



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)  
BOARD OF DIRECTORS AGENDA  
REGULAR MEETING  
MAY 20, 2022 – 9:00 AM**

**DUE TO COVID-19, THE MAY 20, 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 889 9089 6016

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 instruction.

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	METRO CEO/General Manager
Julie Sherman	METRO General Counsel

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

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

## **SECTION I: OPEN SESSION**

NOTE: THE BOARD CHAIR MAY TAKE ITEMS OUT OF ORDER

**1 CALL TO ORDER**

**2 ROLL CALL**

**3 ANNOUNCEMENTS**

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

**4 BOARD OF DIRECTORS COMMENTS**

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

5.1 Letter dated 4/5/22 from Congresswoman Anna Eshoo

5.2 Letter dated 4/23/22 from Maria Granados-Boyce

5.3 Email dated 4/26/22 from Pauline Seales with Director Rotkin's Response

5.4 Letter dated 5/16/22 from Congresswoman Anna Eshoo

5.5 Email dated 5/20/22 from Tate Baugh

**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 APRIL 2022**

Chuck Farmer, CFO

**9.2. ACCEPT AND FILE MINUTES OF THE:**

**A. APRIL 20, 2022 METRO ADVISORY COMMITTEE MEETING**

**B. APRIL 22, 2022 BOARD OF DIRECTORS MEETING**

Michael Tree, CEO/General Manager

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

Chuck Farmer, CFO

**9.4. ACCEPT AND FILE: THE YEAR TO DATE KEY PERFORMANCE INDICATORS (KPI) REPORT FOR THIRD QUARTER AS OF MARCH 31, 2022**

Chuck Farmer, CFO

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

Curtis Moses, Safety, Security & Risk Management Director

- 9.6 APPROVE: CONSIDER A RESOLUTION AUTHORIZING THE CEO TO SUBMIT APPLICATIONS AND EXECUTE AGREEMENTS FOR GRANTS FROM THE FEDERAL TRANSIT ADMINISTRATION AND FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION**  
Wondimu Mengistu, Grants and Legislative Analyst
- 9.7 APPROVE: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE**  
Michael Tree, CEO/General Manager
- 9.8 APPROVE: CONSIDERATION OF DESIGNATING THE CEO/ GENERAL MANAGER TO THE CALIFORNIA TRANSIT INDEMNITY POOL (CALTIP) BOARD OF DIRECTORS**  
Michael Tree, CEO/General Manager
- 9.9 ACCEPT AND FILE: QUARTERLY STATUS REPORT OF GRANT APPLICATIONS, ACTIVE AND PENDING GRANTS FOR THE THIRD QUARTER OF FY22**  
Wondimu Mengistu, Grants and Legislative Analyst
- 9.10 ACCEPT AND FILE: THE METRO PARACRUZ OPERATIONS STATUS REPORT FOR JANUARY, FEBRUARY AND MARCH 2022**  
Daniel Zaragoza, Operations Manager, Paratransit Division
- 9.11 ACCEPT AND FILE: THE METRO SYSTEM RIDERSHIP REPORTS FOR THE THIRD QUARTER OF FY22**  
John Urgo, Planning and Development Director
- 9.12 APPROVE: CONSIDERATION OF DECLARING VEHICLES AND/OR EQUIPMENT AS EXCESS FOR PURPOSES OF DISPOSAL OR AUCTION**  
Chuck Farmer, CFO
- 9.13 AUTHORIZING THE CEO/GM TO ACCEPT ALL DEEDS AND GRANTS CONVEYING ANY INTEREST IN REAL PROPERTY TO THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT AND TO CONSENT TO THE RECORDATION OF SAME**  
Pete Rasmussen, Transportation Planner II
- 9.14 CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 5TH CONTRACT AMENDMENT WITH SWIFT CONSULTING SERVICES TO INCREASE THE CONTRACT TOTAL BY \$16,720 FOR PROJECT MANAGEMENT TO FINALIZE THE CONSTRUCTION DOCUMENTS AND PROVIDE SUPPORT TO OBTAIN THE REQUIRED BUILDING PERMIT FROM THE CITY FOR THE NEW PARACRUZ FACILITY**  
Daniel Zaragoza, Operations Manager, Paratransit Division

## REGULAR AGENDA

- 10 PRESENTATION OF EMPLOYEE 10 YEAR LONGEVITY AWARD: DELEE BRUBECK**  
Larry Pageler, Board Chair
- 11 APPROVAL OF FORMAL RATIFICATION OF A LABOR AGREEMENT EXTENSION BETWEEN SMART UNION LOCAL 0023 FIXED ROUTE FOR THE PERIOD JULY 1, 2022 THROUGH JUNE 30, 2023 THAT CONTAINS A 3.5% CONTRACTUAL WAGE ADJUSTMENT AND \$1500 LUMP SUM PAYMENT**  
Dawn Crummié, HR Director
- 12 APPROVAL OF FORMAL RATIFICATION OF A LABOR AGREEMENT EXTENSION BETWEEN SMART UNION LOCAL 0023 PARACRUZ FOR THE PERIOD JULY 1, 2022 THROUGH JUNE 30, 2023 THAT CONTAINS A 3.5% CONTRACTUAL WAGE ADJUSTMENT AND \$1500 LUMP SUM PAYMENT**  
Dawn Crummié, HR Director
- 13 APPROVAL OF FORMAL RATIFICATION OF A LABOR AGREEMENT EXTENSION BETWEEN THE SERVICE EMPLOYEES INTERNATIONAL UNION, LOCAL 521 FOR THE PERIOD JULY 1, 2022 THROUGH JUNE 30, 2023 THAT CONTAINS A 3.5% CONTRACTUAL WAGE ADJUSTMENT AND \$1500 LUMP SUM PAYMENT**  
Dawn Crummié, HR Director
- 14 DISTRICT BALLOT FOR PAJARO REGIONAL FLOOD MANAGEMENT AGENCY BENEFIT ASSESSMENT FOR LEVEE OPERATIONS AND MAINTENANCE**  
Chuck Farmer, CFO
- 15 APPROVE: CONSIDERATION OF SANTA CRUZ METRO'S DRAFT FY23 AND FY24 OPERATING BUDGETS, FY23 CAPITAL BUDGET, AND A RESOLUTION SETTING A PUBLIC HEARING ON JUNE 24, 2022**  
Chuck Farmer, CFO
- 16 CONSIDERATION OF APPROVING THE AUTHORIZATION AND FUNDING OF A CAPITAL PLANNING AND GRANTS PROGRAMS MANAGER**  
Dawn Crummié, HR Director
- 17 CEO ORAL REPORT / COVID-19 UPDATE**  
Michael Tree, CEO/General Manager
- 18 ANNOUNCEMENT OF NEXT MEETING: FRIDAY, JUNE 24, 2022 AT 9:00 AM VIA TELECONFERENCE**  
Larry Pageler, Board Chair

## SECTION II: CLOSED SESSION

### 19 CONFERENCE WITH LABOR NEGOTIATOR PURSUANT TO GOVERNMENT CODE SECTION 54957.6

Agency Designated Representative: Michael Tree, CEO/General Manager

Employee Organizations: SMART, Local 0023 Fixed Route and  
ParaCruz Operations

## SECTION III: RECONVENE TO OPEN SESSION

### 20 REPORT OF CLOSED SESSION ITEM

Julie Sherman, General Counsel

### 21 ADJOURNMENT

Larry Pageler, Board Chair

### **Accessibility for Individuals with Disabilities**

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### **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.

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# COMMUNICATIONS TO THE BOARD OF DIRECTORS



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

*Anna G. Eshoo  
Eighteenth District  
California*

April 5, 2022

Mr. Michael Tree, Chief Executive Officer and General Manager  
Santa Cruz Metropolitan Transit District  
110 Vernon Street  
Santa Cruz, California 95060-2130

Dear Mr. Tree,

I was so pleased to read in the *Santa Cruz Good Times* (3/25/22) about your appointment as Chief Executive Officer and General Manager of the Santa Cruz Metropolitan Transit District. This honor is a testament to you, your leadership, and your extensive experience in the public transit industry and city management. I have every confidence that you will continue to do extraordinary work in this new role.

Congratulations again, and whenever I can be of assistance to you and Santa Cruz METRO, just let me know.

All my best,

A handwritten signature in blue ink that reads "Anna G. Eshoo". The signature is stylized with a large, sweeping initial "A" and "E".

Anna G. Eshoo  
Member of Congress

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# COMMUNICATIONS TO THE BOARD OF DIRECTORS

3121 Browns Lane  
Soquel, CA 95073  
April 23, 2022

BOARD OF DIRECTORS  
Santa Cruz METRO  
Attn: Executive Assistant  
110 Vernon Street  
Santa Cruz, CA 95060

Dear Chairman Larry Pageler and Santa Cruz METRO Board Members:

First and foremost, I want to thank you for your service to our community, it is a demanding job and certainly has been trying these past two years during the pandemic.

As I approach the anniversary of my retirement from the Santa Cruz METRO, after 35 + years, I have a bittersweet memory of my final few months as an employee.

On September 3, 1980, I started my training as a bus operator with pride, worked long days and nights, learned everything I could about all aspects of the job. I was loved and respected by my peers, administration, and my community. I held this position for 23 years and was then encouraged by my Superintendent to apply for a position as Transit Supervisor.

For 5 years I was an asset to the Operations Department, using my astute knowledge of the system, my social skills and organizational expertise. I offered exemplary supervisory support to all bus operators. In my desire to create a more efficient dispatching system, I established a mapping system, procedural manuals, and guides to help the Operations Department. I was given many accolades by my superiors for all the extra work I took upon myself.

Then once again my Superintendent encouraged me to apply for the position of Customer Service Supervisor. I was very eager to be making yet another change moving forward in a career I loved and believed in with the Santa Cruz METRO, I truly felt I was an asset to the district.

My 7 years as the Customer Service Supervisor were fraught with challenges. Again, I worked tirelessly to create systems within the department, offered staff in-services, and was ever present for guidance in achieving these standards. I made strides as a supervisor in helping to create more pride in the service my Customer Service staff were offering and listened to their needs. I was asked by Administration to involve myself in creating a Marketing strategy and was asked to be involved in all aspects of creating the Headways, implementing outreach projects in the community. I was often called on for my opinion and my ideas. I was proud of the work I did in creating and organizing the new SC Metro Pass system; was responsible for maintaining the Ticket Vending Machines, and education to the public, all this and more, and still with the

# COMMUNICATIONS TO THE BOARD OF DIRECTORS

expectation that I always be in the ready whenever the Operations Department needed me to fill in for an absent Transit Supervisor or Scheduler.

It is important for me to say, I relished in the diversity of opportunities I was offered in my career with the Santa Cruz METRO. My work ethic is strong and my capabilities clear, Administrators saw my aptitude.

In January 2016, I became very ill with pneumonia and pleurisy. I was hospitalized and under medical treatment for a couple of months. During this time, I had no recurring contact with Administration. After approximately two months I received a call from a coworker in my department who told me that my office was in the process of being disassembled, my employee files, manuals, project folders, personal effects, 7 years of accumulated work, designs, plans, ideas', all being removed. Most importantly, my personal locked desk drawer had been cleaned out.

This is where I kept my Transit Supervisor badge, S-46, always at the ready to step in to replace a Transit Supervisor/Dispatcher/Road Supervisor/Scheduler when needed, which was often.

Needless to say, I was shocked that I had not been apprised of this beforehand by Administration so I could come and retrieve the many items I wanted to keep. In addition, what makes this more egregious is that I had not yet submitted my paperwork for retirement.

During my illness I'd discussed retirement with my husband but still felt I had work to accomplish. But with attending to my health along with this act of disrespect, I concluded, retirement was my only option. My retirement date was April 30. I slipped out of a 35-year career. No party, no fanfare, no goodbyes, no card, no well wishes, and no badge.

To me this badge is/was a symbol of all the hard work, pride and accomplishments I had made in all the years of my career with Santa Cruz METRO.

I want it back. I deserve it, I earned it, and I want it to hold a place next to all the photos and assorted memorabilia I have of a long career. My own retirement party to myself.

It is in this final paragraph that I explain this letter. I've been told by Administration that no one knows what happened to my badge. Gone, no explanation. I think about the last 3months of my employment with the SC Metro with a heavy heart. I can't change what happened.

I implore that you, Larry Pageler, and the members of the Santa Cruz METRO Board will all agree that I am owed my badge. That you will expect the SC Metro Administration to reissue me, Maria Granados-Boyce, a dedicated, hardworking, and influential employee, my badge.

Respectfully,

Maria Granados-Boyce S-46

# COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Pauline Seales](#)  
**To:** [Sergio Guzman](#); [Mike Rotkin](#); [Donna Meyers](#); [skalantari-johnson@cityofsantacruz.com](mailto:skalantari-johnson@cityofsantacruz.com); [boardinquiries@scmtcd.com](mailto:boardinquiries@scmtcd.com)  
**Subject:** Planet Warming Metro Buses  
**Date:** Tuesday, April 26, 2022 12:45:20 PM  
**Attachments:** [pivotarf.png](#)

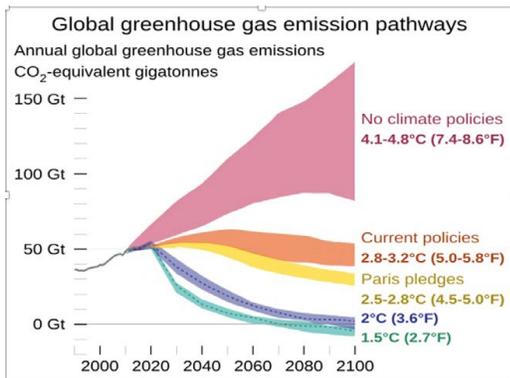
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I think you are all aware of the extreme urgency of the Climate Crisis. This graph shows that we have to start our actions right away - basically we need to pivot!



Sadly metro's decisions do NOT reflect this.

The LTE below was recently published in the Sentinel. We're asking for your support to get Metro to find a creative way to STOP buying fossil fuel vehicles NOW.

*I recently learned that the Metro is planning to buy a bunch of new CNG buses. This "Clean Natural Gas" is in fact "Fracked Methane". After burning it makes CO<sub>2</sub>, and leakage of methane, which is 30X more planet warming than CO<sub>2</sub>, occurs during the production and transportation of the natural gas.*

*They say they need to replace older buses and cannot afford electric ones. This is UNACCEPTABLE in the current Climate Emergency. They should use the budget to buy as many Electric buses as possible and get busy writing grants for more. Then they could select the better of the older buses, do some maintenance and keep them going until the grants come in. In this climate crisis we need creative solutions, not just adherence to outdated rules. Failure to act decisively will doom our children to an unlivable planet.*

Please use your influence to help Metro make important policy changes.

Thanks

Pauline Seales, Santa Cruz Climate Action Network

# COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Mike Rotkin](#)  
**To:** [Pauline Seales](#)  
**Cc:** [Sergio Guzman](#); [Donna Meyers](#); [skalantari-johnson@cityofsantacruz.com](mailto:skalantari-johnson@cityofsantacruz.com); [boardinquiries@scmttd.com](mailto:boardinquiries@scmttd.com); [Michael Tree](#)  
**Subject:** Re: Planet Warming Metro Buses  
**Date:** Tuesday, April 26, 2022 9:33:43 PM  
**Attachments:** [pivotgrf.png](#)

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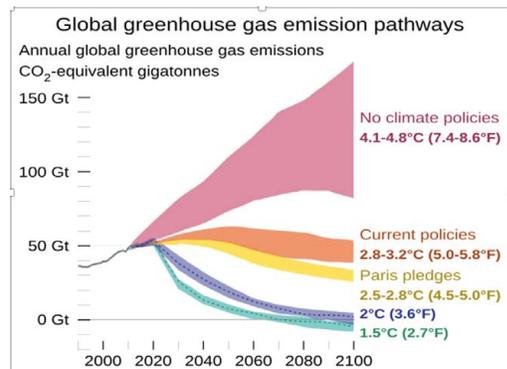
Pauline, The decision to buy some CNG buses is not because of a lack of commitment to addressing climate change. CNG buses cost about \$700K each. Electric Buses cost about \$1.2 million each and require charging infrastructure that we are putting in place as quickly as we can. Hydrogen-electric buses cost even more (but need a cheaper infrastructure of Hydrogen fuel storage tanks). We worked out a schedule to move as quickly as we can toward complete electrification of our fleet given our actual projected revenues. These revenues include grants we might reasonably expect to get and the local matching funds from our budget that we need to put up in order to be competitive and get those grants. We are increasing the number and percentage of fully electric buses we purchase over time so that we actually get to the State mandated end of purchasing of non-electric buses before the State deadline, and we also will beat the deadline for having a fully electric (or hydrogen-electric, which does not produce greenhouse gases).

If we only bought electric buses, we would have to further reduce the number of buses we could pull out each morning to serve our existing routes. This would result in having more people with no choice but to drive a car, and likely a gas or diesel car (especially since most of our riders are low-income and can't afford an electric car), to get around rather than take one of our buses. Buses are so much more efficient than private automobiles with respect to reducing greenhouse gases that even if people used hybrid cars as an alternative, they would still be doing more to fight climate change if they took the bus. We spent a lot of time and energy to develop the policies that lead to the current schedule for buying a limited number of CNG buses (which are better than diesel with respect to greenhouse gas emissions -- in fact, when we stopped buying diesel buses, earlier than the required State deadline, we were one of the leaders in the State in moving to address these climate issues). So, unless we get a huge infusion of federal and State funding to buy more buses (and we already get a lot, but not as much as we need), we have no choice but to buy some CNG buses on our path toward ending all fossil fuel operations for the District. We also have set aside \$3 million a year out of our operating budget to increase our ability to provide matching local funds for the grants to which we are applying to speed up our ability to purchase more electric buses. This decision -- in support of our climate change goals -- comes at the expense of more bus routes we might be able to run on the streets of the County (again, a decision that has an upside and downside with respect to the potential impact of the Metro on climate change). Let me know if you'd like more detailed information, such as the actual schedule for our bus purchases until we are fully electric (or hydrogen-electric). You also can watch videos of the meetings where we hammered out these policies. And, of course, let me know if you'd like me to speak to this issue at one of your group's meetings.

mike  
Mike Rotkin  
Metro Board Member

On Tue, Apr 26, 2022 at 12:45 PM Pauline Seales <[paulineseales120@gmail.com](mailto:paulineseales120@gmail.com)> wrote:

I think you are all aware of the extreme urgency of the Climate Crisis. This graph shows that we have to start our actions right away - basically we need to pivot!



# COMMUNICATIONS TO THE BOARD OF DIRECTORS

Sadly metro's decisions do NOT reflect this.

The LTE below was recently published in the Sentinel. We're asking for your support to get Metro to find a creative way to STOP buying fossil fuel vehicles NOW.

*I recently learned that the Metro is planning to buy a bunch of new CNG buses. This "Clean Natural Gas" is in fact "Fracked Methane". After burning it makes CO2, and leakage of methane, which is 30X more planet warming than CO2, occurs during the production and transportation of the natural gas.*

*They say they need to replace older buses and cannot afford electric ones. This is UNACCEPTABLE in the current Climate Emergency. They should use the budget to buy as many Electric buses as possible and get busy writing grants for more. Then they could select the better of the older buses, do some maintenance and keep them going until the grants come in. In this climate crisis we need creative solutions, not just adherence to outdated rules. Failure to act decisively will doom our children to an unlivable planet.*

Please use your influence to help Metro make **important** policy changes.

Thanks

Pauline Seales, Santa Cruz Climate Action Network

# COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Mike Rotkin](#)  
**To:** [Pauline Seales](#)  
**Cc:** [Sergio Guzman](#); [Donna Meyers](#); [skalantari-johnson@cityofsantacruz.com](mailto:skalantari-johnson@cityofsantacruz.com); [boardinquiries@scmttd.com](mailto:boardinquiries@scmttd.com); [Michael Tree](#)  
**Subject:** Re: Planet Warming Metro Buses  
**Date:** Tuesday, April 26, 2022 9:40:45 PM  
**Attachments:** [pivotgrf.png](#)

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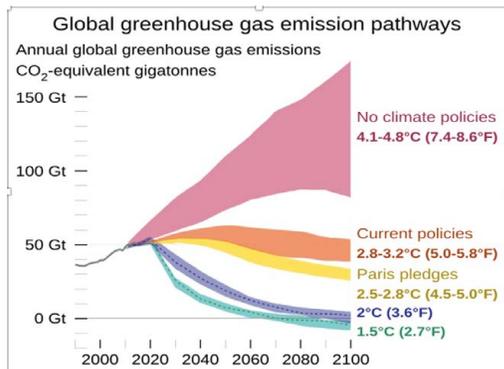
Pauline and Friends,

And, now that I have read the letter to the Sentinel to which you refer again, I also should add that we currently run our buses far beyond the federally mandated 14 years of useful life (It used to be 12 years, but George Bush's Administration changed it to 14). When we do this, as you might imagine, maintenance costs go way up, and we not only have to divert money from buying new electric buses (or take routes out of service), but we run buses that are less fuel efficient and emit greater levels of greenhouse gases. We really did investigate every option before deciding that the continued purchase of a limited number of CNG buses for a limited amount of time was our best option, not only with respect to serving the public but in reducing greenhouse gases.

mike

On Tue, Apr 26, 2022 at 12:45 PM Pauline Seales <[paulinenseales120@gmail.com](mailto:paulinenseales120@gmail.com)> wrote:

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Please use your influence to help Metro make important policy changes.

Thanks

Pauline Seales, Santa Cruz Climate Action Network

# Written Communications to the Board of Directors



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

*Anna G. Eshoo  
Eighteenth District  
California*

May 16, 2022

Mr. Larry Pageler, Board Chairman  
Santa Cruz Metropolitan Transit District  
920 Pacific Avenue  
Santa Cruz, California 95060

Dear Chairman Pageler,

Thank you for submitting your project for me to consider advancing to the Appropriations Committee for support under the Community Project Funding program.

I regret that I was unable to submit your project this year. I'm only permitted to advance 15 projects and received 41, all of which are worthy of funding. I worked hard to submit a mix of projects that represent the various communities in our District and help meet a variety of constituent needs.

If you would like additional information about the process, or if I can be of assistance to you in seeking federal funding in the future, please don't hesitate to call my Washington, D.C. office at (202) 225-8104.

Most gratefully,

A handwritten signature in blue ink that reads "Anna G. Eshoo". The signature is stylized and written over a horizontal line.

Anna G. Eshoo  
Member of Congress

cc: Members, Santa Cruz METRO Board of Directors  
Mr. Michael Tree, CEO/General Manager

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# Written Communications to the Board of Directors

**From:** [Tate Baugh](#)  
**To:** [boardinquiries@scmtd.com](mailto:boardinquiries@scmtd.com)  
**Subject:** Santa Cruz Metro including highway  
**Date:** Friday, May 20, 2022 8:01:03 AM

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Hi, my name is Tate Baugh. I am very new at this board meeting. I am sorry for emailing at the last minute. I want to congratulate you for letting route 17 of Santa Cruz Metro operate everyday including holidays. The only thing that worries me is not only hiring more bus operators but also preventing the bus from getting caught in a traffic jam on the highway. I am trying to understand how you can plan on hiring more bus operators and giving them more time so that there won't be any further cancellations of bus trips. Especially like all day. In addition, I was wondering if there is a way you can create a bus only lane on the highway to prevent further delays on bus routes.

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**DATE:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** Chuck Farmer, CFO  
**SUBJECT: ACCEPT AND FILE PRELIMINARY APPROVED CHECK JOURNAL  
DETAIL FOR THE MONTH OF APRIL 2022**

**I. RECOMMENDED ACTION**

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

**II. SUMMARY**

- This staff report provides the Board of Directors (Board) with a preliminary approved Check Journal Detail for the month of April 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 April 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 April 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 April 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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# Attachment A

DATE: 04/01/22 THRU 04/30/22

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
76108	04/29/22	-2,500.00 753A		DEPARTMENT OF GENERAL SERVICES		111716	L-2629 LEASE RENEWAL	-2,500.00	**VOID
77541	04/04/22	159.58 E930		ALMANZA, CANDIS		113528	TRANSIT APPR DAY SUP	159.58	
77542	04/04/22	1,37.15 003596		AMAZON CAPITAL SERVICES, INC.		113493	AIR PURIFIER FILTER	54.61	
						113502	ANTI FOG SPRAY	82.54	
77543	04/04/22	451.90 001D		AT&T		113514	2/19-3/18 OCEAN LG	284.82	
						113515	2/19-3/18 DAVENPORT	167.08	
77544	04/04/22	1,709.04 E996		BENSON, EDDIE		113525	3/8-3/10GLOBALTRANS	1,709.04	
77545	04/04/22	150.00 E911		CALDERON, LORENA		113511	DMV PHYSICAL EXAM	150.00	
77546	04/04/22	274.47 163		COMMUNITY PRINTERS, INC.		113533	MIRROR HANGERS CS	274.47	
77547	04/04/22	1,686.00 003485		EMPLOYNET, INC		113521	TEMP W/E 3/13	528.00	
						113523	TEMP W/E 3/6	528.00	
						113540	TEMP W/E 03/20	630.00	
77548	04/04/22	1,792.00 432		EXPRESS SERVICES INC.		113489	TEMP W/E 3/6	640.00	
						113491	TEMP W/E 3/20	512.00	
						113492	TEMP W/E 3/13	640.00	
77549	04/04/22	44,359.96 002295		FIRST ALARM SECURITY & PATROL		113488	FEB 22 SECURITY	44,359.96	
77550	04/04/22	58.12 003279		FRONTIER COMMUNICATIONS - 3025		113494	3/16-4/15 SKY-RIVER	58.12	
77551	04/04/22	2,500.00 003571		IMPACT COMPLIANCE TRAINING		113539	TRAINING HR	2,500.00	
77552	04/04/22	53.23 1117		KELLEY'S SERVICE INC.		113512	INVENTORY ORDER	53.23	
77553	04/04/22	42.02 041		MISSION UNIFORM		113530	TOWELS/MATS PRC	10.50	
						113534	LAUNDRY/CUSTODIAL	31.52	
77554	04/04/22	1,196.21 E1081		MOSES, CURTIS		113509	3/8-3/10 GLOBAL CONF	1,196.21	
77555	04/04/22	2,202.05 003464		MPRESS DIGITAL, INC		113496	SPRING HEADWAYS	552.37	
						113497	POCKET SCH POSTERS	426.08	
						113498	SPRING ROUTE POSTERS	1,223.60	
77556	04/04/22	300.00 003542		NATALIE NLEMAN		113522	TAIL AD PIED PIPER	300.00	
77557	04/04/22	147.49 050		PITNEY BOWES INC. RENTAL PMT	7	113519	4/1-6/30 LEASE C/S	147.49	
77558	04/04/22	75.38 882		RANDY & LARAE WEST		113513	BUSINESS CARDS FM	75.38	
77559	04/04/22	841.25 003502		RICHARD IRISH		113532	1906 FEB22 MAINT FAC	841.25	
77560	04/04/22	1,775.21 003024		RICOH USA, INC CA		113505	3/22-3/23 ANNUAL F/M	1,775.21	
77561	04/04/22	267.66 215		RICOH USA, INC. TX		113499	4/3-5/2 LEASE C/S	267.66	
77562	04/04/22	134.33 003010		RJMS CORPORATION	7	113504	VEH 704 PM SERVICE	134.33	
77563	04/04/22	1,540.96 E1082		ROSS, MARGO		113510	3/12-3/16 APTA CONF	1,540.96	
77564	04/04/22	1,116.91 079		SANTA CRUZ MUNICIPAL UTILITIES		113506	2/8-3/8 SMC/BETTYS	53.87	
						113507	2/8-3/8 BUS STOP 26	1,050.60	
						113508	2/8-3/8 IRRIG MMF	12.44	
77565	04/04/22	5,882.27 001307		SANTA CRUZ STAFFING, LLC		113490	TEMP W/E 3/20	2,673.76	
						113518	TEMP W/E 3/13	139.50	
						113520	TEMP W/E 12/19	395.25	
						113537	TEMP W/E 3/27	2,673.76	
77566	04/04/22	495.14 003085		SCWTD WEB CD		113541	2022 ADJUSTMENT	495.14	
77567	04/04/22	1,947.75 003292		SLINGSHOT CONNECTIONS LLC		113517	TEMP W/E 3/13	896.70	
						113524	TEMP W/E 3/6	1,051.05	
77568	04/04/22	31.05 003595		STAPLES INC		113535	CUSTOM STAMP	31.05	
77569	04/04/22	1,350.00 003255		TORKOS, RIGO		113501	RADIO AUDIO CLIPS	1,350.00	
77570	04/04/22	579.03 043		TROWBRIDGE ENTERPRISES		113500	OFFICE SUPPLIES	3.90	

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

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DATE: 04/01/22 THRU 04/30/22

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
77571	04/04/22	169.81 E903		VALDIVIA, ROBERT		113503	OFFICE CHAIR HR	529.97	
77572	04/04/22	703.96 002829		VALLEY POWER SYSTEMS, INC.		113516	SHOP CLIPBOARDS	9.89	
77573	04/04/22	64.28 E1084		VAQUERO, VIRGINIA		113536	OFFICE SUPPLIES	35.27	
77574	04/04/22	150.00 E657		VILLALOBOS, EDGARDO		113526	2/27-3/4 TSI TS CERT	169.81	
77575	04/04/22	52.00 003290		WORKFORCEQA LLC		113495	INVENTORY ORDER	703.96	
77576	04/04/22	217.95 E329		ZARAGOZA, DANIEL		113527	REIMB SUPPLIES OPS	64.28	
77577	04/11/22	238.71 003151		ABC BUS INC		113531	DMV PHYSICAL EXAM	150.00	
77578	04/11/22	257.00 382		AIRTEC SERVICE INC.		113538	FEB22 DOT DRUG TESTS	52.00	
77579	04/11/22	122.67 E930		ALMANZA, CANDIS		113529	PRC OP APPR DAY	217.95	
77580	04/11/22	90.67 003596		AMAZON CAPITAL SERVICES, INC.		113598	INVENTORY ORDER	238.71	
77581	04/11/22	997.02 003105		AT&T MOBILITY		113660	PREV MAINT SVT	257.00	
77582	04/11/22	667.44 003248		BALCO HOLDINGS, INC.		113637	CHARGING CABLES	122.67	
77583	04/11/22	75.65 E1083		BAUER, DONNA		113630	TRAFFIC CONTROL WAND	90.67	
77584	04/11/22	26.30 003393		BRASS KEY LOCKSMITH INC		113587	2/24-3/23 BUS WIFI	997.02	
77585	04/11/22	36.86 003634		CALIFORNIA NEWSPAPER P'SHIP		113586	4/1-7/1 VERNON	667.44	
77586	04/11/22	1,674.35 130		CITY OF WATSONVILLE UTILITIES		113635	MEETING SUPPLIES	75.65	
						113655	WTC KEYS FOR KEY BOX	26.30	
						113651	13 WEEK SUBSCRIPTION	36.86	
						113665	3/23 WASTE WTC	1,113.34	
						113666	2/16-3/21 WTC	39.79	
						113667	2/21-3/21 WTC	93.23	
						113668	2/21-3/21 WTC	104.15	
77587	04/11/22	41,272.43 001124		CLEAN ENERGY		113669	2/21-3/21 WTC	323.84	
						113547	3/11 LNG CHARGES	8,304.80	
						113548	3/8 LNG CHARGES	8,847.71	
						113549	3/16 LNG CHARGES	8,631.45	
						113550	3/18 LNG CHARGES	6,656.14	
						113653	3/29 LNG CHARGES	8,832.33	
77588	04/11/22	364.25 002814		CREATIVE BUS SALES, INC.		113551	VEH# PCI706	100.02	
						113552	CREDIT XAI13001080	-100.02	
						113553	INVENTORY ORDER	37.82	
						113623	INVENTORY ORDER	178.57	
						113624	INVENTORY ORDER	147.86	
						113568	CREDIT Y9-19044	-74.72	
77589	04/11/22	5,644.71 003116		CUMMINS, INC		113569	INVENTORY ORDER	3,645.25	
						113578	INVENTORY ORDER	228.29	
						113579	INVENTORY ORDER	376.87	
						113580	INVENTORY ORDER	88.71	
						113641	VEH# 2810 PARTS	209.67	
						113642	CREDIT INV Y9-16957	-1,106.16	
77590	04/11/22	142.50 916		DOCTORS ON DUTY MEDICAL		113643	VEH#1304 OEM HARNESS	2,276.80	
						113656	DOT DRUG TESTING	77.50	
						113657	DOT DRUG TESTING	32.50	
77591	04/11/22	18,960.04 002952		FLYERS ENERGY LLC		113658	DOT DRUG TESTING	32.50	
						113576	3/16-3/31NONREV FUEL	3,615.95	
						113577	3/16-3/31 REV FUEL	15,344.09	

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DATE: 04/01/22 THRU 04/30/22

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77592	04/11/22	2,424.40	117	GILLIG LLC		113554	VEH# 4207 PARTS	603.01	
						113572	VEH# 2001 PARTS	411.16	
						113605	INVENTORY ORDER	780.11	
						113611	INVENTORY ORDER	353.97	
						113612	INVENTORY ORDER	158.16	
						113613	INVENTORY ORDER	117.99	
						113647	3/22-3/23 SUPP/MAINT	599.75	
77593	04/11/22	599.75	003011	IFAX SOLUTIONS, INC		113628	PRINTER SUPPLIES	390.15	
77594	04/11/22	390.15	914	J.J.R ENTERPRISES, INC.		113597	INVENTORY ORDER	582.02	
77595	04/11/22	582.02	003230	JOBBERS EQUIPMENT WAREHOUSE		113661	4/1-6/30/22ALARM WTC	445.70	
77596	04/11/22	445.70	003442	JOHNSON CONTROLS INC		113555	INVENTORY ORDER	121.73	
77597	04/11/22	553.65	1117	KELLEY'S SERVICE INC.		113556	VEH# 601 PARTS	36.44	
						113557	NON INVENTORY ORDER	16.15	
						113565	INVENTORY ORDER	176.31	
						113566	CREDIT INV K-1647292	-8.87	
						113567	INVENTORY ORDER	211.89	
77598	04/11/22	320.00	002990	KISMET	7	113644	CPR/FIRSTAIDTRAINING	320.00	
77599	04/11/22	23,888.00	003615	KRAUTHAMER & ASSOCIATES, LLC		113645	CEO REC FINAL INV	23,888.00	
77600	04/11/22	341.54	003362	LUMINATOR TECHNOLOGY GROUP INC		113619	CAMERA REPAIR	170.77	
						113620	CAMERA REPAIR	170.77	
77601	04/11/22	17,870.90	003017	MANSFIELD OIL CO OF GAINSVILLE		113546	3/25 DIESEL FUEL	17,870.90	
77602	04/11/22	213.00	003249	MAXIMUM OIL SERVICE LLC		113596	USED OIL PICKUP MMF	213.00	
77603	04/11/22	1,485.30	E1020	MENGISTU, WONDIMU		113663	3/12-3/16 APTA CONF	1,485.30	
77604	04/11/22	644.08	041	MISSION UNIFORM		113564	UNIFORM REPAIR	45.81	
						113595	TOWELS/MOPS/MATS MMF	41.75	
						113627	TOWELS/MOPS/MATS	41.75	
						113648	UNIFORM REPAIR JZ	27.00	
						113649	VMU/VSW UNIFORM SUPP	331.77	
						113650	FUEL STATION TOWELS	156.00	
77605	04/11/22	642.00	004	NORTH BAY FORD LINC-MERCURY		113626	VEH# PC1111 PARTS	642.00	
77606	04/11/22	23,734.14	009	PACIFIC GAS & ELECTRIC		113588	2/28-3/28/22CHARGING	4,330.31	
						113589	2/23-3/23 1122 RIVER	2,913.71	
						113590	2/22-3/22 MANGOTANGO	48.53	
						113591	2/28-3/28 SMC	3,920.69	
						113592	2/23-3/23 MME/GOLF	6,691.43	
						113593	2/23-3/23 VERNON	5,373.31	
						113594	2/24-3/24 SBF/RIVER	456.16	
77607	04/11/22	1,925.00	002947	PEDX COURIER AND CARGO	7	113629	MAR 22 COURIER SVC	1,925.00	
77608	04/11/22	305.00	481	PIED PIPER EXTERMINATORS, INC.		113581	MAR 22 PEST WTC	65.00	
						113582	MAR 22 PEST WTC MKT	79.50	
						113583	MAR 22 PEST SMC	65.00	
						113584	MAR 22 PEST SMC TAQ	40.00	
						113585	MAR 22 PEST SMC MKT	55.50	
77609	04/11/22	200.00	003061	QUADIENT FINANCE USA INC		113632	MAR 22 POSTAGE 1598	200.00	
77610	04/11/22	2,952.98	003154	ROMAINE ELECTRIC CORP		113622	INVENTORY ORDER	2,952.98	
77611	04/11/22	2,561.91	003490	S & A SYSTEMS, INC		113631	MODULES GILLIG BUSES	2,561.91	

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT  
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77612	04/11/22	1,594.43 135		SANTA CRUZ AUTO PARTS, INC.		113614	RESURFACING MANIFOLD	1,375.00	
77613	04/11/22	48,593.27 002917		SANTA CRUZ METRO TRANSIT W/C		113615	VEH# 601 PARTS	219.43	
77614	04/11/22	7,512.44 079		SANTA CRUZ MUNICIPAL UTILITIES		113664	MAR 22 W/C REPLENISH	48,593.27	
						113599	2/8-3/8 GOLF CLUB	1,490.67	
						113600	2/8-3/8 VERNON	373.99	
						113601	2/8-3/8 1200 RIVER B	2,981.16	
						113602	2/8-3/8 PACIFIC	2,210.29	
						113603	2/8-3/8 PACIFIC ISL	113.00	
						113604	2/8-3/8 1200 RIVER A	343.33	
77615	04/11/22	1,552.50 001307		SANTA CRUZ STAFFING, LLC		113570	TEMP W/E 3/27	1,552.50	
77616	04/11/22	56.14 003570		SCARBOROUGH LBR & BLDG SUPPLY		113646	RPR BUS WASHER	56.14	
77617	04/11/22	1,206.90 003545		SCHINDLER ELEVATOR CORPORATION		113662	SVC CALL ELEV RIVER	1,206.90	
77618	04/11/22	41,891.50 003625		SELF INSURED SERVICES COMPANY		113633	MAR 22 DENTAL	34,039.00	
						113634	MAR 22 VSP	7,852.50	
77619	04/11/22	60.00 E1091		SEPE, PATRICK		113636	DRIVERS LIC RENEWAL	60.00	
77620	04/11/22	6,666.80 003365		SHUTTLE BUS LEASING CORP		113621	3/21-3/30 FINAL PAYM	6,666.80	
77621	04/11/22	3,141.68 003292		SLINGSHOT CONNECTIONS LLC		113542	TEMP W/E 3/27	1,458.64	
						113543	TEMP W/E 3/27	224.40	
						113544	TEMP W/E 3/20	1,458.64	
77622	04/11/22	242.43 115		SNAP-ON INDUSTRIAL		113616	SHOP TOOL	185.64	
						113617	CR INV ARV/50735379	-185.64	
						113618	SHOP TOOL	20.12	
77623	04/11/22	5,364.22 003285		THE AFTERMARKET PARTS CO LLC		113659	REPLACEMENT LIGHT	222.31	
						113558	SRI782 HOSE CAMPAIGN	70.80	
						113559	INVENTORY ORDER	185.68	
						113560	INVENTORY ORDER	319.99	
						113561	SRI782 HOSE CAMPAIGN	943.66	
						113562	INVENTORY ORDER	65.15	
						113563	INVENTORY ORDER	170.88	
						113573	INVENTORY ORDER	84.84	
						113574	VEH# 2316 PARTS	147.93	
						113575	VEH# 2316 PARTS	112.36	
						113609	INVENTORY ORDER	825.01	
						113610	VEH# 2318 PARTS	279.70	
						113652	INVENTORY ORDER	33.01	
77624	04/11/22	106.74 166		THE HOSE SHOP, INC		113654	INVENTORY ORDER	2,125.21	
						113606	CREDIT INV# 442192	-0.49	
						113607	INVENTORY ORDER	33.26	
77625	04/11/22	608.84 043		TROWBRIDGE ENTERPRISES		113608	INVENTORY ORDER	73.97	
						113571	OFFICE SUPPLIES	107.60	
						113638	OFFICE SUPPLIES	92.81	
77626	04/11/22	178.89 007		UNITED PARCEL SERVICE		113639	OFFICE SUPPLIES ADM	418.32	
						113640	CREDIT INV 639319-0	-9.89	
77627	04/18/22	262.00 382		AIRTEC SERVICE INC.		113545	FREIGHT	76.71	
						113625	FREIGHT	102.18	
						113721	PREV MAINT PRC	262.00	

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77628	04/18/22	003596	242.06	AMAZON CAPITAL SERVICES, INC.		113713	OFFICE SUPPLIES	70.28	
						113729	OFFICE SUPPLIES	46.20	
						113730	COFFEE MACHINE	109.20	
77629	04/18/22	001348	6,718.91	ATHENS INSURANCE SERVICE, INC.		113760	VEH2601POWERRELAYMOD	16.38	
77630	04/18/22	003199	247.22	B & H FOTO & ELECTRONICS CORP		113704	APR 22 MO/ANNUAL FEE	6,718.91	
						113788	WEBCAMS	174.78	
						113789	OFFICE SUPPLIES	72.44	
77631	04/18/22	003393	9.84	BRASS KEY LOCKSMITH INC		113714	OFFICE KEYS PARTS	9.84	
77632	04/18/22	080A	345.00	CALIFORNIA DEPARTMENT OF TAX		113742	JAN-MAR22 DIESEL TAX	345.00	
77633	04/18/22	667	228.24	CITY OF SCOTT'S VALLEY		113727	1/16-3/15 SVT	228.24	
77634	04/18/22	909	2,670.46	CLASSIC GRAPHICS		113697	VEH# 1301 BODY WORK	2,670.46	
77635	04/18/22	163	4,280.85	COMMUNITY PRINTERS, INC.		113723	BUS SIGNS	4,280.85	
77636	04/18/22	002814	391.98	CREATIVE BUS SALES, INC.		113715	VEH# PC1706 REBILL	74.23	
						113787	INVENTORY ORDER	254.83	
						113790	VEH# PC4019 PARTS	62.92	
77637	04/18/22	E1022	383.93	CRUMMIE, DAWN		113739	DEBRIEF/MEET&GREET	383.93	
77638	04/18/22	003116	50.21	CUMMINS, INC		113761	VEH# 2318 PARTS	50.21	
77639	04/18/22	003485	1,255.40	EMPLOYNET, INC		113676	TEMP W/E 3/27	422.40	
						113806	TEMP W/E 3/27	833.00	
77640	04/18/22	432	1,806.40	EXPRESS SERVICES INC.		113672	TEMP W/E 4/3	640.00	
						113673	TEMP W/E 3/27	1,166.40	
77641	04/18/22	647	2,526.46	GENFARE A DIV OF SPX CORP		113762	INVENTORY ORDER	1,598.53	
						113763	INVENTORY ORDER	927.93	
77642	04/18/22	117	200.39	GILLIG LLC		113677	INVENTORY ORDER	200.39	
77643	04/18/22	003220	1,277.66	INFINISOURCE, INC		113708	MONTHLY TIMEKEEPING	1,277.66	
77644	04/18/22	003442	711.17	JOHNSON CONTROLS INC		113728	4/1-6/30/22 SVT	711.17	
77645	04/18/22	036	293.98	KELLY-MOORE PAINT CO., INC.		113724	PAINTBUSSTOP BENCHES	293.98	
77646	04/18/22	003271	462.00	KJRB, INC.		113712	VEH# 2601 TOW	462.00	
77647	04/18/22	003450	100.00	LANGUAGE LINE SERVICES INC		113705	MAR 22 TRANSLATE SVC	100.00	
77648	04/18/22	003017	23,867.77	MANSFIELD OIL CO OF GAINSVILLE		113736	4/4 DIESEL FUEL	23,867.77	
77649	04/18/22	003273	2,707.94	MGP XI REIT, LLC		113804	MAY 22 RENT CAPITOLA	2,340.38	
						113805	FY22CPIADJ JAN-APR22	367.56	
77650	04/18/22	041	1,063.97	MISSION UNIFORM		113722	FUEL STATION TOWELS	328.85	
						113725	FUEL STATION TOWELS	156.00	
						113731	TOWELS/MATS PRC	10.50	
						113732	TOWELS/MOPS/MATS	41.75	
						113733	LAUNDRY/CUSTODIAL	31.52	
						113735	FUEL STATION TOWELS	156.00	
						113737	VMU/VSW UNIFORM SUPP	328.85	
						113786	TOWELS,MOP,MATS PRC	10.50	
77651	04/18/22	003542	800.00	NATALIE NLEMAN		113703	POSTCARDS/SPLASHPASS	800.00	
77652	04/18/22	002721	66.75	NEXTEL COMMUNICATIONS/SPRINT		113711	2/26-3/25 OPS	66.75	
77653	04/18/22	003326	63.36	NIDAL HALABI & NADA ALGHARIB		113709	NAME PLATE ADMIN	28.40	
						113710	NAME PLATE BOARD MEM	34.96	
77654	04/18/22	004	39.29	NORTH BAY FORD LINC-MERCURY		113696	VEH PC1716 PARTS	39.29	
77655	04/18/22	009	4,643.78	PACIFIC GAS & ELECTRIC		113686	2/28-3/28 OPS	4,643.78	

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT  
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CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
77656	04/18/22	919.08	107A	PROBUILD COMPANY LLC		113678	WALL DISPLAY VERNON	9.96	
						113679	EXTENSION CORDS	117.96	
						113680	AIR COMPRESSOR TASK	14.22	
						113681	SINK FAUCET RPR PRC	145.74	
						113682	VACUUM ROOM TASK	14.74	
						113683	RPR FLOOR DRAIN SMC	52.17	
						113684	WOOD FOR BUS BENCHES	364.96	
						113685	VARIOUS REPAIRS SMC	11.79	
						113687	REPL SINK FAUCET WTC	70.78	
						113688	REPL SINK FAUCET WTC	34.69	
						113689	STENCIL KIT WTC	8.15	
						113698	RPR ALL BUS STOPS	5.68	
						113699	COOLANT PUMP RPR MMF	21.96	
						113700	RPR COOLANT PUMP	4.39	
						113701	RPR ALL BUS STOPS	41.89	
						113807	5/3-8/2/22 LEASE PRC	212.55	
77657	04/18/22	212.55	003059	QUADIENT LEASING USA, INC.		113707	3/28 DOT DRUG TESTS	332.15	
77658	04/18/22	332.15	003020	QUEST DIAGNOSTIC INC.		113758	INVENTORY ORDER	110.83	
77659	04/18/22	110.83	135	SANTA CRUZ AUTO PARTS, INC.		113670	TEMP W/E 3/20	1,674.00	
77660	04/18/22	6,021.76	001307	SANTA CRUZ STAFFING, LLC		113671	TEMP W/E 3/27	1,674.00	
						113674	TEMP W/E 4/3	2,673.76	
77661	04/18/22	11.82	003570	SCARBOROUGH LBR & BLDG SUPPLY		113740	SINK FAUCET RPR SVT	5.90	
						113741	STENCIL KIT SVT	5.92	
77662	04/18/22	2,180.40	003292	SLINGSHOT CONNECTIONS LLC		113675	TEMP W/E 3/20	1,058.40	
						113759	TEMP W/E 4/3	1,122.00	
77663	04/18/22	810.00	003611	SONIA MENDEZ-FACHECO		113726	CARPET CLEANING PRC	810.00	
77664	04/18/22	709.03	003595	STAPLES INC		113738	STANDING DESK	709.03	
77665	04/18/22	132.25	001040	TERRYBERRY CO., LLC		113706	ANNIVERSARY AWARD	132.25	
77667	04/18/22	27,775.31	003285	THE AFTERMARKET PARTS CO LLC		113690	INVENTORY ORDER	244.04	
						113691	INVENTORY ORDER	421.42	
						113692	INVENTORY ORDER	123.30	
						113693	INVENTORY ORDER	676.41	
						113694	INVENTORY ORDER	366.06	
						113695	INVENTORY ORDER	643.84	
						113743	INVENTORY ORDER	276.93	
						113744	INVENTORY ORDER	186.76	
						113745	INVENTORY ORDER	380.95	
						113746	VEH# 1206 PARTS	170.88	
						113747	VEH# 2810 PARTS	22.83	
						113748	VEH# 2810 RPR	302.41	
						113749	VEH# 9818 PARTS	472.55	
						113750	VEH# 2217 PARTS	151.20	
						113751	VEH# 2217 PARTS	267.84	
						113752	INVENTORY ORDER	138.03	
						113753	INVENTORY ORDER	231.00	
						113754	VEH# 1610 PARTS	414.72	

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CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
					113755	VEH# 1610 PARTS	506.04	
					113756	INVENTORY ORDER	499.58	
					113757	INVENTORY ORDER	37.54	
					113764	VEH# 2806 PARTS	207.27	
					113765	VEH# 2318 PARTS	155.58	
					113766	VEH# 1003 PARTS	341.76	
					113767	VEH# 1301 PARTS	101.72	
					113768	VEH# 1301 PARTS	444.20	
					113769	VEH# 1206 PARTS	134.38	
					113770	INVENTORY ORDER	2,743.51	
					113771	PARTS VEH# 1610-1612	274.95	
					113772	VEH# 1610-1612 PARTS	292.39	
					113773	VEH# 1610-1612 PARTS	114.52	
					113774	VEH# 1610-1612 PARTS	67.44	
					113775	VEH# 2807 PARTS	223.36	
					113776	INVENTORY ORDER	536.53	
					113777	VEH# 1003 PARTS	158.85	
					113778	INVENTORY ORDER	119.02	
					113779	INVENTORY ORDER	52.01	
					113780	INVENTORY ORDER	59.96	
					113781	INVENTORY ORDER	63.92	
					113782	INVENTORY ORDER	102.44	
					113783	INVENTORY ORDER	5,221.67	
					113784	INVENTORY ORDER	1,453.96	
					113791	INVENTORY ORDER	414.08	
					113792	INVENTORY ORDER	125.83	
					113793	INVENTORY ORDER	155.58	
					113794	INVENTORY ORDER	60.57	
					113796	INVENTORY ORDER	95.42	
					113797	INVENTORY ORDER	95.42	
					113798	INVENTORY ORDER	526.54	
					113799	INVENTORY ORDER	457.98	
					113800	INVENTORY ORDER	1,030.14	
					113801	INVENTORY ORDER	2,444.61	
					113802	INVENTORY ORDER	2,832.50	
					113803	INVENTORY ORDER	132.87	
					113702	INVENTORY ORDER	4.33	
77668	04/18/22	4.33	THE HOSE SHOP, INC			FREIGHT	122.65	
77669	04/18/22	122.65	UNITED PARCEL SERVICE			3/2-4/1 PARACRUZ	308.88	
77670	04/18/22	308.88	VERIZON WIRELESS	0		9/21-9/22 ANL SUBS	2,650.00	
77671	04/18/22	2,650.00	WESTERN POWER PRODUCTS INC			DOT PHYSICAL EXAM	120.00	
77672	04/18/22	1,025.00	WORKWELL MEDICAL PROF. CORP.			DOT PHYSICAL EXAMS	545.00	
					113717	DOT PHYSICAL EXAM	120.00	
					113718	DOT PHYSICAL EXAM	240.00	
77673	04/18/22	26.14	ZORO TOOLS, INC.			SBF COMPRESSOR	26.14	
77674	04/19/22	12,444.67	U.S. BANK			*****-****-5971	12,444.67	

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77675	04/25/22	003151	3,076.97	ABC BUS INC		113855	INVENTORY ORDER	1,366.19	
77676	04/25/22	382	4,485.13	AIRTEC SERVICE INC.		113856	INVENTORY ORDER	1,710.78	
						113871	OPS PREV MAINT	2,561.30	
						113924	PREV MAINT SMC	534.83	
						113925	PREV MAINT MMF	973.00	
77677	04/25/22	002828	497.26	ALLIED ELECTRONICS		113926	PREV MAINT WTC	416.00	
77678	04/25/22	003596	825.70	AMAZON CAPITAL SERVICES, INC.		113857	INVENTORY ORDER	497.26	
						113854	OFFICE SUPPLIES	79.07	
						113858	TVM AIR FILTER	33.52	
						113859	CD RECEIVER	185.71	
						113906	INVENTORY ORDER	121.68	
						113907	INVENTORY ORDER	405.72	
						113912	3/1-3/31 WTC/VER	589.20	
77679	04/25/22	001D	1,511.88	AT&T		113913	3/10-4/9 INTERNET	922.68	
						113914	KITS FOR BUS STOPS	65.36	
77680	04/25/22	002689	65.36	B & B SMALL ENGINE CORP		113914	KITS FOR BUS STOPS	65.36	
77681	04/25/22	003199	1,946.80	B & H FOTO & ELECTRONICS CORP		113937	COMPUTER MONITORS	1,946.80	
77682	04/25/22	588	5,498.24	CALTIP		113811	MAR 22 CODE=5100	5,498.24	
77683	04/25/22	002109	1,100.00	CITY OF SANTA CRUZ/PARKING		113938	MAY 22 PARK PERMITS	1,100.00	
77684	04/25/22	003373	205.81	CITY OF SANTA CRUZ FINANCE RRF		113834	MAR 22 LANDFILL	205.81	
77685	04/25/22	001124	20,870.28	CLEAN ENERGY		113862	4/8 LNG CHARGES	4,420.90	
						113863	4/1 LNG CHARGES	7,812.65	
						113864	4/5 LNG CHARGES	8,636.73	
77686	04/25/22	003601	3,991.00	COMCAST HOLDINGS CORPORATION		113874	MAR 22 ADVERTISING	3,991.00	
77687	04/25/22	002814	303.81	CREATIVE BUS SALES, INC.		113867	VEH# PC1709 PARTS	114.30	
						113868	CREDIT XA113003481	-114.30	
						113869	VEH# PC1709 PARTS	66.20	
						113927	INVENTORY ORDER	171.08	
						113928	INVENTORY ORDER	66.53	
77688	04/25/22	003116	12,125.33	CUMMINS, INC		113838	VEH#1206 PARTS ORDER	4,033.73	
						113839	INVENTORY ORDER	576.26	
						113840	VEH#2318 PARTS ORDER	99.82	
						113841	INVENTORY ORDER	4,267.00	
						113845	VEH 1211 EGR VALVE	2,083.28	
						113884	VEH# 1901 PARTS	102.24	
						113885	VEH# 4203 PARTS	138.68	
						113886	VEH# 4203 PARTS	365.58	
						113887	VEH# 2318 PARTS	48.59	
						113888	INVENTORY ORDER	36.12	
						113889	INVENTORY ORDER	374.03	
77689	04/25/22	003520	4,251.21	DONNA NORTH		113922	REPLACE WINDOW SMC	4,251.21	
77690	04/25/22	003274	7,493.31	EAST BAY TIRE CO.		113842	REVENUE TIRES	2,515.84	
						113843	REVENUE TIRES	1,083.15	
						113844	REVENUE TIRES	2,515.84	
						113890	REVENUE TIRES	295.33	
						113891	REVENUE TIRES	1,083.15	
77691	04/25/22	003485	818.40	EMPLOYNET, INC		113865	TEMP W/E 4/3	818.40	

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77692	04/25/22	039	361.20	FEDEX OFFICE		113809	PRINT/LAMINATING SVC	172.66	
77693	04/25/22	002962	988.50	FIS		113810	PREMIUM BANNER	188.54	
77694	04/25/22	002952	17,038.33	FLYERS ENERGY LLC		113900	MAR 22 MERCHANT FEES	988.50	
						113860	4/1-4/15NONREV FUEL	2,875.98	
						113861	4/1-4/15REVENUE FUEL	13,161.22	
						113873	INVENTORY ORDER	1,001.13	
77695	04/25/22	647	3,529.76	GENFARE A DIV OF SPX CORP		113847	INVENTORY ORDER	1,318.96	
						113848	INVENTORY ORDER	2,156.99	
						113849	INVENTORY ORDER	53.81	
						113850	VEH#1903 PARTS ORDER	1,447.46	
						113851	INVENTORY ORDER	2,075.51	
						113892	RECARO SEATS	4,959.38	
						113893	INVENTORY ORDER	1,824.02	
						113852	NON INVENTORY ORDER	26.66	
77697	04/25/22	282	26.66	GRAINGER		113894	MAR 22 GREEN VALLEY	61.28	
77698	04/25/22	001097	1,190.39	GREENWASTE RECOVERY, INC.		113895	MAR 22 FREEDOM	61.28	
						113896	MAR 22 HWY1/BOULDER	183.84	
						113897	MAR 22 FREED/BOWKR	61.28	
						113898	MAR 22 FREED/AIRPORT	61.28	
						113899	MAR 22 PRC	382.97	
						113917	3/1-3/31 SVT	378.46	
						113812	M# 032117.004002	429.60	
77699	04/25/22	003109	48,937.40	HANSON BRIDGETT LLP		113813	M# 032117.006001	1,609.50	
						113814	M# 032117.006003	2,837.60	
						113815	M# 032117.006012	450.00	
						113816	M# 032117.006013	5,157.00	
						113817	M# 032117.006036	10,932.20	
						113818	M# 032117.006037	1,021.50	
						113819	MAR 22 RETAINER	26,500.00	
77700	04/25/22	914	128.93	J. J. R ENTERPRISES, INC.		113936	PRINTER SUPPLIES	128.93	
77701	04/25/22	003552	12,942.82	JOHNSON & CODY ELECTRIC, INC.		113923	GENERATOR RENTAL SBF	12,942.82	
77702	04/25/22	1117	1,689.90	KELLEY'S SERVICE INC.		113879	INVENTORY ORDER	1,592.32	
						113882	INVENTORY ORDER	94.13	
						113883	INVENTORY ORDER	3.45	
77703	04/25/22	036	9.81	KELLY-MOORE PAINT CO., INC.		113921	PAINT BENCH BSI095	9.81	
77704	04/25/22	003362	331.10	LUMINATOR TECHNOLOGY GROUP INC		113929	EQUIPMENT REPAIR	331.10	
77705	04/25/22	003617	1,212.68	MEDZON		113820	PPE SUPPLIES	1,212.68	
77706	04/25/22	001052	469.02	MID VALLEY SUPPLY INC.		113824	INVENTORY ORDER	358.07	
						113870	INVENTORY ORDER	110.95	
77707	04/25/22	041	31.52	MISSION UNIFORM		113919	LAUNDRY/CUSTODIAL	31.52	
77708	04/25/22	003542	1,000.00	NATALIE NIEMAN		113918	EARTHDAYFLYER/BANNER	1,000.00	
77709	04/25/22	009	2,653.56	PACIFIC GAS & ELECTRIC		113832	3/4-4/3 SVT/WTC/PS	2,653.56	
77710	04/25/22	003506	378.00	PHILIP J CROUCH		113853	FAREBOX EQUIP RPR	378.00	
77711	04/25/22	003443	32.77	PROTERRA INC		113915	VEH# 0220 PARTS	32.77	
77712	04/25/22	003024	310.22	RICOH USA, INC CA		113901	3/14-4/13 PARACRUZ	66.76	
						113902	4/14-5/13 PARACRUZ	66.76	

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77713	04/25/22	003154	2,407.87	ROMAINE ELECTRIC CORP		113903	3/12-4/11 OPS	88.35	
						113904	4/12-5/11 OPS	88.35	
						113830	INVENTORY ORDER	650.04	
						113909	INVENTORY ORDER	1,720.69	
						113910	INVENTORY ORDER	33.92	
						113911	INVENTORY ORDER	3.22	
77714	04/25/22	135	307.21	SANTA CRUZ AUTO PARTS, INC.		113825	VEH# PC 1714 PARTS	154.90	
						113826	INVENTORY ORDER	152.31	
77715	04/25/22	001307	10,640.70	SANTA CRUZ STAFFING, LLC		113822	TEMP W/E 4/10	2,424.20	
						113835	TEMP W/E 4/3	1,485.00	
						113836	TEMP W/E 4/10	1,674.00	
						113837	TEMP W/E 4/10	1,957.50	
						113846	TEMP W/E 04/03	1,674.00	
						113930	TEMP W/E 4/17	1,426.00	
77716	04/25/22	003292	926.10	SLINGSHOT CONNECTIONS LLC		113821	TEMP W/E 4/3	926.10	
77717	04/25/22	115	456.99	SNAP-ON INDUSTRIAL		113920	EMP REPLACEMENT TOOL	456.99	
77718	04/25/22	001075	9,640.74	SOQUEL III ASSOCIATES	7	113866	MAY 22 RENT RESEARCH	9,640.74	
77719	04/25/22	003285	4,983.71	THE AFTERMARKET PARTS CO LLC		113829	INVENTORY ORDER	420.01	
						113875	CREDIT INV# 82632733	-0.55	
						113876	INVENTORY ORDER	676.41	
						113877	INVENTORY ORDER	2,513.89	
						113878	INVENTORY ORDER	1,105.33	
						113880	NON INV/INV ORDER	268.62	
77720	04/25/22	166	1,829.42	THE HOSE SHOP, INC		113881	INVENTORY ORDER	1,644.09	
						113827	INVENTORY ORDER	185.33	
77721	04/25/22	001800	9,499.86	THERMO KING OF SALINAS, INC		113931	INVENTORY ORDER	4,330.89	
						113932	INVENTORY ORDER	4,330.89	
77722	04/25/22	001506	5,525.87	TOM LOPES DISTRIBUTING CO. INC		113933	INVENTORY ORDER	7,204.98	
						113934	CREDIT INV 352499	-7,204.98	
						113935	INVENTORY ORDER	5,525.87	
77723	04/25/22	043	210.39	TROWBRIDGE ENTERPRISES		113823	OFFICE SUPPLIES	210.39	
77724	04/25/22	007	198.25	UNITED PARCEL SERVICE		113823	FREIGHT	198.25	
77725	04/25/22	003417	502.00	VERITECH, INC.		113831	INVENTORY ORDER	502.00	
77726	04/25/22	434	829.33	VERIZON WIRELESS	0	113833	3/2-4/1 PAGERS MMF	64.00	
						113872	3/2-4/1 CS	50.94	
						113908	3/2-4/1/22 PARACRUZ	714.39	
77727	04/21/22	E1064	83.66	MARTIN, CORTNEY		113939	MILEAGE REIMB	83.66	
77728	04/22/22	080	1,018.00	CALIFORNIA DEPARTMENT OF TAX		113940	JAN-MAR 22 SALES TAX	1,018.00	
77729M04/29/22		003210	-2,500.00	DEPARTMENT OF FORESTRY & FIRE		114076	FY22 TD-312/L-2629	-2,500.00	**VOID
77730M04/28/22		003210	2,500.00	DEPARTMENT OF FORESTRY & FIRE		114077	FY 22 TD-312/L-2629	2,500.00	MANUAL
77798	04/29/22	003599	2,959.66	NOTT-PEREZ, DAMN		114079	MAY22 SURVIVOR COBRA	2,959.66	
TOTAL			681,710.12	ACCOUNTS PAYABLE			TOTAL CHECKS	681,710.12	

**DRAFT MINUTES\***

MAC MEETING OF April 20, 2022



The METRO Advisory Committee (MAC) met on Wednesday, April 20, 2022. The meeting was held via teleconference. \*Minutes are “summary” minutes, not verbatim minutes.

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

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

**Veronica Elsea**  
**Michael Pisano**  
**Becky Taylor**

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

Ms. Elsea mentioned she is a member of the Santa Cruz County Voting Accessibility Advisory Committee. She said the elections department would like to work with METRO to arrange transportation to the 18 voting centers in the upcoming June elections. Ms. Elsea requested a contact person for the elections staff to contact.

Mr. Pisano asked about the Measure D stickers on METRO buses and vehicles. Margo Ross, COO, said the stickers currently on METRO vehicles represent the 2016 Measure D that was passed. One of the stipulations of receiving the 2016 Measure D funds is to display these stickers on METRO vehicles. However, with the new Measure D on the June ballot, the Santa Cruz County Regional Transportation Commission (SCCRTC) gave approval to cover up the 2016 Measure D stickers until after the election. METRO is temporarily covering these stickers up with “Dump the Pump” stickers.

Mr. Martinez asked if ParaCruz Van Operators could be given cash to provide change to riders. COO Ross, explained it was not an option. Brandon Freeman, Bus Operator, added that it would be a liability for METRO.

4. **RECEIVE AND FILE MINUTES FROM THE METRO ADVISORY COMMITTEE MEETING OF FEBRUARY 16, 2022**

**MOTION: ACCEPT AND FILE THE MINUTES FROM THE METRO ADVISORY COMMITTEE MEETING OF FEBRUARY 16, 2022 AS PRESENTED**

**MOTION: ELSEA**

**SECOND: PISANO**

**MOTION PASSED WITH 7 AYES: Von Hendy, Martinez, Cruse, de Wit, Elsea, Pisano, and Taylor.**

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

Chair Von Hendy reported on the letter he wrote to the Board of Directors (Board) requesting staff to create a section on METRO’s website to share the things that METRO is doing for sustainability and environmental issues. The Board acknowledged receipt of MAC’s letter at the February 25, 2022 Board meeting. The Board has not directed staff to take action.

# Attachment A

Minutes – METRO Advisory Committee

April 20, 2022

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## **6. UPDATE OF FY23 AND FY24 PRELIMINARY OPERATING BUDGETS AND FY23 CAPITAL BUDGET AS PRESENTED AT THE MARCH 25, 2022 BOARD OF DIRECTORS MEETING**

Chuck Farmer, CFO, spoke to the presentation that was presented to the Board of Directors on March 25, 2022. He emphasized that this is preliminary data. Mr. Pisano asked if METRO gets a price break when charging the electric buses. CFO Farmer said the electric buses are charged at night at the lowest rates. Ms. Elsea asked about the job title change for the Mobility Training Coordinator position and requested a copy of the new job description.

## **7. UPDATE ON INFORMATION TECHNOLOGY SYSTEMS (ITS)**

Isaac Holly, IT and ITS Director, provided an update on the progress of the ITS project and mentioned that it is currently in the design phase and ahead of schedule.

Ms. Elsea and Mr. Pisano expressed appreciation for Director Holly's work on this project.

## **8. COVID-19 UPDATE**

Margo Ross, COO, reported on the following:

COVID-19: One positive case was reported on April 20, 2022.

Earth Day: METRO will offer free fares on Earth Day, Friday, April 22, 2022.

COVID-19: One positive case was reported on April 20, 2022.

CEO: A press release on Michael Tree was shared with the MAC Members. Mr. Cruse asked that a copy of the press release be distributed to the Committee.

## **9. SERVICE PLANNING UPDATE**

### **a. Quarterly Ridership Report**

John Urgo, Planning and Development Director, gave a brief summary of the ridership report for the second quarter of FY22. The full report went to the Board on February 25, 2022.

### **b. Bus Stops**

Mr. Pisano asked about the new shelters. Director Urgo said there are 23 shelters that were acquired from Valley Transportation Authority (VTA) and are being distributed throughout Santa Cruz County.

### **c. Other Projects**

#### **i. Pacific Station Lobby Access**

Director Urgo said the Pacific Station lobby remains closed, but the restrooms are still open to the public. Within the next two weeks the fence will be removed in the lobby of the Watsonville Transit Center.

Ms. Taylor asked about the braille bus stop signage. Discussion followed and it was determined that Ms. Elsea would reach out to Director Urgo to provide further input.

## **10. DISCUSS PREVIOUS BUS STOP COMMITTEE HISTORY**

Ms. Elsea provided a brief overview of the Bus Stop Advisory Committee. Discussion ensued on the type of work the Committee did before it was dissolved.

Chair Von Hendy asked if this was something she was hoping to have revisited or re-established by the Board. Ms. Elsea asked who the public should contact regarding bus stop issues now. COO Ross said those issues are currently being handled by the Operations and Planning Departments. Mr. Freeman added that Customer Service can also be contacted.

# Attachment A

Minutes – METRO Advisory Committee

April 20, 2022

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## 11. COMMUNICATIONS TO THE METRO CEO

Chair Von Hendy will write a letter to the new CEO to formally welcome him to METRO and invite him to the next MAC meeting on August 17, 2022.

**MOTION: WRITE A WELCOME LETTER TO THE NEW CEO AND INVITE HIM TO THE NEXT MAC MEETING**

**MOTION: ELSEA**

**SECOND: PISANO**

**MOTION PASSED WITH 7 AYES: Von Hendy, Martinez, Cruse, de Wit, Elsea, Pisano, and Taylor.**

## 12. COMMUNICATIONS TO THE METRO BOARD OF DIRECTORS

None

## 13. ITEMS FOR NEXT MEETING AGENDA

- COVID-19 Update
- Santa Cruz County Fair
- Priorities of new METRO CEO
- Pacific Station Updates
- Fall Schedule
- Braille Bus Stop Signage
- ITS Update

## 14. DISTRIBUTION OF VOUCHERS

Elizabeth Rocha, Administrative Specialist, will mail out the vouchers on Thursday, April 21, 2022 to all members in attendance at this meeting.

## 15. ADJOURNMENT

Chair Von Hendy announced the next MAC meeting is scheduled for Wednesday, August 17, 2022 at 6:00 PM. Meeting adjourned at 7:17 PM.

Respectfully submitted,

Elizabeth Rocha  
Administrative Specialist

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# Attachment B



## **SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO) BOARD OF DIRECTORS MEETING MINUTES\* APRIL 22, 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, April 22, 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.

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

- 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>Director Jimmy Dutra</b>	<b>City of Watsonville</b>
<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>
<b>Director Donna Meyers</b>	<b>City of Santa Cruz</b>
<b>Director Larry Pageler</b>	<b>County of Santa Cruz</b>
<b>Director Ari Parker</b>	<b>City of Watsonville</b>
<b>Director Mike Rotkin</b>	<b>County of Santa Cruz</b>
<b>Ex-Officio Director Dan Henderson</b> <i>AR 9:09</i>	<b>UC Santa Cruz</b>
<b>Ex-Officio Director Alta Northcutt</b>	<b>Cabrillo College</b>

Dawn Crummié  
Julie Sherman

Interim CEO/GM  
General Counsel

- 3 **ANNOUNCEMENTS**  
Today’s meeting is being broadcast by Community Television of Santa Cruz County. Chair Pageler added that METRO is providing free fares today to celebrate Earth Day.

# Attachment B

Board of Directors Minutes  
April 22, 2022  
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## 4 BOARD OF DIRECTORS COMMENTS

Director McPherson provided an update on the two-day legislative conference sponsored by the California State Association of Counties. The key focus was on housing the homeless and transportation.

Director Meyers said the City of Santa Cruz is beginning to operationalize the recently adopted Homelessness Response Action Plan. Part of that program is to move people out of the homeless encampments that are primarily unmanaged. We've closed the camps across the San Lorenzo River and along Hell's Trail. The San Lorenzo Park Benchlands camp will be closed over the next few months with the goal of placing those people in managed encampments with services and resources available to help them. Director Rotkin added that the public should be aware that there are three levels of encampments—unsanctioned (where people set up camps anywhere); sanctioned but not managed (e.g., the Benchlands); and sanctioned and managed (e.g., the 1220 River Street Camp).

Director Northcutt announced that Cabrillo College students are hosting their student senate elections and voting will happen the week of May 2<sup>nd</sup>. Discussion has begun on having a mobile app or eco-pass for students that is not the physical student ID card.

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

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

Chair Pageler spoke to Mr. Praxel's email regarding the new Measure D that will be on the June 2022 ballot and how it is different from the 2016 Measure D. He clarified the branding requirements by the Santa Cruz County Regional Transportation Commission (RTC) for METRO's vehicles and services funded by the 2016 Measure D. On April 20, 2022, the RTC gave approval for existing decals to be covered up until after the November 2022 election to ease public confusion. Danielle Glagola, Marketing, Communications and Customer Service Director, let the assembly know that METRO decided to temporarily cover up the 2016 Measure D stickers with a "Dump the Pump" message (photos attached), which will be removed after the election. These stickers are being installed on all of METRO's fixed route and paratransit vehicles and should be completed by Monday, April 25, 2022. We will continue to refer to the 2016 Measure D on our website landing page so that METRO still supports our 2016 Measure D obligation to the RTC.

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

## 6 LABOR ORGANIZATION COMMUNICATIONS

James Sandoval, SMART Local 0023 Chairperson, mentioned that on April 7, 2022, the unions ratified the contract extension for one year. Our members are happy and we're looking forward to a smooth transition with the new CEO. I'm happy to report that he did meet with all the union leaders. We talked about a lot of ideas, goals, and ambitions. We are grateful and excited about the future of METRO.

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

# Attachment B

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**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 MARCH 2022  
Chuck Farmer, CFO

9.2 ACCEPT AND FILE MINUTES OF:  
A. MARCH 25, 2022 BOARD OF DIRECTORS REGULAR MEETING  
B. APRIL 8, 2022 FINANCE, BUDGET & AUDIT STANDING COMMITTEE MEETING  
Dawn Crummié, Interim CEO/General Manager

9.3 ACCEPT AND FILE THE YEAR-TO-DATE MONTHLY FINANCIAL REPORT AS OF MARCH 31, 2022  
Chuck Farmer, CFO

9.4 APPROVE: CONSIDERATION OF RESOLUTION APPROVING THE FY22 REVISED CAPITAL BUDGET/PORTFOLIO  
Chuck Farmer, CFO

9.5 ACCEPT AND FILE: UPDATE ON CRUZ ON-DEMAND MICROTRANSIT SERVICE AND END OF PILOT  
John Urgo, Planning and Development Director

9.6 APPROVE: RECEIVE AN UPDATE ON THE FY23 APPROPRIATIONS AND CONGRESSIONALLY DIRECTED SPENDING REQUESTS  
Wondimu Mengistu, Grants and Legislative Analyst

9.7 APPROVE: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE  
Dawn Crummié, Interim CEO/General Manager

9.8 APPROVE: RECOMMENDED ACTION ON TORT CLAIMS  
Curtis Moses, Safety, Security & Risk Management Director

9.9 APPROVE: CONSIDERATION OF AWARD OF CONTRACT TO MANSFIELD OIL COMPANY FOR FUEL AND FUELING SERVICES NOT TO EXCEED \$2,150,320  
Eddie Benson, Maintenance Manager

There were no public comments.

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

**MOTION: DIRECTOR ROTKIN**

**SECOND: DIRECTOR KOENIG**

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

**9.2B.3**

# Attachment B

## REGULAR AGENDA

### **10 APPROVE: THE USE OF FY22 FTA 5307 FUNDS TOWARDS FUTURE BUS PURCHASES AND RECEIVE AN UPDATE ON THE LONG-RANGE BUS REPLACEMENT PLAN**

John Urgo, Planning and Development Director, spoke to the item and provided some background on the establishment of the bus replacement plan. Entering FY22, METRO has reduced the number of buses needing replacement by 17. However, due to the age of the fleet, by FY23, the number of buses needing to be replaced will jump back to 35 and by FY28, it will reach 61. Because of the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation, future bus purchases will be more expensive as we transition to zero-emission technology. Staff is recommending we commit FY22 FTA 5307 funding, which METRO usually uses for operational expenses, but is eligible for capital expenses, towards funding the bus replacement fund.

Director Rotkin mentioned that he gets emails from the public asking why is METRO purchasing buses that are not electric. The reason is that a CNG bus costs about \$700K and an electric bus costs about \$1.2 million. METRO doesn't have the money to simply buy all electric buses. However, this plan allows METRO to move towards electric to meet the state guidelines before its deadline and allows METRO to keep operating while achieving that goal. Director McPherson requested the amount that is to be committed to this fund for the public's knowledge. Mr. Urgo said it was \$11 million.

There were no public comments.

### **ACTION: APPROVE THE USE OF FY22 FTA 5307 FUNDS TOWARDS FUTURE BUS PURCHASES AND THE UPDATE ON THE LONG-RANGE BUS REPLACEMENT PLAN**

**MOTION: DIRECTOR ROTKIN**

**SECOND: DIRECTOR MCPHERSON**

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

### **11 APPROVE: CONSIDERATION OF ISSUING A FORMAL REQUEST FOR PROPOSALS FOR THE SOUTH COUNTY ZERO-EMISSIONS OPERATING AND MAINTENANCE FACILITY PLAN, PHASE I: PLANNING PROJECT**

John Urgo, Planning and Development Director, requested the Board authorize the Purchasing Manager to issue a formal request for proposals for the South County Zero-Emissions Operating and Maintenance Facility. The existing Judy K. Souza Operations Facility is not big enough to accommodate future zero-emission buses and charging or fueling technology that is needed to fully meet the CARB ICT regulation. Staff is requesting \$1 million to conduct this planning phase, identify potential sites, conduct environmental clearances, and design a preliminary plan. This will put METRO in an excellent position to pursue federal grant funding for final construction.

# Attachment B

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Director Dutra expressed support for this project and thinks this is an opportunity to capitalize on the grant funding that METRO could receive for the facility. It would be nice to have this facility in South County and move METRO forward with an environmentally based fleet.

There were no public comments.

**ACTION: APPROVE ISSUING A FORMAL REQUEST FOR PROPOSALS FOR THE SOUTH COUNTY ZERO-EMISSIONS OPERATING AND MAINTENANCE FACILITY PLAN, PHASE I: PLANNING PROJECT**

**MOTION: DIRECTOR DUTRA**

**SECOND: DIRECTOR MEYERS**

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

**12 APPROVE: REQUEST TO FUND HR ANALYST I POSITION AND DE-FUND BENEFITS TECHNICIAN POSITION**

Dawn Crummié, Interim CEO/General Manager and HR Director, spoke to the item. This is not an additional position. The request is to defund the Benefits Technician position and fund another HR Analyst I position. The position's primary focus will be on benefits but making it a more generalized position would allow cross-training in recruitment and compensation as well. Director Rotkin asked if the new position is more expensive than the other one. Ms. Crummié said it is a little higher paying position with an approximate \$13,800 cost increase in FY23, assuming we hire someone at Step 1.

There were no public comments.

**ACTION: APPROVE FUNDING AN HR ANALYST I POSITION AND DE-FUNDING THE BENEFITS TECHNICIAN POSITION**

**MOTION: DIRECTOR LIND**

**SECOND: DIRECTOR MCPHERSON**

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

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

Dawn Crummié, Interim CEO/General Manager, reminded the assembly that Michael Tree will be starting on Monday, April 25, 2022, as the new CEO. She thanked everyone for their support in this interim period.

She congratulated the new hires/promotions that have taken place since the last meeting:

Elizabeth Rocha-Rocha  
Mike Montes  
Mariano Bernal  
Amidia Frederick  
Jesse Diaz  
Rene Lopez

Administrative Specialist  
Lead Parts & Materials Clerk  
Provisional IT Project Coordinator  
HR Analyst I  
Parts & Materials Clerk  
Facilities Maintenance Worker II

# Attachment B

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Additional updates included:

- Santa Cruz County Leadership suspended Class #35 when COVID-19 hit and is now continuing the program. She praised the class as a great way to get to know Santa Cruz County. METRO provides the buses for three of the field trips. Because of that, we get to have 2-3 METRO employees attend.
- METRO is setting up a booth today at the METRO Transit Center to hand out information on METRO's participation in Earth Day.
- METRO has a new tenant in our Watsonville Transit Center—Goble Roasting Coffee. They serve iced coffee and coffee beans.
- A Bus Operator class of six begins on April 25, 2022.
- METRO has had one COVID-19 positive case in the last 30 days.
- The mask mandate was lifted as of April 19, 2022. We have changed our signage to “recommended” for riders and requiring it for unvaccinated riders.
- SB957 is moving through the legislature and may be decided prior to the June 24, 2022 Board Meeting, the date chosen to table the issue at the March 25, 2022 Board Meeting. She reiterated that METRO management is opposed to the legislation.

James Sandoval responded to SB957 by saying having Senator John Laird's backing of the bill provided a lot of credibility in the legislature and is getting support from multiple labor organizations.

Several Directors expressed their appreciation to Ms. Crummié for stepping into this role quickly and for everything she has done in the interim and making everything run smoothly.

## 14 ANNOUNCEMENT OF NEXT MEETING

Larry Pageler, Board Chair, announced the next Board of Directors Meeting will be held on Friday, May 20, 2022, at 9:00 AM via teleconference.

## 15 ADJOURNMENT

Larry Pageler, Board Chair, adjourned the meeting at 9:42 AM.

Respectfully submitted,

Donna Bauer  
Executive Assistant



A promotional card for RIDE METRO. The top half is blue with white text: "Dump the Pump. Reduce Emissions. RIDE METRO." Below this is a QR code with the METRO logo. To the right of the QR code, it says "Scan Me to View METRO's Service Schedule" and "scmttd.com". The bottom half of the card features a photograph of a blue bus with "Powered By Natural Gas" written on its side. A small METRO logo is in the bottom left corner of the card.

A promotional card for MEASURE D. The top half is green with the word "MEASURE" in large blue letters and a large "D" next to it. Below this is the website "SCRTTC.org/move" and icons for a car, a bicycle, and a wheelchair. The bottom half of the card is white with the text "Moving Santa Cruz County Forward" in green.



A hand is holding a blue and yellow promotional card. The card features a QR code, a photograph of a bus, and text promoting METRO's service. The text includes "Dump the Pump. Reduce Emissions. RIDE METRO.", "Scan Me to View METRO's Service Schedule", and "scmtd.com". The METRO logo is also visible in the bottom left corner of the card.

Dump the Pump.  
Reduce Emissions.  
**RIDE METRO.**

Scan Me to View  
METRO's  
Service Schedule

scmtd.com

METRO



**DATE:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** Chuck Farmer, Chief Financial Officer  
**SUBJECT:** **ACCEPT AND FILE THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF APRIL 30, 2022**

**I. RECOMMENDED ACTION**

**That the Board of Directors accept and file the Year to Date Monthly Financial Report as of April 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 April 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 April 30, 2022. The fiscal year has elapsed 83%.

Slide 1

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

Slide 2

April 2022 Key Financial Highlights

- Service
  - Fixed Route (inc Hwy 17) Cost per Revenue Service Hour is \$246 vs Budget of \$362
    - 36 canceled trips, all due to no Bus Operators
  - ParaCruz Cost per Trip is \$78 vs Budget of \$105
  - Non-Student/Hwy 17 Passengers is 129,652 vs Budget of 128,915

- Financials
  - Operating Surplus/(Deficit) is favorable \$0.5M driven by higher Passenger Fares of \$0.1M, lower wages of \$0.3M, and fringe of \$0.2M; partially offset by higher OT of \$0.1M
  - Non-Operating Revenues of \$3.4M are \$1.6M favorable vs budget of \$1.7M driven primarily by unbudgeted COVID Relief grants of \$1.4M
- Capital
  - Capital spend of \$22K is \$219K lower than budget of \$241K primarily due to the delay of demo for structures and sinkhole repair as a result of permitting issues
- Personnel
  - 280 Active Personnel vs 321 Funded Personnel
  - 41 Vacancies at end of April, 28 related to Paratransit and Bus Operators
  - Class of four Operators started April 25
  - Recruitment of Lead Custodial Worker has been completed

### Slide 3

(Cover) April 2022, YTD Pre-Close Financials

### Slide 4

April 30, 2022 Monthly Operating Revenue and Expenses

- Operating Revenue, net favorable by \$116K
  - Passenger Fares - favorable by \$20K
  - Special Transit Fares – favorable by \$96K
- Operating Expense, net favorable by \$394K – Favorable wages and fringe driven by shortage of bus drivers and other vacant positions
  - Labor Regular – favorable by \$272K
  - Labor OT – unfavorable by \$105K
  - Fringe Benefits – favorable by \$220K, excludes UAL related costs
  - Non-Personnel – favorable by \$7K, excludes all COVID and Bond payment related costs
- Non-Operating Revenue/(Expense), net favorable by \$249K - Sales tax of \$2.3M is 8% higher than budget
  - Sales Tax/including Measure D – favorable by \$185K

- COVID Related costs – unfavorable by \$11K
- Pension UAL/Bond Payment costs – favorable by \$58K
- All Other Revenues – favorable by \$18K
- Operating Surplus before Transfers of \$759K
- Bus Replacement Fund – higher by \$20K due to increased Measure D sales tax revenues
  - Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax (\$2.2M) and STA-SGR (\$0.8M)
- Operating Surplus of \$740K

#### Slide 5

#### April 30, 2022 YTD Operating Revenue and Expenses

- Operating Revenue, net unfavorable by \$67K
  - Passenger Fares - favorable by \$55K
  - Special Transit Fares – unfavorable by \$122K
- Operating Expense, net favorable by \$2,661K– Favorable wages and fringe driven by shortage of bus drivers and other vacant positions; partially offset by increased OT
  - Labor Regular – favorable by \$2,432K
  - Labor OT – unfavorable by \$1,353K
  - Fringe Benefits – favorable by \$1,573K, excludes UAL related costs
  - Non-Personnel – favorable by \$9K, excludes all COVID and Bond payment related costs
- Operating Surplus of \$2,594K
  - Farebox Recovery – 16.8% vs 15.9% budget
- Non-Operating Revenue/(Expense), net favorable by \$15,414K - \$10.0M in COVID Relief funding driven by \$2.7M in ARPA funding and \$7.3M of the CRRSAA COVID funding, Sales tax of \$26.7M is 18% higher than budget
  - Sales Tax/including Measure D – favorable by \$4,932K
  - COVID Relief Grants – favorable by \$10,031K
  - COVID Related costs – unfavorable by \$160K
  - Pension UAL/Bond Payment costs – favorable by \$579K
  - All Other Revenues – favorable by \$64K

- Operating Surplus before Transfers of \$18,008K
- Bus Replacement Fund – higher by \$633K due to increased Measure D sales tax revenues
  - Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax (\$2.2M) and STA-SGR (\$0.8M)
- Operating Surplus after Transfers – favorable by \$17,375K

#### Slide 6

##### April YTD FY22 Operating Revenue & Expense Actual vs. Budget

- Actuals are \$2.6M favorable to budget – excludes UAL/Bond Payment and COVID related costs
  - Passenger Fares – unfavorable by \$67K, Ridership is still below pre-pandemic levels, but is slowly recovering
  - Labor, Regular – favorable by \$2,432K, due to funded/vacant positions
  - Labor, OT – unfavorable by \$1,353K, increased overtime for Bus Operators
  - Fringe Benefits – favorable by \$1,573K due to retirement and medical insurance savings from funded/vacant positions
  - Non-Personnel – favorable by \$9K

#### Slide 7

##### (Cover) Capital Spending

#### Slide 8

##### April 30, 2022 Capital Budget Spend

Total Capital Projects spending month to date is \$22K against budget of \$241K

- Construction Related Projects – no spending, against budget of \$10K
- IT Projects – no spending, no budget
- Facilities Repair & Improvements – no spending, against budget of \$209K
- Revenue Vehicle Replacement – spending of \$22K, against budget of \$22K
- Revenue Vehicle Electrification Projects – no spending, no budget
- Non-Revenue Vehicle Replacement – no spending, no budget
- Fleet & Maintenance Equipment – no spending, no budget
- Miscellaneous – no spending, no budget

Total Capital Projects spending year to date is \$4,827K against budget of \$5,457K, which is 52.7% of \$9,154K revised/approved annual budget from April 2022

- Construction Related Projects – spending of \$43K against budget of \$42K, which is 20.8% of \$207K annual budget
- IT Projects – spending of \$49K against budget of \$49K, which is 100% of \$49K annual budget
- Facilities Repair & Improvements – spending of \$332K against budget of \$727K, which is 35.6% of \$932K annual budget
- Revenue Vehicle Replacement – spending of \$4,127K against budget of \$4,356K, which is 55.6% of \$7,427K annual budget
- Revenue Vehicle Electrification Projects – spending of \$73K against budget of \$72K, which is 44.2% of \$165K annual budget
- Non-Revenue Vehicle Replacement – spending of \$32K against budget of \$96K, which is 32.0% of \$100K annual budget
- Fleet & Maintenance Equipment – spending of \$48K against budget of \$48K, which is 100% of \$48K annual budget
- Miscellaneous – spending of \$123K against budget of \$67K, which is 54.4% of \$226K annual budget

April spending of \$22K is the lease payment on three buses.

YTD Spending of \$4,827K is behind budget for the fiscal year primarily due to cancelation of AVL/ITS contract, delay of 7 ParaCruz vans due to chip shortages, demo of buildings, and repair of sink hole.

Slide 9

(Cover) Questions?

**IV. STRATEGIC PLAN PRIORITIES ALIGNMENT**

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

**V. FINANCIAL CONSIDERATIONS/IMPACT**

Favorable budget variances in Operating Revenues and Expenses contribute to favorable budget variance in Operating Balance, Year to Date as of April 30, 2022.

**VI. CHANGES FROM COMMITTEE**

Updating of Key Financial Highlights slide with April Service and Personnel info.

**VII. ALTERNATIVES CONSIDERED**

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

**VIII. ATTACHMENTS**

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

Prepared by: Cathy Downes, Sr. Financial Analyst

**IX. APPROVALS**

Chuck Farmer, Chief Financial Officer



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Michael S. Tree, CEO/General Manager



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# **Year to Date Monthly Financial Report as of April 30, 2022**

**Board of Directors**

*May 20, 2022*

**Chuck Farmer, Chief Financial Officer**

# April 2022 Key Financial Highlights

<p>Service</p>	<ul style="list-style-type: none"><li>• Fixed Route (including Hwy 17) Cost per Revenue Service Hour is \$XXX vs Budget of \$362<ul style="list-style-type: none"><li>• XX canceled trips</li></ul></li><li>• ParaCruz Cost per Trip is \$XX vs Budget of \$105</li><li>• Non-Student/Hwy 17 Passengers is XXX vs Budget of 128,915</li></ul>
<p>Financials</p>	<ul style="list-style-type: none"><li>• Total Operating Surplus/(Deficit) is favorable \$0.5M driven by higher Passenger Fares of \$0.1M, lower wages of \$0.3M, and fringe of \$0.2M; partially offset by higher OT of \$0.1M</li><li>• Non-Operating Revenues of \$3.4M are \$1.6M favorable vs budget of \$1.7M driven primarily by unbudgeted COVID Relief grants of \$1.4M</li></ul>
<p>Capital</p>	<ul style="list-style-type: none"><li>• Capital spend of \$22K is \$219K lower than budget of \$241K primarily due to delay of demo of structures and sinkhole repair as a result of permitting issues</li></ul>
<p>Personnel</p>	<ul style="list-style-type: none"><li>• XXX Active Personnel vs 321 Funded Personnel</li><li>• XX Vacancies at end of April, XX related to Paratransit and Bus Operators</li><li>• Class of four Operators started April 25</li></ul>

# **April 2022, Pre-Close Financials**

# April 30, 2022

## Monthly Operating Revenue and Expenses

April 30, 2022

	Actual*	Budget	Fav / (Unfav)
<b>Operating Revenue</b>			
Passenger Fares	\$ 240	\$ 220	\$ 20
Special Transit Fares	536	440	96
<b>Total Operating Revenue</b>	<b>\$ 776</b>	<b>\$ 660</b>	<b>\$ 116</b>
<b>Operating Expense</b>			
Labor - Regular	\$ 1,305	\$ 1,577	\$ 272
Labor - OT	206	101	(105)
Fringe	1,470	1,690	220
Non-Personnel (excludes COVID costs)	824	831	7
<b>Total OpEx</b>	<b>\$ 3,805</b>	<b>\$ 4,199</b>	<b>\$ 394</b>
<b>Operating Surplus/(Deficit)</b>	<b>(\$ 3,029)</b>	<b>(\$ 3,539)</b>	<b>\$ 510</b>
	20.4%	15.7%	4.7%
<b>Non-Operating Revenue/(Expense)</b>			
Sales Tax/including Measure D	\$ 2,340	\$ 2,156	\$ 185
COVID Relief Grants	-	-	-
COVID Related Costs	(21)	(10)	(11)
Pension UAL/Bond Interest Payment	(413)	(471)	58
All Other	80	63	18
<b>Total Non-Operating Revenue/(Expense)</b>	<b>\$ 1,987</b>	<b>\$ 1,737</b>	<b>\$ 249</b>
<b>Operating Surplus/(Deficit) before Transfers</b>	<b>(\$ 1,042)</b>	<b>(\$ 1,802)</b>	<b>\$ 759</b>
<b>Transfers and Other</b>			
Transfers to Bus Replacement Fund	(\$ 196)	(\$ 177)	(\$ 20)
<b>Operating Surplus/(Deficit) after Transfers</b>	<b>(\$ 1,239)</b>	<b>(\$ 1,979)</b>	<b>\$ 740</b>

- Favorable wages and fringe driven by shortage of bus drivers and other vacant positions
- Sales tax of \$2.3M is 8% higher than budget

9.3A.4

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

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

# April 30, 2022

## YTD Operating Revenue and Expenses

YTD as of April 30, 2022

\$ 000's	Actual*	Budget	Fav / (Unfav)
<b>Operating Revenue</b>			
Passenger Fares	\$ 1,910	\$ 1,855	\$ 55
Special Transit Fares	4,774	4,896	( 122)
<b>Total Operating Revenue</b>	<b>\$ 6,683</b>	<b>\$ 6,751</b>	<b>(\$ 67)</b>
<b>Operating Expense</b>			
Labor - Regular	\$ 13,336	\$ 15,768	\$ 2,432
Labor - OT	2,286	933	(1,353)
Fringe	15,512	17,086	1,573
Non-Personnel (excludes COVID costs)	8,578	8,586	9
<b>Total OpEx</b>	<b>\$ 39,712</b>	<b>\$ 42,373</b>	<b>\$ 2,661</b>
<b>Operating Surplus/(Deficit)</b>	<b>(\$ 33,029)</b>	<b>(\$ 35,623)</b>	<b>\$ 2,594</b>
	<i>16.8%</i>	<i>15.9%</i>	<i>0.9%</i>
	<i>Farebox Recovery</i>		
<b>Non-Operating Revenue/(Expense)</b>			
Sales Tax/including Measure D	\$ 26,679	\$ 21,747	\$ 4,932
COVID Relief Grants	10,031	-	10,031
COVID Related Costs	(261)	(101)	(160)
Pension UAL/Bond Interest Payment	(4,130)	(4,709)	579
All Other	616	552	64
<b>Total Non-Operating Revenue/(Expense)</b>	<b>\$ 47,894</b>	<b>\$ 32,481</b>	<b>\$ 15,414</b>
<b>Operating Surplus/(Deficit) before Transfers</b>	<b>\$ 14,866</b>	<b>(\$ 3,142)</b>	<b>\$ 18,008</b>
<b>Transfers and Other</b>			
Transfers to Bus Replacement Fund	(\$ 2,407)	(\$ 1,774)	(\$ 633)
<b>Operating Surplus/(Deficit) after Transfers</b>	<b>\$ 12,459</b>	<b>(\$ 4,917)</b>	<b>\$ 17,375</b>

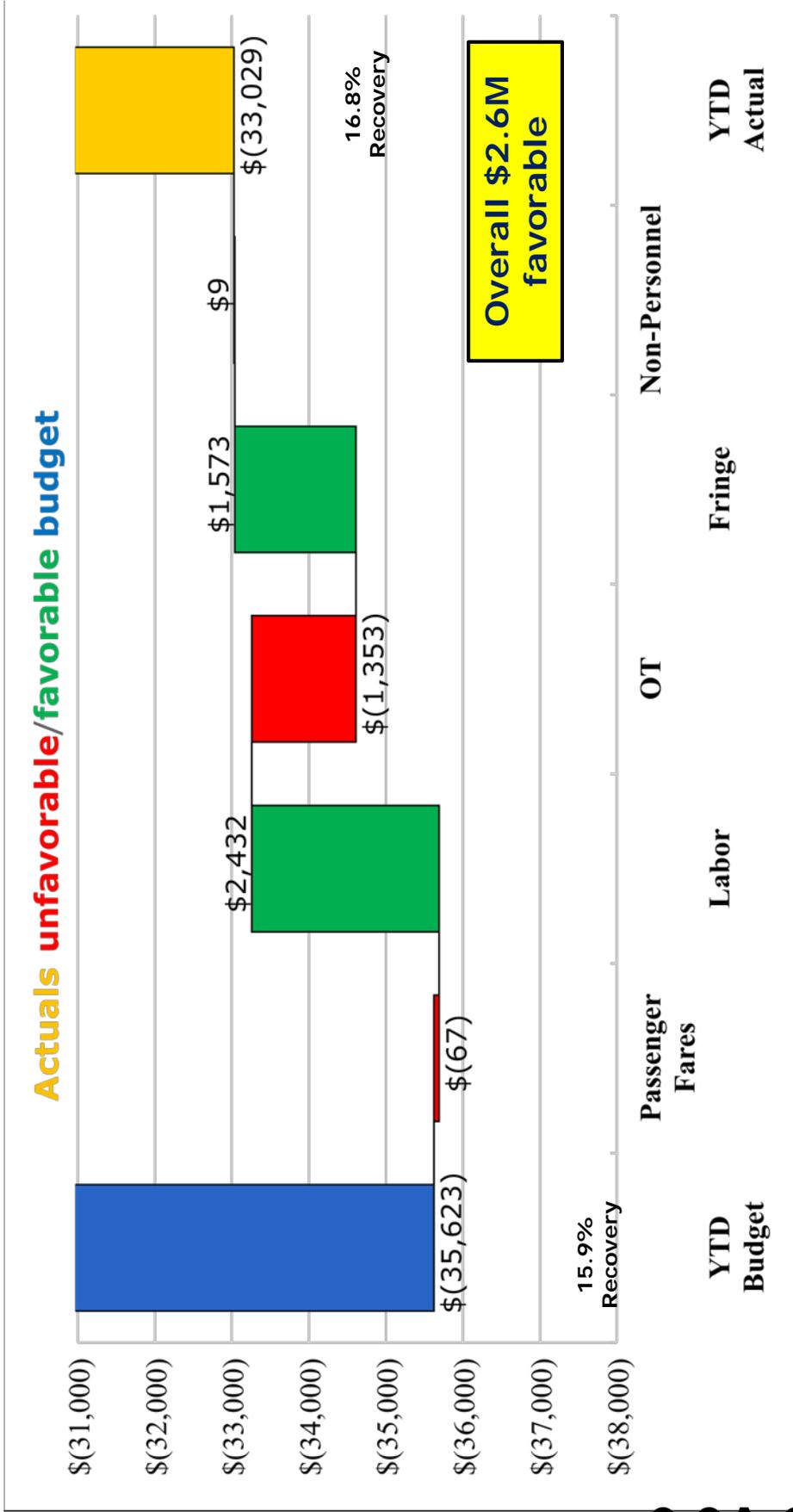
- Favorable wages and fringe driven by shortage of bus drivers and other vacant positions; partially offset by increased OT
- \$10.0M in COVID Relief funding driven by \$2.7M in ARPA funding and \$7.3M of the CRRSAA COVID funding
- Sales tax of \$26.7M is 18% higher than budget

9.3A.5

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

# April YTD FY22 Operating Revenue & Expense Actual\* vs. Budget

\$000's



\* Excludes Transfers

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

# Capital Spending & Project Completion

9.3A.7

# April 30, 2022 Capital Budget Spend

Project Category:	Month to Date		Year to Date		Full Year	
	Actuals*	Budget	Actuals*	Budget	Budget**	% Spend
Construction Related Projects	\$ -	\$ 10	\$ 43	\$ 42	\$ 207	20.8%
IT Projects	-	-	49	49	49	100.0%
Facilities Repair & Improvements	-	209	332	727	932	35.6%
Revenue Vehicle Replacement	22	22	4,127	4,356	7,427	55.6%
Revenue Vehicle Electrification Projects	-	-	73	72	165	44.2%
Non-Revenue Vehicle Replacement	-	-	32	96	100	32.0%
Fleet & Maintenance Equipment	-	-	48	48	48	100.0%
Misc.	-	-	123	67	226	54.4%
<b>Total \$</b>	<b>22 \$</b>	<b>241 \$</b>	<b>\$ 4,827</b>	<b>\$ 5,457</b>	<b>\$ 9,154</b>	<b>52.7%</b>

9.3A.8

- ✓ April spending of \$22K is lease payment on three buses
- ✓ YTD spending of \$4,827K is behind budget for the fiscal year primarily due to cancelation of AVL/ITS contract, delay of 7 ParaCruz vans due to chip shortages, and demo of buildings and repair of sink hole at Golf Club Dr.
- Pre-close financials, subject to adjustments post close
- Revised Budget approved by BoD in April 2022

**Questions?**

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**DATE:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** Kristina Mihaylova, Finance Deputy Director  
**SUBJECT: ACCEPT AND FILE THE YEAR TO DATE KEY PERFORMAMCE INDICATORS (KPI) REPORT FOR THIRD QUARTER AS OF MARCH 31, 2022**

**I. RECOMMENDED ACTION**

**That the Board of Directors accept and file the Year to Date Quarterly KPI Report as of March 31, 2022**

**II. SUMMARY**

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

**III. DISCUSSION/BACKGROUND**

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

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

Financial Performance (Kristina Mihaylova)

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

METRO's Farebox Recovery Ratio for the past two fiscal years and FY22 through Quarter 3 (July 2021 – March 2022) is presented on page 1 of Attachment A and demonstrates the ratio of passenger fares to total operating costs. The Farebox Recovery Ratio is an indication of how much of a transit agency's costs are covered by passenger fares and provides insight to the amount of non-passenger revenue (subsidy) needed to cover costs. Additionally, it allows the agency to compare cost-effectiveness within its own service. The current target for Farebox Recovery is 21%. This target is derived from a 3 year baseline average using FY18 – FY20 data.

Fixed Route + Commuter Cost per Revenue Service Hour (RSH) is presented on page 2 of Attachment A. This depicts the cost per hour of service, which is measured to ensure that transit services are delivered efficiently by effectively tracking and minimizing costs. In Quarter 3 (Q3) of FY22 Cost per RSH is relatively stable with the exception of a slight decrease in March due to an increase in Revenue Service Hours. The current average based off data from FY18 – 20 is \$222 per RSH.

Paracruz Cost per trip is presented on page 2 of Attachment A and depicts the average cost of each Paratransit trip. In Q3 of FY22 costs spiked briefly during January as the result of a decline in Paratransit trips during that month. The following months, February and March, showed a decrease in cost per trip due to a decrease in total expenses and an uptick in the number of trips. The current average based on data from FY18 – 20 is \$79 per Trip.

### Productivity (John Urgo)

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

Currently, all Productivity metrics reflect the plummet in ridership in Q4 of FY20 as a result of the pandemic. As shelter-in-place has ended and Santa Cruz County is opening up again, METRO's ridership is slowly increasing as seen in metrics throughout FY21 and into Q3 of FY22. UCSC and Cabrillo ridership, however, has remained low. It's important to note that while there are significant increases seen in UCSC and Cabrillo ridership in Q3 of FY22 compared to Q3 of FY21, the overall ridership is still significantly lower than the pre-pandemic numbers in Q3 of FY19. Ridership in Q3 of FY22 is down 47% and 80% for UCSC and Cabrillo, respectively, compared to Q3 of FY19.

The Productivity KPIs listed below are discussed in more details on pages 3 to 6 of Attachment A and clearly depict the impact of COVID-19 on transit ridership:

- Total Ridership per Hour for FY20, FY21, and FY22
  - Current Target is 23 passengers per hour

- Total Ridership for FY20, FY21, and FY22
  - Current Target is 380,000 passengers per month
- UCSC Ridership for FY20, FY21, and FY22
  - Current Target is 194,000 passengers per month
- Cabrillo Ridership for FY20, FY21, and FY22
  - Current Target is 23,000 passengers per month
- Highway 17 Ridership for FY20, FY21, and FY22
  - Current Target is 21,000 passengers per month
- Local Ridership for FY20, FY21, and FY22
  - Current Target is 140,000 passengers per month
- FY22 Total Average Passengers per Hour by Route

#### Risk Management & Safety (Curtis Moses)

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

METRO's Traffic Accidents for the past three fiscal years are presented on page 7 of Attachment A. Traffic accidents are tracked by a variety of causes including the location on the street and what kind of object the accident was with.

METRO's Passenger Incidents for the past three fiscal years are presented on page 8 of Attachment A. Passenger Incidents are recorded by what period of the trip the incident occurred, while boarding the bus, while on board the bus, or while descending the bus.

As of Q3 of FY22, METRO's Traffic Accidents involving fixed objects continue to decrease due to retraining and safety communication. METRO's Passenger Incidents are decreasing as well due to increased signage.

- Traffic Accidents for FY21 Q3, FY22 Q2, and FY22 Q3 presented on page 7 of Attachment A
- Traffic Accidents by Year for FY19, FY20, FY21, and FY22 YTD presented on page 7 of Attachment A
  - Current Average is 90 accidents per year
- Passenger Incidents for FY21 Q3, FY22 Q2, and FY22 Q3 presented on page 8 of Attachment A

#### Reliability (Eddie Benson)

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

The Mean Distance between Chargeable Road Calls is a transit industry standard that measures the mechanical reliability of an agency's fleet by tracking the mean distance between bus breakdowns or failures. It is an important measure of the

success of the agency's maintenance department and the investment in newer busses, which are less prone to maintenance issues. Additional definitions, information pertaining to KPIs listed below, as well as implemented steps to improve performance are presented on pages 9, 10, and 11 of Attachment A.

Currently, mean miles between chargeable road calls has been consistent in Q3 of FY22 for Fixed Route (Local) while mean miles have decreased for Highway 17 due to an uptick in road calls during February and March. Year over year, mileage between chargeable road calls has improved due to the fact that mileage is increasing while the number of road calls has remained relatively steady.

For ParaCruz, miles between chargeable road calls had a large decline starting in April of FY20 as a result of the shelter-in-place. The number of miles were reduced nearly in half, while the number of road calls remained the same, resulting in a decrease of mean miles between chargeable road calls in Q4 of FY20 through Q4 of FY21. In Q3 of FY22, ParaCruz mileage between chargeable road calls declined due to an increase in road calls in the quarter.

- Mean Miles Between Chargeable Road Calls for FY20, FY21, and FY22– Fixed Route are presented on page 9 of Attachment A
  - Current Average is 13,000 mean miles between chargeable road calls per month
- Mean Miles Between Chargeable Road Calls for FY20, FY21, and FY22– Highway 17 are presented on page 10 of Attachment A
  - Current Average is 14,500 mean miles between chargeable road calls per month
- Mean Miles Between Chargeable Road Calls for FY20, FY21, and FY22– ParaCruz are presented on page 11 of Attachment A
  - Current Average is 38,000 mean miles between chargeable road calls per month

#### Dependability (Margo Ross)

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

In Q3 of FY22 the cancelled trips were dispersed amongst all regions of service including: UCSC & Westside, Highway 17, Scotts Valley & SLV, Local WV, Cabrillo & S. County, and Live Oak. The majority of cancelled trips were due to staffing shortages.

Since March of FY20 the number of pass-ups has been tracked and recorded. This metric allows METRO to improve service by honing in on the different reasons why pass-ups occur and working on ways to reduce those numbers. Pass-up reasons

vary from excess luggage and no fare, to no mask and full bus. Current pass-ups do not include UCSC data.

The following Cancelled Trips and Pass-ups KPIs are depicted and discussed in more details on pages 12 and 13 of Attachment A, respectively.

- Cancelled Trips by Region for Q3 FY22
- Cancelled Trips by Cause for Q3 FY22
- Cancelled Trips by Year for FY18, Y19, FY20, FY21, and FY22 YTD
  - Current Average is 460 cancelled trips per year
- Pass-ups by Month for March FY20 through March FY22
- Pass-ups by Cause for March FY20 through March FY22

#### Appendix – NTD Peer Comparison

Pages 14 – 18 of Attachment A contain metrics that provide peer data from NTD FY20 to provide insight into METRO’s comparative performance. There are three groups considered in the peer data: California Peers, National Peers, and Paratransit Peers.

- Subsidy Per Passenger – Fixed Route
- Farebox Recovery Ratio – Fixed Route
- Farebox Recovery Ratio – Commuter
- Farebox Recovery Ratio – Paratransit
- Cost per Revenue Hour – Fixed Route
- Cost per Revenue Hour – Commuter
- Cost per Trip – Paratransit
- CA Peers – Ridership Pre, During, and Recovering from COVID-19 from FY19 Q3 – FY22 Q2

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

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

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

None.

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

None.

## **VII. ALTERNATIVES CONSIDERED**

- There are no alternatives to consider, as this is an accept and file KPI Report as of March 31, 2022

## **VIII. ATTACHMENTS**

**Attachment A:** KPI Report as of March 31, 2022

**Attachment B:** KPI Presentation as of March 31, 2022

Prepared by: Caitlin Nelson, Financial Analyst

**IX. APPROVALS**

Approved as to fiscal impact:  
Chuck Farmer, CFO

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

Michael Tree, CEO/General Manager

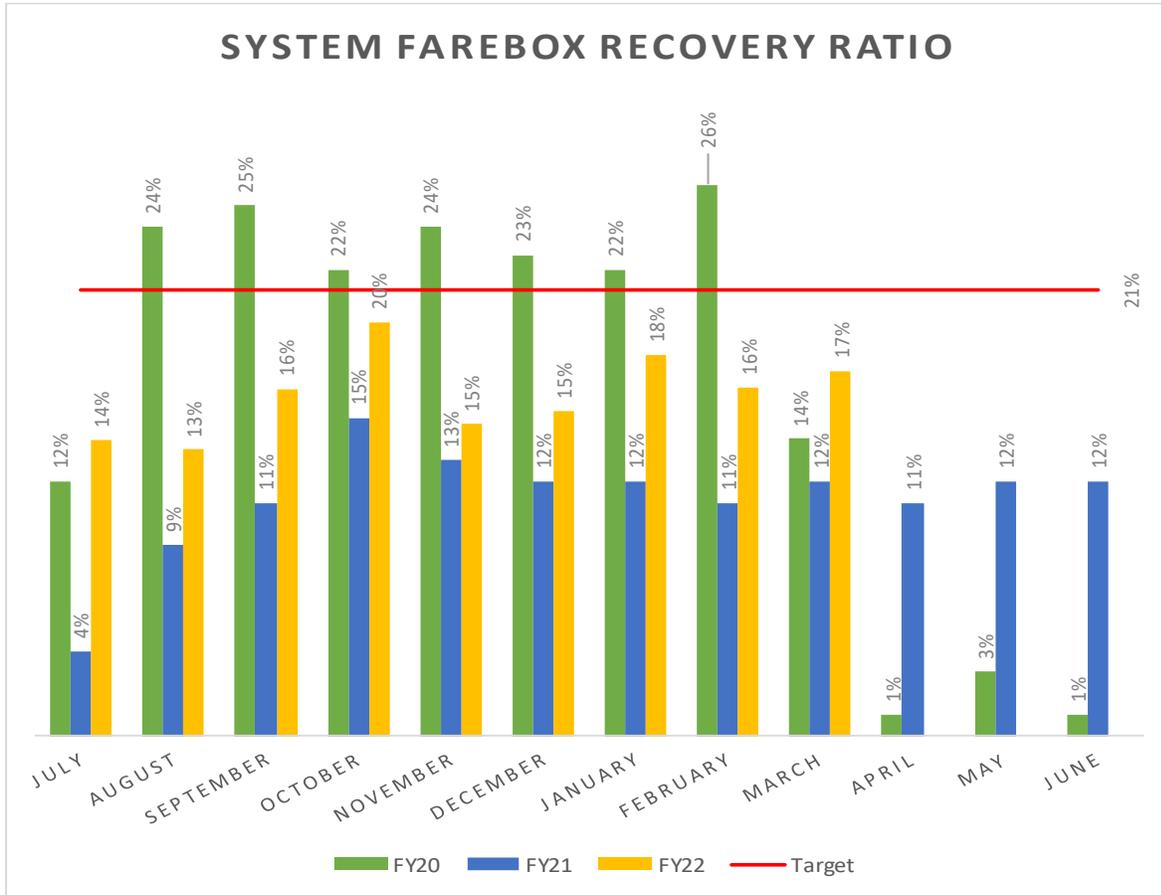
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# Attachment A

## KPI Report as of March 31, 2022

### I. Financial Performance

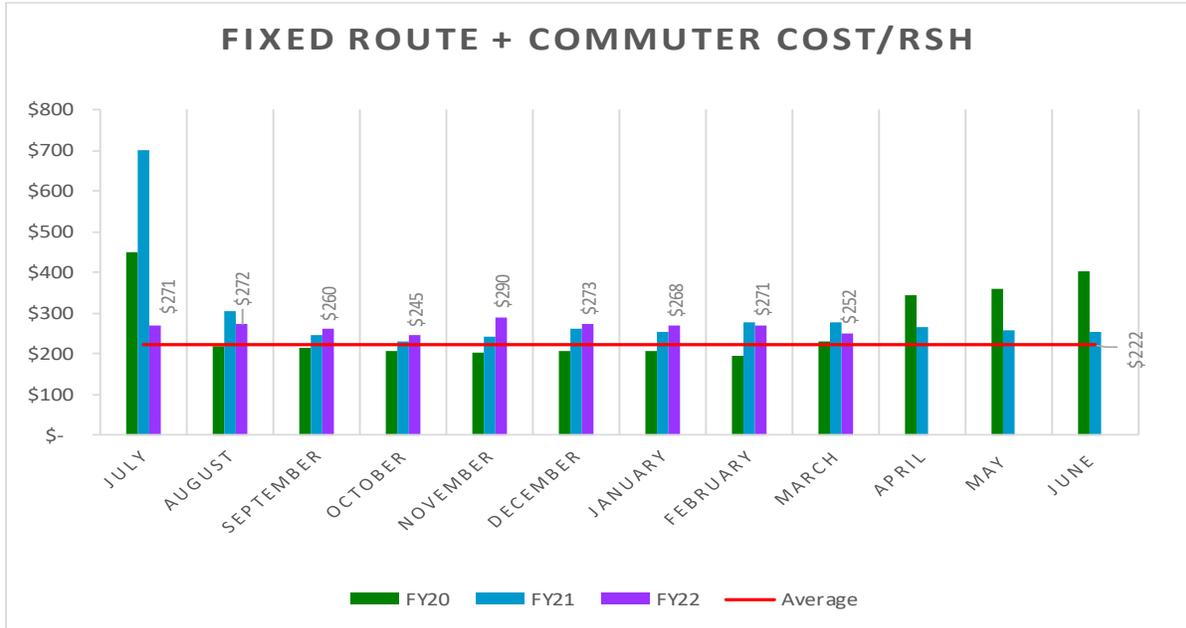


Above we have Santa Cruz METRO’s System Farebox Recovery Ratio over the past three fiscal years. Our Farebox Recovery Ratio demonstrates the ratio of passenger fares to total operating costs. The Farebox Recovery Ratio is an indication of how much of a transit agency’s costs are covered by passenger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

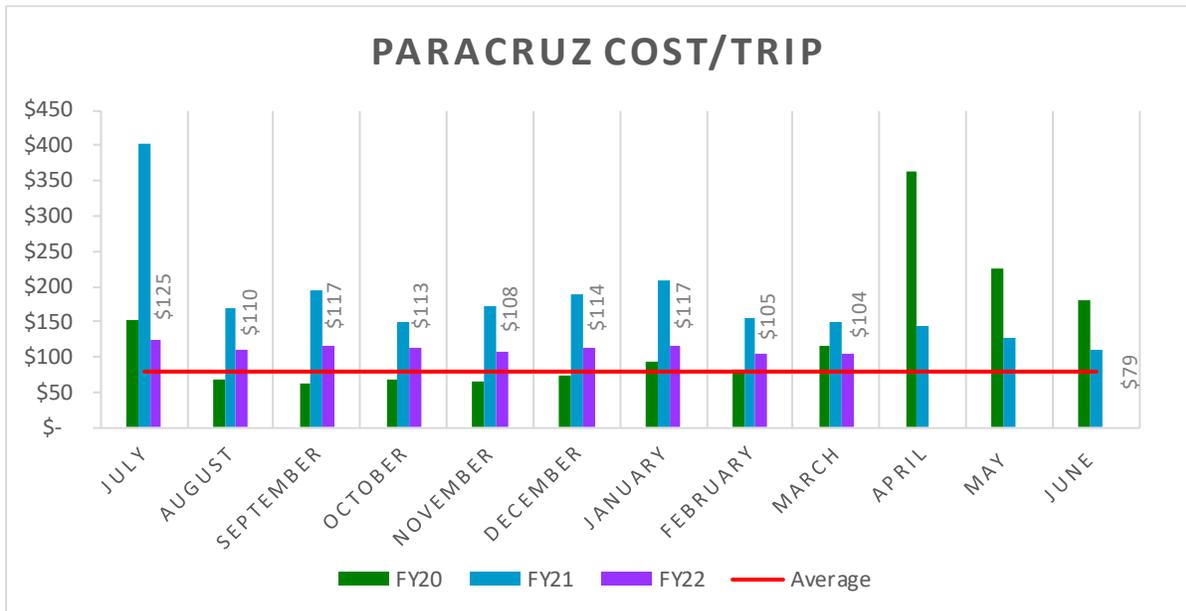
In Q3 FY22 Farebox Recovery peaked at 18% in January primarily due to a quarterly contract payment from Cabrillo, boosting revenue for the month (seen in October as well). The average ratio in Q3 FY22 of 17% remains below the 22% pre- pandemic average in Q3 FY19. The current target for Farebox Recovery is 21%. This target is derived from a 3 year baseline average using FY18 – 20 data.

# Attachment A

## KPI Report as of March 31, 2022



Above is Santa Cruz METRO’s Fixed Route and Commuter Cost/Revenue Service Hours (RSH). The cost per RSH shows the cost per hour of service. In Q3 FY22, Cost per RSH held steady in January and February but decreased in March. This decrease is due to the increase in Revenue Service Hours since expenses only had mild fluctuations. The current average based off data from FY18 – 20 for Fixed Route & Commuter Cost per RSH is \$222.



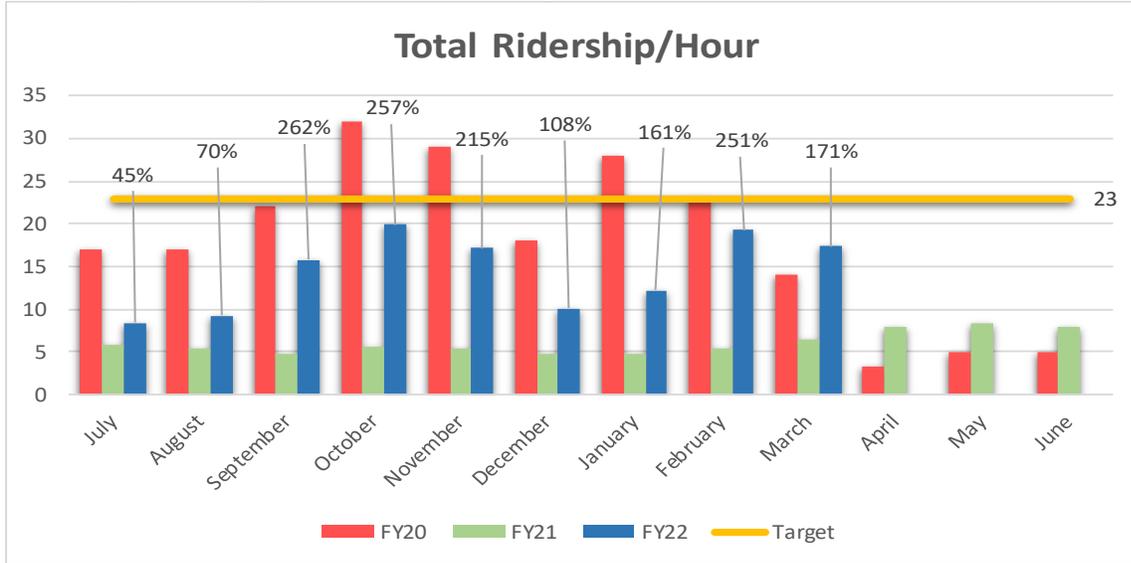
Above is ParaCruz’s cost per trip. In Q3 FY22, cost per trip spiked to \$117 in January as the result of a sharp decline in trips during the month which is attributed to a seasonal trend. Cost per trip decreased to \$105 and \$104 in February and March, respectively, from a combination of a decrease in total expenses (February) then a significant uptick in the number of trips (March). The current average based on data from FY18 – 20 for ParaCruz cost per trip is \$79.

# Attachment A

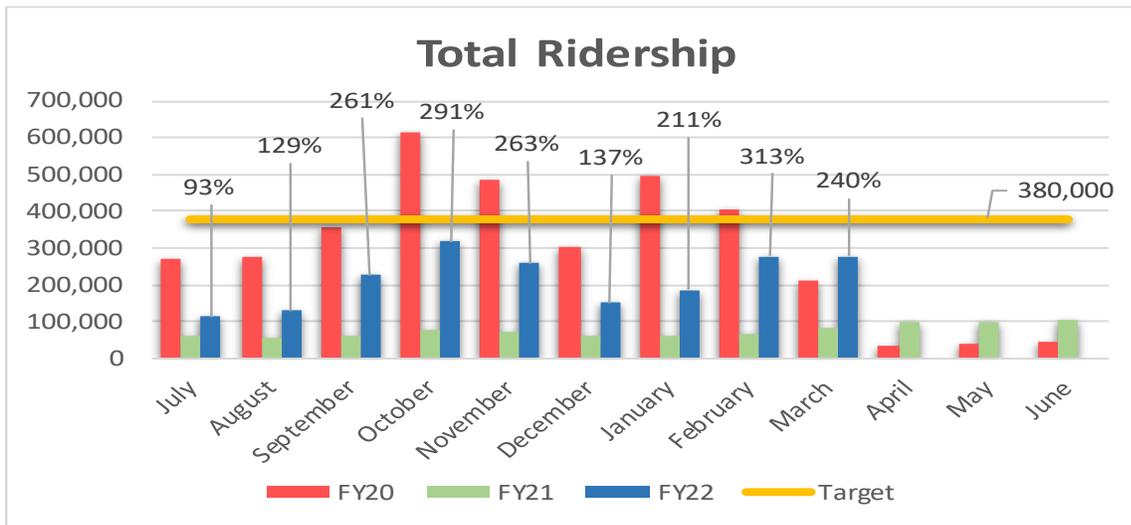
## KPI Report as of March 31, 2022

### II. Productivity

The following graphs depict Total Ridership, both overall and per hour. While ridership numbers have increased in Q3 of FY22 compared to Q3 of FY21, ridership is still down approximately 45% compared to Q3 of FY19, before the pandemic.



In Q3 FY22 ridership fell in January then picked back up again in February and March. This pattern reflects the rise of the COVID-19 Omicron variant which was rampant after the Holidays. The current target is 23 passengers per hour, based on a 3 year average from FY18 – 20.

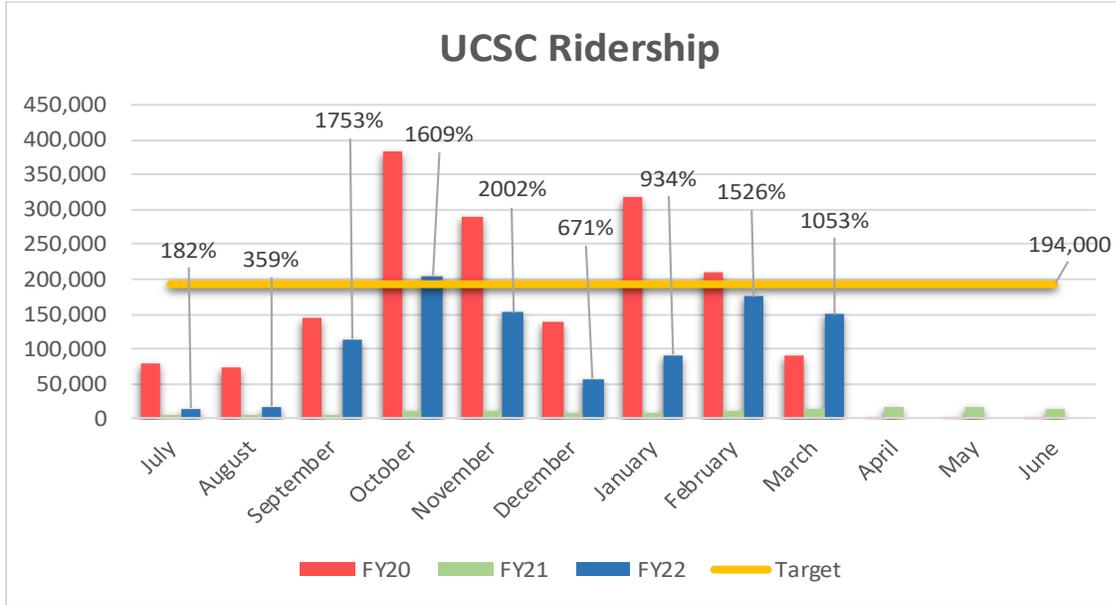


The graph above depicts METRO’s total ridership per month. Again, in Q3 FY22 ridership fell in January then picked up in February and March. The current target for annual ridership is 4,546,321, approximated at 380,000 per month. This target is based on a 3 year average from FY18 – 20.

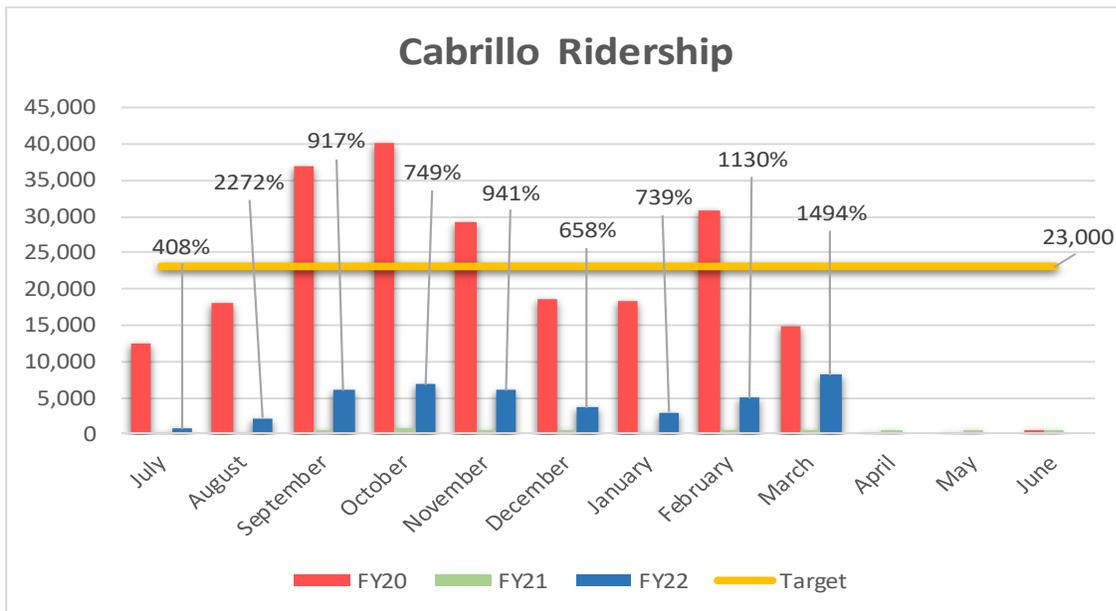
# Attachment A

## KPI Report as of March 31, 2022

The next four graphs breakdown the different areas of Santa Cruz METRO’s Ridership: UCSC, Cabrillo, Highway 17, and all other non-student, Local patrons.



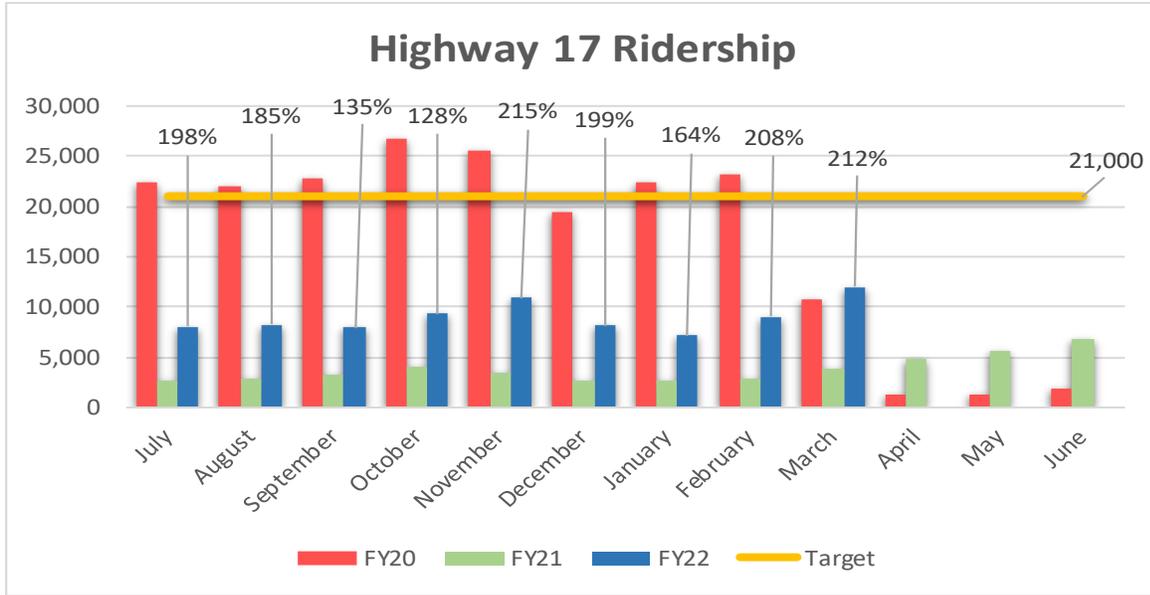
In Q3 FY21 UCSC ridership averaged around 11,000/month and in Q3 FY22 it’s an average of 138,000/month. Ridership is still down 47% compared to Q3 FY19, pre-pandemic. The current monthly target for UCSC ridership is 194,000 based on a 3 year average from FY18 – 20.



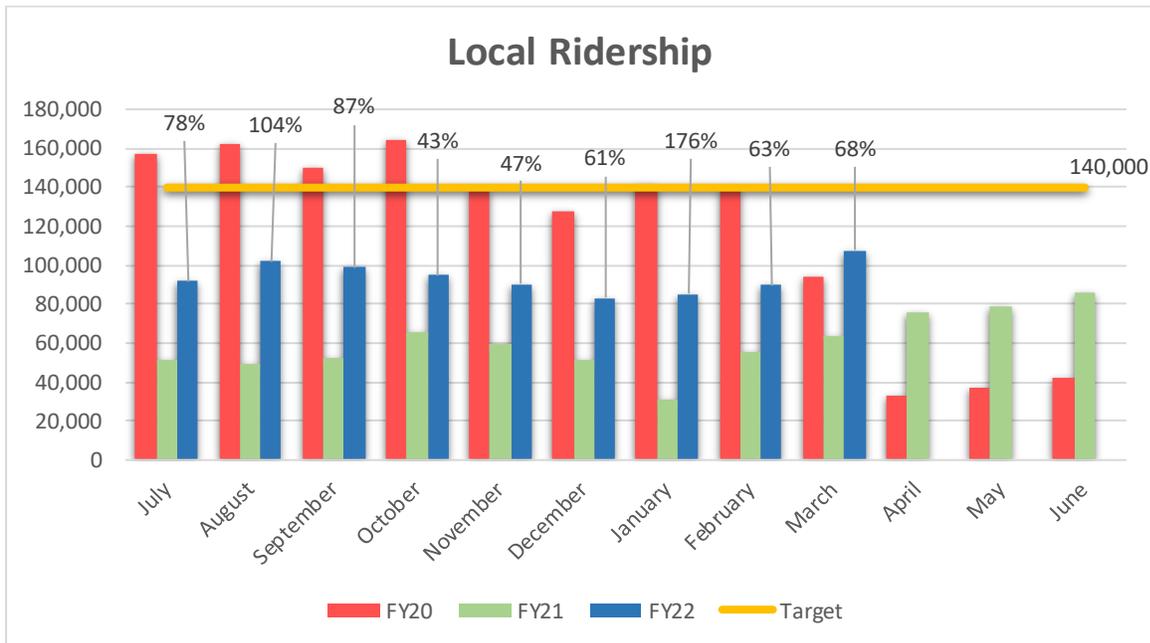
In Q3 FY21 Cabrillo ridership averaged around 400/month and in Q3 FY22 ridership averaged 5,000/month. Ridership is still down 80% compared to Q3 FY19, pre-pandemic. The current monthly target for Cabrillo ridership is 23,000 based on a 3 year average from FY18 – 20.

# Attachment A

## KPI Report as of March 31, 2022



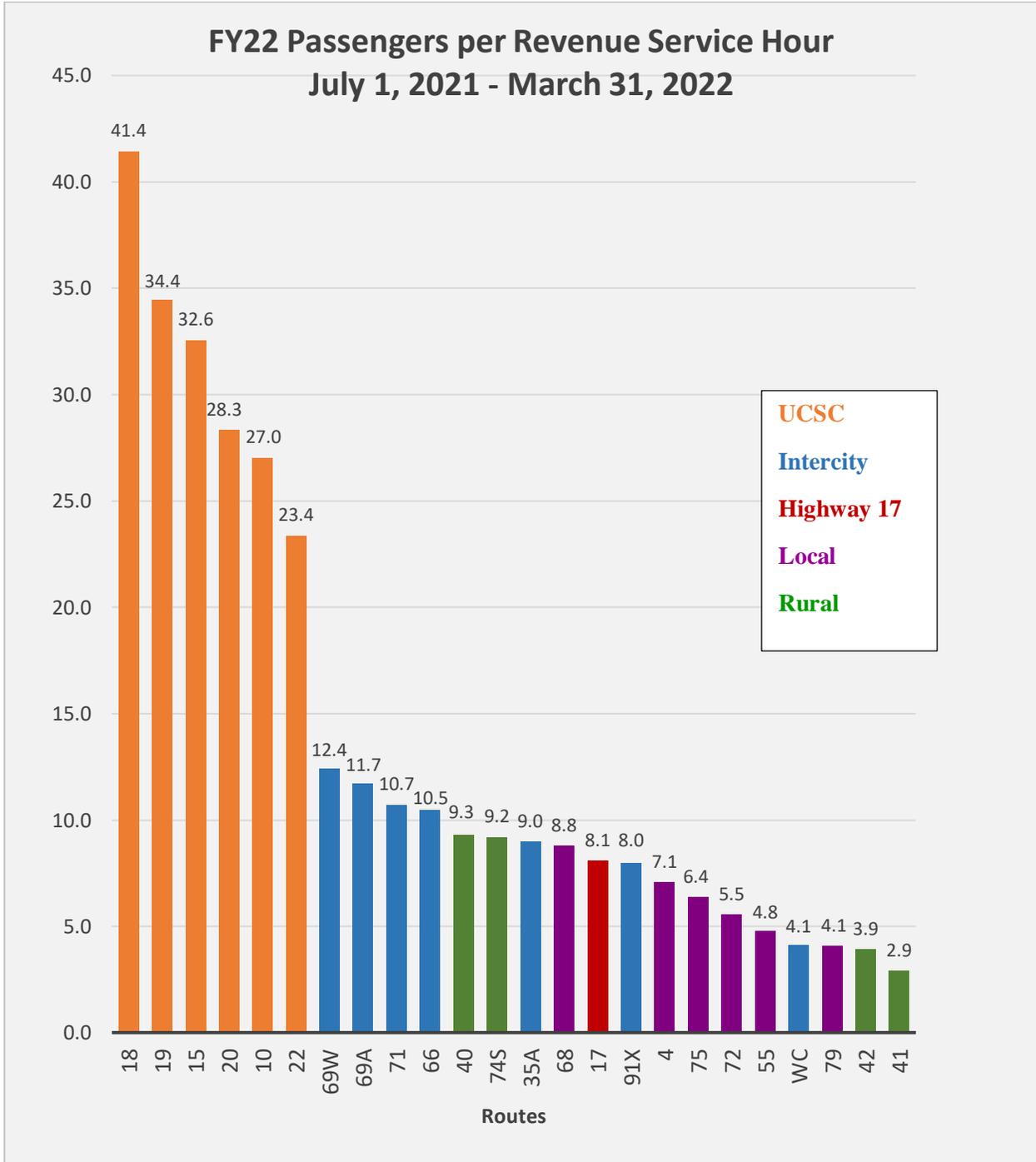
Highway 17 ridership has maintained a steady increase into Q3 FY22, rising from a dip in January and peaking in March. While Highway 17 ridership is up compared to FY21, ridership is still approximately 60% down compared to Q3 FY19, pre-pandemic. The current target for Highway 17 ridership is 21,000 based on a 3 year average from FY18 – 20.



Local ridership has remained steady throughout FY22, into Q3. There was a small decline in January with the Omicron surge, then climbed up again in February and March. Ridership is still down 31% compared to Q3 FY19, pre-pandemic. The current target for local ridership is 140,000 based on a 3 year average from FY18 – 20.

# Attachment A

## KPI Report as of March 31, 2022

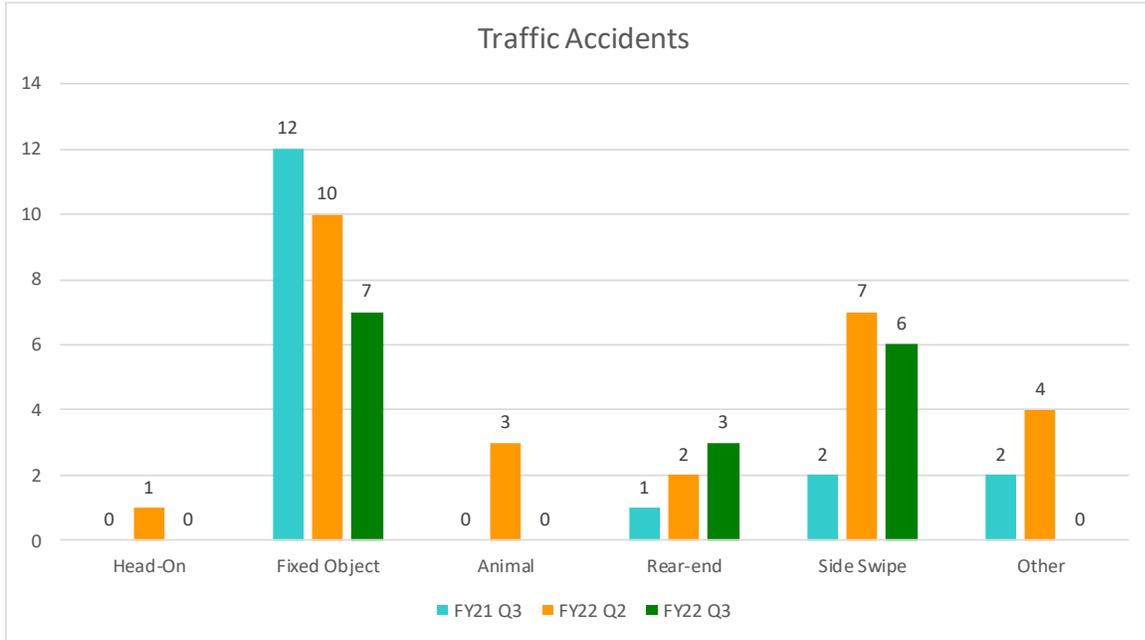


Above is the total annual average Passengers per Hour displayed by Route. This shows the productivity of each route as measured by passengers per hour. This ratio levels the playing field for Santa Cruz METRO’s smaller local and rural routes which do not have as many service hours compared to the larger, high-volume routes (generally UCSC and intercity). UCSC resumed in person classes again in FY22. As a result, UCSC routes have a higher number of passengers per RSH through Q3 FY22. This is in contrast to FY21 when intercity routes had the highest numbers of passengers per RSH.

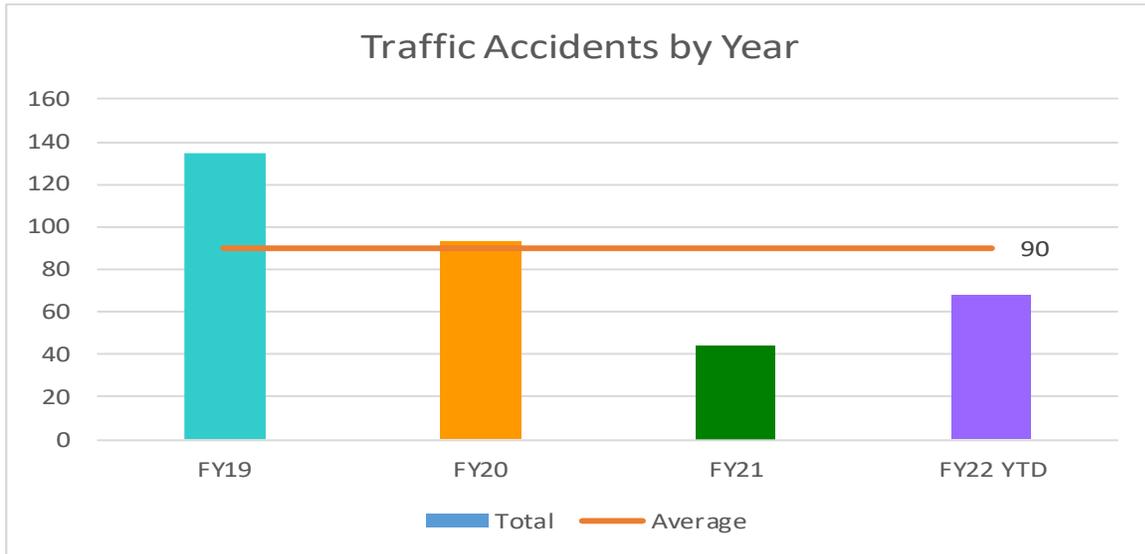
# Attachment A

## KPI Report as of March 31, 2022

### III. Risk Management & Safety



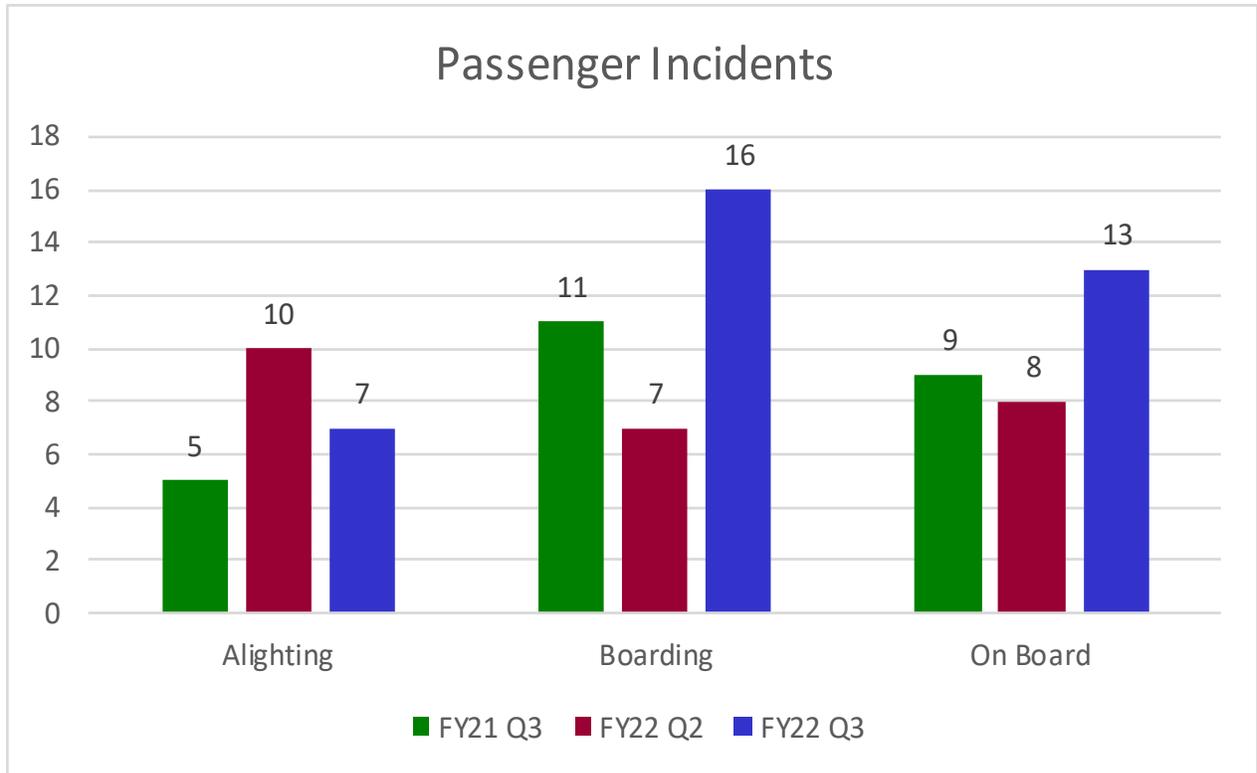
Traffic Collisions are broken down into different categories: head-on, rear-end, side swipe, with fixed objects, with animals, and other. As of Q3 FY22 fixed objects continue to decrease due to retraining and safety communication. ParaCruz chargeability incidents remain low.



The current average of Traffic Accidents over the past 3 Fiscal Years is 90. This metric demonstrates the volume of accidents/incidents before the pandemic, at the height of the pandemic, and in the recovery phase. As service has increased in FY22 Traffic Accidents have risen but are still below the 3 year average.

# Attachment A

## KPI Report as of March 31, 2022



Passenger Incidents are accidents with METRO passengers either while alighting (descending) a bus, boarding a bus, or on board a bus.

The safety department reviews camera footage to gather data for any reported incident. As of Q3 FY22, the 1900 series buses had two incidents of passengers boarding and fell. Missing signage was discovered.

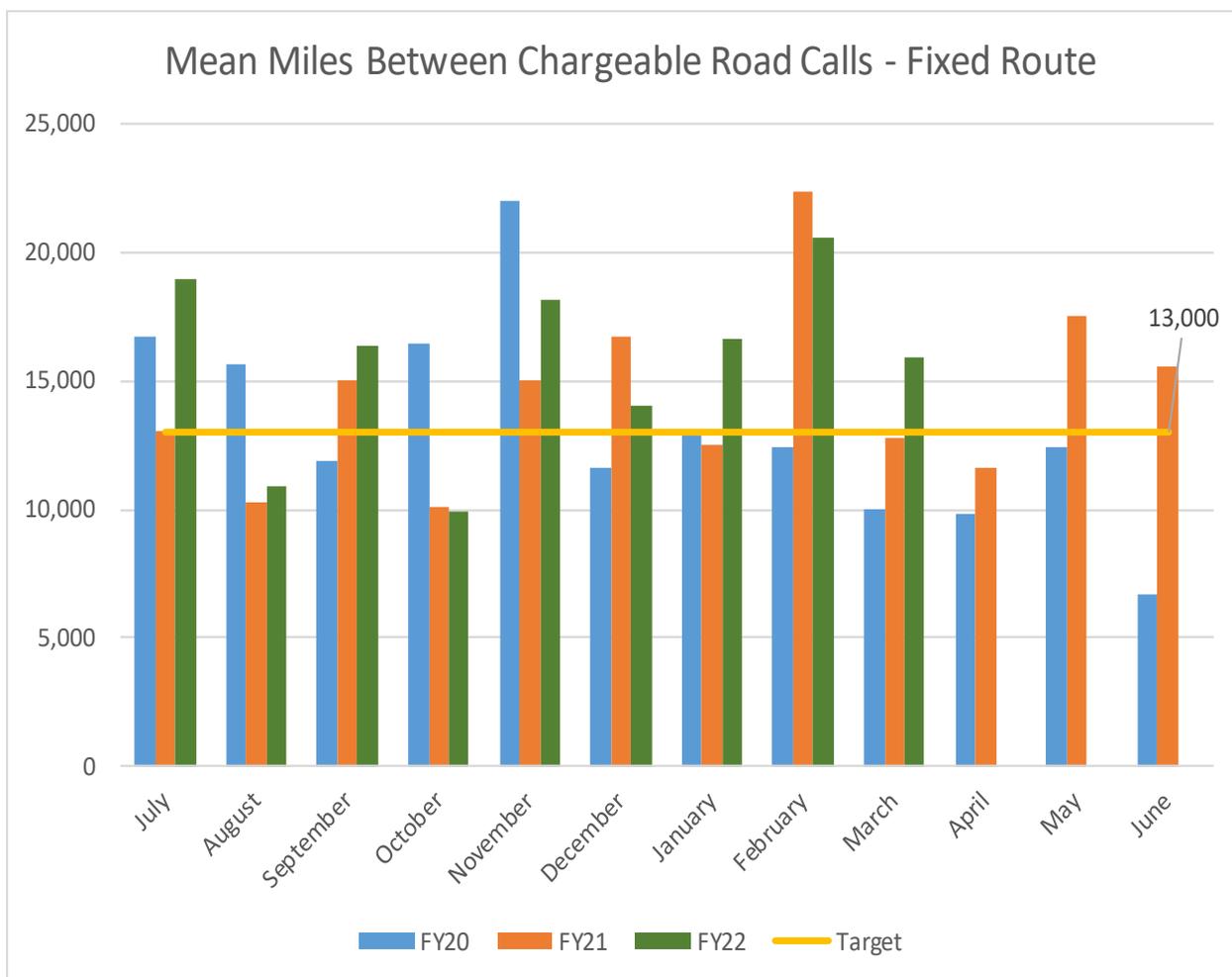
# Attachment A

## KPI Report as of March 31, 2022

### IV. Reliability

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

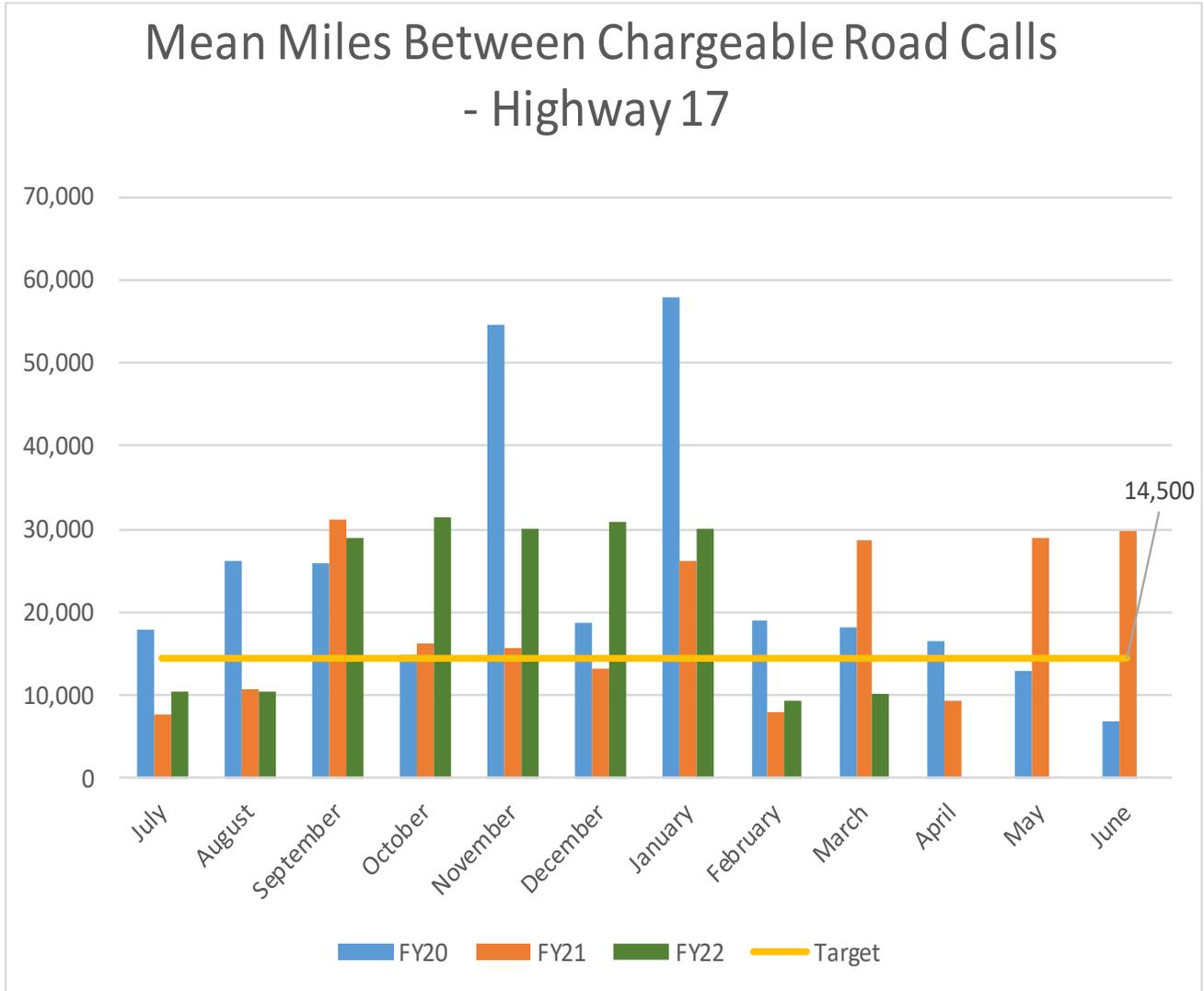
The mileage depicted is how many miles were run for the month divided by the number of Chargeable road calls in the month. This is an indicator of several things, including Santa Cruz METRO’s maintenance program, age of fleet, state of good repair, and fleet failures.



Above is the metric for mean miles between chargeable road calls for METRO’s Fixed Route (Local). Mileage is increasing while road calls vary by 1 or 2. Chargeable road calls in FY22 Q3 are 12, 9, and 13 for January, February, and March, respectively. The current target is 13,000 and is based off a 3 year average from FY19 - 21.

# Attachment A

## KPI Report as of March 31, 2022

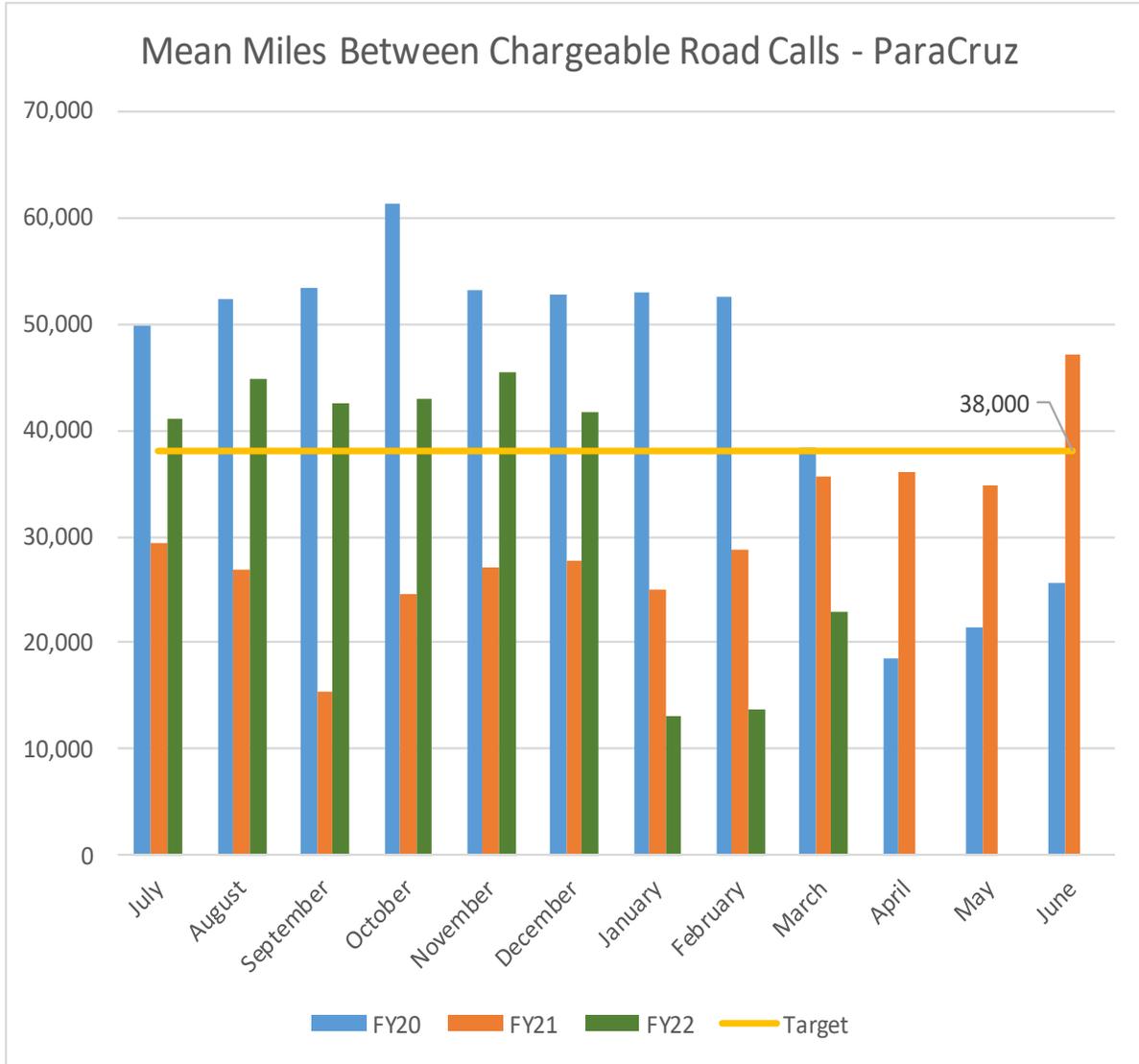


Above is the metric for mean miles between chargeable road calls for METRO’s Highway 17 commuter route. Commuter buses tend to perform better due to more highway miles and fewer stops. Additionally, the newer fleet has less wear and tear which contributes to improved performance.

In Q3 FY22, there was 1 chargeable road call in January, 3 in February, and 3 in March for Highway 17. The increased road calls in February and March lead to decreased mean miles in those months, as seen in the metric. The current target is 14,500 and is based off a 3 year average from FY19 - 21.

# Attachment A

## KPI Report as of March 31, 2022



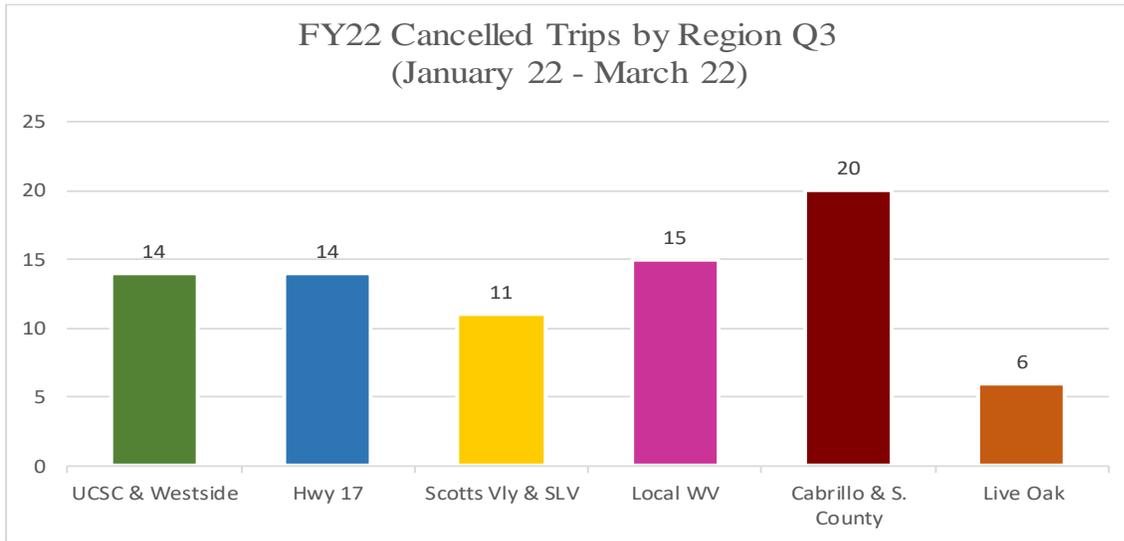
Above is the metric for mean miles between chargeable road calls for METRO’s ParaCruz vehicles. In Q3 FY22, Paracruz road calls are: 2 in January, 3 in February, and 2 in March. ParaCruz mileage fell in January and so did mean miles between chargeable calls. Increased chargeable road calls this quarter, decreased miles overall.

The current target is 38,000 and is based off an adjusted 3 year average from FY19 – 21. Since ParaCruz mileage has decreased in the pandemic recovery phase, the target for mean miles in this mode must be adjusted to reflect the decrease in overall miles.

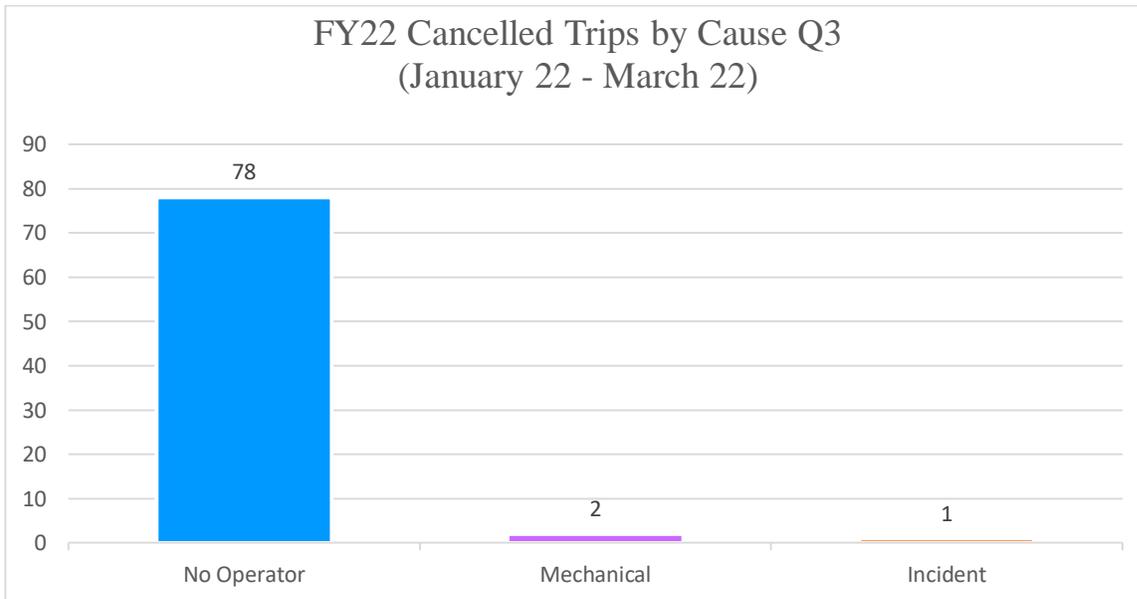
# Attachment A

## KPI Report as of March 31, 2022

### V. Dependability



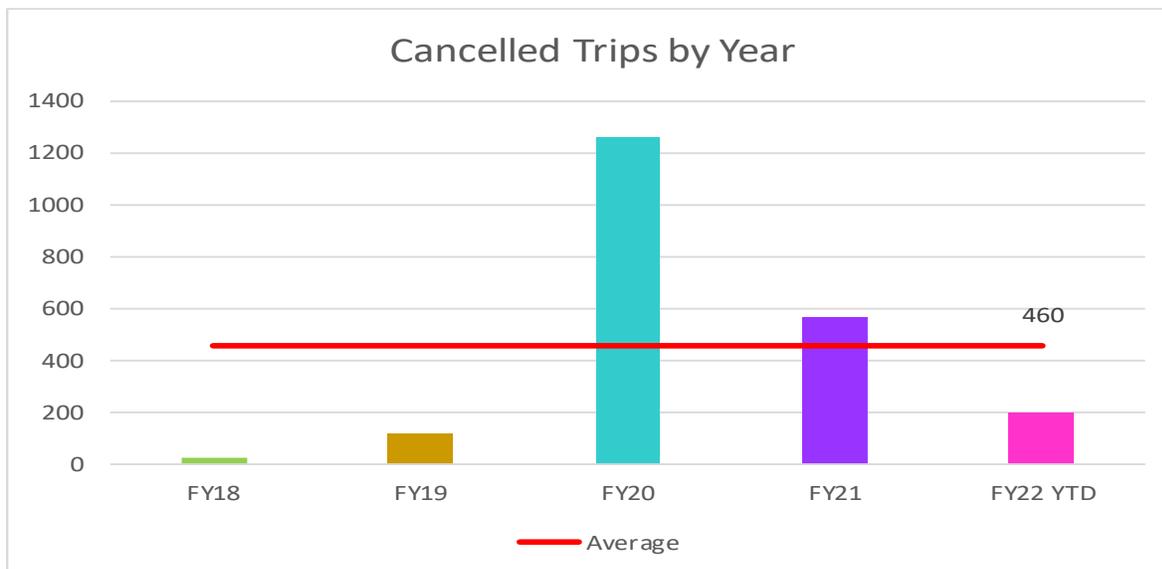
Above are METRO’s cancelled trips separated into regions: UCSC & Westside, Highway 17, Scotts Valley & San Lorenzo Valley, Local WV, Cabrillo & South County, and Live Oak. In Q3 of FY22 there were 7 cancelled trips in January, 25 cancelled trips in February, and 48 cancelled trips in March.



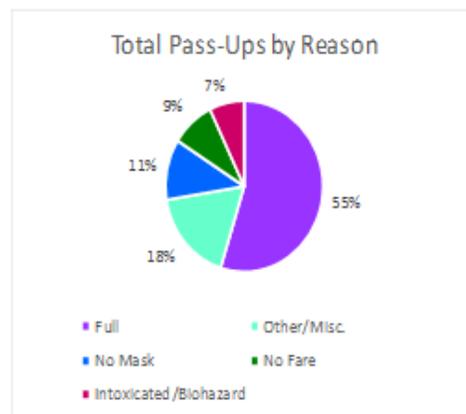
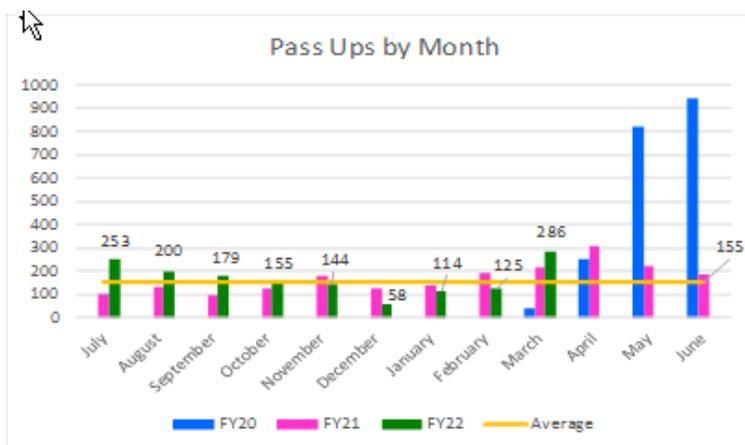
Above are Santa Cruz METRO’s cancelled trips by different causes. In Q3 of FY22 there were 7 cancelled trips in January, 25 cancelled trips in February, and 48 cancelled trips in March. 98% of these cancellations were due to “No Operator”.

# Attachment A

## KPI Report as of March 31, 2022



The current 3 year average for cancelled trips is 460. This number is driven upwards by the spikes in FY20 and FY21 from COVID



Above are graphs for pass-ups in two ways: on a monthly basis and by reason. Pass-ups are an imperative metric that allows METRO to reflect upon ways to enhance our service. The effects of COVID-19 are displayed in April, May, and June of FY20 as the number of pass-ups due to a limited bus capacity dramatically increased. This was primarily due to reduced bus capacity to comply with social distancing and fewer trips. As passenger capacity per bus increased, pass-ups declined.

Pass ups declined throughout FY21 but have been increasing in Q3 FY22, specifically in March where there is a spike. As ridership increases, pass ups have increased; over 50% of pass ups are caused by full bus capacity. The current baseline average for pass-ups is 155. The current metric does not include pass-ups for UCSC.

# Attachment A

## KPI Report as of March 31, 2022

### VI. Appendix

The following metrics will provide peer data from NTD FY20 to demonstrate how SCMTD compares to other transit agencies. There are three groups considered in the peer data: California Peers, National Peers, and Paratransit Peers.

\*Cost of Living (COL) scores are presented in relation to the national average of 100. If a city's COL is below 100, it's cheaper than the national average, if it's over 100, it's more expensive than the national average; ex. a COL index of 130 means it costs 30% more to live there compared to the national average. The data presented below for average cost of living is from 2022.

#### California Peers:

Agency Name	Location	Service Area	Population	Avg Cost of Living*
<b>Santa Cruz Metropolitan Transit District (SCMTD)</b>	<b>Santa Cruz, CA</b>	<b>446 SQ Miles</b>	<b>274,146</b>	<b>203.5</b>
Central Contra Costa Transit Authority (CCCTA)	Concord, CA	143 SQ Miles	540,067	144.4
Gold Coast Transit (GCT)	Oxnard, CA	84 SQ Miles	367,260	139.6
Golden Empire Transit District (GET)	Bakersfield, CA	111 SQ Miles	500,977	103.4
Monterey/Salinas Transit (MST)	Monterey, CA	294 SQ Miles	434,061	174.9
San Joaquin Regional Transit District (SJ RTD)	Stockton, CA	1,426 SQ Miles	772,050	115.6
Santa Barbara Metropolitan Transit (SB MTD)	Santa Barbara, CA	52 SQ Miles	199,668	217.9

#### National Peers:

Agency Name	Location	Service Area	Population	Avg. Cost of Living*
Ann Arbor Transportation Authority (AATA)	Ann Arbor, MI	707 SQ Miles	847,929	110.7
Champaign/Urbana Mass Transit District (CU MTD)	Champaign, IL	41 SQ Miles	139,524	77.7
Intercity Transit (IT)	Olympia, WA	101 SQ Miles	192,400	111.9
Metro Regional Transit Authority (METRO RTA)	Akron, OH	420 SQ Miles	541,013	68.9

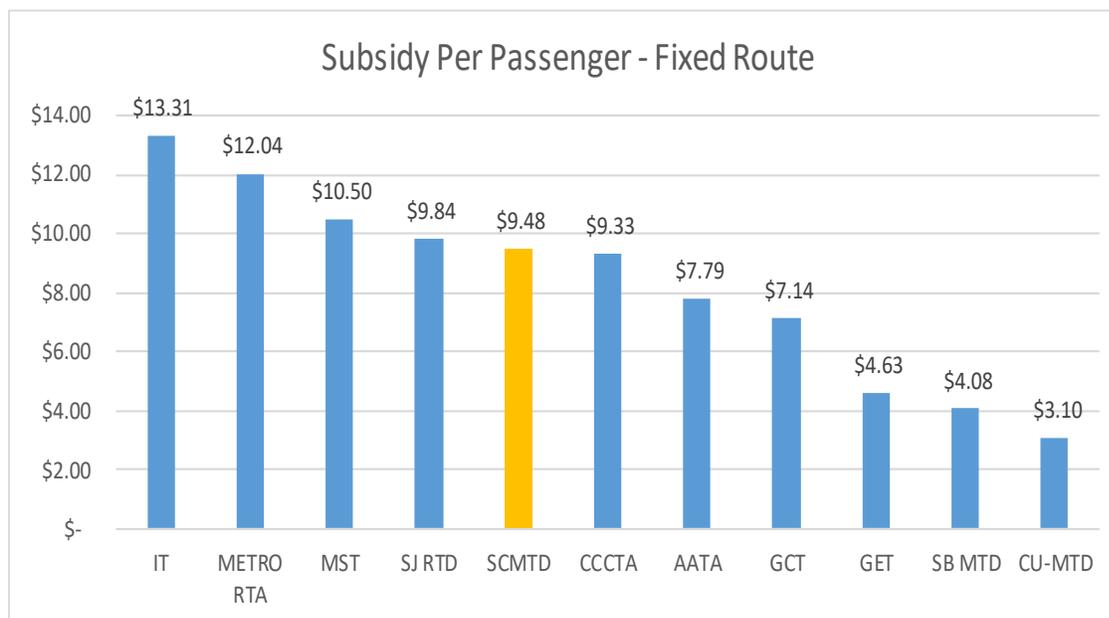
# Attachment A

## KPI Report as of March 31, 2022

### Paratransit Peers:

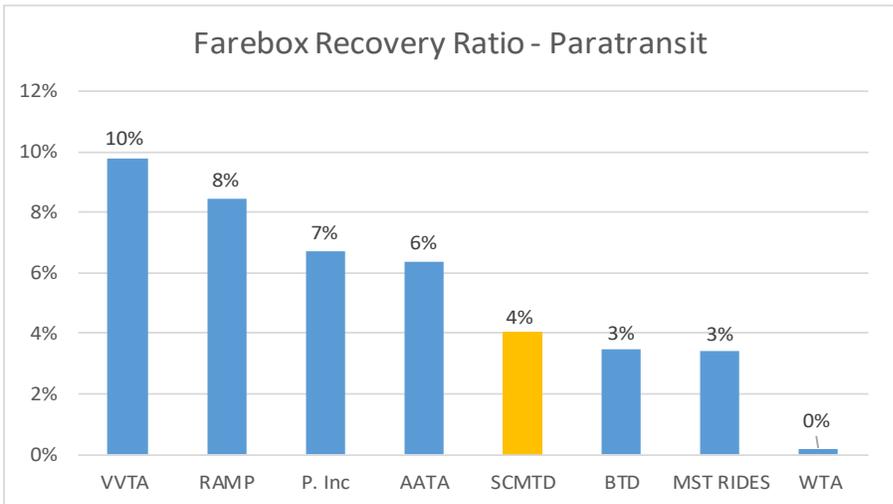
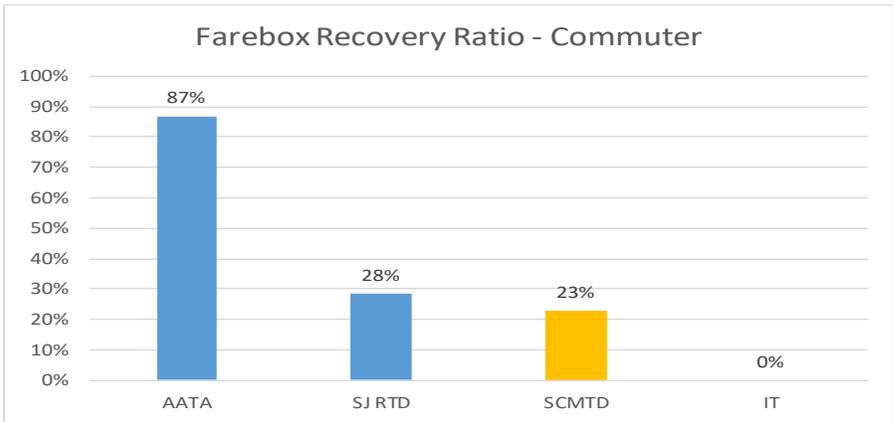
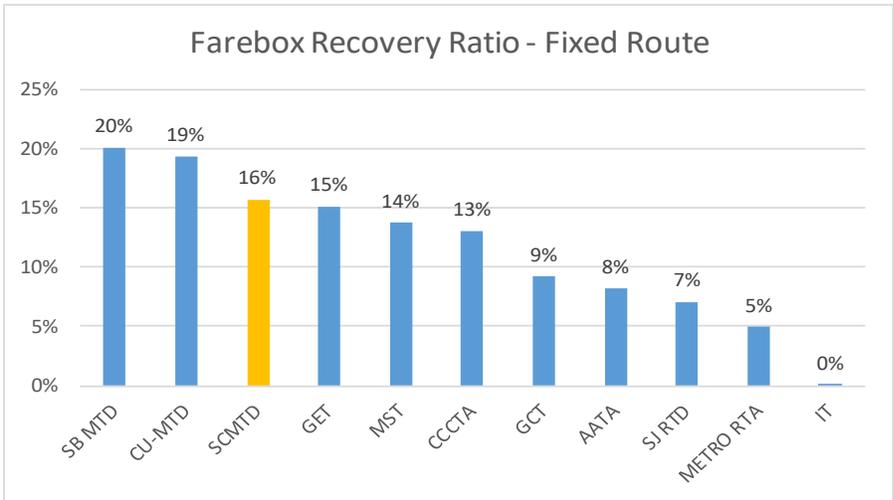
Agency Name	Location	Service Area	Population	Avg. Cost of Living*
Monterey/Salinas Transit (MST)	Monterey, CA	294 SQ Miles	434,061	174.9
Paratransit Inc.	Sacramento, CA	193 SQ Miles	974,784	121.6
Victor Valley Transit Authority (VVTA)	Victor Valley, CA	327 SQ Miles	344,288	109
Ann Arbor Transportation Authority (AATA)	Ann Arbor, MI	707 SQ Miles	847,929	110.7
Brazos Transit District (BTD)	Bryan, TX	74 SQ Miles	132,500	80.7
Transit Authority of Northern Kentucky (RAMP)	Fort Wright, KY	267 SQ Miles	278,653	94
Whatcom Transportation Authority (WTA)	Bellingham, WA	776 SQ Miles	227,801	123.2

### Peer Comparison Metrics:



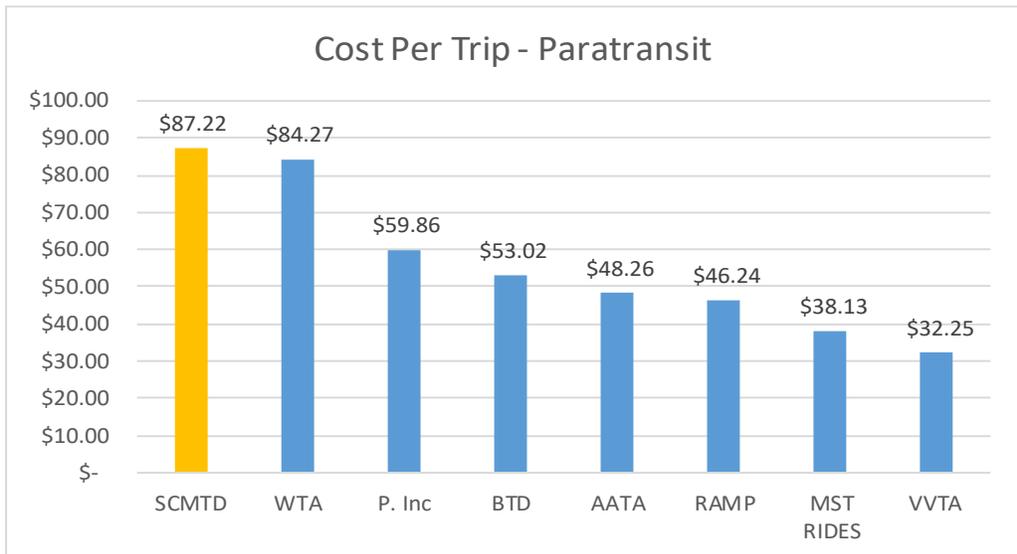
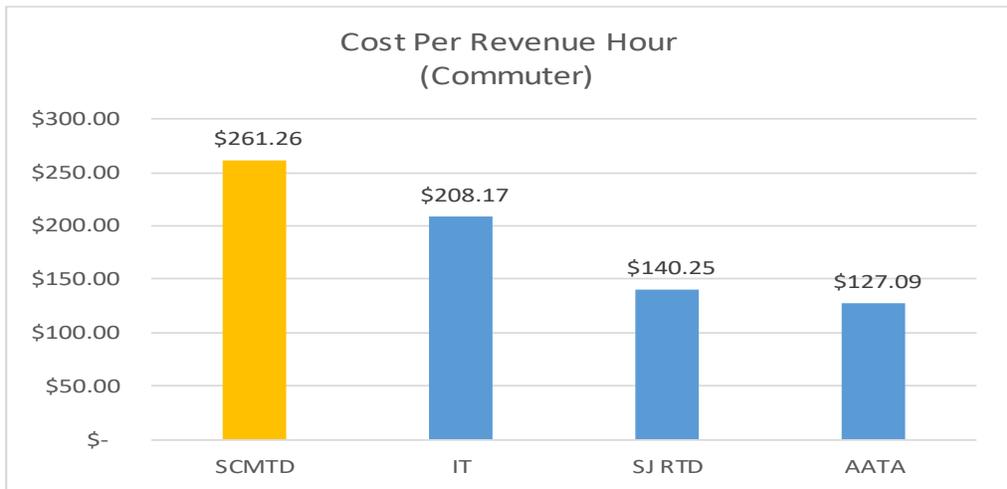
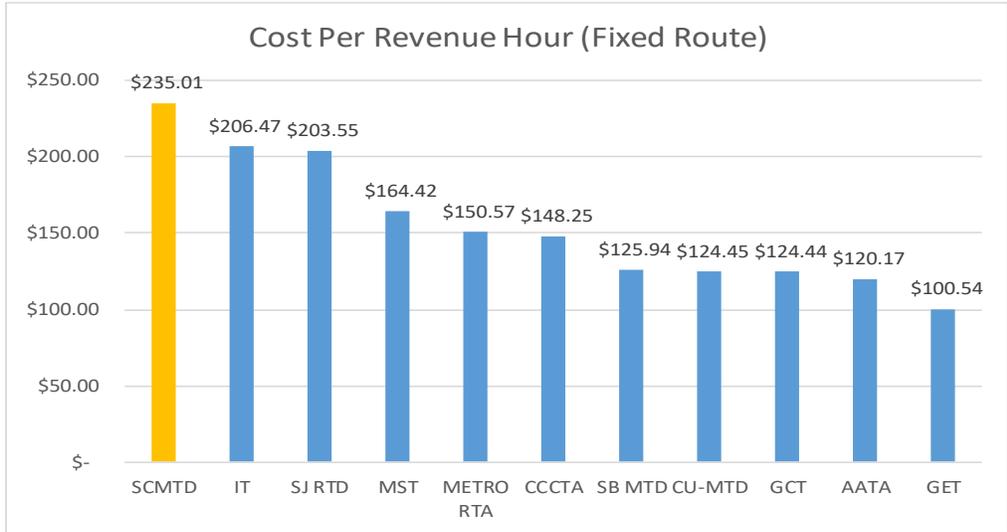
# Attachment A

## KPI Report as of March 31, 2022



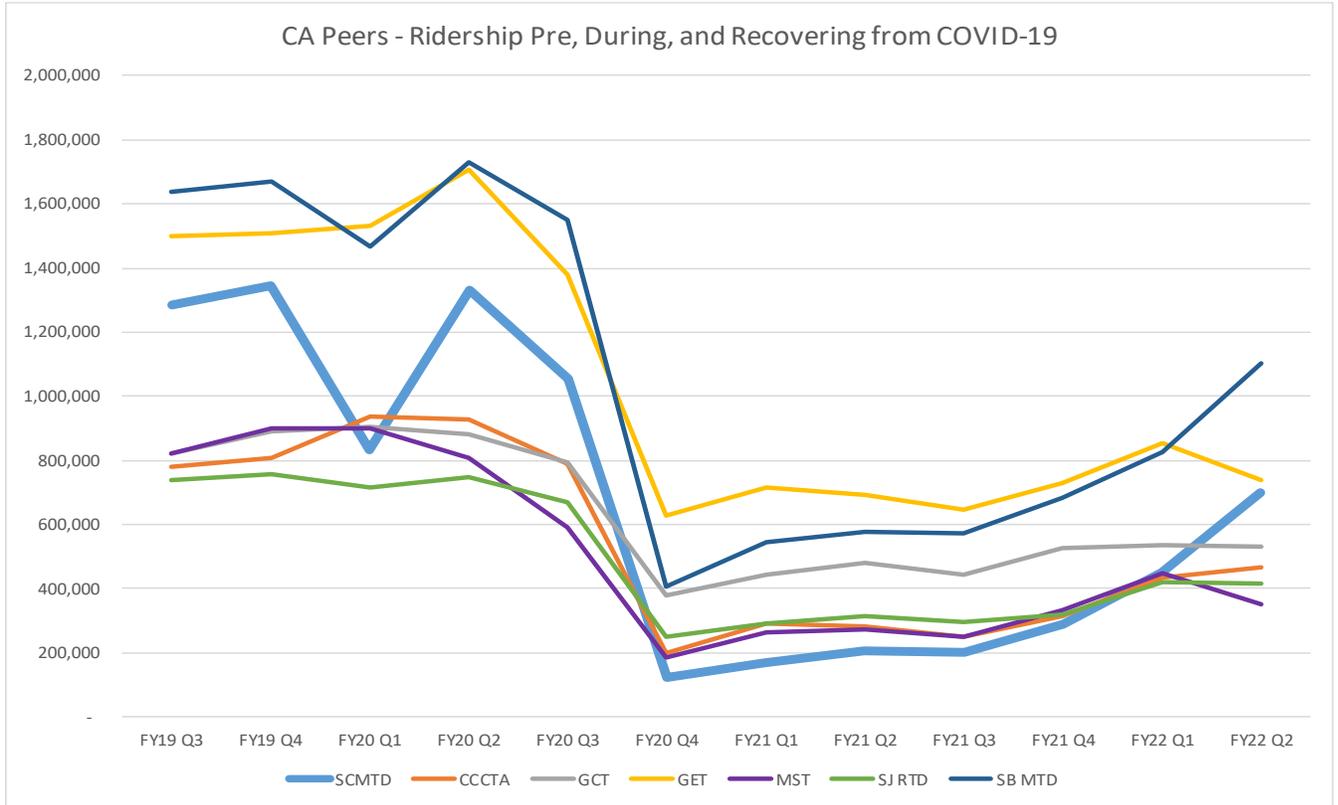
# Attachment A

## KPI Report as of March 31, 2022



# Attachment A

## KPI Report as of March 31, 2022





# **KEY PERFORMANCE INDICATORS (KPI) REPORT**

## **FOR 3<sup>rd</sup> QUARTER THROUGH March 31, 2022**

Board of Directors

*May 20, 2022*

Chuck Farmer, Chief Financial Officer

# Overview of Today's Presentation:

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

# Financial Performance:

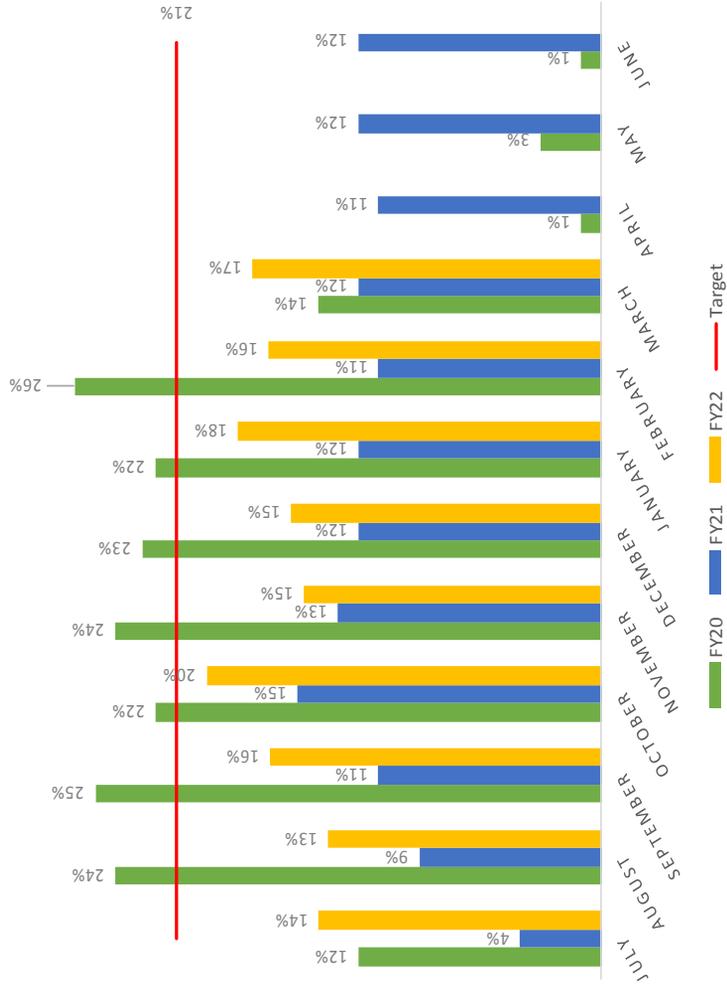
## Metric:

## System Farebox Recovery Ratio

### Description & Importance:

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

SYSTEM FAREBOX RECOVERY RATIO



### Current Status:

- In Q3 FY22 Farebox Recovery peaked at 18% in January primarily due to a quarterly contract payment from Cabrillo, boosting revenue for the month (seen in October as well).
- A spike in Student Discount Fares in February brought the ratio to 16%. March increased to 17% from a surge in Full Adult Fares.
- The average ratio in Q3 FY22 of 17% remains below the 22% pre-pandemic average in Q3 FY19.
- The current target for Farebox Recovery is 21%. This target is derived from a 3 year baseline average using FY18 – 20 data.

# Financial Performance:

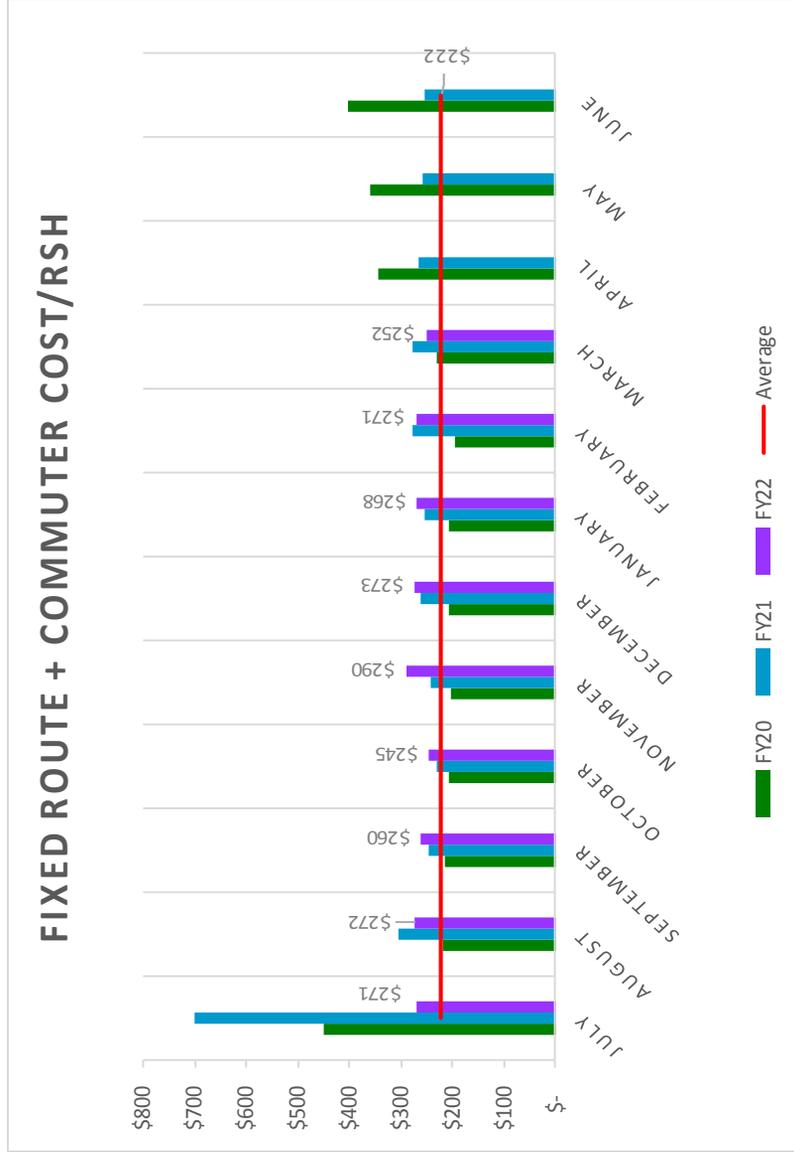
**Metrics:** Fixed Route & Commuter Cost per Revenue Service Hour (RSH)

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

**Current Status:**

- In Q3 FY22, Cost per RSH held steady in January and February but decreased in March. This decrease is due to the increase in Revenue Service Hours since expenses only had mild fluctuations.

- The current average based off data from FY18 – 20 for Fixed Route & Commuter Cost per RSH is \$222.



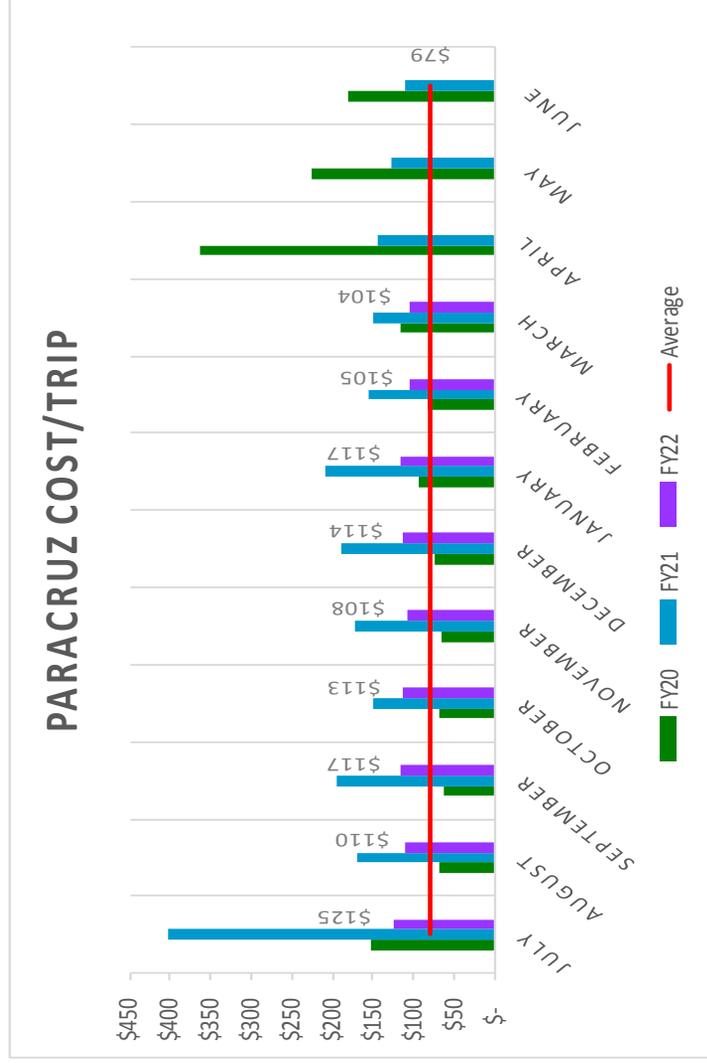
Fiscal Year	12 Month Average
FY20	\$255
FY21	\$290
FY22 YTD	\$266

# Financial Performance:

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

Current Status:

- In Q3 FY22, cost per trip spiked to \$117 in January as the result of a sharp decline in trips during the month which is attributed to a seasonal trend.
- Cost per trip decreased to \$105 and \$104 in February and March respectively, from a combination of a decrease in total expenses (February) then a significant uptick in the number of trips (March).



The current average based on data from FY18 – 20 for ParaCruz cost per trip is \$79

Fiscal Year	12 Month Average
FY20	\$107
FY21	\$174
FY22 YTD	\$112

# Productivity:

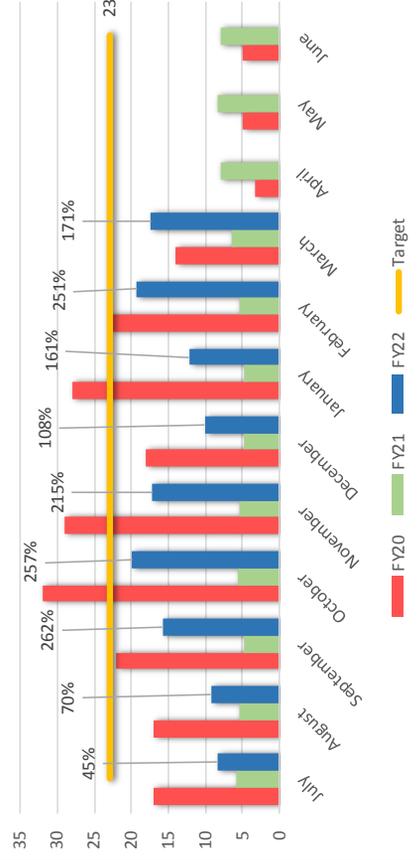
## Metrics:

- Total Ridership
- Total Ridership per Hour

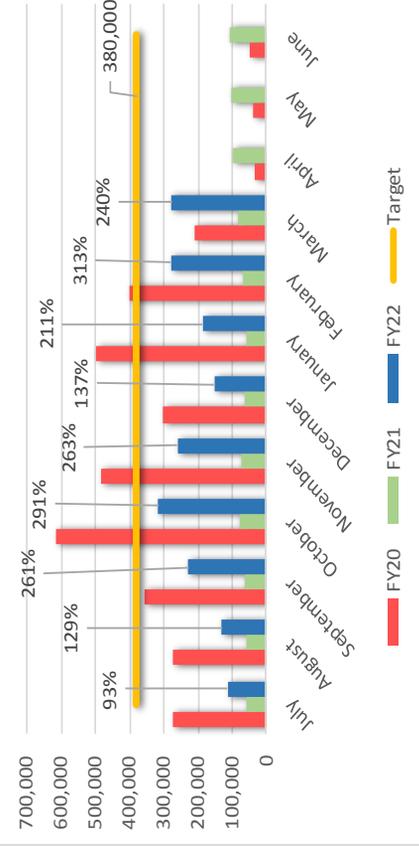
## Description & Importance:

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

Total Ridership/Hour



Total Ridership



## Current Status:

- Ridership fell in January then picked back up again in February and March. This pattern reflects the rise of the COVID-19 Omicron variant which was rampant in January after the Holidays.
- While ridership numbers have increased in Q3 of FY22 compared to Q3 of FY21, ridership is still down approximately 45% compared to Q3 of FY19, before the global pandemic.
- Current targets are 23 passengers per hour and annual ridership at 4,546,321, approximated at 380,000 per month

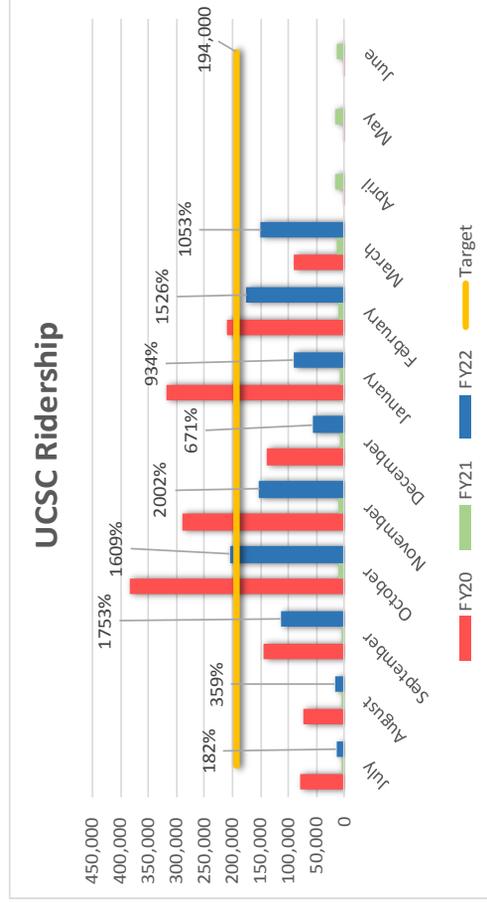
# Productivity:

## Metrics:

- UCSC Ridership
- Cabrillo Ridership

## Description & Importance:

Historically, student ridership has been a large portion of METRO's total ridership. Increases in student enrollment and seasonal trends can be seen year over year in the graphs below.

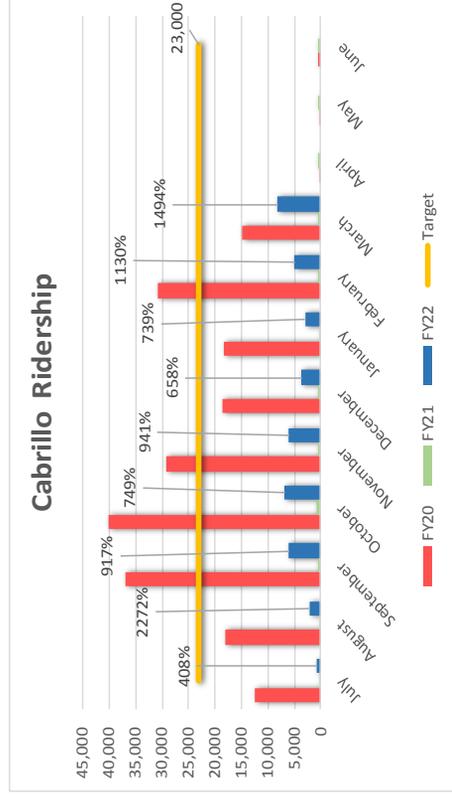


## Current Status:

- In Q3 FY21 Cabrillo ridership averaged around 400/month and in Q3 FY22 ridership averaged 5,000/month.
- Ridership is still down 80% compared to Q3 FY19, pre-pandemic.
- The current monthly target for Cabrillo ridership is 23,000 based on a 3 year average from FY18 - 20

## Current Status:

- In Q3 FY22 ridership continued to increase, seen in February and March. In Q3 FY21 UCSC ridership averaged around 11,000/month and in Q3 FY22 it's an average of 138,000.
- Ridership is still down 47% compared to Q3 FY19, pre-pandemic.
- The current monthly target for UCSC ridership is 194,000 based on a 3 year average from FY18 -20.



# Productivity:

## Metrics:

- Highway 17 Ridership

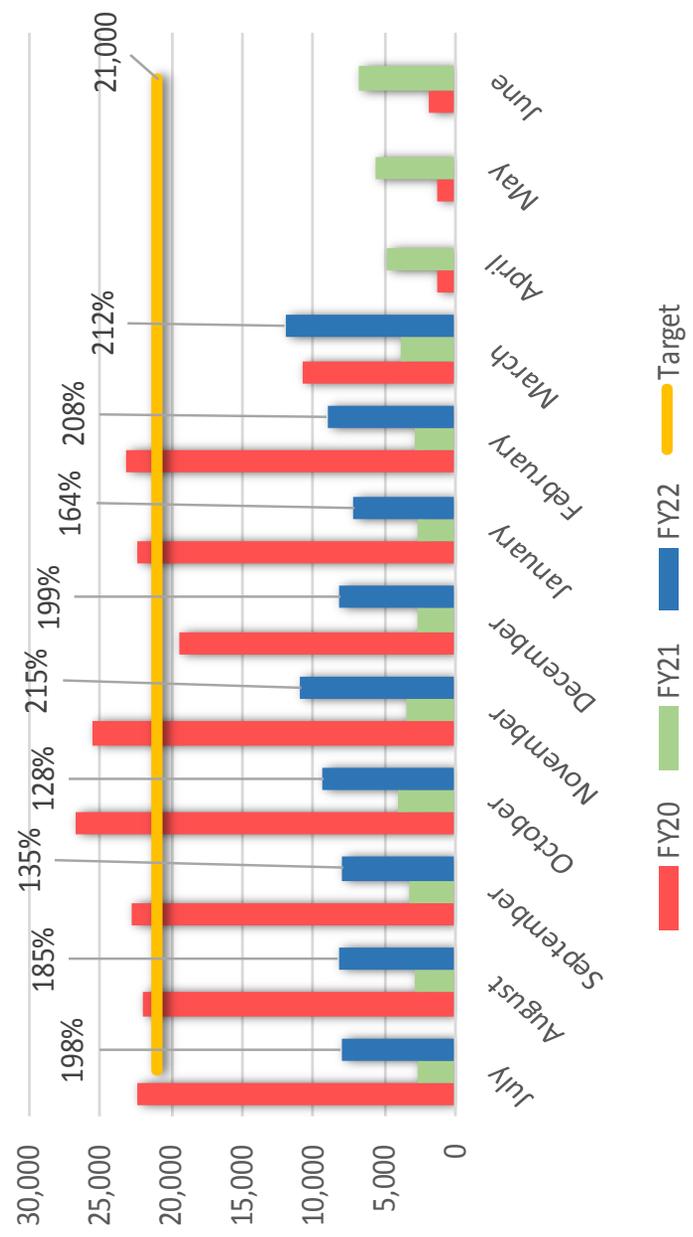
## Description & Importance:

Highway 17 demonstrates METRO's commuter ridership, connecting Santa Cruz to San Jose. Ridership excluding student and commuter routes reflects all other local routes within the county.

## Current Status:

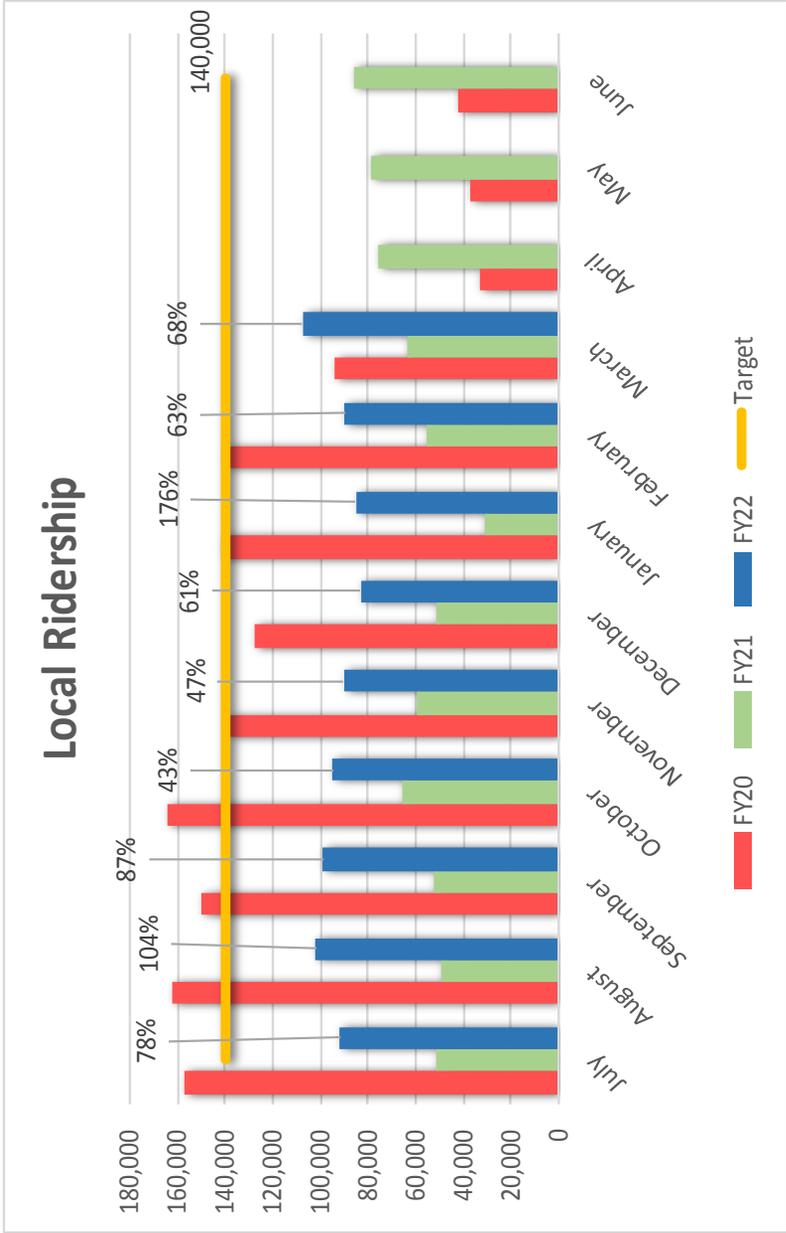
- Highway 17 ridership has maintained a steady increase into Q3 FY22, rising from a dip in January and peaking in March.
- While Highway 17 ridership is up compared to FY21, ridership is still approximately 60% down compared to Q3 FY19, pre-pandemic.
- The current target for Highway 17 ridership is 21,000 based on a 3 year average from FY18 -20

### Highway 17 Ridership



# Productivity:

<b>Metrics:</b>	<ul style="list-style-type: none"> <li><b>Local Ridership</b></li> </ul>
<b>Description &amp; Importance:</b>	Local Ridership, excluding student and commuter routes, reflects all other local routes within the county.



## Current Status:

- Local ridership has remained steady throughout FY22, into Q3. There was a small decline in January with the Omicron surge, then climbed up again in February and March.
- Ridership is still down 31% compared to Q3 FY19, pre-pandemic.
- The current target for local ridership is 140,000 based on a 3 year average from FY18 -20.

# Productivity:

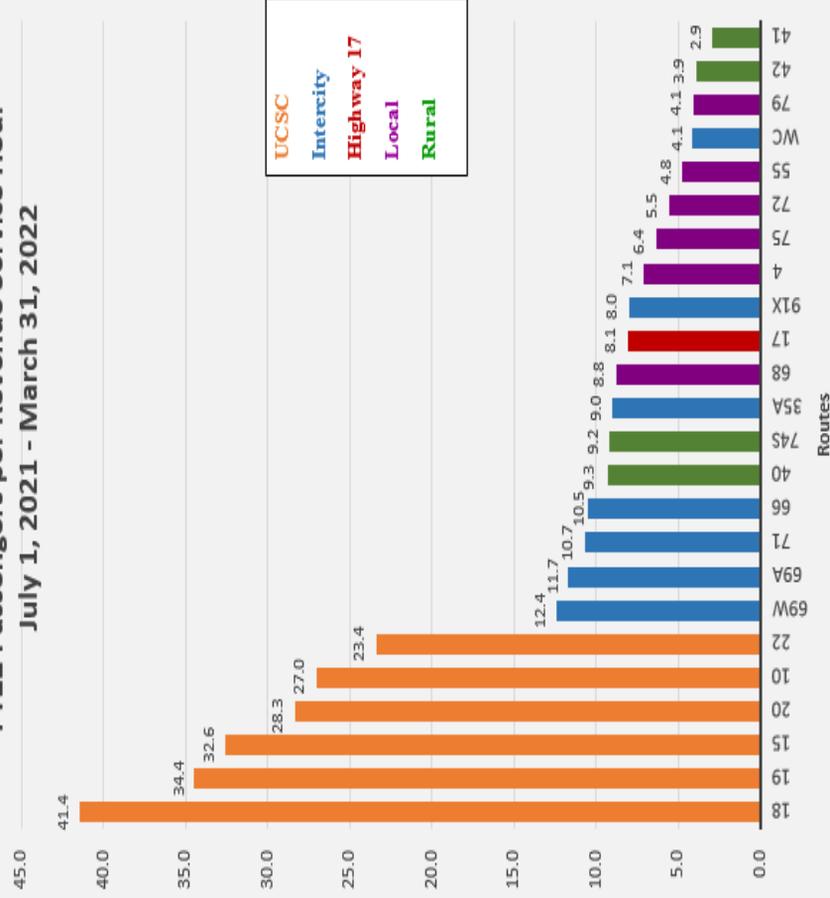
## Metrics:

- **FY21 Passengers per Revenue Service Hour by Route**

## Description & Importance:

Passengers per Revenue Service Hour (RSH) depicts the productivity of each route measured by passengers per hour of service. This ratio brings the true productivity of each route to scale and can stimulate discussions about frequency of service in urban and semi-urban areas of the county versus geographic coverage.

**FY22 Passengers per Revenue Service Hour**  
July 1, 2021 - March 31, 2022



- Current Status:
- UCSC resumed in person classes again in FY22. As a result, USCS routes have a higher number of passengers per RSH through Q3 FY22.

- This is a sharp contrast to FY21 when Intercity routes had a higher numbers of passengers per RSH.

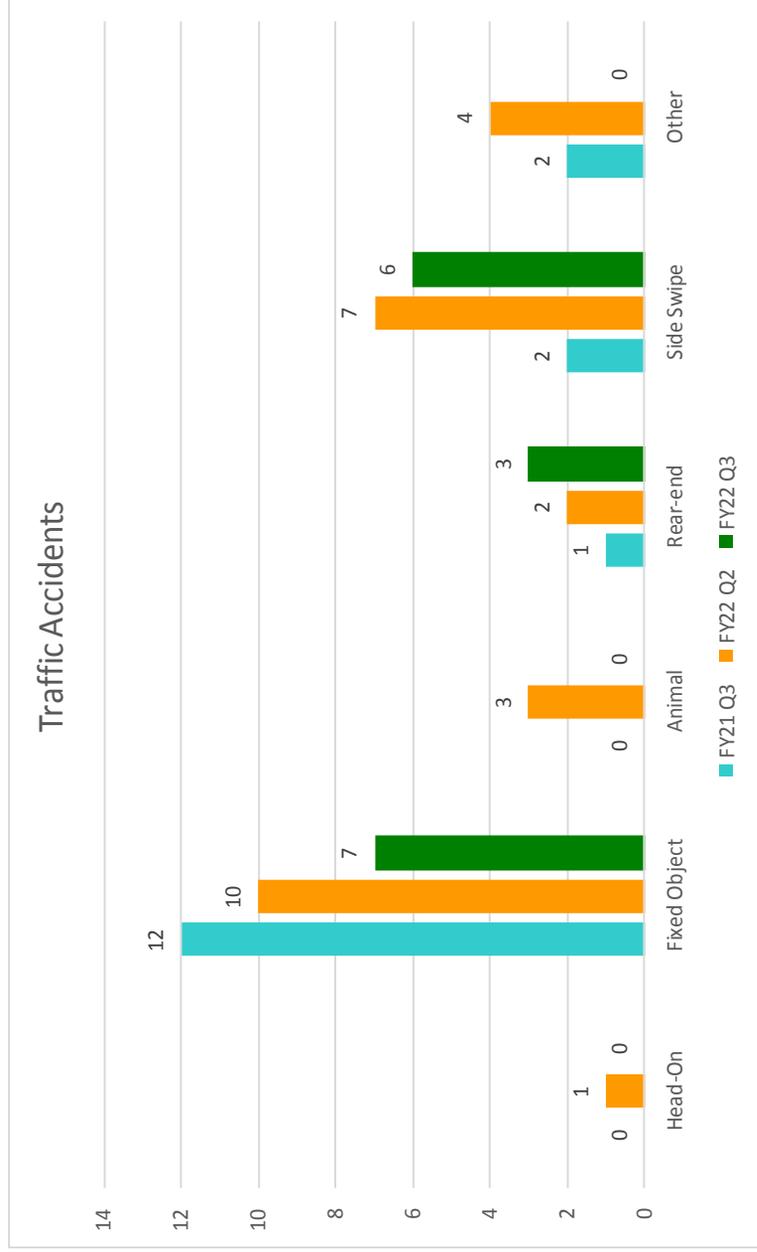
# Risk Management & Safety:

## Metrics:

## • Traffic Accidents

### Description & Importance:

Traffic Collisions are broken down into different categories: in loading zones, in intersections, between intersections, with bicycles, with pedestrians, with other district vehicles, with the rear of the vehicle, and other types of collisions, including with stationary objects. This chart is representative of chargeable accidents and non-chargeable accidents.



### Current Status:

- Fixed objects continue to decrease due to retraining and safety communication.
- All ParaCruz chargeability incidents remain low. Accidents are rare.

# Risk Management & Safety:

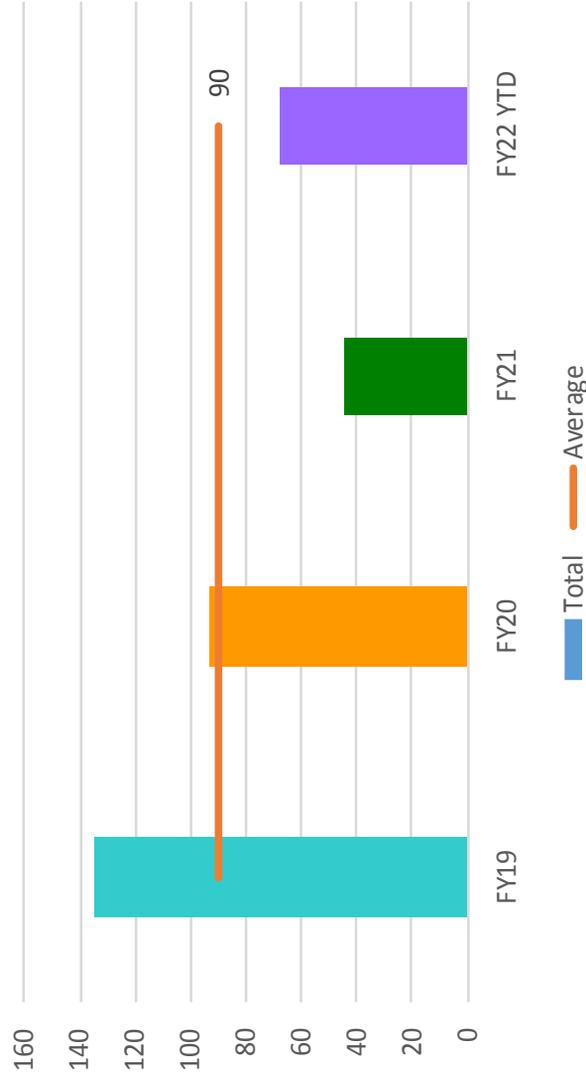
## Metrics:

- Traffic Accidents and Incident Average for FIXED ROUTE

## Description & Importance:

This chart is representative of all accidents and incidents. FY21 decreased due to reduction in service, COVID pandemic, and reduced traffic exposure.

Traffic Accidents by Year

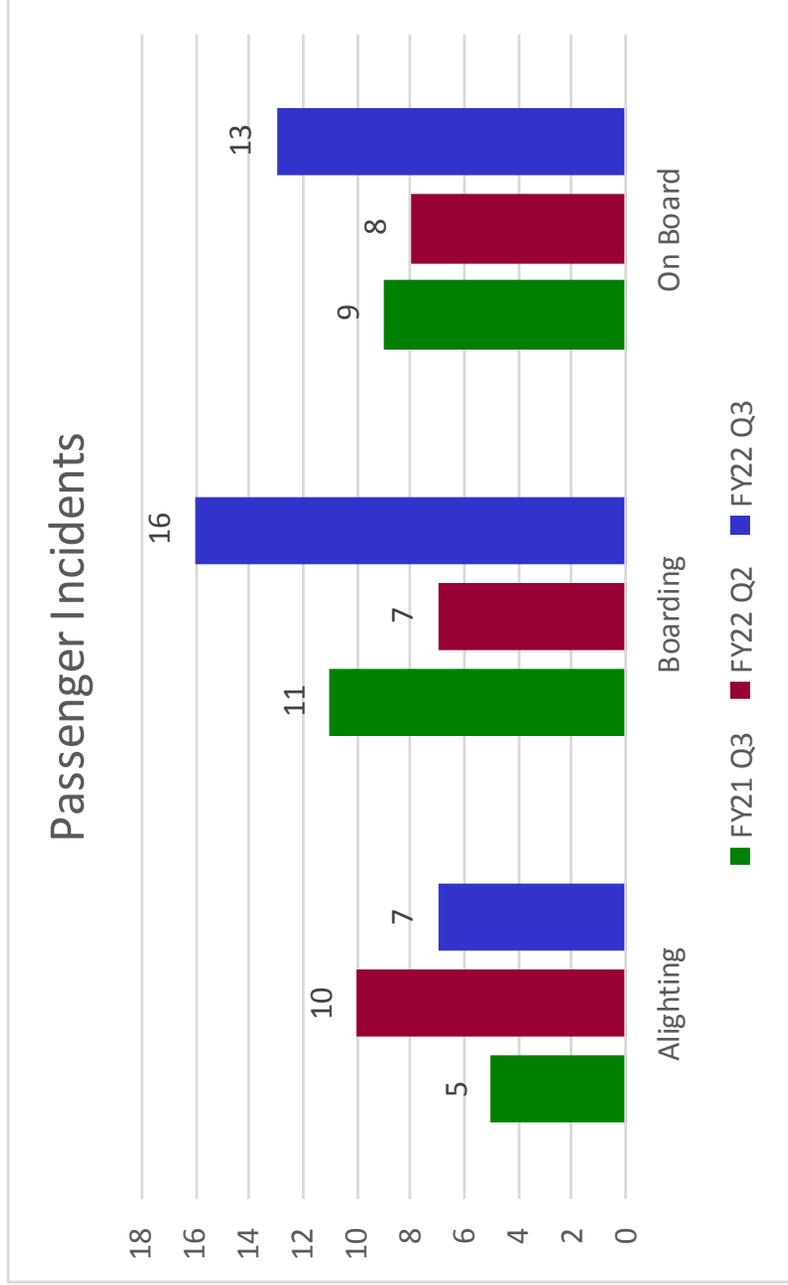


## Current Status:

- The current average of Traffic Accidents over the past 3 Fiscal Years is 90.
- This metric demonstrates the volume of accidents/incidents before the pandemic, at the height of the pandemic, and in the recovery phase.
- As service has increased in FY22 Traffic Accidents/Incidents have risen but are still below the 3 year average.

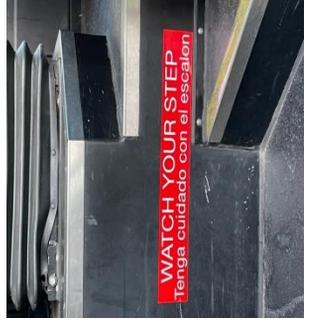
# Risk Management & Safety:

<b>Metrics:</b>	<ul style="list-style-type: none"> <li><b>Passenger Incidents</b></li> </ul>
<b>Description &amp; Importance:</b>	<p>Passenger Incidents are accidents with METRO passengers either while boarding a bus, on board a bus, or alighting (descending) a bus. This metric reflects Accidents that occurred in Q3 of each fiscal year.</p>



## Current Status:

- Safety department reviews camera footage to gather data. All incidents are non-chargeable.
- 1900 series buses had two incidents of passengers boarding and fell. Missing signage was discovered.

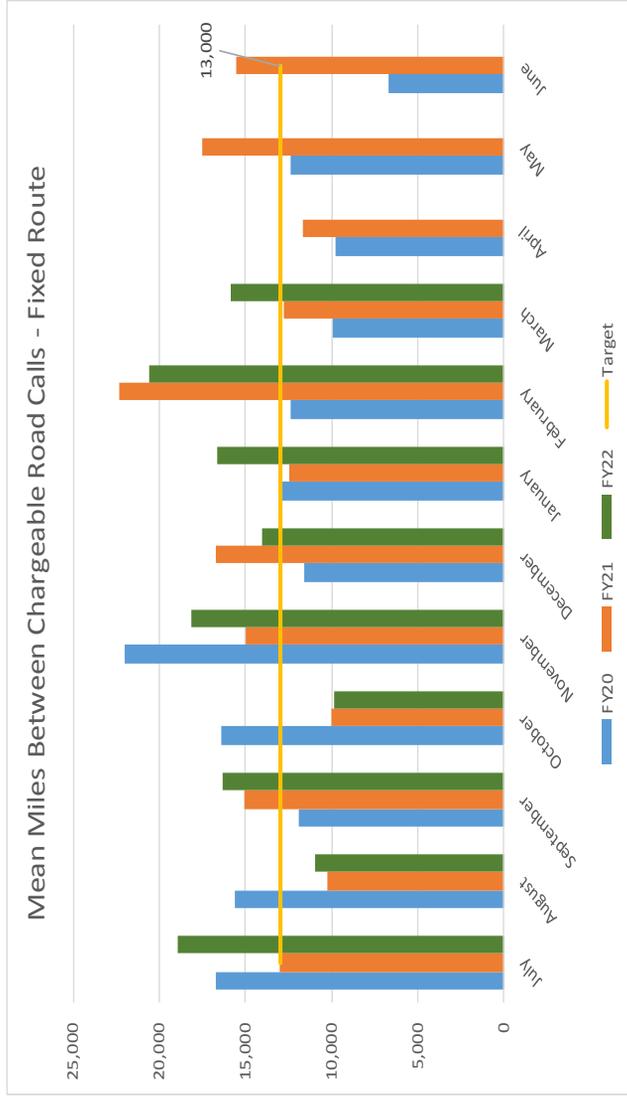


# Reliability:

## Metrics: Mean Miles Between Chargeable Road calls – Fixed Route (Local)

### Description & Importance:

A chargeable road call results from a mechanical failure that impedes the vehicle from completing or starting a scheduled revenue trip because actual movement is limited, or there are safety concerns. The mileage depicted is how many miles were run for the month divided by the number of chargeable road calls. The graph below is for METRO's Fixed Route.



### Current Status:

Mileage is increasing while road calls vary by 1 or 2. Chargeable road calls in FY22 Q3 are 12, 9, and 13 for January, February, and March, respectively. The current target is 13,000 and is based off a 3 year average from FY19 - 21.

Fiscal Year	12 Month Average Mean Miles
FY20	13,216
FY21	14,368
FY22 YTD	14,739

Fiscal Year	Average age of Fleet	Avg. Road Miles
FY20	12.55 yrs	2,359,097
FY21	12.90 yrs	1,463,225
FY22 YTD	13.55 yrs	2,313,952

# Reliability:

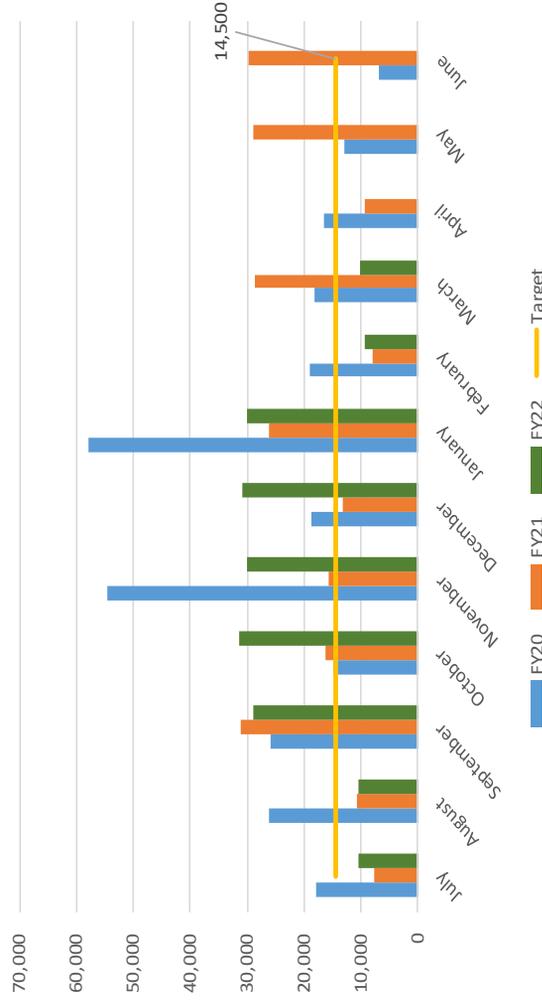
## Metrics:

- Mean Miles Between Chargeable Road Calls – Highway 17

## Description & Importance:

A chargeable road call results from a mechanical failure that impedes the vehicle from completing or starting a scheduled revenue trip because actual movement is limited, or there are safety concerns. The mileage depicted is how many miles were run for the month divided by the number of chargeable road calls. The graph below is for METRO's Commuter Route.

Mean Miles Between Chargeable Road Calls  
- Highway 17



## Current Status:

The newer fleet has less wear and tear so it tends to perform better. There was 1 chargeable road call in January, 3 in February, and 3 in March for Highway 17 in Q3 FY22. The current target is 14,500 and is based off a 3 year average from FY19 - 21.

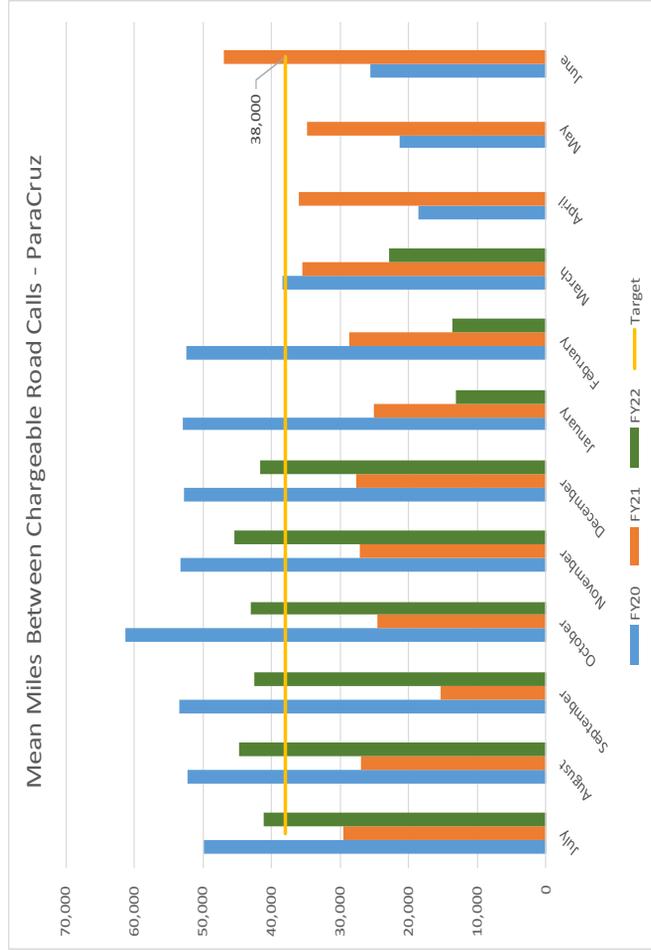
# Reliability:

## Metrics:

- Mean Miles Between Chargeable Road Calls - ParaCruz

## Description & Importance:

A chargeable road call results from a mechanical failure that impedes the vehicle from completing or starting a scheduled revenue trip because actual movement is limited, or there are safety concerns. The mileage depicted is how many miles were run for the month divided by the number of chargeable road calls. The graph below is for METRO's ParaCruz vehicles.



## Current Status:

In Q3 FY22, Paracruz road calls are: 2 in January, 3 in February, and 2 in March. ParaCruz mileage fell in January and so did mean miles between chargeable calls. Increased chargeable road calls this quarter, decreased miles overall. The current target is 38,000 and is based off a 3 year average from FY19 - 21.

Fiscal Year	12 Month Average Mean Miles
FY20	44,374
FY21	29,869
FY22 YTD	34,973

Fiscal Year	Average age of Fleet	Avg. Road Miles
FY20	6.13 yrs	571,539
FY21	6.18 yrs	255,833
FY22 YTD	6.78 yrs	489,625

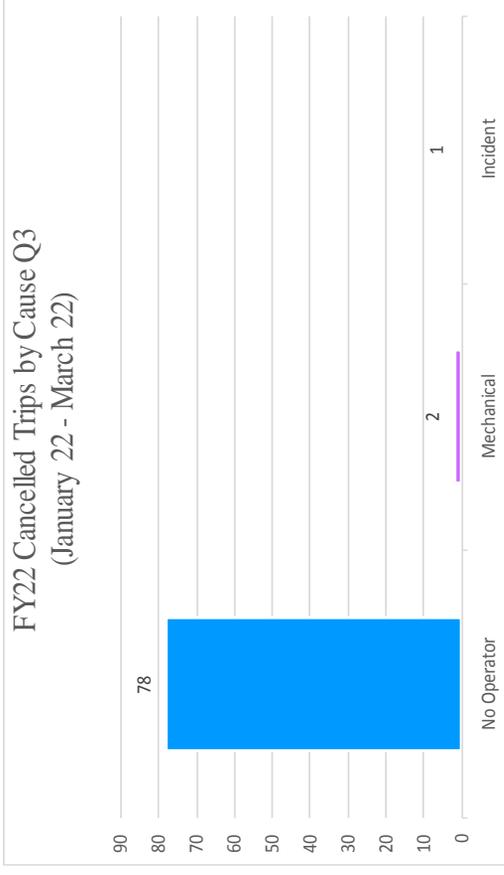
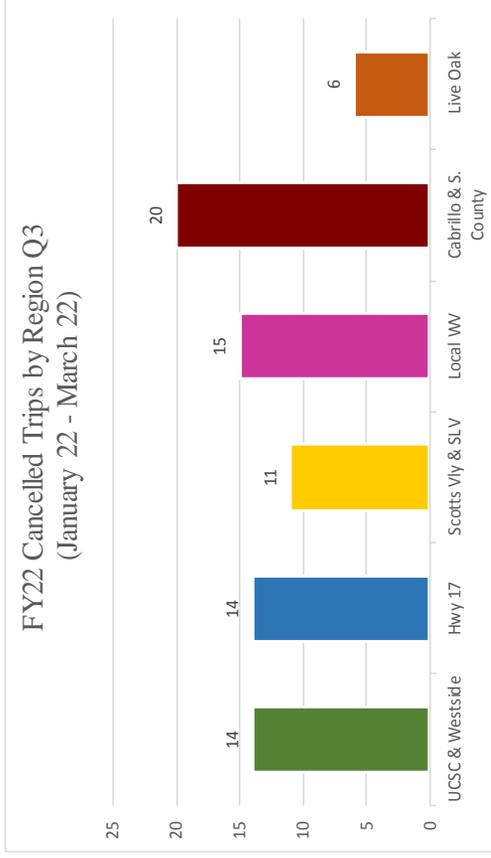
# Dependability:

## Metrics:

- Cancelled Trips by Region
- Cancelled Trips by Cause

## Description & Importance:

Cancelled trips are analyzed for different causes. Cancelled trips by Region show the areas the trip was canceled, while Cancelled Trips by Cause reveal the cause for the cancellations.



## 9.4B.17

### Current Status:

- In Q3 of FY22 there were 7 cancelled trips in January, 25 cancelled trips in February, and 48 cancelled trips in March.
- Areas affected by these cancellations are distributed all across Santa Cruz County: UCSC & Westside, Hwy 17, Scotts Valley & SLV, Local WV, Cabrillo & S. County, and Live Oak.
- 98% of these cancellations were due to “No Operator”

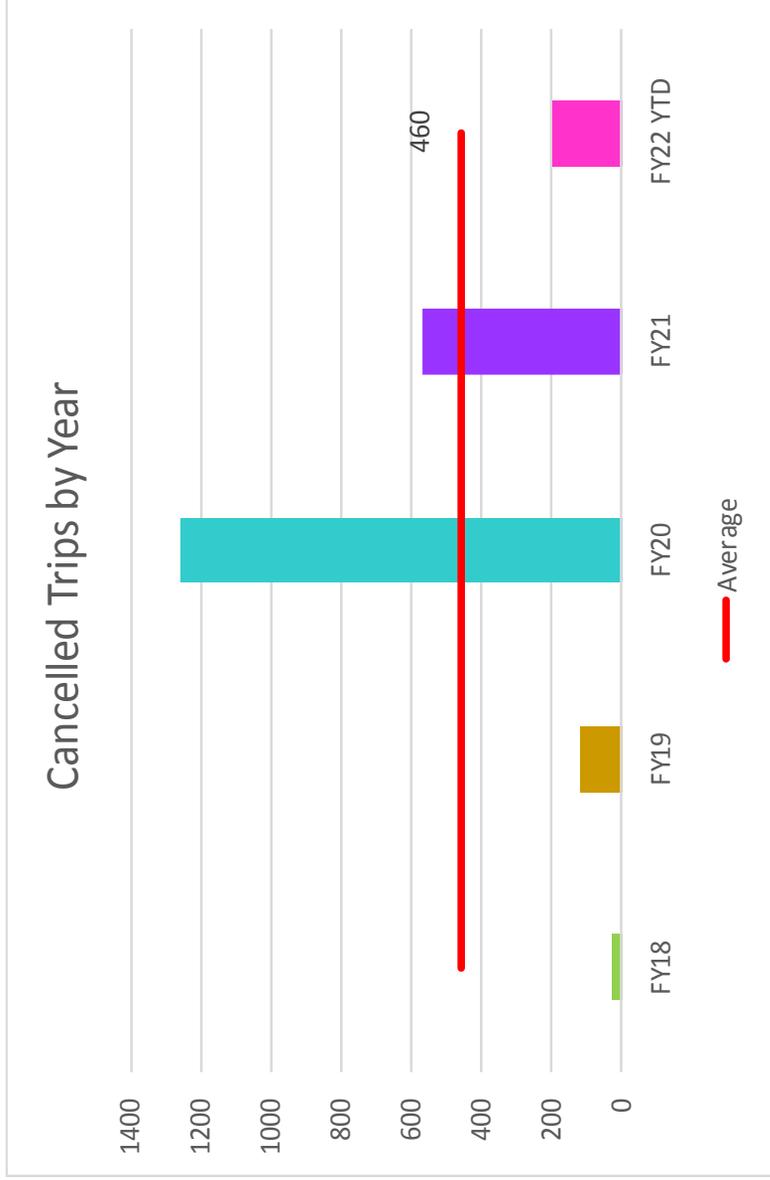
# Dependability:

## Metrics:

- Cancelled Trips by Year

## Description & Importance:

Cancelled trips are tracked to gauge how METRO is performing compared to prior years. The average line indicated in this metric is calculated on a 3 year baseline from FY18 – 20.



## Current Status:

The current 3 year average for cancelled trips is 460. This number is driven upwards by the spikes in FY20 and FY21 from COVID

# Dependability:

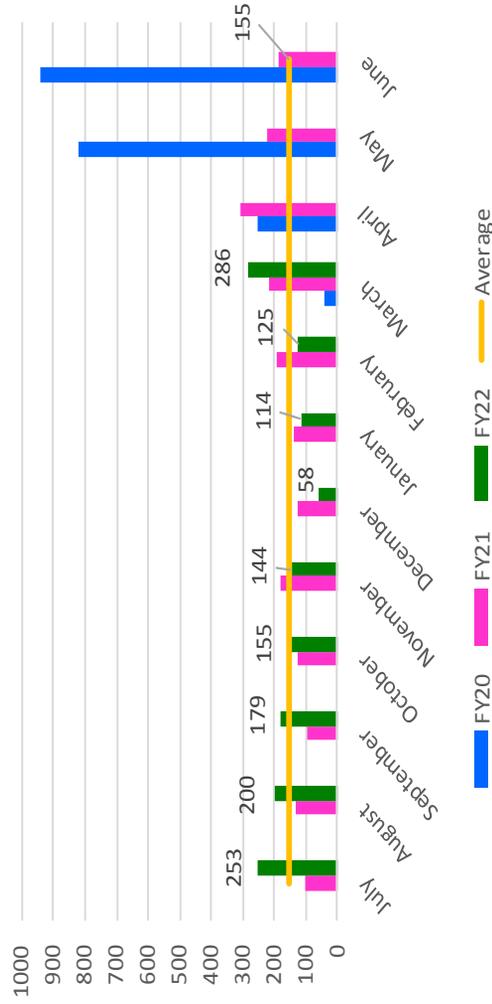
## Metrics:

- Pass-Ups

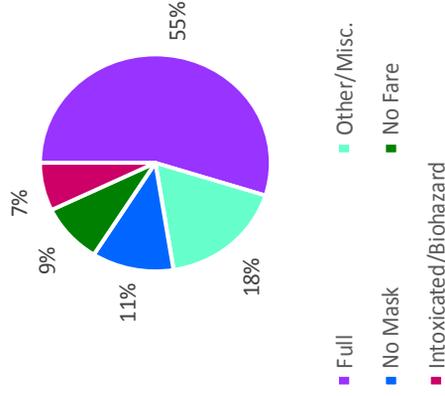
### Description & Importance:

Pass-Ups are when a bus route must leave behind a passenger and are caused by a variety of reasons. Pass-ups are analyzed for different causes including: No Fare, Exceeds Capacity Load (Full Bus), Excess Luggage, Intoxicated, and Other.

Pass Ups by Month



Total Pass-Ups by Reason



### Current Status:

- In Q3 FY22 there's a spike in March.
- Over 50% of pass ups are caused by full bus capacity
- The current baseline average for pass-ups is 155
- The metric does not include Pass-Ups for UCSC

# Appendix:

<b>Metrics:</b>	<ul style="list-style-type: none"><li>• <b>Farebox Recovery Ratio – Fixed Route, Commuter, and Paratransit</b></li><li>• <b>Subsidy per Passenger – Fixed Route</b></li><li>• <b>Cost per RSH – Fixed Route and Commuter</b></li><li>• <b>Cost per Trip – Paratransit</b></li></ul>
<b>Description &amp; Importance:</b>	<p>The following slides will provide peer data from NTD FY20 to demonstrate how SCMTD compares to other transit agencies. There are three groups considered in the peer data: California Peers, National Peers, and Paratransit Peers. The next 3 slides will contain baseline data regarding these sets of peer agencies and the following 3 will provide the metrics mentioned above.</p>

## California Peers:

Agency Name	Location	Service Area	Population	Avg Cost of Living*
<b>Santa Cruz Metropolitan Transit District (SCMTD)</b>	<b>Santa Cruz, CA</b>	<b>446 SQ Miles</b>	<b>274,146</b>	<b>203.5</b>
Central Contra Costa Transit Authority (CCCTA)	Concord, CA	143 SQ Miles	540,067	144.4
Gold Coast Transit (GCT)	Oxnard, CA	84 SQ Miles	367,260	139.6
Golden Empire Transit District (GET)	Bakersfield, CA	111 SQ Miles	500,977	103.4
Monterey/Salinas Transit (MST)	Monterey, CA	294 SQ Miles	434,061	174.9
San Joaquin Regional Transit District (SJ RTD)	Stockton, CA	1,426 SQ Miles	772,050	115.6
Santa Barbara Metropolitan Transit (SB MTD)	Santa Barbara, CA	52 SQ Miles	199,668	217.9

\*Cost of Living (COL) scores are presented in relation to the national average of 100. If a city's COL is below 100, it's cheaper than the national average, if it's over 100, it's more expensive than the national average; ex. a COL index of 130 means it costs 30% more to live there compared to the national average.

## National Peers:

Agency Name	Location	Service Area	Population	Avg. Cost of Living*
Ann Arbor Transportation Authority (AATA)	Ann Arbor, MI	707 SQ Miles	847,929	110.7
Champaign/Urbana Mass Transit District (CU MTD)	Champaign, IL	41 SQ Miles	139,524	77.7
Intercity Transit (IT)	Olympia, WA	101 SQ Miles	192,400	111.9
Metro Regional Transit Authority (METRO RTA)	Akron, OH	420 SQ Miles	541,013	68.9

## Paratransit Peers:

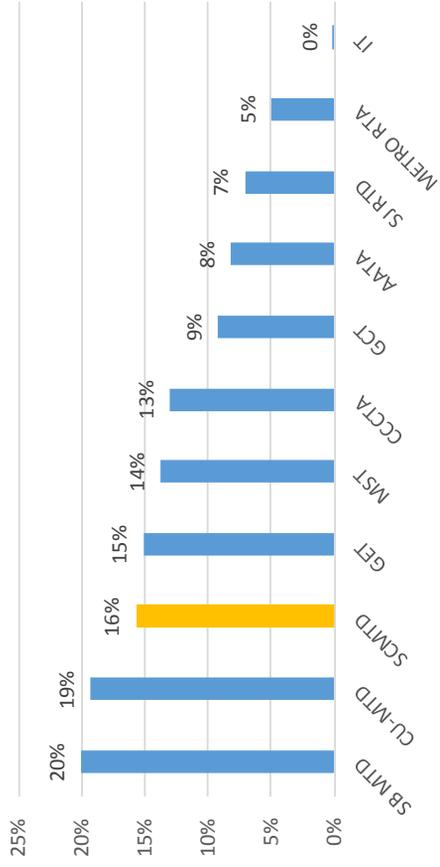
Agency Name	Location	Service Area	Population	Avg. Cost of Living*
Monterey/Salinas Transit (MST)	Monterey, CA	294 SQ Miles	434,061	174.9
Paratransit Inc.	Sacramento, CA	193 SQ Miles	974,784	121.6
Victor Valley Transit Authority (VVTA)	Victor Valley, CA	327 SQ Miles	344,288	109
Ann Arbor Transportation Authority (AATA)	Ann Arbor, MI	707 SQ Miles	847,929	110.7
Brazos Transit District (BTD)	Bryan, TX	74 SQ Miles	132,500	80.7
Transit Authority of Northern Kentucky (RAMP)	Fort Wright, KY	267 SQ Miles	278,653	94
Whatcom Transportation Authority (WTA)	Bellingham, WA	776 SQ Miles	227,801	123.2

# Peer Comparison:

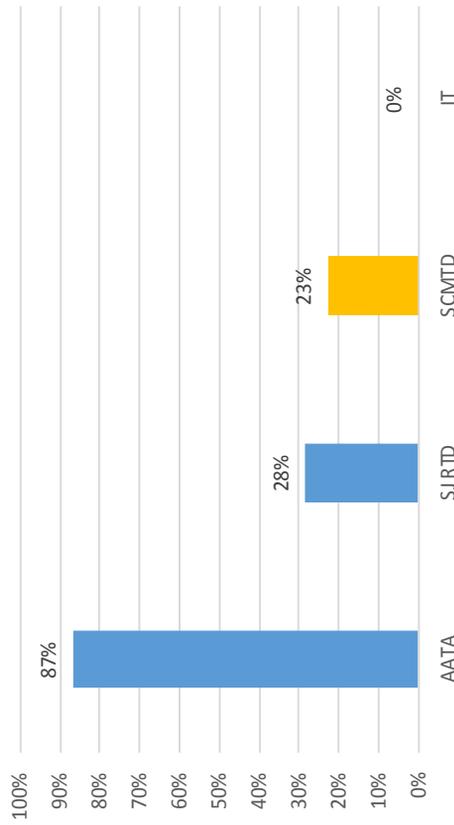
Subsidy Per Passenger - Fixed Route



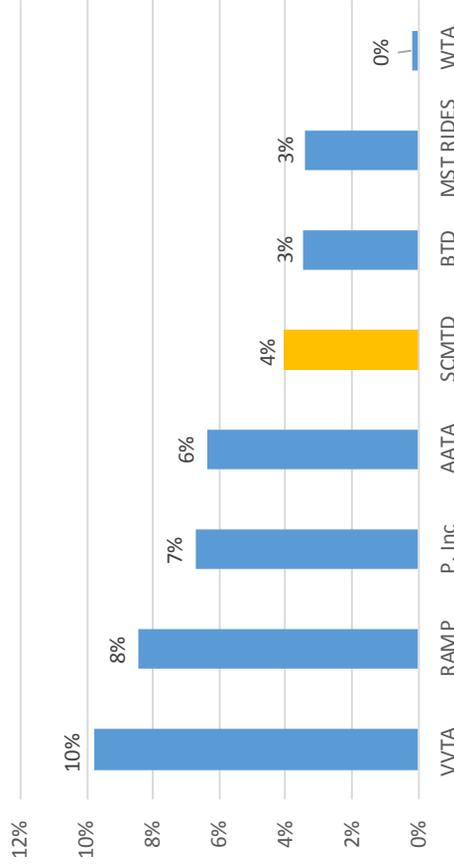
Farebox Recovery Ratio - Fixed Route



Farebox Recovery Ratio - Commuter

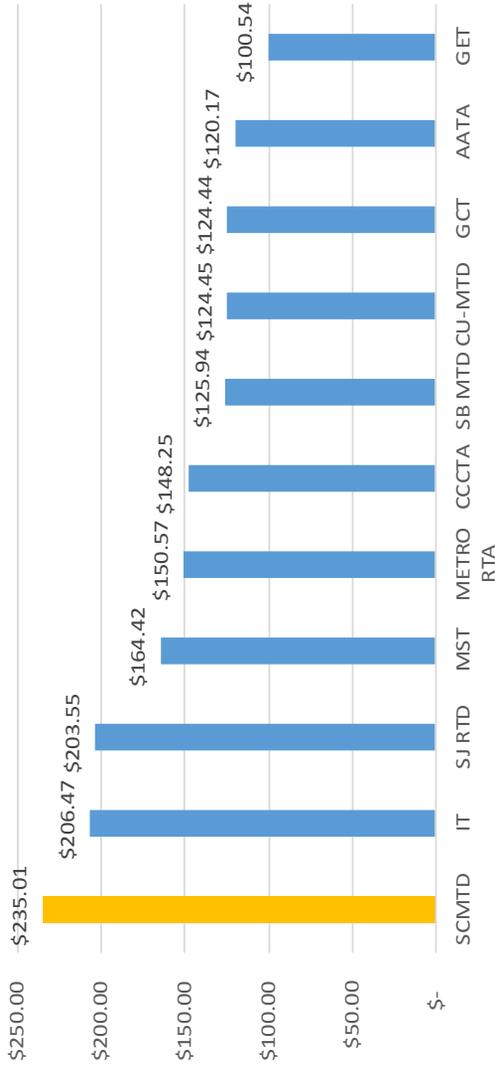


Farebox Recovery Ratio - Paratransit

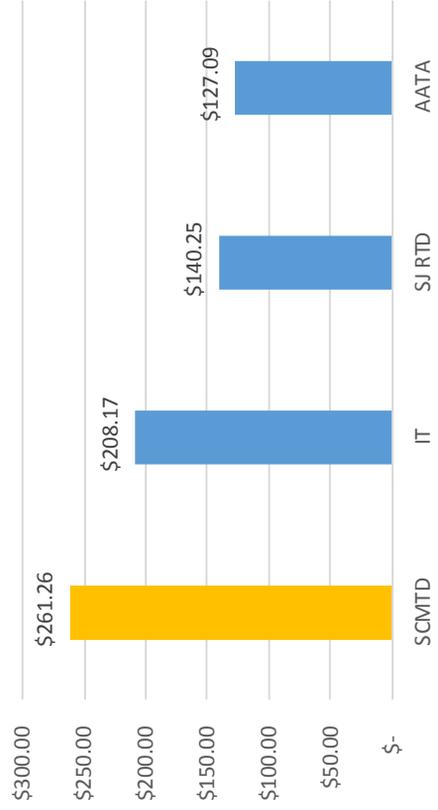


# Peer Comparison:

Cost Per Revenue Hour (Fixed Route)



Cost Per Revenue Hour (Commuter)



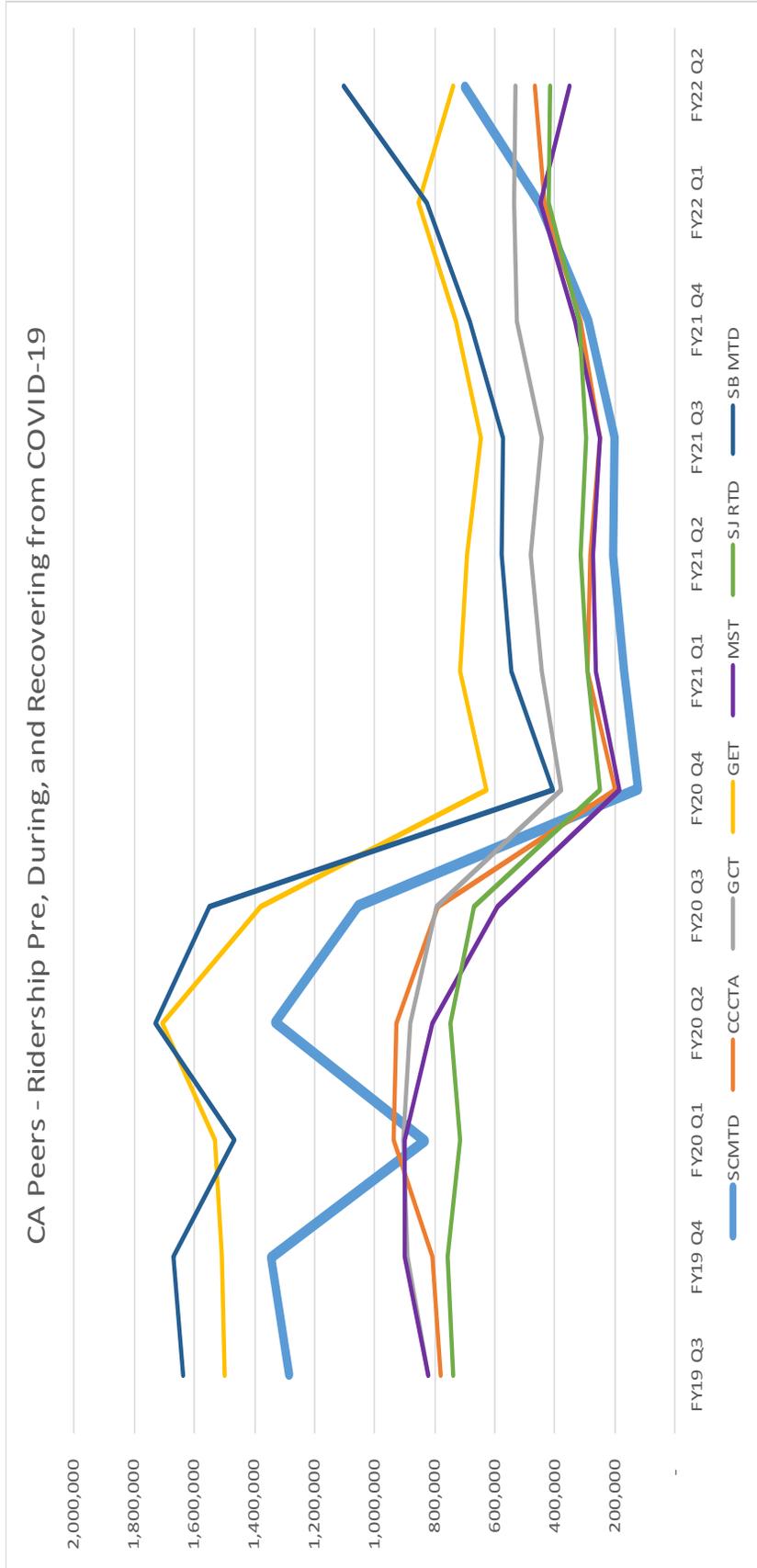
Cost Per Trip - Paratransit



# Peer Comparison:

**Metrics:** CA Peers – Ridership Pre, During, and Recovering from COVID-19

**Description & Importance:** This metric demonstrates the impact of COVID-19 on SCMTD and the California Peers. This data was obtained from NTD’s most recent update for Unlinked Passenger Trips (UPT) grouped into quarters. There is a steady rise as of FY22 Q2, however all agencies are far behind pre-COVID numbers seen in FY19 Q3.



# Questions

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**DATE:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** Curtis Moses, Safety, Security and Risk Management Director  
**SUBJECT: RECOMMENDED ACTION ON TORT CLAIMS**

**I. RECOMMENDED ACTION**

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

**II. SUMMARY**

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

**III. DISCUSSION/BACKGROUND**

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

**IV. STRATEGIC PLAN PRIORITIES ALIGNMENT**

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

**V. FINANCIAL CONSIDERATIONS/IMPACT**

None

**VI. CHANGES FROM COMMITTEE**

N/A

## VII. ALTERNATIVES CONSIDERED

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

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

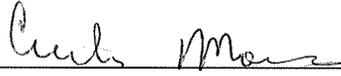
## VIII. DESCRIPTION OF CLAIM

Claimant	Claim #	Description	Recommended Action
Rosales, Gabrielle	22-0006	Claimant alleges that a METRO bus hit their vehicle. Amount of claim: \$1,680.69	Reject
Tillman, Kassaundra	22-0007	Claimant alleges that a METRO bus hit their vehicle. Amount of claim: \$14,176.24	Reject

Prepared by: Tom Szeszowicki, Safety Specialist

**IX. APPROVALS**

Curtis Moses, Safety, Security  
and Risk Management Director



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Michael Tree  
CEO/General Manager



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**DATE:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** Wondimu Mengistu, Grants and Legislative Analyst  
**SUBJECT: CONSIDER A RESOLUTION AUTHORIZING THE CEO TO SUBMIT APPLICATIONS AND EXECUTE AGREEMENTS FOR GRANTS FROM THE FEDERAL TRANSIT ADMINISTRATION AND FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION**

**I. RECOMMENDED ACTION**

**That the Board of Directors adopt a Resolution authorizing the CEO to submit grant applications and execute agreements for funding from the Federal Transportation Administration and from the California Department of Transportation**

**II. SUMMARY**

- The Federal Transit Administration (FTA) and the California Department of Transportation (Caltrans) solicit multiple grant applications each year.
- A continuing resolution is acceptable for many FTA and Caltrans grant applications, especially for the annual formula programs.
- This Resolution will be valid for three years unless rescinded earlier by the Board of Directors.
- The current Resolution expires on August 22, 2022. The new Resolution will expire on August 22, 2025.
- Authorizing the Resolution (Attachment A) will allow the CEO to apply for specific grants and execute contracts with the FTA and Caltrans without further action by the Board of Directors.

**III. DISCUSSION/BACKGROUND**

The FTA and Caltrans release multiple grant opportunities every year. In the past, Santa Cruz Metropolitan Transit District (METRO) staff prepared a separate staff report and Board Resolution for each grant program, although not all grants require a program-specific resolution. Sponsors accept a continuing resolution for several grant programs, especially those that are allocated by formula every year.

A continuing resolution would enable the CEO to apply and execute agreements for grants in the FTA and Caltrans funding programs without further Board action. The continuing resolution shortens the process of preparing a grant application.

The attached non-specific resolution will be valid for three years, unless the Board of Directors chooses to rescind it earlier for any reason. The current Resolution expires on August 22, 2022. The new Resolution will expire in August 22, 2025.

Staff recommends that the Board of Directors adopt the attached continuing resolution for grant applications and agreements for funding from the FTA and Caltrans.

#### **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**

Funding for grants will be presented to the Board for consideration in the annual budget process and in the quarterly grant program status reports.

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

Do not renew the current Resolution, which expires on August 22, 2022. This is not recommended, as METRO would not continue to be eligible for securing federal and state funds.

Adopt a separate resolution to execute administrative agreements between sponsors and METRO for each grant-funded project. Under this scenario, the Board will be required to approve grant applications and funding allocations for all future projects on a case-by-case basis. This is not recommended, as FTA and Caltrans may not obligate funds for grant funding timely, obligations may be liquidated and METRO could lose grant funding.

#### **VII. ATTACHMENTS**

**Attachment A: RESOLUTION OF THE BOARD OF DIRECTORS OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT AUTHORIZING APPLICATIONS AND EXECUTION OF AGREEMENTS FOR GRANTS FROM THE FEDERAL TRANSIT ADMINISTRATION AND THE CALIFORNIA DEPARTMENT OF TRANSPORTATION**

Prepared by: Wondimu Mengistu, Grants and Legislative Analyst

**VIII. APPROVALS**



John Urgo, Planning & 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



## **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 AUTHORIZING APPLICATIONS AND EXECUTION OF AGREEMENTS FOR GRANTS FROM THE FEDERAL TRANSIT ADMINISTRATION AND THE CALIFORNIA DEPARTMENT OF TRANSPORTATION**

**WHEREAS**, the Santa Cruz Metropolitan Transit District regularly applies for grant funds from the Federal Transit Administration and from the California Department of Transportation; and

**WHEREAS**, it is not always necessary or timely to prepare a specific Board Resolution for each grant program; and

**WHEREAS**, it is in the interest of the Santa Cruz Metropolitan Transit District to submit applications for funding; and

**WHEREAS**, this Resolution will be good for three years from the date of execution, or less if the Board rescinds this Resolution for any reason;

**NOW, THEREFORE, BE IT RESOLVED**, that the General Manager of Santa Cruz Metropolitan Transit District is authorized to submit applications and to sign all agreements necessary to obtain funding from the Federal Transit Administration and from the California Department of Transportation.

**PASSED AND ADOPTED** this 20<sup>th</sup> day of May 2022 by the following vote:

**AYES:** Directors -

**NOES:** Directors -

**ABSTAIN:** Directors -

**ABSENT:** Directors -

**APPROVED:** \_\_\_\_\_

LARRY PAGELER  
Board Chair

**9.6A.1**

**ATTEST:**

\_\_\_\_\_  
MICHAEL TREE  
CEO/General Manager

**APPROVED AS TO FORM:**

\_\_\_\_\_  
JULIE SHERMAN  
District Counsel



**DATE:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** Michael Tree, CEO/General Manager  
**SUBJECT: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS  
AND DIRECTING THAT THE BOARD AND ITS COMMITTEE  
MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE**

**I. RECOMMENDED ACTION**

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

**II. SUMMARY**

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

**III. DISCUSSION/BACKGROUND**

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

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

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

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

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

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

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

There is no financial impact.

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

N/A

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

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

#### **VIII. ATTACHMENTS**

**Attachment A:** Authorizing Resolution

Prepared by: Donna Bauer, Executive Assistant

**IX. APPROVALS**

Michael Tree, CEO/General Manager



\_\_\_\_\_

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# Attachment A



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

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

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

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

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

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

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

# Attachment A

Resolution #

Page 2 of 3

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

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

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

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

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

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

**PASSED AND ADOPTED** by the Board of Directors of the Santa Cruz Metropolitan Transit District this 20th Day of May 2022 by the following vote:

**AYES:** Directors -

**NOES:** Directors -

**ABSTAIN:** Directors -

**ABSENT:** Directors –

**APPROVED:**

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LARRY PAGELER, Board Chair

**9.7A.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:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** Michael Tree, CEO/General Manager  
**SUBJECT: CONSIDERATION OF DESIGNATING THE CEO/GENERAL MANAGER TO THE CALIFORNIA TRANSIT INDEMNITY POOL (CALTIP) BOARD OF DIRECTORS**

**I. RECOMMENDED ACTION**

**Staff recommends that the Board of Directors adopt the attached resolution designating the CEO/General Manager to the CalTIP Board of Directors**

**II. SUMMARY**

- Santa Cruz Metropolitan Transit District's (METRO) casualty and liability insurance is provided through CalTIP, a self-insured pool of California transit operators.
- METRO is required to designate a representative and an alternate representative to the CalTIP Board of Directors (CalTIP Board).
- The CalTIP Board sets policy that affects many aspects of the District's risk management, operations and maintenance functions.
- Over the years, various executive officers have been designated by the METRO Board to sit on the CalTIP Board.
- Michael Tree, CEO/General Manager, joined METRO on April 25, 2022 and staff is requesting that the Board designate him as METRO's primary representative on the CalTIP Board with Curtis Moses serving as the designated alternate representative.

**III. DISCUSSION/BACKGROUND**

METRO is a charter member of CalTIP, which was created in 1987 and was formed as a joint powers authority to be a viable and highly successful alternative to the commercial insurance market. CalTIP currently consists of over 30 transit districts. The Finance Deputy Director served as METRO's CalTIP Director from 2009 to 2020. With the retirement of the Finance

Deputy Director, Mr. Francis, then Safety, Security and Risk Management Director, was appointed as the Director. With the March 2021 retirement of Mr. Francis, Curtis Moses, the new Safety, Security and Risk Management Director was appointed as the CalTIP Director for METRO. Staff is recommending that Michael Tree, CEO/General Manager, step into that role and have Curtis Moses now serve as the designated alternate.

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

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

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

There are no additional financial impacts, as CalTIP reimburses METRO for all CalTIP related travel expenses.

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

N/A

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

- The CalTIP Board member position is a requirement of CalTIP membership. The Board could keep the current METRO assignments. However, this is not recommended because Michael Tree has prior experience and background in serving on the CalTIP Board at his last agency, and therefore staff believes Michael is best situated to perform this role on behalf of METRO.

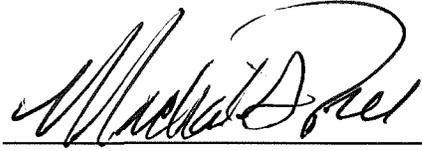
#### **VIII. ATTACHMENTS**

**Attachment A:** Resolution appointing Director of the California Transit Indemnity Pool (CalTIP)

Prepared by: Donna Bauer, Executive Assistant

**IX. APPROVALS**

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 APPOINTING DIRECTOR OF THE CALIFORNIA TRANSIT INDEMNITY POOL (CAL TIP)**

**WHEREAS**, the Board of Directors of the Santa Cruz Metropolitan Transit District, at its April 17, 1987 meeting, did hereby authorize participation by the District in the California Transit Indemnity (Insurance) Pool (CalTIP) beginning July 1, 1987; and

**WHEREAS**, it is necessary for the Board of Directors to approve appointment of a Director of the California Transit Indemnity Pool; and

**NOW, THEREFORE, BE IT RESOLVED**, that the CEO/General Manager is hereby appointed the Director of the California Transit Indemnity Pool to serve at the pleasure of the Board of Directors of the Santa Cruz Metropolitan Transit District.

**PASSED AND ADOPTED** this 20<sup>th</sup> day of May 2022 by the following vote:

**AYES:** Directors -

**NOES:** Directors -

**ABSTAIN:** Directors -

# Attachment A

Resolution No. \_\_\_\_\_  
Page 2

**ABSENT:** Directors -

Approved:  
Larry Pageler, Chair

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Attest:  
Michael Tree, CEO/General Manager

---

Approved as to form:  
Julie A. Sherman, General Counsel

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**DATE:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** Wondimu Mengistu, Grants/Legislative Analyst  
**SUBJECT: ACCEPT AND FILE QUARTERLY STATUS REPORT OF GRANT APPLICATIONS, ACTIVE AND PENDING GRANTS FOR THE THIRD QUARTER OF FY22**

**I. RECOMMENDED ACTION**

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

**II. SUMMARY**

- During the third quarter (Q3) of FY22 (January 1-March 31, 2022), the Santa Cruz Metropolitan Transit District (METRO) received one discretionary and two formula grants, which will be used for operating assistance and capital improvements.
- Staff also submitted two formula and four discretionary grant applications for operating assistance and capital improvements during the quarter.
- Previously awarded grant-funded projects are underway to purchase replacement vehicles and upgrade facilities.
- A list of METRO's active grants (Attachment A) and pending applications (Attachment B) is provided quarterly to apprise the Board of Directors (Board) of grant funding status.
- No action is required; this report is for information only.

**III. DISCUSSION/BACKGROUND**

During Q3 of FY22, METRO received two formula grants.

Formula Grants

- METRO received \$11.2 million from FY22 Federal Transit Administration's (FTA) 5307 Urbanized Area Formula Grants. METRO's highest capital improvement priority is to reduce the number of buses beyond their useful life. Combined with the required 20% (\$2.3 million) local match funded from the Bus Replacement Fund, the FY22 FTA 5307 formula grant could fund up to 19 Compressed Natural Gas (CNG) buses, which would significantly

reduce the number of buses beyond their useful life by the start of FY24.

- METRO also received \$521,408 in formula funds for FY22 and FY23 FTA 5311 rural operating assistance.

#### Discretionary Grants

- METRO and the City of Santa Cruz were awarded \$29.6 million in a state Affordable Housing and Sustainable Communities (AHSC) Round 6 grant to redevelop the current Pacific Station Transit Center (Pacific Station) site and adjacent City-owned properties into a bus tarmac and mixed-use development. \$20 million of the funding will be used for housing, \$9.5 million will be used for transportation, and roughly \$300,000 will be used for social service programming. The Project will redevelop the existing Pacific Station bus terminal in Downtown Santa Cruz with the construction of a seven-story, 94-unit, net-zero affordable housing development that includes new regional bus transit facilities, retail and office space. Affordable housing will be situated adjacent to the new 22-bay bus station providing badly needed housing options in this fast-growing employment center.

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

#### Formula Grants

- FY22 Low Carbon Transit Operations Program (LCTOP): This allocation request of \$1,074,571 for operating assistance for two years for the Zero-Emission Watsonville Circulator Project. The Project will continue to deploy new battery-electric buses on a new circulator route in downtown Watsonville through the fall of 2024. The route will continue to serve one of the lowest income communities in METRO's service area.
- METRO received approval for \$26,020,080 in FTA FFY21 Federal Section 5307 formula funds through the American Rescue Plan Act (ARPA), approved by Congress and signed into law on March 11, 2021. A primary objective of the ARPA funding is to ensure that METRO receives sufficient funding under this bill, when combined with its Coronavirus Aid, Relief and Economic Security (CARES) Act apportionments and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), to equal at least 132% of its 2018 operating expenses totaling nearly \$46 million, setting METRO's 132% cap at \$60.72 million in ARPA funding. Accounting for the \$20,560,417 and \$13,551,007 in funds that were already awarded to METRO through the CARES Act and CRRSAA, respectively, METRO received \$26,020,080 in ARPA funding to be applied to operating costs. The ARPA funds will pay for FTA qualifying METRO operating expenses going back to January 20, 2020 to help offset the extraordinary direct costs and revenue losses as a result of

the novel Coronavirus (COVID-19) pandemic. The federal share is 100 percent.

### Discretionary Grants

Community Project Funding (CPF) and congressionally directed spending requests (Earmarks):

- METRO submitted a funding request to Rep. Jimmy Panetta for an earmark of \$1.8 million in the FY2023 transportation appropriations bill for the following bus replacement project:
  - \$1.84 million of a \$2.3 million capital request to replace one diesel articulated bus and two 1998 diesel-fueled buses with new CNG buses, with METRO funding the required 20% (\$460,000) local match. These CNG vehicles, powered by recycled methane from landfills, will provide a clean fuel bridge as METRO transitions to 100% zero-emission vehicles by 2040.
- Staff submitted a funding request for CPF to Rep. Anna G. Eshoo FY23 Appropriations Request for the following Paratransit Vehicle Replacement project:
  - This would include \$505,750 to replace seven equivalent 2011 gasoline fueled paratransit vans supported by a local match of \$89,250. These vehicles are important to ensuring METRO's paratransit service for customers with disabilities is maintained in a state of good repair.
- METRO submitted a request to Senator Alex Padilla for an earmark of \$5,517,594 in federal funding with a 10 percent local match of \$613,066 to construct a new Paratransit Operating and Administrative Facility.
  - This project will address an unmet need for a permanent operation and administrative facility to accommodate increased fleet size and growth in future service for seniors and persons with disabilities. The new facility will include a Mobility Services Center, parking area for employees and paratransit vans, charging infrastructure, a dispatch area, customer service, scheduling office, reservations area, copier room, storage area, server room, conference room, training room, driver break-room/lunch room and management offices.
- METRO also submitted a request to Senator Dianne Feinstein for an earmark of \$612,850 in federal funding with a 15 percent local match of \$108,150 for Level II Charging Infrastructure and Non-revenue Vehicles Electrification Project.

- This project will install seven (7) double and two (2) single Level II Electric Vehicle (EV) charging stations at Judy K. Souza Operating Facility (JKSOF) in Santa Cruz. The project will also replace five (5) gasoline non-revenue vehicles that have exceeded their useful lifespan with five (5) EVs.

### Grants Status Report

- Caltrans approved METRO's request to reprogram \$969,394 of FY19/20 LCTOP funds to METRO's Watsonville Zero Emission Replacement Bus Project. Previously, METRO programmed these funds to install fast charging infrastructure at the Watsonville Transit Center (WTC) to allow buses to stay in operation throughout the day. However, staff determined that project is no longer needed as new battery electric buses (BEBs) meet METRO's goal of a minimum of eight trips before requiring additional charge. Therefore, with Caltrans approval, METRO has reassigned FY19/20 LCTOP funds to its Watsonville Zero Emission Replacement Bus Project to purchase a zero emission bus (ZEB) that will operate in the Watsonville service area.

### Closed-out Grants

During the quarter, staff closed-out Project #19-0010-23 and submitted closeout reports for Project #19-0026, pending the California Transportation Commission (CTC) and Caltrans approval.

- Project #19-0010-23: FTA FY18 5339(a) Facilities Maintenance and Non-Revenue Vehicle Replacement. All applicable Federal funds expended and the FTA approved the closeout report. This application requested \$596,725 apportioned by formula to METRO from the FY18 5339(a) program. \$446,725 was used to improve bus stops with ADA features and upgrade facilities with various security features. \$150,000 was used to replace a custodian support vehicle and equipment to maintain a state of good repair of METRO's facilities. California Transportation Development Credits contributed \$119,345 for the 20% local match.
- Project #19-0026: FY18 State Transportation Improvement Program (STIP) and Local Partnership Program (LPP). Staff submitted closeout reports for Project #19-0026 to Caltrans and CTC for FY18 STIP, pending Caltrans and CTC's approval. This project purchased 2 fixed-route, 40-foot battery-electric buses to replace 2 equivalent 1998 diesel fueled transit buses using \$870,000 in STIP and \$786,000 in LPP funds.

### Active, Pending and Future Grants

Active operating and capital improvement grants total \$59,484,423 in formula and \$39,139,247 in competitive funds. Of this amount, \$9,209,323 is to replace and

refurbish buses. The remaining awarded funds are for operating assistance and capital improvement projects.

Pending grant applications request \$46,687,101 of new formula funding and \$13,267,082 of new discretionary funding. Of this \$13,867,082 in funding requests, \$7,401,082 is to replace buses. The remaining applications request funds for operating assistance and facilities improvement projects.

METRO staff continuously seeks grant funds for operating assistance and capital improvements. During the next three months, staff will prepare grant applications for FY22 Local Partnership Program, FY22 AB2766 Motor Vehicle Emission Reduction Grants, and the FY22 FTA 5339(b) Buses and Bus Facilities Discretionary Grant Program.

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

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

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

Current active grants (Attachment A) of \$98,623,670 for METRO's operations and capital improvements projects. The Operating and Capital Budgets will be amended as necessary when grants are awarded.

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

N/A

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

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

#### **VIII. ATTACHMENTS**

**Attachment A:** Active Grants as of May 2022

**Attachment B:** Pending Grants as of May 2022

Prepared by: Wondimu Mengistu, Grants/Legislative Analyst

**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

## Santa Cruz METRO

### Active Grants as of 5/20/2022

#### Formula Grant

#	Project Description	Project Scope	Funding Source	\$ Budget Grant	\$ Budget Total Project	Project % Complete
<b>Operating Projects</b>						
1	Operate Watsonville Circulator	Operate new circulator route w/ ZEB in Wats DAC	FY21 LCTOP	\$ 489,213	\$ 489,213	85%
2	FY22 Operating assistance	Operating assistance	FY22 SCCRTC Transportation Development Act-Local Transportation Fund (TDA-LTF)	\$ 7,468,499	\$ 14,936,998	85%
3	FY21 Rural Transit Operations	Operating assistance	FY21 FTA5311 Rural Operating Assistance Award:TBD	\$ 198,566	\$ 596,091	90%
5	FY21 CRRSAA	Operating assistance	FY21 5311 Coronavirus Response & Relief Supplemental Appropriations Act (CRRSAA)	\$ 524,932	\$ 524,932	85%
6	FY21 ARPA	Operating assistance	FTA FFY21 Federal Section 5307 formula funds through the American Rescue Plan Act (ARPA)	\$ 26,020,080	\$ 26,020,080	25%
7	FY22 operating and capital assistance	Operating and capital assistance	FY21 SCCRTC Transportation Development Act-State Transit Assistance (TDA-STA)	\$3,454,690	\$ 6,909,380	85%
<b>End of Operating Projects</b>						
<b>Capital Projects</b>						
7	Purchase 2 CNG buses	Purchase of two CNG BRT Plus Low Floor buses	FY19 SGR (\$687,360) FY20 SGR (\$195,394) PTMISEA (\$433,338) Measure D (\$131,609)	\$ 1,447,701	\$ 1,447,701	75%

# Attachment A

## Santa Cruz METRO

### Active Grants as of 5/20/2022

8	Vouchers for 4 ZEBs	HVIP for 4 Proterra ZEBs	CALSTART Heavy-duty zero-emission Vehicle Incentive Program (HVIP) for 4 ZEBs	\$ 600,000	\$ 600,000	95%
9	FY20 LCTOP Capital assistance	Caltrans FY20 Formula Capital assistance	Caltrans FY20 Formula Capital assistance Award:7/28/2020	\$ 969,394	\$ 969,394	5%
10	Roof for Golf Club Facility	Renovating Golf Club Roof	FTA FY19 5339(a) Bus and Bus Facilities Formula Program Pre-Award: 12/10/19	\$ 450,000	\$ 450,000	80%
11	Bus Washer	Mid-life overhaul for bus washer	FTA FY19 5339(a) Bus and Bus Facilities Formula Program Pre-Award: 12/10/19	\$ 100,000	\$ 100,000	50%
12	2 ZEBs	STIP purchase 2 ZEBs	CTC FY18 Local Partnership Program CTC FY19 STIP Award: 10/17/18	\$ 870,000	\$ 2,312,811	95%
13	4 Electric replacement buses for Highway 17 Express	Purchase 3 ZEBs, Depot and end-route charging	FTA FY16 5339(c) LoNo Award:8/21/17	\$ 3,810,348	\$ 4,936,512	20%
14	6 CNG Bus Replacements	Buy 6 CNG Buses w/ remaining PTMISEA funding <b>per BOD: 11/15/2019</b>	FY10 - 13,FY15 Public Transportation Modernization, Infrastructure and Service Enhancement Act (PTMISEA) Award:10/25/16	\$ 4,000,000	\$ 4,000,000	90%
15	Pacific Station expansion and renovation architectural services	Design and engineering	FY08 FTA 5309 CA-04-0102 Award:9/12/08	\$ 490,000	\$ 612,500	90%
16	Pacific Station expansion and renovation architectural services	Design and engineering	FY06 FTA 5309 CA-04-0021 Award:2/14/07	\$ 396,000	\$ 495,000	90%

# Attachment A

## Santa Cruz METRO

### Active Grants as of 5/20/2022

17	Bus replacement projects	Bus replacement projects and/or for the required local match for competitive grant opportunities	FY22 SCCRTC Transportation Development Act-Local Transportation Fund (TDA-SGR)	\$ 760,226	\$ 760,226	0%
18	Golf Club Parts Washers	Replace the JRI units purchased 2010	FY20 FTA 5339a Buses and Bus Facilities	\$ 80,000	\$ 80,000	75%
19	Non-revenue Electric Vehicles	Replace up to 3 old non-rev vehicles with electric non-rev vehicles	FY20 FTA 5339a Buses and Bus Facilities	\$ 100,000	\$ 100,000	75%
20	Service Truck	Road call fitted with service equipment	FY20 FTA 5339a Buses and Bus Facilities	\$ 150,000	\$ 150,000	75%
21	Fueling and Wash Facility - Awning Install	Construction phase -Awning at front of fueling island	FY20 FTA 5339a Buses and Bus Facilities	\$ 238,908	\$ 238,908	75%
22	ParaCruz Van Replacement	Purchase 6 replacement ParaCruz vans	FY19 LPP	\$ 302,000	\$ 604,000	25%
23	Replace two 1998 diesel-fueled buses with two CNG buses	FY20 State of California FTA Section 5339	CalTrans FY20 5339 Discretionary Funds	\$ 1,088,000	\$ 1,360,000	25%
24	Pacific Station Transit Center (Pacific Station)	Redevelop the existing Pacific Station bus terminal	Affordable Housing and Sustainable Communities (AHSC) Round 6	\$ 4,000,000	\$ 29,600,000	0%
15	FY21/22 Caltrans Sustainable Transportation Planning Grant funding	FY21/22 Transportation Planning Grant funding	FY21/22 Caltrans Sustainable Transportation Planning Grant funding	\$ 329,924	\$ 329,924	10%
<b>Total</b>				<b>\$ 58,338,481</b>	<b>\$ 98,623,670</b>	
<b>End of Active Grants</b>						

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## Attachment B

<b>Santa Cruz METRO</b>					
<b>Pending Grants as of 5/20/2022</b>					
Competitive Grant					
Formula Grant					
#	Project Description	Project Scope	Funding Source	\$ Budget Grant	\$ Budget Total Project
1	FTA FFY22 FTA Section 5307	FTA FY22 5307 Formula Operating and Capital Assistance	FTA FY22 5307 Formula Operating and Capital Assistance	\$11,269,864	\$13,523,837
2	FY22 Congressionally Directed Funding	Replace six gasoline vehicles	FY22 Congressionally Directed Fundin	\$612,850	\$721,000
3	FY22 Congressionally Directed Funding	Replace one diesel articulated bus and two CNG buses	FY22 Congressionally Directed Funding	\$1,840,000	\$2,300,000
4	FY22 Congressionally Directed Funding	Purchase seven Paratransit Vans	FY22 Congressionally Directed Funding	\$505,750	\$595,000
5	Local Partnership Program (LPP)	Bus Replacement	CTC FY20 Local Partnership Program (LPP) FY 20-21,21-22 and 22-23	\$903,000	\$1,806,000
6	Federal Emergency Management Agency (FEMA)-	Cleaning and disinfection in response to COVID-19 cases	(FEMA)- Emergency Protective Measures	\$270,422	\$270,422
7	FY22 Congressionally Directed Funding	ParaCruz Operation and Administrative Facility Construction Project	FY22 Congressionally Directed Funding	\$5,517,594	\$6,130,660
8	FTA FY21 5339a	Install Automatic Passenger Counters (APCs)	FTA FY21 5339a Bus and Bus Facilities Formula	\$524,355	\$524,355
9	FY23 TDA-STA/SGR Claim	Capital assistance	FY23 SCCRTC TDA-SGR	\$770,861	\$770,861
10	FY23 TDA-LTF/STA Claim	Operating assistance	FY23 SCCRTC Transportation Development Act-Local Transportation Fund (TDA-LTF)	\$13,694,068	\$27,388,136
11	Operate Watsonville Circulator	Operate new circulator route w/ ZEB in Wats DAC	FY22 LCTOP	\$1,074,571	\$1,074,571

## Attachment B

12	FY22 Rural Transit Operations	Operating assistance	FY22 FTA5311 Rural Operating Assistance Award:TBD	\$258,123	\$814,648
13	FTA FY22 5339(a) the State Rural Discretionary	Vehicle Replacement Program	FTA FY22 5339(a) the State Rural Discretionary	\$1,680,000	\$2,100,000
14	Vouchers for 1 ZEBs	HVIP for 4 Proterra ZEBs	CALSTART Heavy-duty zero-emission Vehicle Incentive Program (HVIP) for 4 ZEBs	\$150,000	\$150,000
15	FY23 Rural Transit Operations	Operating assistance	FY23 FTA5311 Rural Operating Assistance Award:TBD	\$263,285	\$784,693
16	FY21 FTA Areas of Persistent Poverty Program (AoPP) grant	South County Zero-Emissions Operating and Maintenance Facility Plan	FY21 FTA Areas of Persistent Poverty Program (AoPP) grant	\$850,000	\$1,000,000
<b>Total</b>				<b>\$ 40,184,743</b>	<b>\$ 59,954,183</b>
<b>End of Pending Grants</b>					



**DATE:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** Daniel L. Zaragoza, Operations Manager, Paratransit Division  
**SUBJECT: ACCEPT AND FILE THE METRO PARACRUZ OPERATIONS STATUS REPORT FOR JANUARY, FEBRUARY AND MARCH 2022**

**I. RECOMMENDED ACTION**

**That the Board of Directors accept and file the quarterly METRO ParaCruz Operations Status Report for January, February and March 2022**

**II. SUMMARY**

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

ParaCruz during the months of January, February and March ParaCruz provided 15,217 rides. On Time Performance for this period was 99.69%.

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

**III. DISCUSSION/BACKGROUND**

- Summary review of monthly operational statistics for ParaCruz.

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

- In January, the number of ParaCruz rides increased by: 2,033
- In February, the number of ParaCruz rides increased by: 2,127
- In March, the number of ParaCruz rides increased by: 2,286

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

- In January, the number of ParaCruz rides decreased by: 1,409
- In February, the number of ParaCruz rides decreased by: 1,124
- In March the number of ParaCruz rides increased by: 1,717

- Summary review of monthly operational information about ParaCruz for FY22:
  - January number of total ParaCruz rides: 4,507
  - February number of total ParaCruz rides: 4,996
  - March number of total ParaCruz rides: 5,714
- Summary review of monthly operational information about Microtransit Service for FY22:
  - January number of total Microtransit rides: 71
  - February number of total Microtransit rides: 13
  - March number of total Microtransit rides: 7

Microtransit Service began on April 19, 2021.

- Comparing December 2021 statistics to January 2022, ParaCruz rides decreased by 351
- Comparing January 2022 statistics to February 2022, ParaCruz rides increased by 489
- Comparing February 2022 statistics to March 2022, ParaCruz rides increased by 718

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

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

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

There are no financial considerations for this report.

ParaCruz provided 91 Microtransit rides during the months of January, February, and March.

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

N/A

#### **VII. COORDINATION**

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

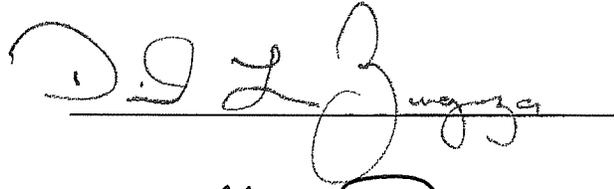
## **VIII. ATTACHMENTS**

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

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

**IX. APPROVALS**

Daniel L. Zaragoza, Operations  
Manager, Paratransit Division



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Michael Tree,  
CEO/General Manager



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

# Attachment A

## ParaCruz On-time Performance Report for January 2022

	January 2021	January 2022
Total pick ups	2,474	4,507
<b>Percent in “ready window” *</b>	<b>100.00%</b>	<b>99.71%</b>
1 to 5 minutes late	.00%	.13%
6 to 10 minutes late	.00%	.05%
11 to 15 minutes late	.00%	.02%
16 to 20 minutes late	.00%	.07%
21 to 25 minutes late	.00%	.02%
26 to 30 minutes late	.00%	.00%
31 to 35 minutes late	.00%	.00%
36 to 40 minutes late	.00%	.00%
41 or more minutes late (excessively late/missed trips)	.00%	.00%
Total beyond “ready window”	<b>0.00%</b>	<b>0.29%</b>

\*Target: 90%

### On-time Performance

During January, ParaCruz’ on time performance increased by .02% from last month. Ridership decreased from last month. ParaCruz hired one Operator. ParaCruz has two Operator positions unfilled and two Operators out on medical leave. The total number of available working ParaCruz Operators is now 20 per weekday, not including Operators on annual leave.

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

During the month of January 2022, ParaCruz received four Customer Service Reports, Three are valid; a person was not informed that her location was out of our service area until she attempted to book a ride, and a person could not book her rides because our phone system was down, and another person could not activate a Will call ride. One was not valid; one was a person that was upset that their Operator was constantly asking the person to not remove their facemask while the person was riding.

# Attachment A

## ParaCruz On-time Performance Report for February 2022

	February 2021	February 2022
Total pick ups	2,869	4996
<b>Percent in “ready window”</b>	<b>100.00%</b>	<b>99.60%</b>
1 to 5 minutes late	.00%	.16%
6 to 10 minutes late	.00%	.04%
11 to 15 minutes late	.00%	.12%
16 to 20 minutes late	.00%	.02%
21 to 25 minutes late	.00%	.00%
26 to 30 minutes late	.00%	.00%
31 to 35 minutes late	.00%	.00%
36 to 40 minutes late	.00%	.02%
41 or more minutes late (excessively late/missed trips)	.00%	.04%
<b>Total beyond “ready window”</b>	<b>0.00%</b>	<b>0.40%</b>

\*Target: 90%

### On-time Performance

During February, ParaCruz' on time performance decreased by .11 from last month. Ridership increased from last month. ParaCruz has three Operator position unfilled and two Operators out on Medical leave. ParaCruz hired one Operator. The total number of available working ParaCruz Operators is 20 per weekday, not including Operators on annual leave.

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

During the month of February 2022, ParaCruz received four Customer Service Reports. Three are valid, one for a late ride, one for a person that complained that an Operator left their vehicle idling for approximately 15 minutes in a parking area, and one for a passenger that complained that both he and the Operator had to deal with a rude passenger. One was not valid, a person the doesn't want to share any rides with other passengers.

# Attachment A

## ParaCruz On-time Performance Report for March 2022

	<b>March 2021</b>	<b>March 2022</b>
Total pick ups	3,428	5,714
<b>Percent in “ready window”</b>	<b>99.91%</b>	<b>99.75%</b>
1 to 5 minutes late	.06%	.11%
6 to 10 minutes late	.03%	.04%
11 to 15 minutes late	.00%	.00%
16 to 20 minutes late	.00%	.02%
21 to 25 minutes late	.00%	.04%
26 to 30 minutes late	.00%	.02%
31 to 35 minutes late	.00%	.00%
36 to 40 minutes late	.00%	.02%
41 or more minutes late (excessively late/missed trips)	.00%	0.00%
Total beyond “ready window”	<b>.09%</b>	<b>.25%</b>

\*Target: 90%

### **On-time Performance**

During March, ParaCruz' on time performance increased by .15 % from last month. March ridership decreased from last month. ParaCruz has hired two new Operators that are currently in training, three Operator positions remain unfilled, and three Operators are out on medical leave. The total number of available working ParaCruz Operators is 18 per weekday, not including Operators on annual leave.

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

During the month of March 2022, ParaCruz received six Customer Service Reports. Two are complements for ParaCruz Operators. One was valid, a rider complained that the vehicle she rode on was bumpy and it made her uncomfortable. Three are not valid, one for a person that was upset that she had to share her ride with another person, one was a person that booked a ride for the wrong location was claiming that it was METRO's mistake, the recording of the booking was reviewed, and showed that it was not, and one for a person that claimed that an Operator blocked them from leave a parking space, video showed the Operator waiting for them to leave, but the person was talking on their cell phone.

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# Attachment B

## Comparative Operating Statistics through January 2022

	January 2021	January 2022	FY 21	FY 22	Performance Averages	Performance Goals
Requested	4,202	6,517	33,969	43,783	<b>5,901</b>	
Performed	2,474	4,507	20,408	34,281	<b>4,383</b>	
Cancel	41.12%	30.84%	37.85%	22.02%	<b>26.16%</b>	
No Shows	3.09%	4.39%	4.23%	3.72%	<b>3.56%</b>	Less than 3%
Total miles	21,570	34,963	169,182	238,208	<b>30,387</b>	
Av trip miles	6.59	6.46	6.09	6.51	<b>6.46</b>	
Within ready window	100.00%	99.71%	98.87%	99.46%	<b>99.66%</b>	90.00% or better
Call center volume	2,085	4,196	15,265	32,461	<b>3,922</b>	
Hold times less than 2 minutes	98.64%	98.75%	97.84%	98.78%	<b>98.57%</b>	Greater than 90%
Distinct riders	291	525	761	923	<b>494</b>	
Most frequent rider	68 rides	68 rides	378 rides	390 rides	<b>66 rides</b>	
Shared rides	21.63%	44.71%	17.50%	37.88%	<b>32.06%</b>	Greater than 60%
Passengers per rev hour	1.74	2.00	1.77	2.02	<b>1.93</b>	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	<b>N/A</b>	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	<b>N/A</b>	
Rides < 10 miles	59.14%	65.36%	59.58%	63.78%	<b>61.91%</b>	
Rides > 10 miles	40.86%	34.64%	40.42%	36.14%	<b>38.09%</b>	
Denied Rides	0	0	0	0	<b>0</b>	Zero
Missed Trips	0	2	0	13	<b>1</b>	
Excessively Long Trips	0	0	0	1	<b>0</b>	
# Trips at Base Fare	1,526	2,726	12,046	20,518	<b>2,618</b>	
# Trips > Base Fare	419	901	3,384	6,306	<b>816</b>	

# Attachment B

## Comparative Operating Statistics through February 2022

	<b>February 2021</b>	<b>February 2022</b>	<b>FY 21</b>	<b>FY 22</b>	<b>Performance Averages</b>	<b>Performance Goals</b>
Requested	4,331	6,361	38,300	50,144	<b>6,070</b>	
Performed	2,869	4,996	23,277	39,277	<b>4,560</b>	
Cancels	30.76%	19.35%	36.96%	21.66%	<b>25.21%</b>	
No Shows	2.77%	2.61	4.05%	3.58%	<b>3.54%</b>	Less than 3%
Total miles	24,905	36,588	194,087	274,797	<b>31,360</b>	
Av trip miles	6.42	6.45	6.13	6.50	<b>6.55</b>	
Within ready window	100.00%	99.60%	99.89%	99.48%	<b>99.63%</b>	90.00% or better
Call center volume	2,016	4234	17,281	36,695	<b>4,106</b>	
Hold times less than 2 minutes	99.36%	98.98%	98.03%	98.80%	<b>98.54%</b>	Greater than 90%
Distinct riders	320	576	810	1,231	<b>515</b>	
Most frequent rider	63 rides	54 rides	502 rides	428 rides	<b>66 rides</b>	
Shared rides	18.40%	61.71%	17.62%	40.86%	<b>35.67%</b>	Greater than 60%
Passengers per rev hour	1.69	2.10	1.76	2.03	<b>1.93</b>	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	<b>N/A</b>	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	<b>N/A</b>	
Rides < 10 miles	60.79%	63.73%	59.73%	63.78%	<b>62.15%</b>	
Rides > 10	39.21%	36.27%	40.27%	36.22%	<b>37.85%</b>	
Denied Rides	0	0	0	0	<b>0</b>	Zero
Missed Trips	0	3	0	16	<b>1</b>	
Excessively Long Trips	0	0	0	0	<b>0</b>	
# Trips Base Fare	1,772	2,878	13,818	23,396	<b>2,711</b>	
# Trips > Base Fare	518	1,086	3,902	7,392	<b>864</b>	

# Attachment B

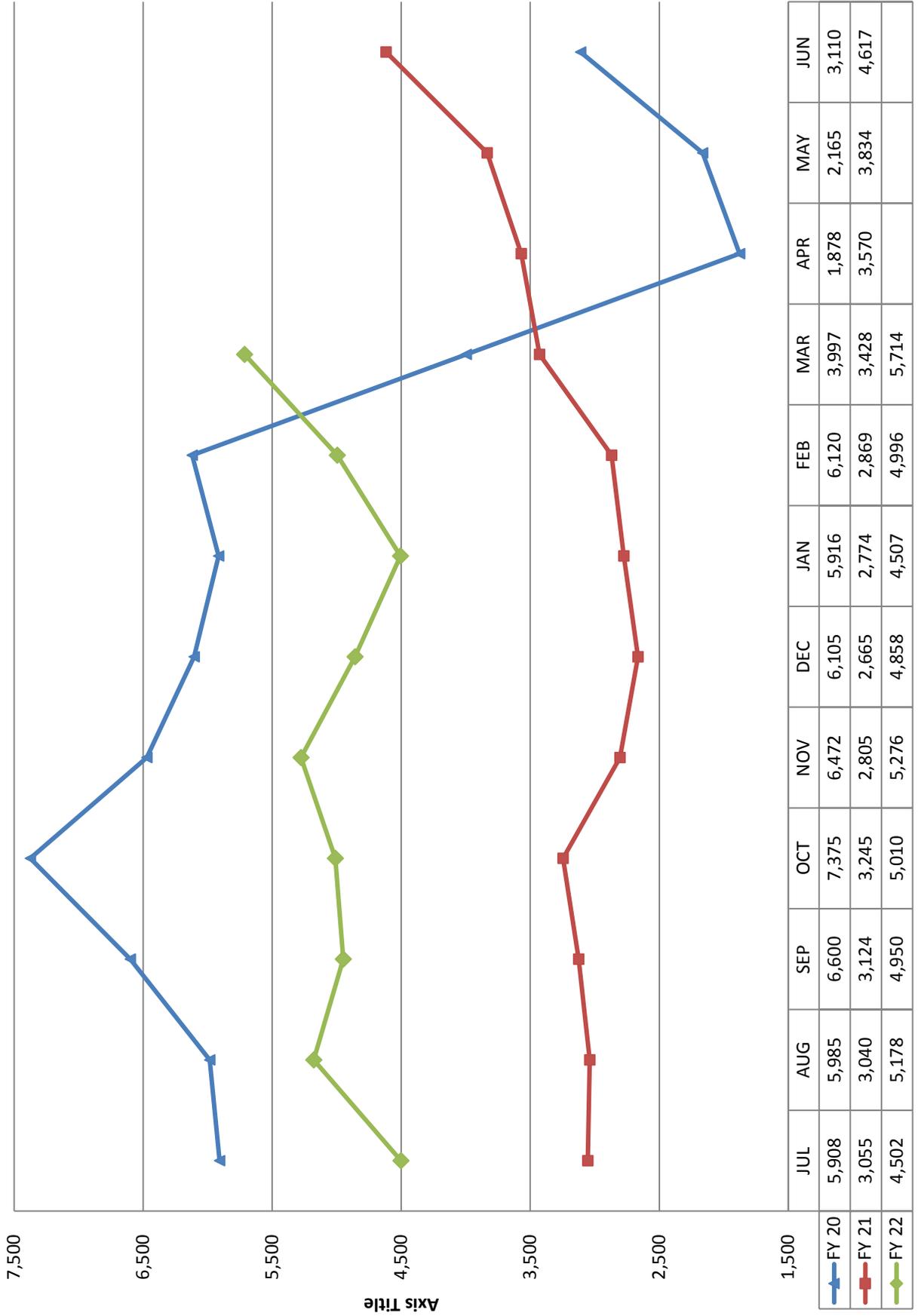
## Comparative Operating Statistics through March 2022

	<b>March 2021</b>	<b>March 2022</b>	<b>FY 21</b>	<b>FY 22</b>	<b>Performance Averages</b>	<b>Performance Goals</b>
Requested	5,337	7,053	43,637	57,227	<b>6,213</b>	
Performed	3,428	5,714	26,705	44,991	<b>4,751</b>	
Cancels	33.18%	14.97%	36.54%	20.94%	<b>23.70%</b>	
No Shows	3.87%	4.71%	4.03%	3.71%	<b>3.61%</b>	Less than 3%
Total miles	23,703	33,857	217,790	308,654	<b>32,207</b>	
Av trip miles	6.70	6.63	6.19	6.51	<b>6.54</b>	
Within ready window	99.91%	99.75%	99.89%	99.51%	<b>99.61%</b>	90.00% or better
Call center volume	2,274	4,925	19,555	41,620	<b>4,327</b>	information not available
Hold times less than 2 minutes	99.46%	96.95%	98.19%	98.60%	<b>98.33%</b>	Greater than 90%
Distinct riders	368	612	873	1,360	<b>536</b>	
Most frequent rider	65 rides	58 rides	567rides	530 rides	<b>65 rides</b>	
Shared rides	20.57%	33.75%	17.94%	40.07%	<b>36.77%</b>	Greater than 60%
Passengers per rev hour	1.74	2.03	1.76	2.03	<b>1.99</b>	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	<b>N/A</b>	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	<b>N/A</b>	
Rides < 10 miles	60.44%	62.79%	59.81%	63.67%	<b>62.35%</b>	
Rides > 10	39.56%	37.21%	40.19%	36.33%	<b>37.65%</b>	
Denied Rides	0	0	0	0	<b>0</b>	Zero
Missed Trips	0	0	0	17	<b>1</b>	N/A
Excessively Long Trips	0	0	0	1	<b>0</b>	
# Trips Base Fare	2,056	3,337	15,874	26,733	<b>2,817</b>	
# Trips > Base Fare	662	1,201	4,564	8,593	<b>909</b>	

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# Attachment C

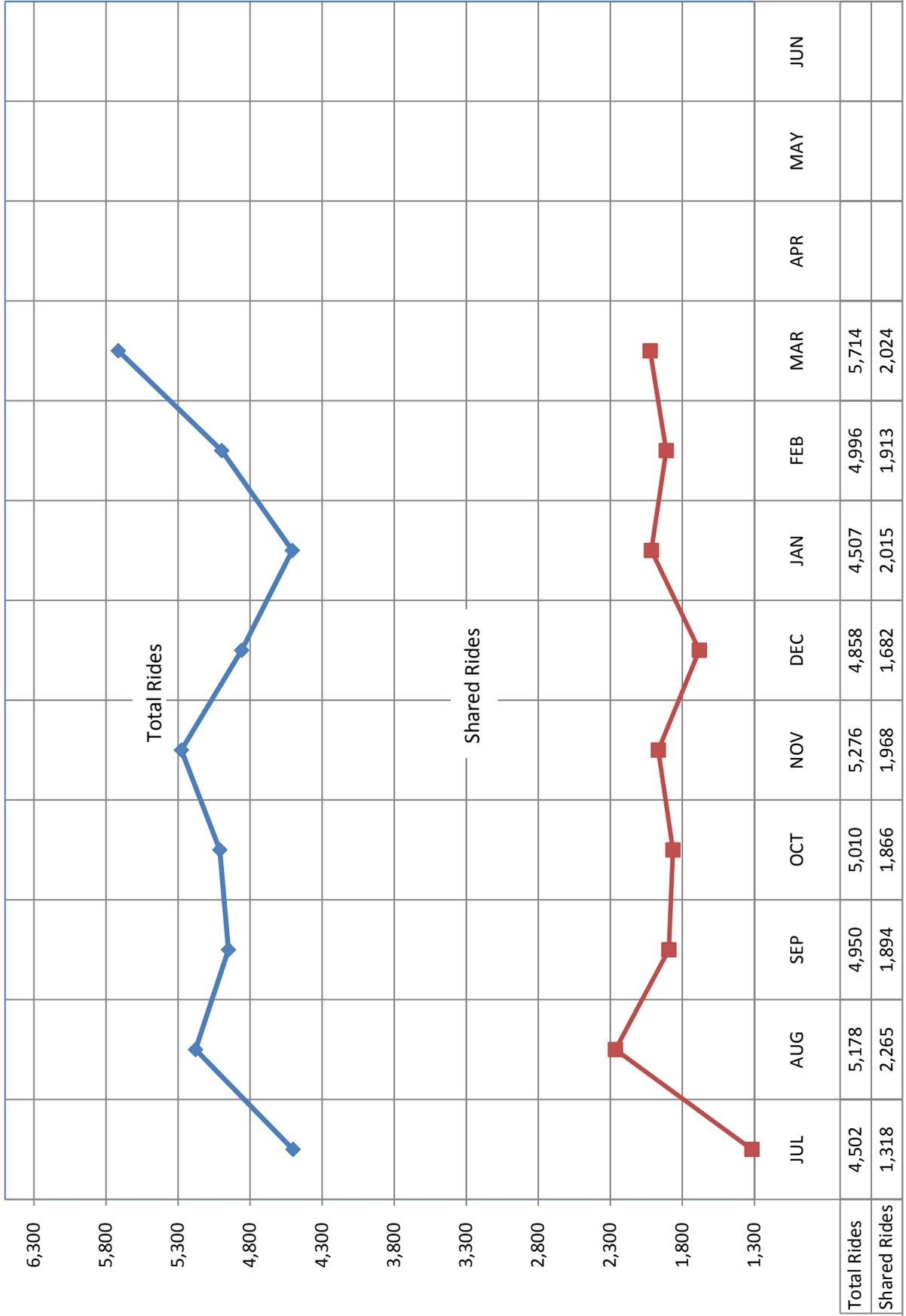
## Number of Rides Comparison



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# Attachment D

## Total Ride vs. Shared Ride Count

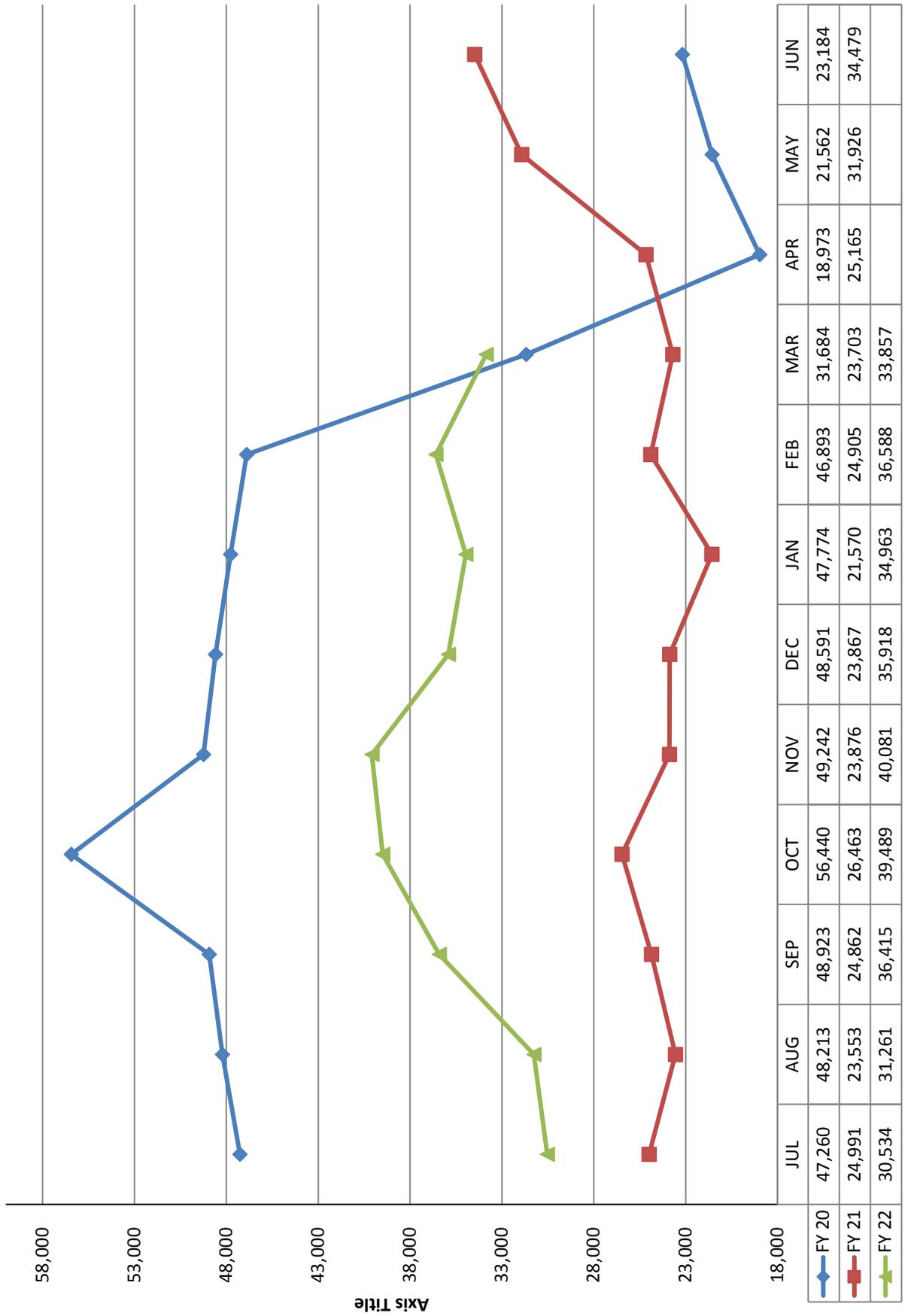


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# Attachment E

## Annual Miles Comparison



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# Attachment F

## Monthly Assessments

MONTHLY ASSESSMENTS						
	UNRESTRICTED	RESTRICTED CONDITIONAL	RESTRICTED TRIP BY TRIP	TEMPORARY	DENIED	TOTAL
APRIL 2021	25	0	0	28	1	54
MAY 2021	25	0	1	20	0	46
JUNE 2021	52	0	0	27	0	79
JULY 2021	52	0	0	21	0	73
AUGUST 2021	38	0	0	27	0	65
SEPTEMBER 2021	48	0	0	29	0	77
OCTOBER 2021	43	0	0	25	1	69
NOVEMBER 2021	49	0	0	47	0	96
DECEMBER 2021	28	0	0	19	0	47
JANUARY 2022	40	0	0	13	0	53
FEBRUARY 2022	52	0	0	43	0	95
MARCH 2022	48	0	0	30	0	78

Number of Eligible Riders for the month of January 2022 = 2,863

Number of Eligible Riders for the month of February 2022 = 2,890

Number of Eligible Riders for the month of March 2022 = 2,949

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

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

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

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

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# Attachment G

## Top Ride Destinations

<b>LOCATION</b>	<b>January</b>	<b>February</b>	<b>March</b>	<b>Total</b>	<b>% of total rides</b>
<b>Satellite Dialysis - Capitola</b>	<b>605</b>	<b>637</b>	<b>644</b>	<b>1,886</b>	<b>12.39%</b>
<b>Cabrillo College 6500 Soquel Dr. Aptos</b>	<b>136</b>	<b>405</b>	<b>454</b>	<b>995</b>	<b>6.54%</b>
<b>Satellite Dialysis - Watsonville</b>	<b>276</b>	<b>234</b>	<b>261</b>	<b>771</b>	<b>5.06%</b>
<b>Palo Alto Medical 2025 Soquel Ave. SC</b>	<b>133</b>	<b>99</b>	<b>174</b>	<b>406</b>	<b>2.67%</b>
<b>Santa Cruz Post-Acute 1115 Capitola Rd. SC</b>	<b>143</b>	<b>7</b>	<b>224</b>	<b>373</b>	<b>2.45%</b>
<b>La Posada 609 Frederick St. SC</b>	<b>111</b>	<b>112</b>	<b>136</b>	<b>359</b>	<b>2.36%</b>
<b>The Galleria 740 Front St. SC</b>	<b>105</b>	<b>110</b>	<b>121</b>	<b>336</b>	<b>2.21%</b>
<b>Bay Avenue Senior Apartments 750 Bay Ave. Capitola</b>	<b>77</b>	<b>102</b>	<b>115</b>	<b>294</b>	<b>1.93%</b>
<b>Soquel High School 401 Old San Jose Rd. Soquel</b>	<b>38</b>	<b>116</b>	<b>136</b>	<b>290</b>	<b>1.91%</b>
<b>Pacific Coast Manor 1935 Wharf Rd. Capitola</b>	<b>117</b>	<b>126</b>	<b>37</b>	<b>270</b>	<b>1.77%</b>
<b>Via Pacifica Gardens 1860 Via Pacifica, Aptos</b>	<b>72</b>	<b>69</b>	<b>74</b>	<b>215</b>	<b>1.43%</b>
<b>Chestnut Street Apartments 95 Chestnut St. Santa Cruz</b>	<b>66</b>	<b>68</b>	<b>78</b>	<b>212</b>	<b>1.39%</b>

Number of rides for the month of January 2022 = **4,507**

Number of rides for the month of February 2022 = **4,996**

Number of rides for the month of March 2022 = **5,714**

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**DATE:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** John Urgo, Planning & Development Director  
**SUBJECT: ACCEPT AND FILE THE METRO SYSTEM RIDERSHIP REPORTS FOR THE THIRD QUARTER OF FY22**

**I. RECOMMENDED ACTION**

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

**II. SUMMARY**

- FY22 Q3 total ridership increased 255.0% (+533,128) compared to FY21 Q3. However, FY22 Q3 ridership decreased 45.2% (-612,614) compared to FY19 Q3.
- Non-student ridership increased 77.4% (+135,605) compared to FY21 Q3 and decreased 35.4% (-170,616) compared to FY19 Q3.
- Highway 17 (Hwy 17) ridership increased 195.3% (+18,626) compared to FY21 Q3 and decreased 59.6% (-41,608) compared to FY19 Q3.
- UCSC ridership increased 1,176.5% (+382,724) compared to FY21 Q3 and decreased 48.0% (-383,830) compared to FY19 Q3.
- Cabrillo College ridership increased 1,168.0% (+14,799) compared to FY21 Q3 and decreased 78.4% (-58,334) compared to FY19 Q3.

**III. DISCUSSION/BACKGROUND**

This report contains ridership summaries and ridership by route for Santa Cruz Metropolitan Transit District (METRO) fixed route bus service for the Third quarter (Q3) of FY22, January 1, 2022 – March 31, 2022. Quarterly ridership reports keep the Board of Directors (Board) apprised of METRO's ridership statistics and ridership trends:

- Attachment A shows system-wide and college student ridership statistics for Q3 of FY22 and makes year-over-year comparisons with ridership statistics.
- Attachment B shows the average ridership and pass/fare usage per route and system-wide.
- Attachment C shows the weekly ridership comparison for Q3 of FY22 and FY21.

### **Total Fixed Route Ridership**

Compared to the previous fiscal year's third quarter FY22 Q3 total fixed-route ridership increased substantially, with a 257.9% change year-over-year. METRO operates 23 local routes and one commuter route over the Highway 17 (Hwy 17). Hwy 17 ridership increased 195.3% and Local ridership increased 257.9%. Student Pass ridership, composed of UCSC and Cabrillo riders, increased 1,176.2%. UCSC and Cabrillo ridership grew 1,176.5% and 1,168.0%, respectively, while the remaining non-student ridership rose 77.4%.

In the third quarter of FY22 there was 45.2% less total-fixed route ridership compared to Q3 of FY19. Compared to pre-COVID data, Hwy 17 ridership remained more depressed than did local route ridership. Hwy 17 boardings decreased 59.6% compared to the same quarter in FY19, while Local ridership only dropped 44.4%. Student pass ridership decreased 50.7% this quarter compared to Q3 of FY19, as UCSC and Cabrillo ridership returned to 51.8% and 22.2% of pre-COVID ridership levels, respectively. The remaining non-student ridership in FY22 Q3 was 35.4% less compared to FY19 Q3.

In Q3 of FY21, shelter-in-place directives and carrying capacity restrictions continued to reduce overall ridership. UCSC and Cabrillo demand was also greatly diminished as both were still holding most classes remotely. Furthermore, telework was still widespread in Q3 of FY21, which contributed to non-student ridership reductions. As a result of this diminished ridership demand, METRO operated an average of 21.4% less vehicle revenue hours (VRH) in FY21 compared to the current service level in FY22.

In Q3 of FY22, there were no shelter-in-place directives or carrying capacity restrictions. UCSC and Cabrillo returned to largely in-person learning, with some larger classes continued as remote learning. Some non-student riders transitioned from telework to working at least part-time in the office and ridership demand increased. However, operator shortages necessitated implementing 16.0% and 2.2% less weekday and weekend VRH, respectively, compared to FY19 service.

### **Regular and Discount Passes & Fares**

Discount riders utilizing cash for boarding increased 17.7% compared to the third quarter of FY21. Discount pass usage increased significantly, with a 47.2% rise in usage compared to FY21 Q3. Overall, discount ridership increased 32.2% in the third quarter of FY22.

Discount ridership was 11.4% of total fixed route ridership in Q3 of FY22. Compared to the third quarter of FY19, discount cash and pass usage decreased 24.7% and 51.4%, respectively, and discount ridership overall was still down 42.1%.

Q3 FY22 pass boardings for regular adults and all youth not associated with the student pass programs increased 71.2%. Cash usage among this demographic increased 149.5%. Overall, regular ridership increased 103.4% in the third quarter of FY22.

Regular ridership was 30.5% of total fixed route ridership in Q3 of FY22. Compared to the third quarter of FY19, pass usage was down 32.7% and cash usage declined by 23.5%, and there was a 28.4% reduction in regular ridership overall.

### **Weekly Ridership Growth**

For the first three weeks of the third quarter of FY22, weekly ridership was, on average, 178.4% greater than year-over-year weekly ridership in FY21. During this time, UCSC was holding the majority of their classes remotely, due to a rise in COVID cases. In the fourth week of January, weekly ridership began to increase due to UCSC students returning for the resumption of in-person classes on February 1. The third week of March had the lowest increase in weekly ridership for the quarter, which was likely due to spring break occurring over this week for UCSC and Cabrillo students. Excluding the week of spring break in FY22 and FY21 for METRO's student pass holders, the average weekly ridership increase for the remaining 9 weeks of FY22 Q3 was 294.4%.

Compared to FY19, ridership for the first four weeks of Q3 FY22 was on average 56.2% less. The third week of March in FY19 was also Spring Break for Cabrillo and UCSC students and there were 17,151 fewer riders than the same week in FY22, which is a 35.8% increase in ridership. Excluding the week of spring break for METRO's student pass holders in FY19 and FY22, the average weekly ridership FY22-19 decrease for the remaining 9 weeks of Q3 was 43.8%.

### **Trip Ridership by Route**

FY22 year-over-year total ridership per trip increased 165.9% compared to Q3 of FY21. While average weekday and weekend ridership per trip on all routes was similar, the average number of riders per trip was greater on the weekend than during the week. There were 18.1 average riders per weekday trip compared to an average of 17.6 riders per trip on the weekends. The weekday route with the highest average passenger load per revenue trip was the route 18 UCSC via Main Gate-Mission with 40.2 riders per trip. The weekend route with the greatest passenger loads was also the route 18 UCSC via Main Gate-Mission with an average of 67.2 riders per trip.

Compared to FY19, overall riders per trip was still down by 41.7%. Weekday ridership was more depressed compared to weekend ridership. Weekday riders per trip was down 43.2% but the average weekend riders per trip only declined by 33.2%. The FY19 weekday route with the greatest trip loads was the weekday-only route 15 with an average of 69 riders per trip. The weekend route with the largest trip loads was the route 16, replaced with the route 18 in FY22, with 64 riders per trip.

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

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

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

Revenue derived from passenger fares and passes was reflected in the FY22 operating budget. Farebox revenue this quarter increased 84.1% compared to Q3 in FY21. Total pass usage also increased 34.8% this quarter compared to the third quarter of FY21. The COVID-19 pandemic fallout will continue to adversely affect actual passenger pass and fare usage for the remainder of FY22.

## **VI. CHANGES FROM COMMITTEE**

N/A

## **VII. ALTERNATIVES CONSIDERED**

There are no alternatives to consider.

## **VIII. ATTACHMENTS**

**Attachment A:** Quarterly System Ridership Summary for FY22 Q3  
January 1, 2022 – March 31, 2022

**Attachment B:** Quarterly Average Ridership by Route Report for FY22 Q3  
January 1, 2022 – March 31, 2022

**Attachment C:** Quarterly Ridership by Week for FY22 Q3 January 1, 2022 –  
March 31, 2022

Prepared by: Cayla Hill, Planning Analyst

**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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# Quarterly System Ridership Summary

Calendar Operating Days		Discounted Pass Usage (Senior/Disabled)			Regular Pass Usage					
	This Year	Last Year	FY22 Q3	FY21 Q3	Difference	% Change	FY22 Q3	FY21 Q3	Difference	% Change
Weekdays	64	64	46,255	31,419	14,836	47.2%	96,916	42,576	54,340	127.6%
Weekends	26	26					17,205	3,169	14,036	442.9%
UCSC Days of Instruction*	52	0*					114,121	45,745	68,376	570.5%
Cabrillo Days of Instruction**	44	0**								

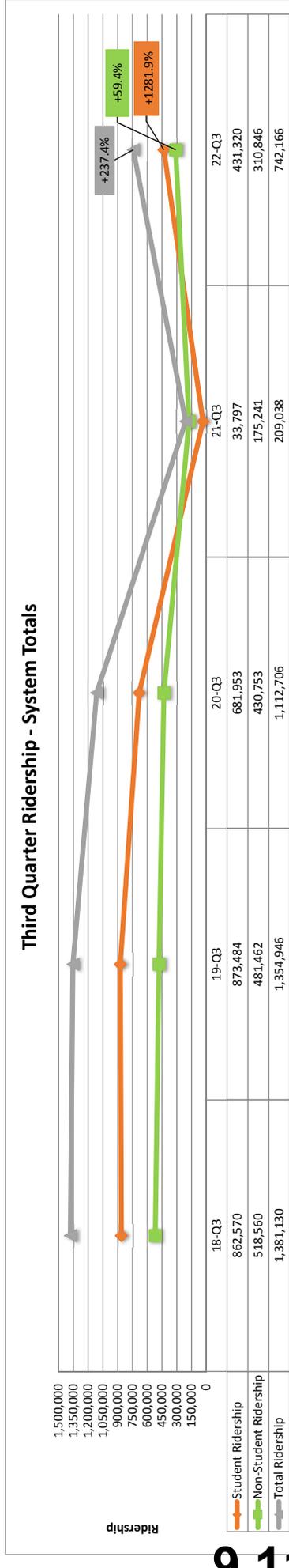
  

Regular Cash Usage		Discounted Cash Usage (Senior/Disabled)		
	FY22 Q3	FY21 Q3	Difference	% Change
Local Single Cash Fare	36,276	31,665	4,611	14.6%
Hwy 17 Single Cash Fare	2,041	885	1,156	130.6%
<b>Total Cash Usage</b>	<b>38,317</b>	<b>32,550</b>	<b>5,767</b>	<b>17.7%</b>

System Totals		Quarterly Totals (Q3)		
	FY22 Q3	FY21 Q3	Difference	% Change
Local Fixed Route	714,002	199,500	514,502	257.9%
Highway 17 Express	28,164	9,538	18,626	195.3%
<b>System Total</b>	<b>742,166</b>	<b>209,038</b>	<b>533,128</b>	<b>255.0%</b>

Student Pass Totals		Quarterly Totals (Q3)		
	FY22 Q3	FY21 Q3	Difference	% Change
Local Single Cash Fare	102,372	60,132	42,240	70.2%
Hwy 17 Single Cash Fare	9,781	5,395	4,386	81.3%
<b>Total Cash Usage</b>	<b>112,153</b>	<b>65,527</b>	<b>46,626</b>	<b>71.2%</b>



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**Quarterly Average Ridership by Route Report**

January 1, 2022 - March 31, 2022		Average Weekday Ridership per Trip					Average Weekend Ridership per Trip				
Route	Corridor	Total Riders	UCSC Riders %	Cabrillo Riders %	Discount Fares and Passes %	Regular Fares & Passes %	Total Riders	UCSC Riders %	Cabrillo Riders %	Discount Fares and Passes %	Regular Fares and Passes %
<b>UCSC</b>											
10	UCSC via High St.	32.1	96.2%	0.1%	1.3%	2.4%	40.5	93.2%	0.1%	0.7%	5.9%
15	UCSC via Laurel West	28.8	96.6%	0.1%	0.8%	2.4%					
18	UCSC via Main Gate-Mission	50.2	94.3%	0.3%	1.1%	4.3%	67.2	93.0%	0.2%	1.0%	5.8%
19	UCSC via Lower Bay	38.7	94.2%	0.2%	2.3%	3.2%	52.2	91.7%	0.1%	1.9%	6.3%
20	UCSC via West Side	37.2	91.7%	0.3%	1.9%	6.0%	57.6	90.7%	0.2%	1.7%	7.4%
22	UCSC/Coastal Science Campus	19.8	98.1%	0.1%	0.4%	1.4%					
<b>Intercity</b>											
35/35A	Santa Cruz/Scotts Valley/SLV	10.1	5.8%	2.5%	20.3%	71.4%	11.0	6.1%	2.2%	25.7%	66.1%
69A	Capitola Road/Watsonville	16.2	11.3%	2.9%	28.4%	57.4%	13.6	15.7%	1.8%	26.6%	55.9%
69W	Cap. Road/CRillo/Watsonville	17.5	10.5%	10.1%	22.5%	56.9%	15.4	14.3%	2.6%	23.3%	59.9%
71	Santa Cruz to Watsonville	16.9	5.6%	6.8%	23.9%	63.7%	12.3	5.9%	1.8%	27.6%	64.8%
<b>N. County</b>											
40	Davenport/North Coast	4.3	4.0%	0.7%	7.2%	88.2%					
41	Bonny Doon	3.1	5.3%	4.0%	13.8%	76.9%					
42	Davenport/Bonny Doon	7.9	13.5%	1.4%	12.9%	72.3%	5.2	25.8%	3.2%	19.2%	51.8%
<b>Live Oak</b>											
66	Live Oak via 17th	8.6	14.5%	1.9%	29.0%	54.6%	6.9	18.4%	1.6%	31.2%	48.8%
68	Like Oak via Broadway/Portola	6.5	20.5%	2.3%	24.8%	52.4%	6.0	28.6%	1.9%	26.8%	42.7%
<b>Local</b>											
4	Harvey West/Emeline	7.4	9.8%	4.3%	41.2%	44.7%					
55	Rio Del Mar	6.2	4.6%	19.7%	32.2%	43.5%	6.2	6.2%	10.0%	38.6%	45.2%
72	Watsonville Hospital/Pinto Lake	7.4	1.3%	3.5%	31.7%	63.6%	2.5	2.0%	2.1%	39.0%	56.9%
74S	PVHS/Watsonville Hospital	11.2	0.0%	0.2%	8.4%	91.4%					
75	Green Valley Road	4.5	2.3%	3.0%	35.1%	59.6%	3.5	1.4%	0.7%	39.2%	58.7%
79	Pajaro/East Lake	4.6	6.5%	7.4%	34.5%	51.6%	2.5	0.5%	0.0%	36.0%	63.5%
WC	Watsonville Circulator	4.7	-	-	-	100.0%	4.1	-	-	-	100.0%
<b>Express</b>											
91X	Santa Cruz/Watsonville Express	8.2	8.9%	24.8%	19.3%	47.0%					
Hwy 17	Hwy 17 Express	11.0	-	-	9.6%	90.4%	9.3	-	-	7.0%	93.0%
<b>Avg. Ridership per Trip</b>		17.6	55.5%	2.5%	11.1%	30.8%	18.1	57.6%	0.8%	10.9%	30.7%

44 Calendar School Days of Cabrillo
52 Calendar School Days of UCSC
44 Calendar School Days of SJSU

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### Q3 FY19-22 Weekly Ridership



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**DATE:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** Chuck Farmer, CFO



**SUBJECT: CONSIDERATION OF DECLARING VEHICLES AND/OR EQUIPMENT  
AS EXCESS FOR PURPOSES OF DISPOSAL OR AUCTION**

**I. RECOMMENDED ACTION**

**That the Board of Directors approve a resolution declaring vehicles and/or obsolete equipment as ready for disposal or auction and direct the CEO to dispose of the surplus item in conformance with METRO's Administrative Policy Number AP-2020 - Fixed Assets and Inventoried Items.**

**II. SUMMARY**

- In accordance with Santa Cruz Metropolitan Transit District's (METRO) policy on disposal of fixed assets, at least once per year Finance Department management shall recommend to the Board of Directors a list of items to be declared excess with appropriate action for disposal.
- Vehicles and equipment have exceeded their useful lives and are no longer needed by METRO.
- Staff recommends that the Board of Directors approve the resolution for the disposal or auction of excess property (Attachment A) and declare the item(s) listed in Exhibit A as excess and direct staff to use appropriate action for disposal.

**III. DISCUSSION/BACKGROUND**

The following vehicle/equipment identified in the Excess Vehicle & Equipment Listing (Exhibit A) has become obsolete and surpassed its useful life expectancy:

- One (1) 2003 New Flyer Bus: no. 2228

The vehicle recommended for disposal is fully depreciated, so there is no financial obligation to a granting agency with regard to the recommended disposal. METRO no longer has a need for this asset listed above; therefore, it is recommended that it be disposed of at this time.

The disposition of this asset has been coordinated with management and staff in processing them for disposal, recycling or auction, if appropriate.

Staff recommends that the Board of Directors approve a resolution (Attachment A) and declare the item listed in Exhibit A as excess and direct staff to use appropriate action for disposal.

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

This report pertains to Financial Stability, Stewardship, & Accountability.

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

The estimated gross market value of the vehicle included in the disposal list is approximately \$1,500. This vehicle has reached the end of its useful life and is obsolete. There is no financial impact as a result of this disposal.

Any revenue generated from the sale of vehicles, equipment or inventory is recorded in the District's general ledger to account 407090-100 "Gain/Loss on Disposal of Assets."

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

N/A

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

- Keep the vehicle in capital asset inventory. Staff does not recommend this alternative because the item has exceeded its useful life and/or is cost-prohibitive to repair and is no long in use.

#### **VIII. ATTACHMENTS**

**Attachment A:** Resolution to Approve the Disposal or Auction of Excess Assets

**Exhibit A:** Excess Vehicle & Equipment Listing—as of May 20, 2022

**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



## 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 TO APPROVE THE DISPOSAL OR AUCTION OF EXCESS ASSETS**

**WHEREAS**, the Santa Cruz Metropolitan Transit District (District), receives federal financial assistance from the Federal Transit Administration (FTA) to acquire real property, equipment and supplies, and rolling stock; and

**WHEREAS**, all such assets must be managed, used, and disposed of in accordance with applicable laws and regulations; and

**WHEREAS**, the FTA prescribes the method and delivers guidance to public transit operators to comply with grant management requirements in accordance with the regulations in *Title 49 Code of Federal Regulations, part 24 (49CFR 24)* and FTA Circular 5010.1E; and

**WHEREAS**, the acquisition cost of each item identified as excess is greater than \$5,000; and

**WHEREAS**, the District has determined that it is necessary to either dispose of the property, and/or to place the items up for auction.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT**, that it hereby resolves, determines and orders as follows:

1. The following asset is declared excess property on the Excess Vehicle & Equipment Listing as of 05/20/2022, "Exhibit A" and may be disposed of or auctioned as such:
  - "One (1) 2003 New Flyer Bus: no. 2228"

# Attachment A

Resolution No. \_\_\_\_\_  
Page 2 of 3

PASSED AND ADOPTED by the Board of Directors of the Santa Cruz Metropolitan Transit District on May 20, 2022, by the following vote:

AYES: DIRECTORS –

NOES: DIRECTORS –

ABSENT: DIRECTORS –

ABSTAIN: DIRECTORS –

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Larry Pageler, Board Chair

ATTEST:

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Michael Tree  
CEO/General Manager

APPROVED AS TO FORM:

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JULIE SHERMAN  
General Counsel

# Attachment A

Resolution No. \_\_\_\_\_  
Page 3 of 3

## **EXHIBIT A, SANTA CRUZ METROPOLITAN TRANSIT DISTRICT RESOLUTION NO. \_\_\_\_\_**

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT  
EXCESS VEHICLE & EQUIPMENT LISTING AS OF 05/20/2022

(Attached)

# Exhibit A

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT										
EXCESS VEHICLE & EQUIPMENT LISTING AS OF 05/20/2022										
Vehicle or Asset Tag #	Description	Acquisition Date	Total Cost	Accumulated Depreciation	Net Book Value	Estimated Market Value	Reason for Disposal	Condition	VIN / SN	License #
2228	2003 NEW FLYER D35LFC	03/14/2003	\$ 499,086	\$ 499,086	\$ -	\$ 1,500.00	END OF USEFUL LIFE	POOR	5FYD2LL002U024643	1161755

## 9.12A.4.Exhibit A.1

*Santa Cruz Metropolitan  
Transit District*



**DATE:** May 20, 2022

**TO:** Board of Directors

**FROM:** Pete Rasmussen, Transportation Planner II

**SUBJECT: AUTHORIZING THE CEO/GM TO ACCEPT ALL DEEDS AND GRANTS CONVEYING ANY INTEREST IN REAL PROPERTY TO THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT AND TO CONSENT TO THE RECORDATION OF SAME**

**I. RECOMMENDED ACTION**

**The Board authorize the CEO/GM to accept all deeds and grants conveying any interest in real property to the Santa Cruz Metropolitan Transit District and to consent to the recordation of same.**

**II. SUMMARY OF ISSUES**

- Section 27281 of the Government Code of the State of California (Section 27281) provides that deeds or grants conveying any interest in or easement upon real estate to a governmental agency for public purposes shall not be accepted for recordation without the consent of the grantee, evidenced by a resolution of acceptance attached to said deed or grant.
- Said section further provides that an officer or agent of a governmental agency may, by resolution, be authorized to consent to such deeds or grants.
- Approving this resolution will allow the CEO/General Manager to accept deeds on behalf of METRO without having to seek Board authorization each time.

**III. DISCUSSION/BACKGROUND**

Section 27281 provides that instruments conveying an interest in real property to METRO may not be recorded without a Certificate of Acceptance from the Board.

Section 27281 also provides that deeds or grants conveying any interest in or easement upon real estate to a governmental agency for public purposes shall not be accepted for recordation without the consent of the grantee, evidenced by a resolution of acceptance attached to said deed or grant.

Section 27281 further provides that an officer or agent of a governmental agency may, by resolution, be authorized to consent to such deeds or grants.

Approving this resolution will allow the CEO/General Manager to accept deeds on behalf of METRO without having to seek Board authorization each time. Staff recommends this because it will eliminate needing to return to the Board to accept deeds on behalf of METRO.

Upon Board approval, METRO will utilize the Certificate of Acceptance attached hereto as Exhibit A and record the Certificate along with the instrument conveying the offer of dedication or minor property acquisition with the County Recorder.

Prior to accepting any offer of dedication right of entry or minor property acquisition, METRO's General Counsel shall ensure the document or instrument is in a legally acceptable format.

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

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

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

There are no financial impacts.

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

The Board could choose to continue requiring staff to seek Board acceptance of any deed as each are conveyed. This is not recommended, as it will result in additional staff resources.

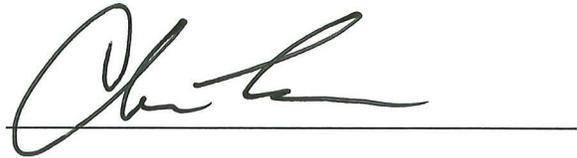
#### **VII. ATTACHMENTS**

**Exhibit A:** Certificate of Acceptance  
**Exhibit B:** Resolution

Prepared by: Pete Rasmussen, Transportation Planner II

**VIII. APPROVALS**

Chuck Farmer, Chief Financial Officer



Michael Tree, CEO/General Manager



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# Exhibit A

## CERTIFICATE OF ACCEPTANCE

### GOVERNMENT CODE SECTION 27281

This is to certify that the interest in real property conveyed by the attached GRANT DEED to the Santa Cruz Metropolitan Transit District, a governmental agency, is hereby accepted by the undersigned officer on behalf of the Santa Cruz Metropolitan Transit District pursuant to authority conferred by resolution of the Board of Directors of the Santa Cruz Metropolitan Transit District entitled Resolution No. \_\_\_\_\_, entitled "Resolution of the Board of Directors of the Santa Cruz Metropolitan Transit District Authorizing the CEO/GM to Accept all Deeds and Grants Conveying Any Interest in Real Property to the Santa Cruz Metropolitan Transit District and to Consent to the Recordation of Same," adopted on May 20, 2022, and the grantee consents to recordation thereof by its duly authorized officer or representative.

Dated this \_\_\_\_ day of \_\_\_\_\_, 2022.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

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Larry Pageler, Board Chair

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# Exhibit 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 OF THE BOARD OF DIRECTORS OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT AUTHORIZING THE CEO/GM TO ACCEPT ALL DEEDS AND GRANTS CONVEYING ANY INTEREST IN REAL PROPERTY TO THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT AND TO CONSENT TO THE RECORDATION OF SAME

**WHEREAS**, Section 27281 of the Government Code of the State of California provides that deeds or grants conveying any interest in or easement upon real estate to a governmental agency for public purposes shall not be accepted for recordation without the consent of the grantee, evidenced by a resolution of acceptance attached to said deed or grant; and

**WHEREAS**, said section further provides that an officer or agent of a governmental agency may, by resolution, be authorized to consent to such deeds or grants.

**NOW, THEREFORE, BE IT RESOLVED** by the Santa Cruz Metropolitan Transit District as follows:

1. The CEO/General Manager hereby is authorized and directed to accept, for and on behalf of the Santa Cruz Metropolitan Transit District, all deeds and grants conveying any interest in or easement upon real property to the Santa Cruz Metropolitan Transit District, and to consent to the recordation of same.

2. The Santa Cruz Metropolitan Transit District Executive Assistant is directed to certify to the adoption of this resolution and to attach a copy of such certification to each such deed or grant presented for recordation.

**PASSED AND ADOPTED** by the Board of Directors of the Santa Cruz Metropolitan Transit District this 20th Day of May 2022 by the following vote:

**AYES:** Directors -

**NOES:** Directors -

**ABSTAIN:** Directors

**ABSENT:** Directors -

**APPROVED** \_\_\_\_\_

LARRY PAGELER, Board Chair

# 9.13.Exhibit B.1

**ATTEST:**

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MICHAEL TREE, CEO/GM

**APPROVED AS TO FORM:**

---

JULIE SHERMAN, General Counsel



**DATE:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** Daniel Zaragoza, Operations Manager: Paratransit Division  
**SUBJECT:** **CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 5<sup>TH</sup> CONTRACT AMENDMENT WITH SWIFT CONSULTING SERVICES TO INCREASE THE CONTRACT TOTAL BY \$16,720 FOR PROJECT MANAGEMENT TO FINALIZE THE CONSTRUCTION DOCUMENTS AND PROVIDE SUPPORT TO OBTAIN THE REQUIRED BUILDING PERMIT FROM THE CITY FOR THE NEW PARACRUZ FACILITY**

**I. RECOMMENDED ACTION**

**That the Board of Directors authorize the Santa Cruz METRO CEO/General Manager to execute a 5th contract amendment with Swift Consulting Services to extend the contract term through the end of August 2023 and increase the contract total by \$16,720 for new ParaCruz Facility Project Management and associated services, thereby increasing the total contract authority from \$67,650 to \$84,370.00.**

**II. SUMMARY**

- The Santa Cruz Metropolitan Transit District (METRO) entered into an agreement with Swift Consulting Services for a feasibility study and associated services in connection with METRO's plan for a new ParaCruz facility.
- This agreement commenced on September 11, 2019 and is due to expire on June 30, 2022.
- Additional time and funds are required by Swift Consulting Services in order to complete their work through project approval by the Planning Commission.
- Staff recommends the Board of Directors (Board) authorize amending this agreement to extend the term through the end of August 2023, and to increase the funding by \$16,720 to complete work that has already been initiated.

**III. DISCUSSION/BACKGROUND**

As previously reported to the Board, METRO is in the planning stages of constructing a new ParaCruz Operations Facility on the Soquel Park and Ride lot (Project). On April 26, 2019, the Board granted authorization for METRO to enter into an agreement with a land use development consultant to facilitate research,

analysis, negotiation, communications and representation with regard to local governmental planning departments and neighborhood residents in connection with this Project.

On September 11, 2019, METRO entered into an agreement with Swift Consulting Services to conduct a feasibility study and additional related services. A Permit Application was submitted to the County on April 2, 2021 and a commercial development permit was granted on November 10, 2021.

The agreement with Swift Consulting has been amended four times previously, to extend the term and to increase funding for services. On May 3, 2022, Swift Consulting submitted a proposal for Phase II: Coordinate preparation of construction drawings for the Para Cruz administrative office building and requested that an additional \$16,720 in contract authority be added to the agreement at this time, for a new NTE total of \$84,370. This additional work will cover the project management work that will be required to obtain a Building Permit for the new ParaCruz Facility.

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

Authorization for this amendment will enable the furtherance of plans for a new ParaCruz Facility, which would align with the Safety First Culture and State of Good Repair strategic priorities.

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

This agreement has a total not to exceed (NTE) amount of \$67,650. Additional funds in an amount of \$16,720 are requested for approval at this time. The new agreement NTE total would be \$84,370.

Funds to support this amendment are available in Operating and Capital Reserves, which have previously been approved by the Board for this Project.

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

N/A

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

There are no alternatives to consider, as these services are necessary in order to move forward with this Project.

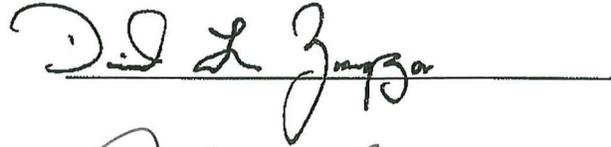
#### **VIII. ATTACHMENTS**

**Attachment A:** Fifth Amendment and Scope of Work

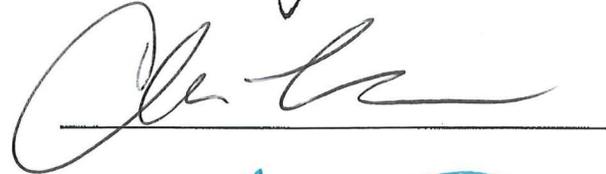
Prepared by: Carolee Curtin, Purchasing Agent

**IX. APPROVALS**

Daniel Zaragoza, Operations  
Manager: Paratransit Division

Handwritten signature of Daniel Zaragoza in black ink, written over a horizontal line.

Approved as to fiscal impact:  
Chuck Farmer, CFO

Handwritten signature of Chuck Farmer in black ink, written over a horizontal line.

Michael Tree, CEO/General Manager

Handwritten signature of Michael Tree in blue ink, written over a horizontal line.

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# Attachment A

## **SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FIFTH AMENDMENT TO CONTRACT NO. PC-20-001 FOR FEASIBILITY STUDY**

This Fifth Amendment to Contract No. PC-20-001 for Feasibility Study is made effective May 20, 2022 between the Santa Cruz Metropolitan Transit District (“Santa Cruz METRO”), a political subdivision of the State of California, and Swift Consulting Services (“Consultant”).

### **I. RECITALS**

- 1.1 Santa Cruz METRO and Consultant entered into a Contract for Feasibility Study (“Contract”) on September 11, 2019.
- 1.2 The Contract is due to expire on June 30, 2022.
- 1.3 The Contract allows for amendment upon mutual written consent.
- 1.4 Santa Cruz METRO and Consultant desire to amend the Contract to extend the Contract term and increase the Contract total not to exceed amount.

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

### **II. TERM**

- 2.1 Article 1. Section 1.1 is replaced in its entirety by the following:

The term of this Contract shall be from September 11, 2019 through August 30, 2023.

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

### **III. COMPENSATION**

- 3.1 Article III Compensations, Section 3.01 is amended to include the following language:

Under the terms of the Fifth Amendment, Attachment 1 Description of Services is revised to incorporate the additional tasks detailed in Consultant’s letter of May 3, 2022, Attachment A to this Fifth Amendment.

The Contract total not-to-exceed amount is increased by \$16,720. The new Contract total not-to-exceed amount is \$84,370. Consultant understands and agrees that if it exceeds the maximum amount payable under this Contract, it does so at its own risk.

# Attachment A

## IV. REMAINING TERMS AND CONDITIONS

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

## V. AUTHORITY

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

Signed on \_\_\_\_\_

Santa Cruz METRO –  
SANTA CRUZ METROPOLITAN  
TRANSIT DISTRICT

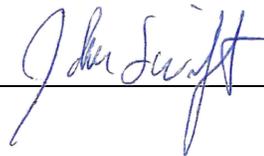
Michael Tree CEO/General  
Manager

\_\_\_\_\_

Consultant –  
SWIFT CONSULTING SERVICES

John Swift, Principal

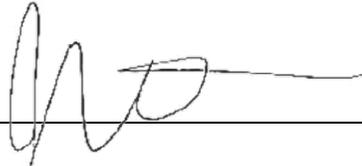
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Approved as to Form:

Julie Sherman, General Counsel

\_\_\_\_\_



# Swift Consulting Services Attachment A

## PC-20-001 Attachment A Revised Scope To Consulting Agreement

This Attachment A, dated May 3, 2022, amends the scope of the Contract PC-20-001 between Swift Consulting Services and Santa Cruz Metro/Paratransit .

### RECITALS

Consultant has certain skills and experience required by the client in the development of certain real property known as APN: 025-054-06, California (hereinafter referred to as the "Project").

### DESCRIPTION OF SERVICES

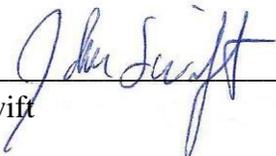
Consultant agrees to exercise special skill, including but not limited to research, analysis and discussions with Planning Staff and decision makers, necessary to:

- A. Phase II: Coordinate preparation of construction drawings for the Para Cruz administrative office building. Tasks include the following items:
1. Meeting(s) with Client.
  2. Manage and coordinate preparation of civil, landscape and architectural plans.
  3. Assemble plans and documents for submittal to County.
  4. Submit Building Permit application
  5. Manage the permit process, including coordination of response to comments received.
  6. Project management and administration.

### COMPENSATION SCHEDULE

- A. Consultant estimates Phase II of the Project will require approximately 68 - 76 hours of time (approximately \$14,960 - \$16,720). Estimated fees are based on Consultant's anticipated services and past projects of this type, however, keep in mind that each project is different. This is only an estimate and the actual time may be different. Consultant may encounter unknown or unforeseen circumstances that would require extra time be spent, Client will be billed at prevailing hourly rates for all time worked.

CONSULTANT:  
SWIFT CONSULTING SERVICES

  
\_\_\_\_\_  
John Swift

5/03/2022  
Date

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THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

# CERTIFICATE OF APPRECIATION

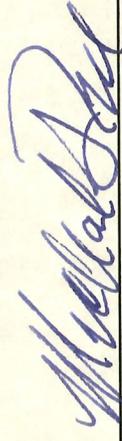
TO

# DELEE BRUBECK ADMINISTRATIVE ASSISTANT

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

GIVEN THIS 20TH DAY OF MAY 2022

  
\_\_\_\_\_  
GARY PAYNE  
CHAIR, BOARD OF DIRECTORS

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

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*Santa Cruz Metropolitan  
Transit District*



**DATE:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** Dawn Crummié, HR Director  
**SUBJECT:** APPROVAL OF FORMAL RATIFICATION OF A LABOR AGREEMENT EXTENSION BETWEEN SMART UNION LOCAL 0023 FIXED ROUTE FOR THE PERIOD JULY 1, 2022 THROUGH JUNE 30, 2023 THAT CONTAINS A 3.5% CONTRACTUAL WAGE ADJUSTMENT AND \$1500 LUMP SUM PAYMENT.

**I. RECOMMENDED ACTION**

**That the Board of Directors approve a proposal for a one year contract extension agreement between the SMART Local 0023 (SMART) covering Fixed Route Operations and the Santa Cruz Metropolitan Transit District (METRO).**

**II. SUMMARY**

- The current MOU is due to expire on June 30, 2022.
- METRO legal counsel met with SMART over the last few months to discuss an extension of the contract with wage increase for one year.
- SMART and METRO have reached a tentative agreement on a proposal for a one-year MOU. The proposed agreement includes a 3.5% contractual wage adjustment with a \$1500 lump sum reimbursement related to COVID-19 pandemic expenses.

**III. DISCUSSION/BACKGROUND**

The existing labor agreement with SMART expires on June 30, 2022. The past couple of years have been very challenging with the COVID-19 pandemic and staff shortages.

Over the last few months, METRO and SMART have met and reached a tentative agreement. The agreement was made between METRO and SMART to continue agency/union harmony.

The proposed Labor Agreement was voted on by members of SMART Fixed Route on April 7, 2022 and passed in agreement with the negotiated conditions. The

monetary changes are reasonable given the current challenges due to the pandemic.

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

1. Financial Stability, Stewardship & Accountability
2. Service Quality and Delivery
3. Employee Engagement: Attract, Retain and Develop

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

The Fiscal impact of the ratification of the labor agreement, as proposed is \$675K. Funding to support the budget increase is available in the proposed FY23 Operating Budget.

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

- To not approve the contract extension with wage increase and payout. Staff does not recommend this option.

#### **VII. ATTACHMENTS**

**Attachment A:** Signed Tentative Agreement

**Attachment B:** Wage Scale effective 06/23/2022

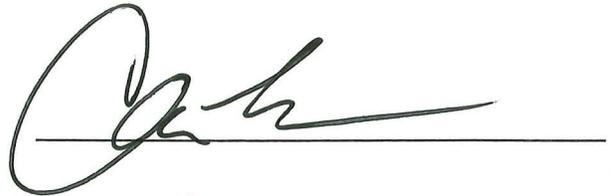
Prepared by: Dawn Crummié, HR Director

**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

## SANTA CRUZ METROPOLITAN TRANSIT DISTRICT AND SMART LOCAL 0023 (FIXED ROUTE) AGREEMENT TO EXTEND THE EXISTING MEMORANDUM OF UNDERSTANDING FOR A PERIOD OF ONE YEAR, UNTIL MIDNIGHT JUNE 30, 2023

May 3, 2022

The Santa Cruz Metropolitan Transit District ("METRO") and The International Association of Sheet Metal, Air, Rail and Transportation Workers, SMART Local 0023 (fixed route)("SMART") hereby enter into this Agreement to extend the Memorandum of Understanding currently in effect between the parties, for a period of one (1) year or, to expire at midnight on June 30, 2023. METRO and SMART also agree that effective the pay period that includes July 1, 2022, the wage rate for all bargaining unit members will be increased by three and one half percent (3.5%). The parties further agree that all full time bargaining unit members who were employed by METRO on the date SMART ratified this extension, will receive a lump sum payment of one thousand five hundred dollars (\$1,500) as a reimbursement for reasonable living and family expenses, employment and commute related expenses incurred by the employees over the prior two years as a result of the COVID-19 pandemic. The reimbursement is not for lost wages, COVID-19 related paid sick leave or other COVID-19 related expenses that were the subject of state or federal COVID-19 pandemic relief legislation. The lump sum payment is a reimbursement, not a wage and it is not subject to state and federal withholdings or payroll deductions. It will be paid on or before the second pay period following July 1, 2022. All other articles, sections, terms and provisions of the 2019-2022 Memorandum of Understanding between the parties will remain in effect throughout the one year extension period.

Santa Cruz Metropolitan Transit District

SMART Local 0023(Fixed Route)



Dawn Crummié



James Sandoval

Dated: 5/10/22

Dated: 5-9-22

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# Attachment B

Effective June 23, 2022 / Adopted by the Board as of May 20, 2022

SMART Fixed Route Class Title	Date of Hire	Step 1		Step 2		Step 3		Step 4		Step 5		Step 6		Step 7		Step 8								
		Step 1 L	Step 1 LL	Step 2 L	Step 2 LL	Step 3 L	Step 3 LL	Step 4 L	Step 4 LL	Step 5 L	Step 5 LL	Step 6 L	Step 6 LL	Step 7 L	Step 7 LL	Step 8 L	Step 8 LL							
Bus Operator	\$ 20.67	\$ 21.70	\$ 22.73	\$ 24.58	\$ 25.81	\$ 27.04	\$ 26.14	\$ 27.45	\$ 28.76	\$ 27.77	\$ 29.16	\$ 30.55	\$ 29.35	\$ 30.82	\$ 32.29	\$ 30.98	\$ 32.53	\$ 34.08	\$ 32.59	\$ 34.22	\$ 35.85	\$ 34.22	\$ 35.93	\$ 37.64

Longevity Pay is based only on length of service.

# 11B.1

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*Santa Cruz Metropolitan  
Transit District*



**DATE:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** Dawn Crummié, HR Director  
**SUBJECT:** **APPROVAL OF FORMAL RATIFICATION OF A LABOR AGREEMENT EXTENSION BETWEEN SMART UNION LOCAL 0023 PARACRUZ FOR THE PERIOD JULY 1, 2022 THROUGH JUNE 30, 2023 THAT CONTAINS A 3.5% CONTRACTUAL WAGE ADJUSTMENT AND \$1500 LUMP SUM PAYMENT.**

**I. RECOMMENDED ACTION**

**That the Board of Directors approve a proposal for a one year contract extension agreement between the SMART Local 0023 (SMART) covering ParaCruz Operations and the Santa Cruz Metropolitan Transit District (METRO).**

**II. SUMMARY**

- The current MOU is due to expire on June 30, 2022.
- METRO legal counsel met with SMART over the last few months to discuss an extension of the contract with wage increase for one year.
- SMART and METRO have reached a tentative agreement on a proposal for a one-year MOU. The proposed agreement includes a 3.5% contractual wage adjustment with a \$1500 lump sum reimbursement related to COVID-19 pandemic expenses.

**III. DISCUSSION/BACKGROUND**

The existing labor agreement with SMART expires on June 30, 2022. The past couple of years have been very challenging with the COVID-19 pandemic and staff shortages.

Over the last few months, METRO and SMART have met and reached a tentative agreement. The agreement was made between METRO and SMART to continue agency/union harmony.

The proposed Labor Agreement was voted on by members of SMART ParaCruz on April 7, 2022 and passed in agreement with the negotiated conditions. The

monetary changes are reasonable given the current challenges due to the pandemic.

**IV. STRATEGIC PLAN PRIORITIES ALIGNMENT**

1. Financial Stability, Stewardship & Accountability
2. Service Quality and Delivery
3. Employee Engagement: Attract, Retain and Develop

**V. FINANCIAL CONSIDERATIONS/IMPACT**

The Fiscal impact of the ratification of the labor agreement, as proposed is \$155K. Funding to support the budget increase is available in the proposed FY23 Operating Budget.

**VI. ALTERNATIVES CONSIDERED**

- To not approve the contract extension with wage increase and payout. Staff does not recommend this option.

**VII. ATTACHMENTS**

**Attachment A:** Signed Tentative Agreement

**Attachment B:** Wage Scale effective 6/23/2022

Prepared by: 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

## SANTA CRUZ METROPOLITAN TRANSIT DISTRICT AND SMART LOCAL 0023 (PARACRUZ) AGREEMENT TO EXTEND THE EXISTING MEMORANDUM OF UNDERSTANDING FOR A PERIOD OF ONE YEAR, UNTIL JUNE 30, 2023

May 3, 2022

The Santa Cruz Metropolitan Transit District ("METRO") and The International Association of Sheet Metal, Air, Rail and Transportation Workers, SMART Local 0023 (ParaCruz)("SMART") hereby enter into this Agreement to extend the Memorandum of Understanding currently in effect between the parties, for a period of one (1) year or, to expire at midnight on June 30, 2023. METRO and SMART also agree that effective the pay period that includes July 1, 2022, the wage rate for all bargaining unit members will be increased by three and one half percent (3.5%). The parties further agree that all full time bargaining unit members who were employed by METRO on the date SMART ratified this extension, will receive a lump sum payment of one thousand five hundred dollars (\$1,500) as a reimbursement for reasonable living and family expenses, employment and commute related expenses incurred by the employees over the prior two years as a result of the COVID-19 pandemic. The reimbursement is not for lost wages, COVID-19 related paid sick leave or other COVID-19 related expenses that were the subject of state or federal COVID-19 pandemic relief legislation. The lump sum payment is a reimbursement, not a wage and it is not subject to state and federal withholdings or payroll deductions. It will be paid on or before the second pay period following July 1, 2022. All other articles, sections, terms and provisions of the 2019-2022 Memorandum of Understanding between the parties will remain in effect throughout the one year extension period.

Santa Cruz Metropolitan Transit District

SMART Local 0023(ParaCruz)



Dawn Crummié



James Sandoval

Dated: \_\_\_\_\_

5/10/22

Dated: \_\_\_\_\_

5-9-22

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# Attachment B

Effective June 23, 2022/Adopted by the Board as of May 20, 2022

SMART Paracruz Class Title	New Hire		Fully Qualified		After 6 Months		After 1 Year		After 2 Years		After 3 Years		After 4 Years		After 5 Years		After 6 Years		
	Step 1	Step 1 LL	Step 2	Step 2 LL	Step 3	Step 3 LL	Step 4	Step 4 LL	Step 5	Step 5 LL	Step 6	Step 6 LL	Step 7	Step 7 LL	Step 8	Step 8 LL	Step 9	Step 9 LL	
CLERK I	16.76	\$ 17.60	17.60	\$ 18.48	18.48	\$ 19.40	19.40	\$ 20.37	20.37	\$ 21.34	21.34	\$ 22.41	22.41	\$ 23.58	23.58	\$ 24.76	24.76	\$ 26.00	26.00
CLERK II	17.11	\$ 17.97	17.97	\$ 18.87	18.87	\$ 19.81	19.81	\$ 20.80	20.80	\$ 21.79	21.79	\$ 22.88	22.88	\$ 24.02	24.02	\$ 25.23	25.23	\$ 26.54	26.54
CLERK III	17.71	\$ 18.60	18.60	\$ 19.53	19.53	\$ 20.51	20.51	\$ 21.54	21.54	\$ 22.57	22.57	\$ 23.70	23.70	\$ 24.94	24.94	\$ 26.13	26.13	\$ 27.44	27.44
DISPATCHER/SCHDLR	18.44	\$ 19.36	19.36	\$ 20.33	20.33	\$ 21.35	21.35	\$ 22.42	22.42	\$ 23.49	23.49	\$ 24.66	24.66	\$ 25.90	25.90	\$ 27.20	27.20	\$ 28.56	28.56
DISPATCHER	17.71	\$ 18.60	18.60	\$ 19.53	19.53	\$ 20.51	20.51	\$ 21.54	21.54	\$ 22.57	22.57	\$ 23.70	23.70	\$ 24.88	24.88	\$ 26.13	26.13	\$ 27.44	27.44
VAN OPERATOR	17.55	\$ 18.43	18.43	\$ 19.35	19.35	\$ 20.32	20.32	\$ 21.29	21.29	\$ 22.36	22.36	\$ 23.48	23.48	\$ 24.65	24.65	\$ 25.89	25.89	\$ 27.19	27.19
PARATRANSIT SUPERVISOR	23.64	\$ 24.82	24.82	\$ 26.06	26.06	\$ 27.36	27.36	\$ 28.73	28.73	\$ 30.10	30.10	\$ 31.61	31.61	\$ 33.26	33.26	\$ 34.84	34.84	\$ 36.58	36.58

Longevity Pay is based only on length of service.

# 12B.1

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*Santa Cruz Metropolitan  
Transit District*



**DATE:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** Dawn Crummié, HR Director  
**SUBJECT:** APPROVAL OF FORMAL RATIFICATION OF A LABOR AGREEMENT EXTENSION BETWEEN THE SERVICE EMPLOYEES INTERNATIONAL UNION, LOCAL 521 FOR THE PERIOD JULY 1, 2022 THROUGH JUNE 30, 2023 THAT CONTAINS A 3.5% CONTRACTUAL WAGE ADJUSTMENT AND \$1500 LUMP SUM PAYMENT.

**I. RECOMMENDED ACTION**

**That the Board of Directors approve a proposal for a one year contract extension agreement between the Service Employees International Union Local 521 (SEIU) and the Santa Cruz Metropolitan Transit District (METRO).**

**II. SUMMARY**

- The current MOU is due to expire on June 30, 2022.
- METRO legal counsel met with SEIU over the last few months to discuss an extension of the contract with wage increase for one year.
- SEIU and METRO have reached a tentative agreement on a proposal for a one-year MOU. The proposed agreement includes a 3.5% contractual wage adjustment with a \$1500 lump sum reimbursement related to COVID-19 pandemic expenses.

**III. DISCUSSION/BACKGROUND**

The existing labor agreement with SEIU expires on June 30, 2022. The past couple of years have been very challenging with the COVID-19 pandemic and staff shortages.

Over the last few months, METRO and SEIU have met and reached a tentative agreement. The agreement was made between METRO and SEIU to continue agency/union harmony.

The proposed Labor Agreement was voted on by members of SEIU on April 7, 2022 and passed in agreement with the negotiated conditions. The monetary changes are reasonable given the current challenges due to the pandemic.

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

1. Financial Stability, Stewardship & Accountability
2. Service Quality and Delivery
3. Employee Engagement: Attract, Retain and Develop

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

The Fiscal impact of the ratification of the labor agreement, as proposed is \$486K. Funding to support the budget increase is available in the proposed FY23 Operating Budget.

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

- To not approve the contract extension with wage increase and payout. Staff does not recommend this option.

#### **VII. ATTACHMENTS**

**Attachment A:** Signed Tentative Agreement

**Attachment B:** Wage Scale effective 06/23/2022

Prepared by: 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

## SANTA CRUZ METROPOLITAN TRANSIT DISTRICT AND SERVICE EMPLOYEES INTERNATIONAL UNION LOCAL 521 AGREEMENT TO EXTEND THE EXISTING MEMORANDUM OF UNDERSTANDING FOR A PERIOD OF ONE YEAR, UNTIL JUNE 30, 2023

May 3, 2022

The Santa Cruz Metropolitan Transit District ("METRO") and the Service Employees International Union Local 521 ("SEIU Local 521") hereby enter into this Agreement to extend the Memorandum of Understanding currently in effect between the parties, for a period of one (1) year or, to expire at midnight on June 30, 2023. METRO and SEIU Local 521 also agree that effective the pay period that includes July 1, 2022, the wage rate for all bargaining unit members will be increased by three and one half percent (3.5%). The parties further agree that all full time bargaining unit members who were employed by METRO on the date SEIU Local 521 ratifies this extension, will receive a lump sum payment of one thousand five hundred dollars (\$1,500) as a reimbursement for reasonable living and family expenses, employment and commute related expenses incurred by the employees over the prior of two years as a result of the COVID-19 pandemic. The reimbursement is not for lost wages, COVID-19 related paid sick leave or other COVID-19 related expenses that were the subject of state or federal COVID-19 pandemic relief legislation. The lump sum payment is a reimbursement, not a wage and, it is not subject to state and federal withholdings or payroll deductions. It will be paid on or before the second pay period following July 1, 2022. All other articles, sections, terms and provisions of the 2019-2022 Memorandum of Understanding between the parties will remain in effect throughout the one year extension period.

Santa Cruz Metropolitan Transit District

SEIU Local 521



Dawn Crummié



Kiernan Colby

Dated: 5/12/22

Dated: 5/13/22

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# Attachment B

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

UNION	STEP 1	1L	1LL	STEP 2	2L	2LL	STEP 3	3L	STEP 4	4L	4LL	STEP 5	5L	5LL	STEP 6	6L	6LL
SEP	31.65	33.23	34.81	36.39	37.97	39.55	41.13	42.71	44.29	45.87	47.45	49.03	50.61	52.19	53.77	55.35	56.93
SEP	34.56	36.29	38.02	39.75	41.48	43.21	44.94	46.67	48.40	50.13	51.86	53.59	55.32	57.05	58.78	60.51	62.24
SEP	24.55	25.78	27.01	28.24	29.47	30.70	31.93	33.16	34.39	35.62	36.85	38.08	39.31	40.54	41.77	43.00	44.23
SEP	28.93	30.38	31.83	33.28	34.73	36.18	37.63	39.08	40.53	41.98	43.43	44.88	46.33	47.78	49.23	50.68	52.13
SEP	33.83	35.52	37.21	38.90	40.59	42.28	43.97	45.66	47.35	49.04	50.73	52.42	54.11	55.80	57.49	59.18	60.87
SEP	38.27	40.18	42.09	44.00	45.91	47.82	49.73	51.64	53.55	55.46	57.37	59.28	61.19	63.10	65.01	66.92	68.83
SEP	32.41	34.03	35.65	37.27	38.89	40.51	42.13	43.75	45.37	46.99	48.61	50.23	51.85	53.47	55.09	56.71	58.33
SEP	27.32	28.69	30.06	31.43	32.80	34.17	35.54	36.91	38.28	39.65	41.02	42.39	43.76	45.13	46.50	47.87	49.24
SEP	37.36	39.23	41.10	42.97	44.84	46.71	48.58	50.45	52.32	54.19	56.06	57.93	59.80	61.67	63.54	65.41	67.28
SEP	35.49	35.16	36.83	35.16	36.92	38.68	38.77	40.62	38.77	40.71	42.65	40.71	42.75	44.79	42.75	44.89	47.03
SEP	48.89	51.33	53.77	51.33	53.90	56.47	53.90	56.60	59.43	62.26	59.43	62.40	65.37	68.24	65.37	68.64	71.51
SES	25.82	27.11	28.40	29.69	30.98	32.27	33.56	34.85	36.14	37.43	38.72	40.01	41.30	42.59	43.88	45.17	46.46
SES	32.28	33.89	35.50	37.11	38.72	40.33	41.94	43.55	45.16	46.77	48.38	49.99	51.60	53.21	54.82	56.43	58.04
SES	35.50	37.28	39.06	40.84	42.62	44.40	46.18	47.96	49.74	51.52	53.30	55.08	56.86	58.64	60.42	62.20	63.98
SES	21.43	22.50	23.57	24.64	25.71	26.78	27.85	28.92	29.99	31.06	32.13	33.20	34.27	35.34	36.41	37.48	38.55
SES	31.19	32.75	34.31	35.87	37.43	38.99	40.55	42.11	43.67	45.23	46.79	48.35	49.91	51.47	53.03	54.59	56.15
SES	25.52	26.80	28.08	29.36	30.64	31.92	33.20	34.48	35.76	37.04	38.32	39.60	40.88	42.16	43.44	44.72	46.00
SES	24.84	26.08	27.32	28.56	29.80	31.04	32.28	33.52	34.76	36.00	37.24	38.48	39.72	40.96	42.20	43.44	44.68
SES	22.35	23.47	24.59	25.71	26.83	27.95	29.07	30.19	31.31	32.43	33.55	34.67	35.79	36.91	38.03	39.15	40.27
SES	27.29	28.65	30.01	31.37	32.73	34.09	35.45	36.81	38.17	39.53	40.89	42.25	43.61	44.97	46.33	47.69	49.05
SES	26.05	27.35	28.65	29.95	31.25	32.55	33.85	35.15	36.45	37.75	39.05	40.35	41.65	42.95	44.25	45.55	46.85
SES	26.66	27.99	29.32	30.65	31.98	33.31	34.64	35.97	37.30	38.63	39.96	41.29	42.62	43.95	45.28	46.61	47.94
SES	23.28	24.44	25.60	26.76	27.92	29.08	30.24	31.40	32.56	33.72	34.88	36.04	37.20	38.36	39.52	40.68	41.84
SES	25.86	27.15	28.44	29.73	31.02	32.31	33.60	34.89	36.18	37.47	38.76	40.05	41.34	42.63	43.92	45.21	46.50
SES	18.27	19.18	20.09	20.99	21.90	22.81	23.72	24.63	25.54	26.45	27.36	28.27	29.18	30.09	31.00	31.91	32.82
SES	21.43	22.50	23.57	24.64	25.71	26.78	27.85	28.92	29.99	31.06	32.13	33.20	34.27	35.34	36.41	37.48	38.55
SES	24.84	26.08	27.32	28.56	29.80	31.04	32.28	33.52	34.76	36.00	37.24	38.48	39.72	40.96	42.20	43.44	44.68
SES	22.55	23.68	24.81	25.94	27.07	28.20	29.33	30.46	31.59	32.72	33.85	34.98	36.11	37.24	38.37	39.50	40.63
SES	25.07	26.32	27.57	28.82	30.07	31.32	32.57	33.82	35.07	36.32	37.57	38.82	40.07	41.32	42.57	43.82	45.07
SES	39.07	41.02	42.97	44.92	46.87	48.82	50.77	52.72	54.67	56.62	58.57	60.52	62.47	64.42	66.37	68.32	70.27
SES	36.20	38.01	39.82	41.63	43.44	45.25	47.06	48.87	50.68	52.49	54.30	56.11	57.92	59.73	61.54	63.35	65.16
SES	30.44	31.96	33.48	35.00	36.52	38.04	39.56	41.08	42.60	44.12	45.64	47.16	48.68	50.20	51.72	53.24	54.76
SES	33.49	35.16	36.83	38.50	40.17	41.84	43.51	45.18	46.85	48.52	50.19	51.86	53.53	55.20	56.87	58.54	60.21
SES	22.55	23.68	24.81	25.94	27.07	28.20	29.33	30.46	31.59	32.72	33.85	34.98	36.11	37.24	38.37	39.50	40.63
SES	26.05	27.35	28.65	29.95	31.25	32.55	33.85	35.15	36.45	37.75	39.05	40.35	41.65	42.95	44.25	45.55	46.85
SES	32.14	33.75	35.36	36.97	38.58	40.19	41.80	43.41	45.02	46.63	48.24	49.85	51.46	53.07	54.68	56.29	57.90
SES	26.31	27.63	28.95	30.27	31.59	32.91	34.23	35.55	36.87	38.19	39.51	40.83	42.15	43.47	44.79	46.11	47.43
SES	29.22	30.68	32.14	33.60	35.06	36.52	37.98	39.44	40.90	42.36	43.82	45.28	46.74	48.20	49.66	51.12	52.58
SES	21.83	22.92	24.01	25.10	26.19	27.28	28.37	29.46	30.55	31.64	32.73	33.82	34.91	36.00	37.09	38.18	39.27
SES	30.06	31.56	33.06	34.56	36.06	37.56	39.06	40.56	42.06	43.56	45.06	46.56	48.06	49.56	51.06	52.56	54.06
SES	22.55	23.68	24.81	25.94	27.07	28.20	29.33	30.46	31.59	32.72	33.85	34.98	36.11	37.24	38.37	39.50	40.63
SES	32.28	33.89	35.50	37.11	38.72	40.33	41.94	43.55	45.16	46.77	48.38	49.99	51.60	53.21	54.82	56.43	58.04
SES	35.50	37.28	39.06	40.84	42.62	44.40	46.18	47.96	49.74	51.52	53.30	55.08	56.86	58.64	60.42	62.20	63.98
SES	32.28	33.89	35.50	37.11	38.72	40.33	41.94	43.55	45.16	46.77	48.38	49.99	51.60	53.21	54.82	56.43	58.04
SES	26.05	27.35	28.65	29.95	31.25	32.55	33.85	35.15	36.45	37.75	39.05	40.35	41.65	42.95	44.25	45.55	46.85

# 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	29.31
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	37.44	35.66	37.44	39.22	37.44	39.31	41.18
SES	22.49	23.61	24.73	23.61	24.79	25.97	24.79	26.03	27.27	26.03	27.33	28.63	27.33	28.70	30.07	28.70	30.14	31.58
SES	20.23	21.24	22.25	21.24	22.30	23.36	22.30	23.42	24.54	23.42	24.59	25.76	24.59	25.82	27.05	25.82	27.11	28.40
SES	37.67	39.55	41.43	39.55	41.53	43.51	41.53	43.61	45.69	43.61	45.79	47.97	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	19.17	19.87	18.97	19.92	20.87	19.92	20.92	21.92	20.92	21.92	23.02	21.92	23.07	24.17	23.07	24.22	25.37
SEV	20.14	21.15	22.16	21.15	22.21	23.27	22.21	23.32	24.43	23.32	24.49	25.66	24.49	25.71	26.93	25.71	27.00	28.29

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

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

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

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

**Tentative Agreement**

Article 10.1 Pay Rates  
 Agree to pay scales as provided above.

Dawn Crummie, Interim CEO/General Manager, Santa Cruz METRO

\*Jordan Vascones, President SEA Chapter

Kiernan Colby, Lead Internal Organizer, SEIU Local 521

*Santa Cruz Metropolitan  
Transit District*



**DATE:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** Chuck Farmer, Chief Financial Officer  
**SUBJECT: DISTRICT BALLOT FOR PAJARO REGIONAL FLOOD MANAGEMENT AGENCY BENEFIT ASSESSMENT FOR LEVEE OPERATIONS AND MAINTENANCE**

**I. RECOMMENDED ACTION**

**That the Board direct the CEO/General Manager to vote affirmative on behalf of the District and return the ballots to the Pajaro Regional Flood Management Agency prior to the close of the balloting period on June 8, 2022.**

**II. SUMMARY OF ISSUES**

On April 13, 2022, the Pajaro Regional Flood Management Agency (PRFMA), pursuant to California Constitution Article XIII D, noticed its intent to levy a special assessment for levee operations and maintenance services within a new jurisdictional boundary encompassing all properties that benefit from the avoidance of flood damages. Pursuant to that action, the Santa Cruz County Metropolitan Transit District received one ballot relating to two District-owned properties located within PRFMA's proposed assessment district boundary. The District leases one of the parcels to the City of Watsonville and as per the lease agreement, the City is responsible for all related taxes, fees and assessments for that property. However, in accordance with state law, only property owners are eligible to vote on proposed property assessments. As such, the District will be voting on behalf of the leased (and unleased) parcels. The total anticipated annual assessment for the two parcels is \$2,843.10.

Staff is requesting that the Board direct the CEO/General Manager to vote affirmative on behalf of the District and return the ballots to the Pajaro Regional Flood Management Agency prior to the close of the balloting period on June 8, 2022.

**III. DISCUSSION/BACKGROUND**

The PRFMA, a joint powers authority of the City of Watsonville, Santa Cruz County, the Monterey County, the Santa Cruz County Flood Control and Water Conservation District Zone 7, and the Monterey County Water Resources Agency, was formed in 2021 to plan, finance, and manage projects and programs to reduce flood risk in the lower Pajaro River region. PRFMA will do so by implementing flood risk reduction projects, like levee improvements, and by managing levee operations and maintenance on behalf of its member agencies.

After decades of planning and discussion, the US Army Corps of Engineers, in partnership with PRFMA and the CA Department of Water Resources, is starting design for the \$400 million Pajaro River Flood Risk Management Project, which will improve levees along the Pajaro River and Salsipuedes and Corralitos Creeks. Once completed, the project will provide up to 100-year flood protection to Watsonville, Pajaro and surrounding agriculture lands, removing properties from the FEMA SFHA and ending associated requirements for flood insurance and building restrictions. The project also benefits properties that aren't covered by flood insurance, as it will significantly reduce the chances of flooding.

The USACE and state have agreed to pay 100 percent of the project's design and construction costs, a first in California. To receive funding, however, the local community must agree to maintain levees to strict federal regulations, which requires PRFMA to demonstrate that levee operations and maintenance is adequately funded.

PRFMA plans to assume management of levee operations and maintenance on behalf of its member agencies. This is expected to improve compliance with federal regulations, create efficiencies and long-term cost savings, and improve emergency response. The proposed annual budget to adequately fund levee operations and maintenance is \$3.8 million per year. Existing assessment revenues from Zone 7 (Santa Cruz County) and Zones 1/1A (Monterey County), along with a modest contribution from the City of Watsonville to oversee levee pump stations, generate \$2.6 million per year, leaving a shortfall between existing and needed revenues of \$1.2 million per year.

PRFMA is proposing an annual property assessment to close the gap between existing and needed revenues for levee operations and maintenance. Under CA Proposition 218 law, only properties that benefit from the PRFMA's levee maintenance activities can be assessed. The benefit to each property is the avoidance of flood damages to land and structures resulting from adequate levee maintenance. Each property's assessment differs based on the benefit received. Individual parcel assessments are calculated based on the following factors: relative flood risk (location of the property); land use type; parcel size; square footage of any structures; average flood depth; and percentage of the parcel that is flooded.

Under California law, only property owners within the proposed assessment district boundary are eligible to vote on the proposed assessment. Each property's vote is weighted by the amount of its proposed assessment. The assessment will not be imposed if the weighted votes against the assessment are greater than the weighted votes in favor.

If the assessment is approved by property owners, it will first appear on property tax bills in fall 2022. If the assessment is not approved, PRFMA will be unable to demonstrate its ability to adequately fund levee maintenance. In that case, the Agency will not be able to sign state and federal funding agreements for the levee improvement project and it will not be constructed.

The District owns two parcels within the proposed assessment district boundaries. The District leases one of the parcels to the City of Watsonville and as per the lease agreements, the City is responsible for all related taxes, fees and assessments for that property. However, in accordance with state law, only property owners are eligible to vote on proposed property assessments. The anticipated assessment for both parcels, collectively, is \$2,843.10 per year. The District has been issued a single ballot for each parcel [Attachment A]. Ballots must be returned to PRFMA by June 8, 2022.

The PRFMA Board of Directors will organize and convene a standing Citizen's Assessment Oversight Committee if the assessment is approved by property owners. The Committee will represent the interests of property owners and residents within the assessment district boundaries in the review of PRFMA's collection and expenditure of assessment district revenues.

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

Property assessment breakdown is as follows:

1. 475 Rodriguez Street - \$ 571.24
2. 120 W. Beach Street - \$2,271.86

Metro will be obligated to pay the \$571.24 annually. The annual \$2,271.86 will be the obligation of the City of Watsonville per the terms of the lease agreement.

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

No alternatives because the vote on the levee maintenance will be left in the hands of those voting on the assessment. If the vote is affirmative, then Metro will be obligated to pay the assessment each year and if the vote is negative, then no assessment will be due.

#### **VI. ATTACHMENTS**

**Attachment A:** Ballots for Two Parcels

Prepared by: Chuck Farmer, Chief Financial Officer

**VII. APPROVALS**

Chuck Farmer, Chief Financial Officer 

Michael Tree, CEO/General Manager 

# Attachment A



**PAJARO REGIONAL**  
**FLOOD MANAGEMENT AGENCY**

**OFFICIAL BALLOT**  
PROPOSED ANNUAL ASSESSMENT  
**BOLETA OFICIAL**  
PROPUESTA DE IMPRESTO ANUAL

Property Owner (Propietario): SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

Parcel Number: Site Address; Proposed Assessment

Número de parcela: Dirección de la propiedad; Propuesta de impuesto

017-011-56: 475 RODRIGUEZ ST; \$571.24

Total Proposed Annual  
Assessment:

Impuesto anual total:

\$571.24

**DO NOT TEAR YOUR BALLOT IN HALF OR IT WILL NOT BE COUNTED**  
**NO CORTE SU BOLETA POR LA MITAD O NO SERÁ CONTADA**

### BALLOT QUESTION / PREGUNTA DE LA BOLETA

Shall the Pajaro Regional Flood Management Agency establish a new \$1.2 million assessment commencing in fiscal year 22/23 and continue every year thereafter for levee operations and maintenance as set forth in the Preliminary Engineers Report dated April 13, 2022?

¿Debería la Agencia Regional de Gestión de Inundaciones de Pájaro establecer un nuevo impuesto que recaude \$1.2 millones de dólares a partir del año fiscal 2022/2023 y que continúe cada año para operaciones y mantenimiento de diques como se establece en el Informe Preliminar de Ingeniería con fecha del 13 de abril de 2022?

YES, SÍ

NO

THIS IS A WEIGHTED BALLOT. The total votes for this ballot are equal to the total annual assessments shown above.  
ESTA ES UNA BOLETA PONDERADA. El total de votos para esta votación es igual al total de las cuotas anuales que se muestran arriba.

*This assessment will not be imposed if a majority of the weighted ballots are opposed to the proposed maximum annual assessment.  
Property Owner/Authorized Representative must sign in his/her own handwriting for ballot to be counted.*

*Este impuesto no se impondrá si la mayoría de las papeletas ponderadas se oponen al impuesto anual máximo que se propone.  
El propietario de la propiedad / representante autorizado debe firmar con su propia letra para que se cuente la boleta:*

SIGNATURE of Owner/Authorized Representative (DO NOT PRINT)  
FIRMA del propietario/Representante autorizado (NO IMPRIMIR)

Date/Fecha

Name of Owner/Authorized Representative (PRINT)  
Nombre del propietario/Representante autorizado (MARCA)

Witness Signature\*/Firma del testigo\*

*\*Only required if property owner is unable to sign due to illness or injury. In that case, he/she may make a mark witnessed by one person.  
\*Sólo es requerido si el dueño de la propiedad no puede firmar debido a una enfermedad o lesión. En ese caso, él/ella puede hacer una marca presenciada por una persona.*

**14A.1**



101904-00057124

# Attachment A



## **PAJARO REGIONAL FLOOD MANAGEMENT AGENCY**

The Pajaro Regional Flood Management Agency is proposing a \$1.2 million assessment to adequately fund levee operations and maintenance to secure \$400 million in federal and state funding for the Pajaro River Flood Management Project. **This is your official ballot to cast your vote in favor or against the proposed assessment.**

La Agencia Regional de Gestión de Inundaciones de Pájaro está proponiendo un impuesto que recaude \$1.2 millones de dólares para financiar adecuadamente las operaciones y el mantenimiento de los diques y así asegurar \$400 millones en fondos federales y estatales para el Proyecto de Gestión de Inundaciones del Río Pájaro. **Esta es su boleta oficial para emitir su voto a favor o en contra del impuesto que se propone.**

**FOR OFFICIAL USE ONLY**

2 T13 P1 2208 \*\*\*\*AUTO\*\*ALL FOR AADC 950  
Santa Cruz Metropolitan Transit District  
Attn Kurt Knudsen  
370 Encinal St Ste 100  
Santa Cruz, CA 95060-2173



**PLEASE READ THE BALLOT INFORMATION GUIDE FOR MORE INFORMATION  
POR FAVOR LEA LA GUÍA DE INFORMACIÓN DE LA BOLETA PARA OBTENER MÁS INFORMACIÓN**

### **HOW TO COMPLETE YOUR BALLOT**

1. Mark an "X" in the box next to "Yes" or No"
2. PRINT and sign your name and provide date
3. DO NOT TEAR YOUR BALLOT
4. Place the ballot into the official ballot return envelope and:
  - 1) mail the ballot; or,
  - 2) deliver by hand to the Pajaro Regional Flood Management Agency, 701 Ocean Street, Room 410, Santa Cruz, CA 95060; or
  - 3) deliver by hand to the public hearing. 6:30 p.m., Wednesday, June 8, City of Watsonville, City Council Chambers, Top Floor, 275 Main Street, Watsonville

Ballots must be received before the close of the public hearing.

Ballots received after the close of the public hearing cannot be accepted as per state law.

### **CÓMO COMPLETAR SU BOLETA**

1. Marque una "X" en el cuadro junto a "Sí" o No"
2. IMPRIMA, firme y proporcione la fecha
3. NO RASGUE SU BOLETA
4. Coloque la boleta en el sobre oficial de devolución de la boleta y:
  - 1) Envíe la boleta por correo; o
  - 2) Entréguela en persona a la Agencia Regional de Gestión de Inundaciones de Pájaro, 701 Ocean Street, Salón 410, Santa Cruz, CA 95060; o
  - 3) Entréguela en persona a la audiencia pública. Las boletas deben recibirse antes del cierre de la audiencia pública. 6:30 p.m., miércoles, 8 de junio Ciudad de Watsonville Salas del Concejo Municipal, piso superior, 275 Main Street, Watsonville

Las boletas recibidas después del cierre de la audiencia pública no pueden ser aceptadas según la ley estatal.

# Attachment A



**PAJARO REGIONAL  
FLOOD MANAGEMENT AGENCY**

**OFFICIAL BALLOT**  
PROPOSED ANNUAL ASSESSMENT  
**BOLETA OFICIAL**  
PROPUESTA DE IMPRESTO ANUAL

Property Owner (Propietario): SANTA CRUZ METROPOLITAN TRANSIT DISTRICT ETAL

Parcel Number: Site Address; Proposed Assessment

Número de parcela: Dirección de la propiedad; Propuesta de impuesto

017-011-59: 120 W BEACH ST; \$2,271.86

Total Proposed Annual  
Assessment:

Impuesto anual total:

\$2,271.86

**DO NOT TEAR YOUR BALLOT IN HALF OR IT WILL NOT BE COUNTED  
NO CORTE SU BOLETA POR LA MITAD O NO SERÁ CONTADA**

## BALLOT QUESTION / PREGUNTA DE LA BOLETA

Shall the Pajaro Regional Flood Management Agency establish a new \$1.2 million assessment commencing in fiscal year 22/23 and continue every year thereafter for levee operations and maintenance as set forth in the Preliminary Engineers Report dated April 13, 2022?

¿Debería la Agencia Regional de Gestión de Inundaciones de Pájaro establecer un nuevo impuesto que recaude \$1.2 millones de dólares a partir del año fiscal 2022/2023 y que continúe cada año para operaciones y mantenimiento de diques como se establece en el Informe Preliminar de Ingeniería con fecha del 13 de abril de 2022?

YES, SÍ

NO

THIS IS A WEIGHTED BALLOT. The total votes for this ballot are equal to the total annual assessments shown above.  
ESTA ES UNA BOLETA PONDERADA. El total de votos para esta votación es igual al total de las cuotas anuales que se muestran arriba.

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FIRMA del propietario/Representante autorizado (NO IMPRIMIR)

Date/Fecha

Name of Owner/Authorized Representative (PRINT)  
Nombre del propietario/Representante autorizado (MARCA)

Witness Signature\*/Firma del testigo\*

*\*Only required if property owner is unable to sign due to illness or injury. In that case, he/she may make a mark witnessed by one person.  
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**14A.3**



101905-00227186

# Attachment A



## **PAJARO REGIONAL FLOOD MANAGEMENT AGENCY**

The Pajaro Regional Flood Management Agency is proposing a \$1.2 million assessment to adequately fund levee operations and maintenance to secure \$400 million in federal and state funding for the Pajaro River Flood Management Project. **This is your official ballot to cast your vote in favor or against the proposed assessment.**

La Agencia Regional de Gestión de Inundaciones de Pájaro está proponiendo un impuesto que recaude \$1.2 millones de dólares para financiar adecuadamente las operaciones y el mantenimiento de los diques y así asegurar \$400 millones en fondos federales y estatales para el Proyecto de Gestión de Inundaciones del Río Pájaro. **Esta es su boleta oficial para emitir su voto a favor o en contra del impuesto que se propone.**

**FOR OFFICIAL USE ONLY**

2 T13 P1 2209 \*\*\*\*AUTO\*\*ALL FOR AADC 950  
Santa Cruz Metropolitan Transit District Etal  
110 Vernon St  
Santa Cruz, CA 95060-2130



**PLEASE READ THE BALLOT INFORMATION GUIDE FOR MORE INFORMATION  
POR FAVOR LEA LA GUÍA DE INFORMACIÓN DE LA BOLETA PARA OBTENER MÁS INFORMACIÓN**

### **HOW TO COMPLETE YOUR BALLOT**

1. Mark an "X" in the box next to "Yes" or No"
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  - 1) mail the ballot; or,
  - 2) deliver by hand to the Pajaro Regional Flood Management Agency, 701 Ocean Street, Room 410, Santa Cruz, CA 95060; or
  - 3) deliver by hand to the public hearing. 6:30 p.m., Wednesday, June 8, City of Watsonville, City Council Chambers, Top Floor, 275 Main Street, Watsonville

Ballots must be received before the close of the public hearing.

Ballots received after the close of the public hearing cannot be accepted as per state law.

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  - 1) Envíe la boleta por correo; o
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  - 3) Entréguela en persona a la audiencia pública. Las boletas deben recibirse antes del cierre de la audiencia pública. 6:30 p.m., miércoles, 8 de junio Ciudad de Watsonville Salas del Concejo Municipal, piso superior, 275 Main Street, Watsonville

Las boletas recibidas después del cierre de la audiencia pública no pueden ser aceptadas según la ley estatal.



**DATE:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** Chuck Farmer, Chief Financial Officer  
**SUBJECT: CONSIDERATION OF SANTA CRUZ METRO'S DRAFT FY23 AND FY24 OPERATING BUDGETS, FY23 CAPITAL BUDGET, AND A RESOLUTION SETTING A PUBLIC HEARING ON JUNE 24, 2022**

**I. RECOMMENDED ACTION**

**That the Board of Directors adopt a resolution setting a public hearing, via Zoom, on June 24, 2022 to commence at 9:00am, or as soon as thereafter the matter can be heard, for final adoption of the Final FY23 and FY24 Operating Budget and FY23 Capital Budget.**

**II. SUMMARY**

- The FY23 and FY24 Operating Budget, and FY23 Capital Budget are presented this month for Board of Directors (Board) and public review. A public hearing has been scheduled for 9:00 am, or as soon thereafter as possible, during the June 24, 2022 board meeting that will be held via Zoom.
- On June 25, 2021, the Board adopted the Final FY22 and FY23 Operating Budget. Santa Cruz METRO produces a 2-year rolling Budget. This Budget revises the June 2021 FY23 Budget and presents a new FY24 Operating Budget.
- The 5 – Year Plan for Santa Cruz Metropolitan Transit District (METRO) is presented in Attachment B. It depicts the proposed two-year FY23 and FY24 Operating Budget and Forecasts for FY25 to FY27.
- The proposed two-year FY23 and FY24 Operating Budgets – Attachment C total \$61,013,540 and \$60,593,053 respectively.
- In addition, METRO will be transferring:
  - \$2.3M in FY23 and \$2.4M in FY24 to the Capital Budget (Bus Replacement Fund)
  - \$2.0M in FY23 and FY24 for the UAL & OPEB liability
  - \$2.0M in FY23 for ERP System
  - \$2.5M in FY23 and \$4.0M in FY24 for Grant matching
  - \$0.2M in FY24 to Reserve Replenishment
  - \$0.3M in FY23 and \$0.5M in FY24 to the COVID-19 Recovery Fund
- These results match the total Operating Revenue Budget of \$70,187,878 in FY23 and \$69,772,105 in FY24. This is a Draft Budget, which reflects available

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

- The year over year Operating Budget growth of approximately \$4,399K in expenses in FY23 is detailed in Sections B and C.
- Metro held a Budget Workshop with the Unions on May 5, 2022 to answer questions about the two-year draft FY23 and FY24 Operating Budget and the FY23 Capital Budget and to obtain input from its union partners.
- The Authorized and Funded Personnel lists are presented in Attachment D.
- The Draft FY23 Capital Budget/Portfolio– Attachment E totals \$33,848,556.
- Staff recommends that the Finance, Budget and Audit Standing Committee Board receive input on the Draft FY23 and FY24 Operating Budget and FY23 Capital Budget and provide additional direction to staff as necessary regarding the contents of the Draft Operating and Capital Budgets, for final adoption on June 24, 2022 and forward the Budget to the full Board for initiation at the Public Hearing.

### III. DISCUSSION/BACKGROUND

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

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

Metro held a Budget Workshop with the Unions on May 5, 2022 to answer questions about the two-year Draft FY23 and FY24 Operating Budget and 23 Capital Budget to obtain input from its union partners.

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

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

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

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

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

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

### **Attachment C – Page 1**

#### **A. Operating Revenues**

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

- Passenger Fares – overall increase of \$115K, or 5%, an expected 13% increase in Fixed Route Fares and 10% increase in Paratransit Fares; partially offset by a 13% decline in Highway 17 ridership due to telecommuting.
- Special Transit Fares – overall decrease of \$72K, or 12%; primarily due to the 39.5% decline in revenue associated with the GO passes for the City of Santa Cruz, the 22.1% reduction of the contract with Cabrillo College; partially offset by the 1.9% increase of the contract with UCSC.

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

#### **B. Operating Expenses**

Operating Expenses, excluding COVID related expenses and Pension UAL/Sales Tax Revenue Bond payments (which are discussed in Section C), total \$55,073K in FY23 and \$56,130K in FY24. Operating Expenses assumptions in the Draft FY23 Budget over the FY22 Final Budget, adopted in June 2021, include:

**Personnel Expenses** (Labor and Fringe Benefits) increased overall by \$2,429K, or 6.0%, vs. FY22 Budget

- Regular Labor Costs – increase \$1,453K, or 7.7%
  - Contractual items of step and longevity increases
  - 3.5% increase for all employees through the one year extension of the Union contracts
  - \$1,500 one-time payment for all employees
  - Proposed six new incremental positions added
    - 3 Fixed Route Bus Drivers – *funded by Measure D sales tax*
    - 1 Paratransit Van Driver – *funded by Measure D sales tax*

- Accountant III – *new proposed position*
- IT Project Coordinator - *two year provisional*
- Overtime - increase of \$191K, or 16.9%
  - Due to increased service as the pandemic winds down
- Fringe Benefits – increase of \$784K, or 3.8%
  - Medical assumes 5.6% year over year increase due to CPI

**Non-Personnel Expenses** increased by \$1,801K, or 17.5%, vs. FY22 Budget

- Services – increase \$1,147K, or 25.5%, from additional spending budgeted for Professional & Tech Services for the South County Zero-emissions operating and maintenance facility plan, repair of both Revenue and Non-Revenue vehicles along with new uniforms for the Bus and Van Operators.
- Mobile Materials & Supplies – increase of \$469K, or 16.4%, as a result of higher Fuel & Lube costs for both Revenue and Non-Revenue vehicles and an increase in Revenue Vehicle Parts.
- Other Materials & Supplies – overall increase of \$70K, or 15.1%, related to printing and postage for new marketing campaigns.
- Utilities – increase of \$71K, or 9.5%, primarily due to estimated increase for Gas & Electric (expected rate increase from PG&E) along with increased Propulsion Power as more ZEBs are purchased and put into service.
- Casualty & Liability – increase of \$118K, or 11.3%, related to the increase of insurance premiums; will be adjusted when the invoices are available in late May/early June 2022.
- Taxes – increase of \$6K, or 11.6%, due to higher costs for Customer Service parking permits.
- Misc. Expense – increase of \$41K, or 12.2%, primarily due to increased Employee Training and related Travel along with more Employee Incentive activities as a result of COVID restrictions being lifted.
- Interest Expense & Debt Service
  - Interest Expense - Loan – decrease of \$8K, or 50.4%, due to interest payment on bus lease nearing the end of the contract.
  - Debt Service – Principal and Interest Expense on debt service are discussed in Section C below.

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

**Personnel Expenses** (Wages, Overtime, and Fringe Benefits) increased overall by \$897K, or 2.1%, excluding the Pension UAL costs

- Wages – decrease \$54K, or 0.3%
  - Only contractual items of step and longevity increases

- Overtime - increase of \$28K, or 2.1%
- Fringe Benefits – increase \$923K, or 4.3%
  - Anticipated increase in Medical insurance premiums, effective in January 2024, partially offset by;
  - Projected decrease in Retirement as per CalPERS June 2020 Annual Valuation Report from 9.71% in FY23 to 9.5% in FY24

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

**C. Non-Operating Revenue/(Expense)**

Non-Operating Revenue/(Expense) totals \$55,885K in FY23 and \$56,774K in FY24. Non-Operating Revenue/(Expense) assumptions in the Draft FY23 Budget over the FY22 Final Budget, adopted in June 2021, include:

**Sales Tax Revenues**

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

**Federal/State Grants**

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

### **COVID Relief Grants**

- American Rescue Plan Act of 2021 (ARPA) – Budget of \$15,851K is the anticipated draw down in FY23 for reimbursement of allowable personnel and operating expenses. Budgeted draw down in FY23 is based on the estimated personnel costs (anticipating a ~15% vacancy rate) and Farebox recovery; actual draw down could be higher or lower.

### **All Other Revenue**

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

### **COVID-19 Related Expense**

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

### **Pension UAL/Sales Tax Revenue Bond Debt Service**

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

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

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

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

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

A net decrease of 6.6% in Non-Operating Revenue/(Expense) sources are budgeted in FY24, driven by:

- ARPA COVID funding – decrease of 82.4% with the final draw down of \$2,797K

Partially offset by increases:

- Sales Tax, including Measure D – increase of \$516K, or 2.0%
- Federal/State Grants – increase of \$11,867K, or 81.9%, as FTA 5307 and STIC grants will be available for Operating Expenses in FY24
- All Other Revenue
  - Advertising – increase of \$5K, or 2.6%
  - Rent – decrease of \$27K, or 20.7%

#### **Attachment C – Page 4**

#### **D. Transfers & Operating Balance**

Transfers total (\$9,174K) in FY23 and (\$9,179K) in FY24. Assumptions in the Draft FY23 Budget over the FY22 Final Budget, adopted in June 2021, include:

- Transfers to Capital Budget (Bus Replacement Fund) of \$2,345K is an increase of \$105K, or 4.7%
  - Available Measure D revenues are \$199K, or 9.3% higher than FY22
  - TDA-STA-SGR grant is \$11K, or 1.4% higher than FY22
  - Total Transfer to Bus Replacement Fund is \$3,116K in FY23

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

While METRO has made great strides to reduce the proportion of its fleet that has reached or surpassed the end of its useful life, a coming wave of scheduled bus retirements will raise the replacement needs balance to 41 by the end of FY23 and to 67 by the end of FY28. Furthermore, as required by the California Air Resources Board's (CARB's) Innovative Clean Transit (ICT) Rule that mandates procurement of zero-emission buses (ZEB): 100% of METRO's bus purchases will need to be ZEB starting in 2029, with 25% of all new bus procurements will need to be ZEB starting in 2026. At an average cost of \$0.7M per CNG bus or \$1.3M per ZEB, it will cost between \$28.7M and \$51.3M to simply address the backlog in bus replacement needs in FY23, rising to \$46.9M to \$83.8M by FY28. Given the substantial financial resources needed to address these needs and the unlikelihood that the \$3.0M annual commitment to the Bus Replacement Fund will be sufficient to leverage adequate funding to meet it, staff recommends identifying

additional funding sources in order to increase the amount of the commitment to the Capital Budget/Bus Replacement Fund.

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

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

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

- Capital Budget/Bus Replacement Fund increase \$87K, or 3.7%
- Operating and Capital Reserve Fund net decrease \$271K, or 4.2%
  - Financial Management Software (ERP) decrease \$2,000K partially offset by,
  - Local match for Capital grants increase \$1,500K
  - Reserves Replenishment increase \$229K (Operational Sustainability Reserve Fund to meet target balance of three (3) months of the average operating expenses for the most current fiscal year's Budget)

### **E. Capital Budget**

The Draft FY23 Capital Budget/Portfolio as shown in Attachment E totals \$33,849K.

The current FY23 Capital Budget consists primarily of ongoing projects rolled forward from FY22 and are funded by a variety of sources.

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

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

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

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

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

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

- Ongoing – METRO Owned ParaCruz Facility Project – \$2,000K from the Operating & Capital Reserve Fund. The project is identified as critical to move the agency forward towards a sustainable future, in support of the METRO 10-Year Strategic Business Plan, and was approved by the Board on November 15, 2019.
- Ongoing – Pacific Station/Metro Center Redevelopment with the City of Santa Cruz – \$4,000K, over four years, from the Bus Replacement Fund, toward the redevelopment of the facility.
- Ongoing – Financial Management Software (ERP) – The current financial system was purchased in the late 1990's, more than 20 years ago. A Fixed Assets, Purchasing, and Budgeting module would be incorporated into the new financial software system for a more efficient and integrated system. The total Budget is \$3,850K – of which \$200K for consulting costs were paid in FY22 from Operating Expenses with the remaining \$3,650K to be capitalized and funded from the Operating & Capital Reserve Fund.
- Ongoing – Facilities Upgrades and Improvements
  - Maintenance Yard – Security Hardening and Expanded Parking - \$419K from the Operating & Capital Reserve Fund. This is Phase 3 of the project which will continue to improve the security and access to the Maintenance yard. Tasks to be completed include, but are not limited to, retrofit of Bay 11 for the ARTIC buses and gate relocation.
  - JKS Facility – Upper security gates; this project will automate two gates, install a pedestrian access gate at JKS and be funded with \$229K from the Operating & Capital Reserve Fund.
  - Fueling Station Awning – construction of an awning over the fueling station to protect staff and equipment from the weather elements. This project is funded with Federal funds of \$239K.
- Ongoing – Vehicle Replacement Projects – Santa Cruz METRO has been awarded grants from a variety of Federal, State, and local agencies to replace

aging revenue and non-revenue (service) vehicles which are in alignment with Santa Cruz METRO's strategy to begin replacing its fossil-fueled bus fleet with all-electric buses by 2040.

- Electric Buses (5) + Infrastructure and Project Management \$6,159K
  - Four Zero Emission Bus (ZEBs) are electric bus replacements that will be used on the Highway 17 commuter routes
  - The one (1) additional electric bus to replace an obsolete bus
- CNG buses to assist in the replacement of obsolete vehicles \$9,493K
  - CNG Bus Replacements (13)
  - CNG Bus Replacements (3): Capital Lease
- Four Articulated (ARTICS) buses to be used for the UCSC routes \$4,000K
- ParaCruz Van Replacements (7) \$605K
- Non-revenue service truck replacement \$150K
- Automatic Vehicle Locator (AVL/ITS) and Auto Passenger Counter (APC) \$1,766K.
- Miscellaneous – reflects a proposed transfer of \$1,000K from the Operating & Capital Reserve Funds to the FY23 Capital Budget/Portfolio for small projects, typically costing less than \$100K that are identified throughout the year and do not qualify for Federal or State grants.

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

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

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

The proposed two-year FY23 and FY24 Operating Budgets – Attachment C total \$61,013,540 and \$60,593,053 respectively. In addition, METRO will be transferring \$2.3M in FY23 and \$2.4M in FY24 to the Capital Budget, \$2.0M in FY23 and FY24 to the UAL & OPEB liability, \$2.0M in FY23 for ERP System, \$2.5M in FY23 and \$4.0M in FY24 for Grant matching, \$0.2M to Reserve Replenishment, and \$0.3M in FY23 and \$0.5M in FY24 to the COVID-19 Recovery Fund and is fully offset by the total Operating Revenue Budget of \$70,187,878 in FY23 and \$69,772,105 in FY24.

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

The Draft FY23 Capital Budget/Portfolio– Attachment E totals \$33,848,556.

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

Updated Board Authorized Support Activities

**VII. ALTERNATIVES CONSIDERED**

There are no recommended alternatives at this time. Staff recommends that the Finance, Budget and Audit Committee take input on the Draft FY22 and FY23 Operating Budget and FY22 Capital Budget and provide additional direction to staff as necessary regarding the contents of the Operating and Capital Budgets.

**VIII. ATTACHMENTS**

- Attachment A:** Presentation of FY23 and FY24 Draft Operating Budgets and FY23 Capital Budget/Portfolio
- Attachment B:** 5 – Year Budget Plan
- Attachment C:** FY23 and FY24 Draft Operating Budgets
- Attachment D:** Authorized and Funded Personnel
- Attachment E:** FY23 Draft Capital Budget/Portfolio
- Attachment F:** Management Pay Tables
- Attachment G:** Resolution to Set a Public Hearing

Prepared By: Cathy Downes, Sr. Financial Analyst

**VIII. APPROVALS:**

Approved as to fiscal impact:

Chuck Farmer, Chief Financial Officer



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Michael Tree, CEO/General Manager



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# **FY23 & FY24 Draft Operating Budget Review**

Board of Directors

*May 20, 2022*

Chuck Farmer, Chief Financial Officer

# Overview of Today's Presentation

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- FY23 Draft Operating Budget
  - FY22 – FY23 Budget Summary
  - Operating Revenue Assumptions
  - Operating Expense Assumptions
  - Non-Operating Revenue/Expense Assumptions
  - Non-Operating Transfers
  - FTE Changes
- FY23 – FY24 Operating Budget
  - FY23 – FY24 Budget Summary
  - FY24 Budget Assumptions
- Non-Controllable Budget Risks
- FY23 Capital Budget/Portfolio
- FY23 & FY24 Additional Information
- Budget Timeline
- Appendix

# **FY23 Draft Operating Budget**

# FY22 – FY23 Budget Summary Draft

	FY22 Budget	FY23 Budget	Year over Year Change
<b>Operating Revenue</b>			
Passenger Fares	\$ 2,295	\$ 2,410	5.0%
Special Transit Fares	6,025	5,953	(1.2%)
<b>Total Operating Revenues</b>	<b>\$ 8,319</b>	<b>\$ 8,363</b>	<b>0.5%</b>
<b>Operating Expense</b>			
Labor - Regular	\$ 18,922	\$ 20,375	7.7%
Labor - OT	1,133	1,325	16.9%
Fringe	20,481	21,265	3.8%
Non-Personnel	10,308	12,108	17.5%
<b>Total OpEx</b>	<b>\$ 50,843</b>	<b>\$ 55,073</b>	<b>8.3%</b>
<b>Operating Surplus/(Deficit)</b>	<b>(\$ 42,524)</b>	<b>(\$ 46,711)</b>	<b>9.8%</b>
	<i>16.4%</i>	<i>15.2%</i>	<i>(1.2%)</i>
<b>Non-Operating Revenue/(Expense)</b>			
Sales Tax/including Measure D	\$ 26,303	\$ 30,775	17.0%
Federal/State Grants	19,451	14,496	(25.5%)
COVID Relief Grants	-	15,851	100%
COVID Related Costs	(121)	(298)	145.3%
Pension UAL/Bond Payment*	(5,650)	(5,643)	(0.1%)
All Other	677	704	3.9%
<b>Total Non-Operating Revenue</b>	<b>\$ 40,660</b>	<b>\$ 55,885</b>	<b>37.4%</b>
<b>Operating Surplus/(Deficit) before Transfers</b>	<b>(\$ 1,864)</b>	<b>\$ 9,174</b>	<b>N/A</b>
<b>Transfers and Other</b>			
Transfers to Capital/Bus Replacement/Sustainability Funds	(\$ 4,415)	(\$ 8,845)	100.3%
<b>Operating Surplus/(Deficit) after Transfers</b>	<b>(\$ 6,279)</b>	<b>\$ 329</b>	<b>N/A</b>

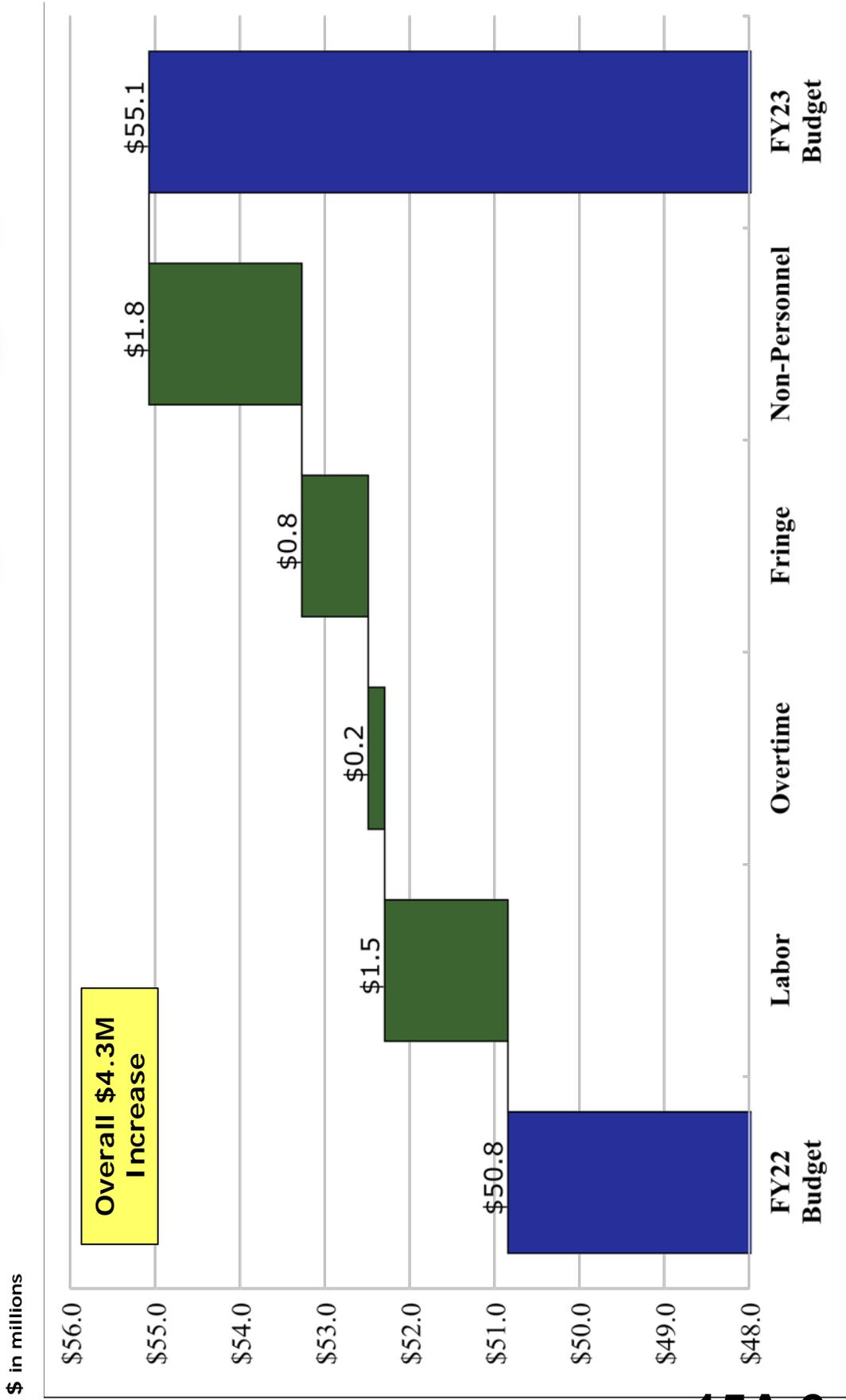
\*Bond Payment started in FY23

# Operating Revenue Assumptions

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

# FY22-FY23 Drivers of Operating Expense

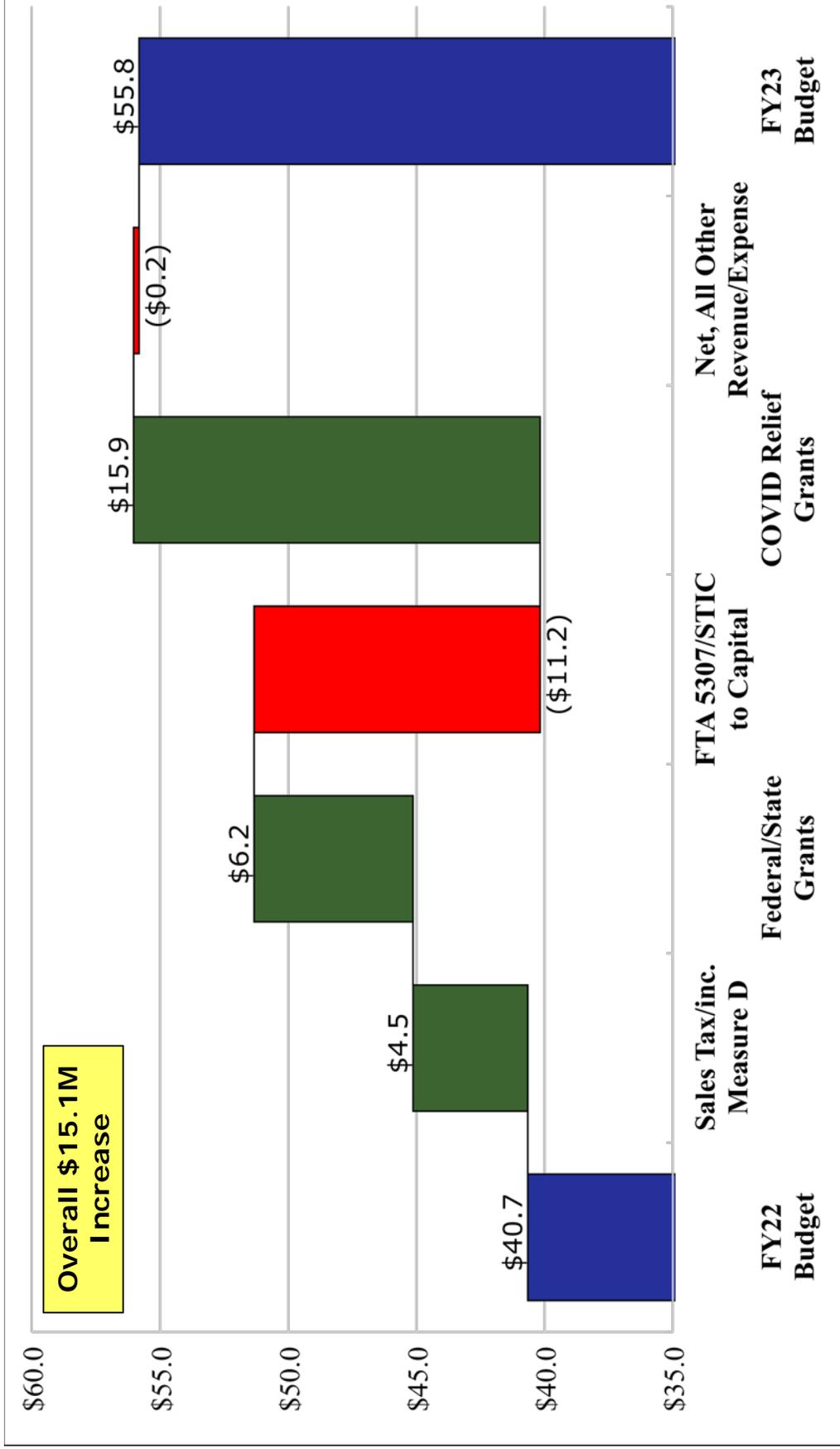


## Operating Expense Assumptions

- **Personnel** – Overall increase \$2,429K, or 6.0%
  - Labor increase of \$1,435K, or 7.7%
    - 3.5% COLA increase for all employees
    - \$1,500 one time payout to employees
    - Contractual step and longevity increases
  - Incremental six new positions added
    - 3 Fixed Route Bus Drivers – funded by Measure D sales tax
    - 1 Paratransit Van Driver – funded by Measure D sales tax
    - Accountant III – new proposed position
    - IT Project Coordinator - two year provisional
  - Overtime increase of 16.9% is due to increased service
  - Medical assumes 5.6% year over year increase due to CPI
- **Non-Personnel** - Overall increase \$1,801K, or 17.5%
  - Services cost increase 25.5%, primarily due to the \$1M for the South County Planning
  - Fuel for Revenue Vehicles increase of 25.0%, due to higher fuel prices and services being restored
  - Utilities increase of 9.5% due to PG&E price increase and charging for new electric buses
  - Casualty & Liability of 11.3% due to anticipated increase in CaTIP; will be adjusted when the invoice is available in late May/early June 2022

# FY22-FY23 Drivers of Non-Operating Revenue/Expense

\$ in millions



## **Non-Operating Revenue/Expense**

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- **Increased Non-Operating Revenue**
  - Sales Tax, including Measure D increase \$4,472K, or 17%, year over year driven by increased purchasing across Santa Cruz County
  - COVID Relief grants were not budgeted in FY22. FY23 includes \$15.8M of expected American Rescue Plan Act (ARPA) COVID grants
  - Net Federal/State Grants decrease \$5.0M, or 25.5%
    - Total of Federal/State grants increased \$6.2M, or 31.9%
    - FTA 5307/STIC grants, totaling \$11.2M, will be moved to Capital to fund bus purchases in FY23 and beyond
- **Increased Non-Operating Expense**
  - UAL/Sales Tax Revenue bond decrease \$7K, or 0.1%
  - Pension UAL would have been ~\$6.3M in FY23 had the bond sale not been executed; cost of the interest/principal of the bond for FY23 is ~\$4.5M, for a savings of ~\$1.8M

# Transfers

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

<i>\$000's</i>	<b>FY22 Budget</b>	<b>FY23 Budget</b>	<b>Year over Year Change</b>
Capital/Bus Replacement Fund	\$ 2,240	\$ 2,345	\$ 105
CaIPERs UAL & OPEB liability	2,000	2,000	-
ERP System	-	2,000	2,000
Fuel Tax Credit	175	-	(175)
Grant Matching	-	2,500	2,500
<b>Total Transfers and Other</b>	<b>\$ 4,415</b>	<b>\$ 8,845</b>	<b>\$ 4,430</b>

## FTE Changes

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### Funded – 8 FTE

- Mobility Training Coordinator
- Marketing Assistant
- Accountant III
- IT Project Coordinator
- 3 Bus Drivers\*
- 1 ParaCruz Van Driver\*

### De-Funded – 2 FTE

- Accessibility Coordinator
- CS Coordinator

#### Notes:

- ✓ Net 6 positions in Budget
- ✓ Only Accountant III and IT Project Coordinator (provisional) impact Budget

15A.11

\*Funded by Measure D revenues

# FY23 – FY24 Operating Budget

15A.12

# FY23 – FY24 Budget Summary Draft

	FY23 Budget	FY24 Budget	Year over Year Change
<b>Operating Revenue</b>			
Passenger Fares	\$ 2,410	\$ 2,464	2.2%
Special Transit Fares	5,953	6,072	2.0%
<b>Total Operating Revenues</b>	<b>\$ 8,363</b>	<b>\$ 8,535</b>	<b>2.1%</b>
<b>Operating Expense</b>			
Labor - Regular	\$ 20,375	\$ 20,321	(0.3%)
Labor - OT	1,325	1,353	2.1%
Fringe	21,265	22,188	4.3%
Non-Personnel	12,108	12,269	1.3%
<b>Total OpEx</b>	<b>\$ 55,073</b>	<b>\$ 56,130</b>	<b>1.9%</b>
<b>Operating Surplus/(Deficit)</b>	<b>(\$ 46,711)</b>	<b>(\$ 47,595)</b>	<b>1.9%</b>
	<i>15.2%</i>	<i>15.2%</i>	<i>0.0%</i>
<b>Non-Operating Revenue/(Expense)</b>			
Sales Tax/including Measure D	\$ 30,775	\$ 31,390	2.0%
Federal/State Grants	14,496	26,363	81.9%
COVID Relief Grants	15,851	2,797	-82%
COVID Related Costs	(298)	(290)	(2.6%)
Pension UAL/Bond Payment*	(5,643)	(4,173)	(26.1%)
All Other	704	686	(2.5%)
<b>Total Non-Operating Revenue</b>	<b>\$ 55,885</b>	<b>\$ 56,774</b>	<b>1.6%</b>
<b>Operating Surplus/(Deficit) before Transfers</b>	<b>\$ 9,174</b>	<b>\$ 9,179</b>	<b>0.1%</b>
<b>Transfers and Other</b>			
Transfers to Capital/Bus Replacement/Sustainability Funds	(\$ 8,845)	(\$ 8,661)	(2.1%)
<b>Operating Surplus/(Deficit) after Transfers</b>	<b>\$ 329</b>	<b>\$ 518</b>	<b>57.2%</b>

\*Bond Payment started in FY23

## FY24 Budget Operating Assumptions

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- **Operating Revenue**
  - Passenger Fares increase \$173K, or 2.1%, general increase
  - UCSC and Cabrillo College based on contracted amount, increase of 2.0%
- **Operating Expenses**
  - Salary and wages only include step and longevity increases
  - Overtime increase of 2.1% in line with step/longevity increases
  - Fringe, increase 4.3%, primarily due to increased Medical costs assumed to be 5.6%
  - Non-Personnel increase of 1.3%, or \$161K

## **FY24 Budget Non-Operating Assumptions**

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- **Non-Operating Revenue**
  - Sales Tax/including Measure D, increase 2.0%
  - Federal/State Grants, increase 81.9%
    - FTA 5307 and STIC grants increase \$244K over FY23
    - FTA 5307 and STIC funding remaining in operating resulting in a \$11.4M increase year-over-year
    - American Rescue Plan Act (ARPA) COVID Relief grant, decrease of 82.4% driven by the final drawdown of remaining available funds
- **Non-Operating Expenses**
  - COVID related costs, increase 2.6%
  - Sales Tax Revenue Bond Payment, decrease 26.1%

## **FY23 & FY24 Non-Controllable Operating Budget Risks**

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

## FY23 & FY24 Non-Controllable Operating Budget Risks

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

# FY23 Draft Capital Budget

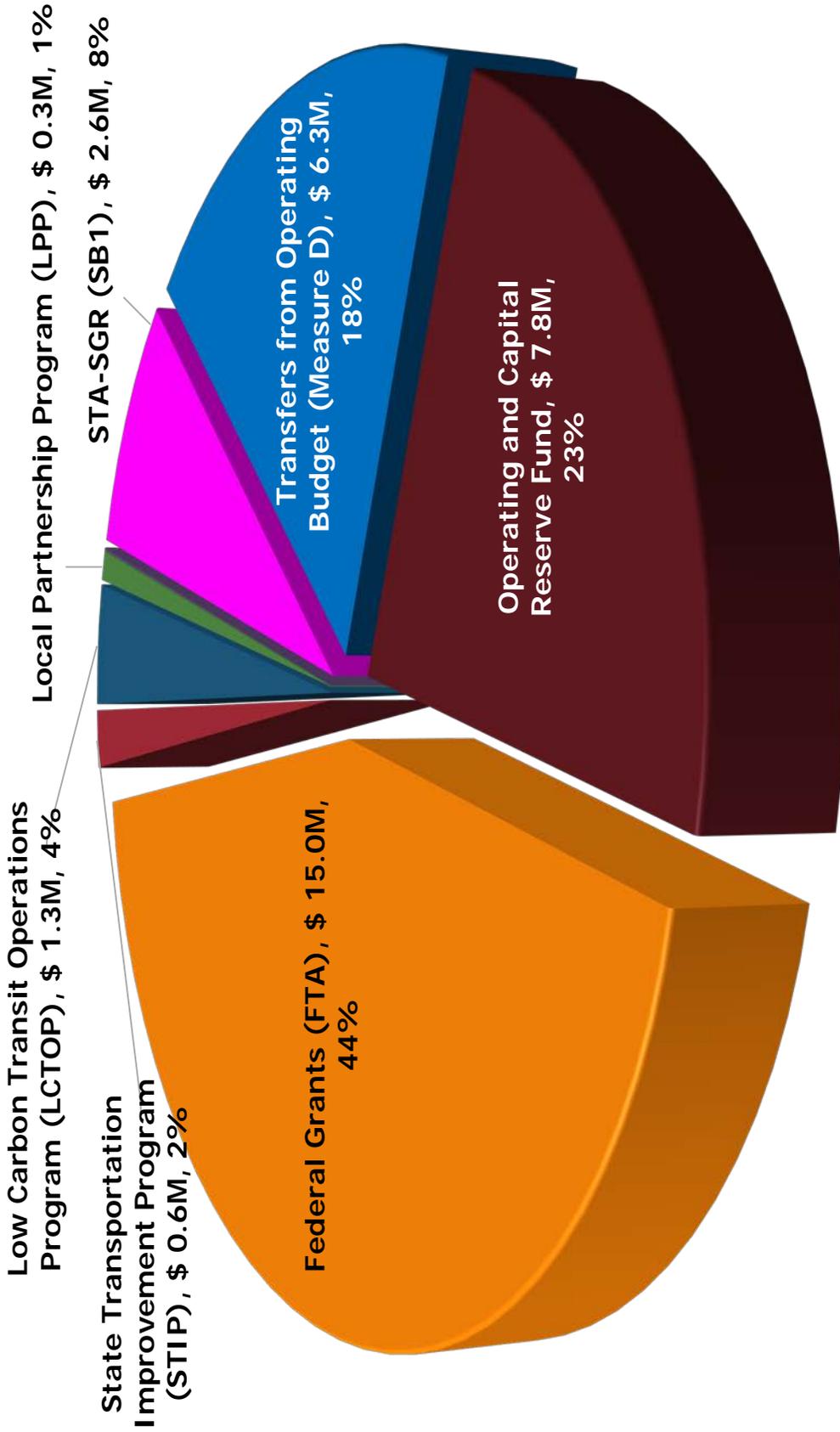
# FY23 Draft Capital Budget/Portfolio – Projects

## Attachment A

<i>\$000's</i>	FY23 Budget	FY24 Plan	FY25 & Beyond Plan	Remaining Portfolio Spend
Project Category:				
Construction Related Projects	\$ 1,238	\$ 4,800	\$ -	\$ 6,038
IT Projects	1,650	2,000	-	3,650
Facilities Repair & Improvements	588	319	-	907
Revenue Vehicle Replacement	6,921	5,443	3,500	15,864
Revenue Vehicle Electrification Projects	4,909	1,250	-	6,159
Non-Revenue Vehicle Replacement	150	-	-	150
Fleet & Maintenance Equipment	80	-	-	80
Misc.	300	300	400	1,000
<b>Total \$</b>	<b>15,836</b>	<b>\$ 14,112</b>	<b>\$ 3,900</b>	<b>\$ 33,848</b>

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

# FY23 Draft Capital Portfolio \$33.8M Funding Source (in \$ millions)



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

# **FY23 & FY24 Additional Information**

# Board Authorized METRO Support Activities

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

# Memberships

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## • Administration

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

**Total: \$88,075**

## • Finance

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

**Total: \$639**

# Memberships

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- **Human Resources**

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

**Total: \$3,770**

- **Risk Management**

- Miscellaneous: \$412

**Total: \$412**

- **Purchasing**

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

**Total: \$340**

# Memberships

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- **Fleet Maintenance**

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

**Total: \$8,100**

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

# Board Member Travel Budget Assumptions

## American Public Transportation Association (APTA) Meetings

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

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

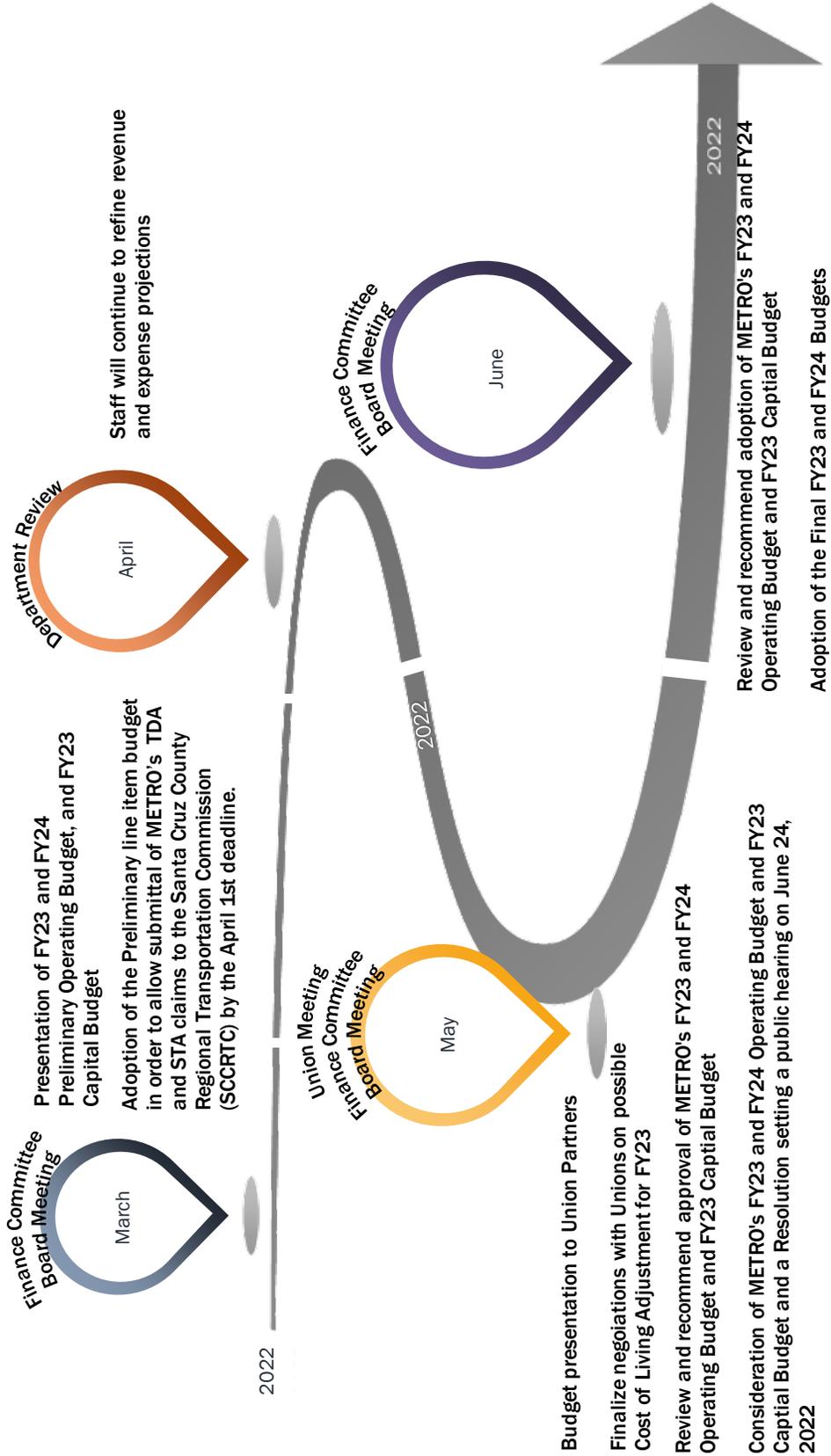
Meetings with legislators and government officials in Washington, San Francisco and Sacramento, as approved by the Chair of the Board.

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

# Employee Incentive Programs:

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

# Budget Timeline



# Appendix

# Total Portfolio of Active Projects

## Attachment A

<i>\$000's</i>	FY22 & Prior Spending	FY23 Budget	FY24 & Beyond Plan	Total Portfolio \$
Construction Related Projects	\$ 242	\$ 1,238	\$ 4,800	\$ 6,280
IT Projects	-	1,650	2,000	3,650
Facilities Repair & Improvements	76	588	319	983
Revenue Vehicle Replacement	2,164	6,921	8,943	18,028
Revenue Vehicle Electrification Projects	615	4,909	1,250	6,774
Non-Revenue Vehicle Replacement	-	150	-	150
Fleet & Maintenance Equipment	-	80	-	80
Misc.	-	300	700	1,000
<b>Total \$</b>	<b>3,097</b>	<b>\$ 15,836</b>	<b>\$ 18,012</b>	<b>\$ 36,945</b>

## DRAFT SANTA CRUZ METROPOLITAN TRANSIT DISTRICT As of July 1, 2022

REVENUE:	June-21 BUDGET FY22	May-22 BUDGET FY23	May-22 BUDGET FY24	Increase/(Decrease) \$ VAR	% VAR	PLAN FY25	Increase/(Decrease) \$ VAR	% VAR	PLAN FY26	Increase/(Decrease) \$ VAR	% VAR	PLAN FY27	Increase/(Decrease) \$ VAR	% VAR
<b>Operating Revenue</b>	\$ 2,294,699	\$ 2,409,682	\$ 2,463,701	\$ 114,983	5.0%	\$ 2,513,034	\$ 49,333	2.0%	\$ 2,563,597	\$ 50,563	2.0%	\$ 2,615,433	\$ 51,836	2.0%
Passenger Fares	6,024,734	5,952,851	6,071,590	(71,883)	(1.2%)	6,192,716	121,126	2.0%	6,316,283	123,567	2.0%	6,442,336	126,053	2.0%
Special Transit Fares	\$ 8,319,433	\$ 8,362,533	\$ 8,535,291	\$ 43,100	0.5%	\$ 8,705,750	\$ 170,459	2.0%	\$ 8,879,880	\$ 174,130	2.0%	\$ 9,057,769	\$ 177,889	2.0%
<b>Operating Expense</b>	\$ 18,921,745	\$ 20,375,005	\$ 20,320,770	\$ 1,453,260	7.7%	\$ 20,575,483	\$ 254,713	1.3%	\$ 20,711,806	\$ 136,323	0.7%	\$ 20,975,973	\$ 264,167	1.3%
Labor - Regular	1,133,162	1,324,596	1,352,610	191,434	16.9%	1,379,610	27,000	2.0%	1,407,242	27,632	2.0%	1,435,368	28,126	2.0%
Labor - OT	20,480,574	21,264,995	22,187,939	784,421	3.8%	23,024,314	836,375	3.8%	23,917,020	892,706	3.9%	24,897,801	980,781	4.1%
Fringe	10,307,612	12,108,451	12,269,034	1,800,839	17.5%	12,058,899	(210,135)	(1.7%)	12,430,227	371,328	3.1%	12,709,905	279,678	2.2%
Non-Personnel	\$ 50,843,093	\$ 55,073,047	\$ 55,130,353	\$ 4,229,954	8.3%	\$ 57,038,306	\$ 907,953	1.6%	\$ 58,466,295	\$ 1,427,989	2.5%	\$ 60,019,047	\$ 1,552,752	2.7%
<b>Total Operating Expense</b>	\$ (42,523,660)	\$ (46,710,514)	\$ (47,595,062)	\$ (4,186,854)	9.8%	\$ (48,332,556)	\$ (737,494)	1.5%	\$ (49,586,415)	\$ (1,253,859)	2.6%	\$ (50,961,278)	\$ (1,374,863)	2.8%
<b>Operating Surplus/(Deficit)</b>	\$ 16.4%	\$ 15.2%	\$ 15.2%	\$ 15.3%	\$ 15.3%	\$ 15.3%	\$ 15.3%	\$ 15.3%	\$ 15.2%	\$ 15.3%	\$ 15.3%	\$ 15.3%	\$ 15.3%	\$ 15.3%
<b>Non-Operating Revenue/(Expense)</b>	\$ 26,303,319	\$ 30,774,884	\$ 31,390,382	\$ 4,471,565	17.0%	\$ 32,018,190	\$ 627,808	2.0%	\$ 32,658,553	\$ 640,363	2.0%	\$ 33,311,724	\$ 653,171	2.0%
Sales Tax/Including Measure D	19,450,954	14,495,688	15,851,235	(4,955,266)	(25.5%)	26,363,015	11,867,327	81.9%	27,309,064	945,049	3.6%	28,084,315	775,251	2.8%
Federal/State Grants	-	15,851,235	2,797,277	15,851,235	100.0%	2,797,277	(13,053,958)	(82.4%)	-	(2,797,277)	(100.0%)	-	-	0.0%
COVID Relief Grants	(121,347)	(297,712)	(290,035)	(176,365)	145.3%	(296,909)	(6,874)	2.4%	(303,590)	(6,681)	2.3%	(310,421)	(6,831)	2.3%
COVID Related Costs	(5,650,261)	(5,642,781)	(4,172,665)	7,480	(0.1%)	(4,177,203)	(4,538)	0.1%	(4,181,307)	(4,104)	0.1%	(4,183,464)	(2,157)	0.1%
Pension UAL/Bond Payment	677,171	703,538	686,140	26,367	3.9%	672,629	(13,511)	(2.0%)	679,550	6,921	1.0%	687,130	7,580	1.1%
All Other Revenue	\$ 40,659,836	\$ 55,884,852	\$ 15,225,016	\$ 15,225,016	37.4%	\$ 54,772,970	\$ (2,001,144)	(3.5%)	\$ 56,162,270	\$ 1,389,300	2.5%	\$ 57,589,284	\$ 1,427,014	2.5%
<b>Total Non-Operating Revenue/(Expense)</b>	\$ (1,863,824)	\$ 9,174,338	\$ 11,038,162	\$ 11,038,162	(592.2%)	\$ 9,179,052	\$ 4,714	0.1%	\$ 6,440,414	\$ (2,738,638)	(29.8%)	\$ 6,575,855	\$ 135,441	2.1%
<b>Transfers and Other</b>	\$ (4,414,734)	\$ (8,844,880)	\$ (8,661,227)	\$ (183,653)	(2.1%)	\$ (8,826,478)	\$ (165,251)	1.9%	\$ (8,893,789)	\$ (67,311)	0.8%	\$ (8,922,510)	\$ (28,721)	0.3%
Transfers to Capital/Operating & Capital Reserve Fund	6,278,558	(329,458)	(6,608,016)	(6,608,016)	(105.2%)	2,366,064	2,893,689	(560.8%)	2,317,934	(68,130)	(2.9%)	2,294,504	(23,430)	(1.0%)
(To)/From COVID Recovery Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Operating Surplus/(Deficit) after Transfers</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

**REVENUE SOURCES**

REVENUE SOURCE	June-21	May-22	Increase/(Decrease)		May-22	Increase/(Decrease)	
	BUDGET FY22	BUDGET FY23	\$ VAR	%VAR	BUDGET FY24	\$ VAR	% VAR
<b>Passenger Fares</b>							
Fixed Route Fares	\$ 1,435,541	\$ 1,621,499	\$ 185,958	13.0%	\$ 1,653,929	\$ 32,430	2.0%
Paratransit Fares	176,531	194,184	17,653	10.0%	203,893	9,709	5.0%
Highway 17 Fares	682,627	593,999	(88,628)	(13.0%)	605,879	11,880	2.0%
<b>Special Transit Fares</b>							
UCSC	4,692,000	4,780,072	88,072	1.9%	4,875,673	95,601	2.0%
Cabrillo	748,840	583,388	(165,452)	(22.1%)	595,056	11,668	2.0%
City of SC	56,310	34,070	(22,240)	(39.5%)	34,753	683	2.0%
Shaffer	4,788	4,549	(239)	(5.0%)	4,321	(228)	(5.0%)
Highway 17 Payments							
VTA	350,004	375,000	24,996	7.1%	382,500	7,500	2.0%
San Jose State	12,109	-	(12,109)	(100.0%)	-	-	2.0%
Amtrak	160,683	175,772	15,089	9.4%	179,287	3,515	2.0%
<b>Sales Tax/Including Measure D</b>							
1979 Gross Sales Tax (1/2 cent)	22,746,692	26,613,630	3,866,938	17.0%	27,145,903	532,273	2.0%
2016 Net Sales Tax (Measure D)	3,556,627	4,161,254	604,627	17.0%	4,244,479	83,225	2.0%
<b>Federal/State Grants</b>							
Transp Dev Act (TDA - LTF) Funds	7,468,499	9,218,043	1,749,544	23.4%	9,494,584	276,541	3.0%
FTA Sec 5307 - Op Assistance*	4,763,645	-	(4,763,645)	(100.0%)	5,805,937	5,805,937	100.0%
FTA Sec 5311 - Rural Op Asst*	200,796	263,285	62,489	31.1%	269,051	5,766	2.2%
FTA Sec 5307 - ARPA	-	15,851,235	15,851,235	100.0%	2,797,277	(13,053,958)	(82.4%)
Medicare Subsidy	550	550	-	0.0%	550	-	0.0%
AMBAG (FTA 5304)	-	-	-	0.0%	-	-	0.0%
LCTOP Grant	489,213	537,785	48,572	9.9%	537,785	-	0.0%
TDA - STA - Operating (Includes SB1)	3,454,690	4,476,025	1,021,335	29.6%	4,659,299	183,274	4.1%
STIC - Op Assistance	2,898,561	-	(2,898,561)	(100.0%)	5,595,809	5,595,809	100.0%
Fuel Tax Credit	175,000	-	(175,000)	(100.0%)	-	-	0.0%

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

**REVENUE SOURCES**

REVENUE SOURCE	June-21	May-22	Increase/(Decrease)		May-22	Increase/(Decrease)	
	BUDGET FY22	BUDGET FY23	\$ VAR	%VAR	BUDGET FY24	\$ VAR	% VAR
<b>All Other Revenue</b>							
Commissions	1,000	1,000	-	0.0%	1,000	-	0.0%
Advertising Income	150,000	195,000	45,000	30.0%	200,000	5,000	2.6%
Rent Income - SC Pacific Station	96,542	60,187	(36,355)	(37.7%)	30,816	(29,371)	2.4%
Rent Income - Scotts Valley	28,992	29,862	870	3.0%	30,560	698	2.3%
Rent Income - Watsonville TC	41,637	42,536	899	2.2%	43,812	1,276	3.0%
Interest Income	295,000	250,000	(45,000)	(15.3%)	252,500	2,500	1.0%
Other Non-Transp Revenue - CNG Sales	-	62,953	62,953	100.0%	64,212	1,259	2.0%
Other Non-Transp Revenue - All Other	64,000	62,000	(2,000)	(3.1%)	63,240	1,240	2.0%
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 54,750,877</b>	<b>\$ 70,187,878</b>	<b>\$ 15,437,001</b>	<b>28.2%</b>	<b>\$ 69,772,105</b>	<b>\$ (415,773)</b>	<b>-0.6%</b>
<b>TRANSFERS TO CAPITAL/OPERATING &amp; CAPITAL RESERVE FUND</b>	<b>\$ (4,414,734)</b>	<b>\$ (8,844,880)</b>	<b>\$ (4,430,146)</b>	<b>100.3%</b>	<b>\$ (8,661,227)</b>	<b>\$ 183,653</b>	<b>(2.1%)</b>
<b>TRANSFERS (TO) / FROM COVID-19 RECOVERY FUND</b>	<b>\$ 6,278,558</b>	<b>\$ (329,458)</b>	<b>\$ (6,608,016)</b>	<b>(105.2%)</b>	<b>\$ (517,825)</b>	<b>\$ (188,367)</b>	<b>57.2%</b>
<b>TOTAL REVENUE SOURCES</b>	<b>\$ 56,614,701</b>	<b>\$ 61,013,540</b>	<b>\$ 4,398,839</b>	<b>7.8%</b>	<b>\$ 60,593,053</b>	<b>\$ (420,487)</b>	<b>(0.7%)</b>
<i>* FTA funding is used solely to fund labor expense</i>							
<b>TOTAL EXPENSES</b>	<b>56,614,701</b>	<b>61,013,540</b>	<b>4,398,839</b>	<b>7.8%</b>	<b>60,593,053</b>	<b>(420,487)</b>	<b>(0.7%)</b>
<b>TRANSFERS TO CAPITAL (BUS REPLACEMENT FUND)</b>	<b>2,239,734</b>	<b>2,344,880</b>	<b>105,146</b>	<b>4.7%</b>	<b>2,431,385</b>	<b>86,505</b>	<b>3.7%</b>
<b>TRANSFERS TO OPERATING &amp; CAPITAL RESERVE FUNDS</b>							
<b>OPERATING &amp; CAPITAL RESERVE FUNDS</b>	<b>-</b>	<b>4,500,000</b>	<b>4,500,000</b>	<b>100.0%</b>	<b>4,229,842</b>	<b>(270,158)</b>	<b>(6.0%)</b>
<b>UAL &amp; OPEB</b>	<b>2,000,000</b>	<b>2,000,000</b>	<b>-</b>	<b>0.0%</b>	<b>2,000,000</b>	<b>-</b>	<b>0.0%</b>
<b>FUEL TAX CREDIT</b>	<b>175,000</b>	<b>-</b>	<b>(175,000)</b>		<b>-</b>	<b>-</b>	
<b>SURPLUS/(DEFICIT)</b>	<b>(6,278,558)</b>	<b>329,458</b>	<b>6,608,016</b>		<b>517,825</b>	<b>188,367</b>	

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

TRANSFERS	June-21	May-22	May-22	Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
	BUDGET FY22	BUDGET FY23	BUDGET FY24				
<b>Transfers to Capital Budget</b>							
2016 Net Sales Tax Measure D*	\$ (2,145,798)	\$ (2,344,880)	\$ (2,431,385)	\$ (86,505)	3.7%	\$ (86,505)	3.7%
TDA - STA - Operating , Includes SB1	(93,936)	-	-	93,936	(100.0%)	-	0.0%
<b>Total</b>	<b>\$ (2,239,734)</b>	<b>\$ (2,344,880)</b>	<b>\$ (2,431,385)</b>	<b>\$ (105,146)</b>	<b>4.7%</b>	<b>\$ (86,505)</b>	<b>3.7%</b>
<b>Transfers to/(from) Operating &amp; Capital Reserve Fund</b>							
Fuel Tax Credit**	\$ (175,000)	\$ -	\$ -	\$ 175,000	(100.0%)	\$ -	0.0%
CalPERS UAL & OPEB	(2,000,000)	(2,000,000)	(2,000,000)	-	0.0%	-	0.0%
Reserves Replenishment	-	-	(229,842)	(229,842)	100.0%	(229,842)	100.0%
Operating & Capital Reserve Fund	-	(4,500,000)	(4,000,000)	(4,500,000)	100.0%	500,000	(11.1%)
<b>Total</b>	<b>\$ (2,175,000)</b>	<b>\$ (6,500,000)</b>	<b>\$ (6,229,842)</b>	<b>\$ (4,325,000)</b>	<b>198.9%</b>	<b>\$ 270,158</b>	<b>(4.2%)</b>
<b>TOTAL OPERATING/CAPITAL TRANSFERS \$ (4,414,734) \$ (8,844,880) \$ (8,661,227) \$ 183,653 (2.1%)</b>							
<b>Transfers (To) / From Covid-19 Recovery Fund</b>							
Transfers (To) / From Covid-19 Recovery Fund	\$ 6,278,558	\$ (329,458)	\$ (517,825)	\$ (6,608,016)	(105.2%)	\$ (188,367)	57.2%
<b>Total</b>	<b>\$ 6,278,558</b>	<b>\$ (329,458)</b>	<b>\$ (517,825)</b>	<b>\$ (6,608,016)</b>	<b>(105.2%)</b>	<b>\$ (188,367)</b>	<b>57.2%</b>
<b>TOTAL REVENUE</b>	<b>\$ 54,750,877</b>	<b>\$ 70,187,878</b>	<b>\$ 69,772,105</b>	<b>\$ 15,437,001</b>	<b>28.2%</b>	<b>\$ (415,773)</b>	<b>(0.6%)</b>
<b>TOTAL EXPENSES</b>	<b>\$ 56,614,701</b>	<b>\$ 61,013,540</b>	<b>\$ 60,593,053</b>	<b>\$ 4,398,839</b>	<b>7.8%</b>	<b>\$ (420,487)</b>	<b>(0.7%)</b>
<b>TOTAL OPERATING/CAPITAL TRANSFERS</b>	<b>\$ (4,414,734)</b>	<b>\$ (8,844,880)</b>	<b>\$ (8,661,227)</b>	<b>\$ (4,430,146)</b>	<b>100.3%</b>	<b>\$ 183,653</b>	<b>(2.1%)</b>
<b>TOTAL COVID TRANSFERS</b>	<b>\$ 6,278,558</b>	<b>\$ (329,458)</b>	<b>\$ (517,825)</b>	<b>\$ (6,608,016)</b>	<b>(105.2%)</b>	<b>\$ (188,367)</b>	<b>57.2%</b>
<b>OPERATING BALANCE</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>

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

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

**CONSOLIDATED EXPENSES**

ACCOUNT	DESCRIPTION	June-21	May-22	Increase/(Decrease)		May-22	Increase/(Decrease)	
		BUDGET FY22	BUDGET FY23	\$ VAR	%VAR	BUDGET FY24	\$ VAR	% VAR
<b>LABOR</b>								
501011	Bus Operator Pay	9,871,762	10,551,285	679,523	6.9%	10,476,443	(74,842)	(0.7%)
501013	Bus Operator OT	560,115	825,527	265,412	47.4%	849,548	24,021	2.9%
501021	Other Salaries	9,049,983	9,823,720	773,737	8.5%	9,844,327	20,607	0.2%
501023	Other OT	573,047	499,069	(73,978)	(12.9%)	503,062	3,993	0.8%
<b>Totals</b>		20,054,907	21,699,601	1,644,694	8.2%	21,673,380	(26,221)	(0.1%)
<b>FRINGE BENEFITS</b>								
502011	Medicare/Soc. Sec.	349,920	371,954	22,034	6.3%	380,184	8,230	2.2%
502021	Retirement	2,272,920	2,373,115	100,195	4.4%	2,379,222	6,107	0.3%
502022	Retirement UAL	5,650,261	1,139,812	(4,510,449)	(79.8%)	-	(1,139,812)	(100.0%)
502031	Medical Ins	11,534,514	11,782,063	247,549	2.1%	12,442,209	660,146	5.6%
502041	Dental Ins	447,931	488,834	40,903	9.1%	496,302	7,468	1.5%
502045	Vision Ins	106,368	108,324	1,956	1.8%	112,776	4,452	4.1%
502051	Life Ins/AD&D	49,708	47,802	(1,906)	(3.8%)	48,308	506	1.1%
502060	State Disability Ins (SDI)	251,499	273,788	22,289	8.9%	292,071	18,283	6.7%
502061	Long Term Disability Ins	154,489	154,627	138	0.1%	161,112	6,485	4.2%
502071	State Unemployment Ins (SUI)	43,014	46,718	3,704	8.6%	49,679	2,961	6.3%
502081	Worker's Comp Ins	985,382	1,014,946	29,564	3.0%	1,047,060	32,114	3.2%
502101	Holiday Pay	699,933	738,582	38,649	5.5%	757,192	18,610	2.5%
502103	Floating Holiday	116,348	125,735	9,387	8.1%	129,889	4,154	3.3%
502109	Sick Leave	1,073,563	1,132,511	58,948	5.5%	1,161,047	28,536	2.5%
502111	Annual Leave	2,024,617	2,207,200	182,583	9.0%	2,319,698	112,498	5.1%
502121	Other Paid Absence	164,023	173,086	9,063	5.5%	177,472	4,386	2.5%
502251	Phys. Exams	15,900	17,832	1,932	12.2%	19,221	1,389	7.8%
502253	Driver Lic Renewal	2,660	2,540	(120)	(4.5%)	2,622	82	3.2%
502999	Other Fringe Benefits	187,785	205,338	17,553	9.3%	211,875	6,537	3.2%
<b>Totals</b>		26,130,835	22,404,807	(3,726,028)	(14.3%)	22,187,939	(216,868)	(1.0%)

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

**CONSOLIDATED EXPENSES**

ACCOUNT	DESCRIPTION	June-21	May-22	Increase/(Decrease)		May-22	Increase/(Decrease)	
		BUDGET FY22	BUDGET FY23	\$ VAR	%VAR	BUDGET FY24	\$ VAR	% VAR
<b>SERVICES</b>								
503011	Acting/Audit Fees	103,250	106,386	3,136	3.0%	108,994	2,608	2.5%
503012	Admin/Bank Fees	427,000	439,895	12,895	3.0%	450,826	10,931	2.5%
503031	Prof/Technical Fees	1,215,794	1,963,868	748,074	61.5%	1,297,598	(666,270)	(33.9%)
503032	Legislative Services	101,000	101,121	121	0.1%	103,222	2,101	2.1%
503033	Legal Services	400,000	435,096	35,096	8.8%	441,362	6,266	1.4%
503034	Pre-Employment Exams	8,910	9,179	269	3.0%	9,401	222	2.4%
503041	Temp Help	-	145,000	145,000	100.0%	145,000	-	0.0%
503161	Custodial Services	9,300	9,581	281	3.0%	9,777	196	2.0%
503162	Uniforms/Laundry	33,400	98,277	64,877	194.2%	99,610	1,333	1.4%
503171	Security Services	611,389	632,501	21,112	3.5%	647,805	15,304	2.4%
503221	Classified/Legal Ads	22,600	23,282	682	3.0%	23,848	566	2.4%
503222	Legal Ads	-	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	-	-	0.0%	-	-	0.0%
503351	Repair - Bldg & Impr	283,000	200,000	(83,000)	(29.3%)	200,000	-	0.0%
503352	Repair - Equipment	752,887	894,203	141,316	18.8%	1,503,248	609,045	68.1%
503353	Repair - Rev Vehicle	450,000	611,480	161,480	35.9%	623,426	11,946	2.0%
503354	Repair - Non Rev Vehicle	20,000	58,575	38,575	192.9%	58,525	(50)	(0.1%)
503363	Haz Mat Disposal	58,000	59,753	1,753	3.0%	60,949	1,196	2.0%
<b>Totals</b>		<b>4,496,530</b>	<b>5,788,197</b>	<b>1,291,667</b>	<b>28.7%</b>	<b>5,783,591</b>	<b>(4,606)</b>	<b>(0.1%)</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>								
504011	Fuels & Lubricants - Non Rev Veh	73,400	78,592	5,192	7.1%	78,655	63	0.1%
504012	Fuels & Lubricants - Rev Veh	1,600,134	2,000,000	399,866	25.0%	2,049,600	49,600	2.5%
504021	Tires & Tubes	211,000	217,000	6,000	2.8%	217,000	-	0.0%
504161	Other Mobile Supplies	-	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	976,000	1,033,840	57,840	5.9%	1,000,148	(33,692)	(3.3%)
<b>Totals</b>		<b>2,860,534</b>	<b>3,329,432</b>	<b>468,898</b>	<b>16.4%</b>	<b>3,345,403</b>	<b>15,971</b>	<b>0.5%</b>

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

**CONSOLIDATED EXPENSES**

ACCOUNT	DESCRIPTION	June-21 BUDGET FY22	May-22 BUDGET FY23	Increase/(Decrease) \$ VAR	%VAR	May-22 BUDGET FY24	Increase/(Decrease) \$ VAR	% VAR
<b>OTHER MATERIALS &amp; SUPPLIES</b>								
504205	Freight Out	8,240	8,300	60	0.7%	8,000	(300)	(3.6%)
504211	Postage & Mailing	9,820	15,689	5,869	59.8%	15,863	174	1.1%
504214	Promotional Items	25,000	25,000	-	0.0%	25,000	-	0.0%
504215	Printing	66,400	121,359	54,959	82.8%	122,744	1,385	1.1%
504217	Photo Supp/Process	2,000	2,060	60	3.0%	2,060	-	0.0%
504311	Office Supplies	65,200	66,235	1,035	1.6%	67,520	1,285	1.9%
504315	Safety Supplies	26,320	26,573	253	1.0%	26,757	184	0.7%
504316	COVID-19	121,347	152,712	31,365	25.8%	145,035	(7,677)	(5.0%)
504317	Cleaning Supplies	60,600	63,127	2,527	4.2%	64,174	1,047	1.7%
504409	Repair/Maint Supplies	120,500	123,047	2,547	2.1%	125,510	2,463	2.0%
504417	Tenant Repairs	10,000	10,302	302	3.0%	10,508	206	2.0%
504421	Non-Inventory Parts	50,000	52,475	2,475	5.0%	52,475	-	0.0%
504511	Small Tools	18,923	19,132	209	1.1%	19,275	143	0.7%
504515	Employee Tool Replacement	3,000	3,000	-	0.0%	3,000	-	0.0%
<b>Totals</b>		<b>587,350</b>	<b>689,011</b>	<b>101,661</b>	<b>17.3%</b>	<b>687,921</b>	<b>(1,090)</b>	<b>(0.2%)</b>
<b>UTILITIES</b>								
505010	Propulsion Power	50,000	100,000	50,000	100.0%	100,000	-	0.0%
505011	Gas & Electric	337,000	369,600	32,600	9.7%	377,304	7,704	2.1%
505021	Water & Garbage	180,000	155,435	(24,565)	(13.6%)	159,145	3,710	2.4%
505031	Telecommunications	188,132	201,580	13,448	7.1%	204,499	2,919	1.4%
<b>Totals</b>		<b>755,132</b>	<b>826,615</b>	<b>71,483</b>	<b>9.5%</b>	<b>840,948</b>	<b>14,333</b>	<b>1.7%</b>
<b>CASUALTY &amp; LIABILITY</b>								
506011	Insurance - Property	68,485	70,553	2,068	3.0%	73,711	3,158	4.5%
506015	Insurance - PL/PD	765,276	875,000	109,724	14.3%	988,751	113,751	13.0%
506021	Insurance - Other	60,557	62,385	1,828	3.0%	65,176	2,791	4.5%
506123	Settlement Costs	150,000	154,530	4,530	3.0%	158,291	3,761	2.4%
506127	Repairs - District Prop	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>		<b>1,044,318</b>	<b>1,162,468</b>	<b>118,150</b>	<b>11.3%</b>	<b>1,285,929</b>	<b>123,461</b>	<b>10.6%</b>

**15C.6**

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

**CONSOLIDATED EXPENSES**

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

Attachment C

15C.7

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

**CONSOLIDATED EXPENSES**

ACCOUNT	DESCRIPTION	June-21 BUDGET FY22	May-22 BUDGET FY23	May-22 BUDGET FY24	Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
<b>LEASES &amp; RENTALS</b>								
512011	Facility Lease	265,778	152,346	155,675	(113,432)	(42.7%)	3,329	2.2%
512061	Equipment Rental	16,100	16,401	16,622	301	1.9%	221	1.3%
<b>Totals</b>		<b>281,878</b>	<b>168,747</b>	<b>172,297</b>	<b>(113,131)</b>	<b>(40.1%)</b>	<b>3,550</b>	<b>2.1%</b>
<b>PERSONNEL TOTAL</b>		<b>46,185,742</b>	<b>44,104,408</b>	<b>43,861,319</b>	<b>(2,081,334)</b>	<b>(4.5%)</b>	<b>(243,089)</b>	<b>(0.6%)</b>
<b>NON-PERSONNEL TOTAL</b>		<b>10,428,959</b>	<b>16,909,132</b>	<b>16,731,734</b>	<b>6,480,173</b>	<b>62.1%</b>	<b>(177,398)</b>	<b>(1.0%)</b>
<b>TOTAL OPERATING EXPENSES</b>		<b>56,614,701</b>	<b>61,013,540</b>	<b>60,593,053</b>	<b>4,398,839</b>	<b>7.8%</b>	<b>(420,487)</b>	<b>(0.7%)</b>

Attachment C

15C.8

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

## DRAFT FY23 & FY24 OPERATING BUDGET

### Departmental Expenses

	June-21		May-22		May-22			
	BUDGET	BUDGET	BUDGET	BUDGET	Increase/(Decrease)	BUDGET	Increase/(Decrease)	% VAR
	FY22	FY23	FY23	FY24	\$ VAR	FY24	\$ VAR	% VAR
1100 Administration	\$ 1,385,221	\$ 1,345,235	\$ (39,986)	\$ 1,264,504	\$ (80,731)	\$ 1,264,504	\$ (80,731)	(6.0%)
1200 Finance	3,086,454	7,686,485	4,600,031	7,456,989	(229,496)	7,456,989	(229,496)	(3.0%)
1300 Customer Service	2,356,175	2,267,188	(88,987)	2,255,054	(12,134)	2,255,054	(12,134)	(0.5%)
1400 Human Resources	1,099,563	1,073,924	(25,639)	1,078,071	4,147	1,078,071	4,147	0.4%
1500 Information Technology	1,581,899	1,595,068	13,169	2,174,462	579,394	2,174,462	579,394	36.3%
1600 Planning, Grants, Governmental Affairs	1,102,149	2,021,814	919,665	1,438,166	(583,648)	1,438,166	(583,648)	(28.9%)
1700 District Counsel	403,000	438,187	35,187	444,528	6,341	444,528	6,341	1.4%
1800 Safety, Security, and Risk Management	1,125,225	1,101,577	(23,648)	1,114,945	13,368	1,114,945	13,368	1.2%
1900 Purchasing	912,298	1,026,798	114,500	1,025,064	(1,734)	1,025,064	(1,734)	(0.2%)
2200 Facilities Maintenance	3,759,275	3,531,295	(227,980)	3,530,213	(1,082)	3,530,213	(1,082)	(0.0%)
3100 Paratransit	5,260,983	4,555,497	(705,486)	4,534,588	(20,909)	4,534,588	(20,909)	(0.5%)
3200 Operations	2,806,110	2,829,363	23,253	2,800,053	(29,310)	2,800,053	(29,310)	(1.0%)
3300 Bus Operators	19,328,009	18,636,219	(691,790)	18,428,751	(207,468)	18,428,751	(207,468)	(1.1%)
4100 Fleet Maintenance	8,744,052	8,984,563	240,511	8,935,085	(49,478)	8,935,085	(49,478)	(0.6%)
9002 COVID Related Costs	121,347	297,712	176,365	290,035	(7,677)	290,035	(7,677)	(2.6%)
9005 Retired Employee Benefits	3,542,691	3,622,340	79,649	3,822,245	199,905	3,822,245	199,905	5.5%
700 SCCIC	250	275	25	300	25	300	25	9.1%
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 56,614,701</b>	<b>\$ 61,013,540</b>	<b>\$ 4,398,839</b>	<b>\$ 60,593,053</b>	<b>\$ (420,487)</b>	<b>\$ 60,593,053</b>	<b>\$ (420,487)</b>	<b>(0.7%)</b>

150-9

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Admin - 1100

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)		
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR	
<b>LABOR</b>											
501011 Bus Operator Pay	\$	-	\$	-	\$	-	\$	0.0%	\$	-	0.0%
501013 Bus Operator OT		-		-		-		0.0%		-	0.0%
501021 Other Salaries		501,540		496,091		(5,449)		(1.1%)		20,030	4.0%
501023 Other OT		4,907		5,055		148		3.0%		123	2.4%
<b>Totals</b>	<b>\$</b>	<b>506,447</b>	<b>\$</b>	<b>501,146</b>	<b>\$</b>	<b>(5,301)</b>	<b>\$</b>	<b>(1.0%)</b>	<b>\$</b>	<b>20,153</b>	<b>4.0%</b>
<b>FRINGE BENEFITS</b>											
502011 Medicare/Soc. Sec.	\$	9,025	\$	8,829	\$	(196)	\$	(2.2%)	\$	440	5.0%
502021 Retirement		46,289		80,416		34,127		73.7%		2,113	2.6%
502022 Retirement UAL		115,043		21,805		(93,238)		(81.0%)		(21,805)	(100.0%)
502031 Medical Ins		87,168		98,571		11,403		13.1%		5,522	5.6%
502041 Dental Ins		4,032		5,608		1,576		39.1%		92	1.6%
502045 Vision Ins		1,128		1,104		(24)		(2.1%)		48	4.3%
502051 Life Ins/AD&D		5,176		676		(4,500)		(86.9%)		20	3.0%
502060 State Disability Ins (SDI)		4,488		4,586		98		2.2%		1,008	22.0%
502061 Long Term Disability Ins		3,086		2,976		(110)		(3.6%)		146	4.9%
502071 State Unemployment Ins (SUI)		536		568		32		6.0%		36	6.3%
502081 Worker's Comp Ins		12,054		11,906		(148)		(1.2%)		357	3.0%
502101 Holiday Pay		18,376		17,892		(484)		(2.6%)		895	5.0%
502103 Floating Holiday		22,305		24,601		2,296		10.3%		1,231	5.0%
502109 Sick Leave		27,564		26,838		(726)		(2.6%)		1,343	5.0%
502111 Annual Leave		43,414		38,800		(4,614)		(10.6%)		1,943	5.0%
502121 Other Paid Absence		4,307		4,194		(113)		(2.6%)		209	5.0%
502251 Phys. Exams		-		-		-		0.0%		-	0.0%
502253 Driver Lic Renewal		-		-		-		0.0%		-	0.0%
502999 Other Fringe Benefits		14,762		17,916		3,154		21.4%		4	0.0%
<b>Totals</b>	<b>\$</b>	<b>418,782</b>	<b>\$</b>	<b>367,286</b>	<b>\$</b>	<b>(51,496)</b>	<b>\$</b>	<b>(12.3%)</b>	<b>\$</b>	<b>(6,398)</b>	<b>(1.7%)</b>

Attachment C

15C.10

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Admin - 1100

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

15C.11

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

Admin - 1100

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

**15C.12**

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Admin - 1100

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
<b>TAXES</b>										
507051 Fuel Tax	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
507201 Licenses & Permits	-	-	-	-	-	-	-	0.0%	-	0.0%
507999 Other Taxes	-	-	-	-	-	-	-	0.0%	-	0.0%
<b>Totals</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>0.0%</b>	<b>\$</b>	<b>0.0%</b>
<b>MISC EXPENSE</b>										
509011 Dues/Subscriptions	\$	82,892	\$	88,075	\$	5,183	\$	6.3%	\$	1,973
509081 Advertising - District Promo	-	-	-	-	-	-	-	0.0%	-	-
509101 Employee Incentive Program	18,000	18,544	18,544	18,544	544	3.0%	18,996	3.0%	452	2.4%
509121 Employee Training	2,400	2,473	2,473	2,473	73	3.0%	2,533	3.0%	60	2.4%
509122 BOD Travel	13,000	13,393	13,393	13,393	393	3.0%	13,719	3.0%	326	2.4%
509123 Travel	20,000	20,603	20,603	20,603	603	3.0%	21,121	3.0%	518	2.5%
509125 Local Meeting Expense	10,000	10,302	10,302	10,302	302	3.0%	10,553	3.0%	251	2.4%
509127 Board Director Fees	12,600	12,981	12,981	12,981	381	3.0%	13,296	3.0%	315	2.4%
509150 Contributions	-	-	-	-	-	-	-	0.0%	-	0.0%
509198 Cash Over/Short	-	-	-	-	-	-	-	0.0%	-	0.0%
509999 Other Misc Expense	-	-	-	-	-	-	-	0.0%	-	0.0%
<b>Totals</b>	<b>\$</b>	<b>158,892</b>	<b>\$</b>	<b>166,371</b>	<b>\$</b>	<b>7,479</b>	<b>\$</b>	<b>4.7%</b>	<b>\$</b>	<b>3,895</b>
<b>INTEREST EXPENSE &amp; DEBT SERVICE</b>										
511102 Interest Expense - Loan	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
511103 Interest Expense - POB	-	-	-	-	-	-	-	0.0%	-	0.0%
524000 Principal - POB	-	-	-	-	-	-	-	0.0%	-	0.0%
<b>Totals</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>0.0%</b>	<b>\$</b>	<b>0.0%</b>
<b>LEASES &amp; RENTALS</b>										
512011 Facility Lease	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
512061 Equipment Rental	2,000	2,060	2,060	2,060	60	3.0%	2,110	3.0%	50	2.4%
<b>Totals</b>	<b>\$</b>	<b>2,000</b>	<b>\$</b>	<b>2,060</b>	<b>\$</b>	<b>60</b>	<b>\$</b>	<b>3.0%</b>	<b>\$</b>	<b>50</b>
<b>PERSONNEL TOTAL</b>	<b>\$</b>	<b>925,229</b>	<b>\$</b>	<b>868,432</b>	<b>\$</b>	<b>(56,797)</b>	<b>\$</b>	<b>(6.1%)</b>	<b>\$</b>	<b>13,755</b>
<b>NON-PERSONNEL TOTAL</b>	<b>\$</b>	<b>459,992</b>	<b>\$</b>	<b>476,803</b>	<b>\$</b>	<b>16,811</b>	<b>\$</b>	<b>3.7%</b>	<b>\$</b>	<b>(94,486)</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>\$</b>	<b>1,385,221</b>	<b>\$</b>	<b>1,345,235</b>	<b>\$</b>	<b>(39,986)</b>	<b>\$</b>	<b>(2.9%)</b>	<b>\$</b>	<b>(80,731)</b>

## 15C.13

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Finance - 1200

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	%VAR
<b>LABOR</b>										
501011 Bus Operator Pay	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
501013 Bus Operator OT		-		-		-		0.0%		0.0%
501021 Other Salaries		739,775		944,242		204,467		27.6%	20,200	2.1%
501023 Other OT		4,000		5,001		1,001		25.0%	99	2.0%
<b>Totals</b>	<b>\$</b>	<b>743,775</b>	<b>\$</b>	<b>949,243</b>	<b>\$</b>	<b>205,468</b>	<b>\$</b>	<b>27.6%</b>	<b>20,299</b>	<b>2.1%</b>
<b>FRINGE BENEFITS</b>										
502011 Medicare/Soc. Sec.	\$	13,191	\$	16,589	\$	3,398	\$	25.8%	626	3.8%
502021 Retirement		87,909		108,070		20,161		22.9%	1,179	1.1%
502022 Retirement UAL		218,532		52,700		(165,832)		(75.9%)	(52,700)	(100.0%)
502031 Medical Ins		252,876		307,869		54,993		21.7%	17,242	5.6%
502041 Dental Ins		12,942		16,826		3,884		30.0%	256	1.5%
502045 Vision Ins		2,538		3,036		498		19.6%	132	4.3%
502051 Life Ins/AD&D		1,261		1,602		341		27.0%	46	2.9%
502060 State Disability Ins (SDI)		9,065		11,678		2,613		28.8%	1,621	13.9%
502061 Long Term Disability Ins		5,450		6,416		966		17.7%	257	4.0%
502071 State Unemployment Ins (SUI)		1,206		1,562		356		29.5%	99	6.3%
502081 Worker's Comp Ins		27,121		32,740		5,619		20.7%	982	3.0%
502101 Holiday Pay		27,413		34,408		6,995		25.5%	1,294	3.8%
502103 Floating Holiday		16,185		20,780		4,595		28.4%	1,039	5.0%
502109 Sick Leave		41,118		51,611		10,493		25.5%	1,942	3.8%
502111 Annual Leave		74,703		95,213		20,510		27.5%	3,023	3.2%
502121 Other Paid Absence		6,426		8,066		1,640		25.5%	302	3.7%
502251 Phys. Exams		-		-		-		0.0%	-	0.0%
502253 Driver Lic Renewal		-		-		-		0.0%	-	0.0%
502999 Other Fringe Benefits		6,102		8,119		2,017		33.1%	11	0.1%
<b>Totals</b>	<b>\$</b>	<b>804,038</b>	<b>\$</b>	<b>777,285</b>	<b>\$</b>	<b>(26,753)</b>	<b>\$</b>	<b>(3.3%)</b>	<b>(22,649)</b>	<b>(2.9%)</b>

Attachment C

15C.14

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Finance - 1200

ACCOUNT SERVICES	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)		
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR	
503011 Accting/Audit Fees	\$	103,000	\$	106,111	\$	108,694	\$	3.0%	\$	2,583	2.4%
503012 Admin/Bank Fees		427,000		439,895		450,826		3.0%		10,931	2.5%
503031 Prof/Technical Fees		244,980		31,357		31,601		(87.2%)		244	0.8%
503032 Legislative Services		-		-		-		0.0%		-	0.0%
503033 Legal Services		-		-		-		0.0%		-	0.0%
503034 Pre-Employment Exams		-		-		-		0.0%		-	0.0%
503041 Temp Help		-		-		-		0.0%		-	0.0%
503161 Custodial Services		-		-		-		0.0%		-	0.0%
503162 Uniforms/Laundry		-		-		-		0.0%		-	0.0%
503171 Security Services		-		-		-		0.0%		-	0.0%
503221 Classified/Legal Ads		-		-		-		0.0%		-	0.0%
503222 Legal Ads		-		-		-		0.0%		-	0.0%
503225 Graphic Services		-		-		-		0.0%		-	0.0%
503351 Repair - Bldg & Impr		-		-		-		0.0%		-	0.0%
503352 Repair - Equipment		-		-		-		0.0%		-	0.0%
503353 Repair - Rev Vehicle		-		-		-		0.0%		-	0.0%
503354 Repair - Non Rev Vehicle		-		-		-		0.0%		-	0.0%
503363 Haz Mat Disposal		-		-		-		0.0%		-	0.0%
<b>Totals</b>	<b>\$</b>	<b>774,980</b>	<b>\$</b>	<b>577,363</b>	<b>\$</b>	<b>591,121</b>	<b>\$</b>	<b>(25.5%)</b>	<b>\$</b>	<b>13,758</b>	<b>2.4%</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>											
504011 Fuels & Lubricants - Non Rev Veh	\$	-	\$	-	\$	-	\$	0.0%	\$	-	0.0%
504012 Fuels & Lubricants - Rev Veh		-		-		-		0.0%		-	0.0%
504021 Tires & Tubes		-		-		-		0.0%		-	0.0%
504161 Other Mobile Supplies		-		-		-		0.0%		-	0.0%
504191 Rev Vehicle Parts		-		-		-		0.0%		-	0.0%
<b>Totals</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>0.0%</b>	<b>\$</b>	<b>-</b>	<b>0.0%</b>

Attachment C

15C.15

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Finance - 1200

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	BUDGET	BUDGET	BUDGET	\$ VAR	%VAR	\$ VAR	%VAR	\$ VAR	%VAR
	FY22	FY23	FY23	FY24						
<b>OTHER MATERIALS &amp; SUPPLIES</b>										
504205 Freight Out	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
504211 Postage & Mailing	-	1,000	1,000	1,000	1,000	100.0%	-	-	-	0.0%
504214 Promotional Items	-	-	-	-	-	0.0%	-	-	-	0.0%
504215 Printing	2,000	2,060	2,060	2,110	60	3.0%	50	2.4%	50	2.4%
504217 Photo Supp/Process	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504311 Office Supplies	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504315 Safety Supplies	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504316 COVID-19	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504317 Cleaning Supplies	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504409 Repair/Maint Supplies	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504417 Tenant Repairs	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504421 Non-Inventory Parts	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504511 Small Tools	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
504515 Employee Tool Replacement	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
<b>Totals</b>	<b>\$ 2,000</b>	<b>\$ 3,060</b>	<b>\$ 3,060</b>	<b>\$ 3,110</b>	<b>\$ 1,060</b>	<b>53.0%</b>	<b>\$ 50</b>	<b>1.6%</b>	<b>\$ 50</b>	<b>1.6%</b>
<b>UTILITIES</b>										
505010 Propulsion Power	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
505011 Gas & Electric	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
505021 Water & Garbage	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
505031 Telecommunications	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0.0%</b>
<b>CASUALTY &amp; LIABILITY</b>										
506011 Insurance - Property	\$ 68,485	\$ 70,553	\$ 70,553	\$ 73,711	\$ 2,068	3.0%	\$ 3,158	4.5%	\$ 3,158	4.5%
506015 Insurance - PL/PD	604,568	691,250	691,250	781,113	86,682	14.3%	89,863	13.0%	89,863	13.0%
506021 Insurance - Other	60,557	62,385	62,385	65,176	1,828	3.0%	2,791	4.5%	2,791	4.5%
506123 Settlement Costs	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
506127 Repairs - District Prop	-	-	-	-	-	0.0%	-	0.0%	-	0.0%
<b>Totals</b>	<b>\$ 733,610</b>	<b>\$ 824,188</b>	<b>\$ 824,188</b>	<b>\$ 920,000</b>	<b>\$ 90,578</b>	<b>12.3%</b>	<b>\$ 95,812</b>	<b>11.6%</b>	<b>\$ 95,812</b>	<b>11.6%</b>

Attachment C

15C.16

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Finance - 1200

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	%VAR
	BUDGET FY22	BUDGET FY23	BUDGET FY23	BUDGET FY24	BUDGET FY24					
<b>TAXES</b>										
507051 Fuel Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	
507201 Licenses & Permits	-	-	-	-	-	-	0.0%	-	0.0%	
507999 Other Taxes	-	-	-	-	-	-	0.0%	-	0.0%	
<b>Totals</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0.0%</b>						
<b>MISC EXPENSE</b>										
509011 Dues/Subscriptions	\$ 620	\$ 639	\$ 639	\$ 654	\$ 654	\$ 15	3.1%	\$ 15	2.3%	
509081 Advertising - District Promo	-	-	-	-	-	-	0.0%	-	0.0%	
509101 Employee Incentive Program	-	8,000	8,000	8,000	8,000	-	100.0%	-	0.0%	
509121 Employee Training	2,275	20,000	17,725	20,500	20,500	500	779.1%	500	2.5%	
509122 BOD Travel	-	-	-	-	-	-	0.0%	-	0.0%	
509123 Travel	8,800	15,000	6,200	15,250	15,250	250	70.5%	250	1.7%	
509125 Local Meeting Expense	-	-	-	-	-	-	0.0%	-	0.0%	
509127 Board Director Fees	-	-	-	-	-	-	0.0%	-	0.0%	
509150 Contributions	-	-	-	-	-	-	0.0%	-	0.0%	
509198 Cash Over/Short	-	-	-	-	-	-	0.0%	-	0.0%	
509999 Other Misc Expense	-	-	-	-	-	-	0.0%	-	0.0%	
<b>Totals</b>	<b>\$ 11,695</b>	<b>\$ 43,639</b>	<b>\$ 31,944</b>	<b>\$ 44,404</b>	<b>\$ 44,404</b>	<b>\$ 765</b>	<b>273.1%</b>	<b>\$ 765</b>	<b>1.8%</b>	
<b>INTEREST EXPENSE &amp; DEBT SERVICE</b>										
511102 Interest Expense - Loan	\$ 16,356	\$ 8,120	\$ (8,236)	\$ 893	\$ 893	\$ (7,227)	(50.4%)	\$ (7,227)	(89.0%)	
511103 Interest Expense - POB	-	1,470,969	1,470,969	1,426,832	1,426,832	(44,137)	100.0%	(44,137)	(3.0%)	
524000 Principal - POB	-	3,032,000	3,032,000	2,745,833	2,745,833	(286,167)	100.0%	(286,167)	(9.4%)	
<b>Totals</b>	<b>\$ 16,356</b>	<b>\$ 4,511,089</b>	<b>\$ 4,494,733</b>	<b>\$ 4,173,558</b>	<b>\$ 4,173,558</b>	<b>\$ (337,531)</b>	<b>27480.6%</b>	<b>\$ (337,531)</b>	<b>(7.5%)</b>	
<b>LEASES &amp; RENTALS</b>										
512011 Facility Lease	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	
512061 Equipment Rental	-	618	618	618	618	-	100.0%	-	0.0%	
<b>Totals</b>	<b>\$ -</b>	<b>\$ 618</b>	<b>\$ 618</b>	<b>\$ 618</b>	<b>\$ 618</b>	<b>\$ -</b>	<b>100.0%</b>	<b>\$ -</b>	<b>0.0%</b>	
<b>PERSONNEL TOTAL</b>										
	\$ 1,547,813	\$ 1,726,528	\$ 178,715	\$ 1,724,178	\$ 1,724,178	\$ (2,350)	11.5%	\$ (2,350)	(0.1%)	
<b>NON-PERSONNEL TOTAL</b>										
	\$ 1,538,641	\$ 5,959,957	\$ 4,421,316	\$ 5,732,811	\$ 5,732,811	\$ (227,146)	287.4%	\$ (227,146)	(3.8%)	
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 3,086,454</b>	<b>\$ 7,686,485</b>	<b>\$ 4,600,031</b>	<b>\$ 7,456,989</b>	<b>\$ 7,456,989</b>	<b>\$ (229,496)</b>	<b>149.0%</b>	<b>\$ (229,496)</b>	<b>(3.0%)</b>	

15C.17

Attachment C

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Customer Service - 1300

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
<b>LABOR</b>										
501011 Bus Operator Pay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
501013 Bus Operator OT	-	-	-	-	-	-	-	0.0%	-	0.0%
501021 Other Salaries	791,328	791,328	839,923	839,923	836,843	836,843	48,595	6.1%	(3,080)	(0.4%)
501023 Other OT	36,405	36,405	37,504	37,504	37,504	37,504	1,099	3.0%	-	0.0%
<b>Totals</b>	<b>\$ 827,733</b>	<b>\$ 827,733</b>	<b>\$ 877,427</b>	<b>\$ 877,427</b>	<b>\$ 874,347</b>	<b>\$ 874,347</b>	<b>\$ 49,694</b>	<b>6.0%</b>	<b>\$ (3,080)</b>	<b>(0.4%)</b>
<b>FRINGE BENEFITS</b>										
502011 Medicare/Soc. Sec.	\$ 14,605	\$ 14,605	\$ 15,180	\$ 15,180	\$ 15,517	\$ 15,517	\$ 575	3.9%	\$ 337	2.2%
502021 Retirement	96,703	96,703	98,013	98,013	98,095	98,095	1,310	1.4%	82	0.1%
502022 Retirement UAL	240,393	240,393	47,794	(192,599)	-	-	(192,599)	(80.1%)	(47,794)	(100.0%)
502031 Medical Ins	379,146	379,146	404,921	404,921	427,615	427,615	25,775	6.8%	22,694	5.6%
502041 Dental Ins	17,190	17,190	20,034	20,034	20,346	20,346	2,844	16.5%	312	1.6%
502045 Vision Ins	4,230	4,230	4,140	4,140	4,320	4,320	(90)	(2.1%)	180	4.3%
502051 Life Ins/AD&D	1,859	1,859	1,963	1,963	2,027	2,027	104	5.6%	64	3.3%
502060 State Disability Ins (SDI)	10,687	10,687	11,411	11,411	11,987	11,987	724	6.8%	576	5.0%
502061 Long Term Disability Ins	7,578	7,578	7,491	7,491	7,806	7,806	(87)	(1.1%)	315	4.2%
502071 State Unemployment Ins (SUI)	2,010	2,010	2,130	2,130	2,265	2,265	120	6.0%	135	6.3%
502081 Worker's Comp Ins	51,228	51,228	56,551	56,551	58,248	58,248	5,323	10.4%	1,697	3.0%
502101 Holiday Pay	29,301	29,301	30,434	30,434	31,140	31,140	1,133	3.9%	706	2.3%
502103 Floating Holiday	8,488	8,488	9,027	9,027	9,283	9,283	539	6.4%	256	2.8%
502109 Sick Leave	43,951	43,951	45,655	45,655	46,715	46,715	1,704	3.9%	1,060	2.3%
502111 Annual Leave	90,948	90,948	95,489	95,489	101,311	101,311	4,541	5.0%	5,822	6.1%
502121 Other Paid Absence	6,867	6,867	7,137	7,137	7,302	7,302	270	3.9%	165	2.3%
502251 Phys. Exams	-	-	-	-	-	-	-	0.0%	-	0.0%
502253 Driver Lic Renewal	-	-	-	-	-	-	-	0.0%	-	0.0%
502999 Other Fringe Benefits	4,320	4,320	4,335	4,335	4,350	4,350	15	0.3%	15	0.3%
<b>Totals</b>	<b>\$ 1,009,500</b>	<b>\$ 1,009,500</b>	<b>\$ 861,705</b>	<b>\$ 861,705</b>	<b>\$ 848,327</b>	<b>\$ 848,327</b>	<b>\$ (147,795)</b>	<b>(14.6%)</b>	<b>\$ (13,378)</b>	<b>(1.6%)</b>

15C.18

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Customer Service - 1300

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
<b>SERVICES</b>										
503011	\$	-	\$	-	\$	-	0.0%	\$	-	0.0%
503012		-		-		-	0.0%		-	0.0%
503031		407,864		372,426		376,150	(8.7%)		3,724	1.0%
503032		-		-		-	0.0%		-	0.0%
503033		-		-		-	0.0%		-	0.0%
503034		-		-		-	0.0%		-	0.0%
503041		-		-		-	0.0%		-	0.0%
503161		-		-		-	0.0%		-	0.0%
503162		3,700		3,700		3,700	0.0%		-	0.0%
503171		-		-		-	0.0%		-	0.0%
503221		-		-		-	0.0%		-	0.0%
503222		-		-		-	0.0%		-	0.0%
503225		-		-		-	0.0%		-	0.0%
503351		-		-		-	0.0%		-	0.0%
503352		1,100		1,100		1,100	0.0%		-	0.0%
503353		-		-		-	0.0%		-	0.0%
503354		-		-		-	0.0%		-	0.0%
503363		-		-		-	0.0%		-	0.0%
<b>Totals</b>	<b>\$</b>	<b>412,664</b>	<b>\$</b>	<b>377,226</b>	<b>\$</b>	<b>380,950</b>	<b>(8.6%)</b>	<b>\$</b>	<b>3,724</b>	<b>1.0%</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>										
504011	\$	-	\$	-	\$	-	0.0%	\$	-	0.0%
504012		-		-		-	0.0%		-	0.0%
504021		-		-		-	0.0%		-	0.0%
504161		-		-		-	0.0%		-	0.0%
504191		-		-		-	0.0%		-	0.0%
<b>Totals</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>0.0%</b>	<b>\$</b>	<b>-</b>	<b>0.0%</b>

Attachment C

15C.19

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Customer Service - 1300

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

15C.20

Attachment C

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Customer Service - 1300

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
	BUDGET FY22	BUDGET FY23	BUDGET FY23	BUDGET FY24	BUDGET FY24					
<b>TAXES</b>										
507051 Fuel Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
507201 Licenses & Permits	8,600	13,200	13,200	13,200	13,200	4,600	53.5%	-	0.0%	-
507999 Other Taxes	-	-	-	-	-	-	0.0%	-	0.0%	-
<b>Totals</b>	<b>\$ 8,600</b>	<b>\$ 13,200</b>	<b>\$ 13,200</b>	<b>\$ 13,200</b>	<b>\$ 13,200</b>	<b>\$ 4,600</b>	<b>53.5%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>
<b>MISC EXPENSE</b>										
509011 Dues/Subscriptions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
509081 Advertising - District Promo	15,000	-	-	(15,000)	-	(15,000)	(100.0%)	-	0.0%	-
509101 Employee Incentive Program	1,200	1,200	1,200	1,200	1,200	-	0.0%	-	0.0%	-
509121 Employee Training	7,068	7,068	7,068	7,068	7,068	-	0.0%	-	0.0%	-
509122 BOD Travel	-	-	-	-	-	-	0.0%	-	0.0%	-
509123 Travel	5,360	5,360	5,360	5,360	5,360	-	0.0%	-	0.0%	-
509125 Local Meeting Expense	300	300	300	300	300	-	0.0%	-	0.0%	-
509127 Board Director Fees	-	-	-	-	-	-	0.0%	-	0.0%	-
509150 Contributions	-	-	-	-	-	-	0.0%	-	0.0%	-
509198 Cash Over/Short	-	-	-	-	-	-	0.0%	-	0.0%	-
509999 Other Misc Expense	-	-	-	-	-	-	0.0%	-	0.0%	-
<b>Totals</b>	<b>\$ 28,928</b>	<b>\$ 13,928</b>	<b>\$ 13,928</b>	<b>\$ (15,000)</b>	<b>\$ 13,928</b>	<b>\$ (15,000)</b>	<b>(51.9%)</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>
<b>INTEREST EXPENSE &amp; DEBT SERVICE</b>										
511102 Interest Expense - Loan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
511103 Interest Expense - POB	-	-	-	-	-	-	0.0%	-	0.0%	-
524000 Principal - POB	-	-	-	-	-	-	0.0%	-	0.0%	-
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>
<b>LEASES &amp; RENTALS</b>										
512011 Facility Lease	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
512061 Equipment Rental	4,600	3,982	3,982	(618)	3,982	(618)	(13.4%)	-	0.0%	-
<b>Totals</b>	<b>\$ 4,600</b>	<b>\$ 3,982</b>	<b>\$ 3,982</b>	<b>\$ (618)</b>	<b>\$ 3,982</b>	<b>\$ (618)</b>	<b>(13.4%)</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>
<b>PERSONNEL TOTAL</b>	<b>\$ 1,837,233</b>	<b>\$ 1,739,132</b>	<b>\$ 1,739,132</b>	<b>\$ (98,101)</b>	<b>\$ 1,722,674</b>	<b>\$ (98,101)</b>	<b>(5.3%)</b>	<b>\$ (16,458)</b>	<b>(0.9%)</b>	<b>\$ (16,458)</b>
<b>NON-PERSONNEL TOTAL</b>	<b>\$ 518,942</b>	<b>\$ 528,056</b>	<b>\$ 528,056</b>	<b>\$ 9,114</b>	<b>\$ 532,380</b>	<b>\$ 9,114</b>	<b>1.8%</b>	<b>\$ 4,324</b>	<b>0.8%</b>	<b>\$ 4,324</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 2,356,175</b>	<b>\$ 2,267,188</b>	<b>\$ 2,267,188</b>	<b>\$ (88,987)</b>	<b>\$ 2,255,054</b>	<b>\$ (88,987)</b>	<b>(3.8%)</b>	<b>\$ (12,134)</b>	<b>(0.5%)</b>	<b>\$ (12,134)</b>

## 15C.21

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

HR - 1400

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)		
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR	
<b>LABOR</b>											
501011 Bus Operator Pay	\$	-	\$	-	\$	-	\$	0.0%	\$	-	0.0%
501013 Bus Operator OT		-		-		-		0.0%		-	0.0%
501021 Other Salaries		474,164		511,627		37,463		7.9%		11,655	2.3%
501023 Other OT		5,179		5,336		157		3.0%		130	2.4%
<b>Totals</b>	<b>\$</b>	<b>479,343</b>	<b>\$</b>	<b>516,963</b>	<b>\$</b>	<b>37,620</b>	<b>\$</b>	<b>7.8%</b>	<b>\$</b>	<b>11,785</b>	<b>2.3%</b>
<b>FRINGE BENEFITS</b>											
502011 Medicare/Soc. Sec.	\$	8,476	\$	8,988	\$	512	\$	6.0%	\$	371	4.1%
502021 Retirement		57,294		58,221		927		1.6%		652	1.1%
502022 Retirement UAL		142,427		28,392		(114,035)		(80.1%)		(28,392)	(100.0%)
502031 Medical Ins		126,996		146,845		19,849		15.6%		8,230	5.6%
502041 Dental Ins		6,858		8,244		1,386		20.2%		120	1.5%
502045 Vision Ins		1,692		1,656		(36)		(2.1%)		72	4.3%
502051 Life Ins/AD&D		910		910		-		0.0%		28	3.1%
502060 State Disability Ins (SDI)		5,911		6,349		438		7.4%		880	13.9%
502061 Long Term Disability Ins		3,854		3,744		(110)		(2.9%)		112	3.0%
502071 State Unemployment Ins (SUI)		804		852		48		6.0%		54	6.3%
502081 Worker's Comp Ins		18,080		20,835		2,755		15.2%		625	3.0%
502101 Holiday Pay		17,507		18,564		1,057		6.0%		769	4.1%
502103 Floating Holiday		11,496		12,232		736		6.4%		611	5.0%
502109 Sick Leave		26,260		27,845		1,585		6.0%		1,155	4.1%
502111 Annual Leave		45,883		47,417		1,534		3.3%		3,577	7.5%
502121 Other Paid Absence		4,103		4,351		248		6.0%		180	4.1%
502251 Phys. Exams		-		-		-		0.0%		-	0.0%
502253 Driver Lic Renewal		-		-		-		0.0%		-	0.0%
502999 Other Fringe Benefits		4,068		4,074		6		0.1%		6	0.1%
<b>Totals</b>	<b>\$</b>	<b>482,618</b>	<b>\$</b>	<b>399,519</b>	<b>\$</b>	<b>(83,099)</b>	<b>\$</b>	<b>(17.2%)</b>	<b>\$</b>	<b>(10,950)</b>	<b>(2.7%)</b>

Attachment C

15C.22

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

HR - 1400

ACCOUNT	June-21 BUDGET FY22	May-22 BUDGET FY23	Increase/(Decrease)		May-22 BUDGET FY24	Increase/(Decrease)	
			\$ VAR	%VAR		\$ VAR	% VAR
<b>SERVICES</b>							
503011 Accting/Audit Fees	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%
503012 Admin/Bank Fees	-	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	80,000	92,647	12,647	15.8%	94,576	1,929	2.1%
503032 Legislative Services	-	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	8,910	9,179	269	3.0%	9,401	222	2.4%
503041 Temp Help	-	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	-	-	-	0.0%	-	-	0.0%
503171 Security Services	-	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	17,400	17,926	526	3.0%	18,362	436	2.4%
503222 Legal Ads	-	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	-	-	-	0.0%	-	-	0.0%
503353 Repair - Rev Vehicle	-	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	-	0.0%	-	-	0.0%
<b>Totals \$</b>	<b>106,310 \$</b>	<b>119,752 \$</b>	<b>13,442 \$</b>	<b>12.6%</b>	<b>122,339 \$</b>	<b>2,587 \$</b>	<b>2.2%</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>							
504011 Fuels & Lubricants - Non Rev Veh	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	-	0.0%	-	-	0.0%
<b>Totals \$</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>

**15C.23**

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

HR - 1400

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

**15C.24**

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

HR - 1400

ACCOUNT	June-21	May-22	May-22		Increase/(Decrease)		Increase/(Decrease)
	BUDGET FY22	BUDGET FY23	BUDGET FY24	%VAR	\$ VAR	% VAR	
<b>TAXES</b>							
507051 Fuel Tax	\$ -	\$ -	\$ -	0.0%	\$ -	-	0.0%
507201 Licenses & Permits	-	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>-</b>	<b>0.0%</b>
<b>MISC EXPENSE</b>							
509011 Dues/Subscriptions	\$ 3,660	\$ 3,770	\$ 3,862	3.0%	\$ 92	92	2.4%
509081 Advertising - District Promo	-	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	-	3,000	3,000	100.0%	3,000	3,000	0.0%
509121 Employee Training	22,432	23,110	23,693	3.0%	678	583	2.5%
509122 BOD Travel	-	-	-	0.0%	-	-	0.0%
509123 Travel	3,200	5,000	5,000	56.3%	1,800	-	0.0%
509125 Local Meeting Expense	1,000	1,780	1,805	78.0%	780	25	1.4%
509127 Board Director Fees	-	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$ 30,292</b>	<b>\$ 36,660</b>	<b>\$ 37,360</b>	<b>21.0%</b>	<b>\$ 6,368</b>	<b>\$ 700</b>	<b>1.9%</b>
<b>INTEREST EXPENSE &amp; DEBT SERVICE</b>							
511102 Interest Expense - Loan	\$ -	\$ -	\$ -	0.0%	\$ -	-	0.0%
511103 Interest Expense - POB	-	-	-	0.0%	-	-	0.0%
524000 Principal - POB	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>-</b>	<b>0.0%</b>
<b>LEASES &amp; RENTALS</b>							
512011 Facility Lease	\$ -	\$ -	\$ -	0.0%	\$ -	-	0.0%
512061 Equipment Rental	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>-</b>	<b>0.0%</b>
<b>PERSONNEL TOTAL</b>	<b>\$ 961,961</b>	<b>\$ 916,482</b>	<b>\$ 917,317</b>	<b>(4.7%)</b>	<b>\$ (45,479)</b>	<b>\$ 835</b>	<b>0.1%</b>
<b>NON-PERSONNEL TOTAL</b>	<b>\$ 137,602</b>	<b>\$ 157,442</b>	<b>\$ 160,754</b>	<b>14.4%</b>	<b>\$ 19,840</b>	<b>\$ 3,312</b>	<b>2.1%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 1,099,563</b>	<b>\$ 1,073,924</b>	<b>\$ 1,078,071</b>	<b>(2.3%)</b>	<b>\$ (25,639)</b>	<b>\$ 4,147</b>	<b>0.4%</b>

**15C.25**

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

IT - 1500

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)			
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR		
<b>LABOR</b>												
501011 Bus Operator Pay	\$	-	\$	-	\$	-	\$	0.0%	\$	-	0.0%	
501013 Bus Operator OT		-		-		-		0.0%		-	0.0%	
501021 Other Salaries		594,603		612,906		18,303		3.1%		612,897	(9)	(0.0%)
501023 Other OT		1,012		1,001		(11)		(1.1%)		1,001	-	0.0%
<b>Totals</b>	<b>\$</b>	<b>595,615</b>	<b>\$</b>	<b>613,907</b>	<b>\$</b>	<b>18,292</b>	<b>\$</b>	<b>3.1%</b>	<b>\$</b>	<b>613,898</b>	<b>(9)</b>	<b>(0.0%)</b>
<b>FRINGE BENEFITS</b>												
502011 Medicare/Soc. Sec.	\$	10,671	\$	10,944	\$	273	\$	2.6%	\$	11,076	132	1.2%
502021 Retirement		73,200		73,191		(9)		(0.0%)		72,473	(718)	(1.0%)
502022 Retirement UAL		181,974		35,691		(146,283)		(80.4%)		-	(35,691)	(100.0%)
502031 Medical Ins		130,728		143,474		12,746		9.7%		151,506	8,032	5.6%
502041 Dental Ins		5,773		6,756		983		17.0%		6,864	108	1.6%
502045 Vision Ins		1,644		1,656		12		0.7%		1,728	72	4.3%
502051 Life Ins/AD&D		994		1,005		11		1.1%		1,045	40	4.0%
502060 State Disability Ins (SDI)		6,723		7,079		356		5.3%		8,554	1,475	20.8%
502061 Long Term Disability Ins		4,338		4,086		(252)		(5.8%)		4,250	164	4.0%
502071 State Unemployment Ins (SUI)		804		852		48		6.0%		906	54	6.3%
502081 Worker's Comp Ins		18,080		20,835		2,755		15.2%		21,460	625	3.0%
502101 Holiday Pay		22,051		22,645		594		2.7%		22,918	273	1.2%
502103 Floating Holiday		20,097		19,625		(472)		(2.3%)		19,845	220	1.1%
502109 Sick Leave		33,078		33,965		887		2.7%		34,376	411	1.2%
502111 Annual Leave		59,954		66,927		6,973		11.6%		67,460	533	0.8%
502121 Other Paid Absence		5,167		5,306		139		2.7%		5,370	64	1.2%
502251 Phys. Exams		-		-		-		0.0%		-	-	0.0%
502253 Driver Lic Renewal		-		-		-		0.0%		-	-	0.0%
502999 Other Fringe Benefits		6,013		6,024		11		0.2%		6,030	6	0.1%
<b>Totals</b>	<b>\$</b>	<b>581,289</b>	<b>\$</b>	<b>460,061</b>	<b>\$</b>	<b>(121,228)</b>	<b>\$</b>	<b>(20.9%)</b>	<b>\$</b>	<b>435,861</b>	<b>(24,200)</b>	<b>(5.3%)</b>

**15C.26**

Attachment C

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

IT - 1500

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

**15C.27**

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

IT - 1500

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

**15C.28**

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

IT - 1500

ACCOUNT	June-21 BUDGET FY22	May-22 BUDGET FY23	Increase/(Decrease)		May-22 BUDGET FY24	Increase/(Decrease)	
			\$ VAR	%VAR		\$ VAR	% VAR
<b>TAXES</b>							
507051 Fuel Tax	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%
507201 Licenses & Permits	-	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>
<b>MISC EXPENSE</b>							
509011 Dues/Subscriptions	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%
509081 Advertising - District Promo	-	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	-	-	-	0.0%	-	-	0.0%
509121 Employee Training	880	1,200	320	36.4%	1,200	-	0.0%
509122 BOD Travel	-	-	-	0.0%	-	-	0.0%
509123 Travel	1,600	2,200	600	37.5%	2,200	-	0.0%
509125 Local Meeting Expense	-	-	-	0.0%	-	-	0.0%
509127 Board Director Fees	-	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$ 2,480</b>	<b>\$ 3,400</b>	<b>\$ 920</b>	<b>37.1%</b>	<b>\$ 3,400</b>	<b>\$ -</b>	<b>0.0%</b>
<b>INTEREST EXPENSE &amp; DEBT SERVICE</b>							
511102 Interest Expense - Loan	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%
511103 Interest Expense - POB	-	-	-	0.0%	-	-	0.0%
524000 Principal - POB	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>
<b>LEASES &amp; RENTALS</b>							
512011 Facility Lease	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%
512061 Equipment Rental	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>
<b>PERSONNEL TOTAL</b>	<b>\$ 1,176,904</b>	<b>\$ 1,073,968</b>	<b>\$ (102,936)</b>	<b>(8.7%)</b>	<b>\$ 1,049,759</b>	<b>\$ (24,209)</b>	<b>(2.3%)</b>
<b>NON-PERSONNEL TOTAL</b>	<b>\$ 404,995</b>	<b>\$ 521,100</b>	<b>\$ 116,105</b>	<b>28.7%</b>	<b>\$ 1,124,703</b>	<b>\$ 603,603</b>	<b>115.8%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 1,581,899</b>	<b>\$ 1,595,068</b>	<b>\$ 13,169</b>	<b>0.8%</b>	<b>\$ 2,174,462</b>	<b>\$ 579,394</b>	<b>36.3%</b>

15C.29

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

## Planning Grants - 1600

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
LABOR										
501011 Bus Operator Pay	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
501013 Bus Operator OT		-		-		-		0.0%		0.0%
501021 Other Salaries		412,963		438,565		25,602		6.2%	(996)	(0.2%)
501023 Other OT		9,204		12,000		2,796		30.4%	241	2.0%
<b>Totals</b>	<b>\$</b>	<b>422,167</b>	<b>\$</b>	<b>450,565</b>	<b>\$</b>	<b>28,398</b>	<b>\$</b>	<b>6.7%</b>	<b>(755)</b>	<b>(0.2%)</b>
FRINGE BENEFITS										
502011 Medicare/Soc. Sec.	\$	7,413	\$	7,814	\$	401	\$	5.4%	180	2.3%
502021 Retirement		50,005		51,168		1,163		2.3%	(320)	(0.6%)
502022 Retirement UAL		124,309		24,951		(99,358)		(79.9%)	(24,951)	(100.0%)
502031 Medical Ins		129,492		127,291		(2,201)		(1.7%)	7,133	5.6%
502041 Dental Ins		6,750		6,926		176		2.6%	106	1.5%
502045 Vision Ins		1,410		1,380		(30)		(2.1%)	60	4.3%
502051 Life Ins/AD&D		689		696		7		1.0%	12	1.7%
502060 State Disability Ins (SDI)		5,284		5,640		356		6.7%	534	9.5%
502061 Long Term Disability Ins		2,892		2,808		(84)		(2.9%)	84	3.0%
502071 State Unemployment Ins (SUI)		670		710		40		6.0%	45	6.3%
502081 Worker's Comp Ins		18,080		17,858		(222)		(1.2%)	536	3.0%
502101 Holiday Pay		15,223		15,975		752		4.9%	363	2.3%
502103 Floating Holiday		5,844		6,351		507		8.7%	318	5.0%
502109 Sick Leave		22,835		23,963		1,128		4.9%	545	2.3%
502111 Annual Leave		41,624		45,970		4,346		10.4%	4,159	9.0%
502121 Other Paid Absence		3,568		3,744		176		4.9%	85	2.3%
502251 Phys. Exams		-		-		-		0.0%	-	0.0%
502253 Driver Lic Renewal		-		-		-		0.0%	-	0.0%
502999 Other Fringe Benefits		2,090		2,095		5		0.2%	5	0.2%
<b>Totals</b>	<b>\$</b>	<b>438,178</b>	<b>\$</b>	<b>345,340</b>	<b>\$</b>	<b>(92,838)</b>	<b>\$</b>	<b>(21.2%)</b>	<b>(11,106)</b>	<b>(3.2%)</b>

Attachment C

15C.30

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Planning Grants - 1600

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)		
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR	
<b>SERVICES</b>											
503011	\$	-	\$	-	\$	-	\$	0.0%	-	0.0%	
503012	-	-	-	-	-	-	-	0.0%	-	0.0%	
503031	212,250	1,201,217	988,967	628,682	(572,535)	(47.7%)					
503032	-	-	-	-	-	-	-	0.0%	-	0.0%	
503033	-	-	-	-	-	-	-	0.0%	-	0.0%	
503034	-	-	-	-	-	-	-	0.0%	-	0.0%	
503041	-	-	-	-	-	-	-	0.0%	-	0.0%	
503161	-	-	-	-	-	-	-	0.0%	-	0.0%	
503162	-	-	-	-	-	-	-	0.0%	-	0.0%	
503171	-	-	-	-	-	-	-	0.0%	-	0.0%	
503221	-	-	-	-	-	-	-	0.0%	-	0.0%	
503222	-	-	-	-	-	-	-	0.0%	-	0.0%	
503225	-	-	-	-	-	-	-	0.0%	-	0.0%	
503351	-	-	-	-	-	-	-	0.0%	-	0.0%	
503352	-	-	-	-	-	-	-	0.0%	-	0.0%	
503353	-	-	-	-	-	-	-	0.0%	-	0.0%	
503354	-	-	-	-	-	-	-	0.0%	-	0.0%	
503363	-	-	-	-	-	-	-	0.0%	-	0.0%	
<b>Totals</b>	<b>\$</b>	<b>212,250</b>	<b>\$</b>	<b>1,201,217</b>	<b>\$</b>	<b>988,967</b>	<b>\$</b>	<b>465.9%</b>	<b>\$</b>	<b>628,682</b>	<b>(47.7%)</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>											
504011	\$	-	\$	-	\$	-	\$	0.0%	-	0.0%	
504012	-	-	-	-	-	-	-	0.0%	-	0.0%	
504021	-	-	-	-	-	-	-	0.0%	-	0.0%	
504161	-	-	-	-	-	-	-	0.0%	-	0.0%	
504191	-	-	-	-	-	-	-	0.0%	-	0.0%	
<b>Totals</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>0.0%</b>	<b>-</b>	<b>0.0%</b>	

Attachment C

15C.31

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Planning Grants - 1600

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

## 15C.32

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

## Planning Grants - 1600

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
<b>TAXES</b>										
507051 Fuel Tax	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
507201 Licenses & Permits	-	-	-	-	-	-	-	0.0%	-	0.0%
507999 Other Taxes	-	-	-	-	-	-	-	0.0%	-	0.0%
<b>Totals</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>0.0%</b>	<b>\$</b>	<b>0.0%</b>
<b>MISC EXPENSE</b>										
509011 Dues/Subscriptions	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
509081 Advertising - District Promo	-	-	-	-	-	-	-	0.0%	-	0.0%
509101 Employee Incentive Program	-	-	-	-	-	-	-	0.0%	-	0.0%
509121 Employee Training	6,600	6,600	3,799	3,799	(2,801)	3,966	(42.4%)	167	4.4%	
509122 BOD Travel	-	-	-	-	-	-	-	0.0%	-	0.0%
509123 Travel	7,954	7,954	5,440	5,440	(2,514)	5,646	(31.6%)	206	3.8%	
509125 Local Meeting Expense	-	-	-	-	-	-	-	0.0%	-	0.0%
509127 Board Director Fees	-	-	-	-	-	-	-	0.0%	-	0.0%
509150 Contributions	-	-	-	-	-	-	-	0.0%	-	0.0%
509198 Cash Over/Short	-	-	-	-	-	-	-	0.0%	-	0.0%
509999 Other Misc Expense	-	-	-	-	-	-	-	0.0%	-	0.0%
<b>Totals</b>	<b>\$</b>	<b>14,554</b>	<b>\$</b>	<b>9,239</b>	<b>\$ (5,315)</b>	<b>\$ 9,612</b>	<b>(36.5%)</b>	<b>\$ 373</b>	<b>4.0%</b>	
<b>INTEREST EXPENSE &amp; DEBT SERVICE</b>										
511102 Interest Expense - Loan	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
511103 Interest Expense - POB	-	-	-	-	-	-	-	0.0%	-	0.0%
524000 Principal - POB	-	-	-	-	-	-	-	0.0%	-	0.0%
<b>Totals</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>0.0%</b>	<b>\$</b>	<b>0.0%</b>
<b>LEASES &amp; RENTALS</b>										
512011 Facility Lease	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
512061 Equipment Rental	-	-	-	-	-	-	-	0.0%	-	0.0%
<b>Totals</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>0.0%</b>	<b>\$</b>	<b>0.0%</b>
<b>PERSONNEL TOTAL</b>	<b>\$</b>	<b>860,345</b>	<b>\$</b>	<b>795,905</b>	<b>\$ (64,440)</b>	<b>\$ 784,044</b>	<b>(7.5%)</b>	<b>\$ (11,861)</b>	<b>(1.5%)</b>	
<b>NON-PERSONNEL TOTAL</b>	<b>\$</b>	<b>241,804</b>	<b>\$</b>	<b>1,225,909</b>	<b>\$ 984,105</b>	<b>\$ 654,122</b>	<b>407.0%</b>	<b>\$ (571,787)</b>	<b>(46.6%)</b>	
<b>TOTAL OPERATING EXPENSES</b>	<b>\$</b>	<b>1,102,149</b>	<b>\$</b>	<b>2,021,814</b>	<b>\$ 919,665</b>	<b>\$ 1,438,166</b>	<b>83.4%</b>	<b>\$ (583,648)</b>	<b>(28.9%)</b>	

# 15C.33

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Risk Mgmt - 1800

ACCOUNT	June-21		May-22		May-22		Attachment C	
	BUDGET	BUDGET	BUDGET	BUDGET	Increase/(Decrease)	Increase/(Decrease)	\$ VAR	% VAR
	FY22	FY23	FY23	FY24	\$ VAR	%VAR	\$ VAR	% VAR
<b>LABOR</b>								
501011 Bus Operator Pay	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
501013 Bus Operator OT	-	-	-	-	-	0.0%	-	0.0%
501021 Other Salaries	181,474	190,881	190,881	193,192	9,407	5.2%	2,311	1.2%
501023 Other OT	251	259	259	266	8	3.2%	7	2.7%
<b>Totals</b>	<b>\$ 181,725</b>	<b>\$ 191,140</b>	<b>\$ 191,140</b>	<b>\$ 193,458</b>	<b>\$ 9,415</b>	<b>5.2%</b>	<b>\$ 2,318</b>	<b>1.2%</b>
<b>FRINGE BENEFITS</b>								
502011 Medicare/Soc. Sec.	\$ 3,201	\$ 3,313	\$ 3,313	\$ 3,406	\$ 112	3.5%	\$ 93	2.8%
502021 Retirement	21,963	22,163	22,163	22,291	200	0.9%	128	0.6%
502022 Retirement UAL	54,599	10,807	10,807	-	(43,792)	(80.2%)	(10,807)	(100.0%)
502031 Medical Ins	9,786	10,044	10,044	10,608	258	2.6%	564	5.6%
502041 Dental Ins	2,286	2,348	2,348	2,382	62	2.7%	34	1.4%
502045 Vision Ins	564	552	552	576	(12)	(2.1%)	24	4.3%
502051 Life Ins/AD&D	234	336	336	348	102	43.6%	12	3.6%
502060 State Disability Ins (SDI)	2,342	2,491	2,491	2,631	149	6.4%	140	5.6%
502061 Long Term Disability Ins	1,440	1,404	1,404	1,446	(36)	(2.5%)	42	3.0%
502071 State Unemployment Ins (SUI)	268	284	284	302	16	6.0%	18	6.3%
502081 Worker's Comp Ins	6,027	5,953	5,953	6,131	(74)	(1.2%)	178	3.0%
502101 Holiday Pay	6,643	6,877	6,877	7,066	234	3.5%	189	2.7%
502103 Floating Holiday	5,047	5,224	5,224	5,484	177	3.5%	260	5.0%
502109 Sick Leave	9,966	10,316	10,316	10,600	350	3.5%	284	2.8%
502111 Annual Leave	15,826	16,381	16,381	16,641	555	3.5%	260	1.6%
502121 Other Paid Absence	1,557	1,611	1,611	1,656	54	3.5%	45	2.8%
502251 Phys. Exams	-	-	-	-	-	0.0%	-	0.0%
502253 Driver Lic Renewal	-	-	-	-	-	0.0%	-	0.0%
502999 Other Fringe Benefits	6,006	6,008	6,008	6,010	2	0.0%	2	0.0%
<b>Totals</b>	<b>\$ 147,755</b>	<b>\$ 106,112</b>	<b>\$ 106,112</b>	<b>\$ 97,578</b>	<b>\$ (41,643)</b>	<b>(28.2%)</b>	<b>\$ (8,534)</b>	<b>(8.0%)</b>

15C.34

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

Risk Mgmt - 1800

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
<b>SERVICES</b>										
503011	\$	-	\$	-	\$	-	0.0%	\$	-	0.0%
503012		-		-		-	0.0%		-	0.0%
503031		30,200		15,659		16,040	(48.1%)		381	2.4%
503032		-		-		-	0.0%		-	0.0%
503033		-		-		-	0.0%		-	0.0%
503034		-		-		-	0.0%		-	0.0%
503041		-		-		-	0.0%		-	0.0%
503161		-		-		-	0.0%		-	0.0%
503162		-		-		-	0.0%		-	0.0%
503171		-		-		-	0.0%		-	0.0%
503221		593,789		611,722		626,610	3.0%	17,933	14,888	2.4%
503222		-		-		-	0.0%		-	0.0%
503225		-		-		-	0.0%		-	0.0%
503351		-		-		-	0.0%		-	0.0%
503352		-		-		-	0.0%		-	0.0%
503353		-		-		-	0.0%		-	0.0%
503354		-		-		-	0.0%		-	0.0%
503363		-		-		-	0.0%		-	0.0%
<b>Totals</b>	<b>\$</b>	<b>623,989</b>	<b>\$</b>	<b>627,381</b>	<b>\$</b>	<b>642,650</b>	<b>0.5%</b>	<b>3,392</b>	<b>\$ 15,269</b>	<b>2.4%</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>										
504011	\$	-	\$	-	\$	-	0.0%	\$	-	0.0%
504012		-		-		-	0.0%		-	0.0%
504021		-		-		-	0.0%		-	0.0%
504161		-		-		-	0.0%		-	0.0%
504191		-		-		-	0.0%		-	0.0%
<b>Totals</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>\$</b>	<b>0.0%</b>

**15C.35**

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Risk Mgmt - 1800

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

## 15C.36

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

Risk Mgmt - 1800

ACCOUNT	June-21 BUDGET FY22	May-22 BUDGET FY23	Increase/(Decrease)		May-22 BUDGET FY24	Increase/(Decrease)	
			\$ VAR	%VAR		\$ VAR	% VAR
<b>TAXES</b>							
507051 Fuel Tax	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%
507201 Licenses & Permits	-	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>
<b>MISC EXPENSE</b>							
509011 Dues/Subscriptions	\$ 400	\$ 412	\$ 12	3.0%	\$ 422	\$ 10	2.4%
509081 Advertising - District Promo	-	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	3,000	5,933	2,933	97.8%	6,084	151	2.5%
509121 Employee Training	5,760	3,091	(2,669)	(46.3%)	3,166	75	2.4%
509122 BOD Travel	-	-	-	0.0%	-	-	0.0%
509123 Travel	6,896	7,105	209	3.0%	7,280	175	2.5%
509125 Local Meeting Expense	-	-	-	0.0%	-	-	0.0%
509127 Board Director Fees	-	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$ 16,056</b>	<b>\$ 16,541</b>	<b>\$ 485</b>	<b>3.0%</b>	<b>\$ 16,952</b>	<b>\$ 411</b>	<b>2.5%</b>
<b>INTEREST EXPENSE &amp; DEBT SERVICE</b>							
511102 Interest Expense - Loan	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%
511103 Interest Expense - POB	-	-	-	0.0%	-	-	0.0%
524000 Principal - POB	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>
<b>LEASES &amp; RENTALS</b>							
512011 Facility Lease	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%
512061 Equipment Rental	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>
<b>PERSONNEL TOTAL</b>	<b>\$ 329,480</b>	<b>\$ 297,252</b>	<b>\$ (32,228)</b>	<b>(9.8%)</b>	<b>\$ 291,036</b>	<b>\$ (6,216)</b>	<b>(2.1%)</b>
<b>NON-PERSONNEL TOTAL</b>	<b>\$ 795,745</b>	<b>\$ 804,325</b>	<b>\$ 8,580</b>	<b>1.1%</b>	<b>\$ 823,909</b>	<b>\$ 19,584</b>	<b>2.4%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 1,125,225</b>	<b>\$ 1,101,577</b>	<b>\$ (23,648)</b>	<b>(2.1%)</b>	<b>\$ 1,114,945</b>	<b>\$ 13,368</b>	<b>1.2%</b>

**15C.37**

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Purchasing - 1900

ACCOUNT	June-21		May-22		Increase/(Decrease)		May-22		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	\$ VAR	%VAR	BUDGET	FY24	\$ VAR	% VAR
LABOR										
501011 Bus Operator Pay	\$	-	\$	-	\$	0.0%	\$	-	\$	0.0%
501013 Bus Operator OT		-		-		0.0%		-		0.0%
501021 Other Salaries		420,376		543,214		29.2%		552,371		1.7%
501023 Other OT		1,866		1,920		2.9%		1,969		2.6%
<b>Totals</b>	<b>\$</b>	<b>422,242</b>	<b>\$</b>	<b>545,134</b>	<b>\$</b>	<b>29.1%</b>	<b>\$</b>	<b>554,340</b>	<b>\$</b>	<b>1.7%</b>
FRINGE BENEFITS										
502011 Medicare/Soc. Sec.	\$	7,552	\$	9,524	\$	26.1%	\$	9,878	\$	3.7%
502021 Retirement		51,687		63,581		23.0%		64,526		1.5%
502022 Retirement UAL		128,487		31,006		(75.9%)		-		(100.0%)
502031 Medical Ins		144,582		182,501		26.2%		192,730		5.6%
502041 Dental Ins		7,146		9,678		35.4%		9,828		1.5%
502045 Vision Ins		1,974		2,484		25.8%		2,592		4.3%
502051 Life Ins/AD&D		923		1,080		17.0%		1,080		0.0%
502060 State Disability Ins (SDI)		5,526		7,159		29.6%		7,629		6.6%
502061 Long Term Disability Ins		3,626		4,473		23.4%		4,687		4.8%
502071 State Unemployment Ins (SUI)		938		1,278		36.2%		1,359		6.3%
502081 Worker's Comp Ins		24,107		32,740		35.8%		33,722		3.0%
502101 Holiday Pay		15,843		19,989		26.2%		20,737		3.7%
502103 Floating Holiday		4,432		4,368		(1.4%)		4,587		5.0%
502109 Sick Leave		23,766		29,985		26.2%		31,104		3.7%
502111 Annual Leave		50,803		61,693		21.4%		65,576		6.3%
502121 Other Paid Absence		3,713		4,685		26.2%		4,860		3.7%
502251 Phys. Exams		-		-		0.0%		-		0.0%
502253 Driver Lic Renewal		-		-		0.0%		-		0.0%
502999 Other Fringe Benefits		2,146		2,211		3.0%		2,220		0.4%
<b>Totals</b>	<b>\$</b>	<b>477,252</b>	<b>\$</b>	<b>468,435</b>	<b>\$</b>	<b>(1.8%)</b>	<b>\$</b>	<b>457,115</b>	<b>\$</b>	<b>(2.4%)</b>

Attachment C

15C.38

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Purchasing - 1900

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

15C.39

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Purchasing - 1900

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

15C.40

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Purchasing - 1900

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
<b>TAXES</b>										
507051 Fuel Tax	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
507201 Licenses & Permits	-	-	-	-	-	-	-	0.0%	-	0.0%
507999 Other Taxes	-	-	-	-	-	-	-	0.0%	-	0.0%
<b>Totals</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>0.0%</b>	<b>\$</b>	<b>0.0%</b>
<b>MISC EXPENSE</b>										
509011 Dues/Subscriptions	\$	330	\$	340	\$	348	\$	3.0%	\$	2.4%
509081 Advertising - District Promo	-	-	-	-	-	-	-	0.0%	-	0.0%
509101 Employee Incentive Program	-	-	-	-	-	-	-	0.0%	-	0.0%
509121 Employee Training	2,000	2,000	2,060	2,060	2,117	2,117	57	3.0%	57	2.8%
509122 BOD Travel	-	-	-	-	-	-	-	0.0%	-	0.0%
509123 Travel	5,224	5,224	5,381	5,381	5,515	5,515	134	3.0%	134	2.5%
509125 Local Meeting Expense	250	250	258	258	265	265	7	3.2%	7	2.7%
509127 Board Director Fees	-	-	-	-	-	-	-	0.0%	-	0.0%
509150 Contributions	-	-	-	-	-	-	-	0.0%	-	0.0%
509198 Cash Over/Short	-	-	-	-	-	-	-	0.0%	-	0.0%
509999 Other Misc Expense	-	-	-	-	-	-	-	0.0%	-	0.0%
<b>Totals</b>	<b>\$</b>	<b>7,804</b>	<b>\$</b>	<b>8,039</b>	<b>\$</b>	<b>8,245</b>	<b>\$</b>	<b>3.0%</b>	<b>\$</b>	<b>2.6%</b>
<b>INTEREST EXPENSE &amp; DEBT SERVICE</b>										
511102 Interest Expense - Loan	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
511103 Interest Expense - POB	-	-	-	-	-	-	-	0.0%	-	0.0%
524000 Principal - POB	-	-	-	-	-	-	-	0.0%	-	0.0%
<b>Totals</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>0.0%</b>	<b>\$</b>	<b>0.0%</b>
<b>LEASES &amp; RENTALS</b>										
512011 Facility Lease	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
512061 Equipment Rental	-	-	-	-	-	-	-	0.0%	-	0.0%
<b>Totals</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>0.0%</b>	<b>\$</b>	<b>0.0%</b>
<b>PERSONNEL TOTAL</b>	<b>\$</b>	<b>899,494</b>	<b>\$</b>	<b>1,013,569</b>	<b>\$</b>	<b>1,011,455</b>	<b>\$</b>	<b>12.7%</b>	<b>\$</b>	<b>(0.2%)</b>
<b>NON-PERSONNEL TOTAL</b>	<b>\$</b>	<b>12,804</b>	<b>\$</b>	<b>13,229</b>	<b>\$</b>	<b>13,609</b>	<b>\$</b>	<b>3.3%</b>	<b>\$</b>	<b>2.9%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>\$</b>	<b>912,298</b>	<b>\$</b>	<b>1,026,798</b>	<b>\$</b>	<b>1,025,064</b>	<b>\$</b>	<b>12.6%</b>	<b>\$</b>	<b>(0.2%)</b>

## 15C.41

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

## Facilities Maint - 2200

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
LABOR										
501011 Bus Operator Pay	\$	-	\$	-	\$	-	\$	0.0%	\$	0.0%
501013 Bus Operator OT		-		-		-		0.0%		0.0%
501021 Other Salaries		898,110		953,476		942,431		6.2%	(11,045)	(1.2%)
501023 Other OT		103,637		81,767		83,902		(21.1%)	2,135	2.6%
<b>Totals</b>	<b>\$</b>	<b>1,001,747</b>	<b>\$</b>	<b>1,035,243</b>	<b>\$</b>	<b>1,026,333</b>	<b>\$</b>	<b>3.3%</b>	<b>(8,910)</b>	<b>(0.9%)</b>
FRINGE BENEFITS										
502011 Medicare/Soc. Sec.	\$	17,460	\$	17,856	\$	18,174	\$	2.3%	318	1.8%
502021 Retirement		109,614		111,633		111,091		1.8%	(542)	(0.5%)
502022 Retirement UAL		272,498		54,436		-		(80.0%)	(54,436)	(100.0%)
502031 Medical Ins		444,000		412,452		435,568		(7.1%)	23,116	5.6%
502041 Dental Ins		24,084		23,532		23,874		(2.3%)	342	1.5%
502045 Vision Ins		5,076		4,968		5,184		(2.1%)	216	4.3%
502051 Life Ins/AD&D		2,210		2,256		2,268		2.1%	12	0.5%
502060 State Disability Ins (SDI)		12,719		13,280		14,036		4.4%	756	5.7%
502061 Long Term Disability Ins		8,089		8,036		8,413		(0.7%)	377	4.7%
502071 State Unemployment Ins (SUI)		2,412		2,556		2,718		6.0%	162	6.3%
502081 Worker's Comp Ins		54,241		53,575		55,182		(1.2%)	1,607	3.0%
502101 Holiday Pay		33,707		35,206		35,813		4.4%	607	1.7%
502103 Floating Holiday		5,524		6,003		6,003		8.7%	-	0.0%
502109 Sick Leave		50,561		52,809		53,720		4.4%	911	1.7%
502111 Annual Leave		104,752		116,731		123,025		11.4%	6,294	5.4%
502121 Other Paid Absence		7,902		8,252		8,395		4.4%	143	1.7%
502251 Phys. Exams		-		-		-		0.0%	-	0.0%
502253 Driver Lic Renewal		-		-		-		0.0%	-	0.0%
502999 Other Fringe Benefits		2,454		6,472		6,490		163.7%	18	0.3%
<b>Totals</b>	<b>\$</b>	<b>1,157,305</b>	<b>\$</b>	<b>930,053</b>	<b>\$</b>	<b>909,954</b>	<b>\$</b>	<b>(19.6%)</b>	<b>(20,099)</b>	<b>(2.2%)</b>

Attachment C

15C.42

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

## Facilities Maint - 2200

ACCOUNT	June-21		May-22		Increase/(Decrease)		May-22		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	\$ VAR	%VAR	BUDGET	FY24	\$ VAR	% VAR
<b>SERVICES</b>										
503011	\$	-	\$	-	\$	0.0%	\$	-	\$	0.0%
503012	-	-	-	-	-	0.0%	-	-	-	0.0%
503031	45,600	-	46,978	-	1,378	3.0%	47,918	940	2.0%	
503032	-	-	-	-	-	0.0%	-	-	-	0.0%
503033	-	-	-	-	-	0.0%	-	-	-	0.0%
503034	-	-	-	-	-	0.0%	-	-	-	0.0%
503041	-	-	-	-	-	0.0%	-	-	-	0.0%
503161	8,300	-	8,551	-	251	3.0%	8,722	171	2.0%	
503162	2,500	-	2,576	-	76	3.0%	2,628	52	2.0%	
503171	17,600	-	20,779	-	3,179	18.1%	21,195	416	2.0%	
503221	-	-	-	-	-	0.0%	-	-	-	0.0%
503222	-	-	-	-	-	0.0%	-	-	-	0.0%
503225	-	-	-	-	-	0.0%	-	-	-	0.0%
503351	283,000	-	200,000	-	(83,000)	(29.3%)	200,000	-	0.0%	
503352	341,100	-	360,401	-	19,301	5.7%	367,609	7,208	2.0%	
503353	-	-	-	-	-	0.0%	-	-	-	0.0%
503354	-	-	-	-	-	0.0%	-	-	-	0.0%
503363	58,000	-	59,753	-	1,753	3.0%	60,949	1,196	2.0%	
<b>Totals</b>	<b>\$</b>	<b>756,100</b>	<b>\$</b>	<b>699,038</b>	<b>\$ (57,062)</b>	<b>(7.5%)</b>	<b>\$</b>	<b>709,021</b>	<b>\$</b>	<b>9,983</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>										
504011	\$	3,000	\$	3,152	\$	5.1%	\$	3,215	\$	2.0%
504012	-	-	-	-	-	0.0%	-	-	-	0.0%
504021	-	-	-	-	-	0.0%	-	-	-	0.0%
504161	-	-	-	-	-	0.0%	-	-	-	0.0%
504191	-	-	-	-	-	0.0%	-	-	-	0.0%
<b>Totals</b>	<b>\$</b>	<b>3,000</b>	<b>\$</b>	<b>3,152</b>	<b>\$</b>	<b>5.1%</b>	<b>\$</b>	<b>3,215</b>	<b>\$</b>	<b>2.0%</b>

15C.43

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

## Facilities Maint - 2200

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

15C.44

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

## Facilities Maint - 2200

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
	BUDGET FY22	BUDGET FY23	BUDGET FY23	BUDGET FY24	BUDGET FY24					
<b>TAXES</b>										
507051 Fuel Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	
507201 Licenses & Permits	15,100	15,556	456	15,868	312	3.0%	312	2.0%		
507999 Other Taxes	10,000	10,302	302	10,508	206	3.0%	206	2.0%		
<b>Totals</b>	<b>\$ 25,100</b>	<b>\$ 25,858</b>	<b>\$ 758</b>	<b>\$ 26,376</b>	<b>\$ 518</b>	<b>3.0%</b>	<b>\$ 518</b>	<b>2.0%</b>		
<b>MISC EXPENSE</b>										
509011 Dues/Subscriptions	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%		
509081 Advertising - District Promo	-	-	-	-	-	0.0%	-	0.0%		
509101 Employee Incentive Program	-	-	-	-	-	0.0%	-	0.0%		
509121 Employee Training	6,400	6,595	195	6,727	132	3.0%	132	2.0%		
509122 BOD Travel	-	-	-	-	-	0.0%	-	0.0%		
509123 Travel	3,200	3,297	97	3,363	66	3.0%	66	2.0%		
509125 Local Meeting Expense	-	-	-	-	-	0.0%	-	0.0%		
509127 Board Director Fees	-	-	-	-	-	0.0%	-	0.0%		
509150 Contributions	-	-	-	-	-	0.0%	-	0.0%		
509198 Cash Over/Short	-	-	-	-	-	0.0%	-	0.0%		
509999 Other Misc Expense	-	-	-	-	-	0.0%	-	0.0%		
<b>Totals</b>	<b>\$ 9,600</b>	<b>\$ 9,892</b>	<b>\$ 292</b>	<b>\$ 10,090</b>	<b>\$ 198</b>	<b>3.0%</b>	<b>\$ 198</b>	<b>2.0%</b>		
<b>INTEREST EXPENSE &amp; DEBT SERVICE</b>										
511102 Interest Expense - Loan	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%		
511103 Interest Expense - POB	-	-	-	-	-	0.0%	-	0.0%		
524000 Principal - POB	-	-	-	-	-	0.0%	-	0.0%		
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0.0%</b>		
<b>LEASES &amp; RENTALS</b>										
512011 Facility Lease	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%		
512061 Equipment Rental	6,500	6,696	196	6,830	134	3.0%	134	2.0%		
<b>Totals</b>	<b>\$ 6,500</b>	<b>\$ 6,696</b>	<b>\$ 196</b>	<b>\$ 6,830</b>	<b>\$ 134</b>	<b>3.0%</b>	<b>\$ 134</b>	<b>2.0%</b>		
<b>PERSONNEL TOTAL</b>	<b>\$ 2,159,052</b>	<b>\$ 1,965,296</b>	<b>\$ (193,756)</b>	<b>\$ 1,936,287</b>	<b>\$ (29,009)</b>	<b>(9.0%)</b>	<b>\$ (29,009)</b>	<b>(1.5%)</b>		
<b>NON-PERSONNEL TOTAL</b>	<b>\$ 1,600,223</b>	<b>\$ 1,565,999</b>	<b>\$ (34,224)</b>	<b>\$ 1,593,926</b>	<b>\$ 27,927</b>	<b>(2.1%)</b>	<b>\$ 27,927</b>	<b>1.8%</b>		
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 3,759,275</b>	<b>\$ 3,531,295</b>	<b>\$ (227,980)</b>	<b>\$ 3,530,213</b>	<b>\$ (1,082)</b>	<b>(6.1%)</b>	<b>\$ (1,082)</b>	<b>(0.0%)</b>		

15C.45

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Paratransit - 3100

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)		
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR	
<b>LABOR</b>											
501011 Bus Operator Pay	\$	1,277,878	\$	1,387,574	\$	1,378,336	\$	8.6%	\$	(9,238)	(0.7%)
501013 Bus Operator OT		260,109		133,982		137,243		(48.5%)		3,261	2.4%
501021 Other Salaries		678,023		644,280		636,888		(5.0%)		(7,392)	(1.1%)
501023 Other OT		47,817		49,259		50,462		3.0%		1,203	2.4%
<b>Totals</b>	<b>\$</b>	<b>2,263,827</b>	<b>\$</b>	<b>2,215,095</b>	<b>\$</b>	<b>2,202,929</b>	<b>\$</b>	<b>(2.2%)</b>	<b>\$</b>	<b>(12,166)</b>	<b>(0.5%)</b>
<b>FRINGE BENEFITS</b>											
502011 Medicare/Soc. Sec.	\$	38,717	\$	37,254	\$	38,151	\$	(3.8%)	\$	897	2.4%
502021 Retirement		235,294		231,684		232,112		(1.5%)		428	0.2%
502022 Retirement UAL		584,918		112,981		-		(80.7%)		(112,981)	(100.0%)
502031 Medical Ins		1,040,484		932,734		985,028		(10.4%)		52,294	5.6%
502041 Dental Ins		45,036		44,100		44,772		(2.1%)		672	1.5%
502045 Vision Ins		11,844		11,592		12,096		(2.1%)		504	4.3%
502051 Life Ins/AD&D		5,018		5,136		5,148		2.4%		12	0.2%
502060 State Disability Ins (SDI)		28,315		27,989		29,468		(1.2%)		1,479	5.3%
502061 Long Term Disability Ins		16,061		15,627		16,473		(4.34)		846	5.4%
502071 State Unemployment Ins (SUI)		5,628		5,964		6,342		3.36		378	6.3%
502081 Worker's Comp Ins		126,563		127,985		131,824		1,422		3,839	3.0%
502101 Holiday Pay		71,735		72,518		74,280		783		1,762	2.4%
502103 Floating Holiday		5,364		5,552		5,552		188		-	0.0%
502109 Sick Leave		111,551		112,883		115,635		1,332		2,752	2.4%
502111 Annual Leave		200,995		205,592		215,187		4,597		9,595	4.7%
502121 Other Paid Absence		16,810		16,994		17,412		184		418	2.5%
502251 Phys. Exams		2,100		2,782		2,850		682		68	2.4%
502253 Driver Lic Renewal		640		361		370		(279)		9	2.5%
502999 Other Fringe Benefits		3,126		3,168		3,210		42		42	1.3%
<b>Totals</b>	<b>\$</b>	<b>2,550,190</b>	<b>\$</b>	<b>1,972,896</b>	<b>\$</b>	<b>1,935,910</b>	<b>\$</b>	<b>(22.6%)</b>	<b>\$</b>	<b>(36,986)</b>	<b>(1.9%)</b>

15C.46

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Paratransit - 3100

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
<b>SERVICES</b>										
503011 Accting/Audit Fees	\$	-	\$	-	\$	-	0.0%	\$	-	0.0%
503012 Admin/Bank Fees	-	-	-	-	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	2,000	2,060	2,060	2,111	2,111	51	3.0%	51	2.5%	
503032 Legislative Services	-	-	-	-	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	-	-	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	-	-	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	-	-	-	-	0.0%	-	-	0.0%
503161 Custodial Services	1,000	1,030	1,030	1,055	1,055	25	3.0%	25	2.4%	
503162 Uniforms/Laundry	2,200	12,341	10,141	12,643	12,643	302	461.0%	302	2.4%	
503171 Security Services	-	-	-	-	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	-	-	-	-	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	-	-	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	-	-	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	-	-	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	-	-	-	-	-	-	0.0%	-	-	0.0%
503353 Repair - Rev Vehicle	3,000	3,091	3,091	3,166	3,166	75	3.0%	75	2.4%	
503354 Repair - Non Rev Vehicle	-	-	-	-	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	-	-	-	-	0.0%	-	-	0.0%
<b>Totals \$</b>	<b>8,200</b>	<b>\$ 18,522</b>	<b>\$ 10,322</b>	<b>\$ 18,975</b>	<b>\$ 453</b>	<b>2.4%</b>	<b>125.9%</b>	<b>\$</b>	<b>18,975</b>	<b>2.4%</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>										
504011 Fuels & Lubricants - Non Rev Veh	\$	-	\$	-	\$	-	0.0%	\$	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	-	-	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	-	-	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	-	-	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	-	-	-	-	0.0%	-	-	0.0%
<b>Totals \$</b>	<b>-</b>	<b>\$</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>0.0%</b>	<b>\$</b>	<b>-</b>	<b>0.0%</b>

15C.47

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Paratransit - 3100

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)		
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR	
<b>OTHER MATERIALS &amp; SUPPLIES</b>											
504205 Freight Out	\$	-	\$	-	\$	-	\$	0.0%	\$	-	0.0%
504211 Postage & Mailing		2,000		2,060		2,110		3.0%		50	2.4%
504214 Promotional Items		-		-		-		0.0%		-	0.0%
504215 Printing		3,700		3,812		3,904		3.0%		92	2.4%
504217 Photo Supp/Process		-		-		-		0.0%		-	0.0%
504311 Office Supplies		2,500		2,576		2,639		3.0%		63	2.4%
504315 Safety Supplies		120		124		127		3.3%		3	2.4%
504316 COVID-19		-		-		-		0.0%		-	0.0%
504317 Cleaning Supplies		600		618		634		3.0%		16	2.6%
504409 Repair/Maint Supplies		-		-		-		0.0%		-	0.0%
504417 Tenant Repairs		-		-		-		0.0%		-	0.0%
504421 Non-Inventory Parts		-		-		-		0.0%		-	0.0%
504511 Small Tools		-		-		-		0.0%		-	0.0%
504515 Employee Tool Replacement		-		-		-		0.0%		-	0.0%
<b>Totals</b>	<b>\$</b>	<b>8,920</b>	<b>\$</b>	<b>9,190</b>	<b>\$</b>	<b>9,414</b>	<b>\$</b>	<b>3.0%</b>	<b>\$</b>	<b>224</b>	<b>2.4%</b>
<b>UTILITIES</b>											
505010 Propulsion Power	\$	-	\$	-	\$	-	\$	0.0%	\$	-	0.0%
505011 Gas & Electric		12,000		12,600		13,164		5.0%		564	4.5%
505021 Water & Garbage		-		-		-		0.0%		-	0.0%
505031 Telecommunications		13,000		13,393		13,719		3.0%		326	2.4%
<b>Totals</b>	<b>\$</b>	<b>25,000</b>	<b>\$</b>	<b>25,993</b>	<b>\$</b>	<b>26,883</b>	<b>\$</b>	<b>4.0%</b>	<b>\$</b>	<b>890</b>	<b>3.4%</b>
<b>CASUALTY &amp; LIABILITY</b>											
506011 Insurance - Property	\$	-	\$	-	\$	-	\$	0.0%	\$	-	0.0%
506015 Insurance - PL/PD		160,708		183,750		207,638		14.3%		23,888	13.0%
506021 Insurance - Other		-		-		-		0.0%		-	0.0%
506123 Settlement Costs		-		-		-		0.0%		-	0.0%
506127 Repairs - District Prop		-		-		-		0.0%		-	0.0%
<b>Totals</b>	<b>\$</b>	<b>160,708</b>	<b>\$</b>	<b>183,750</b>	<b>\$</b>	<b>207,638</b>	<b>\$</b>	<b>14.3%</b>	<b>\$</b>	<b>23,888</b>	<b>13.0%</b>

# 15C.48

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Paratransit - 3100

ACCOUNT	June-21		May-22		Increase/(Decrease)		May-22		Increase/(Decrease)		
	BUDGET	FY22	BUDGET	FY23	\$ VAR	%VAR	BUDGET	FY24	\$ VAR	% VAR	
<b>TAXES</b>											
507051 Fuel Tax	\$	-	\$	-	\$	0.0%	\$	-	\$	0.0%	
507201 Licenses & Permits	-	-	-	-	-	0.0%	-	-	-	0.0%	
507999 Other Taxes	-	-	-	-	-	0.0%	-	-	-	0.0%	
<b>Totals</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>0.0%</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>0.0%</b>	
<b>MISC EXPENSE</b>											
509011 Dues/Subscriptions	\$	-	\$	-	\$	0.0%	\$	-	\$	0.0%	
509081 Advertising - District Promo	-	-	-	-	-	0.0%	-	-	-	0.0%	
509101 Employee Incentive Program	300	300	309	9	316	3.0%	316	7	2,280	2.3%	
509121 Employee Training	2,160	2,160	2,225	65	2,280	3.0%	2,280	55	55	2.5%	
509122 BOD Travel	-	-	-	-	-	0.0%	-	-	-	0.0%	
509123 Travel	2,400	2,400	2,472	72	2,534	3.0%	2,534	62	62	2.5%	
509125 Local Meeting Expense	-	-	-	-	-	0.0%	-	-	-	0.0%	
509127 Board Director Fees	-	-	-	-	-	0.0%	-	-	-	0.0%	
509150 Contributions	-	-	-	-	-	0.0%	-	-	-	0.0%	
509198 Cash Over/Short	-	-	-	-	-	0.0%	-	-	-	0.0%	
509999 Other Misc Expense	-	-	-	-	-	0.0%	-	-	-	0.0%	
<b>Totals</b>	<b>\$</b>	<b>4,860</b>	<b>\$</b>	<b>5,006</b>	<b>\$</b>	<b>3.0%</b>	<b>\$</b>	<b>5,130</b>	<b>\$</b>	<b>2.5%</b>	
<b>INTEREST EXPENSE &amp; DEBT SERVICE</b>											
511102 Interest Expense - Loan	\$	-	\$	-	\$	0.0%	\$	-	\$	0.0%	
511103 Interest Expense - POB	-	-	-	-	-	0.0%	-	-	-	0.0%	
524000 Principal - POB	-	-	-	-	-	0.0%	-	-	-	0.0%	
<b>Totals</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>0.0%</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>0.0%</b>	
<b>LEASES &amp; RENTALS</b>											
512011 Facility Lease	\$	237,778	\$	123,500	\$	(48.1%)	\$	126,127	\$	2,627	2.1%
512061 Equipment Rental	1,500	1,500	1,545	45	1,582	3.0%	1,582	37	37	2.4%	
<b>Totals</b>	<b>\$</b>	<b>239,278</b>	<b>\$</b>	<b>125,045</b>	<b>\$</b>	<b>(47.7%)</b>	<b>\$</b>	<b>127,709</b>	<b>\$</b>	<b>2,664</b>	<b>2.1%</b>
<b>PERSONNEL TOTAL</b>	<b>\$</b>	<b>4,814,017</b>	<b>\$</b>	<b>4,187,991</b>	<b>\$</b>	<b>(13.0%)</b>	<b>\$</b>	<b>4,138,839</b>	<b>\$</b>	<b>(49,152)</b>	<b>(1.2%)</b>
<b>NON-PERSONNEL TOTAL</b>	<b>\$</b>	<b>446,966</b>	<b>\$</b>	<b>367,506</b>	<b>\$</b>	<b>(17.8%)</b>	<b>\$</b>	<b>395,749</b>	<b>\$</b>	<b>28,243</b>	<b>7.7%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>\$</b>	<b>5,260,983</b>	<b>\$</b>	<b>4,555,497</b>	<b>\$</b>	<b>(13.4%)</b>	<b>\$</b>	<b>4,534,588</b>	<b>\$</b>	<b>(20,909)</b>	<b>(0.5%)</b>

## 15C.49

Attachment C

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

## Operations - 3200

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)		
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR	
<b>LABOR</b>											
501011 Bus Operator Pay	\$	-	\$	-	\$	-	\$	0.0%	\$	-	0.0%
501013 Bus Operator OT		-		-		-		0.0%		-	0.0%
501021 Other Salaries		1,179,334		1,332,105		1,336,576		13.0%		4,471	0.3%
501023 Other OT		137,356		199,695		199,697		45.4%		2	0.0%
<b>Totals</b>	<b>\$</b>	<b>1,316,690</b>	<b>\$</b>	<b>1,531,800</b>	<b>\$</b>	<b>1,536,273</b>	<b>\$</b>	<b>16.3%</b>	<b>\$</b>	<b>4,473</b>	<b>0.3%</b>
<b>FRINGE BENEFITS</b>											
502011 Medicare/Soc. Sec.	\$	23,225	\$	26,561	\$	27,153	\$	14.4%	\$	592	2.2%
502021 Retirement		145,845		158,465		158,936		8.7%		471	0.3%
502022 Retirement UAL		362,565		77,275		-		(78.7%)		(77,275)	(100.0%)
502031 Medical Ins		468,576		482,876		509,935		3.1%		27,059	5.6%
502041 Dental Ins		23,706		24,900		25,278		5.0%		378	1.5%
502045 Vision Ins		4,794		4,968		5,184		3.6%		216	4.3%
502051 Life Ins/AD&D		2,093		2,250		2,270		7.5%		20	0.9%
502060 State Disability Ins (SDI)		16,978		19,942		20,970		17.5%		1,028	5.2%
502061 Long Term Disability Ins		8,658		8,890		9,158		2.7%		268	3.0%
502071 State Unemployment Ins (SUI)		2,278		2,556		2,718		12.2%		162	6.3%
502081 Worker's Comp Ins		54,241		56,551		58,248		4.3%		1,697	3.0%
502101 Holiday Pay		44,521		49,737		51,001		11.7%		1,264	2.5%
502103 Floating Holiday		5,364		5,552		5,552		3.5%		-	0.0%
502109 Sick Leave		66,784		74,602		76,496		11.7%		1,894	2.5%
502111 Annual Leave		157,877		184,203		191,444		16.7%		7,241	3.9%
502121 Other Paid Absence		10,438		11,656		11,949		11.7%		293	2.5%
502251 Phys. Exams		450		1,350		600		200.0%		(750)	(55.6%)
502253 Driver Lic Renewal		200		295		236		47.5%		(59)	(20.0%)
502999 Other Fringe Benefits		2,426		2,472		2,490		1.9%		18	0.7%
<b>Totals</b>	<b>\$</b>	<b>1,401,018</b>	<b>\$</b>	<b>1,195,101</b>	<b>\$</b>	<b>1,159,618</b>	<b>\$</b>	<b>(14.7%)</b>	<b>\$</b>	<b>(35,483)</b>	<b>(3.0%)</b>

Attachment C

15C.50

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

Operations - 3200

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
<b>SERVICES</b>										
503011	\$	-	\$	-	\$	-	0.0%	-	\$	0.0%
503012	-	-	-	-	-	-	0.0%	-	-	0.0%
503031	15,000	15,000	15,453	15,453	15,829	376	3.0%	376	2.4%	
503032	-	-	-	-	-	-	0.0%	-	-	0.0%
503033	-	-	-	-	-	-	0.0%	-	-	0.0%
503034	-	-	-	-	-	-	0.0%	-	-	0.0%
503041	-	-	-	-	-	-	0.0%	-	-	0.0%
503161	-	-	-	-	-	-	0.0%	-	-	0.0%
503162	1,000	1,000	1,500	1,500	1,055	(445)	50.0%	(445)	(29.7%)	
503171	-	-	-	-	-	-	0.0%	-	-	0.0%
503221	-	-	-	-	-	-	0.0%	-	-	0.0%
503222	-	-	-	-	-	-	0.0%	-	-	0.0%
503225	-	-	-	-	-	-	0.0%	-	-	0.0%
503351	-	-	-	-	-	-	0.0%	-	-	0.0%
503352	2,300	2,300	2,369	2,369	2,427	58	3.0%	58	2.4%	
503353	-	-	-	-	-	-	0.0%	-	-	0.0%
503354	-	-	-	-	-	-	0.0%	-	-	0.0%
503363	-	-	-	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$</b>	<b>18,300</b>	<b>\$</b>	<b>19,322</b>	<b>\$</b>	<b>19,311</b>	<b>5.6%</b>	<b>\$</b>	<b>(11)</b>	<b>(0.1%)</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>										
504011	\$	-	\$	-	\$	-	0.0%	-	\$	0.0%
504012	-	-	-	-	-	-	0.0%	-	-	0.0%
504021	-	-	-	-	-	-	0.0%	-	-	0.0%
504161	-	-	-	-	-	-	0.0%	-	-	0.0%
504191	-	-	-	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>\$</b>	<b>-</b>	<b>0.0%</b>	<b>\$</b>	<b>-</b>	<b>0.0%</b>

**15C.51**

Attachment C

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Operations - 3200

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

15C.52

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Operations - 3200

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	% VAR
	BUDGET FY22	BUDGET FY23	BUDGET FY23	BUDGET FY24	BUDGET FY24					
<b>TAXES</b>										
507051 Fuel Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
507201 Licenses & Permits	-	-	-	-	-	-	0.0%	-	0.0%	-
507999 Other Taxes	-	-	-	-	-	-	0.0%	-	0.0%	-
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>
<b>MISC EXPENSE</b>										
509011 Dues/Subscriptions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
509081 Advertising - District Promo	-	-	-	-	-	-	0.0%	-	0.0%	-
509101 Employee Incentive Program	-	-	-	-	-	-	0.0%	-	0.0%	-
509121 Employee Training	7,200	12,583	5,383	12,790	12,790	207	74.8%	207	1.6%	207
509122 BOD Travel	-	-	-	-	-	-	0.0%	-	0.0%	-
509123 Travel	7,200	7,417	217	7,603	7,603	186	3.0%	186	2.5%	186
509125 Local Meeting Expense	-	-	-	-	-	-	0.0%	-	0.0%	-
509127 Board Director Fees	-	-	-	-	-	-	0.0%	-	0.0%	-
509150 Contributions	-	-	-	-	-	-	0.0%	-	0.0%	-
509198 Cash Over/Short	-	-	-	-	-	-	0.0%	-	0.0%	-
509999 Other Misc Expense	-	-	-	-	-	-	0.0%	-	0.0%	-
<b>Totals</b>	<b>\$ 14,400</b>	<b>\$ 20,000</b>	<b>\$ 5,600</b>	<b>\$ 20,393</b>	<b>\$ 20,393</b>	<b>\$ 393</b>	<b>38.9%</b>	<b>\$ 393</b>	<b>2.0%</b>	<b>\$ 393</b>
<b>INTEREST EXPENSE &amp; DEBT SERVICE</b>										
511102 Interest Expense - Loan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -
511103 Interest Expense - POB	-	-	-	-	-	-	0.0%	-	0.0%	-
524000 Principal - POB	-	-	-	-	-	-	0.0%	-	0.0%	-
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>
<b>LEASES &amp; RENTALS</b>										
512011 Facility Lease	\$ 28,000	\$ 28,846	\$ 846	\$ 29,548	\$ 29,548	\$ 702	3.0%	\$ 702	2.4%	\$ 702
512061 Equipment Rental	-	-	-	-	-	-	0.0%	-	0.0%	-
<b>Totals</b>	<b>\$ 28,000</b>	<b>\$ 28,846</b>	<b>\$ 846</b>	<b>\$ 29,548</b>	<b>\$ 29,548</b>	<b>\$ 702</b>	<b>3.0%</b>	<b>\$ 702</b>	<b>2.4%</b>	<b>\$ 702</b>
<b>PERSONNEL TOTAL</b>	<b>\$ 2,717,708</b>	<b>\$ 2,726,901</b>	<b>\$ 9,193</b>	<b>\$ 2,695,891</b>	<b>\$ 2,695,891</b>	<b>\$ (31,010)</b>	<b>0.3%</b>	<b>\$ (31,010)</b>	<b>(1.1%)</b>	<b>\$ (31,010)</b>
<b>NON-PERSONNEL TOTAL</b>	<b>\$ 88,402</b>	<b>\$ 102,462</b>	<b>\$ 14,060</b>	<b>\$ 104,162</b>	<b>\$ 104,162</b>	<b>\$ 1,700</b>	<b>15.9%</b>	<b>\$ 1,700</b>	<b>1.7%</b>	<b>\$ 1,700</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 2,806,110</b>	<b>\$ 2,829,363</b>	<b>\$ 23,253</b>	<b>\$ 2,800,053</b>	<b>\$ 2,800,053</b>	<b>\$ (29,310)</b>	<b>0.8%</b>	<b>\$ (29,310)</b>	<b>(1.0%)</b>	<b>\$ (29,310)</b>

## 15C.53

Attachment C

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

## Bus Operators - 3300

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease) \$ VAR	%VAR	Increase/(Decrease) \$ VAR	%VAR
	BUDGET FY22	BUDGET FY23	BUDGET FY23	BUDGET FY24	BUDGET FY24					
<b>LABOR</b>										
501011 Bus Operator Pay	\$ 8,593,884	\$ 9,163,711	\$ 569,827	\$ 6.6%	\$ 9,098,107	\$ (65,604)	(0.7%)			
501013 Bus Operator OT	300,006	691,545	391,539	130.5%	712,305	20,760	3.0%			
501021 Other Salaries	-	-	-	0.0%	-	-	0.0%			
501023 Other OT	-	-	-	0.0%	-	-	0.0%			
<b>Totals \$</b>	<b>8,893,890</b>	<b>9,855,256</b>	<b>961,366</b>	<b>10.8%</b>	<b>9,810,412</b>	<b>(44,844)</b>	<b>(0.5%)</b>			
<b>FRINGE BENEFITS</b>										
502011 Medicare/Soc. Sec.	\$ 154,296	\$ 166,917	\$ 12,621	8.2%	\$ 170,071	\$ 3,154	1.9%			
502021 Retirement	1,030,044	1,043,814	13,770	1.3%	1,046,536	2,722	0.3%			
502022 Retirement UAL	2,560,595	508,998	(2,051,597)	(80.1%)	-	(508,998)	(100.0%)			
502031 Medical Ins	3,982,968	4,163,491	180,523	4.5%	4,396,828	233,337	5.6%			
502041 Dental Ins	190,746	211,777	21,031	11.0%	215,034	3,257	1.5%			
502045 Vision Ins	42,864	43,608	744	1.7%	45,468	1,860	4.3%			
502051 Life Ins/AD&D	17,784	18,900	1,116	6.3%	18,936	36	0.2%			
502060 State Disability Ins (SDI)	112,893	124,721	11,828	10.5%	131,347	6,626	5.3%			
502061 Long Term Disability Ins	71,456	71,015	(441)	(0.6%)	74,026	3,011	4.2%			
502071 State Unemployment Ins (SUI)	20,368	22,010	1,642	8.1%	23,405	1,395	6.3%			
502081 Worker's Comp Ins	458,037	461,338	3,301	0.7%	476,845	15,507	3.4%			
502101 Holiday Pay	315,284	328,078	12,794	4.1%	336,270	8,192	2.5%			
502103 Floating Holiday	-	-	-	0.0%	-	-	0.0%			
502109 Sick Leave	492,632	512,649	20,017	4.1%	525,445	12,796	2.5%			
502111 Annual Leave	866,023	928,950	62,927	7.3%	977,571	48,621	5.2%			
502121 Other Paid Absence	73,869	76,871	3,002	4.1%	78,815	1,944	2.5%			
502251 Phys. Exams	11,850	10,500	(1,350)	(11.4%)	12,571	2,071	19.7%			
502253 Driver Lic Renewal	1,570	1,534	(36)	(2.3%)	1,666	132	8.6%			
502999 Other Fringe Benefits	24,256	20,582	(3,674)	(15.1%)	20,740	158	0.8%			
<b>Totals \$</b>	<b>10,427,519</b>	<b>8,715,753</b>	<b>(1,711,766)</b>	<b>(16.4%)</b>	<b>8,551,574</b>	<b>(164,179)</b>	<b>(1.9%)</b>			

## Attachment C

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Bus Operators - 3300

ACCOUNT	June-21		May-22		Increase/(Decrease)		May-22	
	BUDGET	BUDGET	BUDGET	BUDGET	\$ VAR	%VAR	\$ VAR	% VAR
	FY22	FY23	FY23	FY24				
<b>SERVICES</b>								
503011	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
503012	-	-	-	-	-	0.0%	-	0.0%
503031	-	-	-	-	-	0.0%	-	0.0%
503032	-	-	-	-	-	0.0%	-	0.0%
503033	-	-	-	-	-	0.0%	-	0.0%
503034	-	-	-	-	-	0.0%	-	0.0%
503041	-	-	-	-	-	0.0%	-	0.0%
503161	-	-	-	-	-	0.0%	-	0.0%
503162	2,000	54,060	54,060	55,384	52,060	2602.9%	1,324	2.4%
503171	-	-	-	-	-	0.0%	-	0.0%
503221	-	-	-	-	-	0.0%	-	0.0%
503222	-	-	-	-	-	0.0%	-	0.0%
503225	-	-	-	-	-	0.0%	-	0.0%
503351	-	-	-	-	-	0.0%	-	0.0%
503352	-	-	-	-	-	0.0%	-	0.0%
503353	-	-	-	-	-	0.0%	-	0.0%
503354	-	-	-	-	-	0.0%	-	0.0%
503363	-	-	-	-	-	0.0%	-	0.0%
<b>Totals</b>	<b>\$ 2,000</b>	<b>\$ 54,060</b>	<b>\$ 54,060</b>	<b>\$ 55,384</b>	<b>\$ 52,060</b>	<b>2602.9%</b>	<b>\$ 1,324</b>	<b>2.4%</b>

## Attachment C

<b>MISC EXPENSE</b>								
509011	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%
509081	-	-	-	-	-	0.0%	-	0.0%
509101	3,000	9,500	9,500	9,690	6,500	216.7%	190	2.0%
509121	1,600	1,650	1,650	1,691	50	3.1%	41	2.5%
509122	-	-	-	-	-	0.0%	-	0.0%
509123	-	-	-	-	-	0.0%	-	0.0%
509125	-	-	-	-	-	0.0%	-	0.0%
509127	-	-	-	-	-	0.0%	-	0.0%
509150	-	-	-	-	-	0.0%	-	0.0%
509198	-	-	-	-	-	0.0%	-	0.0%
509999	-	-	-	-	-	0.0%	-	0.0%
<b>Totals</b>	<b>\$ 4,600</b>	<b>\$ 11,150</b>	<b>\$ 11,150</b>	<b>\$ 11,381</b>	<b>\$ 6,550</b>	<b>142.4%</b>	<b>\$ 231</b>	<b>2.1%</b>

FY23- FY24\_OpEX\_Budget\_Draft\_V14.5\_BoD\_May  
Bus Operators - 3300

# 15C.55

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

Bus Operators - 3300

ACCOUNT	June-21	May-22	May-22		May-22	
	BUDGET FY22	BUDGET FY23	Increase/(Decrease) \$ VAR	%VAR	BUDGET FY24	Increase/(Decrease) \$ VAR % VAR
PERSONNEL TOTAL	\$ 19,321,409	\$ 18,571,009	\$ (750,400)	(3.9%)	\$ 18,361,986	\$ (209,023) (1.1%)
NON-PERSONNEL TOTAL	\$ 6,600	\$ 65,210	\$ 58,610	888.0%	\$ 66,765	\$ 1,555 2.4%
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 19,328,009</b>	<b>\$ 18,636,219</b>	<b>\$ (691,790)</b>	<b>(3.6%)</b>	<b>\$ 18,428,751</b>	<b>\$ (207,468) (1.1%)</b>

Attachment C

15C.56

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Fleet Maint - 4100

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)		
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR	
<b>LABOR</b>											
501011 Bus Operator Pay	\$	-	\$	-	\$	-	\$	0.0%	\$	-	0.0%
501013 Bus Operator OT		-		-		-		0.0%		-	0.0%
501021 Other Salaries		2,178,293		2,316,410		2,291,715		6.3%		(24,695)	(1.1%)
501023 Other OT		221,413		100,272		100,276		(54.7%)		4	0.0%
<b>Totals</b>	<b>\$</b>	<b>2,399,706</b>	<b>\$</b>	<b>2,416,682</b>	<b>\$</b>	<b>2,391,991</b>	<b>\$</b>	<b>0.7%</b>	<b>\$</b>	<b>(24,691)</b>	<b>(1.0%)</b>
<b>FRINGE BENEFITS</b>											
502011 Medicare/Soc. Sec.	\$	42,088	\$	42,185	\$	42,921	\$	0.2%	\$	736	1.7%
502021 Retirement		267,073		272,696		271,663		2.1%		(1,033)	(0.4%)
502022 Retirement UAL		663,921		132,976		(530,945)		(80.0%)		(132,976)	(100.0%)
502031 Medical Ins		968,652		937,937		(30,715)		(3.2%)		52,553	5.6%
502041 Dental Ins		48,654		50,660		2,006		4.1%		778	1.5%
502045 Vision Ins		10,716		10,488		(228)		(2.1%)		456	4.3%
502051 Life Ins/AD&D		4,550		4,656		106		2.3%		12	0.3%
502060 State Disability Ins (SDI)		30,568		31,463		895		2.9%		1,690	5.4%
502061 Long Term Disability Ins		17,961		17,661		(300)		(1.7%)		649	3.7%
502071 State Unemployment Ins (SUI)		5,092		5,396		304		6.0%		342	6.3%
502081 Worker's Comp Ins		117,523		116,079		(1,444)		(1.2%)		3,482	3.0%
502101 Holiday Pay		82,329		86,259		3,930		4.8%		1,548	1.8%
502103 Floating Holiday		6,202		6,420		218		3.5%		-	0.0%
502109 Sick Leave		123,497		129,390		5,893		4.8%		2,324	1.8%
502111 Annual Leave		271,815		303,834		32,019		11.8%		17,547	5.8%
502121 Other Paid Absence		19,296		20,219		923		4.8%		363	1.8%
502251 Phys. Exams		1,500		3,200		1,700		113.3%		-	0.0%
502253 Driver Lic Renewal		250		350		100		40.0%		-	0.0%
502999 Other Fringe Benefits		11,014		11,052		38		0.3%		38	0.3%
<b>Totals</b>	<b>\$</b>	<b>2,692,700</b>	<b>\$</b>	<b>2,182,921</b>	<b>\$</b>	<b>(509,779)</b>	<b>\$</b>	<b>(18.9%)</b>	<b>\$</b>	<b>(51,491)</b>	<b>(2.4%)</b>

Attachment C

15C.57

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Fleet Maint - 4100

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
<b>SERVICES</b>										
503011	Accting/Audit Fees	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	0.0%	\$ -	0.0%
503012	Admin/Bank Fees	-	-	-	-	-	0.0%	0.0%	-	0.0%
503031	Prof/Technical Fees	8,000	8,700	700	8,700	700	8.8%	8.8%	-	0.0%
503032	Legislative Services	-	-	-	-	-	0.0%	0.0%	-	0.0%
503033	Legal Services	-	-	-	-	-	0.0%	0.0%	-	0.0%
503034	Pre-Employment Exams	-	-	-	-	-	0.0%	0.0%	-	0.0%
503041	Temp Help	-	-	-	-	-	0.0%	0.0%	-	0.0%
503161	Custodial Services	-	-	-	-	-	0.0%	0.0%	-	0.0%
503162	Uniforms/Laundry	20,000	22,000	2,000	22,000	2,000	10.0%	10.0%	-	0.0%
503171	Security Services	-	-	-	-	-	0.0%	0.0%	-	0.0%
503221	Classified/Legal Ads	-	-	-	-	-	0.0%	0.0%	-	0.0%
503222	Legal Ads	-	-	-	-	-	0.0%	0.0%	-	0.0%
503225	Graphic Services	-	-	-	-	-	0.0%	0.0%	-	0.0%
503351	Repair - Bldg & Impr	31,572	38,000	6,428	38,000	6,428	20.4%	20.4%	(2,100)	(5.5%)
503352	Repair - Equipment	450,000	611,480	161,480	611,480	161,480	35.9%	35.9%	11,946	2.0%
503353	Repair - Rev Vehicle	20,000	58,575	38,575	58,575	38,575	192.9%	192.9%	(50)	(0.1%)
503354	Repair - Non Rev Vehicle	-	-	-	-	-	0.0%	0.0%	-	0.0%
503363	Haz Mat Disposal	-	-	-	-	-	0.0%	0.0%	-	0.0%
<b>Totals</b>		<b>\$ 529,572</b>	<b>\$ 738,755</b>	<b>\$ 209,183</b>	<b>\$ 738,755</b>	<b>\$ 209,183</b>	<b>39.5%</b>	<b>39.5%</b>	<b>\$ 9,796</b>	<b>1.3%</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>										
504011	Fuels & Lubricants - Non Rev Veh	\$ 70,400	\$ 75,440	\$ 5,040	\$ 75,440	\$ 5,040	7.2%	7.2%	\$ -	0.0%
504012	Fuels & Lubricants - Rev Veh	1,600,134	2,000,000	399,866	2,000,000	399,866	25.0%	25.0%	49,600	2.5%
504021	Tires & Tubes	211,000	217,000	6,000	217,000	6,000	2.8%	2.8%	-	0.0%
504161	Other Mobile Supplies	-	-	-	-	-	0.0%	0.0%	-	0.0%
504191	Rev Vehicle Parts	976,000	1,033,840	57,840	1,033,840	57,840	5.9%	5.9%	(33,692)	(3.3%)
<b>Totals</b>		<b>\$ 2,857,534</b>	<b>\$ 3,326,280</b>	<b>\$ 468,746</b>	<b>\$ 3,326,280</b>	<b>\$ 468,746</b>	<b>16.4%</b>	<b>16.4%</b>	<b>\$ 15,908</b>	<b>0.5%</b>

Attachment C

15C.58

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Fleet Maint - 4100

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

15C.59

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Fleet Maint - 4100

ACCOUNT	June-21 BUDGET FY22	May-22 BUDGET FY23	Increase/(Decrease)		May-22 BUDGET FY24	Increase/(Decrease)	
			\$ VAR	%VAR		\$ VAR	% VAR
<b>TAXES</b>							
507051 Fuel Tax	\$ 17,000	\$ 17,500	\$ 500	2.9%	\$ 18,000	\$ 500	2.9%
507201 Licenses & Permits	-	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$ 17,000</b>	<b>\$ 17,500</b>	<b>\$ 500</b>	<b>2.9%</b>	<b>\$ 18,000</b>	<b>\$ 500</b>	<b>2.9%</b>
<b>MISC EXPENSE</b>							
509011 Dues/Subscriptions	\$ 8,000	\$ 8,100	\$ 100	1.3%	\$ 8,100	-	0.0%
509081 Advertising - District Promo	-	-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program	-	-	-	0.0%	-	-	0.0%
509121 Employee Training	16,000	17,050	1,050	6.6%	17,250	200	1.2%
509122 BOD Travel	-	-	-	0.0%	-	-	0.0%
509123 Travel	8,000	8,000	-	0.0%	8,000	-	0.0%
509125 Local Meeting Expense	-	-	-	0.0%	-	-	0.0%
509127 Board Director Fees	-	-	-	0.0%	-	-	0.0%
509150 Contributions	-	-	-	0.0%	-	-	0.0%
509198 Cash Over/Short	-	-	-	0.0%	-	-	0.0%
509999 Other Misc Expense	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$ 32,000</b>	<b>\$ 33,150</b>	<b>\$ 1,150</b>	<b>3.6%</b>	<b>\$ 33,350</b>	<b>\$ 200</b>	<b>0.6%</b>
<b>INTEREST EXPENSE &amp; DEBT SERVICE</b>							
511102 Interest Expense - Loan	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%
511103 Interest Expense - POB	-	-	-	0.0%	-	-	0.0%
524000 Principal - POB	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>
<b>LEASES &amp; RENTALS</b>							
512011 Facility Lease	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%
512061 Equipment Rental	1,500	1,500	-	0.0%	1,500	-	0.0%
<b>Totals</b>	<b>\$ 1,500</b>	<b>\$ 1,500</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ 1,500</b>	<b>\$ -</b>	<b>0.0%</b>
<b>PERSONNEL TOTAL</b>	<b>\$ 5,092,406</b>	<b>\$ 4,599,603</b>	<b>\$ (492,803)</b>	<b>(9.7%)</b>	<b>\$ 4,523,421</b>	<b>\$ (76,182)</b>	<b>(1.7%)</b>
<b>NON-PERSONNEL TOTAL</b>	<b>\$ 3,651,646</b>	<b>\$ 4,384,960</b>	<b>\$ 733,314</b>	<b>20.1%</b>	<b>\$ 4,411,664</b>	<b>\$ 26,704</b>	<b>0.6%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 8,744,052</b>	<b>\$ 8,984,563</b>	<b>\$ 240,511</b>	<b>2.8%</b>	<b>\$ 8,935,085</b>	<b>\$ (49,478)</b>	<b>(0.6%)</b>

## 15C.60

Attachment C

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

District Counsel - 1700

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

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

15C.61

Attachment C

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

COVID - 9002

ACCOUNT	June-21	May-22	May-22	Increase/(Decrease)	May-22	Increase/(Decrease)	% VAR
	BUDGET FY22	BUDGET FY23	BUDGET FY24	\$ VAR	BUDGET FY24	\$ VAR	% VAR
SERVICES							
503011 Accting/Audit Fees	\$ -	-	\$ -	-	-	\$ -	0.0%
503012 Admin/Bank Fees	-	-	-	-	-	-	0.0%
503031 Prof/Technical Fees	-	-	-	-	-	-	0.0%
503032 Legislative Services	-	-	-	-	-	-	0.0%
503033 Legal Services	-	-	-	-	-	-	0.0%
503034 Pre-Employment Exams	-	-	-	-	-	-	0.0%
503041 Temp Help	-	145,000	145,000	145,000	145,000	145,000	100.0%
503161 Custodial Services	-	-	-	-	-	-	0.0%
503162 Uniforms/Laundry	-	-	-	-	-	-	0.0%
503171 Security Services	-	-	-	-	-	-	0.0%
503221 Classified/Legal Ads	-	-	-	-	-	-	0.0%
503222 Legal Ads	-	-	-	-	-	-	0.0%
503225 Graphic Services	-	-	-	-	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	-	-	-	-	0.0%
503352 Repair - Equipment	-	-	-	-	-	-	0.0%
503353 Repair - Rev Vehicle	-	-	-	-	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	-	-	-	-	0.0%
503363 Haz Mat Disposal	-	-	-	-	-	-	0.0%
<b>Totals</b>	<b>\$ -</b>	<b>\$ 145,000</b>	<b>\$ 145,000</b>	<b>\$ 145,000</b>	<b>\$ 145,000</b>	<b>\$ 145,000</b>	<b>100.0%</b>

Attachment C

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

COVID - 9002

ACCOUNT	June-21	May-22	Increase/(Decrease)		May-22	Increase/(Decrease)	
	BUDGET FY22	BUDGET FY23	\$ VAR	%VAR	BUDGET FY24	\$ VAR	% VAR
<b>OTHER MATERIALS &amp; SUPPLIES</b>							
504205 Freight Out	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%
504211 Postage & Mailing	-	-	-	0.0%	-	-	0.0%
504214 Promotional Items	-	-	-	0.0%	-	-	0.0%
504215 Printing	-	-	-	0.0%	-	-	0.0%
504217 Photo Supp/Process	-	-	-	0.0%	-	-	0.0%
504311 Office Supplies	-	-	-	0.0%	-	-	0.0%
504315 Safety Supplies	-	-	-	0.0%	-	-	0.0%
504316 COVID-19	121,347	152,712	31,365	25.8%	145,035	(7,677)	(5.0%)
504317 Cleaning Supplies	-	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	-	0.0%	-	-	0.0%
<b>Totals</b>	<b>\$ 121,347</b>	<b>\$ 152,712</b>	<b>\$ 31,365</b>	<b>25.8%</b>	<b>\$ 145,035</b>	<b>\$ (7,677)</b>	<b>(5.0%)</b>
<b>PERSONNEL TOTAL</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>
<b>NON-PERSONNEL TOTAL</b>	<b>\$ 121,347</b>	<b>\$ 297,712</b>	<b>\$ 176,365</b>	<b>145.3%</b>	<b>\$ 290,035</b>	<b>\$ (7,677)</b>	<b>(2.6%)</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 121,347</b>	<b>\$ 297,712</b>	<b>\$ 176,365</b>	<b>145.3%</b>	<b>\$ 290,035</b>	<b>\$ (7,677)</b>	<b>(2.6%)</b>

Attachment C

**15C.63**

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT DRAFT FY23 & FY24 OPERATING BUDGET

Retirees - 9005

ACCOUNT	June-21		May-22		May-22		Increase/(Decrease)		Increase/(Decrease)	
	BUDGET	FY22	BUDGET	FY23	BUDGET	FY24	\$ VAR	%VAR	\$ VAR	% VAR
<b>FRINGE BENEFITS</b>										
502011 Medicare/Soc. Sec.	\$	-	\$	-	\$	-	0.0%	0.0%	\$	0.0%
502021 Retirement		-		-		-	0.0%	0.0%		0.0%
502022 Retirement UAL		-		-		-	0.0%	0.0%		0.0%
502031 Medical		3,369,060		3,431,057		61,997	1.8%	1.8%	192,141	5.6%
502041 Dental		52,728		57,445		4,717	8.9%	8.9%	863	1.5%
502045 Vision		15,894		16,692		798	5.0%	5.0%	504	3.0%
502051 Life/AD&D/EAP		6,007		6,336		329	5.5%	5.5%	192	3.0%
502060 State Disability Ins (SDI)		-		-		-	0.0%	0.0%	-	0.0%
502061 Long Term Disability Ins		-		-		-	0.0%	0.0%	-	0.0%
502071 State Unemployment Ins (SUI)		-		-		-	0.0%	0.0%	-	0.0%
502081 Worker's Comp Ins		-		-		-	0.0%	0.0%	-	0.0%
502101 Holiday Pay		-		-		-	0.0%	0.0%	-	0.0%
502103 Floating Holiday		-		-		-	0.0%	0.0%	-	0.0%
502109 Sick Leave		-		-		-	0.0%	0.0%	-	0.0%
502111 Annual Leave		-		-		-	0.0%	0.0%	-	0.0%
502121 Other Paid Absence		-		-		-	0.0%	0.0%	-	0.0%
502251 Phys. Exams		-		-		-	0.0%	0.0%	-	0.0%
502253 Driver Lic Renewal		-		-		-	0.0%	0.0%	-	0.0%
502999 Other Fringe Benefits		99,002		110,810		11,808	11.9%	11.9%	6,205	5.6%
<b>Totals</b>	\$	3,542,691	\$	3,622,340	\$	79,649	2.2%	2.2%	\$ 199,905	5.5%
<b>PERSONNEL TOTAL</b>	\$	3,542,691	\$	3,622,340	\$	79,649	2.2%	2.2%	\$ 199,905	5.5%
<b>NON-PERSONNEL TOTAL</b>	\$	-	\$	-	\$	-	0.0%	0.0%	\$ -	0.0%
<b>TOTAL OPERATING EXPENSES</b>	\$	3,542,691	\$	3,622,340	\$	79,649	2.2%	2.2%	\$ 199,905	5.5%

15C.64

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

SCCIC - 700

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

<b>PERSONNEL TOTAL</b>	\$	-	\$	-	\$	-	0.0%	\$	-	0.0%
<b>NON-PERSONNEL TOTAL</b>	\$	250	\$	275	\$	25	10.0%	\$	25	9.1%
<b>TOTAL OPERATING EXPENSES</b>	\$	250	\$	275	\$	25	10.0%	\$	25	9.1%

**15C.65**

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

Department	Authorized FY22		Funded FY22		Authorized FY23		Funded FY23		Authorized FY24		Funded FY24	
	2021	2021	2021	2021	2022	2022	2022	2022	2022	2022	2022	2022
Administration - 1100	5.00	4.00	5.00	4.00	5.00	4.00	5.00	4.00	5.00	4.00	5.00	4.00
Finance - 1200	10.00	9.00	12.00	11.00	12.00	11.00	12.00	11.00	12.00	11.00	12.00	11.00
Customer Service - 1300	20.25	15.00	21.25	15.00	21.25	15.00	21.25	15.00	21.25	15.00	21.25	15.00
Human Resources - 1400	8.00	6.00	10.00	6.00	10.00	6.00	10.00	6.00	10.00	6.00	10.00	6.00
Information Technology - 1500	8.00	6.00	9.00	6.00	9.00	6.00	9.00	6.00	9.00	6.00	9.00	6.00
Planning, Grants, Governmental Affairs - 1600	12.00	5.00	12.00	5.00	12.00	5.00	12.00	5.00	12.00	5.00	12.00	5.00
District Counsel - 1700	3.00	0.00	3.00	0.00	3.00	0.00	3.00	0.00	3.00	0.00	3.00	0.00
Safety, Security, and Risk Management - 1800	3.00	2.00	3.00	2.00	3.00	2.00	3.00	2.00	3.00	2.00	3.00	2.00
Purchasing - 1900	10.00	7.00	10.00	9.00	10.00	9.00	10.00	9.00	10.00	9.00	10.00	9.00
Facilities Maintenance - 2200	23.00	18.00	23.00	18.00	23.00	18.00	23.00	18.00	23.00	18.00	23.00	18.00
Paratransit - 3100	55.00	42.00	54.00	42.00	54.00	42.00	54.00	42.00	54.00	42.00	54.00	42.00
Operations - 3200	22.00	17.00	23.00	18.00	23.00	18.00	23.00	18.00	23.00	18.00	23.00	18.00
Bus Operators - 3300	171.00	152.00	171.00	155.00	171.00	155.00	171.00	155.00	171.00	155.00	171.00	155.00
Fleet Maintenance - 4100	58.00	38.00	58.00	38.00	58.00	38.00	58.00	38.00	58.00	38.00	58.00	38.00
<b>Total Full-Time Equivalents (FTEs)</b>	<b>408.25</b>	<b>321.00</b>	<b>414.25</b>	<b>329.00</b>	<b>414.25</b>	<b>329.00</b>	<b>414.25</b>	<b>329.00</b>	<b>414.25</b>	<b>329.00</b>	<b>414.25</b>	<b>329.00</b>

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

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

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

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

\* Revenue Account Program Manager position moved from Customer Service

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

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

\* Replaces Accessible Services Coordinator from Paratransit

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

\*\*\* Revenue Account Program Manager position moved to Finance

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

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

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

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

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

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

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

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

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

Position Title	Authorized FY22 2021	Funded FY22 2021	Authorized FY23 2022	Funded FY23 2022	Authorized FY24 2022	Funded FY24 2022
District Counsel	1.00	0.00	1.00	0.00	1.00	0.00
Administrative Assistant	1.00	0.00	1.00	0.00	1.00	0.00
Paralegal II	1.00	0.00	1.00	0.00	1.00	0.00
<b>Total Full-Time Equivalents (FTEs)</b>	<b>3.00</b>	<b>0.00</b>	<b>3.00</b>	<b>0.00</b>	<b>3.00</b>	<b>0.00</b>

**FY23 & FY24 OPERATING BUDGET  
Funded Personnel - Full Time Equivalent (FTE)  
Safety, Security, and Risk Management - 1800**

Position Title	Authorized	Funded	Authorized	Funded	Authorized	Funded
	FY22 2021	FY22 2021	FY23 2022	FY23 2022	FY24 2022	FY24 2022
Safety, Security and Risk Director	1.00	1.00	1.00	1.00	1.00	1.00
Claims Technician II	1.00	0.00	1.00	0.00	1.00	0.00
Safety and Training Program Specialist I	1.00	1.00	1.00	1.00	1.00	1.00
<b>Total Full-Time Equivalents (FTEs)</b>	<b>3.00</b>	<b>2.00</b>	<b>3.00</b>	<b>2.00</b>	<b>3.00</b>	<b>2.00</b>

**FY23 & FY24 OPERATING BUDGET  
Funded Personnel - Full Time Equivalent (FTE)  
Purchasing - 1900**

Position Title	Authorized FY22 2021	Funded FY22 2021	Authorized FY23 2022	Funded FY23 2022	Authorized FY24 2022	Funded FY24 2022
Purchasing Manager	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Specialist	1.00	0.00	1.00	0.00	1.00	0.00
Parts and Materials Supervisor	1.00	1.00	1.00	1.00	1.00	1.00
Lead Parts and Materials Clerk	1.00	0.00	1.00	1.00	1.00	1.00
Parts and Materials Clerk	3.00	2.00	3.00	3.00	3.00	3.00
Purchasing Agent	1.00	1.00	1.00	1.00	1.00	1.00
Purchasing Assistant	1.00	1.00	1.00	1.00	1.00	1.00
Buyer	1.00	1.00	1.00	1.00	1.00	1.00
<b>Total Full-Time Equivalents (FTEs)</b>	<b>10.00</b>	<b>7.00</b>	<b>10.00</b>	<b>9.00</b>	<b>10.00</b>	<b>9.00</b>

**FY23 & FY24 OPERATING BUDGET  
Funded Personnel - Full Time Equivalent (FTE)  
Facilities Maintenance - 2200**

Position Title	Authorized FY22 2021	Funded FY22 2021	Authorized FY23 2022	Funded FY23 2022	Authorized FY24 2022	Funded FY24 2022
Facilities Maintenance Manager	1.00	1.00	1.00	1.00	1.00	1.00
Facilities Maintenance Supervisor	1.00	1.00	1.00	1.00	1.00	1.00
Lead Facilities Maintenance Worker	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Specialist	1.00	1.00	1.00	1.00	1.00	1.00
Facilities Maintenance Worker II	7.00	5.00	7.00	4.00	7.00	4.00
Facilities Maintenance Worker I	2.00	1.00	2.00	2.00	2.00	2.00
Administrative Assistant	1.00	0.00	1.00	0.00	1.00	0.00
Custodial Supervisor	1.00	1.00	1.00	1.00	1.00	1.00
Lead Custodial Service Worker	1.00	1.00	1.00	1.00	1.00	1.00
Custodial Service Worker	7.00	6.00	7.00	6.00	7.00	6.00
<b>Total Full-Time Equivalents (FTEs)</b>	<b>23.00</b>	<b>18.00</b>	<b>23.00</b>	<b>18.00</b>	<b>23.00</b>	<b>18.00</b>

**FY23 & FY24 OPERATING BUDGET  
Funded Personnel - Full Time Equivalent (FTE)  
Paratransit - 3100**

Position Title	Authorized FY22 2021	Funded FY22 2021	Authorized FY23 2022	Funded FY23 2022	Authorized FY24 2022	Funded FY24 2022
Operations Manager: Paratransit Division	1.00	1.00	1.00	1.00	1.00	1.00
Accessible Services Coordinator**	1.00	1.00	0.00	0.00	0.00	0.00
Paratransit Eligibility Coordinator	1.00	1.00	1.00	1.00	1.00	1.00
Assistant Operations Manager: Paratransit	1.00	0.00	1.00	0.00	1.00	0.00
Reservation & Scheduling Coord	1.00	0.00	1.00	0.00	1.00	0.00
Safety/Road Response Coord	1.00	0.00	1.00	0.00	1.00	0.00
Dispatcher	5.00	0.00	5.00	0.00	5.00	0.00
Dispatcher/Scheduler	5.00	5.00	5.00	5.00	5.00	5.00
Paratransit Clerk I-II-III	2.00	1.00	2.00	1.00	2.00	1.00
Van Operator**	34.00	30.00	34.00	31.00	34.00	31.00
Paratransit Supervisor	3.00	3.00	3.00	3.00	3.00	3.00
<b>Total Full-Time Equivalents (FTEs)</b>	<b>55.00</b>	<b>42.00</b>	<b>54.00</b>	<b>42.00</b>	<b>54.00</b>	<b>42.00</b>

\* Position renamed to Mobility Training Coordinator and moved to Customer Service

\*\*added 1 FTE to be funded by Measure D sales tax revenue

**FY23 & FY24 OPERATING BUDGET  
Funded Personnel - Full Time Equivalent (FTE)  
Operations - 3200**

Position Title	Authorized	Funded	Authorized	Funded	Authorized	Funded
	FY22 2021	FY22 2021	FY23 2022	FY23 2022	FY24 2022	FY24 2022
Operations Manager: Fixed Route Division	1.00	1.00	1.00	1.00	1.00	1.00
Assistant Operations Manager	1.00	0.00	1.00	0.00	1.00	0.00
Transit Supervisor	15.00	11.00	15.00	11.00	15.00	11.00
Safety & Training Coordinator	1.00	1.00	2.00	2.00	2.00	2.00
Assistant Safety & Training Coordinator	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Supervisor	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	1.00	1.00	1.00	1.00	1.00	1.00
Payroll Specialist	1.00	1.00	1.00	1.00	1.00	1.00
<b>Total Full-Time Equivalents (FTEs)</b>	<b>22.00</b>	<b>17.00</b>	<b>23.00</b>	<b>18.00</b>	<b>23.00</b>	<b>18.00</b>

**FY23 & FY24 OPERATING BUDGET  
Funded Personnel - Full Time Equivalent (FTE)  
Bus Operators - 3300**

Position Title	Authorized		Funded		Authorized		Funded		Authorized		Funded	
	FY22 2021	171.00	FY22 2021	152.00	FY23 2022	171.00	FY23 2022	155.00	FY24 2022	171.00	FY24 2022	155.00
Bus Operators *	171.00		152.00		171.00		155.00		171.00		155.00	
<b>Total Full-Time Equivalents (FTEs)</b>	<b>171.00</b>		<b>152.00</b>		<b>171.00</b>		<b>155.00</b>		<b>171.00</b>		<b>155.00</b>	

\*\*\*added 3 FTE to be funded by Measure D sales tax revenue

# Attachment D

## FY23 & FY24 OPERATING BUDGET Funded Personnel - Full Time Equivalent (FTE) Fleet Maintenance - 4100

Position Title	FY22		FY23		FY24	
	Authorized 2021	Funded FY22 2021	Authorized FY23 2022	Funded FY23 2022	Authorized FY24 2022	Funded FY24 2022
Maintenance Manager	1.00	1.00	1.00	1.00	1.00	1.00
Fleet Maintenance Supervisor	3.00	2.00	3.00	2.00	3.00	2.00
Lead Mechanic	6.00	4.00	6.00	4.00	6.00	4.00
Mechanic III	4.00	2.00	4.00	2.00	4.00	2.00
Mechanic I - II	18.00	15.00	18.00	15.00	18.00	15.00
Assistant Maintenance Manager	1.00	0.00	1.00	0.00	1.00	0.00
Vehicle Body Repair Mechanic	1.00	0.00	1.00	0.00	1.00	0.00
Administrative Assistant Supervisor	1.00	0.00	1.00	0.00	1.00	0.00
Administrative Specialist	1.00	0.00	1.00	0.00	1.00	0.00
Administrative Clerk	1.00	0.00	1.00	0.00	1.00	0.00
Accounting Technician/Senior	2.00	1.00	2.00	1.00	2.00	1.00
Upholsterer I - II	1.00	1.00	1.00	1.00	1.00	1.00
Lead Vehicle Service Worker	2.00	2.00	2.00	2.00	2.00	2.00
Vehicle Service Detailer	2.00	2.00	2.00	2.00	2.00	2.00
Vehicle Service Worker I - II	12.00	7.00	12.00	7.00	12.00	7.00
Electronic Technician	2.00	1.00	2.00	1.00	2.00	1.00
<b>Total Full-Time Equivalents (FTEs)</b>	<b>58.00</b>	<b>38.00</b>	<b>58.00</b>	<b>38.00</b>	<b>58.00</b>	<b>38.00</b>

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT  
FY23 CAPITAL BUDGET/ANTICIPATED SPENDING  
AS OF MAY 2022

	PROJECT/ACTIVITY	RESTRICTED	RESTRICTED	PTWISEA (1B)	STIP	LCTOP	LPP	CAPITAL RESTRICTED STA	STA-SB1 (XFR FROM OPER BUDGET)	BUS REPLACEMENT FUND		OPERATING & CAPITAL RESERVE FUND	TOTAL
										\$3M PER YEAR (MEASURE D + SB1 STA&SGR) RESTRICTED	RESTRICTED		
<b>Construction Related Projects</b>													
1	19-0001 New METRO Owned Paracruz Facility-FY20 LPP (Grant Match for 5339(b))											\$ 1,038,256	\$ 1,038,256
2	19-0002 Pacific Station/Metro Center Redevelopment w/ City of SC											\$ 200,000	\$ 200,000
	Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,038,256	\$ 1,238,256
<b>IT Projects</b>													
3	19-0004 ERP Consultant & System											\$ 1,650,000	\$ 1,650,000
	Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,650,000	\$ 1,650,000
<b>Facilities Upgrades &amp; Improvements</b>													
4	19-0006 Maint Yard-Security Hardening/Expanded Parking											\$ 99,999.95	\$ 100,000
5	19-0013 JKS Facility - Upper Security Gates ( FTA FY22 5339a + Reserve	\$ -										\$ 229,000	\$ 229,000
6	19-0020 Admin Bldg. Engineering & Renovations											\$ 20,000	\$ 20,000
7	19-0018a Awning @ Fueling Station - Construction Phase (FTA 5339a FY2	\$ 238,908										\$ -	\$ 238,908
	Subtotal	\$ 238,908	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 349,000	\$ 567,908
<b>Revenue Vehicle Purchases, Replacements &amp; Campaigns</b>													
8	19-0027 FY18 STIP - AVL/ITS (STIP, Measure D)		\$ 266,104.78									\$ 233,895.22	\$ 500,000
9	20-0001 7 Replacement Paracruz Vans (FY19 LPP, Measure D)				\$ 302,000							\$ 303,131	\$ 605,131
10	19-0032 3 New Flyer Repl. Capital Lease - Year 4 of 6 Prin Only - (Measure D) Interest funded in Operating Budget \$32K											\$ 275,408	\$ 275,408
11	22-0005 Automatic Passenger Counters (APCs)	\$ 524,355										\$ -	\$ 524,355
12	23-0001 13 CNGs (7 35', 6 40', FY23/24/25 (FY22 FTA 5307 + BRF-SGR)	\$ 3,920,000										\$ 980,000	\$ 4,900,000
13	23-0002 4 ARTICS FY24	\$ -										\$ -	\$ -
	Subtotal	\$ 4,444,355	\$ 266,105	\$ -	\$ 302,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 812,434	\$ 115,645	\$ 6,920,639



SANTA CRUZ METROPOLITAN TRANSIT DISTRICT  
FY23 CAPITAL BUDGET/ANTICIPATED SPENDING  
AS OF MAY 2022

PROJECT/ACTIVITY	RESTRICTED	RESTRICTED	PTMISEA (1B)	STIP	LCTOP	LPP	CAPITAL RESTRICTED STA	STA-SB1 (XFR FROM OPER BUDGET)	BUS REPLACEMENT FUND		OPERATING & CAPITAL RESERVE FUND	TOTAL
									RESTRICTED	RESTRICTED		
<b>CAPITAL PROGRAM FUNDING</b>												
<b>Federal Sources of Funds:</b>												
Federal Grants (FTA)	\$ 8,429,850											\$ 8,429,850
Surface Transportation Block Grant (STBG)	\$ -											\$ -
<b>State Sources of Funds:</b>												
PTMISEA (1B)	\$ -		\$ -									\$ -
Slate Transportation Improvement Program (STIP)		\$ 266,105										\$ 266,105
Low Carbon Transit Operations Program (LCTOP)				\$ -								\$ -
Local Partnership Program (LPP)					\$ 302,000							\$ 302,000
State Transit Assistance (STA)-Prior Years							\$ -	\$ 21,720				\$ 21,720
Transfers from Operating Budget (STA-SB1)									\$ 980,000			\$ 980,000
Transfers from Operating Budget (Measure D)										\$ 2,091,501		\$ 2,091,501
<b>Local Sources of Funds:</b>												
Operating and Capital Reserve Fund											\$ 3,744,883	\$ 3,744,883
<b>TOTAL CAPITAL FUNDING BY FUNDING SOURCE</b>	<b>\$ 8,429,850</b>	<b>\$ 266,105</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 302,000</b>	<b>\$ -</b>	<b>\$ 21,720</b>	<b>\$ 980,000</b>	<b>\$ 2,091,501</b>	<b>\$ 3,744,883</b>	<b>\$ 15,836,059</b>
Restricted Funds	\$ 8,429,850	\$ 266,105	\$ -	\$ -	\$ 302,000	\$ -	\$ -	\$ 21,720	\$ 980,000	\$ 2,091,501	\$ 3,744,883	\$ 12,069,456
Unrestricted Funds											\$ 3,744,883	\$ 3,766,603
<b>TOTAL CAPITAL FUNDING</b>	<b>\$ 8,429,850</b>	<b>\$ 266,105</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 302,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 21,720</b>	<b>\$ 980,000</b>	<b>\$ 2,091,501</b>	<b>\$ 3,744,883</b>	<b>\$ 15,836,059</b>
* NOTE: The amounts listed here represent the amounts committed against awarded grants and projects, and therefore will not equal the \$3M allocated to the Bus Replacement Fund in any given year.												

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT  
FY23 CAPITAL BUDGET/PORTFOLIO  
AS OF MAY 2022

	PROJECT/ACTIVITY	RESTRICTED	RESTRICTED	PTWISEA (1B)	STIP	LCTOP	LPP	CAPITAL RESTRICTED STA	STA-SB1 (XFR FROM OPER BUDGET)	BUS REPLACEMENT FUND		OPERATING & CAPITAL RESERVE FUND	TOTAL
										\$3M PER YEAR (MEASURE D + SB1 STA&SGR)	RESTRICTED		
<b>Construction Related Projects</b>													
1	19-0001 New METRO Owned Paracruz Facility-FY20 LPP (Grant Match for 5339(b))											\$ 2,038,256	\$ 2,038,256
2	19-0002 Pacific Station/Metro Center Redevelopment w/ City of SC Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ 2,038,256	\$ 6,038,256
<b>IT Projects</b>													
3	19-0004 ERP Consultant & System Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,650,000	\$ 3,650,000
<b>Facilities Upgrades &amp; Improvements</b>													
4	19-0006 Maint Yard-Security Hardening/Expanded Parking											\$ 419,156	\$ 419,156
5	19-0013 JKS Facility - Upper Security Gates ( FTA FY22 5339a + Reserve	\$ -										\$ 229,000	\$ 229,000
6	19-0020 Admin Bldg. Engineering & Renovations											\$ 20,000	\$ 20,000
7	19-0018a Awning @ Fueling Station - Construction Phase (FTA 5339a FY2)	\$ 238,908										\$ -	\$ 238,908
	Subtotal	\$ 238,908	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 668,156	\$ 907,064
<b>Revenue Vehicle Purchases, Replacements &amp; Campaigns</b>													
8	19-0027 FY18 STIP - AVL/ITS (STIP, Measure D)											\$ 526,805	\$ 1,126,156
9	20-0001 7 Replacement Paracruz Vans (FY19 LPP, Measure D) 3 New Flyer Repl. Capital Lease - Year 4 of 6 Prin Only - (Measure D) Interest funded in Operating Budget \$32K	\$ 599,351	\$ 302,000									\$ 303,131	\$ 605,131
10	19-0032 Automatic Passenger Counters (APCs)											\$ 392,593	\$ 392,593
11	22-0005 13 CNGs (7 35', 6 40', FY23/24/25 (FY22 FTA 5307 + BRF-SGR)	\$ 524,355										\$ 115,645	\$ 640,000
12	23-0001 4 ARTICS FY24	\$ 7,280,000							\$ 1,820,000			\$ -	\$ 9,100,000
13	23-0002 Subtotal	\$ 11,004,355	\$ 302,000	\$ -	\$ 599,351	\$ -	\$ 302,000	\$ -	\$ 800,000	\$ 2,620,000	\$ 1,222,529	\$ 115,645	\$ 15,863,880

# Attachment E

## SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY23 CAPITAL BUDGET/PORTFOLIO

AS OF MAY 2022

PROJECT/ACTIVITY	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	LPP	CAPITAL RESTRICTED STA	STA-SB1 (XFR FROM OPER BUDGET)	BUS REPLACEMENT FUND		OPERATING & CAPITAL RESERVE FUND	TOTAL	
													PTWISEA (1B)	STIP			LCTOP
<b>Revenue Vehicle Purchases, Replacements &amp; Campaigns-Fleet Electrification Projects</b>																	
14 19-0037 4 ZEBs - Highway 17 (FTA 5339c FY16, Measure D, HVIP)																	
	\$ 3,516,587													\$ 1,079,067			\$ 4,595,654
15 19-0041 Completion of JKS Facility-ZEB Yard Charging Infrastructure																	
16 19-0042 ZEB Deployment & Fleet Planning (CTE)												\$ 21,720					\$ 224,757
17 23-0003 1 ZEB (FY20 LCTOP+Interest+HVIP)																	\$ 88,945
Subtotal	\$ 3,516,587				\$ 1,250,000					\$ 1,250,000		\$ 21,720				\$ 291,982	\$ 1,250,000
<b>Non-Revenue Vehicle Purchases &amp; Replacements</b>																	
18 21-0006 Service Truck (FTA 5339a FY20)																	\$ 150,000
Subtotal	\$ 150,000																\$ 150,000
<b>Fleet &amp; Maint Equipment</b>																	
19 21-0004 Golf Club Part Washers (FTA 5339a FY20)																	\$ 80,000
Subtotal	\$ 80,000																\$ 80,000
<b>Office Equipment</b>																	
Subtotal	\$ -																\$ -
<b>Misc.</b>																	
20 23-0004 Misc Capital Contingency-\$800K - 11/15/19 BOD+\$100K 5/21/2021+\$1M 03/25/2022																	\$ 942,000
21 23-0004a Scotts Valley Transit Center Security																	\$ 51,000
22 23-0004b Trash Enclosures																	\$ 7,000
Subtotal	\$ -																\$ 1,000,000
<b>TOTAL CAPITAL PROJECTS</b>	<b>\$ 14,989,850</b>	<b>\$ -</b>	<b>\$ 599,351</b>	<b>\$ 1,250,000</b>	<b>\$ 302,000</b>	<b>\$ -</b>	<b>\$ 21,720</b>	<b>\$ 2,620,000</b>	<b>\$ 6,301,596</b>	<b>\$ 7,764,038</b>	<b>\$ 33,848,555</b>						

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT  
FY23 CAPITAL BUDGET/PORTFOLIO  
AS OF MAY 2022

PROJECT/ACTIVITY	RESTRICTED	RESTRICTED	PTMISEA (1B)	STIP	LCTOP	LPP	CAPITAL RESTRICTED STA	STA-SB1 (XFR FROM OPER BUDGET)	BUS REPLACEMENT FUND		OPERATING & CAPITAL RESERVE FUND	TOTAL
									\$3M PER YEAR (MEASURE D + SB1 STA&SGR) RESTRICTED	RESTRICTED		
<b>CAPITAL PROGRAM FUNDING</b>												
<b>Federal Sources of Funds:</b>												
Federal Grants (FTA)	\$ 14,989,850											\$ 14,989,850
Surface Transportation Block Grant (STBG)	\$ -											\$ -
<b>State Sources of Funds:</b>												
PTMISEA (1B)		\$ -										\$ -
Slate Transportation Improvement Program (STIP)		\$ 599,351										\$ 599,351
Low Carbon Transit Operations Program (LCTOP)			\$ 1,250,000									\$ 1,250,000
Local Partnership Program (LPP)					\$ 302,000							\$ 302,000
State Transit Assistance (STA)-Prior Years							\$ -	\$ 21,720				\$ 21,720
Transfers from Operating Budget (STA-SB1)												\$ -
STA-SGR (SB1)									\$ 2,620,000			\$ 2,620,000
Transfers from Operating Budget (Measure D)										\$ 6,301,596		\$ 6,301,596
<b>Local Sources of Funds:</b>												
Operating and Capital Reserve Fund											\$ 7,764,038	\$ 7,764,038
<b>TOTAL CAPITAL FUNDING BY FUNDING SOURCE</b>	<b>\$ 14,989,850</b>	<b>\$ -</b>	<b>\$ 599,351</b>	<b>\$ 1,250,000</b>	<b>\$ 302,000</b>	<b>\$ -</b>	<b>\$ 21,720</b>	<b>\$ 2,620,000</b>	<b>\$ 6,301,596</b>	<b>\$ 7,764,038</b>	<b>\$ 33,848,555</b>	
Restricted Funds	\$ 14,989,850	\$ -	\$ 599,351	\$ 1,250,000	\$ 302,000	\$ -	\$ -	\$ 2,620,000	\$ 6,301,596	\$ -	\$ 26,062,797	
Unrestricted Funds							\$ 21,720			\$ 7,764,038	\$ 7,785,758	
<b>TOTAL CAPITAL FUNDING</b>	<b>\$ 14,989,850</b>	<b>\$ -</b>	<b>\$ 599,351</b>	<b>\$ 1,250,000</b>	<b>\$ 302,000</b>	<b>\$ -</b>	<b>\$ 21,720</b>	<b>\$ 2,620,000</b>	<b>\$ 6,301,596</b>	<b>\$ 7,764,038</b>	<b>\$ 33,848,555</b>	
* NOTE: The amounts listed here represent the amounts committed against awards and projects, and therefore will not equal the \$3M allocated to the Bus Replacement Fund in any given year.												



Effective 04/25/22 (FY22) / Adopted by the Board as of March 25, 2022

MANAGEMENT  
SALARY SCHEDULE: Monthly, Yearly and Hourly

<u>Title</u>	<u>Hire Date (Year 1)</u>
CEO/General Manager	
Monthly Salary	21,250.00
Yearly Salary	255,000.00
Hourly Rate	122.60

MANAGEMENT SCHEDULE																			
HOURLY RATES SCHEDULE																			
	Step 1	Step 1 L	Step 1 LL	Step 2	Step 2 L	Step 2 LL	Step 3	Step 3 L	Step 3 LL	Step 4	Step 4 L	Step 4 LL	Step 5	Step 5 L	Step 5 LL	Step 6	Step 6 L	Step 6 LL	
Effective 06/23/22 (FY23) / Adopted by the Board as of May 20, 2022																			
<b>Chief Operating Officer</b>	73.14	76.80	80.46	76.80	80.64	84.48	80.64	84.67	88.70	84.67	88.90	93.13	88.90	93.35	97.80	93.35	98.02	102.69	
<b>Maintenance Manager</b>	57.16	60.02	62.88	60.02	63.02	66.02	63.02	66.17	69.32	66.17	69.48	72.79	69.48	72.95	76.42	72.95	76.60	80.25	
<b>Chief Financial Officer (CFO)</b>	73.14	76.80	80.46	76.80	80.64	84.48	80.64	84.67	88.70	84.67	88.90	93.13	88.90	93.35	97.80	93.35	98.02	102.69	
<b>Planning and Development Director</b>	62.35	65.47	68.59	65.47	68.74	72.01	68.74	72.18	75.62	72.18	75.79	79.40	75.79	79.58	83.37	79.58	83.56	87.54	
<b>Human Resources Director</b>	68.60	72.03	75.46	72.03	75.63	79.23	75.63	79.41	83.19	79.41	83.38	87.35	83.38	87.55	91.72	87.55	91.93	96.31	
<b>Information Technology and Intelligent Transportation Systems Director</b>	68.60	72.03	75.46	72.03	75.63	79.23	75.63	79.41	83.19	79.41	83.38	87.35	83.38	87.55	91.72	87.55	91.93	96.31	
<b>Marketing, Communications and Customer Service Director</b>	50.17	52.68	55.19	52.68	55.31	57.94	55.31	58.08	60.85	58.08	60.98	63.88	60.98	64.03	67.08	64.03	67.23	70.43	
<b>Purchasing and Special Projects Director</b>	50.17	52.68	55.19	52.68	55.31	57.94	55.31	58.08	60.85	58.08	60.98	63.88	60.98	64.03	67.08	64.03	67.23	70.43	
<b>Senior Database Administrator</b>	54.68	57.41	60.14	57.41	60.28	63.15	60.28	63.29	66.30	63.29	66.45	69.61	66.45	69.77	73.09	69.77	73.26	76.75	
<b>Finance Deputy Director</b>	54.84	57.58	60.32	57.58	60.46	63.34	60.46	63.48	66.50	63.48	66.65	69.82	66.65	69.98	73.31	69.98	73.48	76.98	
<b>Human Resources Deputy Director</b>	51.47	54.04	56.61	54.04	56.74	59.44	56.74	59.58	62.42	59.58	62.56	65.54	62.56	65.69	68.82	65.69	68.97	72.25	
<b>Operations Manager - Fixed Route Division</b>	44.94	47.19	49.44	47.19	49.55	51.91	49.55	52.03	54.51	52.03	54.63	57.23	54.63	57.36	60.09	57.36	60.23	63.10	
<b>Operations Manager - Paratransit Division</b>	44.94	47.19	49.44	47.19	49.55	51.91	49.55	52.03	54.51	52.03	54.63	57.23	54.63	57.36	60.09	57.36	60.23	63.10	
<b>Assistant Maintenance Manager</b>	42.88	45.02	47.16	45.02	47.27	49.52	47.27	49.63	51.99	49.63	52.11	54.59	52.11	54.72	57.33	54.72	57.46	60.20	
<b>Facilities Maintenance Manager</b>	48.59	51.02	53.45	51.02	53.57	56.12	53.57	56.25	58.93	56.25	59.06	61.87	59.06	62.01	64.96	62.01	65.11	68.21	
<b>Database Administrator</b>	47.55	49.93	52.31	49.93	52.43	54.93	52.43	55.05	57.67	55.05	57.80	60.55	57.80	60.69	63.58	60.69	63.72	66.75	
<b>Safety, Security and Risk Management Director</b>	53.84	56.53	59.22	56.53	59.36	62.19	59.36	62.33	65.30	62.33	65.45	68.57	65.45	68.72	71.99	68.72	72.16	75.60	
<b>Assistant Operations Manager</b>	33.71	35.40	37.09	35.40	37.17	38.94	37.17	39.03	40.89	39.03	40.98	42.93	40.98	43.03	45.08	43.03	45.18	47.33	
<b>Project Manager</b>	33.71	35.40	37.09	35.40	37.17	38.94	37.17	39.03	40.89	39.03	40.98	42.93	40.98	43.03	45.08	43.03	45.18	47.33	
<b>Purchasing Manager</b>	42.88	45.02	47.16	45.02	47.27	49.52	47.27	49.63	51.99	49.63	52.11	54.59	52.11	54.72	57.33	54.72	57.46	60.20	
<b>*Customer Service Manager</b>	34.88	36.62	38.36	36.62	38.45	40.28	38.45	40.37	42.29	40.37	42.39	44.41	42.39	44.51	46.63	44.51	46.74	48.97	
<b>**Revenue Account Program Manager</b>	33.71	35.40	37.09	35.40	37.17	38.94	37.17	39.03	40.89	39.03	40.98	42.93	40.98	43.03	45.08	43.03	45.18	47.33	
<b>Executive Assistant</b>	32.80	34.44	36.08	34.44	36.16	37.88	36.16	37.97	39.76	37.97	39.87	41.77	39.87	41.86	43.85	41.86	43.95	46.04	
L = 10 Years Longevity (5%); LL = 15 Years Longevity (5%+5%)																			
*****																			
<b>Longevity Pay is based only on length of service.</b>																			
* Position added and adopted by the Board on 11-20-2020																			
* New position proposed to be added and adopted by the Board on 09-24-2021																			
* Updated Schedule : CEO/General Manager Position removed, to be adopted by the Board on 03-25-2022																			





MANAGEMENT  
MONTHLY SALARY SCHEDULE

Effective 06/23/22 (FY23) / Adopted by the Board as of May 20, 2022

	Step 1	Step 1 LL	Step 2	Step 2 LL	Step 3	Step 3 LL	Step 4	Step 4 LL	Step 5	Step 5 LL	Step 6	Step 6 LL
Chief Operating Officer	12,678	13,312	13,946	13,978	13,978	14,676	14,676	15,409	15,409	16,181	16,181	16,990
Maintenance Manager	9,908	10,404	10,899	10,924	10,924	11,470	11,470	12,043	12,043	12,645	12,645	13,277
Chief Financial Officer (CFO)	12,678	13,312	13,946	13,978	13,978	14,676	14,676	15,409	15,409	16,181	16,181	16,990
Planning and Development Director	10,807	11,348	11,889	11,915	11,915	12,511	12,511	13,137	13,137	13,794	13,794	14,484
Human Resources Director	11,891	12,485	13,080	13,109	13,109	13,764	13,764	14,453	14,453	15,175	15,175	15,935
Information Technology and Intelligent Transportation Systems Director	11,891	12,485	13,080	13,109	13,109	13,764	13,764	14,453	14,453	15,175	15,175	15,935
Marketing, Communications and Customer Service Director	8,696	9,131	9,566	9,587	9,587	10,067	10,067	10,570	10,570	11,099	11,099	11,653
Purchasing and Special Projects Director	8,696	9,131	9,566	9,587	9,587	10,067	10,067	10,570	10,570	11,099	11,099	11,653
Senior Database Administrator	9,478	9,951	10,424	10,449	10,449	10,970	10,970	11,518	11,518	12,094	12,094	12,698
Finance Deputy Director	9,506	9,981	10,456	10,480	10,480	11,003	11,003	11,553	11,553	12,130	12,130	12,737
Human Resources Deputy Director	8,922	9,367	9,812	9,835	9,835	10,327	10,327	10,844	10,844	11,386	11,386	11,955
Operations Manager - Fixed Route Division	7,790	8,180	8,570	8,589	8,589	9,019	9,019	9,469	9,469	9,942	9,942	10,440
Operations Manager - Paratransit Division	7,790	8,180	8,570	8,589	8,589	9,019	9,019	9,469	9,469	9,942	9,942	10,440
Assistant Maintenance Manager	7,433	7,804	8,174	8,194	8,194	8,603	8,603	9,032	9,032	9,485	9,485	9,960
Facilities Maintenance Manager	8,422	8,844	9,265	9,286	9,286	9,750	9,750	10,237	10,237	10,748	10,748	11,286
Database Administrator	8,242	8,655	9,067	9,088	9,088	9,542	9,542	10,019	10,019	10,520	10,520	11,045
Safety, Security and Risk Management Director	9,332	9,799	10,265	10,289	10,289	10,804	10,804	11,345	11,345	11,912	11,912	12,508
Assistant Operations Manager	5,843	6,136	6,429	6,443	6,443	6,765	6,765	7,103	7,103	7,459	7,459	7,831
Project Manager	5,843	6,136	6,429	6,443	6,443	6,765	6,765	7,103	7,103	7,459	7,459	7,831
Purchasing Manager	7,433	7,804	8,174	8,194	8,194	8,603	8,603	9,032	9,032	9,485	9,485	9,960
*Customer Service Manager	6,046	6,348	6,649	6,665	6,665	6,998	6,998	7,348	7,348	7,715	7,715	8,102
**Revenue Account Program Manager	5,843	6,136	6,429	6,443	6,443	6,765	6,765	7,103	7,103	7,459	7,459	7,831
Executive Assistant	5,685	5,970	6,254	6,268	6,268	6,582	6,582	6,911	6,911	7,240	7,240	7,580
L = 10 Years Longevity (5%); LL = 15 Years Longevity (5%+5%)	*****											
<b>Longevity Pay is based only on length of service.</b>												
* Position added and adopted by the Board on 11-20-2020												
* New position proposed to be added and adopted by the Board on 09-24-2021												
* Updated Schedule : CEO/General Manager Position removed, to be adopted by the Board on 03-25-2022												

# Attachment G



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

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

### **RESOLUTION OF THE BOARD OF DIRECTORS OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT TO SET A PUBLIC HEARING ON JUNE 24, 2022 TO ADOPT THE FINAL FY23 AND FY24 OPERATING BUDGET AND FY23 CAPITAL BUDGET**

**WHEREAS**, it is in the interest of the Santa Cruz Metropolitan Transit District to adopt a budget for each fiscal year; and

**WHEREAS**, a budget for Capital and Operating expenses and revenues has been developed for fiscal years 2023 and 2024.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT**, that:

A Public Hearing shall be held on June 24, 2022, at 9:00 am, or as soon thereafter as possible, via Zoom for purposes of discussing the adoption of the Final FY23 & FY24 Operating Budget and FY23 Capital Budget. Public comments shall be solicited prior to the hearing as directed by the CEO/General Manager.

**PASSED AND ADOPTED** this 20th Day of May 2022 by the following vote:

**AYES:** Directors -

**NOES:** Directors -

**ABSTAIN:** Directors -

**ABSENT:** Directors -

**Approved:** \_\_\_\_\_  
LARRY PAGELER, Board Chair

**Attest:**

\_\_\_\_\_  
Michael S. Tree, CEO/General Manager

**Approved as to form:**

\_\_\_\_\_  
Julie A. Sherman, General Counsel



**DATE:** May 20, 2022  
**TO:** Board of Directors  
**FROM:** John Urgo, Planning and Development Director  
**SUBJECT: CONSIDERATION OF APPROVING THE AUTHORIZATION AND FUNDING OF A CAPITAL PLANNING AND GRANTS PROGRAMS MANAGER POSITION**

**I. RECOMMENDED ACTION**

**That the Board of Directors approve authorizing and funding a Capital Planning and Grants Programs Manager position and corresponding wage scale and approve the reclassification of the Grants Analyst incumbent into the new position.**

**II. SUMMARY**

- In order to address the needs of the Santa Cruz Metropolitan Transit District (METRO) as it relates to Capital Planning and Grants, a classification and compensation study was performed for the Grants Analyst position.
- On March 28, 2022, Service Employees International Union (SEIU), Local 521 and METRO management discussed the need of the study to determine if the current position needed to be reclassified due to additional duties.
- METRO contracted with Koff & Associates (hereinafter "K&A") to conduct a total classification and compensation study in March 2022.
- On April 18, 2022, SEIU/SEA Chapter President, Jordan Vascones, and Vice President Holly Alcorn reviewed and approved the new job description. Both SEIU representatives are in support of METRO's creation of this new position and current employee to be reclassified.
- Staff is recommending Board approval to adopt the new Capital Planning and Grants Programs Manager position description and wage scale and reclassification of current incumbent into the new Grants Analyst position.

**III. DISCUSSION/BACKGROUND**

Wondimu Mengistu is the current incumbent in the Grants Analyst position. He has been employed by METRO since October 2018. During his employment with METRO, Mr. Mengistu has received special training in capital planning and grants program management; grant writing; budget and revenue projections; federal, state and local laws and regulations affecting METRO's capital planning and

compliance with grants programs; and legislative and policy analysis techniques related to advocating for METRO's priority policy positions. Mr. Mengistu has also received training in specialized software applications, platforms, and systems such as Grants.gov, Transit Award Management System (TrAMS), National Transit Database (NTD), CalSMART, and BLACKCAT.

During the last two years, Mr. Mengistu has taken on additional responsibilities related to managing METRO's capital development grant program, including developing short- and long-range funding strategies; training department managers and staff on regulations, requirements, procedures, and guidelines of various federal, state and local funding programs to ensure compliance; and serving as METRO's representative at a variety of external transportation related meetings and in legislative and intergovernmental activities with federal, state, and local agencies. Mr. Mengistu has also taken on additional responsibilities related to the coordination of external financial and grant-related audits and reviews of METRO's capital and grant-funded programs.

This increase in responsibilities has occurred within the backdrop of the COVID-19 pandemic, during which time Mr. Mengistu oversaw an increase in formula grant funds coming to METRO from \$17 million in FY19 to \$65 million in FY21 as a result of congressionally approved economic stimulus programs. In addition, the Infrastructure Investment and Jobs Act (IIJA) recently passed by Congress provides \$108.2 billion for public transit over the next five years, an increase of \$42.4 billion from current levels. Mr. Mengistu is leading METRO's efforts to submit highly competitive grant applications to the IIJA —both to aid METRO in achieving and maintaining a state of good repair and transition its bus fleet to Zero Emission Buses (ZEBs).

Over the past few months, K&A, the Planning and Development Director and Human Resources have evaluated the position and the new needs of the organization.

The study shows that Santa Cruz METRO is in need of a Capital Planning and Grants Programs Manager, who can develop short and long-range capital planning programs and operations funding strategies; identify organizational needs and appropriate funding sources and take advantage of the unique and unparalleled funding opportunities made possible through COVID-related federal economic stimulus programs and the IIJA.

In addition, this position will administer post-awarded grant programs ensuring Santa Cruz METRO's compliance with federal, state, and local rules, regulations, and other funding source requirements. This position will also be directing and managing Santa Cruz METRO's government affairs functions and developing a coordinated strategy for monitoring and analyzing the impact of and responding to legislative and regulatory issues impacting Santa Cruz METRO.

Upon approval, current incumbent Wondimu Mengistu will be reclassified to this position.

Staff is recommending Board approval to adopt the new Capital Planning and Grants Programs Manager position description and wage scale.

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

This item aligns to the following Strategic Plan Priorities:

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

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

The adoption of the recommendations contained in this report will require defunding and leaving vacant the Grants Analyst position.

Funding for this position is in the FY22 & FY23 Planning Department Operating Budget. The budget increase in FY22 and FY23 would be \$3,846 and \$43,705 respectively.

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

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

#### **VII. ATTACHMENTS**

**Attachment A:** Capital Planning and Grants Programs Manager Position Description

**Attachment B:** Capital Planning and Grants Programs Manager Wage Scale

Prepared by: John Urgo, Planning and Development Director and Monik Delfin, HR Deputy Director

**VIII. APPROVALS:**

Dawn Crummié, HR Director



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



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Michael Tree, CEO/General Manager



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# Attachment A

## HUMAN RESOURCES DEPARTMENT Santa Cruz METRO

*Class Code: OA123  
FLSA Status: exempt*

### **Capital Planning and Grants Programs Manager**

#### **DEFINITION:**

Under general direction of the CEO/General Manager and the Planning and Development Director, plans, develops, organizes, and directs assigned Santa Cruz METRO functions including developing short and long-range capital planning programs and operations funding strategies; identifying District needs and appropriate funding sources and obtaining funding from federal, state, and local grant programs to meet those needs; administering post-awarded grant programs; ensuring Santa Cruz METRO's compliance with federal, state, and local rules, regulations, and other funding source requirements; and directing and managing Santa Cruz METRO's government affairs functions and developing a coordinated strategy for monitoring and analyzing the impact of and responding to legislative and regulatory issues impacting Santa Cruz METRO; provides assistance to the General Manager/CEO on complex public policy initiatives affecting Santa Cruz METRO funding and operation at the local, state, and federal levels; performs other duties as assigned.

#### **DISTINGUISHING CHARACTERISTICS:**

This is a program management classification responsible for managing and directing capital planning and grants and government affairs programs. The position manages a complex and multi-disciplinary program that involves contact inside and outside of the agency and the ability to manage multiple stakeholder interests and requires a high level of technical expertise and acumen in support of management and/or Board priorities, strategic initiatives, and directives. The work involves a high-level of problem-solving requiring analysis of unique issues or increasingly complex problems without precedent and/or structure and formulating, presenting, and implementing strategies and recommendations for resolution. Work assignments are typically given as broad, conceptual ideas and directives and the incumbent is accountable for overall results and responsible for developing guidelines, action plans, and methods to provide deliverables and services on time and within budget. This position receives general direction from the CEO/General Manager and/or Planning and Development Director; and may exercise general supervision over consultants and professional, technical, and administrative support staff as assigned.

#### **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, manages, evaluates, and implements capital planning and grants program and government affairs program; recommends and implements program goals and objectives, policies, procedures, work standards, and internal controls.
- Leads the development and standardization of procedures and methods to improve and continuously monitor the efficiency, effectiveness, and sustainability of assigned programs; conducts studies and analyses, identifies opportunities for improvement, evaluates alternatives, develops recommendations, and implements changes.
- Manages capital development grant program by conducting capital planning and needs assessment studies, developing short- and long-range funding strategies, identifying and researching Santa Cruz METRO's needs and appropriate funding sources, and evaluating the feasibility of obtaining funding for proposed projects.



# Attachment A

## HUMAN RESOURCES DEPARTMENT Santa Cruz METRO

- Manages grant process from planning and writing grant applications to approval, post-award, and reporting to the funding agency by conducting analyses in support of pursuing funding, advising and collaborating with management on opportunities, developing grant programming and application materials, and determining project eligibility; prepares grant applications and Board staff reports and resolutions; submits applications upon Board approval; executes agreements to receive funds.
- Manages and monitors awarded grants and funds; prepares grant amendments, funding allocation requests, budget revisions, and requests for grant extensions; tracks capital project budgets and expenditures.
- Leads internal and external reporting of budgets and grant/fund allocation and expenditures; prepares status reports for the Board and external funding agencies; leads department managers and staff through regulations, requirements, procedures, and guidelines of programs to ensure compliance with federal, state, and local regulations and funding source requirements.
- Consults and renegotiates with funding agencies and project managers on revisions of scopes of work, budgets, and timelines to maximize use of grant resources; monitors financial status of assigned projects and programs including maintaining funding records and plans and collecting and updating project cost information.
- Represents Santa Cruz METRO at a variety of external transportation related meetings and in legislative and intergovernmental activities with federal, state, and local agencies; serves as the main point of contact to external oversight officials and funding partners.
- Advocates for and represents Santa Cruz METRO at various stages in the regional transportation planning process, including development of interagency agreements and Memoranda of Understanding (MOUs) pertaining to the acquisition of funding and provision of services.
- Oversees and coordinates Santa Cruz METRO's legislative agenda and works with management for input and needs; procures and manages external lobbying and communications vendors; works with other transit organizations and federal, state, and local legislators, directly or through legislative advocates, to develop, introduce, and support legislation that improves the financial and operating abilities of Santa Cruz METRO.
- Reviews, analyzes, and prepares bill summaries and makes recommendations on legislative proposals and bills; interprets policies and makes recommendations for compliance; contacts legislative representatives to ensure Santa Cruz METRO's interests are represented.
- Coordinates external financial or grant-related audits and reviews of Santa Cruz METRO's capital, grant, fixed asset, or other related programs and facilitates the Federal Transit Administration (FTA) and Transportation Development Act (TDA) Triennial Reviews; prepares Santa Cruz METRO's responses to findings.
- Develops and prepares grant applications and claims for agencies that are sub-recipients of grant funds from Santa Cruz METRO; trains staff of sub-recipients regarding grant procedures and requirements; reviews submittals from sub-recipients and determines compliance with grant requirements.
- Develops budget revenue projections using statistical models, historical revenues, and economic indicators; prepares Santa Cruz METRO's grant funded capital budget and assists in developing Santa Cruz METRO's operations budget.
- Leads funding advocacy efforts in Santa Cruz County in collaboration with CEO/General Manager, including preparing and attending the Santa Cruz County Regional Transportation Commission (RTC), the Interagency Technical Advisory Committee (ITAC), the Elderly and Disabled



# Attachment A

## HUMAN RESOURCES DEPARTMENT Santa Cruz METRO

Transportation Advisory Committee (E&D TAC), and the Budget, Administration, and Personnel Committee (BAP) meetings.

- Compiles and disseminates information about state and federal legislation and provides financial and/or policy analysis on federal and state regulatory language and mandates and other issues affecting Santa Cruz METRO.
- Examines, analyzes, and responds to proposed and adopted legislation, as well as ideas, plans, and initiatives from community groups and the general public; and evaluates the impact to Santa Cruz METRO.
- Develops Santa Cruz METRO's capital element of the Santa Cruz County Regional Transportation Improvement Program (RTIP), Program of Projects (POP), Transportation Improvement Program (TIP), and the Monterey Bay Metropolitan Transportation Improvement Program (MTIP) prepared by the Association of Monterey Bay Area Governments (AMBAG).
- Manages complex statistical and data analysis projects; develops and presents written and oral reports and analyses on a wide variety of complex issues involving federal, regional, and local transportation funding including financial, legislative, and other related issues.
- Oversees the maintenance of records systems and databases for capital planning and grant administration systems.
- Recommends the appointment of staff, provides and coordinates staff training, and works with employees to correct deficiencies.
- Performs related work as required.

### **EMPLOYMENT STANDARDS:**

#### **Knowledge of:**

- Principles and practices of program management including planning, development, implementation, and evaluation.
- Principles and practices of short- and long-range capital planning, grants management, financial planning, and budget development and administration.
- Principles and practices of capital planning and operations of a public transit system.
- Principles and techniques of conducting analytical studies, evaluating alternatives, making sound recommendations, and preparing and presenting effective and technical reports.
- Public administration, legislative analysis, and policy analysis techniques at the program and political level.
- Techniques of effectively representing Santa Cruz METRO to the Board of Directors, city councils, and other local, regional, state, and federal agencies, as well as in public meetings with local citizens.
- Research and reporting methods, techniques, and procedures; statistical analyses and various methods of presenting data, analyses, and recommendations.
- Applicable federal, state, and local laws, legislative processes, funding practices and procedures, and regulations and Santa Cruz METRO policies and procedures affecting capital planning and grants and government affairs programs.
- Recordkeeping principles and procedures.
- Correct English usage, grammar, spelling, punctuation, and vocabulary.
- Modern office practices, methods, and computer equipment and applications related to the work.
- Techniques for providing a high level of customer service by effectively dealing with the public, vendors, contractors/consultants, and Santa Cruz METRO staff.



# Attachment A

## HUMAN RESOURCES DEPARTMENT Santa Cruz METRO

### **Ability to:**

- Develop and implement goals, objectives, practices, policies, procedures, and work standards.
- Effectively manage and administer capital planning and grants program and government affairs program.
- Navigate the organization and its competing priorities for effective program management.
- Organize, coordinate, and implement capital planning, grants management, and government affairs services, operations, and activities.
- Research, evaluate, and recommend new service delivery methods, procedures, and techniques related to fare and revenue collection programs.
- Manage and perform complex project management, capital planning studies, financial analysis, and budget administration work with substantial independence, judgment and decision-making, and discretion.
- Proactively research and identify funding sources, prepare and write grant applications, and obtain and administer grants and special funded projects.
- Define issues, analyze problems, evaluate alternatives, and develop sound conclusions and recommendations.
- Understand impact of new information for current and future problem-solving and decision-making.
- Use logic and reasoning to identify strengths and weaknesses of proposals, alternatives, and conclusions, and to determine policy compliance of proposals.
- Effectively represent Santa Cruz METRO in meetings with governmental agencies, community groups, various business, professional, and regulatory organizations, and in meetings with individuals.
- Maintain records and control systems with accuracy and attention to detail.
- Prepare clear, concise, and complete reports and other written material.
- Perform accurate mathematical calculations and financial analyses.
- Understand, analyze, interpret, apply, and ensure compliance with all pertinent laws, regulations, codes, and ordinances and Santa Cruz METRO policies and procedures relevant to work performed.
- Independently organize work, set priorities, meet critical deadlines, and follow-up on assignments.
- Effectively use computer systems, specialized software applications, platforms, and systems such as Grants.gov, Transit Award Management System (TrAMS), National Transit Database (NTD), CalSMART, and BLACKCAT, and modern business equipment relevant to work performed.
- Communicate clearly and effectively in both oral and written form in one-on-one and group settings.
- Establish and maintain effective working relationships within the department and with other departments, agencies, contractors, consultants, vendors, and the public.



# Attachment A

## HUMAN RESOURCES DEPARTMENT Santa Cruz METRO

### **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 in planning, political science, economics, public administration, or a related field and four (4) years of progressively responsible professional experience in a transportation agency including preparation and implementation of transportation grant applications and funding programs, grants administration, budgeting, planning, governmental relations and legislative affairs, and/or researching, analyzing, and developing legislative policies.

Master's degree and/or Project Management Professional (PMP) Certification is desirable.

### **LICENSES AND CERTIFICATES:**

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

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

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

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

#### **Physical Demands**

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

#### **Mental Demands**

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

#### **Work Environment:**

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

### **OTHER CONDITIONS OF EMPLOYMENT:**

- Must be able to travel to attend meetings occurring outside the local area, including meetings that may take place at night.
- Must be willing to travel to Washington D.C., Sacramento, and other key areas where direct legislative contact may be required.



# Attachment A

## HUMAN RESOURCES DEPARTMENT Santa Cruz METRO

- Must be able to work extended hours as needed, often outside regular business hours as required by the CEO and the demands of the job.
- Must maintain strictest confidentiality.
- Must participate in professional development activities

\*Adopted: 05-20-2022  
\*BOD Approved: 05-20-2022  
\*Revised: 00-00-00  
\*Job Family: Professional-Grants/Planning  
\*FLSA Status: Exempt  
Bargaining Unit: Management

MANAGEMENT SCHEDULE																			
HOURLY RATES SCHEDULE																			
	Step 1	Step 1 L	Step 1 LL	Step 2	Step 2 L	Step 2 LL	Step 3	Step 3 L	Step 3 LL	Step 4	Step 4 L	Step 4 LL	Step 5	Step 5 L	Step 5 LL	Step 6	Step 6 L	Step 6 LL	
Effective 06/23/22 (FY23) / Adopted by the Board as of May 20, 2022																			
<b>Chief Operating Officer</b>	73.14	76.80	80.46	84.48	88.90	93.13	88.90	84.67	88.70	84.67	88.90	93.13	88.90	84.67	88.90	93.35	97.80	93.35	98.02
<b>Maintenance Manager</b>	57.16	60.02	62.88	66.02	69.32	72.79	69.32	66.17	69.32	66.17	69.32	72.79	69.32	66.17	69.32	72.95	76.42	72.95	76.60
<b>Chief Financial Officer (CFO)</b>	73.14	76.80	80.46	84.48	88.90	93.13	88.90	84.67	88.70	84.67	88.90	93.13	88.90	84.67	88.90	93.35	97.80	93.35	98.02
<b>Planning and Development Director</b>	62.35	65.47	68.59	72.01	75.62	79.40	75.62	72.18	75.62	72.18	75.62	79.40	75.62	72.18	75.62	79.58	83.37	79.58	83.56
<b>Human Resources Director</b>	68.60	72.03	75.46	79.23	83.19	87.35	83.19	79.41	83.19	79.41	83.38	87.35	83.38	79.41	83.38	87.55	91.72	87.55	91.93
<b>Information Technology and Intelligent Transportation Systems Director</b>	68.60	72.03	75.46	79.23	83.19	87.35	83.19	79.41	83.19	79.41	83.38	87.35	83.38	79.41	83.38	87.55	91.72	87.55	91.93
<b>Marketing, Communications and Customer Service Director</b>	50.17	52.68	55.19	57.94	60.85	63.88	60.85	58.08	60.85	58.08	60.98	63.88	60.98	58.08	60.98	64.03	67.08	64.03	67.23
<b>Purchasing and Special Projects Director</b>	50.17	52.68	55.19	57.94	60.85	63.88	60.85	58.08	60.85	58.08	60.98	63.88	60.98	58.08	60.98	64.03	67.08	64.03	67.23
<b>Senior Database Administrator</b>	54.68	57.41	60.14	63.15	66.30	69.61	66.30	63.29	66.30	63.29	66.45	69.61	66.45	63.29	66.45	69.77	73.09	69.77	73.26
<b>Finance Deputy Director</b>	54.84	57.58	60.32	63.34	66.50	69.82	66.50	63.48	66.50	63.48	66.65	69.82	66.65	63.48	66.65	69.98	73.31	69.98	73.48
<b>Human Resources Deputy Director</b>	51.47	54.04	56.61	59.44	62.42	65.54	62.42	59.58	62.42	59.58	62.56	65.54	62.56	59.58	62.56	65.69	68.82	65.69	68.97
<b>Operations Manager - Fixed Route Division</b>	44.94	47.19	49.44	51.91	54.51	57.23	54.51	52.03	54.51	52.03	54.63	57.23	54.63	52.03	54.63	57.36	60.09	57.36	60.23
<b>Operations Manager - Paratransit Division</b>	44.94	47.19	49.44	51.91	54.51	57.23	54.51	52.03	54.51	52.03	54.63	57.23	54.63	52.03	54.63	57.36	60.09	57.36	60.23
<b>Assistant Maintenance Manager</b>	42.88	45.02	47.16	49.52	52.11	54.59	52.11	49.63	51.99	49.63	52.11	54.59	52.11	49.63	52.11	54.72	57.33	54.72	57.46
<b>Facilities Maintenance Manager</b>	48.59	51.02	53.45	56.12	58.93	61.87	58.93	56.25	58.93	56.25	59.06	61.87	59.06	56.25	59.06	62.01	64.96	62.01	65.11
<b>Database Administrator</b>	47.55	49.93	52.31	54.93	57.67	60.55	57.67	55.05	57.67	55.05	57.80	60.55	57.80	55.05	57.80	60.69	63.58	60.69	63.72
<b>Safety, Security and Risk Management Director</b>	53.84	56.53	59.22	62.19	65.30	68.57	65.30	62.33	65.30	62.33	65.45	68.57	65.45	62.33	65.45	68.72	71.99	68.72	72.16
<b>Assistant Operations Manager</b>	33.71	35.40	37.09	38.94	40.89	42.93	40.89	39.03	40.89	39.03	40.98	42.93	40.98	39.03	40.98	43.03	45.08	43.03	45.18
<b>Project Manager</b>	33.71	35.40	37.09	38.94	40.89	42.93	40.89	39.03	40.89	39.03	40.98	42.93	40.98	39.03	40.98	43.03	45.08	43.03	45.18
<b>Purchasing Manager</b>	42.88	45.02	47.16	49.52	52.11	54.59	52.11	49.63	51.99	49.63	52.11	54.59	52.11	49.63	52.11	54.72	57.33	54.72	57.46
<b>Customer Service Manager</b>	34.88	36.62	38.36	40.28	42.29	44.41	42.29	40.37	42.29	40.37	42.39	44.41	42.39	40.37	42.39	44.51	46.63	44.51	46.74
<b>**Revenue Account Program Manager</b>	33.71	35.40	37.09	38.94	40.89	42.93	40.89	39.03	40.89	39.03	40.98	42.93	40.98	39.03	40.98	43.03	45.08	43.03	45.18
<b>*** Capital Planning and Grants Programs Manager</b>	49.16	51.62	54.08	56.78	59.62	62.61	59.62	56.91	59.62	56.91	59.76	62.61	59.76	56.91	59.76	62.75	65.74	62.75	65.89
<b>Executive Assistant</b>	32.80	34.44	36.08	37.88	39.76	41.77	39.76	37.97	39.76	37.97	39.87	41.77	39.87	37.97	39.87	41.86	43.85	41.86	43.95
L = 10 Years Longevity (5%); LL = 15 Years Longevity (5%+5%)																			
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MANAGEMENT

YEARLY SALARY SCHEDULE

Effective 06/23/22 (FY23) / Adopted by the Board as of May, 20, 2022

	Step 1	Step 1 LL	Step 2	Step 2 L	Step 2 LL	Step 3	Step 3 L	Step 3 LL	Step 4	Step 4 L	Step 4 LL	Step 5	Step 5 L	Step 5 LL	Step 6	Step 6 L	Step 6 LL
Title																	
Chief Operating Officer	152,131	159,744	167,357	159,744	167,731	175,718	167,731	176,114	184,912	184,912	193,710	184,912	194,168	203,424	194,168	203,882	213,595
Maintenance Manager	118,893	124,842	130,790	124,842	131,082	137,322	131,082	137,634	144,186	144,518	151,403	144,518	151,736	158,954	151,736	159,328	166,920
Chief Financial Officer (CFO)	152,131	159,744	167,357	159,744	167,731	175,718	167,731	176,114	184,912	184,912	193,710	184,912	194,168	203,424	194,168	203,882	213,595
Planning and Development Director	129,688	136,178	142,667	136,178	142,979	149,781	142,979	150,134	157,290	157,643	165,152	157,643	165,526	173,410	165,526	173,805	182,083
Human Resources Director	142,688	149,822	156,957	149,822	157,310	164,798	157,310	165,173	173,035	173,430	181,688	173,430	182,104	190,778	182,104	191,214	200,325
Information Technology and Intelligent Transportation Systems Director	142,688	149,822	156,957	149,822	157,310	164,798	157,310	165,173	173,035	173,430	181,688	173,430	182,104	190,778	182,104	191,214	200,325
Marketing, Communications and Customer Service Director	104,354	109,574	114,795	109,574	115,045	120,515	115,045	120,806	126,568	126,838	132,870	126,838	133,182	139,526	133,182	139,838	146,494
Purchasing and Special Projects Director	104,354	109,574	114,795	109,574	115,045	120,515	115,045	120,806	126,568	126,838	132,870	126,838	133,182	139,526	133,182	139,838	146,494
Senior Database Administrator	113,734	119,413	125,091	119,413	125,382	131,352	125,382	131,643	137,904	138,216	144,789	138,216	145,122	152,027	145,122	152,381	159,640
Finance Deputy Director	114,067	119,766	125,466	119,766	125,757	131,747	125,757	132,038	138,320	138,632	145,226	138,632	145,558	152,485	145,558	152,838	160,118
Human Resources Deputy Director	107,058	112,403	117,749	112,403	118,019	123,635	118,019	123,926	129,854	130,125	136,323	130,125	136,635	143,146	136,635	143,458	150,280
Operations Manager - Fixed Route Division	93,475	98,155	102,835	98,155	103,064	107,973	103,064	108,222	113,381	113,630	119,038	113,630	119,309	124,987	119,309	125,278	131,248
Operations Manager - Paratransit Division	93,475	98,155	102,835	98,155	103,064	107,973	103,064	108,222	113,381	113,630	119,038	113,630	119,309	124,987	119,309	125,278	131,248
Assistant Maintenance Manager	89,190	93,642	98,093	93,642	98,322	103,002	98,322	103,230	108,139	108,389	113,547	108,389	113,818	119,246	113,818	119,517	125,216
Facilities Maintenance Manager	101,067	106,122	111,176	106,122	111,426	116,730	111,426	117,000	122,574	122,845	128,690	122,845	128,981	135,117	128,981	135,429	141,877
Database Administrator	98,904	103,854	108,805	103,854	109,054	114,254	109,054	114,504	119,954	120,224	125,944	120,224	126,235	132,246	126,235	132,538	138,840
Safety, Security and Risk Management Director	111,987	117,582	123,178	117,582	123,469	129,355	123,469	129,646	135,824	136,136	142,626	136,136	142,938	149,739	142,938	150,093	157,248
Assistant Operations Manager	70,117	73,632	77,147	73,632	77,314	80,995	77,314	81,182	85,051	85,238	89,294	85,238	89,502	93,766	89,502	93,974	98,446
Project Manager	70,117	73,632	77,147	73,632	77,314	80,995	77,314	81,182	85,051	85,238	89,294	85,238	89,502	93,766	89,502	93,974	98,446
Purchasing Manager	89,190	93,642	98,093	93,642	98,322	103,002	98,322	103,230	108,139	108,389	113,547	108,389	113,818	119,246	113,818	119,517	125,216
*Customer Service Manager	72,550	76,170	79,789	76,170	79,976	83,782	79,976	83,970	87,963	88,171	92,373	88,171	92,581	96,990	92,581	97,219	101,856
**Revenue Account Program Manager	70,117	73,632	77,147	73,632	77,314	80,995	77,314	81,182	85,051	85,238	89,294	85,238	89,502	93,766	89,502	93,974	98,446
***Capital Planning and Grants Programs Manager	102,253	107,370	112,486	107,370	112,736	118,102	112,736	118,373	124,010	124,301	130,229	124,301	130,520	136,739	130,520	137,051	143,582
Executive Assistant	68,224	71,635	75,046	71,635	75,213	78,790	75,213	78,978	82,742	82,930	86,882	82,930	87,069	91,208	87,069	91,416	95,763
L = 10, Years Longevity (5%); LL = 15, Years Longevity (5%+5%)																	
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**** New position added and adopted by the Board on 05-20-2022																	



MANAGEMENT  
MONTHLY SALARY SCHEDULE

Effective 06/23/22 (FY23) / Adopted by the Board as of May 20, 2022

Title	Step 1	Step 1 LL	Step 2	Step 2 LL	Step 3	Step 3 LL	Step 4	Step 4 LL	Step 5	Step 5 LL	Step 6	Step 6 LL
Chief Operating Officer	12,678	13,312	13,946	13,312	13,978	14,676	14,676	15,409	15,409	16,181	16,181	16,990
Maintenance Manager	9,908	10,404	10,899	11,444	10,924	11,470	11,470	12,043	12,043	12,645	12,645	13,277
Chief Financial Officer (CFO)	12,678	13,312	13,946	13,978	13,978	14,676	14,676	15,409	15,409	16,181	16,181	16,990
Planning and Development Director	10,807	11,348	11,889	11,915	11,915	12,511	12,511	13,137	13,137	13,794	13,794	14,484
Human Resources Director	11,891	12,485	13,080	13,109	13,109	13,764	13,764	14,453	14,453	15,175	15,175	15,935
Information Technology and Intelligent Transportation Systems Director	11,891	12,485	13,080	13,109	13,109	13,764	13,764	14,453	14,453	15,175	15,175	15,935
Marketing, Communications and Customer Service Director	8,696	9,131	9,566	9,587	9,587	10,067	10,067	10,570	10,570	11,099	11,099	11,653
Purchasing and Special Projects Director	8,696	9,131	9,566	9,587	9,587	10,067	10,067	10,570	10,570	11,099	11,099	11,653
Senior Database Administrator	9,478	9,951	10,424	10,449	10,449	10,970	10,970	11,518	11,518	12,094	12,094	12,698
Finance Deputy Director	9,506	9,981	10,456	10,480	10,480	11,003	11,003	11,553	11,553	12,130	12,130	12,737
Human Resources Deputy Director	8,922	9,367	9,812	9,835	9,835	10,327	10,327	10,844	10,844	11,386	11,386	11,955
Operations Manager - Fixed Route Division	7,790	8,180	8,570	8,589	8,589	9,019	9,019	9,469	9,469	9,942	9,942	10,440
Operations Manager - Paratransit Division	7,790	8,180	8,570	8,589	8,589	9,019	9,019	9,469	9,469	9,942	9,942	10,440
Assistant Maintenance Manager	7,433	7,804	8,174	8,194	8,194	8,603	8,603	9,032	9,032	9,485	9,485	9,960
Facilities Maintenance Manager	8,422	8,844	9,265	9,286	9,286	9,750	9,750	10,237	10,237	10,748	10,748	11,286
Database Administrator	8,242	8,655	9,067	9,088	9,088	9,542	9,542	10,019	10,019	10,520	10,520	11,045
Safety, Security and Risk Management Director	9,332	9,799	10,265	10,289	10,289	10,804	10,804	11,345	11,345	11,912	11,912	12,508
Assistant Operations Manager	5,843	6,136	6,429	6,443	6,443	6,765	6,765	7,103	7,103	7,459	7,459	7,831
Project Manager	5,843	6,136	6,429	6,443	6,443	6,765	6,765	7,103	7,103	7,459	7,459	7,831
Purchasing Manager	7,433	7,804	8,174	8,194	8,194	8,603	8,603	9,032	9,032	9,485	9,485	9,960
Customer Service Manager	6,046	6,348	6,649	6,665	6,665	6,998	6,998	7,348	7,348	7,715	7,715	8,102
**Revenue Account Program Manager	5,843	6,136	6,429	6,443	6,443	6,765	6,765	7,103	7,103	7,459	7,459	7,831
*** Capital Planning and Grants Programs Manager	8,521	8,948	9,374	9,395	9,395	9,864	9,864	10,358	10,358	10,877	10,877	11,421
Executive Assistant	5,685	5,970	6,254	6,268	6,268	6,582	6,582	6,911	6,911	7,256	7,256	7,618
L = 10 Years Longevity (5%); LL = 15 Years Longevity (5%+5%)												
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# **NEWS CLIPS**

**April 23, 2022 – May 20, 2022**

**SANTA CRUZ  
COUNTY  
ARTICLES**

# Twitter

May 10, 2022

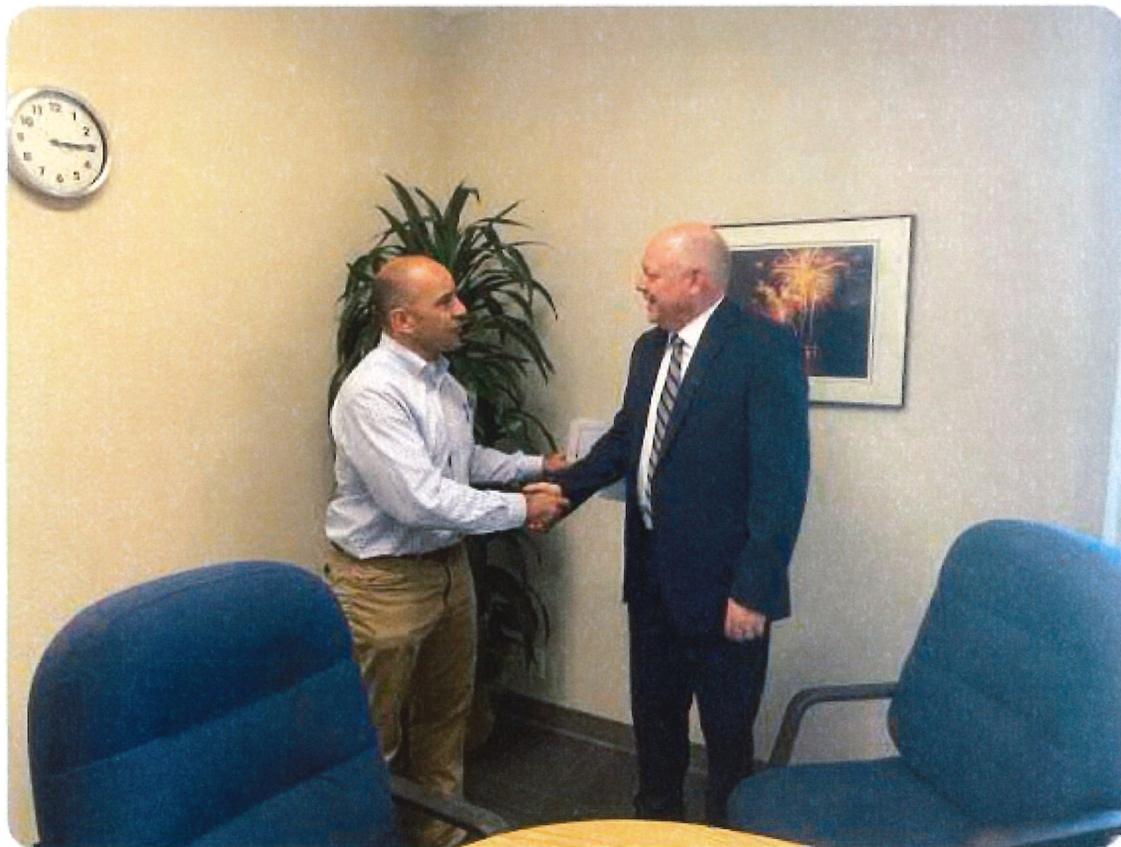
← Tweet



Rep. Jimmy Panetta   
@RepJimmyPanetta



I had an informative and productive first meeting with the new Santa Cruz Metro Transit District CEO, Michael Tree. I look forward to working with Michael and finding ways to support the metro at the federal level.



8:55 AM · May 10, 2022 · Twitter Web App

# Hunt Scanlon Media

May 6, 2022

## Krauthamer & Associates Recruits CEO for the Santa Cruz Metropolitan Transit District



May 6, 2022 – Over the past year, a growing number of transportation companies have enlisted executive search firms to help them find senior talent. Executive recruiting firm [Krauthamer & Associates](#) recently placed [Michael Tree](#) as general manager and CEO of the Santa Cruz Metropolitan Transit District (METRO) in California. “Following a nation-wide search and many hours of work by our recruitment team, I’m happy to announce the appointment of Michael Tree as Santa Cruz METRO’s new CEO/general manager,” said Larry Pageler, board of directors chair of METRO. “We’re excited by his extensive expertise and knowledge of public transit as well as his proven track record in increasing connectivity for the public. We look forward to Michael expanding our zero-emissions bus plan so METRO can continue to reduce our emissions and our impact on the environment.”

Mr. Tree has more than 27 years of experience in the public transit industry and city management. His most recent experience as executive director of the Livermore Amador Valley Transit Authority (LAVTA) focused on increasing the agency’s transportation options to improve ease of use and connectivity for riders. This resulted in an increased number of Rapid Routes with 15- minute all day frequency and expanded travel options for passengers with disabilities. While executive director of LAVTA, Mr. Tree was also the executive director for the Tri-Valley – San Joaquin Valley Regional Rail Authority, a new rail authority created by the State of California to plan and deliver the Valley Link commuter rail project, a 42-mile, seven-station project. Under Mr. Tree’s leadership, the rail authority completed the feasibility report, environmental work, preliminary design, and assembled more than \$700 million for the project.

“I’m pleased to hear of the appointment of Michael Tree as METRO’s CEO/general manager and look forward to handing the baton over to his new leadership,” said Dawn Crummié, METRO interim CEO/general manager and HR director. “CEO Tree’s long standing experience in public transit will be a huge asset to METRO and I look forward to him continuing to strengthen our bond among our employees and community.”

“I’m excited to lead Santa Cruz METRO into its next chapter,” said Mr. Tree. “The future holds opportunity for METRO to improve the quality of life for residents through better connectivity, especially for those who are disadvantaged. I’m also committed to growing the zero-emission fleet at METRO to protect our environment. I look forward to strengthening the partnership with our employees, passengers, and the board as we deliver attractive and innovative service.”

Established in 1968, Santa Cruz METRO provides directly operated fixed-route and Highway 17 commuter service throughout Santa Cruz County, with limited service connecting to Monterey Salinas Transit at our Watsonville Transit Center and Santa Clara County, transporting more than 5 million passenger trips a year. METRO also directly operates ParaCruz paratransit service to Santa Cruz County, providing about 73,500 trips per year. METRO’s operating budget in FY22 is almost \$57 million and is funded through a combination of farebox revenue, sales tax, and state and federal sources. Today METRO operates a fleet of 94 buses on at least 24 fixed-routes and 32 paratransit vehicles.

### **Veteran Recruiters**

Krauthamer & Associates serves a wide range of industries, including: aviation, consumer products, healthcare, industrial, natural resources, professional services, public sector and non-profit, real estate, technology, and transportation.

Gary Krauthamer, who founded the firm in 1971, has completed more than 1,000 search assignments throughout North America, Europe, and Asia. Over the last 45 years Mr. Krauthamer has also been instrumental in the hiring of top executives in the U.S. transportation and defense sector as well as several PE portfolio companies, along with leading management consulting firms.

In 2009, Mr. Krauthamer was one of the founders of Virgo Investment Group, a private equity firm that has raised over \$1.8 billion to date. He currently serves as a partner focused on building strategic sourcing relationships, cultivating the operating partner network and building the information edge in investment due diligence. In 2018 he co-founded Zephyrus Aviation Capital, a fleet management solutions provider to lessors and commercial airlines

around the world. Zephyrus is backed by funds managed by Virgo and was recently awarded the coveted North America Deal of the Year for 2018 by AirFinance Journal.

*Contributed by Scott A. Scanlon, Editor-in-Chief; Dale M. Zupsansky, Managing Editor; and Stephen Sawicki, Managing Editor – Hunt Scanlon Media*

Santa Cruz Sentinel

# Guest Commentary | Express bus already a valid transit option in county

By Brian Sugrue  
May 4, 2022

For those who need to commute between north and south Santa Cruz County, the proposed Rail Trail already has a valid competitor, other than a car. The Santa Cruz Metro runs an express bus (in both directions at the same time!) between Watsonville and downtown Santa Cruz. It takes 43 minutes for the 91X bus to complete the journey (20 minutes to Cabrillo). It currently costs \$2 each way, \$1 with student ID. The Friends of the Rail & Trail website predicts, optimistically, that the (\$1.3 billion) proposed train could do the same journey in 40 minutes.

This express bus, which travels on the freeway, diverts off at State Park Drive, to the most utilized stop, Cabrillo College, before returning to the freeway at Park Avenue where it continues on to 41st Avenue, and then travels city streets along Soquel Avenue. The Rail Trail proposal would require a train station at Park Avenue, 1.1 miles from Cabrillo, making necessary either an invigorating walk, or a shuttle transfer, for the students. The 91X also stops at Dominican Hospital (1.7 miles from the 7th Avenue train station), and several other midpoints in the commercial corridors of Santa Cruz. The existing train tracks, due to their placement in the 1870s, are mostly closer to the coast in what are now predominantly single-family residential neighborhoods.

In July of 2019, before the pandemic arrived, the Santa Cruz Metro published a ridership study and survey:

[https://www.scmtd.com/images/Onboard\\_Transit\\_Ridership\\_Survey\\_and\\_Ride\\_Check\\_Report\\_-\\_FINAL.pdf](https://www.scmtd.com/images/Onboard_Transit_Ridership_Survey_and_Ride_Check_Report_-_FINAL.pdf)

Included in this research project is the documented average daily usage of this beneficial public transportation resource. The 91X departs from three well placed Watsonville bus stops (the train would have one depot) eight times a day, and returns from Santa Cruz seven times a day. There are also the much more frequent 69A and 69W buses that are local along their journey, bypassing Highway 1, which also service the full length of this corridor. This SCMTD study was purposely timed while schools were in session to accurately reflect typical usage. The northbound bus averaged 16 people boarding the bus from the three Watsonville bus stops combined, each weekday scheduled trip, and 13 people each southbound trip, from the four stops in the city of Santa Cruz, combined.

Many of the both north and southbound commuters were not traveling the full length of the route, but mostly to Cabrillo College. This is why on the Metro website the 91X is named "The Cabrillo Express." In contrast, the proposed train is a single-track, and therefore the options for optimizing usage in both directions simultaneously at peak times are limited.

There are numerous examples across this country of abandoned railroads converted to trails, as well as many active rail lines adding a trail alongside it. But there are very few examples of an attempt to resurrect an unsuccessful abandoned railway by squeezing in segments of an adjacent desirable trail, in the hope of persuading people to vote for a resuscitation of an obsolescent train corridor, which has failed several times before. It would be heavily subsidized, and assuredly fail again for passenger service, due to our obvious lack of large urban density. This controversy has divided our community. But I feel everyone on both sides has the best of intentions.

Those that advocate for rail, as electric cars and bikes and buses are beginning their inevitable ascendancy, are obviously environmentally altruistic people. But in my opinion, they are not accordingly analytical of the scope and the scale of the true costs (new bridge in Capitola, etc.) and probable usage of a commuter train, vs. our communities' relatively small population. A flight of fancy, end of the rainbow, boondoggle.

To properly bring light rail to Santa Cruz County, the many decades old, undulating rusty roller coaster tracks would have to be replaced regardless. Or maybe we could run it under 20 mph, or just ask the Boardwalk to promote the train as the little sister to The Giant Dipper.

*Brian Sugrue is a Santa Cruz resident who says he is not a member of any advocacy group involved in the rail and trail debate.*

Lookout Santa Cruz

## ***It's election season: Let's respect our public figures and their privacy at home***

By: Donna Meyers

Source: Lookout Santa Cruz

May 1, 2022



Donna Meyers, the former Santa Cruz mayor who still serves on city council.  
(Kevin Painchaud / Lookout Santa Cruz)

When I was invited to help inaugurate Lookout's Community Voices section, I planned to write about my experience as Santa Cruz mayor from 2020-2021 and what it means to be a public figure. I thought I'd write about how big goals are often hard to accomplish and the toll public life took on me and my family.

Being mayor of our small, seemingly mellow town is delightful. But it's also hard. Much harder than I imagined.

I never imagined, for instance, I would have protesters surrounding my house at 10 p.m. shouting insults or making accusations about who I am, who my wife is and what they think we believe.

But it happened.

People stood at my door with bullhorns accusing me of lack of compassion, of “not caring” and of “only being in it for the money and control.”

While I respect the right to free speech, when it lands on your front doorstep, it is invasive. In my situation, the demonstrators were not interested in discussing who I am and what I value. No one wanted to hear my policy or talk to me. They just wanted to yell.

I asked myself — why would anyone target an elected official’s family? To what purpose? What happened to the lines between public and private life that define a civil society? What happened to mutual respect?

As I think about these questions, I also think of the Ukrainian mayors I’ve been reading about in news stories. Every day, they are confronted with the unfathomable.

[Their stories](#) obsess me. Instead of planning summer festivals, worrying about infrastructure and talking to civic groups as they likely planned, they are making lists of the dead and missing. They are ordering coffins, digging graves, taking up arms. Some of them are even dying.

[Olga Sukhenko](#), mayor of Motyzhyn, literally died because she was mayor. Residents said she refused to collaborate with invading Russian soldiers and the soldiers executed her, her husband and their 25-year-old son.

I can’t imagine what I would do faced with such horror in my town, such sudden brutality. It’s the ultimate obliteration of public and private, of everything we value.

I ask myself what lessons I can take from their courage. What does it mean to show up in the toughest moments? And, blessed with peace, how do we here in Santa Cruz tackle our problems and guide long-term change?

## What I learned as mayor

Leadership is key. For me, three main characteristics define a strong leader: A solid moral compass; a “make change happen” attitude, and a 365-day work schedule. Mayors, I learned, never get a day off.

Let’s start with that moral compass.

When I ran for office, a former elected official took me aside and said, “Homelessness is a loser. Don’t go there — you can’t fix it.”

But when you have a humanitarian crisis happening in front of you, you have to act. When you see 100 people sleeping at River Street and Highway 9 — the busiest intersection in town — inches away from cars going 40 mph, you have to help your people. You can’t let that be “normal.” In my case, we also had hundreds of residents writing to the city asking us to take action on the camp.



Highway traffic speeds by a homeless encampment on the state right-of-way on Feb. 11, 2021.  
(Kevin Painchaud/Lookout Santa Cruz)

We did.

We moved it.

We also initiated systemic change for those experiencing homelessness. We got \$14 million from the state to tackle homelessness and the county initiated a new governance structure. To me, that felt like a positive change.

To the protestors who came to my door, it did not.

They accused me of “criminalizing” homelessness, which was not what I was doing. But, my intent did not interest them.

Right now, yard signs are popping up like spring wildflowers throughout neighborhoods and on roadways. It is a democratic right to express your support for candidates and measures at your doorstep. Let’s not forget that.

Let’s honor and respect it.

Let’s also remember those places are sacred. We have spaces where democracy happens, like City Hall, that serve as points of access for debate. Not someone’s home. Not someone’s front yard or neighborhood. Not past reasonable working hours, even for a mayor.

Mayors work hard. As I said, you never get time off. On Easter weekend 2021, I spoke to 700 people, to convince them to pass a camping ordinance. And, during COVID-19, no public officials got a day off.



Donna Meyers in Santa Cruz City Council chambers.  
(Kevin Painchaud / Lookout Santa Cruz)

I took office nine months into the pandemic, when we had some of our highest case counts to date and vaccines were a far-off unknown. People were losing jobs and businesses and hope.

Here, instead of pulling apart, a wondrous thing occurred. Four mayors — me, Capitola's Yvette Brooks, Scott Valley's Derek Timm and Watsonville's Jimmy Dutra — came together with County public health experts and [offered a united front to our community](#).

The experience buoyed my hopes and made me love Santa Cruz more deeply. I felt the goodness in us all. I was proud to be mayor.

So, indeed, despite the disturbing, ugly moments of public life, there are also remarkable times of commitment and pride.

A friend of mine reminds me that mayor is a title few in the world get to have. It is an honor and it carries weight and connection across the world. It binds me to all mayors everywhere, particularly those in Ukraine right now.

We are poised as a community to vote, to choose future leaders, even to decide about how many years our mayor will serve.

We are lucky to have so many qualified people willing to represent us.

Let's treat them with the public and private respect they deserve. Let's not let our political passion make us lose sight of our humanity or civility.

*Donna Meyers is a 35-year resident of Santa Cruz. She is a UCSC alumna who works in water and environmental protection. She served as mayor in 2021 and is a current member of the Santa Cruz City Council.*

Lookout Santa Cruz

## Affordable Housing Month gets into the affordability nitty-gritty

BY: GRACE STETSON

Source: Lookout Santa Cruz

April 29, 2022 10:14 AM

What does affordable housing really look like in Santa Cruz — and what can community members learn about the process of planning, designing and building for affordability?

Affordable Housing Month kicks off Sunday, aiming to push the wider community forward on that question.

For five years in the Bay Area, May has served as a rallying point for an affordable housing focus. In Santa Cruz, lead organizer Housing Santa Cruz County — made up of community members, nonprofits, service providers and more — celebrates its own one-year anniversary during the event's run. Its chair, Don Lane, explains its aims.

“We’re really trying to get people tuned in to affordable housing in general, and understand how this part of the process is important for them to engage in, or it just won’t happen,” he said. “The quality of the work each community does to develop more housing will have a real impact on how much affordable housing is built.”

Over the course of May, the organization will host 15 events across the county, both virtually and in person, with various opportunities for learning about affordability, including self-guided bike tours hosted by the city of Santa Cruz, four housing project groundbreaking, and discussions about the [regional housing needs allocation numbers](#) looking forward. The events are detailed [here](#).

Jessica de Wit, housing and community development manager for the city of Santa Cruz's Housing Division, told Lookout that the goal of the month is to demonstrate the yearslong process to get housing — particularly affordable housing developments — off the ground (literally).

“These developments don’t happen overnight — you may start to get people excited, but it’s then a three-to-five-year journey from there,” she said. “That’s why events like this are so important, to make sure the broader community knows what’s happening and keep them engaged in the process.”

Ultimately, Lane said, the month is a chance to get locals tuned into the process of affordable housing development: “This is laying the groundwork for people to get more involved, and understand how the jurisdiction they live in is actually making important decisions, because they don’t always see the background.”

Housing Santa Cruz County will host an in-person kickoff to celebrate the start of Affordable Housing Month on Sunday at Sesnon House at Cabrillo College, beginning at 2 p.m. Guest speakers include District 17 State Sen. John Laird, District 30 Assemblymember Robert Rivas, State Senate President Pro Tempore Toni Atkins and Cabrillo College trustee Adam Spickler. Interested community members can register [here](#).

# The Pajaronian

[https://pajaronian.com/leaders-urge-yes-vote-on-levee-funding-assessment/?utm\\_source=ActiveCampaign&utm\\_medium=email&utm\\_content=Pajaro+levee+assessment+ballots+mailed+out+today&utm\\_campaign=Pajaronian+Master-Newsletter-4%2F22%2F22](https://pajaronian.com/leaders-urge-yes-vote-on-levee-funding-assessment/?utm_source=ActiveCampaign&utm_medium=email&utm_content=Pajaro+levee+assessment+ballots+mailed+out+today&utm_campaign=Pajaronian+Master-Newsletter-4%2F22%2F22)

## Leaders urge 'yes' vote on levee-funding assessment

By: Todd Guild  
April 28, 2022



*Santa Cruz County Supervisor Zach Friend addresses the people gathered at a press conference at the Watsonville Civic Plaza parking garage on Monday. Friend and other elected officials, including Congressman Jimmy Panetta, right, are urging residents to vote "yes" on an upcoming property assessment that would help fund the reconstruction of the Pajaro River levee. — Tarmo Hannula/The Pajaronian*

**WATSONVILLE**—After years of wrangling by local, state and federal lawmakers—and of worries from residents of another catastrophic flood in South Santa Cruz County—the Pajaro River levee has enough money for a long-awaited upgrade that could offer a century's worth of protection.

But while the construction funds for the \$400 million project are secured, the project's fate lies in the hands of roughly 3,000 residents who live in the floodplain.

To allow the U.S. Army Corps of Engineers to secure the funding, the residents must answer "yes" on ballots that will be mailed out to property owners on April 22.

That would mean placing an assessment on their annual property tax bills—averaging around \$192—that would fund the annual \$1.2 million in maintenance and operations funds still needed for the project.

Failure would be the death knell of the project, at least for now.

In a Monday lunchtime press conference led by Rep. Jimmy Panetta, who helped spearhead a recent \$67 million infusion of federal funding for the construction, several elected leaders put out a plea to the public: vote "yes" on the assessment.

While getting the money was a critical step in the long-awaited project, it is not the final chapter, said Santa Cruz County Supervisor Greg Caput, whose district covers much of Watsonville.

"We will celebrate only after the election," he said. "They have to say 'yes' on this, that's the most important part. Otherwise, the money will go away."

The press conference was also attended by Watsonville Mayor Ari Parker, and Santa Cruz County Supervisor Zach Friend and Pajaro Regional Flood Management Agency Director Nancy Bilicich, both of whom have been at the forefront of bringing the project to fruition.

Also in attendance was John Martinelli, whose eponymous company depends on apple crops grown in the Pajaro Valley.

Martinelli said that he has for years been part of unsuccessful local efforts to secure funds for levee upgrades.

"That was a nonstarter," he said. "This community simply can't afford that kind of a cost. Now we have a fully funded \$400 million project."

A large flood, Martinelli said, is estimated to cause \$1 billion in damage, and could occur as often as once per year.

"Something like that would devastate our company," he said. "You can't get enough insurance to compensate for something that destroys your business."

Judy Lazenby, who lives in Pajaro Village—an older adult community with 247 residences in the river's floodplain—said she normally sides with those who oppose extra taxes. This is not one of those times, she said.

“We do need protection a lot more than we need to keep cutting taxes,” she said.

Assessments are “fair” at around \$200, she said.

Lazenby said that the project—once completed—will mean that flood insurance requirements for many residents will go away.

“Believe it or not, floods can be prevented,” she said. “Tornadoes can't be, hurricanes can't be, but this can be and we need to do that. The likelihood of a flood may be small, but it won't take much to take the levees out.”

Patrick Messinger, who sits on the homeowners' association of the Bay Village neighborhood, which comprises 600 homes, says he plans to go on a door-to-door campaign to advocate for the assessment.

“It is critical that we get this done,” he said.

The Pajaronian

# Voting underway for Pajaro River levee assessment

By: Todd Guild  
April 28, 2022

**WATSONVILLE**—Ballots have now been mailed out to roughly 3,000 people who own property in the Pajaro River floodplain, and the fate of a \$400 million levee restoration project is in their hands.

They must decide whether they support a property tax assessment that will pay for the annual \$1.2 million in maintenance and operations costs needed for the project.

If it passes, the Army Corps of Engineers would begin work on the levee around 2025. Once completed, the levee will offer up to 100-year protection to the area that has been beset by decades of damaging floods that have decimated crops and severely damaged homes.

But if residents say no, much of the funding—which came thanks to years of wrangling by state and federal lawmakers—will be lost and the project stalled.

A small group of residents of the Bay Village older adult community gathered in Emil Yappert's dining room Tuesday to discuss their concerns.

"The important thing to remember is that if there is no improvement on the levee, someday there is going to be a major flood and a lot of houses in Watsonville and Pajaro will be damaged," he said. "I know that people are going to say that they can't afford the assessment of a couple hundred dollars, but I'll tell you, it's a hell of a lot cheaper than flood insurance."

Yappert says he pays \$1,400 per year for insurance, a cost that could vanish once the project is finished and local leaders apply through the Federal Emergency Management Agency.

That would leave only the assessment, which the Pajaro Regional Flood Management Agency (PRFMA) says on average is about \$192 per year for most property owners, but ultimately depends on several factors, including the size of the property.

Not everyone is on board with the assessment.

For some neighbors, the additional cost, coupled with flood insurance required for many of the residents, makes for an untenable situation.

Sandra Haven, who lives on Delta Way, says her \$371 assessment is likely to rise annually and be a burden for the residents, many of whom are older adults living on fixed incomes.

Santa Cruz County Flood Control Manager Mark Strudley says that any increase—meant to mirror the Consumer Price Index—would have to be approved by the PRFMA. Increases are capped at 4% per year.

Haven acknowledges that the levee must be improved, and does not object to the assessment. But she questions why the PRFMA is asking for maintenance and operations funds for a project that has not yet begun.

“If they would just have just allowed us the courtesy of starting to collect this tax after we see some progress, that would be easier for me to swallow,” she said.

On this point, Strudley says that there are existing costs that must be met while the community waits for the project to commence.

Haven also worries that neighbors will have to endure years of construction that could affect property values.

But Yappert stresses that the question of property values is precisely what should urge a ‘yes’ vote.

“When I die, somebody is going to have to sell this house,” he said. “And if the threat of a poor levee still exists, my heirs will receive less money for this house than if the levee is in good shape.”

The ballots are due by June 8. The PRFMA will announce the results in July.

## Lookout Santa Cruz

# Santa Cruz City Council offers a unanimous 'no' on divisive Measure D; Greenway proponents unfazed

BY: MAX CHUN, NIK ALTENBERG

Source: Lookout Santa Cruz

April 26, 2022

The contentious Measure D — debating between the future of a pedestrian greenway and the potential for a rail and trail across the county — saw the Santa Cruz City Council enter its collective voice to the mix Tuesday.

And the voice said no.

Councilmembers voted unanimously against Measure D, which voters will decide on in the upcoming primary election June 7. The vote reaffirms the council's support for the continued possibility of passenger train service being adopted along the 32-mile Santa Cruz Branch Rail Line, or a "rail with trail," spanning from Davenport to Watsonville.

According to city staff, Measure D is bad for equity, mobility and the looming threat of climate change, and is in "direct opposition to the policies and values of the city of Santa Cruz."

The two groups — YES Greenway and No Way Greenway — have continuously been at odds.

Last week, YES Greenway filed a police report accusing No Way Greenway of [vandalizing its campaign signs](#). No Way Greenway declined any involvement and labeled it a "desperation move" by the opposition.

No Way Greenway campaign co-chair Matt Farrell expressed satisfaction with the city council's decision.

“The council’s action today reflects that it has been strongly supportive of both rail and trail for decades,” he said. “We were very pleased to see a reaffirmation of that support today.”

Farrell said that there is still work to be done leading up to the primary election.

“We’re going to continue reaching out to voters in communities throughout Santa Cruz and we’ll be present at events throughout the county where we can reach members of the community and inform them about the issue,” he said. “I think this just validates our approach and we’re going to continue on that path.”

Farrell also said that he wants people to thoroughly understand what the measure implies: “This is going to remove the opportunity to have the ability to plan and talk for a rail for our county, and that’s a serious risk.”

YES Greenway spokesperson Jack Brown said he was not bothered.

“We pretty much expected it,” he said. “The council is pretty loaded with No Way Greenway supporters, so it’s not a shock in any sense.”

Brown added that it’s going to come down to the voters.

“We’re very hopeful for it, we got over 13,000 signatures to get the item on the ballot, so I think people will ultimately decide what they want,” he said.

“Whatever comes out of it, it’s great that we got this issue before the voters.”

The Greenway initiative involves the removal of existing train tracks in unincorporated areas of the county and the construction of an interim multi-use path with the possibility of rebuilding the tracks in the future. The proposal hinges on the possibility [of railbanking](#), and has been the subject of much local debate.

Measure D will be on the June 7 primary election ballot. If adopted, it would remove all references to railroad maintenance, transit planning and the like from the county’s general plan.

Lookout Santa Cruz

By: Lookout Santa Cruz Staff

04/25/2022

# COVID Dashboard: Metro ends mask mandate despite cases still ticking up

## News of the week

Countywide, cases have increased by 255, up to 894 from last week's 639. One new death was reported in the past week, raising the pandemic total to 261.

On April 19, Santa Cruz Metro lifted its mask mandate for vaccinated passengers, following a federal judge's ruling that mask mandates are [not required on public transportation](#).

Still, vaccinations and precautions are strongly recommended.

The easiest way to schedule an appointment for second boosters is at local pharmacies including Rite-Aid, CVS and Walgreens.

Kaiser Permanente is offering appointments at its Scotts Valley and Watsonville facilities, and Sutter Health has begun administering second boosters to eligible recipients as well.

Check our links below for quick access to the relevant websites.

## Masking rules

Neither the state of California nor Santa Cruz County currently requires indoor masking. For county public schools, as of March 11, masks are optional though [highly recommended](#).

As of April 10, masks are not required for most indoor settings at UC Santa Cruz facilities, though [highly recommended](#). Masks will still be required for on-

campus public transportation, in the Early Education Services centers, and in clinical settings.

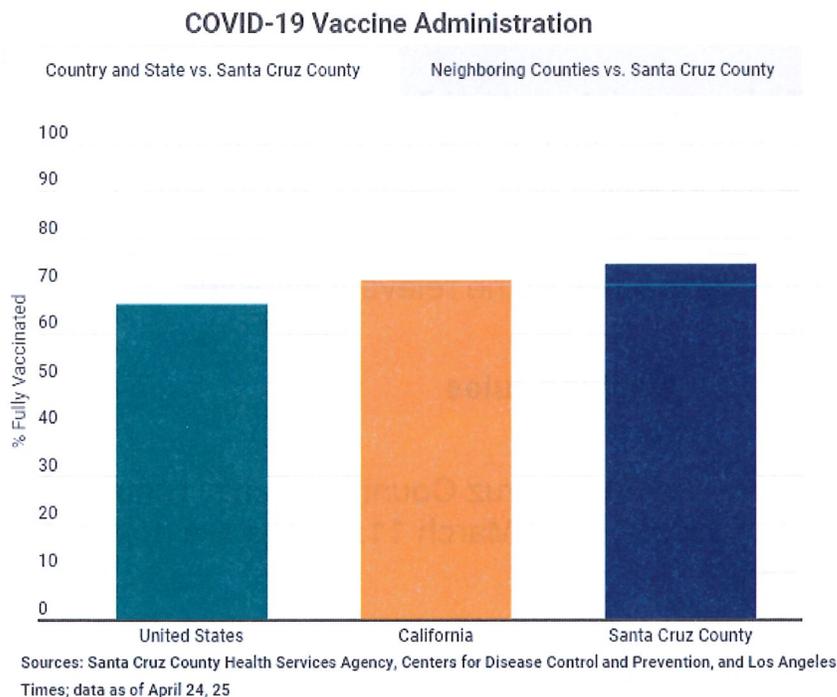
On April 19, Santa Cruz Metro lifted its mask mandate for vaccinated passengers, following a federal judge’s ruling that mask mandates are [not required on public transportation](#).

### The latest numbers

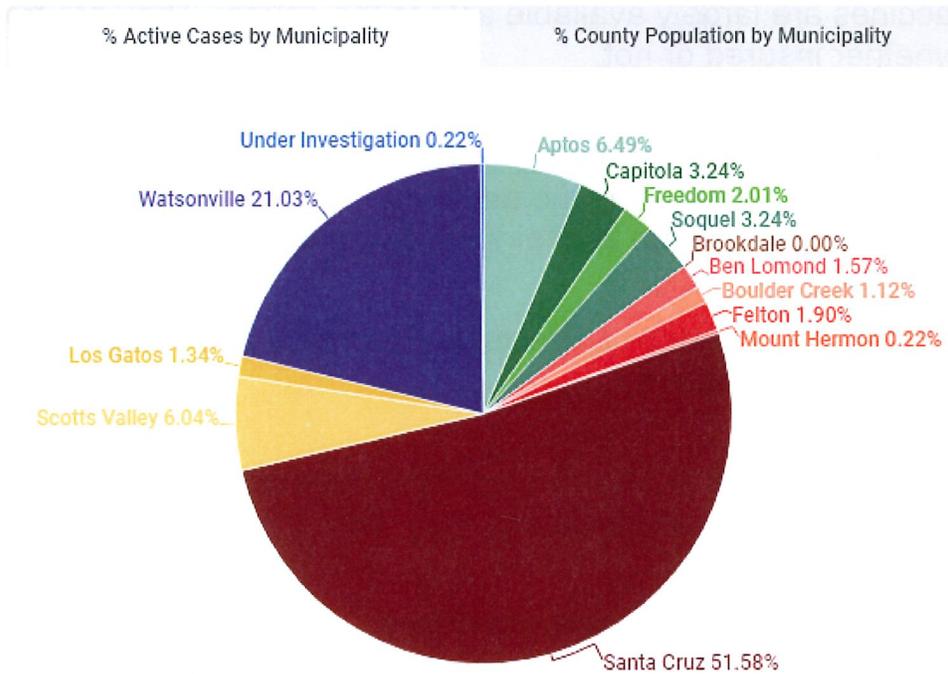
How does Santa Cruz compare to California and the U.S. in vaccinations? Where are the most current COVID cases in the county, and how does that compare to population? Here is the most recent data.

As of Monday, there were 894 active cases as logged by the county. This does not include unreported rapid tests taken at home, so this number is not exact.

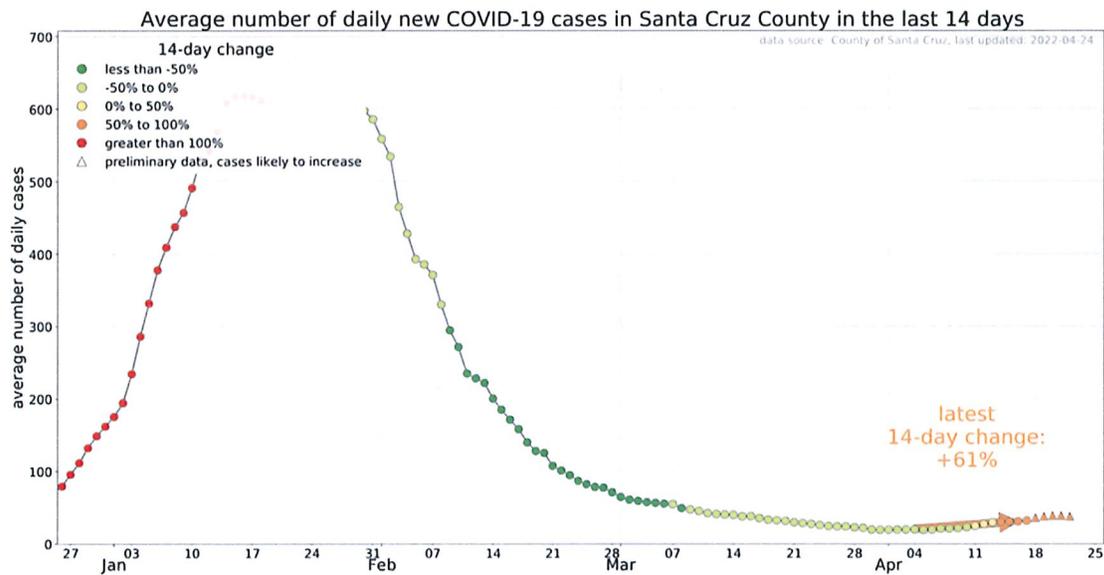
One new death was added to the county dashboard since last week, raising the pandemic total to 261.



## Active Cases and County Population Percentage by Region



Source: Santa Cruz County Health Services Agency; data as of April 24



The plot above displays the 14-day average of the daily, confirmed COVID-19 cases in Santa Cruz County. The plot also shows the percent change from 2 weeks prior, with colors indicating an increasing or decreasing trend. Note that this plot is updated on Wednesdays only.

14-day average, data as of April 24.

(Santa Cruz County Health Services Agency)

## Where can I find a vaccine?

At this point, vaccines are largely available across the county. They are free for everyone, whether insured or not.

As of **March 31**, [second booster shots are available](#) to people aged 50 and older as well as people 12 and older who are immunocompromised **or** who have received Johnson & Johnson as their primary series and booster doses.

Rite-Aid, CVS, Horsnyder Pharmacy, Westside Pharmacy and Walgreens are currently offering second boosters.

Those wanting to get the shot through their primary care provider should check the company's website, as availability may vary.

## Health care providers

You can schedule appointments for initial doses and booster shots. Below are the local health care providers that offer the vaccine.

### [Kaiser Permanente](#)

866-454-8855

### [Sutter/Palo Alto Medical Foundation](#)

844-987-6115

### [Dignity Health](#)

831-288-6526

### [CruzMedMo](#)

831-241-7501

### [Emeline Health Center](#)

831-454-4100

## Drugstores and supermarkets

Most pharmacies in the county have COVID-19 vaccines appointments available well into the future. Click the pharmacy of your choice to schedule an appointment.

[Safeway](#)

[Rite-Aid](#)

[CVS](#)

[Walgreens](#)

[Costco](#)

[Horsnyder Pharmacy & Medical Supply](#)

[Westside Pharmacy](#)

## Getting tested

The sites below offer free PCR tests via LHI.care. Turnaround is typically three to five days.

[Mountain Community Resources](#)

6134 Hwy. 9, Felton

[Depot Freight Building](#)

119 Center St., Santa Cruz

[Watsonville Testing Site](#)

500 Westridge Dr., Watsonville

The table below lists additional testing resources in Santa Cruz County. However, almost all require appointments.

## COVID-19 Testing Sites

Each of the below offers no-cost testing, though some require a specific insurance carrier. In almost all instances, results from PCR tests take between three and five days.

Provider	City	Phone	Days/Hours
Doctors on Duty	Santa Cruz	831-425-7991	Mon-Fri, 8am-6pm; Sat-Sun: 8am-2pm
Doctors on Duty	Watsonville	831-722-1444	Mon-Fri, 8am-6pm; Sat-Sun: 8am-2pm
Kaiser Permanente	Scotts Valley	831-430-2700	Mon-Fri 1pm-4:30pm
Kaiser Permanente	Watsonville	831-768-6600	Mon-Fri 1pm-4:30pm
Sutter Health/PAMF	Santa Cruz	831-458-5537	Mon-Sun 8am-5pm
Sutter Health/PAMF	Watsonville	831-458-5865	Mon-Sun 8am-5pm
County Health Center	Watsonville	831-763-8400	Fri 8am-4:30pm
County Health Center	Santa Cruz	831-454-4100	Mon-Fri 8am-4:30pm
Planned Parenthood	Watsonville	831-724-7525	Tues and Thurs 12pm-1pm
Salud Para La Gente	Watsonville	831-728-0222	Mon-Sat 8:30am-5:30pm; Sun 8:30am-12:30pm
Santa Cruz Community Health Centers	Santa Cruz	831-427-3500	Mon-Thurs 8am – 8 pm.; Fri 8am – 4 pm
Cabrillo College Student Health Center	Aptos	831-479-6435	Mon-Thurs 9am-3pm
UCSC Cowell Student Health Center	Santa Cruz	831-459-2500	Mon-Fri 8am-5pm

Source: Santa Cruz County Health Services Agency

# Santa Cruz Sentinel

By: Letters to the Editor

April 22, 2022 at 5:00 AM

## Letters | Rail corridor bus route would help commuters

It suddenly hit me that maybe the rail corridor could be used as a dedicated bus route. Consider: Paving a road is far easier and cheaper than upgrading train tracks and we don't have to wait decades for that to happen. We already have buses. We would need more, yes, but also cheaper than rail. We already have the infrastructure to connect bus routes along the way. That corridor could serve exclusively for connection between Monterey and Santa Cruz with easy connection to the Highway 17 line to San Jose, to Santa Cruz Metro and to Monterey-Salinas Transit. With a functioning, mostly dependable commuter option that wouldn't have to use Highway 1, auto traffic could significantly lighten the load on that road and could be a faster ride for commuters as the commuter line would be express direct.

Can there be room for a commuter bus route AND a trail?

— *Carol Walker, Santa Cruz*



## **Santa Cruz METRO Supports Earth Day with Free Fares Countywide Today, Friday, April 22, 2022**

Santa Cruz METRO Transit District sent this bulletin at 04/22/2022 08:00 AM PDT

### **Santa Cruz METRO Supports Earth Day with Free Fares Countywide**

**Today, Friday, April 22, 2022**

The Santa Cruz METRO is supporting Earth Day, by offering free fares countywide on all fixed-route, ParaCruz, and Highway 17 Express services today, Friday, April 22, 2022.

Since 2002, METRO has been a leader in adopting a more sustainable fleet of buses to reduce greenhouse gas emissions by initially moving to compressed natural gas and hybrid vehicles. Most recently, in the fall of 2021, METRO furthered its commitment to “going green” by deploying METRO’s first four electric buses into service.

METRO is celebrating and raising awareness of Earth Day by offering free fares countywide on Friday, April 22<sup>nd</sup>, to assist our community in getting to their Earth Day destinations while reducing greenhouse gas emissions. This promotion is a simple reminder that everyone has a role in clearing the air and increasing the health of our community by using alternate forms of transportation whether it be public transit, riding a bike, or carpooling to our destinations.

If you have not used METRO services in the past we encourage you try us out free while reducing greenhouse gas emissions in support of Earth Day on Friday, April 22, 2022.

For more information on METRO visit [scmtd.com](https://scmtd.com) or to view METRO’s current schedule visit [scmtd.com/en/routes/schedule](https://scmtd.com/en/routes/schedule).



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This service is provided to you at no charge by [SCMTD](#).

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**Pajaronian**

By: Tarmo Hannula

April 21, 2022

# Vaccinated people can now ride mask-free on METRO



*A woman boards a bus at the Watsonville Transit Center Wednesday. — Tarmo Hannula/The Pajaronian*

**SANTA CRUZ COUNTY**—The Santa Cruz Metropolitan Transit District (METRO) lifted its mandatory face mask mandate for vaccinated staff and riders effective Tuesday.

The move came a day after the Transportation Security Administration advised public transport operators that they no longer need to enforce the federal face mask mandate as of Tuesday.

METRO spokeswoman Danielle Glagola says the agency strongly recommends riders continue to wear masks on METRO vehicles and at transit centers. People who are unvaccinated will still be required to wear a face mask while riding METRO vehicles and at transit centers.

“METRO continues to follow public health guidelines from official sources such as CDC, state, and local guidance whenever possible to support safe travel,” Glagola said. “That includes cleaning and disinfecting transit vehicles and requiring riders and employees to avoid public transit if they have been exposed to Covid-19 or feel ill.”

Additionally, today METRO is supporting Earth Day by offering free fares countywide on all fixed-route, ParaCruz, and Highway 17 Express services.

## **Santa Cruz County Chamber of Commerce**

By Chamber CEO, Casey Beyer

April 21, 2022

The Santa Cruz Metropolitan Transit District (METRO) is supporting Earth Day, by offering free fares countywide on all fixed-route, ParaCruz, and Highway 17 Express services on Friday, April 22, 2022.

METRO is celebrating and raising awareness of Earth Day by offering free fares countywide on Friday, April 22nd, to assist our community in getting to their Earth Day destinations while reducing greenhouse gas emissions. This promotion is a simple reminder that everyone has a role in clearing the air and increasing the health of our community by using alternate forms of transportation whether it be public transit, riding a bike, or carpooling to our destinations.

If you have not used METRO services in the past we encourage you try us out free while reducing greenhouse gas emissions in support of Earth Day on Friday, April 22, 2022.

For more information on METRO visit [scmtd.com](https://scmtd.com) or to view METRO's current schedule visit [scmtd.com/en/routes/schedule](https://scmtd.com/en/routes/schedule).

# **Other Transit Related Articles**

## Mass Transit

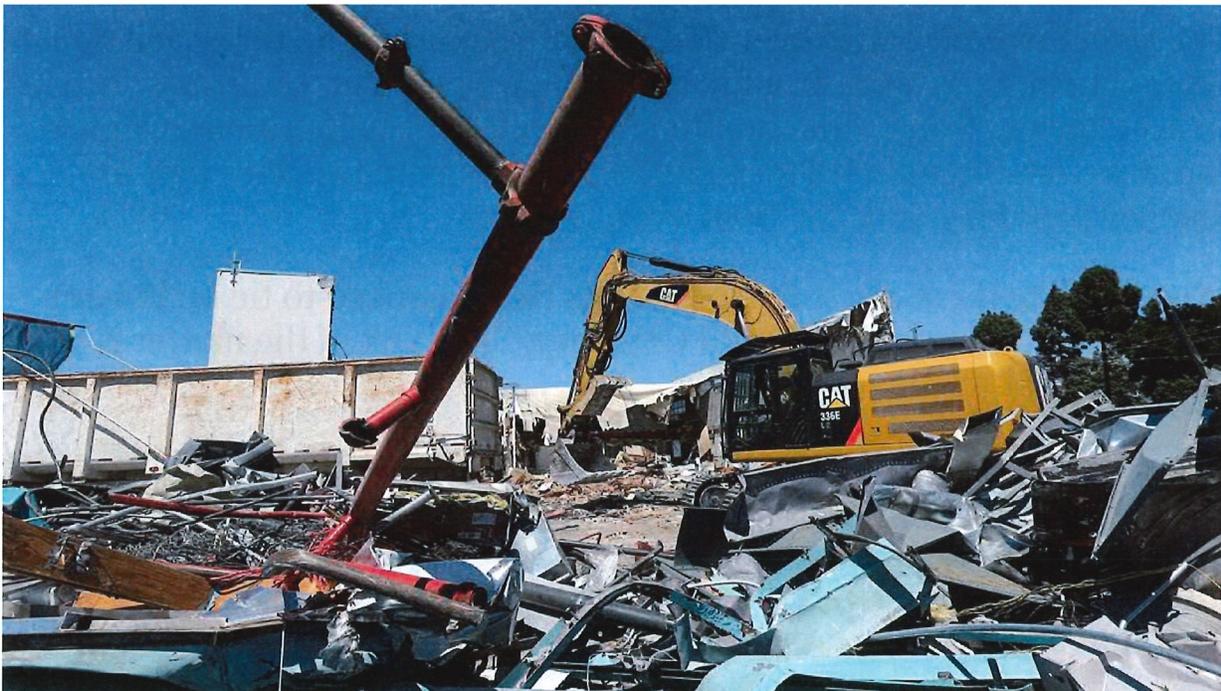
# CA: Transit authority in San Jose razes building where shooter killed 6 co-workers

Since May 2021, the Valley Transportation Authority building has remained shuttered and its windows darkened in one of the most visible symbols of the tragedy that shook the region and continues to upend the lives of survivors.

**By:** Eliyahu Kamisher

**Source:** The Mercury News (TNS)

May 13, 2022



Heavy machinery demolishes the Building B at the Valley Transportation Authority Light Rail maintenance facility in San Jose, California, on Wednesday, May 11, 2022. Six shooting victims were killed from the Building B and three other from Building A by a coworker on May 26, 2021. (Ray Chavez/Bay Area News Group/TNS)

SAN JOSE, Calif. — Nearly a year ago, Building B on the western edge of Guadalupe rail yard transformed from an anonymous off-white structure to the site of the San Francisco Bay Area's deadliest mass shooting. Since

that early spring morning on May 26, the Valley Transportation Authority building has remained shuttered and its windows darkened in one of the most visible symbols of the tragedy that shook the region and continues to upend the lives of survivors.

On Wednesday the building met wrecking crews. Construction workers caved in the roof, gutted the interior, and have virtually destroyed the structure that for some traumatized workers looms over the facility like a black mark.

Among them is John Courtney, president of the VTA's largest union. Courtney was in the break room when a disgruntled VTA maintenance worker pulled a gun from his duffel bag and opened fire. Inside Building B, Courtney huddled on the ground behind a flimsy plastic chair before yelling at the gunman to "stop f---ing shooting." His demand went unheeded but Courtney was spared.

The structure still hangs over Courtney's frequent visits to the rail depot. After returning to work as a full-time union president, Courtney once fell to his knees in front of the building and called for help. He has wanted the structure demolished for months but now acknowledges that his journey past May 26 is far from over.

"You feel like there are some loose ends that you need to tie up in your mind so you can move on," said Courtney. "The fact of the matter is you can't tie up all the loose ends."

The nine shooting victims were fathers, brothers and husbands. They left behind children who are now preparing for college, a wife considering moving out of state, and friends who have put together a memorial golf tournament. Another veteran VTA employee who witnessed the attack later took his own life.

But as the VTA approaches that tragic day's one-year anniversary there are still unresolved matters. In November, victims' families filed claims for damages in excess of \$140 million, according to documents obtained through a public records request. The claims could go to trial if the parties do not reach a settlement.

Another \$1.9 million contract that was supposed to be awarded to Deloitte to revamp a workplace culture criticized as toxic is delayed after divisions among the union leadership. Meanwhile, the VTA is enforcing a strict vaccine mandate that could see dozens of employees fired.

On Wednesday, excavators, surrounded by heaps of twisted metal, hauled piles of rubble into a dump truck where the building once stood. The structure, which housed the Way Power and Signal division, was already on the VTA's radar for renovation before the shooting, but the tragedy sped up the demolition.

In a matter of minutes, the gunman, Samuel Cassidy, killed six of his co-workers in the break room. He then moved eastward to Building A and killed three more before killing himself. There are no plans to destroy Building A, which houses the dispatch center and is far more difficult to replace.

Building B is not the only mass shooting site to be destroyed. Communities around the country have grappled with how best to memorialize victims and move forward when buildings are often a constant reminder of the tragedy. Demolition crews leveled Sandy Hook Elementary School in Connecticut, where a shooter killed 20 children, and also a community college building in Oregon.

“Many people early on wanted not just this building demolished, but they wanted the whole yard redone,” said Cindy Chavez, a VTA board member and Santa Clara County supervisor.

“I think the path to recovery is very long,” said Chavez. “This wound is so deep, that the recovery is more ephemeral. It’s less physical in many respects.”

## Mass Transit

# CA: COVID: VTA vaccination rate surges to 90% as holdouts face possible pink slip

The chances of hopping on a VTA bus with an unvaccinated driver are increasingly slim as the agency reports a 90% COVID vaccination rate.

**By:** Eliyahu Kamisher

**Source:** Bay Area News Group (TNS)

May 11, 2022



MOUNTAIN VIEW, CA - February 02: A lone passenger rides the VTA Light Rail's Orange Line during the evening commute in Mountain View, Calif., on Wednesday, Feb. 2, 2022. (Dai Sugano/Bay Area News Group/TNS)

The chances of hopping on a VTA bus with an unvaccinated driver are increasingly slim as the agency reports a 90% COVID vaccination rate after threatening to fire employees who didn't get the jab by the end of April. Still, nearly 100 holdouts have yet to report their vaccine status or receive an exemption and could soon face pink slips.

In total 1,937 employees are fully vaccinated – a 272-person increase from early April, when only 78% of the agency's employees had reported

at least two shots – according to data shared at a VTA board meeting. The flood of newly reported vaccinations came ahead of an April 29 deadline requiring staff to get inoculated against COVID-19 or face possible termination.

VTA's vaccine mandate comes months after most Bay Area transit agencies wielded the threat of terminations to boost their own inoculation rates.

BART and Muni resorted to firing or forcing the early retirement of a combined 127 employees, a small fraction of their staff, after enforcing mandates in the fall. Both agencies now report vaccination rates above 99%. AC Transit in the East Bay implemented its own vaccine mandates last month and reported a 91.5% vaccination rate – an increase from a self-reported tally of 52% in December when workers were not required to disclose vaccination status.

The VTA, which is its own special district, was not subject to South Bay city and county vaccine mandates that went into effect around eight months ago and sparked outcries from employee unions and lawsuits. That allowed the transit operator to keep its services running with only about 54% of its frontline workers vaccinated compared to upwards of 90% for other public agencies in Santa Clara County.

The rising vaccine rate may also bring some relief to immunocompromised passengers anxious about riding public transit amid rising case rates and as the VTA, along with most other transit agencies, ended mandatory masking policies last month.

“I’m not sure why 100% of VTA drivers aren’t vaccinated,” said Thom Mayer, 73, who rides VTA transit with a wheelchair and said high vaccination rates are particularly important for him.

Bus operators tie restraints to his wheelchair to keep it from tipping over, Mayer said. “They get up close and personal.”

The majority of newly reported vaccinations came from employees in the VTA's largest labor union, the Amalgamated Transit Union, which represents bus drivers, light rail operators, and mechanics.

In total, about 169 employees have not provided proof of at least a single dose of vaccine, while 70 of those workers have received vaccination exemptions on religious or medical grounds, leaving around 99 people facing possible firings. The holdouts will soon receive letters in the mail notifying them of the VTA's disciplinary plans, including possible termination, and enter into a hearing process where they can seek to oppose termination.

Meanwhile, four VTA employees chose to retire early rather than submit to the jab, VTA official Jim Lawson said during a board meeting last week.

John Courtney, president of the ATU union, said the VTA should be trying to accommodate unvaccinated employees with a weekly testing option to avoid firing drivers who have dedicated years of their lives to the agency and kept Santa Clara County moving during the depths of the pandemic. Caltrain and Los Angeles Metro, the largest transit agency in the state, have allowed testing options for unvaccinated workers to stave off firings.

"They're not backing off. They've pushed so many people into a corner," said Courtney. "These numbers are people, human beings with jobs and families," he added.

CleanTechnica

## How Does Transit Help The Climate?

By: Guest Contributor

May 5, 2022



The health of residents living alongside a bus route in Gothenburg became considerably better when hybrid buses were replaced by buses fully powered by electricity. Along with the noise levels there was a reduction of fatigue, day time sleepiness and low mood, a study at the University of Gothenburg shows. Image: electric Solaris bus, courtesy of Solaris.

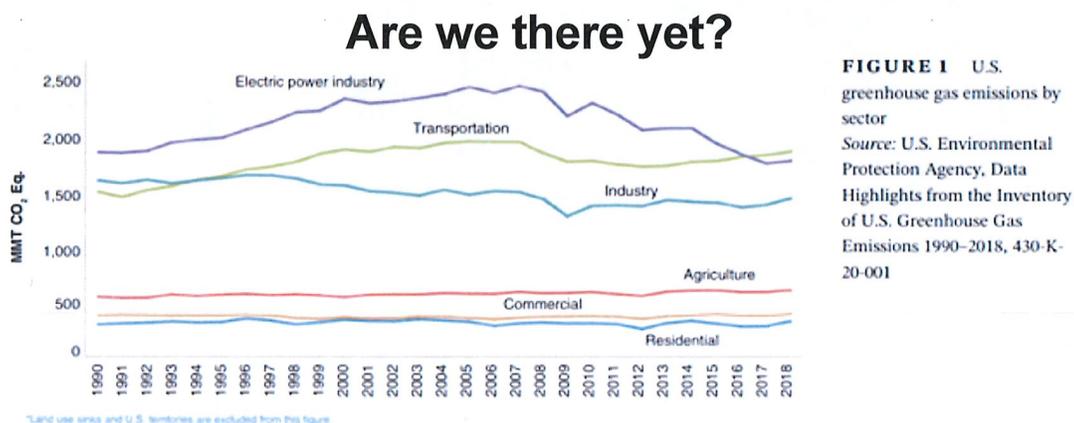
### **Transit lowers emissions, brings convenience**

Transportation is about getting where we need to go — to where we live, where we play, where we work, where we pray. I have the hope that we can do this in a way that allows future generations to do the same. Riding a mile by bus in this country, on average, contributes 30% less to climate change than riding in a gas car alone. This accounts for average occupancy and holds true for most of the major transit systems in the country. Riding by rail is even better. Riding a bike or walking lowers your emissions down to zero. Each trip we make outside of a car makes a small difference in reducing your carbon footprint.

That's where the story usually stops, but these replaced car trips are just a small piece of transit's climate benefits. Transit investments push our communities to be more accessible no matter how you travel by encouraging more efficient clustered development. So even if you never ride a bus, transit investments help you go places while driving less, grouping trips together, or making it easier to walk or bike. This concept applies at all densities from big cities to rural areas — communities everywhere can benefit from transportation policy that makes it easier to get around.

The impact of these changes to our communities can reduce vehicle travel by anywhere from 5–12 times as much as the benefits from directly replaced car trips. Clustered development allows us to get to where we need to go without literally spinning our wheels an extra distance due to sprawling land use planning. The Intergovernmental Panel on Climate Change's most recent comprehensive mitigation report similarly shows that compact and resource-efficient development patterns are a key portion of an overall transportation decarbonization strategy.

We need better transit not only for the climate though, but also because it enhances mobility for everyone in a country where driving is often the only option. Over 10 million US households in the United States do not have a car, whether that be due to high costs of ownership, maintenance, and insurance; inability to drive due to aging or disability, criminalization of poor drivers and inequitable traffic enforcement; or a range of other factors. Public transit can provide another way of getting around that is more accessible to all and reduces transportation emissions.

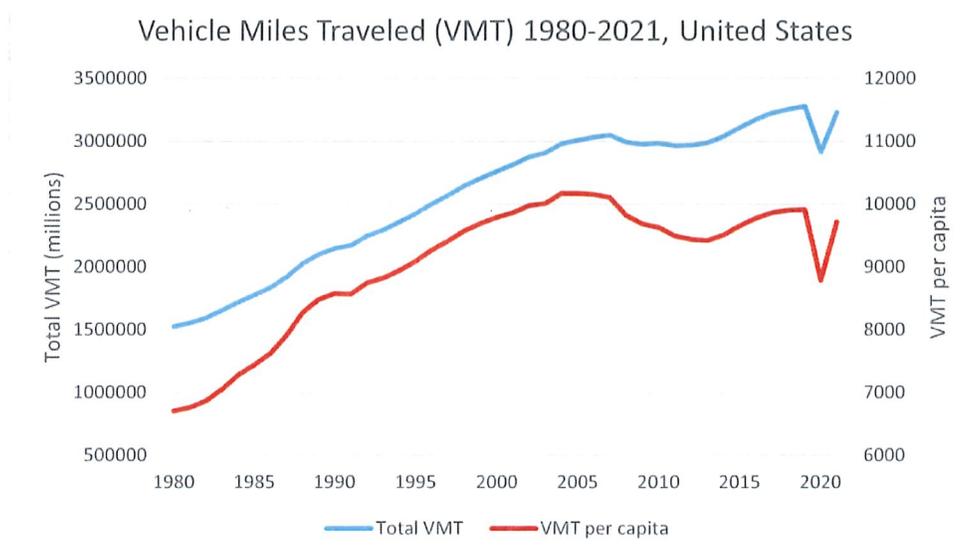


*Transportation is now the largest source of US greenhouse gas emissions. (Bleviss, 2020)*

Transportation has been the biggest contributor to climate change in the US since 2016, and its emissions are only projected to increase in the future without significant changes. While fuel economy and efficiency standards, and current EV adoption push vehicles to emit less per mile, the growth in vehicles miles traveled (VMT) currently outpaces those increases. Improving the cars and trucks we drive has been crucial in reining in transportation emissions, and we will not make the magnitude of progress necessary on climate without just plain *driving less*.

The country had a dip in transportation emissions around 2005 after Hurricane Katrina, when damage to refineries and production caused oil prices to spike above \$70 a barrel (that's a lot). This was largely linked to a decrease in travel was amplified during the Great Recession, when lower incomes and a host of demographic factors made it seem like the US reached "peak driving." On the contrary, within the decade, travel bounced back and kept climbing.

Through the first year of the COVID-19 pandemic, VMT decreased sharply. The world turned upside down, and people traveled less for both work and non-work activities. I was lucky enough to hole up in the virtual universe and rarely get into a vehicle most of that year. Those who weren't so lucky often had to navigate a world of decreased transit service to carry out essential jobs and services. Though transportation emissions decreased around 10% from the previous pre-pandemic year, no one would wish for the turmoil and economic disruption that came with it. Since April 2021, travel has returned to pre-pandemic levels and has kept increasing, though with a different flavor — increasing truck traffic, less commute trips but more non-work trips, and unfortunate declines in transit ridership. Now that traffic is back, the benefits of providing frequent and reliable transit service are even more clear.



*Total VMT has steadily increased and bounced back to pre-pandemic levels. (FHWA, 2021)*

## Now's the time to advocate for transportation change

Here are some policies that can help push the needle:

### **Assess climate impacts when deciding on all transportation projects:**

Currently, highway and transit projects can get built without considering the carbon emissions increases or reductions they would bring. In December 2021, Colorado approved a greenhouse gas emission reduction standard to require this analysis, and

other states are thinking to do the same. Reinstating a federal greenhouse gas performance measure in transportation planning could also require states to measure and reduce transportation emissions.

**Increase transit investments and funding, especially electric ones:** Transit has much room to improve. The latest federal infrastructure bill has given the opportunity for some major investments, though much more needs to be done. Transit operations funding (e.g., paying bus drivers) needs to be secured and increased for frequency and reliability of service. These investments will be even better for the climate if they are electrified, and many transit agencies and states across the country are setting targets for full transit electrification in the next two decades.

**Set transit up for success with sustainable land-use policy:** Federal, state, and local governments can enable walkable and compact communities as a foundation for transit investments. Investments in biking and pedestrian infrastructure can make these neighborhoods safer and more sustainable. Investing in affordable housing and anti-displacement measures can help in a world where a scarcity of transit-oriented development often pushes people out of their communities.

At UCS, we have advocated for electrifying transportation and more cleaner fuels for years. These are indeed important, and it's clear that transit and land-use policies are part of the solution as well. Systemic change in making our transportation system connect people and things better is necessary if we want to effectively address the climate crisis, and this will take using all of the tools in our toolbox. There is no "easy fix" or "silver bullet" here, just lots of work to do!

Mass Transit

# US: There's a Big Difference Between Transit Boards and Riders

A recent study found transit agency boards were not representative in terms of gender, race or geography.

By: Jake Blumgart

Source: Governing (TNS)

May 4, 2022

May 2—When Cam Hardy began attending board meetings of the Cincinnati-area Southwest Ohio Regional Transit Authority, he quickly noticed that the people in charge of the agency did not use transit.

"They were extremely out of touch," says Hardy, president of the Better Bus Coalition. "Very white, very corporate and very resistant to change. Just cutting this and that [transit service] without really analyzing why a route might not be working."

This is not an unusual dynamic, a new study from TransitCenter shows. The advocacy and research group studied transit agencies across 11 cities — Cincinnati not among them — and found that their boards were not representative in terms of gender, race or geography.

Across the cities studied, an average of 75 percent of riders lived in the central city while those jurisdictions only received 40 percent of board appointments. In some of the nation's biggest cities disparities were far greater. In New York, 88 percent of riders live in the city but only 18 percent of board seats go to their representatives. In Philadelphia, 71 percent of riders are urban residents but they only get 13 percent of board seats.

In some of the smaller cities studied — New Orleans, Richmond and Savannah — suburban areas enjoy board representation even though they either don't pay into the system or receive service.

"The people who are riding the system the most don't have the highest representation on the system," says Jessica Cruz, lead author of the TransitCenter report. "You have people [in charge] who are not using the system every day or speaking for the needs of suburban folks versus the [majority of] transit riders."

TransitCenter also studied racial and gender representation and found that transit boards were unrepresentative in these categories as well. Of the 11 cities covered, nonwhite residents comprised 63 percent of ridership but only 36 percent of boardmembers. Women were just 30 percent of boardmembership while making up a little over half of ridership.

Cruz notes that while board leadership are not usually overseeing granular decisions, they do set broader policy for their agencies. They oversee budgets, labor agreements, fare standards and the hiring of the CEO.

For Hardy, Southwest Ohio Regional Transit Authority's board was obviously out of touch with the average rider. For one thing, all their meetings took place on weekday mornings. Hardy isn't a full-time transit advocate; he has a day job as a paralegal too. Most of his comrades were also working when the meetings were held, so they could rarely attend.

After years of advocacy and organizing, Hardy and other members of the Better Bus Coalition have won changes. They got half of the meetings changed to evening hours, so work-a-day residents can attend. There are now regular bus riders on the board, who can speak to their lived experiences on the system.

They pushed for benches at bus stops, even raising funds for the infrastructure themselves when the board balked. The Better Bus Coalition also helped push a transit levy in 2020, something that policymakers had been unable to secure since 1972.

"We were able to successfully get it passed through a lot of being on the ground, a lot of relentlessness, and a lot of shaming and holding people accountable, particularly on that board," says Hardy.

Cruz and her co-authors argue that it is essential for advocates to both pressure the board and to build relationships with them, just as the Better Bus Coalition has. They cite an early 2021 campaign in Los Angeles where advocates successfully convinced the L.A. Metro's board to restore pre-pandemic service at a faster rate than originally planned. Cruz attributes their victory to a tight relationship with Los Angeles councilmember and boardmember Mike Bonin, who championed their cause.

Winning allies and securing friendly appointments may be an easier lift than changing the jurisdictional composition of transit boards, as governance norms can be rooted in laws and agreements established decades ago. As Hardy and his colleagues found, making the board more of a known quantity for riders is a strong start.

"The first step towards making boards more accountable is making them more visible," says Gian Claudia Sciara, assistant professor of community and regional planning at the University of Texas, Austin. "Having riders understand what the board is, who's on it, what kinds of decisions they're impacting. Changing the structures will involve legislation: first you have to build momentum."

Advocates acknowledge that having suburban and ideologically diverse representation on transit boards is important. In an era of partisan polarization around transportation policy, it can be important to have boardmembers who can speak on transit's behalf in spaces like state legislatures that tend to be dominated by conservative, white and non-urban political forces.

In Philadelphia, for example, Republican power broker Pasquale "Pat" Deon has been the head of the board for almost a quarter century. Although he doesn't live in Philadelphia, his ability to maneuver on SEPTA's behalf in the GOP-dominated state capitol is widely praised.

"It's necessary to have more conservative-leaning board members to have tougher conversations in Harrisburg," says Yasha Zarrinkelk, with Transit Forward Philadelphia. "When I say diversity, I mean a spectrum of individuals who bring different voices to the table. Unfortunately, right now SEPTA's board skews heavily one way."

In Cincinnati, the transit agency board by some measures grew less representative since Hardy began his advocacy. After winning the long-sought transit levy, Hamilton County got a majority of seats on the board and the city's representation was reduced from seven to five. But the board today is in other ways more representative: It includes bus riders for the first time, and is more responsive to advocate pressure.

"When I say a bus rider, I'm saying somebody that depends on the service, not someone who can just snap a selfie or two on the bus," says Hardy, about the transit-using appointees. "Someone who needs it to work, just like thousands of riders across the city. We're experts at this. This is something that we know. This is our system. And we still have a long way to go."

May 4, 2022

## Senate Announces Transportation Infrastructure Package Investment Details

On Thursday, April 28, Senate President pro Tem Atkins and Senate Budget Chair Skinner announced the second phase of the [Senate Budget Plan: Putting Wealth to Work](#). The first phase of the plan was announced in December 2021, and served as a broad overview of the plan's fundamental points. The objective of the plan is to utilize California's robust resources to benefit middle class and struggling families and provide more equitable access to education, transportation, and health care among several other priorities. With the Legislative Analyst's Office estimating a surplus of \$68 billion in the General Fund, these investments are primed to put California's wealth to work and support families that need it most by creating high-paying jobs and building important transit infrastructure that will improve transportation options and reduce greenhouse gas emissions.

The Senate budget plan, which was released in fuller detail on Tuesday, May 3, calls for a four-year, \$20 billion investment in transportation infrastructure, which builds on the Governor's \$5 billion General Fund proposal released in January. Below, we outline the components of the proposed transportation infrastructure package:

- **\$13.8 billion over four years for transit infrastructure, including:**
  - Roughly \$11.8 billion for transit projects, split between Southern California and the balance of the state, with outyears allocated by formula.
  - \$2 billion for grade separation projects.
- **\$2.9 billion over four years for climate investments, including:**
  - \$2 billion for Active Transportation projects, which would include Highways to Boulevards and safety projects such as those outlined by the Newsom Administration.
  - \$875 million over four years for local climate adaptation planning and projects.

- The package also proposes to set aside \$150 million per year in federal Infrastructure Investment and Jobs Act (IIJA) funds, as allowed under IIJA, for adaptation projects on the state highway system.
- **\$2.1 billion over four years for freight and workforce investments, including:**
  - \$1.2 billion for port infrastructure, as proposed by the Newsom Administration.
  - \$110 million for a workforce training center, as proposed by the Newsom Administration.
  - \$790 million over four years in additional funding for the Trade Corridor Enhancement Program.
- **\$1.25 billion over four years for congestion mitigation and bridge repair and replacement, including:**
  - \$700 million over four years in additional funding for the Solutions for Congested Corridors Program.
  - \$550 million over four years to augment federal and local funding for high-cost local bridge repair and replacement.

This proposal will be heard in the [Senate Budget Subcommittee #5](#) today, May 4, at 1:30 pm where it will be discussed by committee members. This proposal will remain the subject of discussion between the Senate, the Assembly, and the Newsom Administration as the Fiscal Year 2022-23 budget is finalized.

**For questions about this Funding Update, please contact Executive Director Michael Pimentel ([michael@caltransit.org](mailto:michael@caltransit.org)).**

## Mass Transit

# US: Please keep wearing masks on public transit, CDC urges

People should continue wearing masks on public transportation even though it's no longer required by law, the Centers for Disease Control and Prevention said Tuesday.

**By:** Joseph Wilkinson

**Source:** New York Daily News (TNS)

May 4, 2022



People ride on a MTA subway F train on March 11, 2022, in New York City. (Spencer Platt/Getty Images/TNS)

People should continue wearing masks on public transportation even though it's no longer required by law, the Centers for Disease Control and Prevention said Tuesday.

The federal government's public transit mask mandate was scheduled to expire Tuesday, but a federal judge struck it down two weeks earlier instead.

“CDC continues to recommend that all people — passengers and workers, alike — properly wear a well-fitting mask or respirator in indoor public transportation conveyances and transportation hubs to provide protection for themselves and other travelers in these high volume, mixed population settings,” CDC director Rochelle Walensky said in a press release.

While the nationwide rules changed, New York authorities have continued to require masks on planes, trains and buses.

The Justice Department has appealed the anti-mask mandate ruling from Judge Kathryn Kimball Mizelle, who was appointed by former President Donald Trump.

COVID-19 cases have continued to tick upward due to the omicron BA.2 subvariant. On Tuesday, case rates were highest in previous bellwether locations such as New York and Washington state.

Time

## High Gas Prices Are Pushing Electric Car Sales to a Tipping Point

By: Nik Popli

May 3, 2022 5:02 PM EDT



A Tesla car is charged at electric vehicle charging pod point at Trentham Estate on December 10, 2021 in Stoke on Trent, England. Nathan Stirk—Getty Images

**W**

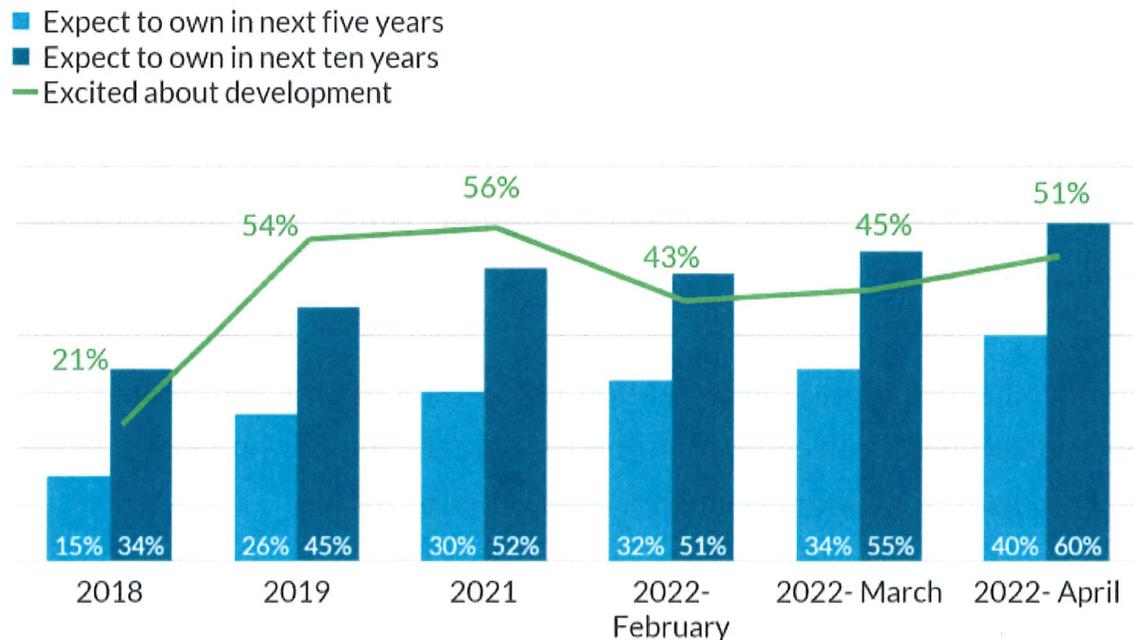
hen Eric Dirksen received his first electric car in December—a new Tesla Model Y—he didn't know gas prices would spike a few months after. But with fuel costing about \$4.20 per gallon on average this week, he's happy with the decision.

“Very fortunate at the timing,” he says. Dirksen spent \$62 on charging in the last month, roughly the same amount as 15 gallons of gas. “I wanted to be more intentional with ensuring I was doing what I could to ensure a sustainable future for my daughter. It was the obvious choice,” Dirksen says of his purchase. “The savings are still mind blowing to me.”

With gas prices painfully high for the third straight month, more Americans like Dirksen have been turning to fuel-efficient vehicle alternatives as a way to save money, new data shows.

An unreleased report from CarGurus, an automotive research and shopping firm, shows that 53% of active shoppers say they are considering a more fuel-efficient vehicle in response to high gas prices. The data, shared with TIME, looks at consumer sentiment toward electric vehicles based on an online survey of 2,176 U.S. automobile owners at various points this year. It finds that 40% of Americans now expect to own an electric car in the next five years, up from 32% in February and 30% last year.

## Consumer Sentiment Towards Electric Vehicles



The data, shared with TIME, looks at consumer sentiment toward electric vehicles based on an online survey of 2,176 U.S. automobile owners at various points this year. CarGurus

“Gas prices have really pushed shoppers to consider EVs that otherwise wouldn’t have sooner,” says Ali Chapman, a senior customer insights analyst at CarGurus. “And it’s led to increased activity in EVs on our site.”

Google searches for electric cars have also been boosted by the gas prices, reaching a record high in March. And the results are being felt all across the auto industry. Companies that manufacture electric vehicles have reported blockbuster sales in recent months, exceeding even the most optimistic Wall Street expectations.

Tesla, the largest electric vehicle manufacturer, generated a record profit of \$3.32 billion in the first three months of 2022, with sales of its vehicles jumping roughly 80% from last year. German automakers Volkswagen and

Mercedes also reported a bump in sales for their electric vehicle fleet, up 65% and 37%, respectively.

But despite the increase in sales and activity, data from CarGurus reveals consumer buying habits are a little more complex. In a survey of respondents last year, 56% said they'd be much more likely to consider an electric vehicle if gas prices reached \$5/gallon. Today, that figure drops to a more realistic 27%.

“The initial shock of paying \$5/gallon really kind of gets people looking,” says Kevin Roberts, director of industry insights and analytics at CarGurus. “But then as that awareness grows, interest slips out.”

That interest in EVs is also impacted by supply chain problems, particularly shortages of items like lithium-ion batteries and semiconductors, which are making it difficult for consumers to ride home in a new electric vehicle. For almost a year, long wait lists for electric vehicles have been common, and the war in Ukraine has further disrupted production.

It's made finding an electric vehicle take a little bit of luck—and a little more from your wallet. At many dealerships, only a small handful of EVs—if any—are available. Ordering one could take over a year to arrive, and some dealers only have pre-owned electric inventory on their lots. The problem isn't just the chip shortage, but that demand is significantly outpacing production.

On April 20, Ford shut down orders for the rest of the year on the Mach-E, its signature electric crossover, dubbed Car and Driver's electric vehicle of the year, meaning anyone who wants to buy one will have to pay a premium price. “Most people come in here to ask about the Mach-E,” one Ford

salesman said last week, citing higher than normal gas prices as the reason for increased interest. "If we had more of them they would sell the fastest."

But although carmakers are raising their prices, consumers still appear to want electric vehicles. "Two-thirds of people say that they agree EVs are the way of the future," Chapman says. "They seem somewhat inevitable."

Experts say it will take time, as less than 1% of the 250 million cars on the road today are electric, but high gas prices could be one way to encourage switching.

"EV interest is going to continue to grow organically over time," Roberts says. "Gas prices just kind of accelerate that."

Now, experts are looking back on the 2008 financial crisis as a potential example of what could happen in the electric vehicle industry. As gas prices spiked that year, consumers drastically shifted their driving habits and the kinds of vehicles they wanted, particularly as more electric vehicles were being introduced, Roberts says.

"But then when those gas prices went back down, people went back immediately to what their previous practices were before."

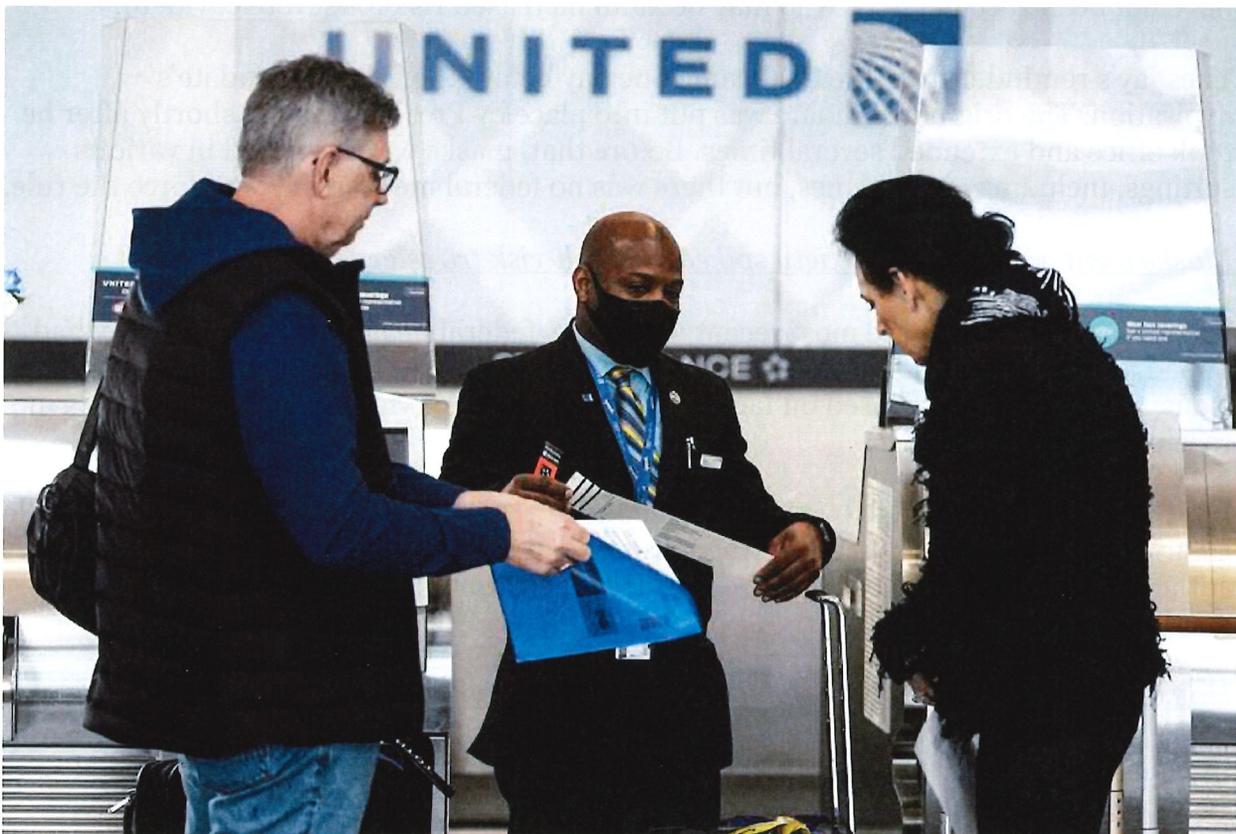
The Washington Post

## CDC reiterates importance of masks on airplanes, public transportation

Despite a judge's ruling that ended a federal mask mandate, the CDC urges that they be worn in transportation settings

By: Lori Aratani

May 3, 2022 at 5:53 pm EDT



A United Airlines worker assists travelers after the Biden administration announced it would no longer enforce a mask mandate on public transportation. (Kevin Lamarque/Reuters)

Federal health officials on Tuesday repeated their recommendation that masks be worn on airplanes, buses and in other public transportation settings where large numbers of people congregate.

Despite a federal judge's order last month striking down the federal transportation mask mandate, the Centers for Disease Control and Prevention said masks continue to be an important tool for stopping the spread of the coronavirus.

### [TSA stops mask enforcement after federal judge voids mandate](#)

“CDC continues to recommend that all people — passengers and workers, alike — properly wear a well-fitting mask or respirator in indoor public transportation conveyances and transportation hubs to provide protection for themselves and other travelers in these high volume, mixed population settings,” CDC Director Rochelle Walensky said in a statement that accompanied [the recommendation](#).

Walensky said that while masks protect the wearer, they also help protect those who have not been vaccinated or who may be at an increased risk for severe covid-19.

Tuesday's reminder from the CDC came one day before the federal mandate's expiration. The original mandate was put into place by President Biden shortly after he took office and extended several times. Before that, masks were required in various settings, including on airplanes, but there was no federal mechanism to enforce the rule.

### [Masks went away. Then anxiety spiked for high-risk travelers.](#)

When they announced the most recent extension, federal health officials said they had hoped to use the additional time to assess the need for a mask requirement in transportation settings based on factors such as the risk of virus variants and trends in caseloads.

But [that plan was upended](#) by U.S. District Judge Kathryn Kimball Mizelle of the Middle District of Florida, who tossed out the requirement, saying it exceeded the statutory authority of the CDC. The Justice Department then announced it would appeal the decision.

### [How a single judge's ruling upended national covid policy](#)

In polls, Americans have been [roughly split](#) on the need for face coverings in public transportation settings.

The seven-day national average number of coronavirus cases is up 23 percent compared with a week earlier, according to [data compiled](#) by The Washington Post, with hospitalizations up 3.6 percent. However, deaths from the virus have declined 14 percent.

**Yahoo News**

# **America's public transit systems are hurting. Can they recover?**

By: Chris Hippensteel, Amina Shreve and Hannah Ferrera  
Sat, April 30, 2022, 5:51 PM

Until February 2020, Sylvia Gonzalez, a lifelong New York City resident, would take the subway daily: from home to school, then to work and back home. Now she's nervous about the sheer thought of stepping onto a subway platform.

"I'd much rather risk traffic or being on a bike in the city than take the subway," Gonzalez, who recently finished graduate school and now works in finance, told Yahoo News. "Honestly, it doesn't feel safe down there, and it hasn't for a while."

Gonzalez isn't alone in her reluctance to use public transit. Two years into a pandemic that saw train and bus ridership plummet to a fraction of pre-COVID levels — and amid new fears about violence on city subways — once frequent commuters have been slow to return. And that's putting a strain on public transportation systems that remain an economic lifeline for those who depend on them.

Data from the American Public Transportation Association shows that nationwide ridership dropped to 25% of its previous volume at the onset of COVID-19, and it has since recovered to only about 60% of pre-pandemic levels. Transit agencies in cities like New York, Los Angeles and Washington, D.C., are all fighting to bring riders back to public trains and buses.

The problem is even worse outside of cities. Across the country, suburban commuter rails reported a [79% drop in ridership](#) from pre-pandemic levels as of September 2020, according to the federal Government Accountability Office. As of January of this year, commuter rail ridership [remained only about half](#) of the pre-pandemic rate.



A commuter in a Brooklyn subway station in December 2021. (Ed Jones/AFP via Getty Images)

As some businesses embrace remote or hybrid work long-term, those ridership dips are starting to look more intractable. While some remote employees have returned to the office, many have not, at least not full time. Some experts say that without the return of commuters, many transit systems and rail lines will [never reclaim their previous ridership](#).

Arguably, this is only the acceleration of a preexisting shift away from public transit. Transit ridership declined more than 14%

nationwide between 2012 and 2018, data from the [National Academies of Sciences](#) shows.

“I think it is worrisome that when ridership in pre-pandemic times was declining, it seemed like regional policymakers didn’t have plans across the country for restoring it,” Jacob Wasserman, a research project manager at the UCLA Institute of Transportation Studies, told Yahoo News.

Wasserman said the pre-pandemic decline in ridership, though more pronounced in some cities than in others, may have been a product of expanded access to cars. The growth of ride-hailing apps like Uber and Lyft may also have played a role, he said.

Reversing those trends has become an even greater challenge for transit agencies, with safety concerns convincing some riders to cut down on public transit or avoid it altogether. In addition to lingering fears about COVID-19 transmission, riders are worried about the perception of increased crime on public transit.

In New York City, for example, a 14% increase in crime on the subway — including a mass shooting at a station in Brooklyn on April 12 — has rattled riders.

“Pre-COVID, there was never many stories of incidents happening in the subway, so I enjoyed taking it,” said Michelle Marakasherry, a college student at the School of Visual Arts in New York City, who has taken the subway since she moved to the city in 2019. “Post-COVID, there's an incident happening in the subway almost every week. Now I’m intricately planning where I stand and on edge most of the time. I find myself choosing to walk, as it seems like the safer choice sometimes.”



People departing a Los Angeles Metro Rail train in December 2021. (Mario Tama/Getty Images)

Many experts fear that if public transportation systems never recover, they may enter a negative feedback loop in which lower ridership creates a perception of danger, leading to still lower ridership and declining fare box revenues that harm quality of service, which in turn further discourages riders.

“I think, long-term, if we don’t see major changes in transit ridership and road and land uses, we will have huge problems,” Tara Goddard, a transportation safety expert at Texas A&M University, told [the Guardian](#) in February. “We will see emissions as horrible as they are now, road safety numbers as bad as now, inequities and social problems as bad as they are now. If we aren’t committed to serious change, we will have a lot of problems.”

The United States’ largest public transit networks have all felt the sting.

After New York City subway ridership dropped 90% in the spring of 2020, it is still at less than 60% of pre-pandemic levels, or 3.1 million riders a day, according to New York [Metropolitan Transportation Authority data](#). Ridership has [declined](#) at all but two of the city's 472 subway stations.

In Washington, D.C., more than a year into the pandemic, Metro ridership [dropped 85%](#) and has only begun to steadily recover.

Los Angeles saw its [ridership drop by 70%](#) at the onset of COVID-19, and has since recovered to only about 50% of pre-pandemic levels.

“There’s a crisis facing the public transportation system in L.A.,” Genevieve Giuliano, a transportation expert at USC’s Sol Price School of Public Policy, told the L.A. Times. “COVID made a bad situation worse.”



People move through the Broadway Junction subway station in Brooklyn in May 2021 as others wait in line to get a COVID-19 vaccination shot. (Spencer Platt/Getty Images)

Agencies funded by state or local tax revenue aren't in as dire a situation, and as a result can take more time and be more inventive in how they approach post-pandemic recovery, Annie Hudson, director of mobility initiatives at the Massachusetts Institute of Technology, told Yahoo News. But agencies that are funded by fares — that is, those that depend on their ridership to generate funds — have a more urgent need to increase ridership.

“When thinking about recovery post-COVID, the ones that rely heavily on fare revenue are the ones thinking about recapturing that ridership, because they need that ridership to subsist,” Hudson said.

Some agencies are experimenting with new fare offerings as a way to appeal to customers, she said.

One offering that has met with initial success, Hudson said, is a nonconsecutive multiday pass, which allows riders to hop on public transit an unlimited number of times on multiple days of their choice. The strategy, which has been adopted by the Maryland Department of Transportation, is a prime example of transit agencies adapting to a work-from-home environment.

Other approaches include capping weekly fares for frequent riders and reworking payment systems to accept tap-and-go transactions, either from credit cards or from mobile payment apps. In New York City, that has taken the form of the OMNY fare system.

“A lot of these things were happening before the pandemic to make it easier for people to travel and the whole process more transparent,” Hudson said. “COVID gave some of these agencies the chance to make changes they were waiting on doing for a while.”



New York City police investigate a subway incident on April 12 after an emergency brake was pulled. (Alexi J. Rosenfeld/Getty Images)

Even with decreased ridership, public transit remains essential to millions of Americans who lack access to other modes of transportation or for whom owning a car doesn't make financial sense, Wasserman said. According to the Washington, D.C.-based [Urban Institute](#), many bus and train routes to lower-income neighborhoods where people didn't have an option of working from home showed steadier ridership than other areas during the pandemic.

The Washington Metro's general manager, Paul J. Wiedefeld, told the [Washington Post](#) that the D.C. Metro should make bus routing decisions based on improving service in lower-income communities.

"One important lesson of the pandemic this year is that essential workers ride the bus," he told the paper. "Rather than

continue to make small adjustments to decade-old bus routes, should we identify neighborhoods that are underserved and restructure routes? To what extent should we ensure bus service directly links underserved communities to job centers, even if such service may not be as productive as other services?”

Meanwhile, as public transportation ridership numbers went down, car-related deaths went up. In the first half of 2021, more than 20,000 people died in car crashes, the highest rate since 2006. Vehicle miles traveled have [almost returned](#) to 2019 levels.

Experts told [the Guardian](#) that lower car traffic could actually cause more road deaths by allowing cars to go faster.

“The roadway system in the U.S. is built for speed, so when the traffic disappeared when COVID hit, traffic fatalities went off the chart,” Benito Perez, policy director at Transportation for America, told the U.K.-based publication. “People are also spreading out their trips during the day, and more people are walking and biking on roads designed for cars. So you’re getting this constant conflict. It’s a recipe for fatal crashes.”



A Metro Silver Line bus in Los Angeles in July 2021. (Patrick T. Fallon/AFP via Getty Images)

Still, said Wasserman, the pandemic showed that public transit is an essential public good, even if it's not always profitable.

“Even though ridership is down on public transit, it served an absolutely essential service [during the pandemic],” Wasserman said. “It got people to medical appointments, to work, to see their loved ones — at a time when there were a lot of things in doubt — and public transit provided that backbone.”

*Chris Hippensteel, Amina Shreve and Hannah Ferrera are students at Syracuse University.*

# MASS TRANSIT

## CA: BART renews mask mandate, staking lone policy in Bay Area transit

**By:** Eliyahu Kamisher

**Source:** Bay Area News Group (TNS)

April 28, 2022



BART riders will be required to mask up once again after the transit agency's Board of Directors voted to reinstate a masking requirement through mid-July.

Following a flood of calls from concerned BART riders during a meeting on Thursday, board members made a near-unanimous vote approving a mask mandate, saying the operator needs to protect vulnerable riders who rely on the service.

The decision, which impacts the system's 50 stations in five counties, makes BART the lone Bay Area transit system to mandate masks. Last

week, a federal court in Florida voided a federal mask mandate that led airlines and transit agencies across the country to make mask-wearing optional.

BART's new mask policy also raises the thorny issue of how it will enforce face coverings when many Bay Area residents are increasingly ditching masks in many other indoor settings.

BART police – not station managers – will enforce the mandate, and they will focus on warnings and providing masks to unmasked riders, but riders could be ejected from the system for not complying or face up to \$75 citations.

“The goal is to not penalize people,” said Rebecca Saltzman, the board president. “The goal is to get people to wear their masks.”

Saltzman, along with six other board members, approved of the new mask rule, which amends the code of conduct to require masks through July 18 with exemptions for children under the age of two and people unable to wear masks due to medical conditions. Directors Robert Raburn and Debora Allen, abstained, saying they would prefer to see masks strongly encouraged but not mandated.

BART's move comes as other transit agencies have faced pushback from riders over dropping their masking policies. But other operators have been unwilling to enact masking rules without a broader public health order. Most Bay Area counties remain in the CDC's lowest risk category for COVID-19 transmission, yet the CDC still recommends wearing masks on public transit.

“I am a regular BART rider in general, but I can't ride if it means putting myself at risk,” Jessica Lehman, the executive director of Senior and Disability Action, said during a public comment session. “We know that disabled people, older people, the general public are watching.”

On Wednesday evening, the Bay Area's largest bus operator AC Transit failed to renew a mask mandate in a split 3-3 vote with board members raising concerns over drivers being again tasked with enforcing the policy. The Santa Clara Valley Transportation Authority has no intention of considering a new mask requirement, the agency's board president

said, and the SFMTA, which runs Muni, is also relying on local health agency guidelines.

BART has seen high rates of mask compliance during the pandemic, however, riders have complained that people who don't don a covering face little repercussions during the previous requirement. Ed Alvarez, the BART police chief, said seven people were issued mask compliance citations during the pandemic.

Public health experts also raised concerns over how effective the mandate will be if riders are allowed to wear cloth masks, which are far less effective at preventing the spread of COVID-19 or contracting the disease. Well-fitting N95 and KN95 masks are the gold standard in masking.

“If we're going to put back masks mandates then we should supply masks that work well in physical science studies,” said Monica Ghandi, an infectious disease specialist at UC San Francisco. “We're not in 2020 anymore . . . we know that general mandates haven't made that big of a difference, especially with vaccination.”

Meanwhile, BART has upgraded its air ventilation system during the pandemic with hospital-grade filters that provide a level of COVID-19 filtration likely higher than your office, home, or restaurant.

# CapRadio

By: Randol White

Sunday, April 24, 2022

Sacramento, CA

## Interview: A UCSF doctor calculates the risk of not masking up in public transit



A Metro Transit bus driver wears an N95 protective mask and gloves as she drives her bus near Staples Center in downtown Los Angeles, Monday, Jan. 25, 2021.

*Damian Dovarganes / AP Photo*

This week has seen a major shift in where and when masks must be worn to reduce COVID-19 spread, following a court ruling out of Florida.

In its wake, airlines, airports and many public transit systems have announced they'll no longer require passengers to mask up. That includes the Sacramento International Airport and SacRT.

This might have you wondering about navigating public spaces in the coming weeks and months, especially if you're traveling.

UC San Francisco Professor and Chair of the Department of Medicine Dr. Robert Wachter discussed his risk calculations with CapRadio's Randol White.

**Can I get your thoughts on this ruling and how it's upended mask guidelines? Are you concerned about any ramifications?**

Well, I'm super concerned about the ruling because I just don't believe that decisions about public health should be made by a judge as opposed to an agency filled with experts on public health. And I think if the ruling stands, that's really problematic if the CDC or other appropriate federal agencies can't institute a mandate in the face of a rapidly changing pandemic threat, I think that puts us in a really bad place.

The decision in general, you know, the CDC was probably gearing up to make the same decision in a week or two, although cases are going up moderately quickly. I think it would have been a pretty tricky call. But in general, I think we have reached a point of the pandemic where it's reasonable to think twice about mandates because individual people have so many tools to keep themselves safe.

**Doctor, if you're still wanting to wear a mask in public settings, N95 or KN95 are still the gold standard, correct?**

Yeah, that's correct. They work substantially better than anything else. A surgical mask works reasonably well, and a cloth mask does next to nothing.

**If you're the only one with an N95 on, how effective might it be?**

Pretty effective. I mean, the reason I know that is I and my colleagues take care of people we know have COVID. I mean, they come to the hospital, they have a diagnosis of COVID. And what do we do? We wear N95 when we take care of them, and it's actually quite unusual to see a health care worker get infected from an infected patient.

**Let's walk through some calculations you might consider when deciding whether to fly without a mask. Where do you start?**

Well, let me start from the end. At this point, there is enough virus in the environment. The case rates are high enough and as you know, they're significant underestimates now of the true number of cases because of home testing. But even [accounting] for that, they are high-ish. They're going up. The test positivity rates are going up, the wastewater is going up in some regions. Luckily, hospitalizations are not.

But I calculated the other day in San Francisco — which is not particularly being hit hard by COVID — on a plane with 150 people, the chances that somebody on the plane has COVID is nearly 100%. To me, it's not even that close a call. And I think part of the reason is that I always ask myself, if I get COVID from this thing, would it have been worth it? And the answer is going out to dinner with good friends and taking my mask off to do that, I would have said, you know, I'm happy I got it. But you know, I did it

because I wanted to, and the only way to eat dinner is take your mask up. Getting it sitting on an airplane for a few hours, I wouldn't feel like it's worth it.

I don't wear a mask everywhere indoors. I'm comfortable having people over to the house. I'm comfortable playing poker with seven vaccinated buddies. So you know, those are things I am comfortable doing. But in pretty much every form of public transportation, I would wear a mask. When would I not in an airplane? If I looked around and there was nobody within three or four rows of me, I probably would take it off.

# Bloomberg

## Free Public Transit Is Not a Climate Policy

By: David Zipper

April 22, 2022 5:00 AM PDT

Dropping the farebox on buses and trains can boost ridership and ease inequality. But the environmental case for making transit free is less clear.



A farebox is pulled from a bus in Lawrence, Massachusetts in February 2022 as the Merrimack Valley Regional Transit Authority kicks off its fare-free bus service. *Photographer: Pat Greenhouse/The Boston Globe via Getty Images*

Throughout last February, the regional Utah Transit Authority paused fare collection. Salt Lake City Mayor Erin Mendenhall suggested that this “Fare Free February” would accomplish two goals at once: commemorating the 20th anniversary of Salt Lake City hosting the 2002 Winter Olympics while also reducing emissions in a region where air quality has been a longstanding concern.

A few weeks ago UTA issued a report that evaluated the month-long pilot. Average ridership rose sharply compared to January: 16.2% during weekdays and 58.1% and 32.5% during Saturdays and Sundays, respectively. “Far more people will take transit when cost is not a barrier,” Mayor Mendenhall tweeted as she shared the report. “I’m so excited about the possibilities this presents for our air quality.”

UTA is not the only U.S. transit agency to experiment with fare-free transit recently; riders can currently board the bus for free in Richmond and Alexandria, Virginia; Kansas City, Missouri; and Lawrence and Haverhill, Massachusetts, as well as on certain Boston routes. Local boosters generally cite goals of addressing inequality, but several, like Mendenhall, have also stressed the climate benefits of making transit free.

But those claims are shaky at best. After more than a decade of transit agencies around the world experimenting with free trips, it's far from clear that dropping fares delivers an environmental upside.

It boils down to this: If fare-free transit doesn't substantially reduce driving, it's not mitigating emissions or slowing climate change. And all signs suggest that it doesn't.

It's easy to understand why one might think otherwise. Transportation is the largest source of emissions in the U.S., mostly from motor vehicles. Transit trips are far less polluting than driving; a study last year from the National Academies of Sciences found that a person riding transit instead of driving saves the equivalent of 9 million metric tons of carbon dioxide annually. In Utah, transit trips grew considerably after UTA stopped charging fares, as they have during fare-free pilots elsewhere.

In its report, UTA estimated that Fare Free February reduced pollution emissions by 68 tons, based on an assumption that 47% of the new transit riders would have otherwise driven. That figure relies on a 2019 survey, which found that 47% of UTA riders were so-called "choice" riders who had access to a car. But trips during Free Fare February were likely made by different riders than in 2019, when fares were charged. Data from other fare-free transit programs suggests that making travel free enticed those who, due to limited income, would have otherwise walked, rode a bike or foregone the trip entirely. Such shifts would increase net emissions, not lower them. (UTA declined a request for comment.)

Providing enhanced mobility for those of limited means is societally valuable — but it doesn't reduce emissions. To accomplish that, fare-free transit must win over a significant number of people who would otherwise have driven. And that's a trickier proposition. Car owners tend to be wealthier than the general public, and their access to a private vehicle makes them less willing to tolerate bus transfers, wait times, or slow journeys. Especially in a region lacking frequent and fast bus service (UTA buses arrive every 15 minutes on many routes), removing a \$2.50 fare seems unlikely to convince many drivers to leave their keys at home.

To support this hypothesis, we can look to Europe, where several cities adopted fare-free transit years ago — without finding evidence of subsequent mode shift from driving.

Residents of the Estonian capital of Tallinn have been able to ride public transportation for free since 2013. Last year Estonia's national auditor issued its assessment of that policy: It had induced many additional transit rides, but it failed to reduce car journeys. Dunkirk, France, and Frydek-Mistek, Czech Republic, have adopted free transit as well.

"There's no evidence at all that cities introducing fare-free public transport have seen their car traffic reduced," said Mohamed Mezghani, the secretary general of the International Association

of Public Transport, which has published a policy brief on the topic. “Most of the [new] people taking public transport used to walk.”

# Public transportation is a powerful tool to reduce transportation emissions — it’s just that dropping fares isn’t the right approach.

The story was similar in Santiago, Chile, where researchers randomly assigned free two-week transit passes to residents. Those receiving the free passes took 12% more trips overall, but they did not drive less.

If free public transportation failed to attract drivers in relatively transit-rich Europe and Santiago, there’s little reason to think it would fare better (pun intended) in the U.S., where scant transit service acts as a deterrent. An extensive 2012 study by the National Academies of Sciences noted that fare-free experiments undertaken in Denver (1978-9) and Austin (1989-90) failed to reduce driving; most new trips were taken by those lacking access to a car.

An absence of evidence hasn’t prevented many U.S. advocates of fare-free transit from touting its climate upside. “The environmental benefits of fare-free service are significant,” a Montgomery County, Maryland, councilmember wrote in a Washington Post op-ed. “The fare-free model can shift people away from cars and onto transit,” a climate advocate wrote in the Bay Area’s Press-Democrat in an editorial promoting cutting fares on Sonoma County Transit buses. The Barr Foundation published a post promoting free transit as part of a “climate-friendly future.”

Perhaps the most prominent U.S. booster for free transit is Boston Mayor Michelle Wu, who campaigned for the post last year with a promise to “Free the T” to address both climate change and income inequality. Three MBTA bus routes went fare-free last August, and data showed that ridership on the 28 line rose 38%. (Other Boston bus routes, where fares were still collected, also saw increases, but smaller ones.) A survey of riders indicated that 15% of riders were new — but the fare-free rides replaced more biking and walking trips (8%) than driving (5%).



A two-year program in Boston makes MBTA bus lines 23, 28, and 29 free.  
Photographer: Lane Turner/The Boston Globe via Getty Images

To be sure, emissions reduction is usually not the only — or even the most important — justification cited for fare-free transit; equity benefits are usually mentioned first. Because transit riders typically have lower incomes than drivers, reducing their expenditures represents a progressive redistribution of wealth.

Even so, many transit advocates remain skeptical of equity arguments for fare-free transit. The nonprofit advocacy group Transit Center found that low-income and new riders would prefer more frequent and reliable service to a reduction in fares.

That said, the group's executive director, David Bragdon, does agree with fare-free advocates that public transportation is a powerful tool to reduce transportation emissions — it's just that dropping fares isn't the right approach. "If you take bad American transit that costs \$1.50 and make that bad service free, that won't move the needle enough to make a climate impact."

Bragdon dismissed fare-free transit as "a distraction from doing the things that we need to do" — like converting general traffic lanes for bus rapid transit and generally expanding transit service to make it more readily available. "The key to getting people out of automobiles is providing abundant, frequent service around the clock," he said.

Another way to boost transit would be to remove longstanding subsidies for urban driving. Cities could implement decongestion pricing that forces drivers to pay for the slowdowns they impose on other road users. Or cities could start charging a market price for residential parking permits.

Boston, for instance, has no fee to obtain one, even for a person's third or fourth vehicle left overnight on public streets. But local officials know that imposing new costs on drivers invites a voter backlash. (As a Boston councilmember, Mayor Wu tried unsuccessfully to introduce a fee for residential parking permits.)

There is a lesson here: Serious efforts to entice drivers to become transit riders won't come cheap; local leaders must allocate significant dollars and political capital toward expanding transit service and curtailing the preferential treatment of cars.

Fare-free transit may look like a tantalizing shortcut to decarbonize urban transportation. But that image is illusory. In mode shift as in life, you get what you pay for.

## **MASS TRANSIT**

# CA: LA County will keep mask mandate at airports and on public transit, despite federal changes

By: Luke Money and Rong-Gong Lin II  
Source Los Angeles Times (TNS)  
April 22, 2022

The new health officer order, which goes into effect Friday at 12:01 a.m. Pacific time, means the nation's most populous county will again have face-covering rules that go beyond those set by the state.



Passengers make their way through Delta Airlines Terminal 2 at Los Angeles International Airport on Tuesday, April 19, 2022, after airports and airlines dropped their mask requirements. Los Angeles County decided to continue to require masks at airports, starting Friday. (Gary Coronado/Los Angeles Times/TNS)

**LOS ANGELES** — Despite recent changes at the federal level, Los Angeles County will continue to require travelers to mask up when aboard public transit or in indoor transportation hubs such as airports.

The new health officer order, which goes into effect Friday at 12:01 a.m. Pacific time, means the nation's most populous county will again have face-covering rules that go beyond those set by the state.

On Wednesday, the California Department of Public Health unveiled its own updated guidance that strongly recommends residents mask up when using public transit, though it's no longer required.

L.A. County's mask order covers commuter trains, subways, buses, taxis, Ubers and Lyfts; as well as indoor transportation hubs, including bus terminals, subway stations, seaports and other indoor port terminals, according to Public Health Director Barbara Ferrer. It applies to everyone 2 and older, regardless of their COVID-19 vaccination status.

The order includes Los Angeles International Airport and Hollywood Burbank Airport. Ferrer said she expects the Long Beach and Pasadena public health departments, which operate independently of the county, to adopt a similar order.

In opting to maintain the mandate, Ferrer cited both the continued elevated level of coronavirus transmission countywide and a recent assessment from the U.S. Centers for Disease Control and Prevention that, "at this time, an order requiring masking in the indoor transportation corridor remains necessary for the public health."

"That resonates with us," Ferrer told reporters during a briefing Thursday. "We think and agree that public transit settings ... and public transportation hubs that are indoors are places where, a) There's a lot of mingling; b) They're often crowded; and c) In some of those settings, it's really hard to have adequate ventilation."

She continued, "As soon as CDC determined that it was important to keep this masking requirement in place, we went ahead and aligned with the CDC."

The CDC had intended to keep the federal mask order on public transportation systems such as buses, trains and airplanes in place at least until May 3, pending further review of increasing coronavirus cases nationally. But that timeline was upended by a court ruling striking down the mandate earlier this week.

The Justice Department has since moved to appeal the decision.

Ferrer said this latest health order is not meant as a precursor to the reinstatement of broader mask mandates, such as in schools or other indoor public settings.

She did, however, acknowledge that some residents may feel a touch of whiplash as many airlines, transit systems and commuting companies, including Uber and Lyft, announced they would lift masking requirements for passengers following the court ruling.

“I think it’s important to note that the CDC did not change their requirements/recommendation, their guidance,” Ferrer said. “A judge, a federal judge with little experience in public health, actually determined that and questioned ... whether CDC had the authority to issue that regulation.”

L.A. County is not the first local entity to issue its own transit masking order in the aftermath of Monday’s federal court ruling. On Tuesday, the Port Authority of New York and New Jersey said the mask mandate would remain in effect at John F. Kennedy and LaGuardia airports in New York City, based on local public health guidance.

New York Gov. Kathy Hochul said Tuesday that masks are still required on New York City’s subway and bus system, in accordance with recommendations from public health officials.

The transit agency that serves Milwaukee County in Wisconsin has also retained a mask-wearing order on its bus system.

Officials acknowledge it’s not ideal to have local orders at odds with other areas of the country, but blamed the mismatch of masking policies on the judicial action.

“While it would be much (more) preferable to have — as the CDC had previously mandated — a requirement that covers the entire country until the legal challenges are addressed, it’s important that local jurisdictions take direction from the CDC on what measures are needed to protect the public health,” Ferrer said.

“This was not a decision by the federal government that masks were no longer needed in very congested settings like public transit, our buses, in New York City, the subway. But it was overturned by the court for procedural reasons,” Hochul said Wednesday.

Ferrer also expressed concern about recent increases in the county’s coronavirus case and test positivity rates. Over the last week, L.A. County averaged 1,262 new cases a day, more than double the rate recorded a month ago.

The coronavirus positivity rate also has increased to around 2% in recent days; two weeks ago, the positivity rate was around 1%.

An additional point of concern is the rapidly spreading BA.2 subvariant of the omicron variant in L.A. County, which now dominates sequenced coronavirus cases.

The latest case rate is equivalent to 87 cases a week for every 100,000 residents, meaning the county is seeing a substantial level of coronavirus transmission. L.A. County would need to drop to a rate of fewer than 50 cases a week for every 100,000 residents, or fewer than 730 cases a day, to return to a moderate level of transmission.

Ferrer said the county order will be reassessed when community transmission falls back to the moderate level, when the CDC determines transit masking is no longer necessary, or in 30 days, whichever happens first.

“While many of us would like to be at a place where masking is no longer necessary, with substantial transmission and a more infectious variant, one of the easiest things we can do to prevent infection is to wear a well-fitting mask or respirator,” she said.

Ferrer added that the county will continue to employ an education-emphasis approach to promote compliance, rather than heavy-handed enforcement.

“Our experience to date is that the vast majority of people follow these sensible rules. They take to heart the fact that these are put in place so that we can go on with the business of protecting each other and keeping

each other safe, keeping the workforce safe,” she said. “But as always, we anticipate that there will be small numbers of people that aren’t going to be following the rules.”

State health officials, too, are continuing to tout the benefits afforded by masking — particularly in settings such as public transit. However, unlike L.A. County, the California Department of Public Health is opting for a recommendation when it comes to face coverings, rather than a requirement.

“Going forward, California will strongly recommend masks on all public transportation and in transit hubs, including bus and train stations, ferry terminals and airports,” Dr. Tomás Aragón, the state public health officer and director of the California Department of Public Health, said in a statement to the Los Angeles Times. “These crowded settings should be considered high risk and may often not have adequate ventilation.”

He emphasized that “masks, along with vaccines, are an effective and important layer of protection against COVID-19,” and said the state continues “to monitor federal action on this issue and will announce any additional changes to state policies as needed.”

Public transit agencies in the San Francisco Bay Area formally dropped their mask requirements Wednesday but also continue to suggest wearing face coverings.

The board governing the BART commuter rail system, however, will consider reinstating a mask mandate at a meeting April 28.

“COVID cases are rising again, and we must keep riders safe, especially folks who are immunocompromised or who are under 5 and not yet eligible to get vaccinated,” tweeted BART board President Rebecca Saltzman.

Coronavirus cases are rising nationally, up from 27,000 to 41,000 cases a day over the last two weeks. New daily coronavirus-positive hospitalizations nationally are still among the lowest levels since record keeping began but are starting to increase, and are up 7% over the prior week.

Scientists are closely watching the latest highly contagious omicron subvariant, BA.2.12.1, which is believed to be 25% more contagious than its parent subvariant, BA.2. The newest subvariant already accounts for more than half the new coronavirus cases in New York and New Jersey.

BA.2.12.1 has been detected in Los Angeles County, Ferrer said. Between March 27 and April 2, that subvariant accounted for 6% of analyzed cases in L.A. County.

While cheered in certain circles, the sudden expiration of the federal mask order sparked concern from some experts who didn't support the timing or the fact that the decision was made by a judge rather than public health officials.

The absence of the mask order also presents additional challenges for many medically vulnerable people and their families — who are now left worrying about whether to go through with plane trips or how to navigate other public transportation options.

“We have fought so hard for the right to exist in our community, and now to have these mask mandates fall, which will make it even harder for us to do so, is just infuriating,” said Maria Town, president and chief executive of the American Association of People With Disabilities.

(Times staff writer Emily Alpert Reyes contributed to this report.)

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## Special Report: U.S. Bus Fleets Report

Mischa Wanek-Libman

April 19, 2022

What data is telling us about the trends impacting the bus market and the state of U.S. fleets.



[View Image Gallery](#)

Having entered the third year living with the COVID-19 pandemic, the transit industry has shifted its focus to providing services in communities based on changed mobility patterns. The American Public Transportation Association's (APTA) Ridership Trends platform shows average weekly ridership nationwide for the first 13 weeks of 2022 is 107.4 million riders versus an average of 66.8 million riders in the first 13 weeks of 2021 – more than a 60 percent increase. While riders are returning to systems across the U.S., overall ridership remains reduced compared to pre-COVID-19 numbers.

Reduced ridership was cited as an ongoing challenge by transit agency respondents to Mass Transit's "2022 Mobility Outlook," a survey of readers conducted in late 2021 and early 2022. However, a very close second was recruitment challenges.

In a policy brief published in March, APTA found 92 percent of surveyed transit agencies stated they had difficulty hiring new employees with respondents saying bus operations positions were the most difficult to fill. Additionally, 66 percent of respondents said they had difficulty retaining employees.

Mass Transit addressed the industry's labor issues in a recent article that explored how the pandemic exacerbated this challenge that had been developing prior to the health

crisis. Employee data collected in the National Transit Database (NTD) shows overall employee numbers fell about two percent between 2019 and 2020, but when the data is isolated to vehicle operation employees, the count dropped 3.5 percent.

Despite ongoing ridership and labor challenges, the transit industry – particularly the bus segment - has several bright spots. The impact of the Bipartisan Infrastructure Law and its potential to speed the industry's transition to lower-emission and zero-emission fleets, reduce State of Good Repair backlogs and promote transit as a transport mode worthy of federal investment cannot be overstated.

On April 1, one of San Francisco's most anticipated transit projects began service with the opening of bus rapid transit (BRT) on Van Ness Ave. The project is the city's first BRT and it is expected to deliver travel times that are 32 percent faster for San Francisco Municipal Transportation Agency and Golden Gate Transit customers.

In addition to the Van Ness BRT service, there are eight more bus rapid transit projects expected to open in 2022 including Milwaukee County Transit System's East West BRT; TriMet's Division Transit Project; Metro Transit D Line in Minneapolis and Birmingham Xpress BRT, which the Alabama city hopes to have in service prior to the World Games 2022 commencing in the city in July.

BRT projects to begin construction since the summer of 2021 include Indianapolis Public Transportation Corporation's 15.2-mile Purple Line BRT; Clark County Public Transportation Benefit Area's 10-mile Mill Plain BRT; and Miami-Dade County Department of Transportation and Public Works' 20-mile South Corridor Rapid Transit Project, which is one of six rapid transit corridors being built in the county.

## **Fleet Age Varies**

### ***Fleet renewal, replacement and expansion see boosted investment***

The age of certain types of rubber-tired revenue vehicles has been improving steadily over the past few years. The percentage of active vehicles beyond their useful life as reported in the NTD shows buses, articulated buses, double-decker buses and over-the-road buses staying steady or with slight improvements, while trolleybuses saw significant improvements. Smaller transit vehicles such as vans, cutaways, automobiles, minivans and sports utility vehicles saw an increase in the percentage of active vehicles that met or exceeded useful life.

Mass Transit's "2022 Mobility Report" found 36 percent of respondents reported their agency's bus fleet was in immediate need for investment to comply with State of Good Repair, followed by 14 percent who reported maintenance facilities and 13 percent who reported stations/stops.

In early March, the Federal Transit Administration opened its first competitive grant opportunity under the Bipartisan Infrastructure Law with the availability of a combined

\$1.5 billion through the Low or No Emission (Low-No) Grant Program and the Grants for Buses and Bus Facilities Program. The Low-No Grant Program will have \$1.1 billion available to help transit agencies purchase or lease low- or no-emission vehicles that are built in the United States. The Grants for Buses and Bus Facilities Program has \$372 million available to help agencies purchase and rehabilitate buses, vans and other related equipment and build bus facilities.

## **Vehicle Energy Options**

### ***Pushing toward zero-emission fleets***

The transit industry continues its efforts to transition to zero-emission fleets. The most recent edition of CALSTART's annual "Zeroing in on ZEBs" report, found the count of full-size zero-emission buses (ZEB) in the U.S. grew by 27 percent in 2021 versus 2020. The report says the U.S. currently has 3,533 ZEBs deployed while Canada has 606, which includes 307 delivered in the past year.

"Early adopters such as large transit agencies in California, New York, Florida, Kentucky and Oregon continue to lead, but still are not at scale," said Jared Schnader, director of Bus Programs at CALSTART. "Smaller transit agencies and regions that are not familiar with zero-emission technologies need additional resources and effort to begin their transition."

In updated data released in early March, CALSTART notes global ZEB transit bus models available are expected to reach 262 by the end of 2022, which is a six percent increase versus 2020. However, most of those available models will be in the Chinese market.

CALSTART also points to the increase in range of ZEBs as a bright spot. CALSTART's analysis of data from vehicle manufacturers shows approximately half of ZEBs available in 2022 have a range between 218km/135.5 miles and 388km/241.2 miles.

In January 2022, Antelope Valley Transit Authority's (AVTA) electric fleet reached seven million miles driven and in March, the authority celebrated its achievement of becoming the first U.S. agency to fully transition to a zero-emissions fleet.

Agencies to welcome their first zero-emission vehicles recently include Omaha Metro Transit, Akron Metro Regional Transit Authority, OC Transpo in Ottawa, Ontario, and the Central Ohio Transit Authority.

On the hydrogen fuel cell front, Champaign-Urbana Mass Transit District became the first transit provider to commercially deploy 60-foot articulated hydrogen fuel cell electric buses, as well as launched its 100-percent renewable hydrogen production station. SunLine Transit Agency welcomed five hydrogen fuel cell buses last fall and celebrated the installation of a new liquid hydrogen pump to fuel those buses in January.