, 2022

**13.1**

# SYASL Advocacy Team



**Michael Pimentel**  
**Legislative Advocate**

01

# Legislation

2021-2022 Regular Session

13.3

# 2021-22 Legislative Session Wrap-Up

- Legislature adjourned the second year of 2021-22 Session: **August 31**
- Deadline for Governor Newsom to act on legislation: **September 30**
- **Several key public transit bills considered this year**

**13.4**



# SB 922 (Wiener)

- Expands and extends CEQA categorical exemptions for transit projects, including:
  - Transit priority projects
  - Conversion of GPLs to bus-only lanes
  - Part-time transit lanes
  - Bus rapid transit
  - ZEB charging/refueling infrastructure and related facilities

**13.5**

▪ Signed by Governor Newsom on **September 30**

## SB 942 (Newman)

- Authorizes transit agencies to utilize LCTOP to continuously subsidize free- or reduced-fare programs
- Signed by Governor Newsom on **September 30**

**13.6**

# AB 1919 (Holden)

- Would have created the Youth Transit Pass Pilot Program to fund free youth transit passes to students
  - Transit agencies would have been required to partner with educational institutions to access funds
- Vetoed by Governor Newsom on **September 13**

**13.7**

# AB 2622 (Mullin)

- Extends state sales tax exemption for zero-emission buses through 2034
  - Expected to save transit agencies \$30k-\$50k/ ZEB
- Signed by Governor Newsom on **September 16**

**13.8**

# Look Ahead: 2023-24 Legislative Session

- Legislature convenes for first year of 2023-24 Session: **December 5**
- Significant changes on the horizon in the Legislature
  - 100 out of 120 seats up for election or re-election
  - 20 seats in the Senate (10 seats full open, 10 incumbents running for election)
  - All 80 seats in the Assembly (24 seats open, 56 incumbents)

- Senator Laird will remain in Legislature

- Assembly Member Stone did not seek reelection

**13.9**

02

# Funding

2022-23 Budget Year

13.10

# FY 2022-23 Budget – Transportation Funding Package

- **\$4.2 billion** for high-speed rail
- **\$1.8315 billion** for high-priority SoCal transit projects
- **\$1.4985 billion** for high-priority transit projects in other regions
- **\$4 billion** in FY 2023-24/ FY 2024-25 for transit projects statewide (requires additional action)
- **\$1.049 billion** in FY 2021-22 for Active Transportation
- **\$198 million** in FY 2021-22 for local climate adaptation projects
- **\$350 million** in FY 2021-22 for grade separation projects

**13.11**

# FY 2022-23 Budget – Transportation Funding Package

- **\$3.53 billion** in FY 2022-23 to fund ZEVs and charging/refueling infrastructure
- **\$2.415 billion** in FY 2023-24/ FY 2024-25/ FY 2025-26 for ZEVs and charging/refueling infrastructure (requires additional action)

**13.12**



# Questions?

13.13



# Contact Information

**Michael Pimentel**  
michael@SYASLpartners.com

**13.14**





# State Legislative Update

Santa Cruz Metropolitan Transit District

Michael Pimentel

October 28, 2022

**13.15**

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# FEDERAL UPDATE



OCTOBER 2022



# TOPICS OF DISCUSSION



## Inflation Reduction Act FY 2023 DOT Budget Elections



# Inflation Reduction Act (IRA)



- Signed into law on August 16
- Distant cousin of “Build Back Better;” surprise Senate agreement
- Allow Medicare to negotiate prescription drug prices
- Cap out of pocket prescription drug costs under Medicare at \$2,000 per year
- Extend expiring Affordable Care Act subsidies
- Enact an array of tax credits and grant programs to address climate change and improve climate resilience
- Make changes to the tax code to offset the bill’s costs and reduce the deficit
- Increase funding for the Internal Revenue Service

# Inflation Reduction Act (IRA)



## Highlights for Transportation

\$3.2 billion for Neighborhood Access and Equity Grants at DOT

- Looks a lot like existing Reconnecting Communities Grant Program.

\$1 billion for Clean Heavy Duty Vehicle Program at EPA

- Competitive grants for replacing “dirty” heavy duty vehicles (buses, garbage trucks, etc.) with zero emission ones.

“Direct pay” tax credits to public entities:

- Zero emissions commercial vehicle purchase (up to \$40k per vehicle)
- Clean hydrogen facility production



# FY 2023 DOT Budget



- **Budget Not Yet Finalized**
  - Stopgap measure to avoid shutdown expires on December 16
  - FY 2023 formally started on October 1, 2021
  - “Year-Long” Stopgap possible if no agreement reached
- **2021 IIJA Established Most DOT Funding Levels**
  - House and Senate have proposed more for bus programs
  - “Plus-Ups” for Low-No; Bus & Bus Facilities
- **DOT Programs Not Contentious in Negotiations**
  - Parity between defense and non-defense spending; policy provisions are more the issue

# Elections



- All 435 House Seats Up in November
  - Republicans need a net gain of 5 seats to gain majority
- 35 Senate Seats Contested
  - Republicans need a net gain of 1 seat to gain majority
- Redistricting Changing SC County Delegation
  - New 19<sup>th</sup> District incorporates Scotts Valley, San Lorenzo Valley (currently in CA-18)
  - New 18<sup>th</sup> District incorporates Watsonville (formerly in CA-20)

Federal Update



# Questions?



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**DATE:** October 28, 2022  
**TO:** Board of Directors  
**FROM:** Michael Tree, CEO/General Manager  
**SUBJECT: ADOPT A SOCIAL EQUITY AND COMMUNITY FUNDING POLICY**

**I. RECOMMENDED ACTION**

**That the Board of Directors adopt the proposed Social Equity and Community Funding Policy.**

**II. SUMMARY**

- Santa Cruz Metropolitan Transit District (METRO) endeavors to use its purchasing power in support of efforts to promote METRO's services, to encourage the use of public transportation for the purpose of achieving sustainability improvements or greenhouse gas (GHG) reductions, and to promote corporate social responsibility in the selection of its contractors.
- Adoption of the proposed Social Equity and Community Funding Policy (Policy) would establish the procedures by which METRO may provide resources to outside entities in the form of community funding and marketing support for the purpose of promoting METRO's services, encouraging the use of public transportation for the purpose of achieving sustainability improvements or GHG reductions.
- The proposed Policy also sets forth the procedures by which METRO may consider a firm's social equity practices during the evaluation stage of METRO's best value procurements.

**III. DISCUSSION/BACKGROUND**

The proposed Social Equity and Community Funding Policy is designed to build upon the natural intersection between the work of organizations that focus on sustainability efforts and METRO's mission to provide public transportation service that enhances personal mobility and creates a sustainable transportation option in Santa Cruz County through a cost-effective, reliable, accessible, safe, clean and courteous transit service.

METRO endeavors to leverage its purchasing power in support of efforts to promote METRO's services, to encourage the use of public transportation for the purpose of achieving sustainability improvements or GHG reductions, and to promote corporate social responsibility in the selection of its contractors.

To accomplish this, the Policy establishes three options for METRO.

Community Funding: First, the Policy establishes procedures by which METRO can provide resources in the form of funds, materials, in-kind support, or the donation by a METRO contractor of a discount provided to METRO to an entity for the purpose of promoting the use of public transportation or achieving sustainability improvements or GHG reductions in the region.

Under the proposed Policy, METRO may give firms responding to its best value procurements the opportunity to achieve additional points during the evaluation process if the respondent gives METRO a discount in the respondent's pricing, which METRO or the respondent will provide in the form of Community Funding.

The policy describes the process that METRO may use to select recipients of Community Funding and it authorizes METRO to partner with recipients of Community Funding to provide marketing support.

Corporate Social Equity Practices: Second, the Policy sets out the process by which METRO may consider a firm's social equity practices for the work to be completed under a contract, and/or as business strategies a firm has undertaken, during the evaluation stage of METRO's best value procurements.

Partnership with METRO Contractors or Other Public Agencies: Lastly, METRO may partner with current contractors or other public agencies to provide Community Funding to an entity for the purpose of promoting the use of public transportation or achieving sustainability improvements or GHG reductions in the region.

#### **IV. STRATEGIC PLAN PRIORITIES ALIGNMENT**

Adoption of the Policy aligns with METRO's goal of Financial Stability, Stewardship & Accountability because its procedures are intended to ensure that METRO's expenditures related to Community Funding and marketing support are in compliance with State law prohibitions on unlawful expenditures or gifts of public funds.

#### **V. FINANCIAL CONSIDERATIONS/IMPACT**

Adoption of the Policy has no direct financial impact. Any future expenditures of Community Funding will be limited to amounts of actual discounts provided to

METRO by any contractor or to any amount set forth in METRO's adopted budget for such purpose.

**VI. CHANGES FROM COMMITTEE**

None

**VII. ALTERNATIVES CONSIDERED**

The Board could elect not to adopt the proposed Policy or it could propose modifications to the Policy.


**VIII. ATTACHMENTS**

**Attachment A:** Resolution Adopting the Social Equity and Community Funding Policy

**Exhibit A:** Social Equity and Community Funding Policy

**IX. APPROVALS**

Approved as to fiscal impact:  
Chuck Farmer, CFO



---

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:

### RESOLUTION OF THE BOARD OF DIRECTORS OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT ADOPTING A SOCIAL EQUITY AND COMMUNITY FUNDING POLICY

**WHEREAS**, the Santa Cruz Metropolitan Transit District (METRO) desires to use its purchasing power in support of efforts to promote METRO's services, to encourage the use of public transportation for the purpose of achieving sustainability improvements or greenhouse gas (GHG) reductions, and to promote corporate social responsibility in the selection of its contractors; and

**WHEREAS**, METRO is obligated to ensure that it to expends its resources only in furtherance of METRO's statutory purposes and in the exercise of powers set forth or implied in METRO's enabling legislation and in compliance with State law prohibitions on unlawful expenditures or gifts of public funds; and

**WHEREAS**, staff and Legal Counsel have developed a Social Equity and Community Funding Policy, which sets forth the procedures for consideration, approval, and administration of potential expenditures of METRO resources in the form of community funding to achieve METRO's goals and ensure compliance with State law.

**NOW THEREFORE, BE IT RESOLVED** that the Board of Directors of the Santa Cruz Metropolitan Transit District hereby adopts the Social Equity and Community Funding Policy attached to this resolution as Exhibit A.

**PASSED AND ADOPTED** by the Board of Directors of the Santa Cruz Metropolitan Transit District this 28<sup>th</sup> Day of October 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 A



## Administration Department

Michael Tree, CEO/General Manager  
Department Manager/Title

\_\_\_\_\_  
CEO

## **SOCIAL EQUITY AND COMMUNITY FUNDING POLICY**

**Policy #:** AP-1040

**Origination Date:** October 28, 2022

**Revised Date:**

---

### **I. PURPOSE**

- 1.01 This Social Equity and Community Funding Policy ("Policy") sets forth the procedures for consideration, approval, and administration of potential expenditures of Santa Cruz Metropolitan Transit District ("METRO") resources in the form of community funding to promote METRO's services, the use of public transportation, and for the purpose of achieving sustainability improvements or greenhouse gas ("GHG") reductions in the region.
- 1.02 This Policy also sets forth the procedures by which METRO will promote corporate social responsibility in the selection of its contractors.
- 1.03 The purpose of this Policy is to ensure that all funds and other resources of METRO are expended in furtherance of valid public purposes in full accordance with applicable laws and the rules of this Policy.

### **II. POLICY**

- 2.01 It is the policy of METRO to ensure compliance with State law prohibitions on unlawful expenditures or gifts of public funds, including as specifically addressed in Sections 5 and 6 of Article XVI of the California Constitution, Government Code Section 8314, Code of Civil Procedure Section 526a and Penal Code Sections 424, *et seq.*
- 2.02 It is the policy of METRO to expend its resources only in furtherance of METRO's statutory purposes and in the exercise of powers set forth or implied in METRO's enabling legislation (California Public Utilities Code Sections 98000, *et seq.*).
- 2.03 More specifically, METRO will expend its resources in the furtherance of its mission to provide public transportation service that enhances personal mobility and creates a sustainable transportation option in Santa Cruz County through a cost-effective, reliable, accessible, safe, clean and courteous transit service.



- 
- 2.04 It is the policy of METRO to use its purchasing power in support of efforts to promote METRO's services, to encourage the use of public transportation, for the purpose of achieving sustainability improvements or GHG reductions, and to promote corporate social responsibility in the selection of its contractors.
  - 2.05 It is further the policy of METRO to make expenditures related to Community Funding and Marketing Support only after consideration pursuant to this Policy and an evaluation of the financial capacity of METRO to make such expenditures.
  - 2.06 METRO will not provide Community Funding to support or oppose campaigns for against political candidates or ballot measures.
  - 2.07 METRO will not provide Community Funding to or in aid of any religious sect, church, creed, or sectarian purpose, or to help to support or sustain any school, college, university, hospital, or other institution controlled by any religious creed, church, or sectarian denomination.
  - 2.08 METRO will not provide Community Funding for endowment funds. Requests for multi-year or annual Community Funding must be submitted for consideration each year. METRO will carefully consider support for individual endeavors and annual fund drives.
  - 2.09 METRO reserves the right to amend, modify, or delete this Policy at any time.

### **III. APPLICABILITY**

- 3.01 This Policy applies to all METRO best value procurements, and any subsequent contracts, in which criteria other than cost/price are factored into the award of the contract.
- 3.02 This Policy does not apply to public works contracts, as defined in section 1101 of the California Public Contract Code, and contracts in which the contractor is selected based on the lowest bid.
- 3.03 This Policy applies to any METRO contractors and other public agencies that elect to participate in METRO's Community Funding program.

### **IV. DEFINITIONS**

- 4.01 "Community Funding" means METRO resources – including tax revenue or other funds, materials or in-kind support, or the donation by a METRO



contractor of a discount provided to METRO or other funds – given to or spent to support any individual, organization, or entity for the purpose of promoting the use of public transportation or achieving sustainability improvements or GHG reductions in the region. Community Funding can include money or materials/in-kind benefits. There are two types of Community Funding: Community Benefit Support and Marketing Support.

- 4.02 "Community Benefit Support" is resources given or spent for the purpose promoting the use of public transportation or achieving sustainability improvements or GHG reductions in the region.
- 4.03 "Marketing Support" means resources given or spent to promote the business, mission and goals of METRO and its services and the business, mission and goals of the Sustainability Partner. Examples include advertisements of the partnership between METRO and the Sustainability Partner. "Marketing Support" does not include advertising in, on or through newspaper, radio, television, social media or direct mail, except when such advertising is associated with a specific community event hosted by an entity other than METRO itself.
- 4.04 "Sustainability Partner" is any individual, organization, or entity selected by METRO to receive Community Funding pursuant to this Policy.

## **V. PROCEDURES—SOCIAL EQUITY AND SUSTAINABILITY PRACTICES IN PROCUREMENT AND CONTRACTING**

- 5.01 METRO intends to use its purchasing power to support corporate practices that provide social value, environmental sustainability improvements, or GHG reductions in the region by incorporating social equity and sustainability considerations into its purchasing process, as further described in this Policy.
- 5.02 Discounts for Donation to a Sustainability Partner. At METRO's discretion, it may give respondents to its best value procurements the opportunity to achieve additional points during the evaluation process if the respondent gives METRO a discount in the respondent's pricing, which METRO or the respondent will provide to a Sustainability Partner in the form of Community Funding. The total amount of additional points that may be awarded to a respondent will not exceed 5% of the total points available.
- 5.03 Corporate Social Equity Practices. At METRO's discretion, it may consider a respondent's social equity practices for the work to be completed under the contract, and/or as business strategies a firm has undertaken, during



the evaluation stage of METRO's best value procurements. For example, respondents may have the opportunity to achieve points in areas such as: 1) documented efforts to reduce the adverse environmental impact of its operations in performing the specific work; 2) efforts to promote sustainable practices with subcontractors and vendors; 3) realized cost savings resulting from more efficient use of resources; 4) maximizing employment training, and apprenticeship opportunities among local, disadvantaged populations; 5) maximizing the diversification of their supply chain by including non-profit organizations, social enterprises and small-medium enterprises; or 6) establishing other corporate social responsibility initiatives that contribute to social wellbeing (philanthropy, volunteering, ethically sourced products, etc.) The total amount of additional points that may be awarded to a respondent will not exceed 5% of the total points available.

- 5.04 Partnership with Current METRO Contractors or Other Public Agencies. METRO will partner with any current contractors or other public agencies to facilitate the provision of Community Funding to a Sustainability Partner.

## **VI. PROCEDURES—COMMUNITY FUNDING APPLICATION AND SELECTION**

- 6.01 Community Funding Applicant Selection. Individuals, organizations, or entities that wish to receive Community Funding must submit a Community Funding Request Form to METRO. If the Community Funding Request is related to a specific event or endeavor, the Community Funding Request form must be submitted at least 30 days prior unless staff determines a shorter or longer notice period is required to the subject event or endeavor. The Request Form can be accessed on METRO's website or by email or in person through the office of the CEO/General Manager (CEO).
- 6.02 The CEO, or designee, will consider all Community Funding Requests in accordance with the procures set forth in this Policy. Applicants for Community Funding will be notified of the disposition of their request in writing. The CEO, or designee, will manage notification of request acceptance or denial. All successful applicants for Community Funding will be Sustainability Partners for the purposes of this Policy and may be required to execute a contract with METRO.
- 6.03 Expenditure Limitations. The CEO will limit Community Funding expenditures to the amounts of actual discounts provided to METRO by any contractor or to any amount set forth in METRO's adopted budget for such purpose.



6.04 Reporting and Records. The CEO, or designee, will provide an annual report to the METRO Board of Directors summarizing all decision made and actions taken pursuant to this Policy.

METRO will maintain all documentation related to Community Funding Requests, including completed Community Funding Request forms, evaluations, and notices of Community Funding awards or request denials, in compliance with the METRO's Record Retention Policy.

6.05 Training. METRO procurement and finance staff will receive training on this Policy during the annual budget process and following any Policy revisions.

**VII. REVISION HISTORY**

Date	Action	Approved By

**END OF POLICY**

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# VERBAL PRESENTATION

## CEO ORAL REPORT / COVID-19 UPDATE

Michael Tree

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# **NEWS CLIPS**

**September 24 – October 28**

**SANTA CRUZ  
COUNTY  
ARTICLES**



Advertisement Preview



**Build your future  
with METRO.**

**Now Hiring for  
Mechanic I & II.**



### Advertisement Preview

<b>Mechanic I Step 1 Starting Salary:</b>	→	Wages: \$53,082 Benefits: \$43,315 <b>Total: \$96,397</b>
<b>Mechanic II Step 1 Starting Salary:</b>	→	Wages: \$59,011 Benefits: \$44,035 <b>Total: \$103,046</b>

**WHY SHOULD YOU WORK AT SANTA CRUZ METRO?**

- Up to \$4000 Hiring Bonus
- Great Starting Salary and Excellent Benefits
- Six Step Salary Range with 5% Increase Every Year



PROMOTED CONTENT

## Mechanic I

 PRESENTED BY [SANTA CRUZ METRO](#)

OCT 21, 2022 | 12:36 PM



LOCATION: Santa Cruz, CA

DEPARTMENT: Fleet Maintenance

**SALARY:** \$25.52 - \$32.58 per hour

**APPLICATION DEADLINE:** 11/10/2022 at 11:59 PM Pacific

**ABOUT US:** Join the Santa Cruz METRO team and gain skills in the fast-growing industry of zero emission buses as a Mechanic I! We offer extensive training programs to new hires so that they gain the knowledge and confidence to perform mechanical duties on natural gas powered, hybrid and zero emission METRO buses.

**METRO is committed to the safety, health and well-being of our employees and customers. We have implemented the highest level of safety protocols and steps to ensure our employees and the community are safe and healthy.**

**Santa Cruz METRO is offering a hiring bonus of up to \$4,000:**

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

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

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

- Performs a limited range of semi-skilled tasks in the mechanical maintenance, repair, and modification of buses, automobiles, and trucks



and other Santa Cruz METRO vehicles and equipment and provides assistance to higher level Mechanics.

- Removes and replaces seats and glass for doors and windows.
- Removes, installs, and repairs electronic fare boxes, exterior advertising signs, and bike racks.
- Inspects, adjusts and repairs and/or replaces brakes; removes and installs tires.
- Performs safety and preventative maintenance inspections as required.
- Lubricates chassis, changes transmission and engine fluids and filters; inspects, removes, and replaces hoses and belts, bulbs and wiper blades.
- Learns to inspect equipment for needed repairs and to identify the parts, materials and time needed to conduct needed maintenance or repairs.
- Assists higher level mechanics with repairing and adjusting compressed natural gas (CNG), diesel and gasoline engines, transmissions, and other vehicle systems and components; assists with maintaining, diagnosing, inspecting, and repairing CNG and diesel supply tanks, fuel delivery systems and related components.
- Learns to inspect, diagnose and repair vehicle electrical systems.
- Learns to inspect, reline and adjust brakes; remove and install tires; perform wheel alignments, and perform other vehicle maintenance tasks.
- May assist with emergency repair road calls.
- Learns to recognize potential safety hazards and make appropriate recommendations to higher-level staff.
- Fuels Santa Cruz METRO equipment including gasoline, diesel, and Compressed Natural Gas (CNG) vehicles.
- Maintains Santa Cruz METRO property, tools, and equipment used in vehicle maintenance.
- Maintains a clean work area.
- Maintains accurate written and electronic records, logs and work orders.
- Performs data entry to update and maintain information in digital files; may maintain spreadsheets and other documents to track information.
- Operates standard office equipment; utilizes computer software in performing job tasks.
- Drives a Santa Cruz METRO vehicle to perform assignments.
- Performs related work as required

**MINIMUM QUALIFICATIONS AND CONDITIONS OF EMPLOYMENT:** Any combination of experience and education that would likely provide the required knowledge and abilities is qualifying. A typical way to obtain the knowledge and abilities would be:

- **Education, Training, and Experience:** One (1) year of progressively responsible experience performing heavy-duty mechanic work, **OR**
- Two (2) years of progressively responsible experience performing light-duty automotive repair work, **OR**
- Graduation from a certified maintenance training program (or program meeting Santa Cruz METRO standards) AND six (6) months of experience performing mechanic work.

**LICENSES AND CERTIFICATES:** A valid California Driver's License will be required at the time of appointment and throughout employment. Must be able to obtain and maintain a current, valid California Class **"B"** Driver's License with **"P"** Passenger endorsement.

### **SPECIAL REQUIREMENTS:**

- Must possess tools (up to  $\frac{3}{4}$  inch drive) necessary to perform the duties of the position and a rollaway toolbox.
- Driving record will be reviewed as part of the application process.

### **EMPLOYMENT STANDARDS:**

#### **Knowledge of:**

- Basic principles, practices, methods, equipment, materials, tools and procedures used in the maintenance, service, and repair of automotive and heavy-duty engine operation.
- Safe mechanical work practices.
- Basic vehicle and equipment overhaul and repair procedures.
- Engine tune-up procedures.

- Basic electrical and hydraulic systems.
- Proper use of hand, electric, pneumatic, and hydraulic tools and diagnostic equipment.
- Welding and oxygen-acetylene equipment used in the routine repair, maintenance, and service of vehicles.
- Standard electronic diagnostic equipment.
- Basic air brake systems.
- Methods of maintaining information in digital or hard copy files.
- Methods of prioritizing, planning and organizing work.
- Time management techniques.
- Customer service techniques.
- Basic mathematics including percentages and basic statistics.
- The effective use of modern office equipment, personal computers, and applicable standard business software.

### **Ability to:**

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

- Adhere to established work schedules and timelines.
- Use good judgment and discretion when performing assignments.
- Effectively balance multiple assignments simultaneously.
- Utilize standard office equipment and computer software and learn to use specialized Santa Cruz METRO software if assigned.
- Communicate clearly and effectively in both oral and written form.
- Establish and maintain effective working relationships within the department and with other divisions, departments, agencies, suppliers, vendors, and the public.

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

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

**Work Environment:** The employee works in a shop or outdoor environment where the noise level is usually noisy. The employee may be exposed to inclement weather, fumes, dust, grease, air contaminants, and hazardous

materials and chemicals during the course of work. May work out in the field when needed.

### **Other Conditions of Employment:**

- Must pass a requisite background check.
- May occasionally work extended hours or hours outside of the regular schedule.
- All new Santa Cruz METRO employees are required to be vaccinated against COVID-19 as a condition of employment

### **HOW TO APPLY:**

Applicants must complete and submit an official Santa Cruz METRO on-line application [here](#) and any other required documents specified on the job announcement from our [website](#). A separate application must be filled for each open position. Resumes will be accepted and are recommended, but **may not** be substituted for the required application. The standards and minimum requirements as stated on the front of this job announcement represent only the minimum required to file an application. Meeting the listed standards does not guarantee that a candidate will be invited for an examination or interview as the Human Resources Department reserves the right to limit the number of candidates to the most qualified for the position as determined by the Santa Cruz METRO staff. Certification of candidates from the Eligible List to the hiring department may be made each time there is a vacancy. **Santa Cruz METRO is an Equal Employment Opportunity/Affirmative Action Employer.** Santa Cruz METRO will make reasonable efforts in the examination process to accommodate persons with disabilities. Please advise Human Resources in advance of any special needs by calling 831-420-2542.

**EMPLOYMENT/MEDICAL VERIFICATION:** A medical examination paid by Santa Cruz METRO may be required of each prospective employee depending on position. The candidate's physical condition must be consistent with the requirement of the job duties to be performed. Candidates are cautioned that

offers of employment are conditional and subject to the satisfactory completion of the medical examination where required, reference check, fingerprints, and other aspects of the employment process. Candidates offered employment are required to sign a loyalty oath to the State of California. Proof of American Citizenship or authorization to work in the United States will be required.

**SELECTION PROCESS:** The selection process may include one or more of the following: application review, application assessment, performance test, written test and/or oral interview examination. The employment application, qualifying information questions and/or supplemental questions will be evaluated based on the employment standards and minimum qualifications listed above.

**NOTE:** All statements made on the application are subject to verification and investigation. False statement will be cause for disqualification, removal from the Eligible list, and/or discharge from employment.

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

**RECRUITMENT SCHEDULE:** The following dates are tentative and subject to change based on the needs of the company. All applicants will be notified electronically via email as to their status in the selection process. It is the responsibility of the applicant to ensure they can receive emails:

- **Applications deadline: 11/21/2022**
- **Testing Dates: Week of November 28th**
- **Interview Dates: Week of November 28th**
- **Hire Date: TBD**

# Santa Cruz Sentinel

October 21, 2022



**SANTA CRUZ COUNTY STUDENTS RECEIVE LIFE LESSONS FROM PRINT AND DIGITAL VERSIONS OF THE SANTA CRUZ SENTINEL THANKS TO THE GENEROSITY OF SUBSCRIBERS AND OUR BUSINESS EDUCATION PARTNERS!**

A2I Inc.	Other	San Lorenzo Lumber & Home Centers	Platinum
Anderson Christie Real Estate	Platinum	Santa Cruz County Bank	Other
Bogner Sheet Metal	Platinum	Santa Cruz Metropolitan Transit District	Platinum
Devcon Construction Inc.	Platinum	Santa Cruz Rotary	Gold
Erick Eklund, DDS	Gold	Talmadge Construction, Inc.	Gold
Las Animas Concrete	Gold	The Bagelry	Gold
Nick the Greek	Platinum	Tom Ralston Concrete	Class Leader
Pacific Edge Climbing Gym	Gold	Voya Financial Advisors	Gold

**Santa Cruz Sentinel**  
www.santacruzsentinel.com



**San Lorenzo**  
LUMBER & HOME CENTERS

Santa Cruz Sentinel  
**NIE**  
NEWSPAPER IN  
EDUCATION  
4th EDITION

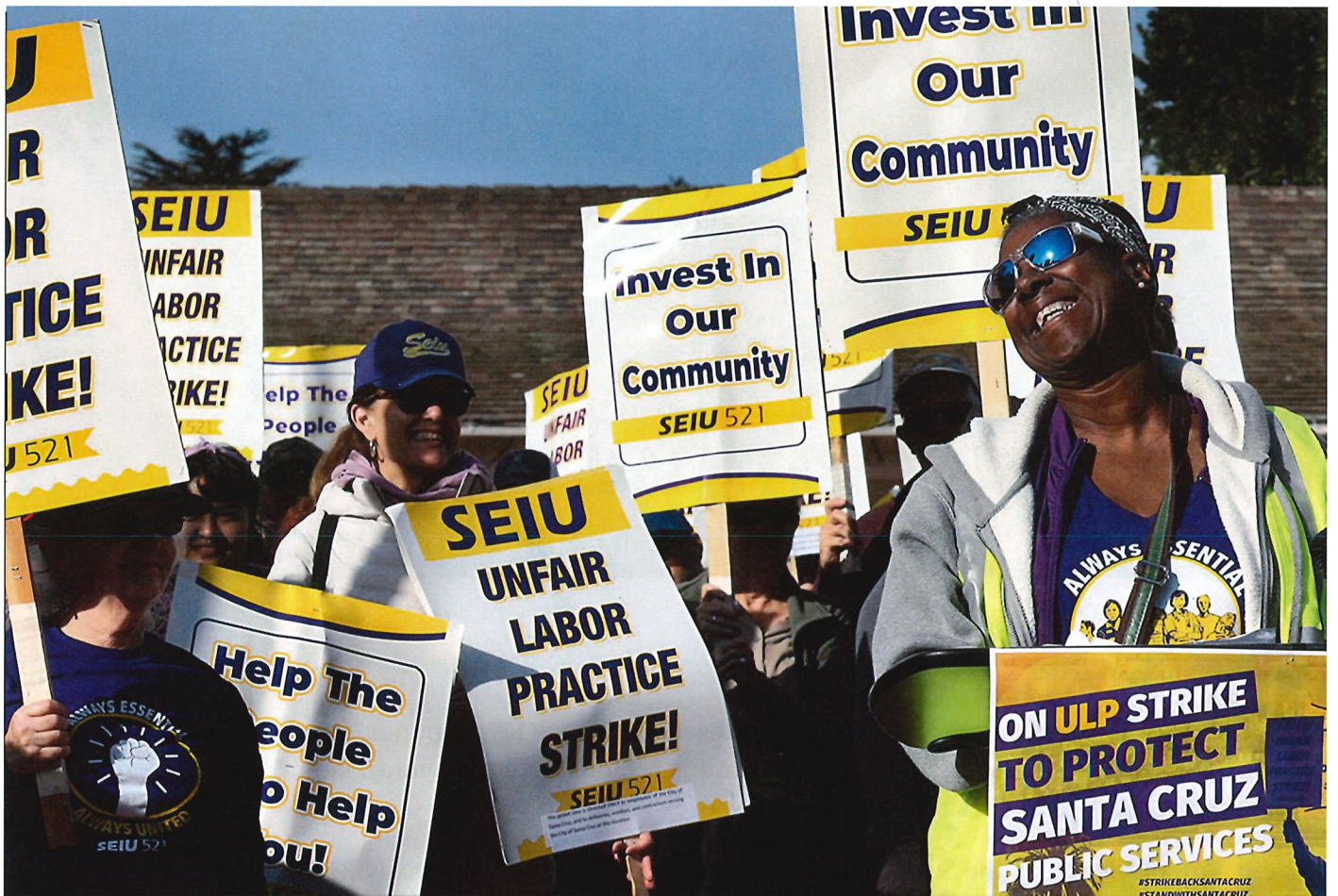


WANT TO KNOW ABOUT THE SENTINEL'S NEWSPAPER IN EDUCATION PROGRAM?  
CONTACT MARDI BROWNING SHIVER AT [MBROWNING@SANTACRUZSENTINEL.COM](mailto:MBROWNING@SANTACRUZSENTINEL.COM).

# Strike halts City services

10/18/22

Labor stoppage is the first full-length strike by SEIU employees in the city's history



Santa Cruz Public Works Administrative Assistant Brenda Whitley is buoyed by the support of her coworkers Monday morning at a rally at City Hall as striking workers begin their walkout. PHOTOS BY SHMUEL THALER — SANTA CRUZ SENTINEL





SEIU 521 union members picket Monday along Church Street in Santa Cruz.

BY JESSICA A. YORK

[JYORK@SANTACRUZSENTINEL.COM](mailto:JYORK@SANTACRUZSENTINEL.COM)

SANTA CRUZ >> Making good on warnings telegraphed since late summer, hundreds of Santa Cruz's city rank-and-file workers gathered in vocal groups around the city Monday, launching the beginning of a potentially week-long service strike.

At the core of the strike, the Service Employees International Union, Local 521, has filed three unfair labor practice complaints — with another pending — against the City of Santa Cruz, where some 420 of their workers are employed, according to union representatives. The chapter called off a planned strike earlier this month after labor negotiators came to a tentative agreement, but the action was back on this week after about 80% of the union membership voted down the proposal. SEIU 521 Santa Cruz Chapter President Ken Bare said Monday afternoon that the deal was scuttled, he felt, less because of what was or was not offered — including a one-time bonus plus a 12% pay raise over three years — and more because of employees' doubts about city management follow-through.

"It's happened to us in the past where the city swears up and down that something's going to happen and then it doesn't come true. And that's why membership doesn't trust them," said Bare, who is employed as a city parking control maintenance worker.

**Workers are heard**

During a morning rally and press conference on the steps of Santa Cruz City Hall, SEIU 521 Localwide Vice President Mullissa Willette characterized Monday's strike as "the ultimate action," a decision to withhold labor in order to fight against the unfair labor practices. Two candidates for the November general election's Santa Cruz mayoral race, including SEIU-endorsed Fred Keeley and opponent Joy Schendledecker, stood on the picket line in support.

Per union and city representatives, this week's labor stoppage is the first full-length strike by SEIU employees in the city's history. The last major public employee strike in the city of Santa Cruz occurred in 2005, when Santa Cruz Metro bus drivers went on strike for 35 days. Without the union's workers, no city trash pickup will occur this week, public bathrooms and gated parks will remain locked, permit and bill-paying counters will remain closed and parking scofflaws will not be ticketed. All of the city's libraries will remain shuttered throughout the strike and, with parks and recreational fields closed, many youth sports practices and games have been canceled.

"Water's still being made and sewage water is still being treated," Bare said, of the union's essential service exceptions. Mediated talks ongoing

While an estimated 350 SEIU employees took to several staging areas around Santa Cruz, signs, bullhorns and purple plastic clappers in hand, Bare said he and fellow union leadership members gathered Monday at their union hall to work with a state-approved mediator to continue back-and-forth negotiations, at the city's request. The mediator served as a go-between for both sides Monday and will continue throughout the week, as needed, he said.

City spokesperson Eileen Cross said this is the first time the city has used an outside state mediator in its contract negotiations with SEIU. Contacted early Monday afternoon, Cross said she had heard from lead city negotiator Lisa Murphy, the deputy city manager and human resources director, that there was no specific progress to be shared publicly.

"Because membership feels so mistreated by the city, we're actually going to present it to them in some form prior to actually letting up on the strike," Bare said.

SEIU Santa Cruz member Gabriela Salinas-Holz, a 22-year city employee employed as a parking control technician, said during Monday morning's rally that workers would like to go back to work, "but with dignity and respect." She said the city had made a "blatant dismissal" of the staffing vacancies and turnover woes impacting all of the departments.

"We are here to better or even solve the significant problems that the city's upper management has continually ignored. Your foundation is crumbling," Salinas-Holz said. "You cannot fix it with patches here and there. It has to be made strong again."

SEIU member Alberto Palomino holds down three jobs including working as a senior distribution water operator for the city. Despite the financial impact of taking a week without pay, the Santa Cruz native said the union's strike was worth the sacrifice. Speaking to the Sentinel with passing vehicles honking in support of the union, Palomino said some of his coworkers cannot afford rent, let alone his own dream to own a home in the city.

The tentative agreement put before union members earlier this month included a pay raise, said Palomino, but offered what he felt were limited guarantees in the out-years.

"I've been with the city for seven years. I've seen three or four compensation studies and all they (city negotiators) do is, 'Oh yeah, you're paid less. We understand that.' And that's it," Palomino said. "The wording was not strong enough."

**From:** Danielle Glagola <DGlagola@scmtd.com>

**Sent:** Monday, October 17, 2022 11:23 AM

**Subject:** CA Clean Air Day - Thank You

Hi Everyone,

I wanted to personally thank all of you that participated in CA Clean Air Day. Thanks to you, METRO was one of the top pledge contributors this year with a total of 176 pledges, which over doubled our pledges from 2021.

A special thank you to Customer Services who set up a booth at Pacific Station to raise awareness with our riders and community members. A few photos attached.

Thanks again and I look forward to even more participation next year.

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







# Free Fares on CA Clean Air Day

October 5<sup>th</sup>, 2022



## JOIN THE PLEDGE



[www.cleanairday.org/pledge/individual/santacruzmetro/](http://www.cleanairday.org/pledge/individual/santacruzmetro/)

City Life

Wallace Baine

The Here & Now



Do your part to protect our environment and join Santa Cruz METRO in celebrating California Clean Air Day on Wednesday, October 5.

(Santa Cruz METRO)

PROMOTED CONTENT

# Join the pledge to clean California's air: METRO offers free fares on October 5th



PRESENTED BY [SANTA CRUZ METRO](#)



Do your part to protect our environment and join Santa Cruz METRO in celebrating California Clean Air Day on Wednesday, October 5.

To address community health concerns related to air quality, Santa Cruz Metropolitan Transit District (METRO), in partnership with Santa Cruz County Chamber of Commerce, has once again pledged to participate in California Clean Air Day by offering free fares countywide, including trips on the Highway-17 Express and ParaCruz, on Wednesday, October 5, 2022.

Join the Pledge for  
**CA Clean Air Day**  
October 5<sup>th</sup>, 2022

CALIFORNIA CLEAN AIR DAY  
A PART OF THE SOLUTION FOR CLEAN AIR

FREE FARES ON CA CLEAN AIR DAY

[www.cleanairday.org/pledge/individual/santacruzmetro/](http://www.cleanairday.org/pledge/individual/santacruzmetro/)

(Santa Cruz METRO)

METRO is offering free fares to the community to encourage the use of public transit as a way to reduce air pollution, which matters more than ever. It also serves as a reminder to our community that everyone has a role in clearing the air and increasing the health of our community.

Designed around individual actions, California Clean Air Day is a non-profit, statewide program built on the idea that shared experiences unite people to action to improve our community health. On October 5, 2022, millions of Californians will take simple, individual actions to clear the air and improve their and their community's health.

METRO would also like to encourage our employees, riders, and community members to participate in Clean Air Day by pledging to take action. Joining the pledge takes less than a minute and includes simple action items like remote meetings, planting a tree or garden, food composting, buying local produce, and of course riding public transit. Register [here](#).

## PROTECT OUR ENVIRONMENT



### **Pledge for California Clean Air Day 2022**

Collectively, we have the power to change the world and can choose to do so in ways that help, not harm, all Californians. Do your part to protect our environment and join Santa Cruz METRO in celebrating California Clean Air Day on Wednesday, October 5.

[Register here](#)

Make your pledge today along with METRO and the Santa Cruz County Chamber of Commerce by [visiting their website](#) or scanning the QR code above to celebrate this statewide day of action that is easy, fun, and totally California.

### **About Santa Cruz Metropolitan Transit District:**

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



## About Santa Cruz Chamber of Commerce:

*Since 1889, the Santa Cruz County Chamber of Commerce has been committed to promoting the economic vitality and prosperity of Santa Cruz county. The Chamber continues to be the driving force in the county's economic environment, ensuring that opportunities can be realized, risks can be mitigated, and businesses can thrive. As both a visionary for and steward of the economic environment, the Chamber provides the nexus for business, government, and education and creates the collective awareness, understanding and voice for the local community. In service of its mission, the Santa Cruz County Chamber provides programs, resources, and momentum in 3 key areas: Advocacy, Resources, and Connections. For more information, visit their website. Like the Chamber on Facebook.*

## About Coalition for Clean Air:

*Since 1971, the Coalition for Clean Air has worked to protect public health, improve air quality and prevent climate change in California. With offices in Los Angeles and Sacramento, CCA advocates for effective policy solutions to achieve clean air for California. Twitter and Instagram: @CleanAirDay. Like us on [Facebook](#).*

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## **METRO Offers Free Fares on CA Clean Air Day Wednesday, October 5, 2022**

Santa Cruz METRO Transit District sent this bulletin at 09/28/2022 05:11 PM PDT

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# Santa Cruz Sentinel

TRANSPORTATION

## State Gasoline Is 'Out Of Whack'

By Eliyahu Kamisher and Scooty Nickerson/Media News Group

9/25/2022

California has long been known as the country's priciest place to fill up your tank, but these days the Golden State is "completely out of whack." As gas prices plummeted around the nation in recent weeks, California's price at the pump has rebounded with a vengeance to an average of \$5.58 a gallon. That's \$1.89 more than the national average — the highest price gap in at least 22 years, according to a Bay Area News Group analysis of AAA data.

While Russia's invasion of Ukraine drove prices higher around the world, California's perplexing price swing is largely due to the local oil industry, experts say, which is putting the state on another planet when it comes to gas. "The commodity price of gasoline in California has gotten completely out of whack," said Severin Borenstein an energy economist at UC Berkeley. "If this holds, we're just starting to see the increase.

It's going to go up even more." Average prices in the Bay Area are even higher, with San Francisco drivers closing in on \$6 a gallon, and many commuters are desperately waiting for gas rebate checks from the state, which are set to hit most bank accounts in October. Although fuel costs are still down from their peak in June, drivers are contending with nearly seven months of average prices topping \$5 a gallon. "It's unfair," said Sonya Khvann, a single mother of three, who was pumping gas in Alameda on Friday. She spends about \$800 a month on fuel shuttling around her children. "It's not like you can change your career overnight," said Khvann, a part-time real estate agent. "Not everyone can be in tech."

Much of California's high gasoline costs are explainable. The state's 54-cent gasoline excise tax is among the highest in the country — only Pennsylvania's is higher. There are also stricter environmental regulations and special fuel blends that prevent rampant smog from accumulating in cities. Altogether these factors tack on roughly \$1.20 to California's gas prices.

But the widening gap between what everyone from San Jose to Los Angeles is paying compared to the rest of the country is due to the concentrated nature of California's oil refineries. Due to the state's special gas blend, California is often termed a "fuel island" because nearly all gas sold in the state is produced locally by a handful of companies, including Chevron, Marathon Petroleum and PBF Energy. That means mechanical hiccups at refineries can cause major price spikes not seen elsewhere in the country.

Tom Kloza, of the Oil Price Information Service, said the reduced flow of gas is likely due to refineries bringing equipment offline for maintenance. He said much of the oil industry deferred regularly scheduled maintenance in spring so they could continue reaping record profits during the energy price spike following the Russian invasion.

But getting to the bottom of exactly why California's oil refineries have reduced output now just as prices drop elsewhere is mystifying. There has been no major refinery outage or catastrophe reported in recent months. Instead, experts glean information from oil production reports.

“Because of antitrust regulations, we don’t know how individual refineries are operating,” said Kevin Slagle, vice president of the Western States Petroleum Association.

In a statement, the California Energy Commission said state refineries are seeing “temporary” production issues, which coupled with maintenance activity and “lower-than-normal gasoline inventories,” is driving the current price spike over the past four weeks.

The mysterious price surge comes as California Gov. Gavin Newsom has turned up the rhetoric against the oil industry while signing a slate of climate change bills that phase out most gas-powered vehicles by 2035 and expand bans on drilling in the Golden State. In a statement on Friday, Newsom’s office accused fossil fuel companies of “holding families hostage,” while touting Sacramento’s plan to send up to \$1,050 to California families to alleviate the financial pain. “We’re phasing out the fear of gas prices and ushering in our oil-free future,” Newsom’s office added.

Borenstein, the UC Berkeley economist, has spent years studying the gap between California’s gas prices and the national average. He said the unaccounted-for difference, which he termed a “mystery surcharge,” took off in 2015 when gas prices spiked in the aftermath of a Torrance oil refinery explosion. Before the blast, the unexplainable price gap was about 2 cents, but afterward, it ballooned to over 40 cents and it has remained high ever since. Kloza, Borenstein and David Hackett, an energy expert at Stillwater Associates, said there is no evidence of racketeering among the state’s oil refineries. There is an ongoing probe into gas pricing and oil industry practices in the State Assembly, however. Sacramento has a long history of accusing the industry of price-gouging and announcing investigations that yield little results. Still, it is commonly accepted that in September has been a bonanza month for California’s oil refiners.

“If you’re a on the Gulf Coast, your gross profit on gasoline is about \$6.60 above the price of crude. If you’re in Los Angeles it’s about \$101,” said Kloza. “The difference is incredible.”

## Lookout Santa Cruz

# Six Blocks: Downtown redo aims for 1,000s of new residents, 6 multistory buildings — and revived riverfront

By Wallace Baine  
September 21, 2022

If a DeLorean can be a time machine, then why not a Santa Cruz Metro city bus?

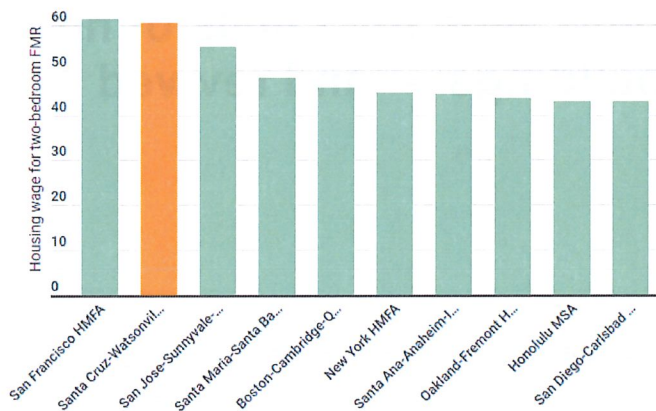
In order to understand exactly what's going on with all the construction and development in downtown Santa Cruz, we're going to board our magic Metro bus and take a ride, from 2022 to a nice midsummer's day in 2026. So find a seat and get comfortable.

We'll alert you when we arrive in the future. But first, a bit of background to help you understand the terrain.

Surely you've noticed the changing downtown in recent months. Maybe you're nostalgic for the corner Taco Bell at Pacific and Laurel, or the neighboring Salvation Army thrift store, both of which are long gone and now only part of downtown history. Maybe you only vaguely remember why The 418 Project on Front Street had to move, or why India Joze closed.

Downtown Santa Cruz is in the middle of its most extensive redevelopment facelift since the 1989 Loma Prieta earthquake. What could and should be built or preserved in downtown Santa Cruz is a debate that's been raging for decades. Everybody has their opinion on exactly where the balance point is between upgrading the downtown as a livable space and keeping safe the unique cultural character that makes Santa Cruz what it is. Loma Prieta destroyed the Pacific Garden Mall and provided a dramatic reset for downtown. The COVID pandemic has not been quite as topsy-turvy as Loma Prieta in its power to reshape downtown. But the pandemic did provide a sense of urgency to bring about a vision of downtown that was already in the works at the time.

## Top 10 most expensive metro areas across U.S.



## Santa Cruz-Watsonville metro area over the past six years

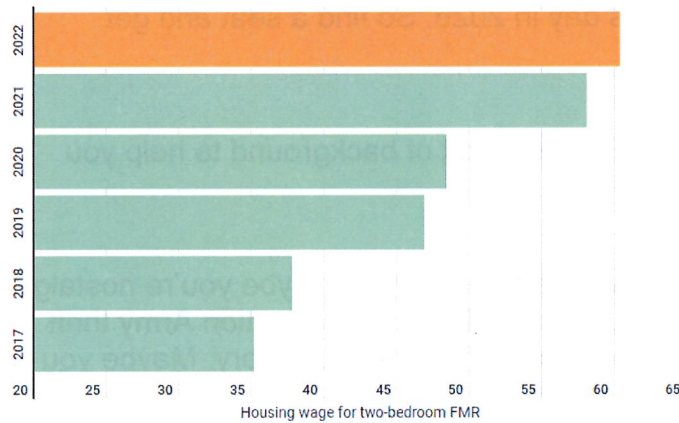


Chart: Giovanni Moujaes; Source: National Low Income Housing Coalition

The pressures for change today can best be summed up in one word: housing. One [recent report](#) ranked the Santa Cruz/Watsonville metro area as the second-most-expensive housing market in the entire United States, behind only San Francisco. In addressing the shocking and enraging costs of basic housing, the City of Santa Cruz has embraced the concept of “high density,” that is, building vertically instead of horizontally. The term itself carries a bit of a scary connotation, images of congestion and overcrowding, ticky-tacky Miami Beach-style monoliths blocking out the sun and bulldozing any trace of local character. But “low density” has its own bad reputation, suburban sprawl and long commutes, eating up farmland and generating more traffic on local roadways. And the no-growth option could mean economic stagnation and likely housing costs going even higher, forcing more and more working- and middle-class wage-earners to move away.





The "six blocks" area of development in downtown Santa Cruz.  
(Via City of Santa Cruz)

## Change is coming

Here, we are going to zero in on an area we're calling "Six Blocks," encompassing sections of Pacific Avenue and Front Street, bordered by Soquel Avenue to the north and Laurel Street to the south. While it will see major change, it doesn't include lots of other big change happening all around its borders. It's a radius that does not include the hotly debated [library/mixed-use project](#) or other high-profile developments, including the [La Bahia hotel project](#), the [possible new arena for the Santa Cruz Warriors](#), the now-in-the-planning stages [15- and 17-story skyscrapers being sketched out](#) just a few blocks to the south, where the current Kaiser Permanente Arena sits — or other developments already well underway around town.

But within the Six Blocks, there are no less than six separate large development projects either under construction, approved, or proposed. If they are all completed, it would mark a breathtaking transformation of downtown.

What we'll be experiencing here is, like Dickens' *Ghost of Christmas Yet to Come*, merely a possible future, if present trends and plans hold true. Any number of equally possible variables — a recession, an earthquake, political upheaval — could upend or derail parts of this particular future.

This vision also represents only the best-case scenario for those who are developing and who will seek to profit from the projects now underway. That rosy picture might not include, for example, how homeless populations could affect the plans, or the negative effects of traffic and congestion that might result from the new development. It doesn't really address the environmental issues facing the San Lorenzo River, a central component of most of these projects.

For optimists in Santa Cruz, all this new construction is an enormous act of faith, a big bet on the future economic activity and prosperity. Critics are just as likely to view it as an act of hubris or greed. In the housing realm, it's clearly an act of necessity. The state of California, through the regional Association of Monterey Bay Area Governments (AMBAG), is [mandating that the city build some 3,700 units](#) in an eight-year cycle that's to begin in 2023.

“We want to create this housing,” said Bonnie Lipscomb, the city’s economic development director. “But it’s daunting to have this imposed on us.”



A rendering of the 530 Front Street project at Soques Avenue in downtown Santa Cruz.  
(Via City of Santa Cruz)

Whatever the future will bring, there will be parts of downtown that will soon be all but unrecognizable to locals. The height of the new buildings alone will create a much more urban vibe, and the revitalization of the San Lorenzo riverfront with access to restaurants and cafes, gathering places and outdoor yoga spaces, elegant architectural gateways and new retailers. If all the housing now planned within the Six Blocks area were built, that would add 820 units. Add in other downtown housing projects, and the wider housing push downtown could add a total of 1,200 new units and up to 3,000 new residents living downtown, says the city.

How all these new buildings, new people, new businesses and new environments will alter the downtown business district and that slippery concept of Santa Cruz-ness, nobody has anything more than educated guesses. The scale of these changes could be disorienting, even disturbing to many who live and work downtown. This story marks the beginning of Lookout’s commitment to cover these issues in a new series we’re calling “Changing Santa Cruz.” Our tour of the future raises a lot of questions that we won’t try to answer here. Our job here is to paint a picture of a future envisioned by developers and the city officials working with them.

Evangelists for the new development will claim it will bring an exciting new era of economic and cultural ferment to the area. Critics will claim it will forever distort the unique character of Santa Cruz and that we might as well rename the city San Jose By the Sea. What it will actually bring, in terms of both economic activity and urban headaches, almost certainly falls somewhere in between those two extremes. But one thing is clear, no matter your perspective. Change is coming, and soon. Marching in place does not seem to be an option.

There is what science-fiction writers call a “darker timeline” here, other possible less rosy futures for downtown Santa Cruz. But, for a moment, let’s assume what’s being planned downtown is going to happen just as the planners say it will. Let’s see what they see.

### **The magic bus**

“The Warrior Archetype” mural by Nychos, painted during [the 2021 Sea Walls project](#).

(Kevin Painchaud / Lookout Santa Cruz)

Welcome to 2026. In our fancy time-machine Metro bus, we are now pulling into the new Metro station on Front Street. Yep, I see it, too. It's a recognizable vestige of 2022, a mural of an enormous translucent Disney-meets-Chernobyl mermaid fighting malicious eels. It was painted on the south side of the 1010 Pacific building [back in the fall of 2021](#). Then, it overlooked a bus parking lot where pedestrians are not allowed, and though you could see it from Pacific or Front, it was always from an exaggerated angle.

Now, here in 2026, the mermaid mural is no longer half hidden. It's clearly visible from the newly configured Metro bus station, and it could very well be the first image that a newcomer arriving by bus will see of Santa Cruz, or the last one as they leave.



The Santa Cruz Metro bus station will be redesigned as part of the new downtown development at Pacific Station North.

(Wallace Baine / Lookout Santa Cruz)

The Metro station as you remember it is gone. Now, the buses come and go only along Front Street. Where the Pacific Avenue bus entrance used to be now stands the seven-story Pacific Station North apartment building, offering close to 100 affordable rental units to a couple of hundred people who were living elsewhere back in '22. The Metro station is roomier than it once was, with 22 bays for buses, up from 12, where the two-tone NIAC Building (Lookout's current home) once stood. The Metro ticket office is now housed in the new building that fronts along Pacific. Looking south, opposite the mermaid mural, you'll see what we used to call Maple Alley. It has been transformed into the Maple Paseo, a wide pedestrian-only boulevard connecting Pacific Avenue to the San Lorenzo River.

But we'll see that later. For now, we're going to walk north along Front Street, past the intersection with Cathcart all the way to Soquel Avenue. Looking behind you, you'll notice that the high-rise buildings have created a kind of canyon effect common in bigger cities, and it's from this perspective that you might not quite believe you're still in Santa Cruz. For decades, the grand old Palomar Inn dominated the downtown skyline. No more. Now it has rivals.



The six blocks of Front Street along the San Lorenzo River are undergoing a drastic overhaul.  
(Kevin Painchaud / Lookout Santa Cruz)

### **‘Activating’ the river**

We cross Front Street at Soquel Avenue and approach the river. For generations of Santa Cruzans, the San Lorenzo River has been an afterthought, obscured at line of sight by the enormous river levee. Businesses along Front Street have traditionally turned their backs on the river, literally. For most residents, the pathway along the river has been something to avoid, not particularly scenic, lonely, even a bit dangerous.

All that has changed — at least on the stretch between Soquel Avenue and Laurel Street. In the past, there have been efforts to “activate” the walkway along the river levee, with arts festivals and parades and calls for civic reengagement with the river. But nothing lasted, until now.



A rendering of the development planned at 530 Front St. in downtown Santa Cruz.

(Via City of Santa Cruz)

We’re approaching the brand-new Five 30 apartment building at Soquel and Front, and through signage and architectural design, it’s inviting us to walk up to the river levee. Five 30 is now the home to several hundred new Santa Cruzans, in its 276 apartments. As we walk up to the levee beside the eight-story Five 30, a series of columns, illuminated from the inside in the evening, leads us up past a large deck on which sit a number of tables under umbrellas at a corner cafe/restaurant on the riverwalk near the Soquel Avenue Bridge.

The vision here: “We want people to see that this is kind of the gateway leading to the Santa Cruz Riverwalk,” said the project’s manager, Jessie Bristow of Swenson Builders. “And we try to capture that with the restaurant deck, which will be open to the public, like a shared space similar to Abbott Square.”

The riverwalk then opens to a broad plaza, surrounded by trees and more umbrellas. Farther along, there’s even a small amphitheater right beside the pathway, with three

levels of seating facing the river where we see people relaxing with a takeout lunch, or chatting with friends over coffee.



A rendering of the Riverfront Apartments project planned along Front Street in downtown Santa Cruz.  
(Via City of Santa Cruz)

Walking south along the levee, we quickly come upon the massive Riverfront Apartment complex, made up of three separate buildings. We stroll past bicycle storage and parking to a spacious plaza that leads to a broad paseo, this one called the Cathcart Paseo, that separates the first building from the second. A large interactive water feature beckons us to the brick plaza and the steps back down to Front Street. But we'll continue on to an open area designed for outdoor yoga classes and other gatherings in front of the complex's middle building. Beyond that is a circular lawn, leading to yet another paseo that connects the riverwalk with Front Street.

An artist's rendering of the Cathcart Paseo/Plaza, marking the approach of the San Lorenzo River from Front Street as part of the Riverfront Apartments project.

(Via City of Santa Cruz)

There are a few people out, enjoying the shade trees, benches and raised planters on the wide, paved open space in front of the southernmost building. After years of not even thinking of the riverwalk as a place to hang out and enjoy a summer's day, it might have taken time for Santa Cruzans to get used to the idea. Nevertheless, what developers and city planners have told the public throughout the long approval processes is that these riverside spaces adjoining the new buildings are all designed for public use, not for exclusive use of those who live in the buildings.

### **'The California lifestyle'**

Moving past the Riverfront complex, we can all see it looming just ahead: the imposing new Cruz Hotel, a 228-room hotel, perhaps the most ambitious and eye-popping of the new construction projects. The first new hotel in the downtown district in nearly a century, the Cruz Hotel has positioned itself in the middle price range between budget accommodations and luxury digs. In the public areas of the hotel along the riverfront, the theme, explains developer Stephen Chan of Eagle Point Hotels, one of the partners in the project, is "the California lifestyle," with lots of indoor/outdoor spaces for drinks, meals or gatherings for both the hotel's guests and Santa Cruz locals.

Approaching the hotel from the north along the river, we at first pass the Maple Paseo, the widest of the three passageways between Front Street and the river. We'll come back this way later. The first thing you notice at the hotel's far north end is a shady lawn area that leads to a large glassed-in ballroom. On nice-weather days, the ballroom fully opens in an indoor/outdoor style, its glass doors becoming more like disappearing walls.

"The whole hotel was designed around this idea that all the spaces — whether they're rooms or restaurants or the lobby — can physically open up," said Chris von Eckartsberg, the project's architect. That open plan, he says, follows a kind of post-pandemic architectural mandate to open built spaces to outdoor air as much as possible.



A rendering of the Cruz Hotel project planned for Front and Laurel streets in downtown Santa Cruz.

(Via City of Santa Cruz)

Moving closer to the Laurel Street Bridge, we come to the hotel's main restaurant, what Chan calls a "three-meals-a-day restaurant" in the same indoor/outdoor design. Just beyond the restaurant is the hotel's bar, spilling out from the main second-floor lobby. A broad terrace offers tables, chairs, sofas and shade structures. It's this outdoor terrace that the developers believe to be a kind of riverfront community hub and meeting place.

For guests, the hotel offers other amenities, including a rooftop bar and lounge adjoining a pool and garden. A level beneath the rooftop pool garden will be a Korean-style spa, perhaps the only amenity in the hotel not subject to the indoor/outdoor design aesthetic. The spa/bathhouse is designed for guests, but, Chan said, "We're working to figure out how the public can access it, whether it's a day pass or some level of membership. We'd love to have the community be part of this."

### **It's all about the paseo**

The former Maple Alley connecting Pacific Avenue and Front Street will be reimaged and redesigned as Maple Paseo, a broad passageway with retail, restaurants, and a second floor medical office.

(Via City of Santa Cruz)

Heading back the opposite way on the newly revitalized riverwalk, we take a left at Maple Paseo on the north side of the hotel, heading back down to Front Street. You might have glimpsed its predecessor, Maple Alley, a much narrower passageway that had connected Front Street and Pacific Avenue and saw meager traffic in the old days.

On the hotel side of the paseo, adjoining the San Lorenzo, there is another cafe, with outdoor tables and chairs at street level. The hotel, said architect von Eckartsberg, “really has no back door. It’s a four-sided, public-facing project, and that’s a very tough thing to do.”

Down on Front, there is valet parking, a staircase leading up to the second-floor lobby, and another juice bar/bakery/cafe at the corner of Front and Laurel.

Of the three paseos leading up from Front Street to the river levee, the Maple Paseo is the only one that leads across Front Street, all the way to Pacific Avenue. As we cross Front, our magic time-machine bus awaits to our right at the Metro station. But to our left are two more new buildings, the Pacific Station South apartment building immediately in front of us, and the larger Pacific Front building just behind it. Both are housing, but the narrower Pac Station building is strictly affordable housing, while the bigger apartment building is market-rate rentals. Both were among the first to be built, with the Pacific Front condominium building rising up in mid-2022, on the site of well-known Taco Bell.



A rendering of the Pacific Station South project planned in downtown Santa Cruz.

(Via City of Santa Cruz)

Along the paseo between Front and Pacific, strollers can check out retail shops along the ground floor of the Pac Station South building, with an anchor restaurant holding down the corner at Pacific Avenue. The Women’s Health Center clinic and the dentist offices of Dientes Community Dental Care share the second floor overlooking the 30-foot wide paseo.

Retail spaces also line the Pac North building facing Pacific Avenue. Ground-floor commercial space wraps around the Pacific Front building as well, alongside a couple of small outdoor plazas, to Laurel Street. That’s a lot of potential retail space for a city that, during the immediate post-pandemic years, had empty storefronts on nearly every block of its showcase downtown avenue. These businesses — populated [as much as possible by women-owned and minority-owned enterprises](#) per the city’s economic development guidelines — have appeared fitfully out of the end of the pandemic and a recession.



A rendering of the Pacific Station North project planned in downtown Santa Cruz.

(Via City of Santa Cruz)

It's time to climb back on board the time-machine Metro bus on our journey back to 2022. This pleasant stroll through downtown is hazy, like a

dream. We couldn't spend enough time here to determine whether all these new urban changes have robbed the city of its personality and moved Santa Cruz closer to San Jose in feel and tone, or if that cheeky, defiant, hard-to-quantify Santa Cruz spirit will instead inhabit or somehow brand the new development in its distinctive way.

But as we leave 2026 on our return trip to the present, the only sure bet is that we will arrive at that future in due time. How the reality will deviate from the dream is anyone's guess.



### Downtown Santa Cruz developments glossary

The following is a rundown of the proposed and approved construction projects for the downtown district between Soquel Avenue and Laurel Street, along Pacific Avenue and Front Street. These projects are in the various stages of what promises to be a long process, and some details — including the names of the projects — could change.

Addresses are approximate.

Projected opening dates are variable and subject to change. "Under construction" means building is now taking place. "Approved" means the project's building permit has been issued and groundbreaking is imminent. "Applied" refers to the planning and entitlement stages in which developers and city planners are working out construction and design details to comply with city building codes and restrictions, and that planning commission or city council approval is yet to happen. "Proposed" means the early stages of the design and application process.

For the housing projects, "affordable" is a term that means a deed-restricted limit on



rents based on a percentage of area median income (AMI) for a given region.

“Low-income affordable” means that rents cannot exceed 80% of AMI. “Very low-income” is 50% of AMI. And “extremely low-income” is below 30% of AMI. Santa Cruz County’s AMI is \$119,300. “Market-rate” is a term denoting rents that are not restricted by state or federal guidelines for affordability.

### **Pacific Station South**

**Address:** 818 Pacific Ave. (also includes 820, 822 Pacific, and 325, 329 Front St.)  
**Purpose:** 70 units of affordable rental housing. Mix of studios, one-bedrooms and two-bedrooms. Rental apartments, third through seventh floors. Building front oriented toward adjoining Maple Alley “paseo,” reaching from Pacific Avenue to Front Street. Second floor to be new home to Women’s Health Center, sharing with dentist offices of Dientes Community Dental Care. First-floor retail space on Pacific Avenue and along 30-foot-wide Maple Paseo, including anchor restaurant on the corner.  
**Status:** Under construction.  
**Estimated opening:** Summer/fall 2023.  
**Developer:** For the Future Housing Inc., San Jose.  
**Size:** Height is 83.5 feet, 7 stories. Square footage is 96,796.  
**Planner:** Samantha Haschert, shaschert@cityofsantacruz.com

### **Pacific Station North**

**Address:** 900 block of Pacific Avenue.  
**Purpose:** 94 units of affordable rental housing, mixed-use, One-, two- and three-bedrooms, to include new Metro bus hub with 22 bus bays with entrance/exit on Front Street. Apartment building fronts along Pacific Avenue with retail space at street level and along adjoining Maple Paseo to the south, will include Metro ticket office.  
**Status:** Approved.  
**Estimated opening:** Summer 2024.  
**Developer:** First Community Housing, San Jose.  
**Size:** Height is 85 feet, 7 stories. Square footage is 136,111.  
**Planner:** Ryan Bane, rbane@cityofsantacruz.com

### **Anton Pacific/Pacific Front**

**Address:** 100 Laurel St., between Pacific and Front. (Also 802-812 Pacific Ave. and 305-313 Front St.)

**Purpose:**205 units, market-rate rentals, 230 parking spaces, with three to five floors of residential apartments, two levels of parking. First floor commercial and retail space.

**Status:**Under construction.

**Estimated opening:**Summer 2023.

**Developer:**Anton Santa Cruz, LLC.

**Size:**Maximum height is 78 feet, 6 stories. Square footage is 313,456.

**Planner:**Samantha Haschert, shaschert@cityofsantacruz.com

### Five 30 Front

**Address:**530 Front St.

**Purpose:**Apartment complex offers 276 units, studios, one-bedroom and two-bedroom — 239 market-rate and 37 affordable (low-income and very low-income) housing units. 185 parking spaces and six commercial units including riverfront bar/restaurant. Roof deck and garden.

**Status:**Applied. Developers working with city planners, with next step to bring submittal before planning commission and city council.

**Estimated opening:**Groundbreaking early 2024, opening 2026.

**Developer:**Swenson Builders, Santa Cruz.

**Size:**Maximum height is 89 feet, 8 stories. Square footage is 230,975.

**Planner:**Clara Stanger, cstanger@cityofsantacruz.com

### Cruz Hotel

**Address:**324 Front St.

**Purpose:**A 228-room hotel in the moderate price range, approximately \$250 per night rate with seasonal variation. Amenities along the San Lorenzo River walk include indoor/outdoor restaurant and bar, and retail/cafe/restaurant space along Laurel Street, Front Street and the adjoining Maple Paseo with stairs to the riverwalk.

**Status:**Applied, in the entitlements phase with modified plans to be resubmitted to city planners.

**Estimated opening:**Groundbreaking late 2023, opening 2025.

**Developer:**SCFS Venture LLC, New York.

**Size:**Maximum height is 70 feet, 6 stories. Square footage is 153,601.

**Planner:**Ryan Bane, rbane@cityofsantacruz.com

## Front Street/Riverfront Project

**Address:**412-508 Front St.

**Purpose:**Three-building condominium complex with 175 units, including 20 low-income affordable units, 168 parking spots. Three buildings separated by two paseo throughways from Front Street to the San Lorenzo Riverwalk at Elm Street and Cathcart Street.

**Status:**Approved. Building permit under review.

**Estimated opening:**Late 2023.

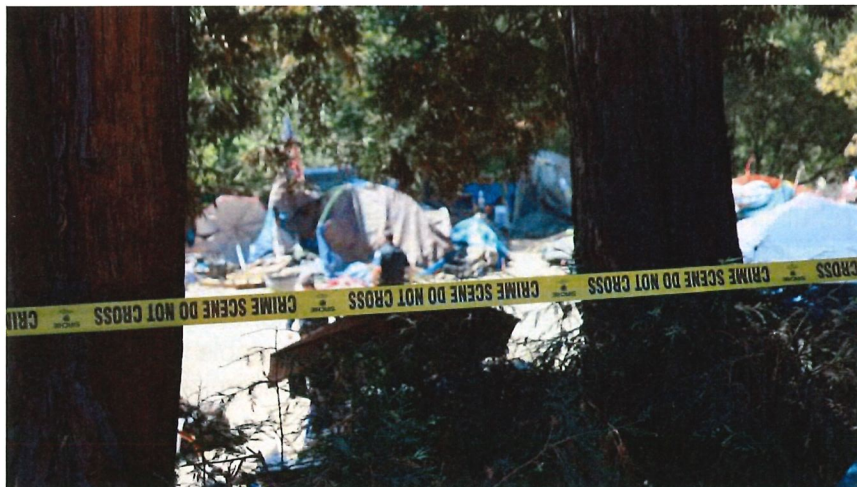
**Developer:**SC Riverfront LLC, Santa Cruz.

**Size:**Maximum height is 85 feet, 7 stories. Square footage is 204,496.

**Planner:**Samantha Haschert, shaschert@cityofsantacruz.com

# OUTLOOK

## Let's Applaud Santa Cruz City Leaders For Finally Tackling Homelessness



Santa Cruz police and other officials began the process of clearing the Benchlands homeless encampment last Tuesday. (Kevin Painchaud / Lookout Santa Cruz)

By Mike Rotkin

9/20/2022

*The City of Santa Cruz has finally adopted a real plan to address homelessness, which is a change from past practice. The city has a three-year plan to help transition people into housing and clear city streets and parks of encampments. Mike Rotkin, longtime mayor of Santa Cruz, wants us to give our city leaders credit for trying to tackle this longtime issue. He also wants us to use our votes to fund city taxes that fight homelessness, he writes.*

Homeless camping is among the most intractable issues in the city of Santa Cruz.

Despite extensive city attempts across the past few decades to resolve it, things have only gotten worse. But recent initiatives by the city — including a three-year plan to address homeless camping and transition people to more viable housing options — are beginning to change that trend for the better.

Thanks to a more organized and strategic effort, new state funds, and new city staff working full time on homeless issues, the city has begun to make some significant headway in addressing homeless camping. One of the big efforts is that the city has begun enforcing a general ban on camping on city streets, in parks, and on other public property. It's a policy, which — time and again — the vast majority of Santa Cruz residents have supported.

But now, the city is no longer removing homeless campers and telling them that it is up to them — the homeless themselves — to find some other place to sleep. Instead, the city is creating housing options and directing homeless individuals to specific shelter programs.

For example, along the San Lorenzo River and its riparian corridor, the city has reduced random camping dramatically. Many of those campers initially moved to the sanctioned, but poorly managed, “Benchlands campground” (otherwise known as San Lorenzo Park), which formed during COVID-19 and is located along the San Lorenzo River between Water Street and Soquel Avenue.

And now, as a variety of alternatives for homeless campers is emerging and being created, the community/city is gradually reclaiming the Benchlands as a city park. In stages that will take up to a month or two to complete, the city is offering the approximately 350 homeless people living in the Benchlands alternative places to sleep.

Some of those places provide rehabilitation programs and support services for problems with drugs, alcohol or mental health issues, while other options include smaller, managed indoor shelters and outdoor managed campgrounds. All offer shuttles to services that are essential in helping our homeless population in stabilizing their lives. Of course, a permanent solution to the homeless crisis will depend upon the construction of a great deal more affordable housing in the community, but temporary, well-managed camping alternatives are not an insignificant advance in the struggle to address this difficult issue.

To gain perspective on both the challenges and successes of the city on homeless camping, we can look at how other small- to mid-sized cities address the issue, perhaps especially those that don’t appear to have a comparable problem, such as Los Gatos and Carmel.

Many of our residents ask why we can’t be more like them.

To begin with, those cities operate in a different political universe. They have a far smaller proportion of politically conscious working-class voters, progressive activists and politically engaged university students keeping city officials accountable to legal policies and basic principles of civil rights.

Their police departments operate in local political cultures that accept tacit bans on homeless camping, and they make it clear that camping on their city streets, in parks and other public spaces will not be tolerated.

If you sit on a bench in Carmel and even vaguely look like you couldn’t afford to spend money in some local establishment, you will quickly be visited by a police officer asking what you are doing there.

With some combination of threats, actual arrests, and extra-legal chauffeured drives to the city border, the problem of homeless camping and other forms of what are considered unsavory activities, like panhandling or just making the town look “shabby,” are quickly dealt with. And it has to be noted that in these cities, the police are not acting on the basis of actual laws or even formal policies, which sets a dangerous precedent with respect to civil liberties.

It is in larger cities like San Francisco and Los Angeles, or county seats like Santa Cruz, where mandated social services are delivered, that we most see the exploding problem of homeless

camping. It is not that Santa Cruz has not tried to address the homeless problem. At one point in the 1980s, the city was spending more *per capita* to respond to homelessness than any other city in the United States.

Our city is still, according to my own research, within the top 20 cities in the U.S. with respect to that statistic.

But nothing the city has tried in the past has resolved or even reduced the problem. One police chief commented that enforcing the city's old complaint-based camping ban was like playing "whack-a-mole" — as soon as they addressed the camping problem in one part of the city, it would simply pop up somewhere else.

The new three-year plan holds much promise for more comprehensively addressing the issue.

While it will take a few years to fully address this problem, we are finally moving in the right direction.

Meanwhile, we should not be deterred that some of the homeless and their most outspoken advocates — including some who think the homeless should be free to camp wherever they wish — will be vociferous in their opposition to being forced to move to regulated sites where there are some rules about living conditions.

Commonsense rules — on garbage, stolen bicycle parts, fires, and the right to keep feral rats as pets — will make the camping sites safer and less of an issue for everyone in Santa Cruz. This also will help put an end to the scandal of the protection rackets that have many of the homeless paying criminal enforcers to keep them or their property safe, to say nothing of reducing the access of aggressive drug dealers preying on the addicts among the homeless living in the Benchlands.

In all of this, it is critical that, as the Benchlands are restored as a community park and environmental amenity, homeless campers should not be allowed to once again slip back into random camping along the river or in other parts of the community. We need to appreciate that this resolution of the problem rests on an ethical commitment to providing each camper who is removed from the Benchlands a real alternative, even if it is not the ideal alternative that might be desired by every homeless person.

Now, it will be up to the rest of us in the community to see that the city's three-year plan is well funded and that our community does not fall back into the complacency and hopelessness that previously characterized our approach to this difficult issue. And we should actively appreciate our councilmembers and city staff for finding an ethical way to address this persistent problem.

Such appreciation might begin with support for increased city taxes, including Measure P, the transient occupancy tax, which is on the ballot this fall.

*Mike Rotkin is a former five-time mayor of the City of Santa Cruz. He is a lecturer and the director of field studies in Merrill College at UCSC. He has lived in Santa Cruz for 53 years. His previous piece for Lookout, "Why does no one want to run for office in Santa Cruz? Future leaders are likely to lack experience," appeared Aug. 30.*

# **Other Transit Related Articles**

Donna Bauer

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**From:** Wondimu Mengistu  
**Sent:** Wednesday, October 19, 2022 3:48 PM  
**To:** Donna Bauer; Danielle Glagola  
**Subject:** FW: Thank you for attending the Regional Roundtable Listening Session on Infrastructure Investments.  
**Attachments:** Group Picture with Central Coast Community and Civic Leaders..jpg

**From:** Jose Verduzco <Jose.Verduzco@gov.ca.gov>  
**Sent:** Wednesday, October 19, 2022 3:46 PM  
**Subject:** Thank you for attending the Regional Roundtable Listening Session on Infrastructure Investments.

**This Message Is From an External Sender**

This message came from outside your organization.

~ Please exercise caution when clicking links or opening attachments. ~

Dear Community & Civic Leaders,

Thank you for participating in our Central Coast roundtable listening session on infrastructure investments with California's Infrastructure Advisor and former Los Angeles Mayor Antonio Villaraigosa. We appreciate your insight and ideas as we seek to take bold and audacious measures to re-envision California's infrastructure.

We would appreciate it if you could uplift the conversation and share this picture on your social media platforms. Below are some suggested posts and hashtags so we can follow these conversations across the state.



**Sample Tweets:**

- Excited to have joined the #CAInfrastructure roundtable yesterday in Monterey County to discuss #IJA opportunities with Infrastructure Advisor @AVillaraigosa!
- Proud to have joined in yesterday's #CAInfrastructure listening session on #IJA with Infrastructure Advisor @AVillaraigosa
- I joined the #CAInfrastructure roundtable to bring infrastructure projects back home to the @City/County.
- Thank you, Infrastructure Advisor @AVillaraigosa, for hosting a #CAInfrastructure listening session in the Central Coast! Quality jobs and a greener future are on the horizon!

Yesterday was just the beginning. Let's continue the discussion! We value your partnership in the region. If you would like to have additional dialogue, please get in touch with me at [Jose.Verduzco@gov.ca.gov](mailto:Jose.Verduzco@gov.ca.gov) or with Abigail Solis at [Abigail.Solis@gov.ca.gov](mailto:Abigail.Solis@gov.ca.gov). We look forward to seeing you again soon.

Sincerely,

Jose Verduzco  
Office of Governor Gavin Newsom



## Mass Transit

### CA: New electric car ride-share program aims to connect rural communities in Fresno County

Earlier this month, the Fresno County Rural Transit Agency launched a new electric vehicle ride-sharing program that aims to beef up transportation options in and around Fresno's rural, unincorporated communities.

**By** Laura S. Diaz

**Source** The Fresno Bee (TNS)

Oct. 18, 2022

A new environmentally friendly ride-sharing program is looking to put a fresh spin on an old idea for thousands of people in Fresno County.

Earlier this month, the Fresno County Rural Transit Agency launched a new electric vehicle ride-sharing program that aims to beef up transportation options in and around Fresno's rural, unincorporated communities.

Electric vehicle ride-sharing services aren't a new idea in the central San Joaquin Valley. But Moses Stites, general manager of the Fresno County Rural Transit Agency, said the initiative builds on previous attempts to improve transportation in the county's rural areas by hiring drivers and subsidizing riders' fares.

In doing so, he said, the new initiative should provide better and more consistent service in rural, unincorporated communities where many residents can't drive due to their age, medical conditions or disabilities.

"We know a large percentage of them are transit-dependent," Stites said of the county's rural residents.

A new ride-sharing program in Fresno County

The county transit agency's new program — unofficially called the Rural Electric Vehicle Utilization Program (REV-UP) — was soft-launched this month in Biola, an unincorporated community of about 1,400 people located west of Fresno. As the agency hires more drivers, the program is expected to reach other small cities and unincorporated communities across the county, Stites said.

So far, the program has acquired 18 Chevy Bolts using funding available through Measure C, a sales tax dedicated to funding new roads, freeways, sidewalks, trails and public transportation in Fresno County.

"Our goal is to have 50 to 80 cars at some point in time, depending on how the program goes," Stites said.

Through the program, the county is hiring residents as part-time and full-time drivers through MV Transportation, a subcontractor that currently works with the transit agency. As MV Transportation employees, drivers will receive training and benefits, Stites said.

The challenge at this point, Stites said, is recruiting community members who want to be drivers. So far, two people have been hired and program administrators are recruiting from the immediate area with the help of the Biola Community Services District, he said.

The program also charges lower fees than private ride-sharing companies, making rides more accessible for rural residents, Stites said.

“A lot of the individuals out there don’t have the means to pay the rates that Uber or Lyft would charge,” he said.

Fares are subsidized through a \$12,000 donation from the League of Women Voters of Fresno, a nonpartisan organization dedicated to encouraging informed and active participation in government. Those funds will help cover 50% of each rider’s fare.

Francine Farber, co-president of the League of Women Voters of Fresno, said the organization plans to keep subsidizing fares with future donations and contributions.

“We’ll continue to fund this as long as it’s feasible,” she said.

Electric car programs aim to improve transit in Fresno County

The REV-UP program follows other efforts to provide electric vehicle ride-sharing in Fresno County’s rural communities.

One, called Van y Vienen, began in 2017 and served Cantua Creek and El Porvenir. It ended in 2020.

Another electric vehicle ride-sharing pilot program — called the Zev Mobility Project — launched in the county in November 2019. The pilot was supposed to run through July 2021 but it ended early, in March 2020, because of the COVID-19 pandemic.

The project — a grant-funded collaboration between the San Joaquin Valley Air Pollution Control District, the California Air Resources Board and Green Commuter, a company that provides all-electric vanpooling, car sharing and fleet replacement services — focused on increasing electric vehicle use in the Valley.

It also aimed to provide car-sharing services and job opportunities in disadvantaged communities in Fresno, Merced, and Kern counties.

“For sanitation and safety reasons, we didn’t feel confident that we could ensure that folks were having a COVID-free ride,” said Jaime Holt, chief communications officer for the Valley Air District.

Another program, Green Raiteros in Huron, is ongoing.

REV-UP riders must make a reservation 24 hours in advance by calling 1-855-612-5184. The service is currently available in Biola six days a week from 7 a.m. to 7 p.m., subject to driver availability. Sundays could be added to the schedule depending on the public’s response, Stites said.

REV-UP travels to any location and fares are \$10 per round trip for the general public and \$5 for seniors, disabled individuals, veterans and children. The program charges an additional \$1.50 for extra stops and Americans with Disabilities Act caregivers ride for free.

## **Mass Transit**

### **Transit buses will power a first-of-its-kind vehicle-to-building resilience hub in California**

The Mobility House, CTE, AC Transit, New Flyer, Schneider Electric will work on the V2B Oakland pilot, which will deploy electric transit buses as mobile emergency backup power for community centers.

Oct. 12, 2022

A new pilot project in California will assess the use of electric buses as power sources for a resilience hub. The project, V2B Oakland, is funded by the California Energy Commission (CEC) and will demonstrate the value of bidirectional electric vehicle charging to support a first-of-its-kind vehicle-to-building (V2B) resilience hub.

This project will leverage stored energy from zero-emission electric buses, owned and operated by AC Transit, to provide filtered air conditioning at the West Oakland Branch of the Oakland Public Library for local residents in the event of unhealthy heat or smoke conditions. CEC's Electric Program Investment Charge program awarded the project \$3.2 million in funding, with combined \$400,000 in matching funds contributed by West Oakland Environmental Indicators Project (WOEIP) and AC Transit. This pilot study will be executed by a project team consisting of the Center for Transportation and the Environment (CTE), The Mobility House, AC Transit, New Flyer, Schneider Electric, city of Oakland and WOEIP.

Each battery electric bus (BEB) will contribute six hours of backup power to the critical loads at the library and each hydrogen fuel cell-electric bus (FCEB) will provide up to 11 continuous hours of backup power, displacing nearly 100 pounds of carbon emissions per hour compared to traditional diesel backup generators. Working in close coordination with bus manufacturer New Flyer of America Inc. (New Flyer), a subsidiary of NFI Group Inc. (NFI), this project also marks the first time a U.S. transit agency will have the capability to use a hydrogen vehicle for V2B backup power.

“Initiating the first community resilience hub powered by a bidirectional V2B charging system has been an incredible journey. By bringing together leading-edge technological innovation and sustainability, we are able to offer much needed emergency response benefits for both transit agencies and communities,” said Jason Hanlin, director of Technology Research at CTE. “For a project with so many key players, we are excited to apply CTE's proven project management approach to usher this novel project from concept to fruition.”

The resilient backup power system, which combines Bus Exportable Power Supply (BEPS) capability with bidirectional chargers and smart software, will be integrated and tested at NFI's Hayward facility, then deployed at an AC Transit bus division and the Oakland Library. The system is designed to power the library's upgraded HVAC and air filtration system, providing clean air and electricity inside the building to create a public shelter during emergencies and outages.

“We are thrilled to bring our ‘vehicle-to-everything’ expertise from numerous projects in Europe and Asia to now develop the first ever vehicle-to-building resilience hub in the U.S.,” said The Mobility House U.S. Managing Director Gregor Hintler. “Our ChargePilot system ensures all transit mobility needs are met and orchestrates the charge and discharge of the bidirectional chargers so that the buses can power critical building loads.”

Electric-drive bus fleets are uniquely suited for backup power and emergency relief because of their energy storage capacity, electrical architecture, independent mobility and ability to be quickly dispatched. When compared to diesel generators – the current default technology for emergency backup power – BEPS provides quicker response times; avoids emission of harmful pollutants; can be more cost-effective; and increases the value of procuring zero-emission vehicles and chargers by providing community support benefits.

“Powering emergency shelters with islanded energy supply is an innovative feat we are honored to help facilitate,” said Jana Gerber, president of Microgrids North America at Schneider Electric. “It is also exciting to demonstrate how different technologies can integrate with each other so seamlessly and intelligently to allow for crucial backup power for the community and infrastructure.”

“Unquestionably, delivering reliable public transit service to nearly 22 million annual riders is our highest priority but we also pursue partnerships and initiatives that advance zero emission technology,” said AC Transit General Manager Michael Hursh. “V2B is one example of a zero-emission program that permits us to leverage our resources to enhance the resiliency and emergency preparedness of the diverse communities we've served for the past 60 years.”

“NFI is proud to work with AC Transit and our other partners on this exciting project that enables our vehicles to act as generators supporting resiliency and emergency preparedness. This platform, the first vehicle-to-everything fuel cell-electric bus in the world, will change the game for electric propulsion technology and will vastly expand the capabilities and utility of our mobility solutions,” said Paul Soubry, president and CEO, NFI.

“Many low-income communities of color share streets and fence lines with the freight industry and suffer deadly pollution from petroleum combustion. With our electrical grids straining under the demands of global warming and solar and wind not keeping pace with the urgent need, hydrogen may offer another tool in the toolbox of zero-emission freight transportation opportunities. Communities like West Oakland will benefit from an expanded set of transportation energy options by getting cleaner, safer streets and air quality,” said Brian Beveridge, co-executive director of WOIEP.

Infrastructure is expected to be installed by mid-2023, and demonstration, analysis, evaluation and knowledge transfer for the pilot program will continue until July 2025.

## Mass Transit

# APTA report looks at root causes and possible solutions for transit workforce shortage

New research provides best practices for recruiting, hiring and retaining transit operations workers.

Oct. 11, 2022

Public transportation providers across North America face a shortage of operators and mechanics during a period of economic instability and reshuffling exacerbated by the COVID-19 pandemic. In order for the public transportation industry to better understand the workforce shortage's causes and provide best practices for recruiting, hiring, and retaining transit operations workers, the American Public Transportation Association (APTA) has produced a new report entitled Transit Workforce Shortage: Root Causes, Potential Solutions, and the Road Ahead. This new study not only outlines the nature and severity of the transit workforce shortage, but the report also highlights what agencies and the industry can do to deal with these workforce issues by combining background research and the results from surveys of public transit agencies.

“Like almost every industry, public transportation is facing a severe shortage of skilled workers, hindering our ability to best serve our communities. This shortage is complex, multifaceted, and connected to changes in the broader culture and economy,” said APTA President and CEO Paul P. Skoutelas. “This workforce shortage is the confluence of multiple factors and successfully responding to it will involve a comprehensive approach.”

Data regarding the transit workforce shortage is stark, showing the issue to be widespread and severe. Ninety-six percent of agencies surveyed reported experiencing a workforce shortage, 84 percent of which said the shortage is affecting their ability to provide service. Although the shortage is most acute at agencies serving large urbanized areas and agencies with greater ridership, most agencies across the country report the shortage has forced service reductions regardless of the size of an agency's ridership, service area population, or fleet.

The report's initial findings point to a variety of steps transit agencies and their partners can take now to begin easing the workforce shortage in the short term, and to building a more resilient workforce development program in the long term. These actions will have short- and long-term benefits for workforce development and include:

- Increase compensation
- Improve worker schedules
- Create a positive work environment
- Demonstrate a clear path to promotions or raises
- Ensure worker safety
- Providing ongoing training



- Increase hiring practice effectiveness
- Increase recruiting practice effectiveness

The Transit Workforce Shortage study is Phase 1 in APTA's continuing research efforts surrounding this persistent and pervasive issue. Gaps identified in the knowledge of the ongoing workforce shortage will be filled in Phase 2 through agency case studies and frontline worker surveys.

## Cal Matters

### Who's to blame for California's high gas prices?

By Dan Walters

October 11, 2022

As the inimitable Yogi Berra once said, it's déjà vu all over again.

As gasoline prices spiked last week, Gov. Gavin Newsom [denounced oil companies](#) and called a special legislative session to impose a new tax on their profits.

"Crude oil prices are down but oil and gas companies have jacked up prices at the pump in California. This doesn't add up," Newsom said. "We're not going to stand by while greedy oil companies fleece Californians. Instead, I'm calling for a windfall tax to ensure excess oil profits go back to help millions of Californians who are getting ripped off."

Newsom is only the latest governor to promise a crackdown on oil companies when pump prices spike. Over the years, there have been numerous investigations into why California's prices are markedly higher than those of other states, but there's never been any conclusive proof of collusion.

Rather, it's been repeatedly demonstrated that California's relatively high gas prices are largely, if not completely, explainable by unique factors such as the state's particular refining recipe meant to minimize smog-producing emissions, its high taxes, and its overall high cost of doing business.

More recently, California has seen decreasing refining capacity due to the state's commitment to eliminating gasoline-powered cars and trucks and shifting to "zero emission" vehicles powered by batteries or hydrogen.

Refiners are unwilling to invest in production upgrades when their operations face state-mandated phaseout, and as in-state refining declines California is no longer a self-contained fuels island. It becomes increasingly subject to the global commodities market with the disadvantage of requiring specially formulated fuel that cannot be readily obtained from outside sources.

"California policy makers have knowingly adopted policies with the expressed intent of eliminating the refinery sector," Valero vice president Scott Folwarkow told the state

Energy Commission in a letter. “California requires refiners to pay very high carbon cap and trade fees and burdened gasoline with cost of the low carbon fuel standards. With the backdrop of these policies, not surprisingly, California has seen refineries completely close or shut down major units. When you shut down refinery operations, you limit the resilience of the supply chain.”

Amy Myers Jaffe, managing director of the Tufts University Climate Policy Lab, alluded to the decline in refining in an interview with the Los Angeles Times.

“Do I have the new infrastructure fast enough before I retire the old infrastructure, and what happens if you’re in the middle?” Jaffe said. “The way we’re doing it now is you just let the fuel costs go up and then we leave poor people with no ability to get anywhere... . And then [California leaders] grandstand against the oil companies — that’s not a solution.”

The [Times article](#) pointed out that various authorities have been warning Capitol politicians for years that California needs plans to manage the shift to renewable transportation while maintaining gasoline supplies until they are no longer needed, but the pleas went unheeded.

So what will come of Newsom’s special legislative session for a tax on windfall profits? Legislative leaders seem to be lukewarm at best. They know that rounding up two-thirds votes for such a tax would be difficult despite Democrats having supermajorities in both legislative houses, especially if Newsom cannot provide rock-solid evidence of oil company malfeasance.

The industry will argue that such a tax would merely be passed on to consumers in even higher pump prices and/or constrict supply even more.

Politicians’ time would be better spent making sure the complex transition from hydrocarbon fuels to renewables isn’t the disaster, particularly for poor consumers, that Jaffe describes.

## The News & Advance

# Amazon to invest \$972M for electric vans, trucks in Europe

By Haleluya Hadero – AP Business Writer  
October 10, 2022



TITLE - An Amazon Prime logo appears on the side of a delivery van as it departs an Amazon Warehouse location in Deelham, Mass., Oct. 1, 2020. Amazon said Monday, Oct. 10, 2022, that it will invest 1 billion euros (\$972.1 million) to add thousands of more electric vans, long-haul trucks and cargo bikes to its delivery network in Europe.  
Steven Senne - Staff AP

NEW YORK (AP) — Amazon said Monday it will invest 1 billion euros (\$972.1 million) to add thousands of more electric vans, long-haul trucks and cargo bikes to its delivery network in Europe.

The investment would grow the number of electric delivery vans the company has in Europe from roughly 3,000 to 10,000 by 2025, the Seattle-based retail giant said in an announcement on its website.

With the investment, Amazon is also hoping to purchase more than 1,500 electric trucks, up from five in the United Kingdom. To accommodate those vehicles, the company said it will build hundreds of fast chargers across its European facilities that can charge the vehicles in roughly two hours.

“Our transportation network is one of the most challenging areas of our business to decarbonize, and to achieve net-zero carbon will require a substantial and sustained investment,” Andy Jassy, Amazon CEO, said in a statement, referring to the company's pledge to be net carbon by 2040. Despite the pledge, the company said its carbon emissions grew by 18% last year, driven by the surge in online shopping during the coronavirus pandemic.

Amazon has launched 25 “micro-mobility hubs,” or more centrally located delivery stations in dense European cities, that allow the company to try out different delivery methods, such as bike and foot deliveries. On Monday, it said it expects to double those hubs by 2025, which will allow the company to take more delivery vans off the road.

The retailer has already ordered 100,000 electric vans from Rivian Automotive, which **issued a recall** last week for almost all its vehicles in order to tighten a loose fastener. In a recent securities filing, Rivian said it planned to deliver the vehicles to Amazon by 2025. Amazon has said it plans to roll out those vehicles to more than 100 cities by 2030.

# Current Affairs – A Magazine of Politics and Culture

## We Can Have a Public Transit Paradise

We can build effective mass transit. But this requires ending the dominance of the automobile, an inefficient and dangerous method of transit.

Nathan J. Robinson

Filed 09 October 2022 in Editor's Notes

Elon Musk does not care for public transit. The main reason appears to be that it forces you to spend time around other people, and, to him, other people are disgusting:

*"I think public transport is painful. It sucks. Why do you want to get on something with a lot of other people, that doesn't leave where you want it to leave, doesn't start where you want it to start, doesn't end where you want it to end? And it doesn't go all the time. It's a pain in the ass. ... That's why everyone doesn't like it. And there's like a bunch of random strangers, one of who might be a serial killer, OK, great. And so that's why people like individualized transport, that goes where you want, when you want."*

It should be no surprise that the world's richest man does not like the idea of spending time near random strangers, and considers them all potential serial killers. There is nothing more discomfoting to a rich man than having to spend time in the company of the plebs. Musk's own transportation solutions—tunnels for Tesla cars to catch fire in, a hyperloop that'll fling you across California at high speed—have been underwhelming, and his innovation has mostly been in making luxury electric cars cool through branding.

But some of what Musk points out here about American mass transit is true: a lot of it *is* painfully inefficient. It can take hours to get across a U.S. city on a bus, when driving would take a fraction of the time. Commutes on mass transit tend to take about **twice as long** as commutes by car. The overwhelming majority of Americans do not take public transit to work—76 percent of Americans **commute by driving alone in a car** (another 9 percent carpool), while only 5 percent use mass transit. Only 4 percent of workers live in households that don't have a car.

The dominance of the personal automobile is unfortunate for a few reasons. Cars kill a lot of pedestrians and drivers, among myriad other harms, as George Monbiot **explains**:

*"Traffic mutes community, as the noise, danger and pollution in busy streets drive people indoors. The places in which children could play and adults could sit and talk are **reserved instead for parking**. Engine noise, a great but scarcely acknowledged **cause of stress and illness**, fills our lives. As we jostle to secure our road space, as we swear and shake our fists at other drivers, pedestrians and cyclists, as we grumble about speed limits and traffic calming, **cars change us**, enhancing our sense of threat and competition, cutting us off from each other."*

Cars are also terrible for the climate. Transportation is the leading source of greenhouse gas emissions, and while electric cars promise to help, when the electricity itself comes from fossil fuels, these cars are not as environmentally friendly as they seem. Because of the U.S.

energy sector's fossil fuel intensity, *Carbon Brief* reports that “when compared to the most efficient conventional [gas-powered] vehicle, the climate benefits of the EV [electric vehicles] were near-zero or negative in large parts of the country.” Powering EVs with renewable energy is critical to ensuring electric vehicles deliver on their promise, and differences in the energy sources mean that the same electric car can be much better for the environment if it is driven in France or Norway than if it is driven in Minnesota.

Cars do not have to be our future despite what the cynics might say about mass transit. Randall O’Toole, a libertarian urban planning scholar, argues that those advocating mass transit in the U.S. simply need to give up, because cars are this country’s past, present, and future:

*“I have a message for these anti-auto activists: The war on the automobile is over. The automobile won. More accurately, auto drivers and users won. It is time for those engaged in this war to stop wasting their time, and everyone else’s, and start doing something productive. People concerned about the impacts of the automobile should give up trying to reduce driving, which has never worked, and instead encourage new automobiles and highways that are safer, cleaner, and more energy efficient.”*

But the war on the automobile cannot have been “lost,” because it was never fought in the first place. Instead, the car waged war on the American city. The car triumphed only in part because of its inherent advantages; it also succeeded because the city was adapted to accommodate it, and car use was incentivized and subsidized. In today’s car-centric cities of the U.S., pedestrians are killed by automobiles at alarming rates compared to peer nations, and the law has been used to make places very unfriendly to pedestrians in terms of sidewalk and street crossing availability. A city with successful transit, on the other hand, has to be more pedestrian friendly. Since everyone has to walk to a stop or station, designers would necessarily have to create safe crossings and sidewalks. It’s impossible to make mass transit work in places where just getting around as a pedestrian requires crossing dangerous roads. It’s no wonder the car “won” in places where the law and development combined to make alternative modes of transportation like biking and walking the equivalent of taking your life in your hands.

Cars are popular in part because they grant their owners a sense of freedom. You don’t have to follow someone else’s schedule or route; you can just get in and go where you like. Those particular freedoms can never be equaled by mass transit, which by its nature involves serving the needs and desires of more than one person at a time. A bus is a compromise between different people’s preferences about where to go. But great transit can provide other kinds of freedom, like the freedom from the burden of having to own and insure a car. When I lived in the Boston area, having a car was a pain, because finding parking was a pain and getting stuck in traffic was a pain. Riding the subway was fantastic, because it was cheap, skipped the traffic, and usually got me pretty close to where I needed to be, fairly near to the time I needed to be there. I had a car, but it was burdensome rather than liberating.

Since the U.S. is a car country, electric vehicles are going to be a crucial part of reducing transportation sector emissions. But we are also seriously lagging behind when it comes to mass transit. Transit is staggeringly efficient; one New York City L train can carry as many commuters in a single hour as 2,000 cars. If the 2.4 million people who work in Manhattan all had to drive to work, the parking spots needed to accommodate all of their cars would take up more space than the island itself. From a climate perspective, the benefits of efficiently

transporting large numbers of people in a small space can be huge. While a typical passenger car with one person gets 25 passenger miles per gallon, a conventional bus at [capacity](#) gets 163 passenger miles per gallon.

Note, though, that this is a bus *at capacity*. Running an empty bus is a huge *waste* of energy. Building public transit infrastructure is not going to help anyone unless people actually use it. And there we run into some of the problems outlined in Musk's rant: mass transit is not always a very good way to get you where you need to go. It is often the transportation of last resort, used by people who cannot afford cars. In dense cities like New York City and Boston, riding public transit may actually be preferable to driving. But in many parts of the country, those who ride the bus *have* to ride the bus, and buses [have a negative public image](#) in part because they are seen as being for those who can't afford cars. This has not been helped by decades of automaker branding that has painted car ownership as a sign of being successful in life, and mass transit's image will have to be reversed if we are ever going to alter its [downward ridership trends](#) (which had begun [even before](#) COVID-19 badly damaged transit ridership).

The main problem, though, is not bad branding but bad service. People don't take public transit because it's not giving them what they want. Some of this is because of a decades-long [history of bad American land use policies](#) which have encouraged the development of places that require a car to get around. Undoing car-centric sprawl is a very long-term project, but well-designed, well-run transit can be successful even in places seemingly ill-suited for it. Houston, for instance, redesigned its bus routes with a focus on giving people frequent, reliable service and saw a [substantial increase in ridership](#). Charlotte's light rail system has seen [healthy ridership numbers and boosted development](#). The U.S. is not automatically doomed to have unreliable public transit that serves as the "locomotion of last resort." As *Bloomberg notes*,

*"There are good, viable models of transit systems that ... are successful both at attracting riders and at being financially viable, from places that have more in common with American cities than one might expect.... [Yet] all too often, transit planners—and even advocates—find themselves resigned to fatalism about the prospect of transit in American suburbs. They're convinced that these spread-out and car-centric spaces are fundamentally irreconcilable with public transportation."*

Christof Spieler's fascinating book *Trains, Buses, People: An Opinionated Atlas of U.S. Transit* profiles the transit systems of dozens of U.S. cities, showing how some places are succeeding where others are failing, and demonstrating the principles that make for quality transit that attracts riders.

Some of those principles are straightforward. Jarrett Walker's *Human Transit: How Clearer Thinking about Public Transit Can Enrich Our Communities and Our Lives* lists seven demands that potential public transit riders have, which will determine whether they decide to actually use the system:

- *It takes me where I want to go.*
- *It takes me when I want to go.*
- *It is a good use of my time.*
- *It is a good use of my money.*
- *It respects me in the level of safety, comfort, and amenity it provides.*
- *I can trust it.*



- *It gives me freedom to change my plans.*

Seems straightforward, but plenty of cities lack transit systems that meet the criteria. For instance, [here in New Orleans](#), the average person can reach 89 percent of the jobs in the area with a 30-minute commute via car. They can only reach 12 percent of area jobs with a 30-minute commute on public transit. This means that those who can't afford cars are severely limited in the work they can accept. Transit is not taking them where they want to go.

A lot of transit systems are disappointing because they're not built around reaching these intuitively obvious basic goals. But when public transit delivers great service at a low cost, people will use it. Plenty of improvements can occur without redesigning entire cities, and Walker argues that cities often measure the wrong things, seeing expanding transit in terms of adding more miles of rail or making sure the entire city is covered by bus routes. Such approaches may appear successful because they make lots of impressive lines on a map (and allow for mayoral ribbon-cutting ceremonies), but cities can end up spending a lot of money to serve areas with few riders.

Some improvements that attract new riders are decidedly unromantic. Increasing the frequency that buses arrive, for instance, makes it much easier to incorporate bus travel into one's day, which is why part of Houston's bus system overhaul focused on frequency. ("Frequency is freedom," Walker says.) Dedicated bus lanes and stoplights that give buses priority will keep buses from getting stuck in traffic. Making sure the routes, fares, and schedule are all easy to understand will make transit less of a headache, and thus make people more likely to consider it. It should be obvious: the more public transit is an *attractive* alternative to driving, the more people are likely to consider it. In general, research shows that the thing people want most is for the transit system to get them places efficiently; they don't care nearly as much about whether they're riding a beautiful, comfortable train or a janky old bus (so long as that bus is reliable).

Musk, then, is right that the central measure of public transit's success is whether it gets you where you want to go, but he's wrong in thinking that cars will always and everywhere beat public transit on this measure. We can have a public transit paradise, but we have to keep the goals in mind. Public transit should not just serve as a form of unsatisfactory transportation welfare for the carless. It should be able to liberate all of us from dreadful, environmentally harmful commutes in vehicles. We need to be committed to mass transit that truly serves the people, that people do not take because they *have to*, but take because they want to. It can be done, but getting world-class mass transit in the U.S. will require [taking on the Koch brothers](#) and steadily redesigning cities, in ways both small and large, to be for people rather than their cars.

## Mass Transit

### MI: Local bus, housing agencies join forces in unique project

A project combining a BATA center with more than 200 units of workforce housing, 15 Habitat for Humanity homes and a neighborhood childcare facility was the focus of a presentation at the Grand Traverse County Board of Commissioners' regular meeting.

**By** Patti Brandt Burgess

**Source** The Record-Eagle, Traverse City, Mich. (TNS)

Oct. 7, 2022

Oct. 6—TRAVERSE CITY — A unique project combining a Bay Area Transit Authority center with more than 200 units of workforce housing, 15 Habitat for Humanity homes and a neighborhood childcare facility was the focus of a presentation at the Grand Traverse County Board of Commissioners' regular meeting Wednesday.

Kelly Dunham, executive director of BATA, and Eric Lingaur, director of communications and development, told commissioners that the project is planned for 50 acres on LaFranier and Hammond roads in Garfield Township.

Purchase of the property was recently finalized and groundbreaking on the Traverse City Housing Commission/BATA project is expected to take place next year. It will be built in phases, with the first phase including a 90,000-square-foot BATA operations center and two of five multifamily buildings that is expected to be completed by the end of 2024.

Cost of the property was about \$1.39 million, with BATA paying \$830,000 for its share and the TCHC paying \$560,000, Lingaur said.

Total cost for the project is estimated at \$90 million. BATA received \$17 million from the Federal Transit Administration and the Michigan Department of Transportation toward the project.

Another \$6 million from Michigan's budget has been allocated to the housing portion of the project.

A renewal of an operational property tax millage for BATA is on the Nov. 8 ballot that will bring in \$4,783,786 in its first year. The money is for the continued operation of bus services and is not being used on the project, Lingaur said.

The BATA site will combine services in one location with administrative offices, a maintenance facility and a garage that can park 100 vehicles indoors, with room for expansion. It will employ up to 130 people.

BATA offices, a bus barn and other facilities located along the Cass Road corridor will be sold and the money allocated to the project.

Lingaur said the project is one of the first of its kind that combines transit and housing.

"I can't wait to get some dirt moving," he said.

The Flats at Carriage Commons, a TCHC project, is made up of five multifamily buildings with a total of about 215 units. Rents, which will include all utilities, will be set between \$680 and \$820.

A bus transfer station will be located in front of the complex. Construction of the childcare center is slated for future phases of the project.

Tony Lentych, executive director of the TCHC, said the idea came about after he read about transit-oriented design that has been used in high-density urban areas in Chicago, New York and Massachusetts. Lentych said the idea addresses the housing crisis in the Traverse City area and cuts down on traffic congestion.

"People can catch buses in front of their homes," Lentych said. "A young couple could probably get by on one car."

Lentych said some ALICE (Asset Limited, Income Constrained, Employed) families spend as much as 20 percent of their household income on transportation — with many of them paying high insurance rates, owning unreliable vehicles and driving a long way to jobs in Traverse City because they can't afford to live there.

"This would be a double win for some families," Lentych said.

## Streets Blog Cal

# California Plan to Ensure Transportation Dollars are Invested in Climate-Friendly Ways: First Annual Report

In first year of putting plan into place, a "lot of progress." Also, a lot more work to be done

By Melanie Curry | October 6, 2022

The California State Transportation Agency (CalSTA) issued its first annual report on progress made towards fulfilling the goals of the Climate Action Plan for Transportation Infrastructure (CAPTI). That plan, [released last year](#), was official acknowledgement that California has to change the way it spends its money in order to reduce greenhouse gas emissions from the transportation sector.

The report points to progress on 34 distinct "actions" state agencies will need to take within the next three to seven years. Over the first year and a half of the plan's existence, more than eighty percent of those actions are complete or have had significant progress made towards completing them. Those actions include shifting policies and rewriting guidelines for state funding programs to ensure that climate friendly projects are top priorities.

That's a pretty good score. The successes include updating guidelines for the Solutions for Congested Corridors Program and the Trade Corridor Enhancement Program to prioritize multi-modal projects or projects that encourage a mode shift, support zero-emission vehicle infrastructure projects, pro-housing considerations, and enhanced community engagement processes.

This is definitely progress. [Sustainability advocates went largely unheard in the early stakeholder meetings held to formulate the guidelines for these programs](#), which were new under S.B. 1. CAPTI seems to have forced a shift in their focus towards what those advocates argued all along was necessary.

The report [[PDF](#)] outlines other successes, such as [the one-time bump of \\$1 billion in state funds](#), plus an extra \$100 million per year in federal funding, for the Active Transportation Program. The state has also made progress in funding zero emission transit and infrastructure, supporting the California Integrated Travel Project (Cal-ITP) to improve transit riders' experience and ability to connect across agencies, and developing funding plans to complete the State Rail Plan, for a few examples.

Also called for by CAPTI is the formation of an Equity Advisory Committee for state transportation agencies, and a list of participants will be submitted to the CTC at its meeting next week.

There is also progress on a deeper look at how state transportation investments are being made and how they might differ under the influence of CAPTI. To that end, a study is getting underway at the Mineta Institute to track outcomes of these changes in terms of emissions, economic prosperity, and social equity. There should be some results from that study to discuss in the next year or so.

The progress shows that – with the right combination of leadership, advocacy, and support – government can achieve goals many think are impossible. And the process is still at an early stage. While refocusing guidelines for funding is important, the actual impact will be on the infrastructure investments that will come as a result of this work, which will take longer.

CAPTI was created in response to [an executive order](#) from Governor Gavin Newsom, EO N-19-19, which called on the state agency to look at how to use discretionary transportation funding in specific programs to support climate work. Those programs are the Active Transportation Program (ATP), Interregional Transportation Improvement Program (ITIP), Local Partnership Program (LPP), Solutions for Congested Corridors (SCCP), State Highway Operations & Protection Program (SHOPP), Trade Corridor Enhancement Program (TCEP), and Transit and Intercity Rail Capital Program (TIRCP).

As CalSTA staff pointed out, many of the programs subject to CAPTI already have some alignment with state climate goals.

It would be glib to say something about this being a case of low-hanging fruit, and dismissive of the considerable work that has gone into pushing the climate conversation forward. But it would also be wrong to pretend that more doesn't need to be done. [The A.B. 285 report pointed out that focusing on this small percentage of total state transportation funding is missing the picture](#); there is still far too much money headed out the door for many many highway expansion projects that will keep the status quo of driving being the easiest mode for most Californians.

And Governor Newsom's veto of [A.B. 2438, which would have codified CAPTI, points to a strange hesitation on the part of state leadership](#). Why wouldn't Newsom want his own Executive Order written into statute? In his veto message he claimed that it would somehow hamstring future iterations of CAPTI.

Sustained, committed leadership will be needed for CAPTI to make enough of a difference across the board.

CalSTA is accepting public comment on this draft report until November 4 (write to: CAPTI@calsta.ca.gov) and plans to release a final draft in December. In addition, staff will present the draft at the upcoming CTC meeting, and again at the joint Air Resources Board/CTC/Housing and Urban Development meeting on November 3.

## The Mercury News

# Will the rise of EVs mean the death of the gas station in California?

As California moves to EVs, gas stations seek new ways to survive

By [LISA M. KRIEGER](#) | [lkrieger@bayareanewsgroup.com](mailto:lkrieger@bayareanewsgroup.com) | Bay Area News Group  
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For more than a century, gas stations have been the heart of California's car culture, offering fuel, food and friendly directions along our back roads and byways.

But our rush to EVs is leaving them in the dust.

Quintessential small businesses that are often owned by immigrants, as many as 80% of stations could be unprofitable by 2035, when the state stops all new gas car sales. Already, fewer cars are gas-guzzlers, reducing demand for fuel. A growing number of cities are banning new station construction.

"It's going to make this industry extinct," predicted Sanjiv Patel of the Milpitas-based American Petroleum and Convenience Store Association, which represents some of the state's 250,000 station owners and employees.

"Here in the Bay Area, we are ground zero," with one of the nation's highest concentrations of electric vehicles (EVs), he said. "Things will start from here, and then spread."

Gas stations are designed for quick in-and-out traffic: Pump, pay and go. Located on busy routes, they're low cost, high-volume businesses.

Electric vehicles need something different. They take time to charge. And chargers can be located anywhere — home, work or a charming coffee shop. Think Starbucks, not Shell.

To survive, gas stations are testing more sustainable sources of revenue, adding car washes and expanding their store offerings. Increasingly, they sell not just coffee and cigarettes but also fresh sandwiches, organic juices, Korean tteokbokki or Punjabi tandoori chicken.

The other obvious move — add EV charging — is not as simple as it looks, said Chris Bambury of the California Fuels & Convenience Alliance, the Sacramento-based trade association for independent gas marketers.

It requires a redesign of a station site. It demands much more power than traditionally needed by a service station. And owners aren't sure how much to charge consumers, because electric rates fluctuate.

Unless charging gets faster, it's expensive and impractical, said station managers. At this point, stations are only adding chargers because they're required by some cities and counties; there's little consumer demand, they said. And while the state's grant money helps reduce the installation cost, the chargers don't support themselves.

"The charging stations are a loss leader, not a revenue generator," said Rotten Robbie CEO Erin Graziosi, who has placed two chargers at a San Jose station that cost \$180,000 and sit unused much of the day. "People don't have the same fueling habit as with liquid fuels."

Even before EVs, the nation's gas station industry had been consolidating, with about half as many outlets now as in the 1980s, according to Jeff Lenard of the trade association Advancing Convenience & Fuel Retailing.

Gas retailers are exiting because of low margins on fuel sales and fierce price competition from big box stores like Walmart and Costco, he said.

Stations once supplemented their income with car maintenance and towing services. But auto dealers are aggressively marketing long-term care contracts, pushing gas stations out of that business, said Bambury. And few stations are still in the towing business, due to soaring insurance costs.

There's also less demand for grease monkeys. "Cars don't need as many repairs," said Bambury, who operates the same Bonneau's Schellville 76 on Sonoma's Arnold Drive that his great grandfather founded in 1923.

Californians' move to EVs, which need neither fuel nor oil changes, will help prevent a disastrous heating of the planet — and accelerate the decline of the gas station.

Currently 16.4% of the state's new car sales are zero-emissions or plug-in hybrids. That will jump to 35% in 2026 and 100% by 2035, as required by the state's Advanced Clean Cars II rule.

An analysis by Boston Consulting Group concluded that between 25% and 80% of the fuel retail market could be unprofitable in the next 15 years. This means that thousands of stations would go out of business.

Fueling habits have always changed with the times. Before service stations, motorists bought five-gallon cans of gas at a general store or livery stable, just like they bought kerosene for their lamps. It was messy, smelly and dangerous.

With the growth of the highway system, drivers wanted a convenient fill up wherever they went — and by 1935, America's landscape was dotted with 200,000 stations.

These early stations offered fuel but also free air, water and the nation's first commercial road maps. An attendant, in overalls and a cap, washed your windshield.

Growing up alongside America, they became destinations. In one stop, you could wash your windshield, stretch your legs, buy cigarettes or eat a snack. In the 1957 classic *On The Road*, Jack Kerouac described sleeping under a tree in front of a gas station for “two delicious hours,” then cooling down with a “rich, thick, milkshake.”

In more recent years, gas stations have served as a financial spring board for newcomers, especially people from India. An estimated 61% percent of all gas station owners are immigrants, according to the Fiscal Policy Institute. Success hasn't required a big investment, strong English proficiency or a fancy college degree. With about \$500,000 in loans — \$100,000 from friends and family and the rest from the Small Business Administration — it was possible to build a life in the Bay Area, said Patel.

“First-generation immigrants have this enormous drive to control their own destiny” by owning a business, said Patel, a tech engineer who got his start with a small station in Berkeley. “As long as you are willing to work hard, roll up your sleeves, get your hands dirty and put the time needed, there's a good chance you will succeed. Off you go. It's the American dream.”

To be sure, many cars will continue to need gas. The transition to EVs will take time. But the route forward is cloudy, and banks may be increasingly reluctant to lend to businesses with an uncertain future.

The most vulnerable stations are those in affluent urban neighborhoods such as the Interstate 280 corridor, where people charge EVs at home and shop at Safeway, not a gas station's convenience store, say experts. Stations in rural or lower income communities, where there are more gas-powered cars and fewer grocery stores, are more secure. So are stations along long-distance routes, such as the Central Valley's Interstate 5.

But to survive in the long term, gas stations must revamp for the future — and try new strategies.

On San Jose's Old Oakland Road, a major renovation by Graziosi has transformed an unsightly commercial fueling station into a popular site with modern pumps — including the two EV chargers — and a sparkling 3,800-square foot convenience store. Located on a busy corner, the new store sells the usual Pennzoil and Peak antifreeze, but also salted caramel smoothies, six types of fresh coffee and 14 styles of sandwiches.

“Merchandising has become much more of the focus” of Rotten Robbie, a fourth generation family business with 35 stations, said Graziosi, who is planning additional remodels. “People wanted more things to buy, so we needed more things to sell.”

In Sonoma County, where Petaluma, Santa Rosa and Cotati have banned any new or expanded gas stations, owners are trying a similar strategy, said Bambury. While selling fresh food means higher labor costs, “we're lucky enough that we can pivot to what the customer wants,” he said.



Over time, many sites will be sold and stations will become more rare, predicted Patel. Service station sites are hot commodities for developers, especially in cities, on flat land and in central, high-traffic locations. While they may require cleanup, they rarely trigger fights over preservation, displacement or the other issues common with new buildings.

“We’re not living in ‘La La Land,’ believing that crude is going to be there forever,” said Patel. “But I wish I had a crystal ball.”

“What will happen to the people working in this industry?” he asked. “It’s their livelihood. It’s their retirement. It’s their savings. It’s their everything.”

# California Clean Air Day is a project of the Coalition for Clean Air

October 3, 2022

## List of Participating Organizations to Date

### Transit Agencies

Alameda-Contra Costa Transit District (AC Transit)  
BART  
Caltrans  
Capitol Corridor Joint Powers Authority  
El Dorado County Transit Authority  
Fresno County Rural Transit Agency  
Foothill Transit  
Gold Coast Transit District  
LA Metro  
Long Beach Transit  
Metro  
Metrolink  
Montebello Bus Lines  
Omnitrans  
Orange County Transportation Authority  
Riverside Transit Agency  
San Diego Metropolitan Transit System (MTS)  
San Joaquin RTD  
**Santa Cruz Metropolitan Transit District**  
Santa Monica Big Blue Bus  
Santa Barbara Metropolitan Transit District  
Santa Clara Valley Transportation Authority  
SunLine Transit Agency  
Vacaville City Coach

### School or School District

Adams Elementary PTA  
Chapman Elementary School  
Guadalupe Elementary School  
Los Angeles Community College District  
Los Angeles County Office of Education  
Los Angeles Unified School District  
Magnolia Science Academy 2  
Natomas Unified School District  
Pajaro Valley Unified School District  
Pittsburg High School  
Redlands Unified School District  
Riverside Unified School District  
San Bernardino City Unified School District  
Santa Cruz County Office of Education

### Nonprofit

360 Sacramento  
AARP  
Acterra: Action for a Healthy Planet  
Altadena Safe Streets  
AOC7 Neighborhood Group  
Asian Pacific Islander Forward Movement (APIFM)  
Bay Area Ridge Trail Council  
Bayside Community Center  
Bike Bakersfield  
Bike East Bay  
Bowers Museum  
Boys & Girls Club of Greater Ventura  
Breathe California Sacramento Region  
Breathe Southern California  
Brightline Defense  
Burbank TMA

### Colleges and Universities

Cabrillo College  
California Institute of Technology  
California State Polytechnic University, Pomona  
California State University, Bakersfield  
CSU Channel Islands  
CSUF  
CSUN  
Grossmont-Cuyamaca Community College District  
Riverside Community College District  
Sacramento State  
Sacramento State University  
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San Diego State University  
UC Davis Energy and Efficiency Institute  
UC Riverside, Office of Sustainability  
UC San Diego  
UC Santa Cruz  
UCLA  
Universal Technical Institute - Sacramento  
USC Schwarzenegger Institute  
University of California - Berkeley  
University of California Merced  
University of California, Irvine

### Hospitals and Healthcare Institutions

Blue Shield of California  
Cedars-Sinai  
County of San Luis Obispo Public Health  
Dignity Health California Hospital  
Lucile Packard Children's Hospital at Stanford  
Scripps Health  
Stanford Health Care  
UC Davis Health  
UCI HEALTH  
UCLA Health  
Ventura County Public Health

### Government

22nd District Agricultural Association  
Bay Area Air Quality Management District  
California Energy Commission  
California State Controller's Office  
California State Lands Commission  
California Transportation Commission  
Central Coast Community Energy  
City of Anaheim  
City of Buena Park  
City of Carlsbad  
City of Encinitas  
City of Escalon  
City of Foster City  
City of Fullerton  
City of Glendora  
City of Hermosa Beach  
City of Highland  
City of Inglewood-Public Works  
City of Irvine  
City of Los Angeles

### Business Organizations

Alhambra Chamber of Commerce  
Association of Women in Water, Energy and Environment  
Bay Area Council  
California Hydrogen Business Council  
Carmichael Chamber of Commerce  
Cleantech San Diego  
CALSTART  
Desert Valleys Builders Association  
East Bay Economic Development Alliance  
Greater Stockton Chamber of Commerce  
Los Angeles Business Council  
Los Angeles Cleantech Incubator (LACI)  
Los Angeles County Business Federation (BizFed)  
Modesto Chamber of Commerce  
Natomas Chamber of Commerce  
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SoCal National Association of Railway Business Women  
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### Business

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Ancestry  
Ancient Wine Guys LLC  
Anheuser-Busch Fairfield Brewery  
Anser Advisory LLC  
Arellano Associates  
Arrowhead Agriculture  
ASM Global Oakland/Oakland Arena/  
RingCentral Coliseum  
Aspiration  
Athens Services  
A-Z Bus Sales  
BAE Systems San Diego Ship Repair  
Ballast Point Brewing Company  
Bayer Vegetable Seeds  
BD Biosciences  
Beacon Economics  
Better World Group  
Bird  
Bloom Energy  
Bluedot Energies, Inc  
Booster  
Boulevard Auto  
bp pulse fleet  
Build Your Dream (BYD) North America  
By Storm agency  
California Institute of Environmental Design & Management (CIEDM)  
Catalent Pharma Solutions  
Celtis Ventures

California Air Pollution Control Officers Association  
California Automobile Museum  
California Forward Young Leaders Advisory Council  
California Fuel Cell Partnership  
California Interfaith Power & Light  
California Mountain Biking Coalition  
California ReLeaf  
California Restaurant Foundation  
California Walks  
Camp breathless no more  
Casa Familiar  
Center for Sustainable Energy  
Central Coast Clean Cities Coalition  
CHA, CHA Clean Healthy Air - Clean Healthy Altadena  
CHARGE ACROSS TOWN  
Christmas Tree Lane Association of Altadena, Inc  
CicLAvia  
Climate Changemakers  
Climate First: Replacing Oil & Gas (CFROG)  
Climate Reality Project OC Chapter  
Climate Resolve  
ClimatePlan  
Coalition for Clean Air  
Collaborising  
College Area Community Council  
Conejo Open Space Foundation  
Cool options  
Cool the Earth  
Council for Watershed Health  
Coyote Communicators Toastmasters  
Coyotl+Macehualli  
Cultural Aesthetic  
Day One, Inc.  
Drawdown Bay Area  
East Bay Community Energy  
El Porto Shark  
Energy Independence Now  
EVA/SOHEVA Chapter  
Evergreen Islamic Center  
Explore Ecology  
Farm Bureau of Ventura County  
FOSTERING KIDS FOR LIFE, INC  
Fresno Chaffee Zoo  
Friends of Santa Ana Zoo  
Friends of the Hollywood Central Park  
Future Roots Inc. DBA DUBLAB  
Generation Green  
Girl Scouts Troop 70233  
Glendale Environmental Coalition  
GRID Alternatives  
Groundwork Richmond  
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Inland Empire Community Foundation  
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LA River Communities for Environmental Equity  
Lafayette Chamber  
Let's Green CA!  
Little Manila Rising  
Long Beach Gray Panthers

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Sacramento Metropolitan Air Quality Management District  
Sacramento Municipal Utility District  
Sacramento Regional Transit (SacRT)  
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San Diego County Air Pollution Control District

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Energy, Environment, & Natural Resources  
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District  
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Snap Inc.  
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Steer  
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Veo  
Verdani Partners  
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Vertex Pharmaceuticals  
Visage Energy  
Viva La Boba  
VortX KleanAir Systems  
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## **ITS International**

### **California to push on with active travel**

Bus, light rail, bike and pedestrian projects will be 'unlocked' with new legislation

October 3, 2022

By Adam Hill

The California Transit Association says new legislation means that the state will be better able to pursue active travel and sustainable transport projects.

Governor Gavin Newsom has signed into law Senate Bill 922, authored by Senator Scott Wiener (D-San Francisco) and co-sponsored by the California Transit Association, Bay Area Council, Spur, Silicon Valley Leadership Group and LA Metro.

The legislation expands the provision of SB 288 (Wiener, 2020) by extending statutory exemptions to The California Environmental Quality Act (CEQA) for transportation projects that "significantly advance the state's climate, public safety, and public health goals".

"In recent decades, CEQA has been abused to delay or stop common-sense and climate-friendly transportation projects, undercutting efforts to deliver a cleaner transportation network and environmental benefits," said Michael Pimentel, executive director of the California Transit Association.

"With the signing of SB 922, local transit and transportation agencies will continue to accelerate the path towards safer streets, cleaner air, and more equitable transportation solutions for all Californians."

"By expanding and expediting CEQA exemptions for sustainable transportation, we'll unlock the bus, light rail, bike, and pedestrian projects that California needs. The timing couldn't be more critical with historic levels of state, federal and local funding for project delivery on the way," Pimentel concluded.

NEWS > HOUSING • Analysis

## Build more housing to ease crisis? Poll shows how Bay Area residents resist

A Bay Area News Group survey found homeowners, Whites, the wealthy and older residents were more likely to oppose construction



Homes under construction in the Delaney Park housing development are seen from this drone view in Oakley, Calif., on Thursday, June 24, 2021. (Jane Tyska/Bay Area News Group)



Nearly everyone agrees that sky-high housing costs are a serious problem in the Bay Area. But there's potent resistance to the notion that the region could — or should — try to build its way out of a deepening crisis.

A new survey by the Bay Area News Group and Joint Venture Silicon Valley shows a solid one-third of the region's residents oppose building significant quantities of new homes. Opposition grows when the conversation turns to the kinds of construction advocates say are most desperately needed: Affordable housing, housing for the homeless, high-density housing around transit.

One of the clearest indicators in the poll that someone is likely to oppose new housing? They already own a home. How to make that opposition even stronger? Tell them the housing will be nearby.

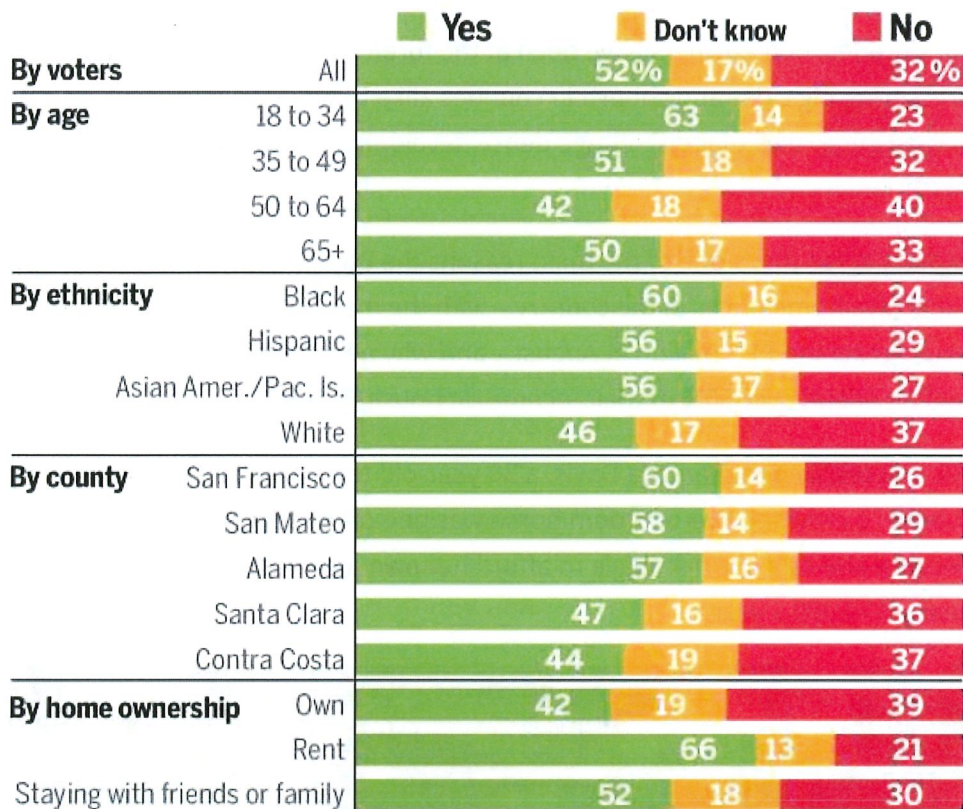
With the Bay Area at a critical juncture in planning for future growth, this entrenched opposition – dubbed “Not In My Backyard” or NIMBY sentiment by its critics – helps drive local and state policies that alternately seek to cater to the resistance or break its influence. The poll provides a powerful look at how those efforts are playing out – and who's lining up on which side of the battle.

“The folks who have the most political power, who are the loudest, are oftentimes your affluent homeowners,” said David Garcia, policy director for UC Berkeley's Turner Center for Housing Innovation. “And so it creates challenges for lawmakers who would like to pursue pro-housing policies, but have to answer to this very loud slice of their constituency.”



## ATTITUDES TOWARD NEW HOUSING

Do you favor building significant quantities of new housing in the Bay Area to address the lack of homes and high housing costs?



Source: Embold Research online poll of 1,628 registered voters in the Bay Area conducted from Sept. 9-20, 2022. Margin of error is +/- 3.1 percentage points.

BAY AREA NEWS GROUP

According to the online poll – which surveyed 1,628 registered voters in the five core Bay Area counties earlier this month – 92% of respondents identified the cost of housing here as a very serious issue, the strongest consensus around any challenge confronting the region. When asked if they supported building “significant quantities” of new homes of all kinds to bring down costs, 52% agreed while 32% disagreed. The rest said they didn’t know.

The poll found that older, White and affluent residents were less likely to support homebuilding than younger residents, people of color and lower-income earners, all groups that bear the brunt of high housing costs. For example, 60% of Black respondents favored more building, compared to only 46% of White respondents.

But the largest gap in support for more housing was between renters, who



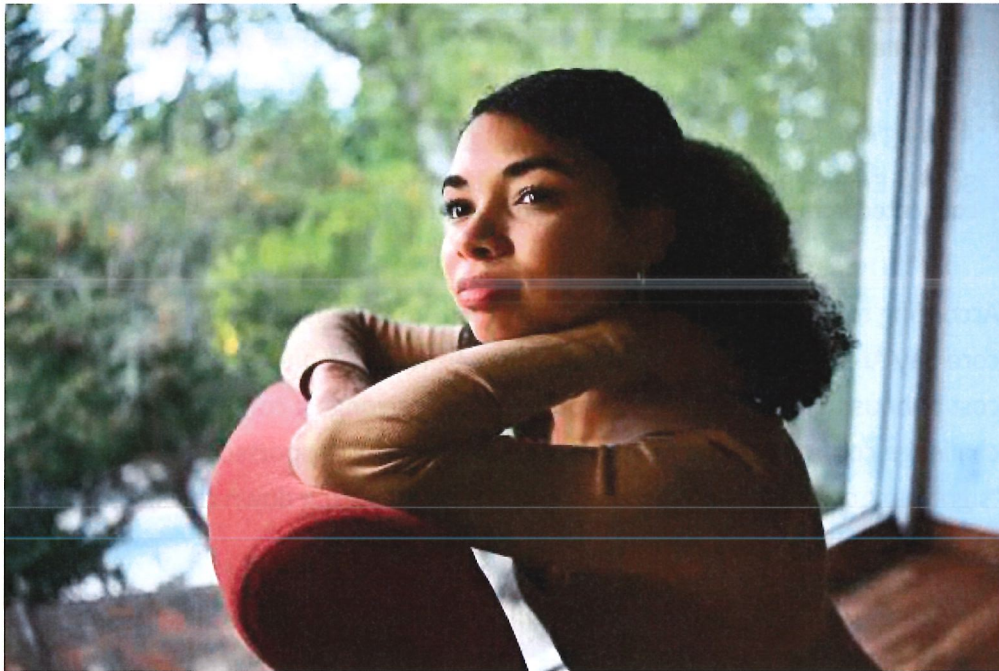


“It’s a profound irony,” said Russell Hancock, president of Joint Venture, a public-private partnership focused on civic issues. “I have mine, but I don’t want you to have yours. That’s really what it says.”

For decades, homeowners have been at the forefront of housing resistance, pressuring big cities and suburban counties alike to block or delay new projects, and pushing rules that discourage dense development and increase building costs.

Experts agree that’s one of the main reasons the Bay Area has some of the most expensive home prices in the country – with the median cost of a single-family house reaching \$1.1 million in August – and why nearly a quarter of the region’s renters spend [over 50% of their income on housing costs](#).

For poll respondent Kanissia Davis, a 30-year-old teacher in El Cerrito, renting a room in a crowded five-bedroom home was one of the few options available because she said she’d struggle to afford her own apartment, despite earning nearly \$70,000 a year.



EL CERRITO, CALIFORNIA – OCTOBER 1: Kanissia Davis, 30, of El Cerrito, is photographed at her home in El Cerrito, Calif., on Saturday, Oct. 1, 2022. Davis has been teaching full-time for two years and doesn’t make enough money to own her own home and lives in a crowded six-bedroom house in El Cerrito with seven roommates. (Jose Carlos Fajardo/Bay Area News Group)



In hopes of easing the housing gridlock, the state has forged ahead with an effort to compel local governments to prepare for significantly more housing across California. In the Bay Area, municipalities are now in the process of submitting detailed plans for how they will [approve more than 441,000 new homes](#) for all income levels between 2023 and 2031, over double the region's current eight-year housing goal.

And unlike in past housing cycles, state officials are threatening lawsuits, fines and the loss of land-use authority for local governments found out of compliance. Both California Attorney General Rob Bonta and Gov. Gavin Newsom's administration have created enforcement teams to ensure municipalities are following state housing laws.

"At the end of the day we need to see local accountability," Newsom said just after signing two high-profile housing bills late last month requiring cities and counties to approve apartments and townhomes proposed for underused commercial property. "We will celebrate success, but we're going to call out failure."

But the mounting pressure – and the growing sense of crisis – has not stemmed the tide of opposition, the news group poll demonstrates.

Poll respondent Jay Maille, a longtime homeowner in Pleasanton, said he understands the Bay Area's need for more housing. But he said he resents the state wresting away the city's ability to "maintain the character" of the Alameda County suburb of around 70,000 residents.

He's most upset about a state mandate requiring local officials to quickly approve a [proposed 5-story affordable apartment complex planned for downtown Pleasanton](#) because the city isn't meeting its current housing goals. Maille, 67, raised his concerns directly to Pleasanton's mayor, whom he considers a friend, but was told the city's hands are tied.

"You shouldn't force towns to become something completely different than what people like about the place," Maille said.

The poll found 44% of respondents oppose state laws that dictate to local governments which housing projects they must approve, while 56% support them. Again, homeowner resistance is stronger, with 51% opposing such laws.





Kanissia Davis, 30, of El Cerrito, grades homework at the dining room table at her home in El Cerrito, Calif., on Saturday, Oct. 1, 2022. Davis has been teaching full-time for two years and doesn't make enough money to own her own home and lives in a crowded six-bedroom house in El Cerrito with seven roommates. (Jose Carlos Fajardo/Bay Area News Group)

The state's more aggressive approach in recent years has given rise to a [new class of politically active neighborhood groups](#), some of which played a key role in killing California lawmakers' most ambitious [housing production bill in 2020](#).

The organizations say the state is ignoring the effect of new development on traffic, the environment, wildfire risk and other impacts, arguing decisions about where and how to build new housing should be left to local officials who best understand the needs of their communities.

Despite the pushback, San Francisco State Sen. Scott Wiener, the author of the failed bill and the state Legislature's most vocal housing advocate, maintains Californians' support for homebuilding is on the rise. He noted the new poll found all respondents favored more housing by a 20% margin.

"The public has really evolved on this issue because people have seen with their own two eyes what's happening," Wiener said. "Everyone knows someone who's struggling."

While a clear majority of poll respondents supported more home construction,



When prompted to select the types of homes that are most important to address housing shortages, homeowners' most popular choice was subsidized housing for low-income residents, selected by 47% of those respondents. But when asked to choose the kinds of housing that should be built within a half mile of their home, homeowner support for affordable housing fell to just 25%.

**MANY SUPPORT BUILDING NEW HOMES — BUT NOT IN THEIR BACKYARDS**

Bay Area registered voters would support building more homes, but they would be less inclined if the homes are built in their neighborhood. Those who supported the following measures:

	Building the following in the Bay Area?	Building the following within a half-mile of your home?
Subsidized housing for low-income residents	58%	40%
Housing for people who are homeless	52	30
Apartments or condominiums	50	39
Single-family housing	47	48
High rise housing near transit	47	32
Additional housing units on existing single-family lots	39	39
None of the above	11	23

Source: Embold Research online poll of 1,628 registered voters in the Bay Area conducted from Sept. 9-20, 2022. Margin of error is +/- 3.1 percentage points. BAY AREA NEWS GROUP

Renters, on the other hand, supported more low-income homes in their neighborhoods by a wide margin – 60%.

Wiener said localized opposition, particularly to affordable housing, is why the state has in recent years phased in policies to roll back city and county control over the planning process. “Cities have no choice but to approve subsidized housing and certain types of homeless shelters,” he said.

Gloria Bruce, executive director of the nonprofit East Bay Housing Organizations, said housing advocates have work to do if they hope to convince Bay Area residents that building more homes in their own backyards is a benefit to their community, and themselves.

She wasn't surprised that support for homebuilding was split between homeowners and renters, as well as different age groups and races, given the realities of the Bay Area housing market. She said even many in Black and brown neighborhoods remain rightly wary of development after years of displacement.



For Davis, the renter in El Cerrito, more housing can't come fast enough. She is contemplating a move to the Sacramento region, where she might be able to afford a down payment on a home.

"We need to have more housing," Davis said. "I don't care where they build it as long as it's affordable and meets people's basic life needs."

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Tags: [Affordable Housing](#), [Housing Crisis](#), [Politics](#), [Regional](#)

 Author **Ethan Varian** | Housing Reporter

Ethan Varian covers the rental market and housing affordability issues as part of the Bay Area News Group's housing team. He was previously a housing and homelessness reporter at the Santa Rosa Press Democrat in Sonoma County. His stories about housing, business and culture have been published in the New York Times, Los Angeles Times and the Guardian US, among others.

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# Mass Transit

## Public transit ridership rises to more than 70 percent of pre-pandemic levels

People returning to the office and school are fueling the ridership recovery, according to the latest data from APTA's Ridership Trends Dashboard.

**Related To:** [American Public Transportation Association](#)  
Sept. 29, 2022

The U.S. public transit industry saw ridership rebound to more than 70 percent of pre-pandemic levels in September, according to the American Public Transportation Association's (APTA) Ridership Trends Dashboard.

"Public transit agencies suffered catastrophic blows to ridership when the COVID-19 pandemic arrived in March 2020. Systems saw significant declines in ridership as offices closed and Americans were urged to work from home for extended periods. But now, as we see more workers return to the office, more students return to school and more community destinations such as restaurants, theaters and retail stores reopen their doors, agencies from coast-to-coast are seeing a rise in ridership," said APTA President and CEO Paul P. Skoutelas.

"Throughout the course of this pandemic, transit systems have provided mobility to essential workers and earned riders' trust every day by remaining vigilant about their health, safety and cleaning protocols as new variants of the coronavirus continued to emerge. Even though workers in many cities continue to work from home, at least on a part-time basis, we are seeing steady growth in ridership and are optimistic those trends will continue. As the latest data shows, public transportation continues to move people and shape the future of our communities," Skoutelas concluded.

The COVID-19 pandemic had an immediate and significant impact on public transportation ridership. Ridership declines began in mid-March 2020, coinciding with stay-at-home emergency orders in many cities and states across the country. Ridership declined to a low point of 10 to 40 percent of pre-pandemic levels in many cities. After falling to 20 percent of pre-pandemic levels in April 2020, ridership has recovered to more than 70 percent of pre-pandemic levels. APTA says this rise in ridership is reflective of transit agencies adapting to the swiftly changing needs of their communities while delivering safe, reliable service.

APTA's Ridership Trends Dashboard aims to help the public transit industry track ridership trends in real time. This tool, built in partnership with the Transit app, allows APTA members and the public to compare ridership between agencies, regions and national trends. The Ridership Trends Dashboard combines APTA's ridership report data with app usage information from Transit to predict ridership levels each week, with new data posted each Monday. The Ridership Trends dashboard has weekly predictions going back to January of 2020 and includes ridership trends for 130 agencies.

## Mass Transit

### Diverse strategies in customer experience programs across North America help increase ridership, improve morale

As programs develop, it will be essential to get buy-in at all levels, provide CX staff with the resources required and continue an obsessive focus on customer experiences to overcome the obstacles to change.

Aaron Weinstein  
Sept. 28, 2022

As with many other industries, customer experience (CX) programs are taking transit by storm. All across North America, transit agencies are launching CX programs to improve customer satisfaction, attract riders and improve morale. More than 20 transit agencies in all have embarked on a CX journey in the U.S. and Canada.

Here is a roundup of some of the more notable programs.

**Los Angeles County Metropolitan Transportation Authority** (L.A. Metro) launched its [CX Program](#) in 2020 to sharpen its focus on customers. L.A. Metro conducts CX surveys to identify top pain points and creates CX Plans to remedy the issues. Its most recent CX Plan tackles cleanliness, public safety, bus stop shade and seating, customer information, time competitiveness and the diverse needs of diverse riders. To date, the L.A. Metro CX Plans have spawned nearly 100 initiatives and more than \$200 million in investments to improve the customer experience. One of the initiatives is to deploy hundreds of transit ambassadors on the system to enhance safety and help customers. Beyond the annual CX plans, the L.A. program has tracts for improving CX culture, establishing Key Experience Indicators (KEIs) and institutionalizing CX into budgeting, capital investments, performance appraisals and other processes. It also plays a key role in preparing L.A. Metro to welcome visitors around the world for the 2028 Olympics and Paralympics events and to provide them with an excellent customer experience.

**Metropolitan Atlanta Rapid Transit Authority** (MARTA) in Atlanta also has an extensive CX program. It named its first chief customer experience officer (CXO) in 2020 to elevate customer voices and prioritize the customer experience in MARTA's operations and capital program. The MARTA CXO is certified as a customer experience professional (CCXP) by the Customer Experience Professionals Association (CXPA) and serves as an internal customer advocate, partnering with leaders across all business units to ensure that customers are at the center of business decisions. The MARTA CX team includes units for innovation, customer services, sustainability and customer insights. It also oversees a Riders' Advisory Council, homeless outreach, transit ambassadors and special events planning. MARTA incorporated multiple CX

improvements in its FY23 budget, including improvements to fare collection and customer information and a SMART restroom program that will alert staff when supplies are low or the space needs cleaning.

**Southeastern Pennsylvania Transportation Authority (SEPTA)** in Philadelphia also has an active CX program. The SEPTA CX team advocates on behalf of SEPTA customers, conducting surveys and focus groups, bringing customers into decision-making processes, listening carefully and maintaining standards for timely response to customer feedback. Key focal points are providing accurate real-time information, injecting art and entertainment into the passenger experience and meeting the needs of the diverse customers who ride SEPTA. Internally, the SEPTA CX team promotes the idea that all employees own the customer experience and that every team member is providing essential internal service (to other employees) or external service (to paying customers).

**Sound Transit** in Seattle has also joined the CX movement. It appointed its first chief passenger experience officer in 2018, who acts as an advocate for passengers across the agency. The CX research and innovation team deploys and tests new technologies, conducts passenger research and uses research results to improve the passenger experience. A CX wayfinding and signage team ensures that signs are simple, seamless and intuitive. A passenger care team provides customer support, sends rider alerts and manages accessibility services. And a passenger success team is responsible for the agency's fare ambassador program and helps support passengers in crisis and/or experiencing homelessness.

**Community Transit** in Washington state hired its first CX director in 2016. They compile information on the voice of the customer and test innovative approaches to meeting their needs. They also work to create a seamless experience across their region and train employees to practice walking in a customer's shoes.

Earlier this year, the **Connecticut Department of Transportation (CTDOT)** launched a **CX website** to invite input from riders and plans to finalize its first CX Action Plan by early 2023. CTDOT has used social media, stakeholder interviews, community meetings and townhall events, surveys of customers and front-line employees, focus groups and pop-up events at transit facilities. The goal is to make transit a more comfortable, reliable and efficient experience for everyone.

**Trinity Metro** in Fort Worth, Texas, is another agency with a budding CX program. It includes travel training, deploying Transit ENVOYS at transfer centers and rail stations to assist customers.

Other transit agencies that have CX staff include Capital Area Transportation Authority (CATA), Utah Transit Authority (UTA), Central Ohio Transit Authority (COTA), Metrolink in Southern California, Massachusetts Bay Transportation Authority in Boston, Honolulu, Dallas Area Rapid Transit in Dallas, TriMet in Portland, Ore., and New York Metropolitan Transportation Authority.



Also, San Francisco Municipal Transportation Agency included a new CX program in its most recent budget - so stay tuned!

North of the border in Canada, Vancouver has a very comprehensive [CX program](#). It includes a five-year Customer Experience Action Plan that reimagines the customer journey, outlines a roadmap forward and includes a report card on implementation of previous initiatives. There are also CX staff at the Toronto Transit Commission in Toronto and in Montreal.

Transit is not alone in establishing CX programs to improve the delivery of government services. The growth of CX in public transit is part of a broader trend to make government services more user-friendly. Even the White House has a [comprehensive CX program](#).

CX is a tough business. It requires organizational and cultural changes that can take transit agencies out of their comfort zones. As transit CX continues to develop in America, it will be essential to get buy-in at all levels, provide CX staff with the resources and clout needed to accomplish changes and continue an obsessive focus on customer experiences to overcome the many obstacles to change. America's transit agencies are off to a good start as they build diverse CX programs - each with their own flavor and focus. The industry will watch to see which organizational models have the most impact over the next few years as transit works to recover ridership, improve access to opportunity for disadvantaged populations and combat climate change.

## AP News

# California governor signs laws to boost housing production

By Adam Beam

September 28, 2022

SACRAMENTO, Calif. (AP) — They've become a familiar sight along the wide commercial corridors of America — empty buildings once filled by big retailers who have closed their doors, in part because many of their customers shop online.

Now, two new laws in California would let developers build housing on that land and largely prevent revenue-hungry local governments from stopping them.

Gov. Gavin Newsom signed two laws Wednesday that would open up much of the state's commercial land for residential development. It's a long-sought victory for affordable housing advocates, who say such sites are ready-made for apartments because they are often near populated areas and come with ample parking.

"This is a moment on a journey to reconcile the original sin of the state of California, and that's the issue of housing and affordability," Newsom said in San Francisco before signing the bills into law. "We need to all be a little bit more accountable to this crisis of affordability."

Local government officials say the laws undermine their authority and upend years of careful planning that reflect community preferences. But there's also a financial consequence, they say, because stores generate more property taxes for local governments than homes do.

"It's a concern when state law is going to override these local decisions, particularly when these local decisions are made in a public process with the community as part of a larger housing plan," said Jason Rhine, assistant director of legislative affairs for the League of California Cities.

California, the nation's most populous state with just over 39 million residents, has a housing shortage that has driven up home prices and contributed to a [homelessness crisis](#). State officials say California needs to build about 310,000 new housing units each year over the next eight years, more than 2 1/2 times the number the state normally builds each year.

Lawmakers in the Democratic-controlled state Legislature introduce dozens of bills each year to try to increase housing production, but many of their boldest ideas often fail in the face of opposition from local governments, labor unions and neighborhood groups.

One popular idea in recent years has been to override local laws about where housing can be built. Housing advocates complain that local governments are often content to let commercial buildings sit vacant for years — sometimes for decades — hoping for a

replacement that will generate more property taxes, rather than change the law to allow housing there.

Previous efforts to do so have failed to pass the Legislature, but this year, lawmakers passed two bills, both of which Newsom signed Wednesday.

[One law](#) will let developers build housing on some commercial land without having to ask permission from local governments, as long as a certain percentage of the housing is affordable. [Another law](#) will let developers build all market-rate housing on some commercial land — which would be more lucrative — but the projects would still have to go through an environmental review process.

“Stores are leaving permanently, the Sears, the Toys R Us, the JC Penneys, the Kmart — they are closing,” said Democratic Sen. Anna Caballero, author of one of the laws. “There is not a thing that is going to take the place here commercially, and so the ability to actually transform the property and to do it in an expedited way ... is invaluable.”

When he was running for governor [in 2017](#), Newsom pledged to develop 3.5 million new housing units by 2025 — a number the state is likely to fall far short of meeting. Newsom said Wednesday that he’s now shooting for 2.5 million new housing units by 2030, saying his original number “was always a stretch goal” that “in the process of trying to achieve it will allow us to see what’s possible.”

“We intend to continue to have audacious goals because Californians deserve them,” Newsom said.

The new laws reflect a compromise between labor unions and housing developers. Some labor unions, including the powerful State Building and Construction Trades Council of California, had insisted that legislation should require a “skilled and trained” workforce to build the housing. That means a certain percentage of workers would have participated in a state-approved apprenticeship program.

But housing developers argue there aren’t enough workers available to meet that standard, which would make some projects difficult to complete.

The solution was to give homebuilders a choice. The bill that requires affordable housing does not require a skilled and trained workforce, while the bill that doesn’t require affordable housing does require one.

“Doing anything that is big or consequential in the Legislature isn’t easy. And it can be messy. But at the end of the day, all sides came together,” state Senate Democratic Leader Mike McGuire said.

## Mass Transit

### **State of California launches Cal-ITP Benefits, an online tool for transit riders to verify identity, benefit eligibility, link fare discounts to debit and credit cards**

California is one of the first states to integrate the federal government's secure Login.gov sign-in service, enabling older adults to tap to pay a discounted bus fare at participating transit agencies.

Sept. 27, 2022

The California Integrated Travel Project (Cal-ITP) launched a new web application called Cal-ITP Benefits, which allows transit riders to quickly and securely verify their eligibility online for discounted fares and link that discount benefit to a contactless debit or credit card to automatically receive reduced fares whenever they tap to pay with the card.

Cal-ITP Benefits is initially available for people 65 and older who ride Monterey-Salinas Transit (MST) buses, with plans to expand the service to other transit agencies—including ones outside of California. The web application is available in multiple languages and uses Login.gov as a secure sign-in service to verify a transit customer's age for a senior fare discount. This removes the need for someone to appear in person at a transit agency to apply for the discount-fare benefit.

“Cal-ITP Benefits can help decrease the administrative burden on transit agencies and remove barriers for riders to receive fare discounts while improving social equity and the customer experience,” said Caltrans California Integrated Mobility Program Manager Gillian Gillett, who leads Cal-ITP. “Our web app makes accessing lower fares easier for customers, which will help grow transit ridership.”

Cal-ITP Benefits is the product of a collaboration between Cal-ITP and the Digital Identity team at the California Department of Technology (CDT), leveraging CDT's expertise from researching the development of a Digital ID system to be used across all state departments and transitioning all state forms to be signed and submitted electronically. In the future, the Cal-ITP Benefits platform can be expanded to provide digital eligibility verification for students, veterans, people with disabilities, low-income residents and others who are eligible for transit discounts. There's also the potential to expand the service to other benefits beyond transit.

“The Cal-ITP project offered us a test-case to deliver dependable and equitable public services and reduce outdated paper-based processes,” said Greg Fair, California Digital Identity chief and acting chief product officer, CDT. “Cal-ITP Benefits' open-source software and lessons learned from streamlining identity and eligibility verification for this secure government product could be applied to more of California's social service

benefits, from park passes and electric vehicle benefits to unemployment and food assistance programs.”

While more than 30 federal agencies already use Login.gov for single sign-in and digital identity verification—including the Social Security Administration, the U.S. Department of Veteran Affairs, the Transportation Security Administration (including Global Entry) and the Small Business Administration—Cal-ITP says California is one of the first states to collaborate with Login.gov on an application of its secure and centralized verification service.

“Having access to a secure, seamless and equitable identity verification service is key when receiving benefits and strong, effective partnerships on the state level is a great point of entry into shared services like Login.gov,” said GSA’s Technology Transformation Services Acting Director Lauren Bracey Scheidt. “Our California partners were focused and driven to making a difference in this federal-state collaboration and we at GSA are excited to help serve members of the public in the Monterey-Salinas Transit area.”

Cal-ITP Benefits reduces administrative costs to the government and meets the customer-oriented government goals established by President Joe Biden’s Transforming Federal Customer Experience and Service Delivery to Rebuild Trust in Government Executive Order.

Cal-ITP Benefits also embraces California Gov. Gavin Newsom’s equity and inclusion goals in his:

- New Executive Order N 16-22, which aims to tackle disparities in opportunities and outcomes and advance equity in part by designing and delivering state services to address unequal starting points and drive equal outcomes.
- Master Plan for Aging, which notes that by 2030, 10.8 million Californians will be an older adult—one-quarter of the state’s population.
- Executive Orders N-19-19 and N-79-20, which call for more equitable access to and easier use of public transportation to fight climate change.

#### How Cal-ITP Benefits works

A user visits the Cal-ITP Benefits web app, either directly or linked from a transit agency. They then verify their identity via Login.gov, and the Cal-ITP Benefits web app links the customer’s fare discount benefit to the contactless Visa or Mastercard debit or credit card of the user’s choosing.

The payment processing and discount groups are handled by Littlepay, a U.K.- and Australia-based provider of payment infrastructure for transit and mobility. The benefits web app was designed and developed for Cal-ITP by Compiler, a Los Angeles-based software consultancy.

“How do I get my fare discount onto my contactless bank card?’ is the top question asked by MST riders since my transit agency launched the state’s first contactless open-loop fare payments demonstration with Cal-ITP last year,” said MST General Manager/CEO Carl Sedoryk.

“We needed a digital tool that is convenient to use, maintains customer privacy and respects both my staff and customers’ time—and dignity—while offering instructions in both English and Spanish to meet the needs of our service-area residents. We get all of that with Cal-ITP Benefits. Plus, the web app is open to anyone with a Login.gov account who is 65 or older and wants to ride MST for half-price when they visit our world-class Central Coast region for business or pleasure,” Sedoryk concluded.

## San Francisco Chronicle

# California gas prices are rising again. Here's why, and how high experts say they could go

By Jessica Flores  
September 27, 2022

[Gas prices](#) are rising yet again in California — one of several regions in the U.S. where refinery problems have squeezed supplies and caused local spikes severe enough to reverse an extended decline in the U.S. average gas price, according to experts.

The average price of a gallon of regular gas in California on Tuesday was \$5.88 — up 9 cents overnight and 43 cents from a week ago, and more than \$2 higher than the national average price, according to [data](#) from the American Automobile Association.

And prices in the state could continue to rise for several weeks — by as much as 75 cents per gallon in some areas, analysts said.

But the cause of California's recent spike in prices is different from when drivers were paying record-high costs [earlier](#) this year, said Severin Borenstein, an economist and faculty director of the Energy Institute at Haas at UC Berkeley.

Prices began climbing in February after Russia invaded Ukraine, [sending](#) the cost of crude oil from \$90 per barrel to well over \$100. However, oil prices have [steadily decreased in recent months](#) amid fears of a global recession.

But for California this time around, local refinery problems are the culprit behind higher prices at the pump. Similar disruptions at refineries in the Pacific Northwest, Great Lakes and Plains regions have caused prices to surge there as well, GasBuddy analyst Patrick De Haan said Monday [in a blog post](#).

In the Bay Area and Northern California, drivers are paying some of the highest prices for gas in the state, the AAA data shows.

"The increase this time is due to a scarcity of refined gasoline," explained Borenstein, as maintenance or unplanned outages at local refineries reduced their output.

Borenstein and others have also noted that [higher gas taxes plus environmental and other fees](#) help keep California's gas prices perennially at the top in the nation.

"Given how high the commodity price of gasoline is, I expect the retail price to continue to rise for at least a couple of weeks," Borenstein said. "Beyond that, it is hard to know."

Some parts of the country like the Northeast and South have continued to see gas costs decline, said Nicole Peterson, a spokeswoman for GasBuddy.

But the “wild fluctuations” in the West Coast, Great Lakes and Plains regions were enough to end a 14-week stretch of declining gas prices nationally, De Haan said, with the U.S. average rising 3.2 cents from a week ago to \$3.67 per gallon Monday — down 17.5 cents from a month ago but still 49.3 cents higher than a year ago, he noted.

“I don’t know that I’ve ever seen a wider gamut of price behaviors coast to coast in my career,” he said.

“As refiners (in California) work to get issues under control, the disconnect between regions will likely continue to grow,” Peterson said.

And drivers in the state may not see relief any time soon. Experts anticipate prices will keep climbing over the next two weeks, or until refinery issues are cleared.

Californians should expect to see costs rise anywhere between 25 to 75 cents per gallon in some areas of the state, Peterson said.



## San Jose Mercury News

# Ceremony, controversy await Harris on Asia trip

VP likely to encounter political land mines in Japan, South Korea; U.S. allies want clarity on Taiwan

BY CHRIS MEGERIAN

09/25/2022

THE ASSOCIATED PRESS

WASHINGTON >> Attending funerals on behalf of the United States is normally a straightforward assignment for a vice president, but Kamala Harris will confront controversy at nearly every turn as she visits Asia for the memorial honoring former Japanese Prime Minister Shinzo Abe.

American allies are seeking clarity after mixed messages over whether President Joe Biden would send troops to defend Taiwan from a Chinese invasion, a potential conflict that could swiftly engulf the rest of the region. There is the potential for more provocations from North Korea, which test-fired a missile shortly before Harris' departure Sunday from Washington.

Meanwhile, South Korea and Japan are inching toward a reconciliation that would heal some of the wounds left from World War II, with the U.S. gingerly trying to nudge along the process. And there's resentment over a new U.S. law that makes electric vehicles built outside of North America ineligible for subsidies.

Even Abe's state funeral Tuesday itself is a sensitive topic in Japan, where such memorials are uncommon and the late leader's legacy remains disputed. Abe, a conservative nationalist in a country that embraced pacifism after World War II, was assassinated with a homemade firearm nearly three months ago.

In a reflection of deep divisions, an elderly man reportedly set himself on fire to protest the funeral, and more demonstrations are expected in the coming days. The controversy has politically weakened Japan's current prime minister, Fumio Kishida, at a time when his government is planning to further Abe's goal of strengthening the country's military.

If Japan moves forward with its proposed military spending, it will have the world's third-largest defense budget in the coming years as tensions rise between China and the United States over Taiwan. The island is a self-governing democracy, but Beijing views it as part of its territory and has pledged to reunify it with the mainland.

Harris, who is leading a delegation of current and former U.S. officials to the funeral, plans to spend three nights in Tokyo. She is expected to meet with Kishida, South Korean Prime Minister Han Duck-soo and Australian Prime Minister Anthony Albanese. Harris plans to meet with Japanese business leaders as the U.S. seeks to expand computer chip manufacturing and visit with U.S. sailors serving on an American destroyer at a nearby naval base.

It will be the vice president's second trip to Asia since taking office in January 2021.

At a stop in South Korea, she intends to see President Yoon Suk Yeol and host a roundtable discussion with leading women — a delicate topic in a country where Yoon has faced criticism for his male-dominated administration.

Relations between South Korea and Japan remain strained because of the legacy of Japan's aggression during World War II. Koreans are seeking compensation over forced labor and sex slavery that occurred when Japan occupied their country.

Kishida and Yoon announced Thursday at the United Nations that they will accelerate their work to repair their two countries' relationship.

Biden met separately with each leader, and the U.S. is eager to see the two allies resolve their issues as it seeks a united front against China.

Taiwan remains a flashpoint, and tensions have been rising in recent months.

House Speaker Nancy Pelosi, D-San Francisco, visited Taiwan in August, outraging Beijing, which responded by holding military exercises. Although Chinese leaders have said they seek peaceful reunification with Taiwan, the exercises are a reminder of the possibility that Beijing could use force.

China also fired missiles into waters near some of Japan's southern islands, a reminder that any conflict over Taiwan would be a threat to other countries as well.

The U.S. has 55,000 troops based in Japan, with more than half on the southern island of Okinawa. Earlier this month, Okinawa reelected a governor who calls for a reduction in the U.S. presence there.

Biden said in a recent CBS "60 Minutes" interview that the U.S. would send its own troops to defend Taiwan if China invaded. But there is no formal defense treaty with Taiwan and administration officials have repeatedly said Biden's comments don't reflect a change in policy, muddying the waters over what, exactly, the U.S. would do.

"It is ambiguous," said Ja-Ian Chong, an associate professor of political science at the National University of Singapore. "But whether it's strategically ambiguous, I don't know."

More controversy awaits Harris in South Korea, where there's outrage over new U.S. rules that make electric cars built outside of North America ineligible for U.S. government subsidies. The policy was included in the Inflation Reduction Act, a landmark piece of legislation that includes nearly \$375 billion for climate change initiatives.

Yoon, South Korea's recently elected president, had spent his first few months in office emphasizing his country's close ties with the U.S., but now officials are expressing a sense of betrayal. They want the rules to be postponed until 2025 when Korean automaker Hyundai plans to complete a new factory in Georgia.

Yoon's government is also considering whether it should file a complaint at the World Trade Organization over the law, which it sees as potentially violating trade rules and an agreement between the two countries.

South Korean officials are also seeking cooperation with European nations such as Germany and Sweden, which they say share similar concerns about their electric vehicles exported to the U.S., to put more pressure on Washington over the "discriminatory" withdrawals of subsidies.

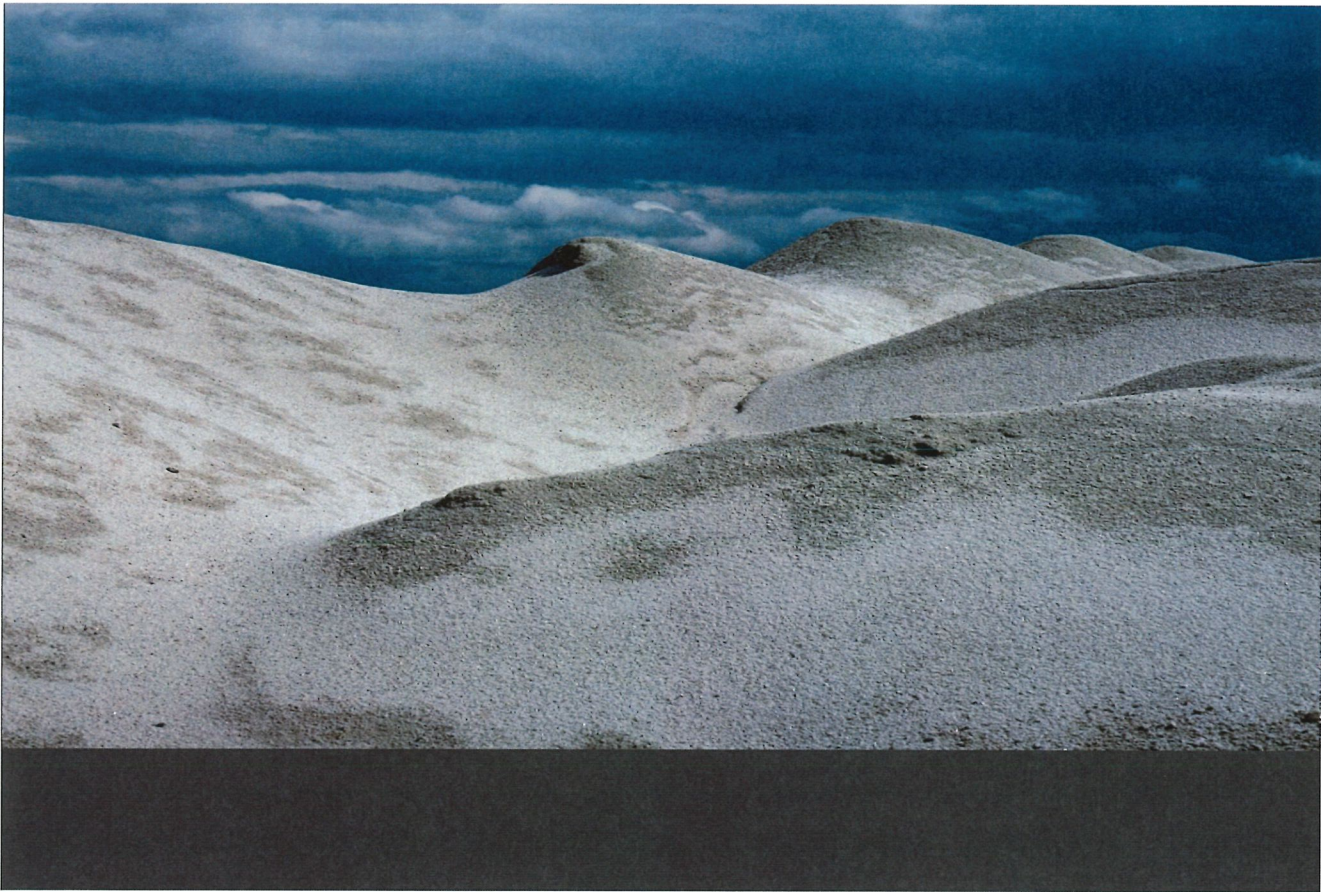
The dispute is an unpleasant sequel to Biden's trip to Seoul earlier this year when he celebrated automaker Hyundai's plans to invest \$10 billion in the United States. About half of that money is for the Georgia factory.

ELECTRIC VEHICLES

## San Jose Mercury News

# How a Quebec lithium mine may help make EVs affordable

Canadian facility would be 2nd N. American source of critical metal



BY JACK EWING

09/25/2022

THE NEW YORK TIMES

About 350 miles northwest of Montreal, amid a vast pine forest, is a deep mining pit with walls of mottled rock. The pit has changed hands repeatedly and been mired in bankruptcy, but now it could help determine the future of electric vehicles.

The mine contains lithium, an indispensable ingredient in electric car batteries that is in short supply. If it opens on schedule early next year, it will be the second North American source of that metal, offering hope that badly needed raw materials can be extracted and refined close to Canadian, American and Mexican auto factories, in line with Biden administration policies that aim to break China's dominance of the battery supply chain.

Having more mines will also help contain the price of lithium, which has soared fivefold since mid-2021, pushing the cost of electric vehicles so high that they are out of reach for many drivers. The average new electric car in the United States costs about \$66,000, just a few thousand dollars short of the median household income last year.

But the mine outside La Corne, operated by Sayona Mining, an Australian company, also illustrates the many hurdles that must be overcome to produce and process the materials needed to wean automobiles from fossil fuels. The mine has had several owners, and some of them filed for bankruptcy. Some analysts and investors warn that many mines being developed now may never be viable.

Dozens of lithium mines are in various stages of development in Canada and the United States. Canada has made it a mission to become a major source of raw materials and components for electric vehicles. But most of these projects are years away from production. Even if they are able to raise the billions of dollars needed to get going, there is no guarantee they will yield enough lithium to meet the continent's needs.

Tesla CEO Elon Musk said in July that being a lithium supplier was a "license to print money." But it is also a risky, volatile business. Ore buried deep in the earth may have insufficient concentrations of lithium to be profitable. Opposition from environmental groups or nearby residents can delay or kill projects.

Mines tend to be in remote locations. By industry standards, Sayona's mine, which is at the end of a 12-mile gravel road, is just around the corner. Many other projects are far more inaccessible.

After the price of lithium fell by half from 2017 to 2020, the mine's previous owner, Chinese battery maker CATL, shut down operations and sought protection from creditors for the subsidiary that owned the property. Sayona, working with Piedmont Lithium, a lithium mining and processing company based in Belmont, North Carolina, bought the operation last year.

Some investors believe that the hype around lithium is overblown and have been betting against mining companies. They believe that some of the companies lack the expertise to blast ore, haul it out of the earth and separate the lithium from the surrounding rock. Lithium projects often suffer delays and cost overruns.

The risk is reflected in the gyrations of Sayona shares traded on the Australian Securities Exchange in Sydney. They peaked at 36 Australian cents (24 U.S. cents) in April, plunged to 13 cents in June and have recently traded at around 28 cents.

"Those of us in the industry are quite confident that lithium will be in short supply for the next decade," said Keith Phillips, CEO of Piedmont Lithium, which owns 25% of the Sayona's Quebec project. He added, "Others are taking a contrarian view."

For many people in government and the auto industry, the main concern is whether there will be enough lithium to meet soaring demand for electric vehicles.

The Inflation Reduction Act, which President Joe Biden signed in August, has raised the stakes for the

auto industry. To qualify for several incentives and subsidies in the law, which go to car buyers and automakers and are worth a total of \$10,000 or more per electric vehicle, battery makers must use raw materials from North America or a country with which the United States has a trade agreement.

The world will also need more refineries, the plants where raw lithium is processed into a concentrated form of the metal that goes into batteries. Most lithium is processed in China, and Piedmont and other companies plan to build refineries in the United States. But lithium processing requires expertise that is in short supply, said Eric Norris, president of lithium at Albemarle, a mining and processing company in Charlotte, North Carolina.

Lithium is the lightest known metal, and its ability to store energy makes it attractive for batteries. But lithium deposits come embedded in other metals and minerals. That is why extracting lithium can be incredibly difficult.

The mining industry “has not honed its ability, broadly speaking, to build conversion capacity repeatedly and consistently,” Norris said, noting that even his company, which has extensive experience, has suffered delays building processing plants.

Albemarle operates the only active lithium mine in the United States, in Silver Peak, Nevada, where the metal is extracted from brine, a liquid found beneath the ground. Some Tesla batteries contain lithium from Nevada, but the site’s total annual output is enough for only about 80,000 vehicles. Americans bought 370,000 battery-powered cars in the first six months of this year, according to Kelley Blue Book, and sales are rising fast.

Albemarle also produces lithium in Chile and Australia. The company is working to reopen a lithium mine in Kings Mountain, North Carolina, and plans to build a refinery in the U.S. Southeast.

Even those large projects will not be enough to satisfy demand as California and other states move to ban internal combustion engines. “It’s going to take everything we can do and our competitors can do over the next five years to keep up,” Norris said.

One of the first things that Sayona had to do when it took over the La Corne mine was pump out water that had filled the pit, exposing terraced walls of dark and pale stone from previous excavations. Lighter rock contains lithium.

After being blasted loose and crushed, the rock is processed in several stages to remove waste material. A short drive from the mine, inside a large building with walls of corrugated blue metal, a laser scanner uses jets of compressed air to separate light-colored lithium ore. The ore is then refined in vats filled with detergent and water, where the lithium floats to the surface and is skimmed away.

The end product looks like fine white sand, but it is still only about 6% lithium. The rest includes aluminum, silicon and other substances. The material is sent to refineries, most of them in China, to be further purified.

‘UNWINDING REALLY BACKWARD POLICY’

# Decades-old parking requirements are abolished by California

BY MAGGIE ANGST

9/23/2022

SACRAMENTO BEE

Gov. Gavin Newsom on Thursday unraveled a decades-old statewide requirement that every home, office and business come with a specified number of parking spots — a policy that environmentalists and housing advocates say has fueled California’s car dependency and hindered its climate progress.

Newsom, just back from an international climate conference in New York, announced in a video that he signed AB 2097, which frees developers of parking requirements for new housing and businesses located within a half-mile of a public transit stop.

The regulation won’t prohibit developers from building parking in their projects but will ban local jurisdictions from imposing strict off-street parking allotments.

“Basically, we’re making it cheaper and easier to build new housing near daily destinations like jobs and grocery stores and schools,” Newsom said. “This means more housing at lower prices closer to walkable neighborhoods and public transit. Again, reducing housing costs for everyday Californians and eliminating emissions from cars.”

California becomes the first state in the nation to implement such a comprehensive parking reform measure. It follows several major cities across the country, including San Diego, San Francisco and Seattle, that were at the forefront of the movement.

“This is about course-correcting,” said Assemblywoman Laura Friedman, D-Glendale, who authored the bill. “It’s recognizing that what we’ve been doing for so long in California not only hasn’t worked, but it has made our cities less livable, more congested, less affording – all of the things we want to avoid.”

Formal approval of the legislation, which has been in the making for more than a decade, was celebrated by environmentalists and housing advocates who say that it will lower the cost of housing production, reduce reliance on vehicles and make communities safer for pedestrians and cyclists.

Research has found that minimum parking mandates have led to an over-abundance of unused spaces, increased vehicle ownership and worsening traffic congestion.

“I’m glad the state has gotten around to unwinding this really backyard policy that held our communities back and really acted counter to our climate, housing and equity goals,” said Ethan Elkind, director of the climate program at the UC Berkeley School of Law.

# Eno Center for Transportation

## The Mass Transit Fiscal Cliff: Estimating the Size and Scope of the Problem

SEPTEMBER 23, 2022 | GARETT SHRODE

*This is the first article in a multi-part series exploring the looming mass transit fiscal cliff*

Steady operational funding for transit agencies around the United States has never been a guarantee. While most agencies today rely on public subsidies to cover a portion of their operating expenses—typically coming from local or state-level sources—the revenue an agency itself collects helps to support its operating costs, with the amount varying widely from agency to agency. Fare revenue dropped significantly after the beginning of the COVID-19 pandemic, leaving huge operating shortfalls in agencies across the country.

Congress plugged this hole temporarily, but the funding crisis is set to return as the COVID aid is running out while ridership, and its accompanying fare revenues, are still far from their pre-pandemic levels. In 2019, the 50 U.S. transit agencies with the highest operating expenses had an average farebox recovery of 36 percent, with a total farebox revenue of \$13.5 billion, according to an Eno analysis of National Transit Database (NTD) statistics. How that affects different agencies varies widely. This analysis shows which transit modes and which transit agencies are most at risk in the coming years.

### COVID Relief Funding for Transit Agencies

As stay at home orders were put into place [in 42 states and the District of Columbia](#) in March of 2020, ridership plummeted as those who were not deemed essential were mandated to stay at home. Even those going out for essential work and essential trips usually opted for more individualized forms of transportation, such as a personal automobile or bicycle, to reduce their contact with others. Transit agencies' fare revenue dried up overnight along with their ridership, leaving unsustainable gaps in their annual operating budgets. Industry wide, mass transit fare revenue in the United States dropped from a total of \$15.8 billion in 2019 to \$8.7 billion for all of 2020.



Agencies with higher fare reliance faced greater budget gaps. But state and local operating assistance decreased as well, across all agencies by 12 percent and 16 percent, respectively, as local and state budgets similarly took a hit. Meanwhile agencies still provided essential transportation services (including extra cleaning) and their overall operating expenses declined just 1 percent from 2019 to 2020.

The federal government supplemented lost operating revenue through three major funding laws:

The **Coronavirus Aid, Relief, and Economic Security (CARES) Act (March 2020)** provided [\\$25 billion](#) in emergency funding for transit agencies, all of which could be used for either capital or operating expenses. Because the bill was penned and passed in a great hurry, amidst the early pandemic confusion, the distribution formula for transit funds was not heavily scrutinized, resulting in [a disproportionate distribution with no regard to operating costs or farebox revenues](#). For example, the CARES Act gave the New York City MTA aid equivalent to 34 percent of its 2018 operating expenses, and San Francisco Muni only 23 percent of a year's OpEx, but the average for the smaller providers (outside the top 20 highest fare totals) was that their CARES grants were 72 percent of one year's operating expenses.

The **Coronavirus Response and Relief Supplemental Appropriations (CRRS) Act (December 2020)** provided [\\$15 billion](#) of additional relief funding dedicated to mass transit, with the stipulation that every urbanized area receive enough federal relief money such that between the two relief packages they received a total appropriation of at least 75 percent of its agencies' combined 2018 operating expenses. Although the original impetus of this portion of funding in the bill was, broadly, to provide more aid to transit agencies, a secondary goal was to achieve a more even distribution of funds between agencies.

The **American Rescue Plan (ARP) Act (March 2021)** appropriated a final [\\$30.5 billion](#) to transit and brought each urbanized area's relief total [up to at least 132 percent](#) of its 2018 operating expenses. ARP included \$2.2 billion of discretionary funds that the Secretary of Transportation could (and did) [distribute](#) if an agency demonstrated their need for additional funding.

In total, the three federal relief laws supplied almost \$70 billion of funds for public transit operations in the United States (For context, the IIJA provides \$18.2 billion annually to

transit agencies, for capital projects only except in urbanized areas under 200,000 population). The federal relief funding has provided critical support to transit service throughout the pandemic, but these funds will not last forever and are not necessarily targeted to the agencies that have the largest revenue gaps. On many services, transit ridership, and thus fare revenues, [might not fully recover by 2030](#). As agencies publicize their FY23 budgets, some are predicting large operating budget shortfalls as their COVID aid runs out.

### **Fare Revenue Risk by Mode**

Some modes of transit are more reliant on fare revenues than others. Eno analysis shows that the most fare reliant modes are high-capacity modes that, pre-pandemic, heavily served commuters, including commuter rail, commuter bus, and heavy rail. The tables below indicate the farebox recovery of services for the largest 25 U.S. agencies (by 2019 farebox revenue). The New York MTA and its modes are excluded from Table 1, as they are outliers in the data. (*Ed. Note:* Very often, the only way to make sense of U.S. mass transit data is by separating New York City's population and finances from the rest of the country.) The New York MTA's farebox recovery by mode is represented in Table 2. The farebox recoveries by mode in Table 1 are comparable to national averages of all urban agencies.

**Table 1: Farebox recovery of Top 25 US Agencies (by 2019 farebox recovery), by Mode (Excludes New York MTA)**

Transit Mode	2019 Farebox (M\$)	2019 Operating Expenses (M\$)	2019 Farebox Recovery (%)
Ferry Boat (FB)	25	35	72%
Heavy Rail <sup>+</sup> (HR)	1,993	3,951	50%
Commuter Rail <sup>+</sup> (CR)	1,406	2,800	50%
Commuter Bus <sup>+</sup> (CB)	64	170	38%
BRT <sup>+</sup> (RB)	32	103	32%
Streetcar (SR, CC)	61	197	31%
Intracity Bus <sup>+</sup> (MB, TB)	2,111	9,433	22%
Light Rail (LR)	381	1,747	22%
Monorail (MG)	5	35	15%
Demand Response (DR, VP)	111	1,581	7%

\*Similar modes were combined to simplify analysis. In most cases, modes that made up a relatively small share of all modes, i.e. trolley busses and cable cars, were combined with bus and streetcar services, respectively. The FTA's mode classification codes represented above are as follows: FB=Ferry Boat, HR=heavy rail, YR=hybrid rail, CR=commuter rail, CB=commuter bus, RB=bus rapid transit, CC=cable car, SR=streetcar rail, MB=bus, TB=trolley bus, LR=light rail, MG=monorail/automated guideway, DR=demand response, VP=vanpool

\*These modal categories exclude NYMTA services.

**Table 2: New York MTA Farebox Recovery by Mode**

Transit Mode	2019 Farebox (M\$)	2019 Operating Expenses (M\$)	2019 Farebox Recovery (%)
Heavy Rail (MTA)	3,643	5,207	70%
Commuter Rail (MTA)	1,526	2,765	55%
Commuter Bus (MTA)	76	243	32%
Bus (MTA)	1,072	3,543	30%
BRT (MTA)	16	53	30%

As ridership has recovered for some types of trips, downtown office commuters have returned to transit much slower. Correspondingly, the commuting modes they relied upon are recovering more slowly. Especially problematic for those modes is that they are also more fare reliant, making them much more susceptible to budget shortfalls.

### Fare Revenue Risk by Agency

Although examining modal fare reliance and risk yields intuitive results, fare reliance by agency is a bit more complicated. This analysis divides agencies into four general groups that are helpful to understand revenue risk:

- Agencies with high farebox recovery
- Agencies with high fare revenues (not included in the first group)
- Medium sized agencies with moderate fare reliance
- Smaller agencies with low fare reliance

### **Agencies with high farebox recovery**

Many larger agencies, like San Francisco's BART or New York MTA's Metro North, are heavily fare reliant as anticipated. But some smaller and medium sized agencies also rely heavily on fares. Shown in Table 3, Hudson Transit's Short Line—a commuter bus service that serves the New York City Greater Metro Area—is the most fare reliant, large service in the country, at 85 percent. Other less well-known services such as the Alaska Railroad and the Northern Indiana Commuter Transportation District's South Shore Line are also included. Table 3 show the 16 U.S. Agencies that had 2019 operating expenses over \$40 million dollars and relied on fares to cover more than 40 percent of those costs.

**Table 3: Agencies with High Farebox Recovery (>40%)**

Transit Agency	2019 Agency Farebox (M\$)	2019 Agency Operating Expenses (M\$)	2019 Farebox Recovery Ratio (%)
Hudson Transit Lines, Inc. (Short Line)	46	54	85%
Peninsula Corridor Joint Powers Board (Caltrain)	103	140	73%
San Francisco Bay Area Rapid Transit District (BART)	483	673	72%
Metro-North Commuter Railroad Company, (MTA Metro-North Railroad)	758	1,265	60%
Virginia Railway Express (VRE)	42	77	54%
Potomac and Rappahannock Transportation Commission	21	40	54%
MTA New York City Transit	4,608	8,755	53%
Alaska Railroad Corporation	26	51	51%
MTA Long Island Rail Road (LIRR)	769	1,507	51%
Port Authority Transit Corporation (PATCO)	27	58	47%
Northeast Illinois Regional Commuter Railroad Corporation, (Metra)	366	782	47%
Massachusetts Bay Transportation Authority (MBTA)	672	1,506	45%
Port Authority Trans-Hudson Corporation (PATH)	207	465	45%
Northern Indiana Commuter Transportation District (South Shore Line)	23	52	43%
New Jersey Transit Corporation	980	2,265	43%
Chicago Transit Authority (CTA)	589	1,448	41%

Note: Table 3 only includes agencies that had a 2019 farebox recovery of more than 40 percent within a sample of U.S. Agencies with 2019 operating expenses greater than \$40 million (top 125 agencies).

While they may not have billions of dollars in operating expenses, the smaller, less talked about agencies still have a significant amount of fare revenue that they use to fund their transit operations, with those in Table 3 with operating expenses under \$100 million still relying on a total of \$158 million of fare revenue.

### **Agencies with high absolute fare revenues (not included in the first group)**

Additionally, farebox recovery is not the only metric that should be used to demonstrate transit financial risk. Some agencies have a smaller farebox recovery, but because they have large operating budgets, the fare revenue is still a substantial amount that is difficult to replace, meaning they are still fare reliant. Table 4 includes all U.S. transit agencies that had 2019 farebox revenue greater than \$100 million, that did not have a 2019 farebox recovery greater than 40 percent.

**Table 4: Low Farebox Recovery Agencies with more than \$100 million in 2019 Fare Revenue**

<b>Transit Agency</b>	<b>2019 Agency Farebox (M\$)</b>	<b>2019 Agency Operating Expenses (M\$)</b>	<b>2019 Farebox Recovery (%)</b>
Southeastern Pennsylvania Transportation Authority (SEPTA)	462	1,321	35%
Washington Metropolitan Area Transit Authority (WMATA)	666	2,001	33%
King County Metro	239	794	30%
Metropolitan Atlanta Rapid Transit Authority (MARTA)	130	489	27%
NY MTA Bus Company	225	854	26%
Denver Regional Transportation District (RTD)	154	644	24%
Port Authority of Allegheny County (PRT)	101	434	23%
San Francisco Municipal Transportation Agency (MUNI)	197	856	23%
TriMet (Oregon)	114	514	22%
Maryland Transit Administration (MARC, RailLink, SubwayLink, and bus services)	133	810	16%
Los Angeles County Metropolitan Transportation Authority (LA Metro)	281	1,919	15%

### **Medium sized agencies with moderate fare reliance**

While the first two groups capture the largest and most fare dependent agencies, many American cities are served by mid-sized agencies with fare revenues between \$20 million and \$100 million. The 50 agencies in this group have an overall farebox recovery of 23 percent. The total 2019 fare revenue for these agencies was just over \$2.1 billion,

averaging \$42 million per agency. These agencies include Southern California's Metrolink, Dallas's DART, and Miami-Dade County, and account for a significant number of transit riders in the United States.

The fiscal cliff for these agencies is less severe, but still looming. They rely less on fare revenues, both as a percentage and as an absolute number, making it easier to fill future funding gaps. Also, because of this, they have not necessarily spent down their COVID relief funds, so budget gaps might not be immediate.

### **Smaller agencies with low fare reliance**

The United States is sprinkled with hundreds of small urban and rural agencies that provide primarily bus and paratransit operations. The 814 agencies that reported fare revenues in 2019 less than \$20 million have an overall farebox recovery of 15 percent. The total 2019 fare revenue for these agencies was \$1.5 billion. While this is still a large amount of money, each agency only averaged about \$1.9 million in fare revenue, compared to their average operating expenses of \$12.3 million. (Note that over 1,000 agencies with reported operating expenses in 2019 did not report fare revenues and were not included in this analysis). These agencies, including the Greater Richmond Transit Company (VA), the Interurban Transit Partnership (Grand Rapids, MI), and the City of Tuscon (AZ), are at low risk when subject to diminished fare revenues.

### **Next Steps**

The transit fiscal cliff is not a problem that is years away, but one that is beginning now for some agencies, like WMATA, who just announced an anticipated budget shortfall of \$185 million in fiscal 2024 (which begins on July 1, 2023), followed by a \$738 million deficit in 2025, and larger annual deficits afterwards, even if 100 percent ridership has been restored. (Download their latest budget presentation under "FY2024 Budget Outlook" [here](#).)

When each agency hits the fiscal cliff, and how they deal with it, depends greatly on their situation. Agencies with large budgets, those that rely on fares for a significant portion of their operating revenues, and those with commuter bus, commuter rail, and heavy rail services are most at risk. A federal solution to provide additional operating funds to the few dozen agencies that need it will be politically difficult in Congress.

Finding large sums at the state and local level will be challenging for many regions. Making service cuts will be painful to riders who rely on transit.

In the next part of this analysis, Eno is going to review individual agency budgets at large, fare dependent agencies to see what approaches they are taking and what assumptions they are making to help bridge the coming fiscal cliff. Starting the conversation about the problem now is a needed step towards developing potential solutions.

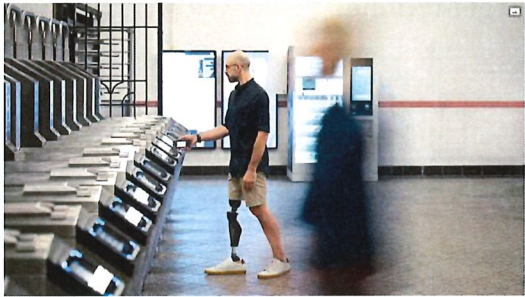


## Mass Transit

### Visa study shows one year, one billion tap-to-pay transactions: a turning point for public transit

Contactless transactions take off as more transit operators around the world go digital.

Sept. 21, 2022



Visa's recent Future of Urban Mobility survey found that 91 percent of riders expect public transit to offer contactless payments, and nearly a third cited contactless payments as a top feature that would entice them to use public transit.

According to the same study, most public transit riders (88 percent) say sustainability and the environment factor into how often they use public transit, with most employed commuters (62 percent) using public transit at least three days per week.

Tap-to-ride technology, which allows riders to tap their existing card or mobile wallet to pay for their fare, is more convenient than having to carry exact change or worry about keeping a metro card topped up. Visa says it has helped enable contactless transit payments in cities worldwide, from Bangkok to Mexico City to Rio and beyond, while supporting more than 550 urban mobility initiatives since launching tap-to-pay technology on transit in 2011.

The rapid growth in digital payments serves as proof for how attractive this option has become for consumers. For the first time ever, Visa says its network has processed more than one billion tap-to-ride transactions on global transit systems in 10 months. Europe accounts for the largest share of those transactions, including more than four million a day on Transport for London's (TfL) system alone, but every single region is growing; with North America already accounting for approximately one in five contactless taps on transit. Contactless payment technology has proven to offer positive ROI for transit agencies, on top of giving customers convenience and flexibility.

The same underlying contactless technology also supports Visa Prepaid and Private Label cards, which extend digital ticketing to all transit users, regardless of their financial standing or whether they have access to a bank account, playing an important role in driving financial inclusion around the world.

Visa is working with cities, urban planners, transportation authorities, operators and solution providers to reimagine the urban travel experience with a focus on inclusive, sustainable and interconnected multi-modal transportation. Through the Resilient

Cities Network, Visa says it has partnered with a number of Latin American and Caribbean cities to co-develop digital solutions to address their unique challenges.

Visa is also working alongside the World Economic Forum's Global New Mobility Coalition initiative, which is striving to better understand challenges and solutions to create a shared, connected and decarbonized mobility ecosystem. The team recently looked at the impact innovation in fare payment can have on sustainability.

For the past 60 years, Visa says it has partnered with government agencies to transform the way people transact, commute and grow to advance economies and uplift communities everywhere. Revolutionizing the way everyone, everywhere can pay their transit fares every day is the latest way it's helping to get it done.

# Mass Transit

## How traffic signal priority technology contributes to increased urban mobility and improved property values

AI/cloud-based TSP are now leading the way in helping cities improve their mass transit systems to alleviate gridlock and traffic congestion, improve on-time performance and more.

Dustin Harber  
Sept. 20, 2022

A recent study conducted by The Ohio State University has revealed that bus rapid-transit lines (BRT) can help increase the property values of multi-family locations in cities. The study was initially located in Ohio and Cleveland was one of the cities to show this type of property value improvement.

Specifically for Cleveland, the study showed that overall residential property values grew by nearly 15 percent near the Greater Cleveland Regional Transit Authority's seven-mile HealthLine along Euclid Avenue from downtown Cleveland through University Circle to East Cleveland. The rate of value improvement was approximately 41.5 percent when isolated to the value of multi-family residences.

This is one example of many urban locations that are making significant investments into transportation and transit systems across the country. These implementations are significant because they can link residents with critical infrastructure, such as schools and universities, hospitals and health networks, employment, retail shopping and recreational activities.

In addition to Cleveland, the study reviewed BRT systems in other regions, including Boston, Chicago, Eugene, Ore.; Everett, Wash.; Kansas City, Mo.; Los Angeles, Miami, Oakland, Calif.; Pittsburgh and Seattle.

### ***How TSP assists BRT***

BRT is different than traditional fixed-route bus lines since it offers dedicated service lanes, added frequency of routes, traffic signal priority and elevated platforms and stations that travelers can easily access.

The transit signal priority (TSP) system plays a significant role in providing the enhanced benefits of BRT. Many urban and municipal leaders today have been inquiring about this technology, what it is and how it works. This interest is now driven by the fact that BRT lanes currently utilize either radio or GPS-based TSP. However, AI/cloud-based TSP are now leading the way in helping cities improve their mass transit systems

to alleviate gridlock and traffic congestion, improve on-time performance of mass transit networks, assist in the arrival of emergency vehicles and increase rider levels that have socioeconomic and environmental benefits.

### ***How TSP works***

Smart traffic light systems and the cloud technology platforms they operate on are now designed to manage and predict traffic more efficiently, which can save money and create more efficiencies not only for the cities themselves but also for drivers. Modern AI and machine learning technology can process highly complex data and traffic trends and suggest optimum routing for drivers in real-time based on specific traffic conditions.

Conventional TSP systems available typically consist of two parts: a unit in the traffic cabinet and another unit placed on the vehicle. The transit priority logic is the same, regardless of the detection and communication medium. When a vehicle is within predetermined boundaries, the system places a request to the signal controller for prioritization. Signal controllers were configured with static estimated travel times because the original systems used fixed detection points. Since travel times are dependent on several environmental factors, the industry implemented GPS based, wireless communication systems. With this method, vehicles found within detection zones replace the static detection points and the vehicle's speed is used to determine arrival time.

As a result of improved processing power, transit system technologies can now take advantage of the huge gains made in the areas of AI and machine learning that were previously reserved for widely known tasks such as image recognition and apply them to longstanding traffic problems to generate insight on the mix of density, traffic and overall rate of flow in a region. Furthermore, these optimized algorithms can analyze large volumes of data to learn not only local traffic patterns but also cross-region traffic flows, resulting in the ability to redistribute traffic flow more optimally for all road users at all times of day. AI-powered TSP systems leverage the power of the cloud to track and learn the patterns of transit vehicles to inform intersections of the arrival of these vehicles, giving them frictionless travel along their routes while minimizing disruption to general traffic. Municipal transit systems can access these new insights from these systems to make better decisions that serve riders, their operations and their communities.

These smart traffic platforms allow cities to build upon current investments in infrastructure to deploy city-wide TSP, avoiding the need to add the bulky and expensive field equipment of conventional signal priority systems. To enable safe and secure connections with traffic signals, each city requires one device for use that is a computer that resides at the "edge" and serves as the protective link between city traffic signals and the platform. It is designed to securely manage the information exchange between traffic lights and the cloud platform. It is the only additional hardware necessary and depending on the existing city network configuration, the platform may receive vehicular data directly or via the city's network using secure connections. Communities

benefit from having smarter infrastructure that adapts to real-time traffic conditions instead of being stuck with statically programmed infrastructure that can quickly become ill-suited to the dynamic nature of traffic.

### ***How TSP helps neighborhoods***

The number of American cities currently facing a housing crisis increases by the day, generating movements to demand the densification of single-family zoned neighborhoods and the shift away from car-centric development patterns. Many densification efforts call for enhanced transit service to encourage residents to ditch cars in favor of transportation options that support denser development. Modern TSP systems can serve as a tool to rapidly expand and enhance transit service without costly transportation infrastructure improvements that might hinder densification efforts.

Now that TSP systems can run primarily in the cloud, the industry is entering a new era where transit agencies and partner traffic agencies can leverage data from cloud-based TSP systems to show communities where infrastructure improvements make sense. Perhaps most importantly, advanced TSP systems can also empower transit agencies to demonstrate meaningful progress toward climate emission goals by minimizing transit vehicle braking and idling time at red lights and utilizing transit vehicles more effectively in operations planning.

With these advanced TSP technologies in place, urban regions and community hubs can enjoy a renaissance of mobility options, connecting residents with desired transit locations in a more efficient and environmentally friendly way. What's more, the improved way of life will help these communities flourish in ways that translate into prosperity for everyone.