



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)  
BOARD OF DIRECTORS AGENDA  
REGULAR MEETING  
DECEMBER 16, 2022 – 9:00 AM**

**DUE TO COVID-19, THE DECEMBER 16, 2022 SANTA CRUZ METRO BOARD OF DIRECTORS MEETING WILL BE CONDUCTED AS A TELECONFERENCE ONLY (NO PHYSICAL LOCATION) PURSUANT TO ASSEMBLY BILL 361 (GOVERNMENT CODE SECTION 54953)**

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

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

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

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

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

**BOARD ROSTER**

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

Michael Tree	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 Email Dated 11/21/22 From Alejandro Corona With METRO Response

5.2 Emails Dated 11/22/22 & 12/1/22 From Teri Graziani With METRO Responses

5.3 Email Dated 11/23/22 From Dana Juncker With METRO Response

5.4 Letter Dated 11/23/22 From Cindy Odom With METRO Response

5.5 Email Dated 11/28/22 From Nancy Maldonado With METRO Response

5.6 Email Dated 12/1/22 From Virginia Wright With METRO Response

5.7 Email Dated 12/1/22 From Sam Bass With METRO Response

5.8 Email Dated 12/1/22 From Brian Mitchler With METRO Response

5.9 Email Dated 12/1/22 From Joanne Wright With METRO Response

5.10 Emails Dated 12/1/22 & 12/8/22 From Shannon Miller With METRO Responses

5.11 Email Dated 12/5/22 From Guy Lasnier With METRO Response

5.12 Email Dated 12/7/22 From Ehsan Khatami With METRO Response

5.13 Slide Received 12/12/22 From Brian Peoples

5.14 Slides Received 12/12/22 From Carey Pico

5.15 Email Dated 12/12/22 From Carey Pico With METRO Response

**6 LABOR ORGANIZATION COMMUNICATION**

**7 METRO ADVISORY COMMITTEE (MAC) WRITTEN COMMUNICATION**

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

## **CONSENT AGENDA**

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

**9.1 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK JOURNAL DETAIL FOR THE MONTH OF NOVEMBER 2022**

Chuck Farmer, CFO



- 9.2 ACCEPT AND FILE MINUTES OF:  
A. NOVEMBER 18, 2022 BOARD OF DIRECTORS MEETING**  
Michael Tree, CEO/General Manager
- 9.3 ACCEPT AND FILE: THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF NOVEMBER 30, 2022**  
Chuck Farmer, CFO
- 9.4 APPROVE: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE**  
Michael Tree, CEO/General Manager
- 9.5 APPROVE: CONSIDERATION OF DECLARING VEHICLES AND/OR EQUIPMENT AS EXCESS FOR PURPOSES OF DISPOSAL OR AUCTION**  
Chuck Farmer, CFO
- 9.6 APPROVE: RECOMMENDED ACTION ON TORT CLAIMS**  
Curtis Moses, Safety, Security & Risk Management Director
- 9.7 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 1ST CONTRACT AMENDMENT TO CONTRACT 23-05 WITH GILLIG, LLC TO INCREASE THE CONTRACT TOTAL PRICE BY \$270,344 FOR PURCHASE AND DELIVERY OF FIVE BATTERY ELECTRIC BUSES**  
Margo Ross, COO
- 9.8 APPROVE: CONSIDERATION OF APPROVAL OF THE HOUSING AUTHORITY OF THE COUNTY OF SANTA CRUZ ECOPASS PILOT PROGRAM**  
John Urgo, Planning & Development Director

## **REGULAR AGENDA**

- 10 PRESENTATION OF EMPLOYEE LONGEVITY AWARDS (10 YEARS): CRYSTAL AYRES, PABLO BERRELLEZA, LORENA CALDERON, TRAVIS HAVENS, ALLISON HERNANDEZ-ADAIR, JOAN JEFFRIES, GERMAN LOPEZ, MICHELLE MARTINEZ, OSCAR MENDEZ, JAMES SANDOVAL, MICHAEL THORN, AND ROBERT VALDIVIA**  
Larry Pageler, Board Chair
- 11 RETIREE RESOLUTIONS OF APPRECIATION FOR: RHONDA CARTER AND EILEEN WAGLEY**  
Larry Pageler, Board Chair
- 12 APPROVE: CONSIDERATION OF AWARD OF CONTRACT TO JARRETT WALKER & ASSOCIATES, LLC FOR THE BUS NETWORK REIMAGINING PLAN NOT TO EXCEED \$398,106**  
John Urgo, Planning & Development Director

- 13 CEO ORAL REPORT / COVID-19 UPDATE**  
Michael Tree, CEO/General Manager
- 14 ANNOUNCEMENT OF NEXT MEETING: FRIDAY, JANUARY 27, 2023, AT 9:00 AM VIA TELECONFERENCE**  
Larry Pageler, Board Chair
- 15 ADJOURNMENT**  
Larry Pageler, Board Chair

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

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

### **Public Comment**

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

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Cayla Hill](#)  
**To:** "[alejandro.corona@sjsu.edu](mailto:alejandro.corona@sjsu.edu)"  
**Subject:** HWY 17 Express Route Change—SJSU  
**Date:** Friday, December 02, 2022 12:27:37 PM

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Alejandro,

Thank you for sharing your concerns.

Due to an ongoing shortage of bus operators affecting transit agencies and service across the country, METRO is making several temporary service modifications starting December 22. The implementation of these temporary service changes will reduce the long hours worked by operators and decrease service cancellations while maintaining service connectivity on all corridors. As you know, one such change will be a temporary suspension of service along W Santa Clara Street in downtown San Jose to serve San Jose State University (SJSU).

The timesaving from removing this routing segment will enable METRO to add three additional peak period roundtrips on the Highway 17, while still reducing the strain on operations.

METRO and VTA riders can use a Highway 17 Express Day Pass or 31-Day Pass to board VTA buses and light rail for no additional charge. In addition, SJSU students are eligible for a SmartPass Clipper card, which entitles them to unlimited rides on VTA Local & Rapid buses, Limited routes, and Light Rail lines. VTA serves SJSU on routes 22, 23, 64A, 64B, 66, 68, 72, 73, 500, 522, 523, 568, Blue Line, and Green Line. VTA routes that serve SJSU direct from Diridon Station include routes 64A, 64B, 68, 500, 568, and the Green light rail line.

We are actively recruiting and expect to continue to increase our driver numbers in the coming year. We will explore the opportunity to resume operating the Highway 17 Express to serve SJSU and whether this change can be made for the spring schedule (March) or in subsequent schedule changes. We understand these changes will inconvenience some customers but we hope that the additional Highway 17 trips and frequent connections to VTA will mitigate some of the impact.

The next board meeting that the public can attend in person is on March 24. There are earlier board meetings held on Zoom, which take place on December 16, January 27, and February 24. Please attend any one of these meeting to relay your concerns regarding Highway 17 service to SJSU to the METRO Board of directors.

Best regards,

Cayla Hill  
Planning Analyst  
Planning Department, Santa Cruz Metro  
[chill@scmttd.com](mailto:chill@scmttd.com)  
(831) 420-2581

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Alejandro Corona](#)  
**To:** [boardinquiries@scmttd.com](mailto:boardinquiries@scmttd.com)  
**Subject:** HWY 17 Express Route Change—SJSU  
**Date:** Monday, November 21, 2022 8:06:37 PM

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## **This Message Is From an External Sender**

This message came from outside your organization.

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I have confirmed with customer service at the Santa Cruz Metro that the Highway 17 Express will no longer be going to SJSU on its weekday routes. Instead starting mid December, it will be making a return from Diridon station, not going all the way to SJSU. This is a huge inconvenience to students and faculty that make a daily community to SJSU. This will impact students by having to wait for another VTA bus to take them class. This will have negative consequences for getting to class on time and returning home at the end of the day. This could lead to many being stranded unnecessarily for many hours by possibly missing their bus connection. Overall this is an attack on marginalized communities that use public transportation, such as students, POC students, the disabled and disadvantaged who do not have the means to own a car. We students are providing a valuable service, taking the bus alleviates traffic congestion on campus, the Bay Area and helps the fights against global warming. I would like the SCMTD board to know that this decision is not a good one. You cannot treat the people who use the bus to get to SJSU as second class citizens. The bus already goes to SJSU, keep it that way.

I would like to know when the next in person meeting for the board is to voice my concerns on behalf of the SJSU HWY 17 Express commuters.

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [John Urgo](#)  
**To:** [teri.graziani@sjsu.edu](mailto:teri.graziani@sjsu.edu)  
**Cc:** [Donna Bauer](#); [Cayla Hill](#)  
**Subject:** RE: 17 Express schedule change needed  
**Date:** Thursday, December 01, 2022 12:21:07 PM

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Hi Teri,

Thank you for sharing your concerns - hearing from customers helps us better plan service that meets the public's needs.

Due to an ongoing shortage of bus operators affecting transit agencies and service across the country, METRO is making several temporary service modifications starting December 22nd. These temporary service changes are being implemented to reduce the long hours worked by operators and decrease service cancellations while maintaining service connectivity on all corridors.

As you know, one such change will be a temporary suspension of service along W Santa Clara Street in downtown San Jose to serve San Jose State University (SJSU). The time savings from removing this routing segment will enable METRO to add three additional peak period roundtrips on the Highway 17 while still reducing the strain on operations.

Regarding Highway 17 service to Scotts Valley, we will look at whether we can have the 5:30 p.m. departure scheduled from Diridon to Pasatiempo and Pacific Station also serve Scotts Valley in winter, or whether we will have to wait until spring. Not every trip can serve Scotts Valley due to the time it takes. There is a 4:40 p.m. departure scheduled that serves Scotts Valley but we understand that may not work for those who have to work until 5:00 p.m. As for the morning, the current schedule has departures from Scotts Valley at 5:57 a.m. and 6:55 a.m. while the new schedule will have departures at 5:57 a.m., 6:46 a.m. and 7:49 a.m.

METRO and VTA riders can use a Highway 17 Express Day Pass or 31-Day Pass to board VTA buses and light rail for no additional charge. In addition, SJSU students are eligible for a SmartPass Clipper card, which entitles them to unlimited rides on VTA Local & Rapid buses, Limited routes, and Light Rail lines. VTA serves SJSU on routes 22, 23, 64A, 64B, 66, 68, 72, 73, 500, 522, 523, 568, Blue Line, and Green Line. VTA routes that serve SJSU direct from Diridon Station include routes 64A, 64B, 68, 500, 568, and the Green light rail line.

For example, the scheduled outbound Highway 17 arrival at Diridon Station at 7:32 a.m. is met by VTA routes Rapid 500 at 7:35 a.m. (for the same scheduled arrival at SJSU as the Highway 17 trip you are requesting) and Rapid 522 at 7:40 a.m. Both routes serve the same stops as the Highway 17 bus every 15 minutes, with combined departures every 5-10 minutes throughout the day.

We are actively recruiting and expect to continue to increase our driver numbers. We will explore the opportunity to resume operating the Highway 17 Express to serve SJSU and whether this change can be made for the spring schedule (March) or in subsequent schedule changes.

We understand these changes will inconvenience some customers but we hope that the additional

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Highway 17 trips and frequent connections to VTA will mitigate some of the impact.

JOHN URGO

Director, Planning & Development

T: (831) 420-2537 | [jurgo@scmtd.com](mailto:jurgo@scmtd.com)

Santa Cruz METRO

110 Vernon Street, Santa Cruz, CA 95060

**From:** Teri Graziani <[teri.graziani@sjsu.edu](mailto:teri.graziani@sjsu.edu)>

**Sent:** Thursday, December 01, 2022 10:43 AM

**To:** [boardinquiries@scmtd.com](mailto:boardinquiries@scmtd.com); [mac@scmtd.com](mailto:mac@scmtd.com)

**Subject:** 17 Express schedule change needed

## This Message Is From an External Sender

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Hello All,

I'm sure you have gotten many emails over the past 2 weeks about the cancellation of the 17 Express to SJSU. Now that the schedule has been published, there is a very big problem for many of us who get off work at 5pm and need to use the stops in Scotts Valley. The bus we would take home (the 5:30pm from Diridon) by passes Scotts Valley. Leaving those who live in Scotts Valley, and the surrounding area, commuting home, much more difficult. Some actually walk to the bus! What are they to do?

For me - I would have to wait till the 6:20pm bus (almost 1.5 hours after I get off work). And by the time I get home it will be 8pm. Imagine having family obligations which many of us do. What a horrible schedule. I can't do that because of my family obligation. Just impossible.

I am asking that there be, at the least, **one bus in the morning that goes to SJSU and one bus in the evening that departs SJSU - both serving Scotts Valley. Those being: 6:32am from the SC Metro and 5:25pm we currently have departing SJSU.** This not only helps those of us at SJSU also many others who work in the downtown corridor. And those who need to use the Scotts Valley stops.

I do recall when service was returning to SJSU there was a schedule with only 1 or 2 buses going to and from SJSU, but they were at the wrong times. Even for others who work in Downtown San Jose. SC Metro listened and was much more generous than we expected by scheduling buses throughout the day. Much appreciated!

Please don't suggest using Pasatiempo. It is already a full parking lot. And it's only going to get worse with the planned schedule. Let me continue to address that stop while I am on it. Is

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

it possible to not have the tech buses use that stop? That way many who live in Santa Cruz, if needing a bus that won't serve Scotts Valley - we have an option. Right now it is hit and miss if there is parking available. And it will only get worse with this new schedule.

To conclude we do all understand the challenges these times have brought. We hope you have some more thought and listen to the riders who, like me, have been riding the 17 Express for years and know the ins and outs challenges of using it to commute to work.

If simple changes are not made then many like me will stop riding. Not in protest, but because it just won't work for us to get to and from work in the times needed. Let's think about the many commuters who work 8am-5pm and ride the 17 Express. And have been long time customers. Let's make the 17 Express a success. Not destroy it.

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Thanks,

Teri Graziani, **17 Express rider since 2008**  
Media Specialist/Video Producer  
Center For Faculty Development

Student Hunger & Food Pantry Committee

San Jose State University  
One Washington Square  
San Jose, CA 95192-0026

phone: 408-924-4274 e-mail: [teri.graziani@sjsu.edu](mailto:teri.graziani@sjsu.edu)  
office: IRC 310 hours: Monday - Friday, 8am - 5pm

*I will be working remotely Thursdays and Fridays.  
I will be logged into my email Monday - Friday 8am-5pm.*

For the latest information, campus messages, resources and FAQs regarding the COVID-19 health crisis, please visit the [SJSU Health Advisories website](#).

The information in the e-mail message may be privileged, confidential, and protected from disclosure. If you are not the intended recipient, any dissemination, distribution, or copying is strictly prohibited. If you think that you received this information in error, please notify the sender and destroy all copies.

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Teri Graziani](#)  
**To:** [boardinquiries@scmttd.com](mailto:boardinquiries@scmttd.com); [mac@scmttd.com](mailto:mac@scmttd.com)  
**Subject:** Keep the 17 Express going to SJSU  
**Date:** Tuesday, November 22, 2022 2:33:12 PM

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## **This Message Is From an External Sender**

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Hello All,

I am writing to encourage continued service of the 17 Express to SJSU. I have been riding the 17 Express to SJSU since July 1, 2008. Through all types of traffic, and weather and accidents. It's the only way to go! I highly recommend the service to all who live on our side of the hill and work in San Jose. It is much, much safer than driving. Saves on fuel and wear and tear on the car. Most of all - makes life better.

I was very dismayed when the word got out that SC Metro is considering stopping service to downtown San Jose and to SJSU. So many different excuses as to why: not enough drivers, layover area not safe, VTA asking for changes or not supporting 17 Express buses.

The most outrageous excuse - 'SJSU isn't paying us to go there.' What I have to say is, "WHAT?!" All these years I have been paying to ride your buses. So has everybody else. Do you ask San Jose City Hall to pay for 17 Express to stop at their location? Adobe? The Federal Courts? All the other small businesses that riders go to using the 17 Express? Pay Santa Cruz Metro?! I am paying Santa Cruz Metro! We all are!

The 17 Express is a needed service to downtown San Jose and To SJSU. So many ride it. I estimate every time I have been since July 1 2008, that 90% of the time half of the riders go to downtown San Jose. Just about the same going home.

If you stop service beyond Diridon Station then many will drive. If the purpose of public transportation is to keep autos off the road, then you are defeating your purpose by stopping service beyond Diridon Station. Over the pandemic I had a friend who still had to go into the office. She rode the 17. At that time it understandably ended at the Diridon station. She then had to wait for another bus. Going home took much longer. After 2 weeks it just wasn't worth it for her to get home late (7p or later). When before she was getting home by 6pm. So she started driving.

I know somebody is going to respond back about the buses one can catch at the Diridon Station to get to SJSU. Don't. I've heard it before. Imagine being a person with disabilities on a cold rainy day. Or on a dark morning and later at night. It's just more trouble for them. And they do ride. Many senior citizens ride too. Think about them. The ones I know don't feel safe having to wait for another but at Diridon Station. I'm with them. I've done it before.

Please find a way to keep the 17 Express going to SJSU. It is a needed and well used service.

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# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Thanks,

Teri Graziani  
Media Specialist/Video Producer  
Center For Faculty Development

Student Hunger & Food Pantry Committee

San Jose State University  
One Washington Square  
San Jose, CA 95192-0026

phone: 408-924-4274 e-mail: [teri.graziani@sjsu.edu](mailto:teri.graziani@sjsu.edu)  
office: IRC 310 hours: Monday - Friday, 8am - 5pm

*I will be working remotely Thursdays and Fridays.  
I will be logged into my email Monday - Friday 8am-5pm.*

For the latest information, campus messages, resources and FAQs regarding the COVID-19 health crisis, please visit the [SJSU Health Advisories](#) website.

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# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Cayla Hill](#)  
**To:** ["summitvending@gmail.com"](mailto:summitvending@gmail.com)  
**Cc:** [John Urgo](#)  
**Subject:** Creating a bus stop at Summit Rd/Hwy 17  
**Date:** Friday, December 02, 2022 1:11:11 PM  
**Attachments:** [5.3 Written Comm to BOD - DJuncker - 11.23.22.pdf](#)

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Dana,

Thank you for taking the time to write in with suggestions on how to improve service.

METRO will be conducting a Comprehensive Operational Analysis of our system within the next year to determine how to redistribute service across Santa Cruz County to better serve our riders and increase ridership. The kickoff for the Network Reimagining portion of this analysis will begin in January. There will be more information on our website and at our public board meetings on how to provide input on this process.

The next board meeting that the public can attend in person is on March 24. However, there are earlier board meetings held on Zoom, which take place on December 16, January 27, and February 24. Please attend any one of these meetings to relay your suggestions regarding additional Highway 17 service.

This comment is being provided to the board members for the upcoming meeting on December 16.

Best regards,

Cayla Hill  
Planning Analyst  
Planning Department, Santa Cruz Metro  
[chill@scmtd.com](mailto:chill@scmtd.com)  
(831) 420-2581

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Dana Juncker](#)  
**To:** [boardinquiries@scmtd.com](mailto:boardinquiries@scmtd.com)  
**Subject:** Creating a bus stop at Summit Rd/Hwy 17  
**Date:** Wednesday, November 23, 2022 2:14:30 PM

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Good afternoon,

Recently our county board of supervisors have posed a questionnaire to the community regarding equity in community services.

Our community up here off of Summit Rd, Soquel Rd are completely ignored when it comes to services. Public transportation is non existent. We have many high school students, elderly and disabled who used to benefit from the Valley Transportation Authority, from over in Santa Clara county, to service our area. They no longer do.

I see the Santa Cruz Metro bus go over hwy 17 to Los Gatos. Why does it not stop at the Summit Road? Why pass up our community and leave us to drive individual cars down to town?

Thank you,  
Dana Juncker, DRE#02057447  
Cruz Properties  
(408) 828-3909  
[summitvending@gmail.com](mailto:summitvending@gmail.com)

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Cindy,

Thank you for taking the time to write in with suggestions on how to improve service.

METRO continues to work hard to increase the number of drivers in service; however, the ongoing shortage of bus operators continues to affect transit agencies and service across the country. To increase efficiency and reduce redundancy of service in METRO's winter schedule, certain routes and trips are suspended. When re-routing existing service METRO prioritized maintaining service on all local corridors.

As you are aware, one such change will be a temporary suspension of Route 91X. Other existing routes, including Routes 69W and 71, will serve all 91X bus stops and connections. The 69W will now operate with increased frequency and serve Cabrillo College twice an hour for a longer span than was operated on the 91X. There will be a difference in travel time between Watsonville and Cabrillo College on Route 69W on weekdays of 3-8 minutes for the majority of the day. Route 71 also provides service between Watsonville and Cabrillo College, though travel times are longer.

We understand that this will be an inconvenience for our riders, as the trip length to Watsonville to Santa Cruz will be 21-25 minutes longer for the majority of the day. However, we are actively recruiting and expect to continue to increase our driver numbers. We will discuss the opportunity to resume operating the route 91X and whether this change can be made for the spring schedule (March) or in subsequent schedule changes.

We understand that without the schedule posted at the stops that you and other riders without a smart phone cannot see where the bus is scheduled to be at certain time points along that route. Without the use of a smart phone, you can still access the same schedule information through the printed headway, which are available on buses, transit centers, and specific locations throughout the county. You have a valid point that so many changes on a frequent basis have confused and disoriented our regular riders. This is a sentiment that METRO is taking to heart and METRO will work to limit service changes to regular intervals only once or twice a year moving forward.

METRO will be conducting a Comprehensive Operational Analysis of our system within the next year to determine how to redistribute service across Santa Cruz County to better serve our riders and increase ridership. The kickoff for the Network Reimagining portion of this analysis will begin in January. There will be more information on our website and at our public board meetings on how to provide public input on this process.

The board members at the upcoming meeting on December 16 will view this comment. The next board meeting that the public can attend in person is on March 24. However, there are earlier board meetings held on Zoom, which take place on January 27 and February 24.

Best regards,

Cayla Hill  
Planning Analyst  
Planning Department, Santa Cruz Metro  
chill@scmtd.com  
(831) 420-2581

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

RECEIVED  
NOV 23 2022

Nov. 23, 2022

SANTA CRUZ METROPOLITAN  
TRANSIT DISTRICT

To Metrolink Transit Board of Directors,

I am a 69 year old woman who takes the bus 4-5 days a week from Watsonville to Capitola with my bicycle. I have not owned a car since the 90's and when I did, I primarily rode my bike. I moved to Watsonville about 6 1/2 years ago from Santa Cruz where I had lived since 1972. I find the bus service here mostly pleasant though in the last six years many routes have been cut.

I'm writing because so many changes have been made lately that keep causing riders much inconvenience and frustration. This began before Covid with the switching of the routes of the 69A & 69W buses inbound from Watsonville. Any bus that doesn't get on the freeway by 6:35am gets stuck sitting in traffic. By switching the routes you made also neither of those could get to Capitola by 7:00am. The only routes that do that now are Early #71 and the 5:55am 91X. I learned today that you plan to eliminate

5.4.2



# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

all 91X and 69A bus routes. It sounds like you think Watsonville bus patrons don't deserve "Express" buses. I ride the 5:55 am 91X and there are 12-15 passengers everytime I'm there (4-5 days a week). If they all had to take the #71, the bus would be over-crowded, not to mention slow.

I used to take the 91X home from Santa Cruz at 1:30 pm. Since you eliminated it I now have to ride my bike from the top of Encinal to the Metro Station to catch the 1:30 69W. It is difficult to make it in time since I used to catch the 91X at River St. It takes more than twice as long to get home.

It is truly a shame that those who make the bus schedules and policies NEVER ride or drive the bus. They (you) have no clue how you alienate, confuse and disgruntle your riders when you make a bus departure time earlier, especially five minutes before the top or bottom of the hour. People might be able to

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Please work a minute or two early if the bus leaves on the hour or 1/2 hour (as it did for years) but not 5 minutes early. This means they have to wait an hour for the next bus.

Another great disservice you have done your riders is to remove bus schedules from the bus stops. You seem to think everyone has a computer in their hand & knows how to look up the schedule.

That is not the reality, especially in Watsonville. Elderly and low-income people ride public transit. Many don't have access to the latest technology. Many times people at bus stops stop the driver to find out where the bus is going, further slowing progress.

Please Don't cut all the 91X buses. Have some mercy on those who need to get to work early and don't want to spend an hour to get to Capitola from Watsonville or an hour and a half to Santa Cruz. Every time you cut routes, you lose riders who have



WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

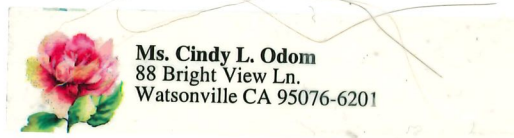
other options and anger, frustrate those who don't. Yes, I wish a Dedicated Public Transit Lane could be made on the freeway. I think it is possible if the will was there - One can dream. Thank you for your consideration.

Sincerely,

Cindy Odom

831- 201 - 3249

You may text or call at  
this # if you wish.



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# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Cayla Hill](#)  
**To:** ["nancy.maldonado@sjsu.edu"](mailto:nancy.maldonado@sjsu.edu)  
**Cc:** [John Urgo](#)  
**Subject:** HWY 17 route change request  
**Date:** Friday, December 02, 2022 12:03:05 PM  
**Attachments:** [5.5 Written Comm to BOD - NMaldonado - 11.28.22.pdf](#)

---

Nancy,

Thank you for sharing your concerns.

Due to an ongoing shortage of bus operators affecting transit agencies and service across the country, METRO is making several temporary service modifications starting December 22<sup>nd</sup>. The implementation of these temporary service changes will reduce the long hours worked by operators and decrease service cancellations while maintaining service connectivity on all corridors. As you know, one such change will be a temporary suspension of service along W Santa Clara Street in downtown San Jose to serve San Jose State University (SJSU).

The timesaving from removing this routing segment will enable METRO to add three additional peak period roundtrips on the Highway 17, while still reducing the strain on operations.

METRO and VTA riders can use a Highway 17 Express Day Pass or 31-Day Pass to board VTA buses and light rail for no additional charge. In addition, SJSU students are eligible for a SmartPass Clipper card, which entitles them to unlimited rides on VTA Local & Rapid buses, Limited routes, and Light Rail lines. VTA serves SJSU on routes 22, 23, 64A, 64B, 66, 68, 72, 73, 500, 522, 523, 568, Blue Line, and Green Line. VTA routes that serve SJSU direct from Diridon Station include routes 64A, 64B, 68, 500, 568, and the Green light rail line.

We are actively recruiting and expect to continue to increase our driver numbers in the coming year. We will explore the opportunity to resume operating the Highway 17 Express to serve SJSU and whether this change can be made for the spring schedule (March) or in subsequent schedule changes. We understand these changes will inconvenience some customers but we hope that the additional Highway 17 trips and frequent connections to VTA will mitigate some of the impact.

Cayla Hill  
Planning Analyst  
Planning Department, Santa Cruz Metro  
[chill@scmtd.com](mailto:chill@scmtd.com)  
(831) 420-2581

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Nancy Maldonado](#)  
**To:** [boardinquiries@scmtd.com](mailto:boardinquiries@scmtd.com)  
**Subject:** HWY 17 route change request  
**Date:** Monday, November 28, 2022 4:01:37 PM

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To whom it may concern,

I will be speaking on behalf of students at SJSU. I've been informed about the possible last route in the HWY 17 stopping at Diridon station. I'm requesting these changes not to be made as I strongly benefit from the HWY 17 dropping me off at San Jose State University. I use this route to commute back & forth for school. If you have any questions or concerns please reach out to me as soon as possible.

Best regards,  
Nancy Maldonado

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [John Urgo](#)  
**To:** [Donna Bauer](#)  
**Subject:** FW: Highway 17 Express  
**Date:** Friday, December 02, 2022 1:21:09 PM

---

-----Original Message-----

From: Virginia Wright <[wright.va.a@gmail.com](mailto:wright.va.a@gmail.com)>  
Sent: Thursday, December 1, 2022 5:51 PM  
To: John Urgo <[JUrgo@scmttd.com](mailto:JUrgo@scmttd.com)>  
Cc: Michael Rotkin <[openup@ucsc.edu](mailto:openup@ucsc.edu)>; Bruce McPherson <[Bruce.McPherson@santacruzcounty.us](mailto:Bruce.McPherson@santacruzcounty.us)>; Michael Tree <[MTree@scmttd.com](mailto:MTree@scmttd.com)>; Cayla Hill <[CHill@scmttd.com](mailto:CHill@scmttd.com)>  
Subject: Re: Highway 17 Express

Thank you John for taking the time to respond.

In my work (fundraising) we know that getting the first donor costs significantly more than keeping them over time. It is keeping the donor over time that allows for building momentum and revenue.

I assume that is true with ridership. Keeping riders is easier than getting new ones. Not having reliable service is one way to lose otherwise loyal riders.

Anyway, you have a difficult job and I thank you for doing your best.

Virginia

Virginia Wright  
831 234-4491

Sent from my phone.  
Please excuse brevity and typos.

> On Dec 1, 2022, at 11:51 AM, John Urgo <[jurgo@scmttd.com](mailto:jurgo@scmttd.com)> wrote:

>

> Hi Virginia,

>

> Thank you for sharing your concerns - hearing from customers helps us better plan service that meets the public's needs.

>

> As Director Rotkin mentioned, due to an ongoing shortage of bus operators affecting transit agencies and service across the country, METRO is making several temporary service modifications starting December 22nd. These temporary service changes are being implemented to reduce the long hours worked by operators and decrease service cancellations while maintaining service connectivity on all corridors.

>

> One such change will be a temporary suspension of service along W Santa Clara Street in downtown San Jose to serve San Jose State University (SJSU). The time savings from removing this routing segment will enable METRO to add three additional peak period roundtrips on the Highway 17 while still reducing the strain on operations.

>

> METRO and VTA riders can use a Highway 17 Express Day Pass or 31-Day Pass to board VTA buses and light rail for no additional charge. In addition, SJSU students are eligible for a SmartPass Clipper card, which entitles them to unlimited rides on VTA Local & Rapid buses, Limited routes, and Light Rail lines. VTA serves SJSU on routes 22, 23, 64A, 64B, 66, 68, 72, 73, 500, 522, 523, 568, Blue Line, and Green Line. VTA routes that serve SJSU direct from Diridon Station include routes 64A, 64B, 68, 500, 568, and the Green light rail line. For example, the current outbound Highway 17 arrival at Diridon Station at 8:33 a.m. is met by VTA routes Rapid 500 at 8:35 a.m.

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

and Rapid 522 at 8:40 a.m. Both routes serve the same stops as the Highway 17 bus every 15 minutes, with combined departures every 5-10 minutes.

>

> We are actively recruiting and expect to continue to increase our driver numbers. We will explore the opportunity to resume operating the Highway 17 Express to serve SJSU and whether this change can be made for the spring schedule (March) or in subsequent schedule changes.

>

> We understand these changes will inconvenience some customers temporarily but we hope that the additional Highway 17 trips and frequent connections to VTA will mitigate some of the impact.

>

> JOHN URGO

> Director, Planning & Development

> T: (831) 420-2537 | jurgo@scmttd.com

> Santa Cruz METRO

> 110 Vernon Street, Santa Cruz, CA 95060

>

>

> -----Original Message-----

> From: Michael Rotkin <openup@ucsc.edu>

> Sent: Thursday, December 1, 2022 3:19 AM

> To: Virginia Wright <wright.va.a@gmail.com>

> Cc: Bruce McPherson <bruce.mcpherson@santacruzcounty.us>; John Uργο <JUurgo@scmttd.com>; Michael Tree <MTree@scmttd.com>

> Subject: Re: Highway 17 Express

>

> Virginia, This is a temporary change because we are very short of drivers. The good news is that we are hiring more and within six months should be up to a full complement. In the meantime, there is service almost every five minutes from Diridon station to SJ State on VTA's system. The transfer is a bit of a hassle, so we would not want to make this change permanent, but we have no choice for at least the next three months.

>

> mike

>

>> On Nov 30, 2022, at 7:26 PM, Virginia Wright <wright.va.a@gmail.com> wrote:

>>

>> Mike and Bruce,

>>

>> Why has the Metro decided to stop the Highway 17 Express going to San Jose City Hall and SJSU? Metro is adding trips during the day, but only to Diridon station. So all of us who ride to downtown SJ to work (like me) have to add an hour or two to their commute or start driving. What's up with that decision?

>>

>> I am a dedicated public transportation user, but this decision puts me back in my car. I am sure I am not the only one based on the conversations in the bus.

>>

>> Virginia

>>

>> Virginia Wright

>> 831 234-4491

>>

>

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Cayla Hill](#)  
**To:** ["samuel.bass@sjsu.edu"](mailto:samuel.bass@sjsu.edu)  
**Cc:** [John Urgo](#)  
**Subject:** Urgent issues with Highway 17 route change from SJSU student  
**Date:** Friday, December 02, 2022 12:53:18 PM  
**Attachments:** [5.9 Written Comm to BOD - SBass 12.1.22.pdf](#)

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Sam,

Thank you for sharing your concerns.

Due to an ongoing shortage of bus operators affecting transit agencies and service across the country, METRO is making several temporary service modifications starting December 22. The implementation of these temporary service changes will reduce the long hours worked by operators and decrease service cancellations while maintaining service connectivity on all corridors. As you know, one such change will be a temporary suspension of service along W Santa Clara Street in downtown San Jose to serve San Jose State University (SJSU).

The timesaving from removing this routing segment will enable METRO to add three additional peak period roundtrips on the Highway 17, while still reducing the strain on operations.

METRO and VTA riders can use a Highway 17 Express Day Pass or 31-Day Pass to board VTA buses and light rail for no additional charge. In addition, SJSU students are eligible for a SmartPass Clipper card, which entitles them to unlimited rides on VTA Local & Rapid buses, Limited routes, and Light Rail lines. VTA serves SJSU on routes 22, 23, 64A, 64B, 66, 68, 72, 73, 500, 522, 523, 568, Blue Line, and Green Line. VTA routes that serve SJSU direct from Diridon Station include routes 64A, 64B, 68, 500, 568, and the Green light rail line.

For example, there are VTA Rapid 500 trips you can board from Santa Clara & 5<sup>th</sup> at 8:27 pm and 8:42 pm that would get you to Diridon to meet the 8:55pm Highway 17 bus. You can also board at 8:28 pm from Santa Clara & 7<sup>th</sup> on the VTA route 22 with a 4 minute walk to Diridon station. These routes serve the same stops as the Highway 17 bus every 15 minutes, with combined departures every 5-10 minutes throughout the day.

We are actively recruiting and expect to continue to increase our driver numbers in the coming year. We will explore the opportunity to resume operating the Highway 17 Express to serve SJSU and whether this change can be made for the spring schedule (March) or in subsequent schedule changes. We understand these changes will inconvenience some customers but we hope that the additional Highway 17 trips and frequent connections to VTA will mitigate some of the impact.

Best regards,

Cayla Hill  
Planning Analyst  
Planning Department, Santa Cruz Metro  
[chill@scmttd.com](mailto:chill@scmttd.com)  
(831) 420-2581

**5.7.1**

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Sam Bass](#)  
**To:** [boardinquiries@scmttd.com](mailto:boardinquiries@scmttd.com); [mac@scmttd.com](mailto:mac@scmttd.com)  
**Subject:** Urgent issues with Highway 17 route change from SJSU student  
**Date:** Thursday, December 01, 2022 2:18:38 PM

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## **This Message Is From an External Sender**

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Dear Metro Board and Advisory Committee,

I'm a Santa Cruz resident since 2016 and this year enrolled in an MA program at SJSU after graduating from Cabrillo and UCSC. I do not have a car, and throughout this process, I've relied on the Santa Cruz Metro system which has so far been great.

My classes for the MA program are evening classes starting at 6 PM. Before even applying to the program, much less enrolling, I made sure I could get to SJSU by bus on the Metro. This was not presented as something that was subject to change by either SJSU or the Metro website.

So as you can imagine, I'm alarmed to hear about the planned changes for the Winter schedule. During the day on my way to SJSU I can use transfers or walk to SJSU easily enough. But after classes getting home is a different story. Instead of getting the bus directly from the campus, I will now need to rely on a properly timed transfer or walk, either way inevitably missing the 8:55 bus and waiting until 10 PM. The prospect of missing the last bus home, however remote, is already stressful enough—but needing to get to Diridon at night makes it much, much worse.

I certainly understand the reality of the driver shortage. But given the high-stakes involved in making the last bus to Santa Cruz at night, and the safety issues involved in walking across downtown San Jose at night, I would ask you to reconsider whether it would be possible to have the last two southbound trips extend to SJSU. It only adds a few minutes to the bus trip but is life-changing for those of us taking nighttime classes at SJSU. This is all compounded by the fact that a monthly 17 bus pass is *not very affordable* and I'll now be getting considerably less service for spending hundreds of dollars each semester.

At the moment, it's not entirely clear to me if I'll be able to continue my program given the change, since missing the last bus is not an acceptable risk. Thank you for your time and consideration.

Best,  
Sam



# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Brian,

Thank you for sharing your concerns - hearing from customers helps us better plan service that meets the public's needs.

Due to an ongoing shortage of bus operators affecting transit agencies and service across the country, METRO is making several temporary service modifications starting December 22nd. These temporary service changes are being implemented to reduce the long hours worked by operators and decrease service cancellations while maintaining service connectivity on all corridors. As you know, one such change will be a temporary suspension of service along W Santa Clara Street in downtown San Jose to serve San Jose State University (SJSU).

The time savings from removing this routing segment will enable METRO to add three additional peak period roundtrips and an additional inbound trip that will serve the Scotts Valley Transit Center on the Highway 17, while still reducing the strain on operations. Regarding additional Highway 17 service to Scotts Valley, we will look at having the 5:30 p.m. departure scheduled from Diridon to Pasatiempo and Pacific Station also serve Scotts Valley in the spring. There is a 4:40 p.m. departure scheduled that serves Scotts Valley but we understand that may not work for those who have to work until 5:00 p.m. As for the morning, the current schedule has departures from Scotts Valley at 5:57 a.m. and 6:55 a.m. while the new schedule will have departures at 5:57 a.m., 6:46 a.m. and 7:49 a.m. All trips will continue to serve the Pasatiempo Park and Ride, which could be an option for those rider who live in Scotts Valley (<https://cruz511.org/drive/park-and-ride/>).

METRO and VTA riders can use a Highway 17 Express Day Pass or 31-Day Pass to board VTA buses and light rail for no additional charge. In addition, SJSU students are eligible for a SmartPass Clipper card, which entitles them to unlimited rides on VTA Local & Rapid buses, Limited routes, and Light Rail lines. VTA serves SJSU on routes 22, 23, 64A, 64B, 66, 68, 72, 73, 500, 522, 523, 568, Blue Line, and Green Line. VTA routes that serve SJSU direct from Diridon Station include routes 64A, 64B, 68, 500, 568, and the Green light rail line.

For example, the scheduled outbound Highway 17 arrival at Diridon Station at 7:32 a.m. is met by VTA routes Rapid 500 at 7:35 a.m. (for the same scheduled arrival at SJSU as the Highway 17 trip you are requesting) and Rapid 522 at 7:40 a.m. There is a 5:23 p.m. VTA Route 22 that would get you to Diridon to meet the 5:35 p.m. Highway 17 bus you currently take from San Fernando and 7th. In the winter, VTA Routes 64A at 4:30 p.m., 522 at 4:32 p.m., and 22 at 4:23 p.m. are all scheduled to meet the 4:40 p.m. Highway 17 departure. These routes run every 15-20 minutes. These routes serve the same stops as the Highway 17 bus every 15 minutes, with combined departures every 5-10 minutes throughout the day. For

We are actively recruiting and expect to continue to increase our driver numbers in the coming year. We will explore the opportunity to resume operating the Highway 17 Express to serve SJSU and whether this change can be made for the spring schedule (March) or in subsequent schedule changes. We understand these changes will inconvenience some customers but we hope that the additional Highway 17 trips and frequent connections to VTA will mitigate some of the impact.

Cayla Hill  
Planning Analyst  
Planning Department, Santa Cruz Metro  
[chill@scmttd.com](mailto:chill@scmttd.com)  
(831) 420-2581

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Brian Mitchler](#)  
**To:** [boardinquiries@scmttd.com](mailto:boardinquiries@scmttd.com); [mac@scmttd.com](mailto:mac@scmttd.com)  
**Subject:** Winter Highway 17 Route Changes  
**Date:** Thursday, December 01, 2022 3:25:09 PM

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## **This Message Is From an External Sender**

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Dear Metro Board and Advisory Committee,

I am supremely disappointed in your upcoming Highway 17 route changes. As a 30+ year rider, commuting from Santa Cruz to SJSU daily, I have seen many changes over the years, but none as myopically wrong as those slated to take effect Dec 22nd. Dropping service to Downtown San Jose and SJSU - in the MIDDLE OF WINTER - is going to be a terrible blow to your bread-and-butter commuter ridership.

While I have heard the many attempts to justify these changes (driver shortages, VTA coverage of the routes, etc), these all seem to be very weak post-decision rationalizations. I doubt any of the decision makers have ever actually commuted by bus to/from work, or you would realize that. I can say with certainty that you will lose riders when you implement these changes, and you will struggle mightily to regain them even if you eventually reinstate the service.

There is just no way to understand your decisions to drop downtown service, as well as dropping Scotts Valley service, around the key commuting hours. Your primary commuter group rides a bus to get them to work around 7 or 8 AM and they leave work around 4 or 5 PM to catch their bus. There's no way this group is going to switch to using VTA for the downtown-Diridon legs, especially with the other changes you've made, when the VTA time schedule is so unreliable.

How about a compromise? Leave the primary commuting trips in the morning and evening with the same downtown terminus and drop the rest of the downtown trips. Also leave the primary commuter hour trips serving Scotts Valley. You will still lose some riders, especially students, but at least you can maintain your core commuter ridership.

I have paid a lot of money to Metro to commute to work over the years (\$130/month x 12 months x 30 years = \$46,800). It seems to me that the type of rider I represent should be your primary service objective for this route from an income-reliability stage. Dropping the service as you are doing this Winter is completely unreasonable for your core service base. Metro should do everything they can to get Santa Cruz drivers out of their cars and into buses. These changes will definitely do the opposite.

Sincerely,

Brian Mitchler

-----  
*Brian Mitchler*  
*Tower Card Manager*

San Jose State University  
408-924-1863  
408-712-7120 cell

**5.8.2**

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Cayla Hill](#)  
**To:** ["joanne.wright@sjsu.edu"](mailto:joanne.wright@sjsu.edu)  
**Cc:** [John Urgo](#)  
**Subject:** RE: Suspension of Highway 17 Route to downtown/SJSU  
**Date:** Friday, December 02, 2022 11:58:54 AM

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Joanne,

Thank you for sharing your concerns.

Due to an ongoing shortage of bus operators affecting transit agencies and service across the country, METRO is making several temporary service modifications starting December 22<sup>nd</sup>. The implementation of these temporary service changes will reduce the long hours worked by operators and decrease service cancellations while maintaining service connectivity on all corridors. As you know, one such change will be a temporary suspension of service along W Santa Clara Street in downtown San Jose to serve San Jose State University (SJSU).

The timesaving from removing this routing segment will enable METRO to add three additional peak period roundtrips on the Highway 17, while still reducing the strain on operations.

METRO and VTA riders can use a Highway 17 Express Day Pass or 31-Day Pass to board VTA buses and light rail for no additional charge. In addition, SJSU students are eligible for a SmartPass Clipper card, which entitles them to unlimited rides on VTA Local & Rapid buses, Limited routes, and Light Rail lines. VTA serves SJSU on routes 22, 23, 64A, 64B, 66, 68, 72, 73, 500, 522, 523, 568, Blue Line, and Green Line. VTA routes that serve SJSU direct from Diridon Station include routes 64A, 64B, 68, 500, 568, and the Green light rail line.

For example, the scheduled outbound Highway 17 arrival at Diridon Station 6:38 am can transfer with the VTA Rapid 500 at 6:52 am and VTA Route 64A at 6:48 am. There is a 4:32 pm and 5:02 pm VTA Route 64A that would get you to Diridon to meet the 4:10pm and 5:30 pm Highway 17 bus in the winter. These routes serve the same stops as the Highway 17 bus every 15 minutes, with combined departures every 5-10 minutes throughout the day.

We are actively recruiting and expect to continue to increase our driver numbers in the coming year. We will explore the opportunity to resume operating the Highway 17 Express to serve SJSU and whether this change can be made for the spring schedule (March) or in subsequent schedule changes. We understand these changes will inconvenience some customers but we hope that the additional Highway 17 trips and frequent connections to VTA will mitigate some of the impact.

Cayla Hill  
Planning Analyst  
Planning Department, Santa Cruz Metro  
[chill@scmtd.com](mailto:chill@scmtd.com)  
(831) 420-2581

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Joanne Wright](#)  
**To:** [mac@scmttd.com](mailto:mac@scmttd.com)  
**Subject:** Suspension of Highway 17 Route to downtown/SJSU  
**Date:** Thursday, December 01, 2022 3:45:34 PM

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## This Message Is From an External Sender

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Hello,

I, and fellow, loyal, regular riders of Highway 17 Express (I have been riding the bus since 2015 when I started working at SJSU--I even rode during the pandemic), are dismayed that Metro is suspending all downtown routes from/to Diridon effective December 21, the beginning of winter. I have watched ridership to downtown San Jose and San Jose State University grow since things have opened up from the pandemic and the buses started going back downtown again. There are SJSU employees and students using the bus on a regular and increasing basis to get from Santa Cruz to downtown San Jose and SJSU. I take the very first bus each morning that leaves the Metro Center at 5:43 a.m. I arrive at the SJSU stop around 6:45 a.m. It has been wonderful to be able to once again get the Highway 17 bus in front of campus either at 4:27 p.m. or 5:25 p.m. for the return trip home after a long day.

It would be greatly appreciated if Metro could retain service to/from Diridon to downtown/SJSU at least for the first couple of buses in the mornings and for the end of workday. You have very loyal riders for these buses and being able to efficiently get to work and school and back home again is something we do not take for granted. We also appreciate the drivers very much. Please reconsider the suspension of all of your service to downtown San Jose and SJSU.

Respectfully,

Joanne Wright

--

Joanne M. Wright, J.D., [SHRM-SCP](#) | Senior Associate Vice President  
San José State University | University Personnel  
One Washington Square, San Jose, CA 95192-0046  
Direct Line: 408-924-2458 | Fax: 408-924-2425  
Email: [joanne.wright@sjsu.edu](mailto:joanne.wright@sjsu.edu) | Website: [www.sjsu.edu/up](http://www.sjsu.edu/up)



# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [John Urgo](#)  
**To:** [Shannon Miller](#)  
**Cc:** [Donna Bauer](#); [Cayla Hill](#)  
**Subject:** RE: New Highway 17 schedule -- it is completely appalling  
**Date:** Thursday, December 08, 2022 4:08:07 PM  
**Attachments:** [image001.png](#)

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Dear Shannon,

There is time reserved at the beginning of every METRO Board of Directors meeting for public comment and for items not on the agenda. A link to the December 16<sup>th</sup> agenda will be posted here by Monday: <https://www.scmttd.com/en/agency-info/board/board-of-directors>

As I mentioned, we have been sampling ridership on the Highway 17 since mid-September through automatic passenger counters installed on our buses. The data shows that 25% of customers continue past Diridon Station and 10% use the Scotts Valley Transit Center out of an average of 612 daily passenger trips. While the incidence of transfers certainly has an impact on transit ridership, the primary predictor of ridership is the amount of service hours or trips we operate. By temporarily suspending the downtown portion of the route we were able to both reduce the labor hours required to operate the route and add three peak period trips.

We examined adding the Scotts Valley trip back in this bid but we cannot require an operator to work more than 11 hours. Due to seniority and contractual bidding rules, we cannot change the schedule at this point because it would require all bus operators to rebid their work.

The winter service changes have been posted on our [website](#) for some time and all at-stop service changes should be posted by the end of today.

We plan to add the Scotts Valley connection back to the 5:30 p.m. departure in the spring (March 15) and we will continue to evaluate whether we have the resources to add back the downtown portion of the route.

Best,

John

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



# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** Shannon Miller <shannon.miller@sjsu.edu>  
**Sent:** Thursday, December 8, 2022 7:33 AM  
**To:** John Urgo <JUrgo@scmtd.com>  
**Cc:** Donna Bauer <DBauer@scmtd.com>; Cayla Hill <CHill@scmtd.com>  
**Subject:** Re: New Highway 17 schedule -- it is completely appalling

## This Message Is From an External Sender

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Dear John,

I understand that this is the same response that you are giving to many riders who are writing to you. But there is a lot here that doesn't make sense. You want to build ridership, but you want to cut off the largest growth area: students heading to SJSU. I am not sure how you are counting, but 50% of riders remain on the bus after Diridon, both SJSU faculty, staff, and students, and City of San Jose workers; that is what I see on every bus. You know as a public transportation expert that every transfer causes a very high drop of usage for riders; this will definitely have the same effect, particularly at a time when you are trying to rebuild ridership.

The situation you are putting riders from Scotts Valley into is really untenable. Most people can not get off work to catch a 4:40 bus. So those people will have to somehow get back and forth from Pasatempo. There may be parking now: there will not be parking when the buses no longer stop there and people can only drive and park there to be able to commute on the bus. And for those who may not have access to a car? Wait for the 35 in the dark, unlit northbound side of Pasatempo? You say that the 5:35 (now 5:25 from SJSU/City Hall) bus can't run because of the schedule of the bus driver. Well, you are talking more than 3 weeks away: I imagine that you can realign a union schedule in that amount of time. We can at SJSU.

Metro can do better by its riders, and they should be willing to re-consider this. Many, many riders are completely unaware of these changes, and you have not been posting flyers -- certainly not in Scotts Valley or at downtown bus stops--or asking drivers to inform people of these MAJOR changes.

I am requesting that this be a topic on the December 16th Board of Directors meeting. What do I need to do to make that happen?

Best, Shannon Miller

On Fri, Dec 2, 2022 at 12:55 PM John Urgo <[JUrgo@scmtd.com](mailto:JUrgo@scmtd.com)> wrote:

Hi Shannon,

Thank you for sharing your concerns - hearing from customers helps us improve service and

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

meet the public's needs.

Due to an ongoing shortage of bus operators affecting transit agencies and service across the country, METRO is making several temporary service modifications starting December 22nd. These temporary service changes are being implemented to reduce the long hours worked by operators and decrease service cancellations while maintaining network connectivity on all corridors.

As you know, one such change will be a temporary suspension of service along W Santa Clara Street in downtown San Jose to serve San Jose State University (SJSU). The time savings from removing this routing segment will allow three additional peak period roundtrips to be operated on the Highway 17 while still reducing the strain on operations. Ridership on Highway 17 has doubled over the past year, yet we have only been able to operate half the number of weekday trips compared to pre-COVID. Ridership sampling done between September and November revealed that 75% of customers do not continue past Diridon Station.

Regarding Highway 17 service to Scotts Valley, the current schedule has departures at 5:57 a.m. and 6:55 a.m. while the new schedule will have departures at 5:57 a.m., 6:46 a.m. and 7:49 a.m. We investigated adding the 5:30 p.m. departure scheduled from Diridon to Pasatiempo and Pacific Station also serve Scotts Valley in winter due to the complaints and suggestions we received; however it is scheduled on a shift where the operator works 11 hours, and we are prohibited by contract to exceed that. We will certainly plan to add the Scotts Valley stops in spring (March 15) on the 5:30 p.m. trip. There is a 4:40 p.m. departure scheduled that serves Scotts Valley but we understand that may not work for those who have to work until 5:00 p.m. Parking surveys taken recently at Pasatiempo suggest available capacity on most days, which remains an option for those who park and ride.

METRO and VTA riders can use a Highway 17 Express Day Pass or 31-Day Pass to board VTA buses and light rail for no additional charge. In addition, as I'm sure you're aware, SJSU students are eligible for a SmartPass Clipper card, which entitles them to unlimited rides on VTA Local & Rapid buses, Limited routes, and Light Rail lines. VTA serves SJSU on routes 22, 23, 64A, 64B, 66, 68, 72, 73, 500, 522, 523, 568, Blue Line, and Green Line. VTA routes that serve SJSU direct from Diridon Station include routes 64A, 64B, 68, 500, 568, and the Green light rail line.

For example, the scheduled outbound Highway 17 arrival at Diridon Station at 7:32 a.m. is met by VTA routes Rapid 500 at 7:35 a.m. and Rapid 522 at 7:40 a.m. Both routes serve the same stops as the Highway 17 bus every 15 minutes, with combined departures every 5-10 minutes throughout the day.

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

We are actively recruiting bus operators and expect to continue to increase our driver numbers. We will explore the opportunity to resume operating the Highway 17 Express to serve SJSU in the spring.

We understand these changes will inconvenience some customers but we hope that the additional Highway 17 trips and frequent connections to VTA will mitigate some of the impact.

JOHN URGO

Director, Planning & Development

T: (831) 420-2537 | [jurgo@scmttd.com](mailto:jurgo@scmttd.com)

Santa Cruz METRO

110 Vernon Street, Santa Cruz, CA 95060

**From:** Shannon Miller <[shannon.miller@sjsu.edu](mailto:shannon.miller@sjsu.edu)>

**Sent:** Thursday, December 01, 2022 5:43 PM

**To:** [boardinquiries@scmttd.com](mailto:boardinquiries@scmttd.com)

**Subject:** New Highway 17 schedule -- it is completely appalling

## This Message Is From an External Sender

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I am writing to object in the strongest terms to the new Highway 17 schedule which no longer goes to SJSU, and which also makes commuting from Scotts Valley almost impossible. First, 1/2 of the riders, at least, go on to San Jose State. Cutting off their connection is unacceptable, and METRO has tried this over and over, and everytime, riders have objected in the strongest of language and METRO has backed down. This needs to happen this time as well. By creating this cutting off of SJSU, more students, faculty and staff will choose to drive because of the additional time to make a connection, to worry about missing a bus, and the inconvenience, even danger, of trying to get to and from campus during late evenings. Second, the new schedule makes an early and late bus available for Scotts Valley riders to get to San Jose, but should include the 8 am bus. The return trip is even more ridiculous. Most people work until 5, but the 5:30 no longer stops



# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

in Scotts Valley, meaning you have to leave before your work time ends at 5 or wait until 6:20 to get back to Scotts Valley around 7:30. This is simply not commuter friendly, and it seems to be punishing people for no good reason. It is time to build back ridership, not destroy it though cutting off SJSU, as well as City of San Jose, riders, and to basically abandon riders from Scotts Valley. This is a major issue and needs to be addressed immediately before the new year.

Shannon Miller

--

Shannon Miller  
Dean  
College of Humanities and the Arts  
San Jose State University  
1 Washington Square  
San Jose, CA 95192-0088  
(408) 924-4300

I acknowledge that SJSU is established within the Thámien Ohlone-speaking tribal ethnohistoric territory, which includes the unceded ancestral lands of the Muwekma Ohlone Tribe of the San Francisco Bay Area.

--

Shannon Miller  
Dean  
College of Humanities and the Arts  
San Jose State University  
1 Washington Square  
San Jose, CA 95192-0088  
(408) 924-4300

I acknowledge that SJSU is established within the Thámien Ohlone-speaking tribal ethnohistoric territory, which includes the unceded ancestral lands of the Muwekma Ohlone Tribe of the San Francisco Bay Area.

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# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Guy,

Thank you for taking the time to write in with suggestions on how to improve service.

METRO continues to work hard to increase the number of drivers in service; however, the ongoing shortage of bus operators continues to affect transit agencies and service across the country. To increase efficiency and reduce redundancy of service in METRO's winter schedule, certain routes and trips are suspended. When re-routing existing service METRO prioritized maintaining service on all local corridors.

As you are aware, one such change will be a temporary suspension of Route 91X. Other existing routes, including Routes 69W and 71, will serve all 91X bus stops and connections. The 69W will now operate with increased frequency and serve Cabrillo College twice an hour for a longer span than was operated on the 91X. There will be a difference in travel time between Watsonville and Cabrillo College on Route 69W on weekdays of 3-8 minutes for the majority of the day. Route 71 also provides service between Watsonville and Cabrillo College, though travel times are longer.

The alternative to the 91X 5:55am trip is the 5:40am and 6:05am route 71 trips that will arrive in Santa Cruz by 6:35 and 7:00am, respectively. If you need to get to Capitola in the winter, then the 6:20am 69W trip will arrive in Capitola by 7:05am. We understand that this will be an inconvenience for our riders, as the trip length to Watsonville to Santa Cruz will be 21-25 minutes longer for the majority of the day in the winter. However, we are actively recruiting and expect to continue to increase our driver numbers. We will discuss the opportunity to resume operating the route 91X and whether this change can be made for the spring schedule (March) or in subsequent schedule changes.

The board members at the upcoming meeting on December 16 will view this comment. The next board meeting that the public can attend in person is on March 24. However, there are earlier board meetings held on Zoom, which take place on January 27 and February 24.

Best regards,

Cayla Hill  
Planning Analyst  
Planning Department, Santa Cruz Metro  
chill@scmttd.com  
(831) 420-2581

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Guy Lasnier](#)  
**To:** [boardinquiries@scmttd.com](mailto:boardinquiries@scmttd.com)  
**Cc:** [lpageler@scmttd.com](mailto:lpageler@scmttd.com); [Michael Tree](#)  
**Subject:** Winter service changes  
**Date:** Monday, December 05, 2022 11:54:32 AM

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Dear SCMTD board members,

I write to urge you to restore the 91x route, especially the 5:55 am from Watsonville, slated for winter cuts. It's the only bus that gets to Capitola by 6:20 am and Santa Cruz by 7 am, making it a key link for South County working folks with early start times in Santa Cruz and other mid and north county locations.

No other early express buses travel northbound. True, the 71 runs north but is a local, stopping at every stop on Freedom Blvd. and Soquel Drive making for a lengthy commute.

Best wishes,

Guy Lasnier

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Cayla Hill](#)  
**To:** ["ehsan.khatami@sjsu.edu"](mailto:ehsan.khatami@sjsu.edu)  
**Cc:** [Donna Bauer](#); [John Urgo](#)  
**Subject:** RE: SCMTD's Proposed Hwy 17 Service Changes  
**Date:** Thursday, December 08, 2022 7:48:55 AM

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Ehsan,

Thank you for sharing your concerns.

Due to an ongoing shortage of bus operators affecting transit agencies and service across the country, METRO is making several temporary service modifications starting December 22. The implementation of these temporary service changes will reduce the long hours worked by operators and decrease service cancellations while maintaining service connectivity on all corridors. As you know, one such change will be a temporary suspension of service along W Santa Clara Street in downtown San Jose to serve San Jose State University (SJSU).

METRO and VTA riders can use a Highway 17 Express Day Pass or 31-Day Pass to board VTA buses and light rail for no additional charge. In addition, SJSU students are eligible for a SmartPass Clipper card, which entitles them to unlimited rides on VTA Local & Rapid buses, Limited routes, and Light Rail lines. VTA serves SJSU on routes 22, 23, 64A, 64B, 66, 68, 72, 73, 500, 522, 523, 568, Blue Line, and Green Line. VTA routes that serve SJSU direct from Diridon Station include routes 64A, 64B, 68, 500, 568, and the Green light rail line.

We are actively recruiting and expect to continue to increase our driver numbers in the coming year. We will explore the opportunity to resume operating the Highway 17 Express to serve SJSU and whether this change can be made for the spring schedule (March) or in subsequent schedule changes. We understand these changes will inconvenience some customers but we hope that the additional Highway 17 trips and frequent connections to VTA will mitigate some of the impact.

There next few Board Meetings will be held on Zoom (December 16, January 27, and February 24), so you can attend remotely. The next board meeting that the public can attend in person is on March 24. Please attend any one of these meeting to relay your concerns regarding Highway 17 service to SJSU to the METRO Board of directors.

Best regards,

Cayla Hill  
Planning Analyst  
Planning Department, Santa Cruz Metro  
[chill@scmted.com](mailto:chill@scmted.com)  
(831) 420-2581

---

**From:** Ehsan Khatami <[ehsan.khatami@sjsu.edu](mailto:ehsan.khatami@sjsu.edu)>  
**Sent:** Wednesday, December 07, 2022 3:52 PM  
**To:** [boardinquiries@scmted.com](mailto:boardinquiries@scmted.com); [mac@scmted.com](mailto:mac@scmted.com)

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**Cc:** AS Transportation Office Mailbox <[transportation@sjsu.edu](mailto:transportation@sjsu.edu)>; [nnguyen@cityofsantacruz.com](mailto:nnguyen@cityofsantacruz.com);  
[destranero@cityofsantacruz.com](mailto:destranero@cityofsantacruz.com)

**Subject:** SCMTD's Proposed Hwy 17 Service Changes

## This Message Is From an External Sender

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Dear Board and Advisory Committee Members:

I am a faculty member at SJSU and am writing to request for the reevaluation of plans to cut the Hwy 17 Express route from San Jose Diridon Station to downtown San Jose. I have been riding bus 17 since I joined SJSU over eight years ago and am witnessing everyday my colleagues and students from SJSU taking advantage of this great public transportation option.

I learned about this proposed change from SJSU's Transportation Solutions and am writing to voice my concern because I cannot attend SCMTD's next BOD meeting in Dec 16 due to travel plans.

I believe that reducing the route to end, and start, at the Diridon Station in San Jose is not the solution to SCMTD recent driver shortage issues. In fact, I am confused about this matter as I have also learned that at the time of this cut, more times will be added to the hwy 17 schedule!

I strongly believe that such a measure will hurt the Transit District financially. I am not sure if SCMTD has done any surveys or obtained any reliable statistics as to how many Hwy 17 Express commuters rely on the tail end of the route after Diridon station to get to work or school. From what I observe everyday on the bus, about half of the riders who board in Santa Cruz and Scotts Valley get off in downtown San Jose and about half of passengers on the way back board the bus in various stops in downtown San Jose. Catching transit buses from Diridon to SJSU and back will force a significant percentage of riders, including myself, to consider other means of transportation. It is the fastest way for SCMTD to lose customers!

I am strong proponent of public transportation and believe that Hwy 17 Express is one of the few success stories in the Bay Area. I already have to walk for ~20 minutes in Santa Cruz from home to my station and back, however, I take comfort in the fact that I can get things done on my laptop during the 1 hour+ I spend in the bus. Like many others, riding Hwy 17 Express would no longer be a preferred option for me if the proposed cut is implemented. It will just not be worth the time, and I will have to drive my car, perhaps carpooling with my other bus 17 colleagues to SJSU.

I, along with my other SJSU colleagues who I see regularly on the bus, am strongly opposed to this measure and am calling for SCMTD to reevaluate the proposed cuts.

Best regards,  
Ehsan Khatami

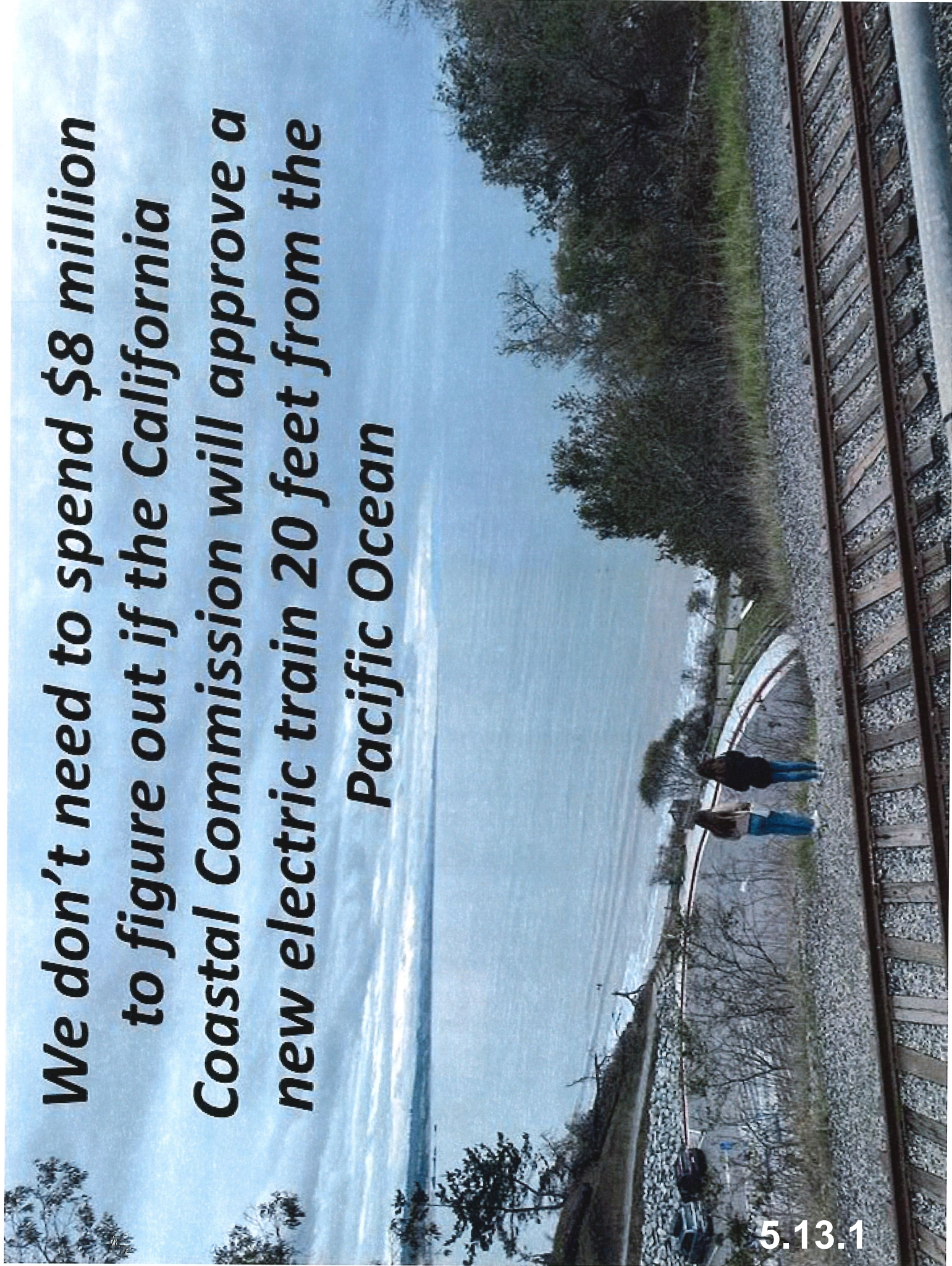
-----  
Associate Professor  
Department of Physics and Astronomy  
San Jose State University  
Office: SCI 312  
Tel: 408-924-5235  
URL: <http://www.sjsu.edu/people/ehsan.khatami/>

cc. SJSU Transportation Solutions, SC City Transportation Manager and Engineer

**5.12.2**



***We don't need to spend \$8 million  
to figure out if the California  
Coastal Commission will approve a  
new electric train 20 feet from the  
Pacific Ocean***





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# Transportation Topics

Carey Pico, Ph.D.

Aptos, CA

(all data/calculations available to share)

## Hwy 1 Facts

- **228,000 vehicles use Hwy 1 daily** between SC/Monterey County line and Hwy 17
- **Watsonville**
  - **50%** of Hwy 1 traffic past Buena Vista comes from **Monterey County**  
(source: Caltrans ramp data, Monterey County Public Works; from Hwy 1 and 30% of Pajaro Bridge traffic and account for on/off ramps)
  - Watsonville employed residents commute to work via Hwy 1N (42% of employed Watsonville residents)  
(Compare: 24% of Watsonville employed work inside Watsonville)
    - **48% take Hwy 17N** towards Bay area
    - 30% to mid-county (Soquel/Mall, Home Depot, Aptos Hills, Aptos, etc.)
    - **22% work in Santa Cruz** (including to 7<sup>th</sup> Ave., Harvey West, Soquel Ave... i.e., not just downtown)  
(source for home-to-work locations: U.S. Census Bureau's OnTheMap website)
- **Santa Cruz**
  - **50-60%** of Hwy 1N traffic at Fishhook **takes Hwy 17N** towards Bay area  
(source: Caltrans Ramp data, Caltrans Fishhook diagram)
- **Mid-County**
  - **New Hwy 1** lane costs under **\$15M per mile** (source: RTC Hwy 1 project)

## Trail Facts

- **IMPORTANT: SMART (Sonoma-Marin) rail-trail**
  - \$57M for 21 miles or **\$2.7M/mile** (note: no retaining walls, **level** terrain, few street crossings)
- **Santa Cruz Rail-Trail**
  - Seg.9: From detailed drawings: **Concrete CO2 Emissions**: 2.3 metric tons is equivalent to **5.8 million car miles**.
    - Requires **32 years to recoup CO2**
    - Does not include CO2 gains from excavation activity, tree removal, etc.
  - Seg.7, Phase 1: \$6.3M for 1.2 miles or **\$5.3M/mile** (**level** terrain, several street crossings)
  - Seg.7, Phase 2: \$12.2M for 0.7 miles or **\$17.4M/mile** (**sloped** terrain, no street crossings)
- Seg.9: \$45M for 1.53 miles or **\$30M/mile** (note: \$48.7M for Seg.8&9 project but Seg.8 is small improvements to bike path in front of Boardwalk and represents 6% of project)
- Seg.10-11: \$84.7M for 4.7 miles or **\$18M/mile**.

**Compare with <\$15M/mile new Hwy 1 lane project**

## Conclusion

1. Watsonville commute is not driving traffic issues on Hwy 1
  - 50% of traffic from Monterey County
2. Santa Cruz is NOT the focus of commuters and general Hwy 1N traffic
3. These contradicts RTC statements on need for train
4. Cellphone origin-destination data analysis is key to commute patterns
5. Constructing a trail on non-flat terrain is terribly expensive and more than a freeway lane. CO2 emissions from construction outweigh vehicle emission savings.

### Sources:

Caltrans ramp and highway data, U.S. Census Bureau On-the-Map, Sonoma Marin Area Rail Transit, SCCRTC

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

**From:** [Donna Bauer](#)  
**To:** ["Carey Pico"](#)  
**Subject:** RE: Please include the following communication to for the Metro meeting.  
**Date:** Monday, December 12, 2022 4:38:22 PM

---

Hi Carey,

METRO does not choose its Board Members. Members are appointed by each City Council of Santa Cruz, Capitola, Scotts Valley, Watsonville and any other incorporated area of the District to represent the incorporated area and one member appointed by the Board of Supervisors of the County of Santa Cruz to represent the unincorporated area. Other appointments shall be made in accordance with the proportionate population within the District. METRO's Bylaws are located at this [link](#).

Donna

**From:** Carey Pico <carey.pico@yahoo.com>  
**Sent:** Monday, December 12, 2022 11:34 AM  
**To:** Donna Bauer <DBauer@scmtd.com>  
**Subject:** Please include the following communication to for the Metro meeting.

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You have not previously corresponded with this sender.

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Donna

Please include the following communication:

I came across the message (below) regarding Jack Brown. Because Jack is my neighbor, as a NextDoor moderator, I review complaints on posts. I'm frequently bombarded with reports of attacks on Jack including inappropriate personal information: home, work, employer's name, accusations he's a car lobbyist (not true), and other inappropriate posts. Below is another false attack on Jack being forwarded to Metro. I can say he's NOT a spokesperson for Greenway. While I have no idea what or how he could become a member of the Metro Board, please expect an organized barrage of attacks on Jack and ignore them.

Here's the post:

"Jack Brown is Greenway's official spokesman and will become a member of the Metro board on Tuesday if we don't take action now.

#41 on the consent agenda.

<https://santacruzcountyca.iqm2.com/citizens/FileOpen.aspx...>

**5.15.1**

# WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Please contact your Supervisors and send emails, attend and speak as a member of the public in opposition to this appointment."

Carey Pico, Aptos, CA



**DATE:** December 16, 2022  
**TO:** Board of Directors  
**FROM:** Chuck Farmer, CFO  
**SUBJECT: ACCEPT AND FILE PRELIMINARY APPROVED CHECK JOURNAL  
DETAIL FOR THE MONTH OF NOVEMBER 2022**

**I. RECOMMENDED ACTION**

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

**II. SUMMARY**

- This staff report provides the Board of Directors (Board) with a preliminary approved Check Journal Detail for the month of November 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 November 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 November 2022 for Board review, agency disclosure and transparency.

**VI. CHANGES FROM COMMITTEE**

N/A.

**VII. ALTERNATIVES CONSIDERED**

None.

**VIII. ATTACHMENTS**

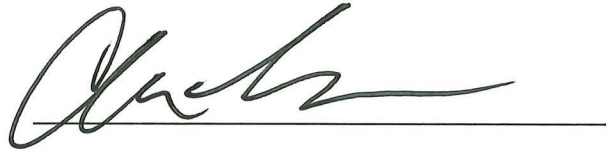
**Attachment A:** Check Journal Detail for the Month of November 2022

Prepared by: Holly Alcorn, Accounting Specialist



**IX. APPROVALS**

Chuck Farmer, CFO



Michael Tree CEO/General Manager



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DATE: 11/01/22 THRU 11/30/22

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
81055	11/07/22	206.25 003523	ACCO-WILSON, INC	117610			BACKFLOW REPAIR VER	206.25	
81056	11/07/22	771.12 003596	AMAZON CAPITAL SERVICES, INC.	117564			OFFICE SUPPLIES	251.26	
				117592			OFFICE SUPPLIES	28.83	
				117594			OFFICE SUPPLIES	163.15	
				117595			SHOP TOOL DOLLY	294.98	
				117596			CREDIT IQMNYHDXNNG	-147.49	
				117604			ADMIN SNACKS	158.56	
				117609			MOUNT BRACKET	21.83	
81057	11/07/22	5,695.18 001D	AT&T	117562			9/19-10/18 MAIN ACCT	5,527.22	
				117563			9/19-10/18 OPS ELEV	167.96	
81058	11/07/22	2,632.49 247	AUTOMATIC DOOR SYSTEMS, INC.	117613			MOTOR REPLACE WTC	2,632.49	
81059	11/07/22	39.89 107A	BFS GROUP LLC	117589			LUMBER MMF	39.89	
81060	11/07/22	1,136.20 001159	CATTO'S GRAPHICS, INC.	117570			REMOVABLE STICKERS	1,136.20	
81061	11/07/22	3,888.00 003642	CHARGEPOINT, INC.	117569			AN SOFTWARE BUS CHG	3,888.00	
81062	11/07/22	3,039.68 001346	CITY OF SANTA CRUZ-FINANCE	117616			STORM WATER USERCHG	3,039.68	
81063	11/07/22	228,776.01 003102	CLEVER DEVICES LTD.	117635			1927 AVL/ITS PROJECT	228,776.01	
81064	11/07/22	242.95 367	COMMUNITY TELEVISION OF	117585			9/23 BOD MEETING	242.95	
81065	11/07/22	4,863.98 003485	EMPLOYNET, INC	117561			TEMP W/E 10/16	2,664.38	
				117591			TEMP W/E 10/16	897.60	
				117622			TEMP W/E 10/23	1,302.00	
81066	11/07/22	7,219.30 003153	ENVIRONMENTAL LOGISTICS INC	117619			HAZARDWASTE MMF/SBF	7,219.30	
81067	11/07/22	249.29 001297	FASTENAL COMPANY INC	117565			NON INVENTORY ORDER	249.29	
81068	11/07/22	72.19 003418	FRONTIER COMMUNICATIONS - 6145	117642			10/13-11/12 SKYLINE	72.19	
81069	11/07/22	78.12 117	GILLIG LLC	117566			INVENTORY ORDER	78.12	
81070	11/07/22	362.00 282	GRAINGER	117567			NON INVENTORY ORDER	289.74	
				117568			NON INVENTORY ORDER	2.47	
81071	11/07/22	1,277.66 003220	INFINISOURCE, INC	117583			NON INVENTORY ORDER	69.79	
81072	11/07/22	535.32 914	J.J.R ENTERPRISES, INC.	117620			AUG 22 TIMEKEEPING	1,277.66	
81073	11/07/22	6,500.00 003395	JARRETT WALKER & ASSOC LLC	117587			TONER CARTRIDGE	355.06	
81074	11/07/22	9,925.55 1117	KELLEY'S SERVICE INC.	117588			TONER CARTRIDGE	180.26	
				117639			10/14 BOARD WORKSHOP	6,500.00	
				117572			INVENTORY ORDER	8,944.86	
				117573			CORE CREDIT	-370.28	
				117577			CREDIT K-1894945	-370.28	
				117578			CREDIT INV K-1878356	-148.27	
				117579			NON INVENTORY ORDER	370.28	
				117580			INVENTORY ORDER	110.12	
				117581			VEH# PC2405 PARTS	44.47	
				117582			VEH# PC 1705 PARTS	230.17	
				117598			VEH PC 1716 PARTS	240.23	
				117599			VEH# PC2405 PARTS	92.17	
				117600			VEH# PC1716 PARTS	64.94	
				117601			NON INVENTORY ORDER	305.86	
				117602			INVENTORY ORDER	140.90	
				117603			INVENTORY ORDER	3.98	
				117634			VEH# PC1704 PARTS	266.40	

# Attachment A

DATE: 11/01/22 THRU 11/30/22

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
81075	11/07/22	9,165.00 003480		KIMLEY-HORN AND ASSOCIATES INC		117632	CALTRANS REL STUDY	9,165.00	
81076	11/07/22	28.12 002927		LINDE GAS & EQUIPMENT, INC.		117617	9/20-10/20 TANK RENT	19.17	
81077	11/07/22	1,071.56 001052		MID VALLEY SUPPLY INC.		117618	7/20-8/20 TANK RENT	8.95	
81078	11/07/22	573.48 041		MISSION UNIFORM		117593	INVENTORY ORDER	1,071.56	
						117584	VMU/VSW UNIFORM SUPP	336.96	
						117605	TOWELS/MAT PRC	10.50	
						117606	LAUNDRY/CUSTODIAL	26.02	
						117607	UNIFORM REPAIR	44.00	
						117608	FUEL STATION TOWELS	156.00	
81079	11/07/22	133.50 002721		NEXTEL COMMUNICATIONS/SPRINT		117623	8/26-9/25 TVM COMM	66.75	
81080	11/07/22	431.62 004		NORTH BAY FORD LINC-MERCURY		117624	9/16-10/25 TVM COMM	66.75	
81081	11/07/22	948.52 364		OVERHEAD DOOR CO. OF SALINAS		117571	INVENTORY ORDER	431.62	
81082	11/07/22	65.00 481		PIED PIPER EXTERMINATORS, INC.		117611	ANNUAL INSPECT SBF	513.52	
81083	11/07/22	22,499.88 003646		OOVO SOLUTIONS, INC.		117612	ANNUALINSPECT VER	435.00	
81084	11/07/22	551.63 003059		QUADIANT LEASING USA, INC.		117590	OCT 22 PEST VER	65.00	
81085	11/07/22	101.59 003024		RICOH USA, INC CA		117641	2304 SEC CAMERAS SVT	22,499.88	
81086	11/07/22	4,390.62 001307		SANTA CRUZ STAFFING, LLC		117621	11/28-2/27 Q LEASE	474.70	
81087	11/07/22	1,653.90 003545		SCHINDLER ELEVATOR CORPORATION		117631	PROPERTY TAX PRC	76.93	
81088	11/07/22	409.95 122		SCMTD PETTY CASH - OPS		117633	10/12-11/11 OPS COPY	101.59	
81089	11/07/22	410.14 003292		SLINGSHOT CONNECTIONS LLC		117560	TEMP W/E 10/23	1,282.50	
81090	11/07/22	1,113.97 166		THE HOSE SHOP, INC		117586	TEMP W/E 10/23	1,555.62	
81091	11/07/22	425.00 003255		TORKOS, RIGO		117629	TEMP W/E 10/30	1,552.50	
81092	11/07/22	512.35 043		TROWBRIDGE ENTERPRISES		117614	REPROGRAM MONITORING	625.80	
81093	11/07/22	3,186.95 003643		VITAL SOLUTIONS, LLC		117615	REPROGRAM MONITORING	1,028.10	
81094	11/07/22	81,785.00 003656		WORKDAY, INC.		117640	PETTY CASH REIMB	409.95	
81095	11/14/22	903.55 003151		ABC BUS INC		117637	TEMP W/E 10/16	231.53	
81096	11/14/22	285.00 003062		ABSOLUTE AUTO GLASS INC		117638	TEMP W/E 10/9	178.61	
81097	11/14/22	2,394.92 148		ACUITY SPECIALTY PRODUCTS, INC		117574	INVENTORY ORDER	4.14	
81098	11/14/22	2,226.26 382		AIRTEC SERVICE INC.		117575	VEH# 2316 PARTS	259.19	
81099	11/14/22	2,703.82 003596		AMAZON CAPITAL SERVICES, INC.		117576	VEH# 2316 PARTS	850.64	
						117597	MECHANIC TV SPOT	425.00	
						117625	OFFICE SUPPLIES	51.10	
						117626	OFFICE SUPPLIES	49.52	
						117627	OFFICE SUPPLIES	92.01	
						117628	2023 CALENDARS OPS	319.72	
						117630	COVID CLEANING PROD	3,186.95	
						117636	EMP ERP TRAINING	81,785.00	
						117726	INVENTORY ORDER	903.55	
						117785	VEH# 2318 WINDSHEILD	285.00	
						117773	BUS WASH SOAP	285.00	
						117802	CORRECTIVE SVC SCMC	2,394.92	
						117803	QR PREV MAINT SVT	608.26	
						117804	PREV MAINT SMC	257.00	
						117805	PREV MAINT MMF	388.00	
						117674	STREAMING DEVICE	973.00	
						117675	MONITOR RESUPPLY	32.75	
								2,180.30	

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CHECK NUMBER	CHECK DATE	CHECK VENDOR NAME	CHECK VENDOR NUMBER	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
81100	11/14/22						117741	MONITOR STAND	49.48	
81101	11/14/22						117750	STORAGE LOCKERS	185.71	
81102	11/14/22						117782	SNACKS FOR ADMIN	255.58	
81103	11/14/22						117797	NOV 22 PAGERS	35.02	
81104	11/14/22						117793	9/24-10/23 BUS WIFI	997.02	
81105	11/14/22						117731	SUPPLIES FOR FLD	17.43	
81106	11/14/22						117794	PORTABLE RECORDER	108.16	
81107	11/14/22						117774	VEH# 4204 PARTS	3,256.98	
81108	11/14/22						117720	INVENTORY ORDER	3,461.44	
81109	11/14/22						117643	EMPL INCENTIVES	135.66	
81110	11/14/22						117732	TRIPOD VERNON	143.71	
81111	11/14/22						117733	LUMBER WTC	100.84	
81112	11/14/22						117761	NOV 22 LEGISLATE SVC	5,250.00	
81113	11/14/22						117722	METRO LOGO POLO'S	349.27	
81114	11/14/22						117798	FIRSTAID RESTOCK PRC	197.46	
81115	11/14/22						117718	10/21 LNG CHARGES	11,149.90	
81116	11/14/22						117719	10/18 LNG CHARGES	12,631.77	
81117	11/14/22						117737	CORRECTIVE SVC SBF	1,477.65	
81118	11/14/22						117738	CORRECTIVE SVC SBF	1,376.00	
81119	11/14/22						117759	OCT 22 MAINT	19,931.00	
81120	11/14/22						117790	9/23 LNG CHARGES	16,160.38	
81121	11/14/22						117791	10/14 LNG CHARGES	12,135.71	
81122	11/14/22						117792	10/11 LNG CHARGES	12,877.27	
81123	11/14/22						117758	NOV 22 LANDSCAPING	2,890.00	
							117721	INVENTORY ORDER	481.88	
							117796	VEH# PCL705 PARTS	122.40	
							117688	VEH# 1203 PARTS	75.63	
							117689	INVENTORY ORDER	622.48	
							117693	VEH# 1611 PARTS	1,038.65	
							117687	VEH# 1611 PARTS	1,257.92	
							117784	NON REVENUE TIRES	1,140.74	
							117736	BUS BENCH TUBING	855.80	
							117644	TEMP W/E 10/23	1,077.12	
							117749	TEMP W/E 10/23	726.00	
							117787	TEMP W/E 10/23	2,100.00	
							117717	NON INVENTORY ORDER	60.36	
							117783	INVENTORY ORDER	150.70	
							117809	NOV 22 SERVICES	505.60	
							117810	NOV 22 VAULT SVC	9,915.26	
							117706	INVENTORY ORDER	34.21	
							117716	INVENTORY ORDER	5,176.57	
							117807	OCT 22 PRC	478.59	
							117808	OCT 22 SVC	397.58	
							117697	INVENTORY ORDER	616.08	
							117769	VEH# 2322 PARTS	880.45	
							117770	VEH# 2322 PARTS	808.02	

# Attachment A

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CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
81124	11/14/22	5,697.48 1117	KELLEY'S SERVICE INC.			117771	VEH# 2322 PARTS	59.41	
						117772	VEH# 2322 PARTS	38.89	
						117699	INVENTORY ORDER	4,678.84	
						117700	VEH# 401 PARTS	257.01	
						117701	INVENTORY ORDER	489.96	
						117702	INVENTORY ORDER	141.33	
						117705	INVENTORY ORDER	131.34	
						117762	INV ORDER/CREDIT	-1.00	
						117760	TRIM PAINT FLD	16.92	
						117658	OCT 22 TRANSLATE SVC	100.00	
						117800	8/20-9/20TANK RENTAL	19.81	
						117747	10/28 DIESEL FUEL	20,938.04	
						117671	LAUNDRY/CUSTODIAL	26.02	
						117734	TOWELS/MOPS/WATS MMF	41.75	
						117786	FUEL STATION TOWELS	156.00	
						117788	VSW/VMU UNIFORM SUPP	336.96	
						117789	UNIFORM REPAIR	27.00	
						117723	SAFETY AWARDS BANNER	250.00	
						117751	HALLOWEEN BANNER	450.00	
						117707	VEH# PC 2405 PARTS	967.96	
						117708	VEH# PC 1701	490.48	
						117709	VEH# PC 1705 PARTS	45.82	
						117710	VEH# PC 1111 PARTS	324.32	
						117711	VEH# PC 2405 PARTS	28.84	
						117712	VEH# PC 1716 PARTS	13.11	
						117713	INVENTORY ORDER	12.45	
						117714	VEH# PC1712 PARTS	83.25	
						117715	CREDIT INV 286663	-0.83	
						117724	INVENTORY ORDER	289.57	
						117725	CREDIT INV# 286186	-431.62	
						117659	9/28-10/26 RIVER CHG	3,212.00	
						117690	9/23-10/23 VERNON	6,515.34	
						117691	9/24-10/24 SBF GAS	83.62	
						117692	9/23-10/23 MMF	83.62	
						117739	9/28-10/26 OPS	3,923.56	
						117740	9/28-10/26 SMC	4,047.38	
						117757	10/4-11/1SVT/WTC/PRC	2,859.76	
						117683	INVENTORY ORDER	634.16	
						117684	NON INVENTORY ORDER	1,028.61	
						117685	INVENTORY ORDER	130.95	
						117686	CORE CREDIT 1868121	-9.20	
						117781	OCT 22 COURIER SVC	1,935.00	
						117676	NOV22 PEST WTC TRANS	65.00	
						117677	NOV 22 PEST WTC MKT	79.50	
						117678	OCT 22 PEST SMC MKT	55.50	
						117679	OCT 22 SMC TRANSIT	65.00	
81132	11/14/22	26,459.11 009	PACIFIC GAS & ELECTRIC			117725	CREDIT INV# 286186	-431.62	
81133	11/14/22	1,784.52 023	PACIFIC TRUCK PARTS, INC.			117683	INVENTORY ORDER	634.16	
81134	11/14/22	1,935.00 002947	PEDX COURIER AND CARGO		7	117781	OCT 22 COURIER SVC	1,935.00	
81135	11/14/22	305.00 481	PIED PIPER EXTERMINATORS, INC.			117676	NOV22 PEST WTC TRANS	65.00	

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81136	11/14/22	6,678.22 003443	PROTERA OPERATING COMPANY, INC		117680	OCT 22 PEST SMC TAQ	40.00		
81137	11/14/22	963.44 003266	REFLECTIVE APPAREL FACTORY INC		117775	VEH 0320 WINDOW	6,444.66		
81138	11/14/22	110.17 003024	RICOH USA, INC CA		117778	VEH# 0120 PARTS	233.56		
81139	11/14/22	267.66 215	RICOH USA, INC. TX		117756	REFL RAIN GEAR FLEET	963.44		
81140	11/14/22	650.04 003154	ROMAINE ELECTRIC CORP		117799	11/1-11/30 LEASE OPS	110.17		
81141	11/14/22	1,007.84 135	SANTA CRUZ AUTO PARTS, INC.		117763	11/3-12/2 CUST SVC	267.66		
					117755	INVENTORY ORDER	650.04		
					117653	VEH# 501 RPR	94.52		
					117654	VEH# 601 RPR	150.23		
					117655	NON INVENTORY ORDER	130.27		
					117656	INVENTORY ORDER	57.60		
					117657	INVENTORY ORDER	90.08		
					117748	INVENTORY ORDER	87.70		
					117752	INVENTORY ORDER	50.83		
					117753	INVENTORY ORDER	141.52		
					117754	INVENTORY ORDER	61.42		
					117764	VEH# 2050 RPR	143.67		
81142	11/14/22	549.00 001292	SANTA CRUZ RECORDS MNGMT INC		117735	10/12 SHRED VERNON	549.00		
81143	11/14/22	2,316.29 001307	SANTA CRUZ STAFFING, LLC		117672	TEMP W/E 9/18	1,241.75		
					117673	TEMP W/E 10/30	1,074.54		
81144	11/14/22	58.71 003570	SCARBOROUGH LBR & BLDG SUPPLY		117728	COLD PACKS MMF	19.69		
					117729	PLUMBING PARTS SVT	29.16		
					117730	PLUMBING RPR SVT	9.86		
81145	11/14/22	725.69 003545	SCHINDLER ELEVATOR CORPORATION		117806	NOV 22 ELEVATOR INSP	725.69		
81146	11/14/22	566.26 115	SNAP-ON INDUSTRIAL		117698	REPLACE SHOP TOOL	456.99		
					117746	BACKUP SHOP TOOL	109.27		
81147	11/14/22	234.30 002199	TACONY CORPORATION		117779	CARPET EXTRACTOR	234.30		
81148	11/14/22	10,798.46 003285	THE AFTERMARKET PARTS CO LLC		117645	INVENTORY ORDER	81.60		
					117646	RETURN CREDIT	-6.03		
					117647	VEH# 2322 RPR	329.77		
					117648	INVENTORY ORDER	144.46		
					117649	CREDIT 82788779	-117.49		
					117650	NON INVENTORY ORDER	143.51		
					117651	ASSY GEAR STEERING	1,800.20		
					117652	CORE CHARGE	491.63		
					117660	VEH# 1612 RPRS	1,469.06		
					117661	INVENTORY ORDER	5.15		
					117662	INVENTORY ORDER	238.02		
					117663	VEH# 2322 RPRS	78.42		
					117664	INVENTORY ORDER	223.00		
					117665	INVENTORY ORDER	136.52		
					117666	INVENTORY ORDER	81.28		
					117667	INVENTORY ORDER	1.87		
					117668	INVENTORY ORDER	22.73		
					117669	INVENTORY ORDER	3,549.98		
					117670	INVENTORY ORDER	1,367.33		

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811149	11/14/22	THE HOSE SHOP, INC	310.51	166			117694	VEH# 9811 RPR	140.33	
811150	11/14/22	THERMO KING OF SALINAS, INC	5,342.53	001800			117742	VEH# 2322 RPRS	32.80	
811151	11/14/22	TREE, MICHAEL	273.18	E1098			117743	INVENTORY ORDER	32.44	
811152	11/14/22	TROWBRIDGE ENTERPRISES	173.83	043			117744	VEH# 2322 RPRS	22.18	
811153	11/14/22	UNITED PARCEL SERVICE	86.58	007			117745	VEH# 1610 REPAIRS	43.75	
811154	11/14/22	VALLEY POWER SYSTEMS, INC.	237.15	002829			117801	INVENTORY ORDER	485.95	
811155	11/14/22	VERIZON WIRELESS	39.02	434			117703	VEH# 1203 PARTS	23.60	
811156	11/14/22	VISION COMMUNICATIONS	795.40	001353		0	117704	INVENTORY ORDER	286.91	
811157	11/10/22	AVAAP USA LLC	112,088.02	003655			117695	INVENTORY ORDER	795.33	
811158	11/14/22	CITY OF WATSONVILLE UTILITIES	1,840.51	130			117795	9/27-11/7 REIMB	4,547.20	
811159	11/14/22	DEPARTMENT OF JUSTICE	25.00	003659			117681	2023 CALENDARS FLEET	273.18	
811160	11/14/22	ENVIRONMENTAL SYSTEMS RESEARCH	2,500.00	001174			117682	OFFICE SUPPL FLEET	161.36	
811161	11/14/22	FIRST ALARM SECURITY & PATROL	50,466.85	002295			117727	FREIGHT	12.47	
811162	11/14/22	SANTA CRUZ METRO TRANSIT W/C	33,531.33	002917			117776	FREIGHT	55.58	
811163	11/21/22	72 HOUR LLC	1,743.79	002929			117777	FREIGHT	15.50	
811164	11/21/22	AIRTEC SERVICE INC.	920.00	382			117765	VEH# 9827 PARTS	15.50	
811165	11/21/22	AMAZON CAPITAL SERVICES, INC.	419.32	003596			117766	VEH# 9827 PARTS	349.73	
811166	11/21/22	AT&T	1,017.14	001D			117767	CORE CREDIT K 02839	64.95	
811167	11/21/22	ATHENS INSURANCE SERVICE, INC.	4,218.91	001348			117780	10/2-11/1 TABLET	-177.53	
811168	11/21/22	BALCO HOLDINGS, INC.	18.87	003248			117768	VEH 7122/7222/PCI711	39.02	
							117811	DELIV ASSURANCE FEE	795.40	
							117812	MONTHLY FEE OCT 22	40,320.00	
							117817	10/21 WTC FIRE SVC	71,768.02	
							117818	10/17 WTC WATER	40.19	
							117819	WTC WATER	110.54	
							117820	10/21 WTC WATER	405.47	
							117821	10/21 WTC WATER	1,196.84	
							117816	SCCIC RRF-1 FILLING	87.47	
							117814	8/22-8/23 ARCGIS LIC	25.00	
							117813	OCT 22 SECURITY	2,500.00	
							117815	OCT 22 W/C REPLENISH	50,466.85	
							117949	VEH# 7022 KEY	33,531.33	
							117950	VEH# 7122 KEY	195.00	
							117956	VEH# 7222 KEYS	195.00	
							117966	VEH 7022,7122,7222	195.00	
							117869	BOILER SVC OPS	1,158.79	
							117833	MONITOR STANDS	920.00	
							117839	TAX FORMS	26.21	
							117844	SOUND CALIBRATOR	79.72	
							117905	LANYARDS FOR OPS	205.27	
							117908	MEMORY CARDS	72.08	
							117898	9/19-10/18 DAVENPORT	36.04	
							117901	9/19-10/18 OCEAN/IP	167.08	
							117889	NOV 22 MONTHLY FEE	850.06	
							117957	10/24-12/1 ELEV MON	4,218.91	
									18.87	



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811169	11/21/22	BAYER, LORRAINE	E659	149.00			117917	1099 E-COURSE	149.00	
811170	11/21/22	BFS GROUP LLC	107A	162.51			117861	INVENTORY ORDER	47.64	
							117862	TUBING SUPPLIES MMF	48.61	
							117863	DOOR LOCK PARTS SMC	22.05	
							117870	VEH# 1207 PARTS	44.21	
811171	11/21/22	BROWN ARMSTRONG ACCOUNTANCY	616	20,000.00			117952	2022 AUDIT	20,000.00	
811172	11/21/22	CAPDEPON, KATHERINE	003658	417.50			117851	VEH# 1125 SMOG	41.75	
							117852	VEH# 603 SMOG	41.75	
							117853	VEH# PC 1127 SMOG	41.75	
							117854	VEH# 708 SMOG	41.75	
							117855	VEH# 1402 SMOG	41.75	
							117856	VEH# 1403 SMOG	41.75	
							117857	VEH# 1405 SMOG	41.75	
							117858	VEH# PC1122 SMOG	41.75	
							117944	VEH# PC1107 SMOG	41.75	
							117945	VEH# PC 1110 SMOG	41.75	
811173	11/21/22	CINTAS CORPORATION NO.2	003633	745.30			117875	FIRST AID KITS MMF	745.30	
811174	11/21/22	CLASSIC GRAPHICS	909	3,183.59			117824	VEH# 2215 RPRS	3,183.59	
811175	11/21/22	CLEAN ENERGY	001124	19,931.00			117947	NOV 22 MAINT	19,931.00	
811176	11/21/22	COAST PAPER & SUPPLY INC.	075	2,150.48			117848	INVENTORY ORDER	1,117.08	
							117906	INVENTORY ORDER	883.07	
							117909	INVENTORY ORDER	150.33	
811177	11/21/22	CONNER WATER SYSTEMS, INC	019	813.81			117899	H20 SYS SVC SBF	813.81	
811178	11/21/22	COUNTY OF SANTA CRUZ PUB WORKS	001025	105.91			117951	REFUSE/GARBAGE	105.91	
811179	11/21/22	CRUMMIE, DAWN	E1022	1,141.63			117884	2022 CALACT CONF	1,081.38	
							117886	LUNCH MEETING	60.25	
811180	11/21/22	CTSJPA (CALTIP)	588	3,703.33			117874	OCT 22 CODE=5100	3,703.33	
811181	11/21/22	CURREA, JULIO	E443	725.96			117887	TRAINING LUNCHES	725.96	
811182	11/21/22	EAST BAY TIRE CO.	003274	5,757.85			117840	REVENUE TIRES	1,257.92	
							117841	REVENUE TIRES	711.42	
							117842	REVENUE TIRES	948.56	
							117843	REVENUE TIRES	1,582.03	
811183	11/21/22	EMPLOYNET, INC	003485	7,045.53			117845	NON REVENUE TIRES	1,257.92	
							117849	TEMP W/E 10/30	964.92	
							117868	TEMP W/E 11/6	1,015.41	
							117910	TEMP W/E 10/30	1,293.60	
							117923	TEMP W/E 11/6	2,730.00	
							117926	TEMP W/E 11/6	1,041.60	
811184	11/21/22	ENVIRONMENTAL LOGISTICS INC	003153	3,770.60			117924	10/6 WASTE DISP SBF	917.50	
							117925	10/6 WASTE DISP MMF	2,853.10	
811185	11/21/22	ESQUEDA MINDY	003455	150.00			117911	11/7 BILLINGUAL TEST	150.00	
811186	11/21/22	EXPRESS SERVICES INC.	432	2,912.00			117825	TEMP W/E 8/21	1,040.00	
							117826	TEMP W/E 8/28	1,040.00	
							117827	TEMP W/E 9/4	832.00	
811187	11/21/22	FASTENAL COMPANY INC	001297	50.15			117837	INVENTORY ORDER	50.15	
811188	11/21/22	GLAGOLA, DANIELLE	E1073	1,734.20			117953	10/9-10/12 APTA CONF	1,734.20	

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81189	11/21/22	285.00 003316	GLOBAL WATER TECHNOLOGY INC		117900	OCT22 WATER TEST OPS	285.00		
81190	11/21/22	826.79 282	GRAINGER		117834	INVENTORY ORDER	247.73		
					117835	NON INVENTORY ORDER	49.39		
					117836	NON INVENTORY ORDER	89.50		
					117838	INVENTORY ORDER	134.90		
					117850	DRAIN VALVE MMF	277.96		
					117876	COLD PACKS MMF	27.31		
81191	11/21/22	37,017.75 003109	HANSON BRIDGETT LLP		117928	CL# 032117.001002	2,206.70		
					117929	CL# 032117.004002	5,138.50		
					117930	CL# 032117.006001	1,025.80		
					117931	CL# 032117.006040	1,483.75		
					117932	OCT 22 RETAINER	27,163.00		
81192	11/21/22	2,771.00 001144	HARTFORD FIRE INSURANCE CO.		117968	12/13-12/12/23 1200A	2,771.00		
81193	11/21/22	937.50 003468	KANEKO AND KRAMMER CORP		117933	VARIOUSCLASS STUDIES	937.50		
81194	11/21/22	560.33 1117	KELLEY'S SERVICE INC.		117823	VEH# 805 PARTS	156.80		
					117913	VEH# PC 1110 PARTS	297.84		
					117914	VEH# 1403 PARTS	39.22		
					117915	INVENTORY ORDER	580.57		
					117916	NON INVENTORY ORDER	45.09		
					117920	NON INVENTORY ORDER	6.25		
					117937	CREDIT INV K-1934671	-120.18		
					117938	CREDIT INV K-1917883	-10.00		
					117939	CREDIT K-1908924	-64.46		
81195	11/21/22	2,584.00 852	LAW OFFICES OF MARIE F. SANG		117972	CR K190226/K1902946	-370.80		
					117877	CL# 19009481	272.00		
					117878	CL# 2009210082	204.00		
					117879	CL# 21000556	510.00		
					117880	CL# 1999103213	238.00		
					117881	CL#11000452,11001281	459.00		
					117882	CL# 22001522	170.00		
					117927	CL# 21006947	731.00		
81196	11/21/22	411.00 674	LIEBERT CASSIDY WHITMORE		117964	10/19-12/22 ERC MEMB	411.00		
81197	11/21/22	3,680.00 003293	MAKAI SOLUTIONS		117891	Q LIFT INSPECT MMF	3,680.00		
81198	11/21/22	179.58 003391	MARK THOMAS & COMPANY, INC		117902	1941 ZEB YARD INFRA	179.58		
81199	11/21/22	150.00 E910	MENDEZ, OSCAR		117918	DOT/DMV PHYSICAL	150.00		
81200	11/21/22	2,340.38 003273	MGP XI REIT,LLC		117942	DEC 22 RENT CAPITOLA	2,340.38		
81201	11/21/22	89.75 041	MISSION UNIFORM		117830	TOWELS AND MATS PRC	10.50		
					117831	TOWELS AND MATS PRC	10.50		
					117896	TOWELS,MOPS,MATS MMF	41.75		
					117907	UNIFORM REPAIR	27.00		
81202	11/21/22	1,034.24 001627	NEW PIG CORPORATION		117948	INVENTORY ORDER	1,034.24		
81203	11/21/22	241.71 003326	NIDAL HALABI & NADA ALGHARIB		117893	NAME BADGES	241.71		
81204	11/21/22	836.58 004	NORTH BAY FORD LINC-MERCURY		117934	VEH# 1706 REPAIRS	749.81		
					117946	INVENTORY ORDER	86.77		
81205	11/21/22	5,657.50 003584	P&M HOLDING GROUP, LLP		117959	PROF SVC OCT 22	5,657.50		
81206	11/21/22	3,415.25 003376	PASSPORT SOFTWARE INC		117965	22 ACA FULL SVC	3,415.25		

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81207	11/21/22	PIED PIPER EXTERMINATORS, INC.	750.00	481		117865	NOV 22 PEST OPS PARK	212.50	
						117866	NOV 22 PEST MMF	217.50	
						117867	NOV22 PEST OPS CREEK	255.00	
						117892	NOV 22 PEST SVT	65.00	
81208	11/21/22	PORTOLA SYSTEMS, INC.	1,540.00	003630		117936	OCT 22 REMOTE SUPP	1,540.00	
81209	11/21/22	QUADIENET FINANCE USA INC	400.00	003061		117967	OCT 22 POSTAGE 1598	400.00	
81210	11/21/22	QUADIENET, INC.	226.72	003146		117958	INK CARTRIDGE IM3-4	226.72	
81211	11/21/22	QUEST DIAGNOSTIC INC.	447.10	003020		117919	10/26 DOT DRUG TESTS	447.10	
81212	11/21/22	RANDY & LARAE WEST	150.76	882	7	117955	BUYER BUSINESS CARDS	75.38	
						117973	BUSINESS CARDS HR	75.38	
81213	11/21/22	RICHARD IRISH	1,832.48	003502		117903	1906SEP22ENGINEERING	1,832.48	
81214	11/21/22	RICOH USA, INC CA	168.35	003024		117943	11/12-12/11 OPS COPY	101.59	
						117954	10/14-11/13 PARACRUZ	66.76	
81215	11/21/22	RIVERSIDE LIGHTING, INC.	62.45	536		117883	LIGHTS VERNON	62.45	
81216	11/21/22	RJMS CORPORATION	2,626.25	003010	7	117847	MEMO TRAINING	1,925.00	
						117895	EQUIP RPR VERNON	701.25	
81217	11/21/22	SANTA CRUZ AUTO PARTS, INC.	306.53	135		117846	INVENTORY ORDER	156.64	
						117871	INVENTORY ORDER	88.93	
						117872	INVENTORY ORDER	26.65	
						117873	VEH# 1721 PARTS	159.79	
						117940	CREDIT 14508-438499	-21.85	
						117941	CREDIT 14508-441177	-26.86	
						117970	CREDIT 14508-441184	-47.27	
						117971	CREDIT 14508-440512	-29.50	
81218	11/21/22	SANTA CRUZ MUNICIPAL UTILITIES	449.28	079		117960	10/1-10/31 IRRIG MMF	206.15	
						117961	10/1-10/31 IRRIG VER	243.13	
81219	11/21/22	SANTA CRUZ STAFFING, LLC	2,827.41	001307		117822	TEMP W/E 11/6	1,586.25	
						117890	TEMP W/E 11/6	1,241.16	
81220	11/21/22	SONIA MENDEZ-PACHECO	1,700.00	003611		117962	CARPET CLEANING ADM	1,250.00	
						117963	CARPET CLEANING IT	450.00	
81221	11/21/22	SOQUEL III ASSOCIATES	9,890.74	001075	7	117904	DEC 22 RENT RESEARCH	9,890.74	
81222	11/21/22	SYNCROMATICS CORPORATION	10,000.00	003425		117897	NOV 22 SERVICES	10,000.00	
81223	11/21/22	THE HOSE SHOP, INC	23.35	166		117864	HOSE CONNECTIONS SBF	23.35	
81224	11/21/22	TOM LOPES DISTRIBUTING, INC	7,569.94	001506		117829	INVENTORY ORDER	7,569.94	
81225	11/21/22	TREE, MICHAEL	136.69	E1098		117888	MEETINGS	136.69	
81226	11/21/22	TROWBRIDGE ENTERPRISES	1,475.43	043		117832	COPY PAPER	1,145.15	
						117859	OFFICE SUPPLIES	38.73	
						117860	HR SUPPLIES	391.80	
81227	11/21/22	UNITED PARCEL SERVICE	110.98	007		117935	CREDIT FOR RETURN	-100.25	
						117921	FREIGHT	60.11	
						117922	FREIGHT	50.87	
81228	11/21/22	VALDIVIA, ROBERT	150.00	E903		117885	DOT/DMW PHYSICAL	150.00	
81229	11/21/22	WORKFORCEQA LLC	58.70	003290		117894	SEP22 DOT DRUG TESTS	58.70	
81230	11/21/22	ZORO TOOLS, INC.	1,031.30	003530		117828	VEH# 103 PARTS	1,031.30	
81231	11/21/22	ZWERLING BROADCASTING SYSTEM	2,250.00	003609		117912	9/12-10/15 BUS OP AD	2,250.00	
81232	11/18/22	SHAW YODER ANTIWIH	2,500.00	002267		117974	OCT 22 LEGISLATE SVC	2,500.00	

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81233	11/18/22	12,017.84 057	12,017.84	U.S. BANK		117975	****-****-****-5971	12,017.84	
81234	11/28/22	2,304.22 001122	2,304.22	4IMPRINT, INC.		117981	PROMOTIONAL ITEMS	2,304.22	
81235	11/28/22	742.90 003151	742.90	ABC BUS INC		118115	INVENTORY ORDER	742.90	
81236	11/28/22	674.93 002828	674.93	ALLIED ELECTRONICS		118084	INVENTORY ORDER	568.25	
						118116	VEH# 2322 PARTS	106.68	
81237	11/28/22	407.20 003596	407.20	AMAZON CAPITAL SERVICES, INC.		118085	ERGO EQUIPMENT WTC	103.06	
						118093	OFFICE SUPPLIES	163.92	
						118095	OFFICE SUPPLIES	140.22	
81238	11/28/22	6,506.99 003650	6,506.99	BAE SYSTEMS CONTROLS, INC.		118063	VEH# 4203/4207	6,506.99	
81239	11/28/22	81.13 002363	81.13	BATTERIES PLUS #314		117991	BATTERIES OPS	81.13	
81240	11/28/22	156.75 107A	156.75	BFS GROUP LLC		117985	PARTS	23.59	
						117992	PARTS FOR FACILITIES	23.59	
						118076	PAINT PAIL DISP	5.40	
						118077	FIELD SUPPLIES	104.17	
81241	11/28/22	3,399.00 149	3,399.00	CALIFORNIA NEWSPAPERS P 'SHIP	0	118041	ADS/RECRUITMENT	3,230.00	
						118042	10/31 LEGAL ADS	169.00	
81242	11/28/22	1,100.00 002109	1,100.00	CITY OF SANTA CRUZ/PARKING		118114	DEC 22 PARK PERMITS	1,100.00	
81243	11/28/22	287.21 003373	287.21	CITY OF SANTA CRUZ FINANCE RRF		117994	OCT 22 LANDFILL	287.21	
81244	11/28/22	37,792.47 001124	37,792.47	CLEAN ENERGY		117987	10/28 LNG CHARGES	10,457.44	
						117988	10/25 LNG CHARGES	13,241.12	
						118050	11/1 LNG CHARGES	13,229.91	
81245	11/28/22	3,901.00 003601	3,901.00	COMCAST HOLDINGS CORPORATION		118073	11/9 DISP RPR SBF	864.00	
81246	11/28/22	10,056.90 003116	10,056.90	CUMMINS, INC		117977	9/26-10/30 TV ADS	3,901.00	
						118032	INVENTORY ORDER	2,756.75	
						118033	VEH# 2333 PARTS	216.00	
						118034	INVENTORY ORDER	195.88	
						118040	VEH# 1903 PARTS	97.80	
						118064	CREDIT INV# Y9-55109	-29.50	
						118065	INVENTORY ORDER	408.90	
						118066	VEH# 1001 ECM CALIBR	3,912.96	
						118067	INVENTORY ORDER	1,573.83	
						118070	VEH# 1905 PARTS	137.14	
						118071	VEH# 2333 PARTS	519.79	
						118072	INVENTORY ORDER	267.35	
81247	11/28/22	128.00 002567	128.00	DEPARTMENT OF JUSTICE		117978	OCT 22 FINGERPRINTS	128.00	
81248	11/28/22	1,200.00 916	1,200.00	DOCTORS ON DUTY MEDICAL		118055	DWV PHYSICAL PRC	150.00	
						118056	DWV PHYSICAL PRC	150.00	
						118057	DWV PHYSICAL PRC	150.00	
						118058	DWV PHYSICAL PRC	150.00	
						118059	DWV PHYSICAL PRC	150.00	
						118060	DWV PHYSICAL PRC	150.00	
						118061	DWV PHYSICAL PRC	150.00	
						118062	DWV PHYSICAL PRC	150.00	
81249	11/28/22	1,143.30 003274	1,143.30	EAST BAY TIRE CO.		118100	REVENUE TIRES	478.28	
						118101	REVENUE TIRES	36.06	
						118108	REVENUE TIRES	628.96	

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81250	11/28/22	003485	7,277.20	EMPLOYNET, INC		117976	TEMP W/E 11/6	2,016.00	
						117993	TEMP W/E 11/13	1,201.20	
						118049	TEMP W/E 11/13	2,940.00	
						118090	TEMP W/E 11/13	1,120.00	
81251	11/28/22	001297	1,976.40	FASTENAL COMPANY INC		118102	FLEET SAFETY SUPPL	1,300.08	
						118103	NON INVENTORY ORDER	676.32	
						117979	BANNERS CS	157.63	
81252	11/28/22	039	157.63	FEDEX OFFICE		118028	OCT 22 MERCHANT FEES	730.80	
81253	11/28/22	002962	730.80	FIS		118045	10/16-10/31NONREV	3,452.13	
81254	11/28/22	002952	32,940.17	FLYERS ENERGY, LLC		118046	10/16-10/31 REV FUEL	13,677.81	
						118047	11/1-11/15 REV FUEL	12,655.86	
						118048	11/1-11/15 NON REV	3,154.37	
81255	11/28/22	003418	58.12	FRONTIER COMMUNICATIONS - 6145		118075	11/13-12/12 SKYLINE	58.12	
81256	11/28/22	003442	144.76	JOHNSON CONTROLS INC		118074	11/22-1/23 MMF	1,302.78	
						118087	11/22-1/23 CREDITMMF	-1,158.02	
						118119	REFUND CUSTOMER PRC	100.00	
81257	11/28/22	T359	100.00	JOHNSON, DENIS		118109	INVENTORY ORDER	130.71	
81258	11/28/22	1117	266.46	KELLEY'S SERVICE INC.		118110	NON INVENTORY ORDER	5.74	
						118111	NON INVENTORY ORDER	3.93	
						118112	VEH# 502 PARTS	126.08	
81259	11/28/22	003480	28,337.30	KIMLEY-HORN AND ASSOCIATES INC		118122	CALTRANS REL STUDY	28,337.30	
81260	11/28/22	003271	1,386.00	KJRB, INC.		118037	VEH# 1001 TOW	504.00	
						118038	VEH# PC 1107 TOW	420.00	
						118039	VEH# 1610 TOW	462.00	
81261	11/28/22	003362	109.25	LUMINATOR TECH GROUP GLOBAL,		118019	INVENTORY ORDER	109.25	
81262	11/28/22	E1110	150.00	MADRIGAL, MANUEL		118107	DOT/DWV EXAM	150.00	
81263	11/28/22	E968	150.00	MAGANA, GUSTAVO		118105	DOT/DWV EXAM	150.00	
81264	11/28/22	003617	4,916.25	MEDZON		118051	PPE SUPPLIES	4,916.25	
81265	11/28/22	003361	2,356.58	MILLER MAXFIELD INC		118089	RECRUITMENT CAMPAIGN	2,356.58	
81266	11/28/22	041	223.77	MISSION UNIFORM		118091	FUEL ST. TOWELS	156.00	
						118092	LAUNDRY/CUSTODIAL	26.02	
						118094	TOWELS,MOPS,MATS MMF	41.75	
81267	11/28/22	001711	404.99	MOHAWK MFG. & SUPPLY CO.		118120	INVENTORY ORDER	404.99	
81268	11/28/22	001627	385.85	NEW PIG CORPORATION		117990	INVENTORY ORDER	385.85	
81269	11/28/22	004	37.50	NORTH BAY FORD LINC-MERCURY		118035	VEH# PC 1705 REPAIR	107.50	
						118036	CREDIT INV 286550	-70.00	
81270	11/28/22	003506	2,221.78	PHILIP J CROUCH		118020	INVENTORY ORDER	2,221.78	
81271	11/28/22	003443	153.72	PROTERRA OPERATING COMPANY,INC		118027	INVENTORY ORDER	153.72	
81272	11/28/22	003502	16,384.63	RICHARD IRISH		118053	1906 MMFPARKINGOCT22	3,250.00	
						118054	1906 OCT 22 ENGINEER	13,134.63	
81273	11/28/22	003024	628.35	RICOH USA, INC CA		118088	8/1-10/31 COPIES CS	561.59	
						118118	11/14-12/13 PARACRUZ	66.76	
81274	11/28/22	536	75.63	RIVERSIDE LIGHTING, INC.		117986	PARTS TO MOVE TVM	75.63	
81275	11/28/22	003154	3,126.52	ROMAINE ELECTRIC CORP		117998	INVENTORY ORDER	3,126.52	
81276	11/28/22	E1082	135.09	ROSS, MARGO		118106	FLEET TRAINING SUPPL	135.09	
81277	11/28/22	135	919.86	SANTA CRUZ AUTO PARTS, INC.		118078	VEH# PC 1712	376.39	

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						118079	INVENTORY ORDER	183.09	
						118080	VEH# PC 1714	729.32	
						118081	VEH# PCI1712 PARTS	10.25	
						118082	CREDIT 14508-448409	-4.68	
						118083	CREDIT 14508-449107	-374.51	
81278	11/28/22		726.00	SANTA CRUZ COUNTY ENVIRONMENTAL		118121	1902 PAC STATION PR	726.00	
81279	11/28/22		2,480.97	SANTA CRUZ STAFFING, LLC		118052	TEMP W/E 11/13	1,549.23	
						118086	TEMP W/E 11/20	931.74	
81280	11/28/22		650.89	SCOTT'S VALLEY WATER DISTRICT		118068	10/1-10/31 SVT	276.30	
						118069	10/1-10/31 SVT	374.59	
81281	11/28/22		76.65	SEA BERG METAL FABRICATORS INC		118113	SUPPLIES SMC	14.65	
						118117	PIPE BUS STOP 1840	62.00	
81282	11/28/22		2,500.00	SHAW YODER ANTWIH		117989	NOV 22 LEGISLATE SVC	2,500.00	
81283	11/28/22		330.75	SLINGSHOT CONNECTIONS LLC		118097	TEMP W/E 11/6	277.83	
						118098	TEMP W/E 11/13	52.92	
81284	11/28/22		793.04	SPORTWORKS GLOBAL LLC		117997	INVENTORY ORDER	793.04	
81285	11/28/22		2,100.05	SEX CORPORATION		118029	INVENTORY ORDER	2,100.05	
81286	11/28/22		714.03	TENNANT COMPANY		118021	SERVICE/PARTS	714.03	
81287	11/28/22		16,455.70	THE AFTERMARKET PARTS CO LLC		117995	CREDIT FOR RETURN	-18.25	
						117996	INVENTORY ORDER	1,714.64	
						117999	INVENTORY ORDER	1,789.57	
						118000	INVENTORY ORDER	2,938.80	
						118001	INVENTORY ORDER	53.16	
						118002	INVENTORY ORDER	355.28	
						118003	INVENTORY ORDER	854.39	
						118004	INVENTORY ORDER	923.73	
						118005	INVENTORY ORDER	247.94	
						118006	INVENTORY ORDER	18.25	
						118008	INVENTORY ORDER	526.04	
						118009	INVENTORY ORDER	2,338.06	
						118010	INVENTORY ORDER	71.58	
						118011	INVENTORY ORDER	78.82	
						118012	INVENTORY ORDER	265.76	
						118013	VEH# 2333 PARTS	2,362.89	
						118014	INVENTORY ORDER	53.21	
						118015	INVENTORY ORDER	101.21	
						118016	INVENTORY ORDER	260.98	
						118017	VEH# 1303 PARTS	1,373.11	
						118018	VEH# 2316 PARTS	107.14	
						118104	INVENTORY ORDER	39.39	
81288	11/28/22		2,510.45	TOM LOPES DISTRIBUTING, INC		118007	INVENTORY ORDER	1,763.56	
						118044	INVENTORY ORDER	746.89	
81289	11/28/22		88.94	TROWBRIDGE ENTERPRISES		118031	SUPPLIES	88.94	
81290	11/28/22		420.40	VALIN CORPORATION		118030	INVENTORY ORDER	420.40	
81291	11/28/22		2,921.95	VALLEY POWER SYSTEMS, INC.		118022	VEH# 9827 PARTS	2,547.98	
						118023	INVENTORY ORDER	60.23	

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81292	11/28/22	003417	502.00	VERITECH, INC.	0	118024	INVENTORY ORDER	208.25	
81293	11/28/22	434	4,875.05	VERIZON WIRELESS		118025	INVENTORY ORDER	101.91	
						118026	INVENTORY ORDER	3.58	
						118099	INVENTORY ORDER	502.00	
						117980	10/2-11/1 CUST SVC	50.80	
						117982	10/02-11/01FACPHONES	64.54	
						117983	10/02-11/01 PARACRUZ	308.88	
						117984	10/2-11/1 PARACRUZ	714.39	
						118096	10/13-11/12 BUS WIFI	3,736.44	
81294	11/30/22	M148	83.21	ABACHERLI, ARLETTE		9007046	MEDICAL SUPPLEMENTAL	83.21	
81295	11/30/22	M149	19.10	ADAMS, ELLEN		9007047	MEDICAL SUPPLEMENTAL	19.10	
81296	11/30/22	M381	15.13	AGUIRRE, CIRO		9007251	MEDICAL SUPPLEMENTAL	15.13	
81297	11/30/22	M382	145.08	AJTEN, ANGELA		9007252	MEDICAL SUPPLEMENTAL	145.08	
81298	11/30/22	M150	14.73	ALLEN, ROBERT		9007048	MEDICAL SUPPLEMENTAL	14.73	
81299	11/30/22	M151	19.10	ANDERSON, WILLIAM		9007209	MEDICAL SUPPLEMENTAL	19.10	
81300	11/30/22	M151	36.02	ANDRADE, GERALD		9007049	MEDICAL SUPPLEMENTAL	36.02	
81301	11/30/22	M334	19.10	ANDRADE, OSCAR		9007210	MEDICAL SUPPLEMENTAL	19.10	
81302	11/30/22	M152	18.01	ANN, DORICE		9007050	MEDICAL SUPPLEMENTAL	18.01	
81303	11/30/22	M153	14.73	ARCHIBEQUE, ELEANOR		9007051	MEDICAL SUPPLEMENTAL	14.73	
81304	11/30/22	M154	38.19	ARCHIBEQUE, JUANITA		9007052	MEDICAL SUPPLEMENTAL	38.19	
81305	11/30/22	M155	38.19	ASPESI, JOHN		9007053	MEDICAL SUPPLEMENTAL	38.19	
81306	11/30/22	M383	19.10	AVILES, PATRICIA		9007253	MEDICAL SUPPLEMENTAL	19.10	
81307	11/30/22	M156	38.19	BAILEY, EDWIN		9007054	MEDICAL SUPPLEMENTAL	38.19	
81308	11/30/22	M158	36.02	BAN, MARK		9007055	MEDICAL SUPPLEMENTAL	36.02	
81309	11/30/22	M159	137.41	BARNES, SCOTT		9007056	MEDICAL SUPPLEMENTAL	137.41	
81310	11/30/22	M335	14.73	BARRY, BARTHOLOMEW		9007211	MEDICAL SUPPLEMENTAL	14.73	
81311	11/30/22	M336	19.10	BARTZ, GLENN		9007212	MEDICAL SUPPLEMENTAL	19.10	
81312	11/30/22	M160	19.10	BASS, BETTY		9007057	MEDICAL SUPPLEMENTAL	19.10	
81313	11/30/22	M161	132.33	BAUER, FRANK		9007058	MEDICAL SUPPLEMENTAL	132.33	
81314	11/30/22	M162	14.73	BLAIR, GARY		9007059	MEDICAL SUPPLEMENTAL	14.73	
81315	11/30/22	M164	19.10	BLAKE, GENEVA		9007060	MEDICAL SUPPLEMENTAL	19.10	
81316	11/30/22	M165	19.10	BLIGHT, KAREN		9007061	MEDICAL SUPPLEMENTAL	19.10	
81317	11/30/22	M166	52.85	BOOTON, EMMA		9007062	MEDICAL SUPPLEMENTAL	52.85	
81318	11/30/22	M167	38.19	BOYD, MICHAEL		9007063	MEDICAL SUPPLEMENTAL	38.19	
81319	11/30/22	M169	14.73	BREGANTE, BATTISTA		9007064	MEDICAL SUPPLEMENTAL	14.73	
81320	11/30/22	M337	19.10	BRONDSATTER, CHERYL		9007213	MEDICAL SUPPLEMENTAL	19.10	
81321	11/30/22	M384	38.19	BRONDSATTER, WALLACE		9007254	MEDICAL SUPPLEMENTAL	38.19	
81322	11/30/22	M170	38.19	BROWN, ERNEST		9007065	MEDICAL SUPPLEMENTAL	38.19	
81323	11/30/22	M171	38.19	BROWN, KENNETH		9007066	MEDICAL SUPPLEMENTAL	38.19	
81324	11/30/22	M338	19.10	BRYANT, KATHLEEN		9007214	MEDICAL SUPPLEMENTAL	19.10	
81325	11/30/22	M172	19.10	BURKET, JANET		9007067	MEDICAL SUPPLEMENTAL	19.10	
81326	11/30/22	M173	14.73	BYTHEWAY, MARY		9007068	MEDICAL SUPPLEMENTAL	14.73	
81327	11/30/22	M339	30.25	CANALES, DONNA		9007215	MEDICAL SUPPLEMENTAL	30.25	
81328	11/30/22	M174	83.21	CAPELLA, KATHLEEN		9007069	MEDICAL SUPPLEMENTAL	83.21	
81329	11/30/22	M175	14.73	CARLSON, MERRYL		9007070	MEDICAL SUPPLEMENTAL	14.73	
81330	11/30/22	M176	19.10	CARR, DALE		9007071	MEDICAL SUPPLEMENTAL	19.10	

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81331	11/30/22	14.73 M177	CASANEGA, RICHARD	9007072			MEDICAL SUPPLEMENTAL	14.73	
81332	11/30/22	34.72 M178	CAVATAIO, PASQUALE	9007073			MEDICAL SUPPLEMENTAL	34.72	
81333	11/30/22	14.73 M340	CENTER, DOUGLAS	9007216			MEDICAL SUPPLEMENTAL	14.73	
81334	11/30/22	14.73 M179	CERVANTES, GLORIA	9007074			MEDICAL SUPPLEMENTAL	14.73	
81335	11/30/22	14.73 M386	CHANDLEY, PAUL	9007255			MEDICAL SUPPLEMENTAL	14.73	
81336	11/30/22	14.73 M341	CHAVARRIA, JOHNNY	9007217			MEDICAL SUPPLEMENTAL	14.73	
81337	11/30/22	21.61 M420	CHAVEZ, JESSE	9007286			MEDICAL SUPPLEMENTAL	21.61	
81338	11/30/22	38.19 M342	CILIBERTO, ANTHONY	9007218			MEDICAL SUPPLEMENTAL	38.19	
81339	11/30/22	19.10 M343	CLARKE, PATRICIA	9007219			MEDICAL SUPPLEMENTAL	19.10	
81340	11/30/22	14.73 M180	CLAYTON, MICHAEL	9007075			MEDICAL SUPPLEMENTAL	14.73	
81341	11/30/22	25.19 M344	CODD, FREDERICK	9007220			MEDICAL SUPPLEMENTAL	25.19	
81342	11/30/22	84.77 M181	COLWELL, ARLAN	9007076			MEDICAL SUPPLEMENTAL	84.77	
81343	11/30/22	19.10 M345	CONKLIN, CAROLYN	9007221			MEDICAL SUPPLEMENTAL	19.10	
81344	11/30/22	19.10 M182	CONTRERAS-NAVARRO, FRANCISCO	9007077			MEDICAL SUPPLEMENTAL	19.10	
81345	11/30/22	42.39 M183	COON, RICHARD	9007078			MEDICAL SUPPLEMENTAL	42.39	
81346	11/30/22	38.19 M387	COTTER, ROBERT	9007256			MEDICAL SUPPLEMENTAL	38.19	
81347	11/30/22	19.10 M346	COUSINS, DOROTHY	9007222			MEDICAL SUPPLEMENTAL	19.10	
81348	11/30/22	45.01 M185	COWELL, RICHARD	9007079			MEDICAL SUPPLEMENTAL	45.01	
81349	11/30/22	19.10 M186	CRAMBLETT, LAWRENCE	9007080			MEDICAL SUPPLEMENTAL	19.10	
81350	11/30/22	42.39 M376	CRANDELL, DANA	9007248			MEDICAL SUPPLEMENTAL	42.39	
81351	11/30/22	19.10 M187	CRAWFORD, FLOYD	9007081			MEDICAL SUPPLEMENTAL	19.10	
81352	11/30/22	19.10 M348	CRAWFORD, TERRI	9007223			MEDICAL SUPPLEMENTAL	19.10	
81353	11/30/22	19.10 M188	CRUISE, RICHARD	9007082			MEDICAL SUPPLEMENTAL	19.10	
81354	11/30/22	38.19 M190	CRUTCH, SHELFON	9007083			MEDICAL SUPPLEMENTAL	38.19	
81355	11/30/22	14.73 M349	CUMMINGS, CYNTHIA	9007224			MEDICAL SUPPLEMENTAL	14.73	
81356	11/30/22	36.02 M191	CUMMINGS, PATRICIA	9007084			MEDICAL SUPPLEMENTAL	36.02	
81357	11/30/22	38.19 M192	CUMMINS, MAYOR	9007085			MEDICAL SUPPLEMENTAL	38.19	
81358	11/30/22	52.85 M193	DAKIWAG, FRED	9007086			MEDICAL SUPPLEMENTAL	52.85	
81359	11/30/22	52.85 M194	DANIEL, REBECCA	9007087			MEDICAL SUPPLEMENTAL	52.85	
81360	11/30/22	36.02 M195	DAVIDOSKI, PATTI	9007088			MEDICAL SUPPLEMENTAL	36.02	
81361	11/30/22	14.73 M196	DAVILA, ANA	9007089			MEDICAL SUPPLEMENTAL	14.73	
81362	11/30/22	19.10 M351	DEAN, RONALD	9007225			MEDICAL SUPPLEMENTAL	19.10	
81363	11/30/22	14.73 M373	DEL PO, CAROLYN	9007245			RETIREE SUPPLEMENTAL	14.73	
81364	11/30/22	45.01 M197	DEVIVO, WILLIAM	9007090			MEDICAL SUPPLEMENTAL	45.01	
81365	11/30/22	14.73 M427	DOBBS, LILLIAN	9007293			MEDICAL SUPPLEMENTAL	14.73	
81366	11/30/22	19.10 M389	DORFMAN, IRIS	9007257			MEDICAL SUPPLEMENTAL	19.10	
81367	11/30/22	87.05 M421	DOVE, WILLIAM	9007287			MEDICAL SUPPLEMENTAL	87.05	
81368	11/30/22	14.73 M199	DRAKE, JUDITH	9007091			MEDICAL SUPPLEMENTAL	14.73	
81369	11/30/22	14.73 M200	ELIA, LARRY	9007092			MEDICAL SUPPLEMENTAL	14.73	
81370	11/30/22	38.19 M390	EMERSON, WILLIAM	9007258			MEDICAL SUPPLEMENTAL	38.19	
81371	11/30/22	38.19 M201	ESCARCEGA, MIGUEL	9007093			MEDICAL SUPPLEMENTAL	38.19	
81372	11/30/22	42.85 M202	FALLAU, NICHOLAS	9007094			MEDICAL SUPPLEMENTAL	42.85	
81373	11/30/22	19.10 M391	FENN, MARILYN	9007259			MEDICAL SUPPLEMENTAL	19.10	
81374	11/30/22	15.13 M203	FLAGG, PAULA	9007095			MEDICAL SUPPLEMENTAL	15.13	
81375	11/30/22	73.46 M393	FLORES, JUAN	9007260			MEDICAL SUPPLEMENTAL	73.46	
81376	11/30/22	14.73 M352	FLOREZ, ROSIE	9007226			MEDICAL SUPPLEMENTAL	14.73	



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81377	11/30/22	M394	30.25	FRANCIS, RUFUS		9007261	MEDICAL SUPPLEMENTAL	30.25	
81378	11/30/22	M204	19.10	FREEMAN, MARY		9007096	MEDICAL SUPPLEMENTAL	19.10	
81379	11/30/22	M205	52.85	GABRIEL, RICHARD		9007097	MEDICAL SUPPLEMENTAL	52.85	
81380	11/30/22	M354	14.78	GABRIELE, BERNARD		9007227	MEDICAL SUPPLEMENTAL	14.78	
81381	11/30/22	M355	14.78	GABRIELE, CATHLEEN		9007228	MEDICAL SUPPLEMENTAL	14.78	
81382	11/30/22	M395	38.19	GALE, TERRY		9007262	MEDICAL SUPPLEMENTAL	38.19	
81383	11/30/22	M396	14.73	GALLOWAY, SCOTT		9007263	MEDICAL SUPPLEMENTAL	14.73	
81384	11/30/22	M206	14.73	GARBEZ, LINDA		9007098	MEDICAL SUPPLEMENTAL	14.73	
81385	11/30/22	M207	14.73	GARBEZ, MANNY		9007099	MEDICAL SUPPLEMENTAL	14.73	
81386	11/30/22	M208	42.39	GARCIA, DANIEL		9007100	MEDICAL SUPPLEMENTAL	42.39	
81387	11/30/22	M209	14.73	GARCIA, HELEN		9007101	MEDICAL SUPPLEMENTAL	14.73	
81388	11/30/22	M210	88.22	GARCIA, SAMUEL		9007102	MEDICAL SUPPLEMENTAL	88.22	
81389	11/30/22	M211	14.73	GOSE, JOHN		9007103	MEDICAL SUPPLEMENTAL	14.73	
81390	11/30/22	M041	55.80	GOUVEIA, ROBERT	0	9007044	MEDICAL SUPPLEMENTAL	55.80	
81391	11/30/22	M213	36.02	GRANADOS-BOYCE, MARIA		9007104	MEDICAL SUPPLEMENTAL	36.02	
81392	11/30/22	M214	14.73	GROBMAN, BRUCE		9007105	MEDICAL SUPPLEMENTAL	14.73	
81393	11/30/22	M215	29.46	GROSJEAN, DOUGLAS		9007106	MEDICAL SUPPLEMENTAL	29.46	
81394	11/30/22	M216	14.73	HALL, SHIRLEY		9007107	MEDICAL SUPPLEMENTAL	14.73	
81395	11/30/22	M217	14.73	HAMM, CAROLYN		9007108	MEDICAL SUPPLEMENTAL	14.73	
81396	11/30/22	M218	19.10	HAMMER, ALLYNE		9007109	MEDICAL SUPPLEMENTAL	19.10	
81397	11/30/22	M222	33.48	HERNANDEZ, ALICIA		9007288	MEDICAL SUPPLEMENTAL	33.48	
81398	11/30/22	M219	36.02	HERNANDEZ, JUAN		9007110	MEDICAL SUPPLEMENTAL	36.02	
81399	11/30/22	M220	14.73	HERNANDEZ, MARGARITO		9007111	MEDICAL SUPPLEMENTAL	14.73	
81400	11/30/22	M221	45.01	HERSHEY, ANDREA		9007112	MEDICAL SUPPLEMENTAL	45.01	
81401	11/30/22	M397	19.10	HETH, KATHRYN		9007264	MEDICAL SUPPLEMENTAL	19.10	
81402	11/30/22	M398	19.10	HICKLIN, LUCILLE		9007265	MEDICAL SUPPLEMENTAL	19.10	
81403	11/30/22	M222	19.10	HILL, ANDREW		9007113	MEDICAL SUPPLEMENTAL	19.10	
81404	11/30/22	M380	71.95	HILTNER, THOMAS		9007250	MEDICAL SUPPLEMENTAL	71.95	
81405	11/30/22	M223	14.73	HINDIN, LENORE		9007114	MEDICAL SUPPLEMENTAL	14.73	
81406	11/30/22	M224	38.19	HOBBS, JAMES		9007115	MEDICAL SUPPLEMENTAL	38.19	
81407	11/30/22	M225	61.48	HOLCOMB, MICHAEL		9007116	MEDICAL SUPPLEMENTAL	61.48	
81408	11/30/22	M226	86.91	HOLDNICK, JAMES		9007117	MEDICAL SUPPLEMENTAL	86.91	
81409	11/30/22	M356	19.10	HOWARD, CAROL		9007229	MEDICAL SUPPLEMENTAL	19.10	
81410	11/30/22	M228	57.28	HOWARD, WARD		9007118	MEDICAL SUPPLEMENTAL	57.28	
81411	11/30/22	M229	38.19	HYMAN, JOE		9007119	MEDICAL SUPPLEMENTAL	38.19	
81412	11/30/22	M230	36.02	JACINTO, FRANK		9007120	MEDICAL SUPPLEMENTAL	36.02	
81413	11/30/22	M231	19.10	JAHNKE, EILEEN		9007121	MEDICAL SUPPLEMENTAL	19.10	
81414	11/30/22	M232	29.46	JENSEN, MERAL		9007122	MEDICAL SUPPLEMENTAL	29.46	
81415	11/30/22	M357	14.73	JUSSEL, PETE		9007230	MEDICAL SUPPLEMENTAL	14.73	
81416	11/30/22	M233	38.19	KALE, RICKEY		9007123	MEDICAL SUPPLEMENTAL	38.19	
81417	11/30/22	M235	14.73	KELLY, ELOISE		9007124	MEDICAL SUPPLEMENTAL	14.73	
81418	11/30/22	M399	50.43	KONNO, DAVID		9007266	MEDICAL SUPPLEMENTAL	50.43	
81419	11/30/22	M236	38.19	KORBA, PATRICIA		9007125	MEDICAL SUPPLEMENTAL	38.19	
81420	11/30/22	M423	8.84	LAM, JAMES		9007289	MEDICAL SUPPLEMENTAL	8.84	
81421	11/30/22	M238	19.10	LAWHON, JACK		9007126	MEDICAL SUPPLEMENTAL	19.10	
81422	11/30/22	M239	19.10	LAWSON, LOIS		9007127	MEDICAL SUPPLEMENTAL	19.10	

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81423	11/30/22	71.95	LEE, HENRY		9007128	MEDICAL SUPPLEMENTAL	71.95	
81424	11/30/22	77.55	LEE, VIRGINIA		9007294	MEDICAL SUPPLEMENTAL	77.55	
81425	11/30/22	19.10	LEFFLER, JEAN		9007129	MEDICAL SUPPLEMENTAL	19.10	
81426	11/30/22	85.71	LEGORRETA, PETE		9007130	MEDICAL SUPPLEMENTAL	85.71	
81427	11/30/22	19.10	LOGIUDICE, FRED		9007131	MEDICAL SUPPLEMENTAL	19.10	
81428	11/30/22	38.19	LONGNECKER, LLOYD		9007132	MEDICAL SUPPLEMENTAL	38.19	
81429	11/30/22	71.95	LORENZANO, JAMES		9007249	MEDICAL SUPPLEMENTAL	71.95	
81430	11/30/22	14.73	LUCIER, MARILYN		9007133	MEDICAL SUPPLEMENTAL	14.73	
81431	11/30/22	38.19	LYNCH, GLENN		9007134	MEDICAL SUPPLEMENTAL	38.19	
81432	11/30/22	14.73	MACHADO, MARGARET		9007267	MEDICAL SUPPLEMENTAL	14.73	
81433	11/30/22	18.01	MALPHRUS, BRENDA		9007135	MEDICAL SUPPLEMENTAL	18.01	
81434	11/30/22	42.39	MARCUS, STEVEN		9007136	MEDICAL SUPPLEMENTAL	42.39	
81435	11/30/22	38.19	MARTIN, DAWN		9007137	MEDICAL SUPPLEMENTAL	38.19	
81436	11/30/22	122.33	MARTINEZ, MANUEL		9007138	MEDICAL SUPPLEMENTAL	122.33	
81437	11/30/22	36.02	MARTINEZ, MARK		9007139	MEDICAL SUPPLEMENTAL	36.02	
81438	11/30/22	35.06	MCDONALD, JANIE		9007140	MEDICAL SUPPLEMENTAL	35.06	
81439	11/30/22	14.73	MCDONALD, KEVIN		9007141	MEDICAL SUPPLEMENTAL	14.73	
81440	11/30/22	19.10	MCADDEN, IAN		9007231	MEDICAL SUPPLEMENTAL	19.10	
81441	11/30/22	29.46	MCGINNIS, POLLY		9007232	MEDICAL SUPPLEMENTAL	29.46	
81442	11/30/22	38.19	MCHALE, BRIAN		9007246	MEDICAL SUPPLEMENTAL	38.19	
81443	11/30/22	19.10	MEJIA, INDELISA		9007233	MEDICAL SUPPLEMENTAL	19.10	
81444	11/30/22	14.73	MELLON, JOHN		9007234	MEDICAL SUPPLEMENTAL	14.73	
81445	11/30/22	14.73	MESECK, MARGARITA		9007142	MEDICAL SUPPLEMENTAL	14.73	
81446	11/30/22	14.73	MILLER, FOREST		9007235	MEDICAL SUPPLEMENTAL	14.73	
81447	11/30/22	50.79	MILLER, MARY		9007143	MEDICAL SUPPLEMENTAL	50.79	
81448	11/30/22	83.21	MOREAU, DAVID		9007268	MEDICAL SUPPLEMENTAL	83.21	
81449	11/30/22	19.10	MORGAN, JEANETTE		9007144	MEDICAL SUPPLEMENTAL	19.10	
81450	11/30/22	36.02	MORR, BONNIE		9007145	MEDICAL SUPPLEMENTAL	36.02	
81451	11/30/22	103.66	MULLIS, MICHAEL		9007146	MEDICAL SUPPLEMENTAL	103.66	
81452	11/30/22	19.10	MUNGIOLI, LARRY		9007147	MEDICAL SUPPLEMENTAL	19.10	
81453	11/30/22	29.46	MUNGUIA, GUSTAVO		9007148	MEDICAL SUPPLEMENTAL	29.46	
81454	11/30/22	19.10	NABOR, GLEN		9007269	MEDICAL SUPPLEMENTAL	19.10	
81455	11/30/22	8.84	NANCE, RAMONA		9007290	MEDICAL SUPPLEMENTAL	8.84	
81456	11/30/22	19.10	NAUKKARINEN, JUKKA		9007149	MEDICAL SUPPLEMENTAL	19.10	
81457	11/30/22	14.73	NELSON, EDWARD		9007150	MEDICAL SUPPLEMENTAL	14.73	
81458	11/30/22	38.19	NELSON, RICHARD		9007151	MEDICAL SUPPLEMENTAL	38.19	
81459	11/30/22	29.46	NIETO, MANUEL		9007152	MEDICAL SUPPLEMENTAL	29.46	
81460	11/30/22	105.70	NIJAA, N		9007153	MEDICAL SUPPLEMENTAL	105.70	
81461	11/30/22	83.21	NORTH, JEFFREY		9007154	MEDICAL SUPPLEMENTAL	83.21	
81462	11/30/22	56.95	NORTHON, M		9007155	MEDICAL SUPPLEMENTAL	56.95	
81463	11/30/22	609.35	NOTT, DAWN		9007295	MEDICAL SUPPLEMENTAL	609.35	
81464	11/30/22	38.19	O'DONNELL, SHAWN		9007156	MEDICAL SUPPLEMENTAL	38.19	
81465	11/30/22	19.10	O'HAGIN, JUSTINA		9007157	MEDICAL SUPPLEMENTAL	19.10	
81466	11/30/22	19.10	O'MARA, KATHLEEN		9007159	MEDICAL SUPPLEMENTAL	19.10	
81467	11/30/22	38.19	OJEDA, ROBERTO		9007158	MEDICAL SUPPLEMENTAL	38.19	
81468	11/30/22	19.10	ORTEGA, MANUELA		9007160	MEDICAL SUPPLEMENTAL	19.10	

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81469	11/30/22	83.21	OWENS, ROLAND		9007161	MEDICAL SUPPLEMENTAL	83.21	
81470	11/30/22	19.10	PARHAM, WALLACE		9007162	MEDICAL SUPPLEMENTAL	19.10	
81471	11/30/22	61.48	PAULSON, STEVEN		9007270	MEDICAL SUPPLEMENTAL	61.48	
81472	11/30/22	38.19	PENDRAGON, LINDA		9007163	MEDICAL SUPPLEMENTAL	38.19	
81473	11/30/22	29.46	PEREZ, ANTONIO		9007164	MEDICAL SUPPLEMENTAL	29.46	
81474	11/30/22	55.80	PEREZ, CHERYL		9007045	MEDICAL SUPPLEMENTAL	55.80	
81475	11/30/22	19.10	PETERS, TERIE		9007165	MEDICAL SUPPLEMENTAL	19.10	
81476	11/30/22	14.73	PHILLIPS, THOMAS		9007166	MEDICAL SUPPLEMENTAL	14.73	
81477	11/30/22	14.73	PHILLIPS, TYRONE		9007271	MEDICAL SUPPLEMENTAL	14.73	
81478	11/30/22	14.73	PICARELLA, FRANCIS		9007167	MEDICAL SUPPLEMENTAL	14.73	
81479	11/30/22	57.98	POLANCO, JOSE		9007168	MEDICAL SUPPLEMENTAL	57.98	
81480	11/30/22	42.39	PONS, JUAN		9007169	MEDICAL SUPPLEMENTAL	42.39	
81481	11/30/22	14.73	PRECIADO, MARY LOU		9007236	MEDICAL SUPPLEMENTAL	14.73	
81482	11/30/22	38.19	PRICE, HARRY		9007170	MEDICAL SUPPLEMENTAL	38.19	
81483	11/30/22	19.10	PRINCE, DEBRA		9007171	MEDICAL SUPPLEMENTAL	19.10	
81484	11/30/22	83.21	PRINCE, PETER		9007172	MEDICAL SUPPLEMENTAL	83.21	
81485	11/30/22	38.19	PRUDDEN, RICHARD		9007173	MEDICAL SUPPLEMENTAL	38.19	
81486	11/30/22	38.19	PYE, GINA		9007285	MEDICAL SUPPLEMENTAL	38.19	
81487	11/30/22	19.10	RACKLEY, BOBBIE		9007174	MEDICAL SUPPLEMENTAL	19.10	
81488	11/30/22	15.13	RAMIREZ, MANUEL		9007175	MEDICAL SUPPLEMENTAL	15.13	
81489	11/30/22	110.20	RAMOS, ROSALDO		9007176	MEDICAL SUPPLEMENTAL	110.20	
81490	11/30/22	14.73	READ, TIMON		9007237	MEDICAL SUPPLEMENTAL	14.73	
81491	11/30/22	38.20	RHODES, BRUCE		9007177	MEDICAL SUPPLEMENTAL	38.20	
81492	11/30/22	18.01	ROCHA, SHERRI		9007178	MEDICAL SUPPLEMENTAL	18.01	
81493	11/30/22	19.10	RODGERS, MARILYN		9007179	MEDICAL SUPPLEMENTAL	19.10	
81494	11/30/22	19.10	ROGERS, SYLVIA		9007238	MEDICAL SUPPLEMENTAL	19.10	
81495	11/30/22	19.10	ROSS, ELISABETH		9007272	MEDICAL SUPPLEMENTAL	19.10	
81496	11/30/22	19.10	ROSS, EMERY		9007273	MEDICAL SUPPLEMENTAL	19.10	
81497	11/30/22	36.02	ROSSI, DENISE		9007180	MEDICAL SUPPLEMENTAL	36.02	
81498	11/30/22	52.85	ROME, RUBY		9007181	MEDICAL SUPPLEMENTAL	52.85	
81499	11/30/22	19.10	ROY, ARLEN		9007182	MEDICAL SUPPLEMENTAL	19.10	
81500	11/30/22	83.21	RUIZ, ESTEVAN		9007183	MEDICAL SUPPLEMENTAL	83.21	
81501	11/30/22	34.72	RYLANDER, REED		9007184	MEDICAL SUPPLEMENTAL	34.72	
81502	11/30/22	36.02	SALGUEIRO, MICHAEL		9007185	MEDICAL SUPPLEMENTAL	36.02	
81503	11/30/22	71.95	SANCHEZ, ASCENCION		9007274	MEDICAL SUPPLEMENTAL	71.95	
81504	11/30/22	19.10	SANDOVAL, ANGEL		9007239	MEDICAL SUPPLEMENTAL	19.10	
81505	11/30/22	68.80	SCARGILL, RAYMOND		9007186	MEDICAL SUPPLEMENTAL	68.80	
81506	11/30/22	29.46	SCHRAEDER, PAUL		9007275	MEDICAL SUPPLEMENTAL	29.46	
81507	11/30/22	19.10	SCILLA, JOSEPH		9007187	MEDICAL SUPPLEMENTAL	19.10	
81508	11/30/22	83.21	SERRATO, JUAN		9007188	MEDICAL SUPPLEMENTAL	83.21	
81509	11/30/22	14.73	SILVA, EDUARDO		9007240	MEDICAL SUPPLEMENTAL	14.73	
81510	11/30/22	99.27	SLATER, ROBYN		9007276	MEDICAL SUPPLEMENTAL	99.27	
81511	11/30/22	14.73	SLOAN, SUZANNE		9007189	MEDICAL SUPPLEMENTAL	14.73	
81512	11/30/22	44.11	SMITH, DONNA		9007190	MEDICAL SUPPLEMENTAL	44.11	
13	11/30/22	18.01	STARKEY, THOMAS		9007277	MEDICAL SUPPLEMENTAL	18.01	
81514	11/30/22	29.46	STICKEL, THOMAS		9007278	MEDICAL SUPPLEMENTAL	29.46	

DATE: 11/01/22 THRU 11/30/22

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
81515	11/30/22	M368	38.19	STRICKLAND, JAMES		9007241	MEDICAL SUPPLEMENTAL	38.19	
81516	11/30/22	M425	8.84	SWAIN, LAWRENCE		9007291	MEDICAL SUPPLEMENTAL	8.84	
81517	11/30/22	M369	29.46	SWART, RANDY		9007242	MEDICAL SUPPLEMENTAL	29.46	
81518	11/30/22	M412	68.01	SYREN, LESLYN		9007279	MEDICAL SUPPLEMENTAL	68.01	
81519	11/30/22	M370	14.73	TAYLOR, THOMAS		9007243	MEDICAL SUPPLEMENTAL	14.73	
81520	11/30/22	M313	38.19	THOMAS, RUSSELL		9007191	MEDICAL SUPPLEMENTAL	38.19	
81521	11/30/22	M314	75.14	TICHENOR, KENNETH		9007192	MEDICAL SUPPLEMENTAL	75.14	
81522	11/30/22	M315	14.73	TOLINE, DONALD		9007193	MEDICAL SUPPLEMENTAL	14.73	
81523	11/30/22	M316	19.10	TOVAR, SERENA		9007194	MEDICAL SUPPLEMENTAL	19.10	
81524	11/30/22	M317	18.01	TRENT, VICKI		9007195	MEDICAL SUPPLEMENTAL	18.01	
81525	11/30/22	M426	8.84	TRINIDAD, AURORA		9007292	MEDICAL SUPPLEMENTAL	8.84	
81526	11/30/22	M318	71.95	TUTTLE CALLIS, CHERI		9007196	MEDICAL SUPPLEMENTAL	71.95	
81527	11/30/22	M319	36.02	VALDEZ, JOSE		9007197	MEDICAL SUPPLEMENTAL	36.02	
81528	11/30/22	M320	103.66	VAN DE VEER, JOHN		9007198	MEDICAL SUPPLEMENTAL	103.66	
81529	11/30/22	M321	42.39	VAN DYKE, CURTIS		9007199	MEDICAL SUPPLEMENTAL	42.39	
81530	11/30/22	M413	38.19	VANDERZANDE, ED		9007280	MEDICAL SUPPLEMENTAL	38.19	
81531	11/30/22	M375	19.10	VEST, SHELLY		9007247	MEDICAL SUPPLEMENTAL	19.10	
81532	11/30/22	M323	19.10	VONWAL, YVETTE		9007200	MEDICAL SUPPLEMENTAL	19.10	
81533	11/30/22	M324	17.36	WADSWORTH, RITA		9007201	MEDICAL SUPPLEMENTAL	17.36	
81534	11/30/22	M325	29.46	WALTER, KEVIN		9007202	MEDICAL SUPPLEMENTAL	29.46	
81535	11/30/22	M414	55.80	WARNOCK, APRIL		9007281	MEDICAL SUPPLEMENTAL	55.80	
81536	11/30/22	M415	19.10	WHITE, LESLIE		9007282	MEDICAL SUPPLEMENTAL	19.10	
81537	11/30/22	M326	38.19	WHITNEY, LUCERE		9007203	MEDICAL SUPPLEMENTAL	38.19	
81538	11/30/22	M416	145.08	WILLIS, GREGORY		9007283	MEDICAL SUPPLEMENTAL	145.08	
81539	11/30/22	M372	38.19	WILSON, BONNIE		9007244	MEDICAL SUPPLEMENTAL	38.19	
81540	11/30/22	M328	83.21	WOODBRIIDGE, ELIZABETH		9007204	MEDICAL SUPPLEMENTAL	83.21	
81541	11/30/22	M329	50.79	WU, PETER		9007205	MEDICAL SUPPLEMENTAL	50.79	
81542	11/30/22	M417	19.10	WYANT, JUDI		9007284	MEDICAL SUPPLEMENTAL	19.10	
81543	11/30/22	M330	14.73	YAGI, RANDY		9007206	MEDICAL SUPPLEMENTAL	14.73	
81544	11/30/22	M331	19.10	YANCY, TERRY		9007207	MEDICAL SUPPLEMENTAL	19.10	
81545	11/30/22	M332	42.85	ZENKER, JEFFREY		9007208	MEDICAL SUPPLEMENTAL	42.85	
TOTAL			1,271,791.60	ACCOUNTS PAYABLE			TOTAL CHECKS	491	1,271,791.60



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)  
BOARD OF DIRECTORS MEETING MINUTES\*  
NOVEMBER 18, 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, November 18, 2022, via teleconference.

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

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- 1 CALLED TO ORDER** at 9:00 AM by Board Chair Pageler.
- 2 ROLL CALL:** The following Directors were **present** via teleconference, representing a quorum:

**Director Kristen Brown**  
**Director Rebecca Downing**  
**Direct Jimmy Dutra**  
**Director Shebreh Kalantari-Johnson**  
**Director Manu Koenig**  
Director Donna Lind  
**Director Bruce McPherson** *AR 9:02*  
**Director Donna Meyers**  
**Director Larry Pageler**  
Director Ari Parker  
**Director Mike Rotkin**  
**Ex-Officio Director Dan Henderson**  
**Ex-Officio Director Alta Northcutt** *AR 9:05*

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

Michael Tree  
Julie Sherman

CEO/General Manager  
General Counsel

- 3 ANNOUNCEMENTS**  
Today’s meeting is being broadcast by Community Television of Santa Cruz County.
- 4 BOARD OF DIRECTORS COMMENTS**  
Hearing none, Chair Pageler moved to the next agenda item.

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

Brian Peoples, Trail Now, communicated support for METRO's objective in doubling its ridership and offered his group's help in publicizing that goal to help in that effort. He expressed the importance of spending taxpayer dollars effectively. He suggested those monies go to METRO for the purchase of new buses rather than to a rail system along the coastal bluffs or highway, referring to the conclusions of the Transit Corridor Alternatives Analysis (TCAA) initiated by the Santa Cruz County Regional Transportation Commission (RTC). He encouraged METRO representatives who sit on the RTC to support METRO and focus on METRO's needs.

Mario, Bus Operator and Watsonville citizen, spoke to METRO's intentions of eliminating Routes 69A and 91X and felt these changes would hurt the community of Watsonville that rely on these routes. He felt it unfair that service is being cut to Watsonville while increasing service on Highway 17 and to UCSC.

Manny, Bus Operator and Watsonville citizen, echoed Mario's concerns. He felt it would be better to eliminate the Watsonville Circulator over the 91X and 69A.

Daniel Dodge, public member, added that these lines are lifelines for people to get to work, healthcare, employment and education. He added that posting notices on METRO's website probably isn't reaching the riders of these routes because they may not even have access to the internet.

Discussion followed on the above route changes as well as the proposed Highway 17 route changes. It was noted that the Watsonville service was the first to be fully restored to 100% pre-COVID levels. Other routes in the system, especially UCSC and Highway 17 routes, are still trying to recover to pre-COVID levels.

Director Rotkin requested METRO staff to briefly explain the temporary changes of these routes and address METRO's outreach to the public.

John Urgo, METRO's Planning and Development Director, explained that METRO is not cutting service but restructuring the routes to provide a higher frequency of service between Watsonville, along Main Street, the Watsonville Hospital and Cabrillo College. There will be essentially no travel change between these locations. However, there will be an impact to customers traveling from downtown Watsonville to downtown Santa Cruz because that express route will be temporarily suspended. That trip will be about 10-20 minutes longer on the 71 or 69W depending on the time of day and traffic.

Mr. Urgo elaborated that service was added to the Watsonville Circulator to cover Freedom and Airport Boulevards. It was suggested earlier that METRO eliminate the Watsonville Circulator, but that is not possible. That is a grant-funded service tied to the zero-emission buses pilot program. We are required to continue operating this route.

The winter bid has been pushed back to December 22, 2022 to carry San Jose State University and Cabrillo College through their fall terms.

METRO is taking the following steps to provide information to the public:

- Post the changes to METRO's website
- Provide a FAQ to explain the changes and options available to a commuter between Watsonville and Cabrillo, Watsonville and downtown Santa Cruz, and the Highway 17 route changes
- Post physical notices at every affected bus stop
- All messages will be translated in English and Spanish

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

**6 LABOR ORGANIZATION COMMUNICATIONS**

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

**7 WRITTEN COMMUNICATIONS FROM THE METRO ADVISORY COMMITTEE**

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

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

Chair Pageler mentioned the additional written communication received by Jonathan Flint on November 16, 2022 with METRO staff's response (attached).

**CONSENT AGENDA**

9.1 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK JOURNAL DETAIL FOR THE MONTH OF OCTOBER 2022  
Chuck Farmer, CFO

9.2 ACCEPT AND FILE MINUTES OF:  
A. OCTOBER 28, 2022 BOARD OF DIRECTORS MEETING  
B. NOVEMBER 11, 2022 FINANCE, BUDGET & AUDIT STANDING COMMITTEE MEETING  
Michael Tree, CEO/General Manager

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

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

9.5 ACCEPT AND FILE: QUARTERLY STATUS REPORT OF GRANT APPLICATIONS, ACTIVE AND PENDING GRANTS FOR THE FIRST QUARTER FY23  
Wondimu Mengistu, Capital Planning & Grants Program Manager

9.6 ACCEPT AND FILE: THE METRO PARACRUZ OPERATIONS STATUS REPORT FOR JULY, AUGUST AND SEPTEMBER 2022  
Daniel Zaragoza, Operations Manager, Paratransit Division

- 9.7 ACCEPT AND FILE: THE METRO SYSTEM RIDERSHIP REPORTS FOR THE FIRST QUARTER OF FY23  
John Urgo, Planning and Development Director
- 9.8 APPROVE: CONSIDERATION OF DECLARING VEHICLES AND/OR EQUIPMENT AS EXCESS FOR PURPOSES OF DISPOSAL OR AUCTION  
Chuck Farmer, CFO
- 9.9 APPROVE: CONSIDERATION OF RESOLUTION APPROVING THE FY23 REVISED CAPITAL BUDGET/PORTFOLIO  
Kristina Mihaylova, Deputy Finance Director
- 9.10 APPROVE: RECOMMENDED ACTION ON TORT CLAIMS  
Curtis Moses, Safety, Security & Risk Management Director
- 9.11 APPROVE: CONSIDERATION OF A RESOLUTION TO ESTABLISH THE BOARD OF DIRECTORS' MEETING SCHEDULE AND LOCATIONS FOR THE 2023 CALENDAR YEAR  
Michael Tree, CEO/General Manager
- 9.12 ACCEPT AND FILE THE YEAR TO DATE KEY PERFORMANCE INDICATORS (KPI) REPORT FOR QUARTER ONE AS OF SEPTEMBER 30, 2022  
Chuck Farmer, CFO
- 9.13 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A CONTRACT WITH GIRO, INC. FOR HASTUS SOFTWARE MAINTENANCE AND SUPPORT  
Isaac Holly, IT and ITS Director
- 9.14 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO/GENERAL MANAGER TO EXECUTE A THIRD CONTRACT AMENDMENT WITH SPECTOR CORBET AND INCREASE THE PROJECT VALUE BY \$37,500 FOR ADDITIONAL ARCHITECTURAL SERVICES AT THE METRO PARK-N-RIDE LOT  
Freddy Rocha, Facilities Maintenance Manager
- 9.15 APPROVE: CONSIDERATION OF AWARD OF CONTRACT TO CELTIS VENTURES, INC. FOR GENERAL MARKETING SERVICES FOR A TOTAL AMOUNT TO NOT EXCEED \$1,200,000 FOR A 3-YEAR PERIOD  
Danielle Glagola, Marketing, Communications, and Customer Service Director

Director Downing requested adding a location of the Community Foundation in Aptos to the 2023 meeting schedule (Item 9.11). Chair Pageler mentioned that the Board has held meetings in the past at the Capitola City Council Chambers as a mid-county location. Donna Bauer, Executive Assistant, mentioned that METRO has various entities listed in the Bylaws and all were contacted. The Capitola City Clerk's Office responded that it's not allowing outside entities to reserve space in its Chambers at this time. Director Downing said she couldn't tell from the Bylaws if there were restrictions to specific sites and requested METRO to review this further.



Director Dutra expressed gratitude for bringing the meetings back to the various jurisdictions when METRO holds meetings in person again. It provides an opportunity for those people who cannot travel outside of their communities to at least attend one meeting a year in their communities.

There were no public comments.

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

**MOTION: DIRECTOR ROTKIN                      SECOND: DIRECTOR KOENIG**

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

**REGULAR AGENDA**

**10      RETIREE RESOLUTION OF APPRECIATION FOR: DEBORAH LENORE BALDWIN**

Chair Pageler read Lenore's bio and thanked her for her years of service.

**ACTION: MOTION TO APPROVE THE RETIREE RESOLUTION AS PRESENTED**

**MOTION: DIRECTOR ROTKIN                      SECOND: DIRECTOR DOWNING**

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

**11      PRESENTATION OF SAFETY CERTIFICATES OF ACHIEVEMENT FOR 1<sup>ST</sup> QUARTER ENDING SEPTEMBER 30, 2022: MAJOR SAFETY MILESTONE OF "ZERO INCIDENTS" (OVER 1300 ACCIDENT/INCIDENT FREE DAYS) IN THE FOLLOWING DEPARTMENTS—ADMINISTRATION, FINANCE, GRANTS & PLANNING, HUMAN RESOURCES, AND INFORMATION TECHNOLOGY; MOST HOURS OF SERVICE DURING COVID PANDEMIC--MIGUEL ESCARCEGA, JR., MARIO ESPINOZA, URIEL MENDOZA AND RUBEN VALDEZ**

Larry Pageler, Board Chair, introduced the item and turned it over to Curtis Moses, METRO's Safety, Security, and Risk Management Director, to speak to the items. Mr. Moses said we recognized five different departments this quarter for zero accidents/incidents in 1300 days (over 4 years). Similar to what other transit agencies are doing across the nation, METRO is recognizing four employees for their hard work and dedication in transporting the public during COVID.

Chair Pageler thanked staff for recognizing these departments and employees.

Director McPherson suggested writing a letter of thanks or congratulations to those four employees. CEO Tree replied that all recipients were presented with a plaque and METRO held a recognition ceremony and lunch for all involved.

Director Downing suggested doing a press release to the The Pajaronian and Santa Cruz Sentinel with a photograph of the Bus Operators.

**12 APPROVE: CONSIDERATION OF ACCEPTING METRO'S UPDATED TITLE VI PROGRAM REPORT AND AUTHORIZING ITS SUBMISSION TO THE FEDERAL TRANSIT ADMINISTRATION**

Julie Sherman, General Counsel, spoke to this item and explained that Title VI of the Civil Rights Act of 1964 prohibits discrimination against any individual or group based on race, color or national origin in any program that receives Federal funds or financial assistance. METRO is a grantee of the Federal Transit Administration (FTA) and the FTA provides oversight of METRO's systems and services to make sure METRO is complying with Title VI. Every three years METRO's Title VI Policy and Service Standards Policy is reviewed for updates or changes in the laws that may have occurred in that three-year period. Rickie-Ann Kegley, METRO's Paralegal II, and Hanson Bridgett's civil rights team worked together to review METRO's policy and no revisions were made to it. However, updates were made to several sections of the program to confirm it met all legal requirements. General Counsel Sherman requested the Board accept the updated Title VI program report and authorize its submission to the FTA for its review.

**ACTION: MOTION TO ACCEPT METRO'S UPDATED TITLE VI PROGRAM REPORT AND AUTHORIZE ITS SUBMISSION TO THE FEDERAL TRANSIT ADMINISTRATION**

**MOTION: DIRECTOR ROTKIN**

**SECOND: DIRECTOR KALANTARI-JOHNSON**

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

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

Michael Tree, CEO/General Manager, provided the following updates:

COVID-19: METRO had five new cases since the Board last met; but none of the divisions within METRO triggered a minor outbreak status.

Bus Operators: We graduated seven of the nine recruits who were in training. The other two are close behind. We have 12 new recruits that will be starting class later this month. We'll do everything we can to keep and support them. We will begin advertising shortly to bring in more recruits.

Santa Cruz Sentinel Article on METRO: It mentioned the three goals discussed at the workshop. The most important of these goals is ridership, not only fully recovering it; but also going beyond and doubling it. The goal is seven million rides in five years. It is an ambitious goal but we see a path to achieve it. As seen in the public survey, riders want frequency on the key corridors, speed and reliability.

KPI Report: Everything is going in the right direction. Ridership on fixed route is up 33% over the first quarter of last year and ridership on paratransit is up 30% over the first quarter of last year. The biggest challenge is managing pass-bys generated from full buses.

Grant Opportunity: Transit Intercity Rail Capital Program (TIRCP) was created to fund transformative capital improvements such as reducing emissions of greenhouse gases, vehicle miles traveled, and congestion. We are working closely with the California State Transportation Agency (CalSTA) to focus on hydrogen

buses and fueling stations. We've also packaged into that grant some housing elements. All-in-all, it will be about a \$35 million grant application. We are making sure everyone in Sacramento, including those that represent us in the senate and assembly, know this is an important ask.

Community: METRO continues to be active in the community. Danielle Glagola, METRO's Marketing, Communications and Customer Service Director, lined up two activities for Halloween. The first was with the County Sheriff's Department Trunk or Treat event. METRO provided shuttle service for a few hundred people to get between Capitola Mall and the Sheriff's headquarters where the event was held. The other Trunk or Treat event was with the County Probation Office and held at the Santa Cruz County Fairgrounds. We continue to have a lot of fun with the community and look for ways to grow even closer to the community with regard to being a great transit system.

Director Rotkin asked if Board Members could do anything to help lobby our state elected officials on this grant. CEO Tree said the grant is due in February and we are working with CalSTA to tidy up the details. I will reach out to Board Members in advocating METRO's needs to Sacramento.

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

**14 ANNOUNCEMENT OF NEXT MEETING**

Chair Pageler announced the next regular board meeting will be held on Friday, December 16, 2022 at 9:00 AM via teleconference.

**15 ADJOURNMENT**

Chair Pageler adjourned the meeting at 9:53 AM.

Respectfully submitted,

Donna Bauer  
Executive Assistant

# Attachment

**From:** [John Urgo](#)  
**To:** [jonathan.flint@sjsu.edu](mailto:jonathan.flint@sjsu.edu)  
**Cc:** [Donna Bauer](#)  
**Subject:** Re: Proposal to eliminate METRO service to SJSU  
**Date:** Thursday, November 17, 2022 8:46:19 AM

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Hi Jon,

Due to an ongoing shortage of bus operators currently affecting transit agencies and service across the country, METRO is suspending certain routes and trips this winter to increase efficiency and reduce redundancy of service. One such change will be a temporary suspension of service along Santa Clara in downtown San Jose to serve San Jose State University (SJSU).

Ridership on Highway 17 has doubled over the last year. Yet, METRO has only been able to bring back half of the weekday service, as compared to Pre-COVID. Removing this routing segment will enable METRO to add three additional trips on the Highway 17.

METRO and VTA riders can use a Highway 17 Express Day Pass or 31-Day Pass to board VTA buses and light rail for no additional charge. Go to [scmtd.com/fares](http://scmtd.com/fares) for details. In addition, SJSU students are eligible for a SmartPass Clipper card, which entitles them to unlimited rides on VTA Local & Rapid buses, Limited routes, and Light Rail lines. VTA serves SJSU on routes 22, 23, 64A, 64B, 66, 68, 72, 73, 500, 522, 523, 568, Blue Line, and Green Line. VTA routes that serve SJSU direct from Diridon Station include routes 64A, 64B, 68, 500, 568, and the Green light rail line.

For example, VTA Route 22 departs from Santa Clara and 5th at 8:27 p.m., Route 500 departs from Santa Clara and 7th at 8:28 p.m., and Route 522 departs at 8:27 p.m.; all three of these trips would allow you to connect to the 8:38 p.m. Highway 17 bus at Diridon as scheduled.

We are actively recruiting and expect to continue to increase our driver numbers. We will discuss the opportunity to resume operating the Highway 17 Express to serve SJSU and whether this change can be made for the spring schedule (March) or in subsequent schedule changes.

## FAQ

**Q:** I currently take Highway 17 to downtown San Jose. What are my options?

**A:** METRO and VTA riders can use a Highway 17 Express Day Pass or 31-Day Pass to board VTA buses and light rail for no additional charge. In addition, SJSU students are eligible for a SmartPass Clipper card, which entitles them to unlimited rides on VTA Local & Rapid buses, Limited routes, and Light Rail lines. VTA routes that serve SJSU direct from Diridon Station include routes 64A, 64B, 68, 500, 568, and the Green light

# Attachment

rail line.

Q: Will there be more Highway 17 trips in winter?

A: In the Winter schedule, METRO is adding three additional weekday trips, in both northbound and southbound directions.

**From:** Jon Flint <jonathan.flint@sjsu.edu>  
**Sent:** Wednesday, November 16, 2022 7:55 PM  
**To:** boardinquiries@scmtd.com  
**Subject:** Proposal to eliminate METRO service to SJSU

## This Message Is From an External Sender

This message came from outside your organization.

~ Please exercise caution when clicking links or opening attachments. ~

Dear Santa Cruz Metro Board of Directors,

I am writing to you to express my concern as a Santa Cruz County resident about the proposed elimination of route stops for the Highway 17 Express Bus to San Jose State University.

I rely on the Highway 17 bus when traveling from Scotts Valley to SJSU, where I am studying in the masters in public administration program. In fact, an important factor in why my wife and I moved to and bought a condo in 2021 on Bluebonnet Ln in Scotts Valley was that I could affordably commute from the Cavallaro Station to SJSU for two night classes per week.

If the route stops are eliminated, it will add a 40 minute walk from campus to Didiron Station. Alternatively, I would need to leave class 20 or thirty minutes before the end to ensure that I could arrive at Didiron through city bus routes or walking. If I miss the 8:30 pm time now, it means that I arrive home after 10:30 pm. I work full time at a Santa Cruz County non profit supporting adults with developmental disabilities.

I would likely stop taking the Highway 17 bus entirely if the SJSU stop is eliminated.

Thank you for your consideration in this important matter,

Jonathan Flint  
268 Bluebonnet Ln, Unit 225  
Scotts Valley, CA 95066

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**DATE:** December 16, 2022  
**TO:** Board of Directors  
**FROM:** Chuck Farmer, Chief Financial Officer  
**SUBJECT: ACCEPT AND FILE THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF NOVEMBER 30, 2022**

**I. RECOMMENDED ACTION**

**That the Board of Directors accept and file the Year to Date Monthly Financial Report as of November 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 November 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 November 30, 2022. The fiscal year has elapsed 42%.

Slide 1

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

Slide 2

November 2022 Key Financial Highlights

- Service
  - Fixed Route (including Hwy 17) Cost per Revenue Service Hour is \$265 vs Budget of \$391
    - 17 canceled trips – 14 due to no Operator, 3 due to Road Conditions
  - ParaCruz Cost per Trip is \$65 vs Budget of \$80
  - Non-Student/Hwy 17 Passengers is 114,313 vs Budget of 111,909

- Financials
  - Total Operating Surplus/(Deficit) is favorable \$0.8M driven by lower wages of \$0.2M and fringe of \$0.3M; partially offset by higher OT of \$0.2M
  - Non-Operating Revenues of \$5.9M are \$1.6M unfavorable vs budget of \$4.3M driven primarily by higher sales tax collected and prior year carryover of TDA Grant monies received
- Capital
  - Capital spending of \$95K is under budget of \$382K primarily due delayed billing on Demo/Parking lot rehab
- Personnel
  - 285 Active Personnel vs 329 Funded Personnel (adopted, funded personnel as of June 2022)
  - 47 Vacancies at end of November, 25 related to Paratransit and Bus Operators
  - Class of 5 operators graduated in late November, with another class of 13 starting the last week of November

Slide 3

(Cover) November 2022, YTD Pre-Close Financials

Slide 4

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

- Actuals are \$1.9M favorable to budget – excludes UAL/Bond Payment and COVID related costs
  - Passenger Fares – favorable by \$330K, Ridership is still below pre-pandemic levels, but is slowly recovering
  - Labor, Regular – favorable by \$775K, due to funded/vacant positions
  - Labor, OT – unfavorable by \$745K, increased overtime for Bus Operators
  - Fringe Benefits – favorable by \$1,288K due to retirement and medical insurance savings from funded/vacant positions
  - Non-Personnel – favorable by \$232K, primarily due to timing of spending



Slide 5

November 30, 2022 YTD Operating Revenue and Expenses

- Operating Revenue, net favorable by \$330K
  - Passenger Fares - favorable by \$190K
  - Special Transit Fares – unfavorable by \$140K
- Operating Expense, net favorable by \$1,548K– Favorable wages and fringe driven by shortage of bus drivers and other vacant positions; partially offset by increased OT
  - Labor Regular – favorable by \$774K
  - Labor OT – unfavorable by \$745K
  - Fringe Benefits – favorable by \$1,288K, excludes UAL related costs
  - Non-Personnel – favorable by \$232K, excludes all COVID and Bond payment related costs
- Operating Surplus of \$1,878K
  - Farebox Recovery – 18.6% vs 15.8% budget
- Non-Operating Revenue/(Expense), net favorable by \$1,953K - Sales tax of \$14.2M is 8.4% higher than budget
  - Sales Tax/including Measure D – favorable by \$1,108K
  - Federal/State Grants – favorable by \$1,184K
  - COVID Relief Grants – unfavorable by \$597K
  - COVID Related costs – favorable by \$68K
  - Pension UAL/Bond Payment costs – no variance
  - All Other Revenues – favorable by \$191K
- Operating Surplus before Transfers of \$3,832K
- Bus Replacement Fund – higher by \$238K due to increased Measure D sales tax revenues
  - Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax and STA-SGR; FY23 budgeted transfer is \$3.1M
- Operating Surplus after Transfers – favorable by \$3,594K

Slide 6

(Cover) Capital Spending

Slide 7

November 30, 2022 Capital Budget Spend

Total Capital Projects spending month to date is \$95K against budget of \$382K

- Construction Related Projects – no spending, no budget
- IT Projects – spending of \$72K against budget of \$184K
- Facilities Repair & Improvements – no spending against budget of \$147K
- Revenue Vehicle Replacement – spending of \$23K against budget of \$48K
- 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 against budget of \$3K

Total Capital Projects spending year to date is \$1,125K against budget of \$1,232K, which is 12.7% of \$8,844K revised approved annual budget from November 2022

- Construction Related Projects – spending of \$10K against budget of \$9K, which is 1.0% of \$1,050 annual budget
- IT Projects – spending of \$503K against budget of \$503K, which is 30.5% of \$1,650K annual budget
- Facilities Repair & Improvements – spending of \$34K against budget of \$171K, which is 3.3% of \$1,032K annual budget
- Revenue Vehicle Replacement – spending of \$433K against budget of \$458K, which is 16.5% of \$2,626K annual budget
- Revenue Vehicle Electrification Projects – spending of \$13K against budget of \$6K, which is 1.0% of \$1,251K annual budget
- Non-Revenue Vehicle Replacement – spending of \$63K against budget of \$63K, which is 1.5% of \$468K annual budget
- Fleet & Maintenance Equipment – no spending, no budget, with annual budget of \$75K
- Miscellaneous – spending of \$69K against budget of \$72K, which is 10.0% of \$692K annual budget

YTD spending of \$1,125K is slightly behind budget of \$1,282K

Slide 8

(Cover) Questions?

Slide 9

(Cover) Appendix

Slide 10

November 30, 2022 Monthly Operating Revenue and Expenses

- Operating Revenue, net unfavorable by \$200K
  - Passenger Fares - favorable by \$34K
  - Special Transit Fares – unfavorable by \$165K
- Operating Expense, net favorable by \$584K – Favorable Labor and Fringe driven by shortage of bus drivers and other vacant positions
  - Labor Regular – favorable by \$154K
  - Labor OT – unfavorable by \$159K
  - Fringe Benefits – favorable by \$358K, excludes UAL related costs
  - Non-Personnel – favorable by \$232K, excludes all COVID and Bond payment related costs
- Operating Surplus of \$784K
  - Farebox Recovery – 21.8% vs 14.6% budget
- Non-Operating Revenue/(Expense), net favorable by \$1,613K – Sales Tax higher by 33.9%, Federal/State Grants higher by 36.6%
  - Sales Tax/including Measure D – favorable by \$751K
  - Federal/State Grants – favorable by \$822K
  - COVID Related costs – favorable by \$13K
  - Pension UAL/Bond Payment costs – no variance
  - All Other Revenues – favorable by \$27K
- Operating Surplus before Transfers of \$2,397K
- Bus Replacement Fund – higher by \$78K due to decreased Measure D sales tax revenues
  - Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax and STA-SGR; FY23 budgeted transfer is \$3.1M
- Operating Surplus of \$2,319K

**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 November 30, 2022.

**VI. CHANGES FROM COMMITTEE**

Update of monthly metrics on slide 2

**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 November 30, 2022  
Presentation

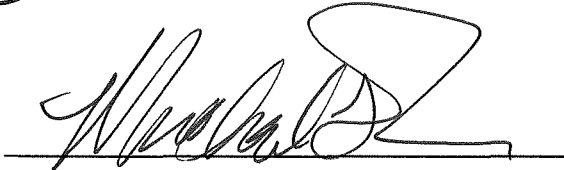
Prepared by: Cathy Downes, Sr. Financial Analyst

**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 November 30, 2022**

Board of Directors

*December 16, 2022*

Chuck Farmer, Chief Financial Officer

# November 2022 Key Financial Highlights

<p><b>Service</b></p>	<ul style="list-style-type: none"> <li>• Fixed Route (including Hwy 17) Cost per Revenue Service Hour is \$265 vs Budget of \$391             <ul style="list-style-type: none"> <li>• 17 canceled trips – 14 due to no Operator, 3 due to Road Conditions</li> </ul> </li> <li>• ParaCruz Cost per Trip is \$65 vs Budget of \$80</li> <li>• Non-Student/Hwy 17 Passengers is 114,313 vs Budget of 111,909</li> </ul>
<p><b>Financials</b></p>	<ul style="list-style-type: none"> <li>• Total Operating Surplus/(Deficit) is favorable \$0.8M driven by lower wages of \$0.2M and fringe of \$0.3M; partially offset by higher OT of \$0.2M</li> <li>• Non-Operating Revenues/Expense of \$5.9M are \$1.6M favorable vs budget of \$4.3M driven primarily by higher sales tax collected and prior year carryover of TDA Grant monies received.</li> </ul>
<p><b>Capital</b></p>	<ul style="list-style-type: none"> <li>• Capital spending of \$95K is under budget of \$382K primarily due delayed billing on Demo/Parking lot rehab</li> </ul>
<p><b>Personnel</b></p>	<ul style="list-style-type: none"> <li>• 285 Active Personnel vs 329* Funded Personnel</li> <li>• 47 Vacancies at end of November, 25 related to Paratransit and Bus Operators</li> <li>• Class of 5 operators graduated in late November, with another class of 13 starting the last week of November</li> </ul>

**9.3A.2**

\* Reflects adopted, funded personnel as of June 2022

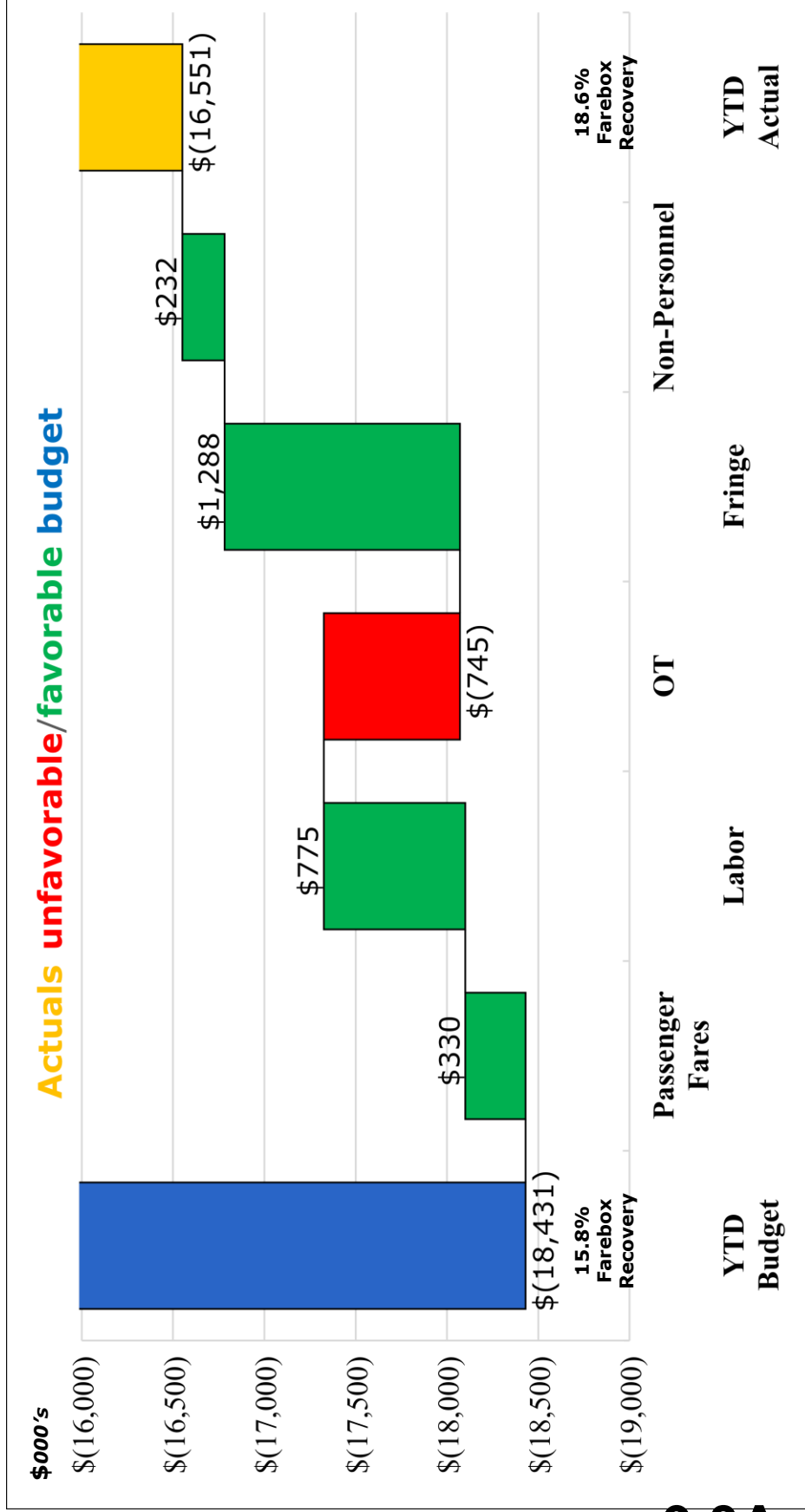


# **November 2022, YTD Pre-Close Financials**

# November YTD FY23 Operating Surplus/(Deficit)

## Actual\* vs. Budget

Overall \$1.9M favorable



9.3A.4

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

# November 30, 2022

## YTD Operating Revenue and Expenses

\$ 000's	Actual*	Budget	Fav / (Unfav)
<b>Operating Revenue</b>			
Passenger Fares	\$ 1,221	\$ 1,031	\$ 190
Special Transit Fares	2,569	2,428	140
<b>Total Operating Revenue</b>	<b>\$ 3,790</b>	<b>\$ 3,460</b>	<b>\$ 330</b>
<b>Operating Expense</b>			
Labor - Regular	\$ 7,135	\$ 7,909	\$ 774
Labor - OT	1,416	671	(745)
Fringe	7,264	8,552	1,288
Non-Personnel <i>(excludes COVID costs)</i>	4,527	4,759	232
<b>Total OpEx</b>	<b>\$ 20,342</b>	<b>\$ 21,890</b>	<b>\$ 1,548</b>
<b>Operating Surplus/(Deficit)</b>	<b>(\$ 16,552)</b>	<b>(\$ 18,431)</b>	<b>\$ 1,878</b>
	<i>18.6%</i>	<i>15.8%</i>	<i>2.8%</i>
	<i>Farebox Recovery</i>		
<b>Non-Operating Revenue/(Expense)</b>			
Sales Tax/including Measure D	\$ 14,184	\$ 13,076	\$ 1,108
Federal/State Grants	6,912	5,728	1,184
COVID Relief Grants	3,272	3,869	(597)
COVID Related Costs	(66)	(134)	68
Pension UAL/Bond Interest Payment	(1,090)	(1,090)	0
All Other	482	291	191
<b>Total Non-Operating Revenue/(Expense)</b>	<b>\$ 23,695</b>	<b>\$ 21,741</b>	<b>\$ 1,953</b>
<b>Operating Surplus/(Deficit) before Transfers</b>	<b>\$ 7,142</b>	<b>\$ 3,311</b>	<b>\$ 3,832</b>
<b>Transfers and Other</b>			
Transfers to Bus Replacement Fund	(\$ 1,237)	(\$ 1,000)	(\$ 238)
<b>Operating Surplus/(Deficit) after Transfers</b>	<b>\$ 5,905</b>	<b>\$ 2,311</b>	<b>\$ 3,594</b>

- \$1.9M Operating Surplus driven by lower labor & fringe due to shortage of bus drivers; partially offset by increased OT
- Sales tax of \$14.2M is 8.4% higher than budget
- Bus Replacement Fund higher than budget by \$0.2M

# Capital Spending

# November 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	\$ 9	\$ 1,050	1.0%
IT Projects	72	184	503	503	1,650	30.5%
Facilities Repair & Improvements	-	147	34	171	1,032	3.3%
Revenue Vehicle Replacement	23	48	433	458	2,626	16.5%
Revenue Vehicle Electrification Projects	-	-	13	6	1,251	1.0%
Non-Revenue Vehicle Replacement	-	-	63	63	468	13.5%
Fleet & Maintenance Equipment	-	-	-	-	75	0.0%
Misc.	-	3	69	72	692	10.0%
<b>Total \$</b>	<b>95</b>	<b>382</b>	<b>\$ 1,125</b>	<b>\$ 1,282</b>	<b>\$ 8,844</b>	<b>12.7%</b>

YTD spending of \$1,125K is slightly lower than budget of \$1,282K

9.3A.7

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

\*\* Revised budget approved in November, 2022

**Questions?**

# Appendix

# November 30, 2022

## Monthly Operating Revenue and Expenses

\$ 000's	Actual*	Budget	Fav / (Unfav)
<b>Operating Revenue</b>			
Passenger Fares	\$ 245	\$ 211	\$ 34
Special Transit Fares	613	448	165
<b>Total Operating Revenue</b>	<b>\$ 858</b>	<b>\$ 659</b>	<b>\$ 200</b>
<b>Operating Expense</b>			
Labor - Regular	\$ 1,439	\$ 1,593	\$ 154
Labor - OT	282	123	(159)
Fringe	1,376	1,733	358
Non-Personnel <i>(excludes COVID costs)</i>	846	1,078	232
<b>Total OpEx</b>	<b>\$ 3,943</b>	<b>\$ 4,527</b>	<b>\$ 584</b>
<b>Operating Surplus/(Deficit)</b>	<b>(\$ 3,085)</b>	<b>(\$ 3,869)</b>	<b>\$ 784</b>
	<i>21.8%</i>	<i>14.6%</i>	<i>7.2%</i>
	<i>Farebox Recovery</i>		
<b>Non-Operating Revenue/(Expense)</b>			
Sales Tax/including Measure D	\$ 2,968	\$ 2,217	\$ 751
Federal/State Grants	3,127	2,305	822
COVID Related Costs	(15)	(28)	13
Pension UAL/Bond Interest Payment	(217)	(217)	-
All Other	87	60	27
<b>Total Non-Operating Revenue/(Expense)</b>	<b>\$ 5,949</b>	<b>\$ 4,336</b>	<b>\$ 1,613</b>
<b>Operating Surplus/(Deficit) before Transfers</b>	<b>\$ 2,864</b>	<b>\$ 468</b>	<b>\$ 2,397</b>
<b>Transfers and Other</b>			
Transfers to Bus Replacement Fund	(\$ 248)	(\$ 170)	(\$ 78)
<b>Operating Surplus/(Deficit) after Transfers</b>	<b>\$ 2,617</b>	<b>\$ 298</b>	<b>\$ 2,319</b>

**9.3A.10**

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





**DATE:** December 16, 2022  
**TO:** Board of Directors  
**FROM:** Michael Tree, CEO/General Manager  
**SUBJECT: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE**

**I. RECOMMENDED ACTION**

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

**II. SUMMARY**

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

**III. DISCUSSION/BACKGROUND**

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

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

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

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

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

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

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

There is no financial impact.

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

N/A

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

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

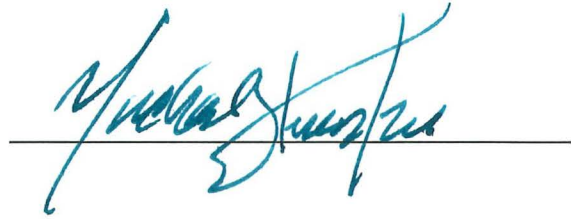
#### **VIII. ATTACHMENTS**

**Attachment A:** Authorizing Resolution

Prepared by: Donna Bauer, Executive Assistant

**IX. APPROVALS**

Michael Tree, CEO/General Manager



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# Attachment A



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

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

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

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

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

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

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

# Attachment A

Resolution #

Page 2 of 3

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

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

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

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

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

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

**PASSED AND ADOPTED** by the Board of Directors of the Santa Cruz Metropolitan Transit District this 16th Day of December 2022 by the following vote:

**AYES:** Directors -

**NOES:** Directors -

**ABSTAIN:** Directors -

**ABSENT:** Directors -

**APPROVED:**

---

LARRY PAGELER, Board Chair

**9.4A.2**

# Attachment A

Resolution #  
Page 3 of 3

## **ATTEST:**

---

MICHAEL TREE,  
CEO/General Manager

## **APPROVED AS TO FORM:**

---

JULIE SHERMAN  
General Counsel

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**DATE:** December 16, 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/or 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 vehicles identified in the Excess Vehicle & Equipment Listing (Exhibit A) have become obsolete and surpassed their useful life expectancy:

- One (1) 1998 New Flyer Bus: no. 9805
- Two (2) 2003 New Flyer Buses: nos. 2227 & 2230
- One (1) 2014 Ford Escape: no. 1401

The vehicles recommended for disposal are 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 the assets listed in Exhibit A; therefore, it is recommended that they be disposed of at this time.

The disposition of these assets 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 items 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 total estimated gross market value of the items included in the disposal list is approximately \$6,000. These vehicles have reached the end of their useful life and are obsolete. There is minimal financial impact as a result of these disposals.

Any revenue generated from the sale of 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 vehicles in capital asset inventory. Staff does not recommend this alternative because the items have exceeded their useful life and/or are cost-prohibitive to repair and are no long in use.

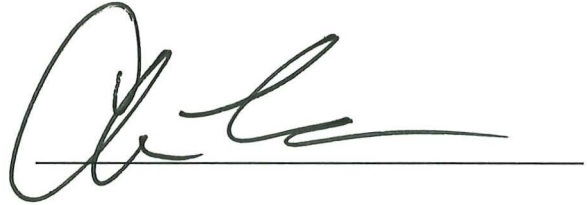
#### **VIII. ATTACHMENTS**

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

**Exhibit A:** Excess Vehicle & Equipment Listing—as of December 16, 2022

**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



## 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 assets are declared excess property on the Excess Vehicle & Equipment Listing as of 12/16/2022, "Exhibit A" and may be disposed of or auctioned as such:
  - a. "One (1) 1998 New Flyer Bus: no. 9805";
  - b. "Two (2) 2003 New Flyer Buses: nos. 2227 & 2230";
  - c. "One (1) 2014 Ford Escape: no. 1401";

# Attachment A

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

**PASSED AND ADOPTED** by the Board of Directors of the Santa Cruz Metropolitan Transit District on December 16, 2022, by the following vote:

AYES: DIRECTORS –

NOES: DIRECTORS –

ABSENT: DIRECTORS –

ABSTAIN: DIRECTORS –

APPROVE:

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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 12/16/2022

(Attached)

# Exhibit A

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT										
EXCESS VEHICLE & EQUIPMENT LISTING AS OF 12/16/2022										
Vehicle or Asset Tag #	Description	Acquisition Date	Cost	Accumulated Depreciation	Net Book Value	Est. Market Value	Reason for Disposal	Condition	VIN / SN	License #
9805	1998 NEW FLYER D35LF	4/21/1998	\$ 289,710.11	\$ 289,710	\$ -	\$ 1,500.00	END OF USEFUL LIFE	POOR	5FYD2SL01WU018348	E-1019706
2227	2003 NEW FLYER D40LFC	4/7/2003	\$ 523,341.34	\$ 523,341	\$ -	\$ 1,500.00	END OF USEFUL LIFE	POOR	5FYD2LL092U024642	1161765
2230	2003 NEW FLYER D40LFC	3/24/2003	\$ 499,085.66	\$ 499,086	\$ -	\$ 1,500.00	END OF USEFUL LIFE	POOR	5FYG2LL04U024645	1161771
1401	2014 FORD ESCAPE	6/30/2014	\$ 34,495.44	\$ 34,495	\$ -	\$ 1,500.00	END OF USEFUL LIFE	POOR	1FMCU0GXXEUA54079	E-1431866





**DATE:** December 16, 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 December 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 one claim for the month of December 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
Candi Rivera	22-0015	Claimant alleges that a METRO Bus damaged her vehicle. Amount of claim: \$3,986.24	Reject

Prepared by: Tom Szestowicki, Safety Specialist

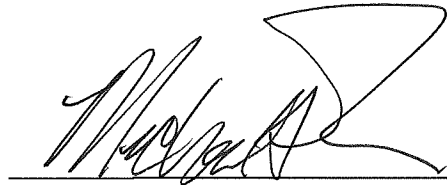
**IX. APPROVALS**

Curtis Moses, Safety, Security  
and Risk Management Director



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Michael Tree  
CEO/General Manager



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**DATE:** December 16, 2022

**TO:** Board of Directors

**FROM:** Margo Ross, Chief Operations Officer

**SUBJECT: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 1<sup>ST</sup> CONTRACT AMENDMENT TO CONTRACT 23-05 WITH GILLIG, LLC TO INCREASE THE CONTRACT TOTAL PRICE BY \$270,344 FOR PURCHASE AND DELIVERY OF FIVE BATTERY ELECTRIC BUSES**

### **I. RECOMMENDED ACTION**

**That the Board of Directors (Board) authorize the CEO/General Manager to execute a first contract amendment with GILLIG LLC to increase the contract 23-05 total price by \$270,344 for Purchase and Delivery of Five Battery Electric Buses, thereby increasing the total contract authority from \$5,656,924 to \$5,927,268**

### **II. SUMMARY**

- The Santa Cruz Metropolitan Transit District (METRO) has a need for Battery Electric Buses for the Highway 17 Commuter Route and the Fixed Route Circulator in Watsonville
- METRO has contract with Gillig LLC in the amount of \$5,656,924 for the Purchase and Delivery of Five Battery Electric Buses which were purchased against options from the Washington State Purchasing Cooperative Contract.
- METRO staff finalized the final design and bus features for the Five Electric Buses, which increased the Total Contract Price by \$270,344. The price increase is for the design requirements unique to Santa Cruz METRO.
- Staff recommends that the Board of Directors (Board) approve the First Amendment to the Gillig Contract for these changes for a not-to-exceed total of \$5,927,268.

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

METRO received funds from the 2016 FTA Low-No Program to replace three 40' 18-year-old diesel Suburban commuter buses with three higher passenger capacity ZE 45' over-the-road coaches for the Highway 17 Route and installation of 200kW inductive charging system. The grant was submitted in partnership with Build Your Dreams (BYD) for the buses, the Center for Transportation and the

Environment (CTE) for project management assistance and Momentum Dynamics for the in-ground inductive charger. METRO also received funds from the LCTOP to procure one additional ZEB to operate in the Watsonville service area.

At the time of the grant application, there were no ZE 45' over-the-road coaches available on the market.

On July 22, 2022, METRO tested a Gillig 40' BEB with 444kWh of battery capacity on the Highway 17 corridor and the bus met METRO's goal of a minimum of two roundtrips before requiring additional charge. The proposed purchase of five (5) Gillig 40' BEB with 686kwh battery capacity would exceed the necessary capacity along the route and provide a 32% increase in on-board energy capacity.

METRO's contract for Battery Electric Buses was awarded to Gillig LLC after approval was received at the August 26, 2022 Board Meeting.

METRO Staff worked with Gillig to finalize the required Bus Design and Configuration, resulting in a price increase of \$270,344 for the Five Battery Electric Buses. The price increase includes Clever Device CAD/AVL and wiring for ClearVision monitors, enhanced features for wheels, steering, seating, windows and luggage racks on the Hwy 17 buses.

Staff recommends that the Board approve the first amendment to the contract with Gillig, LLC for the additional warranty and design changes to the four (4) 40'X102" 686kwh Battery Electric (BE) Suburban Low Floor Plus (LFP) Buses and one (1) 40'X102" 686kwh BE LFP Bus, increasing the total contract price by \$270,344 for a new not to exceed amount of \$5,927,268.

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

The actions taken in this report tie to METRO's Financial Stability, Stewardship, Accountability, and State of Good Repair:

- Service Quality and Delivery
- State of Good Repair

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

Funds to support the four (4) BEBs Suburban LFP procurement are available in the FY16 FTA Low-No grant in the amount of \$3,507,967, local match in the amount of \$625,470 from Bus Replacement Funds (Measure D) and the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) funding in the amount of \$480,000, and PG&E Rebates of \$136,000. Funds to support the fifth BEB LFP is available in the FY20 LCTOP grant in the amount of \$1,005,830, the HVIP funding in the amount of \$138,000, and PG&E Rebates of \$34,000.

The table below outlines the matrix for grant funding allocations.

	FY16 FTA Low- No grant	Local MatchBus Replacement Funds (Measure D)	HVIP Vouchers	PGE Rebates	FY20 LCTOP	TOTAL
4 Gillig Battery Electric Bus	\$3,507,967	\$625,470	\$480,000	\$136,000		<b>\$4,749,437</b>
1 Gillig Battery Electric Bus			\$138,000	\$34,000	\$1,005,830	<b>\$1,177,830</b>
						<b>\$5,927,267</b>

**VI. CHANGES FROM COMMITTEE**

N/A

**VII. ALTERNATIVES CONSIDERED**

The Board could decide not to authorize this amendment, but that is not recommended by staff, as the price increase is due to required design changes meeting METRO’s needs.

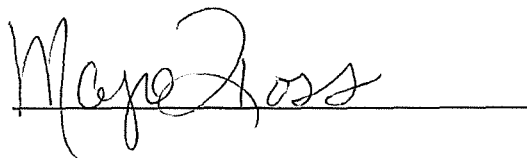
**VIII. ATTACHMENTS**

**Attachment A:** Amendment 1 to Agreement 23-05 for Battery Electric Buses

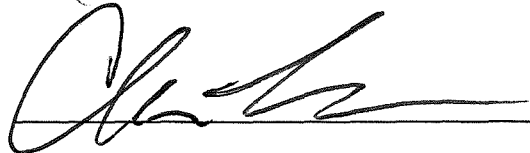
Prepared by: Margo Ross, Chief Operations Officer

**IX. APPROVALS**

Margo Ross, COO

Handwritten signature of Margo Ross in cursive script, written over a horizontal line.

Approved as to fiscal impact:  
Chuck Farmer, CFO

Handwritten signature of Chuck Farmer in cursive script, written over a horizontal line.

Michael Tree, CEO/General Manager

Handwritten signature of Michael Tree in cursive script, written over a horizontal line.



# Attachment A

## **SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FIRST AMENDMENT TO CONTRACT NO. 23-05 FOR FIVE BATTERY ELECTRIC TRANSIT BUSES**

This First Amendment to Contract No. 23-05 for Purchase and Delivery of Five Battery Electric Transit Buses is made effective December 16, 2022 between the Santa Cruz Metropolitan Transit District (“METRO”), a political subdivision of the State of California, and Gillig, LLC (“Contractor”).

### **I. RECITALS**

- 1.1 METRO and Contractor entered into a Contract for Purchase and Delivery of Five (5) Battery Electric Buses (“Contract”) on October 11, 2022.
- 1.2 METRO and Contractor desire to amend the Contract to incorporate approved Modifications to the Battery Electric Bus Design, increase the Contract price in accordance with the CONTRACTOR's updated price proposal, attached hereto as Exhibit A-1, and clarify the payment terms.

Therefore, METRO and Contractor agree to amend the Contract as follows:

### **II. SCOPE OF SERVICES**

Section 1 is hereby amended by replacing the first paragraph with the following:

This is an Agreement for the purchase of five (5) new low-floor, 40-foot battery electric transit buses as described more particularly in the CONTRACTOR's quote, attached hereto as Exhibit A-1 and incorporated by this reference. The scope of the CONTRACTOR's services shall consist of the services set forth in Exhibit C, as supplemented by Exhibit A-1.

### **III. AGREEMENT DOCUMENTS**

Section 3 is hereby deleted in its entirety and replaced as follows:

This Agreement consists of the following documents (Agreement Documents):

- (1) This Agreement.
- (2) Exhibit A-1, CONTRACTOR's Quote.
- (3) Exhibit B, METRO's Insurance Requirements.
- (4) Exhibit C, DES Contract.

In the event of conflict between or among the terms of the Agreement Documents, the order of precedence shall be the order of documents listed above, with the first-listed document having the highest precedence and the last-listed document having the lowest precedence.

### **IV. COMPENSATION**

Section 8 is hereby deleted in its entirety and replaced as follows:

# Attachment A

The CONTRACTOR agrees to perform the services set forth in Section 1, including, without limitation, the furnishing and delivery of the 5 Buses for a lump sum price of \$5,927,268. This amount reflects a unit price of \$1,187,359 for four Battery Electric Suburban Buses and \$1,177,830 for one Battery Electric Low Floor Plus Bus, as supplemented by the options/add ons selected by METRO in its sole discretion, and the applicable producer price index ("PPI") escalation and fees, as set forth more particularly in Exhibit A-1.

The Total Contract Price of Five Million Nine Hundred Twenty-seven Thousand Two Hundred Sixty-eight Dollars (\$5,927,268.00) is an all-inclusive lump sum amount, and includes all labor, materials, profit, overhead, insurance, warranty, testing, sales tax, subcontractor costs and all other costs and expenses incurred by the CONTRACTOR. METRO will pay the CONTRACTOR in accordance with Section 9.

## V. MANNER OF PAYMENT

Section 9 is hereby deleted in its entirety and replaced as follows:

Section 6.2 of Exhibit C is deleted in its entirety and replaced as follows:

The CONTRACTOR shall provide METRO with preliminary invoices thirty (30) calendar days prior to the delivery of each Bus or spare component. Final invoices shall be furnished to METRO within one week of each Bus or spare component being shipped from the CONTRACTOR's facility. The invoices for vehicles and spare components delivered shall be marked with the appropriate Purchase Order:

- PO 23-0079 L for the Quantity 4 Battery Electric Suburban Bus
- PO 23-0080 L for the Quantity 1 Battery Electric Low Floor Plus Bus

The final invoices shall include advance chargers for the 1% Spares Components, which shall clearly be listed as a separate line item on all final vehicle Invoices. Invoices shall conform to the rates specified in Exhibit A-1.

METRO will endeavor to pay approved invoices/billing statements within 30 calendar days of METRO's Bus Acceptance of each bus. METRO reserves the right to withhold payment to the CONTRACTOR if METRO determines that the quantity or quality of the work performed is unacceptable, including, without limitation, failure of any Bus to pass acceptance testing as set forth in Section 6 or Section 5 of Exhibit C. METRO shall provide written notice to the CONTRACTOR within 30 business days of METRO's decision not to pay and the reasons for non-payment.

One copy of each invoice should be via email to [apinvoices@scmtd.com](mailto:apinvoices@scmtd.com) with a copy to the Maintenance Manager's admin: [ajenkins@scmtd.com](mailto:ajenkins@scmtd.com).

## VI. REMAINING TERMS AND CONDITIONS

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

# Attachment A

## VII. AUTHORITY

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

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

**Santa Cruz METRO –  
SANTA CRUZ METROPOLITAN  
TRANSIT DISTRICT**

**Michael Tree  
CEO/General Manager**

\_\_\_\_\_

**GILLIG, LLC**

**William F. Fay, Jr.  
Vice President Sales**

\_\_\_\_\_

**Approved as to Form:**

**Julie Sherman  
General Counsel**

\_\_\_\_\_

## Price Summary

8/16/2022

**SANTA CRUZ, CA (PIGGYBACK - STATE OF WASHINGTON RFP# 2020 06719-01)**  
**(1) 40' BATTERY ELECTRIC BUS, SN: 199035**

Action	Section	Item	Price
(NON TAXED)		Santa Cruz, Ca, Ca 40' Battery Electric Unit Price (Non-Taxed)	\$1,070,339.00
<b><u>Pre-Production Meeting Changes (Eddie Benson) 11/7/2022</u></b>			
Delete	6	Duraflange Wheels	(\$1,211.00)
Change	6	Goodyear Tires	\$0.00
Add	6	(1) Additional Spare Wheel & Tire (Per Bus) (Wheel: \$700 & Tire: \$750)	\$1,450.00
Add	7	ZF ReAX Electric Assist Steering	\$2,494.00
Add	13	Rear Jump Charge	\$140.00
Delete	34	Passenger Info Station 19/23 2Dp 1T Santa Cruz	(\$264.00)
Add	34	Passenger Info Station OBIC 19/21 4PW 1T	\$335.00
Add	34	Innocom Ad Card Holder# 15-53433-000	\$22.00
Add	37	Bonden, Full-Fixed Passenger Windows	\$860.00
Delete	37	Bonded, Upper Transom Passenger Windows	(\$3,983.00)
Add	39	Yield Sign	\$640.00
Change	51	Electric Roof Hatch with Driver Control (\$494 per Position)	\$988.00
Adjust	69a	Clever Device's CAD/AVL (Bus Quantity)	\$116.00
Add	69a	Pre-Wire (2) CleverVision Monitors	\$2,471.00
Delete	71	Santa Cruz, Ca Custom Graphics (Same As #197436)	(\$13,378.00)
Add	74	Cummins Traction Motor Extended Warranty (60 Months / 250,000 Miles)	\$14,340.00
Add	76	Spare & Tooling Budget (Credit of Exterior Graphics)	\$14,000.00
(NON TAXED)		<b>Santa Cruz, CA 40' Low Floor Battery-Electric (BEB) Current Price 11/17/22</b>	<b>\$1,089,359.00</b>
(TAXED - 5.3125%)			<b>\$1,177,830.41</b>
<b><u>Spares &amp; Tooling Budget (Included In Bus Price)</u></b>			
		Spares & Tooling Budget (To Deferred Account)	\$25,138.00

**Non-Taxable Items (Included In Bus Price)**

Non-Taxable Ada Equipment (Ramp, Restraints, Kneeling, Destination Signs, P/A)	\$30,162.00
Non-Taxable Delivery Charge	\$2,154.00
Non-Taxable Warranty	\$0.00
Non-Taxable Training	\$0.00

## CONFIDENTIAL

This pricing information is intended only for the personal and confidential use of the recipient(s) to whom it was originally sent. If you are not an intended recipient of this information or an agent responsible for delivering it to an intended recipient, you are hereby notified that you have received this information in error, and that any review, dissemination, distribution, or copying of this message is strictly prohibited.

## Exhibit A-1

4

8/16/2022

**SANTA CRUZ, CA (PIGGYBACK - STATE OF WASHINGTON RFP# 2020 06719-01)  
(1) 40' BATTERY ELECTRIC BUS, SN: 199035**

ITEM	STATE OF WASHINGTON, WA	SANTA CRUZ, CA	VARIANCE
EXTERIOR STYLING PACKAGE	LOW FLOOR PLUS	LOW FLOOR PLUS	\$0.00
CUMMINS EV TRACTION MOTOR, INVERTERS & POWER MANAGEMENT SYSTEMS	INCLUDED	REQUIRED	\$0.00
ESS ENERGY STORAGE SYSTEM WITH 6 BATTERY PACKS (588 KWH TOTAL CAPACITY)	INCLUDED	7TH BATTERY PACK FOR (686 KWH TOTAL BATTERY CAPACITY)	\$53,776.00
DEPOT PLUG-IN CHARGING PORT PER SAE J1772	(1) CCS TYPE 1 CONNECTOR (REAR - CURBSIDE)	(2) CCS TYPE 1 CONNECTOR (REAR - CURBSIDE & FRONT - STREETSIDE)	\$6,850.00
OVERHEAD DROP DOWN PANTOGRAPH CHARGE RAILS	NOT INCLUDED	NOT REQUIRED	\$0.00
RADIATOR	NOT INCLUDED	NOT REQUIRED	\$0.00
E-COAT RAD/CAC	NOT INCLUDED	NOT REQUIRED	\$0.00
RADIATOR TANK GUARD	NOT INCLUDED	NOT REQUIRED	\$0.00
BRAKES	DISC BRAKES	DISC BRAKES	\$0.00
MERITOR FRONT & REAR AXLES	INCLUDED	REQUIRED	\$0.00
AXLE HUB SEALS	GREASE SEALS	OIL SEALS	\$0.00
MAGNETIC AXLE DRAIN PLUGS	INCLUDED	REQUIRED	\$0.00
ELECTRONIC STABILITY CONTROL	INCLUDED	REQUIRED	\$0.00
AUTOMATIC TRACTION CONTROL	INCLUDED	REQUIRED	\$0.00
HILL HOLD SWITCH	NOT INCLUDED	NOT REQUIRED	\$0.00
HUBODOMETER	NOT INCLUDED	NOT REQUIRED	\$0.00
HUBODOMETER GUARD	NOT INCLUDED	NOT REQUIRED	\$0.00
WHEEL MOUNTING	HUB PILOTED	HUB PILOTED	\$0.00
WHEELS	(6) FULL POLISHED ALUMINUM WHEELS	(7) FULL POLISHED ALUMINUM WHEELS W/ DURABRIGHT	\$1,756.00
DURAFLANGE WHEELS	NOT INCLUDED	REQUIRED (7) WHEELS	\$1,211.00
TIRES	CUSTOMER SUPPLIED	GILLIG SUPPLIED (7) MICHELIN 315/85R22.5	\$4,865.00
ELECTRIC STEERING ASSIST	NOT INCLUDED	NOT REQUIRED	\$0.00
VIP TEXTURED STEERING WHEEL	NOT INCLUDED	REQUIRED	\$73.00
GAUGES IN REAR RUN BOX	ELECTRIC FORSTER GAUGE	ELECTRIC AMETEK C-COM GAUGE	\$0.00
ELECTRICAL TOW CONNECTION	INCLUDED	REQUIRED	\$183.00
ELECTRIC HYDRAULIC PUMP	INCLUDED	REQUIRED	\$0.00
AD-IP AIR DRYER FOR EBUS APPLICATION	INCLUDED	REQUIRED	\$0.00
ENGINE SKID PROTECTION	NOT INCLUDED	NOT REQUIRED	\$0.00
A-POST SKID PLATES	NOT INCLUDED	REQUIRED - CS & SS	\$172.00
HORN SPLASH SHIELD	NOT INCLUDED	NOT REQUIRED	\$0.00
LEVEL 2 INSULATION	INCLUDED	REQUIRED	\$0.00
BATTERY TYPE	(2) ODYSSEY AGM GROUP 31	(2) ODYSSEY AGM GROUP 31	\$0.00
BATTERY JUMP START CONN	INCLUDED (REAR CONNECTION)	REQUIRED (FRONT CONNECTION)	(\$45.00)
WHEELCHAIR RAMP	LIFT-U LU18	LIFT-U LU18	\$0.00
TK ELECTRIC HVAC SYSTEM TE18	INCLUDED	REQUIRED	\$0.00
CLIMATE COMFORT TECHNOLOGIES CCT 24V-1 ELECTRONIC AIR CLEANER	NOT INCLUDED	REQUIRED	\$2,188.00
REFRIGERANT PRESSURE DISPLAY	NOT INCLUDED	REQUIRED	\$356.00
DRIVERS HEATER MOTORS	BRUSHLESS	BRUSHLESS	\$0.00
FRESH AIR MAKE-UP	NOT INCLUDED	REQUIRED	\$725.00
STREET SIDE FLOOR HEATER	NOT INCLUDED	NOT REQUIRED	\$0.00

## Exhibit A-1

4

8/16/2022

**SANTA CRUZ, CA (PIGGYBACK - STATE OF WASHINGTON RFP# 2020 06719-01)  
(1) 40' BATTERY ELECTRIC BUS, SN: 199035**

ITEM	STATE OF WASHINGTON, WA	SANTA CRUZ, CA	VARIANCE
EBUS COLD WEATHER FRONT THRESHOLD HEATER AND REAR CURB SIDE HEATER	NOT INCLUDED	NOT REQUIRED	\$0.00
EBUS COLD WEATHER PACKAGE W/ DIESEL & ELECTRIC FIRED AUXILIARY COOLANT HEATER	NOT INCLUDED	NOT REQUIRED	\$0.00
WARM WALL HEATER	NOT INCLUDED	NOT REQUIRED	\$0.00
DASH FAN(S)	NOT INCLUDED	(2) REQUIRED	\$178.00
SENSITIVE EDGE	NOT INCLUDED	NOT REQUIRED	\$0.00
REAR DOOR	34" AIR OPEN/SPRING CLOSE	34" AIR OPEN/SPRING CLOSE	\$0.00
REAR DOOR CONTROLS	FULL DRIVER CONTROL	VAPOR "CLASS" SYSTEM	\$3,703.00
VAPOR ELECTRONIC DOOR CONTROL W/ BUTTONS	NOT INCLUDED	NOT REQUIRED	\$0.00
EXTERIOR FRONT DOOR RELEASE	NOT INCLUDED	NOT REQUIRED	\$0.00
ELECTRICAL EQUIPMENT CABINET	44" W/(2) FANS	44" W/(2) FANS	\$0.00
ELECTRICAL EQUIPMENT CABINET INTERIOR LIGHTS	NOT INCLUDED	NOT REQUIRED	\$0.00
CS WHEELWELL STORAGE BOX	NOT INCLUDED	NOT REQUIRED	\$0.00
PASSENGER INFO STATION	NOT INCLUDED	19/23 2DP 1T SANTA CRUZ	\$264.00
REGISTRATION PERMIT CARD HOLDER	NOT INCLUDED	(2) REQUIRED	\$70.00
SCHEDULE RACKS	NOT INCLUDED	NOT REQUIRED	\$0.00
EXTERIOR AD FRAMES	NOT INCLUDED	NOT REQUIRED	\$0.00
PASSENGER SEATS	AMSECO INSIGHT W/ A.R.M , Q'STRAIT RESTRAINTS	USSC GEMINI W/ (2) Q'PODS & (2) 2-PASS FLIP SEATS AFT ADA	\$16,575.00
FRONT WHEELWELL VERTICAL STANCHIONS	NOT INCLUDED	NOT REQUIRED	\$0.00
DRIVERS SEAT	RECARO ERGO METRO W/ HEADREST & 2-PT BLACK BELT	RECARO ERGO METRO W/ HEADREST & 2-PT BLACK BELT	\$0.00
SEAT BELT ALARM	NOT INCLUDED	NOT REQUIRED	\$0.00
SEAT CUSHION ALARM	NOT INCLUDED	NOT REQUIRED	\$134.00
SEAT ARMREST	NOT INCLUDED	NOT REQUIRED	\$0.00
PASSENGER SIGNALS	PULL CORDS	PULL CORDS	\$0.00
STOP REQUEST AT REAR DOOR STANCHION	NOT INCLUDED	REQUIRED	\$68.00
STOP REQUEST LAMP AT DASH	NOT INCLUDED	NOT REQUIRED	\$0.00
DRIVERS BARRIER	WRAPAROUND W/OUT SCHEDULE HOLDERS	WRAPAROUND W/(3) 3.88"X5"X1.62" SCHEDULE HOLDERS	\$54.00
DRIVERS PROTECTION BARRIER	NOT INCLUDED	AROWGUARD W/ EXTENDED GLASS	\$5,240.00
OVERHEAD GRAB STRAPS	NOT INCLUDED	(6) GRAY OUTER PVC & INNER POLYESTER WEBBING STRAP 11"	\$150.00
STANCHIONS	YELLOW POWDER COATED	YELLOW POWDER COATED	\$0.00
PASSENGER WINDOWS	AROW STD FRAME / UPPER TRANSOM	RICON BONDED FRAME / UPPER TRANSOM	\$3,983.00
3M SCOTCH GUARD FILM TO PASSENGER WINDOWS	NOT INCLUDED	REQUIRED	\$5,250.00
GLAZING GUARDS	NOT INCLUDED	NOT REQUIRED	\$0.00
HEAD LAMPS	LED LOW & HIGH BEAMS	LED LOW & HIGH BEAMS	\$0.00
STOP/TAIL/TURN/BACK UP LAMPS	4" ROUND DIALIGHT LED	4" ROUND DIALIGHT LED	\$0.00
FRONT & REAR CURB LAMPS	NOT INCLUDED	(3) REQUIRED	\$969.00
REAR CAP GRILLE LOWER CENTER STOP LAMPS	(2) 4" RED LED LAMPS	(2) 18' RED LED STRIP LAMPS	\$100.00
YIELD SIGN	NOT INCLUDED	NOT REQUIRED	\$0.00

## Exhibit A-1

4

8/16/2022

**SANTA CRUZ, CA (PIGGYBACK - STATE OF WASHINGTON RFP# 2020 06719-01)  
(1) 40' BATTERY ELECTRIC BUS, SN: 199035**

ITEM	STATE OF WASHINGTON, WA	SANTA CRUZ, CA	VARIANCE
EXTERIOR PORCH LAMPS	NOT INCLUDED	NOT REQUIRED	\$0.00
INTERIOR LAMPS	LED I/O CONTROLS	LED PRETORIA	\$0.00
PASSENGER READING LAMPS	NOT INCLUDED	REQUIRED	\$826.00
PLEASURE RADIO	NOT INCLUDED	NOT REQUIRED	\$0.00
2-WAY RADIO & ANTENNA	PRE-WIRE W/ANTENNA	PRE-WIRE W/ANTENNA	\$0.00
PA SYSTEM/VOICE ANNUCIATOR	STD REI	VIA ITS	\$0.00
CAD / AVL ITS SYSTEM	NOT INCLUDED	CLEVER DEVICES FULL INSTALL SYSTEM W/ IVN5, CRADLEPOINT IBR17009 MODEM, 9" LCD DISPLAY, SPEAKEASY, APC (FRONT & REAR DOORS) & ANTENNA	\$33,231.00
CLEVER DEVICES ELECTRIC VEHICLE MANAGEMENT SOFTWARE (EVMS)	NOT INCLUDED	ONE-TIME SET UP FEE & SOFTWARE FOR YEAR 1 ONLY	\$1,520.00
DRIVERS SPEAKER	NOT INCLUDED	NOT REQUIRED	\$0.00
HAND HELD MIC	INCLUDED	REQUIRED	\$0.00
HEATED FRONT GLAZING	NOT INCLUDED	NOT REQUIRED	\$0.00
DESTINATION SIGNS	TWIN VISION AMBER FRONT, CURBSIDE & REAR	LUMINATOR FULL COLOR (24X200) FRONT, AMBER CURBSIDE & REAR W/ CAMERA	\$7,456.00
FRONT RUN SIGN	NOT INCLUDED	NOT REQUIRED	\$0.00
FAREBOX	PRE-WIRE ONLY	PRE-WIRE ONLY	\$0.00
FAREBOX GUARD	INCLUDED	REQUIRED	\$0.00
CEILING MTD FAREBOX LAMP	NOT INCLUDED	REQUIRED	\$88.00
TRANSFER CUTTER	NOT INCLUDED	NOT REQUIRED	\$0.00
PASSENGER COUNTER	NOT INCLUDED	NOT REQUIRED	\$0.00
TELAMATICS SYSTEM	2-YEAR SUBSCRIPTION VIRICITI CLOUD BASED SYSTEM	2-YEAR SUBSCRIPTION VIRICITI CLOUD BASED SYSTEM	\$0.00
FULL COMPOSITE FLOOR	INCLUDED	REQUIRED	\$0.00
FLOORING MATERIAL	ALTRO	ALTRO	\$0.00
INTERIOR TRIM ON STEPS	RUBBER	SSTL W/ YELLOW GRIP TAPE	\$550.00
ROOF HATCHES	(1) REAR MANUAL	(1) FRONT & (1) REAR MANUAL	\$317.00
EXTERIOR MIRRORS	8" X 8" 1-PC, NON-HEATED W/ REMOTE	CLASS A REMOTE/NON -HEATED	\$349.00
FIRE SUPPRESSION WITHOUT ESS SUPPRESSION	AMEREX V-25 W/24 HR BATTERY	AMEREX V-25 W/24 HR BATTERY	\$0.00
TRAFFIC LIGHT PREEMPTION	NOT INCLUDED	NOT REQUIRED	\$0.00
VIDEO SURVEILLANCE	NOT INCLUDED	LUMINATOR TECHNOLOGY GROUP 10-CAMERA SYSTEM W/ ROADRUNNER HDR4K12, 6TB & 10" LCD DISPLAY, WIFI, POWER LOSS DATA PROTECTOR & (2) MOTION DETECTORS	\$13,460.00
BACK UP CAMERA	NOT INCLUDED	NOT REQUIRED	\$0.00
BIKE RACK	SPORTWORKS MOUNTING BRACKETS ONLY	SPORTWORKS MOUNTING BRACKETS & PIVOT PLATE ONLY	\$235.00
BIKE RACK MIRROR	NOT INCLUDED	REQUIRED	\$36.00
BIKE RACK DEPLOYED LAMP - DRIVERS DASH	NOT INCLUDED	REQUIRED	\$200.00
MEDICAL AID KIT	NOT INCLUDED	24 UNIT FIRST AID KIT	\$69.00
BLOODBORN PATHOGEN KIT	NOT INCLUDED	NOT REQUIRED	\$0.00
BIO-HAZARD KIT	NOT INCLUDED	NOT REQUIRED	\$0.00
ELECTRONIC MFD MULTI FUNCTION DASH DISPLAY (MFD II)	INCLUDED	REQUIRED	\$0.00
CUP HOLDER	NOT INCLUDED	REQUIRED	\$35.00

# Exhibit A-1

4

8/16/2022

**SANTA CRUZ, CA (PIGGYBACK - STATE OF WASHINGTON RFP# 2020 06719-01)  
(1) 40' BATTERY ELECTRIC BUS, SN: 199035**

ITEM	STATE OF WASHINGTON, WA	SANTA CRUZ, CA	VARIANCE
WASTE CONTAINER	NOT INCLUDED	REQUIRED	\$170.00
ADJUSTABLE PEDALS	NOT INCLUDED	REQUIRED	\$1,130.00
EXTERIOR PAINT	1-COLOR	2-COLORS	\$2,150.00
CLEAR COAT	NOT INCLUDED	NOT REQUIRED	\$0.00
EXTERIOR GRAPHICS	BUS NUMBERS ONLY	SANTA CRUZ, CA CUSTOM GRAPHICS (SAME AS #197436)	\$13,378.00
ROOF NUMBERS	INCLUDED	REQUIRED	\$0.00
WARRANTY - (BASIC BUS)	24 MONTHS / 100,000 MILES	24 MONTHS / 100,000 MILES	\$0.00
WARRANTY - (STRUCTURAL INTEGRITY CORROSION)	144 MONTHS / 500,000 MILES	144 MONTHS / 500,000 MILES	\$0.00
WARRANTY - ESS (BATTERIES) (W/ 7TH BATTERY PACK)	72 MONTHS / 300,000 MILES	72 MONTHS / 300,000 MILES	\$0.00
WARRANTY - (TRACTION MOTOR)	36 MONTHS / 100,000 MILES	36 MONTHS / 100,000 MILES	\$0.00
WARRANTY - (HVAC TK ELECTRIC)	36 MONTHS / UNL MILES	36 MONTHS / UNL MILES	\$0.00
WARRANTY - (ALL OTHERS)	BASE COVERAGE PER STATE OF WA CONTRACT	BASE COVERAGE PER STATE OF WA CONTRACT	\$0.00
TRAINING	NOT INCLUDED	NOT REQUIRED	\$0.00

TOTAL SANTA CRUZ, CA VARIANCES	\$184,048.00
STATE OF WASHINGTON, WA 40' BATTERY ELECTRIC BASE UNIT PRICE (APRIL 2021)	\$813,044.00
DELIVERY	\$2,154.00
SANTA CRUZ, CA 40' BATTERY ELECTRIC BASE UNIT PRICE	\$999,246.00
PPI 1413 ADJUSTMENT PER WA STATE CONTRACT AMENDMENT #1= (11.78%) ONE TIME REDUCTION TO (6%)	\$59,955.00
<b>SANTA CRUZ, CA 40' BATTERY ELECTRIC ADJUSTED CURRENT PRICE (8/16/2022)</b>	<b>\$1,059,201.00</b>

**NON -TAXABLE ITEMS CALCULATIONS**

NON-TAXABLE ADA EQUIPMENT	\$19,228.00
CHANGE WHEEL CHAIR RESTRAINTS TO Q'STRAIT Q'PODS	\$10,934.00
DELIVERY	\$2,154.00
SANTA CRUZ, CA, CA NON-TAXABLE ITEMS	\$32,316.00

**CURRENT BUS PRICE CALCULATIONS INCLUDING CA SALES TAX**

SANTA CRUZ, CA, CA 40' BATTERY ELECTRIC UNIT PRICE (NON-TAXED)	\$1,059,201.00
SANTA CRUZ, CA, CA NON-TAXABLE ITEMS	(\$32,316.00)
SANTA CRUZ, CA, CA 40' BATTERY ELECTRIC TAXABLE PRICE	\$1,026,885.00
ADD CALIFORNIA SALES TAX - SANTA CRUZ, CA, CA (9.25% ADJUSTED TO 5.3125% ZERO EMISSION)	\$54,553.00
SANTA CRUZ, CA, CA NON-TAXABLE ITEMS	\$32,316.00
SANTA CRUZ, CA, CA 40' BATTERY ELECTRIC UNIT PRICE, W/ DELIVERY & CA SALES TAX	\$1,113,754.00
SPARES & TOOLING BUDGET (1%)	\$11,138.00
<b>SANTA CRUZ, CA, CA 40' BEB CURRENT UNIT PRICE, W/ DELIVERY, CA SALES TAX &amp; SPARES (8/16/2022)</b>	<b>\$1,124,892.00</b>

**OPTIONS TO BE CONSIDERED NOT INCLUDED IN ABOVE PRICING**

CUMMINS TRACTION MOTOR EXTENDED WARRANTY (60 MONTHS / 250,000 MILES)	\$14,340.00
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# Exhibit A-1 CONTRACT 23-05 EXHIBIT A-1

## Price Summary

8/16/2022

**SANTA CRUZ, CA (PIGGYBACK - STATE OF WASHINGTON RFP# 2020 06719-01)**

**(4) 40' BATTERY ELECTRIC SUBURBAN BUSES, SN: 199036-199039**

Action	Section	Item	Price
<b>(NON TAXED)</b>		Santa Cruz, Ca, Ca 40' Battery Electric Suburban Unit Price (Non-Taxed)	\$1,077,877.00
<b><u>Pre-Production Meeting Changes (Eddie Benson) 11/7/2022</u></b>			
Delete	6	Duraflange Wheels	(\$1,211.00)
Change	6	Goodyear Tires	\$0.00
Add	6	(1) Additional Spare Wheel & Tire (Per Bus) (Wheel: \$700 & Tire: \$750)	\$1,450.00
Add	7	ZF ReAX Electric Assist Steering	\$2,494.00
Add	13	Rear Jump Charge	\$140.00
Change	28	American Seating N2003 Passenger Seats (35 Seated)	(\$375.00)
Add	28	(18) Passenger Seat USB Modules	\$2,849.00
Delete	34	Passenger Info Station 19/23 2Dp 1T Santa Cruz	(\$264.00)
Add	34	Passenger Info Station OBIC 19/21 4PW 1T	\$335.00
Add	34	Innocom Ad Card Holder# 15-53433-000	\$22.00
Add	37	Bonden, Full-Fixed Passenger Windows	\$860.00
Delete	37	Bonded, Upper Transom Passenger Windows	(\$3,983.00)
Add	39	Yield Sign	\$640.00
Add	40	Overhead Luggage Racks/Lofts (Closed-Bottom)	\$4,200.00
Change	51	Electric Roof Hatch with Driver Control (\$494 per Position)	\$988.00
Adjust	69a	Clever Device's CAD/AVL (Bus Quantity)(No Rear Door APC)	(\$1,971.00)
Add	69a	Pre-Wire (2) CleverVision Monitors	\$2,471.00
Delete	71	Santa Cruz, Ca Custom Graphics (Same As #197436)	(\$13,378.00)
Add	74	Cummins Traction Motor Extended Warranty (60 Months / 250,000 Miles)	\$14,340.00
Add	76	Spare & Tooling Budget (Credit of Exterior Graphics)	\$14,000.00
<b>(NON TAXED)</b>		<b>Santa Cruz, CA 40' Low Floor Suburban Battery-Electric (BEB) Current Price 11/17/22</b>	<b>\$1,101,484.00</b>
<b>(TAXED - 5.3125%)</b>			<b>\$1,187,359.34</b>
<b><u>Spares &amp; Tooling Budget (Included In Bus Price)</u></b>			
		Spares & Tooling Budget (To Deferred Account)	\$25,218.00
<b><u>Non-Taxable Items (Included In Bus Price)</u></b>			
		Non-Taxable Ada Equipment (Ramp, Restraints, Kneeling, Destination Signs, P/A)	\$26,740.00
		Non-Taxable Delivery Charge	\$2,154.00
		Non-Taxable Warranty	\$0.00
		Non-Taxable Training	\$0.00

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## Exhibit A-1

## PRICE VARIANCE

8/16/2022

SANTA CRUZ, CA (PIGGYBACK - STATE OF WASHINGTON RFP# 2020 06719-01)

(4) 40' BATTERY ELECTRIC SUBURBAN BUSES, SN: 199036-199039

ITEM	STATE OF WASHINGTON, WA	SANTA CRUZ, CA	VARIANCE
EXTERIOR STYLING PACKAGE	LOW FLOOR PLUS	LOW FLOOR PLUS	\$0.00
CUMMINS EV TRACTION MOTOR, INVERTERS & POWER MANAGEMENT SYSTEMS	INCLUDED	REQUIRED	\$0.00
ESS ENERGY STORAGE SYSTEM WITH 6 BATTERY PACKS (588 KWH TOTAL CAPACITY)	INCLUDED	7TH BATTERY PACK FOR (686 KWH TOTAL BATTERY CAPACITY)	\$53,776.00
DEPOT PLUG-IN CHARGING PORT PER SAE J1772	(1) CCS TYPE 1 CONNECTOR (REAR - CURBSIDE)	(2) CCS TYPE 1 CONNECTOR (REAR - CURBSIDE & FRONT - STREETSIDE)	\$6,850.00
OVERHEAD DROP DOWN PANTOGRAPH CHARGE RAILS	NOT INCLUDED	NOT REQUIRED	\$0.00
RADIATOR	NOT INCLUDED	NOT REQUIRED	\$0.00
E-COAT RAD/CAC	NOT INCLUDED	NOT REQUIRED	\$0.00
RADIATOR TANK GUARD	NOT INCLUDED	NOT REQUIRED	\$0.00
BRAKES	DISC BRAKES	DISC BRAKES	\$0.00
MERITOR FRONT & REAR AXLES	INCLUDED	REQUIRED	\$0.00
AXLE HUB SEALS	GREASE SEALS	OIL SEALS	\$0.00
MAGNETIC AXLE DRAIN PLUGS	INCLUDED	REQUIRED	\$0.00
ELECTRONIC STABILITY CONTROL	INCLUDED	REQUIRED	\$0.00
AUTOMATIC TRACTION CONTROL	INCLUDED	REQUIRED	\$0.00
HILL HOLD SWITCH	NOT INCLUDED	NOT REQUIRED	\$0.00
HUBODOMETER	NOT INCLUDED	NOT REQUIRED	\$0.00
HUBODOMETER GUARD	NOT INCLUDED	NOT REQUIRED	\$0.00
WHEEL MOUNTING	HUB PILOTED	HUB PILOTED	\$0.00
WHEELS	(6) FULL POLISHED ALUMINUM WHEELS	(7) FULL POLISHED ALUMINUM WHEELS W/ DURABRIGHT	\$1,756.00
DURAFLANGE WHEELS	NOT INCLUDED	REQUIRED (7) WHEELS	\$1,211.00
TIRES	CUSTOMER SUPPLIED	GILLIG SUPPLIED (7) MICHELIN 315/85R22.5	\$4,865.00
ELECTRIC STEERING ASSIST	NOT INCLUDED	NOT REQUIRED	\$0.00
VIP TEXTURED STEERING WHEEL	NOT INCLUDED	REQUIRED	\$73.00
GAUGES IN REAR RUN BOX	ELECTRIC FORSTER GAUGE	ELECTRIC AMETEK C-COM GAUGE	\$0.00
ELECTRICAL TOW CONNECTION	INCLUDED	REQUIRED	\$183.00
ELECTRIC HYDRAULIC PUMP	INCLUDED	REQUIRED	\$0.00
AD-IP AIR DRYER FOR EBUS APPLICATION	INCLUDED	REQUIRED	\$0.00
ENGINE SKID PROTECTION	NOT INCLUDED	NOT REQUIRED	\$0.00
A-POST SKID PLATES	NOT INCLUDED	REQUIRED - CS & SS	\$172.00
HORN SPLASH SHIELD	NOT INCLUDED	NOT REQUIRED	\$0.00
LEVEL 2 INSULATION	INCLUDED	REQUIRED	\$0.00
BATTERY TYPE	(2) ODYSSEY AGM GROUP 31	(2) ODYSSEY AGM GROUP 31	\$0.00
BATTERY JUMP START CONN	INCLUDED (REAR CONNECTION)	REQUIRED (FRONT CONNECTION)	(\$45.00)
WHEELCHAIR RAMP	LIFT-U LU18	LIFT-U LU18	\$0.00
TK ELECTRIC HVAC SYSTEM TE18	INCLUDED	REQUIRED	\$0.00
CLIMATE COMFORT TECHNOLOGIES CCT 24V-1 ELECTRONIC AIR CLEANER REFRIGERANT PRESSURE DISPLAY	NOT INCLUDED	REQUIRED	\$2,188.00
DRIVERS HEATER MOTORS	BRUSHLESS	BRUSHLESS	\$356.00
FRESH AIR MAKE-UP	NOT INCLUDED	REQUIRED	\$725.00
STREET SIDE FLOOR HEATER	NOT INCLUDED	NOT REQUIRED	\$0.00

## Exhibit A-1

## PRICE VARIANCE

8/16/2022

SANTA CRUZ, CA (PIGGYBACK - STATE OF WASHINGTON RFP# 2020 06719-01)

(4) 40' BATTERY ELECTRIC SUBURBAN BUSES, SN: 199036-199039

ITEM	STATE OF WASHINGTON, WA	SANTA CRUZ, CA	VARIANCE
EBUS COLD WEATHER FRONT THRESHOLD HEATER AND REAR CURB SIDE HEATER	NOT INCLUDED	NOT REQUIRED	\$0.00
EBUS COLD WEATHER PACKAGE W/ DIESEL & ELECTRIC FIRED AUXILIARY COOLANT HEATER	NOT INCLUDED	NOT REQUIRED	\$0.00
WARM WALL HEATER	NOT INCLUDED	NOT REQUIRED	\$0.00
DASH FAN(S)	NOT INCLUDED	(2) REQUIRED	\$178.00
REAR DOOR	34" AIR OPEN/SPRING CLOSE, FULL DRIVER CONTROL	NOT REQUIRED	(\$1,300.00)
VAPOR ELECTRONIC DOOR CONTROL W/ BUTTONS	NOT INCLUDED	NOT REQUIRED	\$0.00
SENSITIVE EDGE	NOT INCLUDED	NOT REQUIRED	\$0.00
EXTERIOR FRONT DOOR RELEASE	NOT INCLUDED	NOT REQUIRED	\$0.00
ELECTRICAL EQUIPMENT CABINET	44" W/(2) FANS	44" W/(2) FANS	\$0.00
ELECTRICAL EQUIPMENT CABINET INTERIOR LIGHTS	NOT INCLUDED	NOT REQUIRED	\$0.00
CS WHEELWELL STORAGE BOX	NOT INCLUDED	NOT REQUIRED	\$0.00
PASSENGER INFO STATION	NOT INCLUDED	19/23 2DP 1T SANTA CRUZ	\$264.00
REGISTRATION PERMIT CARD HOLDER	NOT INCLUDED	(2) REQUIRED	\$70.00
SCHEDULE RACKS	NOT INCLUDED	NOT REQUIRED	\$0.00
EXTERIOR AD FRAMES	NOT INCLUDED	NOT REQUIRED	\$0.00
PASSENGER SEATS	AMSECO INSIGHT W/ A.R.M , Q'STRAIT RESTRANTS	AMSECO 2005/6466 (37) PASSENGER LAYOUT W/ (2) Q'PODS	\$22,188.00
FULL WIDTH RAISED FLOOR PLATFORMS	NOT INCLUDED	REQUIRED IN LOW FLOOR AREA	\$3,994.00
SEAT RISERS FOR FWD FACING SEATS	NOT INCLUDED	REQUIRED IN RAISED FLOOR AREA (QTY 2)	\$2,500.00
FRONT WHEELWELL VERTICAL STANCHIONS	NOT INCLUDED	NOT REQUIRED	\$0.00
DRIVERS SEAT	RECARO ERGO METRO W/ HEADREST & 2-PT BLACK BELT	RECARO ERGO METRO W/ HEADREST & 2-PT BLACK BELT	\$0.00
SEAT BELT ALARM	NOT INCLUDED	NOT REQUIRED	\$0.00
SEAT CUSHION ALARM	NOT INCLUDED	NOT REQUIRED	\$134.00
SEAT ARMREST	NOT INCLUDED	NOT REQUIRED	\$0.00
PASSENGER SIGNALS	PULL CORDS	PULL CORDS	\$0.00
STOP REQUEST AT REAR DOOR STANCHION	NOT INCLUDED	NOT REQUIRED	\$0.00
STOP REQUEST LAMP AT DASH	NOT INCLUDED	NOT REQUIRED	\$0.00
DRIVERS BARRIER	WRAPAROUND W/OUT SCHEDULE HOLDERS	WRAPAROUND W/ (3) 3.88"X5"X1.62" SCHEDULE HOLDERS	\$54.00
DRIVERS PROTECTION BARRIER	NOT INCLUDED	AROWGUARD W/ EXTENDED GLASS	\$5,240.00
OVERHEAD GRAB STRAPS	NOT INCLUDED	(6) GRAY OUTER PVC & INNER POLYESTER WEBBING STRAP 11"	\$150.00
STANCHIONS	YELLOW POWDER COATED	YELLOW POWDER COATED	\$0.00
PASSENGER WINDOWS	AROW STD FRAME / UPPER TRANSOM	RICON BONDED FRAME / UPPER TRANSOM	\$3,983.00
3M SCOTCH GUARD FILM TO PASSENGER WINDOWS	NOT INCLUDED	REQUIRED	\$5,250.00
GLAZING GUARDS	NOT INCLUDED	NOT REQUIRED	\$0.00
HEAD LAMPS	LED LOW & HIGH BEAMS	LED LOW & HIGH BEAMS	\$0.00
STOP/TAIL/TURN/BACK UP LAMPS	4" ROUND DIALIGHT LED	4" ROUND DIALIGHT LED	\$0.00
FRONT & REAR CURB LAMPS	NOT INCLUDED	(3) REQUIRED	\$969.00

## Exhibit A-1

## PRICE VARIANCE

8/16/2022

SANTA CRUZ, CA (PIGGYBACK - STATE OF WASHINGTON RFP# 2020 06719-01)

(4) 40' BATTERY ELECTRIC SUBURBAN BUSES, SN: 199036-199039

ITEM	STATE OF WASHINGTON, WA	SANTA CRUZ, CA	VARIANCE
REAR CAP GRILLE LOWER CENTER STOP LAMPS	(2) 4" RED LED LAMPS	(2) 18' RED LED STRIP LAMPS	\$100.00
YIELD SIGN	NOT INCLUDED	NOT REQUIRED	\$0.00
EXTERIOR PORCH LAMPS	NOT INCLUDED	NOT REQUIRED	\$0.00
INTERIOR LAMPS	LED I/O CONTROLS	LED PRETORIA	\$0.00
PASSENGER READING LAMPS	NOT INCLUDED	REQUIRED	\$826.00
PLEASURE RADIO	NOT INCLUDED	NOT REQUIRED	\$0.00
2-WAY RADIO & ANTENNA	PRE-WIRE W/ANTENNA	PRE-WIRE W/ANTENNA	\$0.00
PA SYSTEM/VOICE ANNUNCIATOR	STD REI	VIA ITS	\$0.00
CAD / AVL ITS SYSTEM	NOT INCLUDED	CLEVER DEVICES FULL INSTALL SYSTEM W/ IVN5, CRADLEPOINT IBR17009 MODEM, 9" LCD DISPLAY, SPEAKEASY, APC (FRONT & REAR DOORS) & ANTENNA	\$33,231.00
CLEVER DEVICES ELECTRIC VEHICLE MANAGEMENT SOFTWARE (EVMS)	NOT INCLUDED	ONE-TIME SET UP FEE & SOFTWARE FOR YEAR 1 ONLY	\$1,520.00
DRIVERS SPEAKER	NOT INCLUDED	NOT REQUIRED	\$0.00
HAND HELD MIC	INCLUDED	REQUIRED	\$0.00
HEATED FRONT GLAZING	NOT INCLUDED	NOT REQUIRED	\$0.00
DESTINATION SIGNS	TWIN VISION AMBER FRONT, CURBSIDE & REAR	LUMINATOR FULL COLOR (24X200) FRONT, AMBER CURBSIDE & REAR W/ CAMERA	\$7,456.00
FRONT RUN SIGN	NOT INCLUDED	NOT REQUIRED	\$0.00
FAREBOX	PRE-WIRE ONLY	PRE-WIRE ONLY	\$0.00
FAREBOX GUARD	INCLUDED	REQUIRED	\$0.00
CEILING MTD FAREBOX LAMP	NOT INCLUDED	REQUIRED	\$88.00
TRANSFER CUTTER	NOT INCLUDED	NOT REQUIRED	\$0.00
PASSENGER COUNTER	NOT INCLUDED	NOT REQUIRED	\$0.00
TELAMATICS SYSTEM	2-YEAR SUBSCRIPTION VIRICITI CLOUD BASED SYSTEM	2-YEAR SUBSCRIPTION VIRICITI CLOUD BASED SYSTEM	\$0.00
FULL COMPOSITE FLOOR	INCLUDED	REQUIRED	\$0.00
FLOORING MATERIAL	ALTRO	ALTRO	\$0.00
INTERIOR TRIM ON STEPS	RUBBER	SSTL W/ YELLOW GRIP TAPE	\$550.00
ROOF HATCHES	(1) REAR MANUAL	(1) FRONT & (1) REAR MANUAL	\$317.00
EXTERIOR MIRRORS	8" X 8" 1-PC, NON-HEATED W/ REMOTE	CLASS A REMOTE/NON -HEATED	\$349.00
FIRE SUPPRESSION WITHOUT ESS SUPPRESSION	AMEREX V-25 W/24 HR BATTERY	AMEREX V-25 W/24 HR BATTERY	\$0.00
TRAFFIC LIGHT PREEMPTION	NOT INCLUDED	NOT REQUIRED	\$0.00
VIDEO SURVEILLANCE	NOT INCLUDED	LUMINATOR TECHNOLOGY GROUP 10-CAMERA SYSTEM W/ ROADRUNNER HDR4K12, 6TB & 10" LCD DISPLAY, WIFI, POWER LOSS DATA PROTECTOR & (2) MOTION DETECTORS	\$13,460.00
BACK UP CAMERA	NOT INCLUDED	NOT REQUIRED	\$0.00
BIKE RACK	SPORTWORKS MOUNTING BRACKETS ONLY	SPORTWORKS MOUNTING BRACKETS & PIVOT PLATE ONLY	\$235.00
BIKE RACK MIRROR	NOT INCLUDED	REQUIRED	\$36.00
BIKE RACK DEPLOYED LAMP - DRIVERS DASH	NOT INCLUDED	REQUIRED	\$200.00
MEDICAL AID KIT	NOT INCLUDED	24 UNIT FIRST AID KIT	\$69.00
BLOODBORN PATHOGEN KIT	NOT INCLUDED	NOT REQUIRED	\$0.00
BIO-HAZARD KIT	NOT INCLUDED	NOT REQUIRED	\$0.00

# Exhibit A-1

## PRICE VARIANCE

8/16/2022

### SANTA CRUZ, CA (PIGGYBACK - STATE OF WASHINGTON RFP# 2020 06719-01) (4) 40' BATTERY ELECTRIC SUBURBAN BUSES, SN: 199036-199039

ITEM	STATE OF WASHINGTON, WA	SANTA CRUZ, CA	VARIANCE
ELECTRONIC MFD MULTI FUNCTION DASH DISPLAY (MFD II)	INCLUDED	REQUIRED	\$0.00
CUP HOLDER	NOT INCLUDED	REQUIRED	\$35.00
WASTE CONTAINER	NOT INCLUDED	REQUIRED	\$170.00
ADJUSTABLE PEDALS	NOT INCLUDED	REQUIRED	\$1,130.00
EXTERIOR PAINT	1-COLOR	2-COLORS	\$2,150.00
CLEAR COAT	NOT INCLUDED	NOT REQUIRED	\$0.00
EXTERIOR GRAPHICS	BUS NUMBERS ONLY	SANTA CRUZ, CA CUSTOM GRAPHICS (SAME AS #197436)	\$13,378.00
ROOF NUMBERS	INCLUDED	REQUIRED	\$0.00
WARRANTY - (BASIC BUS)	24 MONTHS / 100,000 MILES	24 MONTHS / 100,000 MILES	\$0.00
WARRANTY - (STRUCTURAL INTEGRITY CORROSION)	144 MONTHS / 500,000 MILES	144 MONTHS / 500,000 MILES	\$0.00
WARRANTY - ESS (BATTERIES) (W/ 7TH BATTERY PACK)	72 MONTHS / 300,000 MILES	72 MONTHS / 300,000 MILES	\$0.00
WARRANTY - (TRACTION MOTOR)	36 MONTHS / 100,000 MILES	36 MONTHS / 100,000 MILES	\$0.00
WARRANTY - (HVAC TK ELECTRIC)	36 MONTHS / UNL MILES	36 MONTHS / UNL MILES	\$0.00
WARRANTY - (ALL OTHERS)	BASE COVERAGE PER STATE OF WA CONTRACT	BASE COVERAGE PER STATE OF WA CONTRACT	\$0.00
TRAINING	NOT INCLUDED	NOT REQUIRED	\$0.00

TOTAL SANTA CRUZ, CA VARIANCES	\$191,084.00
STATE OF WASHINGTON, WA 40' BATTERY ELECTRIC SUBURBAN BASE UNIT PRICE (APRIL 2021)	\$813,044.00
DELIVERY	\$2,154.00
SANTA CRUZ, CA 40' BATTERY ELECTRIC SUBURBAN BASE UNIT PRICE	\$1,006,282.00
PPI 1413 ADJUSTMENT PER WA STATE CONTRACT AMENDMENT #1= (11.78%) ONE TIME REDUCTION TO (6%)	\$60,377.00
<b>SANTA CRUZ, CA 40' BATTERY ELECTRIC SUBURBAN CURRENT PRICE (8/16/2022)</b>	<b>\$1,066,659.00</b>

#### NON -TAXABLE ITEMS CALCULATIONS

NON-TAXABLE ADA EQUIPMENT	\$19,228.00
CHANGE WHEEL CHAIR RESTRAINTS TO Q'STRAIT Q'PODS	\$7,512.00
DELIVERY	\$2,154.00
SANTA CRUZ, CA, CA NON-TAXABLE ITEMS	\$28,894.00

#### CURRENT BUS PRICE CALCULATIONS INCLUDING CA SALES TAX

SANTA CRUZ, CA, CA 40' BATTERY ELECTRIC SUBURBAN UNIT PRICE (NON-TAXED)	\$1,066,659.00
SANTA CRUZ, CA, CA NON-TAXABLE ITEMS	(\$28,894.00)
SANTA CRUZ, CA, CA 40' BATTERY ELECTRIC SUBURBAN TAXABLE PRICE	\$1,037,765.00
ADD CALIFORNIA SALES TAX - SANTA CRUZ, CA, CA (9.25% ADJUSTED TO 5.3125% ZERO EMISSION)	\$55,131.00
SANTA CRUZ, CA, CA NON-TAXABLE ITEMS	\$28,894.00
SANTA CRUZ, CA, CA 40' BATTERY ELECTRIC SUBURBAN UNIT PRICE, W/ DELIVERY & CA SALES TAX	\$1,121,790.00
SPARES & TOOLING BUDGET (1%)	\$11,218.00
<b>SANTA CRUZ, CA, CA 40' BATTERY ELECTRIC SUBURBAN CURRENT UNIT PRICE, W/ DELIVERY, CA SALES TAX &amp; SPARES (8/16/2022)</b>	<b>\$1,133,008.00</b>

#### OPTIONS TO BE CONSIDERED NOT INCLUDED IN ABOVE PRICING

CUMMINS TRACTION MOTOR EXTENDED WARRANTY (60 MONTHS / 250,000 MILES)	\$14,340.00
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CONFIDENTIAL

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**DATE:** December 16, 2022  
**TO:** Board of Directors  
**FROM:** John Urgo, Planning & Development  
Director

**SUBJECT: CONSIDERATION OF APPROVAL OF THE HOUSING AUTHORITY OF  
THE COUNTY OF SANTA CRUZ ECOPASS PILOT PROGRAM**

**I. RECOMMENDED ACTION**

**That the Board of Directors approve the Housing Authority Residential EcoPass Pilot Program, and a one-year contract with the Housing Authority of the County of Santa Cruz to implement this program.**

**II. SUMMARY**

- The Housing Authority of The County of Santa Cruz (Housing Authority) aims to provide supportive services to residents of its managed properties, and its Board of Commissioners identified METRO bus passes as a priority supportive service.
- The Housing Authority inquired about purchasing METRO bus passes for its residents, and METRO staff submitted a proposal to the Housing Authority for a one year EcoPass Pilot Program at a cost of \$61,198.
- METRO has a history of working with organizations to provide group bus passes, including students (UCSC, Cabrillo College), employees (City of Santa Cruz, County of Santa Cruz), and residents (Pacific Shores).
- METRO previously conducted an EcoPass pilot with the City of Santa Cruz, and has also held discussions with a County Supervisor about the possibility of a countywide residential EcoPass program.

**III. DISCUSSION/BACKGROUND**

The Housing Authority of the County of Santa Cruz provides affordable housing to thousands of low-income individuals and families in Santa Cruz County. In addition to affordable housing, the Housing Authority aims to provide supportive services to its residents to improve tenant employability and increase independence. The Housing Authority Board of Commissioners identified METRO bus passes as a priority supportive service, and voted to allocate funding for that purpose.

Housing Authority staff contacted METRO to inquire about a bus pass program for 980 residents of 19 of its managed multi-family properties.

METRO has multiple bus pass programs in place with diverse organizations including colleges, the City of Santa Cruz, and an apartment complex. When an

organization purchases an unlimited-use local bus pass for its constituents, research has found that individual pass holders are more likely to ride transit on a regular basis.

EcoPasses are a specific bus pass program in which an organization purchases bus passes on behalf of individuals of a defined population (employees, residents) at a substantial discount, but the organization must purchase the passes for every individual, regardless of how many ultimately use the pass.

For this program, the Housing Authority provided the number of residents in 19 managed properties, divided into Adult, Senior/Disabled, and Youth – a total of 980 residents. The annual cost of a year of 31-Day passes was calculated, and discounted by 90% - a common EcoPass discount based upon research of several transit agencies' programs. The annual cost comes to \$61,198.

This program is proposed as a one-year pilot to test the appeal to residential users. Previous residential pass programs have been pay-per-ride programs; METRO's previous EcoPass program was an employee program with the City of Santa Cruz. Toward the end of the initial year, the Housing Authority and METRO will evaluate the program for its long-term viability.

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

This program aligns with METRO's Strategic Alliances and Community Outreach strategic priority.

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

METRO would receive an additional \$61,198 in revenue from this program, which is expected to exceed a loss in existing fare revenue from residents who currently purchase fares on their own.

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

- METRO could choose to not offer a Housing Authority EcoPass pilot program and leave Housing Authority residents to purchase their own passes or single fares. This action is not recommended, as EcoPasses have been shown to bring new riders into the system, and this pilot would also provide insight into how an expanded (possibly county-wide) program might perform.

#### **VII. ATTACHMENTS**

None

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

Prepared by: Pete Rasmussen, Transportation Planner II



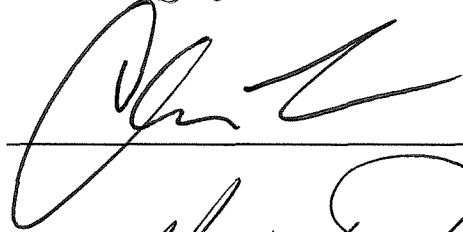
**VIII. APPROVALS**

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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THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

# CERTIFICATE OF APPRECIATION

TO

## CHRYSTAL AYRES TRANSIT SUPERVISOR

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

GIVEN THIS 16TH DAY OF DECEMBER 2022

CHAIR, BOARD OF DIRECTORS

CEO / GENERAL MANAGER





THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

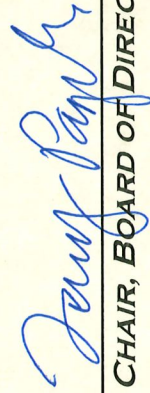
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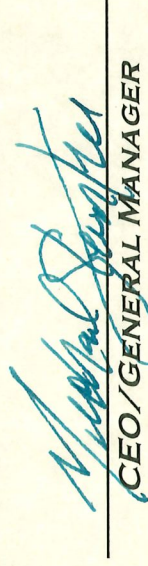
TO

## PABLO BERRELLEZA TRANSIT SUPERVISOR

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

GIVEN THIS 16TH DAY OF DECEMBER 2022

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

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





THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

# CERTIFICATE OF APPRECIATION

TO

## LORENA CALDERON BUS OPERATOR

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

GIVEN THIS 16TH DAY OF DECEMBER 2022

*Jany Pank*  
\_\_\_\_\_  
CHAIR, BOARD OF DIRECTORS

*Michael J. Taylor*  
\_\_\_\_\_  
CEO / GENERAL MANAGER





THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

# CERTIFICATE OF APPRECIATION

TO

## TRAVIS HAVENS BUS OPERATOR

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

GIVEN THIS 16TH DAY OF DECEMBER 2022

*Jerry Pankh*  
\_\_\_\_\_  
CHAIR, BOARD OF DIRECTORS

*Michael J. ...*  
\_\_\_\_\_  
CEO / GENERAL MANAGER





THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

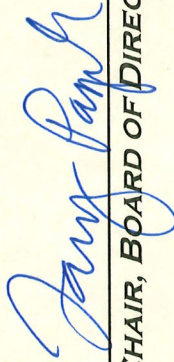
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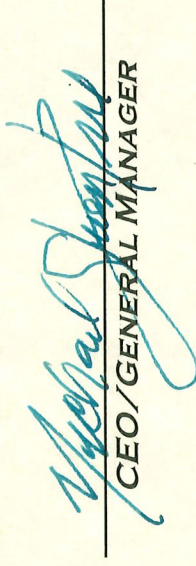
TO

# ALLISON HERNANDEZ-ADAIR BUS OPERATOR

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

GIVEN THIS 16TH DAY OF DECEMBER 2022

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

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





THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

# CERTIFICATE OF APPRECIATION

To

**JOAN JEFFRIES**  
**PURCHASING MANAGER**

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

GIVEN THIS 16TH DAY OF DECEMBER 2022

*Jany Parsh*  
\_\_\_\_\_  
CHAIR, BOARD OF DIRECTORS

*Michael Jeffrey*  
\_\_\_\_\_  
CEO/GENERAL MANAGER





THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

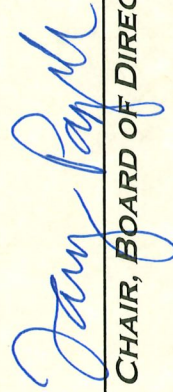
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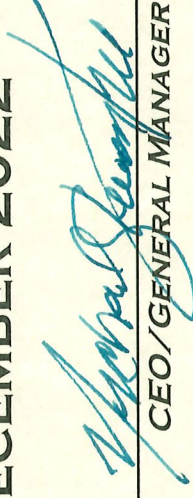
TO

## GERMAN LOPEZ BUS OPERATOR

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

GIVEN THIS 16TH DAY OF DECEMBER 2022

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

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





THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

# CERTIFICATE OF APPRECIATION

TO

## MICHELLE MARTINEZ BUS OPERATOR

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

GIVEN THIS 16TH DAY OF DECEMBER 2022

*Jerry Parks*  
\_\_\_\_\_  
CHAIR, BOARD OF DIRECTORS

*Michael Szymanski*  
\_\_\_\_\_  
CEO / GENERAL MANAGER





THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

# CERTIFICATE OF APPRECIATION

TO

## OSCAR MENDEZ BUS OPERATOR

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

GIVEN THIS 16TH DAY OF DECEMBER 2022

*Jerry Payble*  
\_\_\_\_\_  
CHAIR, BOARD OF DIRECTORS

*Michael J. ...*  
\_\_\_\_\_  
CEO / GENERAL MANAGER





THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

# CERTIFICATE OF APPRECIATION

TO

## JAMES SANDOVAL BUS OPERATOR

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

GIVEN THIS 16TH DAY OF DECEMBER 2022

*Jimmy Payne*  
\_\_\_\_\_  
CHAIR, BOARD OF DIRECTORS

*Michael Sandoval*  
\_\_\_\_\_  
CEO / GENERAL MANAGER





THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

# CERTIFICATE OF APPRECIATION

TO

**MICHAEL THORN  
LEAD MECHANIC**

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

GIVEN THIS 16TH DAY OF DECEMBER 2022

*Jay Park*  
\_\_\_\_\_  
CHAIR, BOARD OF DIRECTORS

*Michael Thorn*  
\_\_\_\_\_  
CEO / GENERAL MANAGER





THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

# CERTIFICATE OF APPRECIATION

TO

**ROBERT VALDIVIA  
TRANSIT SUPERVISOR**

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

GIVEN THIS 16TH DAY OF DECEMBER 2022

*Jerry Payne*  
\_\_\_\_\_  
CHAIR, BOARD OF DIRECTORS

*Michael Jentzsch*  
\_\_\_\_\_  
CEO / GENERAL MANAGER



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

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

### **RESOLUTION OF APPRECIATION FOR THE SERVICES OF RHONDA CARTER AS BUS OPERATOR FOR THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT**

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

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

**WHEREAS**, METRO, requiring an employee with expertise and dedication, appointed Rhonda Carter to serve in the position of Bus Operator, and

**WHEREAS**, Rhonda Carter served as a member of the Operations Department of METRO for the time period of January 22, 2002 to December 8, 2022, and

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

**WHEREAS**, Rhonda Carter served METRO with distinction, and

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

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

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

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

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

**PASSED AND ADOPTED** this 16<sup>th</sup> Day of December 2022 by the following vote:

**AYES:** Directors -

**NOES:** Directors -

**ABSTAIN:** Directors -

**ABSENT:** Directors -

Approved:  
Larry Pageler, Board Chair

\_\_\_\_\_

Attest:  
Michael Tree, CEO/General Manager

\_\_\_\_\_

Approved as to form:  
Julie Sherman, General Counsel

\_\_\_\_\_





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

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

### **RESOLUTION OF APPRECIATION FOR THE SERVICES OF EILEEN WAGLEY AS PARATRANSIT ELIGIBILITY COORDINATOR FOR THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT**

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

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

**WHEREAS**, METRO, requiring an employee with expertise and dedication, appointed Eileen Wagley to serve in the position of Paratransit Eligibility Coordinator, and

**WHEREAS**, Eileen Wagley served as a member of the ParaCruz Department of METRO for the time period of December 7, 2000 to November 18, 2022, and

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

**WHEREAS**, Eileen Wagley served METRO with distinction, and

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

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

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

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

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

**PASSED AND ADOPTED** this 16<sup>th</sup> Day of December 2022 by the following vote:

**AYES:** Directors -

**NOES:** Directors -

**ABSTAIN:** Directors -

**ABSENT:** Directors -

Approved:

Larry Pageler, Board Chair

\_\_\_\_\_

Attest:

Michael Tree, CEO/General Manager

\_\_\_\_\_

Approved as to form:

Julie Sherman, General Counsel

\_\_\_\_\_



**DATE:** December 16, 2022  
**TO:** Board of Directors  
**FROM:** John Urgo, Planning & Development Director  
**SUBJECT: CONSIDERATION OF AWARD OF CONTRACT TO JARRETT WALKER & ASSOCIATES, LLC FOR BUS NETWORK REIMAGINING PLAN NOT TO EXCEED \$398,106**

**I. RECOMMENDED ACTION**

**That the Board of Directors award a contract to Jarrett Walker & Associates, LLC for Bus Network Reimagining Plan in an amount not to exceed \$398,106, and authorize the CEO/General Manager to execute the Jarrett Walker & Associates, LLC contract**

**II. SUMMARY**

- The Santa Cruz Metropolitan Transit District (METRO) has a need for Bus Network Reimagining Plan.
- A formal Request for Proposals (RFP) was conducted to solicit proposals from qualified firms. Three firms submitted proposals for METRO's review.
- A three-member evaluation team composed of METRO staff and an outside adviser reviewed and evaluated the proposals, and is recommending an award to Jarrett Walker & Associates, LLC, the highest ranked firm.

**III. DISCUSSION/BACKGROUND**

Santa Cruz METRO has the potential to deliver an excellent transit system that visibly contributes to goals that matter to Santa Cruz County residents, such as livability, equity, access to opportunity, and reduced emissions. The geography is challenging but ultimately favorable: most of the county's residential density and major destinations are located along a few corridors where high-quality transit could benefit large numbers of people. Despite some hard-to-serve neighborhoods, most of Santa Cruz, Capitola, and Watsonville have reasonably well connected street networks. Choke-points are challenges but also opportunities: improvements through these points can benefit many people and trips.

Much needs to be done to improve transit in Santa Cruz County, like transit priority infrastructure, zero-emission buses, and improvements to the rider experience. But what will make the most difference is how useful the transit system is for people to get where they need to go. How do we make it likely that when someone looks

up a transit trip, they will find a reasonable travel time? The design of the bus network contains most of the answer to this question.

METRO completed its last major service restructuring in 2016 on the heels of a fiscal crisis that led to service cuts. Much has changed since that time, including a worsening housing affordability crisis that has pushed low-income transit riders to farther flung areas of the County, growing demand from the University of California Santa Cruz (UCSC) student body, worsening congestion between Watsonville and Santa Cruz and, most notably, lingering impacts from the COVID-19 pandemic, which has altered travel patterns perhaps irrevocably.

Whereas the previous effort was driven by the need to reduce operating costs, the current effort will develop plans for service expansion that support METRO’s goal of doubling ridership in the next five years. Key project outcomes of the Bus Network Reimagining plan will include: 1) an evaluation of METRO’s current fixed route system; 2) Completion of two alternative scenarios illustrating different policy directions that the METRO bus network might take, focusing on the tradeoffs between ridership and coverage goals; 3) final network scenarios matching three possible financial projections, one with current resources and two with additional financial resources; and 4) a robust process of interaction with stakeholders, city councils, the METRO Board, and the public that provides opportunities to provide substantive and impactful input to the plan.

On October 3, 2022, METRO legally advertised and distributed notice of RFP No. 23-03 for Bus Network Reimagining Plan to 1,722 firms, including 1,406 Disadvantaged Business Enterprises (DBEs), posted notice on its e-procurement portal, and sent email notices to all GovDelivery subscribers. On November 3, 2022, proposals were received and opened from three firms. A list of these firms is provided in Attachment A. A three-member evaluation team, composed of METRO staff from Admin and Planning, and an outside advisor from Monterey-Salinas Transit, has reviewed and evaluated the proposals.

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

<b>Evaluation Criteria</b>	<b>Points</b>
Qualifications and recent experience	25
Sustainability Initiative	5
Understanding of and technical approach to Project requirements	25
Quality of relevant experience of key staff	20
Experience with government agencies	15
References	15
Cost proposal	45
<b>Total Points Possible</b>	<b>150</b>

Jarrett Walker & Associates, LLC was determined to be the highest ranked firm whose proposal fulfills the requirements of the RFP, with costs that are fair and reasonable.

Staff is recommending that the Board award a contract to Jarrett Walker & Associates, LLC for a Bus Network Reimagining Plan in an amount not to exceed \$398,106, and authorize the CEO/General Manager to execute the Jarrett Walker & Associates, LLC contract.

Jarrett Walker & Associates, LLC will provide all services meeting all METRO's specifications and requirements of the contract. John Urgo, Planning & Development Director, will serve as the Contract Administrator and will ensure contract compliance.

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

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

- Service Quality and Delivery
- Strategic Alliances and Community Outreach
- Financial Stability, Stewardship & Accountability

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

The total contract value is \$398,106. Funds to support this contract are included in the Planning Department's FY23 & FY24 Professional and Technical Fees (503031) Operating Budgets. The Department Manager will be responsible for budgeting this expense each fiscal year.

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

N/A

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

- The Board could decide not to conduct the Bus Network Reimagining Plan and continue operating service as is. Staff does not recommend this option as recent changes in commute patterns, most notably long-lasting changes wrought by the COVID-19 pandemic, necessitate a reevaluation of METRO's network and services. Failing to conduct a network reimagining exercise will prevent METRO from adapting to changing land use and travel patterns or achieving its goal of doubling ridership in the next five years. The Bus Network Reimagining Plan will also involve three phases of public and stakeholder outreach to gather input on needs, priorities, and vision for the current and future public transit network in Santa Cruz County. This valuable input will be foregone if this study is not completed.

- The Board could also direct staff to conduct the Bus Network Reimagining Plan in-house. Staff does not recommend this option as the Planning Department is short-staffed and does not have in-house expertise to conduct the comprehensive operational analysis and extensive outreach effort that such a plan entails.

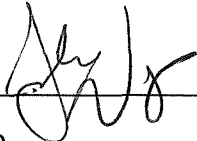
## **VIII. ATTACHMENTS**

**Attachment A:** List of Responding Firms

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


**IX. 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



**Responding Firms for RFP No. 23-03**

## **Bus Network Reimagining Plan**

**Received by November 3, 2022 at 5:00 PM**

Jarrett Walker & Associates, LLC	Portland	OR
Nelson\Nygaard Consulting Associates, Inc.	San Francisco	CA
Transportation Management & Design, Inc.	Carlsbad	CA

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# VERBAL PRESENTATION

## CEO ORAL REPORT / COVID-19 UPDATE

Michael Tree

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# **NEWS CLIPS**

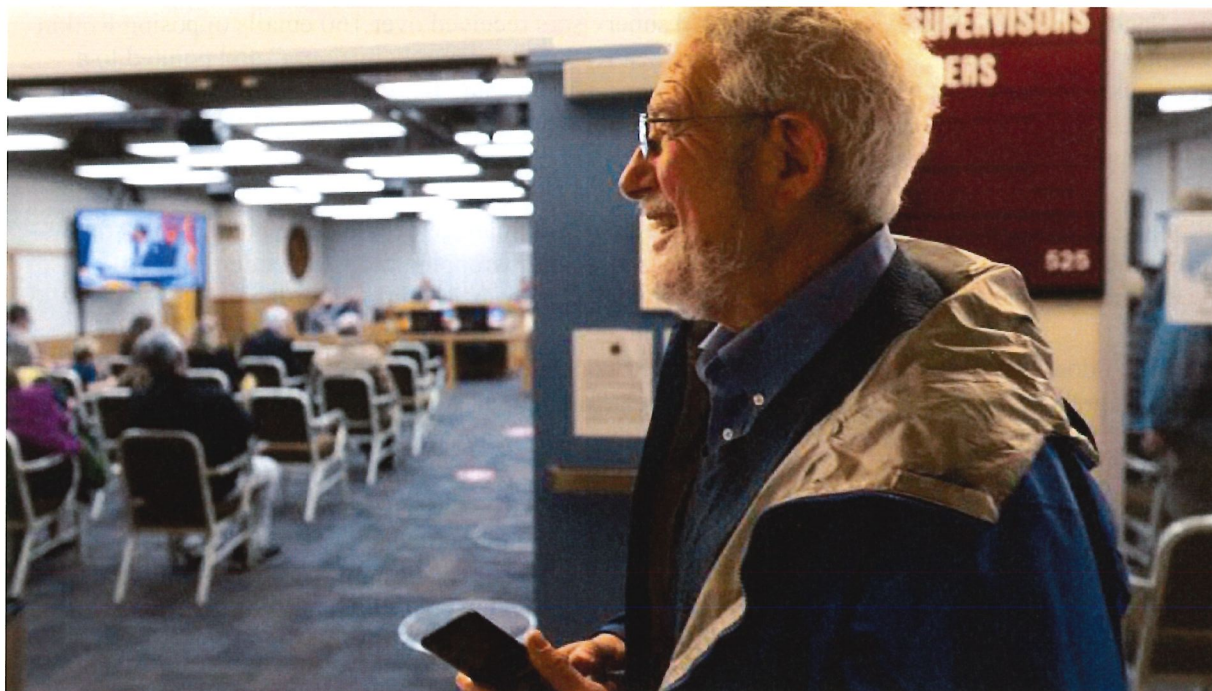
**November 19, 2022 – December 16, 2022**

**SANTA CRUZ  
COUNTY  
ARTICLES**



# LOOKOUT SANTA CRUZ

## Supervisors Look Past Labor Opposition, Pick Rotkin Over South County Rep For Transit Board Seat



Mike Rotkin survived a push to remove him from the Santa Cruz Metropolitan Transit District board of directors. (Kevin Painchaud / Lookout Santa Cruz)

By [Christopher Neely](#)

Source: Lookout Santa Cruz

12/14/22

*Mike Rotkin, a UC Santa Cruz politics lecturer and longtime labor advocate, survived a campaign to paint him as anti-labor and unseat him from the influential Santa Cruz Metropolitan Transit board. Labor's choice, former Watsonville mayor Daniel Dodge, said status quo politics "once again showed its ugly head."*

Despite a [10-day opposition campaign](#) from some of the region's most powerful labor organizations, county supervisors voted to reappoint former Santa Cruz mayor and UC Santa Cruz politics lecturer Mike Rotkin to an influential public transit board rather than labor-favored South County leader Daniel Dodge.

The Santa Cruz County Board of Supervisors voted 3-2 to hand Rotkin the four-year seat on the 11-member Santa Cruz Metropolitan Transit board of directors, a seat he has held for the past eight years. Supervisors Manu Koenig and Zach Friend voted against Rotkin in favor of Dodge. The METRO board essentially acts as the city council for the region's public transit system, which is approaching a pivotal moment as public mobility becomes a pressing issue for the growing county.

Labor groups such as SMART Local 23, which represents public transit bus drivers, SEIU 521 and the regional umbrella organization Monterey Bay Central Labor Council, worked to paint Rotkin as anti-labor despite his decades as lead negotiator for the UCSC lecturers union and organizer for the university's teachers federation. While they accused Rotkin of repeatedly coming out against labor and striking workers, they pushed for Dodge, a former Watsonville mayor and MBCLC's president. They said Dodge, who is also Latino, would offer a needed South County voice on a countywide board where nine of the 11 members represent areas north of 41st Avenue.

James Sandoval, chair of SMART Local 23, said supervisors received over 160 emails opposing Rotkin and supporting Dodge. He said the opposition against Rotkin was "purely business" and pointed to a stance Rotkin took earlier this year against transit employees joining the Public Employment Relations Board — essentially a human resources department run by the state — to receive additional protection during disputes with management.

Rotkin told Lookout he felt strongly that METRO employees, management and the board could solve their conflicts internally without getting the state involved and wrapping the issue under layers of bureaucratic red tape. Rotkin said he is "baffled" by the effort to paint him as anti-labor.

"Honestly, I don't know what this is really about," Rotkin said. "I talked to James [Sandoval]. We shook hands and agreed to meet. I want to be a labor advocate and hope I can reestablish a positive relationship with them."

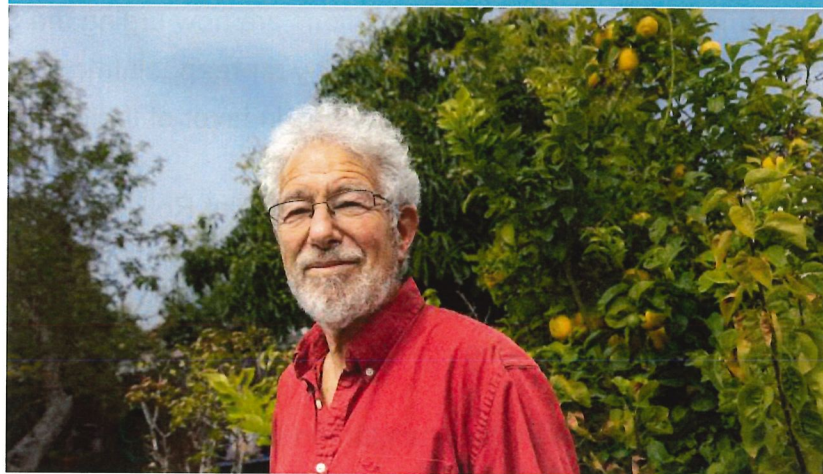
Supervisors Bruce McPherson, Greg Caput and Ryan Coonerty — the latter two in their final meeting as supervisors — made up the majority who pushed the Rotkin reappointment through. Coonerty, a lecturer at UCSC, said Rotkin, as the union representative for UCSC lecturers, has always fought on the side of labor and better wages. Caput, who represents South County on the board of supervisors, publicly told Rotkin he considers him "a friend," before saying he would vote for him.

"It's certainly disappointing that Supervisor Caput voted against South County representation," Dodge told Lookout. "Status quo in Santa Cruz County once again showed its ugly head."

County supervisors get to appoint two supervisors and three representatives from the public to the Metro board of directors. Koenig criticized his colleagues for the fact that all of their appointees were white, and none of them came from South County. Friend, the District 2 supervisor who joined Koenig in supporting Dodge, said although he felt Rotkin was being unfairly painted as anti-labor, the supervisors were failing by not appointing a South County resident to the METRO board.

Rotkin told Lookout he, in part, agreed that the board needed more diversity.

"One could make an argument that we should have had a Latino on the board, but I think I've served the Latinos in Watsonville well," Rotkin said. "There is an underrepresentation of South County. It's a principled stand and I wouldn't have been shocked if they gave it to Dodge because of regional representation. But I am shocked about the labor stuff."



Mike Rotkin served five terms as mayor of Santa Cruz.

(Kevin Painchaud / Lookout Santa Cruz)

CIVIC LIFE

## Drama stews as labor orgs push to unseat Rotkin from public transit board

BY CHRISTOPHER NEELY

An effort to replace Mike Rotkin, an incumbent director on the Santa Cruz Metropolitan Transit District board, has gained backing from some of the most powerful labor organizations in the county.



The [social media post](#) making the rounds among local labor organizations wastes no time. A headshot of UC Santa Cruz politics lecturer and former Santa Cruz mayor Mike Rotkin is painted over with a slash and red text that reads, “NO ON MIKE ... DO NOT REAPPOINT ANTI-LABOR MIKE ROTKIN TO METRO BOARD!”

For Rotkin, a longtime negotiator for the UCSC lecturers union and a teachers federation organizer, to find himself the target of ire from local labor might come as a surprise for many. However, representatives for some of the largest labor organizations in the region are accusing Rotkin of repeatedly coming out against labor unions and striking workers. The organizations are now urging the Santa Cruz County Board of Supervisors to deny Rotkin a four-year reappointment to the Santa Cruz Metropolitan Transit District Board of Directors, in favor of their own candidate.

On Tuesday, supervisors are scheduled to either reappoint Rotkin or choose between labor-supported Daniel Dodge, former Watsonville mayor and president of the Monterey Bay Central Labor Council, and Jack Brown Jr., an engineer tied to the failed [Measure D](#) effort earlier this spring.

The Monterey Bay Central Labor Council has turned up the heat on a twofold campaign to deny Rotkin a reappointment and give Dodge the seat on the METRO board, which acts essentially as the city council for the local public transit system. In a clearly organized effort, several people representing local unions — from the MBCLC and SEIU 521 to the SMART Local 0023 union that represents transit bus drivers — spoke strongly against Rotkin’s reappointment, and in favor of Dodge, during the Dec. 6 board of supervisors meeting.

James Sandoval, head of SMART Local 0023, expects dozens of labor representatives to speak out against Rotkin ahead of the supervisors’ final Tuesday vote on the reappointment. Sandoval declined to comment any further before the supervisors’ vote.

Cesar Lara, executive director of the MBCLC, said the organization has gotten behind SMART Local 0023 — a member of the MBCLC — as animosity toward Rotkin has grown.

“Rotkin has been on our radar for a while,” Lara said. “We see this as an opportunity to have change on the METRO board. Public transit is key for working families and we want to make sure the seat goes to someone who has a voice for working families.”

Rotkin did not return Lookout’s multiple calls for comment for this story.

Lara echoed many of the criticisms made against Rotkin during the Dec. 6 meeting. He referred back to 2005, when Rotkin, as a member of the METRO board of directors, reneged on a labor contract approved by the bus drivers union. Bonnie Morr, a longtime activist who led the bus drivers union at the time, said Rotkin’s vote drove the union to a strike for nearly 40 days.

Morr and Lara further criticized Rotkin for crossing the picket line during the 2005 strike to help strikebreakers clean the METRO buses. They added that Rotkin took a strong stance earlier this year against allowing transit district employees to be protected by the Public Employment Relations Board, a state agency that works to mediate grievances of staff against management.

More recently, local labor organizations have come out against Rotkin for criticizing [striking UCSC academic workers](#). Rotkin [wrote an op-ed, published by Lookout in November](#), in which he criticized the strikers and questioned their motivations, while also highlighting his own labor acumen as chief negotiator for UCSC lecturers for more than 25 years.

MBCLC has distributed a form email for people to send to county supervisors ahead of Tuesday’s vote.

“Unfortunately, Mike is insincere regarding his political stance on labor, and we cannot in good conscious [sic] allow someone to call themselves 'pro-labor' while standing in the way of labor peace,” the email reads. “... It is imperative we appoint leaders on the METRO Board of Directors that will focus on labor relations so we can work towards a more robust transportation system for our community. We need change and we need it now. Please appoint Daniel Dodge to the METRO Board of Directors.”

Dodge, who formerly chaired the METRO board, applied for the appointment and says he would better represent South County and working families in the county.

“The current representative has accumulated a voting record that doesn’t put him in favor with working families in the area,” Dodge said. “Public transit is access to health care, to work, to a better way of life. I believe that.”

## Mass Transit

### CA: State awards \$115 million for transportation projects in Santa Cruz County

The CTC approved more than \$115 million in grant funding through its Active Transportation Program for six transportation projects throughout the county, according to a release from the Santa Cruz County Regional Transportation Commission.

**By** PK Hattis

**Source** Santa Cruz Sentinel, Calif. (TNS)

Dec. 9, 2022

Dec. 8—SANTA CRUZ — Transportation planners in Santa Cruz County have been hard at work and statewide authorities have taken notice in a big way.

The California Transportation Commission approved more than \$115 million in grant funding through its Active Transportation Program for six transportation projects throughout the county, according to a release from the Santa Cruz County Regional Transportation Commission.

The lion's share of that funding —an estimated \$105 million —will go to constructing almost seven miles of the Coastal Rail Trail —a multi use bicycle and pedestrian track along the commission's 32-mile Branch Rail Line connecting both ends of the county.

The four segments receiving funding will ultimately stretch through "the heart of Santa Cruz County" from the city of Santa Cruz to the Seacliff neighborhood.

"This is a big win for Santa Cruz County," Commission Executive Director Guy Preston said in the release. "The Coastal Rail Trail projects are going to transform the way people travel through our county and will benefit generations of bicyclists and pedestrians. This is a great example of how voter-approved local funding can leverage larger state and federal grants."

According to the release, funds from the county's 2016 Measure D sales tax were used to provide a local match to leverage the state's funding program. The grant means that Rail Trail segments 8, 9, 10 and 11 are now fully funded and progress will continue for the highly anticipated project.

Segments 8 and 9 will be delivered by the city of Santa Cruz and include a 2.2-mile trail from the Beach Street roundabout to the eastern side of 17th Avenue. Environmental, design and right-of-way work is currently underway.

"We are so excited to secure funding to advance constructing the Coastal Rail Trail. This is an important project for our community," said Santa Cruz City Manager Matt

Huffaker. "Families, children and visitors will be able to safely walk and bike in Santa Cruz to all of our amazing amenities."

The city also began construction on the second phase of Segment 7 this summer, which begins at Natural Bridges and feeds directly into the Beach Street roundabout.

Segments 10 and 11 include 4.5 miles of trail from 17th Avenue to Seacliff and received \$67.6 million in funding —the largest active transportation grant awarded in the program's history. A final design for this segment is expect in 2024.

But this is not the only competitive grant opportunity the Santa Cruz commission will be seeking in the months ahead. It recently approved a concept report for an electric passenger rail project and staff plans to rely on a combination of 2016 Measure D funds and grant money to meet the early-phase study's \$7.7 million price tag.

In addition to the Rail Trail segment funding from this recent grant, the city of Watsonville received \$6.9 million for its Safe Routes to Downtown Watsonville project and the city of Santa Cruz was awarded \$2.9 million for construction of a multiuse path on the city's westside. The county's Health and Human Services Agency received \$1.8 million for its Safe Routes for Watsonville School Families and Community program and UC Santa Cruz was provided \$700,000 for Phase 2 of its "SlugBikeLife" bike safety and Education Program Phase 2 to develop a robust, culturally inclusive and safe bicycle program surrounding its campus.

The \$115 million in awards received by Santa Cruz County represents 13% of this cycle's \$1.02 billion provided to 93 active transportation projects through the state program.



# Santa Cruz Sentinel

## State Awards \$115 Million For Transportation Projects In Santa Cruz County

*About \$105 million used to construct seven miles of Coastal Rail Trail*

By PK Hattis | [pkhattis@santacruzsentinel.com](mailto:pkhattis@santacruzsentinel.com) | Santa Cruz Sentinel | 12/8/22

SANTA CRUZ — Transportation planners in Santa Cruz County have been hard at work and statewide authorities have taken notice in a big way.

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The \$115 million in awards received by Santa Cruz County represents 13% of this cycle’s \$1.02 billion provided to 93 active transportation projects through the state program.

## **State Approves over \$115 million for Coastal Rail Trail, Active Transportation in Santa Cruz County**

Source: Santa Cruz County Regional Transportation Commission  
12/8/22

The California Transportation Commission (CTC) approved \$115.8 million in grant funding through its Active Transportation Program for six active transportation projects in Santa Cruz County today, including nearly 7 miles of the Coastal Rail Trail through the heart of Santa Cruz County.

The State funding will go toward construction of community-supported bicycle and pedestrian projects throughout Santa Cruz County. Approximately \$105 million will go to constructing portions of the Coastal Rail Trail. These Coastal Rail Trail projects will provide a new dedicated bicycle and pedestrian route between the City of Santa Cruz and the Seacliff neighborhood in the unincorporated area of Santa Cruz County. Santa Cruz County's local Measure D (2016) sales tax provided a match to leverage the State Active Transportation Program funding.

"This is a big win for Santa Cruz County," said RTC Executive Director Guy Preston. "The Coastal Rail Trail projects are going to transform the way people travel through our county and will benefit generations of bicyclists and pedestrians. This is a great example of how voter-approved local funding can leverage larger state and federal grants."

Other projects awarded funding will improve existing bicycle and pedestrian facilities, intersections for bicycle and pedestrian use, and support bicycle safety education. These projects advance Santa Cruz County's goals to improve the public's safety, health, and access to alternative modes of transportation, as well as advancing equity and reducing our impact on climate change.

The Coastal Rail Trail Segments 8 & 9 project is being delivered by the City of Santa Cruz and received \$35.7 million in funding. This project is a 2.2-mile bicycle and pedestrian trail from the eastern terminus of Coastal Rail Trail Segment 7 at the Beach Street/Pacific Avenue Roundabout to the eastern side of 17th Avenue. Environmental, design, and right-of-way work for the project is currently underway.

"We are so excited to secure funding to advance constructing the Coastal Rail Trail. This is an important project for our community," said Santa Cruz City Manager Matt Huffaker. "Families, children, and visitors will be able to safely walk and bike in Santa Cruz to all of our amazing amenities."

The Coastal Rail Trail Segments 10 & 11 project is being delivered by the County of Santa Cruz and received \$67.6 million. The \$67.6 million in funding for Segments 10-11 is the largest ATP grant ever awarded. This project is a 4.5-mile bicycle and pedestrian trail from 17th Avenue in Live Oak to State Park Drive in the Seacliff neighborhood. The

project is currently in the environmental phase with final design expected to begin in 2024.

“The Coastal Rail Trail is a game-changer for the County’s residents, bringing them new recreational and commuting options while helping us reduce greenhouse gasses and improving the health and safety of the community,” said Santa Cruz County Parks Planner Robert Tidmore. “This will be remembered as an important day in building Santa Cruz County’s transportation future.”

Additionally, the City of Watsonville was awarded \$6.9 million for its Safe Routes to Downtown Watsonville project that will construct pedestrian and bicycle improvements at several schools and within downtown Watsonville; the City of Santa Cruz was awarded \$2.9 million for construction of a multiuse path on Swanton Boulevard and sidewalks, protected bike lanes, and intersection improvements on Delaware Avenue; Santa Cruz County Health Services Agency was awarded \$1.8 million for its Safe Routes for Watsonville School Families and Community program that will provide training and education for pedestrian and bicycle safety; and the University of California Santa Cruz was awarded \$0.7 million for its “SlugBikeLife” Bike Safety and Education Program Phase 2 to further develop a robust and culturally inclusive bike safety, education, and encouragement program at UCSC. Statewide, the CTC programmed \$1.02 billion for 93 active transportation projects. Santa Cruz County received over 13% of the total funding, representing a generational investment to improve active transportation in our community.

# Santa Cruz County Hospital ER Visits Hit Record As COVID, RSV And Flu Cases Surge

(Irfan Khan / Los Angeles Times)



By [Max Chun](#)

Source: Lookout Santa Cruz

12/7/22



*COVID isn't the only thing surging, as flu and RSV continue to make the rounds in Santa Cruz County. Those infections, coupled with a few years of lower exposure to common illnesses amid pandemic measures, have people crowding emergency rooms to seek tests for all three.*

Santa Cruz County hospitals are seeing record traffic at their emergency departments, likely spurred by what one local health official called “viral vacation,” or a prolonged period of lower exposure to common winter viruses like the flu after years of pandemic lockdowns and social distancing measures.

“Everybody has been on sort of a viral vacation for the past two or three years with the masking and distancing,” said Santa Cruz County Deputy Health Officer Dr. David Ghilarducci. “We have this big group of people that are catching viruses that they haven’t been exposed to ever before.”

On Monday, the Santa Cruz County Health Services Agency recorded 842 active COVID-19 cases — a substantial leap from the previous week’s count of 607. That amounts to a 38% week-over-week increase. The true number of active cases might be even higher given the prevalence of home testing, which means many positive cases go unreported.

Though the increased COVID prevalence is significant, it isn’t even the disease circulating the most. The flu and respiratory syncytial virus (RSV) have seen an even larger spike over the past month.



COVID numbers from Watsonville Community Hospital (WCH) reflect that trend. Though cases are up countywide, WCH's COVID numbers are relatively low, currently showing a 3.7% positivity rate.

The flu is another story. What began as an already significant 14% positivity rate in the first week of November at WCH ballooned to a whopping 32% positivity rate as of last week. That tracks with the California Department of Public Health's announcement Tuesday that statewide flu activity has increased from "moderate" to "high."

Meanwhile, RSV is still presenting in high numbers, though it declined throughout November. What began as a 30% positivity rate in the first week of November at WCH fell to an 11.2% positivity rate last week.



(Kevin Painchaud / Lookout Santa Cruz)

Registered nurse Tammy Green, Dominican Hospital's emergency-room manager, said the number of visits to Dominican's ER has noticeably increased this year.

"This time last year we were seeing probably around 135 patients a day, and now we're averaging about 167 and sometimes get very close to 200," she said, adding that COVID, flu and RSV have a lot of overlapping symptoms. "On Monday, we saw 180 patients and 62 of those patients had those symptoms."

Of those, she said, four were COVID-positive, 24 had the flu and only one had RSV. Overall, just one patient — one who tested positive for COVID — was admitted to the hospital.

“It seems as though a lot of people are coming in and asking to be tested, and their symptoms aren’t really extreme,” she said. “They just want to know what they’re supposed to do.”

Most of these people will be getting familiar advice, Green said.

“Whether it’s COVID or the flu, the instructions will be to go home, stay hydrated, rest and exercise your lungs,” she said.

A ‘potentially rough winter’: RSV, COVID, flu could spell another difficult season

The Santa Cruz County Health Services Agency is advising those with mild to moderate cases and other nonserious illnesses to avoid trips to local emergency rooms, so as to not further clog an already congested hospital system.

Registered nurse and Dominican Hospital disaster coordinator Paul Angelo said any reduction in visits from mildly ill patients would do the hospital a big favor.

“For people wanting to know something like whether they have the flu or COVID, that will be best handled by a private doctor or a clinic,” he said, adding that in emergency rooms, they will always be pushed to the back of the line in favor of attending to those with serious or life-threatening ailments. “Because in an ER, they’ll be waiting a long, long time.”

However, all of the experts agree: If your condition doesn’t improve, or symptoms like dizziness, unrelenting fever and shortness of breath persist, go to the hospital.

“If there’s any question that you’re seriously ill, then the emergency department is there to evaluate you right away,” said Ghilarducci. “Even if you’re wrong, that’s OK.”

## **RTC to pursue concept report for electric rail**

BY PK HATTIS

12/2/2022

SANTA CRUZ >> Despite some light turbulence, the Santa Cruz County Regional Transportation Commission stayed on track this week with its pursuit of an early-phase analysis for a 22-mile electric passenger rail system connecting North and South County.

The commission, by way of a 11-1 vote Thursday, approved a staff recommendation to pursue a contract with HDR Engineering Inc. to aid in developing a project concept report for the much-discussed public transportation project. Commissioner Randy Johnson was the sole vote against the move.

According to the staff summary, the primary purpose of the concept report is to solicit extensive community input and develop early engineering studies in hopes of establishing a stable project definition for subsequent tasks.

Though the report is expected to be completed within 24 months, the commission approved funding for its first year only by allocating \$3.8 million of its 2016 Measure D funds to the effort. Staff underscored that this money would come from Measure D's rail corridor category specifically — getting 8% of funds generated from the 30-year sales tax — and would not take funding away from other areas.

However, staff estimated the total cost of the concept report will be about \$7.7 million and the agency does not have enough local funding to meet that figure. Instead, it plans to pursue competitive grants to fill the gap for the remaining year and beyond.

While the proposal was approved through near unanimity, many commissioners, including those who voted to proceed, shared concerns about the future.

Alternate Commissioner Robert Quinn said he believes it's clear that the public wants rail included in future planning and he endorsed the proposal, but said it read as a "wish list."

"The risk category ... seems pretty lightly weighted in the deliverables," Quinn said, "and I'm just worried that we're pursuing rail at any cost."

Senior Transportation Engineer Sarah Christensen said that the scope of work for the study is intentionally robust so potential risks could be identified and addressed early. "The approach that staff is proposing to take is to identify those delivery risks to the project early,



study them and bring the information forward and do the heavy lifting early,” Christensen said.

Johnson, the lone “no” vote, was generally skeptical of passenger rail as a viable public transit option, citing ridership difficulties in neighboring regions.

“I just don’t see a bright future for rail, but apparently other people do,” Johnson said. “Show me why before we start spending incrementally over here, over here and over here.”

In response to Johnson’s comments, Executive Director Guy Preston acknowledged the ridership concerns from neighboring rail authorities, but suggested the worst-case scenarios were receiving too much attention and that state and federal agencies haven’t given up on rail.

“There are members of the public that look at this and say ... ‘Are we trying to build too much?’ ” said Preston. “I don’t know yet. We have to look at the performance metrics that people want to see — to attract the ridership to understand the land development issues — and build a system that would be useful and not detrimental to our community.”

Though some commissioners voiced more long-term skepticism than others, nearly all embraced Preston’s conclusion that this step was necessary to see what’s next.

“As somebody who’s generally a strong supporter of rail, it’s possible I’m going to be persuaded at some point in this process not to spend that next \$20 million or something,” said Commissioner Mike Rotkin. “But at this point, I think we owe it to the public to proceed with the process we have now.”

## **Other action**

- The commission unanimously approved a \$287,885 bid to construct the Pajaro River Bridge Rehabilitation Project, which includes girder and center steel bridge repairs. It previously rejected a high bid in May and advertised a scaled-down version of the project to meet financial limitations.
- Commissioners also voted, without objection, to make Koenig chair and Kristen Brown vice chair for the agency’s coming term. It also honored outgoing Commissioners Jacques Bertrand, Greg Caput, Ryan Coonerty, Alternate Lowell Hurst and retiring Caltrans Ex Officio Tim Gubbins.

## **Mass Transit**

### **CA: Santa Cruz RTC to consider contract award for passenger rail study**

Staff will make contract award recommendations at the commission's Thursday meeting for two major projects that have been on the docket for months.

**By** PK Hattis

**Source** Santa Cruz Sentinel, Calif. (TNS)

Nov. 30, 2022

Nov. 28—SANTA CRUZ — It's officially award season at the Santa Cruz County Regional Transportation Commission.

Staff will make contract award recommendations at the commission's Thursday meeting for two major projects that have been on the docket for months.

One is for drawing up preliminary engineering and environmental documentation for a 22-mile electric passenger rail system connecting North and South County and the other is for construction of the Pajaro River Bridge Rehabilitation project.

#### **Electric rail**

The electric rail analysis recommendation is the latest development in a lengthy saga that has received much public attention and scrutiny. In August, the commission voted unanimously to begin the bid solicitation process for an early phase study.

At the meeting, Commissioner Mike Rotkin, who has worked in public office for more than 40 years, said he couldn't think of a "more important decision" he'd been involved in during his career.

The vote came just weeks after a landslide defeat of the Measure D Greenway Initiative, which sought to amend the county's General Plan to favor a multi-purpose trail in place of the rail line.

According to the August staff report, the cost of preliminary documentation was \$17 million, though there was noted potential for a grant opportunity through the State Rail Assistance Program. Contract details will be distributed prior to the meeting but were not included in the agenda as of Monday because negotiations with the potential company were still underway.

## **Pajaro bridge**

After years of deliberation and renegotiation, transportation staff is recommending commissioners approve a \$287,885 bid from Euro Style Management for construction of the Pajaro River Bridge Rehabilitation Project.

The bridge is located at mile post 1.06 of the Santa Cruz Branch Rail line. According to the staff report, the scope of work includes steel floor beam and through girder repairs to the center steel bridge segment, installing bandings to timber piles and repairs to the superstructure walkway and cable railing.

The agency rejected a separate bid in May that ranged from \$1.5 to \$1.7 million — more than \$1 million higher than the \$354,000 that was estimated. In response, a scaled-down project scope was advertised to open the job to a larger pool of bidders and arrive at a more feasible price.

### **If you go**

What: Santa Cruz County Regional Transportation Commission meeting

When: 9 a.m. Thursday

How: 701 Ocean St., Rm 525 or Zoom: <https://us02web.zoom.us/j/81296262340>

## **METRO Announces Route Changes for Winter**

11/30/2022

In an effort to increase efficiency and reduce service redundancy in Santa Cruz METRO's winter schedule, certain routes and trips are suspended, according to a release from the agency issued Tuesday.

The winter service changes begin Dec. 22 and will last through March 15, 2023.

Temporary changes include:

- Route 4 will continue to serve the River Street corridor and Harvey West area, but will operate as a loop route, rather than separate outbound and inbound trips. From Santa Cruz Metro Center, the route will operate along River Street to the METRO administration building on Vernon Street, and then proceed to Encinal Avenue, Harvey West Boulevard and Coral Street before returning to the METRO Center.
- The Highway 17 Express will not serve downtown San Jose and San Jose State. All trips will begin or end at the San Jose Diridon station. SJSU students can use Valley Transportation Authority (VTA) SmartPass and non-students can utilize a Highway 17 Express Day Pass or 31-day pass on VTA buses or light rail. VTA routes with direct service from Diridon Station include routes 64A, 64B, 68, 500, 568, and the Green light rail line.
- All Route 35E weekday trips will now operate as far as Boulder Creek Golf and Country Club.
- Route 69A is suspended. Route 71's "Crestview" variant has new routing that includes East Beach Street and West Lake Avenue and Lincoln Avenue near Watsonville High School. The Watsonville Circulator will now serve Airport Boulevard and Watsonville Community Hospital.
- Route 91X is suspended. Route 69W will continue to serve Cabrillo College and will now operate every 30 minutes from 8:20 a.m. to 5:50 p.m. Route 69W will continue to serve Main Street and the Watsonville Transit Center along a similar route as Route 91X, but will also serve Rolling Hills Middle School and Watsonville Community Hospital.
- Minor schedule changes to occur on routes 20, 35 and 74S.

# Times Publishing Group Inc.

## RIDE THE BUS WITH US

By Teresa Hidalgo Dance  
November 29, 2022



Axel Garcia and Marge Valencia love riding the bus. As a Cabrillo College student, Axel gets to ride the Santa Cruz Metro bus for free as do students of UCSC. About 70 percent of the bus line's passengers are enrolled in college.

Marge, who declines to drive on Highway 17, frequently rides Metro's accommodating Highway-17 Express to San Jose.

Without Santa Cruz's bus line, people like Axel and Marge would have to rely on the kindness of car drivers, adding to the congestion on the streets and emissions in the air.

Instead, the Metro gives them a measure of independence and the opportunity to let the bus line do what it's good at—transporting people to their destinations. Indeed, through the years, the Metro has proven itself to be what it should be — a convenience serving the person on the street and in addition, the environment.

The Metro offers amenities to all its passengers, who mostly range in age from 18 to 60. There is the handy Metro Splash Pass, a mobile ticketing app that can be downloaded on the App Store and Google Play.

Danielle Glagola, Metro's marketing and communications director, describes it as a "cash-free, contactless mobile ticketing solution that allows riders to purchase fares and display tickets on their smartphone device anytime, anywhere." For information, visit [www.scmttd.com/apps](http://www.scmttd.com/apps)

I used the Splash Pass recently and found it much easier than digging through my pockets for loose change. If someone doesn't have the exact amount of money to pay for the bus, the Splash Pass spares them the trouble of, say, borrowing change from their friends or worse, missing their ride.

The Metro also makes sure riders can stay up to date with route alerts and schedule changes with their "Schedule-by-Stop Alerts" or "Subscriber Alerts" online at [scmttd.com](http://scmttd.com) or by visiting <http://scmttd.com/en/riders-guide/stay-connected>.

Riders needing to plan their trips, can view real-time route information on bus arrivals and pinpoint where their bus is by using [www.cruzmetro.com](http://www.cruzmetro.com). Axel considers this feature extremely helpful. Without it, he would need to simply wait for the bus and wonder how long he would need to do so.

There's also the popular perk—Metro's complimentary Wi-Fi on board the Highway-17 Express buses that run from the Metro Center in downtown Santa Cruz to Diridon Station in San Jose. The Wi-Fi connection helps keep Marge in contact with family members in San Jose.

The Metro goes a step further. As Axel has experienced, riding the Metro is light on the pocketbook!

The bus line offers several free fare days per year such as on National Transit Equity Day and CA Clean Air Day. Glagola revealed that this year, free fares were also offered for the first two weeks of the Metro's fall 2022 service. Year round, the METRO offers free fares daily on their Watsonville Circulator Route that leaves from the Metro's Watsonville Transit Center and operates through Watsonville.

There are many reasons to choose public transport over private vehicles. All over Santa Cruz, the Metro is transporting people like Axel, Marge, and me, those of us who are looking to reach places in a sure and ready fashion.

The bus allows people to arrive at medical appointments and social visits, run errands, get to work and visit many outdoor recreation areas such as beaches and parks without hassle. On a bus, riders are spared from dealing with traffic themselves. They can sit back and relax on their way to a destination. Also, gas prices are almost prohibitively high for many car drivers!

The Metro encourages people to ride its buses and not take cars for other good reasons.

"Using public transit is a great way to reduce emissions in our community," said Glagola. "Just switching out one to two rides per week of personal vehicle use to public transit makes a difference in reducing emissions and congestion on our roads." With more zero emission buses being purchased by the Metro, emission savings have been increasing. Right now, the Metro runs four electric buses in the county and will receive five more electric buses in 2023 for its Highway-17 Express service.

The Metro, it is good to note, is nearly reaching pre-pandemic levels of ridership.

Glagola said, "Thanks to our colleges moving back to in-person classes we have seen a significant incline in our ridership since the start of the pandemic. In fact, due to college classes starting this fall, Metro ridership actually reached 91% of pre-pandemic levels for September."

However, many more people still work remotely and no longer need to commute to their jobs. "We haven't seen a large amount of commuters returning to Metro services," Glagola observed.

The Santa Cruz Metro bus service could become as popular as riding a personal vehicle rather than as a transport of last resort.





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## Service Changes for the Winter

Santa Cruz METRO Transit District sent this bulletin at 11/28/2022 05:00 PM PST

Winter service starts December 22, 2022 and ends March 15, 2023

Winter service starts December 22, 2022 and ends March 15, 2023

METRO continues to work hard to increase the number of drivers in service; however, the ongoing shortage of bus operators continues to affect transit agencies and service across the country. To increase efficiency and reduce redundancy of service in METRO's winter schedule, certain routes and trips are suspended. When re-routing existing service METRO prioritized maintaining service on all local corridors.

Temporary changes include the following:

Route 4 will continue to serve the River Street corridor and Harvey West area, but will operate as a loop route, rather than separate outbound and inbound trips. From Santa Cruz Metro Center, the route will operate along River Street to the Metro Admin building on Vernon Street, and then proceed to Encinal Ave, Harvey West Blvd and Coral St before returning to the Metro Center.

The Highway 17 Express will not serve downtown San Jose and SJSU; all trips will end or begin at San Jose Diridon. SJSU students can use their VTA SmartPass and non-students can utilize a Highway 17 Express Day Pass or 31-Day Pass on VTA buses or light rail. VTA routes with direct service from Diridon Station include routes 64A, 64B, 68, 500, 568, and the Green light rail line.

All Route 35E weekday trips will now operate as far as Country Club.

Route 69A is suspended. Route 71's "Crestview" variant has new routing that includes E. Beach St/W. Lake Ave and Lincoln Ave near Watsonville High School. The Watsonville Circulator will now serve Airport Blvd and Watsonville Hospital.

Route 91X is suspended. Route 69W will continue to serve Cabrillo, and will now operate every 30 minutes from 8:20am – 5:50pm. The 69W will continue to serve Main St and the Watsonville Transit Center along a similar route as the 91X, but will also serve Rolling Hills Middle School and the Watsonville Hospital.

Minor schedule changes to occur on routes 20, 35, and 74S.

To review these modifications in detail, please visit our news bulletins page: <https://www.scmttd.com/metro-news-bulletins>.

Please check our schedules page for the preview of winter service: <https://www.scmttd.com/en/routes/schedule/202320>.

The Winter Headways Bus Rider's Guide will be available on all Buses & Transit Centers on December 15, 2022.



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## Service Changes for the Winter: Highway 17

Santa Cruz METRO Transit District sent this bulletin at 11/28/2022 05:00 PM PST

Winter service starts December 22, 2022 and ends March 15, 2023

METRO continues to work hard to increase the number of drivers in service; however, the ongoing shortage of bus operators continues to affect transit agencies and service across the country. To increase efficiency and reduce redundancy of service in METRO's winter schedule, certain routes and trips are suspended. When re-routing existing service, METRO prioritized maintaining service on all local corridors.

One such change will be a temporary suspension of service along Santa Clara St. in downtown San Jose to serve San Jose State University (SJSU). Ridership on Highway 17 has doubled over the last year, yet METRO has only been able to bring back half of the weekday service that was operated pre-COVID. Removing this routing segment will enable METRO to add three additional round trips on the Highway 17.

SJSU students can use a valid Associated Students SmartPass Clipper card for free trips on VTA buses (except VTA Express) and light rail. Any Highway 17 Express rider with a Highway 17 Express Day Pass or 31-Day Pass can board VTA buses and light rail for no additional charge. -VTA routes that serve SJSU from Diridon Station include routes 64A, 64B, 68, 500, 568, and the Green light rail line. In addition, VTA routes 23 and Rapid 523 serve SJSU from San Carlos & Barack Obama Blvd, and routes 22 and Rapid 522 from Santa Clara & Montgomery across from the SAP Center.

We are actively recruiting and expect to continue to increase our driver numbers. We will discuss the opportunity to resume operating the Highway 17 Express to serve SJSU and whether this change can be made for the spring schedule (March) or in subsequent schedule changes.

In addition to the changes outlined above, there are schedule adjustments to individual Highway 17 Express trips, including which trips serve Scotts Valley.

To review these modifications in detail, please visit our news bulletins page: <https://www.scmttd.com/metro-news-bulletins>.

Please check our schedules page for the preview of winter service: <https://www.scmttd.com/en/routes/schedule/202320>.

The Winter Headways Bus Rider's Guide will be available on all Buses & Transit Centers on December 15, 2022.

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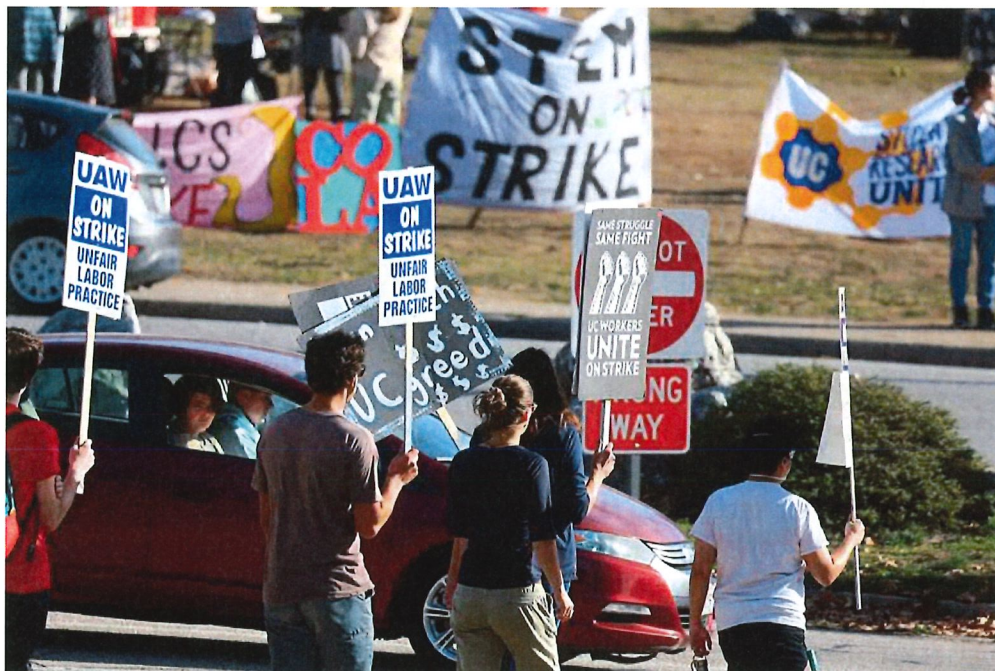
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## BUSINESS

## Strike at UC Santa Cruz reaches Week 2



Striking graduate students continue walking the picket line Monday morning at the main entrance to the UC Santa Cruz campus. Graduate student academic workers began a strike last week at UC Santa Cruz and across the University of California system demanding higher pay to allow them to keep up with California's rising housing costs. Other demands include childcare subsidies and lower tuition costs for international scholars. (Shmuel Thaler – Santa Cruz Sentinel)

By [SHMUEL THALER](#) | [sthaler@santacruzsentinel.com](mailto:sthaler@santacruzsentinel.com) | Santa Cruz Sentinel

PUBLISHED: November 21, 2022 at 4:30 p.m. | UPDATED: November 21, 2022 at 4:34 p.m.



SANTA CRUZ — The graduate student strike at UC Santa Cruz entered Week 2 on Monday.

Striking graduate students continued walking the picket line Monday morning at the main entrance to the UC Santa Cruz campus. Graduate student academic workers began a strike last week at UC Santa Cruz and across the University of California system demanding higher pay to allow them to keep up with California's rising housing costs. Other demands include child care subsidies and lower tuition costs for international scholars.

Santa Cruz Metro posted on social media Monday that all of its routes will not be entering the UCSC campus due to the strike.

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Tags: [Newsletter](#)



## Shmuel Thaler | Photographer

2016 Santa Cruz County Artist of the Year Shmuel Thaler has been a staff photographer at the Santa Cruz Sentinel since 1987. His photographs have been published in every leading newspaper in the United States as well as in Time and Newsweek, and viewed on the CBS Evening News and NBC Nightly News and he has been honored three times with awards in the prestigious National Press Photographers Association Best of Photojournalism contest. Shmuel has also co-authored 5 children's books and his photographs illustrate numerous books including his collaboration with George Levenson on 'Bread Comes to Life' and the classic 'Pumpkin Circle', which has more than 100,000 copies in print and is held by every major library system in the country.

[sthaler@santacruzsentinel.com](mailto:sthaler@santacruzsentinel.com)





## Lookout Santa Cruz

# COVID Dashboard: RSV, COVID, flu hitting Bay Area hospitals hard

By Lookout Santa Cruz Staff  
November 21, 2022

### News of the week

The updated, Omicron-targeting booster shot is now widely available at local drugstores and health care providers.

Walgreens is booked out about one week in advance at the Scotts Valley and Santa Cruz locations, but has openings at its Freedom location as soon as Tuesday. Safeway and CVS county locations now have immediate availability for people ages 5 and older who have received a primary series.

Along with the annual stress of a possible winter wave, respiratory syncytial virus (RSV) and flu worries are [taking hold](#) in the greater Bay Area — [just as they are locally](#).

On Nov. 16, health care officials in Santa Clara County warned of high levels of flu and RSV. Given that COVID cases are beginning to tick up, masking and social distancing will likely be recommended more than usual in the coming months.

Locally, COVID cases rose again over the past week. [The county recorded 644 active cases as of Monday's update from the Santa Cruz County Health Services Agency](#), 80 more than last Monday. One new death was reported locally, raising the county's pandemic total at 275.

Santa Cruz County's three test-to-treat locations are still up and running. [Click here to find the closest location](#).

Currently, Paxlovid is the available medication, showing an 89% reduction in hospitalization and death, and it must be taken within five days of the onset of symptoms to be effective.

Vaccinations and precautions are still strongly recommended.

The easiest way to schedule an appointment for second boosters is at local pharmacies including Rite-Aid, CVS and Walgreens.

Kaiser Permanente and Sutter Health are still administering second boosters to eligible recipients.

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](#).

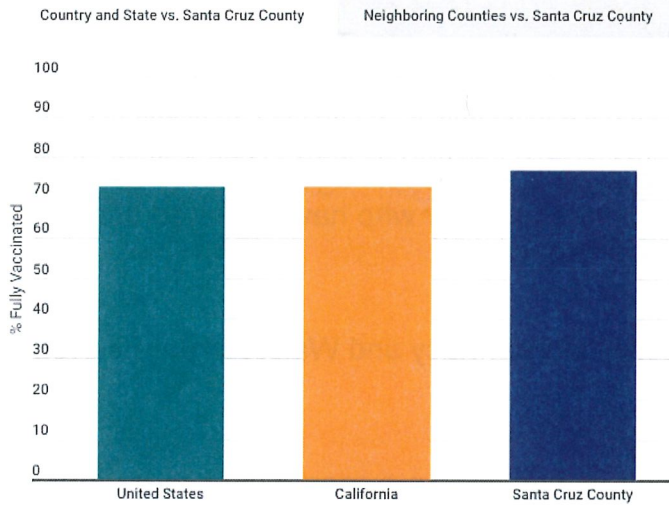
### **The latest numbers**

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 644 known active cases logged by Santa Cruz County's Health Services Agency. This does not include unreported rapid tests taken at home, so this number is not exact.

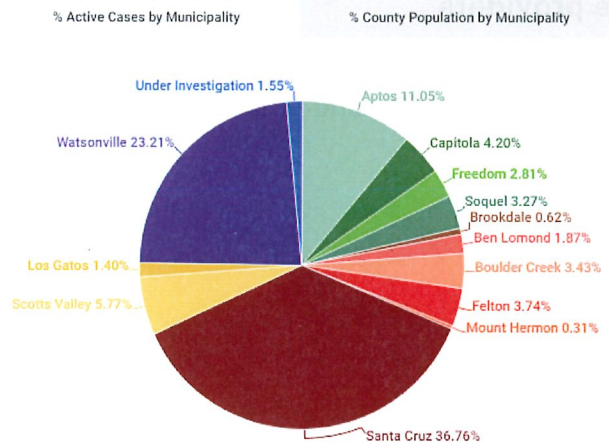
One new death was reported, raising the Santa Cruz County pandemic death toll to 275.

## COVID-19 Vaccine Administration

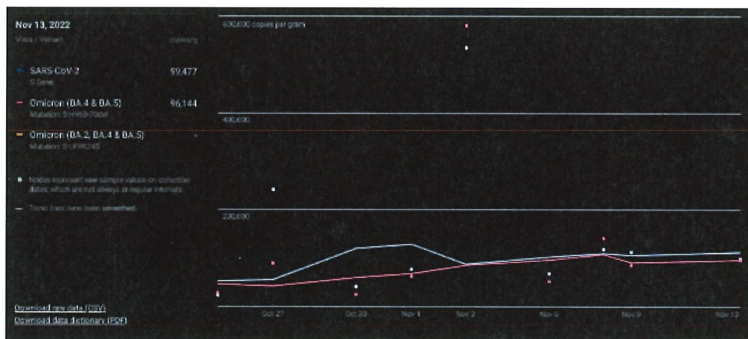


Sources: Santa Cruz County Health Services Agency, Centers for Disease Control and Prevention, and Los Angeles Times; data as of Nov. 21

## Active Cases and County Population Percentage by Region



Source: Santa Cruz County Health Services Agency; data as of Nov. 21



Wastewater COVID tracking data as of Nov. 13.  
(Via California Department of Public Health)

## Where can I find a vaccine?

At this point, vaccines are widely 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

## State Revises Climate Change Strategy

By: Nadia Lopez

11/20/2022

The California Air Resources Board on Wednesday unveiled a new version of its highly-anticipated strategy for battling climate change, setting more ambitious targets for cutting greenhouse gases and scaling up controversial projects that capture carbon.

If adopted by the air board at its Dec. 15 meeting, the plan would radically reshape California's economy, alter how Californians' vehicles, buildings and appliances are powered, and ultimately serve as a blueprint for other states and countries to follow.

"Failure is not an option," said air board Chair Liane Randolph. "There is too much at stake and we need to move as fast and as far as we can to lessen the worst impacts of climate change and leave future generations a livable and healthy California."

The five-year climate change strategy, called a scoping plan, outlines in its 297 pages how California could end its reliance on oil and also clean up the nation's worst air pollution.

The staff's final draft plan adds bolder commitments, reducing oil use by 94% from 2022 levels by 2045 — up from a goal of 91% in the September version of the plan.

The plan also sets a more aggressive goal of cutting carbon emissions 48% below 1990 levels by 2030 — up from the 40% by 2030 required under state law. Net-zero emissions would be achieved in 2045. (Net-zero or carbon neutrality means striking a balance between the carbon dioxide added to the air and the carbon that's removed.)

California has a long way to go to meet the new 48% goal in just eight years. By 2020 it had cut emissions only about 14% below 1990 levels, according to air board officials.

Danny Cullenward, a climate economist who serves on a committee advising the state about its system for trading greenhouse gas credits, said California isn't on track to meet its existing 2030 reduction target, much less the new, more stringent goal.

"I don't want to say California isn't doing anything on climate. We've done a lot of things," said Cullenward, who serves on the Independent Emissions Market Advisory Committee. "But this is such a superficial exercise and it's filled with so many faults and errors."

Air board officials, however, said they are confident that the state can achieve the new target, largely with mandates and policies enacted this year. State officials phased out sales of new gas-powered cars by 2035, set a more stringent low-carbon fuel standard and streamlined siting and permitting of renewable energy projects.

“This plan is a comprehensive roadmap to achieve a pollution-free future,” Gov. Gavin Newsom said today in a statement. “It’s the most ambitious set of climate goals of any jurisdiction in the world, and, if adopted, it’ll spur an economic transformation akin to the industrial revolution.”

But Cullenward criticized the staff’s modeling, which is used to predict how each sector of the economy will reduce emissions. He said the plan lacks a thorough analysis of the feasibility of its projections and makes major assumptions.

One example, he said, is that the plan relies on other agencies, such as the California Energy Commission, setting new policies, but it doesn’t address the timing and roadblocks they may face or other details.

“It’s a pretty aspirational document but it’s filled with bureaucratic doublespeak,” he said. “It’s really frustrating because there’s so much work to be done.”

Some policy experts say setting ambitious goals is a crucial step toward cleaning up air pollution and combating climate change.

“The scoping plan can at least help us direct our attention even if it doesn’t give us as much detail as we want,” said Dave Weiskopf, senior policy advisor with NextGen Policy, a progressive advocacy group. “On the one hand that is really frustrating. On the other hand, it tells us that if we put in the effort to say what we think a good plan should look like, we at least have a shot of getting the state to take meaningful action.”

The new plan relies more than the original versions on two controversial, advanced technologies for eliminating planet-warming carbon dioxide. Combined, 15% — increased from 5% — of all of the state’s targeted greenhouse gas cuts will come from carbon removal and carbon capture and storage.

One strategy removes carbon from the atmosphere, such as replanting trees or storing it in soils. Another, called carbon capture and storage, collects carbon spewed from industry smokestacks and injects it into the ground.

California currently has no carbon removal or capture and storage projects, and air board officials say they wouldn’t be deployed until 2028. The state’s scenario predicts that carbon-capture technology will be installed on most of California’s 17 oil refineries by 2030 and on all cement, clay, glass and stone facilities by 2045.

Environmental groups oppose both technologies, saying they extend the lives of fossil fuels, while oil companies say they are necessary to achieve the state’s long-term climate goals. The debate pits those who want to mandate an end to fossil fuels against those who want an approach that relies somewhat on technology to clean up carbon.

Globally 27 carbon capture and storage projects are operating so far.

Oil industry officials declined to comment on the plan today.

Achieving the plan's targets would cost \$18 billion in 2035 and \$27 billion in 2045,

according to air board estimates. The move to decarbonize and transition away from fossil fuels will also drastically increase electricity use, which is expected to soar by as much as 68% in 2045.

At Newsom's direction, the air board in September already strengthened its draft plan, originally released last May, to include new goals for offshore wind, cleaner aviation fuels and reducing vehicle miles traveled.

Other changes include constructing 3 million climate-friendly homes by 2030 and 7 million by 2035, installing at least 6 million heat pumps by 2030, and eliminating the option of building new natural gas plants or using fossil fuels in the electricity sector to maintain grid reliability.

## **Eliminating carbon**

Under a new law that Newsom prioritized in his climate package at the end of this year's legislative session, the air board was directed to create a new program that puts guardrails on carbon capture, use and storage projects while streamlining the permitting process.

These technologies aim to remove or capture and store at least 20 million metric tons of carbon by 2030 and 100 million metric tons by 2045, according to the plan.

Once captured from smokestacks, the carbon could be transported to sites in the Central Valley. Air board staff say the valley is an ideal location for injecting carbon dioxide deep into rock formations because it has the capacity to store at least 17 billion tons.

Though controversial, air board staff say the technologies are a "necessary tool" to reduce emissions from industrial sectors, such as the cement industry, where no other alternatives may exist.

"We've squeezed out all of the emissions that we can under the inventory for manufacturing for transportation and for industry, but we know residual emissions will remain," said Rajinder Sahota, the board's deputy executive officer for climate change and research. "We're going to need all the tools in all of these categories."

But at an Oct. 28 workshop, members of the state's Environmental Justice Advisory Committee raised several concerns about engineered carbon removal, saying it is an unproven strategy that could continue to plague local communities with air pollution. They also say it would delay closure of oil facilities and act as a substitute for direct emissions reductions.

"The Air Resources Board's latest climate plan once again pins California's future on a dangerous carbon capture pipe dream," said Jason Pfeifle, a senior climate campaigner at the Center for Biological Diversity. "Caving to polluters who want to keep burning fossil fuels and dirty biomass energy is a one-way ticket to climate destruction. California needs a plan that rejects industry scams, preserves our ecosystems, and rapidly phases out fossil fuels."

### **Concerns noted**

Air board staff acknowledged these concerns, but Randolph, the board's chair, said many of the greenhouse gas targets could not be achieved without them. She said the board has prioritized creating a metric to measure how residents could be affected by these projects and also consider the needs of people who are most affected by air pollution.

Randolph said the plan's heavy emphasis on cutting emissions from transportation will also significantly improve air quality in vulnerable communities. Cutting vehicle miles traveled and improving access to mass transit, designing more pedestrian-friendly neighborhoods and increasing access to electric bikes and vehicles all play a role.

The board expects the state's landmark cap and trade program — which allows big polluters to buy credits to offset their greenhouse gas emissions — to play a much smaller role over time.

In the 2017 version of their scoping plan, air board officials estimated about 38% of emissions reductions would come from cap and trade. Instead, it now would help "fill the gap" to meet the accelerated 2030 emissions target.

Cap and trade has been heavily criticized by legislators and experts in recent years. One criticism is that there are at least 310 million unused credits currently in the system, which is a problem because companies hoard credits that allow them to keep polluting past state limits in later years. Air board officials say they hope to reform the program and address the oversupply of credits at the end of next year.

# Lookout Santa Cruz

## UCSC workers are on strike; I wish they would tell me why

By Mike Rotkin

November 20, 2022

Four groups of academic workers at the University of California statewide — student researchers, teaching assistants, postdoctoral researchers and other academic student employees — [are on strike](#).

They are marching at the base of the UC Santa Cruz campus, holding signs, begging the public to honk in support of their cause.

I work at UCSC and have been a union supporter and activist my entire life, and particularly since my UC employment began in 1969. I know enough history to understand that unions are the reason we have many of the most important labor and social reforms enacted over the past century — including the weekend, eight-hour work days, pensions and Social Security.

I have many reasons to support this strike and strikes in general; however, I have one problem with this current action: I do not understand what the strikers want and whether their demands are reasonable and achievable.

This baffles me. I am a potentially key ally, but no one has reached out to me or anyone in my circle to explain their demands. I also haven't seen any communication with the public.

That is not a good way to win a fight.

I was a key organizer of the University Council of the American Federation of Teachers at UCSC in the 1970s and 1980s, and for more than 25 years I served as the chief negotiator for the lecturers — who do about half of the teaching at UCSC. I have held too many local and statewide union leadership positions to list here.

Yet the first notice I got of the strike came from UCSC Chancellor Cindy Larive, who told me in great detail what management is offering at the bargaining table and why she thought it was a reasonable response to union demands. The provost, Lori Kletzer, followed up with an even more detailed description. I am inclined to take their assertions



with more than a grain of salt, but I sure would like to have the union workers who are on strike tell me their side of the story.

To this day, one week into a strike that has paralyzed the 10 UC campuses across the state and thrown teaching and learning into pre-Thanksgiving chaos for more than 280,000 students, I have not received a single communication in any form from the strikers telling me what they are demanding and why it is justified.

Neither have the rest of the faculty, as far as I know.

That is a problem.

If they are not communicating with someone like me — who is entrenched in these issues and is a potential ally — how will they garner the support they need to prevail?

I read in outside sources like [Inside Higher Education](#) and, more recently, emails from my own union at UC that the major issues dividing the union and management are pay, support for transportation and child care.

The pay issue is fundamentally about housing costs for graduate students, which everyone knows are out of control in California. The union insists its members are “rent burdened” because they are paying, on average, 50% of their income on rent, when 30% is considered a more manageable standard.

Of course, these academic workers — most of whom are also students — are not alone in facing that problem, and many workers in Santa Cruz pay an even higher percentage of their pay for rent. While it is true that in a just world, the strikers would deserve a dramatic increase in pay, I get a little nervous thinking about the university being shut down indefinitely if the workers don't get the 30% increase in salary they are asking.

The UC administration does not contest that rents are a problem, but counter that UC's current offers would raise academic workers' salaries to a level comparable with private institutions of higher education and at the top of those at public universities.

There are other issues, too, including the roughly \$10,000 a year that out-of-state and foreign graduate students pay on top of their tuition, but UC management claims that it has offered to address this issue.

From all of my union experience, I know all too well what a terrible record the University of California has when it comes to its dealing with unions. When I first began my union



work at UC, I had thought that UC would be a union-friendly corporation. It is in a generally liberal state, tended to have a liberal faculty and, I assumed, would be a relatively rational and progressive “corporation.”

I was quickly disabused of this understanding. It’s not the faculty or even administrators who control the union negotiations.

It’s the 18 regents, who — with the exception of a few state constitutional public officials — are generally corporate leaders and wealthy donors to the governors who appoint them to 12-year terms.

The UC management negotiators receive their marching orders from the UC Office of the President. Right now, that is Michael Drake, a physician and the former chancellor of UC Irvine, who spent much of his career in the UC system, including 25 years at UC San Francisco’s medical school. Drake is directly under the control of the regents, who rarely see the world through the eyes of their employees or the unions that represent them.

The regents’ views usually reflect their experience in the private sector, and more often than not they come from anti-union corporations.

In my extensive experience, the only way UC employees get a response is to withhold labor and/or get the support of governors and legislative officials who hold some purse-string control over UC’s budget.

Unfortunately, over time, the State of California has provided a smaller and smaller percent of UC’s budget (from almost 100% in 1960 to something close to 14% today) and, not surprisingly, the leverage that state political figures can help provide unions and UC employees has declined proportionately.

So you can see why I am inclined to support the current strike at UC.

I say this even though it totally makes a mess of the course I am teaching this quarter and deprives my students of some of the education for which they, or their parents, are paying a great deal of money.

Unlike private-sector unions, whose strikes typically stop the production of commodities and profits, public-sector unions tend to halt services to the public, e.g., health for patients, services for residents, education for students.

Strikes are less effective when the employer — in this case UC — doesn't really prioritize undergraduate education compared to research and "public service" to corporations.

As a middle school student, I asked my mother, who was a high school teacher and union activist who helped create the American Federation of Teachers, why she supported teacher strikes. "Wasn't it bad for a union to go on strike and deny students their education?" I asked.

She answered that it was unfortunate to take actions that hurt students in the short term, but that it was worth it if they won demands that improved the lives of teachers and quality of education for students in the long run.

So my complaints are not because of the negative impact the strike is having on my courses and my students. But because strikes do negatively affect the educational system in the short term, it is essential that unions engaging in strikes do so with demands that are reasonable, supported widely and likely to be attainable.

I am also concerned that the strikers are asking faculty to cancel their classes. Unfortunately, my union and many other unions on campus have "no strike" agreements. If I withhold my labor, I could be fired and, even worse, my union could be fined tens of thousands of dollars we do not have if there is any evidence that our union is advocating for our members to withhold their labor in support of the current strike.

So we need to find ways to continue working, and offering as much of an education as we can to our students.

I always find creative ways to do that while avoiding having to cross a picket line, which I have never done in my life, and I let my students know that none of them will be punished for missing class if they don't believe that they should participate in my alternative arrangements.

But I do wish that my brothers and sisters who are on strike would find a way to let me know why they think their demands are reasonable and attainable.

I'm sure they are not keeping it a secret from UC management, and it would be politically smart and a better form of solidarity if they were to put a bit more effort into informing the public and their potential allies.

## Santa Cruz Local

### Objective design standards approved by Santa Cruz City Council

By Jesse Kathan | November 18, 2022 | Tags: [City of Santa Cruz](#), [housing](#), [inclusionary requirement](#), [objective design standards](#), [Santa Cruz City Council](#)



*The Santa Cruz City Council approved objective design standards for new multi-family housing developments. (Kara Meyberg Guzman – Santa Cruz Local file)*

**SANTA CRUZ**>>>The Santa Cruz City Council approved objective design standards Tuesday night that will guide the development of multi-family housing.

Under the new rules:

- Multifamily developments in mixed-use or commercial districts with fewer than 50 units that fully conform to the city’s objective standards will be approved by staff rather than a public hearing. Developments that deviate from the city’s standards, or have more than 50 units will receive a public hearing.
- All new housing developments within a half-mile of a bus stop that have 20 or more units will be required to provide Santa Cruz Metro bus passes or other transit passes for all residents.
- A block of homes near Dakota and May avenues slated for higher density mixed-use commercial development under the city’s General Plan will remain zoned as medium-density residential development.

**What are objective design standards?**

Objective standards have been in development since 2019. In 2020, state law SB 330 began to limit cities from using subjective standards to evaluate housing proposals.

For example, a city council cannot require fewer units in a project because the council says the project doesn't fit neighborhood aesthetics. The law encourages cities to create objective design standards because councils have to point to a specific objective design standard to reduce housing units in a project.

The rules contain hundreds of objective standards regulating parking, open space, building length, landscaping and other details.

## **Public meeting requirements**

Because state law requires city leaders to approve housing projects that meet the objective standards, city staff have recommended approval of some design permits for housing developments without a public hearing. Most large developments automatically trigger a public hearing due to density-bonus requests, coastal permits, or other factors, said Santa Cruz Senior Planner Sarah Neuse.

At previous meetings, some residents have argued against administrative approval and in favor of automatic public hearings.

Staff presented three alternatives for the approval of design permits of residential and mixed-use projects in commercial or mixed-use zones:

- **Option 1:** In a streamlined approach recommended by staff and the planning commission, projects that fully conform to all the city's requirements wouldn't need a public hearing and could be approved by staff.
- **Option 2:** Projects with zero to five variations from the objective standards would trigger a public hearing with the Zoning Administrator. Projects proposing six or more variations would trigger a public hearing before the Planning Commission.
- **Option 3:** Under a third hybrid option, projects that meet the city's objective standards and have 50 or fewer units could be approved by staff. Projects with more than 50 units would receive a public hearing.

Santa Cruz Senior Planner Sarah Neuse urged the council to approve the first option to incentivize developers to fully conform with the city's standards, rather than propose plans that vary from the standards.

In response to community concerns about the transparency of development decisions, the council voted 5-2 to adopt the third, hybrid option.

"I would have even voted for the streamlined option one, because I really feel that would have given the most local control," said Santa Cruz Mayor Sonja Brunner. "It's very clear that our community wants more control, and this is the way to get there."



Councilmembers Justin Cummings and Sandy Brown voted against the hybrid option. Cummings said he supported public hearings for all developments. “The developers are the ones who are looking for a fast approval process, not the community,” he said. “If we want to have more transparency, we really need to make sure that that option is available to people.”

Under state law, local governments have limited power to influence proposals that meet the city’s objective standards. For these proposals, local governments’ can only consider whether projects meet the city’s objective standards and its General Plan. If so, the project must be approved.

For proposals that have some variations from the objective standards, local decision makers must “consider the goal of the standard and compare the alternative design to that stated goal and determine that the goal is also met by the alternative design,” according to the [staff report](#).

### **Bus pass requirements**

As part of the new rules, developers of residential projects with 20 or more units that are within a half-mile of a “high-quality” bus stop will be required to provide free bus passes for all residents. High quality bus stops are defined by the frequency of bus service.

Based on current bus routes, the rule will apply to the upper Westside and most of Downtown. Developers will be required to negotiate a contract with Santa Cruz Metro for the passes.

The requirement is spurred both by a recommendation from the Planning Commission and by a recently-passed state law, AB 2097, that prohibits cities from imposing parking requirements on residential developments of 20 or more units within a half-mile of public transit.

### **Land exemptions**

The council also voted to exempt four parcels near May Avenue and Leonard Street from planned changes to the zoning code. City staff wanted to match local zoning to the higher density allowed by the city’s General Plan.

California law states that if a city’s General Plan and its zoning laws do not align, the rules that allow greater density apply.

For four parcels on Leonard Street, the changes would make the residential neighborhood open to commercial and mixed-use development, including hotels and motels.

At Tuesday night’s meeting, several Leonard Street residents said the neighborhood’s rezoning could displace longtime residents and change the neighborhood’s character.

Resident Kevin Stierhoff said that when the General Plan was adopted in 2012, the neighborhood wasn’t aware of the plan’s potential impacts. “The changes were subtle and obscure enough that even our most involved and diligent neighbors are not aware that the land use designation on

these parcels had been changed,” he said. “If they had, they would have tried to address this sooner.”

If the city doesn’t permit the housing density allowed in the General Plan on Leonard Street, it must find another place in the city to permit an equal amount of housing. Councilmember Donna Meyers said staff should try to use the Ocean Street Plan, the Housing Element update, and the [downtown expansion plan](#) to reallocate the housing density. After meeting with some residents in the neighborhood and consulting with staff, Meyers said she believes the designation of the neighborhood for mixed-use and commercial development was “a mistake.”

The council voted unanimously to:

- Remove the four Leonard Street parcels from amendments to the zoning maps.
- Direct staff to create a plan to relocate the lost residential density elsewhere in the city.
- Return with a schedule for implementing the plan at the city council’s Jan. 24 meeting.

### **Cummings, Brown propose alternate plan**

The council voted 5-2 to introduce ordinances that will:

- Approve the objective standards.
- Change the zoning code for some city parcels to conform with the city’s General Plan.
- Establish a new in-lieu fee for street tree removals.
- Establishing new requirements for the removal of a heritage tree or heritage shrub.

The second reading and adoption of these ordinances will take place at the next city council meeting. The city will begin to implement the new rules in January 2023.

Cummings and Brown opposed the new rules. Cummings presented an alternate proposal that would have:

- Increased the city’s inclusionary requirement for affordable housing for projects that receive a density bonus. A density bonus allows a development to be larger than normally allowed, and bypass other city regulations, if the project contains a certain number of affordable housing units. The city currently has a 20% inclusionary requirement. Under the proposal, projects with a 30% density bonus would have a 25% inclusionary requirement. Projects with a 50% density bonus would have a 30% inclusionary requirement. The Santa Cruz Planning Commission [recommended these changes in June](#).
- Required new developments to replace any affordable housing units they displace, and for city staff to verify the affordability of any displaced units.
- Directed staff to consider making the city liable for damage to private property from street trees.
- Directed staff not to change zoning along major transportation corridors except to conform with the General Plan.

Cummings said the staff's recommendations did not adequately address the city's need for more affordable housing. "We provide direction and sometimes the city staff acts on it, and sometimes they don't. And that's why many people have had issues with trusting our city government," Cummings said at Tuesday's meeting.

Existing state laws require developers to replace any affordable units they displace, said principal planner Matt VanHua.

Councilmember Meyers echoed previous reports from city consultants that a higher inclusionary requirement could slow housing development in the city, including development of affordable units.

"Ratcheting up our inclusionary [requirement] is not necessarily going to result in any additional affordable housing," Meyers said.

The alternate proposal failed with a 2-5 vote and Brown and Cummings in the minority.





Students and staff at the University of California at Santa Cruz stage a protest at the entrance of the campus Monday. — Tarmo Hannula/The Pajaronian

News Local News

# Thousands of University of California teaching assistants strike

By: **TODD GUILD** 📅 November 14, 2022

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**SANTA CRUZ** – Hundreds of Academic Researchers, Postdoctoral Scholars, Graduate Student Researchers and Academic Student Employees went on strike Monday at UC Santa Cruz, joining thousands of their colleagues in the University of California system's 10 institutions to demand a substantial pay increase, as well as better benefits.

UC Santa Cruz spokesman Scott Hernandez-Jason said the university had picketers at both entrances to the campus.

The campus shuttle service adapted its route to allow Santa Cruz METRO buses to drop passengers off at the base of campus, and all dining halls are open, Hernandez-Jason said.

The striking educators, he said, "are all valued members of the UCSC community and play important roles in supporting the university's mission."

Pickers began gathering at UCSC at 7am.

Striker Stefan Yong, part of United Auto Workers 2865 (UAW) – the union that represents many TAs – says that the UC system is engaged in “bad faith bargaining” as the three unions that represent the 48,000 academic workers negotiate for higher pay.

The demand on the table, Yong says, is \$54,000 a year for the workers, up from roughly \$24,000 per year.

“We need the university to negotiate in good faith so that we can get to the issues that really matter to all these workers, chief of which is the cost of housing and rent burden, and this idea that the wages that are paid by the university of California need to reflect the cost of living here,” Yong said.

The UC system, Yong says, is a profitable institution with a large endowment that can afford such an increase.

“The money thing is a matter of ‘won’t,’ and not, ‘cannot,’” he said.

Education student Cesar Melendez of Santa Cruz said he was inspired to participate in Monday’s strike by the 2019 CSU San Diego strike.

“I saw then how my teachers were truly suffering,” he said. “I don’t want to see my TAs suffer the same way – they put in a lot of time and they work really hard.”

In a prepared statement, UC Office of the President Associate spokesman Ryan King said that the UC system is asking its departments to provide additional support to its students, and to prepare for “contingencies” if the strike interferes with the end of the term.

“The University of California continues to negotiate in good faith as we do everything possible to mitigate the impacts of any strike actions on our student learning,” the statement reads.

This includes more than 50 bargaining sessions and an offer of “a fair, multiyear agreement” to the workers.

“These employees make valuable contributions to the University’s teaching and research mission in both part-time and full-time roles, and we believe our offers of fair pay, quality health and family-friendly benefits, among other proposals, are fair, reasonable, and responsive to the union’s concerns,” the statement reads.

King says that the UC system reached tentative agreements with UAW on issues such as “a respectful work environment and health and safety matters.”

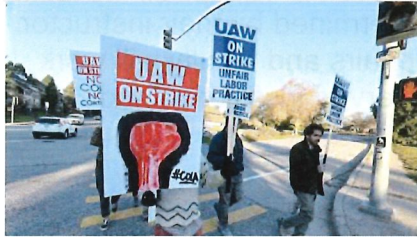
He added that the UC system within the past year has settled contracts with several unions representing university staff, including lecturers, nurses, police and administrative bargaining units.



## Lookout Santa Cruz

# UC Santa Cruz academic workers hit picket lines as systemwide strike begins

By Hillary Ojeda  
November 14, 2022



UC Santa Cruz graduate student workers hit the picket lines Monday, slowing traffic around the main entrance to the UCSC campus as part of what union leaders are calling the largest job action by any academic institution in history.

More than 2,000 UC Santa Cruz students are [among 48,000 unionized academic workers on strike across the University of California's 10 campuses calling for better pay and benefits](#); they're represented by the United Auto Workers (UAW) union.

The striking workers include four UAW bargaining units representing postdoctoral scholars, academic researchers, graduate students and academic student employees — teaching assistants, readers and tutors. Combined, they perform the majority of teaching and research at the state's higher education system. The job action comes at an important time in the academic quarter, with only a few weeks of classes left.

At UCSC, more than 70 workers held signs and marched around the west entrance to campus Monday morning. Striking workers also gathered at the Empire Grade entrance.

A speaker blasted music loudly as people danced, others played fetch with dogs and many held signs reading "UAW on strike unfair labor practice." The picketers let cars, many honking in support, pass and go into campus.

UAW unit chair Jack Davies said he was feeling great and happy about the turnout. "People are excited, people are happy," he said, in his red "UAW on strike" shirt. "I'm feeling like we've got a lot of strength."

Despite the job action, many of the campus services were running as scheduled, UCSC said in a statement on its website. Campus shuttles were operating on a "modified loop" from the West Remote Parking Lot to the Cook House lot. Santa Cruz Metro buses were running to only the base of campus. Bike shuttles and a Westside Connector shuttle were not running.

Services including dining halls, libraries, and health and early education services were operating normally.

UCSC spokesperson Scott Hernandez-Jason said the school is providing support and resources to department chairs and instructors to allow students to continue their studies during the strike. That included using replacement instructors or assignments in lieu of in-person instruction, he said.

“Students will be participating in instructional activities as determined by their instructor of record,” he said in a statement to Lookout. “Department chairs and faculty will work together to ensure the least amount of disruption to the delivery of instruction and grading, as well as research.”

Hernandez-Jason did not respond to questions about the number of classes that had been canceled. But he said the university was starting to hear from students that some classes were not meeting as expected and that some instructors were providing assignments in lieu of live meetings.

Several striking workers said they expected the classes they teach to be canceled.

Veronica Hamilton, a sixth-year psychology student, usually teaches a class at 8 a.m. on Mondays. Davies, who is part of the academic student employees bargaining unit, teaches 60 students in a “History of Capitalism” lecture Tuesday and Thursday, while a teaching assistant runs sections Wednesday and Friday.

Davies said that if the strike continues, the lecture and those sections won’t happen. As of Monday morning, Davies said he wasn’t aware of upcoming scheduled bargaining sessions just yet, but he was expecting some will be scheduled soon.

At around noon, union members said that four out of UCSC’s six research facilities had been shut down. Managers of the facilities, who support the strike, decided to close down the [Chemical Screening Center](#), the Nuclear Magnetic Resonance [\(NMR\) facility](#), the Life [Microscopy Center](#) and the Biomolecular [Cryo-Electron Microscopy Facility](#).

A handful of students were walking around the main campus at the end of the 9:05-10:20 a.m. class period. All said their classes had been canceled.

Faculty member Steve McKay, who’s also co-chair of the UCSC Faculty Association, said faculty have been supportive of the strike, but he wasn’t sure how many classes had been canceled.



The school's faculty union encouraged solidarity with the striking grad students and some departments were asking faculty members to cancel classes in support of the strike.

"It's been quiet up on campus, I live on campus. There's no buses coming up," said McKay, who visited the picket line Monday morning with about 100 other faculty members. "All you can hear is some chants in the distance and some honking. It seems pretty shut down on campus."

UCLA workers joined the picket line at 8 a.m. Monday at multiple locations across campus, [the Los Angeles Times reported](#), as did groups at UC San Diego, UC Santa Cruz and UC Merced.

UC Irvine strikers planned to begin demonstrating on campus at 8:30 a.m., while some other universities were set for 9 a.m., including UC Davis and UC San Francisco.

### **The issues being negotiated**

The UC has been in negotiation for months for better pay, increased child care stipends, more job stability through guaranteed multiyear appointments and eliminating extra tuition fees for international workers.

The two sides said they made some progress in negotiations over the weekend, including agreeing to stronger protections against workplace bullying and abuse.

But they remain far apart on key issues. As the four units have different duties and responsibilities, the UC says its proposals vary among the different groups.

Workers often switch between titles, which have different responsibilities. Postdocs and academic researchers are full-time employees whose pay comes primarily from external grant funds. Academic student employees (ASEs) are teaching assistants, readers and tutors who work about 20 hours a week in addition to earning their graduate or doctoral degree. Graduate student researchers (GSRs) are similar to ASEs in workload and are paid primarily from external grant funds.

For postdocs, the UC proposed a new salary scale that boosts the minimum salary by 7.5%. The administration proposed a scale increase of 7% for all salaried ASEs in the first year of a new contract, followed by annual 3% increases.

For GSRs, the UC proposes eliminating the bottom two salary points on the salary scale, and increasing the current minimum salary scale by 6%.

“The majority of the bargaining unit would see 9-10% increases in year one of the contract, with a 3% increase in each subsequent year,” according to the UC.

For academic researchers, the UC proposes a 4% increase in year one of the contract in addition to annual 3% increases each subsequent year.

The union is also asking the UC for a \$2,000 monthly child care subsidy, while the UC is offering \$4,050 for ASRs and graduate student employees annually and a new program for postdocs for up to \$2,500 annually.

UCSC said in a statement Monday that UC system leaders were working hard to reach agreements with all four bargaining units across the statewide system.

“UC’s latest proposals, which reflect genuine responsiveness to union concerns related to compensation and benefits, show the university to be bargaining in good faith and working to address the most important issues raised during negotiations,” the statement said.

Union members say it’s not enough.

Nicholas Scarsdale, a graduate student in the astronomy department, joined about 16 others who marched back and forth across the street with unfair labor practice signs at the campus’ Empire Grade entrance around 8:30 a.m.

“There’s always going to be more people at the front, so we’re here to keep numbers up,” he said.

Scarsdale, who said that he makes about \$48,000, believes that he is fortunate.

“Our department always has summer funding, and many in other departments can’t say the same thing,” he said. “I’m mostly here in solidarity with those people.”

He said that some workers make in the \$20,000s, a number he said is clearly inadequate.

“I’m not sure that you could find any decent place to live in Santa Cruz with that budget,” said Scarsdale, adding that the bargaining teams are pushing for a \$54,000 minimum wage.

“They say they can’t afford that,” he added, “but if they can do things like give huge raises to the chancellor, then I think they can do this.”

First-year linguistics graduate student Yağmur Kiper echoed those thoughts, saying the \$2,500 monthly fellowship stipend she receives barely covers her basic expenses.

Originally from Ankara, Turkey, Kiper pays about 65% of her income on rent alone. She said the high cost of living in the area — plus the internationally circulated news about [a 2019 wildcat strike by teaching assistants](#) centered at UCSC — almost led her to not attend the campus.

“I saw one news story on the Guardian about UCSC — how people were striking — and I was like, ‘Oh my God, I can’t apply there, because I’m going to starve,’” Kiper said. “But UCSC’s linguistics department is so good, maybe the best in some fields, so I decided to apply there and then hope there will be some kind of a raise.”

Paul Mattern, a UCSC ocean sciences researcher who was at the picket line Monday, said his unit was striking in solidarity with the graduate students. Though researchers generally make more money than graduate students, he said, they all face the same affordability issues living in Santa Cruz.

“I don’t have much sympathy for the university because they’re not building,” Mattern said. “They’re, I think, partially responsible for rents going up because they haven’t been building enough student housing.”

Pete Brook, a second-year student in the Environmental Art and Social Practice master’s program, said this was his first strike and he’s excited for it.

“I don’t know what to expect,” he said. “But I’m here for everything.”



# **Other Transit Related Articles**

# The Atlantic

## Buses Shouldn't Be Free

By Jerusalem Demsas

December 12, 2022

The push for fareless transit is downstream of a larger failure: American urban elected officials have struggled to improve government services, especially infrastructure development.

THE LIBRARY IS FREE; parks are free; no one has to pay for police or firefighters to show up at their door. So why not make transit free? This week, Washington, D.C.'s city council asked and answered that question by voting unanimously to eliminate payments for riding the bus. If the decision is enacted, the nation's capital will be the largest American city to make all rides free rides.

Fare-free transit sounds great in theory, but American bus networks are far behind global leaders in offering good service. Focusing on zero-dollar rides is like overseeing a library system stocked solely with out-of-date self-help books in crumbling buildings and wondering if a fresh coat of paint will improve morale.

What is the point of a bus? If you ask an environmentalist, it's to reduce emissions from personal car use. If you ask a suburban commuter, it's to reduce the number of cars on the road. If you ask someone who actually rides the bus, it's to get them to where they need to go. To meet any of these goals, transit agencies need to attract more customers. The best way to do that is to run more buses and ensure that they arrive and depart in a timely fashion.

Bus riders are consistent on this point. One 2019 study of transit riders asked respondents to name the most important areas for improvement and found that the quality of the transit service came first. To increase satisfaction and, consequently, transit use, riders wanted more frequent, safe, and reliable service. Significantly lower on the list of priorities? Concerns about fares.

Now, obviously, transit policy can have multiple goals. But there are trade-offs; as the transit researcher Alon Levy put it, "If there is money to make service free, there is money to spend on service improvements." In D.C., free bus service is expected to cost \$43 million in 2024 and increase slightly each year thereafter. For comparison, expanding service for about a dozen lines to include night service costs roughly \$8.5 million. And of course, taxpayers *are* still paying for the bus; it's just not happening at the farebox. Perhaps most important, making the bus free might exacerbate the very issues that frustrate bus riders, potentially making transit less reliable, less frequent, and maybe even less safe.

Fare-free-transit advocates cite a few anticipated benefits: inducing more people to take the bus instead of driving, generating time savings, and reducing contact between fare violators and law enforcement. Because fare-free transit has been tried before, evaluating how much stock to put in any of these claims is actually pretty easy. (Hint: not a lot.)

ELIMINATING FARES WITHOUT otherwise improving service is unlikely to push very many drivers to take more trips via bus. Instead, evidence suggests that increased ridership will mostly come from people who already take the bus choosing to do so over biking or walking. That's fine, but it doesn't do anything to reduce congestion or emissions. In Tallinn, the capital of Estonia, fare-free buses led to a 40 percent reduction in trips made on foot and reduced the number of car trips by just 5 percent. In Trenton, New Jersey, and Denver, Colorado, experiments with free fares likewise showed no change in car traffic, despite significant increases in ridership.

And increased ridership may be a short-lived phenomenon that can overwhelm the system, thereby actually harming the very people who consistently rely on it. In some experiments with fare-free transit, boarding time decreased, but higher usage meant the bus had to stop more frequently, potentially erasing those gains. In other experiments, the proportion of buses observed to arrive late went from 25 percent to 45 percent.

The idea that fare-free bus transit is the best way to save time beggars belief. Policy changes such as running more buses, establishing bus-only lanes, and stopping less frequently all significantly increase bus speeds, with the added benefit of reducing emissions and congestion.

Another time-saving measure is proof-of-payment fare enforcement, in which passengers can board at any door unchecked but are expected to retain some sort of pass or receipt. In Berlin, for instance, riders board seamlessly; every once in a while, fare inspectors come around and ask all the passengers for proof of payment. If they don't have proof, they get fined. Despite this system, Berlin appears to have lower rates of fare evasion than D.C., according to a February 2022 report. Some people will dodge fares, but the time saved on boarding and the convenience afforded to passengers more than make up for that.

Perhaps the strongest reason for eliminating fares is reducing contact between law enforcement and riders. Police won't stop people for evading fares if there aren't any, which eliminates the possibility that a mundane fare violation will spiral into a much more serious and potentially brutal outcome. Further, fare-evasion fees won't pile up for low-income riders.

But I doubt that any system will eliminate the demand for police activity on public transit. Fare-free buses may actually *increase* the desire for security services. Some agencies that

experimented with this system noted increased “rowdiness”; in a couple of American cities, “bus drivers became highly critical of the program because of an apparent increase in the occurrence and severity of on-board harassment . . . particularly by young people.” While “rowdiness” may only increase in proportion to the increased number of people using the bus, transit agencies, bus drivers, and even other passengers could conceivably ask law enforcement to keep crowded, student-filled buses in order.

Many proponents of fareless rides point out that drivers expect free or subsidized parking and do not directly pay for the cost of maintaining roads or other necessary infrastructure. Nor do they have to pay for the environmental and congestion costs externalized onto everyone. These are all great arguments for congestion pricing and for requiring drivers to pay to reserve space for cars in desirable locations, not good arguments for fare-free transit.

IF FARE-FREE TRANSIT isn't a great policy, why are so many places looking to pursue it? In America, the bus is for poor people, and policy reflects that by focusing on subsidization instead of improving quality. This is frustrating both because low- and moderate-income riders deserve high-quality public services, and because if mass transit remains relegated as the transit option of last resort, then the U.S. will never meet its emissions and congestion goals.

I also suspect that the push for fareless transit is downstream of a larger failure: American urban elected officials have struggled to improve government services, especially infrastructure development. Navigating the mess of regulations and other political constraints makes building and operating transit networks extremely difficult; that's precisely why political officials so often turn to “demand-side policies” such as subsidies for the bus. Demand-side policies can be great. But if the goal is to give money to low-income people, we should give money directly to low-income people. If the goal is a well-functioning transit network, we should fix the problems that bus riders tell us are plaguing the system.

But politicians also know that demand-side policies like making the bus free can be political winners. Riders will know they have politicians to “thank” for a free ride, whereas they may not even notice incremental improvements to bus service.

Transportation and transit networks organize society in explicit and implicit ways, shaping our choices before we're even old enough to walk. Fare-free transit won't destroy bus networks, and so focusing on the drawbacks may seem strange. But we need to think seriously about trade-offs. Building a sustainable and well-run transit system is an economic and environmental imperative—any policy that doesn't conclusively seek to do that is a waste of time.

## Mass Transit

### CA: Bay Area transit agencies are projecting doomsday scenarios. How likely are cuts for BART, Muni?

Rail, bus and ferry operators have projected imminent, so-called "fiscal cliffs" for more than a year because sweeping aid by the federal government has kept operations afloat.

**By** Ricardo Cano

**Source** San Francisco Chronicle (TNS)

Dec. 5, 2022

Dec. 4—BART, Muni, Caltrain and the Bay Area's transit systems risk unprecedented financial collapse in the coming years, a potential deficit that could mean massive service cuts if their ridership remains stagnant and there's no replacement for the billions of dollars in dwindling federal COVID funds.

That, at least, is the dire picture that emerges from planning scenarios each of the Bay Area's 27 transit agencies submitted to the region's transportation planning body, the Metropolitan Transportation Commission.

Rail, bus and ferry operators have projected imminent, so-called "fiscal cliffs" for more than a year because sweeping aid by the federal government has kept operations afloat. The latest projections foretell a future where transit agencies struggle to provide competitive service without a new subsidy.

Transit officials have downplayed the likelihood of a collapse, saying the projections don't paint their agencies' complete financial pictures. But the projected scenarios, first reported by the Bay Area News Group, crystallize the financial peril transit systems face once federal money runs dry — and how little time several agencies have before that happens.

The federal funds could run out as early as fiscal 2024 for Caltrain and the San Francisco Bay Ferry. BART's federal aid will be spent by 2025.

"It's very clear that the future of the Bay Area transit system is in doubt," Jim Wunderman, president and CEO of the Bay Area Council business group, said.

Here's what you need to know about the state of Bay Area transit, and the potential of this doomsday scenario.

What does the Bay Area's worst-case scenario for transit look like?

The collection of worst-case, five-year planning scenarios, which assume modest ridership gains with no new sources of revenue, picture a Bay Area where buses, trains and ferries run skeletal, infrequent service.

Under this doomsday scenario, BART closes nine of its 50 stations, eliminates two of its five rail lines and runs trains only every hour on weekdays while shuttering weekend service. Muni would scale back service on all its bus and rail lines to nearly 25% of pre-pandemic levels.

Other bus operators in the region, such as the Peninsula's SamTrans and the East Bay's AC Transit, would discontinue some lines and reduce frequencies on others.

Conversely, transit operators also project minimal to no changes in service if riders come back to buses, trains and ferries at 2019 numbers — a reality officials say is unlikely to happen.

Which agencies are at greatest financial risk?

While every transit agency is approaching a fiscal cliff, the scenario plans underscore how the agencies that are most reliant on fare revenue face the greatest financial risk.

For example, fares accounted for about two-thirds of BART's operating budget before the pandemic. Much of that revenue went away when ridership crashed during the pandemic. More riders have returned to BART this year, following ebbs and flows during surges in COVID cases, though weekday ridership for the regional rail spine has plateaued in recent months at about 40% of 2019 levels.

Why do things appear so dire?

Every major U.S. transit system saw drastic drops in ridership during the pandemic. But the recovery has been most sluggish for Bay Area transit, largely because of the region's wide embrace of telework and hybrid work that have lowered demand.

These profound workplace changes spelled danger for transit systems, like Caltrain and BART, that were mostly oriented around downtown work commutes before COVID (70% of trips on BART were work-related in 2019).

Transit agencies also cite rising labor costs and inflation as financial stressors. Compounding that, several major, long-planned capital projects to expand Bay Area transit will likely increase costs to operate service, from Caltrain's electrification project, BART's expansion to San Jose and the new Muni Central Subway in San Francisco.

Federal relief funds at the San Francisco Bay Ferry, which has had one of the Bay Area's most robust ridership recoveries, could run out in fiscal 2024. The Ferry reduced fares and has so far recovered 65% of its 2019 ridership. It faces a 16% cut in service in its worst-case scenario that could derail plans to expand to Berkeley and Redwood City.

"Investment has been made in capital infrastructure to support those plans, and the batteries are not included," Seamus Murphy, the Ferry's executive director, said. "We need to have operating revenue to be able to afford to operate the expanded service."

How are these 'fiscal cliffs' different from past crises?

Financial distress is nothing new for the region's transit operators.

More than a decade ago, at the height of the Great Recession, BART and Muni saw drops in ridership and grappled with service cuts, albeit smaller in scale compared to the projected doomsday scenario. Both agencies deferred maintenance and capital projects to cut costs and prop up operations.

Ridership then, however, not only came back in the 2010s, but it reached all-time highs. This time around, transit officials have largely acknowledged that it's unlikely that ridership levels and fare revenues will rebound to pre-pandemic ridership levels within the next decade. Some operators are attempting to reinvent themselves around new commute patterns.

How likely is the doomsday scenario?

Transit officials have downplayed their agency's projections, describing them more as planning exercises than policy decisions.

Michael Eiseman, BART's financial planning director, said, "It's not likely at all," that the agency would make the drastic cuts described in its worst-case scenario because that would set up BART for failure.

BART is running more service on weekends than it did in 2019, one of the main reasons agency officials say weekend ridership has recovered faster than weekdays, peaking so far at 70% of pre-COVID levels. High fixed operational costs mean the agency would have to make drastic service cuts to save money.

Enacting doomsday measures such as running hourly trains, closing stations and slashing weekend hours would turn off riders, decreasing fare revenues and lead to more cuts.

"It wouldn't improve the fiscal situation because we would lose so many riders that we end up worse than we started," Eiseman said, describing what's referred to as a "transit death spiral."

But while transit officials are pushing for relief from the state or a regional taxpayer subsidy, there's still no concrete plan for new transit funding.

Is more federal funding a realistic option?



Bay Area operators benefited from \$4.5 billion in federal pandemic relief, according to Rebecca Long, MTC's director of legislation and public affairs. Operators had about \$900 million in federal funds left as of October.

While the federal government helps fund capital projects for large transit agencies, the pandemic relief it provided was an exception to the hands-off role its played for decades in funding transit operations.

"There have been some conversations with folks in Washington about the potential for there to be additional funding coming from Congress, and I think the general sense is that's off the table at this point," Long said. "There's a lot of other priorities, and I think they're looking to operators to work with their local and state partners."

San Francisco state Sen. Scott Wiener said he will push for transit funding for operations when the new legislative session begins in January. Transit agencies hope the state, facing a projected \$25 billion budget deficit, will provide bridge funding that could give them more breathing room to ask taxpayers for a regional subsidy.

Like other transit supporters, Wiener said the region's transit network remains vital to the Bay Area's quality of life even if it's serving fewer people. "It would be a huge mistake to just let this play out and to let our transit systems go into a death spiral," Wiener said.

Could a local subsidy become a funding source?

Several regional transit leaders are advocating for measures that could entail asking Bay Area counties for operational funds. Some agencies could choose to pursue their own ballot measures, as well.

BART officials acknowledged earlier this year that any tax measure could face tough headwinds if voters perceive it merely as a bailout for transit. In an August 2021 poll of 800 likely voters commissioned by the MTC, public transportation ranked behind homelessness, education, public safety and housing as funding priorities. Those voters also appeared more averse to supporting tax increases than before the pandemic.

Ian Griffiths, policy director for the Seamless Bay Area transit advocacy group, said a mega ballot measure could be successful if it also brings transformative improvements for riders, such as integrating fares, better coordinating of schedules and potentially consolidating some transit agencies.

"Voters will be looking for evidence of real concrete commitments like that to have faith that... a tax increase will not just simply fund the (transit) system that they're pretty unsatisfied with right now," Griffiths said.

## Mass Transit

### **Santa Clara VTA receives authority to pursue federal funding for up to 50 percent of the cost of Phase II of the BART Silicon Valley Extension Project**

The funding could be as much as \$4.6 billion for the alignment that will extend rail service from Berryessa/North San Jose through downtown San Jose into Santa Clara.

**Related To:** [Santa Clara Valley Transportation Authority \(VTA\)](#)

Dec. 5, 2022

The Santa Clara Valley Transportation Authority (VTA) received authority to pursue federal funding for up to 50 percent of the cost of Phase II of the BART Silicon Valley Extension Project. The funding could be as much as \$4.6 billion for the alignment that will extend the heavy rail service from Berryessa/North San Jose through downtown San Jose into Santa Clara.

The Federal Transit Administration (FTA) notified VTA the Phase II Project has been approved to **re-enter the federal Capital Investment Grants New Starts Funding program**. This approval allows VTA to apply for twice the amount of funding anticipated under the previous Expedited Project Delivery pilot program. The FTA's action also approves past eligible expenses for potential grant reimbursement back to March 2016, as well as for all remaining work on the project, for the estimated total project cost of up to \$9.3 billion.

With consideration of the FTA's actions, VTA's Board of Directors authorized the execution of contract amendments for up to \$460 million, including the purchase of the tunnel boring machine and moving into early construction activities.

Kiewit Shea Traylor has the tunnel and trackwork contract for the project and plans to procure a tunnel boring machine, approximately 54 feet diameter, to bore a five-mile tunnel under downtown San Jose. VTA is embarking on the first rail project in the United States to be constructed by a single bore, allowing both tracks and station platforms to be

constructed within the tunnel, utilizing the newest technology in underground construction.

VTA plans to begin the federal funding application as soon as summer 2023 after a final cost estimate and funding plan is worked out. VTA is seeking an additional \$750 million from the state's transportation funding program for major transit projects as the last key funding piece.

The Phase II Extension includes six miles of track and four stations to be added to the **Phase I 10-mile alignment** from the Warm Springs/South Fremont Station through Milpitas and Berryessa/North San Jose.



# GOVERNING THE FUTURE OF STATES AND LOCALITIES

## Can Public Transit Recover from COVID and Get Back on Track?

Rides on public transit had been declining before COVID-19 hit. Solutions to boost ridership back to pre-pandemic levels exist, but some are expensive and will take time and political will to sustain.

Dec. 4, 2022

**Kari Edison Watkins, University of California, Davis**

U.S. commuters take approximately [10 billion trips on public transit every year](#). SciLine asked [Kari Watkins](#), an associate professor of civil and environmental engineering at the University of California, Davis, what cities can do to increase public transportation ridership and how people can make better use of this environmentally friendly mode of transportation.

Kari Watkins discusses why public transit matters to communities throughout the United States.

Below are some highlights from the discussion. Answers have been edited for brevity and clarity.

### Why is transit a sustainable mode of transportation?

**Kari Watkins:** Economically, it's [easier on people's pocketbooks](#). Environmentally, transit has [less emissions per trip](#).

From an equity point of view, transit is more sustainable than other modes because you're [more able to serve all people](#). This service is out there – you don't have to afford a vehicle in order to be able to take it.

### How does public transit affect traffic congestion?

**Kari Watkins:** We save about 24% of our congestion levels [by having transit in our 15 largest cities](#).

### What has research shown us about transit's safety?

**Kari Watkins:** Transit is the [safest mode of transportation](#) because of the professional drivers and because of the nature of how the services are provided. They're often in their own corridors with really, really high factors of safety in how those corridors are designed.

When we look at cities where more people take transit as opposed to driving themselves, we always have lower crash rates, both internationally and across the U.S.

### What are some trends of ridership on public transit systems in recent years?

**Kari Watkins:** Over the past approximately five years before COVID, we were [seeing declines in both bus and rail](#) in ways that we had not seen before and could not be attributed to things like population decreases or lower employment rates. We saw declines that could be largely attributed to the rideshare companies. Uber and Lyft were [taking a pretty heavy toll on transit ridership](#).

In addition to this, before COVID, low [gas prices were a factor](#). When gas prices go down, transit ridership is going to go down. And a little bit of increases in fares on transit systems was also hitting transit ridership.

### [And then COVID hit.](#)

What happened during COVID was a lot of the people who rely on transit on a day-to-day basis – those critical workers, folks who were keeping our society going during the early parts of COVID – they still had to get to work. And many of those folks are bus riders as opposed to rail riders, because of the way we've set up these systems. And so we saw bus ridership decline, but it was still at significant portions of what it was before COVID.

Rail, [on the other hand, was decimated](#), especially commuter rail.

Most commuter rail agencies are even still today nowhere close to what they were pre-COVID. In the early days of the pandemic, they were at 10% [of the ridership levels that they once were](#).

We're seeing some agencies, like Los Angeles Metro, where they're predicting that in the next year or two, they're going to be back up to the levels that they were pre-COVID. But there's a lot of cities that have been permanently hit, [such as San Francisco and New York](#).

### **Why are some transit agencies facing a 'fiscal cliff'?**

**Kari Watkins:** What happened during COVID was that many of these agencies were rescued through government programs where [they got extra operating funds](#) because the federal government and state governments knew that these agencies were going to be facing such dramatic declines in ridership that they wouldn't be able to provide their services without some sort of extra support.

But all of that extra operating funding is disappearing over time. And with some agencies, they expect it'll last another year, maybe two, but they're not sure if their ridership is projected to be back at the same levels that it once was.

### **How could transit become more environmentally friendly?**

**Kari Watkins:** There's actually a lot that can be done to our system [if we electrify transit further](#). For decades, we've had transit lines that had overhead systems to power it, or a third rail system, where it's powered from underneath, like our subway systems.

All of those are really expensive to build. But battery technology that is [coming around for our passenger vehicles](#) is also coming around and [improving greatly for larger-scale vehicles](#), such as trucks and buses. This gives us the ability to start to electrify routes that are running on pavement in streets. The hang-up is simply that we have to run these routes for an entire day and the window to charge them is just a small window overnight.

## Mass Transit

### CA: VTA condemns 'irresponsible act' seen in San Jose viral video

The Santa Clara Valley Transportation Authority said it was investigating a “dangerous” act aboard a light rail train Wednesday evening, hours after viral video filmed on a San Jose highway surfaced on Instagram.

**By** Austin Turner

**Source** Bay Area News Group (TNS)

Dec. 2, 2022

The Santa Clara Valley Transportation Authority said it was investigating a “dangerous” act aboard a light rail train Wednesday evening, hours after viral video filmed on a San Jose highway surfaced on Instagram.

The video, posted by Instagram user “mi\_luna\_estrella” around noon Wednesday, showed a person clinging to the back of a VTA light rail moving at high speed. Jessica Gomez, the woman who recorded the video, told NBC Bay Area that the incident took place on Highway 87 and the person got off the train at what she thought was Tamien light rail station.

“VTA is investigating what appears to be someone engaging in an extremely dangerous and irresponsible act on a light rail vehicle,” the transit agency said in a tweet. “We urge anyone who sees this type of behavior to call 911. Riding on the outside of any VTA vehicle is against the law and can be fatal.”



## ABC 7 News

# Transportation officials consider plan for commuters to pay tolls on busy Bay Area freeways

By Gloria Rodriguez and Suzanne Phan  
Wednesday, November 30, 2022

SAN FRANCISCO (KGO) -- The future of Bay Area commuters could include tolls, not only at bridges but also on freeways.

Transportation officials are considering the proposal as part of an effort to ease traffic congestion and help reduce greenhouse gas emissions.

Officials say congestion is mounting, partly because they've kept the user price of driving on freeways down.

Officials are considering the [Plan Bay Area 2050](#), a joint project between the MTC and Association of Bay Area Governments. They say the tolling idea would include all lanes of certain freeways-not just the express lanes.

"Those include Interstate-80, really all the way through Solano County, Contra Costa County, Alameda County to the Bay Bridge, both 101 and 280 along the peninsula," said John Goodwin with Metropolitan Transportation Commission.

The plan includes transportation strategies, one of them being charging drivers per-mile on some congested freeway corridors where there are transit alternatives. There would be discounts for carpoolers, low-income residents and off-peak travel.

Many of the corridors under consideration for tolling have public transportation options like BART or CalTrain that run parallel to the road.

During a presentation earlier this month, officials argued it is no longer feasible to keep widening freeways to meet demand.

"All too often transportation on the freeway is not fast and not reliable," said Goodwin. "Given that we're not going to be building extra freeways, the



capacity we have now, is the capacity we're going to have for the next generation."

Goodwin said that's why transportation authorities are looking for options to improve congestion.

Tolling could vary in pricing depending on the time of day.

"The concept of tolling is similar to the way electric companies charge more when we consume power during certain hours of the day," said Alex Eisenhart, of the MTC, during the [November 17](#) presentation, which was supposed to contain the same information presented Tuesday evening.

Officials mentioned they recognized pricing presents serious equity concerns for those who have no choice but to drive. They also brought up concerns that other corridors that don't charge would be congested.

It would cost \$1 billion to implement the plan. This is still a proposal and not a done deal. There have been no suggestions for how much the tolls would cost.

Right now, the freeway tolling idea is part of a two-year study. If it gets the green light, it wouldn't go into effect until 2035 or much later, said Goodwin.



In many years, Vermont "flexes" enough highway dollars to effectively double its federal transit funding

OPERATIONS PLANNING

November 29, 2022

# Want to Use Highway Dollars for Transit? These Places Already Do

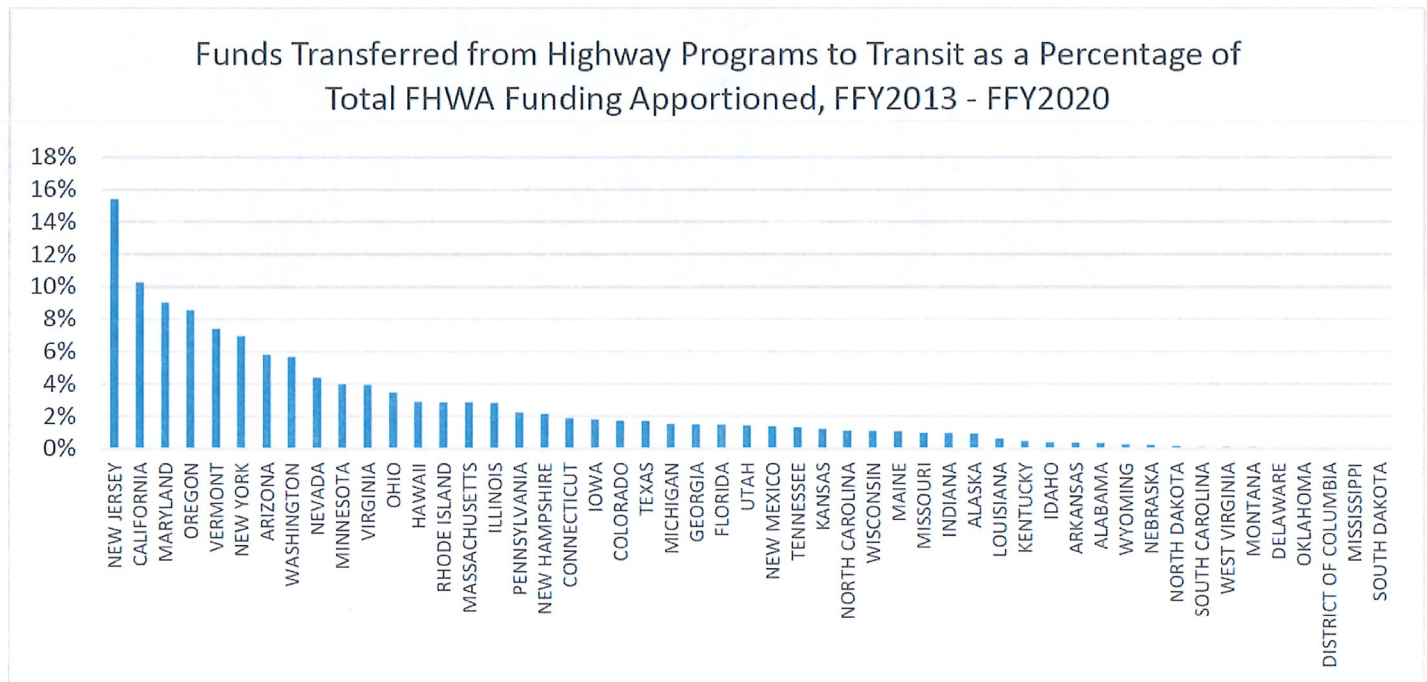
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Federal transportation funding is highly flexible, as we've pointed out; most of the federal highway funds that states and Metropolitan Planning Organizations receive



National Cooperative Highway Research Program shines a light on this issue, revealing that by one measure, states “flexed” less than 4%<sup>1</sup> of their federal highway funds for transit projects between 2013 and 2020.



Only eight states were “superflexers,” transferring more than 4% of their federal highway funding to FTA: Nevada, Washington, Arizona, New York, Vermont, Oregon, Maryland, California, and New Jersey.

The two highway funding programs most commonly flexed to transit are Congestion Mitigation and Air Quality (CMAQ) and the Surface Transportation Block Grant (STBG), which MPOs have significant authority over. But other programs can fund transit as well, including the National Highway Performance Program (the largest highway formula program) and the Carbon Reduction Program.

What makes a state decide to use highway funds for transit? The report offers a simple conclusion: It largely comes down to “state and regional priorities.” **Where state and local decisionmakers value transit, states use more of their**

... enough transit projects in the “pipeline” to justify flexing funds?

## State leadership

Vermont, a state with fewer than 650,000 residents, shows the potential for flexible funding to support transit as an essential service in a largely rural state. Since the early 1990s, Vermont has used flexible funds to beef up bus, demand-response, and commuter service.

As state officials explained to the Government Accountability Office in 2012, Vermont’s low density means it receives few federal transit formula funds. Flexible funds allow the state to better meet residents’ needs. In many years, the state “flexes” enough highway dollars to effectively double its federal transit funding, and has continued this approach since the pandemic. From 2022 to 2025, for example, Vermont plans to spend \$205 million in federal funds on transit; \$94 million of that (46%) will be flexed dollars. The state also plans to flex another \$26 million in highway funds to Amtrak service in that period.

This allows Vermont transit systems to punch above their weight. In 2019, the state’s per-capita spending on transit was \$93, more than in urban states like Virginia, Michigan, Georgia, and Florida. During the busiest days, more transit vehicles were on the road in Vermont than in Mississippi, New Mexico, or West Virginia, all larger and more populous states.

New Jersey offers a more urbanized example. The state transferred more of its federal highway dollars (15%) to FTA than any other in the country, primarily using CMAQ, often to pay for routine needs like new buses and train cars. The state also makes heavy use of tolls to fund transit, using hundreds of millions of dollars from the NJ Turnpike Authority to subsidize rail and bus service run by New Jersey





These practices show that New Jersey values transit. But they could also be seen as mitigation for the fact that NJ Transit lacks dedicated funding streams, relying on annual budget appropriations that make long-range planning difficult. As the advocacy group Tri-State Transportation Campaign has pointed out, the agency has long diverted funding from its operations budget to capital projects, shortchanging service and reducing its ability to keep fares affordable. In other words, New Jersey uses the flexibility of highway funding in part to make up for a lack of consistent state support.

## Metropolitan leadership

In recent years, California's transportation department (Caltrans) has taken a multimodal approach to transportation. But the main reason California "flexes" a relatively high percentage of federal funds to transit is because state law empowers MPOs to make those decisions.

Since 1997, California's MPOs have had authority over the majority of federal highway dollars, and several regions have chosen to prioritize transit. Take the Metropolitan Transportation Commission, in the San Francisco Bay Area. Out of \$652 million in federal highway funds that the agency programmed between 2018 and 2022, more than \$150 million went to transit projects including new train cars for BART, transit-priority lanes in Oakland, bus stop improvements in Marin County, and support for a task force working to help plan for ridership growth.

While California is unique in the extent to which MPOs control federal funding, municipal leadership can make a difference anywhere. The report cites the Capital District Transportation Committee – the MPO in the Albany, NY region – as an example. For several years, the regional government programmed CMAQ funding to expand bus service and develop bus rapid transit, such as the Capital District

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quality no longer violated ozone standards.

The MPO began programming other road funding for BRT to make up for it. Not only that, it used the power of persuasion to convince the New York State DOT to spend National Highway Performance Program funds for transit. As the report put it, Capital District leadership and staff “have consistently made the case that local funding needs are important to the operation of the entire regional transportation network,” and because transit runs on roads that are part of the National Highway System, that there was “a strong case for using federal highway funding to” support it. In 2020, CDTA opened the second rapid-bus route in the region, the Blue Line.

During the first 2 years of the Biden administration, Congress appropriated unprecedented levels of funding to transit, as well as significant funds through the “bipartisan infrastructure law.” The outlook for future federal support looks less clear. The necessary work of expanding and maintaining transit systems requires pro-transit state and local leaders to take full advantage of federal flexibility, in addition to raising their own sources of funds.

1. It’s important to note that this is not the only type of flexibility in federal law and could underestimate states’ use of flexible funds. States can also spend federal highway grant funds on public transit without transferring the funds to FTA for oversight; however, this is rare given the administrative benefits of doing so. ↩

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## Mass Transit

### Beyond Carbon Reduction: Electric Buses Provide Resilience for Climate Emergencies

When climate emergencies shut down transit service, vehicle-to-grid and vehicle-to-everything applications could allow transit agencies to use battery electric buses to keep the power on for their communities.

[Dayna Wasley](#)

Nov. 29, 2022

Transit is a critical factor in the accessibility of economic and social opportunities for people who do not have access to a personal vehicle. With these services alone, transit has earned its keep as one of the greatest equalizers in society. However, as the world continues to evolve, the transit industry has an enormous opportunity to extend its reach beyond taking people from one place to another and become a solution to one of the greatest threats to communities in today's world: resilience.

#### Energy is a Scarce Resource

All over the news, resilience is one of today's hottest topics. From [wildfires to hurricanes to extreme temperatures to floods](#), communities around the world have experienced situations in recent years in which their resilience has been tested.

During these events, energy becomes a scarce resource. Utility lines are ripped out by strong winds or the grid gets overloaded by a high demand for air conditioning or heating, and thousands, sometimes millions, of people may be left without energy. In the best-case scenario, people are left without energy for a few hours, and it is an inconvenience. In the worst-case scenario, people may be left without energy for days during inclement weather, and it can be a matter of life and death.

In 2021, three severe winter storms left 4.5 million homes and businesses without power during below-freezing temperatures in Texas. At least 246 people died during the power outages with some sources putting the number [as high as 814 deaths](#). That same year, Hurricane Ida caused more than a million people to lose power. During the aftermath of the hurricane, an excessive heat advisory was issued. Despite efforts to

evacuate residents to state shelters, [12 people died from heat-related causes](#) from the power outage. To be truly resilient during these situations, communities need to develop decentralized energy solutions that can keep people comfortable and safe and prevent further tragedies.

This is where [vehicle-to-grid \(V2G\)](#) and vehicle-to-everything (V2X) come into play. When most people think about an electric vehicle, they think of a vehicle plugging into a charger and taking energy from the grid. V2G and V2X challenge this idea. With V2G and V2X, the vehicle could actually give energy to a building, another vehicle or return it to the grid. This emerging concept would allow vehicles to be a potential solution to stabilize the grid during natural disasters. On a small scale, your vehicle could be your source of energy for several hours during a power outage. On a large scale, V2G and V2X could be a game changer for an entire community.

### **Transit is the Resilience Solution We've Been Looking For**

How does transit fit into this problem? Well, many transit agencies across the U.S. have committed to converting their vehicle fleets to fully zero-emission vehicles by 2040. Some agencies have even taken a more ambitious approach and plan to have a fully electric fleet by 2030 or sooner. This transition offers a tremendous opportunity to improve resilience around the country.

The battery-electric buses (BEBs) that transit agencies use have batteries that can store significantly more energy than a personal vehicle, which means that BEBs have more potential to deliver the larger-scale benefits of V2G and V2X. Currently, a fleet of 30 BEBs has the battery capacity to power an average hospital for a full day. BEB manufacturers are constantly working to make batteries with even more capacity and this number is expected to grow in the future.

Many people may think about this concept and wonder if transit fleets are the right vehicles to provide this service. Many transit vehicles are in service more than 14 hours a day and do not have a lot of downtime compared to other types of fleets. School buses, for example, only run in the mornings and afternoons and even have multiple months each year where they don't run at all when school is out of session. While school



buses and other fleets may be part of the solution too, transit vehicles have a special purpose in the greater V2G and V2X framework.

During natural disasters, transit agencies help people evacuate and get to a safer place. That means that transit vehicles are likely already onsite at evacuation centers, giving transit vehicles the perfect opportunity to use V2X capabilities to provide energy to the evacuation center and keep people safe and comfortable.

Even during situations that don't require a full-scale evacuation, transit buses still have the potential to provide this incredibly important service. Bus service is often used as an indicator of whether school and even work is canceled during inclement weather. If transit can't run, that's usually a good indicator the city will be shut down for the day. While buses are grounded during these events, they could be supplying energy back to the grid to help utility companies handle the influx of demand for energy.

V2G and V2X are not exclusive to BEBs though. Or at least not for very long. The Mobility House, in partnership with New Flyer, the Center for Transportation and the Environment (CTE) and AC Transit, is already leading the charge (pun intended) on one of the biggest innovations in the V2G and V2X space: [unlocking the potential of hydrogen fuel cell technology for V2G and V2X](#).

Hydrogen fuel cell technology is one of the latest innovations in the clean transportation space. It uses [hydrogen and oxygen to generate energy](#) to power vehicles. This new technology creates the potential for a continuous energy source that could provide energy to a community during a time of need. The Mobility House is working with New Flyer to create the first ever hydrogen fuel cell transit bus that will give energy from hydrogen fuel back to a building. This will unlock the potential for transit agencies to become the resilience solution that the world has been searching for.

### **A Safer Future for Communities**

Transit agencies have always and will always serve a critical role in their communities. The transition to zero-emission vehicles and emergence of V2G and V2X add yet another way transit agencies can be there for their communities when they need support the most. This exciting

opportunity demonstrates why transit is so important to the world, as it gives us the opportunity to advance – as individuals, as a community and as a society.

## Mass Transit

### CA: YOUR NAME HERE: Transit district to sell naming rights for stations, trains & buses

Naming rights soon could be sold for North County Transit District trains, stations and transit centers under a proposal being developed for the agency.

**By** Phil Diehl

**Source** The San Diego Union-Tribune (TNS)

Nov. 22, 2022

Naming rights soon could be sold for North County Transit District trains, stations and transit centers under a proposal being developed for the agency.

A widely used form of advertising, the sales provide a significant source of revenue in other transit agencies. San Diego's Metropolitan Transit System, where the Blue Line trolley route is known as the "UC San Diego Blue Line," signed a 30-year deal in 2015 worth an estimated \$30 million with the University of California, San Diego.

The university initially paid MTS \$675,000 for the naming rights while the line was under construction. The fee increased to \$945,000 in the first year of service, and since then the cost goes up annually adjusted to the local inflation rate.

NCTD's board of directors approved a contract to develop its program earlier this year with Superlative, Inc., the firm that handles the San Diego MTS naming rights. Based in Cleveland, Ohio, Superlative also has contracts with the Los Angeles Metro, San Francisco's BART, and other transit agencies across the United States, Canada and the United Kingdom.

So far, Superlative has created a list of NCTD's assets most likely to be named and set a range of values for each one, the firm's Chief Operating Officer Kyle Canter said in a Zoom presentation Thursday to the NCTD board.

Sales are expected to begin in early 2023, Canter said.

"That's our firm out in the market on your behalf," he told the board. "We work very closely with (NCTD) staff through that process. Ultimately, it's going to be a partnership between NCTD and our eventual sponsors, so we try to foster that relationship right from the beginning and through the whole sales process."

All naming rights deals will be subject to the NCTD board's approval, he said.

The Sprinter rail line that runs between Oceanside and Escondido is the transit district's single most valuable asset in terms of naming rights, Canter said. It's estimated to be worth between \$400,000 and \$600,000 annually.

That's because the Sprinter, which stops at Palomar College and Cal State San Marcos, has more riders and more stations than the Coaster, the district's other rail line.

The Coaster commuter rail, which goes between Oceanside and San Diego's Santa Fe Station, has naming rights worth \$300,000 to \$500,000 annually, Canter said. That value could go up if NCTD completes the Coaster's proposed extension to a station planned for the San Diego Convention Center, which also would provide a stop for Petco Park and the Padres baseball games.

Naming rights for 26 individual train stations and transit centers listed by the firm range from \$40,000 to \$200,000 annually, Canter said. Leading the list is the Oceanside Transit Center, with rights estimated at \$150,000 to \$200,000.

A sponsor's name could be displayed on signs outside stations, on the sides of buses and trains, and on schedules, timetables and other printed and online material.

Revenue from the sales of naming rights is one of several strategies the transit district is working on to provide alternative sources of revenue, said NCTD Executive Director Matt Tucker.

Another strategy is to redevelop transit district-owned properties such as train stations with mixed-use projects including apartments and retail businesses. In addition to providing lease revenue, the projects are intended to address the state's affordable housing shortage and to increase the number of public transit riders.

The NCTD board voted unanimously in October 2020 to award a contract to Toll Brothers, Inc., to create plans for a large hotel, hundreds of apartments, retail stores and offices at the 10.2-acre Oceanside Transit Center on South Tremont Street in Oceanside.

Development deals also are being negotiated for the district's train stations in Escondido and Carlsbad.

"We are really doubling down on advancing all these development projects," Tucker said Thursday, adding that the entire community benefits from efforts to increase housing, improve the quality of life and provide better connections through public transit.

"No doubt about it, the revenue portion for the district is also very, very significant for us," he said.

"The big picture for me is to make sure that we have a five-year balanced budget," Tucker said, adding that the district is still working to restore ridership and fare revenues to what they were before the pandemic took effect in 2020.

Money from the redevelopment projects and the naming rights sales would go into the district's overall budget and allow the district to expand transportation opportunities in a number of ways, he said.



## Mass Transit

### CA: First hydrogen-powered transit bus in LA County hits streets in December, starting new trend

The first hydrogen-powered public bus in Los Angeles County will go into service early next month, a historic milestone that will unleash an army of similar, zero-emission buses that don't connect to the power grid and run longer without refueling.

**By** Steve Scauzillo

**Source** San Gabriel Valley Tribune, West Covina, Calif. (TNS)

Nov. 21, 2022

Nov. 18—The first hydrogen-powered public bus in Los Angeles County will go into service early next month, a historic milestone that will unleash an army of similar, zero-emission buses that don't connect to the power grid and run longer without refueling.

Foothill Transit is readying three new hydrogen fuel-cell electric buses for revenue service starting Dec. 5 on Line 291, which serves Pomona, Claremont and La Verne. The next set of hydrogen buses will be used on Line 486, which runs from the El Monte Bus Station to Mount San Antonio College in Walnut and Cal Poly Pomona university, said Felicia Friesema, the agency's director of marketing and communications.

The bus agency soon will receive its full order of 33 hydrogen fuel cell buses, the largest order in North America, she said. Foothill estimates all 33 will be running by mid-February 2023. The buses are manufactured by New Flyer, a Canadian company.

Passengers will notice a quieter ride but the buses look exactly the same size as most of its fleet, about 40-feet long and seat 36 passengers. The sides of these clean-energy buses are painted with colorful nature scenes, including one with sea creatures and another depicting the iconic mountains and waterfalls of Yosemite National Park, all with the words: "Zero emissions: Hydrogen Fuel Cell."

The hydrogen buses produce zero emissions, emitting only water.

These will replace some older battery electric plug-in buses that are also zero-emission, a wash in air pollution outcomes. But some will replace buses that run on Compressed Natural Gas (CNG), a fuel much cleaner than diesel but one that still produces greenhouse gases (GHGs) that contribute to climate change.

One hydrogen bus will eliminate the 3,655 grams of carbon dioxide emitted per mile by a CNG bus, said Roland Cordero, director of maintenance and diesel technology for Foothill Transit. A hydrogen bus emits zero criteria air pollutants that create smog, and zero GHGs, including no CO<sub>2</sub>, a main contributor to the increase in the Earth's temperature that has led to rising ocean tides, flooding and more intense hurricanes and wildfires.

"We are cleaning up the air in Los Angeles County," Cordero said.

Each bus costs about \$1.2 million, Cordero said. That's slightly more than a battery-electric bus at \$950,000, he added.

Foothill's 33 hydrogen fuel cell buses represents 9% of its fleet of about 359 buses. The transit agency runs buses along the San Gabriel and Pomona Valley foothill communities of LA County, into downtown Los Angeles, north Orange County and the west end of San Bernardino County.

It will be the first agency to deploy this newest zero-emission bus in Los Angeles County. LA Metro does not have any hydrogen buses and none are on order, said Dave Sotero, Metro spokesman in an email. Metro is slowly replacing its CNG buses with battery-electric plug-in buses.

The Orange County Transportation Authority has 10 hydrogen-powered buses that have been in operation since early 2020, said Joel Zlotnik, spokesperson. OCTA was the first in Southern California to operate a hydrogen bus. The Riverside County-based SunLine Transit Agency in Palm Springs has three hydrogen fuel cell buses, according to their website.

Omnitrans in San Bernardino County received \$9.3 million in federal funding to combat climate change and reduce air pollution, said Rep. Pete Aguilar on Nov. 16 in a prepared statement. The money will be used to buy four hydrogen fuel cell buses.

The California Air Resources Board (CARB) requires a changeover to zero-emission buses by 2040 to cut down on smog-related pollutants and greenhouse gases. Foothill Transit in 2010 was the first transit agency in the region to put a battery-electric bus into service.

"We do pride ourselves on being innovative. We are meeting CARB rules while doing it in a way that make sense for our service profile and our customers," Friesema said.

The agency's first electric buses were 11 years old when they began having mechanical problems, most recently in 2021. One caught fire, while others needed parts that were unavailable and remained unusable for months. Up to 67% of its electric buses were not operating during 2019 and 2020, according to a report from this newspaper group. Many were paid for using taxpayer dollars out of the American Recovery and Reinvestment Act of 2009 passed by Congress after the Great Recession.

Foothill hopes to replace those buses with new hydrogen buses.

Hydrogen buses a better fit

With the passenger car industry producing battery-electric vehicles to help wean America off fossil fuels and reduce carbon-based gases that add to global climate

change, some bus agencies are trying out hydrogen power instead. Foothill says there are several reasons why hydrogen is a better fit:

First, hydrogen buses travel 300 miles without stopping for refueling, as compared to battery-electric buses that need to recharge after 150 miles, said Cordero.

Hydrogen fuel-cell buses don't need to stop mid service for refueling, as do battery-electric buses, he added.

These buses don't plug into the grid, putting no added strain on regional electricity production. Also, a battery-electric bus takes between two and four hours to charge; refueling a hydrogen fuel-cell bus takes seven to 10 minutes, he said.

Last, the hydrogen refueling system can be laid into the existing CNG refueling infrastructure, keeping costs down, he said.

Foothill transit is putting in place a 25,000-gallon hydrogen fuel tank and refueling system at its Pomona facility, where buses can easily refill, just as they do now for CNG fuel. The tank may be the largest in Southern California for a transit agency, surpassing OCTA's 18,000-gallon tank.

#### How it works

A hydrogen fuel-cell bus is also an electric bus, only it does not plug in. It has lithium ion batteries that are constantly charged from a hydrogen fuel cell. In other words, it makes its own power.

The hydrogen is stored in six tanks affixed to the roof of the bus. Hydrogen gas comes down into the fuel cell stack. Once hydrogen (H<sub>2</sub>) combines with oxygen (O<sub>2</sub>) in the air, it creates electricity that charges the battery that turns the direct, rear-wheel drive.

Heat and water vapor are the only emissions, Cordero explained. Heat is used to warm the cabin. Water vapor (H<sub>2</sub>O) comes out of the exhaust pipe.

Hydrogen is flammable, as is gasoline and diesel. But it dissipates faster than gasoline, Cordero said. Sensors are in place at the tanks and inside the bus. If they detect a leak, the flow of hydrogen shuts down, he added.

#### Almost ready to roll

At the Foothill Transit large facility in Pomona, mechanics and drivers were getting training on the workings of the new bus.

"There are your parking brakes, your mirrors. There are your high-beams," explained instructor Mark Marquez to driver Refugio Dimas, pointing out each one. Dimas was sitting in the driver's seat and getting ready to take the hydrogen bus out for a practice ride on Tuesday, Nov. 15.

Before that, mechanics peered into the back of the bus, and also pointed out the refueling port, labeled "CH<sub>2</sub>," which stands for Compressed Hydrogen (H<sub>2</sub> is the chemical symbol for hydrogen).

Homer Atwood, technical instructor, explained how the fuel cell splits the hydrogen molecule into protons and electrons, the latter creating the electricity inside the battery that runs the bus.

The new technology has been around for decades. It has been tried in a Toyota car called the Mirai, with little acceptance by the public, mostly because hydrogen fueling stations are hard to come by. But fleets can import and save hydrogen in large tanks in a controlled, centralized fueling location, making it more convenient to use.

Still, the new, zero-emission technology is breaking barriers in the Southern California transportation world.

"We are an early adopter of new technology," said Friesema. "It is something we feel very strongly about supporting."

## Mass Transit

### **CA: Doomsday scenario for sinking Bay Area transit: No weekend BART, bus lines cancelled or a taxpayer bailout.**

This is not a doomsday fantasy, conjured up on a paper napkin. These are real scenarios drafted by the region's transit agencies in a series of federally mandated planning documents obtained through a public records request by the Bay Area News Group.

**By** Eliyahu Kamisher

**Source** Silicon Valley, San Jose, Calif. (TNS)

Nov. 21, 2022

Nov. 20—In an apocalyptic vision of Bay Area public transit, BART cancels its weekend service and shuts nine stations just to keep the lights on elsewhere. Trains run once an hour, instead of every 15 minutes. San Francisco's Muni buses crawl around on life-support, and the East Bay's AC Transit eliminates "numerous local lines." Ferry service across the bay is halved.

This is not a doomsday fantasy, conjured up on a paper napkin. These are real scenarios drafted by the region's transit agencies in a series of federally mandated planning documents obtained through a public records request by the Bay Area News Group. The grim projections come as the region's commuter trains, buses and boats struggle to recover from massive ridership declines during the COVID pandemic and burn through the remaining federal relief funds that have helped keep them operating.

"People don't understand the transit system is so close to collapse," said Ian Griffiths, who heads Seamless Bay Area, a transit advocacy group. "They're on the brink."

How bad could it get? A closer look at the documents sent by each agency to the region's umbrella transit group, the Metropolitan Transportation Commission, provide a rare regionwide accounting of what service cuts could look like under dire fiscal outlooks. This is what is possible, they say, unless Bay Area taxpayers and state leaders in Sacramento pony up more money to revive the ailing system.

\* BART: Terminating two of five train lines — Red and Green — meaning no more direct trains from Richmond and Berryessa to San Francisco.

\* Caltrain: Slashing service amid a \$50 million deficit, even as its \$2.4 billion electrified trains hit the rails.

\* AC Transit: "Numerous local lines" reduced or fully discontinued.

\* Ferries: Major midday and weekend services slashed across the bay. Service expansions to Berkeley, Redwood City and Mission Bay halted.

\* Muni: Entire network returns to pandemic-era levels with frequency reductions starting on bus lines 2, 6 and 21

The scenarios — akin to transit planning war games — also provide a window into alternative versions of the Bay Area's post-pandemic future.

In the most optimistic scenario, Bay Area commuters return to pack trains and buses every day. Connections are fast and reliable as city centers and tech campuses hum with life. But a darker picture is emerging as downtown San Francisco and Silicon Valley slog through growing tech layoffs and warning signs flash of an impending recession.

Service cuts could dwarf those seen during the Great Recession and the dot-com bubble. Canceled trains leave people stranded. Car owners flee transit and pack highways. Only the Bay Area's most desperate residents rely on the crumbling network.

Bobbie Barlet would be among those stuck riding a curtailed BART. She relies on the train every workday to commute from Antioch to Oakland International Airport. "People have no other option. This makes a huge difference," said Barlet. Her request to agencies who may soon be eyeing service cuts: "Please don't."

At the heart of these transit planning scenarios is a clarion call from the region's transportation planners: They need more money — a lot of it — not to build shiny new stations, or fashion a second tunnel under the bay, but just to keep their systems running. In the coming five years, the Bay Area's seven largest operators face a cumulative \$2 billion operating deficit, according to the MTC, which oversees regional transit financing.

What is driving the crisis? One of the nation's worst ridership collapses. Agencies like Caltrain, BART and Golden Gate Ferry built their existence on funneling commuters in and out of downtown San Francisco, but now many of us are comfortably working at home. "It's not just a potential recession. This is a real change in behavior and ridership," said Jason Baker of the Silicon Valley Leadership Group. "Transit as we know it is in serious jeopardy."

But pandemic-era ridership losses, while significant, are just one part of the problem. There are issues that have long plagued transit budgets, including rising labor costs, inflationary pressures and a history of overspending and inefficiencies. Prior to the pandemic, taxpayers subsidized operating costs for Bay Area transit systems by roughly 50% to 85% depending on the transit agency in charge, sending billions each year through sales and property taxes, bridge tolls and even parking tickets.

"You add up all these problems, and for them to step forward and say 'there is a doomsday scenario, give us your taxes' — it's a hard pill to swallow," said state Sen. Steve Glazer from Orinda. "Now they want to basically ignore the meal and have taxpayers pay the check."



At San Francisco's Muni for instance, even in the best-case scenario — where riders pack buses and will soon crowd the Central Subway, the \$1.95 billion light rail project that opened on Saturday — the agency is projecting long-term service cuts of 21% across bus and rail, compared to pre-pandemic levels.

"The cost of the service has increased," said Jonathan Rewer, the chief financial officer at SFMTA, which runs Muni. He cited a labor contract that increased wages by 11% over three years starting in 2019, rising fuel costs and other inflationary pressures.

Each agency now faces its own financial deadline, known as a fiscal cliff, when the billions of dollars in federal assistance they received over the pandemic run dry. Their cliffs differ in time and size depending on how efficiently the agencies stretched relief dollars, along with their own unique budgetary puzzles and the impact of byzantine federal funding formulas.

First comes Caltrain, which is projected to open up a \$25 million budget hole as soon as next year, followed by Muni and the Golden Gate bus and ferry district. BART's fiscal cliff is likely in 2025. The VTA's is pushed to 2027 due to healthy sales tax revenue, according to their financials, but funding for the Santa Clara County agency could be upended by recessionary pressures.

Officials are quick to emphasize that their doomsday projections are a "paper exercise," not a policy decision and did not account for the prospect of fare hikes. There are often budgetary moves transit operators can make to stave off the worst cuts. Still, officials said the trends summarized in the exercises hold true.

Potential cuts are biggest at BART, the regional rail spine, where service could plummet by 80% in what transit planners refer to as a "death spiral." The severity is caused by the high fixed costs of running a train system, the agency said. In order to cut its way out of a budget crisis, BART would need to slash service so deep that riders would flee causing even deeper budgetary wounds and a cycle of ridership losses.

"You're cutting service until people can't get on the train," said Michael Eiseman, BART's financial planning director.

Buses, which are more readily able to scale service, could see cuts ranging from 15% at AC Transit, the East Bay's biggest bus operator, to 25% for San Francisco's Muni, compared to pre-pandemic levels. "Ten percent cuts have happened before and even they were pretty grim," said Peter Straus, a former service planner for SFMTA, which runs Muni. "There's no way that San Francisco could swallow a 20% cut in service without some pretty drastic impacts on people's lives."

The future of the Bay Area's transportation network — one that forms a vital social safety net, and reduces traffic and carbon emissions — is at stake, according to transit advocates. But there's also a key tension to agencies' calls for more money: Will the state and local taxpayers be willing to invest more dollars in a lagging transit system that is moving fewer people and taking fewer cars off the road?

State Sen. Scott Wiener is among the lawmakers pushing to rescue transit as budget negotiations restart in January. Regional transit officials are hoping the state will provide a bridge over the fiscal cliff for the next five years as they prepare a multibillion-dollar local ballot measure for 2026 or 2028. But they face headwinds. The state of California is now facing a projected \$25 billion budget shortfall.

The loss in transit service would "completely explode congestion on our roads, it would undermine our economic recovery and it would deeply harm low-income workers," said Wiener. "We can't let that happen."

## Transit could face 'death spiral'

Drastic cuts loom for Bay Area systems from BART to AC Transit as federal dollars dry up

The Mercury News · 20 Nov 2022 · A8 · By Eliyahu Kamisher ekamisher@bayareanewsgroup.com

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