SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
BOARD OF DIRECTORS AGENDA
REGULAR MEETING
JUNE 28, 2019 – 9:00 AM
SANTA CRUZ CITY COUNCIL CHAMBERS
809 CENTER STREET, SANTA CRUZ, CA

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

The Board Meeting Agenda Packet can be found online at www.SCMTD.com and is available for inspection at METRO's Administrative offices at 110 Vernon Street, Santa Cruz, California.

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The Board of Directors 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 Ed Bottorff	City of Capitola
Director Donna Meyers	City of Santa Cruz
Director Trina Coffman-Gomez	City of Watsonville
Director Aurelio Gonzalez	City of Watsonville
Director Larry Pageler	County of Santa Cruz
Director John Leopold	County of Santa Cruz
Director Donna Lind	City of Scotts Valley
Director Cynthia Mathews	City of Santa Cruz
Director Bruce McPherson	County of Santa Cruz
Director Dan Rothwell	County of Santa Cruz
Director Mike Rotkin	County of Santa Cruz
Ex-Officio Director Stephen Preston	UC Santa Cruz
Ex-Officio Director Alta Northcutt	Cabrillo College
Alex Clifford	METRO CEO/General Manager
Julie Sherman	METRO General Counsel

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

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

AMERICANS WITH DISABILITIES ACT

The Board of Directors meets in an accessible facility. Any person who requires an accommodation or an auxiliary aid or service to participate in the meeting, or to access the agenda and the agenda packet (including a Spanish language copy of the agenda packet), should contact the Executive Assistant, at 831-426-6080 as soon as possible in advance of the Board of Directors meeting. Hearing impaired individuals should call 711 for assistance in contacting Santa Cruz METRO regarding special requirements to participate in the Board meeting. For information regarding this agenda or interpretation services, please call Santa Cruz METRO at 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. Mindy Esqueda to introduce her Spanish language interpretation services, which will be available during "Oral Communications" and for any other agenda item for which these services are needed.

3-2. 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

This time is set aside for Directors and members of the general public to address any item not on the Agenda which is within the subject matter jurisdiction of the Board. No action or discussion shall be taken on any item presented except that any Director may respond to statements made or questions asked, or may ask questions for clarification. All matters of an administrative nature will be referred to staff. All matters relating to Santa Cruz METRO will be noted in the minutes and may be scheduled for discussion at a future meeting or referred to staff for clarification and report. Any Director may place matters brought up under Communications to the Board of Directors on a future agenda. In accordance with District Resolution 69-2-1, speakers appearing at a Board meeting shall be limited to three minutes in his or her presentation. Any person addressing the Board may submit written statements, petitions or other documents to complement his or her presentation. When addressing the Board, the individual may, but is not required to, provide his/her name and address in an audible tone for the record.

5.1 May 10, 2019 Letter from Jimmy Panetta, Congressman
5.2 May 31, 2019 Letter from Rick Longinotti, Campaign for Sustainable Transportation

6 WRITTEN COMMUNICATIONS FROM MAC (if applicable)

7 LABOR ORGANIZATION COMMUNICATIONS

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.

9-01 RECOMMENDED ACTION ON TORT CLAIMS
Alex Clifford, CEO/General Manager

9-02 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK JOURNAL DETAIL FOR THE MONTH OF MAY 2019
Angela Aitken, CFO

9-03 ACCEPT AND FILE: MINUTES OF THE APRIL 17, 2019 METRO ADVISORY COMMITTEE (MAC) MEETING, THE MAY 17, 2019 BOARD OF DIRECTORS MEETING AND THE JUNE 14, 2019 CAPITAL PROJECTS AND FINANCE, BUDGET AND AUDIT STANDING COMMITTEE MEETINGS
Alex Clifford, CEO/General Manager

9-04 ACCEPT AND FILE: THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF APRIL 30, 2019
Angela Aitken, CFO

9-05 APPROVE: REVISED CALTIP JPA AGREEMENT AND BYLAWS
Angela Aitken, CFO

9-06 APPROVE: RENEWAL OF LIABILITY AND VEHICLE PHYSICAL DAMAGE INSURANCE PROGRAM COVERAGE WITH CALTIP FOR FY20
Angela Aitken, CFO

9-07 APPROVE: CONSIDERATION OF RESOLUTION APPROVING THE FY19 REVISED CAPITAL BUDGET
Angela Aitken, CFO

9-08 ACCEPT: SEMI-ANNUAL REPORT ON THE STATUS OF METRO'S DISADVANTAGED BUSINESS ENTERPRISE PROGRAM
Angela Aitken, CFO & DBE Liaison

9-09 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A ONE YEAR EXTENSION AMENDMENT (FOURTH AMENDMENT) TO THE CONTRACT FOR TRANSIT SERVICES WITH THE UNIVERSITY OF CALIFORNIA SANTA CRUZ (UCSC)
Barrow Emerson, Planning and Development Director

9-10 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE AN AMENDMENT (FIRST AMENDMENT) TO THE CONTRACT FOR TRANSIT SERVICES WITH CABRILLO COLLEGE
Barrow Emerson, Planning and Development Director

9-11 APPROVE: CONSIDERATION OF AWARD OF CONTRACT TO MASABI, LLC FOR ELECTRONIC FARE PAYMENT SYSTEM PILOT PROGRAM NOT TO EXCEED $100,000
Pete Rasmussen, Transportation Planner

9-12 ACCEPT AND FILE: ANNUAL PROGRESS IN THE EVOLUTION OF THE FLEET TO ZERO EMISSIONS BUSES
Barrow Emerson, Planning and Development Director

9-13 APPROVAL OF THE 10-YEAR (FISCAL YEAR 2020-29) STRATEGIC BUSINESS PLAN
Barrow Emerson, Planning and Development Director

9-14 APPROVAL OF THE SCCRTC RAIL CORRIDOR ALTERNATIVE ANALYSIS STUDY SCOPE OF WORK
Barrow Emerson, Planning and Development Director

9-15 APPROVAL OF THE CITY OF SANTA CRUZ DOWNTOWN EMPLOYEE BUS PASS PROGRAM
Barrow Emerson, Planning and Development Director

9-16 APPROVE: AUTHORIZE THE CEO TO EXECUTE A SOLE SOURCE CONTRACT WITH ECOLANE FOR DRT SOFTWARE SERVICES
Isaac Holly, IT and ITS Director

9-17 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 1ST AMENDMENT WITH COMPLETE COACH WORKS (CCW) AND INCREASE THE PROJECT VALUE BY $299,888 FOR THE TRANSIT BUS REFURBISHMENT PROJECT
Eddie Benson, Maintenance Manager

9-18 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO ENTER INTO A SOLE SOURCE CONTRACT WITH THE CENTER FOR TRANSPORTATION AND THE ENVIRONMENT FOR ZERO EMISSION BUS TRANSITION PLANNING SERVICES
Alex Clifford, CEO/General Manager

9-19 ACCEPT AND FILE: QUARTERLY PROCUREMENT REPORT FOR 1ST QUARTER OF FY20
Erron Alvey, Purchasing and Special Projects Director

REGULAR AGENDA

10 PRESENTATION OF EMPLOYEE LONGEVITY AWARDS FOR 20 YEARS: FRANCISCO CALDERON, PATRICIA CUMMINGS, ANDRE HARTE AND LYNN HERSEY
Ed Bottorff, Board Chair

11 RESOLUTIONS OF APPRECIATION, RETIREES: ERNEST BROWN & BILL YEO
Ed Bottorff, Board Chair

12 STATE LEGISLATIVE UPDATE FROM JOSH SHAW OF SHAW/YODER/ANTWIH, INC.
Josh Shaw, Shaw/Yoder/Antwih

13 FEDERAL LEGISLATIVE UPDATE FROM CHRIS GIGLIO OF CAPITAL EDGE
Chris Giglio, Capital Edge

14 PUBLIC HEARING: FINAL ADOPTION OF SANTA CRUZ METRO'S FY20 AND FY21 OPERATING BUDGETS, FY20 CAPITAL BUDGET – TO COMMENCE AT 9:00AM OR AS SOON THEREAFTER AS POSSIBLE
Angela Aitken, CFO

15 CEO ORAL REPORT
Alex Clifford, CEO/General Manager

16 ORAL METRO ADVISORY COMMITTEE (MAC) SEMI-ANNUAL REPORT
Veronica Elsea, MAC Chair

17 INTRODUCTION OF LEADERSHIP SANTA CRUZ GRADUATES
Alex Clifford, CEO/General Manager

18 REVIEW OF ITEMS TO BE DISCUSSED IN CLOSED SESSION
Julie Sherman, General Counsel

19 ANNOUNCEMENT OF NEXT MEETING: FRIDAY, AUGUST 23, 2019 AT 9:00 AM, AT METRO ADMIN OFFICES, 110 VERNON STREET, SANTA CRUZ, CA
Ed Bottorff, Board Chair

20 RECESS TO CLOSED SESSION

SECTION II: CLOSED SESSION

21 CONFERENCE WITH LABOR NEGOTIATORS (GOVERNMENT CODE SECTION 54957.6)

Agency Negotiators:	**Alex Clifford, CEO/General Manager** **Julie Sherman, General Counsel**
Employee Organizations:	**SMART, Local 23** **SMART, Local 23 – ParaCruz Operations** **SEIU, Local 521**

SECTION III: RECONVENE TO OPEN SESSION

22 REPORT OF CLOSED SESSION ITEMS
Julie Sherman, General Counsel

APPROVE: CONSIDERATION OF RATIFICATION OF A LABOR AGREEMENT WITH SMART (THE UNITED TRANSPORTATION UNION) LOCAL 23 FIXED ROUTE
Dawn Crummié, HR Director

APPROVE: CONSIDERATION OF RATIFICATION OF A LABOR AGREEMENT WITH SMART (THE UNITED TRANSPORTATION UNION) LOCAL 23 PARACRUZ OPERATION
Dawn Crummié, HR Director

APPROVE: CONSIDERATION OF RATIFICATION OF A LABOR AGREEMENT WITH SERVICE EMPLOYEES INTERNATIONAL UNION LOCAL 521 (SEIU)
Dawn Crummié, HR Director

23 ADJOURNMENT
Ed Bottorff, Board Chair

Pursuant to Section 54954.2(a)(1) of the Government Code of the State of California, this agenda was posted at least 72 hours in advance of the scheduled meeting at a public place freely accessible to the public 24 hours a day. The agenda packet and materials related to an item on this Agenda submitted to the Board of Directors after distribution of the agenda packet are available for public inspection in the Santa Cruz METRO Administrative Office (110 Vernon Street, Santa Cruz) during normal business hours. Such documents are also available on the Santa Cruz METRO website at www.scmtd.com subject to staff's ability to post the document before the meeting.

HOUSE OF REPRESENTATIVES
WASHINGTON, D.C. 20515

CONGRESSMAN JIMMY PANETTA
20TH DISTRICT, CALIFORNIA

May 10, 2019

Mr. Alex Clifford
CEO/General Manager
Santa Cruz Metro
110 Vernon St
Santa Cruz, CA 95060-2130

Dear Mr. Clifford, Alex,

Thank you for taking the time to meet with me in my Washington, D.C. office to discuss electric buses and infrastructure on the central coast of California. I appreciate your work supporting sustainable public transit on the Central Coast. I look forward to continuing to work with you.

Thank you, again, and please do not hesitate to contact my office if there is anything that I can do for you.

Sincerely,

Thank you!

JIMMY PANETTA
Member of Congress

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May 31, 2019

Dear Board Members,

I'm not sure how well I was able to get across my message during three minutes at your last meeting. So this note summarizes the reasons to ask the consultants working on the Bus-on-Shoulder study to analyze alternatives in addition to the option of running buses in the auxiliary lanes.

1. Bus-on-Shoulder may have operational advantages over Bus-in-Auxiliary Lane

- bus-in-auxiliary lanes will get stuck in auxiliary lane traffic during peak periods
- bus-in-auxiliary lanes would only go as far as the auxiliary lanes: Soquel Dr. to State Park Dr. Bus-on-Shoulder could extend to Buena Vista Dr., making feasible an extension of the Hwy 17 Express to Aptos/Watsonville as well as enhancing the 91X Express from Santa Cruz to Watsonville.
- bus-in-auxiliary lanes would be implemented over time, as each segment of auxiliary lane is completed. Bus-on-Shoulder could be completed sooner.
- buses in auxiliary lanes misses the opportunity to implement METRO staff's expressed preference for buses in a median bus-only lane (ten feet width required for each lane). The Bus On Shoulder Feasibility Study (CDM Smith 2018) indicated that there are several areas where a median lane could be implemented:
    - Soquel Dr. to 41st Ave. 36 ft median
    - Bay Ave. to Park Ave. 20 ft median with narrowing at Capitola Ave. overdressing
    - Park Ave to St. Park Dr. 34 ft median
    - Rio del Mar to Freedom Blvd 34 ft median
    - Freedom Blvd to San Andreas 70 ft median
    - San Andreas to Mar Monte 80 ft median
    - Mar Monte to Buena Vista 56 ft median

2. Bus-on-Shoulder has financial advantages over construction of auxiliary lanes

- 4 miles of auxiliary lanes from Soquel Dr. to State Park Dr. cost approx $100 million (RTP 2016). Additional cost of bus-in-auxiliary lane $8 million (CDM Smith)
- Cost of "interim" southbound bus-on-shoulder from Soquel to Freedom, $12 million (CDM Smith)
- With the savings from not building auxiliary lanes, METRO could purchase a fleet of express buses

3. Study of Bus-on-shoulder alternatives may become necessary pending the outcome of the lawsuit vs. Caltrans.
The CFST/Sierra Club suit against the Caltrans EIR includes the complaint that Caltrans did not adequately analyze alternatives to the HOV Lane Project. The EIR did not analyze bus-on-shoulder; transit on the rail corridor; or enhanced transit on Soquel Dr./Freedom Blvd. If it becomes legally necessary to analyze alternatives, it would waste time and money not to analyze alternatives to bus-in-auxiliary lane.

4. Construction of auxiliary lanes fails to deliver on the promise to voters to improve traffic congestion. For the next auxiliary lane segment from Soquel Dr. to 41st Ave. the Hwy 1 EIR (2019) reads, "In the southbound corridor in the PM peak hour...the Auxiliary Lane Alternative would slightly worsen traffic operations."

Thank you,
Rick Longinotti, Co-Chair
Campaign for Sustainable Transportation
http://sustainabletransportationSC.org

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Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Alex Clifford, CEO/General Manager

SUBJECT: RECOMMENDED ACTION ON TORT CLAIMS

I. RECOMMENDED ACTION

That the Board of Directors Approve Staff Recommendations for Claims for the Month of June 2019

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 June 2019 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 VI.

IV. FINANCIAL CONSIDERATIONS/IMPACT

None

V. 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)).

VI. DESCRIPTION OF CLAIMS

Claimant	Claim #	Description	Recommended Action
Borceguin, Marlen	19-0007	Claimant alleges that a METRO Bus hit his parked car. Amount of claim: $1,116.99.	Reject

Prepared by: Tom Szestowicki, Safety Specialist

VII. APPROVAL:

Alex Clifford, CEO/General Manager 

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Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Angela Aitken, Chief Financial Officer

SUBJECT: ACCEPT AND FILE PRELIMINARY APPROVED CHECK JOURNAL DETAIL FOR THE MONTH OF MAY 2019

I. RECOMMENDED ACTION

That the Board of Directors accept and file the preliminary approved Check Journal Detail for the month of May 2019

II. SUMMARY

- This staff report provides the Board with a preliminary approved Check Journal Detail for the month of May 2019.
- The Finance Department is submitting the check journals for Board acceptance and filing.

III. DISCUSSION/BACKGROUND

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

All invoices submitted for the month of May 2019 that have been processed, checks issued and signed by the Chief Financial Officer.

IV. FINANCIAL CONSIDERATIONS/IMPACT

None. The check journal is a presentation of invoices paid in May 2019 for purposes of Board review, agency disclosure, accountability and transparency.

V. ALTERNATIVES CONSIDERED

N/A

VI. ATTACHMENTS

Attachment A: Check Journal Detail for the Month of May 2019

Prepared by: Holly Alcorn, Accounting Specialist

VII. APPROVALS:

Angela Aitken, Chief Financial Officer _____

Alex Clifford, CEO/General Manager _____

CHECK JOURNAL DETAIL BY CHECK NUMBER
ALL CHECKS FOR ACCOUNTS PAYABLE

DATE: 05/01/19 THRU 05/31/19

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
64208	05/07/19	-144.00	1117	KELLEY'S SERVICE INC.		90733	COOLING SYS TESTER	-129.66	**VOID
						90734	INVENTORY ORDER	-14.34	
65251	05/06/19	1,749.60	003283	ACCOUNTEMPS A ROBERT HALF CO		93366	W/E 04/19/19 TEMP	1,749.60	
65252	05/06/19	7,669.00	382	AIRTEC SERVICE INC.		93431	NEW AIR FAN INSTALL	7,669.00	
65253	05/06/19	4,487.54	001D	AT&T		93287	3/19-4/18 DAVENPORT	164.69	
						93288	3/19-4/18 701 OCEAN	280.71	
						93336	3/19-4/18/19 MAIN	3,896.75	
						93337	3/19-4/18 OPS ELEV	145.39	
65254	05/06/19	15.86	003393	BRASS KEY LOCKSMITH INC		93360	VEH# 601 SPARE KEYS	15.86	
65255	05/06/19	245.81	001159	CATTO'S GRAPHICS, INC.		93296	SIGNS BUS STOP STICK	245.81	
65256	05/06/19	1,484.86	130	CITY OF WATSONVILLE UTILITIES		93340	04/18/19 SOLID WASTE	936.30	
						93341	3/19-4/15 WTC	424.20	
						93342	3/18-4/15 RODRIGUEZ	81.51	
						93343	3/19-4/15 WTC	42.85	
65257	05/06/19	6,477.69	909	CLASSIC GRAPHICS		93437	REPAINT BUS 2807	6,477.69	
65258	05/06/19	3,013.68	E957	CLIFFORD, ALEX		93300	PERSONAL EXPENSES	266.47	
						93373	TRAVEL EXPENSE	1,774.76	
						93374	TRAVEL EXPENSE	972.45	
65259	05/06/19	268.68	002814	CREATIVE BUS SALES, INC.		93299	RPR VEH# PC1712	268.68	
65260	05/06/19	826.98	E1022	CRUMMIE, DAWN		93365	TRAVEL EXPENSES	826.98	
65261	05/06/19	216.72	003116	CUMMINS PACIFIC LLP		93322	RPR VEH# 2808	100.29	
						93361	RPR VEH# 2805	21.05	
						93362	INVENTORY ORDER	95.38	
65262	05/06/19	44.09	002389	DAVID A RAY	7	93301	CAR CARDS ON BUSES	44.09	
65263	05/06/19	6,307.74	003274	EAST BAY TIRE CO.		93302	FLAT REPAIR	89.75	
						93303	NON REVENUE TIRES	269.38	
						93304	TIRES	366.14	
						93305	TPMS KIT	65.00	
						93306	TIRES	44.92	
						93307	TIRES	1,602.90	
						93308	VEH# PC1707 ALIGNMNT	125.00	
						93309	TIRES	1,035.83	
						93375	NON REVENUE TIRES	98.95	
						93376	NON REVENUE TIRES	555.30	
						93377	REVENUE TIRES	1,035.83	
						93378	TIRES	1,018.74	
65264	05/06/19	32.22	104	EDWARD J. PARRAS	0	93391	CUT STEEL	32.22	
65265	05/06/19	6,991.40	432	EXPRESS SERVICES INC.		93367	W/E 04/21/16 TEMP	2,850.00	
						93369	W/E 4/21/19 TEMP	504.00	
						93418	W/E 04/21/19 TEMP	901.80	
						93419	W/E 04/21/19 TEMP	1,135.60	
						93420	W/E 04/21/19 TEMP	1,600.00	
65266	05/06/19	41,541.05	002295	FIRST ALARM SECURITY & PATROL		93435	3/1-3/31	41,541.05	
65267	05/06/19	11,520.34	002952	FLYERS ENERGY LLC		93345	4/1-4/15 PC FUEL	11,520.34	
65268	05/06/19	114.52	003279	FRONTIER COMMUNICATIONS - 3025		93286	4/13-5/12 SKY-OCEAN	57.26	
						93344	4/16-5/15 SKY-RIVER	57.26	

Attachment A

9-02A.1

DATE: 05/01/19 THRU 05/31/19

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
65269	05/06/19	60.00	003286	GARY RICHARD SNYDER		93387	BIKE RACK REMOVAL	60.00	
65270	05/06/19	1,208.61	647	GENFARE A DIV OF SPX CORP		93314	TVM POWER BOARD	1,125.48	
						93346	INVENTORY ORDER	15.75	
						93379	INVENTORY ORDER	67.38	
65271	05/06/19	71.90	117	GILLIG LLC		93383	NON INV RECARO SEAT	33.99	
						93436	VTA GILLIGS RACKS	37.91	
65272	05/06/19	1,159.48	282	GRAINGER		93325	DRUM DOLLY SHOP USE	101.25	
						93326	SHOP TOOLS	51.40	
						93335	WO# 161023 LADDER	624.99	
						93359	FLORESENT LAMPS/BITS	381.84	
65273	05/06/19	10,631.17	001745	HARTFORD LIFE AND ACCIDENT INS		93422	MAY 19 LTD COVERAGE	10,631.17	
65274	05/06/19	3,338.47	166	HOSE SHOP, THE INC		93311	NON INV FITTING HOSE	54.64	
						93312	NON INVENTORY	569.96	
						93313	NON INV VEH# 2310	46.29	
						93347	RPR VEH# 9810	344.31	
						93348	INVENTORY ORDER	469.97	
						93349	INVENTORY ORDER	1,853.30	
65275	05/06/19	1,812.38	002979	HUNT & SONS, INC.		93310	INVENTORY ORDER	1,812.38	
65276	05/06/19	553.79	003327	IO, RODNEY H		93380	RPR VEH# PC1703	553.79	
65277	05/06/19	615.30	1117	KELLEY'S SERVICE INC.		93330	INVENTORY ORDER	130.12	
						93331	RPR VEH# 1212	96.43	
						93385	INVENTORY ORDER	40.00	
						93386	INVENTORY ORDER	366.23	
						93424	CORE CREDIT	-17.48	
65278	05/06/19	157.62	003059	MAILFINANCE INC		93368	4/28-5/27 METER RENT	157.62	
65279	05/06/19	460.00	003249	MAXIMUM OIL SERVICE LLC		93421	APRIL19 WASTE OIL	460.00	
65280	05/06/19	933.27	B031	MCPHERSON, BRUCE		93371	TRAVEL EXPENSE	933.27	
65281	05/06/19	34.50	041	MISSION UNIFORM		93417	LAUNDRY SERVICE	34.50	
65282	05/06/19	1,188.32	004	NORTH BAY FORD LINC-MERCURY		93323	INVENTORY ORDER	32.29	
						93324	RPR VEH# PC1711	113.82	
						93356	RPR VEH# 1717	346.45	
						93357	INVENTORY ORDER	238.75	
						93381	RPR VEH# PC1702	326.85	
						93382	RPR VEH# 806	130.16	
65283	05/06/19	279.75	043	PALACE ART & OFFICE SUPPLY		93423	OFFICE SUPPLIES	234.75	
						93432	INSTALLATION CHARGE	45.00	
65284	05/06/19	343.55	003438	PLATT ELECTRIC SUPPLY		93339	LED WALL LAMPS OPS	343.55	
65285	05/06/19	438.68	107A	PROBUILD COMPANY LLC		93332	WO# 158490 SMC	20.59	
						93333	WO# 158490 SMC	70.09	
						93334	WO# 158490 SMC	22.58	
						93392	WO# 161161 SMC	16.01	
						93403	WO# 160971 SMC	30.99	
						93404	WO# 160971 SMC	7.55	
						93405	WO# 157897 SMC	4.39	
						93406	WO# 157897 VERNON	-13.74	
						93407	WO# 157897 VERNON	163.70	

Attachment A

9-02A.2

DATE: 05/01/19 THRU 05/31/19

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION COMMENT AMOUNT
						93408	WO# 158490 SMC	20.41
						93409	WO# 158490 SMC	17.85
						93410	WO# 158490 SMC	2.63
						93411	WO# 157897 VERNON	4.80
						93412	WO# 158490 SMC	10.48
						93413	WO# 158490 SMC	17.26
						93414	WO# 158490 SMC	7.32
						93415	WO# 158490 SMC	35.77
65286	05/06/19	415.15	002803	PURSELL CONSTRUCTION INC.		93338	WALL PACK	415.15
65287	05/06/19	267.66	215	RICOH USA, INC. TX		93297	5/3-6/2/19 LEASE	267.66
65288	05/06/19	32.72	003154	ROMAINE ELECTRIC CORP		93363	INVENTORY ORDER	32.72
65289	05/06/19	951.98	B038	ROTKIN, MICHAEL E		93370	TRAVEL EXPENSE	901.98
						93372	PERSONAL EXPENSES	50.00
65290	05/06/19	98.12	045	ROYAL WHOLESALE ELECTRIC		93389	WO# 158605 OPS	98.12
65291	05/06/19	117.82	135	SANTA CRUZ AUTO PARTS, INC.		93327	INVENTOR ORDER	32.09
						93328	INVENTORY ORDER	7.86
						93329	INVENTORY ORDER	26.77
						93388	INVENTORY ORDER	51.10
65292	05/06/19	2,930.00	002700	SANTA CRUZ COUNTY ENVIROMENTAL		93416	FA0005728 PERMIT	2,930.00
65293	05/06/19	11,424.79	079	SANTA CRUZ MUNICIPAL UTILITIES		93393	3/7-4/5 110 VERNON	24.66
						93394	3/7-4/5 VERNON	516.49
						93395	3/7-4/5 1200 RIVER A	306.17
						93396	3/7-4/5 1200 RIVER	11.36
						93397	3/7-4/5 138 GOLF	48.03
						93398	3/7-4/5 920 PACIFIC	55.30
						93399	3/7-4/5 920 PACIFIC	4,728.67
						93400	3/7-4/5SOQUEL & FRED	1,050.60
						93401	3/7-4/5 1200 RIVER B	3,311.12
						93402	3/7-4/5 138 GOLF	1,372.39
65294	05/06/19	240.00	001292	SANTA CRUZ RECORDS MNGMT INC		93390	PAC,GOLF,VERN, RIVER	240.00
65295	05/06/19	151.35	122	SCMTD PETTY CASH - OPS		93434	REPLENISH PETTY CASH	151.35
65296	05/06/19	3,357.04	003285	THE AFTERMARKET PARTS CO LLC		93315	INVENTORY ORDER	950.91
						93316	INVENTORY ORDER	717.45
						93317	INVENTORY ORDER	76.68
						93318	MID LIFE VEH# 1207	102.37
						93319	MID LIFE VEH# 1207	113.55
						93320	INVENTORY ORDER	274.88
						93321	RPR VEH# 2808	993.95
						93351	COOLER CAMPAIGN	54.10
						93352	MID LIFE VEH# 2813	27.06
						93353	INVENTORY ORDER	36.36
						93384	INVENTORY ORDER	9.73
65297	05/06/19	2,875.60	003121	THE MERCER GROUP		93430	HR DIRECTOR RECRUIT	2,875.60
65298	05/06/19	41.75	007	UNITED PARCEL SERVICE		93358	FREIGHT	41.75
65299	05/06/19	5,470.41	002829	VALLEY POWER SYSTEMS, INC.		93354	INVENTORY ORDER	913.61
						93355	INVENTORY ORDER	4,556.80

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CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION COMMENT AMOUNT
65300	05/06/19	330.87	E1029	VILLARRUEL, MIGUEL		93433	TRAVEL EXPENSE	330.87
65301	05/06/19	600.00	001165	VU, THANH DR. MD	7	93289	DMV RENEWAL	75.00
						93290	DMV RENEWAL	75.00
						93291	DMV RENEWAL	75.00
						93292	DMV RENEWAL	75.00
						93293	DMV RENEWAL	75.00
						93294	DMV RENEWAL	75.00
						93295	DMV RENEWAL	75.00
						93298	DMV RENEWAL	75.00
65302	05/06/19	52.00	003290	WORKFORCEQA LLC		93425	DRUG SCREENING	52.00
65303	05/06/19	1,541.25	915	WORKIN.COM, INC.		93426	JOB PLACEMENT AD	312.25
						93427	JOB PLACEMENT AD	312.25
						93428	JOB PLACEMENT AD	312.25
						93429	JOB PLACEMENT AD	604.50
65304	05/06/19	145.27	871	YARDER MANUFACTURING COMPANY		93364	INVENTORY ORDER	145.27
65305	05/02/19	47.84	M041	GOUVEIA, ROBERT	0	93438	MAY 19 RETIREE SUPP	47.84
65306	05/02/19	47.84	M109	PEREZ, CHERYL		93439	MAY 19 RETIREE SUPP	47.84
65307	05/02/19	97.09	M085	ROSSI, DENISE	0	93440	MAY 19 RETIREE SUPP	97.09
65308	05/02/19	47.84	M088	YAGI, RANDY	0	93441	MAY 19 RETIREE SUPP	47.84
65309	05/06/19	4,251.77	001745	HARTFORD LIFE AND ACCIDENT INS		93478	MAY 19 LIFE AD&D	4,251.77
65310	05/13/19	3,167.22	003283	ACCOUNTEMPS A ROBERT HALF CO		93443	W/E 04/12/19 TEMP	1,767.54
						93477	W/E 04/26/19 TEMP	1,399.68
65311	05/13/19	636.00	382	AIRTEC SERVICE INC.		93534	HVAC SRV 1200 RIVER	220.00
						93535	HVAC SERVICE @ WTC	416.00
65312	05/13/19	30.64	002861	AMERICAN MESSAGING SVCS, LLC		93448	MAY 19 PAGERS	30.64
65313	05/13/19	573.38	001D	AT&T		93548	4/1-4/30 PT 2 PT WTC	573.38
65314	05/13/19	997.42	003105	AT&T MOBILITY		93505	3/24-4/23 BUS WIFI	997.42
65315	05/13/19	5,074.25	001348	ATHENS INSURANCE SERVICE, INC.		93576	MAY 19 TPA	5,074.25
65316	05/13/19	99.00	T301	BAUER, DONNA		93563	PERSONAL EXPENSE	99.00
65317	05/13/19	1,267.94	001356	BRENCO OPERATING-TEXAS, LP		93504	INVENTORY ORDER	1,267.94
65318	05/13/19	2,500.00	616	BROWN ARMSTRONG ACCOUNTANCY		93444	FY18 IASFD AUP	2,500.00
65319	05/13/19	39,000.70	588	CALTIP		93481	APR19 CODE=5100	39,000.70
65320	05/13/19	6,477.69	909	CLASSIC GRAPHICS		93480	BUS#2215 REPAINTFY14	6,477.69
65321	05/13/19	34,376.02	001124	CLEAN ENERGY		93508	04/10/19 LNG CHARGES	7,045.23
						93509	04/12/19 LNG CHARGES	5,667.39
						93510	04/16/19 LNG CHARGES	7,564.86
						93511	04/18/19 LNG CHARGES	6,832.51
						93512	04/22/19 LNG CHARGES	7,266.03
65322	05/13/19	450.00	003102	CLEVER DEVICES LTD		93502	INVENTORY ORDER	450.00
65323	05/13/19	322.83	075	COAST PAPER & SUPPLY INC.		93457	INVENTORY ORDER	322.83
65324	05/13/19	12,241.23	003034	COASTAL LANDSCAPING INC. DBA		93532	LANDSCAPING SVT	9,351.23
						93533	MAY19 LANDSCAPING	2,890.00
65325	05/13/19	22,721.34	003116	CUMMINS PACIFIC LLP		93462	RPR VEH# 2808	91.23
						93463	RPR VEH# 1203	82.97
						93491	INVENTORY ORDER	3,146.95
						93492	RPR BUS# 2803	19,500.48

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CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION COMMENT AMOUNT
						93493	CREDIT-RETURN	-100.29
65326	05/13/19	2,220.24	003274	EAST BAY TIRE CO.		93519	REVENUE TIRES	1,035.83
						93520	TIRES	183.07
						93521	VEH# 1213 TIRES	500.67
						93522	VEH# 1212 TIRES	500.67
65327	05/13/19	32.22	104	EDWARD J. PARRAS	0	93549	WO# 161220 @ WTC	32.22
65328	05/13/19	8,972.48	432	EXPRESS SERVICES INC.		93475	W/E 4/28/19 TEMP	3,000.00
						93476	W/E 04/28/19 TEMP	504.00
						93485	W/E 04/21/19 TEMP	1,242.00
						93486	W/E 04/28/19 TEMP	1,226.48
						93567	W/E 12/16/18 TEMP	1,600.00
						93568	W/E 3/17/19 TEMP	1,400.00
65329	05/13/19	316.20	001172	FERGUSON ENTERPRISES INC. #795		93449	WO# 158490 SMC	92.44
						93530	BOWL W/REAR SPUD WHT	167.47
						93531	WO# 160302 OPS	56.29
65330	05/13/19	95.00	002295	FIRST ALARM SECURITY & PATROL		93555	SERVICE CALL @ MMF	95.00
65331	05/13/19	3,516.34	002952	FLYERS ENERGY LLC		93518	4/15-4/30 PC FUEL	3,516.34
65332	05/13/19	9,391.26	001302	GARDA CL WEST, INC.		93577	MAY 19 SERVICES	298.00
						93578	MAY19 VAULT SERVICES	9,093.26
65333	05/13/19	2,097.02	117	GILLIG LLC		93442	VTA GILLIGS RACK	1,216.63
						93469	INVENTORY ORDER	305.82
						93479	VTA GILLIGS VEH 4206	1,175.45
						93579	CORE CREDIT	-300.44
						93580	CORE CREDIT	-300.44
65334	05/13/19	266.03	282	GRAINGER		93451	BROOM, AIR FILTER	172.03
						93452	DRUM DOLLY	67.49
						93556	CABLE TIES @ MMF	20.95
						93557	CABLE TIES @ MMF	5.56
65335	05/13/19	1,184.34	001097	GREENWASTE RECOVERY, INC.		93536	APR 19 BIG BASIN	58.36
						93537	APR 19 LOMOND	58.36
						93538	APR 19 WASTE SERVICE	358.89
						93539	APR19 FREEDOM BOWKER	58.36
						93540	APR19 2400 FREEDOM	58.36
						93541	APR19 GREEN VALLEY	58.36
						93542	APR19 AIRPORT FREEDO	58.36
						93543	APR19 HIGHWAY BOULDE	175.08
						93544	APR19 246 KINGS VILL	278.49
						93545	APR19 MT HERMON	21.72
65336	05/13/19	947.78	003327	IO, RODNEY H		93525	RPR VEH# 501	393.99
						93526	RPR VEH# PC1711	553.79
65337	05/13/19	3,254.50	003442	JOHNSON CONTROLS INC		93454	REPLACE HEAT DETECTO	3,254.50
65338	05/13/19	1,606.61	1117	KELLEY'S SERVICE INC.		93466	INVENTORY ORDER	1,228.52
						93467	INVENTORY ORDER	93.01
						93468	RPR VEH# 708	10.96
						93523	INVENTORY ORDER	130.12
						93565	COOLING SYS TESTER	129.66

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CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION COMMENT AMOUNT
						93566	INVENTORY ORDER	14.34
65339	05/13/19	1,972.00	003251	KURT FOUTS ARBORIST CONSULTANT		93558	ARBORIST REPORT @SBF	1,972.00
65340	05/13/19	217.46	003059	MAILFINANCE INC		93572	5/3-8/2 LEASE	217.46
65341	05/13/19	1,949.02	001052	MID VALLEY SUPPLY INC.		93453	INVENTORY ORDER	1,949.02
65342	05/13/19	602.78	041	MISSION UNIFORM		93464	LAUNDRY SERVICE	50.00
						93465	UNIFORM SERVICE	192.89
						93489	UNIFORM SERVICE	36.00
						93490	UNIFORM SERVICE	36.00
						93527	LAUNDRY SERVICE	50.00
						93528	UNIFORM SERVICE	192.89
						93559	LAUNDRY SERVICE	34.50
						93573	LAUNDRY SERVICE	10.50
65343	05/13/19	4,697.92	816	MISSION VALLEY FORD		93498	RPR VEH# PC2404	4,697.92
65344	05/13/19	31,374.67	002951	MOORE & ASSOCIATES, INC.		93506	RIDERSHIP SURVEY	31,374.67
65345	05/13/19	600.00	003061	NEOFUNDS BY NEOPOST DBA		93488	4/3-4/29 POSTAGE	600.00
65346	05/13/19	109.98	002721	NEXTEL COMMUNICATIONS/SPRINT		93482	3/26-4/25 TVM WIRELE	109.98
65347	05/13/19	318.81	004	NORTH BAY FORD LINC-MERCURY		93514	RPR VEH# PC1710	326.85
						93515	CREDIT RETURN PARTS	-8.04
65348	05/13/19	4,456.45	003156	OCEAN HONDA		93562	RPR VEH# 717	4,456.45
65349	05/13/19	840.60	009	PACIFIC GAS & ELECTRIC		93553	3/27-4/25 1122 RIVER	104.32
						93571	3/11-4/8 RESEARCH	736.28
65350	05/13/19	8,012.95	023	PACIFIC TRUCK PARTS, INC.		93494	COMPRESSOR CAMPAIGN	7,826.89
						93495	INVENTORY ORDER	199.86
						93496	CORE CREDITS	-9.20
						93497	CORE CREDITS	-4.60
65351	05/13/19	222.53	043	PALACE ART & OFFICE SUPPLY		93564	OFFICE SUPPLIES	222.53
65352	05/13/19	100.00	E152	PENA, LEONARDO		93445	TRAVEL ADVANCE	100.00
65353	05/13/19	1,000.00	050	PITNEY BOWES INC. RENTAL PMT		93458	5/1 PREPAID POSTAGE	1,000.00
65354	05/13/19	49.22	002927	PRAXAIR DISTRIBUTION, INC.		93460	RPR GAS TORCH	49.22
65355	05/13/19	35,770.80	002939	PREFERRED BENEFIT		93487	MAY 19 DENTAL INS	35,770.80
65356	05/13/19	9.82	107A	PROBUILD COMPANY LLC		93561	WO# 161294 FIP FLANG	9.82
65357	05/13/19	95.92	882	RANDY WEST	7	93570	BUSINESS CARDS	95.92
65358	05/13/19	150.77	019	RAYNE OF SANTA CRUZ, INC.		93560	SALT SERVICE	150.77
65359	05/13/19	1,383.17	001153	REPUBLIC ELEVATOR COMPANY INC		93456	WO# 160178 MMF	744.00
						93552	MAY19 MONTHLY SRVC	639.17
65360	05/13/19	66.76	003024	RICOH USA, INC CA		93574	4/14-5/13 MAINTANCE	66.76
65361	05/13/19	2,715.00	003439	ROBERT WILLIAMSON		93503	RPR BUS 1202	774.00
						93513	RPR VEH# 1005	1,941.00
65362	05/13/19	287.13	045	ROYAL WHOLESALE ELECTRIC		93455	WO# 154545 WTC	287.13
65363	05/13/19	840.00	003409	RUSSELL S JONES		93450	3/28 SERVICE CALL	840.00
65364	05/13/19	285.63	135	SANTA CRUZ AUTO PARTS, INC.		93472	INVENTORY ORDER	36.87
						93473	INVENTORY ORDER	2.30
						93474	INVENTORY ORDER	165.68
						93524	INVENTORY ORDER	80.78
65365	05/13/19	119.90	848	SANTA CRUZ ELECTRONICS, INC.		93550	WO# 154545 @ WTC	119.90
65366	05/13/19	27,315.31	002917	SANTA CRUZ METRO TRANSIT W/C		93569	5/1/19 W/C REPLENISH	27,315.31

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CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
65367	05/13/19	358.42	002459	SCOTTS VALLEY WATER DISTRICT		93546	APR19 KINGS VILLAGE	52.51	
						93547	2/5-4/3 KINGS VILLAG	305.91	
65368	05/13/19	1,279.08	003292	SLINGSHOT CONNECTIONS LLP		93529	W/E 03/10/19 TEMP	1,279.08	
65369	05/13/19	516.40	115	SNAP-ON INDUSTRIAL		93459	SHOP CAMERA REPLACE	516.40	
65370	05/13/19	215.92	001976	SPORTWORKS NORTHWEST, INC.		93461	INVENTORY ORDER	215.92	
65371	05/13/19	515.80	001008	SWAGELOK NORTHERN CALIFORNIA		93517	INVENTORY ORDER	515.80	
65372	05/13/19	294.52	001040	TERRYBERRY CO., LLC		93446	EMPLOYEE ANNIVERSARY	164.67	
						93447	EMPLOYEE ANNIVERSARY	129.85	
65373	05/13/19	12,531.46	003285	THE AFTERMARKET PARTS CO LLC		93470	INVENTORY ORDER	1,780.77	
						93471	INVENTORY ORDER	78.07	
						93499	MID LIFE VEH# 1207	1,947.14	
						93500	INVENTORY ORDER	936.97	
						93501	COOLER CAMPAIGN	7,788.51	
65374	05/13/19	860.38	002207	TY CUSTOM DESIGN	0	93483	PATCHES/SAFE DRIVER	630.95	
						93484	PATCHES/SAFE DRIVER	229.43	
65375	05/13/19	2,241.94	221	VEHICLE MAINTENANCE PROG INC		93516	INVENTORY ORDER	2,241.94	
65376	05/13/19	308.90	434	VERIZON WIRELESS	0	93575	3/2-4/1 PARACRUZ	308.90	
65377	05/13/19	13,062.59	676	WEBER, HAYES & ASSOCIATES INC		93507	SOIL VAPOR SAMPLING	13,062.59	VOIDED
65377	05/21/19	-13,062.59	676	WEBER, HAYES & ASSOCIATES INC		93507	SOIL VAPOR SAMPLING	-13,062.59	**VOID
65378	05/13/19	2,172.08	003435	WILLIAMS SCOTSMAN, INC.		93554	4/22-5/21 WO# 161554	2,172.08	
65379	05/13/19	56.00	186	WILSON, GEORGE H., INC.		93551	ANNUAL BACKFLOW TEST	56.00	
65380	05/20/19	308.30	002069	A TOOL SHED, INC.		93589	CLOCK REPAIRS	308.30	
65381	05/20/19	123.69	002941	AA SAFE & SECURITY CO		93640	SCM DOOR LEVER	123.69	
65382	05/20/19	1,749.60	003283	ACCOUNTEMPS A ROBERT HALF CO		93596	W/E 05/03/19 TEMP	1,749.60	
65383	05/20/19	1,050.00	003330	ACTION TOWING & ROAD SVC CORP		93606	TOWING BUS# 2215	375.00	
						93607	TOWING BUS# 1001	675.00	
65384	05/20/19	1,463.63	382	AIRTEC SERVICE INC.		93695	MAINTENANCE GOLF DR	973.00	
						93696	MAINTENANCE PACIFIC	490.63	
65385	05/20/19	133.29	E930	ALMANZA, CANDIS		93602	DRIVER APPRECIATION	133.29	
65386	05/20/19	74.10	002363	BATTERIES PLUS #314		93656	WO# 161726 BATTERY	37.05	
						93657	WO# 16726 BATTERY	37.05	
65387	05/20/19	4,304.97	002802	BATTERY SYSTEMS CORP		93638	INVENTORY BATTERIES	4,304.97	
65388	05/20/19	292.78	E1031	BURNS, JASON		93597	TRAVEL EXPENSES	292.78	
65389	05/20/19	364.90	914	CALTRONICS BUSINESS SYSTEMS		93600	PRINTING SUPPLIES	239.26	
						93601	PRINTING SUPPLIES	125.64	
65390	05/20/19	178.70	003373	CITY OF SANTA CRUZ FINANCE RRF		93639	APR19 LANDFILLED	178.70	
65391	05/20/19	15,875.83	001124	CLEAN ENERGY		93620	04/26/19 LNG CHARGES	5,618.08	
						93621	04/30/19 LNG CHARGES	7,576.64	
						93658	NOZZLE SHEREX	1,720.61	
						93659	VALVE REPAIR KIT	960.50	
65392	05/20/19	1,323.24	075	COAST PAPER & SUPPLY INC.		93682	URINAL CARTRIDGE	1,323.24	
65393	05/20/19	12,173.98	003034	COASTAL LANDSCAPING INC. DBA		93681	MAY19 VERNON LANDSCA	12,173.98	
65394	05/20/19	382.57	002814	CREATIVE BUS SALES, INC.		93625	INVENTORY ORDER	283.14	
						93632	RPR VEH# PC1708	99.43	
65395	05/20/19	4,284.81	003116	CUMMINS PACIFIC LLP		93609	INVENTORY ORDER	4,284.81	
65396	05/20/19	145.00	002949	DEANE INDUSTRIAL MACHINING		93608	INVENTORY ORDER	145.00	

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CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION COMMENT AMOUNT
65397	05/20/19	96.00	002567	DEPARTMENT OF JUSTICE		93650	APR19 FINGERPRINTING	96.00
65398	05/20/19	4,242.00	432	EXPRESS SERVICES INC.		93593	W/E 05/05/19 TEMP	3,000.00
						93642	W/E 5/5/19 TEMP	1,242.00
65399	05/20/19	11,702.24	002952	FLYERS ENERGY LLC		93623	4/16-4/30 PC FUEL	11,702.24
65400	05/20/19	359.14	647	GENFARE A DIV OF SPX CORP		93626	INVENTORY ORDER	359.14
65401	05/20/19	5,471.67	117	GILLIG LLC		93633	INVENTORY ORDER	35.90
						93634	INV RECARO SEATS	878.24
						93663	INV VTA GILLIGS	174.57
						93664	INV VTA GILLIGS	4,382.96
65402	05/20/19	550.95	282	GRAINGER		93581	CLEANING SUPPLIES	240.22
						93622	PERMIT HOLDERS	128.26
						93649	WSTBASKET,LAMP,BATTE	182.47
65403	05/20/19	381.59	T333	HEATH HICKOCK		93689	TRAVEL EXPENSES	381.59
65404	05/20/19	28.76	166	HOSE SHOP, THE INC		93660	WO# 161551 NOZZLE	14.32
						93661	WO# 161551 NOZZLE	14.44
65405	05/20/19	1,317.50	003327	IO, RODNEY H		93635	RPR VEH# PC1107	1,317.50
65406	05/20/19	195.36	003223	JASPER WELLER LLC		93675	INV TRANSMISSION	4,535.36
						93688	CORE CREDIT	-4,340.00
65407	05/20/19	375.00	003402	KAUFMAN DOLOWICH VOLUCK		93594	JAN19 PRO SERVICES	375.00
65408	05/20/19	193.64	1117	KELLEY'S SERVICE INC.		93603	INVENTORY ORDER	178.69
						93604	RPR VEH# PC1710	14.95
65409	05/20/19	23,627.38	003366	KEY GOVERNMENT FINANCE INC		93598	MAY19 PAYMENT	23,627.38
65410	05/20/19	931.42	001233	KIMBALL MIDWEST		93637	NON REVENUE ORDER	931.42
65411	05/20/19	21,375.94	003017	MANSFIELD OIL CO OF GAINSVILLE		93619	04/24 DIESEL FUEL	21,375.94
65412	05/20/19	1,944.00	003444	MARY L TOPLIFF		93595	APR19 LAW SERVICES	1,944.00
65413	05/20/19	95.00	041	MISSION UNIFORM		93618	LAUNDRY SERVICE	50.00
						93683	LAUNDRY SERVICE	34.50
						93698	LAUNDRY SERVICE	10.50
65414	05/20/19	64.02	004	NORTH BAY FORD LINC-MERCURY		93636	INVENTORY ORDER	64.02
65415	05/20/19	15,585.00	003218	NVB EQUIPMENT, INC.		93662	APR19 79 INVOICES	15,585.00
65416	05/20/19	16,382.88	009	PACIFIC GAS & ELECTRIC		93651	3/29-4/29 920PACIFIC	2,279.32
						93652	3/26-4/24 110 VERNON	3,749.47
						93653	3/26-4/24 1122 RIVER	1,853.43
						93654	3/26-4/24 GOLF CLUB	4,283.23
						93694	3/29-4/29 RIVER	4,217.43
65417	05/20/19	2,021.18	043	PALACE ART & OFFICE SUPPLY		93591	OFFICE SUPPLIES	1,280.19
						93646	OFFICE SUPPLIES	342.42
						93647	OFFICE SUPPLIES	21.37
						93648	OFFICE SUPPLIES	15.73
						93665	OFFICE SUPPLIES	22.39
						93666	OFFICE SUPPLIES	8.13
						93678	OFFICE SUPPLIES	63.88
						93692	OFFICE SUPPLIES	209.45
						93693	OFFICE SUPPLIES	57.62
65418	05/20/19	1,910.00	002947	PEDALERS EXPRESS	7	93592	APR19 SERVICE	1,910.00
65419	05/20/19	563.00	481	PIED PIPER EXTERMINATORS, INC.		93586	MAY19 PEST CONTROL	62.50

Attachment A

9-02A.8

DATE: 05/01/19 THRU 05/31/19

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
						93587	MAY19 PEST CONTROL	67.50	
						93588	MAY19 PEST CONTROL	105.00	
						93644	MAY19 PEST CONTROL	60.00	
						93645	MAY19 PEST CONTROL	190.50	
						93679	MAY 19 PEST WTC	77.50	
65420	05/20/19	320.39	003438	PLATT ELECTRIC SUPPLY		93680	LED LAMPS FOR OPS	320.39	
65421	05/20/19	125.00	187	POLAR RADIATOR SERVICE INC		93631	RPR SURGE TANK	125.00	
65422	05/20/19	23.62	107A	PROBUILD COMPANY LLC		93605	BUCKETS FOR SHOP	8.72	
						93643	WO# 154545 TAPE	14.90	
65423	05/20/19	1,013.90	E1015	RAYGOZA-RAMIREZ, JOSE		93686	TRAVEL EXPENSES	1,013.90	
65424	05/20/19	110.17	003024	RICOH USA, INC CA		93641	MAY19 SERVICE	110.17	
65425	05/20/19	426.29	E524	ROCHA, FEDERICO G.		93590	TRAVEL EXPENSES	426.29	
65426	05/20/19	4,070.59	003154	ROMAINE ELECTRIC CORP		93630	INVENTORY ORDER	4,070.59	
65427	05/20/19	486.87	001286	SAFE-CARD ID SERVICES,INC		93691	ACCESS CARDS	486.87	
65428	05/20/19	10,005.23	001253	SANTA CRUZ COUNTY REGIONAL		93668	BUS ON SHOULDER	10,005.23	
65429	05/20/19	1,800.00	001277	SJB GLOBALNET, INC.		93599	MAY19 SUPPORT	1,800.00	
65430	05/20/19	15,604.25	001075	SOQUEL III ASSOCIATES	7	93697	JUNE 19 RENT	15,604.25	
65431	05/20/19	12,143.75	003441	STRATEGIC ECONOMICS, INC.		93667	PACIFIC REDEVELOPMNT	12,143.75	VOIDED
65431	05/29/19	-12,143.75	003441	STRATEGIC ECONOMICS, INC.		93667	PACIFIC REDEVELOPMNT	-12,143.75	**VOID
65432	05/20/19	5,440.00	003425	SYNCROMATICS CORPORATION		93685	CAD AVL DEVELOP	5,440.00	
65433	05/20/19	1,165.75	366	TENNANT COMPANY		93624	RPR SHOP TENNANT	1,165.75	
65434	05/20/19	14,602.70	003285	THE AFTERMARKET PARTS CO LLC		93610	INVENTORY ORDER	2,037.11	
						93611	INVENTORY ORDER	1,594.82	
						93612	CORE DEPOSIT	491.63	
						93613	INVENTORY ORDER	2,142.00	
						93614	INVENTORY ORDER	443.06	
						93615	RPR VEH# 2215	160.16	
						93616	RPR VEH# 1004	128.90	
						93617	INVENTORY ORDER	2,100.90	
						93669	INVENTORY ORDER	54.21	
						93670	INVENTORY ORDER	377.22	
						93671	INV VARIOUS VEHS	5,037.71	
						93672	INVENTORY ORDER	62.71	
						93684	CREDIT WARRANTY	-27.73	
65435	05/20/19	103.61	007	UNITED PARCEL SERVICE		93629	FREIGHT	103.61	
65436	05/20/19	3,731.43	002829	VALLEY POWER SYSTEMS, INC.		93627	INVENTORY ORDER	3,446.65	
						93628	INVENTORY ORDER	159.40	
						93673	INVENTORY ORDER	100.14	
						93674	INVENTORY ORDER	25.24	
65437	05/20/19	264.37	434	VERIZON WIRELESS	0	93655	4/2-5/1 POINT2POINT	264.37	
65438	05/20/19	150.00	001165	VU, THANH DR. MD	7	93582	DMV RENEWAL	75.00	
						93677	DMV RENEWAL	75.00	
65439	05/20/19	275.00	003316	WATER TECH SPECIALTIES INC		93585	APR19 CHEM TESTING	275.00	
65440	05/20/19	290.32	E329	ZARAGOZA, DANIEL		93687	TRAVEL EXPENSES	290.32	
65441	05/20/19	74.17	147	ZEE MEDICAL SERVICE CO.		93583	MEDICAL SUPPLIES	74.17	
65442	05/27/19	215.60	002069	A TOOL SHED, INC.		93748	WO# 154545 WTC	215.60	

Attachment A

9-02A.9

DATE: 05/01/19 THRU 05/31/19

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
65443	05/27/19	69.70	002941	AA SAFE & SECURITY CO		93853	10 KEYS	69.70	
65444	05/27/19	816.30	003151	ABC BUS INC		93730	INVENTORY ORDER	715.09	
						93834	INVENTORY ORDER	101.21	
65445	05/27/19	1,296.02	003283	ACCOUNTEMPS A ROBERT HALF CO		93743	W/E 05/10/19 TEMP	1,296.02	
65446	05/27/19	417.84	002828	ALLIED ELECTRONICS		93775	INVENTORY ORDER	417.84	
65447	05/27/19	2,713.14	001D	AT&T		93750	04/13-05/12 PT 2 PT	1,823.76	
						93753	4/10-5/09 INTERNET	889.38	
65448	05/27/19	11,625.00	002035	BOWMAN & WILLIAMS INC		93708	MAR19 BILLING	11,625.00	
65449	05/27/19	327.75	001159	CATTO'S GRAPHICS, INC.		93731	INV PC SIGNS	327.75	
65450	05/27/19	54.35	130	CITY OF WATSONVILLE UTILITIES		93843	4/9-5/14 RODRIGUEZ	54.35	
65451	05/27/19	9,431.19	909	CLASSIC GRAPHICS		93804	BIKE RACK REPAIR	550.00	
						93859	BUSREPAINT FY17 223	6,477.69	
						93860	ALL VTA GILLIGS	2,403.50	
65452	05/27/19	7,057.74	001124	CLEAN ENERGY		93729	04/24/19 LNG CHARGES	7,057.74	
65453	05/27/19	185.17	075	COAST PAPER & SUPPLY INC.		93727	INVENTORY ORDER	21.30	
						93772	INVENTORY ORDER	163.87	
65454	05/27/19	8,551.14	003116	CUMMINS PACIFIC LLP		93757	RPR VEH# 1001	2,777.05	
						93758	RPR VEH# 1004	5,774.09	
65455	05/27/19	800.00	E986	DELFIN, MONIK		93818	TRAVEL ADVANCE	800.00	
65456	05/27/19	905.99	157	DELL MARKETING L.P.		93701	LAPTOP CS DIRECTOR	905.99	
65457	05/27/19	337.52	E1028	DIAZ, EDWARD		93700	TRAVEL EXPENSES	337.52	
65458	05/27/19	4,739.10	003274	EAST BAY TIRE CO.		93792	FLAT REPAIR	28.92	
						93793	TIRES	1,018.74	
						93794	TIRES	1,018.74	
						93795	REVENUE TIRES	1,035.83	
						93796	REVENUE TIRES	70.93	
						93797	REVENUE TIRES	1,117.43	
						93798	VEH# 401 FLAT TIRE	29.92	
						93799	REVENUE TIRES	70.93	
						93800	12 DISMOUNTS	216.00	
						93801	TIRES	70.93	
						93802	TIRES	60.73	
65459	05/27/19	3,095.00	936	ENVIRO SCIENCE, INC.		93812	INSPECTION/RIVER ST	3,095.00	
65460	05/27/19	2,497.16	432	EXPRESS SERVICES INC.		93699	W/E 05/12/19 TEMP	1,280.00	
						93723	W/E 05/12/19 TEMP	1,217.16	
65461	05/27/19	6.48	001297	FASTENAL COMPANY INC		92564	CREDIT MEMO	-114.07	VOIDED
						92565	FLUORESCENT BULBS	114.07	
						93833	VEH# 4206 HUCK RIVET	6.48	
65461	05/30/19	-6.48	001297	FASTENAL COMPANY INC		92564	CREDIT MEMO	114.07	**VOID
						92565	FLUORESCENT BULBS	-114.07	
						93833	VEH# 4206 HUCK RIVET	-6.48	
65462	05/27/19	46,238.95	002295	FIRST ALARM SECURITY & PATROL		93790	4/1-4/30 SERVICES	46,238.95	
65463	05/27/19	1,745.63	002962	FIS		93828	APR19 MERCHANT FEES	1,745.63	
65464	05/27/19	3,212.43	002952	FLYERS ENERGY LLC		93759	5/1-5/15 PC FUEL	3,157.82	
						93811	PROPANE	54.61	
65465	05/27/19	57.26	003279	FRONTIER COMMUNICATIONS - 3025		93844	209-025-0541-0613025	57.26	

Attachment A

9-02A.10

DATE: 05/01/19 THRU 05/31/19

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION COMMENT AMOUNT
65466	05/27/19	1,188.48	117	GILLIG LLC		93803	INV RECARO ORDER	974.03
						93819	INV VTA GILLIGS	214.45
65467	05/27/19	47.84	M041	GOUVEIA, ROBERT	0	93824	JUN19 RETIREE SUPP	47.84
65468	05/27/19	1,341.02	282	GRAINGER		93732	UPHOLSTERER SUPPLIES	362.34
						93733	UPHOLSTERER SUPPLIES	155.30
						93808	INV/SAFETY SUPPLIES	365.39
						93813	KNEEBOOTS, CHEM MMF	236.53
						93855	FLUSH VALVE, COVERS	221.46
65469	05/27/19	66,590.65	003109	HANSON BRIDGETT LLP		93764	APR19 LEGAL SERVICE	24,000.00
						93765	APR19 LEGAL SERVICES	1,435.00
						93766	APR19 LEGAL SERVICES	36,072.80
						93767	APR19 LEGAL SERVICES	1,586.90
						93768	APR19 LEGAL SERVICES	3,495.95
65470	05/27/19	694.46	003442	JOHNSON CONTROLS INC		93754	6/1-8/31 1200RIVER B	694.46
65471	05/27/19	375.00	003402	KAUFMAN DOLOWICH VOLUCK		93841	APR19 CL# QE-0073	375.00
65472	05/27/19	221.23	1117	KELLEY'S SERVICE INC.		93717	INV ORDER AND CREDIT	119.94
						93807	INVENTORY ORDER	101.29
65473	05/27/19	550.74	001233	KIMBALL MIDWEST		93725	SCREWS AND DRILLS	550.74
65474	05/27/19	561.00	852	LAW OFFICES OF MARIE F. SANG	7	93830	W/C ATTORNEY FEES	561.00
65475	05/27/19	4,043.00	003276	LUTRON SERVICE INC		93856	12/14/18-12/13/19	4,043.00
65476	05/27/19	900.00	T307	MARQUEZ, MATTHEW		93760	TRAVEL ADVANCE	900.00
65477	05/27/19	2,155.21	003273	MGP XI REIT LLC		93789	JUNE19 RENT	2,155.21
65478	05/27/19	631.06	041	MISSION UNIFORM		93709	UNIFORM SERVICE	235.92
						93738	CLEANING SUPPLIES	36.00
						93745	LAUNDRY SERVICE	34.50
						93747	EMBLEMS	26.22
						93773	LAUNDRY SERVICE	50.00
						93774	UNIFORM SERVICE	237.92
						93848	LAUNDRY SERVICE	10.50
65479	05/27/19	65.98	004	NORTH BAY FORD LINC-MERCURY		93706	RPR VEH# PC1703	65.98
65480	05/27/19	34,076.65	002940	OJO TECHNOLOGY, INC.		93857	4/30/19 OPS SEC SURV	34,076.65
65481	05/27/19	3,122.72	009	PACIFIC GAS & ELECTRIC		93815	4/4-5/5 KINGS VILLAG	70.08
						93816	4/4-5/5 WTC PNR SVT	2,331.60
						93847	4/9-5/8 RESEARCH	721.04
65482	05/27/19	1,134.65	043	PALACE ART & OFFICE SUPPLY		93728	OFFICE SUPPLIES	178.85
						93849	OFFICE SUPPLIES	946.60
						93850	OFFICE SUPPLIES	9.20
65483	05/27/19	47.84	M109	PEREZ, CHERYL		93825	JUN19 RETIREE SUPP	47.84
65484	05/27/19	333.33	107A	PROBUILD COMPANY LLC		93726	WO# 154545 MMF	305.08
						93744	WO# 154545 WTC	17.95
						93814	HINGE SIM SMC	2.94
						93854	UTILITY PULL	7.36
65485	05/27/19	240.20	E969	PYE, GINA		93817	PERSONAL EXPENSES	240.20
65486	05/27/19	1,774.22	882	RANDY WEST	7	93761	OFFICE SUPPLIES	1,005.10
						93763	BUSINESS CARDS	96.14
						93788	REQUISITION FORMS	672.98

Attachment A

9-02A.11

DATE: 05/01/19 THRU 05/31/19

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION COMMENT AMOUNT
65487	05/27/19	222.16	003024	RICOH USA, INC CA		93851	5/14-6/13 IMAGES/SRV	222.16
65488	05/27/19	3,267.61	003154	ROMAINE ELECTRIC CORP		93769	INVENTORY ORDER	3,267.61
65489	05/27/19	97.09	M085	ROSSI, DENISE	0	93826	JUN19 RETIREE SUPP	97.09
65490	05/27/19	131.56	045	ROYAL WHOLESALE ELECTRIC		93724	WO# 154545 WTC	131.56
65491	05/27/19	357.13	135	SANTA CRUZ AUTO PARTS, INC.		93739	INVENTORY ORDER	87.20
						93740	INVENTORY ORDER	206.04
						93809	INVENTORY ORDER	58.23
						93810	INVENTORY ORDER	5.66
65492	05/27/19	9,454.95	003434	SERVPRO OF SANTA CRUZ/SANTA CL		93845	WATER/MOLD REMED	9,454.95
65493	05/27/19	2,500.00	002267	SHAW / YODER / ANTWIH, INC.		93762	MAY19 LEGISLATIVE	2,500.00
65494	05/27/19	7,079.40	003292	SLINGSHOT CONNECTIONS LLP		93702	W/E 4/28/19 TEMP	1,094.40
						93703	W/E 04/21/19 TEMP	906.30
						93704	W/E 04/14/19 TEMP	1,077.30
						93705	W/E 04/07/19 TEMP	1,043.10
						93707	W/E 05/05/19 TEMP	1,094.40
						93829	W/E 5/12/19 TEMP	1,094.40
						93831	W/E 5/12/19 TEMP	769.50
65495	05/27/19	1,280.24	001976	SPORTWORKS NORTHWEST, INC.		93716	RPR VEH# 4203,4204	496.16
						93756	INVENTORY ORDER	784.08
65496	05/27/19	72.92	001008	SWAGELOK NORTHERN CALIFORNIA		93836	INVENTORY ORDER	72.92
65497	05/27/19	3,315.99	003285	THE AFTERMARKET PARTS CO LLC		93710	INVENTORY ORDER	33.38
						93711	INVENTORY ORDER	83.14
						93712	CREDIT WARRANTY	-10.63
						93713	CREDIT WARRANTY	-52.07
						93714	CREDIT WARRANTY	-38.83
						93734	RPR VEH# 1204	10.78
						93735	INVENTORY ORDER	281.75
						93736	INVENTORY ORDER	35.51
						93737	RPR VEH# 2316	39.72
						93755	INVENTORY ORDER	475.14
						93770	INVENTORY ORDER	3.59
						93771	INVENTORY ORDER	95.42
						93805	INVENTORY ORDER	135.00
						93806	INVENTORY ORDER	2,152.29
						93846	CREDIT RETURN	-490.50
						93858	VRA GILLIGS CABLES	562.30
65498	05/27/19	24.08	007	UNITED PARCEL SERVICE		93776	FREIGHT	24.08
65499	05/27/19	11,565.90	002829	VALLEY POWER SYSTEMS, INC.		93777	INVENTORY ORDER	430.20
						93778	INVENTORY ORDER	3,349.04
						93779	RPR VEH# 2211	186.59
						93780	RPR VEH# 2227	201.02
						93781	RPR VEH# 2227	312.41
						93782	RPR VEH# 2227	4,994.28
						93783	INVENTORY ORDER	425.54
						93784	INVENTORY ORDER	226.80
						93785	CORE CREDIT	-87.40

Attachment A

9-02A.12

DATE: 05/01/19 THRU 05/31/19

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION COMMENT AMOUNT
						93786	CORE CREDIT	-146.12
						93787	CORE CREDIT	-170.70
						93837	INVENTORY ORDER	1,226.59
						93838	INVENTORY ORDER	11.83
						93839	INVENTORY ORDER	293.24
						93840	RPR VEH# 2227	312.58
65500	05/27/19	1,221.14	434	VERIZON WIRELESS	0	93832	4/13-5/12 BUS WIFI	912.24
						93852	4/2-5/1 PARACRUZ	308.90
65501	05/27/19	9,706.19	001043	VISION SERVICE PLAN		93823	JUNE19 VISION INS	9,706.19
65502	05/27/19	375.00	001165	VU, THANH DR. MD	7	93718	DMV RENEWAL	75.00
						93719	DMV RENEWAL	75.00
						93720	DMV RENEWAL	75.00
						93721	DMV RENEWAL	75.00
						93722	DMV RENEWAL	75.00
65503	05/27/19	12,184.15	676	WEBER, HAYES & ASSOCIATES INC		93791	SOIL VAPOR SAMPLING	12,184.15
65504	05/27/19	2,378.50	003378	WESTERN POWER PRODUCTS INC		93835	SERV SUBSCRIPT RENEW	2,378.50
65505	05/27/19	1,418.13	001506	WESTERN STATES OIL CO.		93715	INVENTORY ORDER	1,418.13
65506	05/27/19	47.84	M088	YAGI, RANDY	0	93827	JUN19 RETIREE SUPP	47.84
65507	05/30/19	24,999.00	002929	CHEVROLET OF WATSONVILLE LLC	7	93935	SUV VEH# 1950	24,999.00
TOTAL		994,348.87		ACCOUNTS PAYABLE			TOTAL CHECKS 261	994,348.87

Attachment A

9-02A.13

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Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Alex Clifford, CEO/General Manager

SUBJECT: **ACCEPT AND FILE MINUTES OF THE APRIL 17, 2019 METRO ADVISORY BOARD (MAC); THE MAY 17, 2019 BOARD OF DIRECTORS; THE JUNE 14, 2019 CAPITAL PROJECTS STANDING COMMITTEE; AND, THE JUNE 14, 2019 FINANCE, BUDGET & AUDIT STANDING COMMITTEE MEETINGS**

I. RECOMMENDED ACTION

That the Board of Directors Accept and File the Minutes of the April 17, 2019 METRO Advisory Committee (MAC); May 17, 2019 Board of Directors; June 14, 2019 Capital Projects Standing Committee; and, the June 14, 2019 Finance, Budget & Audit Standing Committee Meetings

II. SUMMARY

- Staff is providing minutes from the Santa Cruz Metropolitan Transit District (METRO) April 17, 2019 METRO Advisory Committee (MAC) Meeting; the May 17, 2019 Board of Directors Meeting; the June 14, 2019 Capital Projects Standing Committee Meeting; and, the June 14, 2019 Finance, Budget & Audit Standing Committee Meeting.
- Each meeting staff will provide minutes from the previous METRO Board and Committee meetings.

III. DISCUSSION/BACKGROUND

The Board requested that staff include, in the Board Packet, minutes from previous METRO Board and Committee meetings. Staff is enclosing the minutes from these meetings.

IV. FINANCIAL CONSIDERATIONS/IMPACT

None.

V. ALTERNATIVES CONSIDERED

None.

VI. ATTACHMENTS

Attachment A: Draft minutes for the METRO Advisory Committee (MAC) Meeting of April 17, 2019

Attachment B: Draft minutes for the Board of Directors Meeting of May 17, 2019

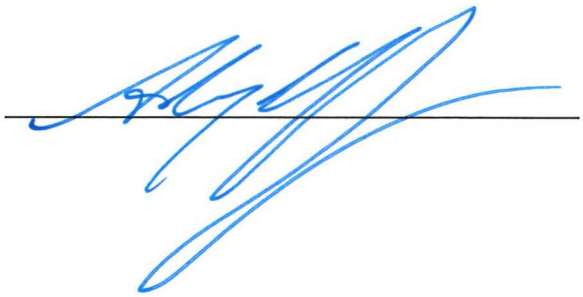
Attachment C: Draft minutes for the Capital Projects Standing Committee Meeting of June 14, 2019

Attachment D: Draft minutes for the Finance, Budget & Audit Standing Committee Meeting of June 14, 2019

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

VII. APPROVALS

Alex Clifford, CEO/General Manager



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Attachment A

MINUTES*

MAC MEETING OF APRIL 17, 2019

The METRO Advisory Committee (MAC) met on Wednesday, April 17, 2019 in the METRO Administrative Office located at 110 Vernon Street, in Santa Cruz, CA. *Minutes are "summary" minutes, not verbatim minutes.

1 CALL TO ORDER at 6:15 PM by Vice Chair Martinez.

ROLL CALL: The following MAC Members were present, representing a quorum:

Joseph Martinez, Vice Chair
Kevin Andrews
Jason Lopez
Cassity Mega
Michael Pisano
Becky Taylor

Chair Veronica Elsea was absent.

METRO EMPLOYEES AND MEMBERS OF THE PUBLIC WHO VOLUNTARILY INDICATED THEY WERE PRESENT (IN ALPHABETICAL ORDER) THROUGH A SIGN IN SHEET OR VERBAL INTRODUCTION WERE:

Ciro Aguirre, METRO
Angela Aitken, METRO
Alex Clifford, METRO
Barrow Emerson, METRO
Marie Hoyos, SMART Local 23
James Sandoval, SMART Local 23
Carl Siegman, Public
Daniel Zaragoza, METRO

2 COMMUNICATIONS TO THE METRO ADVISORY COMMITTEE

Mr. Carl Siegman expressed gratitude to METRO's Bus Operators and the service they provide to the community. He requested the 31-day pass expire at midnight for everyone instead of expiring at a random hour during the day. He also requested synchronization of the clocks at the Pacific Station.

Mr. Lopez said he has noticed Hwy. 17 riders experiencing the expiration problem on their 31-day pass and felt changing the expiration time to midnight could be helpful. Mr. James Sandoval, SMART Local 23 and Bus Operator, concurred with that assessment. He mentioned the format on the pass is confusing to riders as well. The riders see the year and think that is the date it expires.

Mr. Pisano thanked METRO for fixing the bathroom faucets at Pacific Station adding he likes the new Dyson hand dryers.

Mr. Pisano inquired if METRO could reach out to JUMP Bike on proper parking techniques at the transit centers to avoid potential safety issues and place something in the Headways to address this topic.

Mr. Pisano requested better lighting at Pacific Station to illuminate the bus schedules at night.

Vice Chair Martinez requested METRO place big arrows in front of the old Customer Service booth at Pacific Station pointing to where the new booth is located. He didn't realize the regular booth was gone until he recently visited the Pacific Station. He asked a security officer for the new booth location, but the security officer was unable to help. Vice Chair Martinez requested METRO keep the officers better informed.

Vice Chair Martinez thanked METRO for securing the loose bench near his bus stop in Watsonville.

Mr. Andrews referred to an article in the Santa Cruz Sentinel on the removal of six bus stop benches and is concerned that MAC wasn't consulted prior to this decision.

DRAFT

3 ACCEPT AND FILE MINUTES FROM THE METRO ADVISORY COMMITTEE MEETING OF FEBRUARY 20, 2019

MOTION: ACCEPT AND FILE MINUTES FROM THE METRO ADVISORY COMMITTEE MEETING OF FEBRUARY 20, 2019

MOTION: MEGA SECOND: PISANO

AYES: MARTINEZ, ANDREWS, LOPEZ, MEGA, PISANO, AND TAYLOR (CHAIR ELSEA WAS ABSENT)

NAYES: NONE

ABSTAIN: NONE

MOTION CARRIED: UNANIMOUS

4 COMMUNICATIONS FROM METRO ADVISORY COMMITTEE

None.

5 **PARACRUZ ON-TIME PERFORMANCE.**

Mr. Daniel Zaragoza, Operations Manager – Paratransit Division, handed out the attached report and discussed the on-time performance challenges and steps that METRO is taking to improve performance.

The Paratransit Division is budgeted for 30 Operators. It is currently at 27 Operators and actively recruiting for three more.

Vice Chair Martinez mentioned that METRO had a loyal rider who rode twice a week but switched to Lyft Line because ParaCruz was taking too long. Mr. Lopez asked if ridership increase was due to inclement weather or a natural increase due to the population. Mr. Zaragoza said weather could be a factor, but ParaCruz is seeing a steady monthly increase. Vice Chair Martinez asked if Hwy. 1 is causing delays. Mr. Zaragoza said Hwy. 1 delays cause about 10% of the lateness. Mr. Pisano asked how many rides per day do the Paratransit Operators process. Mr. Zaragoza said about 300/day during the week. Vice Chair Martinez asked if METRO considered stationing drivers in Watsonville or Santa Cruz to cover only those areas. Mr. Zaragoza said that is being considered, but ParaCruz has to be fully staffed in order to implement that plan. Ms. Taylor asked if METRO has considered adjusting the times when people call in for a ride to work favorably with METRO's schedule. Mr. Zaragoza replied that times are negotiated with riders whenever possible. Mr. Pisano asked if METRO is looking at geofencing. Mr. Barrow Emerson, Planning and Development Director, confirmed that METRO is looking into geofencing and may do a pilot project in the next year.

Vice Chair Martinez said that Central California Alliance for Health is using Lyft to get people to a clinic in Watsonville and inquired if METRO can compete for that business. Mr. Emerson said that is being discussed and he'll present his group's findings to MAC when completed.

6 PRELIMINARY FY20 AND FY21 OPERATING BUDGETS AND FY20 CAPITAL BUDGET FOR REVIEW AND TDA/STA CLAIMS PURPOSES.

Angela Aitken, Chief Financial Officer, presented the attached preliminary FY20 and FY21 Operating and FY20 Capital Budgets. CFO Aitken explained the Operating Budget is for METRO's day-to-day activities and is comprised of revenue sources, operating expenses and reserve accounts. In both FY20 and FY21, METRO expects revenues to exceed expenses. Discussion ensued on where SB1 and Measure D monies align with the figures presented.

DRAFT

CFO Aitken continued with the preliminary FY20 Capital Budget. METRO expects to have a $22 million Capital Budget and she reviewed the breakdown of how those funds are committed.

Mr. Lopez asked for clarification on the federal grants in both budgets. CFO Aitken explained that these are two separate types of money for each budget.

Mr. Pisano asked about the money allocated for hiring the Marketing Director. Will METRO carryover that money or disburse it at the end of the fiscal year? CFO Aitken explained how METRO manages FTEs. CEO Clifford announced that a Marketing Director had been hired and will be joining METRO in May 2019.

Vice Chair Martinez asked for an update on the charging stations. CEO Clifford gave an estimated timeline on the infrastructure needed for the Judy K. Souza Operations Facility and highlighted that METRO wants the charging stations in place when the buses arrive on the property. Mr. Emerson added that his department is applying for a grant for the fast charger at the Watsonville Transit Center to accommodate the electric buses that will be serving Watsonville.

Mr. Pisano asked if METRO and the City of Santa Cruz are working together to upgrade the Pacific Station. CEO Clifford gave a brief overview on the cost of rehabilitating the current structure versus tearing down that structure and replacing it as well as giving the City's vision for that site. He reminded the members that his obligation is to provide riders and employees a safe environment.

7 SERVICE PLANNING UPDATE

Mr. Emerson spoke to the removal of the six benches mentioned earlier. He gave examples of the complaints received from riders. The situation was studied and other transit agencies' practices were considered before proceeding with the removal of the benches. Although it solved the transient situation of using the benches, it removed an amenity for our riders. METRO is looking at alternatives and may put the benches back at some point but not at this time. The Santa Cruz Sentinel article generated angst among riders but not a backlash of complaints.

Ms. Taylor felt METRO should have removed the shelters instead of benches. Mr. Emerson said taking out the benches was the easiest thing to do to solve the sitting problem and the shelter could provide protection from the weather. Removing the benches had a minor impact. Mr. Lopez pointed out that all of the benches taken away didn't necessarily have shelters associated with them and Mr. Emerson confirmed that observation. COO Aguirre added the shelters have lighting in them, so removing the shelters and removing that light source can be a safety issue. Discussion ensued about adding signage to the shelters to discourage people loitering in them.

Ms. Mega brought up Cabrillo's financial problems and the investigation of fraud in the last student elections. Mr. Emerson said enrollment at Cabrillo is continuing to shrink and making it hard for Cabrillo to meet their contractual obligations with METRO. We will be meeting with Cabrillo and then considering our options. Mr. Emerson highlighted that the election fraud had nothing to do with the vote for the bus pass.

Mr. Emerson mentioned there is a development happening on Soquel Avenue and bus service has been requested. However, METRO is not in a financial position to say we'll run service there until it is built. Mr. Pisano added that by the time this development is built, the pedestrian/bike overpass by Chanticleer should be in place and the current bus stop, which is only about a block away, may be sufficient.

DRAFT

Mr. Emerson continued the discussion on the evening frequency of Route 35 and creating two-way service on Scotts Valley Drive. At this time METRO is unable to make these improvements due to the expense. Mr. Pisano is talking with UCSC people but UCSC has its own financial issues to address. Mr. Pisano suggested asking Kaiser for grant money to help.

Mr. Emerson gave an update on the City of Santa Cruz approving and committing approximately $300,000 for a pilot project in which METRO would provide approximately 4,000 downtown employees with bus passes. The City of Santa Cruz will be responsible for distributing the passes and, after a year, will decide how they want to proceed.

Mr. Emerson spoke to the Title VI Program being part of the Civil Rights Act. Every three years METRO, as a public agency, needs to revisit its Title VI Program to make sure it is current with the latest laws and addressing local issues. In 2019, there were no significant issues to address.

The last item was an update on the Information Technology System (ITS). Our IT Department thought it would have the first buses installed with the Automatic Vehicle Location (AVL) and be testing them by now; however, IT is still working on software configurations. Isaac Holly, IT and ITS Director, plans to return to MAC in August to give an update.

8 COMMUNICATIONS TO THE SANTA CRUZ METRO CEO

Letter of appreciation was tabled until Chair Elsea's return.

9 COMMUNICATIONS TO THE SANTA CRUZ METRO BOARD OF DIRECTORS

None.

10 ITEMS FOR NEXT MEETING AGENDA

- Letter of appreciation
- Update from IT on AVL
- Update on the code of conduct implementation
- Update on benches/shelters removal and ridership feedback

11 DISTRIBUTION OF VOUCHER

Vouchers distributed by COO Aguirre.

12 ADJOURNMENT

Meeting adjourned at 7:45 PM.

Respectfully submitted,

Donna Bauer
Administrative Assistant

DRAFT

ParaCruz On-time Performance

Issues

- ParaCruz had several Operators retire and promoted to Bus Operator (4).
- ParaCruz has several Operators on Medical leaves
- ParaCruz has encountered challenges in hiring due to a healthy job market.
- ParaCruz is budgeted for 30 Operators.

Hiring and Outreach

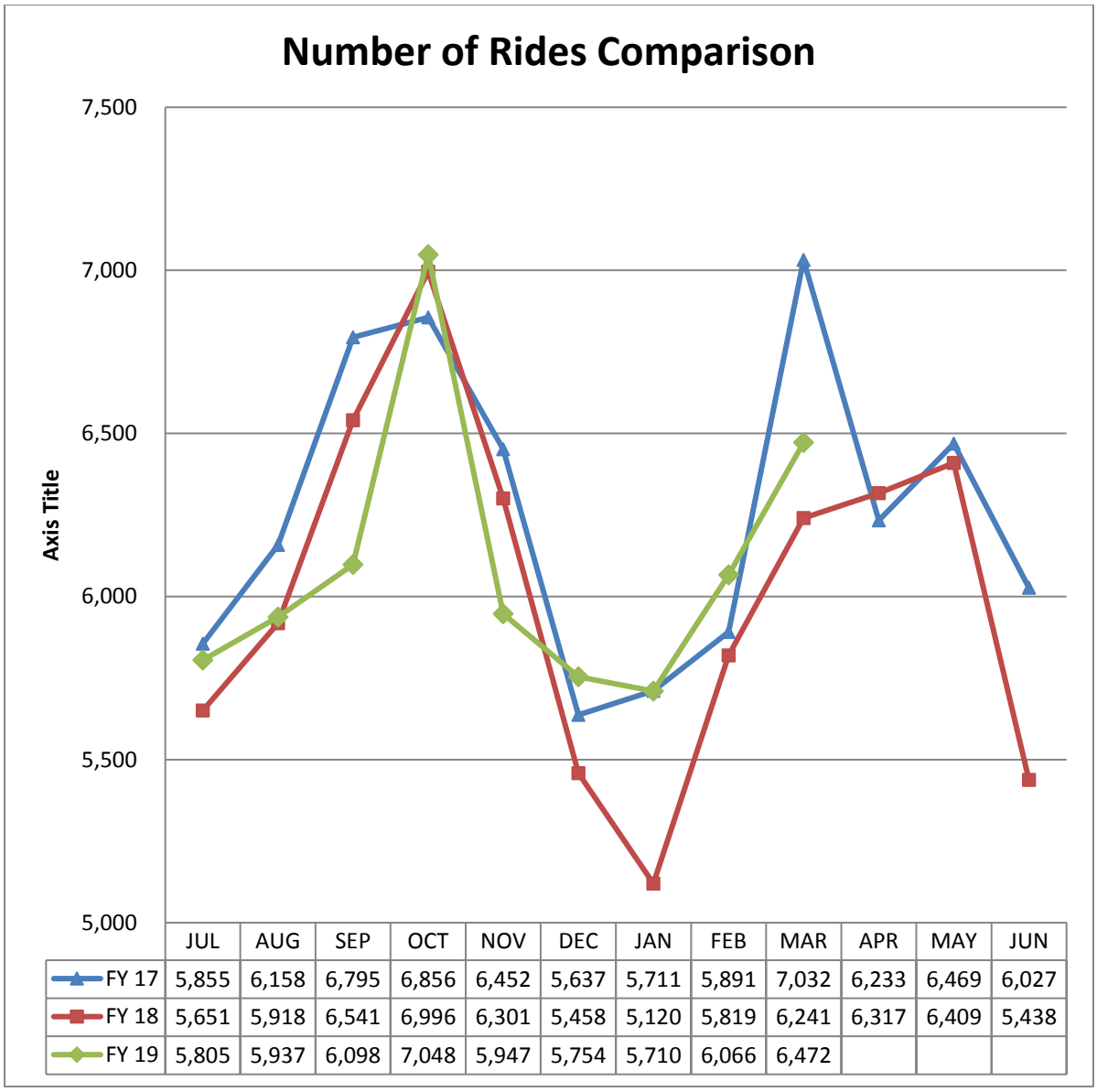
- ParaCruz has worked with HR to put a full page ad in a Spanish language newspaper (La Ganga).
- METRO is hiring cards.
- Outreach at job Fairs at Pacific Station and WTC.
- We have been able to add 5 new Operators this year, 4 are currently in service.
- ParaCruz has an open recruitment currently for 3 Paratransit Operators

Performance 2019

- Ridership has been increasing in the current year:

- January 87.50% on time, 5710 total riders, an increase of 590 riders from last year.

- February 82.90% on time, 6066 total riders, an increase 247 riders from last year.
- March 85.52% on time, 6742 total riders, an increase 231 riders from last year.
- ParaCruz averages of 18 working Operators on a weekday.
- ParaCruz averages of 8 working Operators on weekends.



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FY 17	5,855	6,158	6,795	6,856	6,452	5,637	5,711	5,891	7,032	6,233	6,469	6,027
FY 18	5,651	5,918	6,541	6,996	6,301	5,458	5,120	5,819	6,241	6,317	6,409	5,438
FY 19	5,805	5,937	6,098	7,048	5,947	5,754	5,710	6,066	6,472			

PRESENTED AT 4/17/19 MAC MEETING

9-03A.7

Attachment A

FY20 & FY21 Preliminary Operating and FY20 Preliminary Capital Budget

Board of Directors

March 8, 2019

Angela Aitken, Chief Financial Officer

Overview of Today's Presentation

- **FY20 and FY21 Preliminary Operating Budget:**
  - Total Revenue Sources
  - Total Operating Expenses
  - Total Transfers
- **FY20 Preliminary Capital Budget**

PRESENTED AT 4/17/19 MAC MEETING

9-03A.8

Attachment A

SANTA CRUZ METRO

PRESENTED AT 4/17/19 MAC MEETING

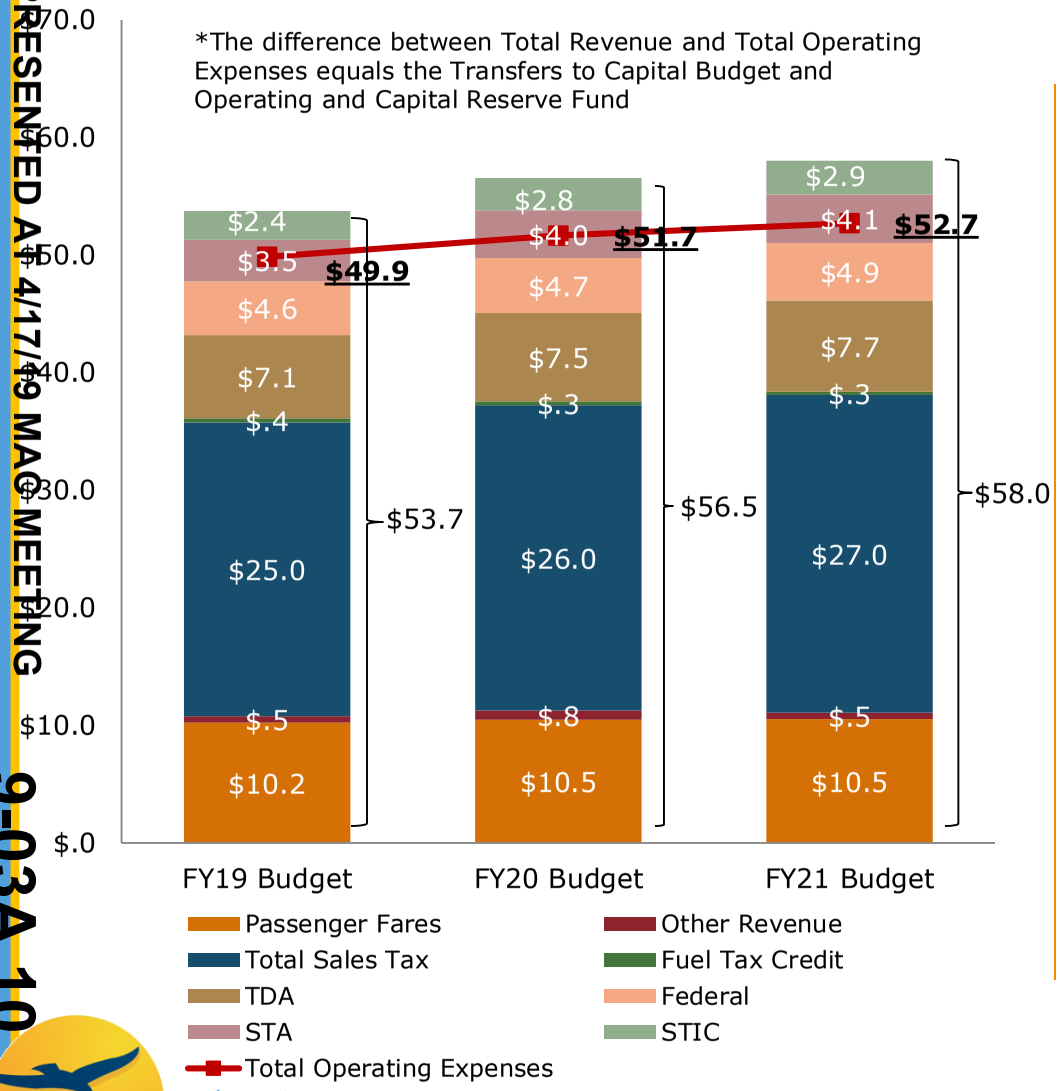
9-03A.9

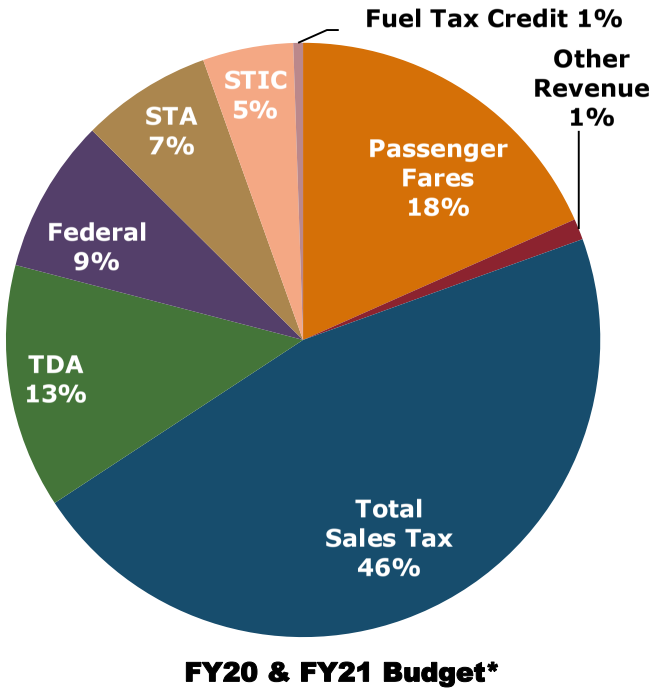
FY20 and FY21 Preliminary Operating Budget

Attachment A

SANTA CRUZ METRO

Total Revenue Sources FY20 & FY21: (in $ millions)





FY20 & FY21 Budget*

*Percentages reflect Total Operating Revenues

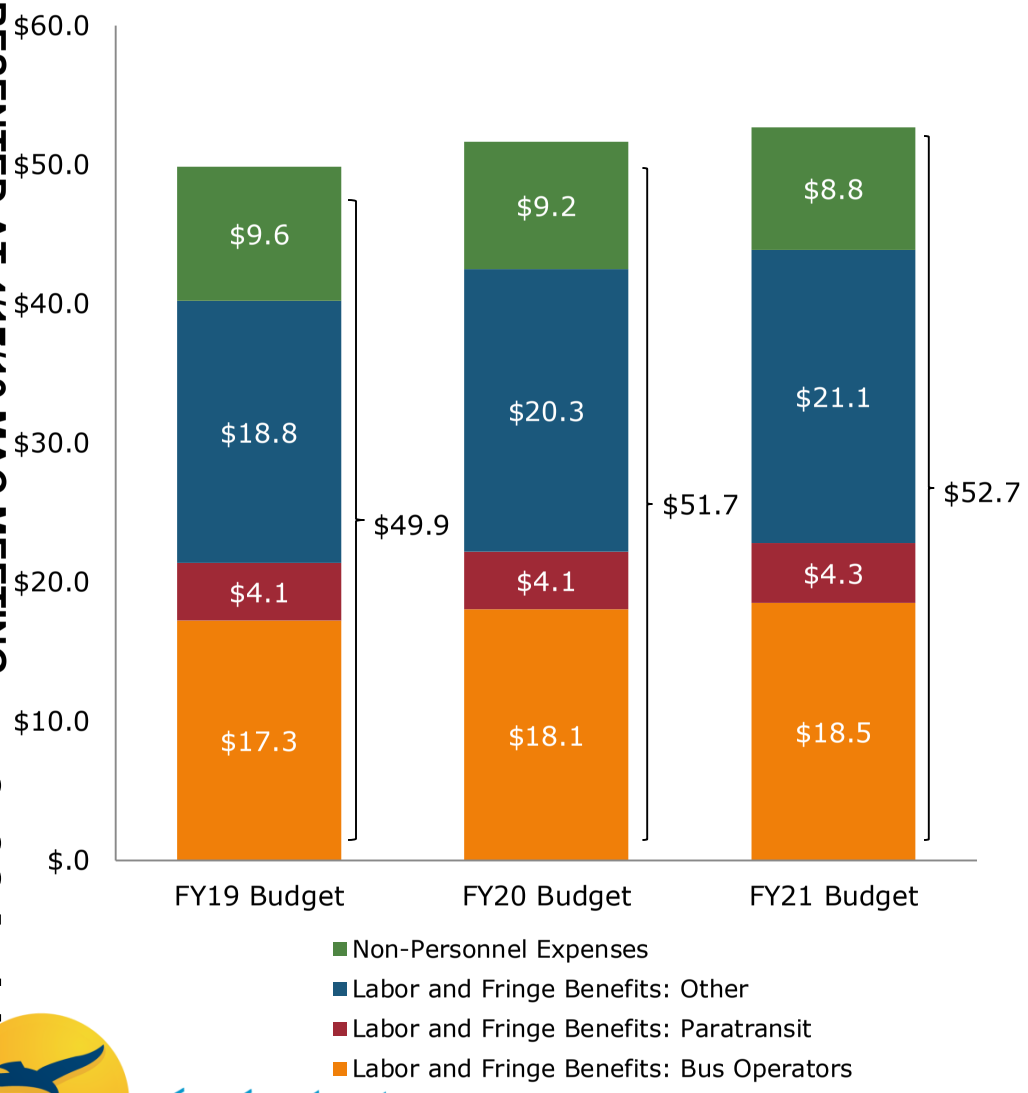
PRESENTED AT 4/17/19 MAC MEETING

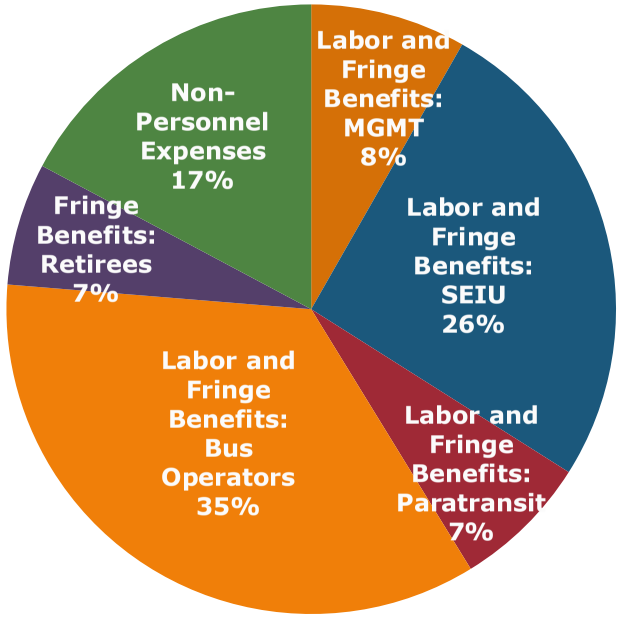
9-03A.10

Attachment A

SANTA CRUZ METRO

Total Operating Expenses FY20 & FY21: (in $ millions)





FY20 & FY21 Budget

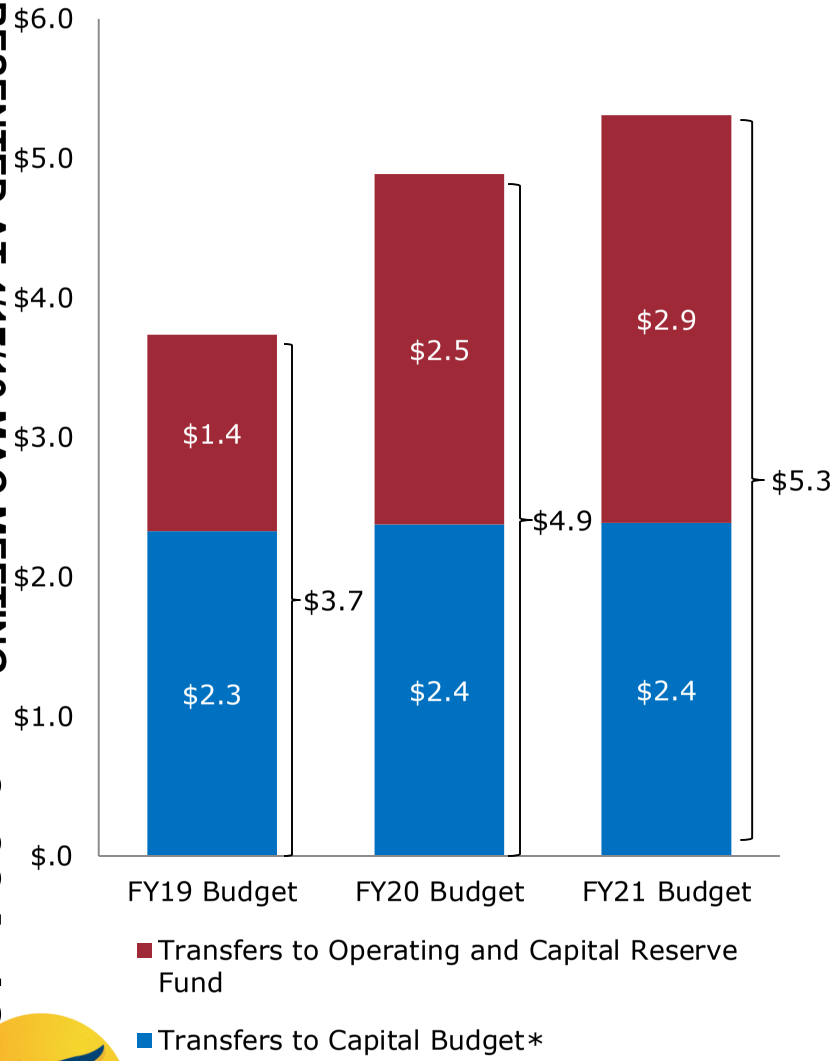
PRESENTED AT 4/17/19 MAC MEETING

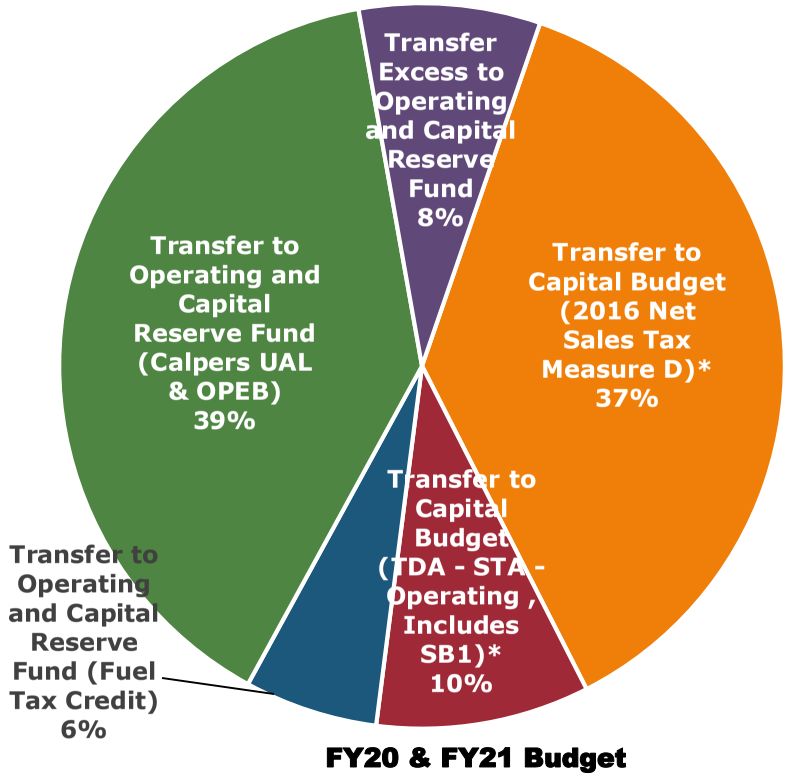
9-03A.11

Attachment A

SANTA CRUZ METRO

Total Transfers FY20 & FY21: (in $ millions)





* Transfers to Capital Budget + STA SGR = $3M; (STA – SGR goes directly to the Capital Budget).

PRESENTED AT 4/17/19 MAC MEETING

9-03A.12

Attachment A

SANTA CRUZ METRO

PRESENTED AT 4/17/19 MAC MEETING

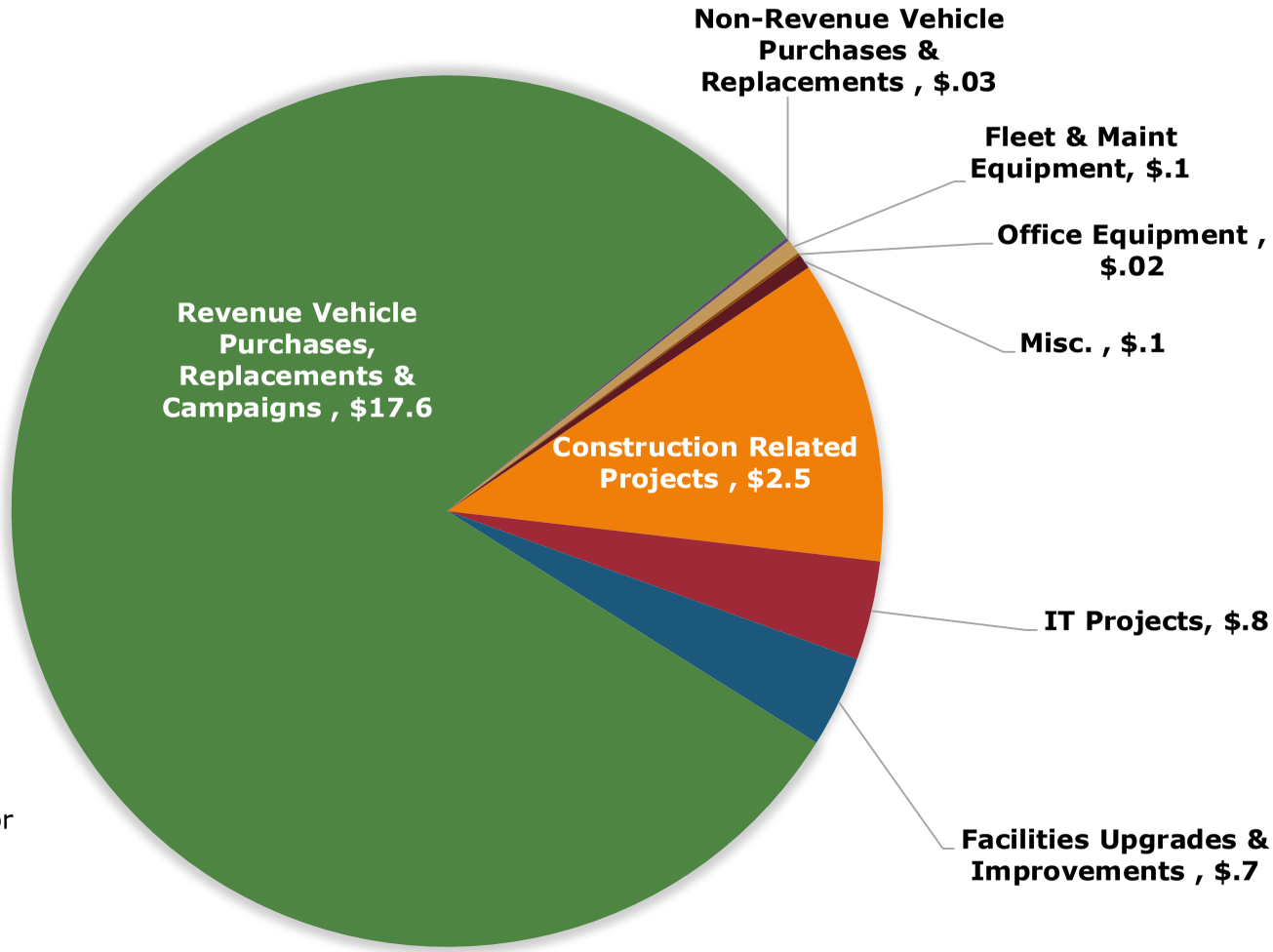
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FY20 and FY21 Preliminary Capital Budget

Attachment A

SANTA CRUZ METRO

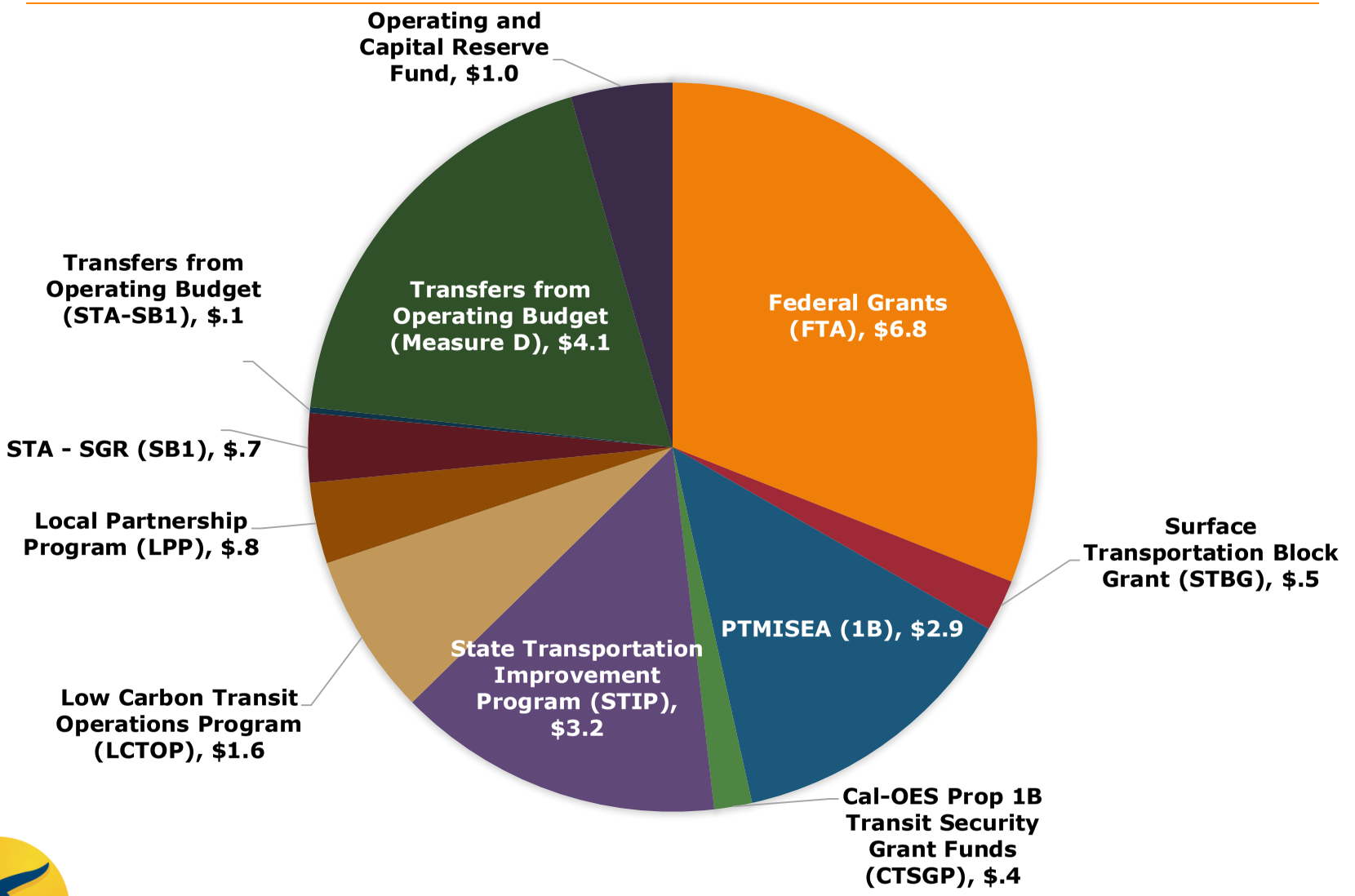
FY20 Capital Budget – Projects: $21.9M*
(in $ millions)



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

SANTA CRUZ METRO

FY20 Capital Budget – Funding Sources: $21.9M (in $ millions)



SANTA CRUZ METRO

Questions

Attachment B

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
BOARD OF DIRECTORS AGENDA MEETING MINUTES*
MAY 17, 2019 – 9:00 AM
WATSONVILLE CITY COUNCIL CHAMBERS
275 MAIN STREET, WATSONVILLE, CA

A regular meeting of the Board of Directors of the Santa Cruz Metropolitan Transit District (METRO) was convened on Friday, May 17, 2019 at the Watsonville City Chambers, 275 Main Street, Watsonville, CA.

The Board Meeting Agenda Packet can be found online at www.SCMTD.com and is available for inspection at Santa Cruz METRO's Administrative offices at 110 Vernon Street, Santa Cruz, California. *Minutes are "summary" minutes, not verbatim minutes. Audio recordings of Board meeting open sessions are available to the public upon request.

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SECTION I: OPEN SESSION

CALL TO ORDER at 9:04 AM by Chair Bottorff.

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

Director Ed Bottorff	**City of Capitola**	
Director Trina Coffman-Gomez	**City of Watsonville**	
Director Aurelio Gonzalez	**City of Watsonville**	
Director John Leopold	**County of Santa Cruz**	**AR 9:38A**
Director Donna Lind	**City of Scotts Valley**	
Director Cynthia Mathews	**City of Santa Cruz**	
Director Donna Meyers	**City of Santa Cruz**	
Director Bruce McPherson	**County of Santa Cruz**	
Director Larry Pageler	**County of Santa Cruz**	
Director Dan Rothwell	**County of Santa Cruz**	
Director Mike Rotkin	**County of Santa Cruz**	
Ex-Officio Director Alta Northcutt	**Cabrillo College**	
Ex-Officio Director Stephen Preston	UCSC	

Ex-officio Director Preston was absent.

STAFF PRESENT:

Alex Clifford	METRO CEO/General Manager
Julie Sherman	METRO General Counsel

METRO EMPLOYEES AND MEMBERS OF THE PUBLIC WHO VOLUNTARILY INDICATED THEY WERE PRESENT (IN ALPHABETICAL ORDER) WERE:

Heather Adamson, AMBAG
Walter Allen, public
Joe Cappanco, SMART 0023
Joshua Chelise, SMART 23
Sarah Christensen, RTC
Brandon Freeman, SMART 0023
Joan Jeffries, SEIU
Bonnie Morr, Local 23
James Sandoval, SMART 23
Rebecca Valdivra, public
Daniel Zaragoza, SCMTD

3 ANNOUNCEMENTS

3-1. Carlos Landaverry introduced his Spanish language interpretation services, which will be available during "Oral Communications" and for any other agenda item for which these services are needed.

3-2. Today's meeting is being broadcast by Community Television of Santa Cruz County.

3-3 Today's City of Watsonville technician is Ms. Mindy Esqueda.

4 BOARD OF DIRECTORS COMMENTS

Director Gonzalez informed the assembly that refurbishing the mural at the WTC will commence May 25-26.

Director Coffman-Gomez added the WTC clock tower is back in operation.

5 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Public Comment:

Brian Peoples, TrailNow representative, spoke of their past support to METRO and voiced his opposition METRO's support of corridor development. He asked that the corridor be open and non-exclusive to government-operated transit and that METRO work with the entire community.

Lowell Hurst, City of Watsonville Mayor, welcomed the assembly to Watsonville.

Vice Chair Rotkin and CEO Clifford clarified METRO's stance on the corridor development.

6 WRITTEN COMMUNICATIONS FROM MAC (if applicable)

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

7 LABOR ORGANIZATION COMMUNICATIONS

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

8 ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS

CEO Clifford brought the assembly's attention to a revision to agenda item 9-14; there are now two vacancies on the MAC.

CONSENT AGENDA

9-01 RECOMMENDED ACTION ON TORT CLAIMS

9-02 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK JOURNAL DETAIL FOR THE MONTH OF APRIL 2019

9-03 ACCEPT AND FILE: MINUTES OF THE APRIL 26, 2019 BOARD OF DIRECTORS MEETING AND THE MAY 10, 2019 FINANCE, BUDGET AND AUDIT STANDING COMMITTEE MEETING

9-04 ACCEPT AND FILE: QUARTERLY STATUS REPORT OF GRANT APPLICATIONS AND ACTIVE GRANTS FOR THE THIRD QUARTER OF FY19

9-05 ACCEPT AND FILE: THE METRO PARACRUZ OPERATIONS STATUS REPORT FOR JANUARY, FEBRUARY AND MARCH 2019

DRAFT

9-06 ACCEPT AND FILE: METRO SYSTEM RIDERSHIP REPORTS FOR THE THIRD QUARTER OF FY19

9-07 APPROVE: STATE ROUTE 1 BUS ON SHOULDERS PROJECT DEVELOPMENT ACTIVITIES

9-08 ACCEPT AND FILE: THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF MARCH 31, 2019

9-09 CONSIDERATION OF DECLARING VEHICLES AND/OR EQUIPMENT AS EXCESS FOR PURPOSES OF DISPOSAL OR AUCTION

9-10 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 2ND AMENDMENT EXTENDING THE CONTRACT WITH FIRST ALARM SECURITY AND PATROL, INC. FOR SECURITY GUARD SERVICES

9-11 APPROVE: CONSIDERATION OF AWARD OF CONTRACT TO FLYERS ENERGY, LLC FOR OFF-SITE FUELING SERVICES NOT TO EXCEED $885,000

9-12 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 2ND CONTRACT AMENDMENT WITH LUMENATURE TO INCREASE THE CONTRACT TOTAL BY $19,778 FOR ENERGY-EFFICIENT LIGHTING RETROFIT

9-13 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 7TH AMENDMENT EXTENDING THE CONTRACT FOR ONE YEAR WITH ALLIANT INSURANCE SERVICES, INC. FOR EXCESS WORKERS' COMPENSATION INSURANCE, INCREASING THE CONTRACT TOTAL BY AN AMOUNT NOT TO EXCEED $180,000

9-14 APPROVE: METRO ADVISORY COMMITTEE (MAC) MEMBER'S RESIGNATION

9-15 APPROVE: AUTHORIZATION OF A LEAD CUSTODIAL SERVICE WORKER POSITION IN THE FACILITIES MAINTENANCE DEPARTMENT

Public Comment:

Rick Longonetti spoke to agenda item 9-07 and the accompanying presentation.

Director Mathews requested METRO ensure the entire community is considered when filling the MAC vacancies. .

ACTION: MOTION TO ACCEPT THE CONSENT AGENDA AS PRESENTED

MOTION: DIRECTOR ROTKIN SECOND: DIRECTOR COFFMAN-GOMEZ

MOTION PASSED WITH 10 AYES (Directors Bottorff, Coffman-Gomez, Gonzalez, Lind, Mathews, McPherson, Meyers, Pageler, Rotkin and Rothwell). Director Leopold was absent.

REGULAR AGENDA

10 PRESENTATION OF EMPLOYEE LONGEVITY AWARDS FOR GEORGE FELDER (35 years), FEDERICO ROCHA (15 years), CATALINO VASQUEZ (15 years)

Ed Bottorff, Board Chair, introduced COO, Ciro Aguirre, who provided brief bios on each employee.

DRAFT

Anna Marie Gouveia, Operations Manager, Fixed Route Division, added accolades and anecdotes regarding Mr. Felder.

Mr. Felder expressed his appreciation for his coworkers.

Freddy Rocha, spoke of his coworkers and the time he's spent with METRO. He is grateful to be part of the METRO family.

Mr. Vasquez was not present.

11 RESOLUTION OF APPRECIATION, RETIREE: JUSTINA O'HAGIN

In the absence of Ms. O'Hagin, Ed Bottorff, Board Chair, spoke briefly of her years with METRO.

ACTION: MOTION TO ACCEPT THE RESOLUTION AS PRESENTED

MOTION: DIRECTOR ROTKIN SECOND: DIRECTOR COFFMAN-GOMEZ

MOTION PASSED WITH 10 AYES (Directors Bottorff, Coffman-Gomez, Gonzalez, Lind, Mathews, McPherson, Meyers, Pageler, Rotkin and Rothwell). Director Leopold was absent.

Director Coffman-Gomez suggested employee recognition photos or brief comments be included on METRO's website

12 INTRODUCTION OF NEW FIXED ROUTE AND PARACRUZ OPERATORS

Chris Sullivan, ParaCruz Supervisor, proudly introduced the four PC operators present, adding that Ms. Jennifer Kortright was not present.

Sara Hewitt is enjoying her new career and striving for on time performance

Juan Serrano thanked METRO for the opportunity.

Rodrigo Mojica is enjoying working for METRO and is striving to make it a pleasurable experience for all.

Anthony Frey said he is happy to be with METRO and echoed Ms. Hewitt's interest in customer service.

Casey Espinoza, Fixed Route Bus Operator, was not present.

Ex-officio Director Northcutt acknowledged everyone for joining a marvelous team and spoke of her experiences with ParaCruz as wonderful and rider friendly. She applauds their service to community members and students alike.

13 CEO ORAL REPORT

Alex Clifford, CEO/General Manager, spoke on a variety of issues.

He welcomed new Marketing, Communications & Customer Service Director, Jayme Ackemann and provided a brief bio. Ms. Ackemann thanked METRO for the opportunity and expressed her enthusiasm to be working in the local community.

<u>New Hires:</u>

04/29/2019 Rick Jimenez – Purchasing Assistant / Buyer

05/13/2019 Jayme Ackerman - Marketing, Communications & Customer Service Director

DRAFT

Promotions:

05/16/2019 Michael Rios promoted from Transit Supervisor to Assistant Safety Training Coordinator

05/2/2019 Anson Mayweather promoted from Provisional employee to Revenue Account Coordinator

CEO Clifford spoke briefly of federal infrastructure program possibilities.

The UCSC vote is happening this week from May 15-22 and includes a measure for students to consider allocating additional transit fee dollars. Vice Chair Rotkin added that instructors are encouraging student turnout in the election.

Director Leopold arrived 9:38A

There was no public comment.

14 ACCEPT AND FILE: PRESENTATIONS

a. UNDERSTANDING OTHER POST-EMPLOYMENT BENEFITS (OPEB) & OUR NET OPEB LIABILITY (NOL)

Angela Aitken, CFO, provided commentary to the presentation, stressing the differences between the two presentations. These two presentations are information only; no action requested/required.

CEO Clifford spoke to METRO status as compared to those experiences of other agencies, stressing the importance of addressing this issue. He proposed that METRO will begin a series of strategic discussions with the Finance, Budget and Audit Standing Committee.

b. UNDERSTANDING CALPERS & OUR UNFUNDED ACCRUED LIABILITY (UAL)

Angela Aitken, CFO, spoke to the presentations.

Public comment:

Rich Gabriel, retiree, expressed support for continued benefits for METRO retirees.

Vice Chair Rotkin voiced his support for the general approach presented.

Director Leopold echoed his support and encouraged the opportunity to engage employees and unions to address the situation.

Ex-officio Northcutt spoke of her experiences with a similar situation.

Director Coffman-Gomez stressed the importance of keeping an open mind as this matter is addressed.

Various Directors thanked Ms. Aitken and her staff for their presentation and efforts.

15 CONSIDERATION OF SANTA CRUZ METRO'S FY20 AND FY21 OPERATING BUDGETS, FY20 CAPITAL BUDGET AND A RESOLUTION SETTING A PUBLIC HEARING ON JUNE 28, 2019

Angela Aitken, CFO, spoke to the presentation, bringing the assembly's attention to page 15E.1 which delineates the $2M transfer discussed in agenda item 14.

Vice Chair Rotkin requested staff provide information at a future date regarding the cost of providing ParaCruz service over time.

DRAFT

Director Mathews will provide the Finance Committee with information so that METRO can consider joining the Business Council.

Ex-officio Northcutt applauded METRO and Cabrillo in their collaborative efforts to increase ridership amidst declining enrollment in junior colleges nationwide.

Director Mathews and Meyers addressed METRO's capital requirements and the work to be undertaken by the Capital Projects Standing Committee. CEO Clifford clarified the timeframe and use of the $2M capital funding outlined in the presentation.

Director McPherson departed at 10:55AM

There was no public comment.

ACTION: MOTION TO APPROVE THE RESOLUTION AND OPEN THE PUBLIC HEARING ON SANTA CRUZ METRO'S FY20 AND FY21 OPERA6TING BUDGET, FY20 CAPITAL BUDGET

MOTION: DIRECTOR ROTKIN SECOND: DIRECTOR COFFMAN-GOMEZ

MOTION PASSED WITH 10 AYES (Directors Bottorff, Coffman-Gomez, Gonzalez, Leopold, Lind, Mathews, Meyers, Pageler, Rotkin and Rothwell). Director McPherson was absent.

16 REVIEW OF ITEMS TO BE DISCUSSED IN CLOSED SESSION

Julie Sherman, General Counsel, announced the items to be discussed in today's closed session, noting the Board will not be taking any reportable action today.

17 ANNOUNCEMENT OF NEXT MEETING: FRIDAY, MAY 17, 2019 AT 9:00 AM, AT WATSONVILLE CITY COUNCIL CHAMBERS, 275 MAIN STREET, WATSONVILLE, CA

Ed Bottorff, Board Chair

RECESS TO CLOSED SESSION at 11:19A

RECONVENE TO OPEN SESSION AT 12:58A

Chair Bottorff adjourned the meeting at 12:59A

DRAFT

Bus-in-Auxiliary Lane?

Or Bus-Only Lane?



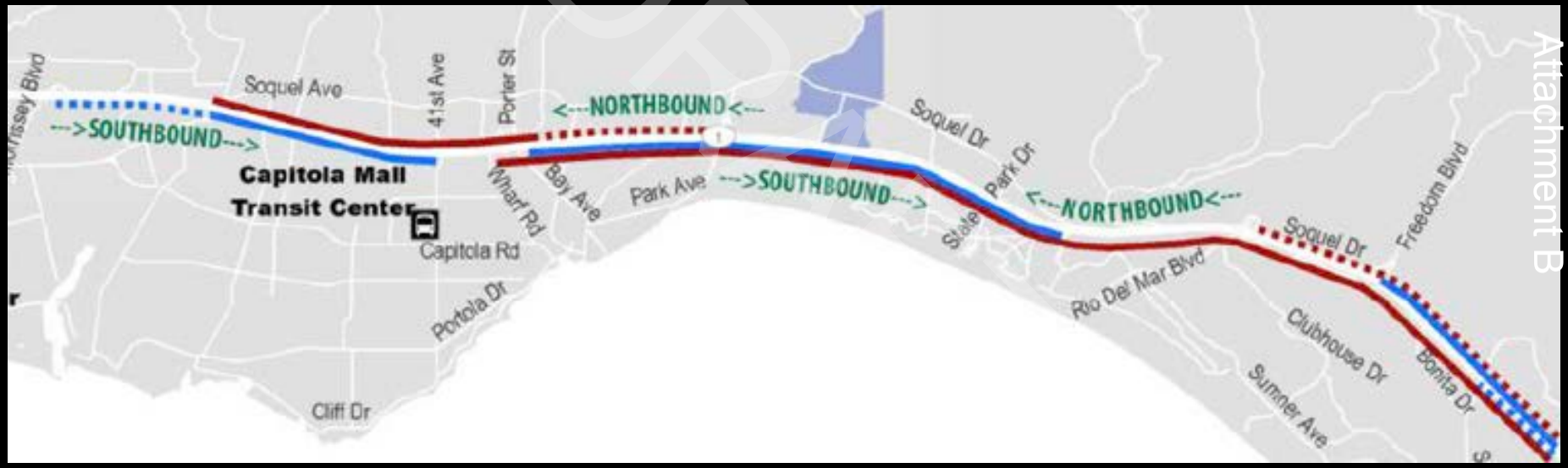
DRAFT

Please ask consultant to consider bus-on-shoulder options that don't assume construction of auxiliary lanes.

CAMPAIGN FOR SUSTAINABLE TRANSPORTATION

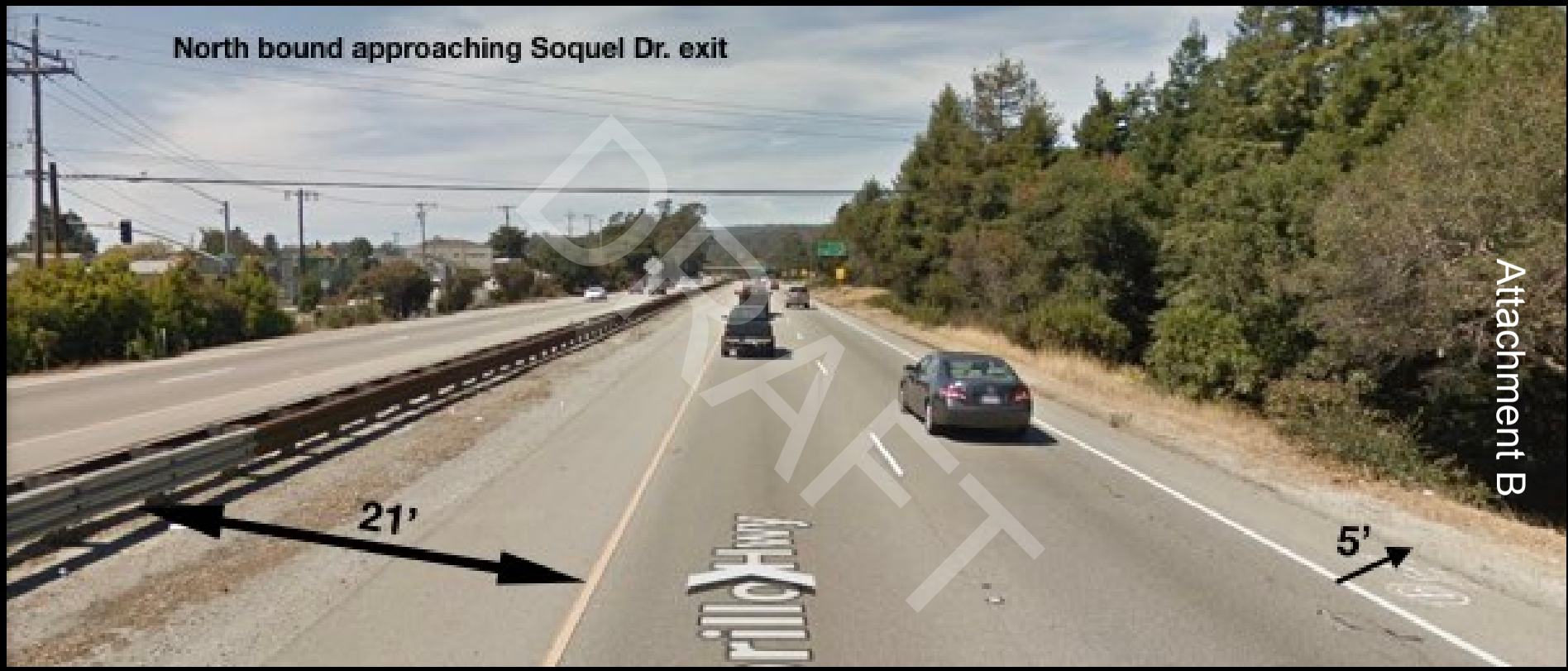
Potential Bus on Right or Left Shoulder

From Bus on Shoulder Feasibility Study (2018)



- Potential site for bus on right shoulder
- Potential site for bus on right shoulder (shoulder-widening needed)
- Potential site for bus on left shoulder
- Potential site for bus on left shoulder (shoulder-widening needed)

DRAFT



Bus needs a 10 ft. lane

9-03B.9

Cost comparison

Bus in Auxiliary Lane
Between Morrissey & State Park

Approx $100 million for 4 miles of aux lanes (Soquel to State Park Dr.)

Additional cost $8 million

DRAFT

Cost comparison

Bus in Auxiliary Lane
Between Morrissey & State Park

Approx $100 million for 4 miles of aux lanes (Soquel to State Park Dr.)

Additional cost $8 million

Bus on Rt. Shoulder Lane
Between Morrissey & Freedom
excluding 41st to Capitola Ave.; State Park to south railroad bridge

$12 million for southbound lane

$? For northbound lane

DRAFT

Attachment B

9-03B.11

Cost comparison

Bus in Auxiliary Lane
Between Morrissey & State Park

Approx $100 million for 4 miles of aux lanes (Soquel to State Park Dr.)

Additional cost $8 million

Bus on Rt. Shoulder Lane
Between Morrissey & Freedom
excluding 41st to Capitola Ave.; State Park to south railroad bridge

$12 million for southbound lane

$? For northbound lane

Bus on Median
Between Morrissey & Freedom

$?

Cost of new buses for express service????

DRAFT

Please ask consultant to consider options that don't assume construction of auxiliary lanes

- Because auxiliary lanes won't reduce congestion

"In the southbound corridor in the PM peak hour...the Auxiliary Lane Alternative would slightly worsen traffic operations."

- Highway 1 EIR (2019)

DRAFT

Please ask consultant to consider options that don't assume construction of auxiliary lanes

- Because auxiliary lanes won't improve safety

"The total accident rates overall and by segment in 2035 under the TSM Alternative would be the same as the accident rates for the No Build Alternative."
- Hwy 1 EIR

DRAFT

Disadvantages of Bus-on-Auxiliary Lane

- Bus gets stuck in auxiliary lane traffic
- Misses opportunity for median bus-only lane
- Would be built piecemeal, meaning years of construction
- Ends at State Park Dr.
- Wastes precious local transportation dollars on ineffectual auxiliary lanes

DRAFT

Please ask consultant to consider options that don't assume construction of auxiliary lanes

Thank you!



DRAFT

Attachment B

9-03B.16

CAMPAIGN FOR SUSTAINABLE TRANSPORTATION

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
CAPITAL PROJECTS STANDING COMMITTEE MEETING MINUTES
JUNE 14, 2019 – 1:00PM
METRO ADMIN OFFICES
110 VERNON STREET
SANTA CRUZ, CA 95060

A regular meeting of the Capital Projects Standing Committee of the Santa Cruz Metropolitan Transit District (METRO) was convened on Friday, June 14, 2019 at the METRO Admin Offices, 110 Vernon Street, Santa Cruz, CA.

The Committee Meeting Agenda Packet can be found online at www.SCMTD.com and is available for inspection at Santa Cruz METRO's Administrative offices at 110 Vernon Street, Santa Cruz, California. *Minutes are "summary" minutes, not verbatim minutes. Audio recordings of Board meeting open sessions are available to the public upon request.

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1 **CALL TO ORDER** at 1:12 PM by Board Chair Bottorff.

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

Director Ed Bottorff	**City of Capitola**	
Director Cynthia Mathews	**City of Santa Cruz**	
Director Bruce McPherson	**County of Santa Cruz**	*AR 1:43PM*
Alex Clifford	METRO CEO/General Manager	
Julie Sherman	METRO General Counsel (via phone)	

METRO EMPLOYEES AND MEMBERS OF THE PUBLIC WHO VOLUNTARILY INDICATED THEY WERE PRESENT (IN ALPHABETICAL ORDER) WERE:

Dawn Crummié, SCMTD	D. Kinslow, SCMTD
Matt Marquez, SCMTD	Daniel Zaragoza, SCMTD

3 **ADDITIONS OR DELETIONS FROM AGENDA/ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS**
None

4 **ORAL AND WRITTEN COMMUNICATIONS TO THE CAPITAL PROJECTS STANDING COMMITTEE**
None.

5 **ORAL PARACRUZ FACILITY UPDATE**
Daniel Zaragoza, Operations Manager, Paratransit Division, provided a brief update on the status of the ParaCruz facility.

Director Mathews asked how long they anticipate the project taking. Mr. Zaragoza replied he anticipates receiving additional information within the next couple of months. She suggested

DRAFT

giving the County Planning Department a heads-up. Mr. Zaragoza noted that the County is aware there is a sense of urgency in addressing this project.

There was no public comment.

6 REVIEW AND RECOMMEND APPROVAL TO THE BOARD OF THE SCCRTC RAIL CORRIDOR ALTERNATIVE ANALYSIS STUDY SCOPE OF WORK

Barrow Emerson, Planning and Development Director, spoke to the staff report. In response to Board Chair Bottorff's inquiry, Mr. Emerson noted that we plan to invest our resources in the best available option(s).

There was no public comment.

ACTION: MOTION TO RECOMMEND APPROVAL TO THE BOARD OF THE SCCRTC RAIL CORRIDOR ALTERNATIVE ANALYSIS STUDY SCOPE OF WORK AS PRESENTED

MOTION: DIRECTOR MATHEWS SECOND: DIRECTOR BOTTORFF

MOTION PASSED UNANIMOUSLY (Directors Bottorff and Mathews). Director McPherson was absent.

7 RECEIVE AND RECOMMEND APPROVAL OF THE 10-YEAR (FISCAL YEAR 2020-29) STRATEGIC BUSINESS PLAN

Barrow Emerson, Planning and Development Director, spoke to the agenda item, bringing the assembly's attention to the changes reflected in Attachment B.

Regarding page 7B.7, Director Mathews suggested adding the Business Council and other business organizations as appropriate. She also expressed her lack of optimism regarding the availability of additional funding sources.

CEO Clifford said this information will be transitioned to Jayme Ackemann, Marketing, Communications and Customer Service to develop marketing materials and information for public use.

Additional discussion ensued regarding the anticipated cost of a new ParaCruz facility, which will be updated as information is received.

There was no public comment.

ACTION: MOTION TO RECOMMEND APPROVAL OF THE 10-YEAR (FISCAL YEAR 2020-29) STRATEGIC BUSINESS PLAN AS PRESENTED

MOTION: DIRECTOR MATHEWS SECOND: DIRECTOR BOTTORFF

MOTION PASSED UNANIMOUSLY (Directors Bottorff and Mathews). Director McPherson was absent.

8 ANNUAL PROGRESS IN THE EVOLUTION OF THE FLEET TO ZERO EMISSIONS BUSES

Barrow Emerson, Planning and Development Director, spoke to the staff report.

Battery technology was discussed. CEO Clifford reminded the assembly that METRO requires battery strength to last 300+ miles per day, including extreme weather and difficult road conditions. We are hopeful that energy capacity will continue to improve. CEO Clifford added that we anticipate the Proterra buses we are receiving next year will go further than previous models.

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CEO Clifford spoke to the combined efforts of METRO and our consultant, CTE, regarding the anticipated amount of electricity required to power the fleet and the potential spike to the power grid, which adds to METRO's desire to spread charging throughout the day to take advantage of lower rates.

Erron Alvey, Purchasing & Special Projects Director, added commentary regarding the cost and work associated with the installation of the transformer, etc. to ready our system for the charging systems and the interactions with Monterey Bay Community Power and PG&E. METRO is planning for near future and some growth power requirements.

Director McPherson Arrived at 1:43PM

Chair Bottorff inquired as to the anticipated cost of charging stations required as the fleet size increases with a desire to manage future growth/requirements. Ms. Alvey responded we plan to initially install ten bays that will support eight buses simultaneously. After the tenth bus, we will need to examine redesigning the yard, canopy design, etc.

The reality is this discussion will continue throughout the coming years.

There was no public comment.

ACTION: MOTION TO FORWARD THE ANNUAL PROGRESS IN THE EVOLUTION OF THE FLEET TO ZERO EMISSIONS BUSES TO THE FULL BOARD AS PRESENTED

MOTION: DIRECTOR MATHEWS SECOND: DIRECTOR BOTTORFF

MOTION PASSED UNANIMOUSLY (Directors Bottorff, Mathews and McPherson).

9 ORAL PACIFIC STATION UPDATE

Alex Clifford, CEO/General Manager, provided a verbal update on the status of Pacific Station discussions with the City of Santa Cruz (City) and grant timelines to meet the anticipated associated costs.

Mr. Emerson noted there have been discussions between the City and METRO entertaining the possibility of engaging a third party grant writer who could look at the broader options. Director Mathews recommended consideration of Joe Hall.

Chair Bottorff cautioned against ignoring local politicians and their ties to possible funding sources. He recommended METRO reach out to all our local politicians. He will work with CEO Clifford to write letters to our politicians.

There was no public comment.

10 **ADJOURNMENT**

Board Chair Bottorff adjourned the meeting at 2:19PM.

DRAFT

Pursuant to Section 54954.2(a)(1) of the Government Code of the State of California, this agenda was posted at least 72 hours in advance of the scheduled meeting at a public place freely accessible to the public 24 hours a day. The agenda packet and materials related to an item on this Agenda submitted after distribution of the agenda packet are available for public inspection in the Santa Cruz METRO Administrative Office (110 Vernon Street, Santa Cruz) during normal business hours. Such documents are also available on the Santa Cruz METRO website at www.scmtd.com subject to staff's ability to post the document before the meeting.

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
FINANCE, BUDGET AND AUDIT STANDING COMMITTEE MEETING MINUTES
JUNE 14, 2019 – 8:00AM
METRO ADMIN OFFICES
110 VERNON STREET
SANTA CRUZ, CA 95060

A regular meeting of the Finance, Budget and Audit Standing Committee of the Santa Cruz Metropolitan Transit District (METRO) was convened on Friday, June 14, 2019 at the METRO Admin Offices, 110 Vernon Street, Santa Cruz, CA.

The Committee Meeting Agenda Packet can be found online at www.SCMTD.com and is available for inspection at Santa Cruz METRO's Administrative offices at 110 Vernon Street, Santa Cruz, California. *Minutes are "summary" minutes, not verbatim minutes. Audio recordings of Board meeting open sessions are available to the public upon request.

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DRAFT

1 **CALL TO ORDER** at 8:06 AM by Board Vice Chair Rotkin.

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

Director Trina Coffman-Gomez	**City of Watsonville**
Director Donna Lind	**City of Scotts Valley**
Director Donna Meyers	**City of Santa Cruz** *AR 8:08A*
Director Mike Rotkin	**County of Santa Cruz**
Alex Clifford	METRO CEO/General Manager
Julie Sherman	METRO General Counsel (via phone)

METRO EMPLOYEES AND MEMBERS OF THE PUBLIC WHO VOLUNTARILY INDICATED THEY WERE PRESENT (IN ALPHABETICAL ORDER) WERE:

Debbie Kinslow, SCMTD

3 **ADDITIONS OR DELETIONS FROM AGENDA/ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS**
None

4 **ORAL AND WRITTEN COMMUNICATIONS TO THE FINANCE, BUDGET AND AUDIT STANDING COMMITTEE**
None.

5 ORAL UPDATE ON STATUS OF THE FY17 "AGREED UPON CONDITIONS" LETTER FROM BROWN ARMSTRONG

Debbie Kinslow, Deputy Finance Director, provided a brief update on the status of the FY17 "agreed upon conditions" letter from Brown Armstrong.

There was no public comment.

6 YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF APRIL 30, 2019

Debbie Kinslow, Finance Deputy Director, provided commentary to the presentation.

Director Coffman-Gomez inquired as to the consistency of overtime. Ms. Kinslow responded that the current rate is running at 8% over budget.

Ms. Kinslow clarified the transfer procedure and process.

In response to Vice Chair Rotkin's inquiry regarding the status of Pacific Station, CEO Clifford provided a brief status update and the continued search for resources.

There was no public comment.

7 ADOPTION OF THE FINAL FY20 AND FY21 BUDGET

Debbie Kinslow, Finance Deputy Director, spoke to the staff report and attachments.

Ms. Kinslow noted that METRO is using a 4% sales tax in the calculations.

In response to Director Meyers' inquiry, CEO Clifford provided an update on the purchase of electric vehicles and installation of charging stations.

Director Coffman-Gomez and CEO Clifford discussed favorable and unfavorable budget perceptions and the differences between recurring and non-recurring revenue and expenses.

Joseph Mata asked if there is money in the budget for training on the electric buses. CEO Clifford responded the Proterra contract contains funding to provide this training.

Michael Rios thanked METRO staff and the directors for their efforts and working together as a team.

ACTION: MOTION TO RECOMMEND ADOPTION OF THE FINAL FY20 AND FY21 BUDGET AS PRESENTED

MOTION: DIRECTOR MEYERS SECOND: DIRECTOR LIND

MOTION PASSED UNANIMOUSLY (Directors Coffman-Gomez, Lind, Meyers & Rotkin)

8 RECEIVE AND RECOMMEND APPROVAL OF THE CONTRACT FOR TRANSIT SERVICES WITH THE CITY OF SANTA CRUZ (DOWNTOWN EMPLOYEE BUS PASS PROGRAM)

Barrow Emerson, Planning and Development Director, spoke to the staff report.

Vice Chair Rotkin added the City is reducing the number of downtown parking spaces which will, hopefully, provide an incentive to ride public transport.

Director Meyers inquired if the anticipated revenue loss includes student and/or other special passes. Mr. Emerson said this is possible; the calculation was based on the data

DRAFT

provided by the City. We will learn a lot in the first year as we monitor any changes in fare types.

Vice Chair Rotkin recommended METRO reach out to UCSC for possible additional student employment data.

Director Coffman-Gomez asked which geographic region represents the 4,000 employees. Mr. Emerson answered it's downtown parking district #1. Director Meyers offered to provide additional information.

There was no public comment.

ACTION: MOTION TO RECOMMEND APPROVAL OF THE CONTRACT FOR TRANSIT SERVICES WITH THE CITY OF SANTA CRUZ (DOWNTOWN EMPLOYEE BUS PASS PROGRAM) AS PRESENTED

MOTION: DIRECTOR COFFMAN-GOMEZ SECOND: DIRECTOR MEYERS

MOTION PASSED UNANIMOUSLY (Directors Coffman-Gomez, Lind, Meyers & Rotkin)

9 **ADJOURNMENT**

Board Vice Chair Rotkin adjourned the meeting at 8:56 AM.

DRAFT

Pursuant to Section 54954.2(a)(1) of the Government Code of the State of California, this agenda was posted at least 72 hours in advance of the scheduled meeting at a public place freely accessible to the public 24 hours a day. The agenda packet and materials related to an item on this Agenda submitted after distribution of the agenda packet are available for public inspection in the Santa Cruz METRO Administrative Office (110 Vernon Street, Santa Cruz) during normal business hours. Such documents are also available on the Santa Cruz METRO website at www.scmtd.com subject to staff's ability to post the document before the meeting.

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Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Angela Aitken, Chief Financial Officer

SUBJECT: ACCEPT AND FILE THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF APRIL 30, 2019

I. RECOMMENDED ACTION

That the Board of Directors accept and file the Year to Date Monthly Financial Report as of April 30, 2019

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 regarding METRO's actual revenues and expenses in relation to the adopted operating and capital budgets for the fiscal year.
- This staff report is the web-accessible companion document to the attached PowerPoint presentation titled "Year to Date Monthly Financial Report as of April 30, 2019."
- Staff recommends that the Board of Directors accept and file the attached report.

III. DISCUSSION/BACKGROUND

Below are the written explanations of the various charts and graphs in the attached Year to Date Monthly Financial Report as of April 30, 2019. The fiscal year has elapsed 83%.

Slide 1

(Cover) Year to Date Monthly Financial Report as of April 30, 2019

Slide 2

FY19 Operating Revenue and Expenses for the Month Ending April 30, 2019

- Operating Revenues for the month are favorable by $842K
- Operating Expenses
  - Labor Regular - favorable by $65K
  - Labor OT - unfavorable by $186K
  - Fringe Benefits – favorable by $187K
  - Non-Personnel - unfavorable by $247K

- Total Operating Expenses – unfavorable by $179K
- Transfers – favorable by $24K
- Operating Balance – favorable by $639K

Slide 3

FY19 Operating Revenue and Expenses Year to Date as of April 30, 2019

- Operating Revenues Year to Date are favorable by $2,872K
- Operating Expenses
  - Labor Regular - favorable by $1,219K
  - Labor OT - unfavorable by $1,313K
  - Fringe Benefits - favorable by $998K
  - Non-Personnel - favorable by $283K
- Total Operating Expenses – favorable by $1,187K
- Transfers – favorable by $261K
- Operating Balance – favorable by $3,798K

Slide 4

FY19 Operating Revenue by Major Funding Source - Year to Date as of April 30, 2019

- Passenger Fares - actual is $8,691K while budget is $8,550K
- Sales Tax Revenue (including Measure D) - actual is $22,005K while budget is $20,095K
- Other Revenue - actual is $770K while budget is $445K
- Transp Dev Act (TDA) - actual is $5,519K while budget is $5,306K
- STA Op Assistance – actual is $2,009K while budget is $1,770K
- Federal Op Assistance - actual is $218K while budget is $174K.

Slide 5

Favorable/ (Unfavorable) Revenue Variance to Budget Year to Date as of April 30, 2019

- Passenger Fares variance to budget is favorable by $142K primarily due to:
  - Special Transit Fares over budget (Contract payments from UCSC exceeding our budget projections).
  - Highway 17 Fares (due to a significant increase in the sales of monthly passes in April 2019)
- Sales Tax Revenue variance to budget is favorable by $1,910K. Significant fluctuations in the variance to budget are expected in FY19 as the California

Department of Tax and Fee Administration (CDT FA) changed the way funds are disbursed, while the monthly budget allocations are based on last year's actual allocations.

- Other Revenue variance to budget is favorable by $325K primarily due to Interest income and Other Op Assistance/Funding (funding received by UCSC for the Articulated Bus Project)
- Transp Dev Act (TDA) variance to budget is favorable by $213K due to revenues above prior year's estimates from RTC.
- STA Op Assistance variance to budget is favorable by $238K due to revised estimates by the State Controller's office that increased the total amount of the FY2018 -2019 STA funding to Santa Cruz County.
- Federal Op Assistance variance to budget is favorable by $43K due to Medicare Subsidy.

Slide 6

FY19 Operating Expenses by Major Expense Category Year to Date as of April 30, 2019

- Labor - Regular- actual is $13,093K while budget is $14,312K
- Labor – OT - actual is $2,734K while budget is $1,421K
- Fringe Benefits - actual is $16,786K (*of which $4,420K is the Retirement Expense YTD*) while budget is $17,784K
- Services - actual is $3,064K while budget is $3,098K
- Mobile Materials & Supplies - actual is $2,457K while budget is $2,778K
- Other Expenses - actual is $2,202K while budget is $2,131K.

Slide 7

Favorable/ (Unfavorable) Expense Variance to Budget Year to Date as of April 30, 2019

- Labor – Regular variance to budget is favorable by $1,219K primarily due to:
  - Vacant funded positions
  - Extended unpaid leaves of absence
- Labor – OT variance to budget is unfavorable by $1,313K due to vacant positions and extended leaves of absence in various departments.
- Fringe Benefits variance to budget is favorable by $997K primarily due to lower retirement and medical insurance costs.
- Services variance to budget is favorable by $34K primarily due to Prof & Tech Fees under budget.
- Mobile Materials & Supplies variance to budget is favorable by $321K due to Fuel/Lube Rev Veh and Rev Veh Parts.

- Other Expenses variance to budget is unfavorable by $72K primarily due to Settlement costs and Operating Lease Expense (offset by additional revenue from UCSC for the Articulated Bus Project).

Slide 8

FY19 Transfers Year to Date as of April 30, 2019

- Transfer to Capital Budget (2016 Net Sales Tax Measure D) - actual is $1,811K while budget is $1,550K.
- Transfer to Capital Budget (2016 Net Sales Tax Measure D) variance to budget is favorable by $261K.

Slide 9

FY19 Capital Budget Spending Year to Date (by Funding Source) as of April 30, 2019

- Total Capital Spending year to date is $2,594K; FY19 budget is $22.8M
  - Cal-OES Prop 1B Transits Security Grant spending (CTSGP) is $137K
  - Operating and Capital Reserve spending is $89K
  - Federal Capital Grants (FTA) spending is $1,054K
  - Measure D spending is $1,221K
  - State Transit Assistance (STA –SB-1-FY18) spending is $12K
  - State – PTMISEA (1B) spending is $81K.

Slide10

FY19 Capital Budget Spending Year to Date as of April 30, 2019

- Total Capital Projects spending year to date is $2,594K; FY19 budget is $22.8M
  - Construction Related Projects spending is $218K for the following projects:
    - Pacific Station/Metro Center – Conceptual Design
    - Metrobase Project – Judy K. Souza – Operations Bldg.
    - Transit Security Projects
  - IT Projects spending is $4K for the following project:
    - Large Monitor Presentation System
  - Facilities Upgrades & Improvements spending is $10K for the following project:
    - 138 Golf Club Fire Egress (FTA 5339a FY17)
  - Revenue Vehicle Purchases, Replacement & Campaigns spending is $2,205K for the following projects:

- Electric Bus (3), Infrastructure and Project Management (FTA 5339c FY16)
- AVL/ITS (FY18 STIP, Measure D)
- VTA Bus Transfer - Decommission & Retrofit 10 Electric Hybrids, and 4 Diesel Artics
- Paracruz Van Replacements (11) (FTA 5339a FY15/16)
- Capitalized Lease (3 New Flyer Buses) – Year 2
- Bus Repaint Campaigns (36) (FTA 5339a FY14)
- Paratransit Vehicle (1) (FTA 5310 FY13/14)
- Capitalized Lease – 3 New Flyer Buses – External Announcement System Programming Patch (Clever Devices)

- Non-Revenue Vehicle Replacements spending is $55K for the following project:
  - Propane Fueled Tow Motor (FTA 5339a FY14)
- Office Equipment spending is $32K for the following project:
  - Business Copy Machine – Admin (FTA 5339a FY18)
  - 4 Vertical Fire King File Cabinets (Admin)
- Misc. spending is $70K for the following project:
  - TVM Pin Pad Bezel 8 Upgrade (6)
  - C/S Call Center Furnishings (FTA 5339a FY18)
  - XPR7550 Handheld Radios (3) & Batteries (7)

Slide 11

(Cover Sheet) - Additional Information

Slide 12

Economic Indicators & Ridership for the Month of April 2019

- Unemployment Rate % in Santa Cruz County is 5.5%
- $ Gasoline per Gallon for the San Francisco-Oakland-San Jose area is $3.99; $ Diesel is $3.95
- Ridership YTD as of April 2019 changed as follows, year-over-year (FY18 – FY19):
  - 0.6% decrease in Total ridership
  - 1.6% decrease in Highway 17 ridership
  - 0.5% decrease in Local ridership
  - 1.6% increase in UCSC ridership

- 5.9% increase in Cabrillo ridership
- 4.5% decrease in Non-Student ridership.

Slide 13

FY19 Operating Revenue, Expenses, and Transfers Year to Date as of May 31, 2019: Preliminary

- Revenue – favorable by $2,246K
- Operating Expenses:
  - Personnel Expenses - favorable by $836K
  - Non-Personnel - favorable by $694K
- Total Operating Expenses - favorable by $1,532K
- Transfers –favorable by $106K
- Operating Balance – favorable by $3,627K

Slide 14

FY19 Operating Revenue, Expenses, and Transfers Year to Date as of June 30, 2019: Preliminary (reflects Actual Data for FY19 Quarters 1, 2, and 3 and Projections for the 4th Quarter)

- Revenue – favorable by $2,146K
- Operating Expenses:
  - Personnel Expenses - favorable by $687K
  - Non-Personnel - favorable by $364K
- Total Operating Expenses - favorable by $1,051K
- Transfers –favorable by $3,197K
- Operating Balance – No variance to budget.

IV. FINANCIAL CONSIDERATIONS/IMPACT

Favorable budget variances in Operating Revenues and Expenses contributed to the favorable budget variance in Operating Balance, Year to Date as of April 30, 2019.

V. ALTERNATIVES CONSIDERED

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

VI. ATTACHMENTS

Attachment A: Year to Date Monthly Financial Report as of April 30, 2019 Presentation

Attachment B: FY19 Capital Budget Project Status Report as of April 30, 2019

Prepared by: Kristina Mihaylova, Sr. Financial Analyst

VII. APPROVALS

Approved as to fiscal impact:
Angela Aitken, Chief Financial Officer dlc low for AA

Alex Clifford, CEO/General Manager

Year to Date Monthly Financial Report as of April 30, 2019

Santa Cruz METRO Board of Directors

June 14, 2019

Angela Aitken, Chief Financial Officer

9-04A.1

Attachment A

FY19 Operating Revenue and Expenses

For the Month Ending April 30, 2019

83% of Fiscal Year Elapsed

$ In Thousands	Actual	Budget	Budget to Actual Favorable / (Unfavorable)
Operating Revenue:	**$3,200**	**$2,358**	**$842**
Operating Expenses:			
Labor - Regular	$1,366	$1,431	$65
Labor - Overtime	$328	$142	($186)
Fringe Benefits	$1,591	$1,778	$187
Non-Personnel Expenses	$1,030	$783	($247)
Total Operating Expenses:	**$4,314**	**$4,135**	**($179)**
Transfers:	**($179)**	**($155)**	**$24**
Operating Balance:			**$639**

Attachment A

9-04A.2

SANTA CRUZ METRO

FY19 Operating Revenue and Expenses

Year to Date as of April 30, 2019

83% of Fiscal Year Elapsed

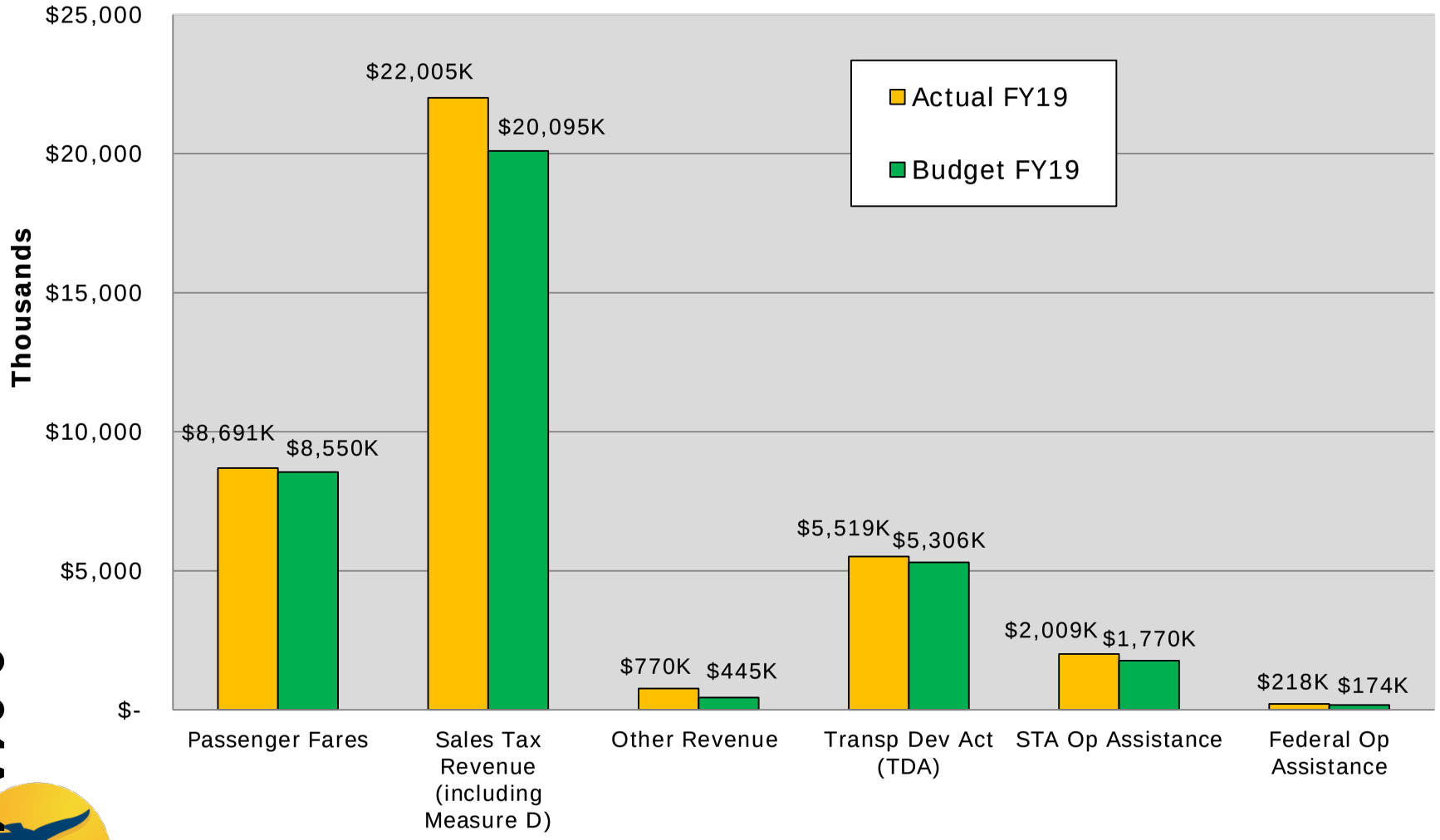
$ In Thousands	Actual	Budget	Budget to Actual Favorable / (Unfavorable)
Operating Revenue:	**$39,212**	**$36,340**	**$2,872**
Operating Expenses:			
Labor - Regular	$13,093	$14,312	$1,219
Labor - Overtime	$2,734	$1,421	($1,313)
Fringe Benefits	$16,786	$17,784	$998
Non-Personnel Expenses	$7,724	$8,007	$283
Total Operating Expenses:	**$40,337**	**$41,524**	**$1,187**
Transfers:	**($1,811)**	**($1,550)**	**$261**
Operating Balance:			**$3,798**

Attachment A

9-04A.3

SANTA CRUZ METRO

FY19 Operating Revenue by Major Funding Source
Year to Date as of April 30, 2019
83% of Fiscal Year Elapsed



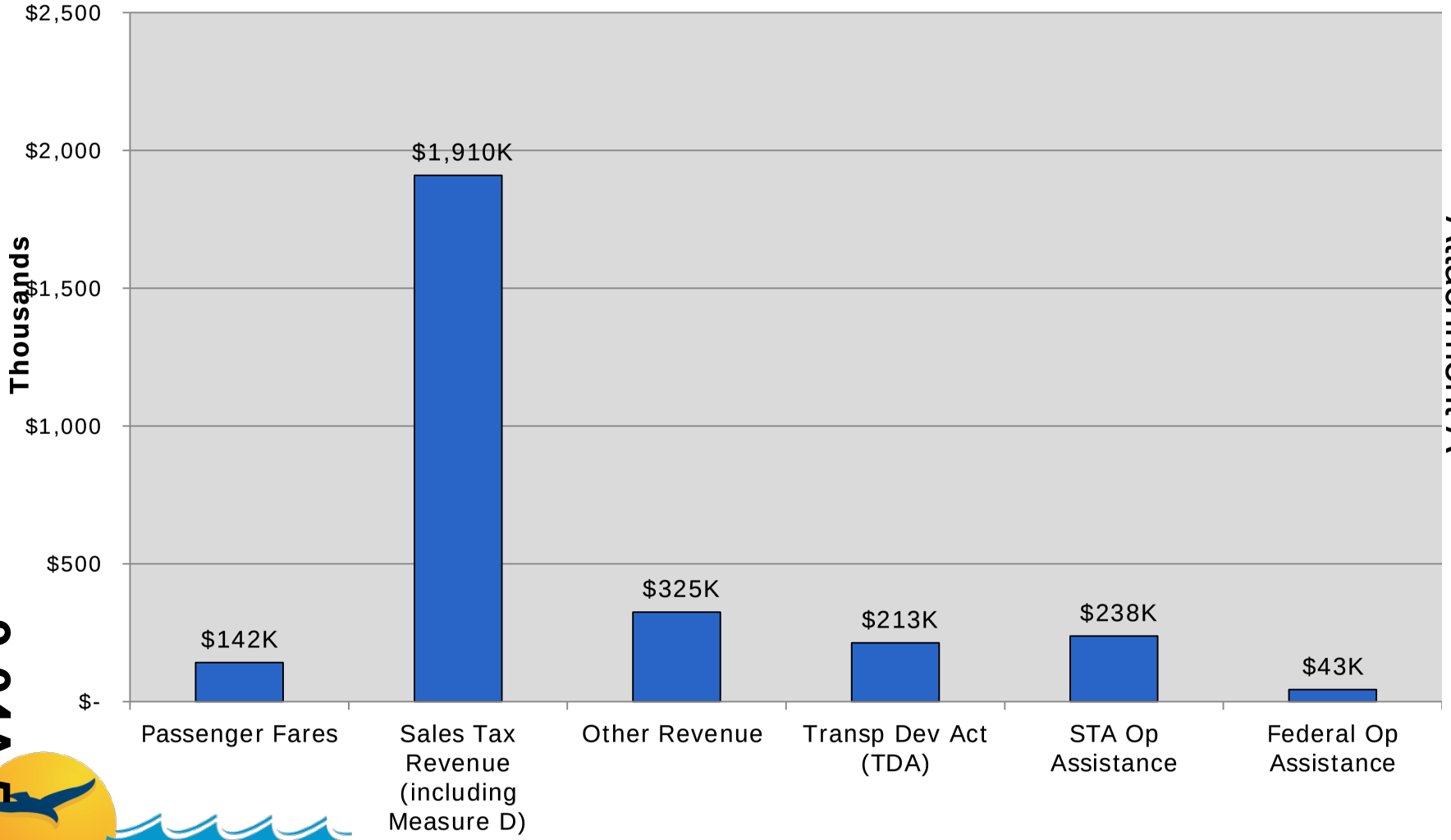
Attachment A

9-04A.4

Favorable/(Unfavorable) Revenue Variance to Budget

Year to Date as of April 30, 2019

83% of Fiscal Year Elapsed

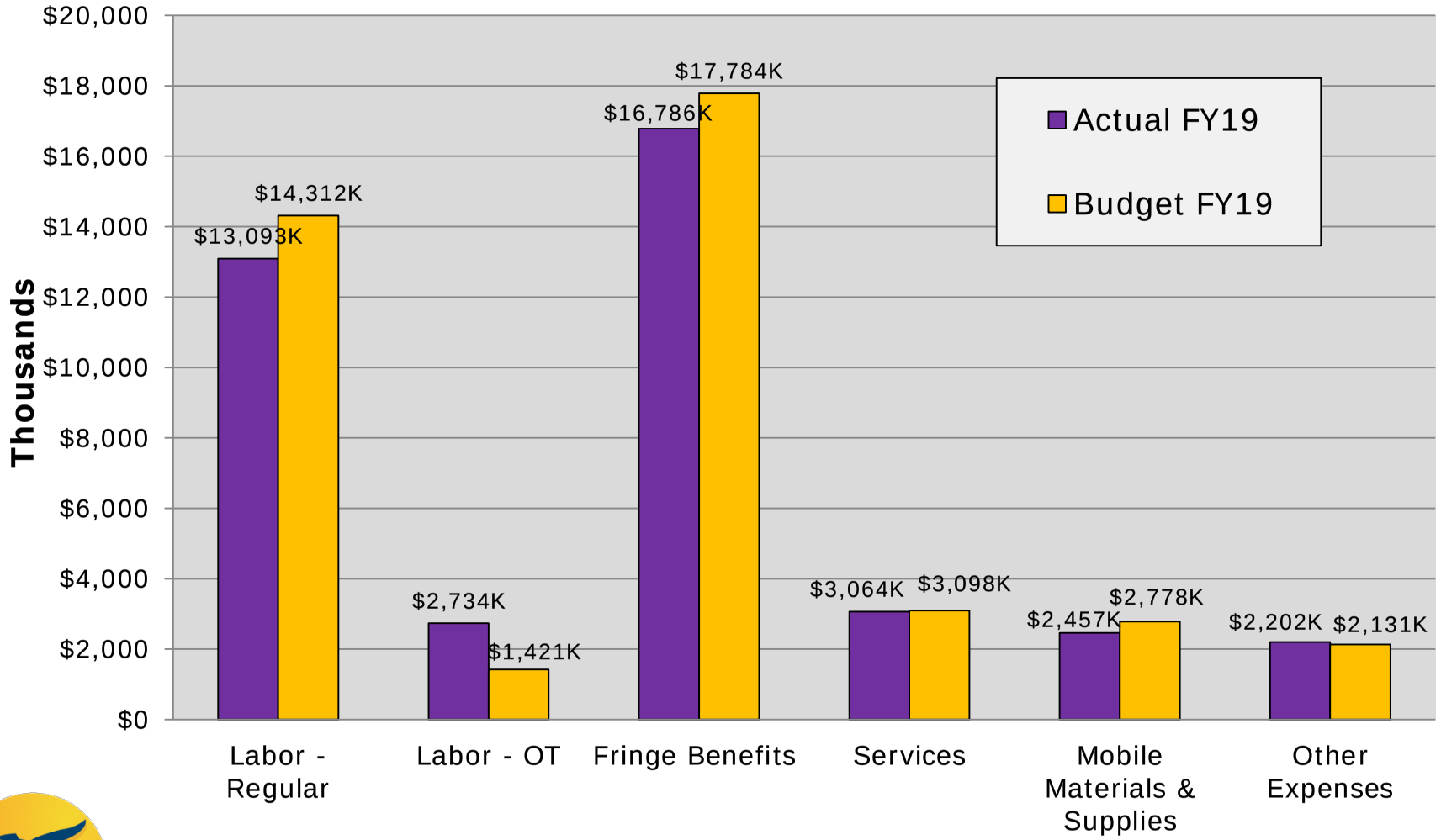


Attachment A

9-04A.5

SANTA CRUZ METRO

FY19 Operating Expenses by Major Expense Category
Year to Date as of April 30, 2019
83% of Fiscal Year Elapsed



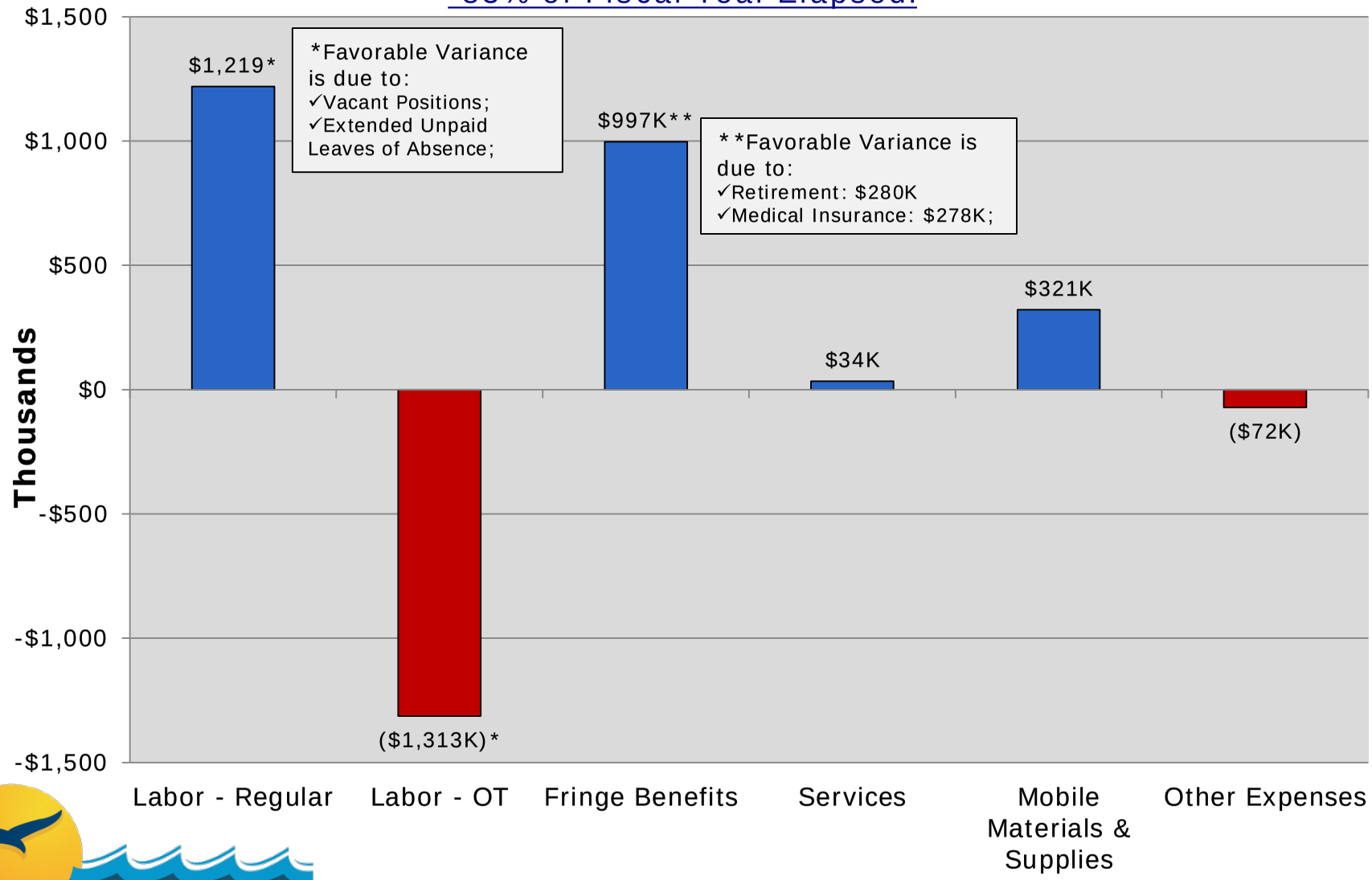
Attachment A

9-04A.6

Favorable/(Unfavorable) Expense Variance to Budget

Year to Date as of April 30, 2019

83% of Fiscal Year Elapsed:

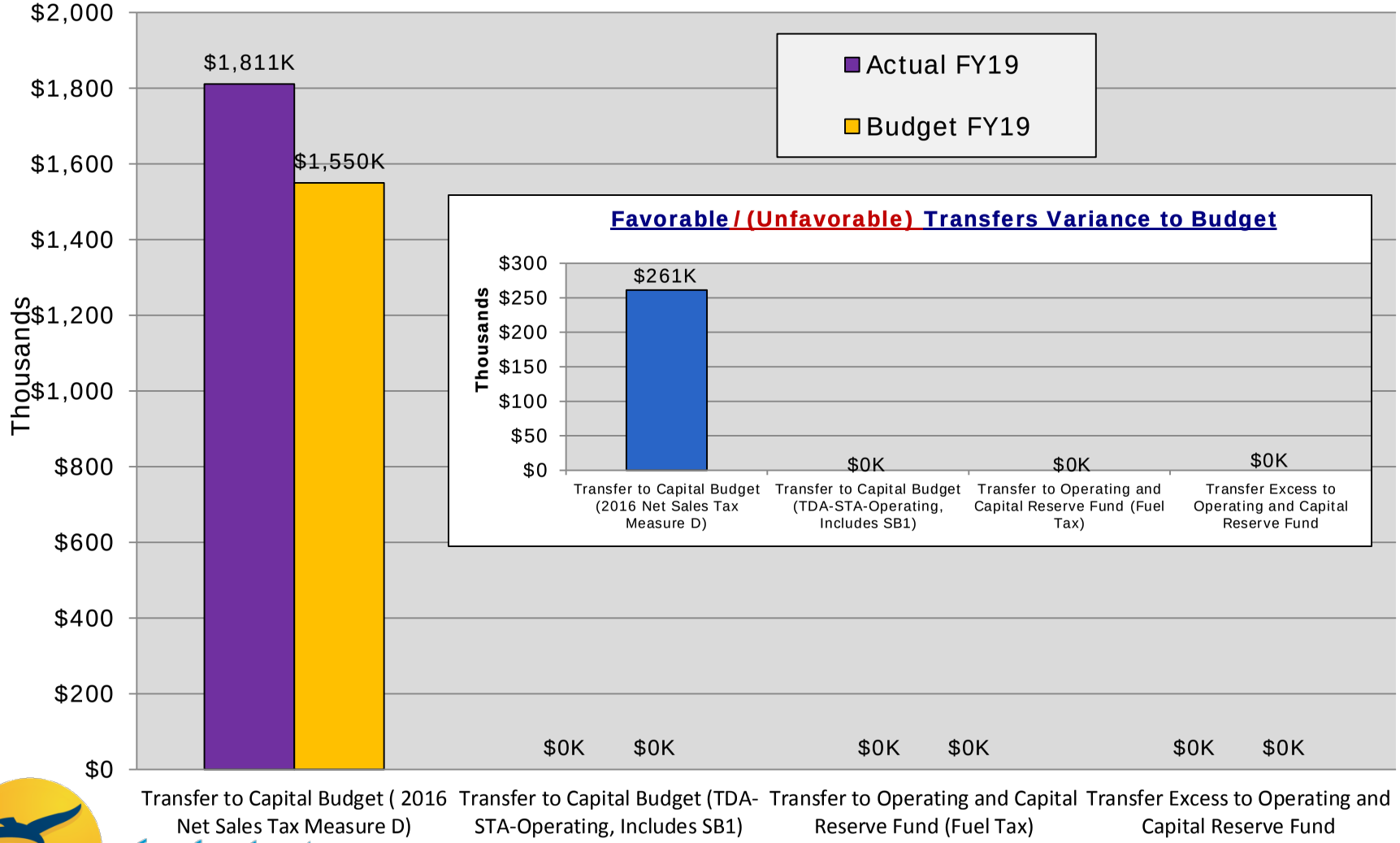


Attachment A

9-04A.7

SANTA CRUZ METRO

FY19 Transfers
Year to Date as of April 30, 2019
83% of Fiscal Year Elapsed



Attachment A

9-04A.8

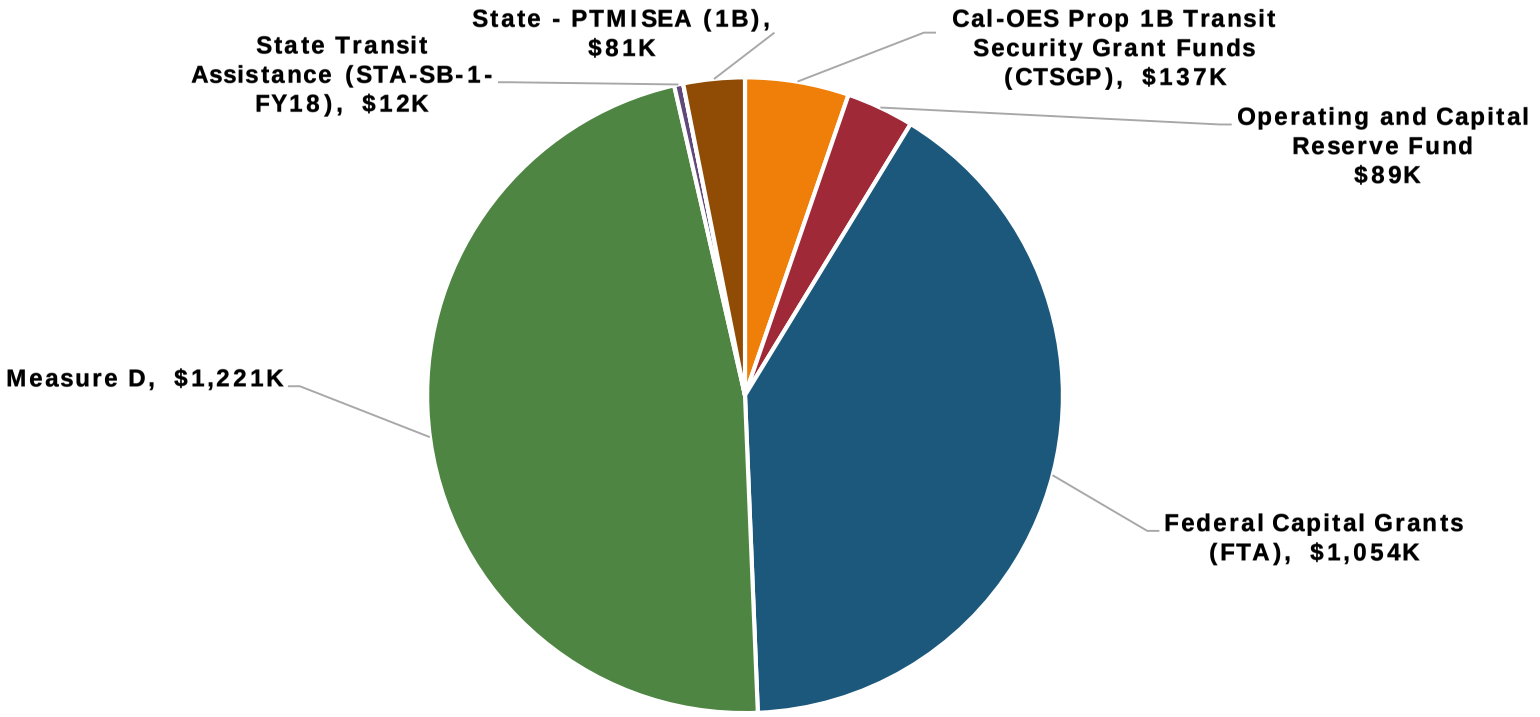
SANTA CRUZ METRO

FY19 Capital Budget:

Spending Year to Date (by Funding Source) as of April 30, 2019

83% of Fiscal Year Elapsed

	Actual YTD	Total FY19 Budget	% Spent YTD
Total Capital Funding:	**$2,594,181**	**$22,803,876**	**11%**



Attachment A

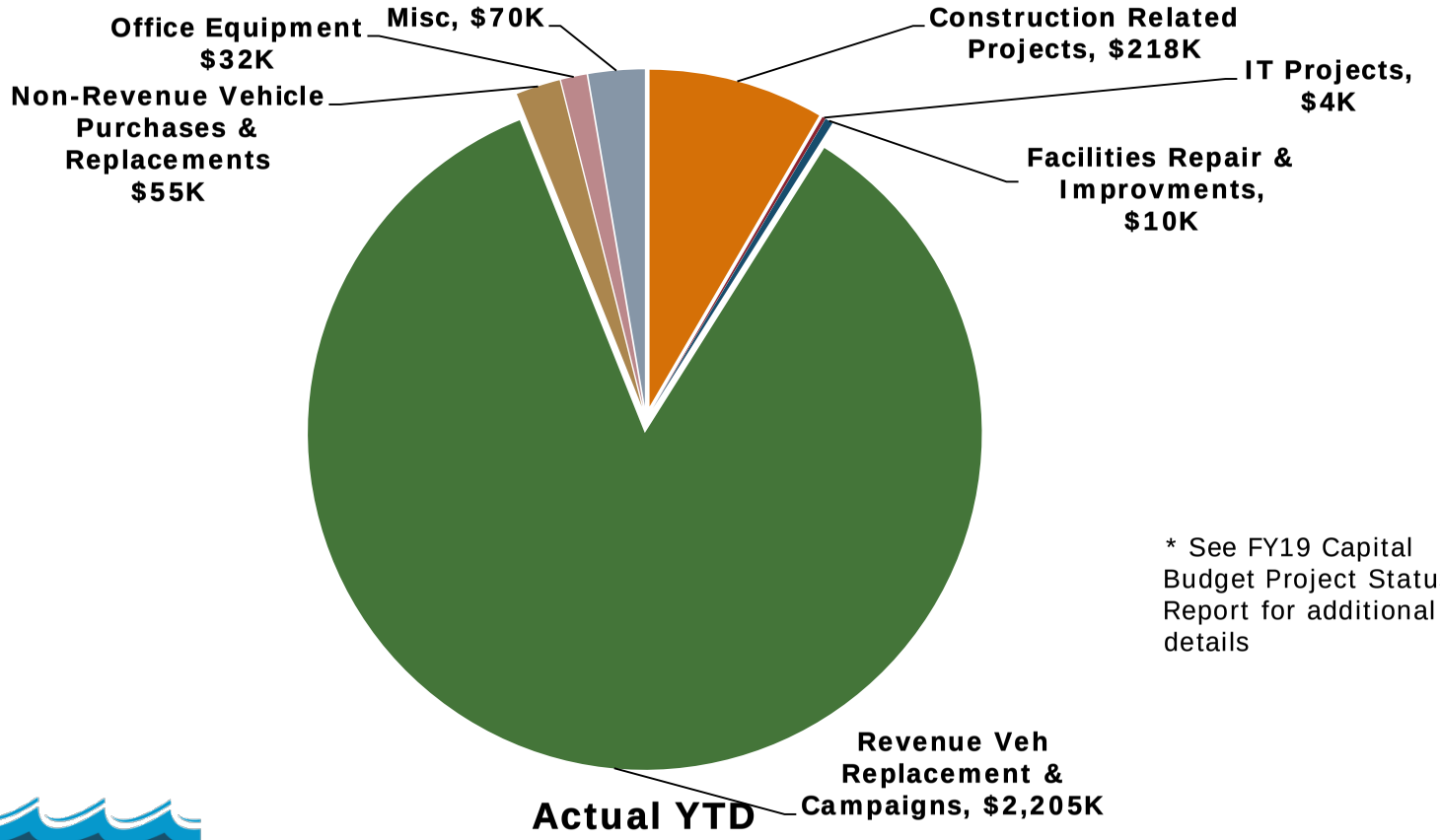
9-04A.9

FY19 Capital Budget:

Spending Year to Date as of April 30, 2019

83% of Fiscal Year Elapsed

	Actual YTD	Total FY19 Budget	% Spent YTD
Total Capital Projects:	**$2,594,181**	**$22,803,876**	**11%**



* See FY19 Capital Budget Project Status Report for additional details

Attachment A

9-04A.10

SANTA CRUZ METRO

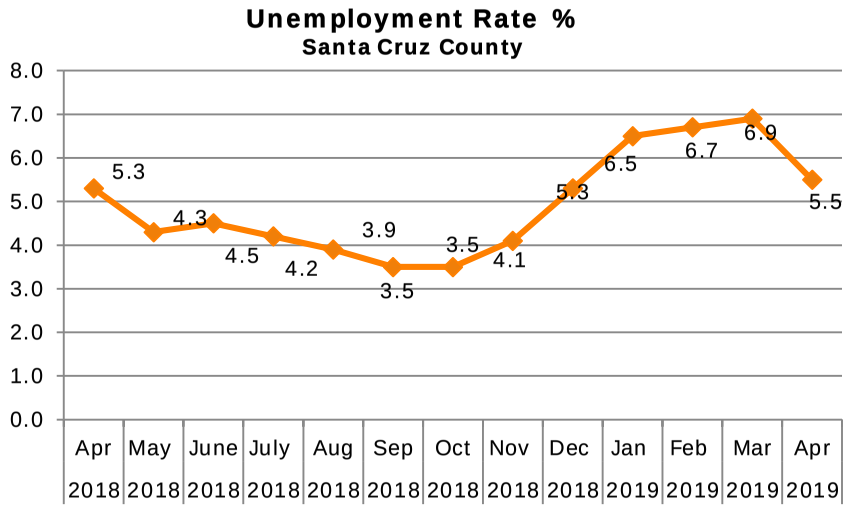
Additional Information

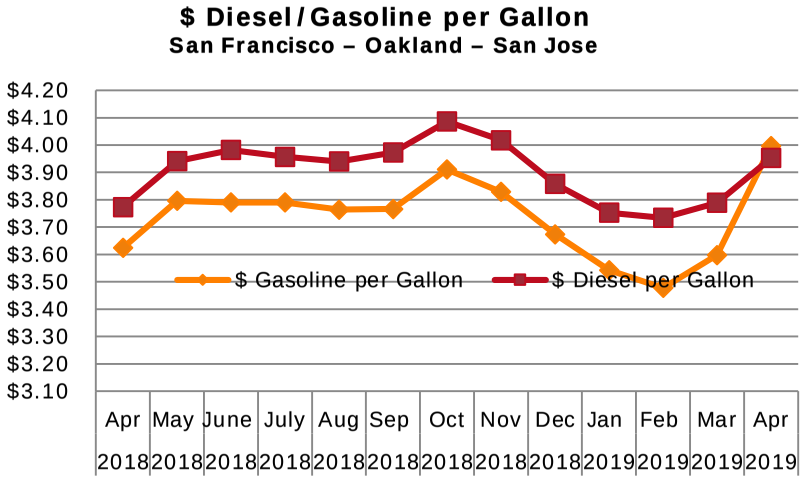
Attachment A

9-04A.11

SANTA CRUZ METRO

Economic Indicators & Ridership:





FY18-19 Ridership: April YTD			
Ridership	April-FY18	April-FY19	% Change
Total	4,202,634	4,178,235	-0.6%
Hwy 17	240,792	237,009	-1.6%
Local	3,961,842	3,941,226	-0.5%
UCSC	2,160,833	2,195,108	1.6%
Cabrillo	254,317	269,432	5.9%
Non-Student	1,546,692	1,476,686	-4.5%

Attachment A

9-04A.12

SANTA CRUZ METRO

FY19 Operating Revenue, Expenses, and Transfers:

Year to Date as of May 31, 2019: PRELIMINARY:

92% of Fiscal Year Elapsed

$ In Thousands	Actual	Budget	Budget to Actual Favorable / (Unfavorable)
Revenue:	**$42,750**	**$40,504**	**$2,246**
Operating Expenses:			
Personnel Expenses	$36,032	$36,868	$836
Non-Personnel Expenses	$8,095	$8,789	$694
Total Operating Expenses:	**$44,127**	**$45,658**	**$1,532**
Transfers:			
Transfers to Capital Budget	$1,811	$1,705	$106
Transfers to Operating and Capital Reserve Fund	$0	$0	$0
Total Transfers:	**$1,811**	**$1,705**	**$106**
Operating Balance:			**$3,627**

Attachment A

9-04A.13

SANTA CRUZ METRO

FY19 Operating Revenue, Expenses, and Transfers:

Year to Date as of June 30, 2019: PRELIMINARY*:

100% of Fiscal Year Elapsed

$ In Thousands	Actual	Budget	Budget to Actual Favorable / (Unfavorable)
Revenue:	**$55,877**	**$53,731**	**$2,146**
Operating Expenses:			
Personnel Expenses	$39,533	$40,220	$687
Non-Personnel Expenses	$9,268	$9,632	$364
Total Operating Expenses:	**$48,801**	**$49,852**	**$1,051**
Transfers:			
Transfers to Capital Budget	$2,328	$2,328	$0
Transfers to Operating and Capital Reserve Fund	$4,604	$1,407	$3,197
Total Transfers:	**$6,932**	**$3,736**	**$3,197**
Operating Balance:	**$143**	**$143**	**$0**

*Reflects Actual Data for Qtrs. 1, 2 & 3 of FY19 and Projections for Qtr. 4.

Attachment A

9-04A.14

SANTA CRUZ METRO

Questions

SANTA CRUZ METRO

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Attachment B

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY19 REVISED CAPITAL BUDGET
For June 28, 2019 Board Meeting
Report Status - Spending as of April 30, 2019
Updated: 6/21/2019

	Project / Activity	PM*	Total Fiscal Year Budget	Total Spent - Fiscal Year to Date	% Project Complete (1)	Start Date	New - Estimated Start Date	Estimated End Date of:	New - Estimated End Date	Project Status (2)	Source of Funds	Grant Expiration Date
Construction Related Projects												
1	Pacific Station/Metro Center-Station Rehabilitation	EB	$ 1,551,333	$ -	0%	12/5/2018				Rehabilitation on-hold pending METRO/City negotiations	PTMISEA	6/30/2022
	Pacific Station/Metro Center-Roof & Window Replacement	EA	$ 350,000	$ 3,750	0%	12/5/2018				See project status above for rehabilitation of Pac Station.	PTMISEA	6/30/2022
	Pacific Station/Metro Center-Conceptual Design / MOU	BE	$ 175,668	$ 4,248	85%	1/1/2013		6/30/2016	9/30/2019	CEO and Barrow Emerson met with city over negotiations for Pacific Station. Negotiations discussed cost estimate updates, ancillary space needs, and bus bay layouts. Discussions to continue 6/10/2019. Negotiations on-going.	FTA, CAPITAL RESERVES	9/30/2019
2	Metrobase Project - Judy K.Souza - Operations Bldg.	EA	$ 434,000	$ 72,820	100%	9/26/2014		6/30/2018	9/28/2018	Project completed, taken to BOD 2/22/19 for close-out	PTMISEA, CAL-OES, RES	6/30/2022
	Mechanical Platform Upgrade - JKS	EA	$ 120,000	$ 6,594	100%	8/26/2016		6/30/2018	9/28/2018	Complete.	CAL-OES	3/31/2019
3	Transit Security Projects:			$ -								
	Security Cameras Install	IH	$ 199,686	$ 101,730	0%		7/30/2018	11/30/2018		Installation has commenced with installation of security cameras.	CAL-OES	3/31/2019
	Emergency Generators - Equip.	EB, CA	$ 152,859	$ -	70%	7/10/2014		6/15/2018		Vernon - needing new vendor for purchase and installation, will be sending out to bid. Pacific Station - generator will be rolled into Pacific Station Rehabilitation project above.	CAL-OES/Cash Reserves	3/31/2019
	Cameras on Buses	IH	$ 42,275	$ 9,958	100%	3/1/2017		6/30/2018		Completed 10/31/2018 per Isaac	CAL-OES	3/31/2019
	Security Cameras Consultant	IH	$ 25,000	$ -	60%	6/1/2017		6/22/2018	10/31/2018	Project completed per Isaac	CAL-OES	3/31/2019
	Emergency Generators - Consultant	EB, CA	$ 16,000	$ 18,726	50%	7/10/2014		10/1/2018	12/31/2018	Pac Station not funded, needs to go back on Capital Budget Unfunded list.	CAL-OES/Cash Reserves	3/31/2019
	Subtotal		$ 3,066,821	$ 217,826								
IT Projects												
4	Large Monitor Presentation System	IH	$ 4,200	$ 4,219	100%	2/1/2019		3/31/2019		Project Complete	RESERVES	N/A
	Subtotal		$ 4,200	$ 4,219								
Facilities Upgrades & Improvements												
5	Fuel Management System (FTA 5339a	EB, CA	$ 180,000	$ -	10%	10/1/2017		12/31/2018		PM looking into specs	FTA	Award pending
6	Bus Stop Improvements (FTA 5339a FY	FR	$ 124,725	$ -	0%	8/1/2016		9/1/2018		Bus stop Improvement meeting set for 7/17/2019.	FTA	Award 8/14/17, 5 years to obligate
7	Gate Control-Bus Entries at JKS (FTA 5	FR, EB	$ 100,000	$ -	0%	1/9/2019				Gate Control Meeting set for 6/10/2019 to discuss project and kick-start	FTA	Award Pending
8	138 Golf Club Fire Egress (FTA 5339a	FR, EA	$ 97,523	$ 9,933	30%	4/1/2015		10/1/2018		Pending executed grant agreement. $20K from Bus Stop & Fac. Improvement FTA 5339a FY15/16 line item has been allocated to this project. Design phase of project moving along.	FTA	Award pending
9	Facilities Improvements (FTA 5339a FY18)		$ 85,000	$ -							FTA	Award Pending
10	Maint. Facility-Paint Exterior (FTA 5339	FR, EB	$ 60,000	$ -	0%	1/9/2019				Working on specs for project	FTA	Award Pending
11	Facilities Improvements (FTA 5339a FY15/16)		$ 34,174	$ -		8/1/2016		9/1/2018			FTA	Award 8/14/17, 5 years to obligate
11a	Landscaping WTC (FTA 5339a FY1	EB, CA	$ 30,000	$ -	100%			12/31/2018		Complete		
12	Fueling Station Awning A&E only (FTA	FR, EB	$ 25,000	$ -	0%	1/9/2019				PM Working on specs for project	FTA	Award Pending
13	Admin Bldg. Engineering & Renovations	EA	$ 20,000	$ -		4/1/2018		6/1/2018		Structural Engineer engaged to perform feasibility study, report on study completed 5/21/2019. Awaiting next steps from CEO	CAPITAL RESERVES	N/A
14	Pac Stat-Layover Lot (Asphalt) Repairs	FR, EB	$ 16,000	$ -	0%	1/9/2019				PM Working on specs for project	FTA	Award Pending
15	Concrete Surface Repair - Bus Yard (F	EA	$ 10,000	$ -	0%					Project to be rolled into Gate Control project, discussion on 6/10/2019	Operating	
16	Relocate Mechanics Sink-Golf Club (FT	FR, EB	$ 9,548	$ -						An ask for funds to be reallocated to purchase of scissor lift for Facilities		
17	Upgrade Exhaust Evac.-Golf Club (FTA	FR, EB	$ 8,000	$ -						An ask for funds to be reallocated to purchase of scissor lift for Facilities		
18	Fencing Projects (FTA 5339a FY18)	FR, EB	$ 7,000	$ -	0%	1/9/2019				PM Working on specs for project	FTA	Award Pending
	Subtotal		$ 806,970	$ 9,933								
Revenue Vehicle Purchases, Replacements & Campaigns												

9-04B.1

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT												
FY19 REVISED CAPITAL BUDGET												
For June 28, 2019 Board Meeting												
Report Status - Spending as of April 30, 2019												
Updated:	**6/21/2019**											
	Project / Activity	PM*	Total Fiscal Year Budget	Total Spent - Fiscal Year to Date	% Project Complete (1)	Start Date	New - Estimated Start Date	Estimated End Date of:	New - Estimated End Date	Project Status (2)	Source of Funds	Grant Expiration Date
19	Electric Bus (3) + Infra & Proj Mgmt. (FTA 5339c FY16)	EA	$ 4,919,542	$ 29,242	15%	9/7/2016		6/30/2022		Infrastructure moving ahead, working with PG&E and Fehr Engineering on design and transformer upgrade for extra load, all other elements on hold	FTA, PTMISEA, MEAS D	Award 8/23/17, 5 years to obligate. PTMISEA 6/30/22
20	4 40' CNG Replacements (FTA 5339b FY17)	EB	$ 2,635,548		0%		2/1/2019		9/1/2019	We have build schedule from Gillig, July start date of production and should receive by September	FTA, STA-SGR, MEAS D	
21	FY18 STIP - 2 ZEBs (STIP, LPP, HVIP = $300K)	EB, EA	$ 2,189,891		50%		4/9/2019		3/1/2020	Proterra contract executed. Expected delivery date of Buses 2/15/2020 and chargers in December 2019	STIP, LPP, HVIP ($300K)	
22	FY18 STIP - AVL/ITS (STIP, Meas D)	IH	$ 1,581,385	$ 676,449	0%					System development has commenced. An on site kick-off took place 1/28/2019 and project is underway	STIP, MEAS D	
23	Electric Bus (1) - Watsonville ZEB Circulator (FY15/16)	EA	$ 1,094,945	$ -	50%	6/1/2016	4/9/2019	6/30/2019	3/1/2020	Proterra contract executed. Expected delivery date of Buses and Chargers 2/15/2020	PTMISEA, LCTOP	PTMISEA 6/30/22, LCTOP Award 6/2/16 3 years to obligate (6/1/19)
24	Electric Bus (1) - Watsonville Circulator DAC (FY17/18 LCTOP)	EB, EA	$ 1,094,945		50%		4/9/2019		3/1/2020	Proterra contract executed. Expected delivery date of Buses and Chargers 2/15/2020	LCTOP	
25	FY18 STIP - Refurb 4 Buses @ $345K (STIP, Measure D)	EB	$ 1,016,605		0%					Working with vendor on contract (CCW)	STIP, MEAS D	
26	VTA Bus Transfer - Decommission & Retrofit 10 Electric Hybrids, and 4 Diesel Artics	EB	$ 1,000,000	$ 290,431	10%					Project moving along, all buses painted and work continuing	MEAS D	
27	Paracruz Van Replacements (11) (FTA 5339a FY15/16)	EB, CA	$ 863,232	$ 826,899	100%	4/1/2018		4/15/2018	9/30/2018	Complete, all vehicles in service.	FTA, MEASURE D	Award 8/14/17, 5 years to obligate
28	CNG Bus (1) - (FTA 5339 Rural FY16)	EB, EA,	$ 658,889	$ -	1%		5/1/2018			Received letter allowing us to use Washington Contract for 1 option. Sent authorization from Wash DoT to CalTrans.	FTA, MEASURE D	Award pending
29	CNG Bus (1) - (STBG FY17-via SCCRTC)	EB, EA,	$ 658,887	$ -	5%	9/1/2016		5/1/2019		Metro has been given build schedule from Gillig, July start date of production, September for delivery date	FTA, PTMISEA	6/1/19, 6/30/22
30	Year 2 - Capitalized Lease - (3 New Flyer Buses)	EB, CA	$ 283,529	$ 202,744	23%	12/1/2017		6/30/2018	11/30/2023	Making monthly payments against the lease (18 of 72 payments as of 5/7/19)	MEASURE D	N/A
31	Mid-Life Bus Engine Overhaul (7) (FTA 5339a FY14)	EB, CA	$ 165,239	$ -	100%			6/13/2018		Completed	FTA, MEASURE D	
32	Mid-Life Bus Engine Overhaul (4) (FTA 5339a FY17)	EB, CA	$ 160,000	$ -	0%	9/1/2017		6/30/2018	4/30/2019	PM Working on specs for project	FTA	Award pending
33	Bus Repaint Campaign (36) (FTA 5339a FY14)	EB, CA	$ 102,809	$ 87,074	100%	2/15/2018		6/30/2019		Project complete, all invoiced submitted for payment.	FTA, MEASURE D	Award 8/14/17, 5 years to obligate
34	Paratransit Vehicle - (1) (FTA 5310 FY13/14)	EB,CA	$ 68,367	$ 66,666	100%	4/1/2017		6/30/2018	7/18/2018	Completed	FTA, MEASURE D	Award 3/1/16, 10 years to obligate
35	Capitalized Lease - 3 New Flyer Buses-External Announcement System Programming Patch (Clever Devices)	EB,CA	$ 28,500	$ 25,665	100%	7/1/2018		10/30/2018		Internal /External Announcements Paul Revere Buses- Internal announcement completed - External announcement solution on going by Clever Device.	FTA, MEASURE D	N/A
36	Bus Repaints (3) was-Repair Roof at Pacific Station (FTA 5339a FY13)	EB,CA	$ 13,802	$ -	100%			6/30/2018		Project Close-Out complete 10/31/2018	FTA, MEASURE D	None per Tom
	Subtotal		$ 18,536,115	$ 2,205,170								
Non-Revenue Vehicle Purchases & Replacements												
37	Propane Fueled Tow Motor (FTA 5339a FY14)	EB, CA	$ 60,000	$ 55,210	100%	4/1/2017		6/30/2018	8/31/2018	Tow Motor final invoice paid, acceptance signed 8/29/18	FTA, STA, RES	Award 8/14/17, 5 years to obligate
38	Replace Custodial Support Vehicle (FTA5339a FY18)	EB, CA	$ 30,000	$ -	10%	1/10/2019				PM submitted spec to Purchasing department for purchase, waiting for release of funds to purchase	FTA	Award pending
	Subtotal		$ 90,000	$ 55,210								
Fleet & Maint Equipment												
39	Bus Yard Scrubber/Sweeper (FTA 5339a FY18)	FR, EB	$ 75,000	$ -	0%	1/10/2019				Quotes given to PM	FTA	Award pending
40	Floor Scrubbers for Maint. Shop (FTA 5339a FY18)	FR, EB	$ 45,000	$ -	0%	1/10/2019				Quotes given to PM	FTA	Award pending
41	METRO Logo Signs for JKS Ops Bldg.	EA	$ 4,480		0%	10/30/2018		4/16/2020		Pending vendor quote	RESERVES	N/A
	Subtotal		$ 124,480	$ -								
Office Equipment												

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT												
FY19 REVISED CAPITAL BUDGET												
For June 28, 2019 Board Meeting												
Report Status - Spending as of April 30, 2019												
Updated:	**6/21/2019**											
	Project / Activity	PM*	Total Fiscal Year Budget	Total Spent - Fiscal Year to Date	% Project Complete (1)	Start Date	New - Estimated Start Date	Estimated End Date of:	New - Estimated End Date	Project Status (2)	Source of Funds	Grant Expiration Date
42	Business Copy Machine-Admin (FTA 5339a FY18)	AC/GP	$ 22,945	$ 22,868	100%	1/1/2019		3/31/2019		Project Complete. Business Copy Machine purchase is not allowed with FTA 5339a funds; use Reserves	RESERVES	N/A
43	4 Vertical FireKing File Cabinets-Admin		$ 9,200	$ 9,108	100%	7/1/2018		8/31/2018		Project Complete.	RESERVES	N/A
	Subtotal		$ 32,145	$ 31,976								
Misc.												
44	TVM Pin Pad Bezel 8 Upgrade (6)		$ 70,000	$ 47,813	100%	7/1/2018		8/31/2018		Project partially complete - more work may be required	RESERVES	N/A
45	Ticket Vending Machine-SLV-Installation Costs + Misc.	CA, AA	$ 32,045	$ -	0%		9/1/2018			Funds set aside to be used when needed	STA	N/A
46	C/S Call Center Furnishings (FTA 5339a FY18)	AA	$ 19,000	$ 16,650	95%					Furniture delivered and installed, payment in progress.	FTA	
47	Misc. Emergency Capital Items $1K to $5K	EB, CA	$ 10,000	$ -	50%					Testing concluded on noise abatement at Watsonville Transit Center, acoustic panels still need to be installed. Waiting for Facilities to initiate. left over funds to be absorbed into Capital Reserves	RESERVES	
48	Watsonville Transit Mural-($2,700 from Arts Council SC)	BE	$ 6,600	$ -	5%	12/20/2017		11/1/2018		Director of Planning still in talks with Watsonville City Council Member about viability of project.	ARTS COUNCIL/CAP RES	N/A
49	XPR7550 Handheld Radios (3) & Batte	CA	$ 5,500	$ 5,383	100%	2/13/2019		3/31/2019		Completed	RESERVES	N/A
	Subtotal		$ 143,145	$ 69,846								
TOTAL CAPITAL PROJECTS			**$ 22,803,876**	**$ 2,594,180**								

Attachment B

9-04B.3

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Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Angela Aitken, CFO

SUBJECT: REVISED CALTIP JPA AGREEMENT AND BYLAWS

I. RECOMMENDED ACTION

That the Board of Directors adopt a resolution acknowledging Santa Cruz METRO's approval of the amended Joint Powers Agreement forming the California Transit Systems Joint Powers Authority (CalTIP) and authorizing METRO's CEO to sign the amended Agreement. The Bylaws as amended become effective upon approval of the Agreement.

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (Santa Cruz METRO) joined California Transit Systems Joint Powers Authority (CalTIP or Authority) in 1987 to obtain liability coverage, vehicle physical damage coverage, and risk management services through jointly pooling resources with the other transit agencies that are members of the Authority.
- CalTIP was formed with the signing of a joint powers agreement (Agreement) by each of its members. The Agreement was drafted in 1987 and was last amended in May 2011 to align the document with current operations and practices of the Authority at that time. The document has not been updated since 2011.
- The current amendments to the Agreement are the result of discussions with CalTIP's Oversight Committee and Board to address CalTIP's ongoing challenges associated with achieving certain quorum requirements at Board meetings.
- At its April 18, 2019 meeting, the CalTIP Board approved submitting the amended Agreement to the member parties for approval. In addition, the CalTIP Board approved the Bylaws as amended to become effective upon approval of the amended Agreement.
- Staff requests that the Board adopt the attached resolution and authorize the CEO/General Manager, Alex Clifford, to sign the amended Agreement.

III. DISCUSSION/BACKGROUND

Santa Cruz METRO has been a member of CalTIP since its inception in 1987. It has provided liability and vehicle physical damage insurance while also offering competitive rates and needed risk management services over the years. CalTIP

was formed with the signing of a joint powers agreement (Agreement) by each of its members. The Agreement was drafted in 1987 and was last amended in May 2011 to align the document with current operations and practices of the Authority at that time. The document was last updated in 2011.

The current amendments to the Agreement are the result of discussions with CalTIP's Oversight Committee and Board to address CalTIP's ongoing challenges associated with achieving certain quorum requirements at Board meetings in order to conduct business and to ensure the governing documents align with CalTIP's current practices and procedures.

CalTIP's draft Agreement and Bylaws with changes shown in redline were distributed to all CalTIP members on April 3, 2019, to provide members with time to review the changes, provide comments, and ask questions.

At its April 18, 2019 meeting, the CalTIP Board approved submitting the amended Joint Powers Authority Agreement to the member parties for approval. In addition, the CalTIP Board approved the Bylaws as amended to become effective upon approval of the Agreement. While the CalTIP Board has the authority to approve the amendments to the CalTIP Bylaws, because the Agreement refers to that document, it has been included for informational purposes.

IV. FINANCIAL CONSIDERATIONS/IMPACT

There is no fiscal impact associated with amending the CalTIP Agreement.

V. ALTERNATIVES CONSIDERED

- There are no recommended alternatives at this time. If the revised Agreement is not approved, CalTIP will continue to experience ongoing challenges associated with achieving certain quorum requirements at Board meetings.

VI. ATTACHMENTS

Attachment A: Resolution - Revised CalTIP Joint Powers Agreement - 2019

Attachment B: Amended CalTIP Joint Powers Agreement - 2019

Attachment C: Amended CalTIP Bylaws – 2019 (reference only)

Attachment D: Comparison of Amended Joint Powers Agreement to Current Agreement

Prepared by: Debbie Kinslow, Finance Deputy Director

VII. APPROVALS

Approved as to fiscal impact:
Angela Aitken, CFO

dlc COW for AA

Alex Clifford, 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:

A RESOLUTION OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT APPROVING THE AMENDED JOINT POWERS AUTHORITY AGREEMENT FORMING THE CALIFORNIA TRANSIT SYSTEMS JOINT POWERS AUTHORITY

WHEREAS, on April 17, 1987, by its Resolution No. 87-4-1, the Santa Cruz Metropolitan Transit District (METRO) approved entering into an agreement that provided for the creation of the California Transit Systems Joint Powers Authority (hereinafter CalTIP) for the purpose of jointly funding tort liabilities and other losses and providing risk management services to reduce such losses;

WHEREAS, CalTIP has provided METRO coverage for such liabilities, including losses to vehicles, at overall cost-effective pricing;

WHEREAS, METRO finds it is in the best interest to continue its participation in CalTIP and obtain liability coverage and risk management services from CalTIP;

WHEREAS, the joint powers authority agreement of CalTIP has retained its original form as drafted in 1987 and amended in 2011 and there have been changes in operations of CalTIP since that time;

WHEREAS, METRO recognizes the need to amend the CalTIP joint powers authority agreement to enable CalTIP to effectively govern the organization and adapt to changes in the environment in which CalTIP operates.

NOW, THEREFORE, BE IT RESOLVED that METRO accepts the changes to the joint powers authority agreement as presented, and

BE IT FURTHER RESOLVED that METRO authorizes the CEO/General Manager to sign the amended joint powers authority agreement that shall enable METRO to continue to enjoy the joint self-insurance and risk management programs provided by CalTIP.

PASSED AND ADOPTED this 28th day of June 2019, by the following vote:

AYES: Directors -

NOES: Directors -

ABSENT: Directors -

ABSTAIN: Directors -

Approved_____
ED BOTTORFF
Board Chair

ATTEST

_____
ALEX CLIFFORD
CEO/General Manager

APPROVED AS TO FORM

_____
JULIE A. SHERMAN
General Counsel

Attachment B

CALIFORNIA TRANSIT SYSTEMS

JOINT POWERS AUTHORITY

AMENDED AND RESTATED
JOINT POWERS AUTHORITY AGREEMENT

As Amended 2019

9-05B.1

Attachment B

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JOINT POWERS AUTHORITY AGREEMENT

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This Amended and Restated Joint Powers Agreement ("Agreement") is executed by and among those public entities which are signatories to this Agreement. Such parties shall hereinafter be referred to individually as "Party" or collectively, "Parties."

RECITALS

Whereas, Article 1, Chapter 5, Division 7, Title 1 of the California Government Code (Section 6500 et seq.) permits two or more public entities, by agreement, to exercise jointly powers common to the contracting parties; and

Whereas, it is the mutual benefit of the Parties and in the public interest that the Parties join together to provide:

- Pooling of their self-insured losses caused by injury to, or disease of, a person or damage to property;
- Sharing the cost of excess insurance or reinsurance, if any, or pooling with other joint powers authorities or public entity pooling arrangement; and
- Sharing the administration of the Authority created by this document.

Whereas, each Party desires to enter into this Agreement with each of the other Parties for the purpose of joint risk sharing and/or insuring against various risk of loss jointly, rather than individually;

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

AGREEMENT

This amended Agreement replaces and restates in its entirety the Agreement and any prior amendments that may exist and is effective upon approval by three-quarters of the current Parties to the Agreement.

This Agreement is made under the authority of Government Code Section 6500 et seq. between the undersigned public entities, after the governing boards of the entities determine that it is in their best interest to execute this Agreement.

ARTICLE I - PURPOSE

The purpose of this Agreement is to exercise jointly powers common to each Party by:

- Creating an authority under Government Code Section 6500 et seq., a public entity that is separate and apart from the Parties, to be known as the California Transit System Joint Powers Authority, to administer a self-insurance pool,
- Sharing losses and purchase as a group, insurance or reinsurance and participate in other joint powers authorities or other public entity pooling arrangements,
- Maintaining funds sufficient to pay the losses to which the Parties agree to share through a Coverage Program, and
- Purchasing jointly administrative and other services, including risk management, loss prevention, and legal defense in connection with the Coverage Programs.

ARTICLE II - CREATION OF THE CALIFORNIA TRANSIT SYSTEMS JOINT POWERS AUTHORITY

Pursuant to Government Code Section 6500 et seq., the Parties to this Agreement hereby create a public entity separate and apart from the Parties. This public entity created by this Agreement shall be known as the California Transit Systems Joint Powers Authority.

ARTICLE III - DEFINITIONS

1. "Authority" shall mean the California Transit Systems Joint Powers Authority.
2. "Board" or "Board of Directors" shall mean the governing board of the Authority.
3. "Coverage Programs" shall mean programs as defined and adopted by the Board which may, but need not be limited to pooled risk programs, group purchase of insurance or reinsurance, or participation in other public entity pooling programs.
4. "Coverage Program Documents" shall mean the Master Program Document defining the policies and procedures of the program and the Memorandum of Coverage defining the coverage provided by the program.
5. "Contributions" shall mean payments by Members to the Authority, for other than interest, penalties paid, or reimbursements for payments made on behalf of the Member, for which the Authority is not liable.
6. "Governing Documents" shall be those documents described in Article VII, Governing Documents.
7. "Member" or collectively "Members" shall mean a Party who is participating in a particular Coverage Program.
8. "Party" shall mean a signatory to this Agreement.
9. "Officer" shall mean an officer of the Authority as defined in Article XIII.

ARTICLE IV - PARTIES TO THIS AGREEMENT

Each Party to this Agreement certifies that it intends to, and does, contract with all other Parties who are signatories to this Agreement, and any signatories that may sign this Agreement in the future, pursuant to Article XVI. The withdrawal of any Party to this Agreement shall not affect this Agreement as respects the remaining Parties and those remaining Parties' intent to be bound by this Agreement.

ARTICLE V - TERM OF AGREEMENT

As authorized by Government Code Section 6510, this Agreement which was originally effective May 1, 1987 shall stay in full force, as amended from time to time, until terminated in accordance with Article XX.

ARTICLE VI - POWERS OF THE AUTHORITY

The powers of the Authority shall be the powers enjoyed by the County of Nevada or, if the County of Nevada is no longer a Party to this Agreement then, the County of Siskiyou, and is authorized to do all acts necessary to fulfill the purposes of this Agreement including, but not limited to, the following:

1. Make and enter into contracts;
2. Incur debts, liabilities and obligations, but no debt, liability or obligation of the Authority is the debt, liability or obligation of any Party except as otherwise provided;
3. Acquire, hold or dispose of real and personal property;
4. Receive contributions and donations of property, funds, services and other forms of assistance from any source;
5. Assess Parties as deemed appropriate by the Board;
6. Sue and be sued in its own name;
7. Acquire, construct, manage and maintain buildings; and
8. Lease real or personal property including property of a Party, and receive, collect, invest and disburse monies.

These powers shall be executed in a manner provided by appropriate law and as set forth in this Agreement.

ARTICLE VII - GOVERNING DOCUMENTS

The attached amended Bylaws shall be deemed adopted upon the effective date of this Agreement. Thereafter, the Board of Directors may amend the Bylaws consistent with this Agreement and applicable law to govern the operations of the Authority. The Board of Directors may adopt Coverage Program Documents, consistent with this Agreement and the Bylaws. These Coverage Program Documents define the Coverage Programs, the Members' rights and duties, the Authority's rights and duties, and the operations of the programs. The Board may also adopt policies and procedures, consistent with this Agreement, the Bylaws, or Coverage Program Documents, to assist in the governance of the Authority's operations and activities. The Agreement, the Bylaws, Coverage Program Documents and policies and procedures adopted by the Board shall constitute the Governing Documents of the Authority.

Unless otherwise stated, a Governing Document may be amended by a majority of the Board of Directors at a duly noticed regular or special Board meeting.

ARTICLE VIII - RESPONSIBILITIES OF THE PARTIES

The Parties to this Agreement shall have the following responsibilities:

1. To abide by the terms of this Agreement and other Governing Documents;
2. To cooperate fully with the Authority in the settlement of claims;
3. To pay Contributions, assessments, or other charges promptly to the Authority when due; and
4. To appoint a Director and one or more Alternates to the Board of Directors and to reappoint those positions upon the departure of anyone from those positions.

ARTICLE IX - POWERS RESERVED UNTO THE PARTIES

The Parties reserve unto themselves the following powers:

1. To amend this Agreement;
2. Appoint the Representatives and Alternates to the Board of Directors; and
3. To terminate the Authority in accordance with Article XX.

ARTICLE X - BOARD OF DIRECTORS

There shall be a Board of Directors to govern the affairs of the Authority. The Board of Directors shall have all the powers of the Authority except those specifically reserved to the Parties. The Board of Directors shall have the authority to create committees as deemed necessary for the operations of the Authority. The Board has the power to delegate any and all of its powers, not specifically reserved exclusively to the Board, to a committee or an Officer of the Authority.

The Board of Directors shall consist of one Director and one or more Alternates for each Party to this Agreement as provided for in the Bylaws.

ARTICLE XI - DUTIES OF THE BOARD NOT DELEGABLE

The Board may not delegate to any committee, office or person the authority to:

1. Adopt, amend or alter the Bylaws;
2. Adopt the Authority's Annual Budget;
3. Create a Coverage Program;
4. Accept a Party to this Agreement; or
5. Expel a Party to this Agreement.

ARTICLE XII - BOARD MEETINGS AND RECORDS

The Board of Directors shall hold at least one meeting each fiscal year. Regular and special meetings may be called in accordance with the Bylaws of this Authority and applicable laws. All meetings shall be open to the public except as permitted by Government Code Section 54950 et seq. The Secretary shall keep full and complete minutes of all Board meetings.

ARTICLE XIII - OFFICERS OF THE AUTHORITY

The Board shall elect one of its members as Chairperson and one as Vice Chairperson. The Board shall appoint a Secretary. The duties of the Chairperson, Vice Chairperson and Secretary shall be defined in the Bylaws.

In lieu of the designation of a treasurer and auditor as per Government Code Section 6505.6, the Board shall elect a Treasurer, who shall have, among other duties defined in the Bylaws, the duties of the treasurer and auditor as described in Government Code Section 6505.5.

The Board may appoint other officers of the Authority as described in the Bylaws.

ARTICLE XIV - ANNUAL BUDGET

Pursuant to Government Code Section 6508, the Board shall approve a budget for any given fiscal year prior to the inception of that year.

ARTICLE XV - ADMINISTRATION OF FUNDS

The Authority shall be responsible for the strict accountability of all funds and reports of all receipts and disbursements in conformity with Government Code Section 6505. All funds of the Authority may be held in common although there shall be a separate accounting for funds of each Coverage Program.

ARTICLE XVI - NEW PARTIES

Prospective Parties may apply to the Board of Directors at any time. The Board shall have the power to accept a prospective Party, after reviewing their application. The membership shall become effective upon the Board's approval and the signing of this Agreement, participation in all mandatory Coverage Programs, and compliance with any and all other requirements imposed upon membership by the Bylaws or other Governing Documents.

ARTICLE XVII - WITHDRAWAL

A Party to this Agreement may not withdraw as a party to this Agreement prior to being a Party for at least three full fiscal years. A Party, who has been a Party for at least three full fiscal years, may withdraw from this Agreement only on the completion of a fiscal year. The Party must provide the Chairperson written notice of intent to withdraw at least six-months prior to withdrawal. The Party may rescind its notice of intent to withdraw at any time prior to ninety-days prior to the commencement of the next fiscal year. The Board may authorize rescission of the intent to withdraw upon a Party's request pursuant to the Bylaws at any time.

ARTICLE XVIII - EXPULSION

The Board may expel a Party to this Agreement as a Party as provided for in the Bylaws. The expelled Party shall be given written notice of such action of the Board at least ninety-days prior to the effective date of the expulsion.

ARTICLE XIX - EFFECT OF EXPULSION OR WITHDRAWAL

Pursuant to Government Code Section 6512.2, termination of any Party to this Agreement as a Party shall not be construed to be completion of the purpose of the Agreement and shall not require the return of any Contributions, payments or advances made by the Party until the Agreement is rescinded or terminated by all Parties in accordance with Article XX.

Termination of a Party to this Agreement as a Party shall not terminate its continuing responsibilities defined in any Governing Document or Coverage Program Document for the period of time in which the Party participated, including, but not limited to:

1. Cooperate fully with the Authority in the investigation and settlement of a claim;
2. Pay any Contributions, retentions or deductibles, assessments or other charges which are due and payable; and
3. Provide any statistical or loss experience data and other information as may be necessary for the Authority to carry out the purpose of this Agreement.

ARTICLE XX - TERMINATION AND DISTRIBUTION

This Agreement may be terminated at any time with written consent of three-fourths of the Parties; provided, however, that this Agreement and the Authority shall exist for the purpose of disposing of all claims, distribution of assets and any other functions necessary to wind up the affairs of the Authority. The Board shall be vested with all the powers of the Authority for the purposes of winding down and dissolving the business affairs of the Authority, including the power to assess past and present Parties in accordance with Coverage Program Documents.

In accordance with Government Code Section 6512, all assets of the Authority shall be distributed among those who were Parties within ten years of termination, in proportion to the Parties' Contributions. The Board shall determine when claims and liabilities are sufficiently realized as to not jeopardize the payment of any claim or liability that may arise in the future.

ARTICLE XXI - LIABILITY AND INDEMNIFICATION

Pursuant to Government Code Section 6508.1, the debts, liabilities and obligations of the Authority shall not constitute debts, liabilities or obligations of any Party, except to the extent and in the proportions, imposed by the Bylaws or other Governing Documents. Each Party is independent of every other Party and of the Authority and not the agent of any Party or of the Authority. In contemplation of the provisions of Section 895.2 of the California Government Code, imposing certain tort liability jointly

upon public entities, solely by reason of a joint powers agreement as defined in Section 895 of that code, each Party, as between each other, pursuant to the authorization contained in Section 895.4 and 895.6 of that code, does hereby assume the full liability imposed upon it, or any of its officers, agents, or employees by law for injury caused by a negligent or wrongful act or omission occurring in the performance of this Agreement, to the same extent that such liability would be imposed in the absence of Section 895.2 of the California Government Code. To achieve the above-stated purpose, each Party shall indemnify and hold harmless each other Party for any loss, costs, or expense that may be imposed upon such other Party solely by virtue of Section 895.2. The provisions of Section 2778 of the California Civil Code are made a part of this Agreement as if set forth fully in this Agreement.

The members of the Board of Directors and the Officers and employees of the Authority shall act in good faith and in the best interests of the Authority in the performance of their duties. The members of the Board of Directors and Officers and employees shall be liable for an act or omission within the scope of their employment with the Authority as a public entity only in the event that they act or fail to act because of actual fraud, corruption, or malice. No member shall be liable for any actions taken or omissions by another member of the Board. Funds of the Authority shall be used to defend and indemnify members of the Board, Officers, and employees for any act or omission pursuant to the provisions of the Government Code Section 910 to 996.6, inclusive. The Authority may purchase insurance covering acts or omissions of the Board of Directors, Officers, and employees.

ARTICLE XXII - NOTICES

Notices to any or all Parties shall be sufficient if mailed to their respective addresses on file with the Authority. Notice to the Authority shall be sufficient if mailed to the official address of the Authority as established by Resolution. Notices of meetings may be given by electronic mail to the respective electronic mail addresses on file with the Authority, which notice shall be deemed sufficient notice.

ARTICLE XXIII - PROHIBITION AGAINST ASSIGNMENT

No Party may assign any right, claim, or interest it may have under this Agreement, and no creditor, assignee, or third party beneficiary of the Party shall have any right, claim or title to any part, share, interest, fund, premium, or asset of the Authority.

ARTICLE XXIV - ARBITRATION

Any controversy between the Parties hereto arising out of this Agreement shall be submitted to arbitration, and such arbitration shall comply with and be governed by the provisions of the California Arbitration Act, Sections 1280 through 1294.2 of the California Code of Civil Procedure.

ARTICLE XXV - AMENDMENTS

This Agreement may be amended at any time by approval of two-thirds of the Parties.

ARTICLE XXVI - AGREEMENT COMPLETE

The foregoing constitutes the full and complete agreement of the Parties. There are no oral understandings or agreements not set forth in writing herein.

In Witness Whereof, the undersigned Party hereto has executed this Agreement on the date indicated below:

Date: _____

By: _____
Printed Name of Authorized Signor

_____
Signature of Authorized Signor

_____
Title of Authorized Signor

_____
Name of Agency

Attachment C

CALIFORNIA TRANSIT SYSTEMS

JOINT POWERS AUTHORITY

BYLAWS

Effective – 2019

9-05C.1

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BYLAWS

For the regulation of the California Transit Systems Joint Powers Authority, except as otherwise provided by statute or the Joint Powers Agreement creating the California Transit Systems Joint Powers Authority, also known as the California Transit Indemnity Pool ("CalTIP").

ARTICLE I - DEFINITIONS

The terms in these Bylaws have the same definitions as those given in the Joint Powers Agreement Creating the California Transit Systems Joint Powers Authority, unless otherwise specified herein.

A. "Master Program Document" is a document issued by the Authority specifying the rights and obligations of the Authority and the Members in the Coverage Program as well as the procedures and operations of the program.

B. "Memorandum of Coverage" is the document issued by the Authority to the Members in a Coverage Program, specifying the type, term, and amount of coverage provided by the Authority.

ARTICLE II - OFFICES

The principal executive office for the transaction of business of the Authority is hereby fixed and located at the address shown in Appendix A. Notwithstanding Article XVI, the Board shall have the authority to change the location of the principal executive office from time to time by a simple majority vote of the Board of Directors present at a duly authorized meeting and with 30 days' prior notice of such change. A revised Appendix A will be distributed to all then current Parties to the Agreement. Other business offices may at any time be established by the Board at any place or places.

ARTICLE III - BOARD OF DIRECTORS

A. GOVERNING BOARD

In accordance with Article X of the Agreement, the Board of Directors shall be the governing body of the Authority. Each Party's governing board shall appoint, by resolution, an officer or employee of the Party to be the Director and one or more officers or employees of the Party to act as Alternate on the Board of Directors of the Authority. Such appointment shall not take effect until such resolution is received by the Authority at its executive office as defined in Article II above, and the appointees have complied with the Authority's Conflict of Interest Policy. Voting members of the Board of Directors shall be the Directors, or in the case of their absence, an Alternate. Alternates shall have all the same rights to hold office or sit on committees as a Director. No more than one alternate may exercise a Party's voting rights at a meeting.

The Board of Directors shall provide policy direction to the committees, the Officers, and any employees or contracted service providers of the Authority. The Board may delegate any and all powers except those specifically reserved onto the Board or specifically requiring a vote by the Board of Directors. The Board cannot delegate the following powers:

1. By a three-fourths vote of the Directors present and voting:
    a. Expel an existing member from the Authority.

2. By a two-thirds vote of the Directors present and voting:
    a. Accept a new Party to this Agreement.

3. By a majority vote of the Directors present and voting:
    a. Amend these Bylaws pursuant to Article XVI of these Bylaws;
    b. Create or terminate any self-insurance, group purchase insurance program, or Coverage program;
    c. Remove an officer of the Authority or committee member;
    d. Adopt an operating budget for each of the Authority's fiscal years;
    e. Authorize a payment of a dividend, or charge an assessment under a retrospective adjustment;
    f. Change the location of the principal executive office; or
    g. Authorize a cash assessment.

B. MEETINGS

All regular and special meetings of the Board of Directors shall be conducted in accordance with the Ralph M. Brown Act (Government Code Section 54950) as it now exists or may be amended from time to time. The Secretary shall cause notice to be given of all meetings and cause minutes to be prepared and distributed to the Board of Directors. The Board of Directors cannot conduct business unless a quorum is present at the meeting. A quorum consists of a majority of the Directors, or in the absence of a Director, the Alternate, that have complied with the requirements of Article III, A, and vacancies shall not be counted in determining a quorum. An official set of minutes of all Board meetings shall be kept at the principal executive offices of the Authority as defined in Article II.

All matters duly noticed and within the purview of the Board of Directors may be decided by a simple majority of those Directors voting at a regular or special meeting, unless the Governing Documents prescribe otherwise. Where the matter before the Board affects a particular Coverage Program, other than the financing of the Program, only those Directors representing Parties participating in the Coverage Program may vote; provided, however, that in the absence of a quorum of Coverage Program participant representatives the vote shall be by the Board of Directors.

The Board shall have at least one regular meeting a fiscal year. The date and time of such meeting and all other regular meetings of the Board for the next fiscal year shall be established by resolution of the Board adopted at the last regular Board meeting of the then current fiscal year.

Pursuant to Government Code Section 54956, a special meeting of the Board of Directors may be called by the Oversight Committee or by the Chairperson, with 24 hours' notice, stating the time and place of such meeting and the matter to be discussed. Such notice may be delivered personally, by way of electronic transmission (other than voice communication) or by mail. Notice by mail must be received at least 24 hours prior to the meeting.

All meetings may be postponed or cancelled by the Chairperson with at least 24 hours' prior notice.

ARTICLE IV - ELECTION AND DUTIES OF THE OFFICERS

A. ELECTION OF THE OFFICERS

The Officers of the Board of Directors shall be the Chairperson, Vice Chairperson, Treasurer, and

Secretary. The Officers shall be elected in the following manner:

1. Each Director may place any member of the Oversight Committee in nomination for the offices of Chairperson and Vice Chairperson. Each Director may place any member of the Board in nomination for the office of Treasurer.
2. Each Director shall cast one vote for the candidate of his or her choice for each office.
3. The terms of office of the Chairperson, the Vice Chairperson, and Treasurer shall be two years, commencing during the even numbered years. The Officers will begin serving terms upon the beginning of the fiscal year immediately following the election. The terms as Officers will end on the last day of a fiscal year. No officer may serve more than three consecutive terms in the same office. An exception may be made for the Treasurer's office if there are no other qualified Directors to serve.
4. Elections will be held whenever there is an Officer vacancy to fill the unexpired term.
5. The Office of the Secretary of the Board of Directors shall be the General Manager unless a separate Secretary of the Board of Directors is appointed by the Board of Directors.
6. The Office of Secretary has no set term but continues until there is a new General Manager or the Board appoints another as Secretary.

B. DUTIES OF THE OFFICERS

The duties of the Chairperson shall be to preside at all meetings of the Board and to perform such other duties as the Board may specify. Upon the death, incapacity, or vacancy in the office of the Chairperson, the Vice Chairperson shall succeed to such office automatically, subject to ratification by the Board at its next meeting, at which time the Board shall also elect a new Vice Chairperson.

The duties of the Vice Chairperson shall be to act as the Chairperson in the absence of the Chairperson and to perform such other duties as the Board may specify.

The duties of the Treasurer shall be those specified in the Agreement, duties imposed on the Treasurer and Controller/Auditor as defined in Section 6505.5 and 6506 of the California Government Code and other duties as required by law or as specified by the Board. The Authority, at its own expense, shall maintain a bond covering the Treasurer and any other person having contact with funds of the Authority in an amount not less than $250,000.

The duties of the Secretary shall be to cause minutes to be kept and to perform such other duties as the Board may specify.

ARTICLE V - OVERSIGHT COMMITTEE

There shall be an Oversight Committee consisting of not less than seven nor more than nine members from the Board of Directors. The Board of Directors shall elect each member to a term of two-years concurrent with the fiscal year of the Authority, and commencing during the even numbered years. The Board of Directors shall determine the number of members to serve for the following two years at the time of each election. The elected members will begin serving terms upon the beginning of the fiscal year immediately following the election. The terms as elected members will end on the last day of a fiscal year. There is no maximum number of terms a member can serve. A vacancy shall be filled by an election by the Board of Directors at its next meeting.

The Board Chairperson shall be the Chair of the Oversight Committee. The Board Vice Chairperson shall be the Vice Chair of the Oversight Committee.

The Oversight Committee shall have the full authority of the Board of Directors except that authority for which the Board is precluded from delegating. The Oversight Committee shall review disputes between a Party and the Authority, and make a determination of appropriate action, regarding coverage or the administration of the Authority, enter into contracts where such authority has not been delegated to another, contract for a financial audit and for general legal services. The Oversight Committee shall monitor the performance and the operations of the Authority and Board policy and make recommendations of change where the Committee deems appropriate.

A majority of the members of the Oversight Committee shall constitute a quorum. An action by the Oversight Committee shall require a majority vote of those in attendance. Vacancies shall not be counted in determining a quorum.

ARTICLE VI - ADDITIONAL COMMITTEES

In addition to the Oversight Committee, there shall be a Member Services Committee and a Finance and Administration Committee.

A. MEMBER SERVICES COMMITTEE

The Member Services Committee shall consist of not less than five nor more than nine members of the Board of Directors, at the discretion of the Oversight Committee. The members are to be elected by the Oversight Committee. The terms of office shall be two years, with half the elected positions incepting on fiscal years starting on even numbered years and half the elected positions incepting on fiscal years starting on odd numbered years, if there are an even number of committee members. If the committee has an odd number of members, then the majority of the terms (half plus one) will incept on even years and the remaining members' terms incept on odd years. There is no maximum number of terms a member can serve. A vacancy shall be filled by an election by the Oversight Committee.

The Chairperson of the Member Services Committee shall serve a one-year term concurrent with the fiscal year of the Authority. Upon the completion of the term of the Committee Chair, the Committee Vice Chairperson shall become the Committee Chair. The Member Services Committee shall elect a new Vice Chairperson at its first meeting of the fiscal year of the Authority in which the Committee Vice Chairperson will be serving. In the absence of the Committee Chairperson, the Committee Vice Chairperson shall assume the role of Chairperson. If the Committee Chairperson has resigned or becomes incapacitated, the Committee Vice Chairperson shall assume the position as Chairperson and the Committee shall elect a new Vice Chairperson.

The Member Services Committee shall review applications for membership and make recommendations to the Board of Directors, underwrite Members of a Coverage Program, review claims made against a Coverage Program and take action as needed, including providing settlement authority, and implement safety and loss control strategies.

A majority of the members of the Member Services Committee shall constitute a quorum. An action by the Member Services Committee shall require a majority vote of those in attendance. Vacancies shall not be counted in determining a quorum.

B. FINANCE AND ADMINISTRATION COMMITTEE

The Finance and Administration Committee shall consist of not less than five nor more than nine members of the Board of Directors, at the discretion of the Oversight Committee. All but one of the members is to be elected by the Oversight Committee, and the remaining member being the Treasurer, who shall have all the same rights as the other members. The terms of office shall be two years, with half the elected positions incepting on fiscal years starting on even numbered years and half the elected positions incepting on fiscal years starting on odd numbered years, if there are an even number of committee members. If the committee has an odd number of members, then the majority of the terms (half plus one) will incept on even years and the remaining members' terms incept on odd years. There is no maximum number of terms a member can serve. A vacancy shall be filled by an election by the Oversight Committee.

The Chairperson of the Finance and Administration Committee shall serve a one-year term concurrent with the fiscal year of the Authority. Upon the completion of the term of the Committee Chair, the Committee Vice Chairperson shall become the Committee Chair. The Finance and Administration Committee shall elect a new Committee Vice Chairperson at its first meeting of the fiscal year of the Authority in which the Committee Vice Chairperson shall be serving. In the absence of the Committee Chairperson, the Committee Vice Chairperson shall assume the role of Chairperson. If the Committee Chairperson has resigned or becomes incapacitated, the Committee Vice Chairperson shall assume the position as Chairperson and the Committee shall elect a new Vice Chairperson.

The Finance and Administration Committee shall review current financial conditions of the Authority and provide direction in the development of the budget for the coming fiscal year, review the allocation of revenues in the budget and make recommendations for change to the Board of Directors, and recommend to the Board the appropriate reserves for contingencies.

A majority of the members of the Finance and Administration Committee shall constitute a quorum. An action by the Finance and Administration Committee shall require a majority vote of those in attendance. Vacancies shall not be counted in determining a quorum.

C. OTHER COMMITTEES

The Board of Directors may establish additional standing or ad hoc committees and delegate authority to such committees to accomplish certain tasks. Members of a committee shall remain members of that committee until such time as the Board appoints new members to the committee, the committee is dissolved by the Board, or the purpose has been completed and there are no more responsibilities assigned to the committee.

A quorum of a committee created under this section shall be a majority of the members of the committee, without counting any vacant positions. All actions by such committee shall require a majority vote of those in attendance, unless otherwise specifically stated.

Each committee shall appoint a chairperson who shall call the meetings.

ARTICLE VII – FISCAL YEAR

The fiscal year shall commence on May 1 of each year and conclude on April 30 of the following year. Revenue and expenses shall be recorded on a full accrual basis.

ARTICLE VIII - BUDGET

A budget shall be adopted prior to the inception of the fiscal year. The Budget shall separately show the following:

1. General and administrative costs;
2. Contributions, projected interest income and other income; and
3. The actuarially estimated claims and allocated claims adjustment costs.

ARTICLE IX - RECEIPT AND DISBURSEMENT OF FUNDS

Payments to the Authority shall be received at its principal executive office. The Treasurer or other designee shall safeguard and invest funds in accordance with the Authority's current Investment Policy.

All disbursements (via check or electronic funds transfer) issuing funds of the Authority (for other than the payment of claims) shall require the signatures or approvals of the Treasurer and Chairperson, Vice Chairperson, or other Director or designee as approved by the Board. A register of all checks or electronic funds transfers issued since the last Board meeting shall be provided at each Board meeting and approved by the Board.

ARTICLE X – RESPONSIBILITIES OF THE PARTY

The Authority is a participatory organization with the goal of reducing exposures to losses. To facilitate this goal, each Party agrees to perform the following functions in discharging its responsibilities:

1. Abide by all the rules and obligations imposed upon the Party by the Agreement, these Bylaws, any administrative policies and procedures adopted, any Master Program Documents and Memoranda of Coverage for any and all Coverage Programs to which the Member participates;
2. Appoint a Director and at least one Alternate to the Board;
3. Participate in the Liability Coverage Program;
4. Remit Contributions and other amounts due within 30 days of the date of invoice;
5. Cooperate fully with the Authority in reporting, and in determining the cause of claims and in the settlement of such claims; and
6. Upon withdrawal from the Authority, the Party shall remain responsible for any losses and any other costs which it has incurred while a Member of a Coverage Program and a Party to the Agreement.

ARTICLE XI - COVERAGE PROGRAMS

All Parties to the Agreement shall participate in the Liability Coverage Program. Participation in any other Coverage Program is at the discretion of the Party.

Each Coverage Program shall have a Master Program Document that describes the rights and duties of the Authority, the Member, and the process by which the Coverage Program will be administered.

ARTICLE XII - PENALTY FOR MONEY IN ARREARS

The penalty for Contributions not paid to the Authority within 30 days of the date of the invoice shall be the prime interest rate plus two points on the amount of Contributions owed. The prime rate used for penalty calculation will be the prime rate in effect 30 days after the invoice date at the commercial bank which holds funds of the Authority. This penalty is subject to a minimum amount established by resolution of the Board of Directors.

On appeal to the Oversight Committee, the Committee may waive the late payment penalty if the Party shows a hardship and presents a plan for repayment, if not already paid. Alternatively, or in addition, the Oversight Committee may prescribe or approve a payment plan for the Party other than those outlined in the Governing Documents of the Authority.

ARTICLE XIII - RIGHT OF OFFSET

The Authority may offset any moneys owed to a Party, with amounts owed by the Party to the Authority whether the amounts owed by the Party are Contributions or any other amounts owed.

ARTICLE XIV - NEW PARTIES TO THE AGREEMENT

A qualified public entity requesting to be a Party to the Authority shall complete an application form and provide other information and documentation requested by the Authority, including that required by any Coverage Program in which the prospective Party would like to participate.

Each prospective Party will submit a non-refundable application fee, as determined by the Board, to defray processing costs along with its completed application form. The prospective Party shall be presented in summary to the Board of Directors for a vote in accordance with the Agreement.

ARTICLE XV - HIERARCHY OF GOVERNING DOCUMENTS

The Agreement forming the Authority shall be superior to these Bylaws and any provisions in these Bylaws that are contradictory or in conflict with any provisions in the Agreement shall be interpreted to be consistent with the Agreement or be voided to the extent it conflicts or is contradictory. The Board shall adopt Master Program Documents, and policies or procedures. However, such other documents shall be consistent with the Agreement and these Bylaws, and to the extent they are not consistent, those documents will be superseded by the Agreement and Bylaws.

ARTICLE XVI - AMENDMENTS

These Bylaws may be amended by a majority vote of the Directors present and voting, provided that any amendment is compatible with the purposes of the Authority, is not in conflict with the Agreement, and has been submitted to the Board at least 30 days in advance. Any such amendment shall be effective immediately, unless otherwise designated.

APPENDIX A - PRINCIPAL EXECUTIVE OFFICE

The principal executive office for the transaction of business of the Authority is hereby fixed and located at:

1750 Creekside Oaks Drive, Suite 200

Sacramento, CA 95833

Attachment D

California Transit Systems Joint Powers Authority

Comparison of JPA Agreements – Current versus Proposed

Current to Proposed:

Current JPA Reference	Changes in Proposed JPA	Proposed JPA Reference
Page 1, Lines 1 - 3	Changing the opening paragraph prior to recitals for clarification purposes.	Page 1, Lines 1 - 3
Page 1, Line 27	Adding language to clarify the amended Agreement will become effective as soon as three-quarters of the current Parties to the Agreement approve the Agreement.	Page 1, Lines 26 - 27
Page 2, Lines 81 - 83	Article IV – Term of Agreement: Adding language to clarify the agreement is effective as amended from time to time.	Page 2, Lines 85 - 87
Page 3, Line 111 - 112	Article VII – Governing Documents: Including language stating the amended Bylaws are attached to the document and noting they will be deemed adopted upon the effective date of the Agreement. (The Board has the authority to adopt the Bylaws; however, because some of the amendments to the Bylaws dovetail with the amendments to the Agreement, the Board adopted the amended Bylaws to become effective upon the effective date of the Agreement). The language was also changed to clarify the Board may amend the Bylaws.	Page 3, Lines 113 - 114
Page 3, Line 130	Article VIII – Responsibilities of the Parties: Clarifying one or more Alternates may be appointed to the Board, which is CalTIP's current practice.	Page 3, Line 134
Page 4, Lines 148 - 154	Article X – Board of Directors: Adding language to maintain consistency regarding appointment of "one or more Alternates" to the Board, referring to the Bylaws for specifics regarding the constitution of the Board of Directors, and removing the specifics from the Agreement.	Page 4, Lines 153 - 154
Page 5, Line 202 - 203	Article XVI – New Parties: Removing the quorum requirement from this section of the Agreement. Specifics regarding the quorum requirement are contained in the amended Bylaws. (The Bylaws require a two-thirds affirmative vote of the Board present and voting).	N/A
Page 6, Lines 221 - 223	Article XVIII – Expulsion: Removing the quorum requirement from this section of the Agreement and referencing the Bylaws. (The Bylaws require a three-fourths vote of the Board present and voting). Adding language to clarify written notice of such action will be provided to the expelled Party at least 90 days prior to the effective date of the expulsion.	Page 6, Lines 220 - 222
N/A	Article XXII – Notices: Adding language stating notices of meetings may be provided via e-mail.	Page 7, Lines 290 - 291
Page 7, Line 303	Article XXV – Amendments: Changing the approval requirement to amend the Agreement from three-fourths of the Parties to two-thirds of the Parties for future amendments.	Page 7, Line 310

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CALIFORNIA TRANSIT SYSTEMS

JOINT POWERS AUTHORITY

JOINT POWERS AUTHORITY AGREEMENT

May 2011

9-05D.2

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This Agreement is executed in the State of California by and among those public entities which are parties signatory to this Agreement. All parties signatory to this Agreement shall hereinafter be called "Party" [collectively "Parties"].

RECITALS

Whereas, Article 1, Chapter 5, Division 7, Title 1 of the California Government Code (Section 6500 et seq.) permits two or more public entities, by agreement, to exercise jointly powers common to the contracting parties; and

Whereas, it is the mutual benefit of the Parties and in the public interest that the Parties join together to provide:

- Pooling of their self-insured losses caused by injury to, or disease of, a person or damage to property;
- Sharing the cost of excess insurance or reinsurance, if any, or pooling with other joint powers authorities or public entity pooling arrangement; and
- Sharing the administration of the Authority created by this document.

Whereas, each Party desires to enter into this Agreement with each of the other Parties for the purpose of joint risk sharing and/or insuring against various risk of loss jointly, rather than individually;

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

AGREEMENT

This amended Agreement replaces the original Agreement and any prior amendments that may exist.

This Agreement is made under the authority of Government Code Section 6500 et seq. between the undersigned public entities, after the governing boards of the entities determine that it is in their best interest to execute this Agreement.

ARTICLE I - PURPOSE

The purpose of this Agreement is to exercise jointly powers common to each Party by:

- Creating an authority under Government Code Section 6500 et seq., a public entity that is separate and apart from the Parties, to be known as the California Transit System Joint Powers Authority, to administer a self-insurance pool,
- Sharing losses and purchase as a group, insurance or reinsurance and participate in other joint powers authorities or other public entity pooling arrangements,
- Maintaining funds sufficient to pay the losses to which the Parties agree to share through a Coverage Program, and
- Purchasing jointly administrative and other services, including risk management, loss prevention, and legal defense in connection with the Coverage Programs.

ARTICLE II - CREATION OF THE CALIFORNIA TRANSIT SYSTEMS JOINT POWERS AUTHORITY

Pursuant to Government Code Section 6500 et seq., the Parties to this Agreement hereby create a public entity separate and apart from the Parties. This public entity created by this Agreement shall be known as the California Transit Systems Joint Powers Authority.

ARTICLE III - DEFINITIONS

1. "Authority" shall mean the California Transit Systems Joint Powers Authority.
2. "Board" or "Board of Directors" shall mean the governing board of the Authority.
3. "Coverage Programs" shall mean programs as defined and adopted by the Board which may, but need not be limited to pooled risk programs, group purchase of insurance or reinsurance, or participation in other public entity pooling programs.
4. "Coverage Program Documents" shall mean the Master Program Document defining the policies and procedures of the program and the Memorandum of Coverage defining the coverage provided by the program.
5. "Contributions" shall mean payments by Members to the Authority, for other than interest, penalties paid, or reimbursements for payments made on behalf of the Member, for which the Authority is not liable.
6. "Governing Documents" shall be those documents described in Article VII, Governing Documents.
7. "Member" or collectively "Members" shall mean a Party who is participating in a particular Coverage Program.
8. "Party" shall mean a signatory to this Agreement.
9. "Officer" shall mean an officer of the Authority as defined in Article XIII.

ARTICLE IV - PARTIES TO THIS AGREEMENT

Each Party to this Agreement certifies that it intends to, and does, contract with all other Parties who are signatories to this Agreement, and any signatories that may sign this Agreement in the future, pursuant to Article XVI. The withdrawal of any Party to this Agreement shall not affect this Agreement as respects the remaining Parties and those remaining Parties' intent to be bound by this Agreement.

ARTICLE V - TERM OF AGREEMENT

As authorized by Government Code Section 6510, this Agreement was effective from May 1, 1987 and shall stay in full force, as is, as amended on May 1, 2012 or any other subsequent amendments, until terminated in accordance with Article XX.

ARTICLE VI - POWERS OF THE AUTHORITY

The powers of the Authority shall be the powers enjoyed by the County of Nevada or, if the County of Nevada is no longer a Party to this Agreement then, the County of Siskiyou, and is authorized to do all acts necessary to fulfill the purposes of this Agreement including, but not limited to, the following:

1. Make and enter into contracts;
2. Incur debts, liabilities and obligations, but no debt, liability or obligation of the Authority is the debt, liability or obligation of any Party except as otherwise provided;
3. Acquire, hold or dispose of real and personal property;
4. Receive contributions and donations of property, funds, services and other forms of assistance from any source;
5. Assess Parties as deemed appropriate by the Board;
6. Sue and be sued in its own name;
7. Acquire, construct, manage and maintain buildings; and
8. Lease real or personal property including property of a Party, and receive, collect, invest and disburse monies.

These powers shall be executed in a manner provided by appropriate law and as set forth in this Agreement.

ARTICLE VII - GOVERNING DOCUMENTS

The Board of Directors shall adopt Bylaws consistent with this Agreement and applicable law to govern the operations of the Authority. The Board of Directors may adopt Coverage Program Documents, consistent with this Agreement and the Bylaws. These Coverage Program Documents define the Coverage Programs, the Members rights and duties, the Authority's rights and duties, and the operations of the programs. The Board may also adopt policies and procedures, consistent with this Agreement, the Bylaws, or Coverage Program Documents, to assist in the governance of the Authority's operations and activities. The Agreement, the Bylaws, Coverage Program Documents and policies and procedures adopted by the Board shall constitute the Governing Documents of the Authority.

Unless otherwise stated, a Governing Document may be amended by a majority of the Board of Directors at a duly noticed regular or special Board meeting.

ARTICLE VIII - RESPONSIBILITIES OF THE PARTIES

The Parties to this Agreement shall have the following responsibilities:

1. To abide by the terms of this Agreement and other Governing Documents;
2. To cooperate fully with the Authority in the settlement of claims;
3. To pay Contributions, assessments, or other charges promptly to the Authority when due; and
4. To appoint a Director and an Alternate to the Board of Directors and to reappoint those positions upon the departure of anyone from those positions.

ARTICLE IX - POWERS RESERVED UNTO THE PARTIES

The Parties reserve unto themselves the following powers:

1. To amend this Agreement;
2. Appoint the Representatives and Alternates to the Board of Directors; and
3. To terminate the Authority in accordance with Article XX.

ARTICLE X - BOARD OF DIRECTORS

There shall be a Board of Directors to govern the affairs of the Authority. The Board of Directors shall have all the powers of the Authority except those specifically reserved to the Parties. The Board of Directors shall have the authority to create committees as deemed necessary for the operations of the Authority. The Board has the power to delegate any and all of its powers, not specifically reserved exclusively to the Board, to a committee or an Officer of the Authority.

The Board of Directors shall consist of one Director and one Alternate from each Party to this Agreement. The Party shall appoint by official action an officer or employee of the Party to be the Director and such appointment shall remain in effect until such time as the Party appoints another to be the Director. The Party shall appoint by official action an officer or employee of the Party to be the Alternate and such appointment shall remain in effect until such time as the Party appoints another to be the Alternate. Each Director shall have one vote, and each Alternate shall have one vote only if the Director for which he/she is an Alternate is absent from the meeting.

ARTICLE XI - DUTIES OF THE BOARD NOT DELEGABLE

The Board may not delegate to any committee, office or person the authority to:

1. Adopt, amend or alter the Bylaws;
2. Adopt the Authority's Annual Budget;
3. Create a Coverage Program;
4. Accept a Party to this Agreement; or
5. Expel a Party to this Agreement.

ARTICLE XII - BOARD MEETINGS AND RECORDS

The Board of Directors shall hold at least one meeting each fiscal year. Regular and special meetings may be called in accordance with the Bylaws of this Authority and applicable laws. All meetings shall be open to the public except as permitted by Government Code Section 54950 et seq. The Secretary shall keep full and complete minutes of all Board meetings.

ARTICLE XIII - OFFICERS OF THE AUTHORITY

The Board shall elect one of its members as Chairperson and one as Vice Chairperson. The Board shall appoint a Secretary. The duties of the Chairperson, Vice Chairperson and Secretary shall be defined in the Bylaws.

In lieu of the designation of a treasurer and auditor as per Government Code Section 6505.6, the Board shall elect a Treasurer, who shall have, among other duties defined in the Bylaws, the duties of the treasurer and auditor as described in Government Code Section 6505.5.

The Board may appoint other officers of the Authority as described in the Bylaws.

ARTICLE XIV - ANNUAL BUDGET

Pursuant to Government Code Section 6508, the Board shall approve a budget for any given fiscal year prior to the inception of that year.

ARTICLE XV - ADMINISTRATION OF FUNDS

The Authority shall be responsible for the strict accountability of all funds and reports of all receipts and disbursements in conformity with Government Code Section 6505. All funds of the Authority may be held in common although there shall be a separate accounting for funds of each Coverage Program.

ARTICLE XVI - NEW PARTIES

Prospective Parties may apply to the Board of Directors at any time. The Board shall have the power to accept a prospective Party, after reviewing their application, with at least two-thirds affirmative vote of the entire Board. The membership shall become effective upon the Board's approval and the signing of this Agreement, participation in all mandatory Coverage Programs, and compliance with any and all other requirements imposed upon membership by the Bylaws or other Governing Documents.

ARTICLE XVII - WITHDRAWAL

A Party to this Agreement may not withdraw as a party to this Agreement prior to being a Party for at least three full fiscal years. A Party, who has been a Party for at least three full fiscal years, may withdraw from this Agreement only on the completion of a fiscal year. The Party must provide the Chairperson written notice of intent to withdraw at least six-months prior to withdrawal. The Party may rescind its notice of intent to withdraw at any time prior to ninety-days prior to the commencement of the next fiscal year. The Board may authorize rescission of the intent to withdraw upon a Party's request pursuant to the Bylaws at any time.

ARTICLE XVIII - EXPULSION

The Authority may expel a Party to this Agreement as a Party by a three-fourth vote of the entire Board. The Party shall be given written notice of such action of the Board at least ninety-days prior to the expulsion.

ARTICLE XIX - EFFECT OF EXPULSION OR WITHDRAWAL

Pursuant to Government Code Section 6512.2, termination of any Party to this Agreement as a Party shall not be construed to be completion of the purpose of the Agreement and shall not require the return of any Contributions, payments or advances made by the Party until the Agreement is rescinded or terminated by all Parties in accordance with Article XX.

Termination of a Party to this Agreement as a Party shall not terminate its continuing responsibilities defined in any Governing Document or Coverage Program Document for the period of time in which the Party participated, including, but not limited to:

1. Cooperate fully with the Authority in the investigation and settlement of a claim;
2. Pay any Contributions, retentions or deductibles, assessments or other charges which are due and payable; and
3. Provide any statistical or loss experience data and other information as may be necessary for the Authority to carry out the purpose of this Agreement.

ARTICLE XX - TERMINATION AND DISTRIBUTION

This Agreement may be terminated at any time with written consent of three-fourths of the Parties; provided, however, that this Agreement and the Authority shall exist for the purpose of disposing of all claims, distribution of assets and any other functions necessary to wind up the affairs of the Authority. The Board shall be vested with all the powers of the Authority for the purposes of winding down and dissolving the business affairs of the Authority, including the power to assess past and present Parties in accordance with Coverage Program Documents.

In accordance with Government Code Section 6512, all assets of the Authority shall be distributed among those who were Parties within ten years of termination, in proportion to the Parties' Contributions. The Board shall determine when claims and liabilities are sufficiently realized as to not jeopardize the payment of any claim or liability that may arise in the future.

ARTICLE XXI - LIABILITY AND INDEMNIFICATION

Pursuant to Government Code Section 6508.1, the debts, liabilities and obligations of the Authority shall not constitute debts, liabilities or obligations of any Party, except to the extent and in the proportions, imposed by the Bylaws or other Governing Documents. Each Party is independent of every other Party and of the Authority and not the agent of any Party or of the Authority. In contemplation of the provisions of Section 895.2 of the California Government Code, imposing certain tort liability jointly

upon public entities, solely by reason of a joint powers agreement as defined in Section 895 of that code, each Party, as between each other, pursuant to the authorization contained in Section 895.4 and 895.6 of that code, does hereby assume the full liability imposed upon it, or any of its officers, agents, or employees by law for injury caused by a negligent or wrongful act or omission occurring in the performance of this Agreement, to the same extent that such liability would be imposed in the absence of Section 895.2 of the California Government Code. To achieve the above-stated purpose, each Party shall indemnify and hold harmless each other Party for any loss, costs, or expense that may be imposed upon such other Party solely by virtue of Section 895.2. The provisions of Section 2778 of the California Civil Code are made a part of this Agreement as if set forth fully in this Agreement.

The members of the Board of Directors and the Officers and employees of the Authority shall act in good faith and in the best interests of the Authority in the performance of their duties. The members of the Board of Directors and Officers and employees shall be liable for an act or omission within the scope of their employment with the Authority as a public entity only in the event that they act or fail to act because of actual fraud, corruption, or malice. No member shall be liable for any actions taken or omissions by another member of the Board. Funds of the Authority shall be used to defend and indemnify members of the Board, Officers, and employees for any act or omission pursuant to the provisions of the Government Code Section 910 to 996.6, inclusive. The Authority may purchase insurance covering acts or omissions of the Board of Directors, Officers, and employees.

ARTICLE XXII - NOTICES

Notices to any or all Parties shall be sufficient if mailed to their respective addresses on file with the Authority. Notice to the Authority shall be sufficient if mailed to the official address of the Authority as established by Resolution.

ARTICLE XXIII - PROHIBITION AGAINST ASSIGNMENT

No Party may assign any right, claim, or interest it may have under this Agreement, and no creditor, assignee, or third party beneficiary of the Party shall have any right, claim or title to any part, share, interest, fund, premium, or asset of the Authority.

ARTICLE XXIV - ARBITRATION

Any controversy between the Parties hereto arising out of this Agreement shall be submitted to arbitration, and such arbitration shall comply with and be governed by the provisions of the California Arbitration Act, Sections 1280 through 1294.2 of the California Code of Civil Procedure.

ARTICLE XXV - AMENDMENTS

This Agreement may be amended at any time by approval of three-fourths of the Parties.

ARTICLE XXVI - AGREEMENT COMPLETE

The foregoing constitutes the full and complete agreement of the Parties. There are no oral understandings or agreements not set forth in writing herein.

In Witness Whereof, the undersigned Party hereto has executed this Agreement on the date indicated below:

Date: _____ By: _____

Printed Name of Authorized Signor

_____

Signature of Authorized Signor

_____

Title of Authorized Signor

_____

Name of Agency

Attachment D

CALIFORNIA TRANSIT SYSTEMS

JOINT POWERS AUTHORITY

AMENDED AND RESTATED
JOINT POWERS AUTHORITY AGREEMENT

As Amended 2019

9-05D.12

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This Amended and Restated Joint Powers Agreement ("Agreement") is executed by and among those public entities which are signatories to this Agreement. Such parties shall hereinafter be referred to individually as "Party" or collectively, "Parties."

RECITALS

Whereas, Article 1, Chapter 5, Division 7, Title 1 of the California Government Code (Section 6500 et seq.) permits two or more public entities, by agreement, to exercise jointly powers common to the contracting parties; and

Whereas, it is the mutual benefit of the Parties and in the public interest that the Parties join together to provide:

- Pooling of their self-insured losses caused by injury to, or disease of, a person or damage to property;
- Sharing the cost of excess insurance or reinsurance, if any, or pooling with other joint powers authorities or public entity pooling arrangement; and
- Sharing the administration of the Authority created by this document.

Whereas, each Party desires to enter into this Agreement with each of the other Parties for the purpose of joint risk sharing and/or insuring against various risk of loss jointly, rather than individually;

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

AGREEMENT

This amended Agreement replaces and restates in its entirety the Agreement and any prior amendments that may exist and is effective upon approval by three-quarters of the current Parties to the Agreement.

This Agreement is made under the authority of Government Code Section 6500 et seq. between the undersigned public entities, after the governing boards of the entities determine that it is in their best interest to execute this Agreement.

ARTICLE I - PURPOSE

The purpose of this Agreement is to exercise jointly powers common to each Party by:

- Creating an authority under Government Code Section 6500 et seq., a public entity that is separate and apart from the Parties, to be known as the California Transit System Joint Powers Authority, to administer a self-insurance pool,
- Sharing losses and purchase as a group, insurance or reinsurance and participate in other joint powers authorities or other public entity pooling arrangements,
- Maintaining funds sufficient to pay the losses to which the Parties agree to share through a Coverage Program, and
- Purchasing jointly administrative and other services, including risk management, loss prevention, and legal defense in connection with the Coverage Programs.

ARTICLE II - CREATION OF THE CALIFORNIA TRANSIT SYSTEMS JOINT POWERS AUTHORITY

Pursuant to Government Code Section 6500 et seq., the Parties to this Agreement hereby create a public entity separate and apart from the Parties. This public entity created by this Agreement shall be known as the California Transit Systems Joint Powers Authority.

ARTICLE III - DEFINITIONS

1. "Authority" shall mean the California Transit Systems Joint Powers Authority.
2. "Board" or "Board of Directors" shall mean the governing board of the Authority.
3. "Coverage Programs" shall mean programs as defined and adopted by the Board which may, but need not be limited to pooled risk programs, group purchase of insurance or reinsurance, or participation in other public entity pooling programs.
4. "Coverage Program Documents" shall mean the Master Program Document defining the policies and procedures of the program and the Memorandum of Coverage defining the coverage provided by the program.
5. "Contributions" shall mean payments by Members to the Authority, for other than interest, penalties paid, or reimbursements for payments made on behalf of the Member, for which the Authority is not liable.
6. "Governing Documents" shall be those documents described in Article VII, Governing Documents.
7. "Member" or collectively "Members" shall mean a Party who is participating in a particular Coverage Program.
8. "Party" shall mean a signatory to this Agreement.
9. "Officer" shall mean an officer of the Authority as defined in Article XIII.

ARTICLE IV - PARTIES TO THIS AGREEMENT

Each Party to this Agreement certifies that it intends to, and does, contract with all other Parties who are signatories to this Agreement, and any signatories that may sign this Agreement in the future, pursuant to Article XVI. The withdrawal of any Party to this Agreement shall not affect this Agreement as respects the remaining Parties and those remaining Parties' intent to be bound by this Agreement.

ARTICLE V - TERM OF AGREEMENT

As authorized by Government Code Section 6510, this Agreement which was originally effective May 1, 1987 shall stay in full force, as amended from time to time, until terminated in accordance with Article XX.

ARTICLE VI - POWERS OF THE AUTHORITY

The powers of the Authority shall be the powers enjoyed by the County of Nevada or, if the County of Nevada is no longer a Party to this Agreement then, the County of Siskiyou, and is authorized to do all acts necessary to fulfill the purposes of this Agreement including, but not limited to, the following:

1. Make and enter into contracts;
2. Incur debts, liabilities and obligations, but no debt, liability or obligation of the Authority is the debt, liability or obligation of any Party except as otherwise provided;
3. Acquire, hold or dispose of real and personal property;
4. Receive contributions and donations of property, funds, services and other forms of assistance from any source;
5. Assess Parties as deemed appropriate by the Board;
6. Sue and be sued in its own name;
7. Acquire, construct, manage and maintain buildings; and
8. Lease real or personal property including property of a Party, and receive, collect, invest and disburse monies.

These powers shall be executed in a manner provided by appropriate law and as set forth in this Agreement.

ARTICLE VII - GOVERNING DOCUMENTS

The attached amended Bylaws shall be deemed adopted upon the effective date of this Agreement. Thereafter, the Board of Directors may amend the Bylaws consistent with this Agreement and applicable law to govern the operations of the Authority. The Board of Directors may adopt Coverage Program Documents, consistent with this Agreement and the Bylaws. These Coverage Program Documents define the Coverage Programs, the Members' rights and duties, the Authority's rights and duties, and the operations of the programs. The Board may also adopt policies and procedures, consistent with this Agreement, the Bylaws, or Coverage Program Documents, to assist in the governance of the Authority's operations and activities. The Agreement, the Bylaws, Coverage Program Documents and policies and procedures adopted by the Board shall constitute the Governing Documents of the Authority.

Unless otherwise stated, a Governing Document may be amended by a majority of the Board of Directors at a duly noticed regular or special Board meeting.

ARTICLE VIII - RESPONSIBILITIES OF THE PARTIES

The Parties to this Agreement shall have the following responsibilities:

1. To abide by the terms of this Agreement and other Governing Documents;
2. To cooperate fully with the Authority in the settlement of claims;
3. To pay Contributions, assessments, or other charges promptly to the Authority when due; and
4. To appoint a Director and one or more Alternates to the Board of Directors and to reappoint those positions upon the departure of anyone from those positions.

ARTICLE IX - POWERS RESERVED UNTO THE PARTIES

The Parties reserve unto themselves the following powers:

1. To amend this Agreement;
2. Appoint the Representatives and Alternates to the Board of Directors; and
3. To terminate the Authority in accordance with Article XX.

ARTICLE X - BOARD OF DIRECTORS

There shall be a Board of Directors to govern the affairs of the Authority. The Board of Directors shall have all the powers of the Authority except those specifically reserved to the Parties. The Board of Directors shall have the authority to create committees as deemed necessary for the operations of the Authority. The Board has the power to delegate any and all of its powers, not specifically reserved exclusively to the Board, to a committee or an Officer of the Authority.

The Board of Directors shall consist of one Director and one or more Alternates for each Party to this Agreement as provided for in the Bylaws.

ARTICLE XI - DUTIES OF THE BOARD NOT DELEGABLE

The Board may not delegate to any committee, office or person the authority to:

1. Adopt, amend or alter the Bylaws;
2. Adopt the Authority's Annual Budget;
3. Create a Coverage Program;
4. Accept a Party to this Agreement; or
5. Expel a Party to this Agreement.

ARTICLE XII - BOARD MEETINGS AND RECORDS

The Board of Directors shall hold at least one meeting each fiscal year. Regular and special meetings may be called in accordance with the Bylaws of this Authority and applicable laws. All meetings shall be open to the public except as permitted by Government Code Section 54950 et seq. The Secretary shall keep full and complete minutes of all Board meetings.

ARTICLE XIII - OFFICERS OF THE AUTHORITY

The Board shall elect one of its members as Chairperson and one as Vice Chairperson. The Board shall appoint a Secretary. The duties of the Chairperson, Vice Chairperson and Secretary shall be defined in the Bylaws.

In lieu of the designation of a treasurer and auditor as per Government Code Section 6505.6, the Board shall elect a Treasurer, who shall have, among other duties defined in the Bylaws, the duties of the treasurer and auditor as described in Government Code Section 6505.5.

The Board may appoint other officers of the Authority as described in the Bylaws.

ARTICLE XIV - ANNUAL BUDGET

Pursuant to Government Code Section 6508, the Board shall approve a budget for any given fiscal year prior to the inception of that year.

ARTICLE XV - ADMINISTRATION OF FUNDS

The Authority shall be responsible for the strict accountability of all funds and reports of all receipts and disbursements in conformity with Government Code Section 6505. All funds of the Authority may be held in common although there shall be a separate accounting for funds of each Coverage Program.

ARTICLE XVI - NEW PARTIES

Prospective Parties may apply to the Board of Directors at any time. The Board shall have the power to accept a prospective Party, after reviewing their application. The membership shall become effective upon the Board's approval and the signing of this Agreement, participation in all mandatory Coverage Programs, and compliance with any and all other requirements imposed upon membership by the Bylaws or other Governing Documents.

ARTICLE XVII - WITHDRAWAL

A Party to this Agreement may not withdraw as a party to this Agreement prior to being a Party for at least three full fiscal years. A Party, who has been a Party for at least three full fiscal years, may withdraw from this Agreement only on the completion of a fiscal year. The Party must provide the Chairperson written notice of intent to withdraw at least six-months prior to withdrawal. The Party may rescind its notice of intent to withdraw at any time prior to ninety-days prior to the commencement of the next fiscal year. The Board may authorize rescission of the intent to withdraw upon a Party's request pursuant to the Bylaws at any time.

ARTICLE XVIII - EXPULSION

The Board may expel a Party to this Agreement as a Party as provided for in the Bylaws. The expelled Party shall be given written notice of such action of the Board at least ninety-days prior to the effective date of the expulsion.

ARTICLE XIX - EFFECT OF EXPULSION OR WITHDRAWAL

Pursuant to Government Code Section 6512.2, termination of any Party to this Agreement as a Party shall not be construed to be completion of the purpose of the Agreement and shall not require the return of any Contributions, payments or advances made by the Party until the Agreement is rescinded or terminated by all Parties in accordance with Article XX.

Termination of a Party to this Agreement as a Party shall not terminate its continuing responsibilities defined in any Governing Document or Coverage Program Document for the period of time in which the Party participated, including, but not limited to:

1. Cooperate fully with the Authority in the investigation and settlement of a claim;
2. Pay any Contributions, retentions or deductibles, assessments or other charges which are due and payable; and
3. Provide any statistical or loss experience data and other information as may be necessary for the Authority to carry out the purpose of this Agreement.

ARTICLE XX - TERMINATION AND DISTRIBUTION

This Agreement may be terminated at any time with written consent of three-fourths of the Parties; provided, however, that this Agreement and the Authority shall exist for the purpose of disposing of all claims, distribution of assets and any other functions necessary to wind up the affairs of the Authority. The Board shall be vested with all the powers of the Authority for the purposes of winding down and dissolving the business affairs of the Authority, including the power to assess past and present Parties in accordance with Coverage Program Documents.

In accordance with Government Code Section 6512, all assets of the Authority shall be distributed among those who were Parties within ten years of termination, in proportion to the Parties' Contributions. The Board shall determine when claims and liabilities are sufficiently realized as to not jeopardize the payment of any claim or liability that may arise in the future.

ARTICLE XXI - LIABILITY AND INDEMNIFICATION

Pursuant to Government Code Section 6508.1, the debts, liabilities and obligations of the Authority shall not constitute debts, liabilities or obligations of any Party, except to the extent and in the proportions, imposed by the Bylaws or other Governing Documents. Each Party is independent of every other Party and of the Authority and not the agent of any Party or of the Authority. In contemplation of the provisions of Section 895.2 of the California Government Code, imposing certain tort liability jointly

upon public entities, solely by reason of a joint powers agreement as defined in Section 895 of that code, each Party, as between each other, pursuant to the authorization contained in Section 895.4 and 895.6 of that code, does hereby assume the full liability imposed upon it, or any of its officers, agents, or employees by law for injury caused by a negligent or wrongful act or omission occurring in the performance of this Agreement, to the same extent that such liability would be imposed in the absence of Section 895.2 of the California Government Code. To achieve the above-stated purpose, each Party shall indemnify and hold harmless each other Party for any loss, costs, or expense that may be imposed upon such other Party solely by virtue of Section 895.2. The provisions of Section 2778 of the California Civil Code are made a part of this Agreement as if set forth fully in this Agreement.

The members of the Board of Directors and the Officers and employees of the Authority shall act in good faith and in the best interests of the Authority in the performance of their duties. The members of the Board of Directors and Officers and employees shall be liable for an act or omission within the scope of their employment with the Authority as a public entity only in the event that they act or fail to act because of actual fraud, corruption, or malice. No member shall be liable for any actions taken or omissions by another member of the Board. Funds of the Authority shall be used to defend and indemnify members of the Board, Officers, and employees for any act or omission pursuant to the provisions of the Government Code Section 910 to 996.6, inclusive. The Authority may purchase insurance covering acts or omissions of the Board of Directors, Officers, and employees.

ARTICLE XXII - NOTICES

Notices to any or all Parties shall be sufficient if mailed to their respective addresses on file with the Authority. Notice to the Authority shall be sufficient if mailed to the official address of the Authority as established by Resolution. Notices of meetings may be given by electronic mail to the respective electronic mail addresses on file with the Authority, which notice shall be deemed sufficient notice.

ARTICLE XXIII - PROHIBITION AGAINST ASSIGNMENT

No Party may assign any right, claim, or interest it may have under this Agreement, and no creditor, assignee, or third party beneficiary of the Party shall have any right, claim or title to any part, share, interest, fund, premium, or asset of the Authority.

ARTICLE XXIV - ARBITRATION

Any controversy between the Parties hereto arising out of this Agreement shall be submitted to arbitration, and such arbitration shall comply with and be governed by the provisions of the California Arbitration Act, Sections 1280 through 1294.2 of the California Code of Civil Procedure.

ARTICLE XXV - AMENDMENTS

This Agreement may be amended at any time by approval of two-thirds of the Parties.

ARTICLE XXVI - AGREEMENT COMPLETE

The foregoing constitutes the full and complete agreement of the Parties. There are no oral understandings or agreements not set forth in writing herein.

In Witness Whereof, the undersigned Party hereto has executed this Agreement on the date indicated below:

Date: _____ By: _____

Printed Name of Authorized Signor

_____

Signature of Authorized Signor

_____

Title of Authorized Signor

_____

Name of Agency

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Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Angela Aitken, CFO

SUBJECT: **RENEWAL OF LIABILITY AND VEHICLE PHYSICAL DAMAGE INSURANCE PROGRAM COVERAGE WITH CALTIP FOR FY20**

I. RECOMMENDED ACTION

That the Board of Directors authorize payment to the California Transit Indemnity Pool (CalTIP) in the amount of $779,637 for participation in the FY20 liability and vehicle physical damage insurance coverage programs

II. SUMMARY

- Santa Cruz Metropolitan Transit District (METRO) carries liability and vehicle physical damage insurance through CalTIP, a pool of California public transit agencies established in 1987.
- The Liability Program Contribution Deposit for FY20 in the amount of $663,274 provides for general liability and public officials' errors and omissions.
- The Vehicle Physical Damage Program Contribution Deposit for FY20 is $116,363 for vehicle physical damage insurance coverage.
- Staff recommends that the Board of Directors authorize payment to the California Transit Indemnity Pool (CalTIP) in the amount of $779,637 for participation in the FY20 liability and vehicle physical damage insurance coverage programs.

III. DISCUSSION/BACKGROUND

METRO has been a member of CalTIP since its inception in 1987. Each member agency has a representative on CalTIP's Board of Directors. Debbie Kinslow, Finance Deputy Director, is METRO's appointed director to the Board, and Ciro Aguirre, Chief Operations Officer, is an alternate.

Liability: CalTIP's Liability Program provides protection against covered losses for bodily injury or physical damage caused by METRO or an owned vehicle. The pooled and excess coverage provides general liability, public officials' errors and omissions, and vehicle liability. CalTIP self-funds or "pools" the first $2.0M of liability coverage for any claim. (The CalTIP Board approved an increase of $250K to the pooled layer limit to $2.0M beginning with the 2019/20 program year.) The $2.0M is inclusive of METRO's self-insured retention (SIR), which is $250K. CalTIP purchases reinsurance and excess insurance applying to losses

that exceed the $2.0M Pooled Layer. The general liability coverage limit is now $30M.

The premium for Liability coverage for FY20 is $663,274, an increase of $105,106 or 19% over FY19. This increase in premium is primarily due to limited renewal options in the excess and reinsurance layers due to poor loss experience in recent years; and, a hardening of the auto liability market coupled with additional funding required for the increase in the pool SIR from $1.75M to $2.0M. Catastrophic property related claims / losses due to weather extremes (flooding, thunderstorm, wildfire and hurricane) coupled with lower investment earnings have also contributed to premium increases in the liability insurance market.

Vehicle Physical Damage (VPD): The VPD Program provides comprehensive and collision coverage to transit, staff and maintenance vehicles. CalTIP currently self-funds, or "pools", the first $100K of coverage over the member agency's deductible. METRO's per vehicle deductible is $500 for non-revenue vehicles and $5K for buses and Paratransit vehicles. CalTIP purchases excess insurance for losses exceeding $100K and provides METRO with coverage up to $30M per occurrence.

The premium for vehicle physical damage coverage for FY20 is $116,363, an increase of $65,644 or 129% from FY19. This increase is attributable to updating the values for the replacement cost or "cost new" of the vehicles in METRO's fleet (specifically buses). The cost of a new bus has increased significantly in the last few years due to technological advances. The new buses we are ordering and purchasing, now come equipped with cameras, automated vehicle locator (AVL), automatic voice annunciation (AVA) or talking bus, and other bus specific equipment, that was not included in the "cost new" in the past.

Staff recommends that the Board of Directors authorize payment to the California Transit Indemnity Pool (CalTIP) in the amount of $779,637 for participation in the FY20 liability and vehicle physical damage insurance coverage programs.

IV. FINANCIAL CONSIDERATIONS/IMPACT

The following outlines the elements of the above recommendation:

1. Amount of recommendation: $779,637

2. Source of Funding: $679,637 from the FY20 Operating Budget – Finance & Paracruz Departments' budgets, and the use of $100,000 in retrospective premium adjustments (credit) from METRO's Rate Offset Reserve Fund (RORF). CalTIP holds the RORFs and members may elect to retain their

entire RORF balances on deposit with CalTIP or apply any portion thereof towards the respective gross contribution deposit.

3. Expense accounts to charge: Insurance Property - 506011 / Insurance PL&PD - 506015

V. ALTERNATIVES CONSIDERED

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

VI. ATTACHMENTS

None

Prepared by: Debbie Kinslow, Finance Deputy Director

VII. APPROVALS:

Approved as to fiscal impact:
Angela Aitken, CFO

dk (ow for AA

Alex Clifford, CEO/General Manager

Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Angela Aitken, CFO

SUBJECT: CONSIDERATION OF RESOLUTION APPROVING THE FY19 REVISED CAPITAL BUDGET

I. RECOMMENDED ACTION

That the Board of Directors adopt a resolution approving the FY19 Revised Capital Budget, as presented in Attachment B

II. SUMMARY

- The Board of Directors (Board) adopted the FY19 Capital Budget on June 22, 2018.
- Periodic capital budget revisions may be required due to new grant awards, new projects, changes to the scope of existing projects, spending and removal of projects that are no longer needed.
- Revisions to an adopted capital budget require Board approval and the adoption of a resolution.

III. DISCUSSION/BACKGROUND

The Board must adopt an Operating and Capital Budget by June 30th each year. The Board adopted the FY19 & FY20 Operating and FY19 Capital Budget on June 22, 2018.

This will be the third and final revision to the FY19 Capital Budget since adoption.

Staff requests that the Board adopt a resolution (Attachment A) to approve the FY19 Revised Capital Budget (Attachment B)

A Reconciliation by Project as of June 28, 2019 (Attachment C) is provided; this reconciles the (current) FY19 Revised Capital Budget against the (original) Final FY19 Capital Budget adopted on June 22, 2018.

This revision impacts multiple projects.

IV. FINANCIAL CONSIDERATIONS/IMPACT

The original FY19 Capital Budget adopted June 22, 2018 totals $17,690,059.

- Revision 1 – November 16, 2018 – This revision added five (5) capital projects, added additional funding to four (4) existing projects and removed one (1) project. The Bus Replacement Fund section was moved and updated as well. This revision resulted in a net increase of $4,282,818, for an FY19 Revised Capital Budget balance of $21,972,877.

- Revision 2 – April 26, 2019 – This revision added six (6) capital projects, changed three (3) existing projects, removed one (1) project and removed the local match from one (1) project. This revision resulted in a net increase of $830,999, for an FY19 Revised Capital Budget balance of $22,803,876.

- Revision 3 – June 28, 2019 – This revision added one (1) project, swapped two (2) projects for one (1), added funding to one (1) project, and added funds to one (1) project and deleted one (1). This revision resulted in a net increase of $115,137, for an FY19 Revised Capital Budget balance of $22,919,013.

The Reconciliation by Project as of June 28, 2019 (Attachment C) lists the detail of all changes by project since adoption on June 22, 2018, and includes an explanation for the action. The year to date change is a net increase of $5,228,954.

The estimated balance of the Operating and Capital Reserve Fund after this revision is approximately $2.3M. Please note, the estimate provided here includes deductions for approved capital projects *and* commitments (the required local match) against grants that have *not* yet been awarded; those un-awarded projects are *not* included in the attached revised budget. If/when awarded, the capital budget will be revised accordingly.

V. ALTERNATIVES CONSIDERED

There are no recommended alternatives at this time. If the revised budget is not approved, important capital improvements and capital projects may be delayed or cancelled.

VI. ATTACHMENTS

Attachment A: FY19 Capital Budget Resolution

Attachment B: FY19 Revised Capital Budget as of June 28, 2019

Attachment C: FY19 Revised Capital Budget – Reconciliation by Project as of June 28, 2019

Prepared by: Debbie Kinslow, Finance Deputy Director

VII. APPROVALS

Approved as to fiscal impact:
Angela Aitken, CFO

dlw low for AA

Alex Clifford, 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:

A RESOLUTION OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT AUTHORIZING A REVISION TO THE FY19 CAPITAL BUDGET

WHEREAS, the Board of Directors approved the FY19 Capital Budget on June 22, 2018 with a total budget of $17,690,059; and

WHEREAS, it is necessary to revise the adopted FY19 Capital Budget by $5,228,954 to add funds for various capital projects;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Santa Cruz Metropolitan Transit District hereby amends the FY19 Capital Budget per Attachment B to this resolution for a total FY19 Revised Capital Budget of $22,919,013.

PASSED AND ADOPTED this 28th day of June 2019, by the following vote:

AYES: Directors -

NOES: Directors -

ABSENT: Directors -

ABSTAIN: Directors -

Approved_____
ED BOTTORFF
Board Chair

ATTEST _____
ALEX CLIFFORD
CEO/General Manager

APPROVED AS TO FORM

_____
JULIE A. SHERMAN
General Counsel

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY19 (REVISED) CAPITAL BUDGET
As of June 28, 2019

		RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	BUS REPLACEMENT FUND					
								$3M PER YEAR (MEASURE D + STA SB1&SGR)					
								UNRESTRICTED	RESTRICTED	RESTRICTED	UNRESTRICTED		
	PROJECT/ACTIVITY	FEDERAL FUNDS	PTMISEA (1B) + INT-PAC STATION/JKS/BUS & BUS FAC.	CAL-OES PROP 1B - TRANSIT SECURITY	STIP	LCTOP	LPP	STA-SB1 (XFR FROM OPER BUDGET)	STA-SGR (SB 1)	MEASURE D (XFR FROM OPER BUDGET)	OPERATING & CAPITAL RESERVE FUND	TOTAL	
	Construction Related Projects												
1	Pacific Station/Metro Center-Station Rehabilitation		$ 1,551,333									$	1,551,333
	Pacific Station/Metro Center-Roof & Window Replacement		$ 350,000									$	350,000
	Xfr Excess Funds from - Judy K.Souza - Operations Bldg.		$ 345,000								$ 89,000	$	434,000
	Pacific Station/Metro Center-Conceptual Design / MOU	$ 140,535						$ 35,134				$	175,668
2	Mechanical Platform Upgrade - JKS			$ 120,000								$	120,000
3	Transit Security Projects:												
	Cameras on Buses #2			$ 152,859								$	152,859
	Cameras on Buses			$ 42,275								$	42,275
	Security Cameras Consultant			$ 25,000								$	25,000
	Emergency Generators - Consultant			$ 16,000								$	16,000
	Security Cameras Install			$ 167,716							$ 31,970	$	199,686
	Subtotal	$ 140,535	$ 2,246,333	$ 523,850	$ -	$ -	$ -	$ 35,134	$ -	$ -	$ 120,970	$	3,066,821
	IT Projects												
4	Large Monitor Presentation System	$ -									$ 4,200	$	4,200
5	Redundant Firewalls										$ 4,625	$	4,625
	Subtotal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,825	$	8,825
	Facilities Upgrades & Improvements												
6	Fuel Management System (FTA 5339a FY17)	$ 180,000										$	180,000
7	Bus Stop Improvements (FTA 5339a FY18)	$ 124,725										$	124,725
8	Gate Control-Bus Entries at JKS (FTA 5339a FY18)	$ 100,000										$	100,000
9	138 Golf Club Fire Egress (FTA 5339a FY17)	$ 97,523										$	97,523
10	Maint. Facility-Paint Exterior (FTA 5339a FY18)	$ 60,000										$	60,000
11	Facilities Improvements (FTA 5339a FY18)	$ 85,000										$	85,000
12	Facilities Improvements (FTA 5339a FY15/16)	$ 34,174										$	34,174
12a	Landscaping WTC (FTA 5339a FY15/16)	$ 30,000										$	30,000
13	Fueling Station Awning A&E only (FTA 5339a FY18)	$ 25,000										$	25,000
14	Admin Bldg. Engineering & Renovations										$ 20,000	$	20,000
15	Scissor Lift (FTA 5339a FY14) - Swapped for Mechanics Sink & Upgrade Exhaust Evac.	$ 14,038						$ 3,510			$ 952	$	18,500
16	Pac Stat-Layover Lot (Asphalt) Repairs (FTA 5339a FY18)	$ 16,000										$	16,000
17	Concrete Surface Repair - Bus Yard (FTA 5339a FY18)	$ 10,000										$	10,000
18	Fencing Projects (FTA 5339a FY18)	$ 7,000										$	7,000
	Subtotal	$ 783,460	$ -	$ -	$ -	$ -	$ -	$ 3,510	$ -	$ -	$ 20,952	$	807,922
													#REF!
	Revenue Vehicle Purchases, Replacements & Campaigns												
19	Electric Bus (3) + Infra & Proj Mgmt. (FTA 5339c FY16)	$ 3,732,074	$ 561,332							$ 626,136		$	4,919,542
20	4 40' CNG Replacements (FTA 5339b FY17)	$ 1,206,518							$ 671,079	$ 757,951		$	2,635,548
21	FY18 STIP - 2 ZEBs (STIP, LPP, Measure D, HVIP = $300K)				$ 870,000		$ 786,000			$ 533,891		$	2,189,891
22	FY18 STIP - AVL/ITS (STIP, Meas D)				$ 1,400,000					$ 181,385		$	1,581,385
23	Electric Bus (1) - Watsonville Circulator DAC (FY15/16 LCTOP, Measure D)		$ 357,216			$ 709,292				$ 28,437		$	1,094,945
24	FY18 STIP - Refurb 4 Buses @ ~ $254K (STIP, Meas D)				$ 900,000					$ 226,165		$	1,126,165
25	VTA Bus Transfer - Decommission & Retrofit 10 Electric Hybrids, and 4 Diesel Artics									$ 1,000,000		$	1,000,000
26	Paracruz Van Replacements (11) (FTA 5339a FY15/16)	$ 816,000								$ 47,232		$	863,232
27	Electric Bus (1) - Watsonville Circulator DAC (FY17/18 LCTOP, Measure D)					$ 863,102				$ 231,843		$	1,094,945
28	CNG Bus (1) - (STBG FY17 via SCCRTC)	$ 500,000	$ 70,000							$ 88,887		$	658,887
29	CNG Bus (1) - (Caltrans FY13-FY17 5339 Statewide Discretionary)	$ 456,957								$ 201,932		$	658,889
30	Year 2 - Capitalized Lease - (3 New Flyer Buses) - (Measure D									$ 283,529		$	283,529
31	Mid-Life Bus Engine Overhaul (7) (FTA 5339a FY14)	$ 132,191								$ 33,048		$	165,239

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY19 (REVISED) CAPITAL BUDGET
As of June 28, 2019

	PROJECT/ACTIVITY	FEDERAL FUNDS	PTMISEA (1B) + INT-PAC STATION/JKS/BUS & BUS FAC.	CAL-OES PROP 1B - TRANSIT SECURITY	STIP	LCTOP	LPP	BUS REPLACEMENT FUND $3M PER YEAR (MEASURE D + STA SB1&SGR)				TOTAL
		RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	UNRESTRICTED	RESTRICTED	RESTRICTED	UNRESTRICTED	
								STA-SB1 (XFR FROM OPER BUDGET)	STA-SGR (SB 1)	MEASURE D (XFR FROM OPER BUDGET)	OPERATING & CAPITAL RESERVE FUND	
32	Mid-Life Bus Engine Overhaul (4) (FTA 5339a FY17)	$ 160,000										$ 160,000
33	Bus Repaint Campaign (36) (FTA 5339a FY14)	$ 82,247								$ 20,562		$ 102,809
34	Paratransit Vehicle - (1) (FTA 5310 FY13/14)	$ 63,000								$ 5,367		$ 68,367
35	Capitalized Lease - 3 New Flyer Buses-External Announcement System Programming Patch (Clever Devices) (Measure D)									$ 28,500		$ 28,500
36	Bus Repaints (3) was-Repair Roof at Pacific Station (FTA 5339a FY13)	$ 11,042								$ 2,760		$ 13,802
	Subtotal	$ 7,160,029	$ 988,548	$ -	$ 3,170,000	$ 1,572,394	$ 786,000	$ -	$ 671,079	$ 4,297,624	$ -	$ 18,645,675
	Non-Revenue Vehicle Purchases & Replacements											
37	Propane Fueled Tow Motor (FTA 5339a FY14)	$ 46,602						$ 11,651			$ 1,747	$ 60,000
38	Custodial Vehicle Replacement (1) (FTA5339a FY18)	$ 30,000										$ 30,000
	Subtotal	$ 76,602	$ -	$ -	$ -	$ -	$ -	$ 11,651	$ -	$ -	$ 1,747	$ 90,000
	Fleet & Maint Equipment											
39	Bus Yard Scrubber/Sweeper (FTA 5339a FY18)	$ 75,000										$ 75,000
40	METRO Logo Signs for JKS Ops Bldg.										$ 4,480	$ 4,480
41	Floor Scrubber (1) for Maint. Shop (FTA 5339a FY18)	$ 45,000										$ 45,000
	Subtotal	$ 120,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,480	$ 124,480
	Office Equipment											
42	Business Copy Machine-Admin (Reserves)	$ -									$ 22,945	$ 22,945
43	4 Vertical FireKing File Cabinets-Admin										$ 9,200	$ 9,200
	Subtotal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 32,145	$ 32,145
	Misc.											
44	TVM Pin Pad Bezel 8 Upgrade (6)										$ 70,000	$ 70,000
45	C/S Call Center Cubicles and Furniture (FTA 5339a FY18)	$ 19,000										$ 19,000
46	Ticket Vending Machine-SLV-Installation Costs + Misc							$ 17,045			$ 15,000	$ 32,045
47	Misc. Emergency Capital Items $1K to $5K										$ 10,000	$ 10,000
48	Watsonville Transit Mural-($2,700 from Arts Council SC)										$ 6,600	$ 6,600
49	XPR7550 Handheld Radios (3) & Batteries (7)										$ 5,500	$ 5,500
	Subtotal	$ 19,000	$ -	$ -	$ -	$ -	$ -	$ 17,045	$ -	$ -	$ 107,100	$ 143,145
	TOTAL CAPITAL PROJECTS	**$ 8,299,626**	**$ 3,234,881**	**$ 523,850**	**$ 3,170,000**	**$ 1,572,394**	**$ 786,000**	**$ 67,340**	**$ 671,079**	**$ 4,297,624**	**$ 296,219**	**$ 22,919,013**

9-07B.2

Attachment B

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY19 (REVISED) CAPITAL BUDGET
As of June 28, 2019

PROJECT/ACTIVITY	FEDERAL FUNDS	PTMISEA (1B) + INT-PAC STATION/JKS/BUS & BUS FAC.	CAL-OES PROP 1B - TRANSIT SECURITY	STIP	LCTOP	LPP	BUS REPLACEMENT FUND $3M PER YEAR (MEASURE D + STA SB1&SGR)				TOTAL
	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	RESTRICTED	UNRESTRICTED	RESTRICTED	RESTRICTED	UNRESTRICTED	
							STA-SB1 (XFR FROM OPER BUDGET)	STA-SGR (SB 1)	MEASURE D (XFR FROM OPER BUDGET)	OPERATING & CAPITAL RESERVE FUND	
CAPITAL PROGRAM FUNDING											
Federal Sources of Funds:											
Federal Grants (FTA)	$ 7,736,626										$ 7,736,626
Surface Transportation Block Grant (STBG)	$ 563,000										$ 563,000
State Sources of Funds:											
PTMISEA (1B)		$ 3,234,881									$ 3,234,881
Cal-OES Prop 1B Transit Security Grant Funds (CTSGP)			$ 523,850								$ 523,850
State Transportation Improvement Program (STIP)				$ 3,170,000							$ 3,170,000
Low Carbon Transit Operations Program (LCTOP)					$ 1,572,394						$ 1,572,394
Local Partnership Program (LPP)						$ 786,000					$ 786,000
Transfers from Operating Budget (STA-SB1)							$ 67,340				$ 67,340
Transfers from Operating Budget (STA-SGR (SB1))								$ 671,079			$ 671,079
Transfers from Operating Budget (Measure D)									$ 4,297,624		$ 4,297,624
Local Sources of Funds:											
Operating and Capital Reserve Fund										$ 296,219	$ 296,219
TOTAL CAPITAL FUNDING BY FUNDING SOURCE	**$ 8,299,626**	**$ 3,234,881**	**$ 523,850**	**$ 3,170,000**	**$ 1,572,394**	**$ 786,000**	**$ 67,340**	**$ 671,079**	**$ 4,297,624**	**$ 296,219**	**$ 22,919,013**
Restricted Funds	$ 8,299,626	$ 3,234,881	$ 523,850	$ 3,170,000	$ 1,572,394	$ 786,000		$ 671,079	$ 4,297,624		$ 22,555,454
Unrestricted Funds							$ 67,340			$ 296,219	$ 363,559
TOTAL CAPITAL FUNDING	**$ 8,299,626**	**$ 3,234,881**	**$ 523,850**	**$ 3,170,000**	**$ 1,572,394**	**$ 786,000**	**$ 67,340**	**$ 671,079**	**$ 4,297,624**	**$ 296,219**	**$ 22,919,013**

9-07B.3

Attachment B

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Attachment C

FY19 CAPITAL BUDGET
RECONCILIATION BY PROJECT
AS OF JUNE 28, 2019-3RD (FINAL) REVISION

FY19 FINAL CAPITAL BUDGET ADOPTED JUNE 22, 2018: **$ 17,690,059**

CAPITAL PROJECT	SOURCE	AMOUNT	TOTAL
Add Funding: Electric Bus (3) + Infrastructure & Proj Mgmt	MEASURE D	$ 75,000	
Reason: Add funds for BUILD application			
Add: 4 40' CNG Replacements	FTA 5339(b) FY17	$ 1,206,518	
	STA-SGR	$ 671,079	
	MEASURE D	$ 757,951	
Reason: Add project - grant awarded			
Add: 2 Zero-Emission Buses (ZEBs)	STIP (FY18)	$ 870,000	
	LPP	$ 786,000	
Reason: Add project - grant awarded			
Add: AVL/ITS	STIP (FY18)	$ 1,400,000	
	MEASURE D	$ 181,385	
Reason: Add project - grant awarded			
Add: Refurbish 3 Buses @ $345K @	STIP (FY18)	$ 900,000	
	MEASURE D	$ 116,605	
Reason: Add project - grant awarded			
Add Funds: CNG Bus (1) - (STBG FY17)	MEASURE D	$ 88,887	
Reason: Funding needed to backfill the difference between the cost of the bus and the amount of the grant award			
Add Funds: CNG Bus (1) - Caltrans FY13-FY17 5339 Statewide	MEASURE D	$ 121,293	
Reason: Rename project from: CNG Bus (1) - (FTA 5339 Rural FY16) and add funding needed to backfill the difference between the cost of the bus and the amount of the grant award			

FY19 CAPITAL BUDGET
RECONCILIATION BY PROJECT
AS OF JUNE 28, 2019-3RD (FINAL) REVISION

CAPITAL PROJECT	SOURCE	AMOUNT	TOTAL
Add: 4 Vertical Fire King File Cabinets-Admin **Reason**: Add funds to purchase file cabinets needed for Admin confidential files	RESERVES	$ 9,200	
Remove Project: Business Copy Machine - Operations **Reason**: Project completed at the end of FY18	RESERVES	$ (9,000)	
Add: Electric Bus (1) Watsonville Circulator DAC (FY17/18 LCTOP) **Reason**: Add project - grant awarded	LCTOP	$ 863,102	
Add: VTA Bus Transfer - Decommission & Retrofit 10 Electric Hybrids, and 4 Diesel Artics **Reason**: Add project per BOD SR 10/26/18	MEASURE D (BRF)	$ 1,000,000	
Move: Bus Replacement Fund (detail) **Reason**: Move Bus Replacement Fund detail to a separate section on the report and update the amount carried forward to FY19	STA-SB1 STA-SGR MEASURE D	$ (993,797) $ (1,342,158) $ (2,419,247)	
Add: Large Monitor Presentation System **Reason**: Large monitor presentation system for 110 Vernon - Santa Cruz Conference Room	RESERVES	$ 4,200	
Remove Project: Bus Stop & Fac Improve. (FTA 5339a FY15/16) **Reason**: Duplicate project carried forward from prior fiscal year in error	FTA	$ (29,082)	
Remove Local Match: Fencing Behind Diesel Tank (FTA 5339a FY18) **Reason**: Local match not required	STA-SB1	$ (1,910)	
Add: FY18 STIP - 2 ZEBs (STIP, LPP, HVIP = $300K) local match **Reason**: Add additional local match per BOD action at 10/26/18 meeting	MEASURE D	$ 533,891	

FY19 CAPITAL BUDGET
RECONCILIATION BY PROJECT
AS OF JUNE 28, 2019-3RD (FINAL) REVISION

CAPITAL PROJECT	SOURCE	AMOUNT	TOTAL
Add: Electric Bus (1) - Watsonville Circulator DAC (FY15/16 LCTOP) local match	MEASURE D	$ 28,437	
Reason: Add additional local match per BOD action at 10/26/18 meeting			
Add: Electric Bus (1) - Watsonville Circulator DAC (FY17/18 LCTOP) local match	MEASURE D	$ 231,843	
Reason: Add additional local match per BOD action at 10/26/18 meeting			
Add: METRO Logo Signs for JKS Ops Bldg.	RESERVES	$ 4,480	
Reason: Add funds for signage at JKS Ops Bldg.			
Change: Business Copy Machine-Admin (FTA 5339a FY18)	RESERVES RESERVES	$ 20,000 $ 2,945	
Reason: Change funding source - project not eligible for FTA 5339(a) program, and add additional funding - see item below for the removal of the project from the 5339a listing			
Change: FY18 STIP - Refurb 4 Buses @ ~ $254K (STIP, Measure D)		**$ -**	
Reason: Change project description only - from 3 buses to 4 - no $			
Change: Redistribute funds within FTA 5339a FY18 grant; some projects needed additional funding, some projects will be funded with other sources, some no longer needed - Net change = -$1,275 - eliminated STA match for Bus Stop Improvements Project			
Roof Repairs-Maint. Facility (FTA 5339a FY18)	FTA	$ (92,000)	
Bus Shelter Reconditioning (FTA 5339a FY18)	FTA	$ (25,000)	
Admin Bldg. Engineering & Renovations (FTA 5339a FY18)	FTA	$ (10,000)	
Business Copy Machine-Admin (FTA 5339a FY18)	FTA	$ (20,000)	
Paracruz MDC Replacements (FTA 5339a FY18)	FTA	$ (8,000)	
Bus Stop Improvements (FTA 5339a FY18)	FTA	$ 124,725	
Facilities Improvements (FTA 5339a FY18)	FTA	$ 27,000	
Asphalt Repair-Pac Station Layover (FTA 5339a FY18)	FTA	$ 2,000	**$ (1,275)**

FY19 CAPITAL BUDGET
RECONCILIATION BY PROJECT
AS OF JUNE 28, 2019-3RD (FINAL) REVISION

CAPITAL PROJECT	SOURCE	AMOUNT	TOTAL
Adjust: Emergency Generators (Cal-OES) and Security Camera Install			
Reason: Adjust project balance because only one generator will be replaced and not 2; add funding to Security Camera Install at JKS / Fueling Station - approved by BOD 1/25/19			
Deduct-Emergency Generators (Cal-OES)	CAL-OES	$ (165,441)	
Add-Security Camera Install	CAL-OES	$ 165,441	
Add-Security Camera Install	RESERVES	$ 31,970	
Add: XPR7550 Handheld Radios (3) & Batteries (7)	RESERVES	$ 5,500	
Reason: Need to replace radios due to age and end of useful life			
Add: Redundant Firewalls	RESERVES	$ 4,625	
Reason: Prevent extreme disruption to website, email, internal routing, etc. in the event of a failure of the current equipment			
Swap: Add - Scissor Lift	FTA	$ 14,038	
Remove - Relocate Mechanics Sink	FTA	$ (7,638)	
Remove - Upgrade Exhaust Evac	FTA	$ (6,400)	
	RESERVES	$ 952	
Reason: Swap out projects that are no longer needed with a scissor lift and add additional funds			
Add Funds: Refurb 4 Buses - (STIP FY18)	MEASURE D	$ 109,560	
Reason: Funding needed to backfill the difference between the cost of the			
Swap: Add - Cameras on Buses #2	CAL-OES	$ (152,859)	
Remove - Emergency Generators - Equip	CAL-OES	$ 152,859	
Reason: Swap out project that cannot be completed prior to grant deadline			

FY19 CAPITAL BUDGET
RECONCILIATION BY PROJECT
AS OF JUNE 28, 2019-3RD (FINAL) REVISION

CAPITAL PROJECT	SOURCE	AMOUNT	TOTAL
FUNDING SUMMARY:			
	CAL-OES	$ -	
	CASH RESERVES	$ 74,872	
	FTA	$ 1,176,161	
	LCTOP	$ 863,102	
	LPP	$ 786,000	
	MEASURE D	$ 825,605	
	PTMISEA	$ -	
	STA	$ (995,707)	
	STA-SGR	$ (671,079)	
	STBG	$ -	
	STIP	$ 3,170,000	
TOTAL CAPITAL BUDGET REVISIONS THROUGH 6/28/19:			$ 5,228,954
FY19 REVISED CAPITAL BUDGET AS OF JUNE 28, 2019:			$ 22,919,012.90

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Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Angela Aitken, CFO & DBE Liaison Officer

SUBJECT: **A SEMI-ANNUAL REPORT ON THE STATUS OF METRO'S DISADVANTAGED BUSINESS ENTERPRISE PROGRAM**

I. RECOMMENDED ACTION

That the Board of Directors receive a Semi-Annual Report on the status of METRO's Disadvantaged Business Enterprise Program

II. SUMMARY

- As a recipient of federal funds, Santa Cruz Metropolitan Transit District (METRO) participates in the federal Disadvantaged Business Enterprise (DBE) Program as specified in Title 49, Code of Federal Regulations, Part 26 (49 CFR 26).
- The Federal Transit Administration (FTA) requires METRO to recalculate its DBE goal triennially and to report goal attainment semi-annually as a requirement to receive federal funds.
- METRO's FFY18-20 goal for DBE participation is 1.93% of all federally funded procurements with competitive contract bidding opportunities.
- A Semi-Annual report is provided to the Board in concurrence with the FTA reporting schedule per METRO's DBE Policy.
- October 1, 2018 – March 31, 2019 METRO's DBE attainment was 0.00% for contracts awarded, payments on ongoing contracts, and payments on completed contracts.

III. DISCUSSION/BACKGROUND

The Department of Transportation established a Disadvantaged Business Enterprise (DBE) Program in 1980 to ensure that firms competing for federally funded contracts are not subject to unlawful discrimination. DBEs, as defined by the US Department of Transportation, are for-profit small business concerns where socially and economically disadvantaged individuals own at least a 51% interest and also control management and daily business operations. African Americans, Hispanics, Native Americans, Asian-Pacific and Subcontinent Asian Americans, and women are presumed to be socially and economically

disadvantaged. Other individuals can also qualify as socially and economically disadvantaged on a case-by-case basis.

The FTA requires each qualified recipient of more than $250,000 annually in federal funds to implement a DBE program, recalculate a DBE goal triennially, and report its goal attainment semi-annually, as specified by 49 CFR 26. METRO received approximately $7 million from the FTA in FFY18 and, therefore, must maintain a DBE Program.

It is important to acknowledge the restrictions placed on DBE goal setting, attainment and reporting:

- Only competitively biddable contracts with federal funding are counted in the procurement opportunities in which DBEs can participate.
    - The majority of METRO's FTA funding is used to pay for internal labor costs and fringe benefits, and is not required to be monitored for the DBE program.
- Several large expenses have no competitive contract opportunities:
    - Utilities, leases and rent payments, subscription services, membership costs, travel.
- Only certified DBEs can be included for setting goals and measuring attainment.
    - Many businesses are owned by minorities and women, but not all of these owners register as DBEs in the statewide program.

IV. DBE STATUS

METRO's current DBE goal is 1.93% as seen in METRO's DBE semi-annual report for the period covering October 1, 2018 – March 31, 2019 provided as Attachment A. During this reporting period, METRO's DBE attainment for contracts awarded, payments on ongoing contracts, and payments on completed contracts is 0.00%, 0.00% and 0.00%, respectively.

METRO had no spending on awarded or ongoing contracts during the reporting period, allowing for no opportunities to contract with DBEs. METRO did not have any large construction procurements with subcontracting opportunities, and the majority of METRO's federal capital funds have been obligated for revenue and non-revenue vehicle replacements. For vehicle contracts, the transit vehicle manufacturer (TVM) reports the DBE participation rather than METRO.

V. FINANCIAL CONSIDERATIONS/IMPACT

The DBE Program has direct expenses of less than $850 for publishing ads and public hearing notices. Failure to update the goal and submit semi-annual reports would jeopardize METRO's receipt of over $7 million in federal financial assistance in FFY18.

VI. ALTERNATIVES CONSIDERED

There are no alternatives. Receiving the semi-annual report is a legal requirement connected to METRO receiving federal financial assistance and Staff is required to provide this information to inform the Board of this important program per METRO's DBE policy, Art. III § 3.304(G).

VII. ATTACHMENTS

Attachment A: June 1, 2018 DBE Semi-Annual Report (October 1, 2018 – March 31, 2019)

Prepared by: Cayla Hill, Planning Analyst

VIII. APPROVALS:

Approved as to fiscal impact:
Angela Aitken, CFO

dlacow for AA

Alex Clifford, CEO/General Manager

Attachment A

UNIFORM REPORT OF DBE COMMITMENTS/AWARDS AND PAYMENTS

FTA Section

Please refer to the instruction sheet for directions on filling out this form

1	Submitted to (check only one)	[ ] FHWA	[ ] FAA	[X] FTA - Recipient ID Number 1622	
2	Grant Number(s) (FTA Recipients):				
3	Federal Fiscal year in which reporting period falls:	FFY2019		4. Date This Report Submitted:	
5	Reporting Period:	[XX] Report due for period Oct 1-Mar 31		[ ] Report due for period April 1-Sep 30	[ ] FAA annual report due Dec 1
6	Name and address of Recipient:	Recipient or subrecipient completing this form			
7	Annual DBE Goal(s):	Race Conscious Projection: 0.00%		Race Neutral Projection: 1.93%	OVERALL Goal: 1.93%

Awards/Commitments this Reporting Period

		A	B	C	D	E	F	G	H	I
A	AWARDS/COMMITMENTS MADE DURING THIS REPORTING PERIOD (Total contracts and subcontracts committed during this reporting period)	Total Federal Share Dollars	Total Number	Total to DBEs (dollars)	Total to DBEs (number)	Total to DBEs/Race Conscious (dollars)	Total to DBEs/Race Conscious (number)	Total to DBEs/Race Neutral (dollars)	Total to DBEs/Race Neutral (number)	Percentage of total dollars to DBEs
8	Prime contracts awarded this period (Standard Agreements)	$ -	0	$ -	0			$ -	0	#DIV/0!
9	Subcontracts awarded/committed this period (3rd Party Contracts)	$ -	0	$ -	0	$ -	0	$ -	0	0%
10	**TOTAL**			$ -	0	$ -	0	$ -	0	#DIV/0!

		A	B	C	D	E	F
B	BREAKDOWN BY ETHNICITY & GENDER	Total to DBE (dollar amount)			Total to DBE (number)		
		Women	Men	Total	Women	Men	Total
11	Black American	$ -	$ -	$ -	0	0	0
12	Hispanic American	$ -	$ -	$ -	0	0	0
13	Native American	$ -	$ -	$ -	0	0	0
14	Asian-Pacific American	$ -	$ -	$ -	0	0	0
15	Subcontinent Asian Americans	$ -	$ -	$ -	0	0	0
17	Non-Minority	$ -	$ -	$ -	0	0	0
17	**TOTAL**	$ -	$ -	$ -	0	0	0

Payments Made this Reporting Period

		A	B	C	D	E	F
C	PAYMENTS ON ONGOING CONTRACTS	Total Number of Contracts	Total Dollars Paid	Total Number of Contracts with DBEs	Total Payments to DBE firms	Total Number of DBE firms Paid	Percent to DBEs
18	Prime and subcontracts currently in progress	0	$ -	0	$ -	0	0.00%

		A	B	C	D	E
D	TOTAL PAYMENTS ON CONTRACTS COMPLETED THIS REPORTING PERIOD	Number of Contracts Completed	Total Dollar Value of Contracts Completed	DBE Participation Needed to Meet Goal (Dollars)	Total DBE Participation (Dollars)	Percent to DBEs
19	Race Conscious	0	$ -	$ -	$ -	#DIV/0!
20	Race Neutral	4	$ 119,222.89		$ -	0.00%
21	Totals	4	$ 119,222.89		$ -	0.00%

22	Submitted by: Cayla Hill	23. Signature:	24. Phone Number: 831-420-2581

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Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Barrow Emerson, Planning and Development Director

SUBJECT: **CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A ONE YEAR EXTENSION AMENDMENT (FOURTH AMENDMENT) TO THE CONTRACT FOR TRANSIT SERVICES WITH THE UNIVERSITY OF CALIFORNIA SANTA CRUZ (UCSC)**

I. RECOMMENDED ACTION

That the Board of Directors authorize the CEO to execute a Fourth Amendment to the Contract for Transit Services with the University of California Santa Cruz (UCSC), which will extend the Contract for a one-year term, beginning July 1, 2019, establishing a one-year cost for all scheduled METRO services at $4,509,846

II. SUMMARY

- Santa Cruz Metropolitan Transit District (METRO) entered into a written Contract for Transit Services with the University of California Santa Cruz (UCSC) on September 1, 2010.
- METRO and UCSC have executed Extension Amendments, including the most recent one that began on July 1, 2018, and is terminating on June 30, 2019.
- UCSC has committed $4,509,846 in funding for the 2019-20 academic school year to maintain METRO bus operator levels for fixed routes that service USCS. This is the same amount as the previous year.
- METRO and UCSC would like to extend this Contract by an additional one-year as detailed in the Proposed Fourth Amendment (Attachment A).

III. DISCUSSION/BACKGROUND

METRO and UCSC entered into formal agreements for transit services in 1972, with numerous revisions and amendments extending through the mid 1990's. A restructured Contract for Transit Services became effective on September 1, 2010 and has been extended for various terms since that time. The most recent Extension Amendment between METRO and UCSC began on July 1, 2018 and terminates on June 30, 2019.

UCSC has committed $4,509,846 in funding for this one-year extension period, the same amount as the previous year, to support METRO operating costs. UCSC will pay METRO one-twelfth of this annual cost per month.

Prior to the 2016-17 school year amendment, UCSC paid METRO based on a per trip cost, $1.39 per trip for the 2015-16 school year, for a total of approximately $3.7 million. In part, due to the major service reduction implemented in September 2016 for the 2016-17 school year, the two parties determined that establishing a set cost for the school year would serve both parties better, providing certainty on costs and revenue. UCSC provided an increase in funding for the 2016-17 school year for an additional $358,000, to pay for some METRO services which had been recommended for elimination in the September 2016 service reduction. For the 2017-18 school year UCSC again paid a lump sum for the year of $4,298,000, an increase of $240,000 to pay for the introduction of the new Route 22 between the main campus and the Long Marine Lab and to support increased bus operator levels. For the 2018-19, UCSC increased its commitment to $4,509,846 based on an enrollment growth. At this time, METRO and UCSC would like to execute a Fourth Amendment (Attachment A), establishing a one-year cost for all scheduled METRO services to UCSC as set forth in the attached Extension Amendment for the period of July 1, 2019 through June 30, 2020.

IV. FINANCIAL CONSIDERATIONS/IMPACT

UCSC will pay METRO $4,509,846 for METRO fixed route services during FY20, the same amount as FY19.

V. ALTERNATIVES CONSIDERED

An alternative option would be to not extend the Contract which terminates on June 30, 2019. This is not recommended by staff.

VI. ATTACHMENTS

Attachment A: Fourth Amendment to the Contract for Transit Services with Regents of the University of California Santa Cruz

Prepared by: Barrow Emerson, Planning and Development Director

VII. APPROVALS

Barrow Emerson,
Planning and Development Director

Approved as to fiscal impact:
Angela Aitken, CFO

Alex Clifford, CEO/General Manager

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Attachment A

DRAFT

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

FOURTH AMENDMENT TO THE CONTRACT FOR TRANSIT SERVICES WITH REGENTS OF THE UNIVERSITY OF CALIFORNIA SANTA CRUZ

This Fourth Amendment to the Contract for Transit Services is made effective July 1, 2019 between the Santa Cruz Metropolitan Transit District, a political subdivision of the State of California, ("Santa Cruz METRO"), and the Regents of the University of California, on behalf of the University of California Santa Cruz, ("University").

I. RECITALS

1.01 Whereas Santa Cruz METRO provides public transportation services throughout the County of Santa Cruz according to published schedules;

1.02 Whereas, Santa Cruz METRO desires to provide transportation for students, faculty and staff of the University, to and from the University and throughout the County of Santa Cruz;

1.03 Whereas, University desires that students, faculty and staff utilize the transit service to the maximum extent possible at an affordable rate;

1.04 Whereas Santa Cruz METRO and University entered into a Contract for Transit Services, hereinafter "Contract" effective September 1, 2015 for a one-year initial term;

1.05 Whereas, Paragraph 5.01 of the Contract allows the parties to renew the Contract by the parties executing extensions to the Contract;

1.06 Whereas, the parties extended the Contract for an additional year, effective September 1, 2016 (First Amendment); and

1.07 Whereas, the parties extended the Contract for an additional 10-month term, effective September 1, 2017 (Second Amendment); and

1.08 Whereas, the parties extended the Contract for an additional year, effective July 1, 2018 (Third Amendment); and

1.09 Whereas, the parties now desire to extend the Contract for an additional year, effective July 1, 2019 (Fourth Amendment).

Now therefore, Santa Cruz METRO and University amend specific sections of the Contract by deleting the current language and implementing the language set forth below:

II. SCOPE OF AGREEMENT

2.01 University will issue a METRO approved "UCSC Bus Pass" to eligible students, faculty and staff based on enrollment or employment status under such terms and conditions as University deems appropriate in its sole discretion. Such “UCSC Bus Pass” shall be valid without payment of an additional fare on any Santa Cruz METRO fixed route bus, except those in operation on the Highway 17 Express route.

2.02 University shall provide Santa Cruz METRO with any changes to the "UCSC Bus Pass" 120 days in advance of any implementation.

2.03 University agrees to expeditiously implement this agreement and to identify a transportation coordinator whose job functions shall include marketing transit resources to the University community.

III. COMPENSATION

3.01 University shall pay Santa Cruz METRO a payment of $4,509,846 for the period of September 1, 2019 through June 30, 2020.

3.02 Santa Cruz METRO shall bill the University on a monthly basis for $375,820.50, equivalent to one twelfth of the payment noted in Paragraph 3.01.

IV. SUPPLEMENTAL SERVICES

4.01 At the request of the University, Santa Cruz METRO shall consider the operation of scheduled supplemental services, which are defined as transit services that are not currently in regular operation or provided for in the Santa Cruz METRO budget. These Supplemental Services shall only be provided on a Route Guarantee Basis with the costs paid for by the University and are limited to the following Routes:

A. None at this time

4.02 Santa Cruz METRO shall provide an invoice to the University for the supplemental services requested. Reimbursement for these services shall be based on the rates set forth in Paragraph 4.03 of providing the service less all farebox revenues collected on the supplemental services.

4.03 Santa Cruz METRO shall bill the University on a monthly basis for the approved scheduled supplemental services provided at the following rates:

A. <u>Bus Hourly Rate</u>

i. The Bus Hourly Rate shall be billed at the rate of $154/hour for standard sized buses. Articulated Buses shall be billed at the rate of $154/hour plus $1.65 per hour in high-capacity bus premium operator pay

ii. The Bus Hourly Rate shall be billed to the University for every service hour that is provided for the supplemental service trips.

V. PERFORMANCE PENALTY

5.01 "Main Campus" shall be defined as all transit stops, twenty-six (26) in total, as set forth as "STOPS", in Exhibit A.

5.02 Santa Cruz METRO shall document, on a monthly basis, any and all scheduled service on any routes in paragraph 5.04, including all stops located on the Main Campus and Coastal Science Campus of the University, that is dropped due to staffing shortages or equipment failures. Dropped service shall be reported by day, by trip, and by route, with a summary of the total scheduled service hours dropped on a monthly basis.

5.03 The University shall be credited for these dropped service hours by multiplying the total number of service hours dropped each month by the Bus Hourly Rate. This credit will be applied toward the monthly payment defined under section 3.02.

5.04 Santa Cruz METRO routes serving the main campus of the University ("Campus Routes") include the following:

A. Route 10

B. Route 15

C. Route 16

D. Route 19

E. Route 20

F. Route 20D

G. Route 22

VI. SERVICE STANDARDS

6.01 METRO Transit Services on Campus Routes shall be provided per a schedule mutually and reasonably agreed upon by Santa Cruz METRO and University.

6.02 Santa Cruz METRO shall document, and report to University monthly, each occasion a regularly scheduled transit stop, where any number of passengers are waiting, is passed up and another METRO bus arrival is not imminent on Campus Routes ("Pass-By")

6.03 Santa Cruz METRO shall, when operationally feasible, immediately deploy additional buses to any affected stops anytime a Pass-By should occur, at no additional charge to University.

VII. TERM AND TERMINATION

7.01 This Contract shall commence on July 1, 2019, and shall continue through June 30, 2020. This Contract may be renewed for succeeding terms by the parties executing extensions to this contract.

VIII. NOTICES

8.01 The addresses where notices shall be sent are as follows:

UNIVERSITY

Dan Henderson
Interim Director, Transportation and Parking Services
University of California
MS: TAPS Carriage House
1156 High Street
Santa Cruz, CA 95064

and

Darin Matthews
Director, Procurement Services
University of California
MS: Procurement Services
1156 High Street
Santa Cruz, CA 95064

Santa Cruz METRO:

Santa Cruz Metropolitan Transit District
110 Vernon Street

Santa Cruz, CA 95060
Attention: CEO/General Manager

IX. MISCELLANEOUS PROVISIONS

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

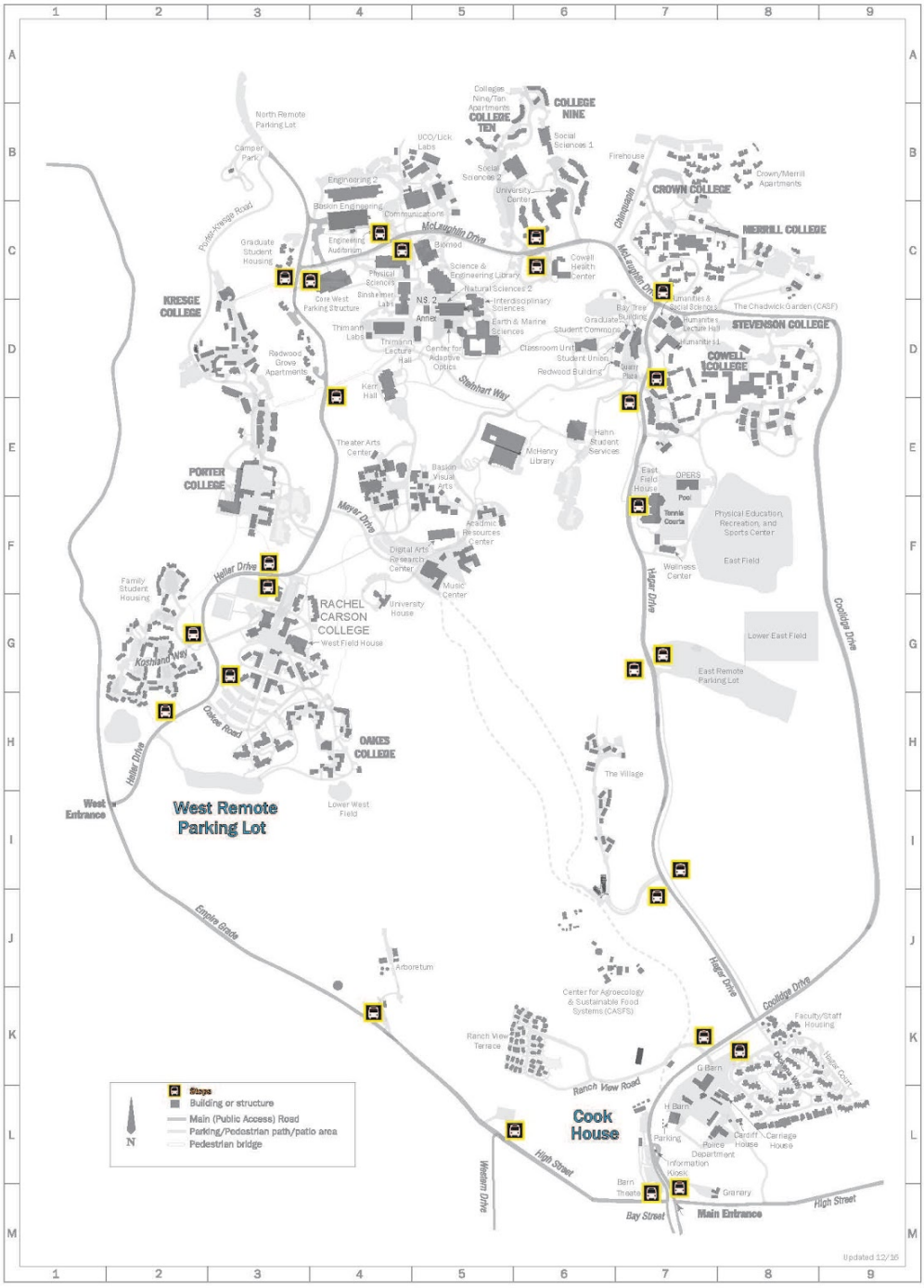
9.02 All other terms and conditions of the Contract shall remain the same and each party further agrees to be bound by those terms and conditions during the Extension period.

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

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT	REGENTS OF THE UNIVERSITY OF CALIFORNIA
BY:_____	BY:_____
Alex Clifford CEO/General Manager	Darin Matthews Director, Procurement Services
Approved as to form:	Approved as to form:
_____	_____
Julie A. Sherman District Counsel	Counsel to University of California, Santa Cruz

Attachment A
DRAFT
SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

EXHIBIT A



Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Barrow Emerson, Planning and Development Director

SUBJECT: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE AN AMENDMENT TO THE CONTRACT FOR TRANSIT SERVICES WITH CABRILLO COLLEGE

I. RECOMMENDED ACTION

That the Board of Directors authorize the CEO to execute a First Amendment to the Contract for Transit Services with Cabrillo College beginning July 1, 2018

II. SUMMARY

- Cabrillo College has established a student fee for use of Santa Cruz Metropolitan Transit District's (METRO) fixed route public bus services (except Highway 17 Express service).
- METRO and Cabrillo College (Cabrillo) executed a contract for the 2016-17 school year and an extension for the 2017-18 school year.
- On June 22, 2018 the METRO Board of Directors (Board) approved a new three-year contract for the 2018-19 through 2020-21 school years, with an option for a two-year extension.
- METRO and Cabrillo desire to amend the existing contract to reflect changing Cabrillo revenue capacity assumptions from the student Transportation Fee as result of declining enrollment.
- It is proposed that METRO reduce Cabrillo's $948,840 funding commitment for the 2018-19 school year by $150,000 and reduce their financial commitment by $200,000 for the 2019-20 and 2020-21 school years.
- Cabrillo is committed to reimburse to METRO any surplus student transportation fee revenue beyond their current projections.
- METRO will coordinate with Cabrillo to identify and implement limited reductions to Route 91X School Term service and the bus operators extra-board capacity, to address the impact of the reduced funding on bus operator staffing for College services.

III. DISCUSSION/BACKGROUND

In the spring of 2016, through a student ballot measure, Cabrillo students assessed themselves a transportation fee to be used to provide student passes for access to METRO fixed route services for the 2016-17 school year. Through

this funding, Cabrillo has been able to sustain a number of services which provide access to the College, which would have been eliminated in the September 2016 service reduction without support from the College.

Based on Cabrillo's projected funding capacity, and using the results of a student service preference survey, Cabrillo and METRO representatives established a suite of services which is described in detail in Attachment A, Exhibit A. The fee provides $948,840 annually for services during the school year (Fall, Winter, Summer semesters).

This fee was approved again in November 2017 in a second student vote which garnered a 78% "yes" vote.

A contract extension was executed in June 2018 which was scheduled to run for three school years (2018-19 through 2020-21) and included an option for two additional school years (2021-22 and 2022-23).

During the current school year (2018-19) Cabrillo notified METRO that continuing declining enrollment has impacted their ability to generate the contracted financial commitment, with a projected shortfall of $150,000 for the 2018-19 school year. In addition, Cabrillo forecasts a continuation of this enrollment pattern and requested that their financial contribution, and corresponding service level, be reduced by $200,000 for the next school year (2019-20).

METRO has proposed that the $150,000 shortfall for the 2018-19 school year be cancelled and that the 2019-20 and 2020-21 school year funding commitments from Cabrillo be reduced by $200,000 though this amendment and that two bus operator positons currently committed to Cabrillo oriented services be eliminated; one extra-board positon and one position committed to providing "school term" Route 91X service.

METRO, along with Cabrillo staff and the Student Senate, have worked collaboratively to promote the student bus pass program in an effort to increase Cabrillo student ridership. Cabrillo ridership increased by approximately 8% between the 2016-17 and 2018-19 school years. The two parties are continuing to work together on various promotions including a current campaign on all METRO buses promoting enrolling at Cabrillo.

IV. FINANCIAL CONSIDERATIONS/IMPACT

The reduced Cabrillo College funding will decrease FY19 revenue by $150,000 and the FY20 and FY21 budgets will be $748,840; $200,000 less than previous years. METRO will reduce its costs by $237,210 (Attachment A, Exhibit B) by reducing its total bus operator commitment to Cabrillo services from eight to six (Attachment A, Exhibit C). This will not involve any reduction in METRO staff as there are currently bus operator vacancies.

As METRO is reducing its bus operator commitment by two operators for the 2019-20 and 2020-21 school years, the value of which is $237,210 (Exhibit B) and the College is only reducing its annual payment by $200,000, the difference of $37,210 annually will reduce the impact of the reduced funding commitment by Cabrillo for the 2018-19 school year.

Cabrillo has committed to reimbursing METRO any surplus generated per year from the Transportation Fee beyond the contracted amount, after retaining no more than $10,000 each year, at Cabrillo's discretion (for unforeseen contract related expenses and fluctuations in collectibles and potential errors in booking collectables). Any reimbursements would be credited against the deferred 2018-19 commitment.

V. ALTERNATIVES CONSIDERED

An alternative option would be to reduce further the level of bus service to Cabrillo. This is not recommended by staff as Cabrillo students are an important market for METRO and the services also provide important mobility to the broader community who use the various Cabrillo funded services.

Maintaining the majority of the "school term" services will allow the potential for ridership to continue to grow and leave Cabrillo the opportunity to increase its service levels again in the future.

VI. ATTACHMENTS

Attachment A: Contract Amendment for Transit Services with Regents of Cabrillo College

Prepared by: Barrow Emerson, Planning and Development Director

VII. APPROVALS:

Barrow Emerson,
Planning and Development Director

Approved as to fiscal impact:
Angela Aitken, CFO dkcow for AA

Alex Clifford, CEO/General Manager

Attachment A

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

CONTRACT FOR TRANSIT SERVICES
WITH CABRILLO COMMUNITY COLLEGE DISTRICT

AMENDMENT NO. 1

THIS FIRST AMENDMENT modifies the Agreement for Transit Services dated July 1, 2018 (Agreement) between the Santa Cruz Metropolitan Transit District (METRO) and Cabrillo College (Cabrillo).

The following clauses of the Agreement are hereby amended:

1. Clause 4.02--The FY18/19 reimbursement is hereby reduced from $948,840 to $798,840. The FY 19/20 and FY20/21 reimbursement is hereby reduced to $748,840.

Additionally, Cabrillo will annually pay METRO surplus student transportation fee funds, up to the amounts specified in this paragraph, it has generated in the prior fiscal year by October 31 in the following year. Surplus funds are defined as those student transportation fee funds, after payment of the amended reimbursement amounts above, that are in excess of $10,000 retained by Cabrillo and held in case of accounting errors or adjustments.

For FY18/19, Cabrillo will pay METRO up to $150,000 in surplus student transportation fee funds (the amount equal to the payment amount the Agreement was reduced pursuant to Amendment No. 1). For FY19/20 and FY19/20, Cabrillo will pay METRO up to $118,605 in surplus student transportation fee funds (the cost of one "extra-board" driver previously covered by Cabrillo and due to the $200,000 Agreement reductions pursuant to Amendment No. 1 effectively paid for by METRO.)

2. Clause 4.02 - For Agreement years 19/20 and 20/21, METRO will invoice College the monthly METRO costs per clause 4.02 ($62,403.33) on a monthly basis, beginning August 1, 2019.

3. Clause 3.01 - References to Exhibit A and C:

Exhibit A - the number of Cabrillo sponsored Route 91X trips will be reduced by 7.

Exhibit C - the total number of bus operators committed to Cabrillo services are reduced from 8 to 6, those committed to active bus routes reduced from 6 to 5, and those committed to the operator extra-board are reduced from 2 to 1.

Except for those changes expressly specified in this First Amendment, all other provisions, requirements, conditions, and sections of the underlying Agreement, shall remain in full force and effect.

SANTA CRUZ METROPOLITAN
TRANSIT DISTRICT

BY: _____
Alex Clifford
CEO/General Manager

Approved as to form:

_____
Julie Sherman
General Counsel

CABRILLO COLLEGE

BY: _____
Michael Robins
Director of Purchasing, Contracts, Risk Management & Auxiliary Services
Governing Board Authorized Contract Signer on Behalf of the Governing Board
Cabrillo Community College District

Approved as to form:

_____
Gale Stevens
District Buyer

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

CONTRACT FOR TRANSIT SERVICES
WITH CABRILLO COMMUNITY COLLEGE DISTRICT

EXHIBIT A (BUS TRANSIT SERVICES)

METRO will provide Transit Services to College students during all three semesters of the school year (Summer, Fall, and Spring). The following trips will run ONLY when Cabrillo is in session during those two semesters:

Route 91X

- A minimum of 14 trips (Inbound/Outbound split to be determined)

The following trips will run year round to help with overcrowding of College students:

Route 71

- 2 Inbound trips
- 2 Outbound trips

Route 69A

- 3 Inbound trips
- 3 Outbound trips

Route 35A

- 2 Outbound trips

Route 35

- 2 Inbound trips

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

CONTRACT FOR TRANSIT SERVICES
WITH REGENTS OF CABRILLO COMMUNITY COLLEGE DISTRICT
EXHIBIT B (SERVICE COSTING METHODOLOGY)

As part of its financial and service planning METRO has established the cost of one operator providing service for a year. Using FY17 data, this cost has been set at $118,605 per operator, consisting of the full cost of an operator (salary and fringe benefits) and the cost of the operating mile "consumables" required to operate the bus (fuels, oil, parts).

This cost is referred to as the "direct" or "marginal" cost of the providing the service and does not include other "overhead" including maintenance, facilities, and administrative costs.

Operator Cost	$95,092
Mileage Cost	$23,513
Total Cost	$118,605

Operator Cost

The Operator cost of $95,092 was derived from the average salary/fringe benefits for the lowest paid 20% of operators.

This cost can continue to fluctuate as over time as the salary and benefit costs of operators change over time. It is the intent of METRO to revise its operating cost every fiscal year.

Mileage Cost

The Mileage cost was established as shown below.

Assumptions: 1,370 revenue service hours (RSH) per year per operator
18% deadhead hours in addition to revenue service hours (system average)

1,370 RSH per year
X 1.18 (deadhead hours)
=1616 total hours per operator per year
X 15 miles per hour (system average)
=24,240 miles per operator per year

The cost per mile is based on the FY16 budget for Fleet Supplies of $3.71M divided by the FY16 total miles of 3,819,878.

$3,710,000 divided by 3,819,878 total annual miles = $0.97 per mile

24,240 miles per year per operator X $$0.97 = $23,513 consumables per operator per year.

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

CONTRACT FOR TRANSIT SERVICES
WITH CABRILLO COMMUNITY COLLEGE DISTRICT

EXHIBIT C (METRO-Cabrillo Route Matrix/ Explanation of Service Costs)

Cabrillo funding will support six (6) bus operators. This exhibit will explain how the Cabrillo services are covered by those operators.

The following describes the work assignments:
To create efficient daily work assignments and follow the work rules in the UTU Labor Agreement, not all of the work assignments can be exclusively assigned to Cabrillo services.

One (1) of the six (5) operator assignments are entirely Cabrillo oriented Route 91X services.

To create the next four (4) full-time equivalent assignments requires parts of seven (7) different bus operators' daily shifts to provide the remaining Cabrillo oriented services listed in Exhibit A. These seven (7) operators will provide Cabrillo oriented services including Routes 35A/35, 69A, 71 and additional 91X trips as a portion of their day, while providing other METRO services during the rest of their day.

Per agreement with Cabrillo Community College staff, standard transit industry and METRO business practice, transit agencies maintain a 25% "Extraboard Opreators", which provides coverage during absences for regularly assigned operators and for back-up trips of these services, as needed. The remaining one (1) Cabrillo College funded operators are committed to this Extraboard.

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Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Pete Rasmussen, Transportation Planner

SUBJECT: **CONSIDERATION OF AWARD OF CONTRACT TO MASABI, LLC FOR ELECTRONIC FARE PAYMENT SYSTEM PILOT PROGRAM NOT TO EXCEED $100,000**

I. RECOMMENDED ACTION

1) That the Board of Directors authorize the CEO to execute a contract with Masabi, LLC for an Electronic Fare Payment System Pilot Program in an amount not to exceed $100,000 for a one (1)-year period following Final Acceptance, with options to extend the contract for a total term of three (3) years.

2) That the Board of Directors authorize the CEO to execute future amendments with Masabi, LLC for the options to extend, increasing the contract total for each option year as required, not to exceed a total value, to be determined, for the full three (3) years.

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) has a need for an Electronic Fare Payment System Pilot Program.
- A formal request for proposals was conducted to solicit proposals from qualified firms. Nine (9) firms submitted proposals for METRO's review.
- A five-member evaluation team comprised of METRO staff reviewed and evaluated the proposals, and is recommending an award to Masabi LLC, the highest ranked proposer.
- Staff is negotiating the final details of the contract, and anticipates completion in July 2019, allowing the mobile ticketing pilot project to commence this September, in time for the beginning of the 2019-20 school year.

III. DISCUSSION/BACKGROUND

More than 50% of Highway 17 Express riders currently pay their fare with cash on the bus. This slows the boarding process, making it difficult to keep on schedule.

In addition, many customers choose not to carry cash, preferring instead to pay with a credit or debit card whenever possible.

Within the last five years, and accelerating in 2018 and 2019, more than 100 transit agencies across the country have introduced mobile ticketing – the ability to purchase and display a transit ticket on a smartphone. It permits riders to purchase their transit fare with a credit or debit card, without having to go to a transit center customer service booth or ticket vending machine.

Mobile ticketing is particularly well-suited to the Highway 17 Express service, as among its riders, there are two customer segments who are likely to find mobile ticketing a compelling option: tourists who ride infrequently, and UCSC and Cabrillo students who receive free local METRO rides with their student ID, but must pay for Highway 17 Express rides.

On April 8, 2019, METRO legally advertised and distributed Request for Proposals (RFP) No. 19-13 to 31 firms, posted notice on its website, and sent email notices to all GovDelivery subscribers. On May 14, 2019, proposals were received and opened from nine (9) firms. A list of these firms is provided in Attachment A. A five-member evaluation team comprised of METRO staff has reviewed and evaluated the proposals.

The evaluation team used the following criteria as contained in the Request for Proposals:

Evaluation Criteria	**Points**
Qualifications and recent experience	30
Understanding of and technical approach to Project requirements	30
Quality of relevant experience of offeror's key staff	20
Experience with public transit agencies	15
References	15
Cost proposal	30
Total Points Possible	**140**

Staff is recommending the following actions: 1) That the Board of Directors authorize the CEO to execute a contract on behalf of METRO with Masabi, LLC for an Electronic Fare Payment System Pilot Program for a one (1)-year term following Final Acceptance, in an amount not to exceed $100,000; and, 2) That the Board of Directors authorize the CEO to execute two (2) future contract extensions with Masabi, LLC (for two additional one-year options), for a total

anticipated contract value to be determined and a total term not to exceed three (3) years (following Final Acceptance).

To take advantage of the opportunity to introduce mobile ticketing in time for the start of the 2019-20 school year this September, it is necessary to expedite the initiation of the this contract. As METRO does not have a July Board meeting at which the contract could be approved, it is requested that the Board authorize the CEO to execute a contract as soon as detailed negotiations are complete in July, with the understanding that the contract will be in a form approved by METRO legal counsel.

Contractor will provide all services meeting all METRO's specifications and requirements of the contract. Pete Rasmussen, Transportation Planner, will serve as the Contract Administrator and will ensure contract compliance.

IV. FINANCIAL CONSIDERATIONS/IMPACT

The value of the contract for the initial pilot project is not to exceed $100,000 for the first year.

This contract includes the possibility of two (2) one-year options.

Funds to support this contract for the pilot phase are included in the Planning Department FY20 Professional/Technical Services (503031) Operating Budget. The Department Manager will be responsible for budgeting this expense each fiscal year.

V. ALTERNATIVES CONSIDERED

The Board could choose not to award the contract to the vendor selected by METRO staff and instead direct staff to reissue an RFP.

- METRO staff does not recommend this alternative. The Board directed staff to explore fare payment options to improve customer convenience and decrease dwell time delays. METRO staff has been researching the market for two (2) years and received nine (9) proposals from qualified vendors. The evaluation team methodically compared each proposal and selected a vendor based on its current product as well as its ability to stay current with changing requirements in the future.

VI. ATTACHMENTS

Attachment A: List of Responding Firms

Prepared by: Joan Jeffries, Administrative Specialist
Pete Rasmussen, Transportation Planner

VII. APPROVALS:

Barrow Emerson,
Planning & Development Director

Approved as to fiscal impact:
Angela Aitken, Chief Financial Officer dklow for AA

Alex Clifford, CEO/General Manager

Attachment A

Responding Firms for RFP No. 19-13

Electronic Fare Payment System Pilot Program

Received by May 14, 2019 at 5:00 PM

American Eagle Computer Products, Inc.	Los Angeles	CA
Bytemark, Inc.	New York	NY
Delerrok Inc.	Vista	CA
Hopthru, Inc.	San Francisco	CA
Masabi LLC	New York	NY
moovel North America, LLC	Portland	OR
Passport Labs, Inc.	Charlotte	NC
SPX Corporation	Elk Grove Village	IL
Token Transit, Inc.	San Francisco	CA

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Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Barrow Emerson, Planning & Development Director

SUBJECT: **ANNUAL PROGRESS IN THE EVOLUTION OF THE FLEET TO ZERO EMISSIONS BUSES**

I. RECOMMENDED ACTION

That the Board receive a presentation on the progress in the evolution of the fleet to zero emission buses (ZEBs), including:

A) METRO's road map for implementation of a ZEB charging infrastructure; and,

B) The calendar year 2019 ZEB infrastructure-related grant application strategy.

II. SUMMARY

- At its September 25, 2015 meeting, the Santa Cruz Metropolitan Transit District (METRO) Board of Directors (Board) adopted its first Electric Bus Implementation Strategy authorizing METRO to pursue grant funding to deploy electric buses.

- At its May 19, 2017 meeting, the METRO Board adopted a resolution to set a goal for achieving a fully zero-emission fleet by 2040 and to support a fleet management plan which phases out the purchase of Compressed Natural Gas (CNG) buses by 2030.

- Between 2016 and 2018 METRO received grants sufficent to fund three zero emission over-the-road coaches and four zero emission fixed route buses.

- At its April 27, 2018 meeting, the METRO Board endorsed the CEO's proposal to discontinue applying for Zero Emission Bus (ZEB) grants until battery technology and bus range improves and until METRO can gain operating and maintenance experience with the zero emission buses that will start arriving in 2020.

- Following the adoption of the California Air Resources Board (CARB) Innovative Clean Transit (ICT) Regulation in December 2018 and the award of four electric buses that will arrive in 2020, METRO has created a road map (Attachment A) for the implementation of ZEB charging infrastructure to support a phased approach to adding ZEBs to the METRO fleet.

- Based on its road map for a charging infrastructure, METRO has developed a grant application strategy (Attachment B) for calendar year 2019 for ZEB related items.

- At its April 26, 2019 meeting, the Board received a presentation on METRO's Long Range Bus Replacement Plan, which assumes the procurement of ZEBs in line with the CARB ICT Rule, with all buses purchased from 2029 on to be ZEBs.

- At its June 14, 2019 meeting, the Capital Projects Standing Committeee receved this report and directed that it be forwarded to the full Board for their information and review.

III. DISCUSSION/BACKGROUND

At its September 25, 2015 meeting, the Board authorized METRO to begin pursuing grant funding to deploy electric buses and adopted its first Electric Bus Implementation Strategy, which documented a favorable technological, regulatory, operating and financial environment for ZEB deployment, and proposes a timeline to implement ZEBs incrementally, beginning with the first acquisition in 2016.

Subsequent to this, METRO was awarded a 2016 Federal Transit Administration (FTA) Low-No Emissions grant for its first three electric buses for use on the Highway 17 Express service. The buses originally selected were not able to achieve “over the hill” operating requirements due to limited battery life. The FTA has given METRO permission to put these procurements on hold until 2020-21 when the market can hopefully provide a ZEB that will meet METRO’s operating requirements.

At its May 19, 2017 meeting, the Board adopted a resolution setting a goal of 2040 to attain a 100% ZEB fleet and phasing out the purchase of Compressed Natural Gas (CNG) buses after 2030. The resolution also states Board support for the FY2017 - FY2040 Fleet Management Plan (Attachment C), which outlines METRO’s detailed vehicle-specifc plan for transitioning the fleet to all ZEBs.

Between 2016 and 2018, METRO was awarded state funding to procure four additional ZEBs: two through the Low Carbon Emission Operations Program (LCTOP) and two through the State Transportation Improvement Program. These Proterra ZEBs will arrive at METRO in early 2020.

As a result of the poor performance of a BYD prototype over-the-road-coach that was intended to be purchased using a 2016 federal LoNo award, at its April 27, 2018 meeting, the METRO Board endorsed the CEO’s proposal to discontinue applying for Zero Emission Bus (ZEB) grants until the battery technology and bus range improves or until CARB issues its Regulation and mandates ZEB purchases.

On December 14, 2018, CARB adopted its Innovative Clean Transit (ICT) Regulation which requires all transit agenices designated as a small transit agency to transition their bus fleet to all ZEBs beginning in 2026. Starting in 2026, small transit agenices must purchase ZEBs for 25% of all bus purchases, and 100% of all bus purchases must be ZEBs starting in 2029 (Zero Emission Buses or Battery Electric Buses).

ZEB battery capacity is not currently developed to a point where METRO can operate a ZEB all day on any of its routes. This limitation would create a costly and inefficient allocation of buses or the need to purchase and install expensive in-route (opportunity) charging infrastructure. Therefore, METRO has decided to limit additional ZEB

procurements beyond its initial funded buses until such time as ZEB battery capacities meet its requirements (battery energy density), or CARB ICT mandates kick in.

The adoption of the new CARB Regulation and the imminent delivery of four ZEBs, has led to METRO creating a detailed roadmap (Attachment A) for implementation of a charging infrastructure required to support the operation of these new ZEBs in 2020.

With the charging infrastructure requirements clearly identified and existing funding allocated, METRO has also established its 2019 grant application strategy (Attachment B) to fund remaining ZEB charging infrastructure needs.

At its April 26, 2019 meeting, the Board received a presentation on METRO's Long Range Bus Replacement Plan, which assumes the procurement of ZEBs in line with the CARB ICT Regulation, with all buses purchased from 2029 on to be ZEBs.

IV. FINANCIAL CONSIDERATIONS/IMPACT

Implementation of the ZEB charging infrastructure program involves a number of facilities and a staged implementation plan. Additionally, METRO will use its FY19 LCTOP allocation of $646,496 to fund the implementation of initial charging ports for up to ten buses at the Judy K. Souza Operations Facility (JKS). METRO will aggressively pursue appropriate grants to assist in the funding of these requirements as well as using available local funding resources, when required, to match federal and state funding programs.

V. ALTERNATIVES CONSIDERED

With the pending arrival of METRO's first electric buses in 2020, there is not an alternative to implementing a ZEB charging infrastructure. There are no recommended alternatives at this time.

VI. ATTACHMENTS

Attachment A: METRO Phased Road Map to Implement a Charging Infrastructure for Electric Bus Operations

Attachment B: 2019 Zero-Emission Bus Infrastructure Grant Application Strategy

Attachment C: METRO Fleet Management Plan FY2017 – FY2040

Prepared by: Barrow Emerson, Planning and Development Director

VII. APPROVALS

Barrow Emerson,
Planning and Development Director

Approved as to fiscal impact:
Angela Aitken, CFO

dklow for AA

Alex Clifford, CEO/General Manager

Attachment A

METRO Phased Road Map to Implement Charging Infrastructure for Electric Bus Operations

- PG&E transformer upgrade complete in time to support charging Phase 1 stations by 12/31/19
- Long Term (Phase 1-6) Master Plan proposal from CTE $350,000

Phase 1: 10 Bus Charging Stations at JKS along River St.

- Phase 1.a Buses back into re-charging ports 12/31/19

Activities	Cost
Design	$88,500 – Bowman Williams
Equip Install • **4 Charging Stations** • **PG&E Special Fee**	 $288,000 $50,000
Construction Support	$35,650
Construction	$250,000
Project Contingency	$200,000
Total Cost	$912,150

Funding Sources: $646,496 FY19 LCTOP
$265,654 FY16 Low-No

- Phase 1.b Buses pull in forward under cantilevered canopy over bus to back-of-bus dispenser – Schedule: TBD

Activities	Cost
Project Management	
Design	
Equip Install	
Construction Support	
construction	
Total Cost	$ 350,000 (estimate)

Funding Sources: TBD

Phase 2: Emergency Backup Power Generator at JKS – Schedule: TBD

Activities Cost

- Equip/Install/Technical Specification $500,000 (estimate)

Phase 3: Battery Storage (real estate/equipment) at JKS – Schedule: TBD

- Research ongoing
- May not need stand-alone battery storage with Charge Point system

Activities	Cost
Right of Way	
Design	
Equipment/Install	
Construction Support	
Construction	
Total cost	$2,000,000 (estimate)

Funding Sources: TBD

Phase 4: 100 buses - Charge Point Fleet-wide Charging System Canopy at JKS Schedule: TBD

- METRO requires charge management software to control bus charging and achieve the most cost efficient fueling of all of its buses
- Currently Charge Point is the only vendor who provides this; however, their software cannot control other manufacturer's equipment, only receive its data
- Research ongoing for multi-charger manufacturer. Charge management system needed to support mixed-manufacturer bus fleet (does not exist today)
- First funding opportunity 2020 grant application cycle

Cost: $5,000,000 (estimate)

Funding Sources: TBD

NOTE: Large ($9M) solar only canopy scenario unlikely because METRO's Operations facility (JKS) limited lot size would not generate enough energy per day and would impede other possible projects with a greater return on investment.

Phase 5: Opportunity/Fast Charging Infrastructure at Watsonville Transit Center – Schedule Fall 2020 (if awarded)

- FTA Low-No $1M Application submitted 5/14/19, award Late Summer 2019
  - Watsonville Transit Center - Overhead pantograph charger
  - Share with MST, San Benito?

Activities	Cost
On-Route Charger and Warranty	$525,000
Construction to Install On-Route Charger	$414,000
Charge Management System	$6,000
Project Management & Technical Assistance	$55,000
Total cost	$1,000,000 (estimate)

Funding Sources: Low-No Grant or METRO Reserves

Phase 6: Opportunity/Fast Charging Infrastructure at Pacific Station

- Scope, Budget, Funding Source and Schedule: TBD
- Research ongoing, including consideration of new Pacific Station

Funding Sources: Electrify America?

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Attachment B

2019 Zero-Emission Bus Infrastructure
Grant Application Strategy

- FY19 LCTOP
  - $646,496 allocated
  - Partially funds Phase 1 – 10-Bus Charging Station at JKS along River St.
  - Complete 12/31/19

- FTA 5339c (Low-No Bus Emission Program)
  - $1 million application submitted 5/14/19
  - Fast Charger for Watsonville Transit Center

- Monterey Bay Air Resources District (MBARD)
  - Applications due 7/1/19
  - Application - $300,000 for JKS yard-charging infrastructure shortfall

- Monterey Bay Community Power (MPCP)
  - $200,000 available this cycle for master planning and other activities

- VW Settlement (one-time allocation): Charging Infrastructure
  - Notice of 2019 Program date - TBD
  - Application - $200,000 to fund Phase Design Option 1.b Cantilevered chargers
    - No local match required

- <u>Other Non-Electric Competitive Bus Program Grant Opportunities</u>
  - FY19 FTA 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities)
    - Application - 5 replacement ParaCruz vans
    - Local Match – 20%

  - FTA 5339b (Bus & Bus Facilities Program)
    - FY20 application - ParaCruz Facility
      - Local Match minimum (15%)
      - Charging infrastructure to support small non-revenue vehicles

  - Pacific Station – Possible Redevelopment
    - FY20 – FTA BUILD and/or State of California AHSC programs

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Electric Bus Implementation Strategy

September 25, 2015

9-12C.1

Attachment C

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Attachment C

Electric Bus Implementation Strategy

Summary

Electric buses are now a viable option for public transit service. The continuous evolution in battery technology, composite materials engineering and electric recharging infrastructure has enabled development of electric buses which have demonstrated adequate power, range and passenger handling capabilities necessary for routine public transit operations. The initial capital cost of an electric bus ($750,000 - $900,000) commands a 60% premium over the cost of a new CNG bus ($460,000 for METRO's last acquisition); however, increasing competition on the supply side suggests that this purchase premium will continue to decline. In addition, electric bus operating data over the past 10 years documents lower fuel and maintenance costs for the battery-electrics, producing a lifecycle cost which offsets the higher capital cost of the battery-electric buses.

Electric bus performance is a function of route topography, cycle times and maximum required range. Modeling route performance characteristics and local utility rates will enable informed decisions on selecting the correct bus specifications and recharging configuration to deliver METRO's service within current cost constraints. Outside technical assistance may help METRO to mate available equipment with its service requirements and to assess infrastructure upgrades and staffing requirements needed to support electric bus operation.

The current grant-funding environment is showing signs of growing grant opportunities with which to fund electric buses. Federal emphasis areas in energy security, environmental protection and transportation have resulted in programs which provide funds to develop, produce, and test new technologies to reduce dependence upon foreign and domestic fossil fuels, reduce environmental impacts and improve transportation effectiveness. These programs currently subsidize hybrid and battery-electric bus development.

California's regulatory environment for public transit since the late 1990s spurred a movement away from the ubiquitous diesel-fueled public transit bus into alternative fuels and stimulated commercial production of buses powered by "clean" diesel, Compressed Natural Gas, Liquefied Natural Gas, biofuels, hybrid diesel-electric motors and most recently, fully electric buses. California's aggressive goals to reduce climate change have created multiple programs within the California Air Resources Board, the Cap and Trade Program, Caltrans, the California Energy Commission, the California Transportation Commission and the California Environmental Protection Agency to offer incentives and grants to spur deployment of zero-emission buses.

Implementing an electric bus fleet requires strategic planning to match METRO capabilities with acquisition of a new transit bus technology. Lifecycle costs, financial capacity, re-charging stations, fleet management, training and the ability to deliver various program criteria for receiving grants, some of which are unknown, can be characterized in advance to frame an orderly transition to zero emission bus operations. The following sections elaborate on the technology, capital costs, operating experience, regulatory environment and grant opportunities, all of which are favorable for electric bus deployment. The final section then suggests a timeline to effectively map implementation to available resources.

Technology

Proterra introduced the first commercially viable battery-electric bus in the United States. In 2010, the EcoRide BE35 was implemented into Foothill Transit's fleet. The 35-foot bus had a seating capacity of 35 and the capability to travel 30-40 miles on a single charge, using a proprietary fast charger to restore a minimum 50% State of Charge in less than 10 minutes, enabling continuous service on routes less than 20 miles. Completion of FTA's mandatory 12 year/500,000 mile performance test at the Bus Research and Testing Center at Altoona, Pennsylvania (Altoona Testing) demonstrated that the bus had an average, combined fuel economy of 1.81 kWh/mi; an improvement in fuel efficiency of up to 600 percent compared to a diesel or CNG bus.

The development and demonstration of battery-electric vehicles is underway worldwide largely due to advancements in energy storage options which have finally achieved the level needed for sustainable, all-day transit service. Commonly, lead-acid batteries are deployed for use in vehicles, and their commercial availability makes them a lower cost option. However, the developments achieved in lithium-ion battery technology in recent years provided the impetus for more widely available, cheaper and better performing re-chargeable batteries. Electric bus manufactures are applying this technology by utilizing variants of lithium-ion batteries in their electric vehicles. U.S. manufacturers BYD, New Flyer and Proterra are now using Lithium Iron Phosphate (LFP), Lithium Nickel Manganese Cobalt (NMC), and Lithium Titanate (LTO) batteries, respectively. Table 1 shows the progression in performance across the evolving battery types:

Table 1: Battery Performance

Battery Type	Voltage (nominal)	Energy Density (Wh/kg)	Working Temp.	*Cycle Life
Lead Acid	2.0V	>35	-20 – 40 °C	>200
LFP	3.4V	>120	-20 – 60 °C	>2000
NMC	3.7V	>160	-20 – 40 °C	>500
LTO	2.4V	>60	-20 – 55 °C	>5000

*The cycle life is the number of complete **charge/discharge cycles** that the battery is able to support before its capacity falls under 80% of its original capacity.

Proterra has deployed at least 56 EcoRide BE35 buses across nine transit agencies within the U.S. and in 2015 they introduced their new model the Proterra Catalyst. Since Proterra entered the market, there have been other U.S. manufacturers introducing electric buses with innovative battery and charging technologies. In 2015, New Flyer's 40-foot battery-electric bus Xcelsior XE40 passed the FTA's Altoona Testing, demonstrating an average, combined fuel economy of 1.84 kWh/mi. The bus provides an overhead fast charge system that can achieve a 95 percent state of charge (SOC) in 6 minutes. In 2015, New Flyer introduced two of its electric buses to Chicago Transit Authority's fleet.

In 2014, BYD's 40-foot battery-electric bus passed the FTA's Altoona Testing and demonstrated an average, combined fuel economy of 1.98 kWh/mi. The BYD bus is equipped with a plug-in charger that can provide a full charge in less than 5 hours. In FY14, Stanford University (Stanford) deployed three, 40-foot BYD buses. In FY15 Stanford announced that they would be adding 10 more electric buses to their shuttle fleet for FY16, delivering 708,246 miles or 58% of

the annual route miles with electric buses. Stanford reports the average range of their electric buses to be 128.37 miles with an average life cycle cost of 2.28 kWh/mi. Antelope Valley Transit Authority (AVTA) purchased two 40-foot BYD electric buses in 2014 and announced their plan in 2015 to deploy 29 more 40-foot BYD electric buses over the next three years. Currently, AVTA is only utilizing depot charging. However, they are in the process of procuring a bid for the construction of two inductive charging stations at two of their main transfer centers. Electric bus deployment is rapidly increasing, and Santa Cruz METRO would have the combined experiences of the early adopters to guide its first electric bus fleet specifications. Figure 1 illustrates the rapid deployment of electric bus in California from 2010 to 2016 (2015 procurements).

Table 2: Vehicle Specifications

Company	Fuel Economy (kWh/mi.)	Advertised Range	Advertised Fuel Cost Savings	Advertised Maintenance Cost Savings	Battery Capacity (kWh)	Charge Time (Fast)	Charge Time (Depot)
Proterra	1.70	≥155 mi.	≥$365k	≥$135k	74	6 minutes	2 hrs
New Flyer	1.84	120 mi.	≥$400k	≥$195k	120	6 minutes	2-4.5 hrs
BYD	1.98	155 mi.	≥$345k	≥$150k	360	6 minutes	2-4.5 hrs

AVTA reports that the range of their BYD buses is even greater than advertised averaging 200 mi./day at 2.25 kWh/mi. Table 3 compares the vehicle specifications of Proterra, New Flyer, and BYD.

Earlier this year, METRO's Maintenance Manager oversaw a test run of the BYD 40 ft. bus on a loop from METRO's Pacific Station over Highway 17 and back. The results indicated that the bus' performance can exceed BYD's advertised specifications. Based upon this test run, the estimated average fuel economy was 1.80 kWh/mi with a projected full range of 202.78 miles.

A brief overview of the battery technology illustrates that the electric transit bus has come a long way from a maximum serviceable range of 40 miles per day in 2010 to a sustainable 180 - 200 mile per day range demonstrated in 2015 by the newest iron phosphate variant lithium-ion batteries. While further battery improvement is inevitable, the currently sustainable 200-mile range exceeds the daily range required by 90% of all METRO's local weekday bus assignments. Electric buses meet the range required for all bus blocks assigned to weekend Highway 17 Express service, but due to longer bus blocks on the weekends, 31% of the weekend local service bus assignments exceed 200 miles. As METRO approaches its first electric bus acquisition, more than one manufacturer will meet the minimum daily range requirement. In addition, a scheduler can adjust bus blocking, if efficient, to accommodate the reduced range of electric buses if that is efficient.

Electric bus deployments are increasing at a rate commensurate with technological advances. Figure 1 shows accelerating acquisitions which match the increase in range to the 180 – 200 mile mark.

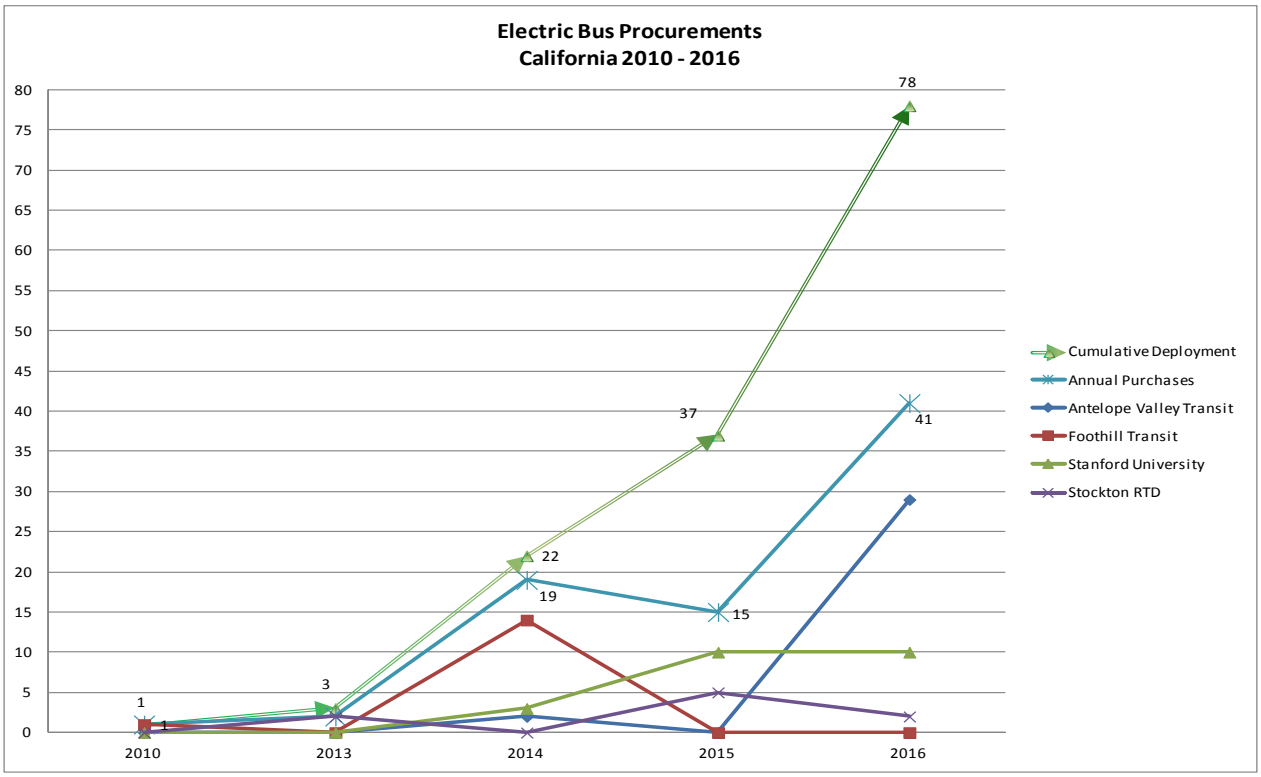


Figure 1: Trajectory of electric bus procurement in California 2010-2016

In August, METRO established membership with the Center for Transportation and the Environment (CTE) in Atlanta, Georgia which conducted the earliest research and development leading to a capable battery-electric bus. CTE has established partnerships with the U.S. Departments of Defense, Energy, Interior, and Transportation, the U.S. Armed Forces, and NASA, among others. As a member-based non-profit, non-governmental organization, CTE serves as an intermediary to facilitate the use of innovative and environmentally sustainable transportation technology. Since their founding in 1993, CTE has assisted over 200 U.S. companies with research, development and demonstration projects. As such, CTE will offer consultation services to aid in evaluating the technical viability of the available battery-electric buses and their relative compatibility with METRO's service requirements.

Electric Bus Costs

Electric buses are expensive, but the capital cost is declining steadily as the technology improves and demand rises. METRO's last fleet of 35-foot CNG buses purchased in 2013 cost $460,000 each. A 35' electric bus from Proterra, a bus manufacturer in South Carolina, costs about $700,000, down from $1.2 million in 2010. New Flyer Industries and BYD, a Chinese subsidiary now manufacturing in the US, are its top competitors with comparable prices.

The initial capital cost of a bus varies according to specifications for size, power, battery life, range, charging equipment and passenger amenities. The following table compares costs of 40- and 45-foot low-floor and over-the-road coaches which METRO would operate on local routes and the Highway 17 Express, respectively. Sixty-foot articulated buses, which have just appeared in the last year, would be considered for the UCSC service. Associated charging components are listed separately. Table 2 compares the costs and equipment for each of the three manufactures with the largest deployment in the U.S.

Table 2: Electric Bus Cost Comparisons: Proterra, New Flyer, BYD

Bus MFG.	Cost (Base)	Curb Weight	Battery kWh Storage & Life	Depot Charger Cost	Route Charger Cost	Range (Miles)	Fuel Cost $/Mile
40' Low Floor (Local Service)							
New Flyer	100 kWh $750k 200 kWh $850k 300 kWh $950k	N/A	120 kWh Est. 8 Yrs.	$45,000	300 kW $450k.	86	$0.35
BYD	$800k	30,865	324 kWh 15 Yrs.	Included	250 kW Inductive $500k Receiver $50k	165	$0.32
Proterra	$749k	27,370	Up to 257 kWh 8 Yrs.	$40,000	500 kW Conductive $349k	146	$0.33
60' Low Floor (Local Service)							
BYD	$1.200k	47,400	547 kWh Est. 12 Yrs.	Included in Bus Price	200 kW Inductive $300k Receiver $50k	170	$0.40
40', 45' Over the Road Coach (Intercity, Highway 17 Express)							
BYD	$800k	NA	Est. 12 Yrs.	Included in Bus Price	250 kW Inductive $500k Receiver $50k	190	$0.36
BYD	$850k	NA	394 kWh 591 kWh Est. 12 Yrs.	Included in Bus Price	250 KW Inductive $500k Receiver $50k	193 @ 394 kWh 289 @ 591 kWh	$0.38

Charging infrastructure depends upon the maximum allowable recharge times for all day service or for partial charges while in-service. The most expensive technology restores a partial charge in minutes while a bus either parks over a wireless charger (an inductive coil) or docks with a conductive charger, enabling the bus to operate continuously without returning to the garage.

The least expensive infrastructure would be a generic power terminal (3-phase, 480 VAC) powering a secondary charger installed on the bus for overnight charging.

Cost Savings can be achieved in two ways:

1. Make the initial bus purchases with battery leasing from the manufacturer. BYD offers the option of purchasing a bus at the diesel price ($460,000) and leasing the electric batteries. The ongoing battery lease would be paid from the operating budget at an estimated $25,000 annually.
2. Retrofit an existing bus with electric propulsion motor(s). This would conserve the cost of a new chassis and coach, estimated at about 60 percent of the purchase price of a new electric bus. METRO's fleet maintenance manager has concerns about the reliability of a diesel bus retrofit and does not recommend this option.

The recommended grant-funding strategy is outright ownership of the bus and batteries for the initial fleet. Grant sponsors typically request scalable, operable projects so that the applicant can deliver a sub-project if the award is less than requested. Battery leasing would provide a fallback option to fit an operable electric bus deployment within the awarded revenue but results in added financial stress to an already strained operating budget.

After operating the first new ElectricBus fleet(s) for an appropriate period to gain experience and accomplish maintenance training, METRO could embark upon the retrofit pathway for a limited set of buses. Complete Coach Works is currently the only vendor in the market doing retrofits, and until METRO gains operating experience with electric buses, this approach would carry greater risk with the lower cost. This strategy is not recommended in the near term.

Operating and Maintenance/Lifecycle Cost

Stanford University provided operating data from its first three electric buses in FY14 which indicate significant savings in fuel costs versus its renewable diesel-fueled buses. Operating 2,270 combined weekly route miles, the electric buses consumed 5,108 KWh of electricity, costing $536 at $.105/KWh. Diesel buses running the same service consumed 613 gallons of diesel, $2,454 at $4 per gallon for renewable diesel (bio-diesel); thus showing a fuel savings of $102,709 per year across three buses.

Fuel cost/mile is the standard metric for comparing the costs of different fuels. Figure 2 compares the fuel cost per mile of diesel and Compressed Natural Gas versus electricity at meter rates of $.10, $.05 and $.20 per kWh.

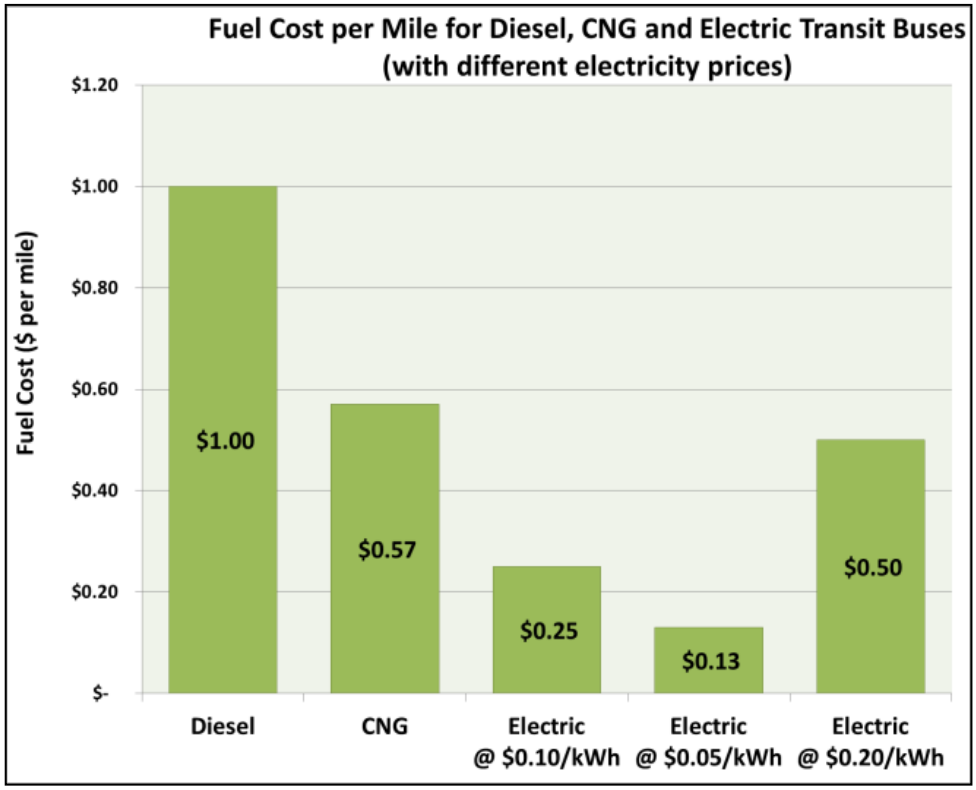


Figure 2: Impact of time of use pricing on electric transit bus fuel cost

Gallo, J.B, Bloch-Rubin, T. and Tomic, J. (2014). [Fuel Cost per Mile for Diesel, CNG and Electric Transit Buses (with different electricity prices)]. In *Peak demand charges and electric transit buses.* U.S Department Transportation: Federal Transit Administration.

Clearly, battery-electric offers the lowest fuel cost even at the highest cost of $.20/kWh; however, this comparison does not account for more common rate structures which vary by time of use, season, peak demand periods with peak 15-minute Time of Use rates as high as $59.24 / kWh! Given an analysis of METRO's billing rates (Table 4) and the average electric rates shown above, **$0.20/kWh** is a reasonable average rate to use for METRO's fuel cost comparisons.

All three primary manufacturers offer variants of the on-route and depot chargers. On-route charging allows an electric bus to charge in a short time period (<10 min.) while in operation,

typically at layover at the end of the line. Proterra offers only on-route charging, while New Flyer and BYD offer it as an option. On-route charging lends itself to operating without long service interruptions but comes with high infrastructure costs and generally higher operating costs from charging during peak rates. Because peak demand charges are calculated from the maximum power demand during a 15-minute period, however, using on-route charging across multiple buses attenuates the premium on a per-bus basis. With an on-route, six-minute charge to 80% state of charge, eight buses could conceivably use one fast charger without activating a peak-period premium in any one 15-minute interval. On-route charging offers the added benefits of a lower bus costs from smaller battery capacity, reduced curb weight and increased passenger capacity.

Depot charging, the standard BYD and New Flyer offering, involves recharging an electric bus while not in operation over a longer period of time (<6.9 hrs.). BYD's electric bus is designed to replace fossil-fueled buses by providing a battery that can meet the daily range of a diesel bus. The greater range of these buses necessitates a larger battery, potentially reducing passenger capacity and increasing vehicle curb weight. Depot charging infrastructure is less expensive and takes advantage of lower off-peak charging rates, potentially yielding significant life-cycle costs. While demand charges for on-route charging can be spread across multiple buses, depot charging will increase demand charges by the summed increments of the nominal power for each charger, resulting in higher peaks in any one 15-minute period.

The price of the electricity used to recharge an electric transit bus determines its fuel cost. Charging off peak when electricity prices are low can lead to significant operating savings. On the other hand, charging during peak demand periods, most likely with on-route charging, can dramatically increase fuel costs to the point where it is no longer economically viable for the transit operator to pursue an electric bus strategy.

Costs and service trade-offs must be considered to determine the most efficient, cost-effective method. A critical step in the electric bus implementation plan is to mate the most effective charging scheme i.e., in-route or overnight, with the PG&E rate structure to produce the overall lowest electricity cost per mile. Table 4 evaluates PG&E rates at METRO's Fueling and Maintenance Facilities during winter and summer season.

Table 4: PG&E Electricity Rates and Usage at METRO Facilities

1200 River Street (Fuel Station)						
	February Billing 2015 *			July Billing 2015 **		
Charge Type	**kW**	**$ Rate**	**$ Cost**	**kW**	**$ Rate**	**$ Cost**
Peak	-	-	-	605.44	$ 0.26	$ 158.87
Part Peak	3,750.64	$ 0.17	$ 651.15	2,740.96	$ 0.25	$ 693.68
Off Peak	7,319.20	**$ 0.15**	$ 1,125.62	5,987.52	**$ 0.22**	$ 1,345.28
Total kWh	11,069.84	-	$ 1,776.77	9,333.92	-	$ 2,197.83
Avg. cost/kWh	-	-	$ 0.16	-	-	$ 0.24
Energy Comm. Tax	-	-	$ 3.21	-	-	$ 2.71
City SC Utility Tax	-	-	$ 152.70	-	-	$ 188.44
Connection Fee/day	30	$ 0.66	$ 19.71	29	$ 0.66	$ 19.06
Total Charge	-	-	$ 1,952.39	-	-	$ 2,408.04
138 Golf Club Dr (Fleet Maintenance)						
	February Billing 2015 *			July Billing 2015 **		
Charge Type	**kW**	**$ Rate**	**$ Cost**	**kW**	**$ Rate**	**$ Cost**
Max Peak	-	-	-	64	$ 19.04	$ 1,219
Max Part Peak	69.00	$ 0.24	$ 16.56	60.00	$ 4.42	$ 265.20
Max Demand	76.00	$ 13.67	$ 1,038.92	64.00	$ 15.07	$ 964.48
Peak	-	-	-	6,065.00	$ 0.16	$ 984.35
Part Peak	12,478.00	$ 0.10	$ 1,308.32	6,896.00	$ 0.11	$ 751.18
Off Peak	18,620.00	$ 0.08	$ 1,507.66	16,567.92	$ 0.07	$ 1,225.53
Total kWh	31,243.00		$ 3,871.46	29,716.92	-	$ 5,409.30
Avg. cost/kWh	-	-	$ 0.12	-	-	$ 0.18
Energy Comm. Tax	-	-	$ 9.02	-	-	$ 8.56
City SC Utility Tax	-	-	$ 340.25	-	-	$ 471.22
Connection Fee/day	30	$ 4.60	$ 137.99	29	$ 4.60	$ 133.40
Total Charge	-	-	$ 4,358.72	-	-	$ 6,022.48
	* Winter Billing Rate			** Summer Billing Rate		
	1,041/43***			1025/43***		

As shown in Table 4, METRO can reach an off-peak rate as low as $.07/kWh, which would translate into a fuel cost of $.19/mile compared to diesel fuel costs of approximately $1.00/mile at current prices. CNG fuel cost/mile would be roughly $.75/mile.

Adding the estimated fuel cost/mile, maintenance cost/mile and the capital cost amortized over a 500,000-mile lifetime service produces a lifecycle total cost/mile as a basis of comparison. Only data for CNG buses is used as a comparison because METRO cannot purchase diesel buses. Figure 3 portrays the relative lifecycle cost per unit mile for electric, diesel and CNG buses

Stanford's operating cost of $2.26/mile including capital costs, for its 40-foot buses. This does not include infrastructure. AVTA reports fuel and maintenance cost, excluding capital, of $.36/mi.

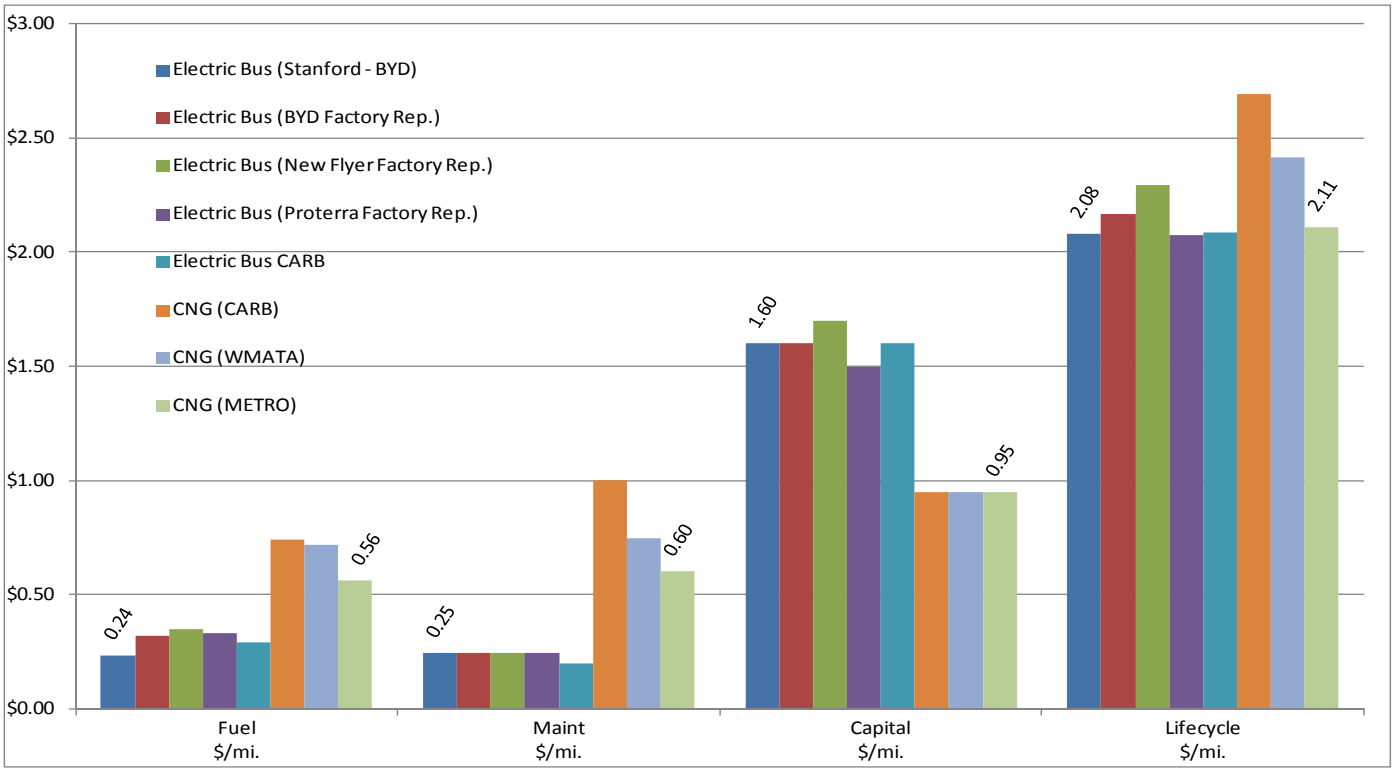


Figure 3: Operating Cost Comparison, Electric Bus vs. CNG Bus

Sources:

1) *Transit Bus Life Cycle Cost and Year 2007 Emissions Estimation*, U.S. Department of Transportation, Federal Transit Administration (2007).
2) *Public Workshop on the Development of the Advanced Clean Transit Regulation, California Environmental Protection Agency and California Air Resources Board (2015).*
3) *Washington Metropolitan Area Transit Authority: Compressed Natural Gas Transit Bus Evaluation, National Renewable Energy Laboratory, (2014).*

Figure 3 shows the components of an overall lower lifecycle cost from multiple data sources for an Electric Bus vs. a CNG bus. All data is for 40' Low-floor coach with assumptions of 36,400 annual miles per bus. CNG capital costs are based upon METRO's last CNG bus purchase in 2013 ($460,000) inflated to 2015.

All Operating Cost data in Figure 3 was adjusted by CPI to 2015 from base year 2007, 2010 and 2014, however, fuel costs can fluctuate wildly as evidenced by the currently very low CNG price resulting from the application of new drilling technology (hydraulic fracturing) which created abundant supply. The fuel costs in Figure 3 are slightly higher than that shown in Figure 2 using 2014 data because it was inflated from relatively higher prices in 2007, 2010 prior to the major expansion in supply after that.

Regardless of fuel costs, the greatest lifecycle cost saving from Electric Buses vs. CNG fueled buses comes from the lower maintenance costs. Electric buses do not have transmissions, massive cooling systems to remove the heat of combustion , do not have to filter and remove combustion byproducts from much larger lubricating systems, and, most importantly for GhG reduction, don't require emission catalysts or traps because there are no emissions. Furthermore,

CNG buses weigh about 3,000 pounds less than a CNG bus, although the distribution by axel is not available. Due to a lower overall weight, electric buses may be less likely to exceed axel-weight limits.

The data in Figure 3 yields an overall lifecycle cost savings of about $ 131,535.31 per bus over the 500,000-mile useful lifespan as defined by FTA.

Battery recharging infrastructure is another factor which must be considered in the Electric Bus vs. CNG cost comparison. The strategy proposed here recommends depot charging at the bus yard rather than in-route charging. In-route chargers, which cost ten times more for each instance, can be considered later. Using in-route chargers is also a major decision factor for choosing bus manufacturers

Plug-in depot chargers use 480 Volts, 100 – 300 Amperes. Three factors need be considered in depot charging costs.

1. The cost of the depot charger
2. Rate of charge
3. Number of buses charged per night per charger

The calculation here assumes each bus will return to the depot with a remaining 20% batter charge remaining. On average, a bus will charge for 1.75 hours. Using a 10-hour charging window, up to six buses can be charged per night per charger. With the proposed bus purchase strategy of five-six per grant cycle, two chargers will be needed with each electric bus procurement.

Infrastructure costs include: a power feed from PG&E sufficient to charge 30-50 buses per night with a minimum of 2,000 Amperes at 480 Volts; the conduit and wiring from the power panel to two charging stations; and the construction cost for two charging stations.

Table 5: Recharging Infrastructure Costs

Item	Cost
Transformer and Feed From PG&E	$ 60,000
2000 amp. Electrical Panel, Conduit, Wiring	95,000
Charger Installation	50,000
Total Estimate	**$ 205,000**

The infrastructure costs above would be amortized over the life of the first set of six buses, reducing the lifecycle savings to $97,369 per bus. Subsequent fleet purchases would not require the $60,000 transformer and feed from PG&E, increasing the lifecycle savings per electric bus to $107,369 .

Operator Training

Coach operators have a significant impact on the performance of an electric bus. Operators must be trained to be an active participant to optimize energy consumption. Gradual acceleration with the use of regenerative braking is a key to success. Drivers must be attuned to the need for heating and air conditioning and switch it on/off rather than setting it and forgetting it. All of the passenger amenities drain energy from the batteries, so minimizing the controllable drains will extend the maximum range. Battery management software can keep the driver informed, and drivers will need to monitor performance indicators continuously to stay within optimal parameters. Proficient operating techniques can be learned within the first month of operations.

The Regulatory Environment

Federal Transit Administration programs support acquisition of low-emission buses. The FTA established its "Clean Fuels" program in 2005 to support emerging alternative fuel technology in an effort to speed deployment of transit vehicles which would decrease foreign oil dependence and improve air quality. The program supported development of biodiesel, hybrid diesel-electric buses, CNG buses, all-electric vehicles, fuel cell buses and any technology which exhibited the same or greater emission potential than hybrids.

With the new surface transportation act, MAP-21 in 2013, the FTA upgraded the Clean Fuels program to the Low and No-emission bus program (LoNo). The intent of the LoNo program is to deploy the cleanest and most energy efficient U.S.-made transit buses that have been largely proven in testing and demonstrations but are not yet widely deployed in transit fleets. The LoNo Program provides funding to transit agencies for acquisition of zero-emission transit buses and supporting infrastructure.

In order to reduce particulate exhaust emissions, the California Air Resources Board introduced a "transit fleet rule" in 2000 to regulate the transition of public transit fleets from diesel fuel to alternative fuels such as bio-diesel, ultra-low sulfur diesel ("clean" diesel), Compressed Natural Gas (CNG) and hydrogen fuel cells. CARB considered diesel fuel to be carcinogenic and set policies to reduce long-lived particulate emissions from diesel engines. Each transit operator had to select a fuel path which would eventually eliminate diesel operation, and METRO chose the alternative fuel path in 2001 to replace diesel with CNG fueled buses by 2016. Due to the lack of funding, excessive maintenance for CNG buses and the inability of manufacturers to rectify deficiencies, CARB relaxed the rule to allow continued diesel operations after 2016, although METRO can purchase no more. METRO currently operates 60 of its102 buses on CNG.

CARB is now circulating its "Advanced Clean Transit" regulation which will introduce more emphatic requirements to transition public transit fleets to low- and zero-emission buses. In the effort to meet the Governor's goal to cut fossil fuel consumption in half by 2030 and to reduce GhG to 80% below 1990 levels by 2050, the Advanced Clean Transit regulation seeks to eliminate fossil-fuel buses by 2040. The new regulation is based upon the premise that public transit buses have demonstrated the commercial viability of all-electric propulsion for heavy-duty application and that market incentive and regulatory guidelines will spur the transit industry to lead further zero-emission technology advances for all heavy-duty vehicles. The Advanced Clean Transit regulation initiates the transition to zero-emission buses in 2018.

California enacted the Global Warming Solutions Act of 2006 (AB 32) to reduce emission of Greenhouse Gases (GhG) to 1990 levels by 2020. Power production, oil refining and building environmental control (HVAC) produce the majority of emissions; the transportation sector contributes an additional 40%. AB 32 established ambitious short- and long-term goals to be achieved with through the Cap and Trade market for the exchange and reduction of allowable carbon emission "credits." Revenue from Cap and Trade auctions is used to fund infrastructure and transportation projects which reduce GhG.

In 2014, Governor Brown signed the first California State Budget which established an investment plan for Cap and Trade Auction revenue. Cap and Trade trailer bill SB 862 established the Greenhouse Gas Reduction Fund to receive all revenue generated from the auction of carbon emission credits in the Cap and Trade program and specified four programs to fund public transit operations and infrastructure projects which would reduce transportation sector GhG emissions. SB 862 specified four programs to receive continuous appropriations of Cap and Trade revenue:

- Affordable Housing and Sustainable Communities: funds public transit infrastructure projects which encourage compact development, reduce travel demand, support non-motorized, active transportation and increase ridership. This program can fund new service operated with zero-emission buses.
- Transit and Intercity Rail Capital Program: funds capital and operating improvements to improve intercity rail service, including intercity bus feeder service. This program funds zero-emission buses.
- Low Carbon Transit Operations Program: funds new transit service and low-emission vehicles and infrastructure improvements. This program funds zero-emission buses.
- Air Resources Board clean vehicle program: This program grants vouchers to offset the higher cost of zero-emission buses.

In brief, the regulatory environment at the Federal and State level is extremely favorable for the deployment of electric buses. The FTA and CARB have incentivized clean fuel buses for economic and air quality benefits for 10 and 15 years, respectively, and current policies to reduce greenhouse gas emissions and slow global warming are driving an even stronger push toward zero-emission transit bus deployment now.

Emphasis areas shift over time; the current regulatory environment signals that now is an especially advantageous time to solicit grant funds for electric buses. As the Air Resources Board staff acknowledges in its Fiscal Year 15-16 Funding Plan for Low Carbon Transportation Investments and the Air Quality Improvement Program, "*ARB expects production costs to decline as hybrid driveline and battery production volumes increase. When this occurs, the fuel economy payback period should shorten to the point where a hybrid or zero-emission truck purchase is economical without incentives*" (p. 57). ARB will provide $60 million in incentives and vouchers for FY16, exclusively for buses.

Funding

Table 6 lists the array of federal and state grant Programs available to fund electric buses either as the program purpose or as an eligible project within the program. Source indicates the sponsoring agency. Program Amount is the total available funding statewide or nationwide. The METRO Request is a suggested amount based upon the need to combine a state and federal program in some cases, the individual grantee award limit of some programs, assumptions about the reasonable project size that METRO could implement during the grant expenditure period, and, in the case of LCTOP funding, the amount allocated to METRO by formula. Other variables, such as a requirement to deploy buses in new service or only in service that directly benefits a disadvantaged community can also limit METRO's maximum grant request. For every program listed, METRO would request funds for electric buses and chargers, as needed.

Table 6: Grant Funding for Electric Buses, 2016 and 2017

Program	Source	% Local Match	Program Amount ($000s)	METRO Request
Low Carbon Transit Operations Program	Caltrans (Cap & Trade)	0	$100,000	$720
Low or No-Emission Vehicle Deployment Program (LoNo)	Federal Transit Administration	17	$54,000	$5,000
Zero Emission Bus Pilot Commercial Deployment Project	CA Air Resources Board (Cap & Trade)	0	$45,000	TBD
Medium and Heavy-Duty Vehicle Powertrain Electrification	US Dept. of Energy	0	$10,000	TBD
Hybrid and Zero Emission Truck and Bus Voucher Incentive Project	CA Air Resources Board (Cap & Trade)	0	$10,000	$650
Electric Charging Infrastructure	California Energy Commission	50	$20,000	TBD
Transit Intercity Rail Capital Program	CA Trans. Commission (Cap & Trade)	0	$200,000	$6,600
AB 2766 Motor Vehicle Emission Reduction Vehicle Registration Subvention Fund	Air Pollution Control District (AB 2766: Motor Vehicle Emission Reduction)	0	$1,000	$400
Transportation Investment Generating Economic Recovery (TIGER)	Federal Transit Administration	17	$400,000 (est)	$5,000
Affordable Housing Sustainable Communities	CA Strategic Growth Council (Cap & Trade)	11	$400,000	$2,000

In the previous round of funding for LCTOP, the Low or No-Emission Vehicle Deployment Program (LoNo), and the Transit Intercity Rail Capital Program (TIRCP) significant funding was allocated to applications for electric buses and electric charging infrastructure. AVTA utilized over $24 million of TIRCP funding to purchase 29 electric buses and received about $40,000 in

LCTOP funding for charging infrastructure. Of the ten applications approved for funding in the LoNo program, seven were for the request of five or more electric buses.

METRO recently submitted a proposal to the Santa Clara Valley Transportation Authority (VTA) to replace Highway 17 Express buses with electric, 45' over-the-road coaches at no cost to METRO. If the Envision Silicon Valley tax measure in 2016 is adopted, METRO requests that VTA furnish new buses to METRO according to the terms of the Highway 17 Express Joint Powers Agreement wherein VTA provides the capital and METRO operates the service. Table 7 shows the breakdown of the $6.6 million proposal for electric replacement buses and charging infrastructure:

Table 7: Envision Silicon Valley: Over-the-Road Bus Request

Description	Cost/Unit	#	Total Requested
Electric 45' Over-the-Road coaches	$ 850,000	6	$ 5,100,000
Secondary chargers (on bus)	$ 50,000	6	$ 300,000
Primary 250 kW on-route inductive quick charger	$ 500,000	2	$ 1,000,000
Primary depot charging station installations	$ 100,000	2	$ 200,000
		Total	**$ 6,600,000**

If the Envision Silicon Valley tax measure is successful and VTA furnishes these six buses and chargers, applications to other currently active grant programs for Highway 17 Express buses will augment the initial six towards replacing all 14 buses needed for Highway 17 Express on a daily basis. The application was submitted in July 2015, procurement of electric buses will begin in January of 2017 and implementation is expected by January 2018.

Implementation Schedule

Table 8: Electric Bus Implementation Schedule

Funding Source	2015						2016												2017												2018					
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
Phase 1																																				
Low Carbon Transit Operations Program (LCTOP)			O	O					A	A					O	O					A	A					O	O					A	A		
Low or No Emission Vehicle Deployment Program (LONO)			O	O					A	A					O	O					A	A					O	O					A	A		
Bus Procurement (2017: 11 buses; 2018: 5 buses)																																				
Accept and Test																																				
Training and Implementation																						▼												▼		
Phase 2																																				
Zero Emission Bus Pilot Commercial Deployment Projects				O	O					A	A					O	O					A	A					O	O					A	A	
Medium-and-Heavy-Duty Vehicle Technology Demonstration and Scale-Up				O	O					A	A					O	O					A	A					O	O					A	A	
Hybrid and Zero Emission Truck and Bus Voucher Incentive Project (HVIP)						O	O			A	A							O	O			A	A							O	O			A	A	
Bus Procurement (2016: 6 buses; 2017: 6 buses)																																				
Accept and Test																																				
Training and Implementation																							▼												▼	
Phase 3																																				
Electric Charging Infrastructure						O	O					A	A					O	O					A	A					O	O					A
Transit Inter-City Rail Capital Program (TIRCP)							O	O				A	A						O	O				A	A						O	O				A
Bus Procurement (2016: 6 buses; 2017: 6 buses)																																				
Accept and Test																																				
Training and Implementation																								▼												
Phase 4																																				
AB2766 Emission Reduction Grant Program											O	O			A	A							O	O			A	A								
Transportation Investment Generating Economic Recovery (TIGER)										O	O				A	A						O	O				A	A								
Affordable Housing and Sustainable Communities Program (AHSC)			O	O										O	O	A	A									O	O	A	A							
Envision Silicon Valley	O	O																	A																	
Bus Procurement (2016: 12-14 buses; 2017: 6-8 buses)																																				
Accept and Test																																				
Training and Implementation																															▼					

O Grant Opens
A Grant Awarded

9.12C.18

Attachment C

The federal government and the State of California offer ample funding opportunities to lower the capital costs of procuring electric buses. Currently, METRO's Planning Department is developing grant applications for the Affordable Housing and Sustainable Communities Program, the Low Carbon Transit Operations Program (LCTOP), and anticipate the notice of funding availability for the Low or No Emission Vehicle Deployment Program (LoNo) by the end of September. All other state and federal funding opportunities from 2015-2018 are detailed within Table 8.

Upon the acceptance of successful grant applications, the first phase of METRO's electric bus procurement will begin in March of 2016. At this time, the LCTOP and LoNo grants will be awarded and METRO, utilizing the combined grant funding, will begin the procurement of six electric buses. Implementation of these buses into METRO's fleet is anticipated to begin in April 2017. The second phase of procurement will begin in April of 2016, assuming METRO submits successful grant applications for the following programs: Zero Emission Bus Pilot Commercial Deployment Projects, the Medium-and Heavy-Duty Vehicle Technology Demonstration and Scale-up, and the Hybrid and Zero Emission Truck and Bus Voucher Incentive Project. METRO hopes to utilize funding from these three programs to obtain six electric buses; implementation into the fleet is expected in May of 2017.

The third phase of procurement will begin in June of 2016 upon approval of METRO's grant application for the Transit Inter-City Rail Capital Program and receipt of award. METRO will request funds for the purchase of six electric buses and expect implementation to occur in July 2017. Funds will be sought from the California Energy Commissions' Electric Charging Infrastructure program; this award will be used to offset the cost of charging technology.

In September of 2016, the fourth phase of METRO's electric bus procurement of 12-14 buses will begin upon successful submission of grant applications for the following programs: AB2766 Emission Reduction (AB2766), Transportation Investment Generating Economic Recovery, Affordable Housing and Sustainable Communities, and Envision Silicon Valley. Funding for electric charging infrastructure will also be sought through the AB2766 grant program. Implementation will begin in January of 2018.

Assuming that there are no drastic changes to the solicitation dates for these grants METRO will produce grant applications following this schedule seeking funding for electric buses and charging infrastructure through 2018. In total, METRO hopes to obtain funding to aid in the procurement and deployment of 29-31 electric buses. Current grant requests are structure in such a way that state grant funds will furnish the local match for federal grants, which typically require 17-20 percent local chare for capital funds. These grant programs will enable METRO to leverage the combined sources of state and federal funding to purchase electric buses to be implemented in 2016, 2017, and 2018.

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Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Barrow Emerson, Planning & Development Director

SUBJECT: APPROVAL OF THE 10-YEAR (FISCAL YEAR 2020-29) STRATEGIC BUSINESS PLAN

I. RECOMMENDED ACTION

That the Board approve the 10-Year Strategic Business Plan, including;

A. Approval of modifications to the initial list of Key Tactical Initiatives in support of the Strategic Priorities;

B. Approval of implementation plans for the Key Tactical Initiatives; and,

C. Approval of a new Strategic Plan Elements section for all future Standing Committee and Board staff reports

II. SUMMARY

- At the October 17, 2018 Santa Cruz Metropolitan Transit District (METRO) Board Strategic Business Plan initial work session, the Board of Directors (Board) and management team established a preliminary set of Strategic Priorities (Atachment A).

- On January 25, 2019, the METRO Board adopted the Strategic Priorities and a METRO staff proposal for Key Tactical Initiatives, pending minor modifications to the wording of two initiatives, in support of the Priorities. Attachment B shows modifications to the version presented to the Board on January 25, 2019.

- The Strategic Priorities and Key Tactical Initiatives are intended to prioritize the use of METRO's financial and staff resources in the coming years.

- Following adoption of the Strategic Priorities and Key Tactical Initiatives, at the January 25th Board meeting, the management team developed a 5-Year Implementation Plan (Attachment C) for the Key Tactical Initiatives within the context of the 5-Year financial outlook, for the Board's consideration.

- On Apirl 19, 2019 the Capital Projects Standing Committee approved forwarding the 10-Year Strategic Business Plan to the Board for their approval.

- At its April 26, 2019 meeting, the Board directed the plan return to the Capital Projects Standing Committee to address minor wording changes to items 2.d, 6.a and 6.b.

- At its June 14, 2019 meeting the Capital Standing Committee approved minor modifications and directed the Strategic Plan to the full Board for approval.

III. DISCUSSION/BACKGROUND

At the October 17, 2018 METRO Board Strategic Business Plan initial work session, the Board and management team established a preliminary set of seven strategic priorities (see Atachment A).

These seven Strategic Priorities were developed within the context of the existing METRO Mission Statement:

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

Among issues discussed at the October 17th work session were a number of specific key ongoing tactical initiatives identified by the METRO management team, including timeframes and cost contexts where appropriate. These Key Tactical Initiatives have been assigned to one or more of the seven draft Strategic Priorities (see Attachment B).

A primary theme from the October 17th work session was that, for at least the last four years, METRO has been in a survival mode, staving off a financial strucutural deficit, which could have undermined its ability to continue to provide public transportation services to the County.

The management team forecasts a period of relative consolidation or maintaining of service levels, while reinvesting in the "bricks of the business", improving the quality, promotion and public awareness of the current services, prior to growing the system significantly. As METRO hopefully moves beyond this "fix" stage and towards a "build" phase, it is important that it be clear on its mission and focus its limited financial and staff resources on only its core business initiatives.

On January 25th, the METRO Board adopted the seven strategic priorities and a list of key initiatives, pending minor modification to the wording of two initiatives. Attachment B is an updated version of the Key Tactical Initiatives. Following this direction, the METRO management team has developed a 5-Year Implementation Plan (Attachment C) for the Key Initiatives.

Resources needed for the individual Initiatives were identified in two ways:

1. Staff oriented tasks - Staff oriented tasks are shaded blue and assigned to the appropriate department in order to allow managers to understand the extent to which their department is involved in helping METRO achieve its business intiatives over the next 5 years.

2. Projects requiring funding consideration **-** Projects requiring funding are shaded either orange (Operating) or green (Capital) with the costs being taken from:

    - METRO's 10-Year Unfunded Capital Projects List (Attachment D)

    - Service expansion priorities taken from the Planning Department Annual Service Planning Update [August 24, 2018 Board Item #12-10 (Attachment E)].

Dollar values included in Attachment C are not formal estimates and are general order-of-magnitude costs for planning purposes only.

<u>METRO Service Planning Priorities and Standards</u>

Among the Key Initiatives in the Strategic Business Plan is METRO's planning for future system growth when financially feasible (see Initiative 3.a in Attachment C – "Increase Service Levels on Existing Routes"; including Span and Frequency). The August 28, 2018 Annual Service Planning Update to the Board (Attachment E) identified initial priorities for service expansion opportunities:

- Route 35 – Evening frequency improvements in the San Lorenzo Valley.

- Watsonville Circulator implementation, which will operate using METRO's first awarded electric bus.

- Routes 66 and/or 68 - Improved frequency and/or span of service in the Live Oak corridor between Capitola Mall and downtown Santa Cruz, an area with strong transit-oriented demographics.

As part of METRO's ongoing service plannng analysis, the Planning Department monitors service levels relative to the 2012-adopted METRO Service Standards, which outline desired levels of service by type of service and time of day (see Attachment F). METRO's Service Standards are reflective of industry standards for similar types of service and urban/rural profiles. Each of our five service categories have their own standards for frequency by time of day.

In most cases, particularly since the 2016 major service reduction, METRO is not able to fully achieve these Service Standards.

- Weekday Peaks – During weekday peaks METRO only achieves its service standards on local routes 4, 55, 75 and 79.

- Weekday Base (off-peak) – In the mid-day, METRO does somewhat better in meeting its service standards with the 91X and a majority of UCSC and local routes meeting the standard,

- Weekday Evenings – This service standard is generally not achieved. In most cases it is that the frequency does not extend long enough into evenings, making it difficult for METRO to meet the wide span of service needs required by the riding public.

- Weekends – With the exception of routes 16, 66, 68 and 71 METRO routes do not meet the service standards.

One of the financial difficulties in achieving a significant service level increase is the amount of Bus Operator resources required. With any service expansion, the amount of Operator resources required must include enough Operators to provide the additonal service all week, often more hours than a single Operator can perform in his/her five-day work week. In addition, for every added Bus Operator, an additional 30% of an Operator for "Extra Board" support is required to cover time off and absenteeism. The approximate annual cost for an Operator and operation of their bus is $130,000.

METRO Committee and Board Staff Report Reformatting

One of the outcomes of METRO's development of its first Strategic Business Plan is a recommendation that going forward all future METRO Committee and Board staff reports include a section titled "Strategic Plan Elements" to note the item's relation to achieving the Strategic Business Plan priorities.

Next Steps

At its April 26, 2019 meeting, the Board directed the plan return to the Capital Projects Standing Committee to address minor wording changes.

The 5-Year Implementation Plan will be used by the management team to organize staff resource allocation and prioritize future budget proposals.

Pending approval, it is the intent of staff to return to the METRO Board annually for review and updates to this rolling, 10-Year Strategic Business Plan.

IV. FINANCIAL CONSIDERATIONS/IMPACT

Although the 10-Year Strategic Business Plan does not direct specific budget related items in the near term, it does identify key tactical initiatives METRO staff

will endeavor to implement within this timeframe. Specific financial considerations/impacts will be identified as individual initiatives move forward.

V. ALTERNATIVES CONSIDERED

The 10-Year Strategic Business Plan and its Strategic Priorities are intended to provide context and direction to the METRO Board and staff when considering new initiatives. The clarity and focus provided by the seven Strategic Priorities will support efficient decision making processes at METRO.

Not pursuing development of a Strategic Business Plan is not recommended.

VI. ATTACHMENTS

Attachment A: Seven Strategic Priorities

Attachment B: Modified Key Tactical Initiatives

Attachment C: 5-Year Implementation Plan

Attachment D: Unfunded Capital List

Attachment E: August 24, 2018 Board Item #12-10

Attachment F: Service Standards

Prepared by: Barrow Emerson, Planning & Development Director

VII. APPROVALS

Barrow Emerson,
Planning & Development Director

Approved as to fiscal impact:
Angela Aitken, CFO

Alex Clifford, CEO/General Manager

Santa Cruz METRO

Strategic Business Plan Priorities

1. Safety First Culture
2. Financial Responsibility, Stability, Stewardship, Accountability
3. Service Quality and Delivery
4. Internal and External Technology
5. Employee Engagement: Attract, Retain, Develop
6. State of Good Repair
7. Strategic Alliances and Community Outreach

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Key Tactical Initiatives in support of the Santa Cruz METRO 10-Year Strategic Business Plan Priorities

The following Key Tactical Initiaitves are assumed as 10-year priorities for implementation and are the primary candidates for commitment of financial and staff resources. These are generally issues with either significant annual operating costs and/or large one-time capital costs.

1. **Safety First Culture**
    a. Implement policies, procedures, and security and safety training agency-wide in order to:
        i. Reduce workers compensation claims
        ii. Reduce accidents claims
    b. Secure METRO facilities as required by law.
    c. Enhance security force.
    d. Continuously monitor workplace injuries and actively engage the Safety & Risk Department in retraining following incidents.
    e. Regularly review of all facilities for safe working conditions.
    f. Complete the installation of surveillance equipment on the remainder of the fleet.

2. **Financial Responsibility: Stability, Stewardship, Aaccountability**
    a. Adopt balanced budgets without the use of reserves.
    b. Develop balanced 5-year budget plans.
    c. Enforce the Reserve Ppolicy and funding levels of the "buckets" to provide a buffer against any impacts of revenue levels, in including ebbs and flows of the economy or changes in funding levels from revenue providers.
        c.i. Establish a reserve "bucket" for METRO UAL [CalPERS] and OPEB [retiree medical]
    d. Within the context of an available budget, reinvest in capital, operational and technological improvementsthe "bricks" of the company to support cost-effective, efficient and quality customer service.
    e. Implement a Fare Restructure during 2019 which could increase revenue by $500,000 - $1.5 million and provides improved customer fare payment amenities.
    f. Manage future labor costs so as to maintain the capacity to provide at least the current service level, while providing employees with a market competitive

compensation that allows METRO to attract, develop and retain quality employees,~~;~~ while minimizing the impact~~ing~~ on~~the integrity of~~ long term budgets.

g. When applicable, use carryover funds from a previous fiscal year only for one-time expenditures, rather than for recurring costs.
    i. Following the annual audit (August – October of each year), present to the Board Finance, Budget and Audit Standing Committee a recommendation for appropriation of any carryover funds, if available, from the previous fiscal year.
    ii. If recurring surplus revenues are identified, engage the Service Planning Review Committee (SPRC) early to develop a priority list of service needs and then present such service needs to the Board Finance, Budget and audit Standing Committee (January - March each year).
h. Continue to develop strategies to reduce absenteeism and unscheduled overtime.
i. Complete purchase and installation of a new Financial Information System (FIS) by ~~June~~ December 2021.
j. Strive to leverage local funds with state and federal grants.

3. Service Qq~~q~~uality and Dd~~d~~elivery

a. Within financial capacity, increase service levels on existing routes, including daily span of service and frequency.
b. In the allocation of fixed-route services, over time, increase the percentage of resources ~~-~~committed ridership generating services versus coverage-oriented services.
c. Within financial capacity beyond the current annual cost of $4 million, increase the Highway 17 Express service level to provide a more attractive alternative to driving alone.
~~d.~~ Maintain appropriate customer service and marketing services to achieve excellence in customer service. ~~Within financial capacity, increase the level of Customer Service staffing and marketing services to achieve excellence in Customer Service to attract new riders and meet the needs of exiting ones.~~
~~e.~~d. Within financial capacity, pursue ~~initiatives which~~initiatives, which contribute to general community mobility rather than exclusively mass transit solutions.
    i. Monitor information and, within financial capacity, pursue implementation of alternative service models, such as Transportation

Network Companies (TNCs), Microtransit, other on-demand services, and autonomous vehicles; particularly where they may be cost effective.

~~f.~~e. In order to increase reliability and reduce unscheduled overtime ($2 million annually), increase the percentage of extra board operators in support of scheduled shift assignments.

~~g.~~f. In response to Countywide decisions made relative to the Unified Corridor Investment Study, develop implementation plans and operating cost estimates for services in the following corridors~~: ;~~ Soquel/Freedom Bus Rapid Transit (BRT) Lite services, Highway 1 Bus ~~On~~on Shoulders service, and mass transit in Rail Corridor.

4. Internal and external technology;

a. External (Customer facing)

i. Automatic Vehicle Location (AVL) is scheduled to be implemented during 2019. AVL is also a valuable internal tool to support efficient bus~~-~~ scheduling by providing comprehensive data about on-time performance and average travel times on all segments of the system.

ii. A Highway 17 Express mobile ticketing pilot project will be implemented in 2019 to determine its attractiveness to users of this service. Pending results of this pilot, consideration will be given to implementing a mobile ticketing ~~system wide~~system wide.

iii. Pending the effectiveness of the mobile ticketing pilot project, implement an account~~-~~based fare payment ~~system which improves customer convenience by allowing purchasing and reloading of~~system that improves customer convenience by allowing purchasing and reloading of passes on-line.

b. Internal

i. Investigate upgrade or replacement of the current fare collection and reporting system as it is not dependable and prone to error, resulting in excessive staff time spent maintaining equipment and reconciling data.

~~i.~~ii. Investigate upgrade or replacement of the current scheduling and payroll system as it is not supported by modern operating systems.

~~ii.~~iii. Automatic Passenger Counting (APC) is ~~an~~a tool which would allow METRO to have complete system wide data of passenger ons/offs by location, which allows for more effective service and stop planning, and removes the need for manual random field surveys which provide less data and are cost-inefficient to conduct.

~~iii.~~iv. Develop new data tools for Key Performance Indicators (KPI) and Dashboards by continuing progress on the creation of the data warehouse.

~~iv.~~v. Implement a new Financial Information System (FIS).

1. An e~~E~~arly CY2019 milestone will be the development of the scope of work for an FIS consultant to be hired to help review the existing systems and processes and to help develop the specifications and scope of work for a competitive bid for a new FIS system.

5. Employee Engagement; Attract, Retain, Develop

a. Staffing levels

i. Although the scheduled level of ParaCruz service is appropriate to support the fixed route network, the difficulty in maintaining a full staff of ~~drivers~~ operators impacts METRO's ability to achieve the on-time performance target of 90% for the ParaCruz system.~~the effective delivery of this service~~. Continue to identify creative and innovative methods to recruit employees.

ii. Difficulty in attracting fixed-route operators puts a stress on existing staff and increases operating costs through unscheduled overtime. Continue to identify creative and innovative methods to recruit employees.

iii. As many support functions at METRO are staffed at minimal levels, ~~;~~ investigate typical staffing level ratios for comparable functions at peer agencies.

b. Attracting employees is often difficult because of the high local cost of living in Santa Cruz County. Recent Classification and Compensation studies may help address this situation.

c. The ability to retain employees involves the opportunity to enhance one's career path with advancement opportunities which can be difficult at a small agency.

d. Developing employee's skills, knowledge and abilities requires training which can be costly and time consuming, another difficulty at a small and minimally staffed agency.

~~d.~~e. Maintain appropriate staffing levels relative to technology improvements.

6. State of Good Repair

a. METRO's highest priority is to identify funds to replace the 5362 ~~62~~ fixed-route buses that have reached or surpassed the end of their useful life.

i. The b~~B~~us replacement program is funded to a level of $3M annually. This will allow METRO to almost eliminate buses beyond their useful life by 2023. However, as existing newer buses start to reach the end of their useful life and California Air Resources Board (CARB) requirements to introduce electric buses begin in 2026, this financial challenge will re-appear and will require ongoing financial resources. The electric bus requirements will also require a significant investment in charging infrastructure.

ii. Integrate Zero Emissions Buses (ZEBs) into the METRO fleet consistent with Board policy and comply with the impending CARB Regulation. Once the Regulation is adopted, return to the METRO Board with appropriate revisions to the METRO ZEB 2040 Plan that will make it compliant with CARB's Regulation.

iii. To the greatest extent possible:
    1. Provide METRO sufficient time to test its initial new ZEBs before committing to additional purchases, subject to thresholds in the impending CARB Regulation.
    2. Subject to the thresholds in the impending CARB Regulation, avoid purchasing additional ZEBs until battery energy density improves sufficiently for the "end of life" range of the ZEB to run on all METRO routes (nearly 300-mile daily range).

iv. Design and construct the yard ZEB recharging infrastructure before the first ZEBs arrive in the second quarter of 2019.

b. Pacific Station is in need of significant rehabilitation in the near term at a cost of $5.8 million. METRO will either refurbish the existing building or pursue a redevelopment partnership with the City of Santa Cruz. Discussions with the City about the potential for a major redevelopment have identified an estimated $9 million shortfall to implement.~~Pacific Station is in need of significant rehabilitation in the near term for which METRO has approximately $2 million available. Discussions with the City of Santa Cruz about the potential for a major redevelopment have resulted in an estimated $10 million shortfall to implement. Subject to the results of studies currently underway, the current condition of the structure may require METRO to invest more than $2 million in rehabilitation funds in the near future.~~

c. There is a need for a METRO~~–~~owned ParaCruz facility, as the current lease arrangement is financially inefficient ($180,000 annual lease through 2021) and the landlord may not renew the lease after 2021.

d. Create a strategy for addressing METRO's 10-year Unfunded Capital Projects List for all equipment and facilities, which currently has a price tag approaching $200M including buses. Items include:~~;~~
   i. C~~c~~apital maintenance and upgrades of our four Transit Centers,
   ii. O~~o~~perations, maintenance, administrative facilities, and bus stops;~~,~~ and,
   iii. V~~v~~ehicle state-of-good-repair~~,~~ and technology improvements.

   Some expenses associated with ongoing maintenance are treated as an operating expense.

e. In response to Countywide decisions made relative to the Unified Corridor Investment Study, METRO may need to explore funding for facilities and equipment in the Soquel/Freedom (BRT Lite), Highway 1 (Bus On Shoulders), and service to or on the Rail Corridor.

f. Provide facilities that support METRO operations. [FTA 5339a]

g. Provide non-revenue vehicles that support METRO operations. [FTA 5339a]

h. Create a strategy to replace ParaCruz vehicles that have ~~past~~passed their useful life.

~~e.~~

7. Strategic Alliances a~~A~~nd Community Outreach

a. Over half of METRO ridership is UCSC students, faculty~~,~~ and staff with the University providing METRO almost $4.5 million annually, which supported the retention of eight operators in 2016. This alliance is an important strategic and financial issue as UCSC continues to grow and draw riders from origins further from the campus than in prior years.

b. Cabrillo College has been a financial partner for three school years~~;~~~~,~~ funding eight operators at an annual cost of approximately $950,000, as a result of a student~~-~~approved and funded bus pass program in 2016 and again in 2017, which is always subject to reconsideration by students. METRO will continue to work to meet Cabrillo needs, including improved access to its Watsonville campus.

c. Maintain and enhance $500,000 annual partnership with the Santa Clara County Valley Transportation Authority (VTA), AMTRAK, the Capital Corridor Joint Powers Authority (JPA), the San Joaquin JPA, and the San Joaquin Regional Rail commission (ACE) in support of the Highway 17 Express service.

d. Enhance relationships with the Association of Monterey Bay Area Governments (AMBAG), the Santa Cruz County Regional Transportation Commission (RTC), and Caltrans who are partner transportation planning agencies involved in legislation, policy~~,~~ and funding advocacy.

e. Continue to participate in and support the Santa Cruz Chamber of Commerce, Santa Cruz Business Council, the Monterey Bay Economic Partnership (MBEP) and other business organizations as appropriate.

f. Within the upcoming requirement to have an ~~all-electric~~all-electric bus fleet by 2040, METRO will explore a business relationship with Monterey Bay Community Power and PG&E.

g. With the recent history of strong public support in Santa Cruz County for transportation funding, METRO will analyze the financial capacity and public appetite for revenue enhancing measures to address capital needs and allow for an increased level of transit service, especially focusing on frequency and span of service.

h. Work with local jurisdictions to influence their land use strategies to encourage more transit oriented development patterns and road networks which can be efficiently serviced by public transit. Densification of nodes along existing bus trunk lines should be encouraged.

i. Establish a Marketing, Customer Service & Communications function to promote services, retain customers and attract new ridership. Once the Marketing, Customer Service and Communications Director is aboard, pursue:
    i. Developing communication tools and social media to educate the public on the benefits of public transportation.
    ii. Educating the riding and non-riding residents of Santa Cruz County about how METRO uses the resources they have granted METRO and the air quality/sustainability/GHG reductions to the region.
    iii. Promoting, when appropriate, alternative service models as discussed in Item~~s~~ 3.e.

j. Legislation
    i. Provide ongoing education via the Headways, media press releases, and other mediums on legislative issues vital to METRO.
    ii. Support favorable electricity rate legislation/regulation for transit properties operating ~~of~~ ZEBs.
    iii. Continue ongoing work with the CTA via the Executive and Legislative Committees.
    iv. Continue to assert METRO's legislative agenda through APTA Committees, the Bus Coalition~~,~~ and the services of the federal advocate to support various initiatives, including:
        1. Increased federal formula funding including increasing the Small Transit Intensive Cities (STIC) funds to 3%;~~,~~
        2. F~~f~~ederal transit reauthorization funded by stable and recurring funding sources ~~and~~ that grow formula funds to transit agencies;~~,~~ and,

3. Stabilizing the Highway Trust Fund - e.g., ~~i~~Increase the federal gas ~~tax .~~tax.

Strategic Plan Outlook

Initiatives	FY 20	FY 21	FY 22	FY 23	FY 24
1. SAFTEY FIRST CULTURE					
a. Implement policies, procedures, and security and safety training agency wide.	All Staff	All Staff	All Staff	All Staff	All Staff
b. Secure METRO facilities as required by law.	-	-	$150,000	-	-
c. Enhance security force.	$40,000	$40,000	$40,000	$40,000	$40,000
d. Continuously monitor workplace injuries and actively engage the Safety & Risk Department in retraining following incidents	All Staff	All Staff	All Staff	All Staff	All Staff
e. Regularly review of all facilities for safe working conditions.	Safety/Security	Safety/Security	Safety/Security	Safety/Security	Safety/Security
f. Complete the installation of surveillance equipment on the remainder of the fleet.	$375,000	-	-	-	-
2. FINANCIAL RESPONSIBILITY: STABILITY, STEWARDSHIP, ACCOUNTABITITY					
a. Adopt balanced budgets without the use of reserves.	Finance	Finance	Finance	Finance	Finance
b. Develop balanced 5-year budget plans.	Finance	Finance	Finance	Finance	Finance
c. Enforce the Reserve policy and funding levels of the "buckets"	Finance	Finance	Finance	Finance	Finance
i. Establish a reserve "bucket" for METRO UAL[CalPERS] and OPEB[Retiree Medical]	Finance	Finance	Finance	Finance	Finance
d. Within the context of available budget, reinvest in capital, operational and technological improvements to support cost-effective, efficient and quality customer service.	CEO/CFO	CEO/CFO	CEO/CFO	CEO/CFO	CEO/CFO
e. Implement a Fare Restructure during 2019 [Potential Additional Revenue]	-	+$500K-$1M	+$500K-$1M	+$500K-$1M	+$500K-$1M
f. Manage future labor costs so as to maintain the capacity to provide at least the current service level while providing employees with a market competitive compensation that allows METRO to attract, develop and retain quality employees; while minimizing the impact on long term budgets.	CEO/CFO	CEO/CFO	CEO/CFO	CEO/CFO	CEO/CFO
g. When applicable, use carryover funds from a previous fiscal year only for one-time expenditures rather than for recurring costs.	Finance	Finance	Finance	Finance	Finance

Attachment C

Strategic Plan Outlook

Initiatives	FY 20	FY 21	FY 22	FY 23	FY 24
i. Following the annual audit (August – October each year), present to the Board Finance Committee a recommendation for appropriation of any carryover funds, if available, from the previous fiscal year.	Finance	Finance	Finance	Finance	Finance
ii. If recurring surplus revenues are identified, engage the Service Planning Review Committee (SPRC).	Finance	Finance	Finance	Finance	Finance
h. Continue to develop strategies to reduce absenteeism and unscheduled overtime.	HR	HR	HR	HR	HR
i. Complete purchase and installation of a new Financial Information System (FIS) by June 2021.	-	$125,000	$125,000	-	-
j. Strive to leverage local funds with state and federal grants.	Grants	Grants	Grants	Grants	Grants
3. SERVICE QUALITY AND DELIVERY					
a. Increase service levels on existing routes including span and frequency.	-	$125,000	$250,000	$375,000	$375,000
b. In the allocation of fixed-route services, over time, increase resources committed to ridership instead of coverage.	Planning	Planning	Planning	Planning	Planning
c. increase the Highway 17 Express service level.	-	-	$125,000	$125,000	$125,000
d. Maintain appropriate customer service and marketing services to achieve excellence in customer service.	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service
e. Pursue initiatives which contribute to general community mobility rather than exclusively mass transit solutions. **i.** Monitor information and, pursue implementation of alternative service models, particularly where they may be cost effective.	-	$200,000	$200,000	$200,000	$200,000
f. Increase the percentage of extra board operators in support of scheduled shift assignments.	-	$500,000	$500,000	$500,000	$500,000
g. Develop implementation plans and operating cost estimates for services in the following corridors; Soquel/Freedom Bus Rapid Transit (BRT) Lite services, Highway 1 Bus On Shoulders service, and mass transit in Rail Corridor.	Planning	Planning	Planning	Planning	Planning
4. INTERNAL AND EXTERNAL TECHNOLOGY					
a. EXTERNAL (Customer facing)					

Strategic Plan Outlook					
Initiatives	FY 20	FY 21	FY 22	FY 23	FY 24
i. Automatic Vehicle Location (AVL)	IT	IT	IT	IT	IT
ii. A Highway 17 Express mobile ticketing. Pending results of this pilot consideration will be given to implementing mobile ticketing system wide.	Planning	Planning	-	-	-
iii. Pending the effectiveness of the mobile ticketing pilot project, implement an account based fare payment system.	-	Planning	$1,500,000	Planning	Planning
b. INTERNAL					
i. Investigate upgrade or replacement of the current fare collection and reporting system.	Planning/IT	Planning/IT	$250,000	-	-
ii. Investigate upgrade or replacement of the scheduling and payroll system.	Planning/IT	Planning/IT	Planning/IT	Planning/IT	Planning/IT
iii. Automatic Passenger Counting (APC)	$650,000	-	-	-	-
iv. Develop new data tools for Key Performance Indicators (KPI) and Dashboards by continuing progress on creation of the data warehouse	Finance/Planning/IT	Finance/Planning/IT	Finance/Planning/IT	Finance/Planning/IT	Finance/Planning/IT
v. Implement new Financial Information System (FIS).	IT/Finance	IT/Finance	IT/Finance	IT/Finance	IT/Finance
5. EMPLOYEE ENGAGEMENT; ATTRACT, RETAIN, DEVELOP					
a. Staffing levels					
i. Continue to identify creative and innovative methods to recruit Paracruz employees to in order to achieve on-time performance targets.	HR	HR	HR	HR	HR
ii. Continue to identify creative and innovative methods to recruit Fixed Route employees.	HR	HR	HR	HR	HR
iii. Investigate typical staffing level ratios for comparable support functions at peer agencies	HR	HR	HR	HR	HR
b. Attracting employees is often difficult because of the high local cost of living in Santa Cruz County. Recent Classification and Compensation studies may help address this situation.	HR	HR	HR	HR	HR
c. The ability to retain employees involves the opportunity to enhance ones career path with advancement opportunities which can be difficult at a small agency.	HR	HR	HR	HR	HR

Attachment C

Strategic Plan Outlook					
Initiatives	FY 20	FY 21	FY 22	FY 23	FY 24
d. Developing employee's skills, knowledge and abilities requires training which can be costly and time consuming, another difficulty at a small and minimally staffed agency.	HR	HR	HR	HR	HR
e. Maintain appropriate staffing levels relative to technology improvements.	HR	HR	HR	HR	HR
6. STATE OF GOOD REPAIR					
A. METRO's highest priority is to identify funds to replace the 53 fixed-route buses that have reached or surpassed the end of their useful life.	Grants	Grants	Grants	Grants	Grants
A.i. Bus Replacement Program is funded in the captial budget annually to a level of $3M from Measure D and STA/SGR	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000
A.ii. Integrate Zero Emissions Buses (ZEBs) into the METRO fleet consistent with Board policy and comply with CARB Regulations.	Procurement/Planning	Procurement/Planning	Procurement/Planning	Procurement/Planning	Procurement/Planning
A.iii. To the greatest extent possible:					
A.iii.a Provide METRO sufficient time to test its initial new ZEBs before committing to additional purchases.	Procurement/Planning	Procurement/Planning	Procurement/Planning	Procurement/Planning	Procurement/Planning
A.iii.b Avoid purchasing additional ZEBs until battery energy density improves sufficient for the "end of life" range of the ZEB to run on all METRO routes.	Procurement/Planning	Procurement/Planning	Procurement/Planning	Procurement/Planning	Procurement/Planning
A.iv. Design and construct the yard ZEB recharging infrastructure before the first ZEBs arrive in the second quarter of 2019	$1,858,000	TBD	TBD	TBD	TBD
B. Pacific Station is in need of significant rehabilitation in the near term at a cost of $5.8 million. METRO will either refurbish the existing building or pursue a redevelopment partnership with the City of Santa Cruz. The Long Range Bus Replacement Program includes $1M annually from FY20-FY23.	$1,000,000	$1,000,000	$1,000,000	$1,000,000	-
C. METRO owned ParaCruz facility.	-	$12,000,000	-	-	-
D. Create a strategy for addressing METRO's 10-year Unfunded Capital Projects List for all equipment and facilities.	Grants	Grants	Grants	Grants	Grants

Attachment C

Strategic Plan Outlook					
Initiatives	FY 20	FY 21	FY 22	FY 23	FY 24
E. In response to Countywide decisions made relative to the Unified Corridor Investment Study, METRO may need to explore funding for facilities and equipment in the Soquel/Freedom (BRT Lite), Highway 1 (Bus On Shoulders), and service to or on the Rail Corridor.	Planning	Planning	Planning	Planning	Planning
F. Provide facilities that support METRO operations. [FTA 5339a]	Facilities	Facilities	Facilities	Facilities	Facilities
G. Provide non-revenue vehicles that support METRO operations. [FTA 5339a]	Fleet	Fleet	Fleet	Fleet	Fleet
H. Replace ParaCruz vehicles that have passed useful life.	Grants	Grants	Grants	Grants	Grants
7. STRATEGIC ALLIANCES AND COMMUNITY OUTREACH					
a. Work with UCSC to fund operating cost growth overtime.	Planning	Planning	Planning	Planning	Planning
b. Work with Cabrillo to fund operating cost growth overtime.	Planning (Under Contract)	Planning (Under Contract)	Planning (Extension)	Planning (Extension)	Planning (Extension)
c. Maintain and enhance $500,000 annual partnership with agencies that are involved in Highway 17 Express service.	Finance	Finance	Finance	Finance	Finance
d. Enhance relationships with the Association of Monterey Bay Area Governments (AMBAG), the Santa Cruz County Regional Transportation Commission (RTC), and Caltrans who are partner transportation planning agencies involved in legislation, policy, and funding advocacy.	Planning	Planning	Planning	Planning	Planning
e. Continue to participate in and support the Santa Cruz Chamber of Commerce and the Monterey Bay Economic Partnership (MBEP).	Planning	Planning	Planning	Planning	Planning
f. Within the upcoming requirement to have an all electric bus fleet by 2040 METRO will explore a business relationship with Monterey Bay Community Power and PG&E.	Procurement/Grants	Procurement/Grants	Procurement/Grants	Procurement/Grants	Procurement/Grants
g. METRO will analyze the financial capacity and public appetite for revenue enhancing measures to address capital needs and allow for an increased level of transit service, especially focusing on frequency and span of service.	Executive/Planning	Executive/Planning	Executive/Planning	Executive/Planning	Executive/Planning

Attachment C

Strategic Plan Outlook

Initiatives	FY 20	FY 21	FY 22	FY 23	FY 24
h. Work with local jurisdictions to influence their land use strategies to encourage more transit oriented development patterns and road networks which can be efficiently serviced by public transit.	Planning	Planning	Planning	Planning	Planning
I. Establish a Marketing, Customer Service & Communications function to promote services, retain customers and attract new ridership. Once the Marketing Director is aboard, pursue:	Marketing	Marketing	Marketing	Marketing	Marketing
i. Developing communication tools and social media to educate the public on the benefits of public transportation.	Marketing	Marketing	Marketing	Marketing	Marketing
ii. Educating the riding and non-riding residents of Santa Cruz County about how METRO uses the resources they have granted METRO along with environmental benefits for the region.	Marketing	Marketing	Marketing	Marketing	Marketing
iii. Promoting, when appropriate, alternative service models as discussed in Items 3.e.	Marketing	Marketing	Marketing	Marketing	Marketing
j. LEGISLATION					
i. Provide ongoing education via the Headways, media press releases, and other mediums on legislative issues vital to METRO.	Marketing/Planning	Marketing/Planning	Marketing/Planning	Marketing/Planning	Marketing/Planning
ii. Support favorable electricity rate legislation/regulation for transit properties operating of ZEBs.	Procurement/Grants	Procurement/Grants	Procurement/Grants	Procurement/Grants	Procurement/Grants
iii. Continue ongoing work with the CTA via the Executive and Legislative Committees	Executive/Grants	Executive/Grants	Executive/Grants	Executive/Grants	Executive/Grants
iv. Continue to assert METRO's legislative agenda to support various initiatives including: 1. Increased federal formula funding including increasing the Small Transit Intensive Cities (STIC) funds to 3%, 2. Federal transit reauthorization funded by stable and recurring funding sources and that grow formula funds to transit agencies, and 3. Stabilizing the Highway Trust Fund - e.g. Increase the federal gas tax.	Executive/Grants	Executive/Grants	Executive/Grants	Executive/Grants	Executive/Grants
Total Operating	$40,000	$865,000	$1,115,000	$1,240,000	$1,240,000
Total Capital	$5,025,000	$16,125,000	$6,225,000	$3,200,000	$3,200,000
Total Revenue	-	$500,000-$1M	$500,000-$1M	$500,000-$1M	$500,000-$1M

Attachment C

Attachment D

10 year unfunded capital projects summary		

Category	5-yr need	10-yr need
Construction	$ 22,708	$ 152,008
Vehicle State of Good Repair (SGR)	$ 13,260	$ 46,235
Facilities Maintenance	$ 3,980	$ 6,405
Information Technology (IT)	$ 4,759	$ 4,759
Total	**$ 44,707**	**$ 209,407**

UNFUNDED CAPITAL PROJECTS (000s)

	Construction			20	21	22	23	24	25	26	27	28	29
#	Project	Description	Cost (000s)										
1	ZEB Charging Infrastructure at JKS	JKS yard-charging infrastructure for 10 buses	$ 858	$ 858									
2	ZEB Fast-charging Infrastructure at WTC	Fast-charging infrastructure at Watsonville Transit Center	$ 1,000	$ 1,000									
3	Roof Reconstruction, Golf Club	Reconstruct built-up roof on first-half of Maintenance Building	$ 175		$ 175								
4	ParaCruz Operating Facility (Mobility Management Center)	Property Acquisition, Design, Right-of-Way and construction for new ParaCruz Operating Facility	$ 12,000		$ 12,000								
5	Pacific Station Renovation	Renovation or mixed-use project with City	$ 6,000		$ 6,000								
6	ADA Access Bus Stops	Remedial ADA Access at all bus stops: pending COA and bus stop audit	$ -										
7	ADA Access at all Facilities	Remedial ADA Access at all facilities. Needs to be identified in future Accessibility Study	$ -										
8	Vernon Street Bus Stop	Move (Route 4) bus stop to to lower Admin parking lot. Install base and concrete to bus stop pad and maneuvering apron. Necessary precursor to securing maintenance facility.	$ 600		$ 300	$ 300							
9	Solar Panels	Energy cost reduction through installation of roof-mounted solar panels at the Judy K. Souza Operations Facility, Golf Club, and Vernon	$ 2,000		$ 2,000								
10	Cavallaro Transit Center roof replacement and solar panels	Shingle roof and solar panels	$ 75			$ 75							
11	Maintenance Facility Wing 2 (to accommodate articulated buses)	Property Acquisition (including 1231 River St), Design, Right-of-Way and Construction for second wing of Maintenance Facility	$ 15,850						$ 15,850				
12	Soquel/Freedom Traffic Signal Priority/Pre-Emption for Buses	Enable coach operators to actuate traffic signals to prolong green or change red lights to improve transit running time	$ 2,000						$ 2,000				
13	Watsonville Park and Ride Lot	South County P&R to support Hwy 1 commuters (200 spaces)	$ 10,000						$ 10,000				
14	Cavallaro Transit Center Parking Structure	3-Story Parking Structure to support Hwy 17 Express commuters and City activities	$ 26,400						$ 26,400				

Attachment D

9-13D.2

UNFUNDED CAPITAL PROJECTS (000s)														
	Construction			20	21	22	23	24	25	26	27	28	29
#	Project	Description	Cost (000s)										
15	Remove Diesel Tank	Remove tank after replacement of last diesel bus fleet. On hold, as more diesel buses may be added to the fleet.	$ 50									$ 50	
16	South County Ops. & Maint. Facility	Auxiliary Operating (including ParaCruz) & Maintenance Facility in Watsonville.	$ 50,000										$ 50,000
17	New Watsonville Transit Center	Replacement of current transit center	$ 25,000										$ 25,000
		Unfunded Capital Costs thru 2029	**$152,008**	**$ 1,858**	**$ 20,475**	**$ 375**	**$ -**	**$ -**	**$ 54,250**	**$ -**	**$ -**	**$ 50**	**$ 75,000**
		Unfunded Capital Costs thru 2024	$ 22,708										

Attachment D

9-13D.3

UNFUNDED CAPITAL PROJECTS (000s)

	Vehicle SGR			20	21	22	23	24	25	26	27	28	29
#	Project	Description	Cost (000s)										
1	Bus Replacements 2022	Replace (1) bus	$ 700			$ 700							
2	ParaCruz Replacements	3 new vehicles per year FY21-29	$ 2,635	$ 340	$ 255	$ 255	$ 255	$ 255	$ 255	$ 255	$ 255	$ 255	$ 255
3	Bus Replacements 2023		$ -										
4	Bus Replacements 2024	Bus Replacements Replace (16) buses	$ 11,200					$ 11,200					
5	Bus Replacements 2025	Bus Replacements Replace (6) buses (incl 4 artics)	$ 4,200						$ 4,200				
6	Bus Replacements 2026	Bus Replacements Replace (25) buses (incl 5 ZEB)	$ 19,000							$ 19,000			
7	Bus Replacements 2027	Bus Replacements Replace (3) buses (1 ZEB; 2CNG)	$ 2,400								$ 2,400		
8	Bus Replacements 2028	Bus Replacements Replace (4) buses (1 ZEB; 3 CNG)	$ 3,100									$ 3,100	
9	Bus Replacements 2029	Bus Replacements Replace (3) buses (3 ZEB)	$ 3,000										$ 3,000
10	Non-revenue Vehicle Replacements	Non-revenue trucks and cars	$ -										
		Unfunded Capital Costs thru 2029	**$ 46,235**	**$ 340**	**$ 255**	**$ 955**	**$ 255**	**$ 11,455**	**$ 4,455**	**$ 19,255**	**$ 2,655**	**$ 3,355**	**$ 3,255**
		Rolling Stock Replacements	$ 46,235	$ 340	$ 255	$ 955	$ 255	$ 11,455	$ 4,455	$ 19,255	$ 2,655	$ 3,355	$ 3,255
		Unfunded Capital Costs thru 2024	$ 13,260										

Attachment D

9-13D.4

UNFUNDED CAPITAL PROJECTS (000s)

Facilities Maintenance				20	21	22	23	24	25	26	27	28	29
#	Project	Description	Cost (000s)										
1	Gate Control - bus entries at JKS	Security gates and gate controller for upper entry to bus yard	$ 100	$ 100									
2	Scissor Lift		$ 20	$ 20									
3	Capital upgrade of existing transit facilities	Capital upgrade of bus stops, parking lots, transit centers, buildings	$ 750	$ 75	$ 75	$ 75	$ 75	$ 75	$ 75	$ 75	$ 75	$ 75	$ 75
4	Custodial Equipment Replacement	Vacuums, Buffers, Scrubbers	$ 200	$ 20	$ 20	$ 20	$ 20	$ 20	$ 20	$ 20	$ 20	$ 20	$ 20
5	Landscaping/Irrigation	Re-landscape & irrigate all sites	$ 240	$ 30	$ 30	$ 30	$ 30	$ 20	$ 20	$ 20	$ 20	$ 20	$ 20
6	Custodial Vehicles	Custodian support vehicle replacement (2 of 2)	$ 30	$ 30									
7	Bird Abatement	All Facilities	$ 10		$ 10								
8	Maintenance Facility - Replace Roof	Replace entire roof - poor construction and leaks throughout	$ 353		$ 353								
9	Furniture	All Facilities	$ 150		$ 50	$ 50	$ 50						
10	Fueling and Wash Facility - Awning Install	Construction phase - Awning at front of fueling island	$ 250		$ 250								
11	Traffic/CHP Monitors at Dispatch		$ 2		$ 2								
12	Fuel and Wash Facility - rust removal and repaint	Remove rust and repaint bus fuel and wash facility and equipment	$ 125		$ 125								
13	Emergency Operations Centers	Purchase of equipment for EOC at OPS and Admin	$ -										
14	Bus Washer	Refurb N/S Wash System purchased 2008 & upgrade water recycling system	$ 100		$ 100								
15	Maintenance parking lot drainage	French drain or other solution to ensure water doesn't drain to Rayne building	$ 50		$ 50								
16	Upgrade HVAC Systems for Vernon	Heating Ventilation Air Conditioning	$ 50		$ 50								
17	Administration Remodel	Office remodel of 110 Vernon St.: move/add office space and upgrade HVAC	$ 1,000			$ 1,000							
18	Portable Bus Lifts	1 set of 6 artic lifts, $100k; 2 sets of 4 standard lifts, $150k. Estimates include labor.	$ 250	$ 100	$ 150								
19	Exterior/Interior Painting	Exterior: Vernon; Interior: Golf Club	$ 245			$ 125	$ 120						
20	Medium Duty Trash Truck	Safer and more efficient bus stop trash cleanup	$ 150			$ 150							
21	Shop bay door drainage	French drain or other solution for shop bay door drainage	$ 200				$ 200						
22	Parts Washers (3)	Replace the JRI units purchased 2010	$ 80					$ 80					

Attachment D

9-13D.5

UNFUNDED CAPITAL PROJECTS (000s)

Facilities Maintenance				20	21	22	23	24	25	26	27	28	29
#	Project	Description	Cost (000s)										
23	Parallelogram Lift Replacement		$ 200					$ 200					
24	Roof Replacement, Fueling Station	Replace Roof (20 yr replacement cycle)	$ 150								$ 150		
25	In-ground Bus Lifts	Remove and replace in-ground lifts	$ 1,700										$ 1,700
		Unfunded Capital Costs thru 2029	**$ 6,405**	**$ 375**	**$ 1,265**	**$ 1,450**	**$ 495**	**$ 395**	**$ 115**	**$ 115**	**$ 265**	**$ 115**	**$ 1,815**
		Unfunded Capital Costs thru 2024	$ 3,980										

Attachment D

9-13D.6

UNFUNDED CAPITAL PROJECTS (000s)

	IT			20	21	22	23	24	25	26	27	28	29
#	Project	Description	Cost (000s)										
1	Surveillance systems on buses	Phase 2 (remaining buses). Retrofit 25 buses each in FY20 and FY21	$ 750	$ 375	$ 375								
2	Bus APC	Automatic Passenger Counter (APC) systems on all METRO buses.	$ 650	$ 650									
3	Backup (to Kite Hill) Repeater Site	2-way Radio Equipment to allow JKS to function as an emergency radio repeater site	$ 25	$ 25									
4	Eligibility Coordinator ID Card Printer		$ 6	$ 6									
5	Financial Management Software	Financial, Payroll, Timekeeping Software. $30k (in FY19) is for consultant to draft scope; $125k for 1st module in FY21; module 2 in FY22	$ 250		$ 125	$ 125							
6	Backup system	Backup system to meet growing disaster recovery needs	$ 20			$ 20							
7	Account-based Fare Collection Upgrade	Account-based fare collection upgrade to replace GFI system (excluding fareboxes and vaults)	$ 1,500			$ 1,500							
8	MaintStar Expansion Software and Mobile Equipment	Asset and Maintenance Managing software and equipment with onsite training and installation. Work field orders.	$ 150			$ 150							
9	ITS	Public WiFi equipment on all facilities and routes beginning w/UCSCs and Express buses. Bus AVL implementation may negate the need for this.	$ 1,000			$ 1,000							
10	Camera security system for ParaCruz facility	Camera security system for ParaCruz facility	$ 150			$ 150							
11	ParaCruz MDC replacements	ParaCruz MDC replacements. (may be replaced as part of potential Trapeze > Ecolane replacement	$ 8			$ 8							
12	ParaCruz Dispatching and Scheduling Software		$ -										
13	TVMs - replacements and additional	TVM Upgrades and/or replacements	$ 250			$ 250							
		Unfunded Capital Costs thru 2029	**$ 4,759**	**$ 1,056**	**$ 500**	**$ 3,203**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
		Unfunded Capital Costs thru 2024	$ 4,759										

Attachment D

9.13D.7

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Santa Cruz Metropolitan Transit District

DATE: August 24, 2018

TO: Board of Directors

FROM: Barrow Emerson, Planning & Development Director

SUBJECT: **ACCEPT AND FILE METRO PLANNING DEPARTMENT ANNUAL STATUS REPORT**

I. RECOMMENDED ACTION

This report is for informational purposes only. No action is required.

II. SUMMARY

- It has been one year since the last Santa Cruz Metropolitan Transit District (METRO) Planning Department Annual update.
- Transit industry standards suggest there is a minimum level of per trip ridership (10-15 boardings per trip), which is considered effective and not all of METRO routes achieve this level. At the same time, there are services without necessary capacity to meet demand levels comfortably.
- The METRO Planning Department has identified priorities for additional service (specific routes and increased daily span of service) when, or if, additional recurring operating funds were to become available.
- The Planning Department has established specific routes and geographic areas that will be the focus of service planning activities for the next four quarterly service changes, including consideration of limited reallocation of resources from low performing routes to ones in need of additional capacity and/or span of service.
- In addition to ongoing service modifications, the Planning Department has a number of other significant initiatives it is managing during the next fiscal year, as identified in this report.
- Staff requests the Board accept and file this Service Planning Update.

III. DISCUSSION/BACKGROUND

Current Route Performance

Quarterly, including on this August 24th Board meeting agenda, the Planning Department provides the Board with a ridership report, including an analysis of route performance as expressed by the average boardings per trip on each route. (See Attachment A)

In the transit industry, a rule of thumb is that there needs to be an average of approximately 10-15 boardings per trip for a service to be considered effective, depending on the type of service (rural, local, regional, intercity). In general, most METRO routes perform well, which suggests that generally the level of service is correct, relative to demand and financial capacity to provide service.

METRO has a small number of routes that don't achieve these transit industry standards. There are also some routes that, although they have reasonable overall boardings per trip averages, have segments with extremely limited boardings, which suggest possible realignments or truncation of the route(s). Among these are:

- Routes 33 and 34, which are school oriented trips in the San Lorenzo Valley with extremely low ridership. Today's Board agenda includes an item recommending elimination of these routes due to extremely low ridership over recent years.

- Route 79, which although it has a somewhat acceptable level of boardings per trip for a local lifeline service, has a loop segment to Pajaro that has had almost no boardings. The Route 79 alignment was modified to eliminate the Pajaro loop and add service in central Watsonville starting on June 14, 2018 and ridership will be monitored closely over the coming year.

Conversely, as shown in Exhibit A, in terms of average boardings per trip, there are three non-UCSC routes (69A, 69W, 71) that have average boardings per trip of around 30, which gets close to the seated capacity of a bus.

The five UCSC oriented routes are all strong performers, with METRO and the University constantly working together to address overcrowding and route schedule issues, which are complicated as class start times change by day of the week.

Now that the performance of METRO's routes has generally stabilized, the Planning Department sees opportunities to recommend consideration of the reallocation of trips from low performers to services in need of additional capacity.

Opportunities for Fixed-Route Service Expansion

Given METRO's limited budget growth opportunities, service enhancements are limited at this time. As part of the FY19 METRO annual budget, an additional bus operator FTE was added. However, this position, along with others, is being held in abeyance pending the outcome of Proposition 6, the November 6, 2018 ballot measure proposing repeal of SB-1. This bus operator FTE has been identified as being used to address the limited evening frequency of Route 35 in the San Lorenzo Valley area.

Priorities for Additional Service

As is standard transit industry practice, the Planning Department maintains a prioritized list of service needs, sometimes referred to as "unmet needs", so that if at anytime there is additional recurrent operating funds available for the introduction of

additional effective service, the priorities are clear. Currently, the Planning Department sees the following needs as the most important:

- Route 35/35A evening frequency – As this San Lorenzo Valley (SLV) route alternately serves two legs beyond Boulder Creek, the limited evening frequency makes for extremely poor level of service on these legs.

- There are also areas of the County that have population densities and demographics which suggest that additional services could generate additional ridership

    1. Span of service across the system - There are routes where service starts too late in the morning or ends too early in the evening, both weekdays and weekends, to meet work trip needs, particularly for those in the service industry; these limited spans also do not meet the general mobility needs of County residents. Route 68 is a prime example of this issue with weekday service ending before 7pm and weekend service span lasting only from late morning until approximately 5pm.

    2. Frequency - The additional Bus Operator, added at the Board's direction for FY18 using Measure D funds, was used to address Route 71 weekend overcrowding and has eased overcrowding on these services. In addition to the Route 35/35A noted above, there are other routes whose lack of frequency makes spontaneous use impractical. For example, Route 3, in addition to having limited span of service, has frequency of two hours at times on weekdays and all day on weekends. Another issue is reduced evening frequency on routes such as Route 66 and 69.

- Rural routes with limited daily trips.

<u>Fiscal Year (FY) 2019 Service Planning Activities</u>

As shown in the recently adopted 5-year budget, METRO has stabilized its fixed-route service level at a financially sustainable level for the near term. Within this context of limited expansion capacity, METRO will still work to improve services where possible, through re-allocation of resources from poor performing services to those in need of additional capacity, to avoid adding additional operating costs.

METRO service changes occur four times a year; through the Fall, Winter, Spring, and Summer Bids.

- Fall 2018

    - Pending Board approval of an extension of the Articulated Bus Pilot Project agenda item on today's agenda, Fall 2018 will see the return of these buses for the 2018-19 school year, which would again be funded by UCSC. There are no other significant service changes for Fall 2018 as METRO is awaiting the resolution of Proposition 6, the SB-1 repeal ballot measure.

Following are the focus areas for service planning efforts over the next year:

- Winter 2018-19
    - Pending the outcome of the public hearing on the elimination of Routes 33 and 34 on today's agenda, these services would be eliminated for the Winter service change.
    - As part of METRO's partnership with Cabrillo College, staff is working on route modifications for route(s) in Watsonville to provide service closer to the Watsonville campus for later evening classes.
- Spring/Summer 2019
    - If Proposition 6 is not successful in November 2018 and SB-1 is not repealed, METRO will look to enhance Route 35/35A evening frequency in the San Lorenzo Valley. As part of planning for this improvement, there are other issues related to San Lorenzo Valley/Scotts Valley service that staff will consider opportunities to address including:
        - Service on Scotts Valley Drive is in only one direction (outbound from Santa Cruz).
        - Opportunities related to the repopulation of the former "Borland" campus by UCSC and other increases in employment, housing, and commercial properties in the area.
- Summer/Fall 2019
    - Watsonville Circulator –METRO received a 2016 Low Carbon Transit Operations Program (LCTOP) grant from the State for an electric bus to operate as a Watsonville Circulator, intended to link common origins and destinations around Watsonville at a convenient frequency. Outreach for planning of this initiative will start soon with possible service launch in Fall 2019, pending delivery of the new electric bus.
        - The Monterey Bay Air Resources District awarded METRO with $200,000 in funding for the initial year of operation of this service.
        - METRO has also received LCTOP grants in 2017 and 2018 for a total of almost $620,000 allowing METRO to purchase a second electric bus for Watsonville services.

<u>Other Planning Department Initiatives</u>

In addition to the basic ongoing service modifications, the Planning Department is developing the following significant planning initiatives:

- Fare Restructure – Per Board action on March 23, 2018, METRO chose to postpone continued analysis of a Fare Restructure project until the end of 2018 to see the result of the November 6, 2018 ballot measure Proposition 6, the SB-1 repeal effort, which could seriously damage METRO's financial position. Following the November 2018 election, staff will initiate a discussion with the Board related to fare structure and opportunities for fare payment technology improvements and then work with the Board Finance, Budget and Audit Standing Committee in the first quarter of 2019 to explore fare restructuring recommendations.

- On-board survey – In October 2018, METRO will be conducting an on-board survey and ridecheck, METRO's first since 2012, to enhance its understanding of our riders, their demographics, travel patterns, satisfaction with METRO services, and preferences in the use of various technologies including fare payment methods.

- Strategic Business Plan – METRO staff, with external facilitator support, will conduct a Board retreat in October to kickoff a 10-year strategic business plan process for the agency that will address issues including establishment of midterm (10 year) priorities, a review of agency missions/goals/objectives, and analysis of financial capacity, risk, and opportunities.

- Pacific Station long-term planning – METRO, in conjunction with the City of Santa Cruz, has engaged two separate consultant teams to investigate issues related to the future of Pacific Station. The two studies, a downtown transit operations analysis and a Pacific Station conceptual layout exercise, are both underway and should have results this fall, which should inform future planning for METRO's downtown transit center.

- Microtransit and Transportation Network Companies (TNC) – Many transit districts are starting to consider microtransit, a service that offers flexible routing and/or flexible scheduling of non-fixed route vehicles. Microtransit uses instant exchange of information, enabling real-time matching of demand (trip) and supply (driven vehicle), which can extend the accessibility of the transit system. Possible pick-up/drop-off stops are usually pre-defined to allow better routes' optimization. Conceptually, microtransit fits somewhere between private individual transportation (cars or taxicabs) and public mass transit (bus). Some transit agencies are developing relationships with TNCs, such as Uber and Lyft, to supplement their fixed-route and paratransit services. Staff will investigate opportunities for METRO to use these types of services and will return to the Board in 2019 with a status report.

- Hwy 1 Bus On Shoulders – Per another item on today's Board agenda, METRO, in conjunction with Monterey-Salinas Transit, has completed an initial feasibility study of Bus On Shoulders opportunities on SR 1. Going forward, METRO will coordinate with the Santa Cruz County Regional Transportation Commission (RTC) and Caltrans to attempt to institute this project in conjunction with the RTC Auxiliary Lanes project.

- Ongoing coordination with UCSC and Cabrillo – In spite of the failure of the UCSC student transportation fee ballot measure in May 2018, UCSC and METRO will extended their contractual arrangement, pending approval by the Board of another item today, for bus services through the 2018-19 school year. METRO and Cabrillo have executed a three-year (2018-19 through 2020-21 school year) contract (plus an option for two additional years) to extend the two-year initial student bus pass program. METRO will continue to coordinate with Cabrillo to provide the optimum bus service to meet student needs.

- Transportation Demand Management (TDM) – Staff is working with the City of Santa Cruz on concepts for a downtown employee bus pass as part of a TDM program.

- Marketing – Staff will promote growing initiatives, including the employer/employee commute tax benefit program.

- Unified Corridor Study – Staff will continue to participate in this critically important planning analysis, led by the RTC, on the future transportation uses of State Route 1, the Soquel/Freedom corridor, and the rail right-of-way.

- Automatic Vehicle Location (AVL) and Automatic Passenger Counter(APC) – METRO has received grant funding from the State of California to implement an AVL system. The Planning and Information Technology (IT) Departments will coordinate to introduce this technology to improve operational efficiency, data gathering and analysis, and provide a customer facing Predictive Arrival and Departure System (PADS).

IV. FINANCIAL CONSIDERATIONS/IMPACT

There is no financial impact related to this status report

V. ALTERNATIVES CONSIDERED

There are no alternatives to consider.

VI. ATTACHMENTS

Attachment A: Quarterly Average Ridership by Route

Prepared by: Barrow Emerson, Planning & Development Director

VII. APPROVALS

Barrow Emerson,
Planning and Development Director

Approved as to fiscal impact:
Angela Aitken, CFO

dlw for AA

Alex Clifford, CEO/General Manager

12-10A.1

Attachment E

Quarterly Average Ridership by Route Report

April 1, 2018 - June 30, 2018		Average Weekday Ridership per Trip					Average Weekend Ridership per Trip				
Route	Corridor	Riders	UCSC Riders	Cabrillo Riders	Discount Fares and Passes	Regular Passes	Riders	UCSC Riders	Cabrillo Riders	Discount Fares and Passes	Regular Passes
	UCSC										
10	UCSC via High St.	49	47	0	1	1	54	50	0	2	1
15	UCSC via Laurel West	60	57	0	1	1					
16	UCSC via Laurel East	63	60	0	1	1	75	70	0	1	1
16ST	UCSC via Laurel East Supp.						80	77	0	1	1
19	UCSC via Lower Bay	52	48	0	2	1	61	56	0	2	1
20	UCSC via West Side	55	47	1	2	3	68	61	1	2	2
20D	UCSC via West Side Supp.	40	39	0	0	0					
22	UCSC/Coastal Science Campus	41	41	0	0	0					
	Intercity										
35/35A	Santa Cruz/Scotts Valley/SLV	16	1	1	4	5	21	1	1	6	5
69A	Capitola Road/Watsonville	28	2	2	9	5	24	2	1	7	3
69W	Cap. Road/Cabrillo/Watsonville	30	2	6	7	5	26	2	2	7	4
71	Santa Cruz to Watsonville	30	2	5	8	6	26	1	2	8	4
91X	Santa Cruz/Watsonville Express	16	1	7	3	2					
	Rural										
33	Lompico SLV/Felton Faire	6	0	0	0	4					
34	South Felton	1	0	0	0	0					
40	Davenport/North Coast	20	0	0	2	8					
41	Bonny Doon	11	3	1	1	2					
42	Davenport/Bonny Doon	15	3	1	2	3	14	2	1	4	2
	Local										
3	Mission/Beach	10	2	1	3	2	10	4	0	3	1
4	Harvey West/Emeline	17	1	1	8	5					
55	Rio Del Mar	14	0	6	4	2	9	0	1	4	2
66	Live Oak via 17th	15	2	1	4	3	13	2	1	5	2
68	Like Oak via Broadway/Portola	13	2	1	4	2	11	2	1	4	1
72	Watsonville Hospital/Pinto Lake	15	0	1	5	2	9	0	0	4	1
74S	PVHS/Watsonville Hospital	15	0	0	1	2					
75	Green Valley Road	17	0	1	7	2	15	0	1	7	2
79	Pajaro/East Lake	6	0	1	2	1	5	0	0	2	1
	Highway 17										
Hwy 17	Hwy 17 Express	16	-	-	1	6	22	-	-	2	2
System-wide Avg. Riders per Trip		25	13	1	3	3	30	18	1	4	2

25 Calendar School Days of SJSU
40 Calendar School Days of Cabrillo
53 Calendar School Days of UCSC

9-13E.8

Headway Standard

Routes	Weekday Peak	Weekday Base	Weekday Night	Weekend
Rural	30	60	90	30
Intercity	15	30	60	60
Local	60	60	60	60
UCSC	10	30	30	30
Highway 17 Express	20	60	60	60

Note: Peak hours are 7:00am - 9:00am and 2:00pm - 7:00pm. Night service hours are 8:00pm - 12:00am. Not all routes in a route group will operate at all times of a day

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Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Barrow Emerson, Planning & Development Director

SUBJECT: APPROVAL OF THE SCCRTC RAIL CORRIDOR ALTERNATIVE ANALYSIS STUDY SCOPE OF WORK

I. RECOMMENDED ACTION

That the Board approve the SCCRTC's Alternatives Analysis scope of work for the Santa Cruz County Rail Corridor

II. SUMMARY

- The Unified Corridor Investment Study (UCIS), an analysis of potential multi-modal transportation investments in State Route 1 (SR 1), Soquel Avenue/Soquel Drive/Freedom Boulevard, and the Santa Cruz Branch Rail Line Rail Corridor, concluded with direction from the Santa Cruz County Regional Transportation Commission (RTC) to perform an alternatives analysis (AA) to determine the most appropriate mode of high-capacity public transit to be planned for the Rail Corridor.
- The Santa Cruz Metropolitan Transit District (METRO) staff participated in the development of public transit networks for the UCIS and has continued to work with RTC staff to develop the scope of work for analysis in the AA.
- Key points for METRO in the AA include:
  - Determining whether Santa Cruz County has the financial capacity to fund both the capital and operational aspects of additional public transit services and facilities without negatively impacting the funding of the current bus system.
  - Analyzing in detail the operating characteristics of various high-capacity public transit alternatives to determine whether they are viable solutions to meet regional transportation and environmental goals.
- METRO and RTC staff have created a scope of work for the AA (Attachment A) and RTC will release a Request for Proposals (RFP) for the study this summer.
- At its June 14, 2019 meeting the Capital Standing Committee received this report and directed it to the full Board for approval.

III. DISCUSSION/BACKGROUND

The RTC conducted the UCIS, an analysis of potential multimodal transportation investments in the SR 1, Soquel Avenue/Soquel Drive/Freedom Boulevard, and the Santa Cruz Branch Rail Line Rail Corridor corridors.

At the conclusion of the UCIS in January 2019, the RTC directed staff to conduct an AA to determine which mode of high capacity public transit was the most appropriate to meet mobility and environmental goals of the County.

In March 2019, RTC and METRO staff began meeting weekly to construct a scope of work and an RFP for the AA. Discussions at these meetings contributed to a scope of work that includes the following analyses:

- Value engineering that determines an optimized version of each mode for analysis
- Patronage forecasting
- Capital and operating cost estimates
- Capital and operations funding capacity for public transit in the County in the mid to long-term future

The objective of the AA is to identify multimodal transportation investments that provide the most cost effective use of the Rail Corridor while best serving the community's mobility needs. RTC's Rail Corridor may provide an opportunity to provide cost effective, efficient and environmentally sound high-capacity public transportation options in the County.

Next Steps
An RFP and Scope of Work for the AA will be released this summer.

IV. FINANCIAL CONSIDERATIONS/IMPACT

As this is a study of future transportation infrastructure and service opportunities for Santa Cruz County, there is no immediate financial impact for METRO. In the long term, transportation improvements and services proposed in the AA could require an increased commitment of METRO services and equipment, the funding sources for which are yet undetermined.

V. ALTERNATIVES CONSIDERED

METRO could not participate in the RTC AA process. As METRO is the County high-capacity public transit provider and has a vested interest in planning that will affect its future commitment of resources, staff does not recommend this alternative.

VI. ATTACHMENTS

Attachment A: AA Scope of Work/RFP

Prepared by: Barrow Emerson, Planning & Development Director

VII. APPROVALS

Barrow Emerson
Planning & Development Director

Approved as to fiscal impact:
Angela Aitken, Chief Financial Officer

dlc (ow for AA

Alex Clifford, CEO/General Manager

Alternatives Analysis for High Capacity Public Transit on Rail Right of Way

The Regional Transportation Commission (RTC) intends to engage the services of a consultant to produce an Alternatives Analysis and Business Plan for High Capacity Public Transit on the Rail Right-of-Way. Acquisition of the rail line in 2012 provides a unique opportunity for Santa Cruz County to consider a dedicated transit facility that runs the length of the county. The outcome from the 2019 Unified Corridor Investment Study was to reserve the Santa Cruz Branch Rail Line (SCBRL) for high-capacity public transit adjacent to a bicycle and pedestrian trail. The Alternatives Analysis will evaluate public transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the rail right-of-way, between Pajaro Station and Shaffer Road, as a dedicated transit facility, adjacent to the proposed Monterey Bay Sanctuary Scenic Trail (MBSST). Proposed future intercounty and interregional connections to the Bay Area, Monterey, Gilroy and beyond will be considered. A performance-based planning approach will be utilized to assess various public transit options for the rail right of way including sustainability benefits and economic vitality. Transit alternatives will be compared to define a viable project that will provide the greatest benefit to the Santa Cruz County residents, businesses and visitors.

The overall project objectives include:

- Identify, evaluate and compare a range of high-capacity public transit service options for the Santa Cruz Branch Rail Line for 2035 that can coexist with a bicycle and pedestrian trail within the rail right-of-way
- Serve potential customers between Watsonville and Santa Cruz
- Evaluate an integrated transit network for Santa Cruz County utilizing all or parts of the SCBRL as a dedicated contiguous transit facility
- Evaluate proposed future interregional connections to the San Francisco Bay Area, Monterey, Gilroy and beyond
- Provide information including ridership forecasts, travel time, capital and operating/maintenance costs, revenue projections and funding/financing options as well as other performance measures
- Provide information on station/boarding locations, passing sidings/lanes and maintenance facilities for transit vehicles
- Evaluate system controls and safety, including positive train control for rail and other systems that would be needed for other services, especially with respect to at-grade crossings, at the coexistence of a bicycle and pedestrian trail within close proximity of transit vehicles.
- Provide governance options for transit service
- Involve the community, partner agencies, the RTC and METRO in the decision-making process to identify a preferred alternative and next steps
- Identify opportunities to maximize transit-oriented land development to justify transit investment
- Develop a strategic business plan for the selected alternative, including a prototypical cash flow analysis of environmental clearance, right-of-way, design, construction, operations, and maintenance.

The project area includes the Santa Cruz Branch Rail Line from the Pajaro Station outside the City of Watsonville to Shaffer Rd on the west side of Santa Cruz as well

as the area encompassed by Santa Cruz METRO's local bus service in order to evaluate an integrated transit network for Santa Cruz County. See **Exhibit 1** for map of the rail corridor showing the proximity to the urban areas of Santa Cruz County including residential and commercial areas as well as parks and beaches. The rail right of way passes within 1 mile of half of the County's population and can provide access to 44 schools and 92 parks.

A travel demand model using the TransCAD platform was developed for Santa Cruz County. The Santa Cruz County travel demand model will be available to the consultant that is awarded the project after a model user agreement has been submitted.

RTC staff and Santa Cruz Metropolitan Transit District (METRO) staff will be working together with the consultants on this project. RTC staff, METRO staff and consultants along with input from the Commission, RTC committees, METRO Board and committees, stakeholders, and public will establish the project goals, performance measures, and project alternatives to consider for implementation on this corridor. The public has shown substantial interest in the rail right of way and how best to utilize this facility. A stakeholder/public outreach strategy that engages the various communities of this county is critical to this study. The RTC will consider moving towards environmental review of the preferred alternative that follows the Alternatives Analysis. One purpose of performing this analysis is to provide a reasonably narrow project definition of the preferred transit project for future environmental review, based on the work performed in this planning study.

The hired consultant will perform the following scope of work.

SCOPE OF SERVICES

Task 1: Project Management and Coordination

Task 1.1: Project Kick Off Meeting

Consultant will participate in a project kick-off meeting with the project team to review the details of the scope of work, project schedule and deliverables. This meeting shall take place in Santa Cruz. The goals of the study, performance measures, projects and alternatives to be analyzed, transportation modeling tools and any other methodologies that will be needed to perform an alternatives analysis will be discussed. The project team will also discuss previously completed studies relevant to this project. Initial value engineering and service planning (Task 6) for Bus Rapid Transit, based on an initial plan provided by METRO, shall be performed as early as possible in the project schedule.

Deliverable 1.1.1: Initial project schedule, meeting agenda and minutes.

Task 1.2: Biweekly Check-Ins and Written Progress Reports

Consultant will hold conference calls every 2 weeks with Regional Transportation Commission (RTC) and METRO staff to present progress and status of tasks. Written progress reports will be submitted monthly to the RTC contract manager with each invoice. Each report should be sufficiently detailed for the contract manager to determine if the consultant is performing to expectations and is on schedule, percentage of budget spent and achievement of overall study objectives. Reports will also contain a summary of obstacles and issues, recommended solution or course of action, and a timeline for resolution. Additional conference calls with RTC and METRO staff will be scheduled as needed to address timely issues in an effort to maintain the project schedule.

Deliverable 1.2.1: Biweekly meeting agendas and conference calls

Deliverable 1.2.2: Monthly schedule updates

Deliverable 1.2.3: Written progress reports with each invoice

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Task 2: Review Relevant Studies and Develop Outreach Plan

Task 2.1: Review Previous Studies Relevant to Project

Consultant shall review previous rail, transit and other relevant studies including the Unified Corridor Investment Study (2019), the State Rail Plan (2018), Santa Cruz Branch Rail Line Rail Transit Feasibility Study (2015), the 2040 Santa Cruz County Regional Transportation Plan, AMBAG 2040 Sustainable Communities Strategy/Metropolitan Transportation Plan, the 2019 METRO Onboard Transit Study, Watsonville Transit Planning Study (2011), the Santa Cruz Metro Short Range Transit Plan (2014), METRO 10-Year Strategic Business Plan (2019), METRO Long Range Bus Replacement Plan (2019), Zero Emissions Bus Implementation Plan (2019), 2019 METRO On-Board Transit Survey, Major Transportation Investment Study (1999), Santa Cruz Branch Rail Line Bridge Inspection Reports, and Santa Cruz Branch Rail Line Culvert Inspection Report, Around the Bay Rail Study (1998), Transportation Agency for Monterey County (TAMC) studies on rail service including the Monterey Bay Rail Network Integration Study (ongoing) and the Coast Rail Corridor Service Implementation Plan (ongoing). Alternatives Analysis from other regions shall also be reviewed including the Transportation Agency for Monterey County (TAMC) Alternatives Analysis for Caltrain Extension to Monterey County (2009), TAMC Alternatives Analysis for the Monterey Peninsula Fixed Guideway Corridor Study (2012).

Deliverables 2.1.1: List of studies reviewed

Task 2.2: Coordinate with TAMC on the Monterey Bay Rail Network Integration Study

Consultant shall coordinate with Transportation Agency for Monterey County (TAMC) and their consultants on the Monterey Bay Rail Network Integration Study (ongoing) and the Coast Rail Corridor Service Implementation Plan (ongoing). Regardless of the

high-capacity public transit alternative, coordination on transit service planning with TAMC will allow for consideration of transit interregional connections at Pajaro Station for connectivity to Monterey, the San Francisco Bay Area, and the proposed high-speed rail line at Gilroy and beyond.

Deliverables 2.2.1: Meeting agendas for coordination with TAMC and consultants

Task 2.3: Transit Systems in Similar Communities

Identify rail and bus rapid transit systems in areas similar to Santa Cruz County.

Deliverables 2.2.2: Memorandum on other rail and bus rapid transit systems for comparison

Task 2.4: Develop Public and Stakeholder Outreach Plan

Consultant shall develop a public involvement plan that provides multiple, diverse opportunities for members of the public to participate in the development of the study. Both traditional and nontraditional outreach methods and technologies will be identified to solicit input at key milestones. RTC and METRO staff will develop a stakeholder list with assistance from the consultant that includes partner agencies, community organizations, developers, and business leaders. Community Workshops should target areas adjacent to the rail line and potential station locations and should utilize a combination of presentation, discussion, and interactive exercises. Outreach will include direct solicitation to organizations who serve traditionally underrepresented, hard-to-reach groups. Milestone Outreach Plan dates shall be integrated into the Task 1 schedule deliverables.

Deliverables 2.4.1: Memorandum containing Public and Stakeholder Outreach Plan
Deliverables 2.4.2: Final Stakeholder list

Task 3: Identify Goals, Performance Measures, and Data Needs

Task 3.1: Develop Goals, Criteria and Performance Measures

Consultant will draft goals, criteria and performance measures for the alternatives analysis. The criteria will be used to determine which of the initial alternatives will be evaluated in the final list. The performance measures will be used to assess the final list of alternatives and to determine the preferred alternative. Performance measures will be based on regional, state and federal planning goals as well as requirements for transportation funding programs, including Federal Transit Administration Small Starts and New Starts, the Transit Intercity Rail Program (TIRCP) and State Rail Assistance Program (SRA). Performance measures will assure consistency with best practices and technical feasibility and will consider input from the public, stakeholders, RTC Advisory Committees, and the RTC.

At a minimum, the consultant will develop performance measures that evaluate:

- Transit ridership

- Transit travel time
- Vehicle miles traveled and associated greenhouse gas emissions
- Service to disadvantaged communities
- Technical Feasibility
- Safety
- Funding options, both public and private
- Project Development and Capital Construction Cost
- Cost/Benefit
- Operations and Maintenance Costs
- Cost/rider
- Impacts to local traffic at grade crossings
- Impacts to the Monterey Bay Sanctuary Scenic Trail (rail trail)

Deliverable 3.1.1: Memorandum with draft goals, criteria and performance measures

Task 3.2: Data Availability & Needs

After development of goals, the initial screening criteria and performance measures, consultant will identify any data requirements that are needed to perform this study including analysis of how the different transit service alternatives will achieve the goals. Consultant will identify existing data from RTC, METRO, AMBAG, Caltrans, U.S. 2010 Census and American Community Survey and any other sources that would be beneficial for this study. Any data collection efforts to support this analysis will also be identified.

Deliverable 3.2.1: Develop a list of data needs and any data collection efforts needed

Task 3.3: Research and Develop Methodologies for Analysis

The Santa Cruz County travel demand model (SCCModel) will be used by consultant to provide information for the performance measure analysis. The Santa Cruz County Travel Demand Model (SCCModel) is a 4-step travel demand model using the TransCAD platform designed to forecast future travel patterns on both roadway and transit routes throughout Santa Cruz County (SCC). The model can be used to assess how changes in population, employment, demographics and transportation infrastructure affect travel patterns within the county. The model currently has a base year of 2015 and a horizon year for 2035. Data for the SCCModel comes from a multitude of sources including the 2010 Census data, the American Community Survey data, and the Association of Monterey Bay Area Governments (AMBAG) travel demand model. Data used for estimation, calibration and validation of the SCCModel includes the 2012 California Household Travel Survey (CHTS), the 2012 Transit On-Board Survey and traffic count data collected by Caltrans and others.

There are two documents that provide detailed information about the SCCModel, the SCC Model Development Report and the SCC Model User Guide. The Model Development Report provides information on the main input data sources, descriptions of the model components and methodologies, and model calibration and

validation results. The SCC Model User Guide provides detailed instructions of how to run the model, and information on the input and output files. These documents are available on the SCCRTC website (http://sccrtc.org/about/opportunities/rfp/). The base year for the model was updated to 2015 for the Unified Corridor Study and may be updated to 2018/2019 for the County of Santa Cruz General Plan. Information on the UCS update can be found in Appendix D of the Final Unified Corridor Investment Study (https://sccrtc.org/projects/multi-modal/unified-corridor-study/). The RTC expects that consultants will review these materials prior to submitting a proposal.

Additional methodologies and/or postprocessing analysis will also be needed to consider the various performance measures. The consultant will research and develop/utilize methodologies that can be used to forecast the impacts of the transit projects of interest on the performance measures. Consideration should be given to the following in developing the ridership projections, cost estimates, and funding options:

- Fare elasticity analysis
- Station/boarding locations and travel sheds (with and without proposed intercity rail connections to Monterey, Salinas, and Gilroy)
- Number of Transfers
- Trip origins and destinations/trip lengths
- Frequency and span of service
- Station access: pedestrian shed and first mile/last mile services including bus feeders
- Best mix of one-way and two-way transit on the rail right of way based on value engineering of the capital cost of improvements to the ROW, impacts to the proposed MBSST, and resulting cost/rider
- Weekday and Weekend projections
- Existing and proposed future interregional service
- Compatibility with the MBSST
- Compatibility with local road crossings
- Various vehicle types
- Siding/passing locations
- Maintenance facility locations
- Transit-oriented development
- Condition and service life of existing infrastructure (bridges, culverts, ballast, track, ties, switches, and signals)

Deliverable 3.3.1: Provide tools and document in detail the methods developed to evaluate the transit projects and their effects on the performance measures. Documentation should be in sufficient detail that the analysis can be repeated, and the assumptions and data inputs are clearly understood.

Deliverable 3.3.2: Develop a table listing the methods that will be used to forecast the impacts of each transit alternative on each of the performance measures.

Task 3.4: Collect and Compile Data

Based on the data assessment in Task 3.2, consultant will collect and compile transportation data required for the Alternatives Analysis.

Data collection could include but is not limited to:

- Any data on existing conditions, to be used in analysis for comparison to performance measure forecasts
- Acquire actual travel time and travel time reliability data for existing transit
- Compile injury and collision data by mode within project area
- Map origins and destinations of transportation disadvantaged populations within project area

Deliverable 3.4.1: Provide data that was collected and/or compiled for use in alternatives analysis in a format that is readily utilized. Include source of data and description of how data will be used in the analysis.

TASK 4 Assess METRO Funding Through 2045

Consultant will assess METRO capital and operating funding capacity through 2045 by consulting the AMBAG MTP/SCS, the SCCRTC RTP, and the UCS and reviewing Federal and State funding opportunities that are realistically available to METRO.

Deliverable 4.1: Forecast of METRO Capital and Operating Funds through 2045

TASK 5 Develop and Evaluate Initial Alternatives

Task 5.1: Develop Initial Transit Alternatives

Consultant will develop along with RTC and METRO staff and input from the public, community organizations, stakeholders, RTC advisory committees, METRO, and the RTC a set of initial high-capacity public transit alternatives for the rail right of way. Some of the initial alternatives are expected to be eliminated so the analysis can focus on a reasonable set of alternatives with greater community interest, financial feasibility, and potential for addressing current and future transportation needs. Initial high-capacity networks for analysis along the rail right-of-way should include, at a minimum various configurations of passenger rail and bus rapid transit.

Deliverable 5.1.1: Memorandum from consultant providing draft and final initial alternatives with detailed descriptions including maps of routes and potential stations/stops for each transit alternative.

Task 5.2: Goals, Screening Criteria, Performance Measures, and Initial Alternatives Input – Partner Agencies

Consultant will present the draft goals, initial screening criteria, performance measures and initial alternatives at a partner agency meeting to solicit input. Graphical representations including maps and charts will be used to communicate the

initial alternatives. Consultant will work with the project team to develop the agenda and materials, including graphical representations such as maps, charts, figures, pictures, and drawings, necessary to effectively communicate the initial alternatives for the partner agency meeting. Outreach will also be performed based on the Outreach Plan (Task 2.3)

Deliverable 5.2.1: Partner agency meeting agenda and minutes

Deliverable 5.2.2: Graphical representations (maps, charts, etc) of goals, initial screening criteria, performance measures, and initial alternatives.

Deliverable 5.2.3: Powerpoint and oral presentation of the draft goals, initial screening criteria, performance measures and initial alternatives designed and prepared by consultant for partner agency meeting.

Task 5.3: Goals, Screening Criteria, Performance Measures, and Initial Alternatives Input – Public

Consultant will present the draft goals, initial screening criteria, performance measures and initial alternatives at two public workshops (north and south county) to solicit input. Graphical representations including maps and charts will be used to communicate the initial alternatives. Public outreach will also be performed based on the Public Outreach Plan (Task 2.3) including eNews letters, social media, online ads and newspaper ads. RTC and METRO staff will provide public workshop noticing and reserve the workshop locations.

Deliverable 5.3.1: Public Workshop meeting agendas

Deliverable 5.3.2: Revised graphical representations (maps, charts, etc) of goals, initial screening criteria, performance measures, and initial alternatives based on partner agency input.

Deliverable 5.3.3: Two Public Workshops with powerpoint and oral presentation of the draft goals, initial screening criteria, performance measures and initial alternatives designed and prepared by consultant.

Deliverable 5.3.4: Revised list of Goals, Criteria, and Performance Measures, based on partner agency and public input received.

Deliverable 5.3.5: Revised PowerPoint to Reflect Partner Agency and Public Input for use at RTC Meeting.

Task 5.4: Goals, Screening Criteria, Performance Measures, and Initial Alternatives Input - RTC and METRO Meetings

Consultant will present the draft goals, performance measures and initial alternatives at an RTC meeting and a METRO meeting to solicit input. Graphical representations including maps and charts will be used to communicate the initial alternatives.

Deliverable 5.4.1: RTC and METRO Meeting Presentation

Deliverable 5.4.2: Revised list of Goals, Criteria, and Performance Measures, and Initial Alternatives based on RTC and METRO Meeting input received.

Task 5.5: Screen Initial List of Alternatives based on Goals and Criteria and Develop Final List of Alternatives to Evaluate

Consultant will develop the draft final list of alternatives based on the criteria identified in Task 5.1 with input from RTC and METRO staff.

Deliverable 5.5.1: Memorandum of final list of alternatives to be analyzed with a narrative discussing the opportunities and constraints of each alternative and why each was either rejected or will be included in the more detailed analysis.

Task 5.6: Present Final List of Alternatives to Evaluate – METRO and RTC Meetings

Consultant will present the draft final list of alternatives at a METRO meeting and RTC meeting to be evaluated in more detail with the approved performance measures. Graphical representations including maps and charts will be used to communicate the initial alternatives.

Deliverable 5.6.1: Powerpoint and oral presentation of the final alternatives designed and prepared by consultant for both RTC and METRO meetings.

Deliverable 5.6.2: Public Hearing at the RTC meeting to solicit public input on final list of alternatives to evaluate.

Deliverable 5.6.3: Final list of alternatives to evaluate, based on RTC, METRO, Advisory Committees, public, and partner agency input.

Task 6 Conduct Value Engineering including Service Planning to Refine and Further Define Alternatives

Task 6.1: Develop Detailed Descriptions of Final List of Alternatives Utilizing Value Engineering

Performance measure results for the alternatives can vary depending on the service plans, station locations, route structure, number of transfers, passing siding locations, etc. Consultants will utilize value engineering to refine/define the various alternatives with the greatest benefit in terms of travel time and ridership relative to

both capital and operations and maintenance cost of service. Consultants will work with the project team to assess range of value engineering to perform.

Consultant will build on the Unified Corridor Investment Study and The Passenger Rail Feasibility Study to identify capital, operational and maintenance costs on the final list of alternatives.

Potential examples of alternatives to consider through value engineering include development of one-way or two-way BRT on the rail corridor with consideration for passing sidings or signal-controlled access points to segments with one-way operations; integration of BRT on the rail corridor with service planning for the "bus on shoulders" service on Highway 1; BRT service between Santa Cruz and Watsonville utilizing the rail right of way where beneficial; METRO local service redesign integrated with BRT or passenger rail on the rail corridor; and, rail service with consideration of various vehicle types with and without freight.

Deliverable 6.1.1: Document capital, operational, and maintenance costs for transit alternatives.

Deliverable 6.1.2: Provide memo with draft and final results of value engineering for various alternatives based on travel time, ridership and capital and operations & maintenance cost estimates.

Task 7 Conduct Performance Measure Analysis of Final List of Alternatives and Recommend Locally Preferred Alternative

Task 7.1: Perform Analysis of Final List of Alternatives

The consultant will evaluate the transit alternatives building on the previous work of the Unified Corridor Investment Study and Passenger Rail Feasibility Study. Performance measures identified in Task 3 will be calculated for the final set of alternatives. Consultant will work with the project team regularly for input on the alternatives analysis. The consultant will document the tools, methods, and data sources used to complete the alternatives analysis.

Deliverable 7.1.1: Results of alternatives analysis including a matrix comparing the results of the performance measures analysis with a narrative discussing the opportunities and constraints of each alternative. Graphical representation of the alternative analysis results will be designed and prepared by consultant including Geographic Information System (GIS) maps, charts and a "performance dashboard".

Deliverable 7.1.2: Documentation of the technical analysis completed for the alternatives analysis including methods, tools, data sources and assumptions.

Task 7.2: Develop Revenue Projections and Funding Plan

Consultant will build on the Unified Corridor Investment Study, The Passenger Rail Feasibility Study and the 2040 Santa Cruz County Regional Transportation Plan to identify local, state, federal, and private "reasonably available" funding sources to implement the final list of alternatives.

Deliverable 7.2.1: Document potential revenue from various sources with an assessment of level of confidence for obtaining each type of funding for each of the final alternatives. Develop plans for how each alternative transit service could potentially be funded.

Task 7.3: Alternatives Analysis Results – Partner Agency Meeting

Consultant will present findings of the alternative analysis results at a partner agency meeting to solicit input on selecting the preferred alternative. The graphical representations of the alternatives analysis including maps, charts and a "performance dashboard" will be used to communicate the analysis results. Consultant will work with the project team to develop the agenda for the partner agency meeting.

Deliverable 7.3.1: Alternatives Analysis partner agency meeting agenda and minutes

Deliverable 7.3.2: PowerPoint and oral presentation of the results of the alternatives analysis designed and prepared by consultant for partner agency meeting.

Task 7.4: Alternatives Analysis Results – Public Input

Consultant will present findings of the alternative analysis results at two public workshops and solicit input from the public on selecting the preferred alternative. Graphical representations of the alternatives analysis including charts and a "performance dashboard" will be used to communicate the analysis results. Public outreach will also be performed based on the Public Outreach Plan (Task 2.3) including eNews letters, social media, online ads and newspaper ads. RTC and METRO staff will perform all outreach associated with public workshop noticing and logistics.

Deliverable 7.4.1: Powerpoint and oral presentation of the results of the alternatives analysis designed and prepared by consultant for two public workshops.

Deliverable 7.4.2: Graphical representations (maps, charts, dashboard) of analysis of alternatives suitable for two public workshops.

Deliverable 7.4.2: Public Outreach based on the Outreach Plan

Task 7.5: Alternative Analysis Results - RTC and METRO meetings

Consultant will present findings of the alternatives analysis results at a METRO meeting and RTC meeting to solicit input on selecting the preferred alternative. The

graphical representations of the alternatives analysis including maps, charts and a "performance dashboard" will be used to communicate the analysis results.

Deliverable 7.5.1: Powerpoint and oral presentation with graphical presentations on performance measure results of the final alternatives designed and prepared by consultant for both RTC and METRO meetings.

Deliverable 7.5.2: Public Hearing at the RTC meeting to solicit public input on performance measure results of final list of alternatives.

Task 7.6 Develop Locally Preferred Alternative

In consultation with partners, public, and decision makers, the consultants and RTC staff will recommend a transit project that best achieves corridor goals, referred to as the preferred alternative. The consultant will analyze the preferred alternative and how it performs in advancing the performance measures. The consultant will document the methods and tools used to complete the analysis and the results of the analysis. Comments will be solicited from the public, partner agencies, RTC Committees, METRO and RTC.

Deliverables 7.6.1: Recommendation of locally preferred alternative including detailed documentation, maps, charts and a performance "dashboard".

Task 8: Alternatives Analysis Report

Task 8.1: Preparation of Administrative Draft

Consultant shall prepare an administrative draft of report that clearly documents the alternatives analysis and how the locally preferred alternative integrates with the regional rail network. Consultant shall submit administrative draft document to RTC and METRO staff. The report should include a detailed description of the analysis completed including any assumptions and limitations to the analysis. Methodologies used for evaluating the alternatives will need to be rigorously documented.

Deliverable 8.1.1: Administrative Draft of Alternatives Analysis for High-Capacity Public Transit on the Santa Cruz Branch Rail Line inclusive of the Rail Network Integration Study

Task 8.2: Draft Report and Presentation for RTC, Public and Partner Agency

Consultant shall address comments received on administrative draft from RTC staff and prepare draft report. RTC staff will solicit comments on the draft document from advisory Committees. Consultant will present the findings of the final alternative analysis results and the draft report of the Alternatives Analysis at a partner agency meeting to solicit input. Consultant will present the findings of the final alternative results and the draft report for the Alternatives Analysis for High-Capacity Public

Transit on the Santa Cruz Branch Rail Line to the RTC and METRO. Consultant will consider comments received and make revisions as directed by RTC and METRO.

Deliverable 8.2.1: Draft of Alternatives Analysis for High-Capacity Public Transit on the Santa Cruz Branch Rail Line with Recommendation on Locally Preferred Alternative inclusive of the Rail Network Integration Study

Deliverable 8.2.2: Compiled list of comments from public, partner agency, advisory committees, METRO, and RTC

Deliverable 8.2.3: Meeting agenda, PowerPoint, and oral presentation of draft report at partner agency meeting and meeting minutes

Deliverable 8.2.4: PowerPoint and oral presentation of draft report at RTC and METRO meetings

Deliverable 8.2.5: Public Hearing at the RTC meeting to solicit public input on locally preferred alternative and draft report.

Task 8.3: Final Report

Complete the final report inclusive of how the locally preferred alternative integrates with the regional rail network. Final report will consider comments received from RTC and METRO, RTC Committees, stakeholders, public and RTC and METRO staff on draft document. Include credit of the financial contribution of the Caltrans grant program and Measure D on the cover of the report. Recommend "Next Steps" for implementation.

Deliverable 8.3.1: Final Report of Alternatives Analysis for High-Capacity Public Transit on the Santa Cruz Branch Rail Line inclusive of the Rail Network Integration Study

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TASK 9 Business Plan for Locally Preferred Alternative

Task 9.1 Develop a Business Plan for the Locally Preferred Alternative

Develop a 25-year Business Plan (Horizon year of 2045) for implementation of the Locally Preferred Alternative that includes at a minimum the services provided, governance options, operating plan, marketing strategy and financial plan.

Deliverables 9.1.1: Business Plan for the Locally Preferred Alternative of High Capacity Public Transit on the SCBRL

Summary of Consultant Presentations to Public, Stakeholders, RTC and METRO Board

- Four Public Workshops - 2 workshops for Goals, Criteria, Performance Measures and Initial Alternatives (Task 5.3), public hearing at RTC meeting on Input and Approval on Final Alternatives to be analyzed (5.6), and 2 workshops for Alternatives Analysis Results and input on preferred scenario (Task 7.4)
- Two Stakeholder Meetings – Input on Goals, Performance Measures, Initial Alternatives and Alternatives to be Analyzed (Task 5.3), Alternatives Analysis Results and Input on Preferred Alternative (Task 7.3)
- Three METRO Board Meetings – Input on Goals, Performance Measures and Initial Alternatives (Task 5.4), Input on Final Alternatives to be Analyzed (Task 5.6), Input on Analysis Results and Preferred Alternative (Task 7.5), Input on Final Draft Report and Preferred Alternative (Task 8.2)
- Four RTC Commission Meetings – Input and Approval on Goals, Performance Measures and Initial Alternatives (Task 5.4), Input and Approval on Final Alternatives to be Analyzed (Task 5.6), Input and Approval on Analysis Results and Input on Preferred Alternative (Task 7.5), Input and Approval on Final Draft Report and Preferred Alternative (Task 8.2)

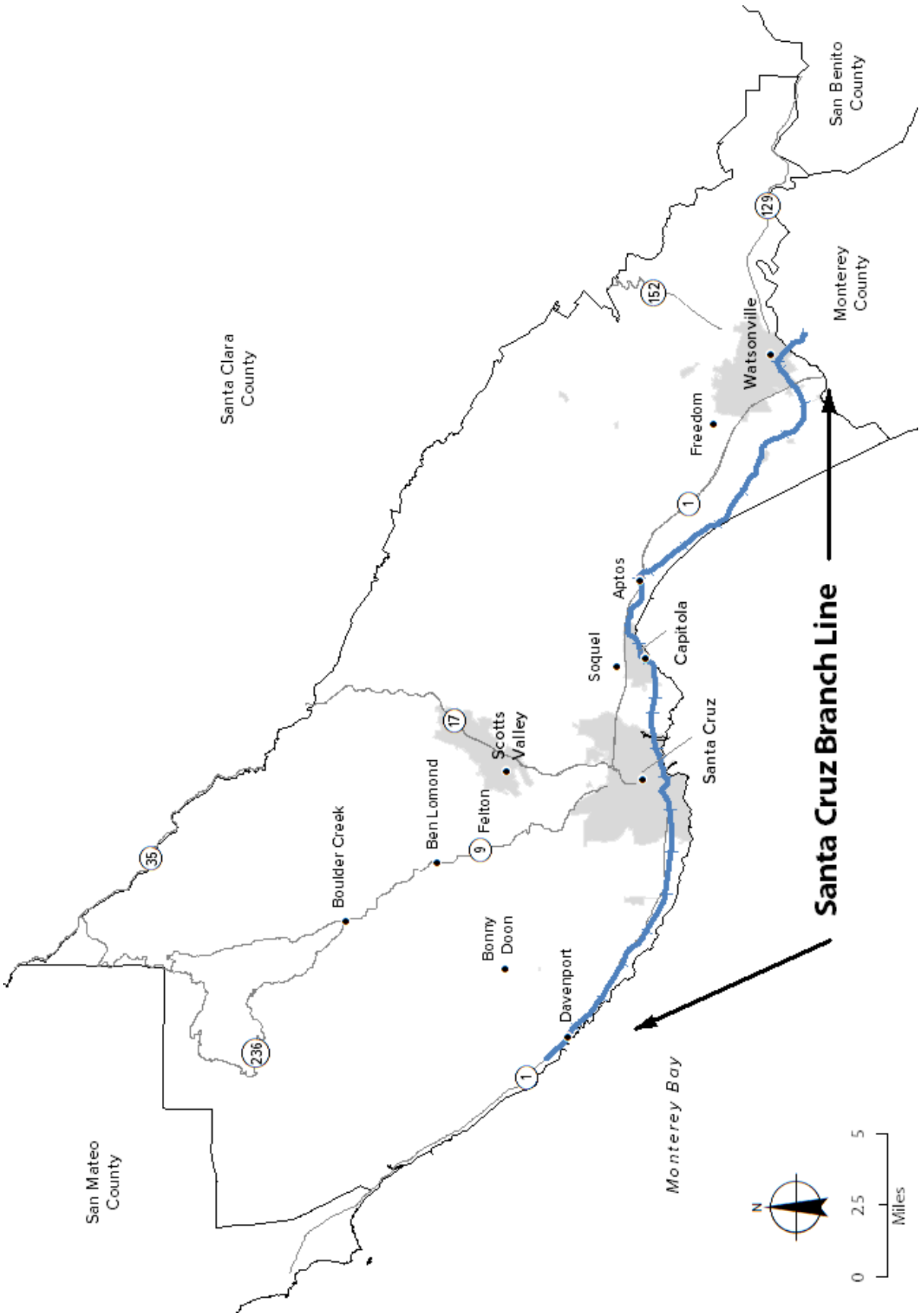

Santa Cruz Branch Line
Santa Clara County
San Benito County
Monterey County
San Mateo County
Monterey Bay
Watsonville
Freedom
Aptos
Capitola
Soquel
Santa Cruz
Scotts Valley
Ben Lomond
Felton
Boulder Creek
Bonny Doon
Davenport
152
129
1
17
9
35
236
N
0
2.5
5
Miles

Exhibit A

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Santa Cruz Metropolitan Transit District

DATE: June 28, 2018

TO: Board of Directors

FROM: Barrow Emerson, Planning & Development Director

SUBJECT: APPROVAL OF THE CITY OF SANTA CRUZ DOWNTOWN EMPLOYEE BUS PASS PROGRAM

I. RECOMMENDED ACTION

That the Board approve the City of Santa Cruz downtown employee bus pass and a one year pilot project contract with the City of Santa Cruz to implement this program

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) began researching a downtown employee bus pass program in early 2018 at the request of the City of Santa Cruz (City).
- A proposal to give every downtown employee (4,051) a bus pass at a cost of $311,117 was submitted to the City in January of 2018.
- At its June 4, 2019 meeting, the Santa Cruz City Council approved the proposal.
- At its June 14, 2019 meeting the METRO Finance Standing Committee approved directing the contract (Attachment A) for this one-year pilot project to the full Board for approval.

III. DISCUSSION/BACKGROUND

In January of 2018, the City requested that METRO produce a cost estimate for a travel demand management (TDM) program that would provide all downtown employees with bus passes. Attachment B identifies the Downtown Parking District, the area covered by the employee bus pass program

In terms of how to price this program, METRO considered the results of a downtown employee survey that notes that approximately 267 (6.6% of the City's 4,051 employees at 696 businesses) currently use public transportation to get to work. Assuming these riders purchase a 31-day bus pass at a price of $64, METRO could currently be collecting approximately $205,000 in fare revenue from downtown patrons, which would be lost with the implementation of this program.

A pricing approach used by existing programs (commonly referred to as ECO-Passes) is to establish a cost per employee per year for the entire employee pool that could take advantage of the program. In reviewing other programs of this type, METRO staff built a cost model around the 90% discount, currently used in Boulder, Colorado, where an annual ECO-Pass is offered for $125 per employee (approximately a 90% discount on their $90 monthly pass). A Santa Cruz program using a 90% discount would cost $311,117 for 4,051 employees.

This Program is proposed as a one-year pilot project to test the appeal to new users. After the initial year, the City and METRO would re-evaluate the program for its long-term viability.

It should be noted that a key aspect to the Boulder program is that the City of Boulder heavily advertises its ECO-Pass and charges $15 for daily parking in order to discourage driving alone. METRO believes that, in addition to discounted transit passes, a successful TDM program requires these other elements; market-priced parking and a proactive marketing campaign, to prompt the behavioral change needed to ensure a successful program.

IV. FINANCIAL CONSIDERATIONS/IMPACT

METRO would receive an additional $311,117 in revenue from this Program. This should offset an expected loss in existing fare revenue.

V. ALTERNATIVES CONSIDERED

METRO could choose to not offer a downtown employee bus pass pilot program and miss an opportunity to introduce new riders to the METRO system. This action is not recommended.

VI. ATTACHMENTS

Attachment A: Downtown Bus Pass Program Contract

Attachment B: Downtown Parking District Map

Prepared by: Barrow Emerson, Planning & Development Director

VII. APPROVALS

Barrow Emerson
Planning & Development Director

Approved as to fiscal impact:
Angela Aitken, CFO allow for AA

Alex Clifford, CEO/General Manager

9-15.3

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

CONTRACT FOR TRANSIT SERVICES WITH THE CITY OF SANTA CRUZ

This Contract for transit services is entered into effective _____, 2019 between the Santa Cruz Metropolitan Transit District, a political subdivision of the State of California, hereinafter called "METRO", and the City of Santa Cruz, hereinafter called "City."

I. RECITALS

1.01 Whereas METRO provides fixed-route public transportation services throughout the County of Santa Cruz according to published schedules;

1.02 Whereas, METRO desires to provide transportation (METRO Transit Service) for individuals employed in the Santa Cruz Parking District No. 1, to and from the downtown and throughout the County of Santa Cruz pursuant to METRO's public fixed-route transportation services;

1.03 Whereas, the City desires that employees of Parking District No 1 utilize the METRO Transit Service to the maximum extent possible at an affordable rate to increase mobility options and reduce single occupant vehicle travel; and

1.04 Whereas, METRO and the City desire to enter into this Contract for a one year pilot program beginning on October 1, 2019 and ending on September 30, 2019, pursuant to which METRO will provide transit passes to the City for all employees in Parking District No 1 at a discounted rate paid by the City.

Now therefore, METRO and City agree as follows:

II. SCOPE OF AGREEMENT

2.01 The City of Santa Cruz adopted a Transportation Demand Management ("TDM") fund within the Parking Fund, with a budget allocation for transit passes for all employees in Parking District No 1.

2.02 METRO will provide the City with 4,051 units of smart card fare media branded as the "Go Santa Cruz Bus Pass". City will be responsible for distribution and marketing of "Go Santa Cruz Bus Pass" fare media. These cards will be valid from October 1, 2019 through September 30, 2020. METRO will provide the sequence numbers for all smart cards provided and will have the ability to turn on and off fare media, which METRO may do in the event of documented bus pass misuse.

2.03 The City will issue a METRO approved "Go Santa Cruz Bus Pass" to all employees in Parking District No 1 under such terms and conditions as City deems appropriate in its sole discretion, which pass will be valid without payment of a fare on any METRO fixed route bus, except those in operation on the Highway 17 Express route. Only passengers displaying a valid pass will be entitled to the free fare. Transfers to Monterey Salinas Transit ("MST") will be available from the METRO bus operator upon request for "Go Santa Cruz" bus pass holders.

2.04 The City will only issue such bus passes to employees employed within Parking district No. 1.

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2.06 The intent of the parties is to have this Contract cover the one year period from October 1, 2019 through September 30, 2020, with a possible extension to future years following METRO Board of Directors and Santa Cruz City Council approval, although either party can pursue renegotiation of features of the Contract, including Transit Service routes and schedules, with 30 days advance notice to the other party.

2.08 City and METRO staff will meet quarterly to monitor service and ridership, consider route and schedule adjustments, and identify other issues to be addressed.

III. BUS TRANSIT SERVICES

3.01 METRO bus operators will register each boarding through the farebox, providing route and trip specific data to the City & METRO project team for planning purposes. METRO will send the City monthly ridership data reports in Microsoft Excel format.

IV. REIMBURSEMENT FOR COSTS

4.01 The City will pay METRO for the costs of providing METRO Transit Passes to all downtown employees for a total annual cost of $311,117.

4.02 METRO will invoice City on a monthly basis for one-twelfth of the program cost ($25,926.42), beginning October 1, 2019. The City will remit payment to METRO no later than the 15th day of the month following receipt of an invoice.

4.03 Invoices will be sent to;
City of Santa Cruz
Attention: Claire Fliesler, Public Works
809 Center St
Santa Cruz CA 95060

V. TERM AND TERMINATION

5.01 The term of this Contract is one (1) year, from October 1, 2019 through September 30, 2020. By mutual agreement in a duly executed amendment, this Contract may be extended for a one-year period to September 30, 2021. Adjustments, if any, to the reimbursement costs will also be set forth in any amendment extending this Contract.

5.02 Either party may terminate this Contract with 30 days advance notice in writing to the other party. If this Contract is terminated, METRO will be reimbursed for all months in which service was provided. Partial month's service will be prorated.

VI. NOTICES

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6.01 Any notice, request, instruction, or other document deemed by either Party to be necessary or desirable to be given to the other Party shall be in writing and may be given by personal delivery to a representative of the Parties at the address below or by mailing the same, addressed as follows:

CITY:

City of Santa Cruz
809 Center St
Santa Cruz CA 95060
Attention: Director of Public Works

METRO:

Santa Cruz Metropolitan Transit District
110 Vernon Street
Santa Cruz, CA 95060
Attention: CEO/General Manager

VII. MUTUAL INDEMNITY

7.01 City agrees to indemnify, save harmless and defend METRO, its directors, officers, agents and employees from legal liability of any nature or kind on account of any claim for damages to property or personal injuries to or death of person or persons incurred by reason of any act, or failure to act, of the City, its directors, officers, agents, and employees, or any of them, in performing any duties required by this Contract, unless such claims arise out of the sole negligence of METRO, its directors, officers, agents, or employees.

METRO agrees to indemnify, save harmless and defend the City, its councilmembers, officers, agents, and employees from legal liability of any nature or kind on account of any claim for damages to property or personal injuries to or death of person or persons incurred by reason of any act, or failure to act, of METRO, its directors, officers, agents, and employees, or any of them, in performing any duties required by this Agreement, unless such claims arise out of the sole negligence of the City, its directors, officers, agents, or employees.

This section will survive termination or expiration of this Contract.

VIII. CITY REQUIRED INSURANCE PROVISIONS

8.01 Insurance: Prior to the beginning of and throughout the duration of this contract, METRO will maintain insurance in conformance with the requirements set forth herein. METRO will insure the City against claims for injuries to persons or damages to property which may arise from or in connection with the goods, or the work performed hereunder and the results of that work by METRO, METRO's agents, representatives, employees or subcontractors. If METRO is self-insured through a self-insured risk pool, then it shall provide evidence of liability coverage equivalent to the following requirements:

a. Standard Certificate Requirements.

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The City will be issued a Certificate of Insurance or, if liability is covered through a risk pool, an equivalent instrument in a form acceptable to the City Risk Manager, with the following minimum requirements:

- Certificate(s) will show current policy number(s) and effective dates,
- Coverage and policy limits will meet, or exceed, requirements below,
- The Certificate Holder will be City of Santa Cruz, Risk Management, 877 Cedar Street, Suite 100, Santa Cruz, CA 95060,
- Certificate will be signed by an authorized representative,
- An endorsement will be provided to show the City, its officers, officials, employees, agents and volunteers as additional insured.

b. Minimum Scope and Limits of Insurance. METRO acknowledges that the insurance coverage and policy limits set forth in this section constitute the minimum amount of coverage required. The City will be entitled to coverage for the highest limits maintained by the METRO. Coverage will be at least as broad as:

- Commercial General Liability (CGL): $1,000,000 per occurrence. Proof of coverage for up to $1 Million per occurrence for property damage, bodily injury, personal injury and advertising injury will be provided on Insurance Services Office (ISO) Form CG 00 01 covering CGL. If a general aggregate limit applies, either the general aggregate limit will apply separately to this project/location or the general aggregate limit will be at least twice the required occurrence limit.
- Professional Liability (Errors and Omissions): $1,000,000 per occurrence or claim, $2,000,000 aggregate. METRO will maintain insurance appropriate to METRO's profession; with limit no less than $1,000,000 per occurrence or claim, $2,000,000 aggregate. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after date of completion of the services under this contract.
- Automobile Liability: $1,000,000. Proof of coverage for $1 Million will be provided on ISO Form Number CA 00 01 covering any auto (Code 1), or if METRO has no owned autos, hired, (Code 8) and non-owned autos (Code 9), per accident for bodily injury and property damage.
- Workers' Compensation as required by the State of California, with Statutory Limits, and Employer's Liability Insurance: $1,000,000 per accident for bodily injury or disease. Must include a waiver of subrogation.

c. Other Insurance Provisions. The insurance policies are to contain, or be endorsed to contain, the following provisions:

- Additional Insured Status. The City, its officers, officials, employees, and agents are to be covered as additional insureds on the CGL policy with respect to liability arising out

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of work or operations performed by or on behalf of the METRO including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage will be provided in the form of an endorsement to the METRO's insurance at least as broad as ISO Form CG 20 10 11 85, or if not available, through the addition of both CG 20 10 and CG 20 37 (if a later edition is used).

- Primary Coverage. For any claims related to this contract, the METRO's insurance coverage will be primary insurance as respects the City, its officers, officials, employees, agents and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, agents or volunteers will be excess of the METRO's insurance and will not contribute with it.

- Notice of Cancellation. Each insurance policy required above shall state that the coverage shall not be canceled, except with notice to the City.

- Waiver of Subrogation. METRO hereby grants to the City a waiver of any right to subrogation which any insurer of said METRO may acquire against the City by virtue of the payment of any loss under such insurance. METRO agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

- Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions will be declared to and approved by the City.

- Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the Entity.

- Verification of Coverage. METRO will furnish the City with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning will not waive the METRO's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

- Special Risks/Circumstances. City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

- Claims Made Policies. If any of the required policies provide coverage on a claims-made basis:

  1. The Retroactive Date must be shown and must be before the date of the contract or the beginning of contract work.

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2. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.

3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the contract effective date, the METRO must purchase "extended reporting" coverage for a minimum of five (5) years after completion of contract work.

- Subcontractors. METRO shall require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and METRO shall ensure that City, its officers, officials, employees, and volunteers are additional insureds on insurance required from subcontractors.

IX. MISCELLANEOUS PROVISIONS

9.01 In the event suit is brought to enforce or interpret any part of this Contract, the prevailing party shall be entitled to recover as an element of its costs of suit, and not as damages, reasonable attorneys' fees to be fixed by the court. The "prevailing party" shall be the party that is entitled to recover its costs of suit, whether or not the suit proceeds to find judgment. A party not entitled to recover its costs shall not recover attorney's fees. No sum for attorney's fees shall be counted in calculating the amount of judgment for purposes of determining whether a party is entitled to recover its costs or attorney's fees.

9.02 This Contract, together with all subordinate and other documents incorporated by reference herein, constitutes the entire agreement between the parties with respect to the subject matter contained herein and may only be modified by an amendment executed in writing by both parties hereto. All prior agreements, representations, statements, negotiations, understandings and undertakings are superseded hereby.

9.03 METRO represents that it currently has no interest, and shall not have any interest, direct or indirect, that would conflict in any manner with the performance of services required under this Contract.

9.04 In connection with the distribution and use of "Go Santa Cruz Bus Pass" and METRO Transit Services, City and METRO shall not on the grounds of race, color, creed, ancestry, national origin, religion, sex, sexual preference, marital status, age, medical condition or disability discriminate or permit discrimination against any person or group or persons in any manner prohibited by Federal, State or local laws.

9.05 City and METRO agree to comply with the provisions of Section 504 of the Rehabilitation Act of 1973, as amended, pertaining to the prohibition of discrimination against qualified handicapped persons in federally assisted programs

9.06 No term or provision hereof shall be deemed waived and no breach excused, unless such waiver or consent shall be in writing and signed by the party claimed to have waived or consented. Any consent by any party to, or waiver of, a breach by the other, whether express or implied, shall not constitute a consent to, waiver of, or excuse for any other different or subsequent breach.

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9.07 City shall not assign or transfer any interest in this Contract without prior, written consent of METRO. Any attempted assignment or transfer shall be void.

9.08 METRO shall not assign or transfer any interest in this Contract without prior, written consent of City. Any attempted assignment or transfer shall be void.

9.09 Time is of the essence in this Contract.

9.10 Each party to this Contract shall maintain books, accounts, records and data related to this Contract in accordance with applicable state and federal requirements and shall maintain those books, accounts, records and data for three (3) years after the termination of this Contract. For the duration of the Contract and for a period of three years thereafter, either party's representatives and representatives of the United States Department of Transportation, the Controller General of the United States and the Auditor General of the State of California shall have the right to examine these books, accounts, records. data and other information relative to this Contract for the purpose of auditing and verifying statements, invoices, bills and revenues pursuant to this Contract.

9.11 City agrees to submit to METRO any and all advertising, sales promotion, and other publicity matter relating to any METRO Transit service wherein METRO's name is mentioned or language used from which the connection of METRO's name therewith may, within reason, be inferred or implied. City further agrees not to publish or use any such advertising, sales promotion, or publicity matter without the prior written consent of the METRO.

9.12 METRO agrees to submit to City any and all advertising, sales promotion, and other publicity matter relating to any City Transit service wherein City's name is mentioned or language used from which the connection of City's name therewith may, within reason, be inferred or implied. METRO further agrees not to publish or use any such advertising, sales promotion, or publicity matter without the prior written consent of the City.

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

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

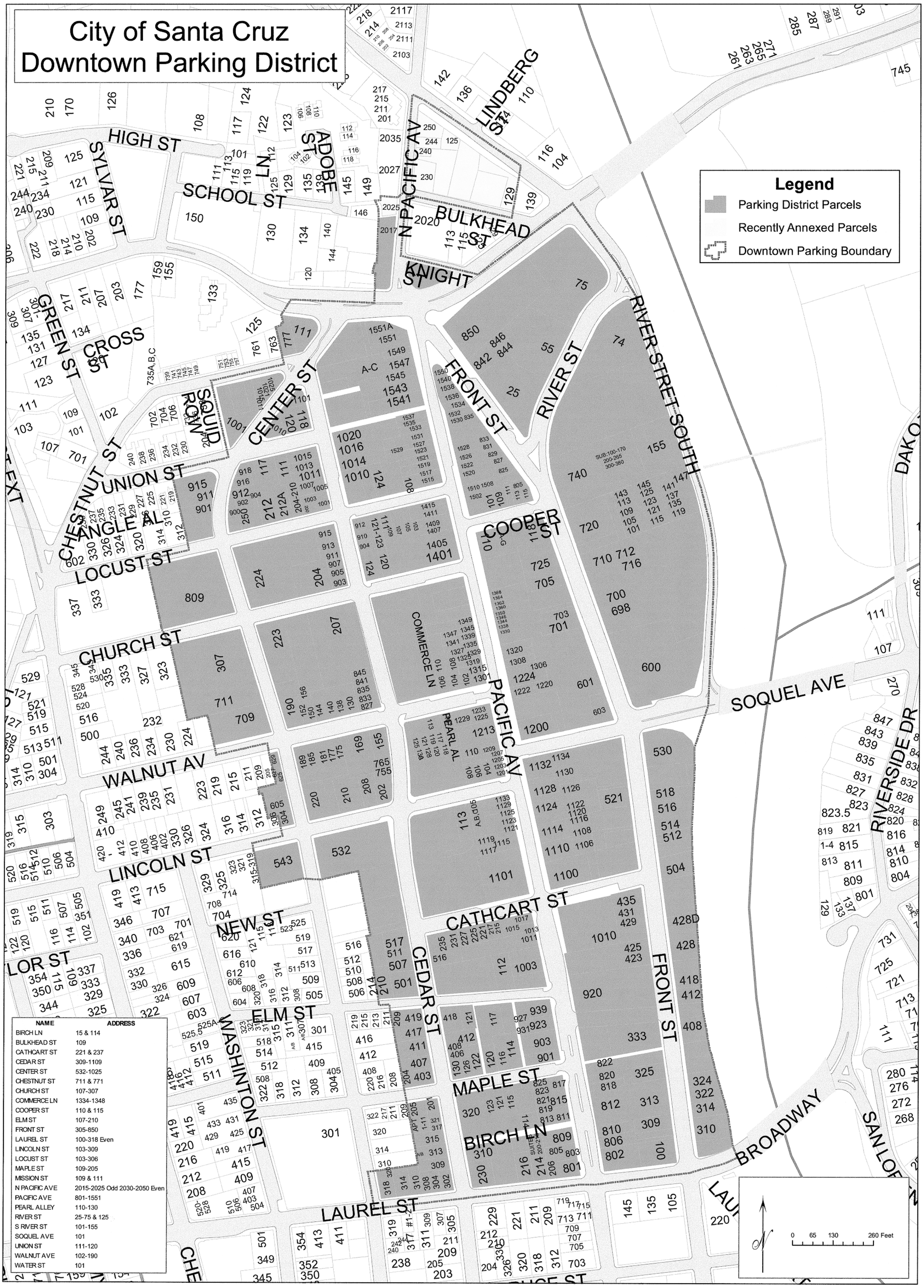
SANTA CRUZ METROPOLITAN TRANSIT DISTRICT	CITY OF SANTA CRUZ
BY: _____	BY: _____
Alex Clifford CEO/General Manager	Martin Bernal City Manager City of Santa Cruz
Approved as to form:	Approved as to form:
_____	_____
Julie Sherman	Tony Condotti

General Counsel

City Attorney

DRAFT

Attachment B



9-15B
1

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Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Isaac Holly, IT and ITS Director

SUBJECT: **AUTHORIZE THE CEO TO EXECUTE A SOLE SOURCE CONTRACT WITH ECOLANE FOR DRT SOFTWARE SERVICES**

I. RECOMMENDED ACTION

That the Board of Directors authorize the CEO to execute a sole source contract with Ecolane for Demand-Response Transportation (DRT) Software Services

II. SUMMARY

- Trapeze PASS scheduling software was adopted in 2004 when Paratransit was brought in-house from Lift Line
- Clever Devices Mobile Data Computers (MDCs) were purchased and integrated into Trapeze in 2014 to provide functions such as Automatic Vehicle Location (AVL) and in-vehicle operator schedules
- Clever Devices MDCs will require a costly modem upgrade to support 4G LTE since 3G is being retired by the end of the 2019 calendar year
- The Ecolane Demand Response Transportation (DRT) solution would replace both Trapeze PASS and the Clever Devices MDCs at less than half the current annual cost
- Ecolane DRT offers superior capabilities that are unique to Paratransit Demand-Response Transportation software that have been proven to optimize services and reduce operating costs

III. DISCUSSION/BACKGROUND

In 2004, Santa Cruz Metropolitan Transit District (METRO) brought Paratransit services in-house from Lift Line. Lift Line utilized Trapeze PASS as its scheduling software, so METRO opted to adopt this system since staff who transitioned from Lift Line to ParaCruz were already familiar with the software.

In 2014, METRO purchased MDCs from Clever Devices and equipped all Paratransit vehicles with these devices in order to provide functions such as Automatic Vehicle Location (AVL) and in-vehicle operator schedules.

At the beginning of May 2019, Clever Devices notified METRO that our 5-year-old MDCs would require a modem upgrade to support 4G LTE since 3G is being retired by the end of the 2019 calendar year. The cost of this upgrade will be $48,972 and is not included in the FY20 budget.

Over the course of the years in which the Trapeze PASS and Clever Devices system have been in use, ParaCruz staff have reported stability issues with both the hardware and software and the lack of needed reporting features within the software itself. The combined annual maintenance cost for the Trapeze PASS and Clever Devices system is over $51,000 which rises yearly by approximately 3%.

In the search for alternatives, METRO staff discovered Ecolane DRT as a replacement for the Trapeze PASS / Clever Devices system. Ecolane DRT offers all of the functions of the current system and then surpasses it in terms of reporting and dispatching. On the hardware side, Ecolane utilizes non-proprietary, off-the-shelf android tablets as its MDC solution unlike the Clever Devices units, which cost over $3000 each and are proprietary. The annual software license cost for Ecolane DRT would be less than $21,000. The factor that justifies a sole source contract with Ecolane is that it is functionally similar to commercial apps like Uber and Lyft, but with a ridesharing component, that provides measurable productivity improvements via dynamic scheduling and vehicle tracking, all in real time. These are functional requirements that METRO requires and, at this time, no other paratransit scheduling system has these functionality features.

This dynamic scheduling and vehicle tracking capability has been proven empirically with other transit agencies to deliver service to riders more efficiently and reduce Paratransit staff workloads. Ecolane DRT would help solve METRO's staff shortages, "day of service" dispatching challenges and reporting needs.

Staff is recommending that the Board of Directors authorize the CEO to execute a contract on behalf of METRO with Ecolane for DRT software services in an amount not to exceed $118,468.

Short-term Payback Analysis

	Trapeze / Clever Devices	Ecolane
FY20 Upgrade/Transition	$48,972	$118,468
FY20 Annual Maint.	$51,000	Included in above price
FY21 Annual Maint.	$51,000 *	$21,000
2 Year Total	$150,972	$139,468

* Excludes annual escalator

IV. FINANCIAL CONSIDERATIONS/IMPACT

The contract value of the Ecolane DRT system is $118,468.

Ecolane is a Software as a Service (SaaS) product; therefore, it qualifies to be funded through our operating budget. There is $51,000 in the FY20 IT operating budget for Trapeze and Clever Devices maintenance. This will be reallocated to the Ecolane DRT system. The remaining $67,468 will be shifted from other operating budgets.

V. ALTERNATIVES CONSIDERED

- Do not authorize a sole source contract with Ecolane, renew our maintenance contracts with Trapeze and Clever Devices and pursue the upgrade of the Clever Devices MDT modems for the unfunded amount of $48,972.
    - o Staff does not recommend this action for the reasons set forth in this report.

VI. ATTACHMENTS

None

Prepared by: Isaac Holly, IT and ITS Director

VII. APPROVALS:

Isaac Holly, IT and ITS Director

Approved as to fiscal impact:
Angela Aitken, CFO

dlc (ow for AA

Alex Clifford, CEO/General Manager

Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Eddie Benson, Maintenance Manager

SUBJECT: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 1ST AMENDMENT WITH COMPLETE COACH WORKS (CCW) AND INCREASE THE PROJECT VALUE BY $299,888 FOR THE TRANSIT BUS REFURBISHMENT PROJECT

I. RECOMMENDED ACTION

That the Board of Directors authorize the CEO to execute a First Amendment with Complete Coach Works (CCW,) in the amount of $109,560 and add contingency funds in the amount of $190,328 for a new contract value of $1,126,165 and a new project value of $1,316.493

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) has a contract with Complete Coach Works (CCW) to refurbish existing buses as part of its Bus Replacement Plan.
- This contract was established on April 16, 2019 and will expire on April 15, 2022.
- Additional funds in the amount of $299,888 are required to cover the actual bid price, plus a 10% contingency and potential unforeseen rewiring needs.
- A contract amendment increasing the contract authority by the amount is recommended.

III. DISCUSSION/BACKGROUND

As a part of METRO's bus replacement plan, METRO will be refurbishing a total of four existing buses to extend their useful life by four to six years. Buses to be refurbished are ranging from 13 to 17 years old. Two are 2002 New Flyers and two are 2006 New Flyers.

In September 2018, the Board of Directors (Board) authorized staff to issue a Request for Proposals (RFP) for a Transit Bus Refurbishment Project. On March 1, 2019, METRO legally advertised and distributed RFP No. 19-09. CCW was found to be the highest ranked proposer.

On April 16, 2019 the Board authorized approval for METRO to enter into contract with CCW.

The project is funded by a California Transportation Commission (CTC) State Transportation Improvement Program (STIP) grant, with a local match from

Measure D funds. The grant stipulated the refurbishment of four buses. Upon receiving the best and final offer (BAFO) from CCW, the grant funds were determined to be insufficient to complete the needed tasks.

Staff recommends that the Board authorize the CEO to execute a First Amendment on behalf of METRO to increase the contract authority by $109,560 and add contingency funds in the amount of $109,328, for a total added value of $299,888. Eddie Benson, Maintenance Manager, will continue to serve as the Contract Administrator and will ensure contract compliance.

The difference between the grant application request and the actual costs to perform the required services resulted from the disconnect in timing between the grant application stage the receipt of proposals. At the grant application stage, METRO makes its best estimation of the cost of the project. Following the grant award, METRO solicited an RFP and, only after choosing the prevailing vendor and negotiating the best and final offer, does METRO know the final cost.

IV. FINANCIAL CONSIDERATIONS/IMPACT

This contract has a total not to exceed of $1,016,605. Additional funds in an amount of $109,560 are requested for approval at this time. The new contract total not to exceed would be $1,126,165.

In addition, $112,616 is being requested for unforeseen work and $77,712 is being requested as contingency for the wiring of two buses, increasing the total project amount to $299,888.

Funds to support this contract are included in the Bus Replacement fund in the FY20 Capital Budget.

V. ALTERNATIVES CONSIDERED

- Do not amend this contract for refurbishing existing buses – this is not recommended. If not approved, METRO will lose the grant funds for this project.
- Do not approve refurbishing of existing buses – this is not recommended. Buses being refurbished have met their useful lifecycles of 12 years or 500,000 miles and should be refurbished to meet the state of good repair for extended life.

VI. ATTACHMENTS

Attachment A: First Amendment to Contract No. 19-09 for Transit Bus Refurbishment Project

Prepared by: Eddie Benson, Maintenance Manager

VII. APPROVALS

Eddie Benson, Maintenance Manager Eddie F Benson

Approved as to fiscal impact:
Angela Aitken, Chief Financial Officer dlw low for AA

Alex Clifford, CEO/General Manager

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FIRST AMENDMENT TO CONTRACT NO. 19-09
FOR TRANSIT BUS REFURBISHMENT PROJECT

This First Amendment to Contract No. 19-09 for Transit Bus Refurbishment Project is made effective July 3, 2019 between the Santa Cruz Metropolitan Transit District ("Santa Cruz METRO"), a political subdivision of the State of California, and Complete Coach Works ("Contractor").

I. RECITALS

1.1 Santa Cruz METRO and Contractor entered into a Contract for Transit Bus Refurbishment Project ("Contract") on April 16, 2019.

1.2 The Contract allows for amendment upon mutual written consent.

1.3 Santa Cruz METRO and Contractor desire to amend the Contract to increase the Contract total not-to-exceed amount in order to meet the full amount of the bid price.

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

II. COMPENSATION

2.1 Article 5.1 is amended to include the following language:

> Under the terms of the First Amendment, the Contract total not-to-exceed amount is increased by $109,560. The new Contract total not-to-exceed amount is $1,126,165. Contractor understands and agrees that if it exceeds the $1,126,165 maximum amount payable under this Contract, it does so at its own risk.

III. REMAINING TERMS AND CONDITIONS

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

IV. ACCEPTANCE OF ELECTRONIC SIGNATURES AND COUNTERPARTS

4.1 The parties agree that this Contract, agreements ancillary to this Contract, and related documents to be entered into this Contract will be considered executed when the signature of a party is delivered by scanned image as an attachment to electronic mail. Such scanned signature must be treated in all respects as having the same effect as an original signature. Each party further agrees that this Contract may be executed in two or more counterparts, all of which constitute one and the same instrument.

V. AUTHORITY

5.1 Article 8 is amended to include the following language:

> 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

Alex Clifford, CEO/General Manager _____

Contractor –
COMPLETE COACH WORKS

Dale E. Carson, President

Approved as to Form:

Julie Sherman, General Counsel _____

Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Alex Clifford, CEO/General Manager

SUBJECT: CONSIDERATION OF AUTHORIZING THE CEO TO ENTER INTO A SOLE SOURCE CONTRACT WITH THE CENTER FOR TRANSPORTATION AND THE ENVIRONMENT FOR ZERO EMISSION BUS TRANSITION PLANNING SERVICES

I. RECOMMENDED ACTION

That the Board of Directors authorize the CEO to enter into a sole source contract with the Center for Transportation and the Environment for Zero Emission Bus Transition Planning

II. SUMMARY

- The California Air Resources Board (CARB) has mandated that all transit agencies in California operate 100% zero-emission transit buses by 2040.
- Santa Cruz Metropolitan Transit District (METRO) had already taken steps to electrify its fleet with battery electric zero emission buses (ZEBs); however, this mandate requires transit agencies provide CARB with a formal rollout plan.
- METRO has designated 10 bays at its Judy K. Souza Operations facility for ZEB charging and is in the final design phase of this project.
- METRO requires professional consultant services to create a master plan and other ZEB related planning services, which will outline all of the future facility needs in order to support a fully electric fleet by 2040.
- Staff is recommending a sole source contract with Center for Transportation and the Environment (CTE) to provide these services.

III. DISCUSSION/BACKGROUND

METRO requires assistance with several ZEB-related initiatives, including support for currently planned ZEB deployments, as well as analysis of fleetwide ZEB transition through the year 2040.

CTE is in a unique position in the industry as one of the early leaders in assisting transportation agencies with project management and rollout of zero emission transportation systems. CTE has successfully completed 100 of these projects across the country in the last 21 years. CTE is also a leader in zero emission

transportation education for public agencies, state and federal funding agencies, as well as the many facets of related products needed for implementation.

METRO partnered with CTE on it's first federal grant for ZEBs. CTE is the Project Management Consultant on the project, which is still in progress. CTE assisted METRO with its performance evaluation of the BYD over the road coach for the Highway 17 route. Their level of technical expertise and advice gave METRO the information needed to make the decision to hold the bus purchase in abeyance until more manufacturers are in the field, or until BYD's over the road coach performance improves.

CTE will be tasked with the following phased tasks:

- First four ZEBs: Operational profile and charging requirements for the current deployment including route, charge and electricity rate analysis.

- Fleetwide ZEB Transition Planning: Development of a Master Plan meeting the CARB mandate for transitioning to a fully electric bus fleet by 2040, to include both vehicles and facility requirements.

- Renewable Energy Analysis: Research and analyze renewable power generation and stationary storage options in order to reduce draw from the PG&E power grid and provide autonomous charging during periods where the grid is down and reduce greenhouse gases.

Staff is recommending a sole source contract with CTE, as they are currently the single provider of these services and have a proven track record of assisting agencies like METRO deliver zero emission projects in the transportation industry.

IV. FINANCIAL CONSIDERATIONS/IMPACT

The proposed contract with CTE would be executed in phases via task orders as services are needed and funding becomes available. The phases are anticipated to be:

1. **Deployment of First Four ZEB's - $59,500.** Funding anticipated to be provided by the Monterey Bay Community Power (MBCP) Energy Program. Currently $200,000 has been requested. If these funds have not yet been awarded, Capital Cash Reserves would be the funding source.

2. **Fleetwide Transition Plan - $234,800.** Funding anticipated to be provided by the remainder of the MBCP funds and Capital Cash Reserves.

3. **Renewable Energy Analysis – $60,000.** Funding will need to be identified before proceeding with this task.

V. ALTERNATIVES CONSIDERED

- While Planning and Purchasing staff have collaborated on ZEB transition plans for the short term and Phase 1 ZEB deployment (10 EV charging bays at the Judy K. Souza Operations facility), a singular Master Plan is recommended to assist with long term planning, CARB compliance and future grant applications.
- Hire professional ZEB Project Management in-house. This is not recommended as eventually these services will not be needed and this would not likely be a full-time position. It could be coupled with other projects to make it so; however, funding these services with capital funds is preferred over ongoing operating funds.

VI. ATTACHMENTS

Attachment A: CTE Proposal dated May 20, 2019

Prepared by: Erron Alvey, Purchasing & Special Projects Director

VII. APPROVALS

Approved as to fiscal impact:
Angela Aitken, CFO

dklow for AA

Alex Clifford, CEO/General Manager

CENTER FOR TRANSPORTATION & THE ENVIRONMENT
730 PEACHTREE STREET
SUITE 760
ATLANTA, GA 30308
P: 678-244-4150
F: 866-405-4646

May 20, 2019

Mr. Alex Clifford
Chief Executive Officer
Santa Cruz METRO
Administrative Offices
110 Vernon Street
Santa Cruz, CA 95060

Dear Mr. Clifford,

Thank you for your interest in Zero Emission Bus (ZEB) Smart Deployment and ZEB Transition Planning services from the Center for Transportation & the Environment (CTE). Santa Cruz Metropolitan Transit District (SCMTD) requires assistance with several ZEB-related initiatives, including support for currently planned ZEB deployments as well as analysis of fleetwide ZEB transition.

Joining CTE in this effort are AECOM and Sage Renewable Energy Consulting, Inc. (Sage). AECOM is a leader in the planning, design, and management of heavy rail and bus transit systems. AECOM has supported many transit agencies throughout the nation in a central role in the planning, development, design, construction, operation, and maintenance of bus and rail improvement programs for nearly three decades. Sage is an independent energy consulting and project management firm and is a certified Small Business Enterprise. Sage's core business is working with public agencies to plan and implement cost-effective renewable energy and advanced energy systems to decrease emissions, reduce energy costs, provide resiliency, and achieve zero-net energy (ZNE) and zero carbon goals. Working as owner's representative, Sage provides expert consulting on all phases of energy projects including feasibility and planning, procurement, implementation, commissioning, and asset management.

The CTE-led team understands the following SCMTD requested scope:

A. Current ZEB Deployment
SCMTD participated in a joint procurement with Clemson Area Transit, which resulted in the selection of Proterra battery electric buses. SCMTD intends to purchase and deploy four Proterra BEBs in 2020 with a plan to purchase and deploy up to 6 additional buses. SCMTD requires an understanding of the operational profile and charging requirements for this deployment of these buses in fixed-route service. SCMTD requests route, charge, and rate analysis of one to five SCMTD routes and the Proterra BEB to develop an understanding of how to best deploy these buses in service.

B. Fleetwide ZEB Transition Planning
California agencies are required to submit a ZEB Rollout plan to CARB that describes their plan to transition to a 100% zero emission fleet by 2040. To generate that report, SCMTD

must develop a ZEB transition plan to identify annual ZEB procurements to be in compliance with the ICT regulation. The plan must identify infrastructure requirements and facility upgrade projects that supports the ZEB transition timeline. In addition, the plan should identify the current state of ZEB technology vs. requirements to transition to a 100% zero-emission fleet as well as total cost of ownership to complete the transition.

C. Renewable Energy Analysis

The analysis will explore renewable generation and stationary storage options, incorporating anticipated BEB loads developed in the Fueling Assessment This effort would focus on commercially available technologies and procurement methods. Relying on extensive renewable energy experience with other municipal clients, strategies are expected to include solar photovoltaics, stationary battery energy storage, and procurement of zero-carbon electricity. Additionally, stationary fuel cells may be explored along with biogas procurement options to satisfy GHG goals. Resiliency scenarios and strategies may be explored under this task, including microgrid options utilizing onsite generation, stationary storage and potentially BEBs.

CTE proposes the following Statement of Work (SOW) based on our understanding of SCMTD requirements:

A. Current ZEB Deployment

1. Route Modeling

This task includes bus modeling and route simulation to evaluate the operational profile of the Proterra BEBs on one to five SCMTD route(s). CTE shall model the proposed route(s) and the Proterra BEB to predict the performance and energy requirements of the bus on the selected route(s). The model uses powertrain simulation software developed by Argonne National Laboratory called AUTONOMIE.

CTE shall collect data by logging current SCMTD bus operations with GPS data loggers to capture second-by-second distance, speed, acceleration, GPS location, and grade throughout the service day. CTE shall use this data, along with component-level specifications of the Proterra BEB to develop a baseline route performance model. The results of this task will provide estimated fuel efficiency, range, and daily energy requirements under various loading and battery degradation scenarios.

2. Charge Modeling

CTE shall develop charging models to assess charge rates, charge duration, and charge management strategies needed to meet the route, block, and daily energy requirements defined in the Route Modeling task. The objective is to analyze various charging profiles to

minimize fueling costs. CTE will initially model the operations of the 10 potential Proterra 660 kWh buses.

The model will include a detailed analysis for operation of all ten (10) Proterra buses from nightly weekday start of pull-in to last pull-in, including, but not limited to:

- Analysis of the optimal charge rate on the chargers that shall be purchased and installed (i.e., 80 kW, 120 kW, etc.), based on charge concurrency and utility rates
- Analysis of energy consumption and demand for each time-of-use period to assess peak maximum power consumption.
- Modeling of that nightly power consumption from start of pull-in to ending pull-in and to last bus charged
- Preliminary assumptions on charge level of all buses pulling in based on their daily power consumption by bus route.
- Estimated time on the charger based on remaining charge at pull-in.
- Analysis of routes that run on splits and will pull-in mid-day to JKS, including estimated remaining charge at mid-day at JKS; time required to fully recharge at mid-day at JKS; estimated remain charge at final pull-in after having been recharged (full or in part) at mid-day;
- Assess total PG&E costs of each charging scenario using PG&E's existing rate structure as well as their new proposed e-bus rate structure, to include cost of mid-day recharging (opportunity charging) and other strategies that will reduce peak-of-the-peak charging and reduce overall fueling costs.

3. Rate Modeling

CTE will develop an electricity rate model to assess the energy cost of the proposed service using the charge management strategies modeled in Task 2. This task will result in a side-by-side comparison of the operational costs, and operational constraints associated with all relevant charge management options, including mid-day recharging at JKS. Charging strategies will include modeling to minimize the number of PG&E reduce the number of 10KW subscriptions METRO must purchase in order to achieve the model peak-of-the-peak charging level. Modeling should include current PG&E rate structure in the event that the new proposed rate is not approved by the PUC.

Modeling should also provide an analysis of the number of inductive and/or overhead chargers that should be placed at the Watsonville Transit Center and Pacific Station in order to maximized the new proposed Super-off-peak PG&E rate; which routes would be optimal of mid-day recharging; and how much extended range is gained, and/or cost savings achieved by charging in the day versus night; and within the time constrained of the current design of time built into routes for layovers/recovery time.

4. Charging and Charge Management Procurement Support

CTE will support a procurement of charging and charge management products and equipment. CTE will develop the draft technical requirements based on a recommendation derived from the Route, Charge, and Rate models for the solicitation, support SCMTD during the question and answer period, and assist with proposal review, interviews and contractor selection.

B. Fleetwide ZEB Transition Planning

1. Charge Management Assessment

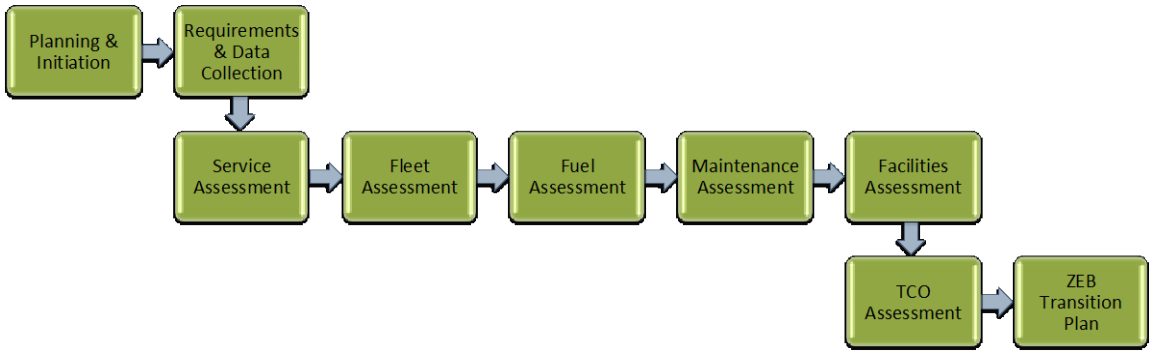
CTE shall conduct a workshop with SCMTD to refine and document SCMTD requirements for charging and charge management to support full fleet transition. CTE shall prepare a Request For Information (RFI) for SCMTD to issue to bus manufacturers, charging equipment vendors, and charge management software vendors. The purpose of the RFI is to gather market data on the current state of charge management and anticipated future development efforts. CTE shall summarize results and assess vendor responses against SCMTD requirements. SCMTD may use the results for future procurements of charge management software.

The various charge strategies modeled will be based on the capabilities of available 3rd party charge management systems that can be used by SCMTD to manage charging across charger and bus OEMs

2. ZEB Transition Plan

CTE shall develop a ZEB Transition Plan and the ZEB Rollout Plan required by CARB. These deliverables shall be based on CTE's ZEB Transition Planning methodology:

CTE's ZEB Transition Plan methodology encompasses nine key phases: Planning & Initiation, Requirements & Data Collection, Service Assessment, Fleet Assessment, Fuel Assessment, Maintenance Assessment, Facilities Assessment, Total Cost of Ownership Assessment, and finally creation of the ZEB Transition Plan itself.



During the ***Planning & Initiation*** phase, CTE works with the agency and project partners to finalize the scope, approach, tasks, assignments, and timeline. This is followed by a Kickoff with project stakeholders.

CTE will conduct an "Assumptions Workshop" to start the ***Requirements & Data Collection*** phase. The assumptions collected during this phase provide key parameters used in each of the Assessment phases that follow. CTE shall also collect route, block, fleet, operational, maintenance, and facilities information to define the "As Is" or baseline scenario. CTE shall also conduct a "Route Modeling" workshop to determine the sample routes that will be used as the basis for the Service Assessment. CTE will then collect route data using a GPS data logger on the selected sample routes.

The ***Service Assessment*** uses CTE's route modeling methodology to calculate expected energy efficiency by route to determine if ZEB technologies have sufficient range to replaced current buses on a 1:1 basis and complete every service block. In the event that there are blocks that cannot be completed on a 1:1 basis, CTE will analyze technology projections and alternatives that allow for 100% ZEB fleet transition.

The ***Fleet Assessment*** develops a projected timeline for replacement of current buses with ZEBs consistent with the agency's fleet replacement plan, with consideration for any technology constraints and alternative fleet compositions determined by the Service Assessment, and in compliance with the agency's ZEB transition goals. The Fleet Analysis also includes an assessment of projected fleet capital cost over the transition lifetime.

The ***Fuel Assessment*** analyzes daily fuel consumption and demand requirements, projected annual fueling costs, and the potential for savings over current fuel costs.

The ***Maintenance Assessment*** analyzes labor and materials costs for ZEB maintenance over the transition period as well as major component replacements for each technology type.

The ***Facilities Assessment*** defines the requirements for charging infrastructure and/or hydrogen fueling infrastructure to support the transition to battery electric and/or fuel cell electric buses, respectively, in terms of equipment and infrastructure costs, design, construction, and installation costs, space and siting requirements, operational impact, and utility service requirements. The assessment also provides a high-level master plan to define the timeline for various facility and infrastructure projects to build-out the charging capacity consistent with the addition of battery electric buses.

The ***Total Cost of Ownership Assessment*** summarizes the costs of annual bus procurements, annual fuel cost, annual maintenance costs, as well as the costs of

charging equipment, hydrogen fueling equipment, supporting infrastructure, facility upgrades, and design, construction and installation over the ZEB transition timeline.

CTE shall use the results of the route, energy, charging, and rate analysis from Tasks A1, A2, and A3, as well as a previous Low-No analysis conducted on SCMTD's commuter routes as the basis for developing the SCMTD's Route Assessment. CTE shall also perform additional modeling, as needed, to ensure we have a representative sample of all METRO's routes. Routes shall be selected to evaluate all SCMTD route types by topography and speed (local, express, hilly, flat, etc.) to help create a generalizable model of all SCMTD operations. The Route & Block Assessment shall be used to determine the extent at which buses can be replaced on a 1:1 basis or if alternative strategies need to be considered, i.e. re-blocking, on-route charging, fuel cell, etc.

The duration and/or mileage of some SCMTD blocks may not allow for a 1:1 replacement based on current BEB technologies. CTE will assess alternative approaches to BEB conversion to address this limitation (i.e., on-route charging, service modifications, bus swaps, hydrogen fuel cell buses) however, improvements in energy density and BEB efficiency may allow for a 1:1 replacement in the future.

The ZEB Transition Plan will be based on SCMTD's current fleet replacement schedule to project the timing and costs related to future ZEB procurements, facility upgrades, installation of charging/fueling equipment, and related operating and maintenance costs. The Plan will make recommendations for phasing SCMTD's ZEB transition with respect to procurement requirements specified in CARB's Innovative Clean Transit regulation for small agencies.

CTE shall provide SCMTD with charging equipment requirements, and daily energy and power requirements, for each year in the transition timeline to support infrastructure and facility upgrade plans. CTE shall sub-contract AECOM to conduct a facilities assessment to determine infrastructure and utility upgrades required at each SCMTD facility to support charging equipment projects identified in the ZEB Transition Plan. The results of the facilities assessment shall be used as the basis for the Infrastructure Master Plan, outlined below.

In AECOM's experience, the main challenge with implementing a zero emission bus (ZEB) Transition Plan through construction is to be able to maintain ongoing bus operations with minimal disruption from the general contractor and their activities. Developing phasing strategies that will allow a separation of construction from operations will help to minimize limitations and inconveniences to the transit agency and allow them to carry on their business while upgrading their facilities. As an example, a master plan of electrical infrastructure can identify all needed underground conduit trenching in the bus yard and take care of it once, at the first phase. This will avoid interruptions to bus circulation for the greater part of the improvement program.

Early coordination with electric utility service during design is beneficial to similar projects, especially during construction. AECOM will assess the need to run underground duct bank and/or conduits from the switchboards to the panels, then to chargers and dispensers. These can be run either underground or overhead, depending on the system proposed. Based on AECOM's experience with projects of similar size and scope, we foresee bringing in new utility company transformers, 3000A switchboards, and distribution breaker panels.

With a completed electrical analysis and resulting calculations, AECOM will develop a proposed single-line diagram of the new charging infrastructure improvements. This diagram will be the basis of creating a site plan that will describe the magnitude and location of new electrical equipment to be constructed and installed at the facility. Once complete, the AECOM design team will develop design concepts that will be attuned to the existing site and building conditions and the ultimate goal of the 100% ZEB fleet expansion.

In addition to mapping out new electrical infrastructure, AECOM will look at the existing buildings on site for suitability in supporting the maintenance and repair of new technology vehicles. The maintenance shops will be evaluated based upon the probable features of the electric buses purchased.

AECOM will develop an Order of Magnitude budget statement of costs for the Future State full build out of the sites. Costs will include soft costs, facility and equipment capital costs, and operations and maintenance (O&M) costs. O&M costs will include additional staffing, utilities, and maintenance of BEBs and infrastructure. The cost statement will be based on our experience with prevalent costs and will be provided as a memorandum with attached documents in a summary table format.

Throughout the analysis, CTE shall identify and document risks and limitations of the technology, as well as potential risk mitigation strategies. These will be captured in a risk register for easy reference by SCMTD staff. Risks and limitations shall include operating risks, such as range limitations, battery degradation, and driver behavior, and technology development risks (i.e., limited or no improvements in battery density, or lack of development in charge management systems).

We anticipate the ZEB Transition Plan shall be a "living" document. The technology supporting zero emission buses, charging equipment, and charge management software is rapidly changing and we expect it to continue to improve over time. The Plan that is developed as part of this project will reflect the current state of the technology and related costs. We recommend that SCMTD plan to periodically update the Business Plan to reflect the latest developments throughout the transition period.

3. METRO bus charging infrastructure Master Plan (3 separate sites)

CTE and AECOM shall develop a METRO charging infrastructure Master Plan that shall include the JKS depot and two transit centers. The Master Plan shall build off of the facilities

assessment and high level facilities plan included with the ZEB Transition Plan. The METRO Infrastructure Master Plan shall include phasing and scope definition for a series of charging and infrastructure projects to support the fleet transition plan. Each project identified in the Master Plan shall include, but is not limited to:

- Recommendation of charger equipment and related infrastructure required for the two transit centers the JKS depot.
- Cost estimates for each project including charging equipment, related infrastructure, design engineering, construction and installation.
- Consideration and recommendations for JKS yard overhead canopies; solar; and overhead recharging infrastructure along with the estimated costs – arguments for and against each concept and the costs associated with each approach.
- Consideration for battery storage banks and the cost of the recommended battery banks
- Conceptual site plans for each phase in the transition, identifying incoming power sources and equipment location and spacing.

4. CARB ZEB Rollout Plan

CTE shall draft the ZEB Rollout Plan that SCMTD can submit to CARB to be in compliance with ICT reporting requirements.

5. On-Call Project Management & Technical Assistance

In addition to the tasks identified above, CTE is available to support SCMTD's BEB deployment with on-call project management and technical assistance. CTE's on-call service is set up as a cost-reimbursable task based on an agreed not-to-exceed amount. SCMTD may issue formal task orders for fixed scopes of work, or the agency may choose to engage CTE staff on an ad hoc ('as needed') basis. The agency is only billed for CTE staff hours required to complete task orders or ad hoc assignments. Once the dollar limit of the task is reached, the agency may choose to extend the task with a new not-to-exceed amount in a negotiated contract amendment.

C. Renewable Energy Analysis

The analysis will explore renewable generation and stationary storage options, incorporating anticipated BEB loads developed in the Fueling Assessment This effort would focus on commercially available technologies and procurement methods. Relying on extensive renewable energy experience with other municipal clients, strategies are expected to include solar photovoltaics, stationary battery energy storage, and procurement of zero-carbon electricity. Additionally, stationary fuel cells may be explored along with biogas procurement options to satisfy GHG goals. Resiliency scenarios and strategies may be explored under this task, including microgrid options utilizing onsite generation, stationary storage and potentially BEBs.

Strategies will include capital and operating cost estimates, as well as identify potential for cost savings where applicable. For instance, stationary storage could be utilized for demand management, energy arbitrage, or resource adequacy, providing additional value streams in addition to resiliency. Conceptual systems will be developed for the various strategies, inclusive of modeling performance and utility tariffs. Modeling will utilize load profiles developed in onsite solar PV can also explore different scales of deployment (e.g. roof only or canopies integrated with charging infrastructure). This task will rely on BEB charging load projections developed in earlier tasks and would provide input to infrastructure planning tasks as well as discussions with the utility for net-metered generation. Modeling tools anticipated include Helioscope (solar PV), Energy Toolbase (Tariff & Battery), HOMER Pro (Microgrid), as well as proprietary in-house lifecycle cost models.

Fee Schedule

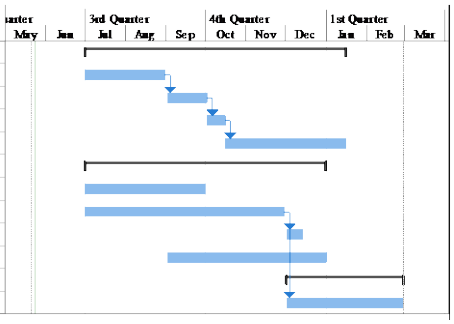
Tasks	Fees & Expenses								Comments
	CTE		AECOM		Sage		Totals		
A. Current ZEB Deployment									
A1 Route Modeling	$	27,500					$	27,500	Assumes 5 routes
A2 Charge Modeling	$	14,000					$	14,000	
A3 Rate Modeling	$	9,500					$	9,500	
A4 Charging/Charge Mgmt Procurement	$	8,500					$	8,500	
Total Task A	**$**	**59,500**	**$**	-	$	-	**$**	**59,500**	
B. Fleetwide Transition Plan									
B1 Charge Management Assessment	$	15,000					$	15,000	
B2 ZEB Transition Plan	$	86,500	$	50,700			$	137,200	
B3 Infrastructure Master Plan	$	15,000	$	49,600			$	64,600	
B4 CARB Rollout Plan	$	8,000					$	8,000	
B5 On-Call Project Management*	$	10,000					$	10,000	NTE, cost-reimbursable
Total Task B	**$**	**134,500**	**$**	**100,300**	$	-	**$**	**234,800**	
C. Renewable Energy Analysis									
C1 Renewable Energy Analysis					$	60,000	$	60,000	
Total Task C	**$**	-	**$**	-	$	60,000	$	60,000	
TOTAL	**$**	**194,000**	**$**	**100,300**	**$**	**60,000**	**$**	**354,300**	

Task amounts include labor and expenses and are fixed fee, except where noted as cost reimbursable. On-Call project management may be extended with a new Task Order from METRO.

Attachment A

Timeline

ID	WBS	Task Name	Duration	Start	Finish
1	1	A. Current ZEB Deployment	143 days	7/1/19	1/15/20
2	1.1	Route Modeling	45 days	7/1/19	8/30/19
3	1.2	Charge Modeling	22 days	9/2/19	10/1/19
4	1.3	Rate Modeling	10 days	10/2/19	10/15/19
5	1.4	Charging/Charge Mgmt Procuremen	66 days	10/16/19	1/15/20
6	2	B. Fleetwide Transition Plan	132 days	7/1/19	12/31/19
7	2.1	Charge Management Assessment	66 days	7/1/19	9/30/19
8	2.2	ZEB Transition Plan	110 days	7/1/19	11/29/19
9	2.3	CARB Rollout Plan	2 wks	12/2/19	12/13/19
10	2.4	Infrastructure Master Plan	87 days	9/2/19	12/31/19
11	3	C. Renewable Energy Analysis	65 days	12/2/19	2/28/20
12	3.1	Renewable Energy Analysis	65 days	12/2/19	2/28/20



We look forward to the opportunity to work with SCMTD. Please contact me with any questions.

Best Regards,

Steve Clermont
Director of Planning and Deployment
Center for Transportation & the Environment
730 Peachtree Street, Suite 760
Atlanta, GA 30308
404-606-3498

Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Erron Alvey, Purchasing & Special Projects Director

SUBJECT: **ACCEPT AND FILE QUARTERLY PROCUREMENT REPORT FOR 1ST QUARTER OF FY20**

I. RECOMMENDED ACTION

That the Board of Directors accept and file the Quarterly Procurement Report for the 1st quarter of FY20

II. SUMMARY

- This staff report provides the Board with a Quarterly Procurement Report for the 1st quarter of FY20, covering the months of July through September.
- Each quarter staff will provide a Quarterly Procurement Report listing anticipated formal procurements within the upcoming quarter that are not being presented to the Board separately.

III. DISCUSSION/BACKGROUND

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

Formal procurements are defined as construction valued at $10,000 or more, goods and materials valued at $25,000 or more, and professional services valued at $50,000 or more.

Formal procurements related to major projects will be presented to the Board separately in stand-alone Staff Reports.

Attachment A details the regular formal procurements the Purchasing Department is planning on issuing during the 1st quarter of FY20 (July through September).

IV. FINANCIAL CONSIDERATIONS/IMPACT

See attached.

V. ATTACHMENTS

Attachment A: FY20: 1st Quarter Anticipated Procurement Listing

Prepared by: Joan Jeffries, Administrative Specialist
Erron Alvey, Purchasing & Special Projects Director

VI. APPROVALS:

Erron Alvey, Purchasing & Special Projects Director

Approved as to fiscal impact:
Angela Aitken, Chief Financial Officer

dlw low for AA

Alex Clifford, CEO/General Manager

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Anticipated Procurement Listing

FY20: 1st Quarter

Month Anticipated to be Issued	Description	Purpose	Department	Funding Source	Anticipated Value (life of contract)
One-Off Contracts					
August	Demolition of buildings located at 1217 River Street	To demolish the buildings in order to improve the lot	Facilities	TBD	$ 45,000

Attachment A

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SANTA CRUZ METRO

THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

CERTIFICATE OF APPRECIATION

TO

FRANCISCO R. CALDERON

BUS OPERATOR

FOR THE COMPLETION OF 20 YEARS OF SERVICE
BETWEEN 1999 AND 2019

GIVEN THIS 28TH DAY OF JUNE 2019

CHAIR, BOARD OF DIRECTORS

CEO/GENERAL MANAGER

10.1

SANTA CRUZ METRO

THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

CERTIFICATE OF APPRECIATION

TO

PATRICIA S. CUMMINGS

BUS OPERATOR

FOR THE COMPLETION OF 20 YEARS OF SERVICE
BETWEEN 1999 AND 2019

GIVEN THIS 28TH DAY OF JUNE 2019

CHAIR, BOARD OF DIRECTORS

CEO/GENERAL MANAGER

10.2

SANTA CRUZ METRO

THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

CERTIFICATE OF APPRECIATION

TO

ANDRE P. HARTE

BUS OPERATOR

FOR THE COMPLETION OF 20 YEARS OF SERVICE
BETWEEN 1999 AND 2019

GIVEN THIS 28TH DAY OF JUNE 2019

Ed Bottoff

CHAIR, BOARD OF DIRECTORS

CEO/GENERAL MANAGER

10.3

SANTA CRUZ METRO

THE BOARD OF DIRECTORS PROUDLY PRESENTS THIS

CERTIFICATE OF APPRECIATION

TO

LYNN HERSEY

BUS OPERATOR

FOR THE COMPLETION OF 20 YEARS OF SERVICE
BETWEEN 1999 AND 2019

GIVEN THIS 28TH DAY OF JUNE 2019

CHAIR, BOARD OF DIRECTORS

CEO/GENERAL MANAGER

10.4

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 ERNEST BROWN AS CUSTODIAL 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 Ernest Brown to serve in the position of Custodial Coordinator, and

WHEREAS, served as a member of the Facilities Department of METRO for the time period of July 6, 1998 to June 21, 2019, and

WHEREAS, Ernest Brown provided METRO with dedicated service and commitment during the time of employment, and

WHEREAS, Ernest Brown served METRO with distinction, and

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

WHEREAS, during the time of Mr. Brown'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 Ernest Brown.

NOW, THEREFORE, BE IT RESOLVED, that upon his retirement as Custodial Coordinator, the Board of Directors of METRO does hereby commend his 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 28th Day of June 2019 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

Approved:
Ed Bottorff, Chair _____

Attest:
Alex Clifford, 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 BILL YEO 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 Bill Yeo to serve in the position of Bus Operator, and

WHEREAS, served as a member of the Operations Department of METRO for the time period of November 28, 2000 to May 1, 2019, and

WHEREAS, Bill Yeo provided METRO with dedicated service and commitment during the time of employment, and

WHEREAS, Bill Yeo served METRO with distinction, and

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

WHEREAS, during the time of Mr. Yeo'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 Bill Yeo.

NOW, THEREFORE, BE IT RESOLVED, that upon his retirement as Bus Operator, the Board of Directors of METRO does hereby commend his 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 28th Day of June 2019 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

Approved:
Ed Bottorff, Chair _____

Attest:
Alex Clifford, CEO/General Manager _____

Approved as to form:
Julie Sherman, General Counsel _____

SHAW/YODER/ANTWIH, inc.

Legislative Advocacy
Association Management

PROJECTED AT 6/28/19 METRO BOARD MEETING

12.1

2019 Legislative Mid-Year Report

Santa Cruz Metropolitan Transit District
Board of Directors Meeting

Friday, June 28, 2019

Joshua W. Shaw

Partner

Sponsored Bills

- **AB 1089 (Stone) Santa Cruz Metropolitan Transit District**
  - Allows METRO to utilize “best value” procurement on defined purchases
  - Allows METRO board of directors appointing authorities’ representatives to continue to serve on METRO board until such time as replacement appointed
  - Authorizes METRO board to compensate board members for actual and necessary expenses for attending board and committee meetings; not to exceed $100 per meeting, and, not to exceed $400 cumulative per month for any board member
  - **Pending on the Senate Consent Calendar**

Key Bills

- **SB 50 (Wiener) *Planning and Zoning: Housing Development: Streamlined Approval: Incentives***
  - Creates a streamlined, ministerial approval process not subject to a conditional use permit for neighborhood multifamily projects located on an eligible parcel in a job- or transit-rich area
  - **Held in Senate Appropriations Committee; Two-Year bill**

PROJECTED AT 6/28/19 METRO BOARD MEETING

Key Bills

- **SB 336 (Dodd) *Transportation: Fully-Automated Transit Vehicles***
  - Requires the presence of at least one public transit employee on any fully-automated transit vehicle
  - Requires training of such an employee, as defined
  - **Referred to Assembly Transportation Committee**

PROJECTED AT 6/28/19 METRO BOARD MEETING

Key Bills

- **AB 314 (Bonta) *Public Employment: Labor Relations: Release Time***
  - Creates uniform and minimum release time rights for public employees, including transit employees
  - These release time rights exceed current requirements for transit employees
  - **Referred to Senate Appropriations Committee**

PROJECTED AT 6/28/19 METRO BOARD MEETING

Key Bills

- **AB 516 (Chiu) *Authority to Remove Vehicles***
  - Prohibits peace officers or public employees from towing a vehicle parked or left standing for 72 or more consecutive hours in violation of a local ordinance, until after the vehicle has remained parked or left standing for 10 or more business days after notice is affixed to the vehicle specifying the date and time after which the vehicle may be removed
  - **Referred to the Senate Public Safety Committee**

PROJECTED AT 6/28/19 METRO BOARD MEETING

Key Bills

- **AB 752 (Gabriel) *Public Transit: Transit Stations: Lactation Rooms***
  - Requires a multimodal transit station that commences operations or certain renovations on or after January 1, 2021, to include a lactation room
  - **Set for hearing in Senate Transportation Committee on July 9th**

PROJECTED AT 6/28/19 METRO BOARD MEETING

Key Bills

- **AB 784 (Mullin) *Sales Tax Exemption: Zero-Emission Buses***
  - Exempts ZEBs from the state portion of the sales taxes until January 1, 2024
  - **Referred to Senate Appropriations Committee**

PROJECTED AT 6/28/19 METRO BOARD MEETING

Key Bills

- **AB 1351 (Lackey) *Transit Operators: Paratransit and Dial-A-Ride Services***
  - Requires CalSTA to assess the procedures used by transit agencies to provide dial-a-ride and paratransit services to individuals with disabilities who are visiting their service territories
  - Authorizes CalSTA to adopt guidelines for the development of a statewide reciprocity program for these individuals
  - **Set for hearing in Senate Transportation Committee on July 9th**

PROJECTED AT 6/28/19 METRO BOARD MEETING

Key Bills

- **AB 1568 (McCarty) *Housing Law Compliance: Prohibition on Applying for State Grants***
  - Prohibits a city or county from applying for state grants, except for specified transportation funding, if the city or county is found to be in violation of state housing law
  - **Held in Assembly Appropriations Committee; Two-Year bill**

PROJECTED AT 6/28/19 METRO BOARD MEETING

2019-20 Budget Update

- One-time appropriation of $182 million in **Cap and Trade auction revenue** to California Air Resources Board for clean buses and trucks
  - Significant portion will pass through ARB's Hybrid and Zero-Emission Truck and Bus Project
  - Provides point-of-sale vouchers to offset incremental cost of zero-emission bus and truck purchases
- Governor calls for "**punishing cities**" that don't plan for enough housing
  - Withhold SB 1 streets & roads funds
  - Legislature working on "carrot & stick approach" alternative

Regulatory Update: ZEB Deployment

- California Transit Association – Supporting transit industry's understanding/ implementation of Innovative Clean Transit regulation through launch of **ZEB Task Force**
  - Hosted webinar with ARB on ICT regulation requirements
  - Co-hosted ZEB Technology Showcase and Symposium on technical aspects of ZEB deployment
  - Hosting webinar series on technical and financial considerations for battery-electric and fuel cell electric buses

PROJECTED AT 6/28/19 METRO BOARD MEETING

Regulatory Update: ZEB Deployment

- California Transit Association – Engaging with **California Public Utilities Commission** on development of transit-friendly rates, continued investment in infrastructure
  - Comments to be filed with CPUC on July 8, urging adoption of PG&E's new commercial electric vehicle rate while noting some concerns

PROJECTED AT 6/28/19 METRO BOARD MEETING

TDA Reform

- California Transit Association – Request of legislative transportation leaders
- TDA Reform Task Force
- TDA = Mills-Alquist-Deddeh Act of 1971
- Creates first State funding for local public transportation services
- Funds two primary programs:
  - Local Transportation Funds (1/4 of 1% sales tax)
  - State Transit Assistance Program (sales tax on diesel fuel)

PROJECTED AT 6/28/19 METRO BOARD MEETING

Leadership Effort

- California Transit Association – “Leadership California Transit Association”
- Multi-month training program for public transit agency staff
  - Sharpen skillsets, develop executive decision making
  - Connect professionals
  - Enhance California’s transit industry

PROJECTED AT 6/28/19 METRO BOARD MEETING

PROJECTED AT 6/28/19 METRO BOARD MEETING

Questions?

Sponsored Bills

- **AB 1089 (Stone) Santa Cruz Metropolitan Transit District**
  - Allows METRO, in certain circumstances, to utilize “best value” procurement practices on purchases of supplies, equipment, and materials in excess of $50,000
  - Clarifies that appointing authorities have the right to allow their representatives to continue to serve on the METRO board of directors until such time as their replacement can be appointed by the appointing authority
  - Authorizes the board to compensate board members for their actual and necessary expenses for attending board and committee meetings, not to exceed $100 per meeting, and, not to exceed $400 cumulative per month for any board member

  - **Pending on Senate Consent Calendar**

PROJECTED AT 6/28/19 METRO BOARD MEETING

12.17

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FEDERAL UPDATE

JUNE 2019





13.1

WASHINGTON, DC TRIP

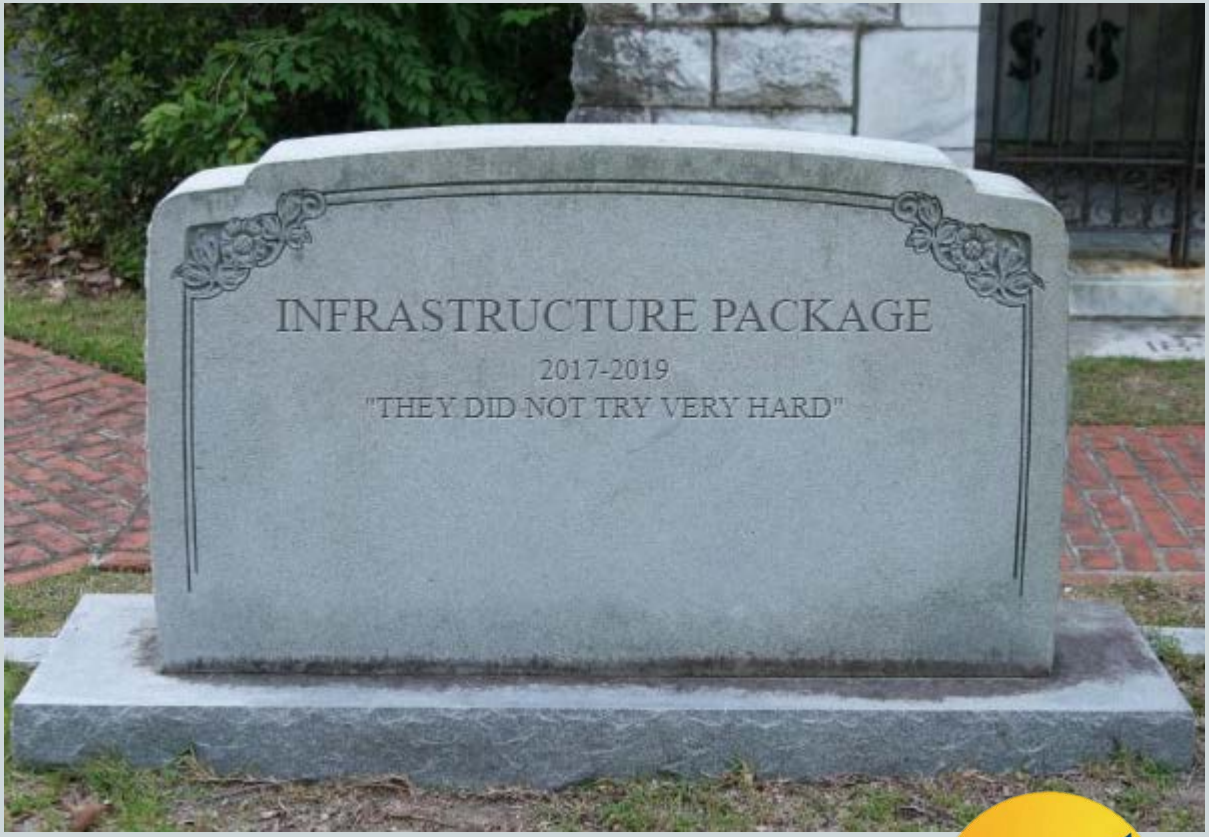
- April trip was successful!
- Meetings with:
  - Congressional Delegation
  - Congressional Committees
  - California Members of the House Transportation Committee
  - Department of Transportation
- Discussed long-term funding needs
- Advocated for grant applications
- Pressed for a robust FAST Act reauthorization

FEDERAL BUDGET

- FY 2019 & 2020 DOT Budgets
  - Congress rejected White House proposed cuts
  - Included increases for transit programs
  - Formula programs at FAST Act levels (+2%)
  - Competitive programs received increases over FAST Act levels
  - STIC program increases to 2% of Sec. 5307 formula program



INFRASTRUCTURE PACKAGE



13.4

INFRASTRUCTURE PACKAGE

- More likely to be considered in pieces
- $10 billion each in FY 2018 and FY 2019 budgets
  - Spread across several agencies
- FAST Act Reauthorization in 2020
  - Possible vehicle for infusion of transit funds
  - Long-term funding source still needed

FAST Act Reauthorization

- FAST Act expires in September 2020
- Not likely to be reauthorized until 2021 at earliest
- Formula Program Increases
- Competitive Program Increases
- STIC Program Increases
- Participating in APTA Process
- Revenue! Revenue! Revenue!

Santa Cruz Metropolitan Transit District

DATE: June 28, 2019

TO: Board of Directors

FROM: Angela Aitken, Chief Financial Officer

SUBJECT: ADOPTION OF THE FINAL FY20 AND FY21 BUDGET

I. RECOMMENDED ACTION

That the Board of Directors adopt a resolution approving the FY20 and FY21 Operating Budget, and FY20 Capital Budget, as presented in Attachments C-L

II. SUMMARY

- The FY20 and FY21 Operating Budget and FY20 Capital Budget are presented this month for Board and public review. A public hearing has been scheduled for 9:00 am, or as soon thereafter as possible, on June 28, 2019 in the Santa Cruz City Council Chambers.
- The 5–Year Budget Plan for Santa Cruz Metropolitan Transit District (METRO) is presented in Attachment B. It depicts the proposed two–year FY20 and FY21 Operating Budget and Budget Forecasts for FY22 to FY24.
- The proposed two-year FY20 and FY21 Operating Expenses – Attachment C total $51,717,646 in FY20 and $52,818,125 in FY21. In addition, METRO will be transferring $5.0M in FY20 and $5.3M in FY21 to the Capital Budget and Operating and Capital Reserve Fund for a total budget of $56,756,266 in FY20 and $58,165,150 in FY21. This is a Final Budget, which reflects the latest data regarding revenues and expenses.
- On June 22, 2018, the Board adopted the FY19 and FY20 Final Operating Budgets. METRO produces a 2-year rolling budget. This budget revises the June 2018 FY20 Budget and presents a new FY21 Operating Budget.
- A Budget Workshop with the Unions was held on May 6, 2019 to answer questions about the two-year FY20 and FY21 Operating Budget and the FY20 Capital Budget and to obtain input from our union partners.
- At its June 14th meeting, the Finance, Budget and Audit Standing Committee received this staff recommendation and endorsed forwarding it to the June 28th Board of Directors meeting for action.
- The Authorized and Funded Personnel lists are presented in Attachment D.
- The FY20 Capital Budget – Attachment E totals $20,362,532.

- Board Member Travel, Employee Incentive Programs, Board Authorized METRO Support Activities, and Memberships (Dues & Subscriptions) budgeted in FY20 and FY21 are presented in Attachments F – I.
- The Preliminary Schedule of Reserve Balances is presented in Attachment J.
- The Measure D: 5-Year Program of Projects (FY19/20 – FY23/24) is presented in Attachment K.
- The Unfunded Capital Projects list, as of 4/29/2019, presented in Attachment L, totals approximately $209M over the next ten years to get METRO to a State of Good Repair.
- Staff recommends that the Board of Directors adopt a resolution (Attachment M) approving the FY20 and FY21 Operating Budget, and FY20 Capital Budget, as presented in Attachments C-I.

III. DISCUSSION/BACKGROUND

The Board of Directors must adopt the FY20 Final and FY21 Final Operating Budgets and FY20 Capital Budget by June 30, 2019. The FY20 and FY21 Operating Budgets and the FY20 Capital Budget are presented this month for Board and public review. A public hearing has been scheduled for 9:00 am, or as soon thereafter as possible, on June 28, 2019 in the Santa Cruz City Council Chambers.

On June 22, 2018, the Board adopted the FY19 and FY20 Final Operating Budgets. METRO produces a 2-year rolling budget. This budget revises the June 2018 FY20 Budget and presents a new FY21 Operating Budget.

A Budget Workshop with the Unions was held on May 6, 2019 to answer questions about the two-year FY20 and FY21 Operating Budgets and the FY20 Capital Budget and to obtain input from our union partners.

On June14th, the Finance, Budget and Audit Standing Committee received this staff recommendation and endorsed forwarding it to the June 28th Board of Directors meeting for action.

A. FY20 Operating Revenues

Operating Revenues total $56,756,266 in FY20 and $58,165,150 in FY21 (inclusive of Transfers). Major Operating Revenue assumptions in the FY20 budget over the FY19 Final budget, adopted in June 2018, include:

- Passenger Fares – decrease of 5.4% or $138K. The budget projection is based on an estimated FY19 passenger fares revenue of $2.6M and an anticipated 2% decrease in FY20. The anticipated 2% decrease correlates to the national trend of decreasing public transit ridership. In addition, local ridership data from July 2018 to April 2019, suggest a decrease of 4.5% in non-student ridership. Furthermore, the projected 5.4% decrease in FY20 reflects an

estimated loss due to the anticipated decrease in sales of 31 – day passes, resulting from the introduction of the ECO-pass program.

- Special Transit Fares – increase of 4.7% or $250K due to anticipated increase in student enrollment and ridership for fixed routes that serve UCSC, as well as the introduction of the ECO-pass pilot program that would run from October 2019 to September 2020 (New Contract with the City of Santa Cruz).The anticipated increase is offset by a reduction in the Cabrillo Contract ($200K).
- Highway 17 Fares – increase of 0.8% or $12K. The budget projection is based on an estimated FY19 Highway 17 fares revenue of $1.5M and an anticipated 3% decrease in FY20, reflecting the national trend of decreasing public transit ridership.
- Advertising Income – increase of 10.0% or $25K reflecting recent trends.
- Rent Income – increase of 22.1% or $33K due to two new tenants at Pacific Station: Local Jerk and El Huarache
- Interest Income – increase of 11.1% or $10K due to higher interest rates for the last three years.
- 1979 Gross Sales Tax (1/2 cent) – increase of 4.0% or $870K due to anticipated favorable FY19 budget variance for the year and the general economic outlook for 2019 and 2020.
- 2016 Net Sales Tax (Measure D) – increase of 4.0% or $129K. The projected increase mirrors the anticipated increase in the 1979 Gross Sales Tax (1/2 cent). See Attachment K for the details of METRO's proposed Measure D 5-year expenditure plan assumptions, which includes funding for fixed-route and Paratransit (ParaCruz) services as well as vehicle replacements. RTC requires this 5-Year Plan to be updated and adopted annually following a public hearing, which in the case of METRO is the public hearing held annually at the June Board meeting for the agency's fiscal year budget.
- Transportation Development Act (TDA-LTF) - increase of 6.5% or $457K, as per recent allocations, as well as CPI growth projections.
- FTA Sec 5307 – Operating Assistance - increase of 0.7% or $29K, as per current budget projections from the Federal Transit Administration (FTA).
- AMBAG/Misc. Grant Funding – increase of 754.2% or $181K due to an operating grant from Monterey Bay Air Resources District (MBARD) for operation of the Watsonville Circulator.
- STIC – increase of 8.0% or $195K due to changes in the allocation formula.

- TDA – STA – Operating (includes SB1) – increase of 28.0% or $990K, reflecting increased allocation estimates from SCO from January 2019.
- Fuel Tax Credit – decrease of -10.8% or ($38K) due to planned bus replacements resulting in decreased CNG usage.

Increases in most Operating Revenue Sources are budgeted in **FY21**, such as:

- 1979 Gross Sales Tax (1/2 cent) – increase of 4.0%.
- 2016 Net Sales Tax (Measure D) – increase of 4.0%.
- Transportation Development Act (TDA) - increase of 3.0%.
- FTA Sec 5307 – Operating Assistance - increase of 5.0% (New Surface Transportation Act in 2020).
- STIC – increase of 5.0% (New Surface Transportation Act in 2020)
- TDA - STA – Operating (includes SB1) – increase of 0.9% due to declining allocations of PUC 99313 funds to METRO (80% in FY20) as per agreement with RTC at their 12/7/17 meeting.

B. FY20 Operating Expenses

Operating Expenses total $51,717,646 in FY20 and $52,818,125 in FY21. Major Operating Expenses assumptions in the FY20 budget over the FY19 Final budget, adopted in June 2018, include:

- Personnel Expenses (Labor and Fringe Benefits) increased by 5.1% or $2,035K.
- Non-Personnel Expenses decreased by -1.8% or ($169K).

Personnel Expenses:

Personnel Expenses (Labor and Fringe Benefits) increase by 5.1% or $2,035K primarily due to:

- Contractual obligations (step and longevity increases).
- Increase in CalPERS retirement employer contribution from 26.8% in FY19 to 30.2% in FY20, as per CalPERS actuarial information. The increase is offset by budget savings of $144K due to the prepayment of the annual UAL (Unfunded Accrued Liability) portion.

- Changes in the number of FTEs (Full Time Equivalents) are depicted in the table below:

FTEs	Funded FY19 June 2018	Funded FY20 May 2019
Customer Service Representative (CSR)*	0.5	1
Customer Service Representative (CSR)*	0.5	1
Financial Analyst*	0.5	1
FM Mechanic II*	0.5	1
Bus Operator* (Expansion)	0.5	0
Bus Operator (Watsonville Circulator)	0	1
Bus Operators (2 FTEs – Cabrillo Service)	2	0
Marketing Communications and Customer Service Manager*	0.5	1
Planning Aide (Provisional)	0	1
Admin Specialist (Provisional)	0	1
Assistant Safety & Training Coordinator	0	1
Assistant Operations Manager	0	1
Assistant (Paratransit) Operations Manager	1	0
Facilities Maintenance Manager	0	1
Assistant Maintenance Manager *(remains Authorized)*	1	0
Lead Custodian Service Worker	0	1
Custodial Service Worker (*remains Authorized)*	1	0
*Notes: * FTEs funded for 6 months in FY19*		

- In addition, a Paratransit Supervisor (Paratransit Department) and an Electronic Technician (Fleet Maintenance) are added as authorized positions in FY20 & FY21. A complete list of all authorized and funded positions is provided in Attachment D. (New titles for some SEIU positions

are contingent upon Board approval of the Final SEIU Job Descriptions later in 2019.)

- Budgeted increase in the medical insurance premiums for 2020: 5% (based on the average increase in the two main HMO plans for the last 5 years).

Non – Personnel Expenses

Non-Personnel Expenses decrease by -1.8% or ($169K) primarily due to:

- Mobile Materials & Supplies – decrease of -20.2% or ($674K) due to significant budget savings in the Fuel & Lubricants Rev Vehicle and Parts in the Fleet Maintenance Department.

The decrease is offset by budget increases in the following categories:

- Services – increase of 6.4% or $241K. Major contributors are:
  - Admin/Bank Fees: 9.8% or $37K (cost escalators)
  - Security Services: 6.3% or $33K (new contract value)
  - Graphic Services: 100.0% or $75K (new marketing programs)
  - Repair Equipment: 4.0% or $27K due to anticipated increases in repairs in the Fleet and Facilities Maintenance Departments
  - Repair – Rev Vehicle: 24.8% or $100K due to aging fleet
- Casualty & Liability – increase of 24.5% or $184K primarily due to 33.5% or $170K increase in Insurance PL/PD (increased insurance premiums), as well as the new cyber liability coverage insurance in FY20.
- Misc. Expenses – increase of 15.1% or $60K primarily due to anticipated increases in Employee Training expenses in most departments.

Major Operating Expense assumptions in the **FY21** budget over the FY20 budget include:

Personnel Expenses (Labor and Fringe Benefits) increase by 3.5%

- Contractual items - step and longevity increases.
- Projected increase in Retirement as per CalPERS Annual Valuation Reports.
- Anticipated increase in Medical insurance premiums, effective in January 2021.

Non-Personnel Expenses decrease by –4.1% primarily due to Services (Prof/Technical Fees).

C. FY19 Transfers & Operating Balance

Transfers total $5,038,620 in FY20 and $5,347,025 in FY21. Assumptions in the FY20 budget over the FY19 Final budget, adopted in June 2018, include:

- **Transfers to Capital Budget** increase by 1.7% or $40K. The increase is consistent with the goal to honor our commitment to the Capital Budget, in funding the Bus Replacement Fund, and maintain assets in a state of good repair by committing $3.0M each year ($2.4M from the Measure D and TDA-STA transfer from Operating and $0.6 M from the TDA-STA-SGR that goes directly to the Capital Budget).
- **Transfers to Operating and Capital Reserve Fund** increase by 89.8% or $1,263K primarily due to the transfer of excess operating funds to a newly established reserve fund dedicated to the funding of additional payments to Santa Cruz METRO's Unfunded CalPERS Liability (UAL) and Other Post-Employment Benefits (OPEB), pending Board approval.

There are no significant variances in the budgeted Transfers & Operating Balance in FY21, with the exception of the Transfers to Operating and Capital Reserve Fund: 74.5% increase due to availability of funds resulting from operating efficiencies and budget savings in FY21.

D. Capital Budget

The preliminary FY20 Capital Budget as shown in Attachment E totals $20,362,532.

This FY20 Capital budget consists primarily of ongoing projects rolled forward from FY19, along with a few new projects, all funded by a variety of sources detailed on Attachment E.

In FY18 a new funding strategy was introduced to the capital budget that results in $3M per year to be dedicated for new fixed route-buses and Paratransit vehicles called the "Bus Replacement Fund". This fund establishes consistent annual transfers of Measure D and STA-SB1 funds from the operating budget to the capital budget, supplemented by STA-SGR funds that flow directly to the capital budget. This money provides funding stability to replace or purchase fixed-route buses and Paratransit vehicles that are obsolete and over their life expectancy in both age and mileage. This fund also provides dollars towards the local match that is required on most Federal and State grants. Funds will accumulate in the Bus Replacement Fund until they are committed to specific projects and spent on new and replacement buses and vans.

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

- Construction Related Projects:
    - Pacific Station/Metro Center-Station Refurbishment / Redevelopment – Ongoing - METRO and the City of Santa Cruz are considering opportunities to jointly redevelop the existing Pacific Station site in conjunction with adjacent City controlled properties. Efforts are underway to identify funding sources for such a project including, METRO capital funding, City development-related funding, and possible grants. As this strategy may not be successful, METRO has reserved $5.8 million of its funding to refurbish the existing station as currently required.
    - Pacific Station Roof and Window Replacement – Ongoing – Funds allocated to this project will repair the roof, replace leaking windows, and repair any water-damaged materials discovered during construction.
- IT Projects
    - Financial System – New – Replace the (current) vintage financial system with a newer and more robust system with the potential ability to provide budget tracking and forecasting, asset tracking, performance indicators, and be able to design custom reports for "what-if analysis." Currently, these reports are created by manually entering information into Excel. A newer system would likely allow us to be more efficient and accurate.
- Facilities Upgrades and Improvements
    - Fuel Management System – Ongoing - a combination of hardware and software providing reliable and accurate, real-time control and data acquisition for vehicles, employees, fuel/fluids and tank monitor systems. The controller can then use this data to generate dozens of useful reports and/or automatically pass it along to a VMS system in real-time or at specified times of the day. The system will be used to track vehicle mileage, monitor fuel and fluid usage, schedule preventive maintenance and reconcile fluids, etc.
    - Bus Stop Improvements – Ongoing – Continue to replace, refurbish, and update the agency's bus stops.
    - Gate Control at JKS Bus Entry – Ongoing – Improve safety at the JKS Operations facility by adding security gates and a gate controller for the upper and lower entries to the bus yard at JKS.

- Revenue Vehicle Purchases, Replacement and Campaigns – Ongoing - METRO has been awarded grants from a variety of Federal, State and local agencies to replace aging revenue and non-revenue (service) vehicles including:
  - New Electric Buses (5) + Infrastructure and Project Management
    - These new electric buses are in alignment with METRO's strategy to begin replacing its fossil-fueled bus fleet with all-electric buses. Two (2) of these buses will be dedicated to the Watsonville service area.
  - CNG Bus Replacements (6)
    - These CNG buses will assist in the replacement of obsolete vehicles
  - Bus Refurbishments (4)
  - Mid-Life Bus Engine Overhauls (4)
    - Mid-life overhaul increases bus reliability and reduces maintenance cost during years 7 to 12, usually enabling an additional 2 years of lower maintenance cost operation through 14 years. Meets the FTA State of Good Repair (SGR) requirements and yields partial savings in the operating fund in Fleet Maintenance.
  - AVL/ITS
  - Year 3 of 6 – Capitalized Lease (3) New Flyer CNGs
- Non-Revenue Vehicle Purchases and Replacements
  - Replace Custodial Support Vehicles – Ongoing – replace vehicles that are obsolete and have exceeded their useful life

IV. FINANCIAL CONSIDERATIONS/IMPACT

The proposed two-year FY20 and FY21 Operating Expenses – Attachment C total $51,717,646 in FY20 and $52,818,125 in FY21. In addition, METRO will be transferring $5.0M in FY20 and $5.3M in FY21 to the Capital Budget and Operating and Capital Reserve Fund for a total budget of $56,756,266 in FY20 and $58,165,150 in FY21.

The proposed FY20 Capital Budget – Attachment E totals $20,362,532. This amount includes prior funded capital projects that have not yet been completed.

V. ALTERNATIVES CONSIDERED

There are no recommended alternatives at this time. Staff recommends that the Board of Directors adopt a resolution approving the FY20 and FY21 Operating Budget, and FY20 Capital Budget.

VI. ATTACHMENTS

Attachment A: Presentation on FY20 & FY21 Operating Budgets and FY20 Capital Budget

Attachment B: 5 – Year Budget Plan

Attachment C: FY20 and FY21 Operating Budgets

Attachment D: Authorized and Funded Personnel

Attachment E: FY20 Capital Budget

Attachment F: FY20 Board Member Travel

Attachment G: FY20 & FY21 Employee Incentive Program

Attachment H: FY20 & FY21 Board Authorized METRO Support Activities

Attachment I: FY20 & FY21 Memberships

Attachment J: Preliminary Schedule of Reserve Balances

Attachment K: Measure D: 5-Year Program of Projects (FY19/20 – FY23/24)

Attachment L: Unfunded Capital Projects as of 04-29-2019

Attachment M: Resolution to Adopt a Budget for Fiscal Years 2020 and 2021

Prepared by: Kristina Mihaylova, Sr. Financial Analyst
Debbie Kinslow, Finance Deputy Director

VII. APPROVALS

Approved as to fiscal impact:
Angela Aitken, Chief Financial Officer dlc COW for AA

Alex Clifford, CEO/General Manager

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14A.1

FY20 & FY21 Operating Budget and FY20 Capital Budget

Board of Directors

June 28, 2019

Angela Aitken, Chief Financial Officer

Attachment A

Overview of Today's Presentation

- **5 – Year Budget Plan**
  - Total Revenue Sources – 5 Year Projections
  - Total Operating Expenses – 5 Year Projections
  - Transfers – 5 Year Projections
- **Total Rev and Exp % change vs. CPI % Change**
  - Budget FY09-FY21
  - Actual FY09-FY18
- **FY20 & FY21 Operating Budget Changes**
  - May 17, 2019 to June 14, 2019
- **Projected Operating Reserve Balances**
  - As of June 30, 2019 (estimate)
- **FY20 & FY21 Non-Controllable Operating Budget Risks**
- **Additional Information FY20 & FY21**
- **FY20 Capital Budget**

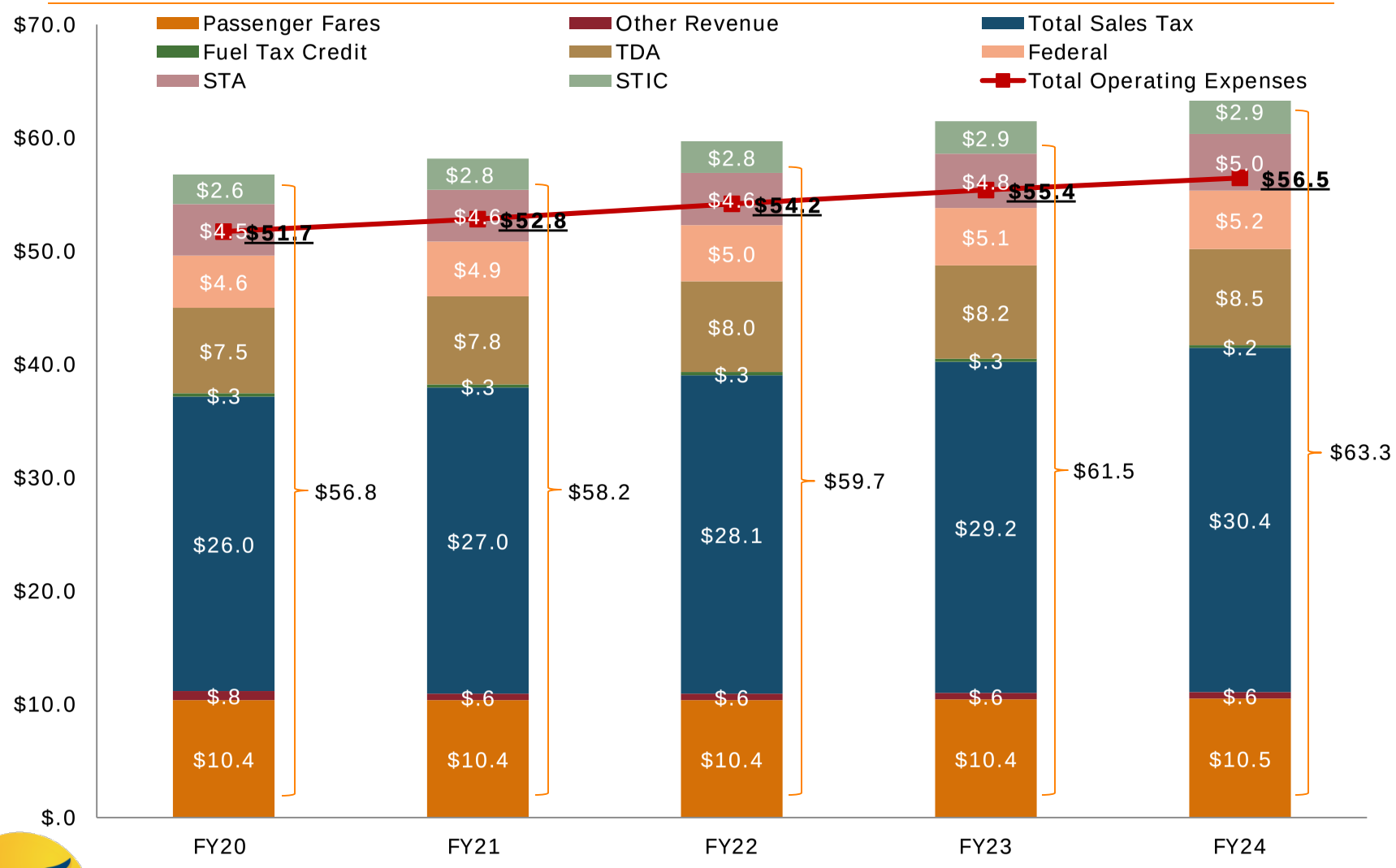
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5 – Year Budget Plan

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14A.4

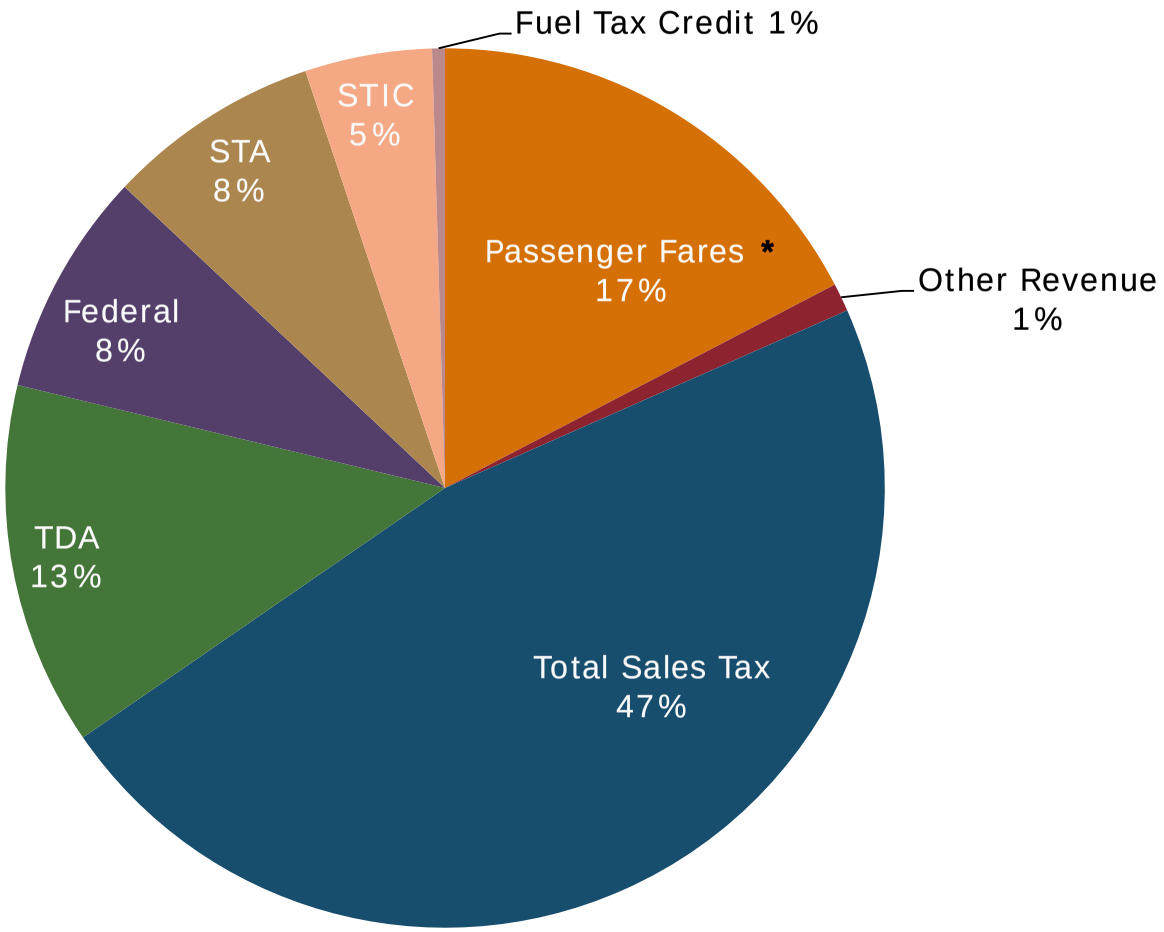
Total Revenue Sources – 5 Year Projections:
(in $ millions)



Attachment A

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Total Revenue Sources – 5 Year Projections:

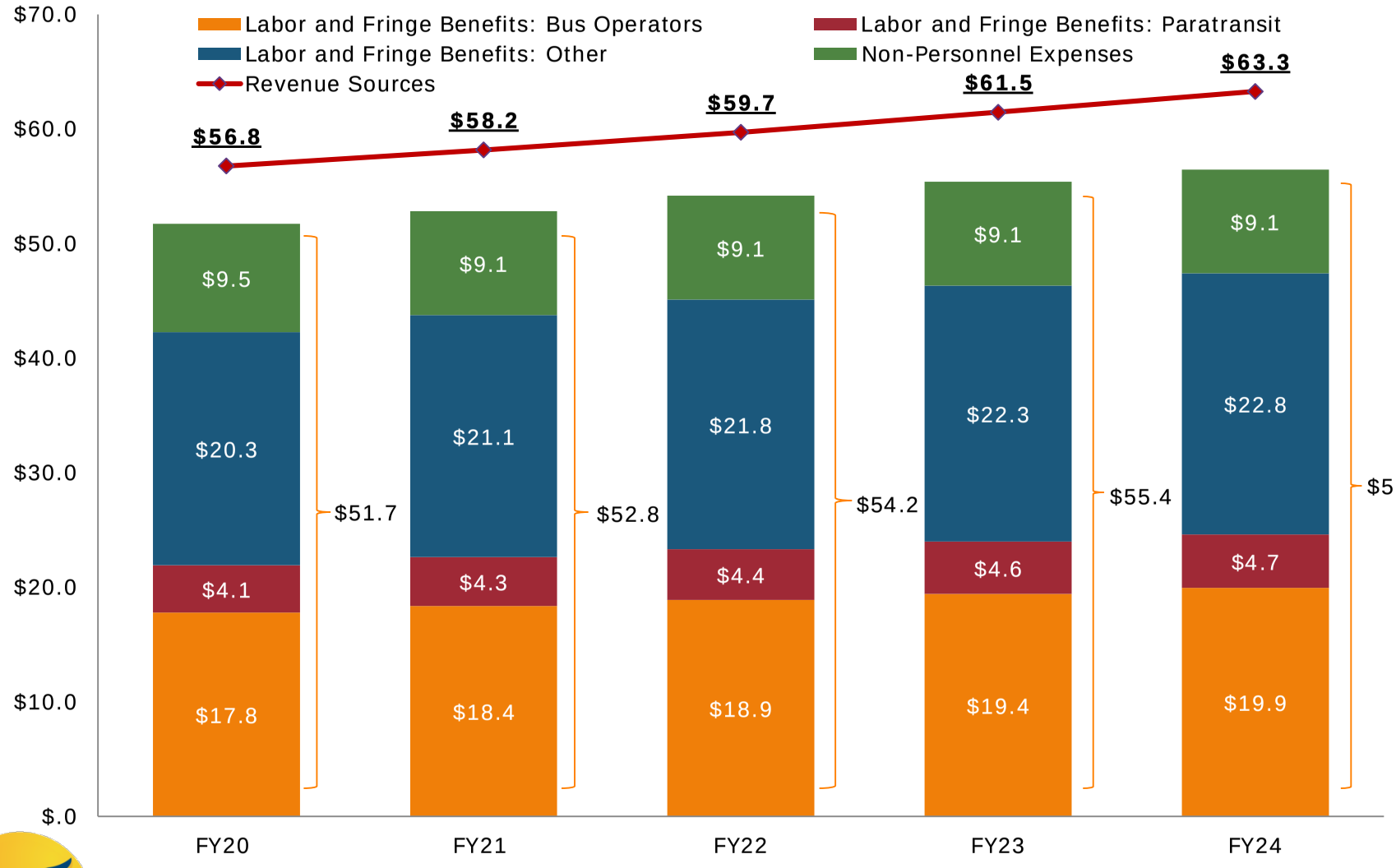


* Based on Total Revenues – not the same as Farebox Recovery Ratio

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14A.6

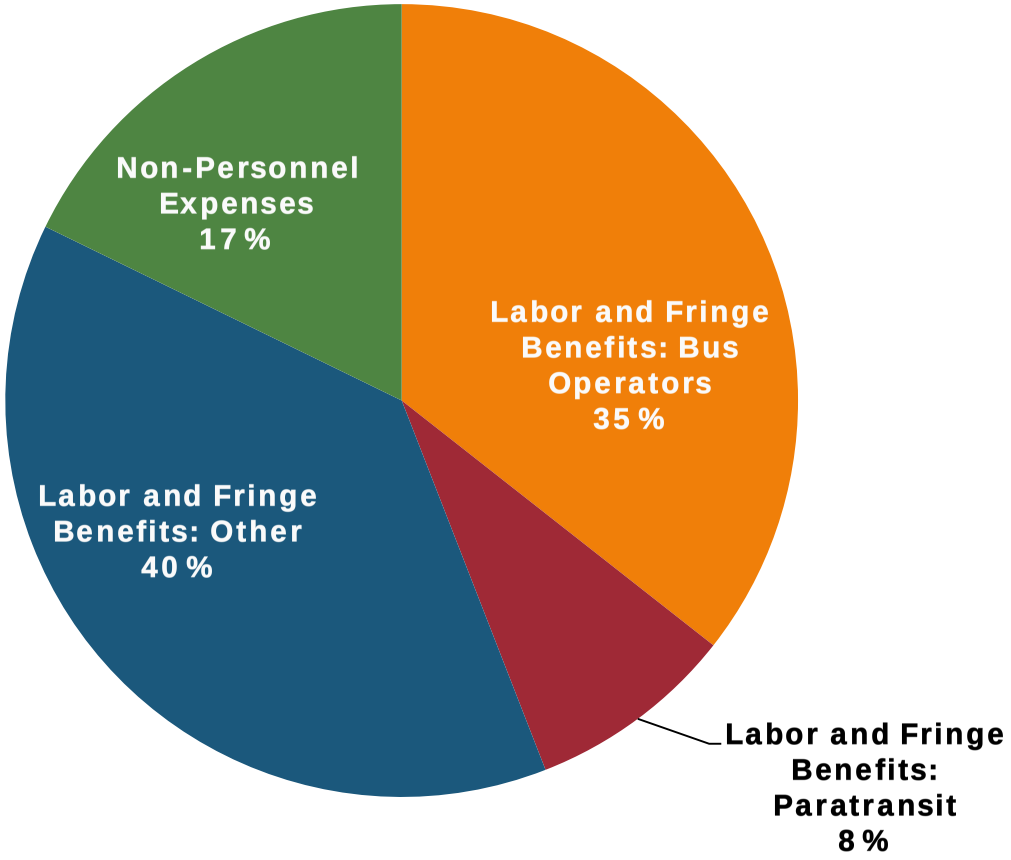
Total Operating Expenses – 5 Year Projections: (in $ millions)



Attachment A

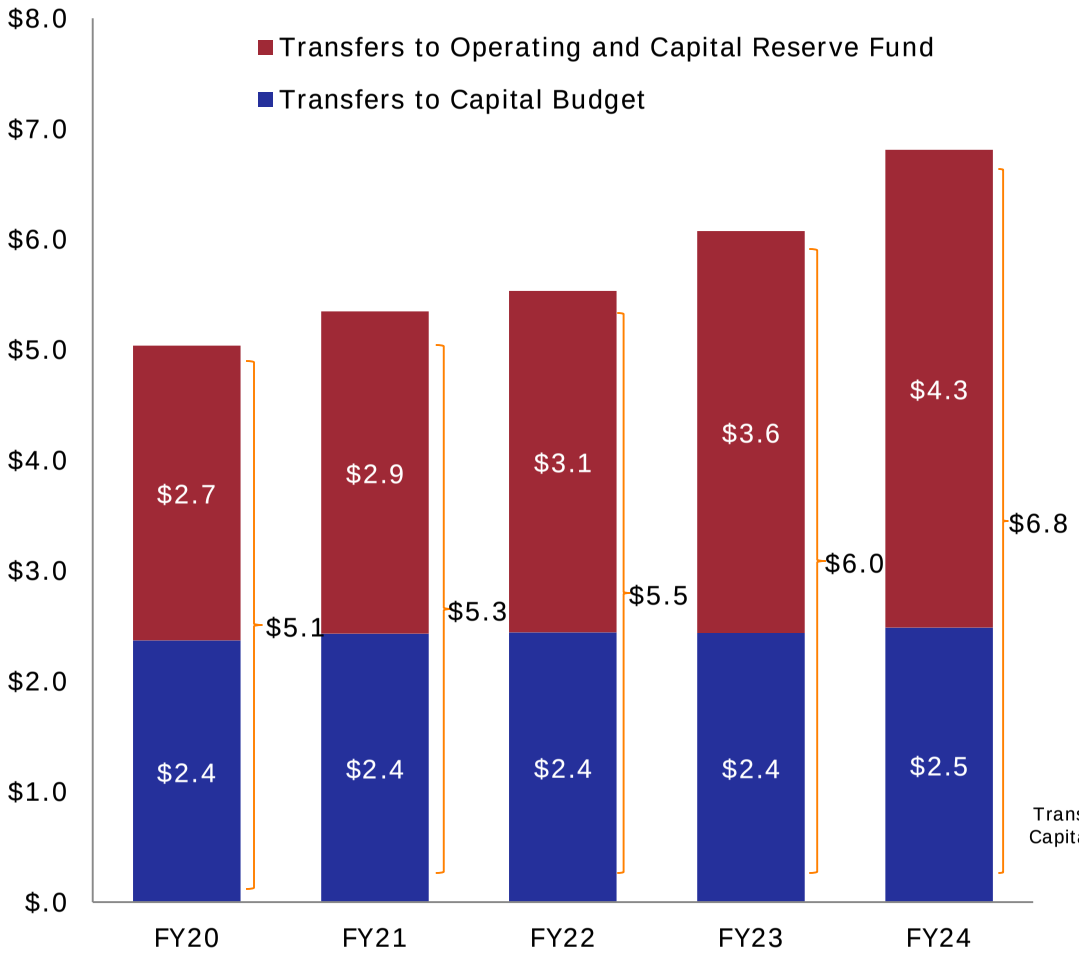
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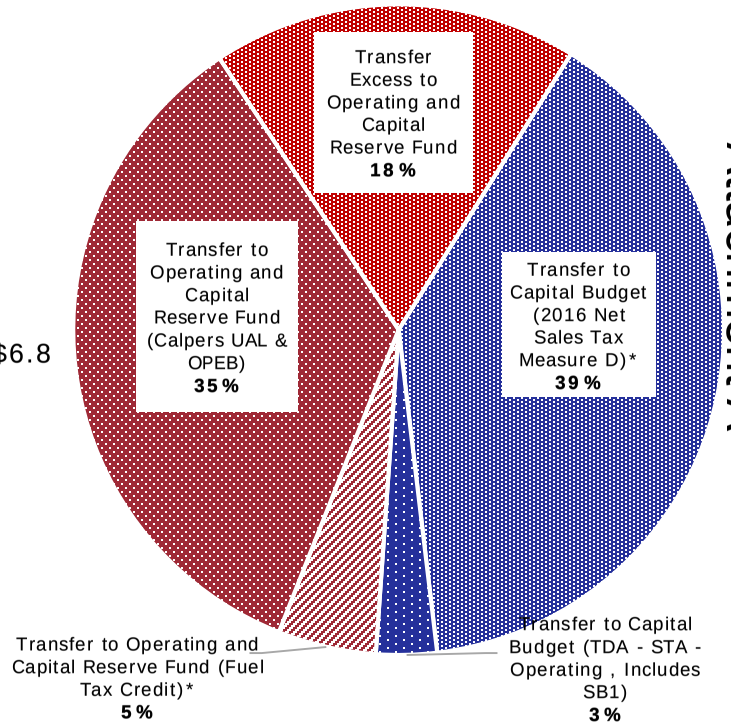
Total Operating Expenses – 5 Year Projections:



SANTA CRUZ METRO

Transfers – 5 Year Projections (in $ millions):





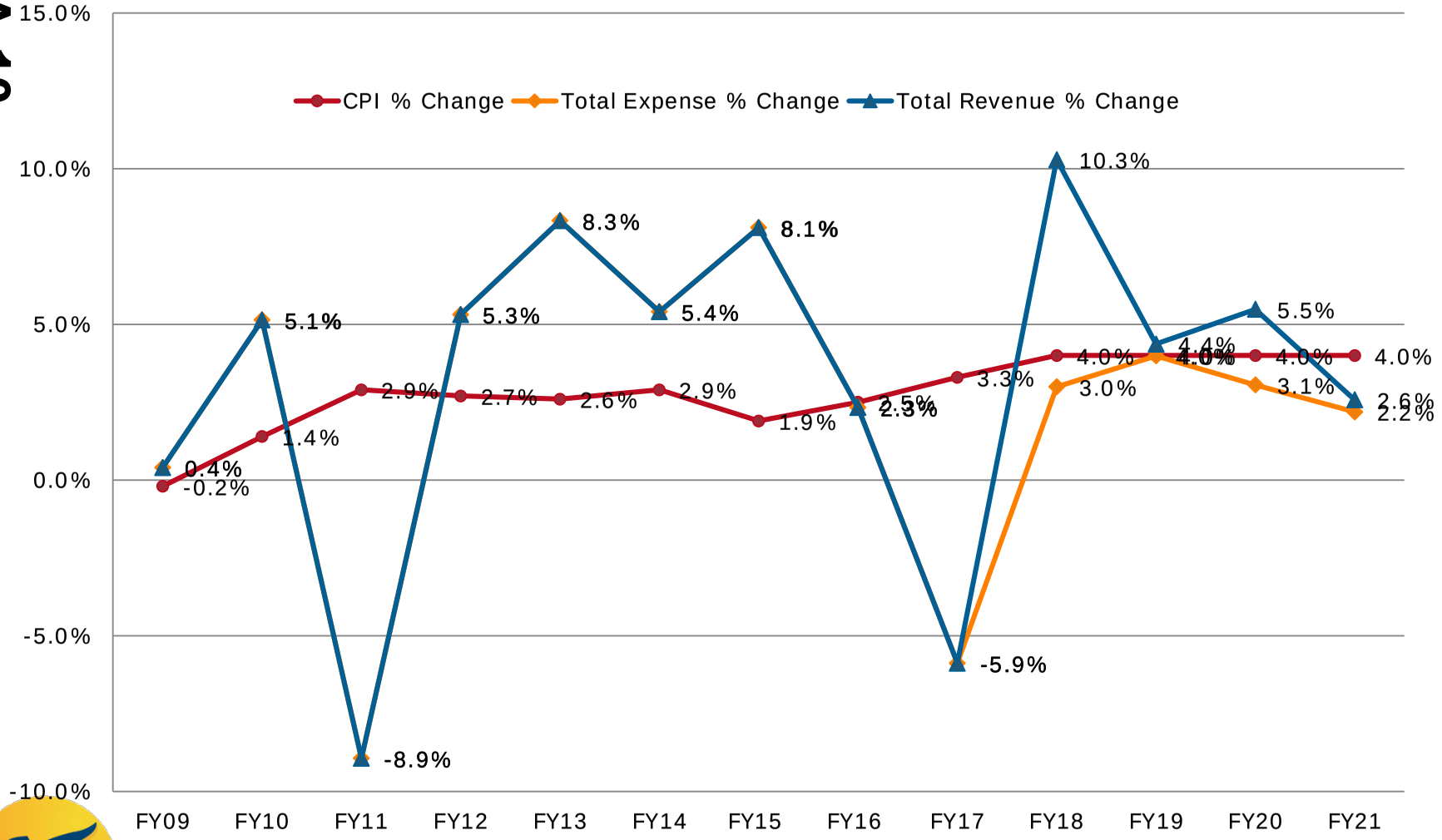
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Total Revenue and Expense % change vs. CPI % Change

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Total Budget (Revenue and Expense) % Change vs. CPI % Change

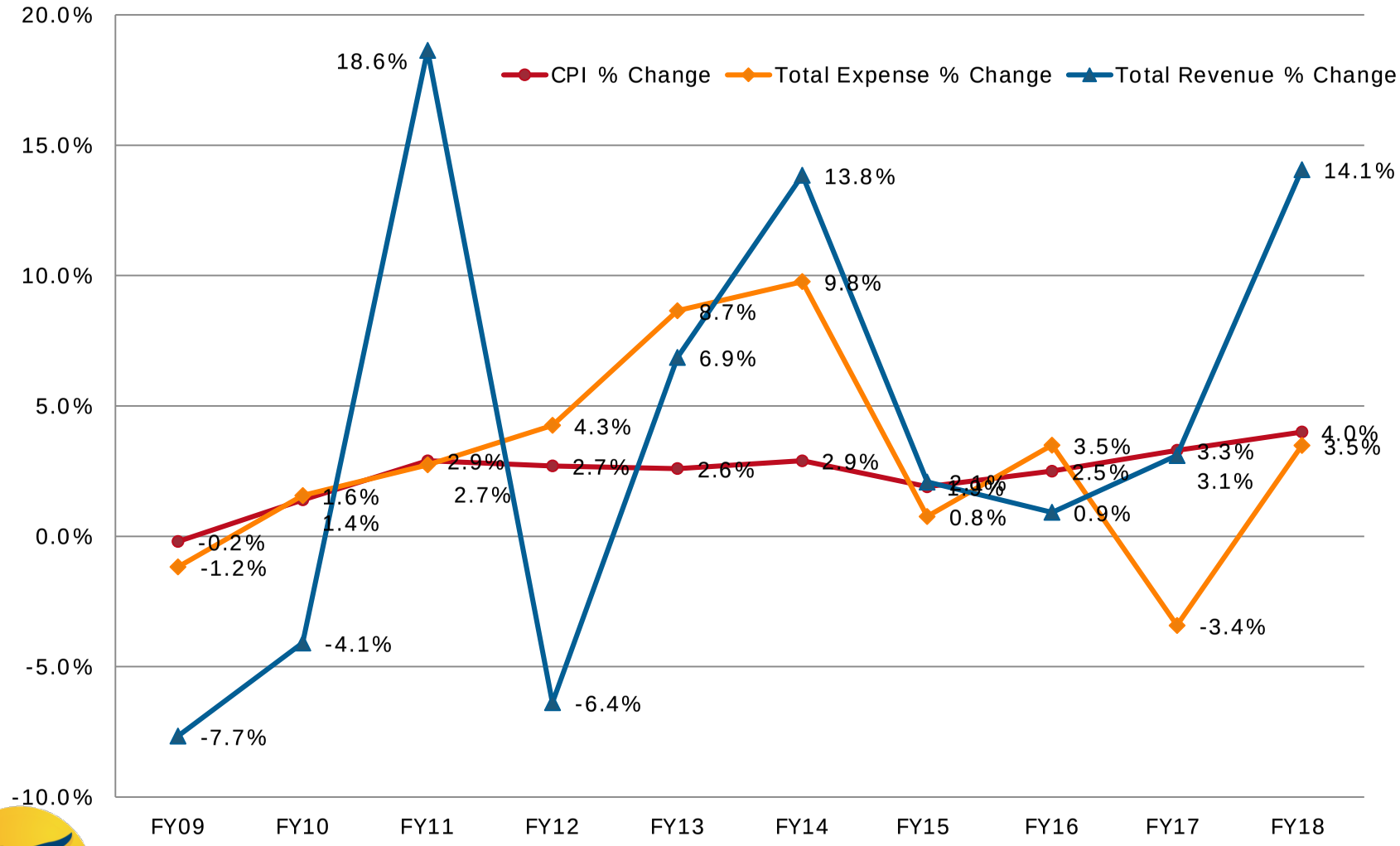
14A.10



Attachment A

14A.11

Total Actual Revenue and Expense % Change vs. CPI % Change



Attachment A

Operating Budget Changes
May 17, 2019 to June 14, 2019

- **Operating Revenues :**

	FY20	FY21
A: May 2019	$56,676,678	$58,138,621
B: June 2019	$56,756,266	$58,165,150
Variance (B-A)	$79,588	$26,529

- Passenger Fares: reduced by $154K in FY20 and $51K in FY21(ECO pass loss)
- Special Transit Fares: increased by $233K in FY20 and $78K in FY21 (ECO pass contract)*

* One-year pilot program that would run from 10/1/2019 to 9/30/2020

Operating Budget Changes
May 17, 2019 to June 14, 2019

- **Operating Expenses :**

	FY20	FY21
A: May 2019	$51,524,634	$52,653,199
B: June 2019	$51,717,646	$52,818,125
Variance (B-A)	$193,012	$164,926

- Personnel: increased by $70K in FY20 and $99K in FY21
  - Additional funding for the provisional position (Admin Specialist in Purchasing) funded for 12 months in FY20 and FY21
- Non-Personnel: increased by $123K in FY20 and $66K in FY21
  - Increased Services (Prof/Tech Fees; Graphic Services): $73K in FY20 and $31K in FY21
  - Increased Other Materials & Supplies (Printing, Promotional Items): $11K in both FY20 and FY21
  - Increased Casualty & Liability (Insurance PL/PD, Insurance - Other): $10K in both FY20 and FY21
  - Increased Misc Expenses (Dues/Subscriptions, Employee Training, Local Meeting Expenses): $28K in FY20 and $13K in FY21

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Operating Budget Changes
May 17, 2019 to June 14, 2019

- **Transfers :**

	FY20	FY21
A: May 2019	$5,152,044	$5,485,422
B: June 2019	$5,038,620	$5,347,025
Variance (B-A)	($113,424)	($138,397)

  - Transfers to Operating and Capital Reserve Fund: decreased by $113K in FY20 and $138K in FY21

SANTA CRUZ METRO

Operating Reserves as of 06/30/2019:

(estimate as of 6/14/2019)

Target: $2.1M



Fully Funded

Target: $7.5M



Fully Funded

Target: $3.0M



Fully Funded

Target: $0.8M



Fully Funded



No Minimum Balance

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Non-Controllable Operating Budget Risks FY20 & FY21

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FY20 & FY21
Non-Controllable Operating Budget Risks

- Revenues
  - Passenger Fares and Paratransit Fares
    - Fluctuations in ridership
  - Special Transit Fares
    - Contracts with UCSC and Cabrillo
  - Sales Tax and TDA – LTF
    - Consumer spending may stall
  - Federal FTA 5307, STIC, 5311
    - Subject to appropriation/reauthorization
  - Alternative Fuel Tax Credit
    - Must be renewed every year; historically been significantly delayed; based on CNG use

FY20 & FY21
Non-Controllable Operating Budget Risks

- Expenses
  - CNG and Diesel Engine Failures
  - Fuel Costs Volatility
  - Workers Comp Insurance
  - Medical Insurance
    - Final costs come out in January
  - Contract renewals and rebids
    - Costs could come in higher than budgeted
  - Settlement Costs
    - Costs could come in higher than previous years
  - Aging Fleet
    - Increased Maintenance Costs
  - Changes in Unfunded Mandates

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Additional Information
FY20 and FY21

SANTA CRUZ METRO

Board Authorized METRO Support Activities

14A.20

Santa Cruz County Fair	Senior Luncheon
Santa Cruz Follies	Metro Advisory Committee (MAC) METRO Tour
Santa Cruz Seaside Company (Late Night Transit Service to Watsonville for the Summer)	Leadership Santa Cruz

Attachment A

SANTA CRUZ METRO

Memberships

- Administration:
  - American Public Transportation Association (APTA): $39,250
  - California Transit Association (CTA): $16,924
  - Monterey Bay Economic Partnership (MBEP): $5,000
  - Community Transport Association of America (CTAA): $3,900
  - Center for Transportation and the Environment (CTE): $3,000
  - Chamber of Commerce: $1,300
  - Bus Coalition: $3,000
  - Eastern Contra Costa Transit Agency (ZEBRA Membership): $4,000
  - California Association of Coordinated Transportation (CalACT): $1,005
  - Letter Press: $675
  - Santa Cruz Sentinel: $380
  - Register-Pajaronian: $62
  - Costco: $120
  - National Notary:$120
  - **Total: $78,736**
- Finance:
  - California Society of Municipal Finance Officers (CSMFO): $220 in FY20 and $227 in FY21
  - Government Finance Officers Association (GFOA): $300
  - Kiplinger Letters:$100
  - **FY20 Total: $620 FY21 Total: $627**
- Marketing, Communications, and Customer Service:
  - Miscellaneous: $1,400
  - **Total: $1,400**

Memberships

- Human Resources:
  - California Public Employers Labor Relations Associations (CalPERLA): $1,000
  - Society for Human Resource Management (SHRM): $836
  - Northern California Human Resources Association (NCHRA): $500
  - John Dash: $250
  - Cal Chamber:$849 (FY21 Only)
  - **FY20 Total: $2,586 FY21 Total: $3,435**
- Safety, Security, and Risk Management:
  - Miscellaneous: $500
  - **Total: $500**
- Purchasing:
  - California Association of Public Procurement Officials (CAPPO): $300
  - **Total: $300**
- Fleet Maintenance:
  - Cummins INSITE Fleet books Software: $2,000
  - John Deere Software: $500
  - Southern California Regional Transit Training Consortium (SCRTTC): $1,000
  - Mitchell Online Vehicle Manuals: $500
  - Allison Transp. Software: $2,000
  - All Data:$1,000
  - **Total: $7,000**

FY20 Total: $91,142 FY21 Total: $91,998

Board Member Travel Budget Assumptions

American Public Transportation Association (APTA) Meetings

Annual Conference	**Legislative Conference**
October 2019	March 2020
New York, NY	Washington, DC
Two Board Members	Two Board Members

California Transit Association (CTA) Meetings

Annual Meeting	**Legislative Conference**
November 2019	May 2020
Monterey, CA	Sacramento, CA
One Board Member	One Board Member

Additional Travel

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

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

Employee Incentive Programs

14A.24

Event / Activity	FY20	FY21	Department
District Service Awards	$4,000	$4,000	Administration
Employee Picnic and Holiday Party	$5,000	$5,000	Administration
Transit Driver Appreciation Day	$1,000	$1,000	Administration
Employee Appreciation Event ***(new)***	$3,000 $200 $3,000	$3,000 $200 $3,000	Administration Customer Service Risk Management
Awards Safe Driver Certificates/ Patches Line Instruction Patches	$3,000	$3,000	Bus Operators
Total	**$19,200**	**$19,200**	

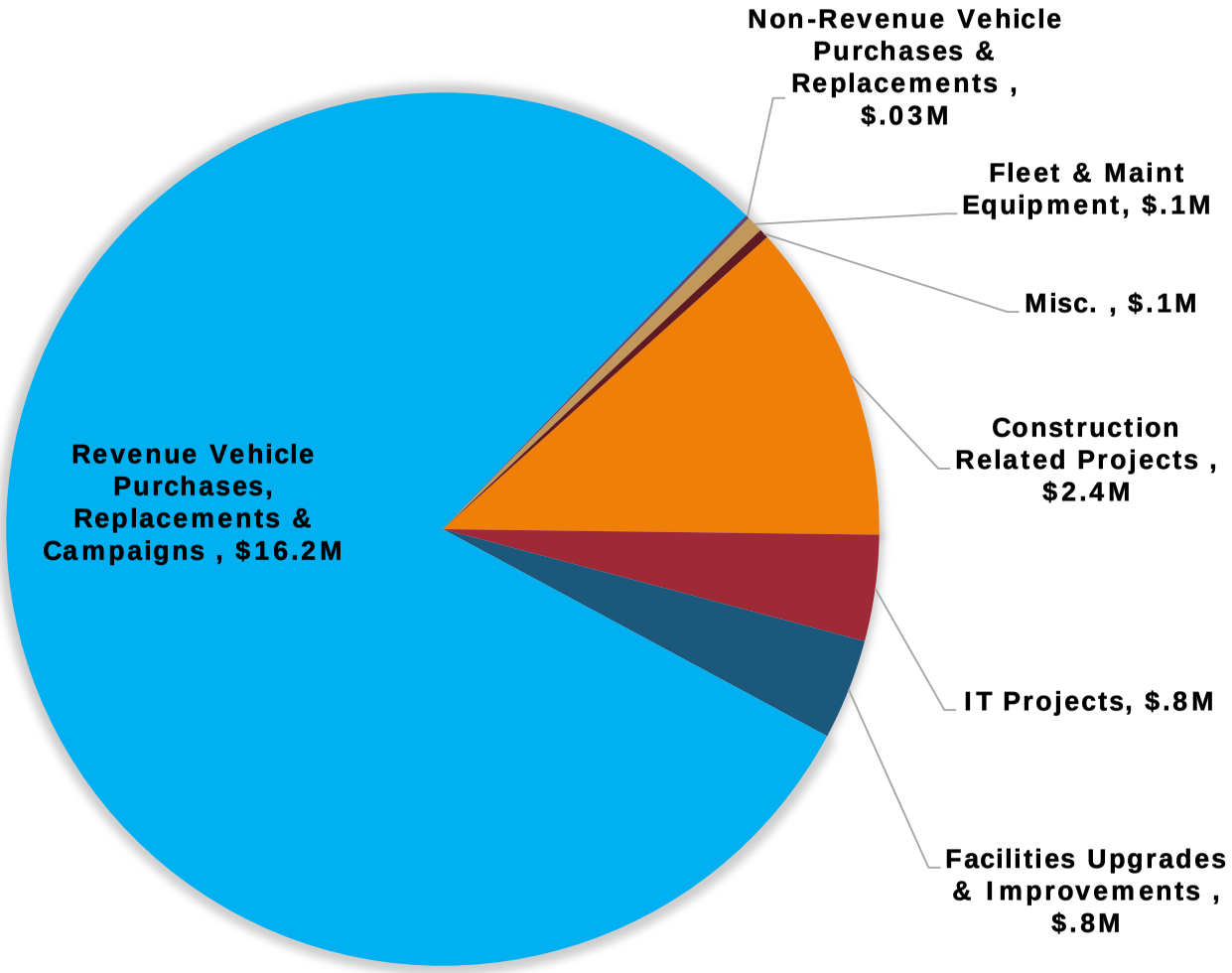
Attachment A

SANTA CRUZ METRO

FY20 Capital Budget

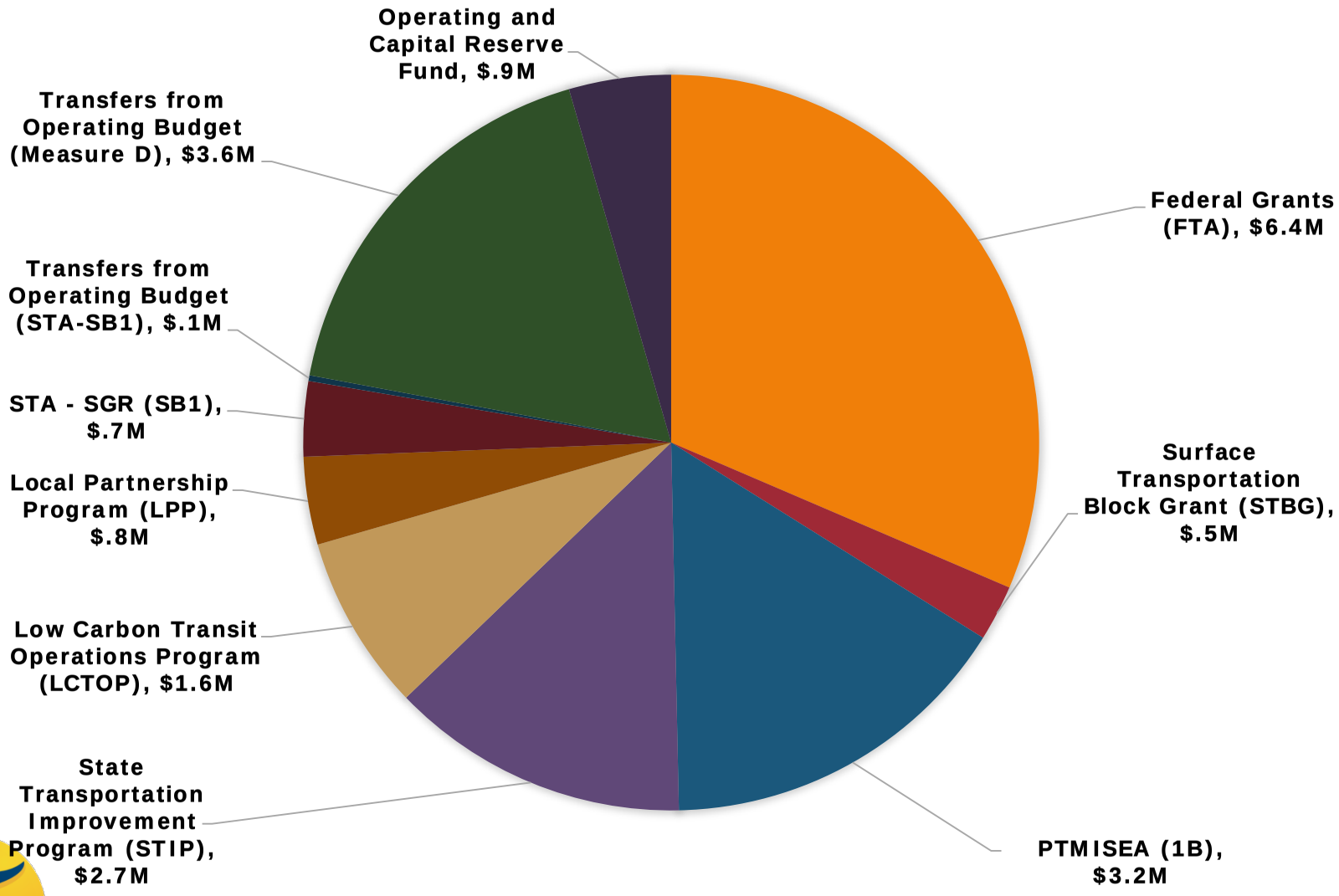
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FY20 Capital Budget – Projects: $20.4M



SANTA CRUZ METRO

FY20 Capital Budget – Funding Sources: $20.4M



SANTA CRUZ METRO

Questions

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT - 5 - YEAR BUDGET PLAN

REVENUE:	Jun-19 BUDGET FY20	% VAR	Jun-19 BUDGET FY21	% VAR	FORECASTED BUDGET FY22	% VAR	FORECASTED BUDGET FY23	% VAR	FORECASTED BUDGET FY24	% VAR
Passenger Fares	10,373,135	1.3%	10,354,965	-0.2%	10,367,880	0.1%	10,426,209	0.6%	10,488,749	0.6%
Passenger Fares	*2,425,337*	-5.4%	*2,476,256*	2.1%	*2,476,955*	0.0%	*2,427,417*	-2.0%	*2,378,868*	-2.0%
Special Transit Fares	*5,632,252*	4.7%	*5,588,130*	-0.8%	*5,624,574*	0.7%	*5,741,652*	2.1%	*5,861,657*	2.1%
Paratransit Fares	*291,566*	0.0%	*291,566*	0.0%	*291,566*	0.0%	*291,566*	0.0%	*291,566*	0.0%
Highway 17 Fares	*1,487,489*	0.8%	*1,457,739*	-2.0%	*1,428,584*	-2.0%	*1,414,298*	-1.0%	*1,400,155*	-1.0%
Highway 17 Payments	*536,491*	1.0%	*541,274*	0.9%	*546,201*	0.9%	*551,276*	0.9%	*556,503*	0.9%
Other Revenue	793,050	48.4%	571,650	-27.9%	575,322	0.6%	579,067	0.7%	582,888	0.7%
1979 Gross Sales Tax (1/2 cent)	22,617,238	4.0%	23,521,927	4.0%	24,462,804	4.0%	25,441,317	4.0%	26,458,969	4.0%
2016 Net Sales Tax (Measure D)	3,358,289	4.0%	3,492,621	4.0%	3,632,326	4.0%	3,777,619	4.0%	3,928,724	4.0%
Transp Dev Act (TDA) - Op Asst	7,531,910	6.5%	7,757,867	3.0%	7,990,603	3.0%	8,230,321	3.0%	8,477,231	3.0%
Federal Op Assistance	4,619,436	0.7%	4,850,408	5.0%	4,956,631	2.2%	5,065,183	2.2%	5,176,109	2.2%
STA - Operating (includes SB1)	4,530,969	28.0%	4,572,516	0.9%	4,610,136	0.8%	4,794,542	4.0%	4,986,324	4.0%
STIC - Op Assistance	2,619,113	8.0%	2,750,069	5.0%	2,810,295	2.2%	2,871,841	2.2%	2,934,734	2.2%
Fuel Tax Credit	313,126	-10.8%	293,126	-6.4%	293,126	0.0%	273,126	-6.8%	233,126	-14.6%
TOTAL REVENUE	**56,756,266**	5.6%	**58,165,150**	2.5%	**59,699,123**	2.6%	**61,459,224**	2.9%	**63,266,854**	2.9%
OPERATING EXPENSES:										
Labor and Fringe Benefits: Bus Operators	17,793,434	3.1%	18,353,991	3.2%	18,900,251	3.0%	19,426,573	2.8%	19,936,037	2.6%
Labor and Fringe Benefits: Paratransit	4,126,815	0.0%	4,286,681	3.9%	4,424,191	3.2%	4,556,030	3.0%	4,678,974	2.7%
Labor and Fringe Benefits: Other	20,334,878	7.9%	21,101,483	3.8%	21,773,527	3.2%	22,341,799	2.6%	22,780,945	2.0%
Services	3,981,650	6.4%	3,542,522	-11.0%	3,542,522	0.0%	3,542,522	0.0%	3,542,522	0.0%
Mobile and Other Materials and Supplies	3,116,855	-17.7%	3,115,700	0.0%	3,115,700	0.0%	3,115,700	0.0%	3,115,700	0.0%
Utilities	643,400	2.0%	643,400	0.0%	643,400	0.0%	643,400	0.0%	643,400	0.0%
Casualty & Liability and Taxes	985,758	23.7%	1,057,046	7.2%	1,057,046	0.0%	1,057,046	0.0%	1,057,046	0.0%
Purchased Transportation	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Misc. Expense, Interest Expense, and Leases & Rentals	734,856	8.5%	717,303	-2.4%	709,314	-1.1%	701,078	-1.2%	701,078	0.0%
TOTAL OPERATING EXPENSES	**51,717,646**	3.7%	**52,818,125**	2.1%	**54,165,950**	2.6%	**55,384,149**	2.2%	**56,455,701**	1.9%
TRANSFERS:										
Transfers to Capital Budget	2,368,777	1.7%	2,431,326	2.6%	2,442,635	0.5%	2,436,504	-0.3%	2,485,926	2.0%
Transfers to Operating and Capital Reserve Fund	2,669,843	89.8%	2,915,699	9.2%	3,090,537	6.0%	3,638,571	17.7%	4,325,226	18.9%
TOTAL TRANSFERS	**5,038,620**	34.9%	**5,347,025**	6.1%	**5,533,172**	3.5%	**6,075,075**	9.8%	**6,811,152**	12.1%
Operating Balance	**-**	-100.0%	**-**	0.0%	**-**	0.0%	**-**	0.0%	**-**	0.0%

Attachment B

14B.1

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
REVENUE SOURCES

	REVENUE SOURCE	Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
1	Passenger Fares	2,563,172	2,425,337	-5.4%	(137,835)	2,476,256	2.1%
2	Special Transit Fares	5,381,772	5,632,252	4.7%	250,480	5,588,130	-0.8%
3	Paratransit Fares	291,566	291,566	0.0%	-	291,566	0.0%
4	Highway 17 Fares	1,475,275	1,487,489	0.8%	12,214	1,457,739	-2.0%
5	Highway 17 Payments	531,329	536,491	1.0%	5,162	541,274	0.9%
6	Commissions	2,500	2,500	0.0%	-	2,500	0.0%
7	Advertising Income	250,000	275,000	10.0%	25,000	250,000	-9.1%
8	Rent Income	147,405	180,000	22.1%	32,595	183,600	2.0%
9	Interest Income	90,000	100,000	11.1%	10,000	100,000	0.0%
10	Other Non-Transp Revenue	20,000	30,000	50.0%	10,000	30,000	0.0%
11	1979 Gross Sales Tax (1/2 cent)	21,747,344	22,617,238	4.0%	869,894	23,521,927	4.0%
12	2016 Net Sales Tax (Measure D)	3,229,124	3,358,289	4.0%	129,165	3,492,621	4.0%
13	Transp Dev Act (TDA - LTF) Funds	7,074,858	7,531,910	6.5%	457,052	7,757,867	3.0%
14*	FTA Sec 5307 - Op Assistance	4,412,091	4,441,297	0.7%	29,206	4,663,362	5.0%
15	FTA Sec 5311 - Rural Op Asst	174,321	178,139	2.2%	3,818	187,046	5.0%
16	AMBAG/Misc. Grant Funding	24,000	205,000	754.2%	181,000	5,000	-97.6%
17	STIC	2,424,031	2,619,113	8.0%	195,082	2,750,069	5.0%
18	TDA - STA - Operating (Includes SB1)	3,540,904	4,530,969	28.0%	990,065	4,572,516	0.9%
19	Fuel Tax Credit	351,000	313,126	-10.8%	(37,874)	293,126	-6.4%
20	Medicare Subsidy	550	550	0.0%	-	550	0.0%
					-		
	TOTAL REVENUE	**53,731,242**	**56,756,266**	**5.6%**	3,025,024	**58,165,150**	**2.5%**
	TRANSFERS	**(3,735,883)**	**(5,038,620)**	**34.9%**	(1,302,737)	**(5,347,025)**	**6.1%**
	TOTAL OPERATING REVENUE	**49,995,359**	**51,717,646**	**3.4%**	1,722,287	**52,818,125**	**2.1%**

* FTA funding is used solely to fund labor expense

Attachment C

14C.1

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Consolidated Expenses

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR							
501011	Bus Operator Pay	8,934,707	8,976,794	0.5%	42,087	9,118,540	1.6%
501013	Bus Operator OT	1,238,781	1,249,806	0.9%	11,025	1,270,500	1.7%
501021	Other Salaries	8,240,187	8,500,829	3.2%	260,641	8,660,765	1.9%
501023	Other OT	466,213	615,696	32.1%	149,482	629,159	2.2%
	Totals	18,879,888	19,343,124	2.5%	463,236	19,678,964	1.7%
FRINGE BENEFITS							
502011	Medicare/Soc. Sec.	331,001	338,125	2.2%	7,124	343,993	1.7%
502021	Retirement	5,639,195	6,288,626	11.5%	649,431	6,832,786	8.7%
502031	Medical Ins	9,419,857	10,297,885	9.3%	878,028	10,781,803	4.7%
502041	Dental Ins	500,840	471,737	-5.8%	(29,103)	477,419	1.2%
502045	Vision Ins	125,302	124,091	-1.0%	(1,211)	127,739	2.9%
502051	Life Ins/AD&D	50,015	51,735	3.4%	1,720	53,187	2.8%
502060	State Disability Ins (SDI)	228,733	234,438	2.5%	5,705	245,869	4.9%
502061	Long Term Disability Ins	143,675	151,493	5.4%	7,818	149,089	-1.6%
502071	State Unemployment Ins (SUI)	58,581	55,512	-5.2%	(3,070)	59,436	7.1%
502081	Worker's Comp Ins	901,766	928,818	3.0%	27,052	956,683	3.0%
502101	Holiday Pay	645,068	655,718	1.7%	10,650	667,118	1.7%
502103	Floating Holiday	110,689	113,993	3.0%	3,304	115,916	1.7%
502109	Sick Leave	989,326	1,005,413	1.6%	16,087	1,022,852	1.7%
502111	Annual Leave	1,970,491	1,966,061	-0.2%	(4,430)	2,001,459	1.8%
502121	Other Paid Absence	151,188	153,684	1.7%	2,496	156,356	1.7%
502251	Phys. Exams	12,283	11,183	-9.0%	(1,100)	7,883	-29.5%
502253	Driver Lic Renewal	3,211	2,911	-9.3%	(300)	2,811	-3.4%
502999	Other Fringe Benefits	59,004	60,581	2.7%	1,577	60,791	0.3%
	Totals	21,340,225	22,912,003	7.4%	1,571,777	24,063,189	5.0%

Attachment C

14C.2

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Consolidated Expenses

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES							
503011	Accting/Audit Fees	105,250	105,250	0.0%	-	106,750	1.4%
503012	Admin/Bank Fees	380,000	417,244	9.8%	37,244	430,243	3.1%
503031	Prof/Technical Fees	970,968	932,204	-4.0%	(38,764)	485,667	-47.9%
503032	Legislative Services	101,000	101,000	0.0%	-	101,000	0.0%
503033	Legal Services	400,000	400,000	0.0%	-	400,000	0.0%
503034	Pre-Employment Exams	5,525	7,450	34.8%	1,925	7,450	0.0%
503041	Temp Help	-	-	0.0%	-	-	0.0%
503161	Custodial Services	8,300	9,500	14.5%	1,200	9,500	0.0%
503162	Uniforms/Laundry	25,910	26,600	2.7%	690	26,600	0.0%
503171	Security Services	525,700	559,002	6.3%	33,302	559,002	0.0%
503221	Classified/Legal Ads	14,700	21,900	49.0%	7,200	21,900	0.0%
503222	Legal Ads	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	75,000	100.0%	75,000	75,000	0.0%
503351	Repair - Bldg & Impr	50,000	53,000	6.0%	3,000	53,000	0.0%
503352	Repair - Equipment	670,800	697,500	4.0%	26,700	690,410	-1.0%
503353	Repair - Rev Vehicle	401,500	501,000	24.8%	99,500	501,000	0.0%
503354	Repair - Non Rev Vehicle	33,000	25,000	-24.2%	(8,000)	25,000	0.0%
503363	Haz Mat Disposal	48,400	50,000	3.3%	1,600	50,000	0.0%
	Totals	3,741,053	3,981,650	6.4%	240,597	3,542,522	-11.0%
MOBILE MATERIALS & SUPPLIES							
504011	Fuels & Lubricants - Non Rev Veh	60,000	71,000	18.3%	11,000	71,000	0.0%
504012	Fuels & Lubricants - Rev Veh	1,873,500	1,500,000	-19.9%	(373,500)	1,500,000	0.0%
504021	Tires & Tubes	200,000	188,500	-5.8%	(11,500)	188,500	0.0%
504161	Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	1,200,500	900,500	-25.0%	(300,000)	900,720	0.0%
	Totals	3,334,000	2,660,000	-20.2%	(674,000)	2,660,220	0.0%

Attachment C

14C.3

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Consolidated Expenses

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES							
504205	Freight Out	7,500	8,000	6.7%	500	8,000	0.0%
504211	Postage & Mailing	10,600	10,360	-2.3%	(240)	10,360	0.0%
504214	Promotional Items	21,550	30,900	43.4%	9,350	31,550	2.1%
504215	Printing	53,450	53,675	0.4%	225	53,550	-0.2%
504217	Photo Supp/Process	3,400	2,000	-41.2%	(1,400)	2,000	0.0%
504311	Office Supplies	70,800	72,300	2.1%	1,500	72,300	0.0%
504315	Safety Supplies	16,120	26,620	65.1%	10,500	26,120	-1.9%
504317	Cleaning Supplies	44,600	52,100	16.8%	7,500	52,100	0.0%
504409	Repair/Maint Supplies	110,500	120,000	8.6%	9,500	120,000	0.0%
504417	Tenant Repairs	14,000	14,000	0.0%	-	14,000	0.0%
504421	Non-Inventory Parts	85,000	50,000	-41.2%	(35,000)	50,000	0.0%
504511	Small Tools	11,000	13,900	26.4%	2,900	12,500	-10.1%
504515	Employee Tool Replacement	3,000	3,000	0.0%	-	3,000	0.0%
	Totals	451,520	456,855	1.2%	5,335	455,480	-0.3%
UTILITIES							
505011	Gas & Electric	319,000	319,000	0.0%	-	319,000	0.0%
505021	Water & Garbage	158,400	186,400	17.7%	28,000	186,400	0.0%
505031	Telecommunications	153,500	138,000	-10.1%	(15,500)	138,000	0.0%
	Totals	630,900	643,400	2.0%	12,500	643,400	0.0%
CASUALTY & LIABILITY							
506011	Insurance - Property	60,808	64,329	5.8%	3,521	66,487	3.4%
506015	Insurance - PL/PD	508,887	679,250	33.5%	170,363	747,175	10.0%
506021	Insurance - Other	30,080	40,179	33.6%	10,099	41,384	3.0%
506123	Settlement Costs	150,000	150,000	0.0%	-	150,000	0.0%
506127	Repairs - District Prop	-	-	0.0%	-	-	0.0%
	Totals	749,775	933,758	24.5%	183,983	1,005,046	7.6%

Attachment C

14C.4

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Consolidated Expenses

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
TAXES							
507051 Fuel Tax		15,000	15,000	0.0%	-	15,000	0.0%
507201 Licenses & Permits		17,600	22,000	25.0%	4,400	22,000	0.0%
507999 Other Taxes		14,400	15,000	4.2%	600	15,000	0.0%
	Totals	47,000	52,000	10.6%	5,000	52,000	0.0%
MISC EXPENSE							
509011 Dues/Subscriptions		89,200	91,142	2.2%	1,942	91,998	0.9%
509081 Advertising - District Promo		5,000	5,000	0.0%	-	5,000	0.0%
509101 Employee Incentive Program		13,900	19,200	38.1%	5,300	19,200	0.0%
509121 Employee Training		180,050	214,834	19.3%	34,784	199,004	-7.4%
509122 BOD Travel		11,000	15,000	36.4%	4,000	15,000	0.0%
509123 Travel		78,900	88,500	12.2%	9,600	88,500	0.0%
509125 Local Meeting Expense		7,650	12,150	58.8%	4,500	12,150	0.0%
509127 Board Director Fees		12,600	12,600	0.0%	-	12,600	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	398,300	458,426	15.1%	60,126	443,452	-3.3%
INTEREST EXPENSE							
511102 Interest Expense		39,617	32,097	-19.0%	(7,520)	24,346	-24.1%
	Totals	39,617	32,097	-19.0%	(7,520)	24,346	-24.1%
LEASES & RENTALS							
512011 Facility Lease		225,800	232,533	3.0%	6,733	237,705	2.2%
512061 Equipment Rental		13,800	11,800	-14.5%	(2,000)	11,800	0.0%
	Totals	239,600	244,333	2.0%	4,733	249,505	2.1%
PERSONNEL TOTAL		40,220,113	42,255,127	5.1%	2,035,014	43,742,154	3.5%
NON-PERSONNEL TOTAL		9,631,765	9,462,519	-1.8%	(169,246)	9,075,971	-4.1%
TOTAL OPERATING EXPENSES		49,851,878	51,717,646	3.7%	1,865,768	52,818,125	2.1%

Attachment C

14C.5

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 BUDGET
TRANSFERS & OPERATING BALANCE

	TRANSFERS	Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
	Transfers to Capital Budget						
1	Transfer to Capital Budget (2016 Net Sales Tax Measure D)	1,860,148	2,046,031	10.0%	185,883	2,144,555	4.8%
2	Transfer to Capital Budget (TDA - STA - Operating , Includes SB1)	468,773	322,746	-31.2%	(146,027)	286,771	-11.1%
	Totals	2,328,921	2,368,777	1.7%	39,856	2,431,326	2.6%
	Transfers to Operating and Capital Reserve Fund						
3	Transfer to Operating and Capital Reserve Fund (Fuel Tax Credit)*	351,000	313,126	-10.8%	(37,874)	293,126	-6.4%
4	Transfer to Operating and Capital Reserve Fund (Calpers UAL & OPEB)	-	2,000,000	100.0%	2,000,000	2,000,000	0.0%
5	Transfer Excess to Operating and Capital Reserve Fund	1,055,962	356,717	-66.2%	(699,245)	622,573	74.5%
	Totals	1,406,962	2,669,843	89.8%	1,262,881	2,915,699	9.2%
	TOTAL TRANSFERS	**3,735,883**	**5,038,620**	34.9%	1,302,737	**5,347,025**	6.1%
	TOTAL REVENUE	**53,731,242**	**56,756,266**	5.6%	3,025,024	**58,165,150**	2.5%
	TOTAL EXPENSES	**49,851,878**	**51,717,646**	3.7%	1,865,768	**52,818,125**	2.1%
	TOTAL TRANSFERS	**(3,735,883)**	**(5,038,620)**	34.9%	(1,302,737)	**(5,347,025)**	6.1%
	OPERATING BALANCE	**143,481**	**-**	-100.0%	(143,481)	**-**	0.0%

**Subject to annual renewal of the tax extenders*

Attachment C

14C.6

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Departmental Expenses

	DEPARTMENT	Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
1100	Administration	1,387,101	1,203,842	-13.2%	(183,259)	1,234,756	2.6%
1200	Finance	2,406,024	2,603,854	8.2%	197,830	2,679,975	2.9%
1300	Customer Service	1,462,307	2,006,579	37.2%	544,271	2,053,710	2.3%
1400	Human Resources	1,033,070	1,043,009	1.0%	9,939	1,073,415	2.9%
1500	Information Technology	1,254,897	1,334,310	6.3%	79,413	1,350,674	1.2%
1600	Planning, Grants, Governmental Affaires	1,242,207	1,441,837	16.1%	199,630	1,060,858	-26.4%
1700	District Counsel	400,000	406,000	1.5%	6,000	406,000	0.0%
1800	Safety, Security , and Risk Management	440,167	1,038,443	135.9%	598,276	1,057,760	1.9%
1900	Purchasing	980,723	1,062,456	8.3%	81,734	1,091,242	2.7%
2200	Facilities Maintenance	2,830,867	3,199,427	13.0%	368,559	3,276,021	2.4%
3100	Paratransit Program	4,482,307	4,519,959	0.8%	37,651	4,698,097	3.9%
3200	Operations	2,763,474	2,586,980	-6.4%	(176,494)	2,674,899	3.4%
3300	Bus Operators	17,256,227	17,800,434	3.2%	544,207	18,360,991	3.1%
4100	Fleet Maintenance	8,829,303	8,161,588	-7.6%	(667,715)	8,329,408	2.1%
9001	Cobra Benefits	-	-	0.0%	-	-	0.0%
9005	Retired Employee Benefits	3,082,954	3,308,678	7.3%	225,724	3,470,069	4.9%
700	SCCIC	250	250	0.0%	-	250	0.0%
	TOTAL OPERATING EXPENSES	49,851,878	51,717,646	3.7%	1,865,768	52,818,125	2.1%

Attachment C

14C.7

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Administration - 1100

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR							
501011	Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013	Bus Operator OT	-	-	0.0%	-	-	0.0%
501021	Other Salaries	444,995	454,457	2.1%	9,462	466,334	2.6%
501023	Other OT	6,500	4,545	-30.1%	(1,955)	4,663	2.6%
	Totals	451,495	459,002	1.7%	7,507	470,997	2.6%
FRINGE BENEFITS							
502011	Medicare/Soc. Sec.	8,210	8,354	1.8%	144	8,572	2.6%
502021	Retirement	127,702	138,899	8.8%	11,196	149,349	7.5%
502031	Medical Ins	59,238	65,353	10.3%	6,116	69,787	6.8%
502041	Dental Ins	4,151	4,102	-1.2%	(49)	4,163	1.5%
502045	Vision Ins	1,229	1,266	3.0%	37	1,304	3.0%
502051	Life Ins/AD&D	5,092	5,072	-0.4%	(20)	5,154	1.6%
502060	State Disability Ins (SDI)	3,870	3,965	2.5%	96	4,193	5.7%
502061	Long Term Disability Ins	2,942	3,053	3.8%	111	2,977	-2.5%
502071	State Unemployment Ins (SUI)	721	683	-5.2%	(38)	725	6.1%
502081	Worker's Comp Ins	11,598	11,946	3.0%	348	12,305	3.0%
502101	Holiday Pay	17,221	17,587	2.1%	365	18,047	2.6%
502103	Floating Holiday	21,332	21,717	1.8%	385	22,225	2.3%
502109	Sick Leave	25,832	26,380	2.1%	548	27,070	2.6%
502111	Annual Leave	46,270	47,301	2.2%	1,031	48,613	2.8%
502121	Other Paid Absence	4,036	4,122	2.1%	86	4,230	2.6%
502251	Phys. Exams	-	-	0.0%	-	-	0.0%
502253	Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999	Other Fringe Benefits	11,961	11,965	0.0%	3	11,968	0.0%
	Totals	351,406	371,764	5.8%	20,358	390,683	5.1%

Attachment C

14C.8

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Administration - 1100

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES							
503011	Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012	Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031	Prof/Technical Fees	306,000	75,940	-75.2%	(230,060)	75,940	0.0%
503032	Legislative Services	101,000	101,000	0.0%	-	101,000	0.0%
503033	Legal Services	-	-	0.0%	-	-	0.0%
503034	Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041	Temp Help	-	-	0.0%	-	-	0.0%
503161	Custodial Services	-	-	0.0%	-	-	0.0%
503162	Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171	Security Services	-	-	0.0%	-	-	0.0%
503221	Classified/Legal Ads	4,000	6,000	50.0%	2,000	6,000	0.0%
503222	Legal Ads	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	-	0.0%	-	-	0.0%
503351	Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352	Repair - Equipment	4,000	4,200	5.0%	200	4,200	0.0%
503353	Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354	Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363	Haz Mat Disposal	-	-	0.0%	-	-	0.0%
	Totals	415,000	187,140	-54.9%	(227,860)	187,140	0.0%
MOBILE MATERIALS & SUPPLIES							
504011	Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012	Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021	Tires & Tubes	-	-	0.0%	-	-	0.0%
504161	Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Administration - 1100

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES							
504205 Freight Out		-	-	0.0%	-	-	0.0%
504211 Postage & Mailing		4,500	4,500	0.0%	-	4,500	0.0%
504214 Promotional Items		-	-	0.0%	-	-	0.0%
504215 Printing		1,100	1,100	0.0%	-	1,100	0.0%
504217 Photo Supp/Process		-	-	0.0%	-	-	0.0%
504311 Office Supplies		18,000	22,000	22.2%	4,000	22,000	0.0%
504315 Safety Supplies		-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies		-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies		-	-	0.0%	-	-	0.0%
504417 Tenant Repairs		-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts		-	-	0.0%	-	-	0.0%
504511 Small Tools		-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement		-	-	0.0%	-	-	0.0%
	Totals	23,600	27,600	16.9%	4,000	27,600	0.0%
UTILITIES							
505011 Gas & Electric		-	-	0.0%	-	-	0.0%
505021 Water & Garbage		-	-	0.0%	-	-	0.0%
505031 Telecommunications		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY							
506011 Insurance - Property		-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD		-	-	0.0%	-	-	0.0%
506021 Insurance - Other		-	-	0.0%	-	-	0.0%
506123 Settlement Costs		-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
TAXES							
507051 Fuel Tax		-	-	0.0%	-	-	0.0%
507201 Licenses & Permits		-	-	0.0%	-	-	0.0%
507999 Other Taxes		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Administration - 1100

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE							
509011 Dues/Subscriptions		78,000	78,736	0.9%	736	78,736	0.0%
509081 Advertising - District Promo		-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program		10,000	13,000	30.0%	3,000	13,000	0.0%
509121 Employee Training		2,000	2,000	0.0%	-	2,000	0.0%
509122 BOD Travel		11,000	15,000	36.4%	4,000	15,000	0.0%
509123 Travel		23,000	25,000	8.7%	2,000	25,000	0.0%
509125 Local Meeting Expense		7,000	10,000	42.9%	3,000	10,000	0.0%
509127 Board Director Fees		12,600	12,600	0.0%	-	12,600	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	143,600	156,336	8.9%	12,736	156,336	0.0%
INTEREST EXPENSE							
511102 Interest Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS							
512011 Facility Lease		-	-	0.0%	-	-	0.0%
512061 Equipment Rental		2,000	2,000	0.0%	-	2,000	0.0%
	Totals	2,000	2,000	0.0%	-	2,000	0.0%
					-		
PERSONNEL TOTAL		802,901	830,766	3.5%	27,865	861,680	3.7%
NON-PERSONNEL TOTAL		584,200	373,076	-36.1%	(211,124)	373,076	0.0%
DEPARTMENT TOTALS		1,387,101	1,203,842	-13.2%	(183,259)	1,234,756	2.6%

Attachment C

14C.11

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Finance - 1200

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR							
501011	Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013	Bus Operator OT	-	-	0.0%	-	-	0.0%
501021	Other Salaries	679,376	657,933	-3.2%	(21,443)	666,602	1.3%
501023	Other OT	2,400	3,290	37.1%	890	3,333	1.3%
	Totals	681,776	661,222	-3.0%	(20,553)	669,935	1.3%
FRINGE BENEFITS							
502011	Medicare/Soc. Sec.	12,398	12,026	-3.0%	(372)	12,181	1.3%
502021	Retirement	228,531	243,277	6.5%	14,746	263,328	8.2%
502031	Medical Ins	185,674	212,744	14.6%	27,070	222,752	4.7%
502041	Dental Ins	11,125	11,901	7.0%	776	12,077	1.5%
502045	Vision Ins	2,612	2,532	-3.1%	(80)	2,608	3.0%
502051	Life Ins/AD&D	1,168	1,144	-2.0%	(24)	1,179	3.0%
502060	State Disability Ins (SDI)	7,624	7,460	-2.1%	(164)	7,876	5.6%
502061	Long Term Disability Ins	4,627	4,815	4.1%	188	4,680	-2.8%
502071	State Unemployment Ins (SUI)	1,622	1,366	-15.8%	(256)	1,450	6.1%
502081	Worker's Comp Ins	20,297	20,906	3.0%	609	21,533	3.0%
502101	Holiday Pay	25,835	25,021	-3.1%	(814)	25,350	1.3%
502103	Floating Holiday	14,288	14,158	-0.9%	(129)	14,158	0.0%
502109	Sick Leave	38,753	37,532	-3.1%	(1,221)	38,026	1.3%
502111	Annual Leave	88,326	85,559	-3.1%	(2,767)	86,681	1.3%
502121	Other Paid Absence	6,055	5,864	-3.1%	(191)	5,942	1.3%
502251	Phys. Exams	-	-	0.0%	-	-	0.0%
502253	Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999	Other Fringe Benefits	4,136	4,129	-0.2%	(7)	4,136	0.2%
	Totals	653,072	690,437	5.7%	37,365	723,957	4.9%

Attachment C

14C.12

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Finance - 1200

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES							
503011	Accting/Audit Fees	105,000	105,000	0.0%	-	106,500	1.4%
503012	Admin/Bank Fees	380,000	417,244	9.8%	37,244	430,243	3.1%
503031	Prof/Technical Fees	36,600	41,005	12.0%	4,405	11,268	-72.5%
503032	Legislative Services	-	-	0.0%	-	-	0.0%
503033	Legal Services	-	-	0.0%	-	-	0.0%
503034	Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041	Temp Help	-	-	0.0%	-	-	0.0%
503161	Custodial Services	-	-	0.0%	-	-	0.0%
503162	Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171	Security Services	-	-	0.0%	-	-	0.0%
503221	Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222	Legal Ads	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	-	0.0%	-	-	0.0%
503351	Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352	Repair - Equipment	-	-	0.0%	-	-	0.0%
503353	Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354	Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363	Haz Mat Disposal	-	-	0.0%	-	-	0.0%
	Totals	521,600	563,249	8.0%	41,649	548,011	-2.7%
MOBILE MATERIALS & SUPPLIES							
504011	Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012	Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021	Tires & Tubes	-	-	0.0%	-	-	0.0%
504161	Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

Attachment C

14C.13

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Finance - 1200

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES							
504205 Freight Out		-	-	0.0%	-	-	0.0%
504211 Postage & Mailing		-	-	0.0%	-	-	0.0%
504214 Promotional Items		-	-	0.0%	-	-	0.0%
504215 Printing		1,050	1,175	11.9%	125	1,050	-10.6%
504217 Photo Supp/Process		-	-	0.0%	-	-	0.0%
504311 Office Supplies		-	-	0.0%	-	-	0.0%
504315 Safety Supplies		-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies		-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies		-	-	0.0%	-	-	0.0%
504417 Tenant Repairs		-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts		-	-	0.0%	-	-	0.0%
504511 Small Tools		-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement		-	-	0.0%	-	-	0.0%
	Totals	1,050	1,175	11.9%	125	1,050	-10.6%
UTILITIES							
505011 Gas & Electric		-	-	0.0%	-	-	0.0%
505021 Water & Garbage		-	-	0.0%	-	-	0.0%
505031 Telecommunications		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY							
506011 Insurance - Property		60,808	64,329	5.8%	3,521	66,487	3.4%
506015 Insurance - PL/PD		402,021	536,526	33.5%	134,505	590,179	10.0%
506021 Insurance - Other		30,080	40,179	33.6%	10,099	41,384	3.0%
506123 Settlement Costs		-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop		-	-	0.0%	-	-	0.0%
	Totals	492,909	641,034	30.1%	148,125	698,050	8.9%
TAXES							
507051 Fuel Tax		-	-	0.0%	-	-	0.0%
507201 Licenses & Permits		-	-	0.0%	-	-	0.0%
507999 Other Taxes		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Finance - 1200

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE							
509011 Dues/Subscriptions		850	620	-27.1%	(230)	627	1.1%
509081 Advertising - District Promo		-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program		-	-	0.0%	-	-	0.0%
509121 Employee Training		3,150	2,020	-35.9%	(1,130)	2,000	-1.0%
509122 BOD Travel		-	-	0.0%	-	-	0.0%
509123 Travel		12,000	12,000	0.0%	-	12,000	0.0%
509125 Local Meeting Expense		-	-	0.0%	-	-	0.0%
509127 Board Director Fees		-	-	0.0%	-	-	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	16,000	14,640	-8.5%	(1,360)	14,627	-0.1%
INTEREST EXPENSE							
511102 Interest Expense		39,617	32,097	-19.0%	(7,520)	24,346	-24.1%
	Totals	39,617	32,097	-19.0%	(7,520)	24,346	-24.1%
LEASES & RENTALS							
512011 Facility Lease		-	-	0.0%	-	-	0.0%
512061 Equipment Rental		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
					-		
PERSONNEL TOTAL		1,334,848	1,351,659	1.3%	16,811	1,393,891	3.1%
NON-PERSONNEL TOTAL		1,071,176	1,252,195	16.9%	181,019	1,286,084	2.7%
DEPARTMENT TOTALS		2,406,024	2,603,854	8.2%	197,830	2,679,975	2.9%

Attachment C

14C.15

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Marketing, Communications, & Customer Service - 1300

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR							
501011	Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013	Bus Operator OT	-	-	0.0%	-	-	0.0%
501021	Other Salaries	630,982	773,853	22.6%	142,871	794,272	2.6%
501023	Other OT	21,000	18,000	-14.3%	(3,000)	18,475	2.6%
	Totals	651,982	791,853	21.5%	139,871	812,747	2.6%
FRINGE BENEFITS							
502011	Medicare/Soc. Sec.	11,532	13,983	21.3%	2,451	14,346	2.6%
502021	Retirement	207,541	278,696	34.3%	71,155	305,543	9.6%
502031	Medical Ins	294,340	383,395	30.3%	89,054	399,565	4.2%
502041	Dental Ins	19,277	22,012	14.2%	2,734	22,337	1.5%
502045	Vision Ins	4,456	5,381	20.8%	925	5,543	3.0%
502051	Life Ins/AD&D	1,650	1,992	20.8%	342	2,052	3.0%
502060	State Disability Ins (SDI)	8,192	9,933	21.3%	1,741	10,496	5.7%
502061	Long Term Disability Ins	4,751	7,456	56.9%	2,705	7,430	-0.3%
502071	State Unemployment Ins (SUI)	2,884	2,904	0.7%	20	3,081	6.1%
502081	Worker's Comp Ins	37,694	38,825	3.0%	1,131	39,990	3.0%
502101	Holiday Pay	23,441	28,686	22.4%	5,245	29,442	2.6%
502103	Floating Holiday	2,283	4,794	110.0%	2,512	5,034	5.0%
502109	Sick Leave	35,162	43,029	22.4%	7,867	44,163	2.6%
502111	Annual Leave	76,960	89,252	16.0%	12,292	91,090	2.1%
502121	Other Paid Absence	5,494	6,723	22.4%	1,229	6,900	2.6%
502251	Phys. Exams	-	-	0.0%	-	-	0.0%
502253	Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999	Other Fringe Benefits	2,578	2,437	-5.5%	(141)	2,452	0.6%
	Totals	738,235	939,498	27.3%	201,263	989,465	5.3%

Attachment C

14C.16

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Marketing, Communications, & Customer Service - 1300

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES							
503011	Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012	Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031	Prof/Technical Fees	9,980	110,864	1010.9%	100,884	86,264	-22.2%
503032	Legislative Services	-	-	0.0%	-	-	0.0%
503033	Legal Services	-	-	0.0%	-	-	0.0%
503034	Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041	Temp Help	-	-	0.0%	-	-	0.0%
503161	Custodial Services	-	-	0.0%	-	-	0.0%
503162	Uniforms/Laundry	960	1,300	35.4%	340	1,300	0.0%
503171	Security Services	-	-	0.0%	-	-	0.0%
503221	Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222	Legal Ads	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	75,000	100.0%	75,000	75,000	0.0%
503351	Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352	Repair - Equipment	2,000	2,000	0.0%	-	2,000	0.0%
503353	Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354	Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363	Haz Mat Disposal	-	-	0.0%	-	-	0.0%
	Totals	12,940	189,164	1361.9%	176,224	164,564	-13.0%
MOBILE MATERIALS & SUPPLIES							
504011	Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012	Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021	Tires & Tubes	-	-	0.0%	-	-	0.0%
504161	Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	500	500	0.0%	-	720	44.0%
	Totals	500	500	0.0%	-	720	44.0%

Attachment C

14C.17

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Marketing, Communications, & Customer Service - 1300

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES							
504205	Freight Out	-	-	0.0%	-	-	0.0%
504211	Postage & Mailing	3,000	3,500	16.7%	500	3,500	0.0%
504214	Promotional Items	21,350	30,700	43.8%	9,350	31,350	2.1%
504215	Printing	800	2,000	150.0%	1,200	2,000	0.0%
504217	Photo Supp/Process	3,400	2,000	-41.2%	(1,400)	2,000	0.0%
504311	Office Supplies	6,500	4,500	-30.8%	(2,000)	4,500	0.0%
504315	Safety Supplies	-	-	0.0%	-	-	0.0%
504317	Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409	Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417	Tenant Repairs	-	-	0.0%	-	-	0.0%
504421	Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511	Small Tools	-	-	0.0%	-	-	0.0%
504515	Employee Tool Replacement	-	-	0.0%	-	-	0.0%
	Totals	35,050	42,700	21.8%	7,650	43,350	1.5%
UTILITIES							
505011	Gas & Electric	-	-	0.0%	-	-	0.0%
505021	Water & Garbage	-	-	0.0%	-	-	0.0%
505031	Telecommunications	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY							
506011	Insurance - Property	-	-	0.0%	-	-	0.0%
506015	Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021	Insurance - Other	-	-	0.0%	-	-	0.0%
506123	Settlement Costs	-	-	0.0%	-	-	0.0%
506127	Repairs - District Prop	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
TAXES							
507051	Fuel Tax	-	-	0.0%	-	-	0.0%
507201	Licenses & Permits	5,600	10,000	78.6%	4,400	10,000	0.0%
507999	Other Taxes	-	-	0.0%	-	-	0.0%
	Totals	5,600	10,000	78.6%	4,400	10,000	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Marketing, Communications, & Customer Service - 1300

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE							
509011 Dues/Subscriptions		200	1,400	600.0%	1,200	1,400	0.0%
509081 Advertising - District Promo		5,000	5,000	0.0%	-	5,000	0.0%
509101 Employee Incentive Program		-	200	100.0%	200	200	0.0%
509121 Employee Training		5,500	16,064	192.1%	10,564	16,064	0.0%
509122 BOD Travel		-	-	0.0%	-	-	0.0%
509123 Travel		3,000	6,000	100.0%	3,000	6,000	0.0%
509125 Local Meeting Expense		-	200	100.0%	200	200	0.0%
509127 Board Director Fees		-	-	0.0%	-	-	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	13,700	28,864	110.7%	15,164	28,864	0.0%
INTEREST EXPENSE							
511102 Interest Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS							
512011 Facility Lease		-	-	0.0%	-	-	0.0%
512061 Equipment Rental		4,300	4,000	-7.0%	(300)	4,000	0.0%
	Totals	4,300	4,000	-7.0%	(300)	4,000	0.0%
PERSONNEL TOTAL		1,390,217	1,731,351	24.5%	341,133	1,802,212	4.1%
NON-PERSONNEL TOTAL		72,090	275,228	281.8%	203,138	251,498	-8.6%
DEPARTMENT TOTALS		1,462,307	2,006,579	37.2%	544,271	2,053,710	2.3%

Attachment C

14C.19

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Human Resources - 1400

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR							
501011	Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013	Bus Operator OT	-	-	0.0%	-	-	0.0%
501021	Other Salaries	465,970	469,780	0.8%	3,810	476,749	1.5%
501023	Other OT	7,200	4,678	-35.0%	(2,522)	4,747	1.5%
	Totals	473,170	474,458	0.3%	1,288	481,496	1.5%
FRINGE BENEFITS							
502011	Medicare/Soc. Sec.	8,344	8,366	0.3%	22	8,490	1.5%
502021	Retirement	152,304	168,534	10.7%	16,230	182,771	8.4%
502031	Medical Ins	81,111	109,087	34.5%	27,976	113,732	4.3%
502041	Dental Ins	5,189	7,012	35.1%	1,823	7,116	1.5%
502045	Vision Ins	1,844	1,899	3.0%	55	1,956	3.0%
502051	Life Ins/AD&D	883	806	-8.7%	(77)	831	3.0%
502060	State Disability Ins (SDI)	5,341	5,424	1.6%	83	5,717	5.4%
502061	Long Term Disability Ins	3,611	3,773	4.5%	162	3,713	-1.6%
502071	State Unemployment Ins (SUI)	1,082	1,025	-5.2%	(57)	1,087	6.1%
502081	Worker's Comp Ins	14,498	14,933	3.0%	435	15,381	3.0%
502101	Holiday Pay	17,423	17,548	0.7%	124	17,809	1.5%
502103	Floating Holiday	11,677	12,146	4.0%	469	12,392	2.0%
502109	Sick Leave	26,135	26,321	0.7%	186	26,714	1.5%
502111	Annual Leave	42,947	42,363	-1.4%	(584)	42,940	1.4%
502121	Other Paid Absence	4,084	4,113	0.7%	29	4,174	1.5%
502251	Phys. Exams	-	-	0.0%	-	-	0.0%
502253	Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999	Other Fringe Benefits	4,067	4,072	0.1%	5	4,077	0.1%
	Totals	380,538	427,421	12.3%	46,882	448,899	5.0%

Attachment C

14C.20

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Human Resources - 1400

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES							
503011	Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012	Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031	Prof/Technical Fees	131,988	81,595	-38.2%	(50,393)	81,595	0.0%
503032	Legislative Services	-	-	0.0%	-	-	0.0%
503033	Legal Services	-	-	0.0%	-	-	0.0%
503034	Pre-Employment Exams	5,525	7,450	34.8%	1,925	7,450	0.0%
503041	Temp Help	-	-	0.0%	-	-	0.0%
503161	Custodial Services	-	-	0.0%	-	-	0.0%
503162	Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171	Security Services	-	-	0.0%	-	-	0.0%
503221	Classified/Legal Ads	9,500	14,700	54.7%	5,200	14,700	0.0%
503222	Legal Ads	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	-	0.0%	-	-	0.0%
503351	Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352	Repair - Equipment	-	-	0.0%	-	-	0.0%
503353	Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354	Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363	Haz Mat Disposal	-	-	0.0%	-	-	0.0%
	Totals	147,013	103,745	-29.4%	(43,268)	103,745	0.0%
MOBILE MATERIALS & SUPPLIES							
504011	Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012	Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021	Tires & Tubes	-	-	0.0%	-	-	0.0%
504161	Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

Attachment C

14C.21

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Human Resources - 1400

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES							
504205	Freight Out	-	-	0.0%	-	-	0.0%
504211	Postage & Mailing	-	-	0.0%	-	-	0.0%
504214	Promotional Items	-	-	0.0%	-	-	0.0%
504215	Printing	2,000	2,000	0.0%	-	2,000	0.0%
504217	Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311	Office Supplies	-	-	0.0%	-	-	0.0%
504315	Safety Supplies	-	-	0.0%	-	-	0.0%
504317	Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409	Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417	Tenant Repairs	-	-	0.0%	-	-	0.0%
504421	Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511	Small Tools	-	-	0.0%	-	-	0.0%
504515	Employee Tool Replacement	-	-	0.0%	-	-	0.0%
	Totals	2,000	2,000	0.0%	-	2,000	0.0%
UTILITIES							
505011	Gas & Electric	-	-	0.0%	-	-	0.0%
505021	Water & Garbage	-	-	0.0%	-	-	0.0%
505031	Telecommunications	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY							
506011	Insurance - Property	-	-	0.0%	-	-	0.0%
506015	Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021	Insurance - Other	-	-	0.0%	-	-	0.0%
506123	Settlement Costs	-	-	0.0%	-	-	0.0%
506127	Repairs - District Prop	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
TAXES							
507051	Fuel Tax	-	-	0.0%	-	-	0.0%
507201	Licenses & Permits	-	-	0.0%	-	-	0.0%
507999	Other Taxes	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Human Resources - 1400

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE							
509011 Dues/Subscriptions		2,350	2,586	10.0%	236	3,435	32.8%
509081 Advertising - District Promo		-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program		-	-	0.0%	-	-	0.0%
509121 Employee Training		25,000	27,000	8.0%	2,000	28,040	3.9%
509122 BOD Travel		-	-	0.0%	-	-	0.0%
509123 Travel		2,500	4,000	60.0%	1,500	4,000	0.0%
509125 Local Meeting Expense		500	1,800	260.0%	1,300	1,800	0.0%
509127 Board Director Fees		-	-	0.0%	-	-	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	30,350	35,386	16.6%	5,036	37,275	5.3%
INTEREST EXPENSE							
511102 Interest Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS							
512011 Facility Lease		-	-	0.0%	-	-	0.0%
512061 Equipment Rental		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL		853,708	901,879	5.6%	48,171	930,396	3.2%
NON-PERSONNEL TOTAL		179,363	141,131	-21.3%	(38,232)	143,020	1.3%
DEPARTMENT TOTALS		1,033,070	1,043,009	1.0%	9,938	1,073,415	2.9%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Information Technology - 1500

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR							
501011	Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013	Bus Operator OT	-	-	0.0%	-	-	0.0%
501021	Other Salaries	466,931	485,408	4.0%	18,477	488,727	0.7%
501023	Other OT	1,600	2,427	51.7%	827	2,444	0.7%
	Totals	468,531	487,835	4.1%	19,304	491,171	0.7%
FRINGE BENEFITS							
502011	Medicare/Soc. Sec.	8,499	8,830	3.9%	331	8,888	0.7%
502021	Retirement	156,675	178,629	14.0%	21,954	192,138	7.6%
502031	Medical Ins	104,656	112,246	7.3%	7,590	117,290	4.5%
502041	Dental Ins	5,518	5,414	-1.9%	(104)	5,494	1.5%
502045	Vision Ins	1,537	1,583	3.0%	46	1,630	3.0%
502051	Life Ins/AD&D	870	1,117	28.4%	247	1,150	3.0%
502060	State Disability Ins (SDI)	4,951	5,292	6.9%	341	5,571	5.3%
502061	Long Term Disability Ins	3,560	3,843	7.9%	283	3,731	-2.9%
502071	State Unemployment Ins (SUI)	901	854	-5.2%	(47)	906	6.1%
502081	Worker's Comp Ins	14,498	14,933	3.0%	435	15,381	3.0%
502101	Holiday Pay	17,986	18,663	3.8%	677	18,786	0.7%
502103	Floating Holiday	18,525	19,297	4.2%	772	19,297	0.0%
502109	Sick Leave	26,979	27,995	3.8%	1,016	28,179	0.7%
502111	Annual Leave	49,907	50,813	1.8%	906	51,151	0.7%
502121	Other Paid Absence	4,215	4,374	3.8%	159	4,403	0.7%
502251	Phys. Exams	-	-	0.0%	-	-	0.0%
502253	Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999	Other Fringe Benefits	5,989	5,993	0.1%	4	5,998	0.1%
	Totals	425,266	459,875	8.1%	34,609	479,993	4.4%

Attachment C

14C.24

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Information Technology - 1500

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES							
503011	Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012	Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031	Prof/Technical Fees	16,400	6,400	-61.0%	(10,000)	6,400	0.0%
503032	Legislative Services	-	-	0.0%	-	-	0.0%
503033	Legal Services	-	-	0.0%	-	-	0.0%
503034	Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041	Temp Help	-	-	0.0%	-	-	0.0%
503161	Custodial Services	-	-	0.0%	-	-	0.0%
503162	Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171	Security Services	-	-	0.0%	-	-	0.0%
503221	Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222	Legal Ads	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	-	0.0%	-	-	0.0%
503351	Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352	Repair - Equipment	310,800	346,300	11.4%	35,500	339,210	-2.0%
503353	Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354	Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363	Haz Mat Disposal	-	-	0.0%	-	-	0.0%
	Totals	327,200	352,700	7.8%	25,500	345,610	-2.0%
MOBILE MATERIALS & SUPPLIES							
504011	Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012	Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021	Tires & Tubes	-	-	0.0%	-	-	0.0%
504161	Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

Attachment C

14C.25

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Information Technology - 1500

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES							
504205	Freight Out	-	-	0.0%	-	-	0.0%
504211	Postage & Mailing	-	-	0.0%	-	-	0.0%
504214	Promotional Items	-	-	0.0%	-	-	0.0%
504215	Printing	-	-	0.0%	-	-	0.0%
504217	Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311	Office Supplies	30,800	30,800	0.0%	-	30,800	0.0%
504315	Safety Supplies	-	-	0.0%	-	-	0.0%
504317	Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409	Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417	Tenant Repairs	-	-	0.0%	-	-	0.0%
504421	Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511	Small Tools	-	-	0.0%	-	-	0.0%
504515	Employee Tool Replacement	-	-	0.0%	-	-	0.0%
	Totals	30,800	30,800	0.0%	-	30,800	0.0%
UTILITIES							
505011	Gas & Electric	-	-	0.0%	-	-	0.0%
505021	Water & Garbage	-	-	0.0%	-	-	0.0%
505031	Telecommunications	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY							
506011	Insurance - Property	-	-	0.0%	-	-	0.0%
506015	Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021	Insurance - Other	-	-	0.0%	-	-	0.0%
506123	Settlement Costs	-	-	0.0%	-	-	0.0%
506127	Repairs - District Prop	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
TAXES							
507051	Fuel Tax	-	-	0.0%	-	-	0.0%
507201	Licenses & Permits	-	-	0.0%	-	-	0.0%
507999	Other Taxes	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Information Technology - 1500

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE							
509011 Dues/Subscriptions		-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo		-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program		-	-	0.0%	-	-	0.0%
509121 Employee Training		1,100	1,100	0.0%	-	1,100	0.0%
509122 BOD Travel		-	-	0.0%	-	-	0.0%
509123 Travel		2,000	2,000	0.0%	-	2,000	0.0%
509125 Local Meeting Expense		-	-	0.0%	-	-	0.0%
509127 Board Director Fees		-	-	0.0%	-	-	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	3,100	3,100	0.0%	-	3,100	0.0%
INTEREST EXPENSE							
511102 Interest Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS							
512011 Facility Lease		-	-	0.0%	-	-	0.0%
512061 Equipment Rental		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL		893,797	947,710	6.0%	53,913	971,164	2.5%
NON-PERSONNEL TOTAL		361,100	386,600	7.1%	25,500	379,510	-1.8%
DEPARTMENT TOTALS		1,254,897	1,334,310	6.3%	79,413	1,350,674	1.2%

Attachment C

14C.27

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Planning, Grants, Governmental Affairs - 1600

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR							
501011	Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013	Bus Operator OT	-	-	0.0%	-	-	0.0%
501021	Other Salaries	420,333	424,331	1.0%	3,997	421,649	-0.6%
501023	Other OT	10,375	4,243	-59.1%	(6,132)	4,216	-0.6%
	Totals	430,708	428,574	-0.5%	(2,134)	425,866	-0.6%
FRINGE BENEFITS							
502011	Medicare/Soc. Sec.	7,580	7,581	0.0%	1	7,537	-0.6%
502021	Retirement	137,331	152,723	11.2%	15,392	162,251	6.2%
502031	Medical Ins	104,970	103,917	-1.0%	(1,053)	108,629	4.5%
502041	Dental Ins	6,303	6,440	2.2%	137	6,275	-2.6%
502045	Vision Ins	1,537	1,912	24.4%	375	1,884	-1.4%
502051	Life Ins/AD&D	669	806	20.5%	137	801	-0.7%
502060	State Disability Ins (SDI)	4,772	5,029	5.4%	256	5,081	1.1%
502061	Long Term Disability Ins	2,808	3,291	17.2%	483	3,113	-5.4%
502071	State Unemployment Ins (SUI)	901	854	-5.2%	(47)	1,087	27.3%
502081	Worker's Comp Ins	14,498	14,933	3.0%	435	15,381	3.0%
502101	Holiday Pay	15,414	15,956	3.5%	543	15,864	-0.6%
502103	Floating Holiday	7,372	6,568	-10.9%	(803)	6,568	0.0%
502109	Sick Leave	23,121	23,935	3.5%	814	23,796	-0.6%
502111	Annual Leave	42,521	44,056	3.6%	1,535	43,979	-0.2%
502121	Other Paid Absence	3,613	3,740	3.5%	127	3,718	-0.6%
502251	Phys. Exams	-	-	0.0%	-	-	0.0%
502253	Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999	Other Fringe Benefits	2,089	3,322	59.0%	1,233	3,027	-8.9%
	Totals	375,498	395,063	5.2%	19,565	408,992	3.5%

Attachment C

14C.28

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Planning, Grants, Governmental Affairs - 1600

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES							
503011	Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012	Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031	Prof/Technical Fees	390,000	572,200	46.7%	182,200	180,000	-68.5%
503032	Legislative Services	-	-	0.0%	-	-	0.0%
503033	Legal Services	-	-	0.0%	-	-	0.0%
503034	Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041	Temp Help	-	-	0.0%	-	-	0.0%
503161	Custodial Services	-	-	0.0%	-	-	0.0%
503162	Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171	Security Services	-	-	0.0%	-	-	0.0%
503221	Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222	Legal Ads	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	-	0.0%	-	-	0.0%
503351	Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352	Repair - Equipment	-	-	0.0%	-	-	0.0%
503353	Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354	Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363	Haz Mat Disposal	-	-	0.0%	-	-	0.0%
	Totals	390,000	572,200	46.7%	182,200	180,000	-68.5%
MOBILE MATERIALS & SUPPLIES							
504011	Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012	Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021	Tires & Tubes	-	-	0.0%	-	-	0.0%
504161	Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

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14C.29

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Planning, Grants, Governmental Affairs - 1600

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES							
504205	Freight Out	-	-	0.0%	-	-	0.0%
504211	Postage & Mailing	-	-	0.0%	-	-	0.0%
504214	Promotional Items	-	-	0.0%	-	-	0.0%
504215	Printing	35,000	35,000	0.0%	-	35,000	0.0%
504217	Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311	Office Supplies	-	-	0.0%	-	-	0.0%
504315	Safety Supplies	-	-	0.0%	-	-	0.0%
504317	Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409	Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417	Tenant Repairs	-	-	0.0%	-	-	0.0%
504421	Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511	Small Tools	-	-	0.0%	-	-	0.0%
504515	Employee Tool Replacement	-	-	0.0%	-	-	0.0%
	Totals	35,000	35,000	0.0%	-	35,000	0.0%
UTILITIES							
505011	Gas & Electric	-	-	0.0%	-	-	0.0%
505021	Water & Garbage	-	-	0.0%	-	-	0.0%
505031	Telecommunications	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY							
506011	Insurance - Property	-	-	0.0%	-	-	0.0%
506015	Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021	Insurance - Other	-	-	0.0%	-	-	0.0%
506123	Settlement Costs	-	-	0.0%	-	-	0.0%
506127	Repairs - District Prop	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
TAXES							
507051	Fuel Tax	-	-	0.0%	-	-	0.0%
507201	Licenses & Permits	-	-	0.0%	-	-	0.0%
507999	Other Taxes	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Planning, Grants, Governmental Affairs - 1600

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE							
509011 Dues/Subscriptions		-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo		-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program		-	-	0.0%	-	-	0.0%
509121 Employee Training		4,500	4,500	0.0%	-	4,500	0.0%
509122 BOD Travel		-	-	0.0%	-	-	0.0%
509123 Travel		6,500	6,500	0.0%	-	6,500	0.0%
509125 Local Meeting Expense		-	-	0.0%	-	-	0.0%
509127 Board Director Fees		-	-	0.0%	-	-	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	11,000	11,000	0.0%	-	11,000	0.0%
INTEREST EXPENSE							
511102 Interest Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS							
512011 Facility Lease		-	-	0.0%	-	-	0.0%
512061 Equipment Rental		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL		806,207	823,637	2.2%	17,430	834,858	1.4%
NON-PERSONNEL TOTAL		436,000	618,200	41.8%	182,200	226,000	-63.4%
DEPARTMENT TOTALS		1,242,207	1,441,837	16.1%	199,630	1,060,858	-26.4%

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14C.31

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
District General Counsel - 1700

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR							
501011	Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013	Bus Operator OT	-	-	0.0%	-	-	0.0%
501021	Other Salaries	-	-	0.0%	-	-	0.0%
501023	Other OT	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
FRINGE BENEFITS							
502011	Medicare/Soc. Sec.	-	-	0.0%	-	-	0.0%
502021	Retirement	-	-	0.0%	-	-	0.0%
502031	Medical Ins	-	-	0.0%	-	-	0.0%
502041	Dental Ins	-	-	0.0%	-	-	0.0%
502045	Vision Ins	-	-	0.0%	-	-	0.0%
502051	Life Ins/AD&D	-	-	0.0%	-	-	0.0%
502060	State Disability Ins (SDI)	-	-	0.0%	-	-	0.0%
502061	Long Term Disability Ins	-	-	0.0%	-	-	0.0%
502071	State Unemployment Ins (SUI)	-	-	0.0%	-	-	0.0%
502081	Worker's Comp Ins	-	-	0.0%	-	-	0.0%
502101	Holiday Pay	-	-	0.0%	-	-	0.0%
502103	Floating Holiday	-	-	0.0%	-	-	0.0%
502109	Sick Leave	-	-	0.0%	-	-	0.0%
502111	Annual Leave	-	-	0.0%	-	-	0.0%
502121	Other Paid Absence	-	-	0.0%	-	-	0.0%
502251	Phys. Exams	-	-	0.0%	-	-	0.0%
502253	Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999	Other Fringe Benefits	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

Attachment C

14C.32

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
District General Counsel - 1700

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES							
503011	Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012	Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031	Prof/Technical Fees	-	6,000	100.0%	6,000	6,000	0.0%
503032	Legislative Services	-	-	0.0%	-	-	0.0%
503033	Legal Services	400,000	400,000	0.0%	-	400,000	0.0%
503034	Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041	Temp Help	-	-	0.0%	-	-	0.0%
503161	Custodial Services	-	-	0.0%	-	-	0.0%
503162	Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171	Security Services	-	-	0.0%	-	-	0.0%
503221	Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222	Legal Ads	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	-	0.0%	-	-	0.0%
503351	Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352	Repair - Equipment	-	-	0.0%	-	-	0.0%
503353	Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354	Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363	Haz Mat Disposal	-	-	0.0%	-	-	0.0%
	Totals	400,000	406,000	1.5%	6,000	406,000	0.0%
MOBILE MATERIALS & SUPPLIES							
504011	Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012	Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021	Tires & Tubes	-	-	0.0%	-	-	0.0%
504161	Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

Attachment C

14C.33

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
District General Counsel - 1700

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES							
504205	Freight Out	-	-	0.0%	-	-	0.0%
504211	Postage & Mailing	-	-	0.0%	-	-	0.0%
504214	Promotional Items	-	-	0.0%	-	-	0.0%
504215	Printing	-	-	0.0%	-	-	0.0%
504217	Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311	Office Supplies	-	-	0.0%	-	-	0.0%
504315	Safety Supplies	-	-	0.0%	-	-	0.0%
504317	Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409	Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417	Tenant Repairs	-	-	0.0%	-	-	0.0%
504421	Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511	Small Tools	-	-	0.0%	-	-	0.0%
504515	Employee Tool Replacement	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
UTILITIES							
505011	Gas & Electric	-	-	0.0%	-	-	0.0%
505021	Water & Garbage	-	-	0.0%	-	-	0.0%
505031	Telecommunications	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY							
506011	Insurance - Property	-	-	0.0%	-	-	0.0%
506015	Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021	Insurance - Other	-	-	0.0%	-	-	0.0%
506123	Settlement Costs	-	-	0.0%	-	-	0.0%
506127	Repairs - District Prop	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
TAXES							
507051	Fuel Tax	-	-	0.0%	-	-	0.0%
507201	Licenses & Permits	-	-	0.0%	-	-	0.0%
507999	Other Taxes	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
District General Counsel - 1700

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE							
509011 Dues/Subscriptions		-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo		-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program		-	-	0.0%	-	-	0.0%
509121 Employee Training		-	-	0.0%	-	-	0.0%
509122 BOD Travel		-	-	0.0%	-	-	0.0%
509123 Travel		-	-	0.0%	-	-	0.0%
509125 Local Meeting Expense		-	-	0.0%	-	-	0.0%
509127 Board Director Fees		-	-	0.0%	-	-	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
INTEREST EXPENSE							
511102 Interest Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS							
512011 Facility Lease		-	-	0.0%	-	-	0.0%
512061 Equipment Rental		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL		-	-	0.0%	-	-	0.0%
NON-PERSONNEL TOTAL		400,000	406,000	1.5%	6,000	406,000	0.0%
DEPARTMENT TOTALS		400,000	406,000	1.5%	6,000	406,000	0.0%

Attachment C

14C.35

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Safety, Security, and Risk Management - 1800

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR							
501011	Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013	Bus Operator OT	-	-	0.0%	-	-	0.0%
501021	Other Salaries	145,709	164,659	13.0%	18,950	172,913	5.0%
501023	Other OT	200	823	311.6%	623	865	5.0%
	Totals	145,909	165,482	13.4%	19,573	173,777	5.0%
FRINGE BENEFITS							
502011	Medicare/Soc. Sec.	2,633	2,990	13.6%	357	3,140	5.0%
502021	Retirement	48,620	60,490	24.4%	11,871	67,880	12.2%
502031	Medical Ins	27,737	31,049	11.9%	3,312	32,602	5.0%
502041	Dental Ins	3,645	3,530	-3.2%	(115)	3,582	1.5%
502045	Vision Ins	615	633	3.0%	18	652	3.0%
502051	Life Ins/AD&D	328	338	3.0%	10	348	3.0%
502060	State Disability Ins (SDI)	1,870	2,123	13.5%	252	2,270	6.9%
502061	Long Term Disability Ins	1,260	1,446	14.8%	186	1,404	-2.9%
502071	State Unemployment Ins (SUI)	361	342	-5.2%	(19)	362	6.1%
502081	Worker's Comp Ins	5,796	5,970	3.0%	174	6,149	3.0%
502101	Holiday Pay	5,581	6,320	13.2%	739	6,637	5.0%
502103	Floating Holiday	4,296	5,144	19.7%	848	5,402	5.0%
502109	Sick Leave	8,372	9,480	13.2%	1,108	9,955	5.0%
502111	Annual Leave	16,130	18,315	13.5%	2,185	19,233	5.0%
502121	Other Paid Absence	1,308	1,481	13.2%	173	1,556	5.0%
502251	Phys. Exams	-	-	0.0%	-	-	0.0%
502253	Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999	Other Fringe Benefits	3,206	3,207	0.1%	2	3,209	0.1%
	Totals	131,758	152,859	16.0%	21,101	164,381	7.5%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Safety, Security, and Risk Management - 1800

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES							
503011	Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012	Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031	Prof/Technical Fees	500	6,200	1140.0%	5,700	6,200	0.0%
503032	Legislative Services	-	-	0.0%	-	-	0.0%
503033	Legal Services	-	-	0.0%	-	-	0.0%
503034	Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041	Temp Help	-	-	0.0%	-	-	0.0%
503161	Custodial Services	-	-	0.0%	-	-	0.0%
503162	Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171	Security Services	-	548,402	100.0%	548,402	548,402	0.0%
503221	Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222	Legal Ads	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	-	0.0%	-	-	0.0%
503351	Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352	Repair - Equipment	-	-	0.0%	-	-	0.0%
503353	Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354	Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363	Haz Mat Disposal	-	-	0.0%	-	-	0.0%
	Totals	500	554,602	110820.4%	554,102	554,602	0.0%
MOBILE MATERIALS & SUPPLIES							
504011	Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012	Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021	Tires & Tubes	-	-	0.0%	-	-	0.0%
504161	Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

Attachment C

14C.37

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Safety, Security, and Risk Management - 1800

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES							
504205	Freight Out	-	-	0.0%	-	-	0.0%
504211	Postage & Mailing	-	-	0.0%	-	-	0.0%
504214	Promotional Items	-	-	0.0%	-	-	0.0%
504215	Printing	500	500	0.0%	-	500	0.0%
504217	Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311	Office Supplies	-	-	0.0%	-	-	0.0%
504315	Safety Supplies	1,000	2,500	150.0%	1,500	2,000	-20.0%
504317	Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409	Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417	Tenant Repairs	-	-	0.0%	-	-	0.0%
504421	Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511	Small Tools	-	-	0.0%	-	-	0.0%
504515	Employee Tool Replacement	-	-	0.0%	-	-	0.0%
	Totals	1,500	3,000	100.0%	1,500	2,500	-16.7%
UTILITIES							
505011	Gas & Electric	-	-	0.0%	-	-	0.0%
505021	Water & Garbage	-	-	0.0%	-	-	0.0%
505031	Telecommunications	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY							
506011	Insurance - Property	-	-	0.0%	-	-	0.0%
506015	Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021	Insurance - Other	-	-	0.0%	-	-	0.0%
506123	Settlement Costs	150,000	150,000	0.0%	-	150,000	0.0%
506127	Repairs - District Prop	-	-	0.0%	-	-	0.0%
	Totals	150,000	150,000	0.0%	-	150,000	0.0%
TAXES							
507051	Fuel Tax	-	-	0.0%	-	-	0.0%
507201	Licenses & Permits	-	-	0.0%	-	-	0.0%
507999	Other Taxes	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Safety, Security, and Risk Management - 1800

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE							
509011 Dues/Subscriptions		500	500	0.0%	-	500	0.0%
509081 Advertising - District Promo		-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program		-	3,000	100.0%	3,000	3,000	0.0%
509121 Employee Training		5,000	3,000	-40.0%	(2,000)	3,000	0.0%
509122 BOD Travel		-	-	0.0%	-	-	0.0%
509123 Travel		5,000	6,000	20.0%	1,000	6,000	0.0%
509125 Local Meeting Expense		-	-	0.0%	-	-	0.0%
509127 Board Director Fees		-	-	0.0%	-	-	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	10,500	12,500	19.0%	2,000	12,500	0.0%
INTEREST EXPENSE							
511102 Interest Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS							
512011 Facility Lease		-	-	0.0%	-	-	0.0%
512061 Equipment Rental		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL		277,667	318,341	14.6%	40,674	338,158	6.2%
NON-PERSONNEL TOTAL		162,500	720,102	343.1%	557,602	719,602	-0.1%
DEPARTMENT TOTALS		440,167	1,038,443	135.9%	598,276	1,057,760	1.9%

Attachment C

14C.39

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Purchasing - 1900

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR							
501011	Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013	Bus Operator OT	-	-	0.0%	-	-	0.0%
501021	Other Salaries	484,771	499,651	3.1%	14,880	503,800	0.8%
501023	Other OT	1,128	2,498	121.5%	1,370	2,519	0.8%
	Totals	485,899	502,149	3.3%	16,250	506,319	0.8%
FRINGE BENEFITS							
502011	Medicare/Soc. Sec.	8,796	9,047	2.9%	251	9,120	0.8%
502021	Retirement	162,283	183,008	12.8%	20,725	197,132	7.7%
502031	Medical Ins	143,123	182,020	27.2%	38,897	189,871	4.3%
502041	Dental Ins	8,960	9,802	9.4%	842	9,947	1.5%
502045	Vision Ins	2,459	2,840	15.5%	381	2,934	3.3%
502051	Life Ins/AD&D	1,011	1,158	14.6%	147	1,193	3.0%
502060	State Disability Ins (SDI)	5,780	6,326	9.4%	546	6,608	4.5%
502061	Long Term Disability Ins	4,004	4,149	3.6%	145	4,500	8.5%
502071	State Unemployment Ins (SUI)	1,442	1,537	6.6%	95	1,631	6.1%
502081	Worker's Comp Ins	23,197	23,892	3.0%	695	24,609	3.0%
502101	Holiday Pay	18,630	19,121	2.6%	491	19,274	0.8%
502103	Floating Holiday	6,918	5,548	-19.8%	(1,369)	5,548	0.0%
502109	Sick Leave	27,945	28,681	2.6%	736	28,911	0.8%
502111	Annual Leave	62,838	63,939	1.8%	1,101	64,361	0.7%
502121	Other Paid Absence	4,366	4,481	2.6%	115	4,517	0.8%
502251	Phys. Exams	-	-	0.0%	-	-	0.0%
502253	Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999	Other Fringe Benefits	2,172	2,208	1.6%	35	2,216	0.4%
	Totals	483,923	547,757	13.2%	63,834	572,372	4.5%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Purchasing - 1900

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES							
503011	Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012	Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031	Prof/Technical Fees	-	-	0.0%	-	-	0.0%
503032	Legislative Services	-	-	0.0%	-	-	0.0%
503033	Legal Services	-	-	0.0%	-	-	0.0%
503034	Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041	Temp Help	-	-	0.0%	-	-	0.0%
503161	Custodial Services	-	-	0.0%	-	-	0.0%
503162	Uniforms/Laundry	850	2,000	135.3%	1,150	2,000	0.0%
503171	Security Services	-	-	0.0%	-	-	0.0%
503221	Classified/Legal Ads	1,200	1,200	0.0%	-	1,200	0.0%
503222	Legal Ads	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	-	0.0%	-	-	0.0%
503351	Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352	Repair - Equipment	-	-	0.0%	-	-	0.0%
503353	Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354	Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363	Haz Mat Disposal	-	-	0.0%	-	-	0.0%
	Totals	2,050	3,200	56.1%	1,150	3,200	0.0%
MOBILE MATERIALS & SUPPLIES							
504011	Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012	Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021	Tires & Tubes	-	-	0.0%	-	-	0.0%
504161	Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

Attachment C

14C.41

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Purchasing - 1900

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES							
504205	Freight Out	-	-	0.0%	-	-	0.0%
504211	Postage & Mailing	100	100	0.0%	-	100	0.0%
504214	Promotional Items	-	-	0.0%	-	-	0.0%
504215	Printing	200	200	0.0%	-	200	0.0%
504217	Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311	Office Supplies	1,500	1,500	0.0%	-	1,500	0.0%
504315	Safety Supplies	-	-	0.0%	-	-	0.0%
504317	Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409	Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417	Tenant Repairs	-	-	0.0%	-	-	0.0%
504421	Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511	Small Tools	-	-	0.0%	-	-	0.0%
504515	Employee Tool Replacement	-	-	0.0%	-	-	0.0%
	Totals	1,800	1,800	0.0%	-	1,800	0.0%
UTILITIES							
505011	Gas & Electric	-	-	0.0%	-	-	0.0%
505021	Water & Garbage	-	-	0.0%	-	-	0.0%
505031	Telecommunications	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY							
506011	Insurance - Property	-	-	0.0%	-	-	0.0%
506015	Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021	Insurance - Other	-	-	0.0%	-	-	0.0%
506123	Settlement Costs	-	-	0.0%	-	-	0.0%
506127	Repairs - District Prop	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
TAXES							
507051	Fuel Tax	-	-	0.0%	-	-	0.0%
507201	Licenses & Permits	-	-	0.0%	-	-	0.0%
507999	Other Taxes	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Purchasing - 1900

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE							
509011 Dues/Subscriptions		300	300	0.0%	-	300	0.0%
509081 Advertising - District Promo		-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program		-	-	0.0%	-	-	0.0%
509121 Employee Training		2,100	2,100	0.0%	-	2,100	0.0%
509122 BOD Travel		-	-	0.0%	-	-	0.0%
509123 Travel		4,500	5,000	11.1%	500	5,000	0.0%
509125 Local Meeting Expense		150	150	0.0%	-	150	0.0%
509127 Board Director Fees		-	-	0.0%	-	-	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	7,050	7,550	7.1%	500	7,550	0.0%
INTEREST EXPENSE							
511102 Interest Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS							
512011 Facility Lease		-	-	0.0%	-	-	0.0%
512061 Equipment Rental		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL		969,823	1,049,906	8.3%	- 80,084	1,078,692	2.7%
NON-PERSONNEL TOTAL		10,900	12,550	15.1%	1,650	12,550	0.0%
DEPARTMENT TOTALS		980,723	1,062,456	8.3%	81,734	1,091,242	2.7%

Attachment C

14C.43

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Facilities Maintenance - 2200

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR							
501011	Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013	Bus Operator OT	-	-	0.0%	-	-	0.0%
501021	Other Salaries	725,762	822,151	13.3%	96,389	844,859	2.8%
501023	Other OT	41,425	98,658	138.2%	57,233	101,383	2.8%
	Totals	767,187	920,809	20.0%	153,622	946,242	2.8%
FRINGE BENEFITS							
502011	Medicare/Soc. Sec.	13,516	16,134	19.4%	2,618	16,577	2.7%
502021	Retirement	238,734	298,623	25.1%	59,889	327,877	9.8%
502031	Medical Ins	345,292	387,648	12.3%	42,356	402,490	3.8%
502041	Dental Ins	22,553	24,041	6.6%	1,488	24,396	1.5%
502045	Vision Ins	5,224	5,698	9.1%	473	5,869	3.0%
502051	Life Ins/AD&D	1,934	2,213	14.4%	279	2,279	3.0%
502060	State Disability Ins (SDI)	9,601	11,288	17.6%	1,687	11,917	5.6%
502061	Long Term Disability Ins	6,762	7,814	15.6%	1,052	7,723	-1.2%
502071	State Unemployment Ins (SUI)	3,064	3,074	0.3%	10	3,262	6.1%
502081	Worker's Comp Ins	49,293	50,771	3.0%	1,478	52,295	3.0%
502101	Holiday Pay	27,406	31,200	13.8%	3,794	32,058	2.7%
502103	Floating Holiday	-	5,363	100.0%	5,363	5,631	5.0%
502109	Sick Leave	41,109	46,800	13.8%	5,691	48,086	2.7%
502111	Annual Leave	89,997	101,174	12.4%	11,177	103,725	2.5%
502121	Other Paid Absence	6,423	7,313	13.8%	889	7,514	2.7%
502251	Phys. Exams	-	-	0.0%	-	-	0.0%
502253	Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999	Other Fringe Benefits	473	2,466	421.5%	1,993	2,481	0.6%
	Totals	861,380	1,001,618	16.3%	140,238	1,054,180	5.2%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Facilities Maintenance - 2200

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES							
503011	Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012	Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031	Prof/Technical Fees	30,000	30,000	0.0%	-	30,000	0.0%
503032	Legislative Services	-	-	0.0%	-	-	0.0%
503033	Legal Services	-	-	0.0%	-	-	0.0%
503034	Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041	Temp Help	-	-	0.0%	-	-	0.0%
503161	Custodial Services	7,000	7,000	0.0%	-	7,000	0.0%
503162	Uniforms/Laundry	4,500	2,500	-44.4%	(2,000)	2,500	0.0%
503171	Security Services	10,600	10,600	0.0%	-	10,600	0.0%
503221	Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222	Legal Ads	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	-	0.0%	-	-	0.0%
503351	Repair - Bldg & Impr	50,000	53,000	6.0%	3,000	53,000	0.0%
503352	Repair - Equipment	290,000	300,000	3.4%	10,000	300,000	0.0%
503353	Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354	Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363	Haz Mat Disposal	48,400	50,000	3.3%	1,600	50,000	0.0%
	Totals	440,500	453,100	2.9%	12,600	453,100	0.0%
MOBILE MATERIALS & SUPPLIES							
504011	Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012	Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021	Tires & Tubes	-	-	0.0%	-	-	0.0%
504161	Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

Attachment C

14C.45

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Facilities Maintenance - 2200

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES							
504205	Freight Out	-	-	0.0%	-	-	0.0%
504211	Postage & Mailing	-	-	0.0%	-	-	0.0%
504214	Promotional Items	-	-	0.0%	-	-	0.0%
504215	Printing	-	-	0.0%	-	-	0.0%
504217	Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311	Office Supplies	2,000	1,500	-25.0%	(500)	1,500	0.0%
504315	Safety Supplies	6,000	6,000	0.0%	-	6,000	0.0%
504317	Cleaning Supplies	38,000	45,000	18.4%	7,000	45,000	0.0%
504409	Repair/Maint Supplies	110,500	120,000	8.6%	9,500	120,000	0.0%
504417	Tenant Repairs	14,000	14,000	0.0%	-	14,000	0.0%
504421	Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511	Small Tools	3,000	5,400	80.0%	2,400	4,000	-25.9%
504515	Employee Tool Replacement	-	-	0.0%	-	-	0.0%
	Totals	173,500	191,900	10.6%	18,400	190,500	-0.7%
UTILITIES							
505011	Gas & Electric	307,000	307,000	0.0%	-	307,000	0.0%
505021	Water & Garbage	152,000	180,000	18.4%	28,000	180,000	0.0%
505031	Telecommunications	85,000	95,000	11.8%	10,000	95,000	0.0%
	Totals	544,000	582,000	7.0%	38,000	582,000	0.0%
CASUALTY & LIABILITY							
506011	Insurance - Property	-	-	0.0%	-	-	0.0%
506015	Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021	Insurance - Other	-	-	0.0%	-	-	0.0%
506123	Settlement Costs	-	-	0.0%	-	-	0.0%
506127	Repairs - District Prop	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
TAXES							
507051	Fuel Tax	-	-	0.0%	-	-	0.0%
507201	Licenses & Permits	12,000	12,000	0.0%	-	12,000	0.0%
507999	Other Taxes	14,400	15,000	4.2%	600	15,000	0.0%
	Totals	26,400	27,000	2.3%	600	27,000	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Facilities Maintenance - 2200

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE							
509011 Dues/Subscriptions		-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo		-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program		-	-	0.0%	-	-	0.0%
509121 Employee Training		6,500	13,000	100.0%	6,500	13,000	0.0%
509122 BOD Travel		-	-	0.0%	-	-	0.0%
509123 Travel		400	2,000	400.0%	1,600	2,000	0.0%
509125 Local Meeting Expense		-	-	0.0%	-	-	0.0%
509127 Board Director Fees		-	-	0.0%	-	-	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	6,900	15,000	117.4%	8,100	15,000	0.0%
INTEREST EXPENSE							
511102 Interest Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS							
512011 Facility Lease		5,000	5,000	0.0%	-	5,000	0.0%
512061 Equipment Rental		6,000	3,000	-50.0%	(3,000)	3,000	0.0%
	Totals	11,000	8,000	-27.3%	(3,000)	8,000	0.0%
					-		
PERSONNEL TOTAL		1,628,567	1,922,427	18.0%	293,859	2,000,421	4.1%
NON-PERSONNEL TOTAL		1,202,300	1,277,000	6.2%	74,700	1,275,600	-0.1%
DEPARTMENT TOTALS		2,830,867	3,199,427	13.0%	368,559	3,276,021	2.4%

Attachment C

14C.47

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Paratransit - 3100

ACCOUNT	Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR						
501011 Bus Operator Pay	1,073,416	1,057,001	-1.5%	(16,415)	1,083,745	2.5%
501013 Bus Operator OT	238,781	249,806	4.6%	11,025	256,127	2.5%
501021 Other Salaries	678,545	627,579	-7.5%	(50,965)	636,093	1.4%
501023 Other OT	59,126	60,981	3.1%	1,855	61,808	1.4%
Totals	2,049,868	1,995,367	-2.7%	(54,500)	2,037,773	2.1%
FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	35,207	34,121	-3.1%	(1,086)	34,837	2.1%
502021 Retirement	570,938	601,479	5.3%	30,541	656,029	9.1%
502031 Medical Ins	845,359	889,419	5.2%	44,060	937,955	5.5%
502041 Dental Ins	49,106	48,345	-1.5%	(761)	49,059	1.5%
502045 Vision Ins	13,522	13,611	0.7%	89	14,020	3.0%
502051 Life Ins/AD&D	5,206	5,142	-1.2%	(64)	5,296	3.0%
502060 State Disability Ins (SDI)	24,918	24,194	-2.9%	(724)	25,416	5.0%
502061 Long Term Disability Ins	14,451	14,151	-2.1%	(300)	13,988	-1.2%
502071 State Unemployment Ins (SUI)	7,931	7,345	-7.4%	(586)	7,792	6.1%
502081 Worker's Comp Ins	124,681	128,422	3.0%	3,741	132,274	3.0%
502101 Holiday Pay	64,733	62,103	-4.1%	(2,630)	63,403	2.1%
502103 Floating Holiday	8,916	4,960	-44.4%	(3,956)	5,208	5.0%
502109 Sick Leave	100,464	96,534	-3.9%	(3,929)	98,554	2.1%
502111 Annual Leave	188,883	179,640	-4.9%	(9,243)	182,754	1.7%
502121 Other Paid Absence	15,172	14,555	-4.1%	(616)	14,860	2.1%
502251 Phys. Exams	3,183	3,183	0.0%	-	3,183	0.0%
502253 Driver Lic Renewal	1,061	1,061	0.0%	-	1,061	0.0%
502999 Other Fringe Benefits	5,124	3,182	-37.9%	(1,942)	3,219	1.2%
Totals	2,078,853	2,131,447	2.5%	52,594	2,248,907	5.5%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Paratransit - 3100

ACCOUNT	Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES						
503011 Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	3,500	2,000	-42.9%	(1,500)	2,000	0.0%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	1,300	2,500	92.3%	1,200	2,500	0.0%
503162 Uniforms/Laundry	1,000	2,200	120.0%	1,200	2,200	0.0%
503171 Security Services	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	4,000	3,000	-25.0%	(1,000)	3,000	0.0%
503353 Repair - Rev Vehicle	1,500	1,000	-33.3%	(500)	1,000	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	11,300	10,700	-5.3%	(600)	10,700	0.0%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

Attachment C

14C.49

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Paratransit - 3100

ACCOUNT	Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	2,700	2,000	-25.9%	(700)	2,000	0.0%
504214 Promotional Items	200	200	0.0%	-	200	0.0%
504215 Printing	3,200	3,700	15.6%	500	3,700	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	2,500	2,500	0.0%	-	2,500	0.0%
504315 Safety Supplies	120	120	0.0%	-	120	0.0%
504317 Cleaning Supplies	600	600	0.0%	-	600	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	9,320	9,120	-2.1%	(200)	9,120	0.0%
UTILITIES						
505011 Gas & Electric	12,000	12,000	0.0%	-	12,000	0.0%
505021 Water & Garbage	6,400	6,400	0.0%	-	6,400	0.0%
505031 Telecommunications	4,500	4,000	-11.1%	(500)	4,000	0.0%
Totals	22,900	22,400	-2.2%	(500)	22,400	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	106,866	142,724	33.6%	35,858	156,996	10.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	106,866	142,724	33.6%	35,858	156,996	10.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Paratransit - 3100

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE							
509011 Dues/Subscriptions		-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo		-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program		-	-	0.0%	-	-	0.0%
509121 Employee Training		2,700	2,700	0.0%	-	2,700	0.0%
509122 BOD Travel		-	-	0.0%	-	-	0.0%
509123 Travel		3,000	3,000	0.0%	-	3,000	0.0%
509125 Local Meeting Expense		-	-	0.0%	-	-	0.0%
509127 Board Director Fees		-	-	0.0%	-	-	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	5,700	5,700	0.0%	-	5,700	0.0%
INTEREST EXPENSE							
511102 Interest Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS							
512011 Facility Lease		196,000	201,000	2.6%	5,000	205,000	2.0%
512061 Equipment Rental		1,500	1,500	0.0%	-	1,500	0.0%
	Totals	197,500	202,500	2.5%	5,000	206,500	2.0%
PERSONNEL TOTAL		4,128,721	4,126,815	0.0%	- (1,907)	4,286,681	3.9%
NON-PERSONNEL TOTAL		353,586	393,144	11.2%	39,558	411,416	4.6%
DEPARTMENT TOTALS		4,482,307	4,519,959	0.8%	37,651	4,698,097	3.9%

Attachment C

14C.51

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Operations - 3200

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR							
501011	Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013	Bus Operator OT	-	-	0.0%	-	-	0.0%
501021	Other Salaries	981,078	1,094,833	11.6%	113,756	1,122,161	2.5%
501023	Other OT	172,409	172,409	0.0%	-	176,712	2.5%
	Totals	1,153,487	1,267,242	9.9%	113,756	1,298,874	2.5%
FRINGE BENEFITS							
502011	Medicare/Soc. Sec.	20,177	22,150	9.8%	1,973	22,748	2.7%
502021	Retirement	326,758	399,101	22.1%	72,343	438,108	9.8%
502031	Medical Ins	326,104	434,961	33.4%	108,857	455,091	4.6%
502041	Dental Ins	18,579	25,520	37.4%	6,940	25,897	1.5%
502045	Vision Ins	4,917	6,014	22.3%	1,097	6,195	3.0%
502051	Life Ins/AD&D	1,921	2,330	21.3%	409	2,400	3.0%
502060	State Disability Ins (SDI)	14,146	15,566	10.0%	1,420	16,510	6.1%
502061	Long Term Disability Ins	7,883	9,228	17.1%	1,346	9,018	-2.3%
502071	State Unemployment Ins (SUI)	2,884	3,074	6.6%	190	3,262	6.1%
502081	Worker's Comp Ins	46,393	47,785	3.0%	1,392	49,218	3.0%
502101	Holiday Pay	37,367	41,506	11.1%	4,139	42,643	2.7%
502103	Floating Holiday	5,079	8,276	62.9%	3,196	8,430	1.9%
502109	Sick Leave	56,051	62,259	11.1%	6,208	63,965	2.7%
502111	Annual Leave	130,776	138,581	6.0%	7,804	144,951	4.6%
502121	Other Paid Absence	8,758	9,728	11.1%	970	9,995	2.7%
502251	Phys. Exams	700	700	0.0%	-	400	-42.9%
502253	Driver Lic Renewal	300	300	0.0%	-	200	-33.3%
502999	Other Fringe Benefits	2,395	4,416	84.4%	2,021	4,431	0.4%
	Totals	1,011,187	1,231,495	21.8%	220,307	1,303,460	5.8%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Operations - 3200

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES							
503011	Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012	Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031	Prof/Technical Fees	6,000	-	-100.0%	(6,000)	-	0.0%
503032	Legislative Services	-	-	0.0%	-	-	0.0%
503033	Legal Services	-	-	0.0%	-	-	0.0%
503034	Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041	Temp Help	-	-	0.0%	-	-	0.0%
503161	Custodial Services	-	-	0.0%	-	-	0.0%
503162	Uniforms/Laundry	600	600	0.0%	-	600	0.0%
503171	Security Services	515,100	-	-100.0%	(515,100)	-	0.0%
503221	Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222	Legal Ads	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	-	0.0%	-	-	0.0%
503351	Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352	Repair - Equipment	4,000	2,000	-50.0%	(2,000)	2,000	0.0%
503353	Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354	Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363	Haz Mat Disposal	-	-	0.0%	-	-	0.0%
	Totals	525,700	2,600	-99.5%	(523,100)	2,600	0.0%
MOBILE MATERIALS & SUPPLIES							
504011	Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012	Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021	Tires & Tubes	-	-	0.0%	-	-	0.0%
504161	Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

Attachment C

14C.53

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Operations - 3200

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES							
504205	Freight Out	-	-	0.0%	-	-	0.0%
504211	Postage & Mailing	300	260	-13.3%	(40)	260	0.0%
504214	Promotional Items	-	-	0.0%	-	-	0.0%
504215	Printing	8,000	7,000	-12.5%	(1,000)	7,000	0.0%
504217	Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311	Office Supplies	8,000	8,000	0.0%	-	8,000	0.0%
504315	Safety Supplies	-	-	0.0%	-	-	0.0%
504317	Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409	Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417	Tenant Repairs	-	-	0.0%	-	-	0.0%
504421	Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511	Small Tools	-	-	0.0%	-	-	0.0%
504515	Employee Tool Replacement	-	-	0.0%	-	-	0.0%
	Totals	16,300	15,260	-6.4%	(1,040)	15,260	0.0%
UTILITIES							
505011	Gas & Electric	-	-	0.0%	-	-	0.0%
505021	Water & Garbage	-	-	0.0%	-	-	0.0%
505031	Telecommunications	14,000	9,000	-35.7%	(5,000)	9,000	0.0%
	Totals	14,000	9,000	-35.7%	(5,000)	9,000	0.0%
CASUALTY & LIABILITY							
506011	Insurance - Property	-	-	0.0%	-	-	0.0%
506015	Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021	Insurance - Other	-	-	0.0%	-	-	0.0%
506123	Settlement Costs	-	-	0.0%	-	-	0.0%
506127	Repairs - District Prop	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
TAXES							
507051	Fuel Tax	-	-	0.0%	-	-	0.0%
507201	Licenses & Permits	-	-	0.0%	-	-	0.0%
507999	Other Taxes	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Operations - 3200

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE							
509011 Dues/Subscriptions		-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo		-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program		-	-	0.0%	-	-	0.0%
509121 Employee Training		6,000	22,850	280.8%	16,850	6,000	-73.7%
509122 BOD Travel		-	-	0.0%	-	-	0.0%
509123 Travel		12,000	12,000	0.0%	-	12,000	0.0%
509125 Local Meeting Expense		-	-	0.0%	-	-	0.0%
509127 Board Director Fees		-	-	0.0%	-	-	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	18,000	34,850	93.6%	16,850	18,000	-48.4%
INTEREST EXPENSE							
511102 Interest Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS							
512011 Facility Lease		24,800	26,533	7.0%	1,733	27,705	4.4%
512061 Equipment Rental		-	-	0.0%	-	-	0.0%
	Totals	24,800	26,533	7.0%	1,733	27,705	4.4%
					-		
PERSONNEL TOTAL		2,164,674	2,498,737	15.4%	334,063	2,602,334	4.1%
NON-PERSONNEL TOTAL		598,800	88,243	-85.3%	(510,557)	72,565	-17.8%
DEPARTMENT TOTALS		2,763,474	2,586,980	-6.4%	(176,494)	2,674,899	3.4%

Attachment C

14C.55

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Bus Operators - 3300

ACCOUNT	Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR						
501011 Bus Operator Pay	7,861,291	7,919,793	0.7%	58,502	8,034,795	1.5%
501013 Bus Operator OT	1,000,000	1,000,000	0.0%	0	1,014,374	1.4%
501021 Other Salaries	-	-	0.0%	-	-	0.0%
501023 Other OT	-	-	0.0%	-	-	0.0%
Totals	8,861,291	8,919,793	0.7%	58,502	9,049,169	1.5%
FRINGE BENEFITS						
502011 Medicare/Soc. Sec.	154,212	154,872	0.4%	660	157,102	1.4%
502021 Retirement	2,582,557	2,851,001	10.4%	268,444	3,090,437	8.4%
502031 Medical Ins	3,057,154	3,275,290	7.1%	218,136	3,419,697	4.4%
502041 Dental Ins	185,247	182,645	-1.4%	(2,602)	185,344	1.5%
502045 Vision Ins	47,174	48,114	2.0%	940	49,557	3.0%
502051 Life Ins/AD&D	17,462	17,707	1.4%	245	18,238	3.0%
502060 State Disability Ins (SDI)	109,544	110,012	0.4%	469	114,945	4.5%
502061 Long Term Disability Ins	69,284	70,760	2.1%	1,476	69,397	-1.9%
502071 State Unemployment Ins (SUI)	27,759	25,962	-6.5%	(1,796)	27,906	7.5%
502081 Worker's Comp Ins	432,036	444,997	3.0%	12,961	458,346	3.0%
502101 Holiday Pay	293,761	295,302	0.5%	1,540	299,592	1.5%
502103 Floating Holiday	-	-	0.0%	-	-	0.0%
502109 Sick Leave	459,002	461,409	0.5%	2,407	468,113	1.5%
502111 Annual Leave	871,425	854,104	-2.0%	(17,321)	866,545	1.5%
502121 Other Paid Absence	68,850	69,211	0.5%	361	70,217	1.5%
502251 Phys. Exams	6,500	5,400	-16.9%	(1,100)	2,400	-55.6%
502253 Driver Lic Renewal	1,600	1,300	-18.8%	(300)	1,300	0.0%
502999 Other Fringe Benefits	5,469	5,554	1.6%	85	5,685	2.4%
Totals	8,389,036	8,873,641	5.8%	484,605	9,304,822	4.9%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Bus Operators - 3300

ACCOUNT	Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES						
503011 Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012 Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031 Prof/Technical Fees	-	-	0.0%	-	-	0.0%
503032 Legislative Services	-	-	0.0%	-	-	0.0%
503033 Legal Services	-	-	0.0%	-	-	0.0%
503034 Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041 Temp Help	-	-	0.0%	-	-	0.0%
503161 Custodial Services	-	-	0.0%	-	-	0.0%
503162 Uniforms/Laundry	2,000	2,000	0.0%	-	2,000	0.0%
503171 Security Services	-	-	0.0%	-	-	0.0%
503221 Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222 Legal Ads	-	-	0.0%	-	-	0.0%
503225 Graphic Services	-	-	0.0%	-	-	0.0%
503351 Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352 Repair - Equipment	-	-	0.0%	-	-	0.0%
503353 Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354 Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363 Haz Mat Disposal	-	-	0.0%	-	-	0.0%
Totals	2,000	2,000	0.0%	-	2,000	0.0%
MOBILE MATERIALS & SUPPLIES						
504011 Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012 Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021 Tires & Tubes	-	-	0.0%	-	-	0.0%
504161 Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191 Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

Attachment C

14C.57

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Bus Operators - 3300

ACCOUNT	Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	-	-	0.0%	-	-	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	-	-	0.0%	-	-	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	-	-	0.0%	-	-	0.0%
504315 Safety Supplies	-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Bus Operators - 3300

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE							
509011 Dues/Subscriptions		-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo		-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program		3,900	3,000	-23.1%	(900)	3,000	0.0%
509121 Employee Training		-	2,000	100.0%	2,000	2,000	0.0%
509122 BOD Travel		-	-	0.0%	-	-	0.0%
509123 Travel		-	-	0.0%	-	-	0.0%
509125 Local Meeting Expense		-	-	0.0%	-	-	0.0%
509127 Board Director Fees		-	-	0.0%	-	-	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	3,900	5,000	28.2%	1,100	5,000	0.0%
INTEREST EXPENSE							
511102 Interest Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS							
512011 Facility Lease		-	-	0.0%	-	-	0.0%
512061 Equipment Rental		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL		17,250,327	17,793,434	3.1%	543,107	18,353,991	3.2%
NON-PERSONNEL TOTAL		5,900	7,000	18.6%	1,100	7,000	0.0%
DEPARTMENT TOTALS		17,256,227	17,800,434	3.2%	544,207	18,360,991	3.1%

Attachment C

14C.59

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Fleet Maintenance - 4100

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR							
501011	Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013	Bus Operator OT	-	-	0.0%	-	-	0.0%
501021	Other Salaries	2,115,736	2,026,194	-4.2%	(89,542)	2,066,605	2.0%
501023	Other OT	142,850	243,143	70.2%	100,293	247,993	2.0%
	Totals	2,258,586	2,269,338	0.5%	10,752	2,314,598	2.0%
FRINGE BENEFITS							
502011	Medicare/Soc. Sec.	39,898	39,673	-0.6%	(225)	40,454	2.0%
502021	Retirement	699,220	734,165	5.0%	34,946	799,944	9.0%
502031	Medical Ins	903,921	904,357	0.0%	435	945,621	4.6%
502041	Dental Ins	57,371	51,325	-10.5%	(6,045)	52,084	1.5%
502045	Vision Ins	11,832	12,029	1.7%	197	12,389	3.0%
502051	Life Ins/AD&D	4,581	4,452	-2.8%	(128)	4,586	3.0%
502060	State Disability Ins (SDI)	28,124	27,825	-1.1%	(299)	29,270	5.2%
502061	Long Term Disability Ins	17,733	17,713	-0.1%	(20)	17,413	-1.7%
502071	State Unemployment Ins (SUI)	7,030	6,491	-7.7%	(539)	6,886	6.1%
502081	Worker's Comp Ins	107,287	110,505	3.0%	3,218	113,821	3.0%
502101	Holiday Pay	80,269	76,705	-4.4%	(3,564)	78,213	2.0%
502103	Floating Holiday	10,004	6,022	-39.8%	(3,982)	6,022	0.0%
502109	Sick Leave	120,403	115,058	-4.4%	(5,345)	117,320	2.0%
502111	Annual Leave	263,511	250,965	-4.8%	(12,547)	255,435	1.8%
502121	Other Paid Absence	18,813	17,978	-4.4%	(835)	18,331	2.0%
502251	Phys. Exams	1,900	1,900	0.0%	-	1,900	0.0%
502253	Driver Lic Renewal	250	250	0.0%	-	250	0.0%
502999	Other Fringe Benefits	4,971	3,039	-38.9%	(1,932)	3,071	1.1%
	Totals	2,377,117	2,380,451	0.1%	3,334	2,503,011	5.1%

Attachment C

14C.60

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Fleet Maintenance - 4100

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES							
503011	Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012	Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031	Prof/Technical Fees	40,000	-	-100.0%	(40,000)	-	0.0%
503032	Legislative Services	-	-	0.0%	-	-	0.0%
503033	Legal Services	-	-	0.0%	-	-	0.0%
503034	Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041	Temp Help	-	-	0.0%	-	-	0.0%
503161	Custodial Services	-	-	0.0%	-	-	0.0%
503162	Uniforms/Laundry	16,000	16,000	0.0%	-	16,000	0.0%
503171	Security Services	-	-	0.0%	-	-	0.0%
503221	Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222	Legal Ads	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	-	0.0%	-	-	0.0%
503351	Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352	Repair - Equipment	56,000	40,000	-28.6%	(16,000)	40,000	0.0%
503353	Repair - Rev Vehicle	400,000	500,000	25.0%	100,000	500,000	0.0%
503354	Repair - Non Rev Vehicle	33,000	25,000	-24.2%	(8,000)	25,000	0.0%
503363	Haz Mat Disposal	-	-	0.0%	-	-	0.0%
	Totals	545,000	581,000	6.6%	36,000	581,000	0.0%
MOBILE MATERIALS & SUPPLIES							
504011	Fuels & Lubricants - Non Rev Veh	60,000	71,000	18.3%	11,000	71,000	0.0%
504012	Fuels & Lubricants - Rev Veh	1,873,500	1,500,000	-19.9%	(373,500)	1,500,000	0.0%
504021	Tires & Tubes	200,000	188,500	-5.8%	(11,500)	188,500	0.0%
504161	Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	1,200,000	900,000	-25.0%	(300,000)	900,000	0.0%
	Totals	3,333,500	2,659,500	-20.2%	(674,000)	2,659,500	0.0%

Attachment C

14C.61

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Fleet Maintenance - 4100

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES							
504205	Freight Out	7,500	8,000	6.7%	500	8,000	0.0%
504211	Postage & Mailing	-	-	0.0%	-	-	0.0%
504214	Promotional Items	-	-	0.0%	-	-	0.0%
504215	Printing	1,600	1,000	-37.5%	(600)	1,000	0.0%
504217	Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311	Office Supplies	1,500	1,500	0.0%	-	1,500	0.0%
504315	Safety Supplies	9,000	18,000	100.0%	9,000	18,000	0.0%
504317	Cleaning Supplies	6,000	6,500	8.3%	500	6,500	0.0%
504409	Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417	Tenant Repairs	-	-	0.0%	-	-	0.0%
504421	Non-Inventory Parts	85,000	50,000	-41.2%	(35,000)	50,000	0.0%
504511	Small Tools	8,000	8,500	6.3%	500	8,500	0.0%
504515	Employee Tool Replacement	3,000	3,000	0.0%	-	3,000	0.0%
	Totals	121,600	96,500	-20.6%	(25,100)	96,500	0.0%
UTILITIES							
505011	Gas & Electric	-	-	0.0%	-	-	0.0%
505021	Water & Garbage	-	-	0.0%	-	-	0.0%
505031	Telecommunications	50,000	30,000	-40.0%	(20,000)	30,000	0.0%
	Totals	50,000	30,000	-40.0%	(20,000)	30,000	0.0%
CASUALTY & LIABILITY							
506011	Insurance - Property	-	-	0.0%	-	-	0.0%
506015	Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021	Insurance - Other	-	-	0.0%	-	-	0.0%
506123	Settlement Costs	-	-	0.0%	-	-	0.0%
506127	Repairs - District Prop	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
TAXES							
507051	Fuel Tax	15,000	15,000	0.0%	-	15,000	0.0%
507201	Licenses & Permits	-	-	0.0%	-	-	0.0%
507999	Other Taxes	-	-	0.0%	-	-	0.0%
	Totals	15,000	15,000	0.0%	-	15,000	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Fleet Maintenance - 4100

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE							
509011 Dues/Subscriptions		7,000	7,000	0.0%	-	7,000	0.0%
509081 Advertising - District Promo		-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program		-	-	0.0%	-	-	0.0%
509121 Employee Training		116,500	116,500	0.0%	-	116,500	0.0%
509122 BOD Travel		-	-	0.0%	-	-	0.0%
509123 Travel		5,000	5,000	0.0%	-	5,000	0.0%
509125 Local Meeting Expense		-	-	0.0%	-	-	0.0%
509127 Board Director Fees		-	-	0.0%	-	-	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	128,500	128,500	0.0%	-	128,500	0.0%
INTEREST EXPENSE							
511102 Interest Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS							
512011 Facility Lease		-	-	0.0%	-	-	0.0%
512061 Equipment Rental		-	1,300	100.0%	1,300	1,300	0.0%
	Totals	-	1,300	100.0%	1,300	1,300	0.0%
PERSONNEL TOTAL		4,635,703	4,649,788	0.3%	14,085	4,817,608	3.6%
NON-PERSONNEL TOTAL		4,193,600	3,511,800	-16.3%	(681,800)	3,511,800	0.0%
DEPARTMENT TOTALS		8,829,303	8,161,588	-7.6%	(667,715)	8,329,408	2.1%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
COBRA Benefits - 9001

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR							
501011	Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013	Bus Operator OT	-	-	0.0%	-	-	0.0%
501021	Other Salaries	-	-	0.0%	-	-	0.0%
501023	Other OT	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
FRINGE BENEFITS							
502011	Medicare/Soc. Sec.	-	-	0.0%	-	-	0.0%
502021	Retirement	-	-	0.0%	-	-	0.0%
502031	Medical Ins	-	-	0.0%	-	-	0.0%
502041	Dental Ins	-	-	0.0%	-	-	0.0%
502045	Vision Ins	-	-	0.0%	-	-	0.0%
502051	Life Ins/AD&D	-	-	0.0%	-	-	0.0%
502060	State Disability Ins (SDI)	-	-	0.0%	-	-	0.0%
502061	Long Term Disability Ins	-	-	0.0%	-	-	0.0%
502071	State Unemployment Ins (SUI)	-	-	0.0%	-	-	0.0%
502081	Worker's Comp Ins	-	-	0.0%	-	-	0.0%
502101	Holiday Pay	-	-	0.0%	-	-	0.0%
502103	Floating Holiday	-	-	0.0%	-	-	0.0%
502109	Sick Leave	-	-	0.0%	-	-	0.0%
502111	Annual Leave	-	-	0.0%	-	-	0.0%
502121	Other Paid Absence	-	-	0.0%	-	-	0.0%
502251	Phys. Exams	-	-	0.0%	-	-	0.0%
502253	Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999	Other Fringe Benefits	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
COBRA Benefits - 9001

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES							
503011	Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012	Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031	Prof/Technical Fees	-	-	0.0%	-	-	0.0%
503032	Legislative Services	-	-	0.0%	-	-	0.0%
503033	Legal Services	-	-	0.0%	-	-	0.0%
503034	Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041	Temp Help	-	-	0.0%	-	-	0.0%
503161	Custodial Services	-	-	0.0%	-	-	0.0%
503162	Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171	Security Services	-	-	0.0%	-	-	0.0%
503221	Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222	Legal Ads	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	-	0.0%	-	-	0.0%
503351	Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352	Repair - Equipment	-	-	0.0%	-	-	0.0%
503353	Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354	Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363	Haz Mat Disposal	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
MOBILE MATERIALS & SUPPLIES							
504011	Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012	Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021	Tires & Tubes	-	-	0.0%	-	-	0.0%
504161	Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
COBRA Benefits - 9001

ACCOUNT	Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	-	-	0.0%	-	-	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	-	-	0.0%	-	-	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	-	-	0.0%	-	-	0.0%
504315 Safety Supplies	-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
COBRA Benefits - 9001

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE							
509011 Dues/Subscriptions		-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo		-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program		-	-	0.0%	-	-	0.0%
509121 Employee Training		-	-	0.0%	-	-	0.0%
509122 BOD Travel		-	-	0.0%	-	-	0.0%
509123 Travel		-	-	0.0%	-	-	0.0%
509125 Local Meeting Expense		-	-	0.0%	-	-	0.0%
509127 Board Director Fees		-	-	0.0%	-	-	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
INTEREST EXPENSE							
511102 Interest Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS							
512011 Facility Lease		-	-	0.0%	-	-	0.0%
512061 Equipment Rental		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
					-		
PERSONNEL TOTAL		-	-	0.0%	-	-	0.0%
NON-PERSONNEL TOTAL		-	-	0.0%	-	-	0.0%
DEPARTMENT TOTALS		-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Retired Employee Benefits - 9005

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR							
501011	Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013	Bus Operator OT	-	-	0.0%	-	-	0.0%
501021	Other Salaries	-	-	0.0%	-	-	0.0%
501023	Other OT	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
FRINGE BENEFITS							
502011	Medicare/Soc. Sec.	-	-	0.0%	-	-	0.0%
502021	Retirement	-	-	0.0%	-	-	0.0%
502031	Medical Ins	2,941,179	3,206,400	9.0%	265,221	3,366,720	5.0%
502041	Dental Ins	103,816	69,649	-32.9%	(34,167)	69,649	0.0%
502045	Vision Ins	26,345	20,579	-21.9%	(5,766)	21,197	3.0%
502051	Life Ins/AD&D	7,240	7,458	3.0%	217	7,681	3.0%
502060	State Disability Ins (SDI)	-	-	0.0%	-	-	0.0%
502061	Long Term Disability Ins	-	-	0.0%	-	-	0.0%
502071	State Unemployment Ins (SUI)	-	-	0.0%	-	-	0.0%
502081	Worker's Comp Ins	-	-	0.0%	-	-	0.0%
502101	Holiday Pay	-	-	0.0%	-	-	0.0%
502103	Floating Holiday	-	-	0.0%	-	-	0.0%
502109	Sick Leave	-	-	0.0%	-	-	0.0%
502111	Annual Leave	-	-	0.0%	-	-	0.0%
502121	Other Paid Absence	-	-	0.0%	-	-	0.0%
502251	Phys. Exams	-	-	0.0%	-	-	0.0%
502253	Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999	Other Fringe Benefits	4,374	4,593	5.0%	219	4,822	5.0%
	Totals	3,082,954	3,308,678	7.3%	225,724	3,470,069	4.9%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Retired Employee Benefits - 9005

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES							
503011	Accting/Audit Fees	-	-	0.0%	-	-	0.0%
503012	Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031	Prof/Technical Fees	-	-	0.0%	-	-	0.0%
503032	Legislative Services	-	-	0.0%	-	-	0.0%
503033	Legal Services	-	-	0.0%	-	-	0.0%
503034	Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041	Temp Help	-	-	0.0%	-	-	0.0%
503161	Custodial Services	-	-	0.0%	-	-	0.0%
503162	Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171	Security Services	-	-	0.0%	-	-	0.0%
503221	Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222	Legal Ads	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	-	0.0%	-	-	0.0%
503351	Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352	Repair - Equipment	-	-	0.0%	-	-	0.0%
503353	Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354	Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363	Haz Mat Disposal	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
MOBILE MATERIALS & SUPPLIES							
504011	Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012	Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021	Tires & Tubes	-	-	0.0%	-	-	0.0%
504161	Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Retired Employee Benefits - 9005

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES							
504205	Freight Out	-	-	0.0%	-	-	0.0%
504211	Postage & Mailing	-	-	0.0%	-	-	0.0%
504214	Promotional Items	-	-	0.0%	-	-	0.0%
504215	Printing	-	-	0.0%	-	-	0.0%
504217	Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311	Office Supplies	-	-	0.0%	-	-	0.0%
504315	Safety Supplies	-	-	0.0%	-	-	0.0%
504317	Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409	Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417	Tenant Repairs	-	-	0.0%	-	-	0.0%
504421	Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511	Small Tools	-	-	0.0%	-	-	0.0%
504515	Employee Tool Replacement	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
UTILITIES							
505011	Gas & Electric	-	-	0.0%	-	-	0.0%
505021	Water & Garbage	-	-	0.0%	-	-	0.0%
505031	Telecommunications	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY							
506011	Insurance - Property	-	-	0.0%	-	-	0.0%
506015	Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021	Insurance - Other	-	-	0.0%	-	-	0.0%
506123	Settlement Costs	-	-	0.0%	-	-	0.0%
506127	Repairs - District Prop	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
TAXES							
507051	Fuel Tax	-	-	0.0%	-	-	0.0%
507201	Licenses & Permits	-	-	0.0%	-	-	0.0%
507999	Other Taxes	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
Retired Employee Benefits - 9005

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE							
509011 Dues/Subscriptions		-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo		-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program		-	-	0.0%	-	-	0.0%
509121 Employee Training		-	-	0.0%	-	-	0.0%
509122 BOD Travel		-	-	0.0%	-	-	0.0%
509123 Travel		-	-	0.0%	-	-	0.0%
509125 Local Meeting Expense		-	-	0.0%	-	-	0.0%
509127 Board Director Fees		-	-	0.0%	-	-	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
INTEREST EXPENSE							
511102 Interest Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS							
512011 Facility Lease		-	-	0.0%	-	-	0.0%
512061 Equipment Rental		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL		3,082,954	3,308,678	7.3%	- 225,724	3,470,069	4.9%
NON-PERSONNEL TOTAL		-	-	0.0%	-	-	0.0%
DEPARTMENT TOTALS		3,082,954	3,308,678	7.3%	225,724	3,470,069	4.9%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
SCCIC - 700

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
LABOR							
501011	Bus Operator Pay	-	-	0.0%	-	-	0.0%
501013	Bus Operator OT	-	-	0.0%	-	-	0.0%
501021	Other Salaries	-	-	0.0%	-	-	0.0%
501023	Other OT	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
FRINGE BENEFITS							
502011	Medicare/Soc. Sec.	-	-	0.0%	-	-	0.0%
502021	Retirement	-	-	0.0%	-	-	0.0%
502031	Medical Ins	-	-	0.0%	-	-	0.0%
502041	Dental Ins	-	-	0.0%	-	-	0.0%
502045	Vision Ins	-	-	0.0%	-	-	0.0%
502051	Life Ins/AD&D	-	-	0.0%	-	-	0.0%
502060	State Disability Ins (SDI)	-	-	0.0%	-	-	0.0%
502061	Long Term Disability Ins	-	-	0.0%	-	-	0.0%
502071	State Unemployment Ins (SUI)	-	-	0.0%	-	-	0.0%
502081	Worker's Comp Ins	-	-	0.0%	-	-	0.0%
502101	Holiday Pay	-	-	0.0%	-	-	0.0%
502103	Floating Holiday	-	-	0.0%	-	-	0.0%
502109	Sick Leave	-	-	0.0%	-	-	0.0%
502111	Annual Leave	-	-	0.0%	-	-	0.0%
502121	Other Paid Absence	-	-	0.0%	-	-	0.0%
502251	Phys. Exams	-	-	0.0%	-	-	0.0%
502253	Driver Lic Renewal	-	-	0.0%	-	-	0.0%
502999	Other Fringe Benefits	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
SCCIC - 700

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
SERVICES							
503011	Accting/Audit Fees	250	250	0.0%	-	250	0.0%
503012	Admin/Bank Fees	-	-	0.0%	-	-	0.0%
503031	Prof/Technical Fees	-	-	0.0%	-	-	0.0%
503032	Legislative Services	-	-	0.0%	-	-	0.0%
503033	Legal Services	-	-	0.0%	-	-	0.0%
503034	Pre-Employment Exams	-	-	0.0%	-	-	0.0%
503041	Temp Help	-	-	0.0%	-	-	0.0%
503161	Custodial Services	-	-	0.0%	-	-	0.0%
503162	Uniforms/Laundry	-	-	0.0%	-	-	0.0%
503171	Security Services	-	-	0.0%	-	-	0.0%
503221	Classified/Legal Ads	-	-	0.0%	-	-	0.0%
503222	Legal Ads	-	-	0.0%	-	-	0.0%
503225	Graphic Services	-	-	0.0%	-	-	0.0%
503351	Repair - Bldg & Impr	-	-	0.0%	-	-	0.0%
503352	Repair - Equipment	-	-	0.0%	-	-	0.0%
503353	Repair - Rev Vehicle	-	-	0.0%	-	-	0.0%
503354	Repair - Non Rev Vehicle	-	-	0.0%	-	-	0.0%
503363	Haz Mat Disposal	-	-	0.0%	-	-	0.0%
	Totals	250	250	0.0%	-	250	0.0%
MOBILE MATERIALS & SUPPLIES							
504011	Fuels & Lubricants - Non Rev Veh	-	-	0.0%	-	-	0.0%
504012	Fuels & Lubricants - Rev Veh	-	-	0.0%	-	-	0.0%
504021	Tires & Tubes	-	-	0.0%	-	-	0.0%
504161	Other Mobile Supplies	-	-	0.0%	-	-	0.0%
504191	Rev Vehicle Parts	-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%

Attachment C

14C.73

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
SCCIC - 700

ACCOUNT	Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
OTHER MATERIALS & SUPPLIES						
504205 Freight Out	-	-	0.0%	-	-	0.0%
504211 Postage & Mailing	-	-	0.0%	-	-	0.0%
504214 Promotional Items	-	-	0.0%	-	-	0.0%
504215 Printing	-	-	0.0%	-	-	0.0%
504217 Photo Supp/Process	-	-	0.0%	-	-	0.0%
504311 Office Supplies	-	-	0.0%	-	-	0.0%
504315 Safety Supplies	-	-	0.0%	-	-	0.0%
504317 Cleaning Supplies	-	-	0.0%	-	-	0.0%
504409 Repair/Maint Supplies	-	-	0.0%	-	-	0.0%
504417 Tenant Repairs	-	-	0.0%	-	-	0.0%
504421 Non-Inventory Parts	-	-	0.0%	-	-	0.0%
504511 Small Tools	-	-	0.0%	-	-	0.0%
504515 Employee Tool Replacement	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
UTILITIES						
505011 Gas & Electric	-	-	0.0%	-	-	0.0%
505021 Water & Garbage	-	-	0.0%	-	-	0.0%
505031 Telecommunications	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
CASUALTY & LIABILITY						
506011 Insurance - Property	-	-	0.0%	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%	-	-	0.0%
506021 Insurance - Other	-	-	0.0%	-	-	0.0%
506123 Settlement Costs	-	-	0.0%	-	-	0.0%
506127 Repairs - District Prop	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%
TAXES						
507051 Fuel Tax	-	-	0.0%	-	-	0.0%
507201 Licenses & Permits	-	-	0.0%	-	-	0.0%
507999 Other Taxes	-	-	0.0%	-	-	0.0%
Totals	-	-	0.0%	-	-	0.0%

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 & FY21 OPERATING BUDGET
SCCIC - 700

ACCOUNT		Jun-18 BUDGET FY19	Jun-19 BUDGET FY20	% CHANGE BUDG FY19 BUDG FY20	$ CHANGE BUDG FY19 BUDG FY20	Jun-19 BUDGET FY21	% CHANGE BUDG FY20 BUDG FY21
MISC EXPENSE							
509011 Dues/Subscriptions		-	-	0.0%	-	-	0.0%
509081 Advertising - District Promo		-	-	0.0%	-	-	0.0%
509101 Employee Incentive Program		-	-	0.0%	-	-	0.0%
509121 Employee Training		-	-	0.0%	-	-	0.0%
509122 BOD Travel		-	-	0.0%	-	-	0.0%
509123 Travel		-	-	0.0%	-	-	0.0%
509125 Local Meeting Expense		-	-	0.0%	-	-	0.0%
509127 Board Director Fees		-	-	0.0%	-	-	0.0%
509150 Contributions		-	-	0.0%	-	-	0.0%
509198 Cash Over/Short		-	-	0.0%	-	-	0.0%
509999 Other Misc Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
INTEREST EXPENSE							
511102 Interest Expense		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
LEASES & RENTALS							
512011 Facility Lease		-	-	0.0%	-	-	0.0%
512061 Equipment Rental		-	-	0.0%	-	-	0.0%
	Totals	-	-	0.0%	-	-	0.0%
PERSONNEL TOTAL		-	-	0.0%	-	-	0.0%
NON-PERSONNEL TOTAL		250	250	0.0%	-	250	0.0%
DEPARTMENT TOTALS		250	250	0.0%	-	250	0.0%

Attachment C

14C.75

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FY20 & FY21 OPERATING BUDGET
Authorized and Funded Personnel - Full Time Equivalent (FTE)
Summary

Position Title	Authorized FY20 2018	Funded FY 20 2018	Authorized **FY 20 2019**	Funded **FY20 2019**	Authorized **FY21 2019**	Funded **FY 21 2019**
Administration - 1100	5.00	4.00	5.00	4.00	5.00	4.00
Finance - 1200	10.50	9.00	9.00	8.00	9.00	8.00
Customer Service - 1300	18.25	16.00	19.25	17.00	19.25	17.00
Human Resources - 1400	8.00	6.00	8.00	6.00	8.00	6.00
Information Technology - 1500	7.00	5.00	7.00	5.00	7.00	5.00
Planning, Grants, Governmental Affairs - 1600	11.00	5.00	12.00	6.00	12.00	6.00
District Counsel - 1700	3.00	0.00	3.00	0.00	3.00	0.00
Safety, Security, and Risk Management - 1800	3.00	2.00	3.00	2.00	3.00	2.00
Purchasing - 1900	9.00	8.00	10.00	9.00	10.00	9.00
Facilities Maintenance - 2200	22.00	17.00	23.00	18.00	23.00	18.00
Paratransit - 3100	53.00	44.00	54.00	43.00	54.00	43.00
Operations - 3200	22.00	16.00	22.00	18.00	22.00	18.00
Bus Operators - 3300	171.00	155.00	171.00	154.00	171.00	153.00
Fleet Maintenance - 4100	57.00	39.00	58.00	38.00	58.00	38.00
Total Full-Time Equivalents (FTEs)	399.75	326.00	404.25	328.00	404.25	327.00

**** New Titles contingent upon Board Approval of the Final SEIU Position Descriptions**

Attachment D

14D.1

FY20 & FY21 OPERATING BUDGET
Authorized and Funded Personnel - Full Time Equivalent (FTE)
Administration - 1100

Position Title	Authorized FY20 2018	Funded FY 20 2018	Authorized **FY 20 2019**	Funded **FY20 2019**	Authorized **FY21 2019**	Funded **FY 21 2019**
CEO/General Manager	1.00	1.00	1.00	1.00	1.00	1.00
Chief Operations Officer	1.00	1.00	1.00	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	2.00	1.00	2.00	1.00	2.00	1.00
Total Full-Time Equivalents (FTEs)	5.00	4.00	5.00	4.00	5.00	4.00

Attachment D

14D.2

FY20 & FY21 OPERATING BUDGET
Authorized and Funded Personnel - Full Time Equivalent (FTE)
Finance - 1200

Position Title	Authorized FY20 2018	Funded FY 20 2018	Authorized **FY 20 2019**	Funded **FY20 2019**	Authorized **FY21 2019**	Funded **FY 21 2019**
Chief Financial Officer (CFO)	1.00	1.00	1.00	1.00	1.00	1.00
Finance Deputy Director	1.00	1.00	1.00	1.00	1.00	1.00
Senior Accountant	0.50	0.00	0.00	0.00	0.00	0.00
Accountant II	1.00	1.00	1.00	1.00	1.00	1.00
Accounting Specialist	1.00	1.00	1.00	1.00	1.00	1.00
Senior Accounting Tech	1.00	1.00	1.00	1.00	1.00	1.00
Senior Payroll Specialist	1.00	1.00	1.00	1.00	1.00	1.00
**Revenue Account Coordinator*	1.00	1.00	0.00	0.00	0.00	0.00
Senior Financial Analyst	1.00	1.00	1.00	1.00	1.00	1.00
Financial Analyst	1.00	1.00	1.00	1.00	1.00	1.00
**Revenue Collection Clerk	1.00	0.00	1.00	0.00	1.00	0.00
Total Full-Time Equivalents (FTEs)	10.50	9.00	9.00	8.00	9.00	8.00

* Transferred to Marketing, Communications & Customer Service

**** New Titles contingent upon Board Approval of the Final SEIU Position Descriptions**

Attachment D

14D.3

FY20 & FY21 OPERATING BUDGET
Authorized and Funded Personnel - Full Time Equivalent (FTE)
Marketing, Communications & Customer Service - 1300

Position Title	Authorized FY20 2018	Funded FY 20 2018	Authorized **FY 20 2019**	Funded **FY20 2019**	Authorized **FY21 2019**	Funded **FY 21 2019**
Marketing, Communications and Customer Service Director	1.00	1.00	1.00	1.00	1.00	1.00
** Customer Service Supervisor	2.00	2.00	2.00	2.00	2.00	2.00
Customer Service Representative	12.00	12.00	12.00	12.00	12.00	12.00
Senior Customer Service Representative	2.00	0.00	2.00	0.00	2.00	0.00
Administrative Assistant	1.25	1.00	1.25	1.00	1.25	1.00
**Revenue Account Coordinator*	0.00	0.00	1.00	1.00	1.00	1.00
Total Full-Time Equivalents (FTEs)	18.25	16.00	19.25	17.00	19.25	17.00

* Transferred from Finance

**** New Titles contingent upon Board Approval of the Final SEIU Position Descriptions**

Attachment D

14D.4

FY20 & FY21 OPERATING BUDGET
Authorized and Funded Personnel - Full Time Equivalent (FTE)
Human Resources - 1400

Position Title	Authorized FY20 2018	Funded FY 20 2018	Authorized **FY 20 2019**	Funded **FY20 2019**	Authorized **FY21 2019**	Funded **FY 21 2019**
Human Resources Director	1.00	1.00	1.00	1.00	1.00	1.00
Human Resources Deputy Director	1.00	1.00	1.00	1.00	1.00	1.00
**Human Resources Technician	1.00	1.00	1.00	1.00	1.00	1.00
**Principal Human Resources Generalist	1.00	1.00	1.00	1.00	1.00	1.00
**Benefits Technician	1.00	1.00	1.00	1.00	1.00	1.00
Human Resources Specialist	1.00	0.00	1.00	0.00	1.00	0.00
Human Resources Clerk	1.00	0.00	1.00	0.00	1.00	0.00
**Paralegal II	1.00	1.00	1.00	1.00	1.00	1.00
Total Full-Time Equivalents (FTEs)	8.00	6.00	8.00	6.00	8.00	6.00

**** New Titles contingent upon Board Approval of the Final SEIU Position Descriptions**

Attachment D

14D.5

FY20 & FY21 OPERATING BUDGET
Authorized and Funded Personnel - Full Time Equivalent (FTE)
Information Technology - 1500

Position Title	Authorized FY20 2018	Funded FY 20 2018	Authorized **FY 20 2019**	Funded **FY20 2019**	Authorized **FY21 2019**	Funded **FY 21 2019**
Information Technology and ITS Director	1.00	1.00	1.00	1.00	1.00	1.00
Asst Manager of Information Technology	1.00	0.00	1.00	0.00	1.00	0.00
Senior Database Administrator	1.00	1.00	1.00	1.00	1.00	1.00
Database Administrator	1.00	1.00	1.00	1.00	1.00	1.00
Systems Administrator/Senior	1.00	1.00	1.00	1.00	1.00	1.00
**Information Technology Support Analyst I/II	2.00	1.00	2.00	1.00	2.00	1.00
Total Full-Time Equivalents (FTEs)	7.00	5.00	7.00	5.00	7.00	5.00

**** New Titles contingent upon Board Approval of the Final SEIU Position Descriptions**

Attachment D

14D.6

FY20 & FY21 OPERATING BUDGET
Authorized and Funded Personnel - Full Time Equivalent (FTE)
Planning, Grants, Governmental Affairs - 1600

Position Title	Authorized FY20 2018	Funded FY 20 2018	Authorized **FY 20 2019**	Funded **FY20 2019**	Authorized **FY21 2019**	Funded **FY 21 2019**
Planning and Development Director	1.00	1.00	1.00	1.00	1.00	1.00
Grants/Legislative Analyst	2.00	1.00	2.00	1.00	2.00	1.00
Transportation Planning Supervisor	1.00	0.00	1.00	0.00	1.00	0.00
**Transportation Planner I	1.00	0.00	1.00	0.00	1.00	0.00
Senior Transportation Planner	1.00	0.00	1.00	0.00	1.00	0.00
**Transportation Planner II	1.00	1.00	1.00	1.00	1.00	1.00
Transit Surveyor	1.00	0.00	1.00	0.00	1.00	0.00
**Planning Aide*	0.00	0.00	1.00	1.00	1.00	1.00
**Planning Data Analyst	1.00	1.00	1.00	1.00	1.00	1.00
Schedule Analyst	2.00	1.00	2.00	1.00	2.00	1.00
Total Full-Time Equivalents (FTEs)	11.00	5.00	12.00	6.00	12.00	6.00

*Provisional position

**** New Titles contingent upon Board Approval of the Final SEIU Position Descriptions**

Attachment D

14D.7

FY20 & FY21 OPERATING BUDGET
Authorized and Funded Personnel - Full Time Equivalent (FTE)
District Counsel - 1700

Position Title	Authorized FY20 2018	Funded FY 20 2018	Authorized **FY 20 2019**	Funded **FY20 2019**	Authorized **FY21 2019**	Funded **FY 21 2019**
District Counsel	1.00	0.00	1.00	0.00	1.00	0.00
**Paralegal II*	1.00	0.00	1.00	0.00	1.00	0.00
Administrative Assistant	1.00	0.00	1.00	0.00	1.00	0.00
Total Full-Time Equivalents (FTEs)	3.00	0.00	3.00	0.00	3.00	0.00

* Transferred to Human Resources as Paralegal with HR Duties

**** New Titles contingent upon Board Approval of the Final SEIU Position Descriptions**

Attachment D

14D.8

FY20 & FY21 OPERATING BUDGET
Authorized and Funded Personnel - Full Time Equivalent (FTE)
Safety, Security, and Risk Management - 1800

Position Title	Authorized FY20 2018	Funded FY 20 2018	Authorized **FY 20 2019**	Funded **FY20 2019**	Authorized **FY21 2019**	Funded **FY 21 2019**
**Claims Technician II	1.00	0.00	1.00	0.00	1.00	0.00
**Safety and Training Program Specialist I	1.00	1.00	1.00	1.00	1.00	1.00
Safety, Security and Risk Director	1.00	1.00	1.00	1.00	1.00	1.00
Total Full-Time Equivalents (FTEs)	3.00	2.00	3.00	2.00	3.00	2.00

**** New Titles contingent upon Board Approval of the Final SEIU Position Descriptions**

Attachment D

FY20 & FY21 OPERATING BUDGET
Authorized and Funded Personnel - Full Time Equivalent (FTE)
Purchasing - 1900

Position Title	Authorized FY20 2018	Funded FY 20 2018	Authorized **FY 20 2019**	Funded **FY20 2019**	Authorized **FY21 2019**	Funded **FY 21 2019**
Purchasing and Special Projects Director	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Specialist	1.00	1.00	1.00	1.00	1.00	1.00
Purchasing Agent	1.00	0.00	1.00	0.00	1.00	0.00
**Purchasing Assistant	1.00	1.00	1.00	1.00	1.00	1.00
**Buyer	0.00	0.00	1.00	1.00	1.00	1.00
Parts and Materials Supervisor	1.00	1.00	1.00	1.00	1.00	1.00
**Lead Parts and Materials Clerk	1.00	1.00	1.00	1.00	1.00	1.00
**Parts and Materials Clerk	2.00	2.00	3.00	3.00	3.00	3.00
**Administrative Clerk	1.00	1.00	0.00	0.00	0.00	0.00
Total Full-Time Equivalents (FTEs)	9.00	8.00	10.00	9.00	10.00	9.00

**** New Titles contingent upon Board Approval of the Final SEIU Position Descriptions**

Attachment D

14D.10

FY20 & FY21 OPERATING BUDGET
Authorized and Funded Personnel - Full Time Equivalent (FTE)
Facilities Maintenance - 2200

Position Title	Authorized FY20 2018	Funded FY 20 2018	Authorized **FY 20 2019**	Funded **FY20 2019**	Authorized **FY21 2019**	Funded **FY 21 2019**
Facilities Maintenance Manager	1.00	0.00	1.00	1.00	1.00	1.00
Facilities Maintenance Supervisor	1.00	1.00	1.00	1.00	1.00	1.00
**Lead Facilities Maintenance Worker	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Specialist	1.00	1.00	1.00	1.00	1.00	1.00
Facilities Maintenance Worker II	7.00	6.00	7.00	6.00	7.00	6.00
Facilities Maintenance Worker I	2.00	0.00	2.00	0.00	2.00	0.00
**Custodial Supervisor	1.00	1.00	1.00	1.00	1.00	1.00
**Lead Custodial Service Worker	0.00	0.00	1.00	1.00	1.00	1.00
**Custodial Service Worker	7.00	7.00	7.00	6.00	7.00	6.00
Administrative Assistant	1.00	0.00	1.00	0.00	1.00	0.00
Total Full-Time Equivalents (FTEs)	22.00	17.00	23.00	18.00	23.00	18.00

**** New Titles contingent upon Board Approval of the Final SEIU Position Descriptions**

Attachment D

14D.11

FY20 & FY21 OPERATING BUDGET
Authorized and Funded Personnel - Full Time Equivalent (FTE)
Paratransit - 3100

Position Title	Authorized FY20 2018	Funded FY 20 2018	Authorized **FY 20 2019**	Funded **FY20 2019**	Authorized **FY21 2019**	Funded **FY 21 2019**
Operations Manager: Paratransit Division	1.00	1.00	1.00	1.00	1.00	1.00
Assistant Operations Manager: Paratransit*	1.00	1.00	1.00	0.00	1.00	0.00
Accessible Services Coordinator	1.00	1.00	1.00	1.00	1.00	1.00
Paratransit Eligibility Coordinator	1.00	1.00	1.00	1.00	1.00	1.00
Reservation & Scheduling Coord	1.00	0.00	1.00	0.00	1.00	0.00
Safety/Road Response Coord	1.00	0.00	1.00	0.00	1.00	0.00
Dispatcher/Scheduler	4.00	4.00	4.00	4.00	4.00	4.00
Dispatcher	5.00	3.00	5.00	3.00	5.00	3.00
Clerk I-II-III	2.00	1.00	2.00	1.00	2.00	1.00
Van Operator	34.00	30.00	34.00	30.00	34.00	30.00
Paratransit Supervisor	2.00	2.00	3.00	2.00	3.00	2.00
Total Full-Time Equivalents (FTEs)	53.00	44.00	54.00	43.00	54.00	43.00

* Transferred to Operations

Attachment D

14D.12

FY20 & FY21 OPERATING BUDGET
Authorized and Funded Personnel - Full Time Equivalent (FTE)
Operations - 3200

Position Title	Authorized FY20 2018	Funded FY 20 2018	Authorized **FY 20 2019**	Funded **FY20 2019**	Authorized **FY21 2019**	Funded **FY 21 2019**
Assistant Operations Manager*	1.00	0.00	1.00	1.00	1.00	1.00
Operations Manager: Fixed Route Division	1.00	1.00	1.00	1.00	1.00	1.00
Transit Supervisor	15.00	11.00	15.00	11.00	15.00	11.00
Assistant Safety & Training Coordinator***	1.00	0.00	1.00	1.00	1.00	1.00
Safety & Training Coordinator	1.00	1.00	1.00	1.00	1.00	1.00
**Administrative Assistant Supervisor	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	1.00	1.00	1.00	1.00	1.00	1.00
Payroll Specialist	1.00	1.00	1.00	1.00	1.00	1.00
Total Full-Time Equivalents (FTEs)	22.00	16.00	22.00	18.00	22.00	18.00

* Transferred from Paratransit

**** New Titles contingent upon Board Approval of the Final SEIU Position Descriptions**

*** Funding for the position is transferred from Bus Operators (1 FTE)

Attachment D

14D.13

FY20 & FY21 OPERATING BUDGET
Authorized and Funded Personnel - Full Time Equivalent (FTE)
Bus Operators - 3300

Position Title	Authorized FY20 2018	Funded FY 20 2018	Authorized **FY 20 2019**	Funded **FY20 2019**	Authorized **FY21 2019**	Funded **FY 21 2019**
Bus Operators *	171.00	155.00	171.00	154.00	171.00	153.00
Total Full-Time Equivalents (FTEs)	171.00	155.00	171.00	154.00	171.00	153.00

* Funding for 1 FTE is transferred to Operations and 1 FTE is funded by a grant for one year in FY20

Attachment D

14D.14

FY20 & FY21 OPERATING BUDGET
Authorized and Funded Personnel - Full Time Equivalent (FTE)
Fleet Maintenance - 4100

Position Title	Authorized FY20 2018	Funded FY 20 2018	Authorized **FY 20 2019**	Funded **FY20 2019**	Authorized **FY21 2019**	Funded **FY 21 2019**
Maintenance Manager	1.00	1.00	1.00	1.00	1.00	1.00
Assistant Maintenance Manager*	1.00	1.00	1.00	0.00	1.00	0.00
Fleet Maintenance Supervisor	3.00	3.00	3.00	3.00	3.00	3.00
**Lead Mechanic	6.00	4.00	6.00	4.00	6.00	4.00
**Mechanic III	4.00	2.00	4.00	2.00	4.00	2.00
**Mechanic I - II	18.00	14.00	18.00	14.00	18.00	14.00
**Vehicle Body Repair Mechanic	1.00	0.00	1.00	0.00	1.00	0.00
Upholsterer I - II	1.00	1.00	1.00	1.00	1.00	1.00
**Administrative Assistant Supervisor	1.00	0.00	1.00	0.00	1.00	0.00
Administrative Specialist	1.00	0.00	1.00	0.00	1.00	0.00
Accounting Technician/Senior	2.00	1.00	2.00	1.00	2.00	1.00
**Administrative Clerk	1.00	0.00	1.00	0.00	1.00	0.00
**Lead Vehicle Service Worker	2.00	2.00	2.00	2.00	2.00	2.00
Vehicle Service Detailer	2.00	2.00	2.00	2.00	2.00	2.00
Vehicle Service Worker I - II	12.00	7.00	12.00	7.00	12.00	7.00
Electronic Technician	1.00	1.00	2.00	1.00	2.00	1.00
Total Full-Time Equivalents (FTEs)	57.00	39.00	58.00	38.00	58.00	38.00

* Transferred to Facilities Maintenance
**** New Titles contingent upon Board Approval of the Final SEIU Position Descriptions**

Attachment D

14D.15

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14E.1

Attachment E

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 CAPITAL BUDGET
AS OF JUNE 28, 2019

	PROJECT/ACTIVITY	RESTRICTED FEDERAL FUNDS	RESTRICTED PTMISEA (1B) - PAC STATION/BUS & BUS FAC.	RESTRICTED STIP	RESTRICTED LCTOP	RESTRICTED LPP	BUS REPLACEMENT FUND $3M PER YEAR (MEASURE D + SB1 STA&SGR) STA-SB1 (XFR FROM OPER BUDGET)	RESTRICTED STA-SGR (SB 1)	RESTRICTED MEASURE D (XFR FROM OPER BUDGET)	OPERATING & CAPITAL RESERVE FUND	TOTAL
	Construction Related Projects										
1	Pacific Station/Metro Center-Station Rehabilitation		$ 1,551,333								$ 1,551,333
	Pacific Station/Metro Center-Roof & Window Replacement		$ 350,000								$ 350,000
	Excess Funds from - Judy K.Souza - Operations Bldg.		$ 345,000							$ -	$ 345,000
	Pacific Station/Metro Center-Conceptual Design / MOU	$ 136,388					$ 34,097				$ 170,485
	Subtotal	$ 136,388	$ 2,246,333	$ -	$ -	$ -	$ 34,097	$ -	$ -	$ -	$ 2,416,818
	IT Projects										
2	Financial System (includes $50K Consulting)									$ 800,000	$ 800,000
	Subtotal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 800,000	$ 800,000
	Facilities Upgrades & Improvements										
3	Fuel Management System (FTA 5339a FY17)	$ 180,000									$ 180,000
4	Bus Stop Improvements (FTA 5339a FY18)	$ 124,725									$ 124,725
5	Gate Control at JKS Bus Entry (FTA 5339a FY18)	$ 100,000									$ 100,000
6	138 Golf Club Fire Egress (FTA 5339a FY17)	$ 97,523									$ 97,523
7	Facilities Improvements (FTA 5339a FY18)	$ 85,000									$ 85,000
8	Paint Exterior-Maint. Facility (FTA 5339a FY18)	$ 60,000									$ 60,000
9	Fire Egress - was Facilities Improvements (FTA 5339a FY15/16)-all FTA funds spent - only local match remains									$ 34,174	$ 34,174
10	Awning @ Fueling Station A&E only (FTA 5339a FY18)	$ 25,000									$ 25,000
11	Admin Bldg. Engineering & Renovations									$ 20,000	$ 20,000
12	Asphalt Repair-Pac Station Layover (FTA 5339a FY18)	$ 16,000									$ 16,000
13	Concrete Surface Repair - Bus Yard (FTA 5339a FY18)	$ 10,000									$ 10,000
14	Fencing Behind Diesel Tank (FTA 5339a FY18)	$ 7,000									$ 7,000
	Subtotal	$ 705,248	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 54,174	$ 759,422
	Revenue Vehicle Purchases, Replacements & Campaigns										
15	Electric Bus (3) + Infra & Proj Mgmt. (FTA 5339c FY16)	$ 3,588,622	$ 536,017						$ 551,136		$ 4,675,776
16	4 40' CNG Replacements (FTA 5339b FY17)	$ 1,206,518						$ 671,079	$ 757,951		$ 2,635,548
17	FY18 STIP - 2 ZEBs (STIP, LPP, HVIP = $300K)			$ 870,000		$ 786,000			$ 533,891		$ 2,189,891
18	FY18 STIP - AVL/ITS (STIP, Measure D)			$ 904,936					$ -		$ 904,936
19	Electric Bus (1) - Watsonville Circulator DAC (FY15/16 LCTOP)		$ 357,216		$ 709,292				$ 28,437		$ 1,094,945
20	Electric Bus (1) - Watsonville Circulator DAC (FY17/18 LCTOP)				$ 863,102				$ 231,843		$ 1,094,945
21	FY18 STIP - Refurb 4 Buses @ ~ $254K (STIP, Measure D)			$ 900,000					$ 226,165		$ 1,126,165
22	VTA Bus Transfer - Decommission & Retrofit 10 Electric								$ 709,569		$ 709,569
23	CNG Bus (1) - (Caltrans FY13-FY17 5339 Statewide	$ 456,957							$ 201,932		$ 658,889
24	CNG Bus (1) - (STBG FY17 via SCCRTC)	$ 500,000	$ 70,000						$ 88,887		$ 658,887
25	Year 3 of 6 - Capitalized Lease - Principal Only - (3 New Flyer Buses) - (Measure D) Interest in Operating Budget $32K								$ 251,431		$ 251,431
26	Mid-Life Bus Engine Overhaul (4) (FTA 5339a FY17)	$ 160,000									$ 160,000
	Subtotal	$ 5,912,097	$ 963,233	$ 2,674,936	$ 1,572,394	$ 786,000	$ -	$ 671,079	$ 3,581,242	$ -	$ 16,160,982
	Non-Revenue Vehicle Purchases & Replacements										
27	Replace Custodial Support Vehicles (2) (FTA5339a FY18)	$ 30,000									$ 30,000
	Subtotal	$ 30,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 30,000
	Fleet & Maint Equipment										

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 CAPITAL BUDGET
AS OF JUNE 28, 2019

	PROJECT/ACTIVITY	FEDERAL FUNDS (RESTRICTED)	PTMISEA (1B) - PAC STATION/BUS & BUS FAC. (RESTRICTED)	STIP (RESTRICTED)	LCTOP (RESTRICTED)	LPP (RESTRICTED)	STA-SB1 (XFR FROM OPER BUDGET) (BUS REPLACEMENT FUND $3M PER YEAR (MEASURE D + SB1 STA&SGR))	STA-SGR (SB 1) (RESTRICTED)	MEASURE D (XFR FROM OPER BUDGET) (RESTRICTED)	OPERATING & CAPITAL RESERVE FUND	TOTAL
28	Bus Yard Scrubber/Sweeper (FTA 5339a FY18)	$ 75,000									$ 75,000
29	Floor Scrubber (1) for Maint. Shop (FTA 5339a FY18)	$ 45,000									$ 45,000
30	METRO Logo Signs for JKS Ops Bldg.									$ 4,480	$ 4,480
	Subtotal	$ 120,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,480	$ 124,480
Office Equipment											
31	None									$ -	$ -
	Subtotal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Misc.											
32	Ticket Vending Machine-SLV-Installation Costs + Misc						$ 17,045			$ 15,000	$ 32,045
33	TVM Pin Pad Bezel 8 Upgrade (6)									$ 22,185	$ 22,185
34	Misc. Emergency Capital Items $1K to $5K									$ 10,000	$ 10,000
35	Watsonville Transit Mural-($2,700 from Arts Council SC)									$ 6,600	$ 6,600
	Subtotal	$ -	$ -	$ -	$ -	$ -	$ 17,045	$ -	$ -	$ 53,785	$ 70,830
TOTAL CAPITAL PROJECTS		**$ 6,903,733**	**$ 3,209,566**	**$ 2,674,936**	**$ 1,572,394**	**$ 786,000**	**$ 51,142**	**$ 671,079**	**$ 3,581,242**	**$ 912,439**	**$ 20,362,532**

Attachment E

14E.2

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY20 CAPITAL BUDGET
AS OF JUNE 28, 2019

PROJECT/ACTIVITY		RESTRICTED FEDERAL FUNDS	RESTRICTED PTMISEA (1B) - PAC STATION/BUS & BUS FAC.	RESTRICTED STIP	RESTRICTED LCTOP	RESTRICTED LPP	BUS REPLACEMENT FUND $3M PER YEAR (MEASURE D + SB1 STA&SGR) STA-SB1 (XFR FROM OPER BUDGET)	RESTRICTED STA-SGR (SB 1)	RESTRICTED MEASURE D (XFR FROM OPER BUDGET)	OPERATING & CAPITAL RESERVE FUND	TOTAL
CAPITAL PROGRAM FUNDING											
Federal Sources of Funds:											
Federal Grants (FTA)		$ 6,403,733									$ 6,403,733
Surface Transportation Block Grant (STBG)		$ 500,000									$ 500,000
State Sources of Funds:											
PTMISEA (1B)			$ 3,209,566								$ 3,209,566
State Transportation Improvement Program (STIP)				$ 2,674,936							$ 2,674,936
Low Carbon Transit Operations Program (LCTOP)					$ 1,572,394						$ 1,572,394
Local Partnership Program (LPP)						$ 786,000					$ 786,000
Transfers from Operating Budget (STA-SB1)	*						$ 51,142				$ 51,142
STA-SGR (SB1)	*							$ 671,079			$ 671,079
Transfers from Operating Budget (Measure D)	*								$ 3,581,242		$ 3,581,242
Local Sources of Funds:											
Operating and Capital Reserve Fund										$ 912,439	$ 912,439
TOTAL CAPITAL FUNDING BY FUNDING SOURCE		**$ 6,903,733**	**$ 3,209,566**	**$ 2,674,936**	**$ 1,572,394**	**$ 786,000**	**$ 51,142**	**$ 671,079**	**$ 3,581,242**	**$ 912,439**	**$ 20,362,532**
Restricted Funds		$ 6,903,733	$ 3,209,566	$ 2,674,936	$ 1,572,394	$ 786,000		$ 671,079	$ 3,581,242		$ 19,398,951
Unrestricted Funds							$ 51,142			$ 912,439	$ 963,581
TOTAL CAPITAL FUNDING		**$ 6,903,733**	**$ 3,209,566**	**$ 2,674,936**	**$ 1,572,394**	**$ 786,000**	**$ 51,142**	**$ 671,079**	**$ 3,581,242**	**$ 912,439**	**$ 20,362,532**

* NOTE: The amounts listed here represent the amounts committed against awarded grants and projects, and therefore will not equal the $3M allocated to the Bus Replacement Fund in any given year.

Attachment E

14E.3

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BOARD MEMBER TRAVEL

FY20

American Public Transportation Association (APTA) Meetings

Legislative Conference
March 2020
Washington, DC
Two Board Members

Annual Conference
October 2019
New York, NY
Two Board Members

California Transit Association (CTA) Meetings

Annual Meeting
November 2019
Monterey, CA
One Board Member

Legislative Conference
May 2020
Sacramento, CA
One Board Member

Additional Travel

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

Expenses related to Board members meeting with CEO/General Manager and staff.

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Attachment G

EMPLOYEE INCENTIVE PROGRAM
FY20 and FY21

EVENT/ACTIVITY	FY20	FY21	DEPT/ACCOUNT
District Service Awards	$ 4,000	$ 4,000	1100-509101
Employee Picnic & Holiday Party	$ 5,000	$ 5,000	1100-509101
Transit Driver Appreciation Day	$ 1,000	$ 1,000	1100-509101
Employee Appreciation Events			
Administration	$ 3,000	$ 3,000	1100-509101
Marketing, Communications, and Customer Service	$ 200	$ 200	1300-509101
Safety, Security, and Risk Management	$ 3,000	$ 3,000	1800-509101
Awards	$ 1,000	$ 1,000	3300-509101
Safe Driver Patches and Certificates	$ 1,000	$ 1,000	3300-509101
Line Instruction Patches	$ 1,000	$ 1,000	3300-509101
TOTALS	**$ 19,200**	**$ 19,200**	

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Board Authorized METRO Support Activities

FY20 and FY21

Santa Cruz County Fair

Santa Cruz Follies

Santa Cruz Seaside Company - Late Night Transit Service to Watsonville for the summer

Senior Luncheon

Metro Advisory Committee METRO Tour

Leadership Santa Cruz

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Attachment I

MEMBERSHIPS
FY20 and FY21

MEMBERSHIPS / Dues & Subscriptions		FY20	FY21	DEPT/ACCOUNT
Administration				
American Public Transportation Association (APTA)		$ 39,250	$ 39,250	1100-509011
California Transit Association (CTA)		$ 16,924	$ 16,924	1100-509011
Monterey Bay Economic Partnership (MBEP)		$ 5,000	$ 5,000	1100-509011
Eastern Contra Costa Transit Agency (ZEBRA Membership)		$ 4,000	$ 4,000	1100-509011
Community Transportation Association of America (CTAA)		$ 3,900	$ 3,900	1100-509011
Center for Transportation and the Environment (CTE)		$ 3,000	$ 3,000	1100-509011
Chamber of Commerce		$ 1,300	$ 1,300	1100-509011
Bus Coalition		$ 3,000	$ 3,000	1100-509011
California Association for Coordinated Transportation (CalACT)		$ 1,005	$ 1,005	1100-509011
Letter Press		$ 675	$ 675	1100-509011
Santa Cruz Sentinel		$ 380	$ 380	1100-509011
Register - Pajaronian		$ 62	$ 62	1100-509011
Costco		$ 120	$ 120	1100-509011
National Notary		$ 120	$ 120	1100-509011
	Total:	**$ 78,736**	**$ 78,736**	
Finance				
California Society of Municipal Finance Officers (CSMFO)		$ 220	$ 227	1200-509011
Government Finance Officers Association (GFOA)		$ 300	$ 300	1200-509011
Kiplinger Letters		$ 100	$ 100	1200-509011
	Total:	**$ 620**	**$ 627**	
Marketing, Communications, and Customer Service				
Miscellaneous	**Total:**	**$ 1,400**	**$ 1,400**	1300-509011
Human Resources				
California Public Employers Labor Relations Association (CalPERLA)		$ 1,000	$ 1,000	1400-509011
Society for Human Resource Management (SHRM)		$ 836	$ 836	1400-509011
Northern California Human Resources Association (NCHRA)		$ 500	$ 500	1400-509011
John Dash		$ 250	$ 250	1400-509011
Cal Chamber		$ -	$ 849	1400-509011
	Total:	**$ 2,586**	**$ 3,435**	
Safety, Security, and Risk Management				
Miscellaneous	**Total:**	**$ 500**	**$ 500**	1800-509011
Purchasing				
California Association of Public Procurement Officials (CAPPO)		$ 300	$ 300	1900-509011
	Total:	**$ 300**	**$ 300**	
Fleet Maintenance				
Cummins INSITE Fleet books Software		$ 2,000	$ 2,000	4100-509011
John Deere Software		$ 500	$ 500	4100-509011
Southern California Regional Transit Training Consortium (SCRTTC)		$ 1,000	$ 1,000	4100-509011
Mitchell Online Vehicle Manuals		$ 500	$ 500	4100-509011
Allison Transport. Software		$ 2,000	$ 2,000	4100-509011
All Data		$ 1,000	$ 1,000	4100-509011
	Total:	**$ 7,000**	**$ 7,000**	
TOTALS		**$ 91,142**	**$ 91,998**	

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY19 PRELIMINARY SCHEDULE OF RESERVE ACCOUNT BALANCES-PRE-CLOSE, PRE AUDIT
AS OF 6/28/19

Fund Title	Explanation and Use:	Post Audit Balance at 6/30/18	ESTIMATED Additions/ (Withdrawals) in FY19		ESTIMATED Available Balance at 6/30/19	Board Adopted Minimum or Target Level		% Funded	Surplus / (Deficient)	Suggested Guidelines:	Board Adopted Recommendation:
Operating and Capital Reserve Fund (formerly - Operating / Capital Reserves)	*Liquid and unrestricted assets that an organization can use to support its operations in the event of an unanticipated loss of revenue or increase in expenses. Includes Alternative Fuel Tax Rebates transferred from the Operating Budget and any excess revenues above actual expenses*	$ 2,322,517	$ 5,993,118	*	**$ 8,315,635**	N/A		N/A	N/A	*Any use of Operating and Capital Reserves above CEO executive authority will be brought to the BOD for consideration. To be used as the local match for capital grants.*	*There is no Board Adopted Minimum Balance established; this fund shall not be used to support recurring operating expenditures.*
Operations Sustainability Reserve Fund (formerly - Operating Reserves)	*Funds set aside to protect the organization's essential services and funding requirements during periods of economic downturn or natural disasters. Target = two month's operating expenses (Payroll and Accounts Payable).*	$ 7,500,000	$ -		**$ 7,500,000**	$ 7,500,000		100%	$ -	*GFOA recommends, at a minimum, that general-purpose governments, regardless of size, maintain unrestricted fund balance in their general fund of no less than two months of regular general fund operating revenues or regular general fund operating expenditures.*	*Fund Operations Sustainability Reserve Fund to target level that equals two (2) months of the average operating expenses for the most current fiscal year's budget, to be adjusted annually through the budget process.*
CalPERS UAL & OPEB Liability Reserve - NEW FOR FY20 & FY21	*Eff FY20-FY21-Funds set aside to potentially make payments against the CalPERS unfunded pension liability and a commitment to establish an irrevocable trust for retiree medical liabilities*	$ -	$ -		**$ -**	$ -		N/A	N/A	*Staff is bringing this to the BOD in FY20-FY21 for discussion*	*There is no Board Adopted Minimum Balance established; this fund is proposed for FY20-FY21 and is subject to BOD concurrence*
Cash Flow Reserve Fund (formerly - Cash Flow Reserves)	*Funds set aside to "cash flow" capital and/or operating expenses incurred before receiving reimbursements from various funding sources (Annual FTA 5307 (& STIC), STA, etc).*	$ 3,000,000	$ -		**$ 3,000,000**	$ 3,000,000		100%	$ -	*Staff will manage flexibility of Cash Flow Reserve Fund, according to project levels and capital needs as they fluctuate from year to year.*	*Fund Cash Flow Reserve Fund to minimum or target levels; set annually through the budget process.*
Workers Compensation Reserve Fund (formerly - Workers Compensation Reserves)	*Funds set aside to finance the (discounted) long term portion of workers' compensation liability, as of the end of the fiscal year.*	$ 3,495,798	$ (1,390,064)		**$ 2,105,734**	$ 2,105,734	**	100%	$ -	*GASB #10 requires Santa Cruz METRO to accrue a liability on its financial statements for the ultimate cost of claims and expenses associated with all reported and unreported workers' compensation claims.*	*Fund Workers' Comp Reserves to minimum or target levels; a bi-annual study of potential liability areas and risk shall be the basis for determining minimum reserves.*
Liability Insurance Reserve Fund (formerly - Liability Insurance Reserves)	*Funds set aside to pay the cost of outstanding liability and physical damage claims + proposed employment practices liability claims. (Self Insured Retention - SIR - $250K each program)*	$ 767,262	$ -		**$ 767,262**	$ 767,262		100%	$ (0)	*GASB #10 requires Santa Cruz METRO to accrue a liability on its financial statements for the ultimate cost of claims and expenses associated with all reported and unreported liability and physical damage claims.*	*Fund Liability Insurance Reserves to minimum or target levels; calculated annually based on the 5-year rolling average of outstanding claims at fiscal year end + $250K each SIR.*
		$ 17,085,577	**$ 4,603,054**		**$ 21,688,631**				**$ (0)**		

* The $5.9M = the current **estimated** carryover for FY19 of $4.6M + $1.4M excess - transferred from the Worker's Comp Reserve; the actual final carryover amount will not be known until the books are closed for FY19.

** The significant decrease in the Workers' Comp 'Board Adopted Minimum or Target Level' from last year is driven primarily by favorable (claims) loss development and a reduction in the total number of open claims

Attachment J

14J.1

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Measure D: 5-Year Program of Projects (FY19/20-FY23/24)

Agency: ***Santa Cruz METRO***

Expenditure Plan Category: Transportation for E&D

Measure D Revenues

	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24
Estimated Annual Measure D Allocations	**$3,358,289**	**$3,492,621**	**$3,632,326**	**$3,777,619**	**$3,928,724**

(update for your agency per RTC notice)

			Amount of Measure funds to be used									
Name/Road/ limits	**Description, complete streets components**	**Total Measure D**	**FY20**	**FY21**	**FY22**	**FY23**	**FY24**	**Total cost estimate**	**Other Funds $**	**Other fund sources**	**Est. Construction start date**	**Major project? * (yes/no)**
Fixed route - 4 operators (average cost of Operator with beneifts plus cost of mileage driven in year)	frequency, span of service - Routes 35, 40, 41, 68, 69A, 71, 72, 75, 79, 91X		549,276	563,564	577,320	586,624	601,376					
Fixed route - 4 operators (average cost of Operator with beneifts plus cost of mileage driven in year)	Extra Board staffing to ensure reliability/deliveryof all service		549,276	563,564	577,320	586,624	601,376					
Fixed route - 1 operator (average cost of Operator with beneifts plus cost of mileage driven in year)	Route 71 weekend - 17 additional trips to provide 30 minute frequency in/outbound for 8 hours during the days		137,319	140,891	144,330	147,656	150,344					
Sustaining of ParaCruz service levels	1 operator minus farebox recovery		76,387	80,047	83,453	86,652	89,701					
Total Operations support			1,312,258	1,348,066	1,382,423	1,407,556	1,442,797					
Capital - vehicle replacment			2,046,031	2,144,555	2,249,903	2,370,063	2,485,926					
Fixed-route bus and ParaCruz operations (assumes 2.5% annual increase in funding)	Measure D funding received by METRO will be used to increase Fixed-route service, sustain ParaCruz service, maintain service reliability, and to allow for the purchase of new Fixed-route buses and ParaCruz vans.	18,189,579	**$3,358,289**	**$3,492,621**	**$3,632,326**	**$3,777,619**	**$3,928,724**	263,702,301	245,512,722	*Fares, 1979 Sales Tax, TDA, FTA 5307, STA, STIC, Fuel Tax Credits*	*Non-applicable*	*Non-applicable*
	Estimated Annual Measure D Expenditures		**$3,358,289**	**$3,492,621**	**$3,632,326**	**$3,777,619**	**$3,928,724**					
	Carry over to next fiscal year		**$0**	**$0**	**$0**	**$0**	**$0**					
	Annual Interest Earnings on Measure D Revenues			**$0**	**$0**	**$0**	**$0**					

Attachment K

14K.1

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Attachment L

10 year METRO Unfunded Capital Projects - Summary		
Category	**5-yr need (000s)**	**10-yr need (000s)**
Construction	$ 22,708	$ 152,008
Vehicle State of Good Repair (SGR)	$ 13,260	$ 46,235
Facilities Maintenance	$ 3,980	$ 6,405
Information Technology (IT)	$ 4,759	$ 4,759
Total	**$ 44,707**	**$ 209,407**

UNFUNDED CAPITAL PROJECTS (000s)

	Construction			20	21	22	23	24	25	26	27	28	29
#	Project	Description	Cost (000s)										
1	ZEB Charging Infrastructure at JKS	JKS yard-charging infrastructure for 10 buses	$ 858	$ 858									
2	ZEB Fast-charging Infrastructure at WTC	Fast-charging infrastructure at Watsonville Transit Center	$ 1,000	$ 1,000									
3	Roof Reconstruction, Golf Club	Reconstruct built-up roof on first-half of Maintenance Building	$ 175		$ 175								
4	ParaCruz Operating Facility (Mobility Management Center)	Property Acquisition, Design, Right-of-Way and construction for new ParaCruz Operating Facility	$ 12,000		$ 12,000								
5	Pacific Station Renovation	Renovation or mixed-use project with City	$ 6,000		$ 6,000								
6	ADA Access Bus Stops	Remedial ADA Access at all bus stops: pending COA and bus stop audit	$ -										
7	ADA Access at all Facilities	Remedial ADA Access at all facilities. Needs to be identified in future Accessibility Study	$ -										
8	Vernon Street Bus Stop	Move (Route 4) bus stop to to lower Admin parking lot. Install base and concrete to bus stop pad and maneuvering apron. Necessary precursor to securing maintenance facility.	$ 600		$ 300	$ 300							
9	Solar Panels	Energy cost reduction through installation of roof-mounted solar panels at the Judy K. Souza Operations Facility, Golf Club, and Vernon	$ 2,000		$ 2,000								
10	Cavallaro Transit Center roof replacement and solar panels	Shingle roof and solar panels	$ 75			$ 75							
11	Maintenance Facility Wing 2 (to accommodate articulated buses)	Property Acquisition (including 1231 River St), Design, Right-of-Way and Construction for second wing of Maintenance Facility	$ 15,850						$ 15,850				
12	Soquel/Freedom Traffic Signal Priority/Pre-Emption for Buses	Enable coach operators to actuate traffic signals to prolong green or change red lights to improve transit running time	$ 2,000						$ 2,000				
13	Watsonville Park and Ride Lot	South County P&R to support Hwy 1 commuters (200 spaces)	$ 10,000						$ 10,000				
14	Cavallaro Transit Center Parking Structure	3-Story Parking Structure to support Hwy 17 Express commuters and City activities	$ 26,400						$ 26,400				

UNFUNDED CAPITAL PROJECTS (000s)														
	Construction			20	21	22	23	24	25	26	27	28	29
#	Project	Description	Cost (000s)										
15	Remove Diesel Tank	Remove tank after replacement of last diesel bus fleet. On hold, as more diesel buses may be added to the fleet.	$ 50									$ 50	
16	South County Ops. & Maint. Facility	Auxiliary Operating (including ParaCruz) & Maintenance Facility in Watsonville.	$ 50,000										$ 50,000
17	New Watsonville Transit Center	Replacement of current transit center	$ 25,000										$ 25,000
		Unfunded Capital Costs thru 2029	**$152,008**	**$ 1,858**	**$ 20,475**	**$ 375**	**$ -**	**$ -**	**$ 54,250**	**$ -**	**$ -**	**$ 50**	**$ 75,000**
		Unfunded Capital Costs thru 2024	$ 22,708										

Attachment L

14L.3

UNFUNDED CAPITAL PROJECTS (000s)

	Vehicle SGR			20	21	22	23	24	25	26	27	28	29
#	Project	Description	Cost (000s)										
1	Bus Replacements 2022	Replace (1) bus	$ 700			$ 700							
2	ParaCruz Replacements	3 new vehicles per year FY21-29	$ 2,635	$ 340	$ 255	$ 255	$ 255	$ 255	$ 255	$ 255	$ 255	$ 255	$ 255
3	Bus Replacements 2023		$ -										
4	Bus Replacements 2024	Bus Replacements Replace (16) buses	$ 11,200					$ 11,200					
5	Bus Replacements 2025	Bus Replacements Replace (6) buses (incl 4 artics)	$ 4,200						$ 4,200				
6	Bus Replacements 2026	Bus Replacements Replace (25) buses (incl 5 ZEB)	$ 19,000							$ 19,000			
7	Bus Replacements 2027	Bus Replacements Replace (3) buses (1 ZEB; 2CNG)	$ 2,400								$ 2,400		
8	Bus Replacements 2028	Bus Replacements Replace (4) buses (1 ZEB; 3 CNG)	$ 3,100									$ 3,100	
9	Bus Replacements 2029	Bus Replacements Replace (3) buses (3 ZEB)	$ 3,000										$ 3,000
10	Non-revenue Vehicle Replacements	Non-revenue trucks and cars	$ -										
		Unfunded Capital Costs thru 2029	**$ 46,235**	**$ 340**	**$ 255**	**$ 955**	**$ 255**	**$ 11,455**	**$ 4,455**	**$ 19,255**	**$ 2,655**	**$ 3,355**	**$ 3,255**
		Rolling Stock Replacements	$ 46,235	$ 340	$ 255	$ 955	$ 255	$ 11,455	$ 4,455	$ 19,255	$ 2,655	$ 3,355	$ 3,255
		Unfunded Capital Costs thru 2024	$ 13,260										

Attachment L

14L.4

UNFUNDED CAPITAL PROJECTS (000s)

#	Project	Description	Cost (000s)	20	21	22	23	24	25	26	27	28	29
	Facilities Maintenance												
1	Gate Control - bus entries at JKS	Security gates and gate controller for upper entry to bus yard	$ 100	$ 100									
2	Scissor Lift		$ 20	$ 20									
3	Capital upgrade of existing transit facilities	Capital upgrade of bus stops, parking lots, transit centers, buildings	$ 750	$ 75	$ 75	$ 75	$ 75	$ 75	$ 75	$ 75	$ 75	$ 75	$ 75
4	Custodial Equipment Replacement	Vacuums, Buffers, Scrubbers	$ 200	$ 20	$ 20	$ 20	$ 20	$ 20	$ 20	$ 20	$ 20	$ 20	$ 20
5	Landscaping/Irrigation	Re-landscape & irrigate all sites	$ 240	$ 30	$ 30	$ 30	$ 30	$ 20	$ 20	$ 20	$ 20	$ 20	$ 20
6	Custodial Vehicles	Custodian support vehicle replacement (2 of 2)	$ 30	$ 30									
7	Bird Abatement	All Facilities	$ 10		$ 10								
8	Maintenance Facility - Replace Roof	Replace entire roof - poor construction and leaks throughout	$ 353		$ 353								
9	Furniture	All Facilities	$ 150		$ 50	$ 50	$ 50						
10	Fueling and Wash Facility - Awning Install	Construction phase - Awning at front of fueling island	$ 250		$ 250								
11	Traffic/CHP Monitors at Dispatch		$ 2		$ 2								
12	Fuel and Wash Facility - rust removal and repaint	Remove rust and repaint bus fuel and wash facility and equipment	$ 125		$ 125								
13	Emergency Operations Centers	Purchase of equipment for EOC at OPS and Admin	$ -										
14	Bus Washer	Refurb N/S Wash System purchased 2008 & upgrade water recycling system	$ 100		$ 100								
15	Maintenance parking lot drainage	French drain or other solution to ensure water doesn't drain to Rayne building	$ 50		$ 50								
16	Upgrade HVAC Systems for Vernon	Heating Ventilation Air Conditioning	$ 50		$ 50								
17	Administration Remodel	Office remodel of 110 Vernon St.: move/add office space and upgrade HVAC	$ 1,000			$ 1,000							
18	Portable Bus Lifts	1 set of 6 artic lifts, $100k; 2 sets of 4 standard lifts, $150k. Estimates include labor.	$ 250	$ 100	$ 150								
19	Exterior/Interior Painting	Exterior: Vernon; Interior: Golf Club	$ 245			$ 125	$ 120						
20	Medium Duty Trash Truck	Safer and more efficient bus stop trash cleanup	$ 150			$ 150							
21	Shop bay door drainage	French drain or other solution for shop bay door drainage	$ 200				$ 200						
22	Parts Washers (3)	Replace the JRI units purchased 2010	$ 80					$ 80					

UNFUNDED CAPITAL PROJECTS (000s)

Facilities Maintenance				20	21	22	23	24	25	26	27	28	29
#	Project	Description	Cost (000s)										
23	Parallelogram Lift Replacement		$ 200					$ 200					
24	Roof Replacement, Fueling Station	Replace Roof (20 yr replacement cycle)	$ 150								$ 150		
25	In-ground Bus Lifts	Remove and replace in-ground lifts	$ 1,700										$ 1,700
		Unfunded Capital Costs thru 2029	**$ 6,405**	**$ 375**	**$ 1,265**	**$ 1,450**	**$ 495**	**$ 395**	**$ 115**	**$ 115**	**$ 265**	**$ 115**	**$ 1,815**
		Unfunded Capital Costs thru 2024	$ 3,980										

Attachment L

14L.6

UNFUNDED CAPITAL PROJECTS (000s)

	IT			20	21	22	23	24	25	26	27	28	29
#	Project	Description	Cost (000s)										
1	Surveillance systems on buses	Phase 2 (remaining buses). Retrofit 25 buses each in FY20 and FY21	$ 750	$ 375	$ 375								
2	Bus APC	Automatic Passenger Counter (APC) systems on all METRO buses.	$ 650	$ 650									
3	Backup (to Kite Hill) Repeater Site	2-way Radio Equipment to allow JKS to function as an emergency radio repeater site	$ 25	$ 25									
4	Eligibility Coordinator ID Card Printer		$ 6	$ 6									
5	Financial Management Software	Financial, Payroll, Timekeeping Software. $30k (in FY19) is for consultant to draft scope; $125k for 1st module in FY21; module 2 in FY22	$ 250		$ 125	$ 125							
6	Backup system	Backup system to meet growing disaster recovery needs	$ 20			$ 20							
7	Account-based Fare Collection Upgrade	Account-based fare collection upgrade to replace GFI system (excluding fareboxes and vaults)	$ 1,500			$ 1,500							
8	MaintStar Expansion Software and Mobile Equipment	Asset and Maintenance Managing software and equipment with onsite training and installation. Work field orders.	$ 150			$ 150							
9	ITS	Public WiFi equipment on all facilities and routes beginning w/UCSCs and Express buses. Bus AVL implementation may negate the need for this.	$ 1,000			$ 1,000							
10	Camera security system for ParaCruz facility	Camera security system for ParaCruz facility	$ 150			$ 150							
11	ParaCruz MDC replacements	ParaCruz MDC replacements. (may be replaced as part of potential Trapeze > Ecolane replacement	$ 8			$ 8							
12	ParaCruz Dispatching and Scheduling Software		$ -										
13	TVMs - replacements and additional	TVM Upgrades and/or replacements	$ 250			$ 250							

Unfunded Capital Costs thru 2029	**$ 4,759**	**$ 1,056**	**$ 500**	**$ 3,203**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Unfunded Capital Costs thru 2024	$ 4,759										

Attachment L

141.7

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Attachment M

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

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

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT TO ADOPT A BUDGET FOR FISCAL YEARS 2020 AND 2021

WHEREAS, it is in the interest of the Santa Cruz Metropolitan Transit District to adopt a budget for each fiscal year;

WHEREAS, a budget for Capital and Operating expenses and revenues has been developed for fiscal years 2020 and 2021;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT, that the budget attached hereto as Attachment C – Attachment I and presented to the Board of Directors is hereby adopted

PASSED AND ADOPTED this 28th Day of June 2018 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

Approved:
Ed Bottorff, Chair _____

Attest:
Alex Clifford, CEO/General Manager _____

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

VERBAL PRESENTATION ONLY

CEO UPDATE

Alex Clifford

15.1

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VERBAL PRESENTATION ONLY

METRO ADVISORY COMMITTEE (MAC) SEMI-ANNUAL REPORT

Veronica Elsea
MAC Chair

16.1

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VERBAL PRESENTATION ONLY

INTRODUCTION OF LEADERSHIP SANTA CRUZ GRADUATES

Alex Clifford CEO/General Manager

17.1

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NEWS CLIPS

May 17, 2019 – June 28, 2019

SANTA CRUZ COUNTY ARTICLES

Santa Cruz News

ARTICLE

Date	**ArticleType**
6/19/2019	Chamber

County Releases 2019 Point of Time Count of Homeless Population in Santa Cruz County

County Releases 2019 Point of Time Count of Homeless Population in Santa Cruz County

Santa Cruz Sentinel Reporter, Jessica York, is reporting that the Point in Time County numbers for Santa Cruz County have been preliminary released: You can read her article here
In January 2017, volunteers led by Watsonville-based firm Applied Survey Research counted 2,249 homeless people. The 2019 Point in Time Count was 2,167.

Year	2005	2007	2009	2011	2013	2015	2017	2019
Count	3317	2789	2265	2771	3536	1964	2249	2167

According to Santa Cruz County spokesman Jason Hoppin he said,
"Although the numbers are down and that's a nice thing to say, they're not. We've seen a slight decrease and I don't think anybody's claiming victory, here," "We hope it represents this turning point. We're glad that we didn't see some of the increases that we see in other communities. It's obviously still a major issue of concern for the community and one that we continue to work on."

I find it interesting that while not every community in California is seeing their homeless populations increasing, the trend toward more homelessness and unsheltered people in California than the 2017 count is on an upward trajectory — this reflects a statewide problem where a more thorough policy planning discussion (melting homeless programs and wrap around services, drug and alcohol addiction, mental health and clear acceptance that the lack of housing options for the homeless and lower income working families) are part of the longer term conversation.The State Budget has more money earmarked for homeless services, programs, shelters, etc., so it will be critical that regardless of whether

the Point in Time Count is lower than in 2017, the issue is magnified and more visual than past years. Here is a quick snapshot summary of state money directed to housing and homelessness:

State Budget: Housing and Homelessness

• $250 million: assisting local jurisdictions as they work through the 6th cycle of the Regional Housing Needs Assessment process

• $500 million: housing-related infrastructure

• $650 million: assist local governments in their efforts to address homelessness. (how and where that money will be directed is not certain at this time)

• $500 million: mixed-income loan program through the California Housing Finance Agency

• $500 million for an expanded state Low Income Housing Tax Credit program

Take a look at these stats from a quick Point in Time Count search of California counties and cities:

The Kern County Homeless Collaborative reports that 1,330 unduplicated homeless persons were counted countywide in shelters and on the streets during their annual Point in Time Homeless Count which occurred January 30 of this year. This is a 50% increase in number of persons counted from the 2018 Point in Time Homeless Count.

The latest evidence of an increase in the area came last week, when several Bay Area cities and counties reported that their latest tallies of homeless people revealed big increases. San Francisco saw a 17% jump in the number of homeless residents over the last two years, **according to preliminary results of the city's point-in-time count.** In January, volunteers recorded 8,011 homeless people living in shelters and on the streets in the city of **roughly 880,000.** Their 2017 count logged 6,858 people.

In the south Bay Area, the number of homeless people living in Santa Clara County increased 31% over the last two years, from 7,394 to 9,706, according to preliminary results released by the county. San Jose saw a surge of 1,822 people, for a total of 6,172 homeless residents living in the county's largest city.

In the East Bay's **Alameda County,** the numbers weren't any better, with a 43% increase since 2017. The homeless population there numbers 8,022, of which 6,312 are unsheltered. people, for a total of 6,172 homeless residents living in the county's largest city.

Orange, San Bernardino and Riverside counties all **recorded** percent increases in homelessness in the double digits for 2019.

San Diego Homeless count data collected by the county's Regional Task Force on the Homeless shows there are 4,476 unsheltered people in the San Diego County, with 3,626 San Diegans classified as sheltered. The task force's 2019 Point-In-Time Count survey put the county's homeless population total at 8,102, down from both last year's observed total of 8,576 and the 2017 total of 9,116.

Look at Santa Barbara County - while the number is down, like Santa Cruz County, the trend is steady (flat). The Santa Barbara County reported that count was at 1803 in 2019 down from 1860 in 2017.

The homeless population count shows Ventura County's total jumped by over 28 percent in 2019, compared to the previous year. That means at least 1,669 people in Ventura County spent the night of Jan. 21 on the streets, under freeway/bridge underpasses, in vehicles, in illegal encampments, in abandoned buildings, in shelters and at other places, compared to 1,299 in 2018.

The number of people experiencing homelessness in Long Beach grew by about 2% since the city's last point-in-time count in 2017, putting the city on a much different trajectory than the surrounding region, which has reported vastly larger population growths during the same time frame. According to figures released by Long Beach, the 2019 homeless count found 31 more people living on the streets or in some other non-permanent housing situation, an increase of about 2%. The total number of sheltered and unsheltered people rose from 1,863 in the 2017 count to 1,894 this year.

Again according to Jason Hoppin in Santa Cruz County he stated, *"About two-thirds of the state have released their numbers, so we thought that it was appropriate to get our number out there," Hoppin said. "There's a lot of statistical analysis that goes into these figures. So they have to verify all that kind of methodology. But I don't think the city of Santa Cruz is going to change all that much from 2017." Hoppin concluded.*
Of information released this week, more than 78 percent of those counted had no form of shelter, down from 80 percent in 2017. *Those experiencing chronic homelessness dropped two-thirds, from about 600 to about 400 in the past two years, while veteran homelessness similarly decreased from about 236 to 150, Hoppin said. Youth and family homelessness, however, "showed slight increases."*

The Ross Camp may have been an exception to the normal homeless problems we've seen in the past few years but it does show some glaring concerns about massing individuals in an unsanctioned location without any wrap around

services available or perhaps even wanted by the campers. I believe this requires some deeper analysis to put a better story to the decreased number.

The number that is most significant is not that we have a reported 82 less homeless people on the 2019 Point of Time Count but rather the per capita number of homeless (2,167) homeless population for a small county our size where we continue to seek short and long term solutions to this problem. One can hope that the infusion of state dollars earlier this year will help address our short term options and that the county can access its fair share of the homeless dollars in 2019-20 state budget.

Member Login

Santa Cruz County Chamber of Commerce
725 Front Street, Ste 401
Santa Cruz, CA 95060
Phone: (831) 457-3713 | Fax: (831) 423-1847
Contact Us

TRANSPORTATION

Commission adopts five Measure D funded projects

By Elaine Ingalls
eingalls@santacruzsentinel.com
@sentinel_elaine on Twitter

WATSONVILLE— The Santa Cruz County Regional Transportation Commission adopted a resolution to approve the five-year program of regional projects and investments funded by Measure D, following a unanimous vote from the board of directors

The five regional projects include the Highway 1 corridor, active transportation on the Monterey Bay Sanctuary Scenic Trail Network, the rail corridor, the San Lorenzo Valley/Highway 9 corridor and the Highway 17 Wildlife Crossing, as well as the five-year program of projects for Community Bridges Lift-Line. The commission, during the June 6 meeting, also directed RTC staff to use Measure D funds to leverage grants for these projects. The RTC previously approved five-year plans for Measure D regional projects in June of 2017 and 2018, according to meeting documents.

"The five-year plan does provide opportunity for community members to provide input on near-term planned uses of their tax dollars," Guy Preston, RTC executive director said in a prepared statement. "Having this input from the community also allows us to provide accountability and transparency when it comes to the expenditure of the funds."

Measure D is a 30-year, ½-cent local sales tax which went into effect in April 2017. It provides local funds for high-priority projects in the region and helps address local road maintenance.

The RTC also released its Measure D annual report for fiscal years 2016-17 and 2017-18. The report was prepared by the Measure D Taxpayer Oversight Committee and showed that the expenditure of Measure D funds by recipient agencies is in line with the Measure D Ordinance and Expenditure Plan for April 1, 2017 to June 30, 2018. Recipient agencies include Santa Cruz METRO, Santa Cruz County, the cities of Capitola, Santa Cruz, Scotts Valley and Watsonville and Community Bridges Lift Line.

Recipient agencies are required to annually provide an expenditure report and audited financial statements showing how their Measure D funds were spent in the prior fiscal year. The annual report focuses on the financials and findings of the audits, and also includes highlights of countywide projects funded by Measure D.

ORGANIZATION PROFILE

Santa Cruz Metro

Bike Month - Santa Cruz Challenge 2019

Virginia Vaquero
CHALLENGE CHAMPION

0.3% PARTICIPATION
1 OUT OF 300 STAFF CYCLING
0 NEW RIDERS
266 MILES CYCLED

See more stats

'Government and Public Services' Industry Position – Santa Cruz

Santa Cruz Metro 200 - 499 STAFF	386 POINTS	2nd POSITION	View Leaderboard

Santa Cruz Position

Santa Cruz Metro 200 - 499 STAFF	386 POINTS	4th POSITION	View Leaderboard

USA Position

Santa Cruz Metro 200 - 499 STAFF	386 POINTS	17th POSITION	

NAME	DISTANCE POINTS	DAY POINTS	ENCOURAGER POINTS	TOTAL POINTS
Team Score	**266**	**120**	**0**	**386**
Virginia Vaquero	266	120	0	386
Strava Athlete	0	0	0	0

SEE MORE »

Points are updated every 20 minutes.

Join Santa Cruz Metro

JOIN ORGANIZATION

EVENT STATUS

Now complete!

ACTIVITY

Virginia Vaquero biked 11.0 miles for fun/fitness
2 DAYS AGO f SHARE COMMENT

Virginia Vaquero biked 11.0 miles for fun/fitness
5 DAYS AGO f SHARE COMMENT

Virginia Vaquero biked 15.0 miles for fun/fitness
5 DAYS AGO f SHARE COMMENT

SEE MORE ACTIVITY

TOP ENCOURAGERS

Encourage someone to ride today and win great prizes!

During Challenge | All Encouragers

BIKE MONTH - SANTA CRUZ CHALLENGE

78 ORGANIZATIONS
1,053 PARTICIPANTS
93 NEW RIDERS
118,495 MILES
16,278 TRIPS
34,840 LBS CO2

OUR PHOTOS

SANTA CRUZ ALL TIME STATS

96 ORGANIZATIONS
1,692 PEOPLE
236 NEW RIDERS
402,170 MILES
44,550 RIDES
73,163 LBS CO2

Bike Month Workplace C | Filter

TOP RIDERS (MOST MILES)

	NAME	MILES	TRIPS
1st	Virginia Vaquero	266	28

SEE MORE »

TOP RIDERS (MOST RIDES)

	NAME	MILES	TRIPS
1st	Virginia Vaquero	266	28

SEE MORE »

TOP COMMUTERS (MOST DAYS RIDING TO WORK)

	NAME	MILES	DAYS
1st	Virginia Vaquero	137	10

SEE MORE »

TOP COMMUTERS (MOST MILES RIDING TO WORK)

	NAME	MILES	TRIPS
1st	Virginia Vaquero	137	21

SEE MORE »

ANNOUNCEMENTS



The Power of Bicycles

Let's make biking better! Join the League and we'll continue our work with cities and towns across the country, building a Bicycle Friendly America for Everyone.

Join us!

DEPARTMENTS

NAME	PARTICIPANTS	STAFF	PARTICIPATION
Operations	1	200	0.5%

TEAM MEMBERS

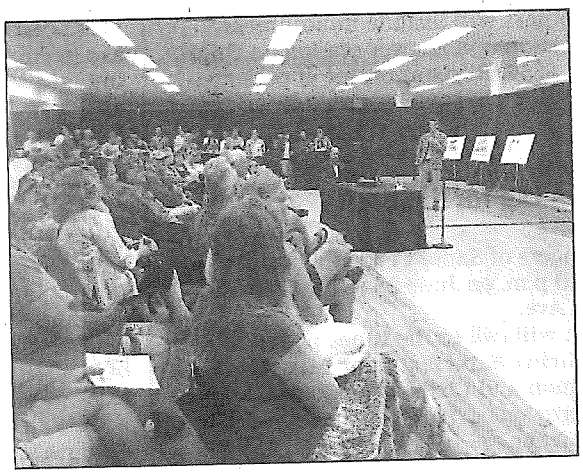
NAME	DEPARTMENT	TRIPS	MILES
Virginia Vaquero	Operations	40	514
Strava Athlete	Operations	0	0

NO TRIPS RECORDED

NAME	DEPARTMENT	LAST LOGIN	
Strava Athlete	Operations	about 1 month	ENCOURAGE

DEVELOPMENT PLANS

Mall to be rebuilt as 'Capitola Town Square'



Nearly 200 people attended the Capitola Mall community forum Tuesday night.

SANTA CRUZ SENTINEL

Merlone Geier Partners shares future plans for a mixed-use outdoor center

By Elaine Ingalls
eingalls@santacruzsentinel.com
@sentinel_elaine on Twitter

CAPITOLA » Capitola and Santa Cruz County residents were not hesitant to give their input about the future of the mall in a community meeting Tuesday night in the Sears building.

Mall owner Merlone Geier Partners, who purchased the mall from Macerich in 2016 and owns 67% of the property, shared its plans for the "Capitola Town Square" at the meeting. The square is expected to be a mixed-use outdoor shopping, dining and entertainment center with a residential component. Nearly 200 people attended the forum, which followed a presentation to the Capitola city council May 9 and a community survey conducted last year.

Attendees asked questions about traffic issues, entertainment options, senior and single-residence housing, moving the Santa Cruz METRO station and more.

"This is a concept moving forward," said Stephen Logan, vice president of development. Merlone Geier staff reminded attendees that the plans and name of the site are subject to change.

David Geiser, Merlone Geier's managing director of design and construction, spoke about building and landscape plans. Responding to a comment on "how ugly the mall is," Geiser added that Architects Orange will de-

MALL » PAGE 5

Mall

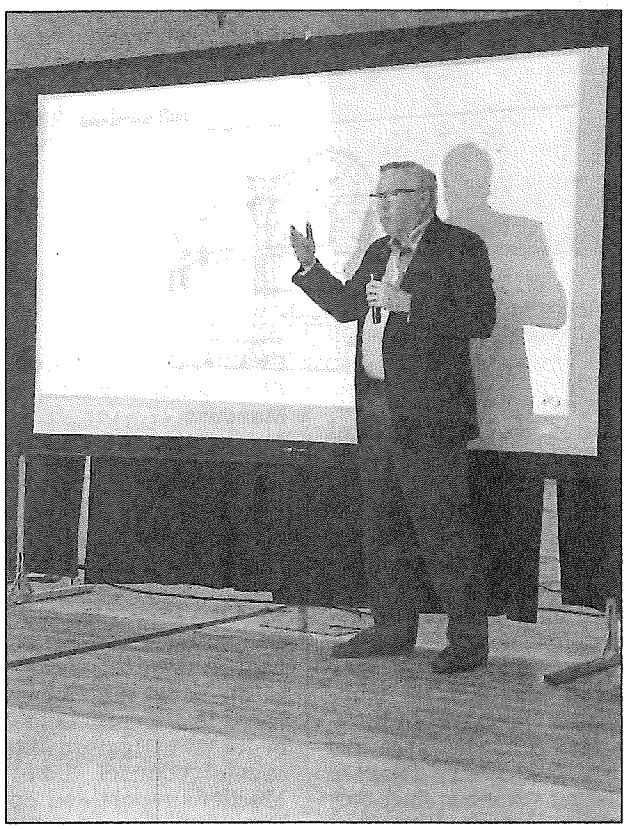
FROM PAGE 3

sign the mall space. Kimley-Horn planning and design engineering consultants are also working on the project.

Geiser said 630 residential units are planned for the town square, primarily one and two bedroom studios for rent. Each unit will be allotted 1.75 spaces, for a total of approximately 1,100 spaces. Residential units will be built in two phases: phase one will put residential units on top of retail stores and phase two will build units on the ground level.

Residential and retail units at the front of the square and on the main street are expected to reach about 60-65 feet, which Merlone Geier would have to discuss with the city because the current zoning allows for a height of about 40 feet, or 50 feet with exceptions for developments that have community benefits. This zoning exception has been accounted for in Capitola's Municipal Code, which states that a rezone or specific plan may be required for mall redevelopment.

If there is more space dedicated to senior living, there will be less traffic, Geiser said. Merlone Geier's vice president of design and construction Barron Caronite said the plan reduces retail square footage to allow for more residential units. With less retail, less traffic will occur during peak travel times at night. But with more residential, there may be an increase in traffic during peak travel times in the morning.



SANTA CRUZ SENTINEL

David Geiser, Merlone Geier's managing director of design and construction, explains the landscape and architecture plans for the future mall space.

Geiser added that the METRO station at the front of the mall will be moved to the space between the back of Kohl's and the front of Macy's.

Peg Popken, a David Lyng Real Estate agent on 41st Avenue, said elements of Capitola history in the mall redevelopment will be included, such as the Begonia Festival. Reflecting on how artists took over the Capitola Village years ago, she said the town square should focus on the creatives of the community.

"It's where surfers meet gardeners meet writers," she said. "It's a different attitude, it comes from the inside rather than the label. We're doers, not sitters," adding that art workshops would be a good community event in the new mall space.

"(Merlone Geier) needs to engage with Capitola and its residents and the community at large," according to Capitola Mayor Jacques Bertrand. He said the mall owners need to create new traditions and things to remember Capitola, such as the Capitola/Soquel Chamber of Commerce's Art & Wine Festival and the Capitola Rod and Custom Classic Car Show.

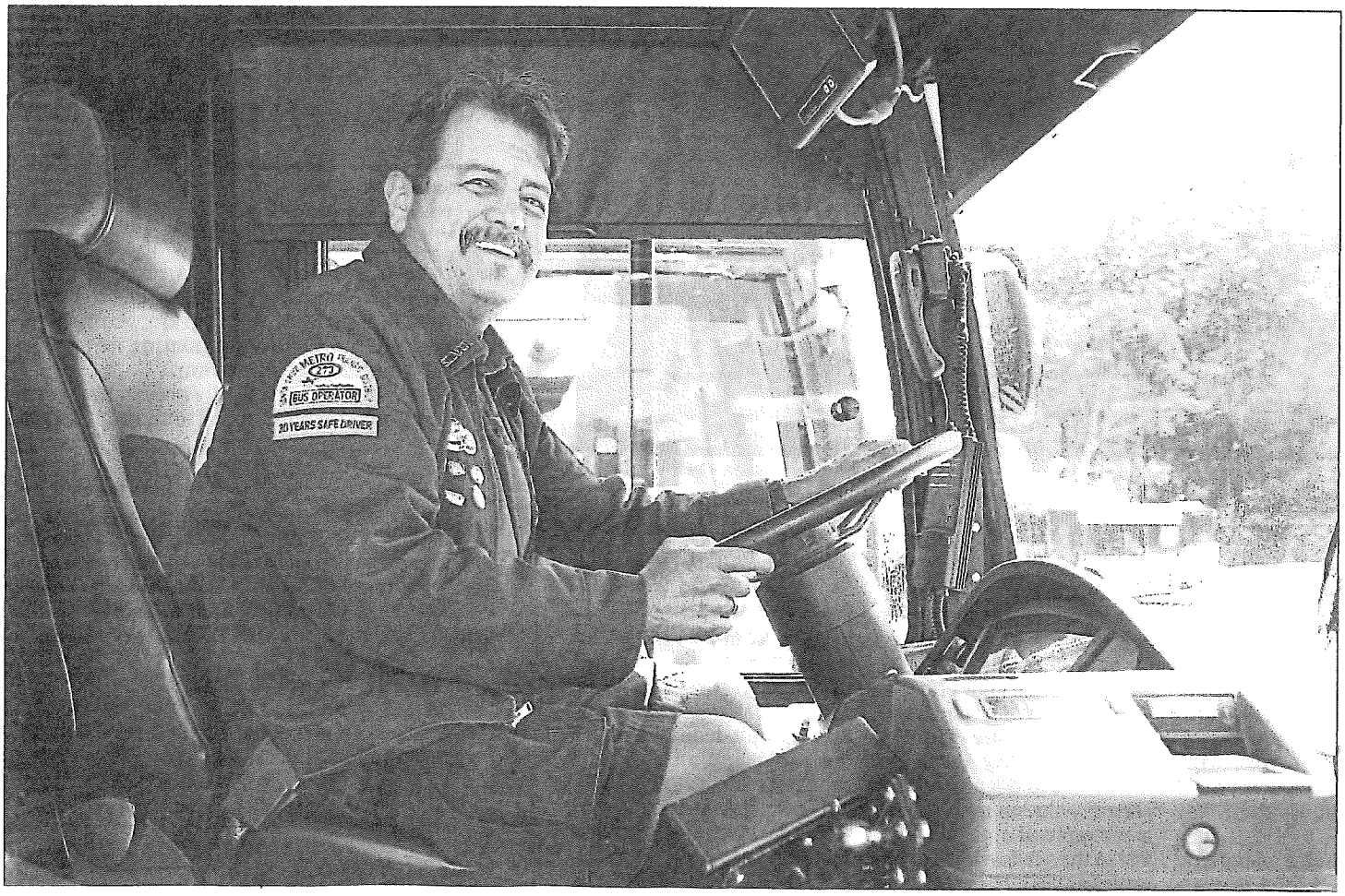
With these building plans in mind, Merlone Geier estimates that the town square will be completed in about five years. Logan said the mall will continue to operate, but some stores will be moved or closed temporarily. He said it comes down to the tenants' leases: businesses' will have to stay in their place based on the length of their lease.

The community can submit public comments and questions to Merlone Geier's Facebook page or email slogan@merlonegeier.com.

'SAFETY IS JOB ONE'

METRO RECOGNIZES ITS SAFE DRIVERS

Five bus operators receive awards for 20-30 years without accidents



DAN COYRO — SANTA CRUZ SENTINEL

Gilbert Limas has been recognized as a safe driver for the past 30 years with Santa Cruz METRO. He marks 35 years with METRO in November.

By Elaine Ingalls
eingalls@santacruzsentinel.com
@sentinel_elaine on Twitter

SANTA CRUZ » Santa Cruz METRO bus operators are making their driving days a long-lasting career. For instance, driver Gilberto Limas started working for Santa Cruz METRO nearly 35 years ago. Limas is a fixed-route relief operator. He doesn't have an assigned route, meaning that he covers routes when regular drivers can't.

For landmark anniversaries, operators are recognized with longevity and safe driver awards at monthly METRO Board of Directors meetings. Limas received his 30-year safe driver certificate last year. He had a chargeable accident within his first four years, which reset his safe driving record.

"You just do the best you can," he said, adding that driving a bus is easier than driving his car.

"For a bus service provider, safety is job one and the operators receiving these honors are leading the way for the rest of the organization," METRO CEO Alex Clifford said in a prepared statement. The current group of operators averages 18-20 years of driving for METRO, he said.

"We celebrate longevity because we value the commitment so many of our employees have made to spending their careers with Santa Cruz METRO," he said in a prepared statement. "It is important to our Board of Directors that we take a moment to honor those years of service as long-serving employees retire to the next phase of their lives. Their institutional knowledge, customer service, and understanding of our community are not easily replaced."

Originally from Mexico, Limas lives in Santa Cruz with his wife. They have three adult children. In his career, there hasn't been anything he can't handle, he said. He has dealt with racial issues, but doesn't let it bother him.

"If you start to worry about that stuff, it will kill you," he said, recounting a time he carried his frustration home after a Snapple bottle got stuck in his bus door. "You have to either like people or just be patient to them ... On the bus, we carry everybody, everything this city has."

Limas has found underwear, syringes, beer and whiskey and other things left on his buses.

As a tip to new drivers, Limas, 64, said to be patient, learn how to read people, show up on time to your shift and be aware of your surroundings.

"Just be patient with the people and be willing to work, whatever it takes to do it. Because I mean, there's some people that just, you know, they want to

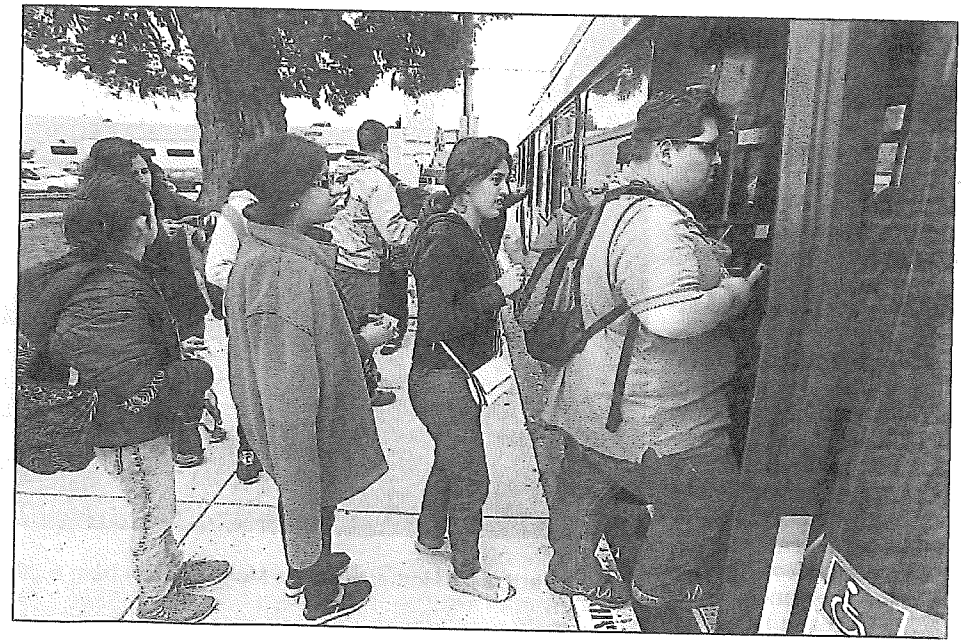
DRIVERS » PAGE 3

Drivers

FROM PAGE 2

work but they just want ... to have the district send their check to the house and never be here."

Limas is among four other fixed-route drivers who have received safe driver awards. Angel Valdez Jr., Ascencion Sanchez and Mario Espinoza received 30-year certificates, while Juan Flores has been recognized for 20 years of safe driving. Two drivers declined requests for interviews, and two additional drivers are eligible to receive their safe driver 20-year certificate in 2020, but their names were not provided.



DAN COYRO — SANTA CRUZ SENTINEL

Santa Cruz METRO bus operators average 18-20 years of driving with the company.

County rail corridor off limits indefinitely

Many of us thought that the Unified Corridor Study would lay out a clear plan for the county rail corridor. In fact, while the RTC selected a scenario that included a train, (after 2035, subject to permitting, environmental review, funding, etc.) they also acknowledged METRO's request to conduct a "comprehensive alternatives analysis to determine the most appropriate mode of public transit for the Rail Corridor ..." This study proposes to "... support mass transit use in the rail corridor would run adjacent to bike and pedestrian facilities, but not under the 'rail banking' concept ..."

It's unclear where this leaves the train supporters since now at least one commissioner suggests that this vehicle may be more like a "tram" than a train. Regardless, this Alternatives Analysis is not due until 2021. So if you thought the RTC would open the rail corridor for public transport any time soon, don't hold your breath.

— *Nadene Thorne, Santa Cruz*

Santa Cruz Sentinel

Letter | There Is No Privacy On Public Transportation

By Letters to the Editor | Santa Cruz Sentinel
May 22, 2019 at 5:00 pm

The comment from Mr. Patel (May 20) about cameras on public buses recording the behavior of both driver and passengers contains a bit of an oxymoron: "learn to respect the public's privacy."

The Metro is public transportation and therefore public space, and there's no privacy in public. If another passenger were shooting up or trying to steal my wallet or "manspreading" next to me to an unacceptable degree, visual evidence of the same would be most useful for both the driver and the passenger.

— Jane Walton, Santa Cruz

TRANSPORTATION

Despite growth in electric cars, vehicle emissions rise

By Julie Cart
CALmatters

It is tempting to employ any number of puns when considering California's transportation future: The state is at a crossroads, its policies could run out of gas, dangerous curves lie ahead.

But keeping in mind that the state's climate policies demand the wholesale electrification of transportation, here's another: California must reinvent not only the wheel, but also the vehicle, the fuel and the road. The transformation is well underway, but the positive news is clouded by negative trends.

More than half the nation's clean cars reside in California garages and driveways, with sales making wild leaps—a nearly 81% increase in registration of new electric vehicles between 2017 and 2018, according to the California New Car Dealers Association. Yet planet-warming pollution from transportation has been rising, amounting to as much as half of the state's greenhouse-gas emissions. Unless California can quickly reverse that trend, the ability to meet long-term climate goals is in doubt.

The nonpartisan Legislative Analyst's Office concluded in a report released a few months ago: "The overall effects of the state's policies aimed at reducing transportation (greenhouses gases) are largely unclear."

Significant inroads have been made in nudging California toward its near-term goal of about 1 million electric cars by 2023. But there's the added goal of 5 million zero-emission vehicles seven years later. It's a glass-half-full calculation whether the 570,000 electric cars on the road today in California—less than 3% of passenger vehicles—reflects a policy that's off to a good start or one that is stalled at the gate.

The state's stunning goal of electrifying all vehicles that move us and the goods we need — think of buses, trucking, rail freight, ships and airplanes — requires disruption of a sector whose last game-changing innovation was high-speed rail in the mid-1960s (one California struggles with even today).

Cleaning up transportation is a critical tool in California's response to climate change. But Jared Blumenfeld, secretary of the state Environmental Protection Agency, said pollution from transportation is running counter to trends in most other sectors, at nearly half of greenhouse-gas emissions. That calculation includes energy used to extract and transport fossil fuels; the state Air Resources Board counts tailpipe emissions alone, about 40% of the entire emissions inventory.

CARS » PAGE 5

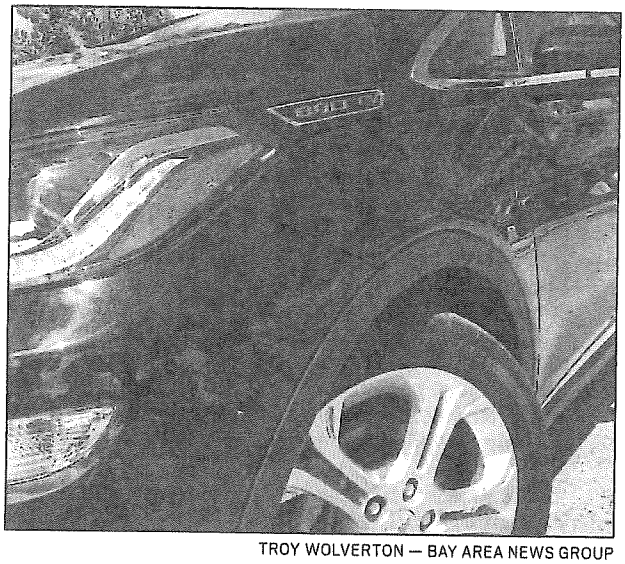
Cars

FROM PAGE 2

While smokestack industries in the Golden State are retrofitting to comply with emissions caps, cars and trucks still run mostly on highly polluting 19th-century technology that, in addition to undermining climate goals, endangers public health with each tailpipe cloud.

California is addressing this discrepancy from a variety of angles, with more than 120 laws and incentives encouraging clean fuels and cars. The state has disbursed more than $854 million in rebates since 2010, funded by proceeds from cap-and-trade auctions, to help residents buy or lease clean cars. And it has spent hundreds of millions to subsidize new charging infrastructure; the Public Utilities Commission alone has approved the $738-million price tag for the state's large utilities to install charging stations. And last year the state set an ambitious goal of installing 250,000 electric vehicle charging stations by 2025. There are about 20,000 public stations now, according to an air board spokesman.

State officials have been equally strict with their own departments. California is on its way to replacing half of the state's light-duty vehicle fleet with non-gasoline cars, which must be accomplished by 2025. And the carbon content of fuel at gas pumps throughout the state, with the energy needed to produce the fuel, has been reduced by 3.5% since 2011.



TROY WOLVERTON — BAY AREA NEWS GROUP

An exterior view of the 2017 Chevrolet Bolt all-electric car, which boasts a greater range than the base-model Tesla Model S. The Bolt is said to be able to travel 238 miles on a full charge.

The exemption electric-vehicle drivers had from paying a share of roadway maintenance via gasoline taxes was addressed in last year's state gas-tax increase, which required an additional $100 annual registration fee for electric vehicles. And policies enacted in the past couple of years are intended to reduce miles traveled by encouraging multi-unit housing clustered around transportation hubs, though a highly controversial bill to further foster such moves has been held until next year.

Still, with emissions increasing, some officials are beginning to think of transportation as a laggard.

Dan Sperling, who sits on the Air Resources Board and is the founding director of the Institute of Transportation Studies at UC Davis, comes down squarely on the "we haven't done enough" side of the equation. Although the most recent official emissions inventory ends at 2016, Sperling said trends continue to suggest that transportation emissions are increasing.

Yes, he said, California is on the verge of various breakthroughs, outlined in his book, "Three Revolutions." The state's metamorphosis, he said, will be propelled by electrification, driverless vehicles and widespread carpooling. But what California needs most is a good shove in the right direction from policymakers.

"The reality is that our (zero-emission-vehicle) mandate is not very aggressive at this point," Sperling said. "The increase in electric vehicles has been significant, but if you pull out Tesla, there's been almost no change. We are poised — we are making all the investments, we've got the policy structure, sort of, in place. But ... something has to change. Maybe if costs keep coming down, it might be enough by itself. But it probably isn't. The Trump administration is not helping."

California requires that automakers sell clean cars to have access to the state's car market, the nation's largest. But those market signals are getting crossed: The Trump administration has announced plans to roll back California's fuel-efficiency standards, which also serve as the federal rules.

The new standards are not yet finalized and will be met by a legal challenge from California. But any uncertainty about the trajectory governing cleaner cars is a setback, say electric-vehicle advocates.

"If we want clean air, we have to have clean cars, period," said Phil Ting, a Democratic assemblyman from San Francisco whose evangelism about electric cars extends to his own plug-in Chevy Bolt. "From a regulatory point of view, we need to do more."

CALmatters.org is a nonprofit, nonpartisan media venture explaining California policies and politics.

TRANSPORTATION

METRO to install cameras on buses

New camera system encourages responsible driving and safety for riders and employees

By Elaine Ingalls
eingalls@santacruzsentinel.com
@sentinel_elaine on Twitter

SANTA CRUZ » With the installation of surveillance cameras on both ParaCruz and fixed route Santa Cruz METRO vehicles, bus rides may become more safe and secure.

All of METRO's paratransit use vehicles, 38 in total, have surveillance cameras installed. For the standard buses, referred to as fixed route, 44 of 94 have cameras. Not all of the fixed route buses have cameras due to funding constraints, according to Isaac Holly, information technology director at METRO.

"We are in the process of fitting the remaining fixed-route fleet of 50 buses as funding becomes available," he said.

Funding for the cameras comes from the California Governor's Office of Emergency Services. Holly said funding sources will change as the cameras are installed in the rest of the fixed-route fleet.

The cameras are a product of a manufacturing company Apollo Video Technology, which makes mobile video surveillance, information management solutions for mass transit and school transportation and other hardware and software. Each camera costs $300-$400, depending on the type of camera.

Fitting the cameras with buses started when the METRO Board of Directors approved a contract awarded to Apollo Video Technology in October 2017 to install vehicle surveillance systems on its buses. Camera installation on the 44 fixed route buses was completed in July 2018.

"The surveillance system is a real-time information collection system that allows us to determine whether METRO is responsible or whether an incident attributable to passenger action," Holly said in a prepared statement. "It provides a venue by which we can either improve safety, service delivery and public outreach more effectively."

This report follows the story of an elderly man pushed off a Las Vegas bus by another rider, who later died because of his sustained injuries from falling onto the sidewalk. The push off the bus was caught on the buses' surveillance video.

While surveillance videos provide evidence of situations on the buses, some people do not support using them.

In a letter to the Sentinel, Santa Cruz resident Raj Patel said privacy is at stake.

"They are turning our town into a Nazi police state prison," Patel wrote. "The entire budget

CAMERAS » PAGE 5

Cameras

FROM PAGE 2

of the Santa Cruz Police Dept. needs to be cut and we need to say 'no' to police state cameras on our buses. Let us voice our opposition to Santa Cruz METRO, boycott their buses until they learn to respect the public's privacy."

METRO has received other mixed feedback, but more positive than negative, according to Holly.

"Most persons feel much more secure on our system due to the cameras," he said in a prepared statement. "The system has been instrumental in exonerating our Operators for incidents and accidents, while supporting our ability to address deficiencies in our service that we can address."

Holly said METRO has turned to the legal counsel throughout the installation process to ensure it does not violate any privacy laws. He said it is important that customers recognize METRO doesn't review video on a daily basis, but rather, only in the event of an incident.

LEGISLATURE

Senate housing bill that challenges single-family zoning is dead for the year

SB 50 will come back for a vote in 2020

By Marisa Kendall
Bay Area News Group

A controversial housing bill that called for sweeping changes to California's zoning rules is dead for the year — a major setback for politicians and advocates trying to solve the region's housing crisis with an ambitious legislative package.

Senate Bill 50 would have allowed fourplexes in neighborhoods zoned for single-family homes, and forced cities to approve taller, denser residential buildings near transit stops and in "job-rich" communities.

The measure was the cornerstone of a group of bills seeking to reform everything from renter protections to residential development in California. Now the fate of that effort, which has been endorsed by Gov. Gavin Newsom, is less clear.

Moments before the bill was set to undergo a crucial vote in the Senate Appropriations Committee on Thursday, the committee chair, Sen. Anthony Portantino, D-La Cañada Flintridge, announced SB 50 would join a handful of measures to become "two-year bills." That means SB 50 will be held for the rest of the year, and come back for a vote in January 2020.

"There were legitimate concerns expressed from both large and small cities about the scope of SB 50 as it pertained to bus corridors, historic preservation, the definition of 'jobs rich' neighborhoods and whether it would increase gentrification and discourage light rail expansion as unintended consequences; all of which justified the pause established today by the committee," Portantino wrote in a statement.

But the fact that the committee held SB 50, instead of killing it outright, is significant, said David Garcia, policy director for UC Berkeley's Terner Center for Housing Innovation.

"Bills get turned into two-year bills every now and then," he said. "I think that signifies that the goals of the bills are worthy, but they simply couldn't get the support in time for it to move further. But they want to continue the conversation into the next part of the legislative session."

HOUSING » PAGE 5

Housing

FROM PAGE 3

The decision marks the second year in a row that state Sen. Scott Wiener, D-San Francisco, has tried and failed to pass sweeping zoning reform. His similar measure, SB 827, died last year in its first committee hearing.

"While I'm deeply disappointed that the Chair of the Appropriations Committee has decided to postpone SB 50 until 2020 — since we have a housing crisis right now — we are one hundred percent committed to moving the legislation forward," Wiener wrote in an emailed statement. "We're either serious about solving this crisis, or we aren't. At some point, we will need to make the hard political choices necessary for California to have a bright housing future."

Housing advocates still had reason to cheer Thursday, as several other housing bills made it out of the Appropriations Committee and now will advance to the Senate floor. They include SB 329, which would prohibit landlords from discriminating against Section 8 tenants; SB 330, which would prevent cities and counties from imposing new parking requirements for housing developments; SB 5, which would fund affordable housing development at a cost of $200 million per year and SB 6, which would create a database of local land suitable for residential development.

In the Assembly, AB 302, which would require community colleges to open their parking lots overnight to homeless students sleeping in their vehicles, also passed its Appropriations vote and will advance to the floor.

But none of those bills generated as much opposition as Wiener's SB 50. City leaders fumed that it would strip their ability to control what gets built within their borders. And affordable housing advocates worried it would lead to more high-end development, which would displace low-income residents.

"Obviously we're really pleased about the delay, and think it's a big success and victory for people who are really concerned about issues of affordable housing for low-income residents," said Susan Kirsch, founder of slow-growth group Livable California. "It feels like a really good day."

The delay will give Kirsch and other opponents more time to talk with Wiener's team and hopefully reach a compromise, Kirsch said — though the bill's mandate to allow fourplexes in single-family neighborhoods might be a non-starter for her group. Kirsch also plans to ramp up her campaigning against the bill.

It may be more difficult for SB 50 to pass in 2020 because it's an election year, Garcia said. Legislators up for re-election may be hesitant to cast a vote for such a controversial bill, or may urge its author to soften its impact.

SB 50 made it through two committee hearings before it was tabled Thursday, and it went through several changes along the way. As part of a compromise last month with Sen. Mike McGuire, D-Healdsburg, Wiener agreed to give special treatment to smaller cities and counties, and exempted small coastal cities, historic districts and fire-prone areas from his zoning reforms. But the compromise also included an especially controversial new measure — cities would be required to approve fourplexes on vacant land in any residential neighborhood in California, a move critics have decried as an attack on single-family zoning.

Matt Regan, senior vice president of public policy for the Bay Area Council business association, called the committee's decision to hold SB 50 "very disappointing."

"Now we're back to square one," he said. "The crisis continues to get worse. The solutions are being taken off the table one at a time, and it's very frustrating."

Newsom, who has asked the legislature to bring him housing bills to sign, also was disappointed.

"California must address the housing supply shortage head-on, and we need to be able to use every tool in the toolkit to address this systemic crisis," he wrote in a statement.

BUSINESS

Owners have big plans for Capitola Mall

Project is at least five years from completion

By Elaine Ingalls
eingalls@santacruzsentinel.com
@sentinel_elaine on Twitter

CAPITOLA » Mentions of housing, a cinema, local restaurants and live entertainment are in the air for Capitola Mall, but it isn't clear what the transformation will look like.

Stephen Logan, vice president of development of Merlone Geier Partners, the private real investment company that bought a portion of the Capitola mall in April 2016, presented an update on plans for the mall Thursday night at a Capitola City Council meeting. Merlone Geier also presented to the Capitola Planning Commission on May 2.

"Retail's not dead, retail's just changing," he said at the city council meeting.

Merlone Geier acquired the Sears property in December 2018. The company now owns 35.5 acres of the mall. Target, Macy's, Olive Garden, Citibank, Ross and Bank of America are some properties that are independently owned in the mall proper, or the area surrounded by Capitola Road, 41st Avenue and Clares Street.

The city of Capitola and Merlone Geier still have things to sort out, such as a new name for the area and how to work with Santa Cruz Metro on keeping or changing the bus stop at the mall.

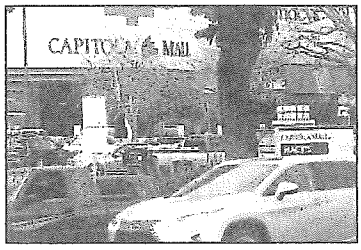
After a community meeting in June, Logan said Merlone Geier plans to take the community feedback, modify its plans and submit an application in the third quarter of 2019 to start the 18-24 months-long Environmental Impact Report process, then six months to obtain building permits and 24-30 months to build. He said it won't be an enclosed mall anymore, but there will be more opportunities for walking, outdoor seating or gathering areas and live entertainment. Housing, a fitness center, and a luxury movie theater are also on the table for development plans. These ideas came from feedback from a community meeting in January 2018 and a community survey that ran from April to October in 2018.

Katie Herlihy, community development director for the city of Capitola, presented land use and economic development goals and policies from Capitola's 2014 General Plan at the meeting, highlighting those specific to the Capitola Mall. A goal in the general plan reads "support the long-term transformation of Capitola Mall into a more pedestrian-friendly commercial district with high quality architecture and outdoor amenities attractive to shoppers and families." This goal includes policies on redeveloping the mall in phases, redeveloping the parking lot, relocating the Santa Cruz METRO center and establishing public gathering places.

The city hopes that restructuring the mall will also encourage high quality development along the 41st Avenue corridor and make it more inviting to the public, and "provide businesses and jobs that create a healthy and stable local economy," both goals in the general plan.

Herlihy said Logan's presentation showed public feedback that seemed to line up with the general plan, to have a mixed-use area with an active public realm for people to gather, slow

MALL » PAGE 5



SHMUEL THALER — SANTA CRUZ SENTINEL: FROM FILE

Merlone Geier Partners plans to transform the Capitola Mall into a space that is more walkable, with outdoor seating and gathering spaces and more.

Mall

FROM PAGE 3

down and have a unique shopping experience.

City Councilman Ed Bottorff said he would like to see places of interest like a yoga studio and interesting food choices, and walkability and housing located on site would be key.

"I hope the new retail is very diversified and if a hotel could be incorporated into the project that would greatly benefit the appeal and support of the merchants in that area," Bottorff said in a prepared statement. "It's very early in the project, but we will work constantly with the developers and the public to insure a great outcome."

Merlone Geier will return to Capitola for its public outreach event at 6 p.m. June 11 at the Sears building, 1855 41st Ave.

Other Transit Related Articles

The Mercury News

Strike Looming For Bus, Light Rail Operators In Santa Clara County

Members of VTA's union will vote Wednesday on whether to accept a new contract

By Erin Baldassari June 19, 2019



Photo Jacqueline Ramseyer/Bay Area News Group/Feb. 16, 2017 VTA Route 13 bus stop at the corner of Almaden Expressway and Camden Avenue in San Jose, Calif. Some residents would like to see this route run more than once an hour. VTA is also discussing eliminating routes in Almaden Valley.

SAN JOSE — Silicon Valley commuters may need to brace themselves for an extra dose of traffic gridlock next week, as transit workers in Santa Clara County prepare to go on strike.

The Amalgamated Transit Union Local 265 will vote Wednesday night on whether to accept the Santa Clara Valley Transportation Authority's (VTA) "last, best, and final" offer. John Courtney, the union's recording and financial secretary, said the union would likely announce the outcome of the vote Thursday morning along with any plans to strike, should the workers reject the VTA's proposal.

The local — which received approval April 9 from the South Bay Labor Council to go on strike — said Monday it was likely the union would not accept the proposed contract.

"All bets are off after Wednesday," the union said via Twitter.

If the union does agree to strike, it would need to provide the VTA at least 72 hours notice before any work stoppage, said VTA spokeswoman Brandi Childress. As soon as the union notifies the VTA of the strike, it will inform the governor's office, which has 72 hours to issue a ruling preventing the action, should it find the stoppage would create a public safety hazard.

Courtney declined to comment Wednesday on the union's plans, but Childress said given the timeline, the VTA is anticipating any strike, should it move forward, would happen sometime next week.

If that's the case, the VTA would stop all light-rail service, Childress said, and bring in licensed bus operators from other transit agencies along with private operators to drive buses on some of the authority's most trafficked routes. The VTA serves around 118,000 customers each weekday on its light-rail trains and buses, with the bulk of passengers — about 91,000 — riding its buses. The routes extend from Palo Alto to Gilroy in Santa Clara County.

Although the draft contingency plan is still being finalized, Childress said the authority will focus on maintaining service on the Line 22 bus, its busiest route, which runs from Palo Alto to East San Jose and carries about 9,000 people each weekday. If enough replacement bus operators can be found, Childress said, the next priority will be the Line 68 bus, which runs from San Jose's Diridon Station to the Gilroy Transit Center and carries about 4,500 passengers daily.

"It's a big impact," Childress said. "We're hoping for the best and that the union finds the offer agreeable and equitable."

The two sides have been negotiating since August on a new contract but reached an impasse on May 10, she said. They've signed 26 out of 37 tentative agreements, but there remain disagreements over pay, pensions and scheduling, among other issues.

The VTA is offering an 8 percent wage increase over three years, with 3 percent in the first year and 2.5 percent in the second and third years. Union representatives said the increase does not do enough to cover the actual cost of inflation, which rose by 4 percent in the last year alone, according to the US Department of Labor's Consumer Price Index.

The VTA is also offering a one-time, lump-sum payment of 3.1 percent of workers' salaries that would be doled out in increments over the three-year contract. The payment is meant to help offset the pension contributions the VTA is asking ATU members to make, the VTA said.

The increased pension contributions are a sticking point for the authority, Childress said. The ATU is the only bargaining unit at the VTA whose members don't fully contribute to their pensions.

"Doing so would ensure long-term financial sustainability for the organization," she said, "while still providing equitable and competitive compensation for it's employees."

Union officials have rejected this claim. In a statement posted to Twitter on June 14, the union noted, "Any increase to the pension contribution will be permanent and the lump sum payment will only be for the next three years."

Union representatives have also taken issue with an increase in the number of "split shifts" that bus and light rail operators are required to work, forcing workers to take time off after a morning shift before having to return to work in the evening. Roughly 31 percent of VTA's employees live outside the county, according to the authority.

"Many of our members cannot afford to live where we work so we commute long distances to and from work," the union said via Twitter. "VTA is pushing to increase an all ready [sic] unsafe working condition."

Facing a $25 million shortfall, the VTA in May approved a new service plan with 63, mostly small, cuts to curtail service, often in the form of reducing weekend routes or eliminating them altogether, shaving off a few hours at the start or end of the day, or running buses less frequently.

A few bus routes, including the 65, were eliminated entirely, as was light-rail service along the Almaden spur, which affected two stations. But the

authority also increased service on some of its busiest and most-used routes through downtown and East San Jose.

The 8 percent increase to workers' base salary, plus the 3.1 percent one-time bonus, would add about $27.7 million to the budget over the three-year contract period, Childress said. Together with other wage and benefit adjustments the VTA is offering, the total cost of the new contract would be nearly $31 million, the VTA said.

The ATU is the VTA's largest union, Childress said. It represents about 1,600 employees, including roughly 1,100 bus and light rail operators, plus mechanics, dispatchers, some facility workers and customer service representatives. The VTA has about 2,200 employees, including many represented by two other unions, the SEIU and AFSCME, which Childress said are both expected to support ATU in its strike.

CURBED

In Silicon Valley, An $8B Mega-Development Will Soon Break Ground

Related, the firm behind Hudson Yards, will develop the 240-acre site

By: Patrick Sisson Jun 13, 2019



Courtesy Related

In Silicon Valley, where big-money valuations are commonplace, a planned $8 billion real estate project set to break ground has captured the attention of the region's business community.

The Related Santa Clara project will transform a 240-acre golf course into a mixed-use development that's already being called the Hudson Yards of the West. British architecture firm Foster + Partners will handle design and landscaping of the waterfront development near Levi's Stadium, which includes plans for a neighborhood-style streetscape with public square and a 30-acre park. Uber has even proposed building a flying taxi "skyport"

amid the shops, residences, and offices. The first phase is poised to open in 2023.

The size and scope of the largest project under construction in Silicon Valley begs the question of priorities. Of the 9.2 million square feet, 5.4 million square feet will be devoted to offices supporting 25,000 jobs, with one million square feet of retail and entertainment space. Yet only 1,680 residential units are planned to be built. In one of the nation's most expensive and housing-scarce regions, will such large-scale projects, designed to accommodate startup spaces as well as new corporate campuses, further exacerbate the shortage of affordable housing?

Related believes that creating such a massive, amenity-rich, master planned community, located near big tech companies, will entice them to expand locally, instead of seeking cheaper talent and real estate elsewhere. "Room to grow is a big issue in Silicon Valley," Related executive vice president Steve Eimer told Bloomberg. "Most of these companies want to put their flag down in a place where they don't have to move."

Turning a golf course into coveted new office space and housing—including 170 affordable units—in an area known for bruising land-use battles shows the market responding to pressure for development. But the site also restricts the number of residential units Related is allowed to build. Because the golf course is located on the site of a former landfill, adding housing would require numerous additional environmental approvals. Santa Clara Mayor Lisa Gillmor said additional housing would be built in nearby neighborhoods, such as 4,500 units planned for nearby Tasman East.

The project, which has been six years in the making, was the subject of a pair of lawsuits by the city of Santa Clara and neighboring city of San Jose, which claimed housing and traffic would be negatively impacted by the proposed project.

Related has also noted that the project sits within a "transit-rich" area near Levi's Stadium, which is connected to the region via the Santa Clara Valley Transit Authority (VTA), commuter rail and a commuter shuttle program. BART, the region's light-rail service, is expected to connect to Santa Clara by 2025 or 2026 at the earliest.

But before the potential BART connection materializes, the site, which is located near the crowded convergence of U.S. Highway 101 and California State Route 237, does pose transportation challenges. Tech giants have been criticized for their car-centric development in the Bay Area. Apple's highly-touted spaceship campus, also by Foster + Partners, devotes more square feet to parked cars than employee offices.

Fox&Hounds
KEEPING TABS ON CALIFORNIA BUSINESS AND POLITICS

Can Bay Area Taxpayers Afford A New "Taxpayer Busting" $100 Billion Transit Tax Proposal?

By: David Kersten June 13, 2019

Bay Area business leaders made headlines recently by floating a new $100 billion "mega tax increase" that would break the record for transportation tax increases in the region, and extract still higher tax increases from Bay Area commuters.

New $1 increased Bay Area bridge toll hikes took effect on January 1, 2019, which increased tolls to $7 on the Bay Bridge during rush hour, and to $6 on the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael and San Mateo-Hayward bridges.

But if recent history in California politics tells us anything, it is that successful tax hikes beget higher and higher tax hikes, and still "bolder and bolder" tax proposals that will continue to increase the already exorbitant cost of living and doing business in the State of California.

This latest iteration is a very interesting case study because it clearly demonstrates several key issues with regard to taxing and spending in the State of California at both the local and state levels of government.

Let's start with the headline of the San Jose Mercury News report that helped break this story. The June 9, 2019 headline reads "Mega-Measure: $100 billion traffic-busting tax plan for the Bay Area taking shape," states the report.

The proposal is being floated by the same group of liberal business leaders that put together the Regional Measure 3 proposal to hike bridge tolls by $3 on most Bay Area bridges, which was approved by most Bay Area counties in June 2018.

The two key business groups behind the new proposal are the Bay Area Council and the Silicon Valley Leadership Group.

The idea behind the new "mega tax increase" is to create a truly regional transit system that would seamlessly connect the Bay Area's network of rails, buses and ferries, but the specifics of the plan is still in the concept and feedback gathering phase, according to the San Jose Mercury News.

"But any plan likely would include significant improvements to BART and Caltrain service, including a second cross-bay tube or bridge for BART, providing relief for trains that bottleneck in West Oakland. There could be a vast network of toll lanes that ring the bay and radiate to the north, east and south, sharing lanes with buses, and a more robust expansion of the Bay Area's ferry network," states the San Jose Mercury News report.

The details of the plan, including the tax funding sources and uses, will supposedly be developed over the next several months and finalized by the end of 2019.

As a long-time Oakland resident and former lead research consultant for the BART contract negotiations, I know how critical public transit is to the Bay Area and the huge financial needs for future investment in the system.

A second trans-Bay BART tunnel is critical, given that the system is at capacity with the single-tunnel, and certainly more could and should be done to more easily connect the various pieces of the Bay Area public transportation system.

But at the same time, as a professor of public finance, I do not think this "business as usual" approach to transportation funding is working and is likely to succeed in delivering on the promises made by proponents, and ultimately deliver for Bay Area commuters and businesses.

Perhaps most importantly, there continues to be a complete lack of a discussion about how to bring down or at least contain construction and operating costs, particularly labor costs including fringe benefits (i.e. health care and pension costs).

Given the huge funding needs and costs associated with these proposals, a real effort needs to be made to truly save on costs over the long-run on both the construction side, and the operating side, including all impact transit systems such as BART, AC Transit, SF Muni etc.

To illustrate, I believe that if the growth of these fringe benefit costs for member agencies was slowed to inflation, or even the rate of revenue growth, there would be more than enough money in existing resources to pay for this new proposal, plus more left over to fund other key priorities—that is how big a problem cost overruns in pension and health care are for these public agencies. (Note: I have not run these specific figures, but could easily demonstrate the dramatic cost savings from such a proposal. This example is intended for illustrative purposes only.)

Proponents continue to be silent on these cost-containment issues because the coalition behind these tax increases continues to rest on a grand bargain between big business and labor unions, who agree on the desire for more transportation funding, but have little or no interest in containing costs, which are ultimately paid by taxpayers.

In the absence of significant cost reform, such as pension, health care, and other operating costs, the poor and middle-class taxpayers and small businesses will undoubtedly pay the brunt of the tax increases, if not all of them, but will realize a very low return on their investment–possibly even a zero or negative return over the long-run.

The Bay Area economy depends on a functional transportation system, but the best thing we can currently do for the region's transportation system and business climate is to find a new paradigm for doing things that re-examines and challenges some of the "sacred cows" of public transportation finance and public employee benefit costs.

Furthermore, in the state's emerging political climate where the state's "affordability crisis" is a top issue in public opinion polls, real political questions are raised about how many more times this transportation tax and spend coalition, and others like it, can continue to go to the well to raises taxes and fees on average taxpayers and small businesses before voters simply say we are done.

The recent resounding defeat of Measure EE in Los Angeles County definitely shows many California voters have reached the point of "taxuration" to quote the words of one of the state's leading anti-tax advocates in Sacramento.

Moreover, at the state level in Sacramento, it is also common for big business interests to partner with the labor unions to effectively increase

taxes on average Californians and small business owners (i.e. Proposition 55 (2016), recent gas and car tax increases (2016), and the 2016 cap and trade compromise which provided exceptions for big business but not small business).

This begs the question: Should the California business community shoulder at least part of the blame for California's ever-increasing tax rates?

But I would argue that this old liberal tax and spend paradigm is gradually breaking down in California, and carries increasingly high political risks for political actors who fail to heed taxpayer warnings regarding fairness, over taxation, and government spending effectiveness.

I believe it would be in the best interests of the state's business community as a whole over the long-term to try to forge a new strategy with regard to public taxation, including transportation taxes, that provides for increased taxpayer fairness, reasonable rates, and program effectiveness, while at the same time better accomplishing their goals of an improved transportation system and business climate for all.

GOVERNING
THE STATES AND LOCALITIES

Batteries or Hydrogen? Cities Weigh the Best Way for Buses to Go Electric

As transit agencies move away from fossil fuels, they are figuring out which environmentally friendly option is right for them.

By: Daniel C. Vock June 11, 2019

Public transit agencies are often among the first customers for vehicles that run on new types of fuel, whether it was cleaner-burning diesel in the 1990s or natural gas more recently.

Today, eco-conscious agencies looking to switch to electric fleets face a big choice: power them with rechargeable batteries or with hydrogen fuel cells?

There isn't an obvious answer. Both are more environmentally friendly than fossil-fuel buses, and both can be cost-effective options.

wo transit systems in downstate Illinois offer a case in point. The transit agency for Quad Cities is going with battery electric buses for the hilly terrain along the Mississippi River. On the other side of the state, the agency servicing the college towns of Champaign-Urbana is set to become one of the first systems in the country that uses hydrogen fuel cells to propel its 60-foot buses when they arrive next summer.

Battery-Operated Buses

The Quad Cities agency -- officially called the Rock Island County Metropolitan Mass Transit District but commonly known as Metrolink -- just received five battery-powered buses last month, bringing its total to eight.

Metrolink has long been a leader in the greening of local fleets. It was one of the first systems to buy engines that were built specifically to run on natural gas -- rather than retrofitted diesel engines. The tractor manufacturer John Deere, which is based in the area, pioneered the technology that made those vehicles efficient. Deere has stopped making those engines, but the transit agency is now better equipped to adopt new technologies.

When Metrolink decided to move to electric vehicles, it was initially considering diesel-electric hybrids. But the procurement process was delayed by 18 months. In that short span of time, battery-powered buses became a lot more attractive.

"The technology has changed so rapidly," says the agency's general manager, Jeff Nelson. "One of the key drivers to me is money. What can you stretch your dollar to do? We knew adding better electric to our fleet was not going to have a high cost for us."

Metrolink paid for the new buses with a $3.2 million federal grant. The new buses required Metrolink to spend $70,000 on electric work to be able to handle the chargers, plus seven new chargers that cost $45,000 each. The new configuration will be able to handle up to 30 battery-powered buses.

One concern for the agency was how the batteries would perform over the long haul. The battery technology is so new that the agency has had to rely on engineers' estimates about battery life rather than real-world testing.

To minimize that risk, Metrolink opted to lease the batteries for six years, rather than buying them outright. If the batteries deteriorate too much, the manufacturer will replace them.

So far, the buses have out-performed the agency's expectations.

Metrolink had originally planned to use the buses for eight hours a day on a single charge. But, except for the cold winter months, drivers have found they can usually keep the bus operating for 10 or more hours. The buses can recharge their batteries with regenerative braking.

In fact, Metrolink drivers have something of a competition among themselves to see how efficiently they can keep their buses running. The record so far, Nelson says, was set on a 60-degree day with no wind, over the weekend, when the buses' loads are light. The bus went for more than 14 hours on a single charge.

Hydrogen Fuel Cell Buses

Travel range was a bigger concern in Champaign-Urbana.

"We want to plan our service to serve our community. We don't want to plan our service to serve our equipment," says Karl Gnadt, the CEO and managing director of the Champaign-Urbana Mass Transit District (MTD). "The battery-electric buses do not have the range that allow you to just put a bus out and have it run for 18 hours. A hydrogen bus has a range that is equivalent to a diesel bus, so it's a one-for-one replacement."

Champaign-Urbana's transit system may operate in a relatively small market, but with 13 million passenger trips a year, it provides more rides than much larger markets, such as Nashville, Tenn. The MTD services the University of Illinois' flagship campus, and student fees pay for a significant amount of its budget. In turn, the campus community expects buses to come frequently and run late into the night.

"The beauty of the fuel-cell electric is that, operationally, there are no alterations to our system that we need to make," Gnadt says.

The cost of acquiring the two new buses, a fueling station and fuel storage equipment will be about $3.5 million, of which $1.5 million will be covered by federal grants.

Gnadt says the hydrogen fuel cell technology meets MTD's environmental goals better than batteries. The electric batteries have to be recharged, usually at night, when solar power is not available, so they're plugged into the electric grid, he says.

"While we wouldn't be burning fossil fuels on the vehicle, the grid is not zero-emission. Not only is it burning coal, it's burning Illinois coal, which is particularly dirty," he says. (In the Quad Cities, the electricity comes from a mix of solar, wind, coal-fired and nuclear sources.)

MTD plans to produce the hydrogen for its fuel-cell buses itself. It could use solar power, wind turbines or, if need be, gas from the local landfill to separate the hydrogen from oxygen in water molecules for the buses.

The transit agency will soon be accepting bids for the equipment it will use for that conversion. It plans to add a total of 12 hydrogen fuel-cell buses by 2023, or about one-tenth of its fleet. By that time, the rest of its buses will be diesel-electric hybrids.

Although transit agencies are taking different approaches toward their next fuel sources, Gnadt says hydrogen fuel cells will be a viable option for the foreseeable future. Any fuel source comes with some risks, he says.

There's only one company left making diesel engines for buses, so if something happens with that company, transit agencies could be left in the lurch. Battery-powered buses require expensive batteries that aren't recyclable. The upfront costs of hydrogen fuel cells scare off some potential customers, he acknowledges.

"We believe the test case has been successfully completed for the hydrogen fuel cells," he says. "We believe that it is a viable option and that there will be other systems that get on board with this the way that we have."

SFiST

Transbay Transit Center Declared Safe, Set To Reopen July 1

By: Joe Kukura June 11, 2019

The $2.2 billion boondoggle appears to be properly un-boondoggling itself, as a previous declaration of a "June at the earliest" turns out to be just slightly off. It looks like July 1 will be the day, according to the Transbay Joint Powers Authority (TJPA).

The running joke that is the Salesforce Transit Center, the exceptionally fancy $2.2 billion downtown bus hub with stunning architecture and a rooftop park, has received its first bit of good news since the discovery of cracked steel beams forced its closure eight months ago. The refreshed, new, high-tech version of the Transbay Terminal had been open only six weeks when it was suddenly shut down last September (awkwardly, on the very first day of Salesforce's Dreamforce conference), but engineers have just given it a clean bill of health. The San Francisco Chronicle reported late Monday that the transit center is safe for reopening, and NBC Bay Area followed up Tuesday with word from the TJPA that buses will begin running through the terminal again at 6 a.m. on July 1st.

"We agree the steel structure is ready for service," Metropolitan Transportation Commission executive director Therese McMillan said in a letter obtained by the San Francisco Examiner. "We can represent to you and the public alike confidence that the Transbay Transit Center's girder problem was isolated and that the appropriate repairs have been performed."

The Examiner initially reported that it "it may take weeks" for any of the Muni, AC Transit, Greyhound, or Amtrak shuttle buses to resume services at the hub. Apparently there are still disassembled ceiling pieces strewn about the third-level floor that house AC Transit stops, among other complications. Transit Joint Powers Authority director Mark Zabaneh told the Examiner last week that they would "reach out" to these services once the whole place was declared safe again, which it now has been.

Also, NBC Bay Area just reported over the weekend that this year's inspections yielded plenty of cause of concern about the rest of the steel in the building, with multiple areas still potentially prone to cracking.

The directors also say that the center's lovely rooftop park (which has had its own separate issues) and its "grand hall" will reopen first, though they've offered no timeline on that. And additionally, no word on the launch of that kick-ass skyline glass gondola that San Francisco so richly deserves.

This is certainly welcome news.

Let the rooftop yoga classes and picnics resume.

MASS TRANSIT

CA: Want To Live Near Your Job And Mass Transit? Most Californians Do, Too

Several weeks after state lawmakers killed a bill to allow more housing near transit and job centers, a new poll shows most Californians support the idea.

By: Sophia Bollag June 7, 2019

June 06--Several weeks after state lawmakers killed a bill to allow more housing near transit and job centers, a new poll shows most Californians support the idea.

Most Californians want the state to force cities and counties to allow more housing near transit and job centers, according to a poll the nonpartisan Public Policy Institute of California released Wednesday.

The news comes after state lawmakers tabled a bill to do just that. San Francisco Sen. Scott Wiener's Senate Bill 50 would have stripped cities and counties of zoning authority around rail, bus and ferry stops and areas with high job concentrations. It aimed to allow taller, denser housing developments in those areas.

The survey found 62 percent of Californians favor making local governments allow more multi-family housing near transit and job centers. It didn't ask about the bill specifically and didn't ask respondents about the details of the legislation, which would have applied different rules in different counties.

Wiener has vowed to try again and said he's "100 percent committed" to moving the legislation forward next year.

"We need to do things differently when it comes to housing," Wiener said last month. "We're either serious about solving this crisis, or we aren't. At some point, we will need to make the hard political choices necessary for California to have a bright housing future."

The 15 largest counties in the state, including Sacramento, would have been most affected by the law. In those counties, the state would set zoning standards that generally allow for apartments and taller residential buildings within half a mile of rail and ferry stations. The same requirements would have applied within a quarter mile of some regular bus stops and job centers

It would have allowed four-unit buildings throughout the state generally wherever single-family homes are permitted. But it included provisions aimed to prevent demolition of existing single-family homes in favor of multi-unit complexes.

The survey also found 61 percent support Gov. Gavin Newsom's plan to link transportation funds with housing production.

Starting in 2023, Newsom's plan calls for California cities and counties that aren't making plans to build affordable housing to lose transportation money generated by the state's recent gas tax hike. It's one of his tactics to pressure local governments to ease the state's housing shortage by allowing more construction.

"Our state's affordability crisis is undermining the California Dream and the foundations of our economic well-being," Newsom said in a written statement. "Families should be able to live near where they work. They shouldn't live in constant fear of eviction or spend their whole paycheck to keep a roof overhead."

Several Democratic lawmakers have criticized Newsom's plan, arguing Californians voted to keep the gas tax increase in place based on the promise that the funds would be used for roads in their communities.

Most California adults say housing costs are a financial strain, according to the PPIC survey. Nearly two-thirds say homelessness is a problem in their area.

Newsom's proposed budget includes $1 billion in spending to help homeless people. Roughly three-fourths of Californians support that plan, according to the survey.

"Californians across party lines view homelessness where they live as a big problem," PPIC President Mark Baldassare said in a statement. "The governor's plan to spend a billion dollars on this issue has strong support."

The PPIC surveyed 1,713 adults in California by phone in English and Spanish from May 19-28. The survey results have a 3.3 percent sampling error.

METRO

Reports Outline Barriers, Enabling Factors To Electric Bus Adoption

Posted on June 6, 2019



The benefits of electric buses come from reduced emissions and reduced cost of ownership over the long term. BAE

The adoption of electric buses, mainly by municipal governments, has accelerated in recent years, increasing more than 80-fold between 2011 and 2017. But cities still have a long way to go. Investment in electric buses and other low-carbon technologies needs to double over the next two decades to keep global warming below safe thresholds, as identified by the IPCC.

Reaching this goal will require overcoming specific barriers and encouraging key enabling factors, according to new research from WRI, which examined real-world experiences from 16 cities that have attempted to adopt electric buses to greater and lesser degrees of success.

Two sister reports from WRI, Barriers to Adopting Electric Buses and How to Enable Electric Bus Adoption in Cities Worldwide, break down lessons learned in this rapidly evolving field and provide step-by-step guidance on how to achieve electric bus adoption targets using concrete examples.

Chinese cities account for 99% of electric buses on the road today. China's pioneering position in the field has yielded valuable insights. In just five years, Shenzhen went from needing two electric buses to secure the service quality of one diesel bus to matching service quality one to one. Today, the city operates the largest 100% electric bus fleet in the world, with more than 16,000 vehicles.

Electric buses typically cost two or three times more than conventional diesel buses. The benefits come from reduced emissions and reduced cost of ownership over the long term.

- In the case of Izmir, Turkey, the operating costs for 20 electric buses led to an 84% reduction in fuel costs and a 60% reduction in total maintenance costs relative to conventional buses.
- Izmir's usage of a solar power plant to provide electricity to charge the buses has resulted in an annual avoidance of around 420 tons of CO2 emissions.

The reports define a total of nine steps to be taken by stakeholders interested in moving toward full electric bus adoption. The first five steps cover initial preparation and planning, and the next four steps address how to scale up to reach mass adoption.

Financing is the main barrier to success.

- Formalizing and implementing customized procurement plans that are more suited to the special characteristics of electric buses, as well as new financial instruments to diversify and reallocate costs and risks, have offered promising results in places like Santiago, Chile, which leads Latin America in electric bus adoption.
-

Lesser known issues encountered by early adopters include **access to land and adequate electrical supply.**

- Planners in Cape Town, South Africa, for example, found charging infrastructure and new parking schematics required bus depots be up to 40% larger to accommodate charging infrastructure and bigger vehicles.
- Transit officials in Philadelphia found that existing electric charging capacity covered only about 7% of their bus fleet.
- Very few cities and national governments have planned for the massive electricity grid upgrades that will be needed. In Zhengzhou, China, electric vehicles, including electric buses, are projected to comprise 36% of the city's total electricity load by 2020.

The reports emphasize that the top issue for officials to consider first is the **scale of their electric bus projects.**

- Cities at the early adoption stages should plan for what's feasible and take concrete initial actions, like structured yet flexible pilot programs.
- Cities aiming to scale up should formalize and implement long-term plans regarding infrastructure and procurement, including cost-benefit analyses and actionable, time-bound targets.

MASS TRANSIT

FY2020 THUD Bill Approved By House Appropriations Committee

The legislation continues historic funding levels for public transportation as it passes out of committee.

By: Mischa Wanek-Libman June 5, 2019

The House Appropriations Committee approved the fiscal year 2020 Transportation, Housing and Urban Development, and Related Agencies (THUD) bill with a vote of 29 to 21 on June 4. The legislation was approved in subcommittee on May 23 and now moves to the floor of the House of Representatives.

According to the American Public Transportation Association (APTA), the legislation provides $13.5 billion public transportation and $2.7 billion for passenger rail. Additionally, language in the bill prohibits the Federal Railroad Administration from recovering funds provided to the California high-speed rail project.

U.S. Rep. David Price (D-NC), chair of the Transportation, Housing and Urban Development, and Related Agencies Appropriations Subcommittee, said, "We continue the model established by this subcommittee in the last two fiscal years by providing $3 billion in additional discretionary resources above the FAST Act authorized levels for highways, transit, and aviation projects. This funding will benefit every state and territory in the nation by making new projects possible or accelerating existing ones."

APTA says the legislation's inclusion of $16.3 billion in grants for public transportation and passenger rail is more than $1 billion more than the FY 2020 FAST Act authorization and $150 million more than the 2019 THUD Appropriations Act. The bill also includes an administrative provision that prohibits a 12 percent cut to public transportation formula grants in FY 2020.

Some of the bill's highlights include:

- $1 billion for National Infrastructure Investments (TIGER/BUILD), $100 million above the 2019 enacted level
- $3 billion for the Federal Railroad Administration, which includes $350 million for Consolidated Rail Infrastructure and Safety Improvements; $350 million for Federal-State Partnership for State of Good Repair and $13 million for Positive Train Control support.
- $2 billion for Amtrak, which includes $700 million for Northeast Corridor Grants and $1.3 billion for National Network Grants
- $13.5 billion for the Federal Transit Administration, which includes $2.3 billion for Capital Investment Grants (CIG) and $750 million for Transit Infrastructure Grants
  - The Transit Infrastructure Grants include $389 million for Bus and Bus Facility Program and $94 million in Low or No Emission Bus Program

APTA explained that in addition to the $2.3 billion for the CIG Program, the bill requires the FTA to obligate 80 percent of these dollars by December 31, 2021. It also includes language on FTA changes to the approval process for CIG grants.

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FOR IMMEDIATE RELEASE:

House Transportation Bill Secures Increased Funding for Low-No Program

Atlanta, GA, May 2019 – The Center for Transportation and the Environment (CTE) commends the House Subcommittee on Transportation-Housing Appropriations for approving federal legislation for the Transportation, Housing and Urban Development (T-HUD) appropriations bill that would increase grant amounts for transit infrastructure. The bill has reserved $94 million for the Low- or No-Emission Vehicle grant program (Low-No) – an increase from the original $55 million reserved from FAST Act funding that is set to end by fiscal year 2020.

The Low-No program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. The program serves as a critical funding source for transit agencies looking to begin their zero-emission transition. The House bill includes a minimum grant provision of $1.5 million. This minimum is intended to ensure that recipients have sufficient funding to implement impactful solutions that include multiple vehicles and lasting associated infrastructure.

CTE was a critical voice in Low-No's original inception and approval in 2015. This program increase is due in part to CTE's continued advocacy for clean transit on Capitol Hill.

"CTE is proud to not only provide technical support to support transit agencies as they transition to zero-emission buses, but to also provide a strong and independent voice on Capitol Hill to ensure they have the necessary funding to support these efforts," said Dan Raudebaugh, Executive Director of CTE.

The bill will head to the Senate next for review and voting.

ABOUT CTE
The Center for Transportation and the Environment is a 501(c)(3) nonprofit organization with a mission to improve the health of our climate and communities by bringing people together to develop and commercialize clean, efficient, and sustainable transportation technologies. CTE collaborates with federal, state, and local governments, fleets, and vehicle technology manufacturers to complete our mission. Learn more at www.cte.tv

Despite National Security Concerns, GOP Leader Mccarthy Blocked Bipartisan Bid To Limit China's Role In U.S. Transit

By: Damian Paletta and Erica Werner May 21 at 1:19 PM

House Minority Leader Kevin McCarthy (R-Calif.) blocked a bipartisan attempt to limit Chinese companies from contracting with U.S. transit systems, a move that benefited a Chinese government-backed manufacturer with a plant in his district, according to multiple people familiar with the matter.

His behind-the-scenes intervention came as Congress was trying this year to craft a spending compromise to avert another government shutdown. McCarthy pressed lawmakers to strip out language that could have prevented the company in his district, BYD Motors, from winning federal contracts, and they relented because they feared imperiling the bill.

BYD Motors is a division of BYD Co., a giant Chinese manufacturer. Among other things, it makes electric buses that are often used by local governments. Stella Li, BYD Motors president, is a campaign contributor to McCarthy, and the lawmaker spoke at a ribbon cutting for BYD's California plant in 2017.

Lawmakers frequently take a stance on legislation that could affect campaign contributors or hometown companies. But McCarthy's intervention was striking because the close ally of President Trump sought to protect Chinese interests at a time when Trump and many lawmakers on Capitol Hill are attempting to curb Beijing's access to U.S. markets, particularly in industries deemed vital to national security. Just last week, Trump put Chinese telecom giant Huawei on a trade "blacklist" that severely restricts its access to U.S. technology.

McCarthy's move to protect a Chinese company's interests frustrated even some members of his own party because they have warned repeatedly that allowing Chinese-backed firms access to U.S. infrastructure systems could pose a national security risk to the United States. Lawmakers of both parties have complained that U.S. tax dollars should not be used to support projects that benefit foreign companies.

"Kevin McCarthy has been championing a Chinese-owned company that is utilizing our tax dollars to gain a foothold in the American automotive industry," said Scott Paul, president of the Alliance for American Manufacturing, a labor-business partnership that has advocated for a tougher approach with China. "This is a company that is clearly championed by the Chinese government that has ambitions to dominate the global auto market, and so giving a foothold to it in the American transit market . . . seems to be a really, really risky proposition."

Matt Sparks, a spokesman for McCarthy, defended the congressman's actions. He said McCarthy has long advocated for companies in his district and denied any connection between McCarthy's receipt of campaign contributions from BYD and his actions on Capitol Hill.

"McCarthy is proud to support job creation for his constituents and community," Sparks said.

McCarthy's work on the transit issue affecting BYD began last year and continued for several months, culminating in a February spending bill that omitted the ban on Chinese-backed companies getting federal transit contracts.

BYD officials initially contacted McCarthy's office because the Senate had approved such a prohibition, which would have applied to bus or rail manufacturers supported by the Chinese government and prevented them from winning state or local contracts that use Federal Transit Administration dollars, as such contracts often do. Sparks confirmed McCarthy's aides listened to the issues BYD raised about the bill.

A House version of the bill, which McCarthy supported, exempted bus manufacturers from this prohibition, according to McCarthy's office — a key provision that would have protected BYD. Senate negotiators wanted their broader, bipartisan restrictions pushed into the final law but McCarthy objected, according to three officials, speaking on condition of anonymity to discuss the private talks.

Ultimately, all of the proposed restrictions were scrapped because the impasse threatened to cause another government shutdown. Supporters of the stricter Senate version said the goal was to protect U.S. national security and domestic manufacturing.

"I think we're right to try to protect America's national security interests but also protect our domestic producers against that sort of unfair competition," said Sen. John Cornyn (R-Tex.), an author of the Senate provision.

Trump and his top aides have complained that China unfairly subsidizes large companies in a way that puts U.S. firms at a disadvantage, but there has never been a full accounting of how much U.S. government business those firms reap.

The enterprises are either partially owned by the Chinese government or receive financial support from it, and critics say those direct or indirect subsidies give them an unfair advantage over U.S. manufacturers. The Trump administration has engaged in broad trade negotiations with China, which have soured in recent weeks — in part over the issue of China's extensive network of government-backed enterprises.

Beyond economic concerns, lawmakers from both parties have argued it is dangerous for Chinese-linked firms to have access to U.S. transit systems because of the potential for espionage or other threats to national security. Among other things, they have argued that in time, China-backed companies could use facial recognition technology or other means to surveil unsuspecting Americans.

"We really need to wake up. We need to understand what a threat this is and do something about it," Rep. Daniel Lipinski (D-Ill.) said last Thursday at a House Transportation Committee hearing about public transit and rail sectors. "We can't just sit here and talk about it and then years from now when it happens say 'Well, I remember talking about it.' "

A BYD official who testified Thursday insisted the company is not controlled by the Chinese government, noting that Warren Buffett's Berkshire Hathaway owns a stake in the firm.

The official — Zachary Kahn, North America government relations director for BYD Motors — emphasized BYD's civic ties to the towns of Lancaster and Palmdale in and near McCarthy's inland Southern California district, including support for the Boy Scouts and the California Poppy Festival. He said BYD employs 775 union members as part of its U.S. workforce, most of whom work at the Lancaster plant.

Fast Company last year called BYD "The Biggest Electric Vehicle Company You've Never Heard Of." Forbes in 2017 listed BYD's billionaire chairman and president, Wang Chuanfu, as one of the richest men in China.

The company has promoted its ties to McCarthy in the past.

At an October 2017 ribbon cutting to expand its Lancaster plant, McCarthy was seated on the stage next to the billionaire, according to a photograph posted on BYD's website. "I am proud that BYD has chosen to expand their facility here in Lancaster," BYD's website quotes McCarthy as saying. "As BYD continues to develop cutting edge technology that helps transform the transportation industry here in the Antelope Valley and around the country, this investment will help create jobs in our community, keep Lancaster on the forefront of technological advancement, and put emission-free vehicles on our streets."

One month before the event, BYD's Li made several political donations that benefited groups tied to McCarthy, according to the Federal Election Commission. She gave $1,350 to Kevin McCarthy for Congress, $2,700 to California Victory 2018 and $1,350 to the Great America Committee.

Li had never given McCarthy or either of the political action committees money before that time, according to the Federal Election Commission.

Frank Girardot, spokesman for BYD Motors, said the donations were made as part of a political fundraising event but disputed any impropriety.

"If you're going to characterize this as being some kind of influence type thing, nothing could be further from the truth," Girardot said.

The Great America Committee is a political action committee affiliated with Vice President Pence that supported many House Republican candidates in the last campaign cycle. It did not give money to McCarthy, but it did support many of the GOP candidates McCarthy backed in an effort to retain control of the House of Representatives. California Victory 2018 is a political action committee that gives money to California Republicans, with McCarthy being the biggest individual beneficiary last year, according to the Center for Responsive Politics, a nonpartisan, nonprofit organization that studies political donations.

Sparks, the McCarthy spokesman, said the congressman had been familiar with issues related to BYD for several years.

"McCarthy's awareness of BYD's proposal and decision to build a plant in Lancaster long preceded this event. In fact, McCarthy met with the mayor of Lancaster to discuss the BYD proposal and tour potential sites back in 2015," Sparks said. "The BYD investment in the Antelope Valley helps the city of Lancaster — which is in the congressman's district — work toward its ambitious goal to be a zero-net energy city."

BYD has faced scrutiny for years. Some Democrats have accused BYD of manufacturing batteries for its vehicles in China and then shipping the unfinished products to the United States, where they are put in a special casing and then labeled in a way that allows them to qualify under "Buy America" restrictions. The Buy America designation is crucial in order for the company to qualify for certain contracts funded by U.S. taxpayer dollars.

BYD officials have denied accusations that they aren't properly adhering to the rules, insisting that the company's buses meet or exceed Buy America requirements.

"BYD stands by its products and its U.S. employees," Kahn told lawmakers Thursday, adding: "This competitive dynamic supported by BYD's presence in the U.S. has also driven down costs for transit agencies."

Winning contracts with state and local governments has been crucial for BYD since it expanded its presence in the United States. Several media reports have projected that the company has received hundreds of millions of dollars in such contracts in recent years.

Last year, for example, the company won one bid to supply the city of Atlanta with electric vehicles and another to provide battery-electric buses for Georgia, according to BYD's website.

Lawmakers at the House hearing were unimpressed. Rep. Paul Mitchell (R-Mich.) said BYD has received $338 million in grants from the Chinese government, and three of its five board members are connected to the Chinese government in some way.

Mitchell asked Kahn for details on the terms of the grants and other information about the company's organization, which Kahn was mostly unable to supply.

"Whether this is technically state-owned or state-influenced, we have a problem here," Mitchell told him. "What's been made abundantly clear by the Chinese government is they plan to assume a dominant position in the world by 2025 in all aspects, including economic. This is a threat to the security of this nation, so let's not dress this up and say that BYD is not state-owned."

House Transportation Committee Chairman Peter A. DeFazio (D-Ore.) complained at the same hearing that BYD sent defective buses to his district, but he also acknowledged the company's political savvy.

"They're smart, they unionized, they put these plants in very strategic places," DeFazio said. "They didn't know Democrats were going to take over the House, they put the plant in Kevin McCarthy's district, I think they would have put it in someone else's district if they'd known Democrats were going to take over the House, but they aren't dumb."

In an interview after the hearing, Kahn was asked whether BYD had chosen to move into Lancaster because it was represented by a powerful member of Congress. He said he wasn't with the company at the time, but that his sense was its biggest supporter was the local mayor.

And Kahn said that the company did nothing untoward in approaching McCarthy and other local representatives about the problematic spending bill language.

"We certainly let all of our representatives know when there's legislation that would hurt us, let them know the implications of something like that," Kahn said. "Most transit agencies do use federal funding, hence it would be really damaging to jobs in his district."

USA TODAY

When You Tally Up The 25 Richest Cities In America, California Has Eight

Samuel Stebbins, 24/7 Wall Street Published May 19, 2019

24/7 Wall St. reviewed median household income data to determine the richest metro areas in the United States. Here are the top five. USA TODAY

Incomes climbed faster in 2017 for the typical American household than they have in years. The median household income of $60,336 in 2017 marked a 4.7% increase from the previous year – more than doubled the 2.1% inflation rate over the same period.

The 2017 median household income of $60,336 marks a historic high and generally means greater wealth and buying power than in recent years. Clearly, however, incomes are not even nationwide, and while some areas are undoubtedly poorer, in dozens of thriving American cities, the majority of households earn over 20% more than the national median.

24/7 Wall St. reviewed median household income data from the U.S. Census Bureau for 381 U.S. metro areas to identify the 25 richest American cities. Though spread across the country, from New England to Alaska, the cities on this list tend to have much in common.

The vast majority of these cities are home to a well-educated, highly skilled workforce. Nationwide, 32.0% of adults have a bachelor's degree, and in all but a handful of cities on this list, the bachelor's degree attainment rate is greater. Many of the cities on this list rank as the most educated city in their state.

With a wide talent pool to draw from, these cities are attractive places for major companies to do business, particularly those in the traditionally high-paying technology sector. Several cities on this list have near-nation leading concentrations of high-tech jobs. Being a magnet for major employers has the added benefit of reducing unemployment. In the majority of cities on this list, the unemployment rate in March was below the 3.8% national rate the same month.

25. Austin-Round Rock, TX

- **Median household income:** $73,800
- **Households earning $200,000 or more:** 9.7%
- **Adults with a bachelor's degree:** 44.8%
- **March 2019 unemployment:** 2.7%

The typical household in the Austin-Round Rock metro area earns nearly $74,000 a year, about $13,500 more than the typical American household. Some of the largest employers in the metro area include high-paying tech companies such as Dell, IBM, Amazon, and Apple. Partially as a result, employment in traditionally higher paying-industries like information, and professional,

scientific, and management is more concentrated in Austin than the vast majority of U.S. metro areas.

The unemployment rate in the Austin metro area stands at just 2.7%, well below the 3.8% national March unemployment rate – which itself is near historic lows.

24. Midland, TX

- **Median household income:** $75,266
- **Households earning $200,000 or more:** 8.5%
- **Adults with a bachelor's degree:** 27.6%
- **March 2019 unemployment:** 2.1%

Midland, Texas, is one of only 24 U.S. metro areas where most households earn at least $75,000 a year. Texas is by far the leading oil and natural gas producing state – and Midland is an oil city. Of the metro area's labor force, 18.5% work in resource extraction, the largest share of any U.S. metro area and more than 10 times the industry's 1.7% employment concentration nationwide. Energy tends to be a higher-paying field.

Midland sits on top of the Permian Basin, an expansive West Texas oil field that stretches about 300 miles long and 250 miles wide. With access to one of the largest oil fields in the United States, Midland is home to major operations of energy giants like Chevron, ConocoPhillips, and Halliburton.

23. New York-Newark-Jersey City, NY-NJ-PA

- **Median household income:** $75,368
- **Households earning $200,000 or more:** 13.2%
- **Adults with a bachelor's degree:** 39.6%
- **March 2019 unemployment:** 3.9%

Home to over 20 million people, New York is by far the most populous metro area in the United States. With a median annual household income of $75,368, it is also one of the wealthiest. A significant 13.2% of households in the metro area earn at least $200,000 a year, a larger share than in all but six other metro areas nationwide. The high incomes are due in part to the city's status as a global financial hub, home to high-paying employers in the finance industry, including firms like JPMorgan Chase, Citigroup, Morgan Stanley, and Goldman Sachs.

Income inequality is a bigger problem in New York than most other American cities. The poverty rate in metro area of 12.8% is higher than nearly every other city on this list.

22. San Diego-Carlsbad, CA

- **Median household income:** $76,207
- **Households earning $200,000 or more:** 10.9%
- **Adults with a bachelor's degree:** 38.8%
- **March 2019 unemployment:** 3.7%

California is one of the most expensive states in the country, with goods and services costing 14.4% more on average than they do nationwide. In many parts of the state, incomes are high partially to offset the higher living expenses, and San Diego is one of eight California metro areas on this list.

The typical household in San Diego earns $76,207 a year, well above the state and national median annual household incomes of $71,805 and $60,336, respectively. Some of the largest employers in the city include higher-paying health care giants Sharp Healthcare, Kaiser Permanente, and Scripps Health.

21. Denver-Aurora-Lakewood, CO

- **Median household income:** $76,643
- **Households earning $200,000 or more:** 9.5%
- **Adults with a bachelor's degree:** 43.9%
- **March 2019 unemployment:** 2.9%

The typical household in the Denver metro area earns $76,643 a year, the second most of any city in the state and more than in all but 20 other cities nationwide. Incomes tend to increase with educational attainment, and in Denver, 43.9% of adults have a bachelor's degree or higher, well above the 32% U.S. bachelor's degree attainment rate.

Major employers in the area include a wide range of companies in high-paying sectors like defense, finance, and technology. These companies include Charles Schwab, VMware, Oracle, Amazon, Boeing, and Lockheed Martin.

20. Fairbanks, AK

- **Median household income:** $76,747
- **Households earning $200,000 or more:** 6.8%
- **Adults with a bachelor's degree:** 29.6%
- **March 2019 unemployment:** 6.4%

The typical household in Fairbanks, Alaska, earns $76,747 a year. The metro area's relative prosperity is underscored by the small share of residents facing serious financial hardship. Just 2.8% of Fairbanks households earn less than $10,000 a year, nearly the smallest share of any U.S. city and well below the 6.5% share U.S. households.

Both Fairbanks and Anchorage – the only two metro areas in Alaska – rank on this list. Alaska as a whole is a relatively high-income state, partially due to the state's permanent fund, which every year pays all residents a share of the state's revenue from oil.

19. Minneapolis-St. Paul-Bloomington, MN-WI

- **Median household income:** $76,856
- **Households earning $200,000 or more:** 9.2%
- **Adults with a bachelor's degree:** 41.7%
- **March 2019 unemployment:** 3.6%

Minneapolis-St. Paul is the only metro area in the Midwest to rank on this list. The typical Twin Cities household earns nearly $77,000 a year, about $16,500 more than the typical American household. Incomes tend to rise with educational attainment, and not only is Minneapolis one of the wealthiest metro areas in the country, but also it is one of the best educated. About 42% of adults in the metro area have a bachelor's degree or higher, well above the 32% share of American adults nationwide with similar education. Several Fortune 500 companies, including 3M, Best Buy, and UnitedHealth Group, are headquartered in the metro area.

18. Anchorage, AK

- **Median household income:** $76,871
- **Households earning $200,000 or more:** 8.1%
- **Adults with a bachelor's degree:** 31.6%
- **March 2019 unemployment:** 6.3%

The typical Anchorage household earns $76,871 a year, more than the median income in all but 17 other metro areas nationwide. Unlike nearly every other metro area on this list, Anchorage has a weak job market. As of March, 6.3% of the metro area's labor force was unemployed, well above the 3.8% national jobless rate. The area's higher than average incomes area are due in part to the Alaska Permanent Fund dividend paid to every resident annually. The payment amount fluctuates from year to year, and in 2018, eligible Alaskans each received $1,600.

The area's high incomes are partially offset by a high cost of living. Goods and services are 9.2% more expensive in Anchorage than they are nationwide.

17. Vallejo-Fairfield, CA

- **Median household income:** $77,133
- **Households earning $200,000 or more:** 8.8%
- **Adults with a bachelor's degree:** 26.6%
- **March 2019 unemployment:** 4.6%

Vallejo-Fairfield is one of several metro areas in California's San Francisco Bay area to rank on this list. The typical metro area household earns $77,133 a year, about $17,000 more than the typical American household.

Unlike nearly every other city on this list, Vallejo-Fairfield residents are less likely to have a four-year college degree than the typical American. Just 26.6% of metro area adults have a bachelor's degree compared to 32% of American adults. The lower than average bachelor's degree attainment rate is likely related to the kinds of jobs in the area. For example, 9.3% of area employees work in construction, which often has fewer higher-education requirements. This share is a far larger share than in most cities and well above the 6.6% national concentration.

16. Baltimore-Columbia-Towson, MD

- **Median household income:** $77,394
- **Households earning $200,000 or more:** 10.1%
- **Adults with a bachelor's degree:** 39.5%
- **March 2019 unemployment:** 3.9%

With a median annual household income of $80,776, Maryland is the wealthiest state in the country. Wealth in the state is largely concentrated outside of major metropolitan areas, and even though Baltimore-Columbia-Towson ranks among the wealthiest cities in the country, its median household income of $77,294 is lower than the statewide median.

The high incomes in the Baltimore-Columbia-Towson metro area and other parts of Maryland are partially attributable to both public and private sector contractor jobs in nearby Washington D.C.

15. Manchester-Nashua, NH

- **Median household income:** $78,769
- **Households earning $200,000 or more:** 9.7%
- **Adults with a bachelor's degree:** 37.6%
- **March 2019 unemployment:** 2.6%

Manchester-Nashua is the wealthiest metro area in New Hampshire and the third wealthiest in the broader New England region. The typical area household earns $78,769 a year, about $5,400 more than the typical household in the state and $18,400 more than the typical American household.

Contributing to the area's high incomes is a favorable job market. Just 2.6% of the metro area's labor force is unemployed, well below the 3.8% national unemployment rate.

14. Trenton, NJ

- **Median household income:** $79,173
- **Households earning $200,000 or more:** 15.3%
- **Adults with a bachelor's degree:** 43.9%
- **March 2019 unemployment:** 3.5%

Trenton, New Jersey's capital, is the only metro area in the state to rank on this list. The typical household in the metro area earns $79,173 a year, about $19,000 more than the typical American household.

Like many metro areas on this list, Trenton is home to a well-educated labor force and has a favorable job market. Nearly 44% of adults in the metro area have a bachelor's degree or higher compared to just 32% of American adults, and the city's unemployment rate of 3.5% is well below the national unemployment rate of 3.8%.

13. Santa Cruz-Watsonville, CA

- **Median household income:** $79,705
- **Households earning $200,000 or more:** 15.6%
- **Adults with a bachelor's degree:** 40.2%
- **March 2019 unemployment:** 6.9%

The typical household in Santa Cruz-Watsonville earns $79,705 a year, more than the median income in all but a dozen other metro areas nationwide. The metro area sits directly south of

Silicon Valley and the San Francisco Bay, a region containing several other metro areas on this list.

The metro area's high incomes are largely offset by the area's high cost of living. Goods and services in the Santa Cruz metro area are about 25% more expensive than they are nationwide, on average. Accounting for cost of living, the typical household's buying power is equal to about $63,900, only slightly more than the national median annual household income of $60,336.

12. Kahului-Wailuku-Lahaina, HI

- **Median household income:** $80,183
- **Households earning $200,000 or more:** 9.2%
- **Adults with a bachelor's degree:** 27.0%
- **March 2019 unemployment:** 2.8%

Hawaii is a relatively high-income state, and both metro areas in Hawaii rank on this list. In Kahului-Wailuku-Lahaina, the typical household earns $80,183 a year, nearly $20,000 more than the typical American household.

Kahului-Wailuku-Lahaina has a strong job market. Just 2.8% of the area's labor force is unemployed, well below the 3.8% national unemployment rate. Many of those jobs are in tourism, a major industry in the state. Of all workers in Kahului-Wailuku-Lahaina, 27.4% are employed in the entertainment, recreation, accommodation, and food services industry, nearly triple the industry's 9.7% employment concentration nationwide.

11. Santa Rosa, CA

- **Median household income:** $80,409
- **Households earning $200,000 or more:** 10.3%
- **Adults with a bachelor's degree:** 35.8%
- **March 2019 unemployment:** 3.3%

Santa Rosa is a metro area of half a million people located about 50 miles north of San Francisco. Most households in the metro area earn over $80,000 a year, and one in every 10 households earns at least $200,000. Like most other high-income cities, Santa Rosa is expensive. The cost of goods and services is about 21% higher than average in Santa Rosa, and as a result, the buying power of the typical household income is only about $66,500, only marginally higher than the national median annual household income of $60,336.

10. Boulder, CO

- **Median household income:** $80,834
- **Households earning $200,000 or more:** 13.2%
- **Adults with a bachelor's degree:** 63.2%
- **March 2019 unemployment:** 2.5%

Boulder is the wealthiest metropolitan area in Colorado and the 10th wealthiest nationwide. Most households in the metro area earn over $80,000 a year, and 13.7% of households earn at least $200,000 a year – a larger share than in all but six other metro areas nationwide.

Like many metro areas on this list, Boulder is home to a well-educated labor force and a favorable job market. Nearly two-thirds of adults in Boulder have a bachelor's degree or higher compared to less than a third of American adults, and the city's unemployment rate of 2.5% is well below the national unemployment rate of 3.8%. Major employers in the metro area include high-paying tech companies like Google and IBM.

9. Urban Honolulu, HI

- **Median household income:** $81,284
- **Households earning $200,000 or more:** 10.6%
- **Adults with a bachelor's degree:** 34.7%
- **March 2019 unemployment:** 2.7%

Urban Honolulu is the wealthiest metropolitan area in Hawaii and the ninth wealthiest nationwide. Most metro area households earn at least $81,000 a year, and more than one in every 10 households earn at least $200,000 a year. The area's high incomes are reflected in the high property values. The typical home in the Honolulu area is worth $680,200, more than triple the value of the typical American home of $217,600.

Incomes are boosted by a healthy job market. Just 2.7% of area workers are unemployed, over a full percentage point below the 3.8% national unemployment rate – which itself is near a historic low.

8. California-Lexington Park, MD

- **Median household income:** $81,495
- **Households earning $200,000 or more:** 9.6%
- **Adults with a bachelor's degree:** 31.8%
- **March 2019 unemployment:** 3.7%

California-Lexington Park, Maryland, is located at the end of a small peninsula between the Potomac River and the Chesapeake Bay, south of Washington D.C. It is the wealthiest metro area in the wealthiest state. The typical metro area household earns $81,495 a year, and the typical Maryland household earns $80,776, each well above the national median household income of $60,336. The area also lacks the kind of financial hardship that is much more common in the rest of the country. Only 3.2% of area households earn less than $10,000 a year, less than half the 6.5% comparable national share.

7. Seattle-Tacoma-Bellevue, WA

- **Median household income:** $82,133
- **Households earning $200,000 or more:** 12.0%
- **Adults with a bachelor's degree:** 41.9%
- **March 2019 unemployment:** 4.1%

Seattle-Tacoma-Bellevue is the wealthiest metro area on the West Coast outside of California. Most households in the metro area earn at least $82,000 a year, and 12% of households earn at least $200,000 annually. The metro area is home to a well-educated workforce – nearly 42% of metro area adults have a bachelor's degree or higher – and to a number of high-paying

companies. The largest employers in the Seattle metro area include Amazon, Boeing, and Microsoft.

6. Oxnard-Thousand Oaks-Ventura, CA

- **Median household income:** $82,857
- **Households earning $200,000 or more:** 12.2%
- **Adults with a bachelor's degree:** 33.4%
- **March 2019 unemployment:** 4.0%

Oxnard-Thousand Oaks-Ventura is a metro area of about 850,000 just north of Los Angeles. The typical household in the area makes nearly $83,000 a year, $22,500 more than the typical American household. Most homes in the metro area are worth over half a million dollars, making the area prohibitively expensive for many lower-income Americans. Just 3.1% of households in the metro area earn less than $10,000 a year compared to 6.5% of households nationwide.

5. Boston-Cambridge-Newton, MA-NH

- **Median household income:** $85,691
- **Households earning $200,000 or more:** 14.6%
- **Adults with a bachelor's degree:** 47.6%
- **March 2019 unemployment:** 2.7%

Boston is one of only five U.S. metro areas where most households earn at least $85,000 a year. Incomes tend to go up with educational attainment, and nearly half of all adults in the Boston metro area have a bachelor's degree or higher. The well-educated population is partially attributable to the high concentration of colleges and universities. Post-secondary institutions in the metro area – which include Harvard, MIT, and Northeastern – awarded over 104,000 degrees in 2016 alone.

The metro area also has a strong job market, with an unemployment rate of just 2.7%. Major employers in and around Boston include General Electric, Massachusetts General Hospital, and government contractor MITRE Corporation.

4. Napa, CA

- **Median household income:** $86,562
- **Households earning $200,000 or more:** 12.4%
- **Adults with a bachelor's degree:** 36.2%
- **March 2019 unemployment:** 3.5%

Napa is one of three California metro areas to rank among the five wealthiest American cities. A small city of less than 150,000, Napa is located just north of the San Francisco Bay – a region home to several other metro areas on this list. Most households in Napa earn at least $86,500 a year, and 12.4% of households earn at least $200,000.

Napa has global recognition as a wine-making region, and local wineries and the tourism they attract make a significant contribution to the economy. Of all workers in the area, 3.4% are

employed in agriculture, double the 1.7% national concentration. Additionally, 13.7% of workers are employed in accommodation and food services, well above the 9.7% national share.

3. Bridgeport-Stamford-Norwalk, CT

- **Median household income:** $91,198
- **Households earning $200,000 or more:** 20.4%
- **Adults with a bachelor's degree:** 47.1%
- **March 2019 unemployment:** 4.1%

Though Bridgeport proper is a relatively poor city, the broader Bridgeport-Stamford-Norwalk metro area is the wealthiest metro area in New England and the eastern United States. Bridgeport-Stamford-Norwalk is one of only three U.S. metro areas where most households earn over $90,000. Additionally, more than 20% of metro area households earn at least $200,000 a year compared to just 6.9% of American households. Much of the metro area is within commuting distance of high-paying jobs in and around New York City.

2. San Francisco-Oakland-Hayward, CA

- **Median household income:** $101,714
- **Households earning $200,000 or more:** 21.4%
- **Adults with a bachelor's degree:** 49.3%
- **March 2019 unemployment:** 3.0%

San Francisco is one of only two U.S. metro areas where the majority of households earn over $100,000 a year. Incomes tend to rise with educational attainment, and San Francisco also has one of the best educated populations of metro areas in the country. Nearly half of all adults in the metro area have a bachelor's degree or higher compared to 32.0% of adults nationwide.

Likely due in part to the city's talent pool, San Francisco is a hub of high-paying employers offering high-skilled positions. Financial services companies Charles Schwab and Wells Fargo are both headquartered in the city, and tech giants like Dropbox, Facebook, Google, and Twitter are all within commuting distance. The city's extremely high cost of living also relates to its high salaries. Goods and services cost, on average, 25% more in the metro area than across the country.

1. San Jose-Sunnyvale-Santa Clara, CA

- **Median household income:** $117,474
- **Households earning $200,000 or more:** 25.7%
- **Adults with a bachelor's degree:** 50.8%
- **March 2019 unemployment:** 3.0%

San Jose-Sunnyvale-Santa Clara – commonly referred to as Silicon Valley – is far and away the wealthiest metro area in the United States. The typical area household earns $117,474 a year, at least $15,000 more than every other metro area and nearly double the $60,336 median annual household income nationwide. San Jose-Sunnyvale-Santa Clara is also the only U.S. metro area where one in every four households earns at least $200,000 a year.

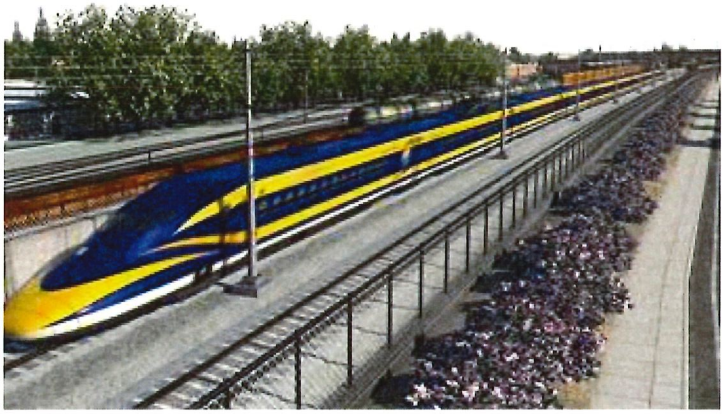
The region earned its nickname because of the high concentrations of tech-startups in the area. Today, tech giants headquartered in the area like Facebook and Google are among the best-paying companies in the country.

Methodology

To determine the richest cities in America, 24/7 Wall St. reviewed median household income in 381 U.S. metro areas from the U.S. Census Bureau's 2017 American Community Survey. We also reviewed cost of living-adjusted median household income using the city's 2016 regional purchasing parity, obtained from the Bureau of Labor Statistics. Poverty rates, median home values, and educational attainment rates also came from the ACS. Unemployment rates are from the Bureau of Labor Statistics and are seasonally adjusted for March 2019, the most recent period for which data is available.

FRA Cancels $928M California High-Speed Rail Grant

Posted on May 17, 2019 by Alex Roman, Managing Editor



In February, California Gov. Gavin Newsom announced plans to scale back the project.
California High-Speed Rail Authority

The Federal Railroad Administration (FRA) terminated its Cooperative Agreement with the California High-Speed Rail Authority (CHSRA) by de-obligating more than $928 million for the project.

"FRA finds that CHSRA has repeatedly failed to comply with the terms of the FY10 Agreement and has failed to make reasonable progress on the Project," the agency said in a statement. "Additionally, California has abandoned its original vision of a high-speed passenger rail service connecting San Francisco and Los Angeles, which was essential to its applications for FRA grant funding."

The FRA added it continues to consider all options regarding the return of $2.5 billion in American Recovery and Reinvestment Act funds awarded to CHSRA.

In February, California Gov. Gavin Newsom announced plans to scale back the project, calling for the authority to focus on building only the Central Valley segment of the planned San Francisco to Los Angeles train.

Newsom added that abandoning the project entirely would mean the state will have wasted billions of dollars with nothing but broken promises and lawsuits to show for it, and wasn't "interested in sending $3.5 billion in federal funding that was allocated to this project back to Donald Trump."

The decision also comes after a letter from CHSRA CEO Brian Kelly asking the Administration to rethink its plan, calling the plan to take away the money "disastrous policy."

Several news outlets, including The Washington Post, reported that Newsom called the Trump Administration's final decision an illegal and a direct assault on California and the thousands of workers building the project.

"Just as we have seen from the Trump Administration's attacks on our clean air standards, our immigrant communities, and in countless other areas, the Trump Administration is trying to exact political retribution on our state," Newsom said in a statement. "This is California's money, appropriated by Congress, and we will vigorously defend it in court."

METRO
For Transit & Motorcoach Business

New Flyer Partners To Test Autonomous Bus Tech

Posted on May 16, 2019



The partnership between New Flyer and Robotic Research will pursue development of an Xcelsior CHARGE™ battery-electric bus equipped with SAE Standard J3016 Level 4 ADAS technology.

New Flyer of America Inc. announced an exclusive partnership with Robotic Research LLC. to advance autonomous bus technology through developing and deploying advanced driver-assistance systems (ADAS) in heavy-duty transit bus applications.

The partnership between New Flyer and Robotic Research will pursue development of an Xcelsior CHARGE™ battery-electric bus equipped with Society of Automotive Engineers (SAE) Standard J3016 Level 4 ADAS technology. SAE J3016 Level 4 is defined as high automation where the vehicle performs all driving tasks autonomously while actively monitoring the driving environment.

The technology will be tested at Robotic Research facilities in late 2019, with closed course operation anticipated for 2020. To simulate realistic public transit applications, a trained onboard safety attendant will be utilized for evaluation and demonstration.

Robotic Research is a privately held, U.S.-based innovative engineering and technology company providing software, robotic technology, and autonomous solutions to commercial and government customers. Its testing facilities are located in Gaithersburg and Clarksburg, Maryland.

San Jose Inside

Could Trump's Tweets Stall High-Speed Rail in California?

By: Jaqueline McCool May 15, 2019



Federal officials are reportedly refusing to meet with the California High-Speed Rail Authority after one of Trump's Twitter tirades.

The $79 billion High-Speed Rail that promises to connect northern and southern California could be stalled in its tracks by a new obstacle: the Trump administration.

The Federal Rail Administration (FRA) has refused to meet with the California High-Speed Rail Authority following a series of tweets from President Donald Trump in which he threatened to pull federal funding for the project, according to a High-Speed Rail 2019 project update report May 1.

"On Feb. 19, 2019, the FRA administrator notified the Authority of the FRA's intent to rescind the $929 million in federal FY10 grant funds," the update stated. "The FRA also indicated that it was evaluating taking back the $2.5 billion in ARRA [American Recovery and Reinvestment Act] funds that were awarded to the Authority and which has been fully expended in compliance with federal requirements and deadlines."

The FRA did not comment on the pulled funding, but a source in the administration told this news organization that the FRA is still reviewing the High-Speed Rail Authority's response to the notice of pulled funding.

High-speed rail in California has been the subject of controversy for more than a decade, but as the project progresses, the High-Speed Rail Authority has continued to modify plans and attempt to appease critics. The train would run through Santa Clara County, which already has officials in San Jose and South County talking about massive revitalization from a new High-Speed Rail station in Gilroy which would promise a 25-minute commute to the heart of Silicon Valley.

Morgan Hill has had a tumultuous relationship with the rail authority, having lobbied for years—with no discernible result yet—to keep the train route out of the city's downtown and avoid demolition of long-established businesses and neighborhoods.

The authority released the 2019 project report May 1. The update addresses funding shortages, Gov. Gavin Newsom's Feb.12 State of the State address and the Trump administration's hostility toward the rail project.

Each even year, the authority releases a business plan. The last plan was released in 2018. In between business plans, the authority delivers a "project update report" to the state. The report is not voted on, but goes through state senate committees where High-Speed Rail Authority answers questions.

Political Problems

Newsom's address called for a change in the rail plan, when he told Californians the project would shift focus to completing the portion of the project that would connect the Central Valley, Merced to Bakersfield. The announcement did not initially shift plans or the timeline of the project, but Northern California Regional Director Boris Lipkin said it may affect the project as planning continues.

Since February, there has been radio silence regarding funding and environmental clearances by the FRA. Following the State of the State speech, Newsom engaged with Trump on Twitter in response to tweets that threatened to pull federal funding allocated to the rail project. Lipkin said

these weren't empty threats and that the federal government has not engaged with the authority in the months since the address.

The silence from the federal government was addressed in the update report and identified as a risk to the project's completion.

Lipkin told this paper that the federal representatives have not showed up to scheduled meetings with the Authority and are not reviewing federally required environmental projects that would move the rail along.

"At some point, they will become big issues," Lipkin said.

"This disengagement by the FRA represents an unprecedented federal government action to cripple the advancement of a project it has helped fund. On March 4, 2019, Authority CEO Brian Kelly sent two letters to the FRA seeking re-engagement and the restoration of a functional partnership on this project," the update said.

"Those letters have been unanswered by the FRA after nearly two months," according to the report. "The 2018 State Audit recommended that the Authority develop a contingency plan if at any time the ARRA grant requirements could not be achieved. It will not be possible for the Authority to develop or finalize a contingency plan without proactive engagement by the FRA."

Routes and Rights-of-Way

While the Central Valley line construction gets increased attention, the authority is continuing work on the preparation for the other lines, including the "valley to valley" line from San Jose through Bakersfield.

The authority has long planned for a single stop in the South County in Gilroy; however, the rail line will run through Morgan Hill and Pacheco Pass. These plans have not changed, but the exact recommended route has not yet been selected.

The NorCal recommended routes are set for release in July, according to Lipkin. Gilroy has remained the South County hub in the recent iterations of the rail plan.

"Positioned in a key location to become a central transportation hub, the city of Gilroy lies approximately 32 miles south of the city of San Jose. At the southern tip of Santa Clara County, Gilroy is not only the first Bay Area stop on the Silicon Valley to Central Valley Line; it is also a gateway north to Silicon Valley and the greater ... Bay Area and provides access to future rail service south into the Central Coast," read the update.

"High-speed rail development in Gilroy is expected to spur increases in transit, additional rail service, and local and regional development. With continued growth in the Silicon Valley, including the new Google facility in downtown San Jose, Gilroy is ideally situated to take advantage of the potential for economic growth."

While the plans in Northern California have not fallen behind the projected timeline, complications with federal funding, getting environmental documents approved by the federal government, and additional focus on the Central Valley line threaten the timing of the work in the Bay Area.

"This plan is really focused on living within our means," said Lipkin.

Merced to Bakersfield is still projected to be finished in 2028, and Lipkin said the authority is focusing more effort into connecting existing transit options to the two hubs, while the rest of the High-Speed Rail is in construction.

The stop in Gilroy is positioned by the authority as a catalyst for more public transportation options in the area.

The update identifies "electrified blended service to Gilroy (High-Speed Rail/Caltrain); Salinas Rail (TAMC), Salinas Rail Kick Start Project; Monterey Branch light rail line, Monterey to Castroville; and Santa Cruz passenger rail to Pajaro," as public transportation benefits that would come with High-Speed Rail in the South County.

Funding and Timelines

The portion of the project that would run through Pacheco Pass is a major funding challenge for the project, which has never had all of the money necessary for completion.

"The availability of sufficient funding presents the biggest challenge to the authority and the greatest risk to delivering both the Silicon Valley to Central Valley Line (Valley to Valley) and Phase 1," read the update. "This challenge extends further than the present threat from the FRA, although the FRA's current position compounds the problem."

The project update provides new numbers for the cost of the Central Valley and Silicon Valley lines. The base price for the line that would run from San Jose to Bakersfield is estimated at $31.3 billion with a high projection of $36.8 billion.

Phase one of the High-Speed Rail project, which includes the Central Valley line completion and Silicon Valley line attachment, is now projected to have a base cost of $79.1 billion and a high cost of $98.1 billion.