



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
BOARD OF DIRECTORS AGENDA
REGULAR MEETING
APRIL 22, 2022 – 9:00 AM**

DUE TO COVID-19, THE APRIL 22, 2022 SANTA CRUZ METRO BOARD OF DIRECTORS MEETING WILL BE CONDUCTED AS A TELECONFERENCE ONLY (NO PHYSICAL LOCATION) PURSUANT TO ASSEMBLY BILL 361 (GOVERNMENT CODE SECTION 54953)

MEMBERS OF THE PUBLIC MAY NOT ATTEND THIS MEETING IN PERSON

The public may participate remotely via the Zoom website [at this link](#) and following the instructions or by calling 1-669-900-6833 Meeting ID 896 2610 3389

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

The Board of Directors Meeting Agenda Packet can be found online at www.SCMTD.com.

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

BOARD ROSTER

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

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

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

SECTION I: OPEN SESSION

NOTE: THE BOARD CHAIR MAY TAKE ITEMS OUT OF ORDER

- 1 CALL TO ORDER**
- 2 ROLL CALL**
- 3 ANNOUNCEMENTS**
 - 3.1. Today's meeting is being broadcast by Community Television of Santa Cruz County.
- 4 BOARD OF DIRECTORS COMMENTS**
- 5 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS**
 - 5.1 Letter dated 4/6/22 from Congresswoman Anna Eshoo regarding appropriations
 - 5.2 Email dated 4/6/22 from Trink Praxel regarding Measure D
- 6 LABOR ORGANIZATION COMMUNICATION**
- 7 METRO ADVISORY COMMITTEE (MAC) WRITTEN COMMUNICATION**
- 8 ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS**

CONSENT AGENDA

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

- 9.1 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK JOURNAL DETAIL FOR THE MONTH OF MARCH 2022**
Chuck Farmer, CFO
- 9.2 ACCEPT AND FILE MINUTES OF THE:**
 - A. MARCH 25, 2022 BOARD OF DIRECTORS MEETING**
 - B. APRIL 8, 2022 FINANCE, BUDGET & AUDIT STANDING COMMITTEE MEETING**Dawn Crummié, Interim CEO/General Manager
- 9.3 ACCEPT AND FILE: THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF MARCH 31, 2022**
Chuck Farmer, CFO
- 9.4 APPROVE: CONSIDERATION OF RESOLUTION APPROVING THE FY22 REVISED CAPITAL BUDGET/PORTFOLIO**
Chuck Farmer, CFO
- 9.5 ACCEPT AND FILE: UPDATE ON CRUZ ON-DEMAND MICROTRANSIT SERVICE AND END OF PILOT**
John Urgo, Planning and Development Director

- 9.6 APPROVE: RECEIVE AN UPDATE ON THE FY23 APPROPRIATIONS AND CONGRESSIONALLY-DIRECTED SPENDING REQUESTS**
Wondimu Mengistu, Grants and Legislative Analyst
- 9.7 APPROVE: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE**
Dawn Crummié, Interim CEO/General Manager
- 9.8 APPROVE: RECOMMENDED ACTION ON TORT CLAIMS**
Curtis Moses, Safety, Security & Risk Management Director
- 9.9 APPROVE: CONSIDERATION OF AWARD OF CONTRACT TO MANSFIELD OIL COMPANY FOR FUEL AND FUELING SERVICES NOT TO EXCEED \$2,150,320**
Eddie Benson, Maintenance Manager

REGULAR AGENDA

- 10 APPROVE: THE USE OF FY22 FTA 5307 FUNDS TOWARDS FUTURE BUS PURCHASES AND RECEIVE AN UPDATE ON THE LONG-RANGE BUS REPLACEMENT PLAN**
John Urgo, Planning and Development Director
- 11 APPROVE: CONSIDERATION OF ISSUING A FORMAL REQUEST FOR PROPOSALS FOR THE SOUTH COUNTY ZERO-EMISSIONS OPERATING AND MAINTENANCE FACILITY PLAN, PHASE I: PLANNING PROJECT**
Wondimu Mengistu, Grants and Legislative Analyst
- 12 APPROVE: REQUEST TO FUND HR ANALYST I POSITION AND DE-FUND BENEFITS TECHNICIAN POSITION**
Dawn Crummié, Interim CEO/General Manager and HR Director
- 13 CEO ORAL REPORT / COVID-19 UPDATE**
Dawn Crummié, Interim CEO/General Manager
- 14 ANNOUNCEMENT OF NEXT MEETING: FRIDAY, MAY 20, 2022 AT 9:00 AM VIA TELECONFERENCE**
Larry Pageler, Board Chair
- 15 ADJOURNMENT**
Larry Pageler, Board Chair

Accessibility for Individuals with Disabilities

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

Public Comment

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

Written Communications to the Board of Directors



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

*Anna G. Eshoo
Eighteenth District
California*

April 6, 2022

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

Dear Chair Pageler,

As part of this year's appropriations process, Members of Congress may request Community Project Funding to directly fund either nonprofit or public sector projects in our Congressional Districts, and I invite you to share with me projects you believe are top priorities.

The Appropriations Committee will only consider requests for certain funding accounts, and I've enclosed a list of eligible accounts and required information for your reference. The Committee will prioritize requests with substantive community support in the form of letters from local elected officials, local press articles or editorials, local government resolutions, or other indications of local support.

If you have a project that I should consider submitting to the Committee, let me hear from you. You can submit information about the project to my office using the form located at the following:
<https://forms.gle/pXMeYfUR84Aw3PmaA>.

I ask that you submit requests to my office as soon as possible and not later than April 20th at 5:00 p.m. PDT so I can thoroughly review the information you share. I'm only permitted to submit a limited number of requests, and I will seriously consider your recommendation. If you have any questions about this process, you can contact Eric Henshall in my Washington, D.C. office at (202) 225-8104.

Most gratefully,

A handwritten signature in blue ink, appearing to read "Anna Eshoo".

Anna G. Eshoo
Member of Congress

Enclosure

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

Written Communications to the Board of Directors



Congresswoman Anna G. Eshoo

Community Project Funding Information by Subcommittee

Agriculture, Rural Development, Food and Drug Administration and Related Agencies

Further guidance:

<https://appropriations.house.gov/sites/democrats.appropriations.house.gov/files/FY23%20Ag-Rural%20Development-FDA%20Request%20Guidance.pdf>

- Agricultural Research Service, Buildings and Facilities
- Rural Development, Rural Community Facility Grants
- Rural Utilities Service, ReConnect Grants
- Rural Utilities Service, Distance Learning and Telemedicine Grants
- Natural Resources Conservation Service, Conservation Operations

Commerce, Justice, Science, and Related Agencies

Further guidance:

<https://appropriations.house.gov/sites/democrats.appropriations.house.gov/files/FY23%20CJS%20Member%20Request%20Guidance.pdf>

- National Institute of Standards and Technology
 - Scientific and Technical Research and Services
 - National Institute of Standards and Technology; Construction of Research Facilities
- National Oceanic and Atmospheric Administration (NOAA)
 - Operations, Research, and Facilities
- Department of Justice
 - Byrne Justice Assistance Grants (JAG)
 - Community Oriented Policing Services (COPS) Technology and Equipment
- National Aeronautics and Space Administration (NASA)
 - Safety, Security and Mission Services

Defense

Further guidance:

<https://appropriations.house.gov/sites/democrats.appropriations.house.gov/files/documents/FY23%20Defense%20Dear%20Colleague.pdf>

- Research, Development, Test, and Evaluation Army
- Research, Development, Test, and Evaluation Navy
- Research, Development, Test, and Evaluation Air Force
- Research, Development, Test, and Evaluation Space Force
- Research, Development, Test, and Evaluation Defense-Wide

Written Communications to the Board of Directors

Energy and Water Development, and Related Agencies

Further guidance:

<https://appropriations.house.gov/sites/democrats.appropriations.house.gov/files/FY%2023%20Energy%20and%20Water%20Member%20Request%20Guidance.pdf>

- U.S. Army Corps of Engineers
 - Investigations
 - Construction
 - Mississippi River and Tributaries
 - Operations and Maintenance
- Bureau of Reclamation
 - Water and Related Resources
- Department of Energy
 - Topics include
 - energy efficiency, renewable energy, sustainable transportation
 - cybersecurity, energy security, emergency response
 - electricity, energy storage
 - nuclear energy
 - fossil energy, carbon management, critical minerals

Financial Services and General Government

Further guidance:

<https://appropriations.house.gov/sites/democrats.appropriations.house.gov/files/FY23%20FSGG%20Member%20Request%20Guidance.pdf>

- General Services Administration, Federal Buildings Fund - New Construction, Major Repairs and Alterations, and Basic Repairs Accounts
- National Archives and Records Administration, National Historical Publications and Records Commission
- Small Business Administration, Small Business Initiatives

Homeland Security

Further guidance:

<https://appropriations.house.gov/sites/democrats.appropriations.house.gov/files/FY23%20Homeland%20Security%20Member%20Project%20Instructions.pdf>

- Pre-Disaster Mitigation grants
- Emergency Operations Center grants

Interior, Environment, and Related Agencies

Further guidance:

<https://appropriations.house.gov/sites/democrats.appropriations.house.gov/files/FY23%20Interior%20Environment%20and%20Related%20Agencies%20Member%20Project%20Instructions.pdf>

Written Communications to the Board of Directors

- Save America’s Treasures historic preservation projects within the National Park Service
- Federal land acquisitions through the Land and Water Conservation Fund
- Environmental Protection Agency State and Tribal Assistance Grants for certain water infrastructure projects
- Certain State and Private Forestry projects within the U.S. Forest Service

Labor, Health and Human Services, Education, and Related Agencies

Further guidance:

<https://appropriations.house.gov/sites/democrats.appropriations.house.gov/files/FY23%20Labor-HHS-Education%20Request%20Guidance.pdf>

- Department of Labor
 - Employment and Training Administration—Training and Employment Services
- Department of Health and Human Services
 - Health Resources and Services Administration—Program Management
 - Substance Abuse and Mental Health Services Administration—Health Surveillance and Program Support
 - Administration for Children and Families—Children and Families Services Programs
 - Administration for Community Living—Aging and Disability Services Programs
- Department of Education
 - Innovation and Improvement
 - Higher Education

Military Construction, Veterans Affairs, and Related Agencies

Further guidance:

<https://appropriations.house.gov/sites/democrats.appropriations.house.gov/files/FY23%20MilConVa%20Member%20Request%20Guide.pdf>

- Military Construction accounts under the Department of Defense
 - Army
 - Navy and Marine Corps
 - Air Force
 - Space Force
 - Defense-wide
 - Army National Guard
 - Air National Guard
 - Army Reserve
 - Navy Reserve
 - Air Force Reserve
- Accounts under the Department of Veterans Affairs
 - Construction, Minor Projects

Written Communications to the Board of Directors

Transportation, and Housing and Urban Development, and Related Agencies

Further guidance:

<https://appropriations.house.gov/sites/democrats.appropriations.house.gov/files/FY23%20THUD%20Guidance%20and%20Requirements.pdf>

- Department of Transportation
 - Airport Improvement Program
 - Highway Infrastructure Projects
 - Transit Infrastructure Projects

- Department of Housing and Urban Development
 - Economic Development Initiatives

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Written Communications to the Board of Directors

From: [Trink Praxel](#)
To: tricia.webber@santacruzcounty.us; mhuffaker@cityofsantacruz.com; jgoldstein@ci.capitola.ca.us; mlagoe@scottsvally.org; citymanager@cityofwatsonville.org; boardinquiries@scmtd.com; carlos.palacios@santacruzcounty.us; raymonc@cbridges.org
Cc: ari.parker@cityofwatsonville.org; sbrown@cityofsantacruz.com; Bertrand, Jacques; eduardo.montesino@cityofwatsonville.org; greg.caput@santacruzcounty.us; Ryan Coonerty; bruce.mcpherson@santacruzcounty.us; Zach Friend; thekristenbrown@gmail.com; manu.koenig@santacruzcounty.us; Randy Johnson; Mike Rotkin; info@scrrtc.org; Matt Machado
Subject: Urgent Action Needed on 2016 Measure D Vehicle Stickers
Date: Wednesday, April 06, 2022 2:09:01 PM

This Message Is From an External Sender

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

[Report Suspicious](#)

Tricia Webber, County of Santa Cruz, Clerk & Elections Officer
Carlos Palacios, County of Santa Cruz, Administrative Office
Matt Huffaker, City of Santa Cruz, City Manager
Jamie Goldstein, City of Capitola City Manager
Mali LaGoe, City of Scotts Valley, City Manager
Tamara Vides, City of Watsonville, Interim City Manager
Larry Pageler, Santa Cruz Metro, Board Chair
Ray Cancino, Community Bridges, Chief Executive Officer
(via email)

April 6, 2022

RE: Urgent Action Needed on 2016 Measure D Vehicle Stickers

Dear Administrative Officers,
I'd like to make you aware of a serious problem involving **public vehicles inadvertently participating in the current Measure D campaign.**

The unfortunate designation of this campaign as "Measure D" has been confusing to local voters who remember the 2016 Measure D. There are many questions about if/how they are related since both concern transportation but are very different in the outcome of a YES vote.

The potential impact of this confusion has recently become more apparent as the current Yes Greenway campaign is distributing campaign literature. **The 2022 Measure D campaign is using the slogan, "Move Forward Now" which is almost identical to the 2016 Measure D slogan of "Moving Santa Cruz County Forward."** Similarities in colors and fonts used in these signs also make them appear related. (See photo attached.)

This is an urgent problem because after the successful passage of the 2016 Measure D campaign, the Santa Cruz County Regional Transportation Commission distributed

Written Communications to the Board of Directors

vehicle stickers to many local agencies to indicate appreciation of the funding support from Measure D - **signage that is still in use on some public agencies' vehicles now!** It is almost certain that many current voters will see this as these agencies' support for the current Measure D.

So, I ask that all local public agencies IMMEDIATELY remove or cover any 2016 Measure D signage from their cars, trucks, and buses. I also ask the SCCRTC, as the distributors of these signs, to assist in their removal or coverage as quickly as possible.

Thank you for your immediate action in response to this urgent situation.

Sincerely,

Trink Praxel

Friends of the Rail and Trail Volunteer

cc: Santa Cruz County Regional Transportation Commission
Matt Machado, Santa Cruz County, Public Works Director
California Secretary of State, Elections Division
California Fair Political Practices Commission

County Vehicle, 4/3/22





DATE: April 22, 2022
TO: Board of Directors
FROM: Chuck Farmer, CFO
**SUBJECT: ACCEPT AND FILE PRELIMINARY APPROVED CHECK JOURNAL
DETAIL FOR THE MONTH OF MARCH 2022**

I. RECOMMENDED ACTION

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

II. SUMMARY

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

III. DISCUSSION/BACKGROUND

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

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

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

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

VI. CHANGES FROM COMMITTEE

N/A.

VII. ALTERNATIVES CONSIDERED

None.

VIII. ATTACHMENTS

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

Prepared by: Holly Alcorn, Accounting Specialist

IX. APPROVALS

Chuck Farmer, CFO



A handwritten signature in black ink, appearing to read "Chuck", is written above a solid horizontal line.

Dawn Crummié
Interim CEO/General Manager



A handwritten signature in blue ink, appearing to read "Dawn Crummié", is written above a solid horizontal line.

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Attachment A

DATE 03/30/22 15:07

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

PAGE 1

CHECK # START THRU 9999999 DATE: 03/01/22 THRU 03/31/22

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
70957	03/11/22	-177.00 E531		TORRES, HECTOR		105386	COVID TEST REIMB	-177.00	**VOID
71369	03/23/22	-17.50 M327		WILLIAMS, CHRISTOPHER		9002239	MEDICAL SUPPLIMENTAL	-17.50	**VOID
73285	03/23/22	-17.50 M327		WILLIAMS, CHRISTOPHER		9003131	MEDICAL SUPPLIMENTAL	-17.50	**VOID
73776	03/08/22	-1,099.96 003592		CLICK INDUSTRIES, LLC		109001	PPE SUPPLIES	-1,099.96	**VOID
75168	03/01/22	-16.58 002363		BATTERIES PLUS #314		110672	BATTERY OPS	-16.58	**VOID
76776	03/14/22	-761.10 003627		PROGENT CORPORATION		112759	SERVICE CALL	-761.10	**VOID
77047	03/07/22	69.97 002941		AA SAFE & SECURITY CO		112972	KEYS MMF	69.97	
77048	03/07/22	1,225.48 003151		ABC BUS INC		112948	INVENTORY ORDER	17.04	
						112949	INVENTORY ORDER	1,208.44	
77049	03/07/22	1,500.00 003332		ALLDATA LLC		112977	4/5/22-4/4/23RENEWAL	1,500.00	
77050	03/07/22	1,351.21 192		ALWAYS UNDER PRESSURE		112967	INV ORDER FAC CHEM	1,351.21	
77051	03/07/22	14.33 003596		AMAZON CAPITAL SERVICES, INC.		112850	DESICCANT PACKETS	14.33	
77052	03/07/22	33.14 002861		AMERICAN MESSAGING SVCS, LLC		112835	MAR 22 PAGERS	33.14	
77053	03/07/22	7,552.74 001D		AT&T		112859	1/19-2/18 OPS ELEV	156.88	
						112860	1/19-2/18 MAIN ACCT	5,091.14	
						112869	1/13-2/12 VER/SMC	1,855.30	
						112871	1/19-2/18 DAVENPORT	166.16	
						112872	1/19-2/18 OCEAN LG	283.26	
77054	03/07/22	4,106.00 001348		ATHENS INSURANCE SERVICE, INC.		112854	MAR 22 MONTHLY FEES	4,106.00	
77055	03/07/22	1,129.37 247		AUTOMATIC DOOR SYSTEMS, INC.		112980	BIANNUAL DOORSVC WTC	282.31	
						112981	BIANNUAL DOORSVC VER	282.31	
						112982	BIANNUAL DOORSVC SVT	282.44	
						112983	BIANNUAL DOORSVC SMC	282.31	
77056	03/07/22	1,835.49 003199		B & H FOTO & ELECTRONICS CORP		112968	LENOVO LAPTOP	987.24	
						112969	LENOVO LAPTOP	823.28	
						112970	HDMI FOR FLEET TV	24.97	
						112928	BATTERY FLD	60.29	
77057	03/07/22	76.87 002363		BATTERIES PLUS #314		112961	BATTERY FOR OPS	16.58	
77058	03/07/22	298.03 542		CAIG LABORATORIES INC.		112971	INVENTORY ORDER	298.03	
77059	03/07/22	120.00 E023		CALDERON, FRANCISCO		112851	PHYSICAL EXAM DMV	120.00	
77060	03/07/22	6,158.98 001230		CAPITOL CLUTCH & BRAKE, INC.		112834	INVENTORY ORDER	4,077.77	
						112942	INVENTORY ORDER	2,081.21	
77061	03/07/22	4,135.40 001159		CAITTO'S GRAPHICS, INC.		112865	EMPLOYEE AWARDS PRC	729.83	
						112867	EMPLOYEE AWARDS MMF	315.08	
						112952	LIGHT BUTTON SIGNS	294.98	
						112953	EMP RECOGNITION	2,795.51	
77062	03/07/22	39.79 130		CITY OF WATSONVILLE UTILITIES		112945	1/12-2/16 WTC	39.79	
77063	03/07/22	18,616.20 001124		CLEAN ENERGY		112919	2/18 LNG CHARGES	8,978.43	
						112920	2/15 LNG CHARGES	9,637.77	
77064	03/07/22	117.99 075		COAST PAPER & SUPPLY INC.		112916	INVENTORY ORDER	42.61	
						112917	CREDIT INV# 631625	-42.61	
						112918	BROOMS TRANSIT VANS	117.99	
77065	03/07/22	5,362.21 003116		CUMMINS, INC		112828	VEH# 1201 PARTS	3,225.66	
						112829	INVENTORY ORDER	90.83	
						112830	INVENTORY ORDER	3,081.82	
						112831	CORE CREDIT Y9-7818	-73.74	

Attachment A

DATE 03/30/22 15:07

PAGE 2

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

DATE: 03/01/22 THRU 03/31/22

CHECK # START THRU 9999999

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
77066	03/07/22	2,130.00 916		DOCTORS ON DUTY MEDICAL		112832	CORE CREDIT Y3-42987	-747.56	
77067	03/07/22	7,289.23 003274		EAST BAY TIRE CO.		112833	CORE CREDIT Y9-3215	-273.13	
						112913	INVENTORY ORDER	25.41	
						112914	VEH# 4201 PARTS	17.85	
						112915	VEH# 4209 PARTS	15.07	
						112943	DRUG TESTING	2,130.00	
						112904	REVENUE TIRES	1,257.95	
						112905	REVENUE TIRES	1,298.29	
						112906	REVENUE TIRES	1,257.95	
						112907	REVENUE TIRES	33.57	
						112908	NON REVENUE TIRES	168.32	
						112909	REVENUE TIRES	295.33	
						112910	REVENUE TIRES	2,174.97	
						112911	REVENUE TIRES	689.54	
						112912	REVENUE TIRES	113.31	
						112855	TEMP W/E 2/20	1,012.44	
						112965	LAMINATED SPR SVC	168.93	
						112941	2/16-3/15 SKY-RIVER	58.12	
						112815	VEH# 1904 PARTS	111.68	
						112816	INVENTORY ORDER	235.98	
						112820	VEH# 1904 PARTS	491.57	
						112821	INVENTORY ORDER	889.91	
						112822	INVENTORY ORDER	298.21	
						112823	INVENTORY ORDER	955.32	
						112824	INVENTORY ORDER	645.05	
						112825	INVENTORY ORDER	161.86	
						112826	VEH# 4203 PARTS	87.93	
						112827	VEH# 1905 PARTS	460.77	
						112814	NON INV/CLEANING SUP	120.29	
						112857	LIGHTS/MOTORSWTCMMF	97.54	
						112858	CUSTODIAL ORDER	547.12	
						112861	INVENTORY ORDER MMF	106.31	
						112862	DOOR WINDOW SMC	217.56	
						112863	INVENTORY ORDER MMF	60.07	
						112864	INVENTORY ORDER MMF	116.09	
						112929	INVENTORY ORDER MMF	233.33	
						112930	VACUUM MOTOR MMF	259.26	
						112947	CABLETIES-SVC NOTICE	32.75	
						112984	ANNUAL LOAD TEST VER	2,910.83	
						112985	ANNUAL LOAD TEST PRC	2,524.84	
						112976	3/1-5/31INSPECT SBF	621.71	
						112898	INVENTORY ORDER	21.58	
						112899	INVENTORY ORDER	21.82	
						112900	CREDIT KSI-1611794	-44.86	
						112901	VEH# PC2405 PARTS	89.62	
						112903	VEH# PC2405 PARTS	93.08	
77072	03/07/22	1,757.57 282		GRAINGER					
77073	03/07/22	32.75 E984		HILL, CAYLA					
77074	03/07/22	5,435.67 003552		JOHNSON & CODY ELECTRIC, INC.					
77075	03/07/22	621.71 003442		JOHNSON CONTROLS INC					
77076	03/07/22	110.71 1117		KELLEY'S SERVICE INC.					

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77077	03/07/22	31,886.00 003615		KRAUTHAMER & ASSOCIATES, LLC		112986	CREDIT KSI-1601775	-70.53	
77078	03/07/22	28,106.41 003017		MANFIELD OIL CO OF GAINSVILLE		112925	2ND RETAINER CEO REC	31,886.00	
77079	03/07/22	234.00 003249		MAXIMUM OIL SERVICE LLC		112902	2/21 DIESEL FUEL	28,106.41	
77080	03/07/22	251.71 001052		MID VALLEY SUPPLY INC.		112944	USED OIL PICKUP MMF	234.00	
77081	03/07/22	635.78 041		MISSION UNIFORM		112940	INVENTORY ORDER	251.71	
						112870	LAUNDRY/CUSTODIAL	37.02	
						112927	LAUNDRY/CUSTODIAL	52.49	
						112950	COVID/FUEL ST TOWELS	156.00	
						112951	VMU/VSW UNIFORM SUPP	331.77	
						112962	TOWELS/MATS PRC	10.50	
						112963	TOWELS/MATS PRC	10.50	
						112964	TOWELS/MATS PRC	10.50	
						112966	UNIFORM REPAIR	27.00	
						112868	ENGRAVED BUS BROOCH	76.14	
77082	03/07/22	76.14 003326		NIDAL HALABI & NADA ALGHARIB		112868	ENGRAVED BUS BROOCH	76.14	
77083	03/07/22	1,653.68 364		OVERHEAD DOOR CO. OF SALINAS		112979	INSTALL SPRINGS BAY1	1,653.68	
77084	03/07/22	1,138.91 009		PACIFIC GAS & ELECTRIC		112873	1/12-2/10 PARACRUZ	1,138.91	
77085	03/07/22	7,606.93 043		TROWBRIDGE ENTERPRISES		112866	OFFICE SUPPLIES PRC	409.38	
						112922	OFFICE SUPPLIES	312.06	
						112924	CREDIT FOR ORGANIZER	-106.01	
						112926	CHAIRS MULTI DEPTS	6,991.50	
77086	03/07/22	120.50 481		PIED PIPER EXTERMINATORS, INC.		112954	FEB 22 PEST SMC CTR	65.00	
77087	03/07/22	37.82 107A		PROBUILD COMPANY LLC		112955	FEB 22 PEST SMC MKT	55.50	
77088	03/07/22	686.25 003502		RICHARD IRISH		112852	SCREWS FOR SMC	17.69	
77089	03/07/22	155.11 003024		RICOH USA, INC CA		112931	SCREW EXTRACTOR SBF	20.13	
77090	03/07/22	1,275.12 003154		ROMAINE ELECTRIC CORP		112956	1906 JAN22 MAINT FAC	686.25	
77091	03/07/22	1,655.44 001253		SANTA CRUZ COUNTY REGIONAL		112957	2/12-3/11 OPS	88.35	
77092	03/07/22	8,979.70 079		SANTA CRUZ MUNICIPAL UTILITIES		112958	2/14-3/13 PARACRUZ	66.76	
						112978	INVENTORY ORDER	1,275.12	
						112932	9/17 BUS ON SHOULDER	1,655.44	
						112933	1/7-2/7 VERNON	373.99	
						112934	1/7-2/7 GOLF CLUB	1,524.37	
						112935	1/7-2/7 1200 RIVER B	3,318.16	
						112936	1/7-2/7 PACIFIC	2,193.53	
						112937	1/7-2/7 PACIFIC ISL	113.00	
						112938	1/7-2/7 1200 RIVER A	393.61	
						112939	1/7-2/7 IRRIG MMF	12.44	
						112856	1/19 SHREDDING MULTI	1,050.60	
77093	03/07/22	260.00 001292		SANTA CRUZ RECORDS MNGMT INC		112811	TEMP W/E 2/20	260.00	
77094	03/07/22	4,798.83 001307		SANTA CRUZ STAFFING, LLC		112812	TEMP W/E 2/20	2,424.20	
						112923	TEMP W/E 2/20	957.13	
77095	03/07/22	5,000.00 002267		SHAW YODER ANTIWIH		112959	FEB 22 LEGISLATE SVC	1,417.50	
77096	03/07/22	4,039.28 003292		SLINGSHOT CONNECTIONS LLC		112960	MAR 22 LEGISLATE SVC	2,500.00	
						112817	TEMP W/E 2/13	1,458.64	
						112818	TEMP W/E 1/30	1,458.64	
						112819	TEMP W/E 2/6	1,122.00	

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77097	03/07/22	1,700.00	003611	SONIA MENDEZ-PACHECO		112974	CARPET CLEANING	1,250.00	VER
						112975	CARPET CLEANING	450.00	SMC
77098	03/07/22	420.00	003314	SOUTHWEST COMMERCIAL PROD INC.		112973	INVENTORY ORDER	420.00	
77100	03/07/22	23,852.21	003285	THE AFTERMARKET PARTS CO LLC		112836	INVENTORY ORDER	9.83	
						112837	INVENTORY ORDER	917.70	
						112838	INVENTORY ORDER	2,627.58	
						112839	INVENTORY ORDER	525.89	
						112840	INVENTORY ORDER	33.01	
						112841	INVENTORY ORDER	730.22	
						112842	VEH# 2316 PARTS	4.98	
						112843	VEH# 1207 PARTS	134.38	
						112844	VEH# 1211 PARTS	447.40	
						112845	VEH# 1211 PARTS	3.76	
						112846	INVENTORY ORDER	828.16	
						112847	INVENTORY ORDER	3,790.51	
						112848	INVENTORY ORDER	16.85	
						112874	VEH# 1211 PARTS	70.95	
						112875	VEH# 2318 PARTS	5,111.03	
						112876	INVENTORY ORDER	52.01	
						112877	INVENTORY ORDER	153.08	
						112878	VEH# 1211 PARTS	241.61	
						112879	VEH# 2801 PARTS	422.02	
						112880	INVENTORY ORDER	284.26	
						112881	INVENTORY ORDER	159.80	
						112882	INVENTORY ORDER	66.04	
						112883	INVENTORY ORDER	926.44	
						112884	INVENTORY ORDER	287.35	
						112885	INVENTORY ORDER	218.77	
						112886	INVENTORY ORDER	26.45	
						112887	INVENTORY ORDER	120.22	
						112888	INVENTORY ORDER	2,882.21	
						112889	INVENTORY ORDER	279.96	
						112890	VEH# 1305 PARTS	1,234.45	
						112891	INVENTORY ORDER	311.03	
						112892	INVENTORY ORDER	78.51	
						112893	INVENTORY ORDER	25.55	
						112894	INVENTORY ORDER	429.39	
						112895	VEH# 2318 PARTS	57.18	
						112896	INVENTORY ORDER	215.26	
						112897	VEH# 9818 PARTS	128.37	
						112813	INV/NON INV ORDER	427.67	
						112921	INVENTORY ORDER	12.05	
						112946	INVENTORY ORDER	259.60	
						112853	JOB ADVERTISING	3,000.00	
						113185	INVENTORY ORDER	220.54	
						113043	FASTENER WTC	0.86	
77101	03/07/22	427.67	166	THE HOSE SHOP, INC					
77102	03/07/22	12.05	002829	VALLEY POWER SYSTEMS, INC.					
77103	03/07/22	259.60	003530	ZORO TOOLS, INC.					
77104	03/07/22	3,000.00	003609	ZWERLING BROADCASTING SYSTEM					
77105	03/14/22	220.54	003151	ABC BUS INC					
77106	03/14/22	0.86	003566	ACE HARDWARE WATSONVILLE, INC.					

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77107	03/14/22	1,188.85	192	ALWAYS UNDER PRESSURE	113072			PRESSURE WASHER RPR	1,188.85	
77108	03/14/22	486.19	003596	AMAZON CAPITAL SERVICES, INC.	113036			RUBBER PLUGS SBF	11.74	
					113037			CAR DESK OPERATIONS	218.23	
					113160			BROOMS FOR CUSTODIAL	137.66	
77109	03/14/22	10,500.00	001324	CAPITALEEDGE ADVOCACY, INC.	113184			BELT TENSION TESTER	118.56	
					113147			FEB 22 LEGISLATE SVC	5,250.00	
77110	03/14/22	681.11	001159	CATTO'S GRAPHICS, INC.	113148			MAR 22 LEGISLATE SVC	5,250.00	
77111	03/14/22	1,665.21	130	CITY OF WATSONVILLE UTILITIES	112993			EMPLOYEE REC PROGRAM	681.11	
					113154			2/24 WASTE WTC	1,113.34	
					113155			1/18-2/21 WTC	360.46	
					113156			1/18-2/21 WTC	105.32	
					113157			1/18-2/21 WTC	86.09	
77112	03/14/22	2,841.58	909	CLASSIC GRAPHICS	113146			VEH# 4201 RPR/PAINT	2,841.58	
77113	03/14/22	1,099.96	003592	CLICK INDUSTRIES, LLC	113076			PPE SUPPLIES	1,099.96	
77114	03/14/22	3,155.62	003034	COASTAL LANDSCAPING INC.	113014			MAR 22 LANDSCAPING	2,890.00	
					113015			REPLACE VALVE VERNON	265.62	
77115	03/14/22	3,986.00	003601	COMCAST HOLDINGS CORPORATION	113074			FEB 22 ADVERTISING	3,986.00	
77116	03/14/22	416.00	367	COMMUNITY TELEVISION OF	113013			1/28 BOD MEETING	416.00	
77117	03/14/22	1,233.50	002814	CREATIVE BUS SALES, INC.	113047			INVENTORY ORDER	155.14	
					113048			INVENTORY ORDER	65.25	
					113049			INVENTORY ORDER	58.66	
					113050			INVENTORY ORDER	957.43	
					113051			CREDIT XA113001544	-65.25	
77118	03/14/22	86.08	E1022	CRUMMIE, DAWN	113158			VEH# PC 1701 PARTS	62.27	
77119	03/14/22	9,562.78	003116	CUMMINS, INC	113081			PRE BOARD MTG	86.08	
					112990			VEH# 2322 PARTS	5,513.33	
					112991			VEH# 2322 PARTS	115.58	
					112992			VEH# 1210 PARTS	155.54	
					113105			CREDIT INV Y9-13560	-78.50	
					113106			INVENTORY ORDER	78.50	
					113107			INVENTORY ORDER	34.36	
					113108			VEH# 2322 PARTS	1,386.59	
					113109			VEH# 2812 PARTS	45.05	
					113110			INVENTORY ORDER	1,604.80	
					113174			INVENTORY ORDER	98.47	
					113175			INVENTORY ORDER	364.87	
					113176			VEH# 2322 PARTS	16.83	
					113177			VEH# 1004 PARTS	155.54	
					113178			INVENTORY ORDER	31.46	
					113179			CREDIT INV# Y9-12650	-34.36	
					113180			INVENTORY ORDER	74.72	
77120	03/14/22	130.22	798	D&D COMPRESSOR, INC	113044			INVENTORY ORDER	130.22	
77121	03/14/22	450.00	916	DOCTORS ON DUTY MEDICAL	113188			DOT DRUG TESTING	450.00	
77122	03/14/22	3,751.52	003274	EAST BAY TIRE CO.	113136			REV TIRES LABOR/DISP	178.50	
					113137			REVENUE TIRES	33.57	
					113138			REVENUE TIRES	1,514.69	

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77123	03/14/22	003485	1,122.00	EMPLOYNET, INC		113139	REVENUE TIRES	1,257.95	
77124	03/14/22	001297	114.70	FASTENAL COMPANY INC		113140	REVENUE TIRES	653.51	
77125	03/14/22	002952	12,062.78	FLYERS ENERGY LLC		113141	REVENUE TIRES	113.30	
77126	03/14/22	001302	8,159.76	GARDA CL WEST, INC.		113060	TEMP W/E 2/20	422.40	
77127	03/14/22	001647	1,077.81	GENFARE A DIV OF SPX CORP		113071	TEMP W/E 2/27	699.60	
77128	03/14/22	001117	8,929.43	GILLIG LLC		112989	INV/NON INV ORDER	114.70	
77129	03/14/22	003316	275.00	GLOBAL WATER TECHNOLOGY INC		113144	2/16-2/28 REV FUEL	9,708.96	
77130	03/14/22	00282	223.64	GRAINGER		113145	2/16-2/28NONREV FUEL	2,353.82	
77131	03/14/22	001745	14,969.39	HARTFORD LIFE AND ACCIDENT INS		113104	MAR 22 VAULT SERVICE	8,159.76	
77132	03/14/22	003553	79.22	IMD FLUID SYSTEM TECHNOLOGIES		113142	TVM COMPUTER REPAIR	880.00	
77133	03/14/22	003220	1,277.66	INFINISOURCE, INC		113143	COACH DOWN	15.44	
77134	03/14/22	0014	335.40	J.J.R ENTERPRISES, INC.		113143	INVENTORY ORDER	182.37	
77135	03/14/22	003442	874.65	JOHNSON CONTROLS INC		113096	INVENTORY ORDER	79.00	
77136	03/14/22	003468	525.00	KANEKO AND KRAMMER CORP		113097	VEH# 4201 PARTS	151.45	
77137	03/14/22	001117	515.53	KELLEY'S SERVICE INC.		113098	INVENTORY ORDER	18.10	
77138	03/14/22	003366	23,627.38	KEY GOVERNMENT FINANCE INC		113100	INVENTORY ORDER	1,849.65	
77139	03/14/22	003450	100.00	LANGUAGE LINE SERVICES INC		113101	INVENTORY ORDER	2,496.79	
77140	03/14/22	000852	204.00	LAW OFFICES OF MARIE F. SANG	7	113101	INVENTORY ORDER	336.66	
77141	03/14/22	001303	31,063.51	MAINTSTAR		113103	VEH# 4201 PARTS	1,268.47	
						113181	INVENTORY ORDER	1,831.21	
						113182	INVENTORY ORDER	780.11	
						113057	FEB 22 CHEM TEST OPS	275.00	
						112987	FAN MOTOR WTC	71.61	
						112988	CREDIT FOR MOTOR WTC	-61.18	
						113186	BUMPER STOPS MMF	213.21	
						113031	MAR 22 LIFE AD&D	4,239.38	
						113032	MAR 22 LTD	10,730.01	
						113123	INVENTORY ORDER	79.22	
						113053	MONTHLY TIMEKEEPING	1,277.66	
						113151	OFFICE SUPPLIES	139.84	
						113152	PRINTER TONER	125.64	
						113153	OFFICE SUPPLIES	69.92	
						113045	SVC CALL MMF	874.65	
						113078	CLASS&COMP MOBILITY	525.00	
						113011	INVENTORY ORDER	288.62	
						113012	VEH# 1004 PARTS	123.93	
						113018	INVENTORY ORDER	94.12	
						113019	VEH# PC 1704 PARTS	8.86	
						113127	MAR 22 LEASE PAYMENT	23,627.38	
						113033	FEB 22 TRANSLATE SVC	100.00	
						113067	CL# 1989102352	85.00	
						113068	CL# 22000500	34.00	
						113069	CL#11000452/11001281	34.00	
						113070	CL# 22001522	51.00	
						113054	4/22-3/23 ANNUAL SUP	31,063.51	

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77142	03/14/22	MISSION UNIFORM	115.02	MISSION UNIFORM		113035	TOWELS/MOP/MATS MMF	41.75	
						113055	TOWELS/MOPS/MATS	41.75	
						113073	LAUNDRY/CUSTODIAL	31.52	
77143	03/14/22	NATALIE NIEMAN	250.00	NATALIE NIEMAN		113066	WEB BANNER/SIGNS	250.00	
77144	03/14/22	NORTH BAY FORD LINC-MERCURY	816.92	NORTH BAY FORD LINC-MERCURY		113128	VEH# PC1701 PARTS	295.40	
						113129	VEH# PC1715 PARTS	136.34	
						113130	VEH# PC1704 PARTS	27.82	
						113131	VEH# PC1704 PARTS	-27.82	
						113132	INVENTORY ORDER	136.34	
						113133	INVENTORY ORDER	204.24	
						113173	VEH# PC1122 PARTS	44.60	
						113038	1/21-2/21MANGO TANGO	74.00	
						113039	1/25-2/23 SBF/RIVER	548.69	
						113040	1/24-2/22 VERNON	5,881.55	
						113041	1/24-2/22 MMF/GOLF	6,837.80	
						113042	1/24-2/22 1122 RIVER	2,915.37	
						113111	1/27-2/27 CHARGING	5,597.68	
						113187	1/27-2/27 OPS	5,408.49	
						113124	RPR FAREBOX PEDESTAL	378.00	
77146	03/14/22	PHILIP J CROUCH	378.00	PHILIP J CROUCH		113023	FEB 22 PEST SMC TAQ	40.00	
77147	03/14/22	PIED PIPER EXTERMINATORS, INC.	40.00	PIED PIPER EXTERMINATORS, INC.		113134	RPL LIGHT FIXTURE	217.44	
77148	03/14/22	PLAIT ELECTRIC SUPPLY	217.44	PLAIT ELECTRIC SUPPLY		113016	SPLASH GUARDS OPS	15.51	
77149	03/14/22	PROBUILD COMPANY LLC	222.77	PROBUILD COMPANY LLC		113017	FAUCET OPS	207.26	
						113034	FEB 22 POSTAGE 1598	400.00	
77150	03/14/22	QUADIANT FINANCE USA INC	400.00	QUADIANT FINANCE USA INC		113056	BUSINESS CARDS	53.53	
77151	03/14/22	RANDY & LARAE WEST	53.53	RANDY & LARAE WEST		113020	ELECTRICAL ITEMS SBF	150.22	
77152	03/14/22	RIVERSIDE LIGHTING & ELECTRIC	557.42	RIVERSIDE LIGHTING & ELECTRIC		113021	ELECTRICAL ITEMS FLD	25.83	
						113022	ELECTRICAL ITEMS WTC	53.82	
						113058	ELECTRICAL ITEMS SBF	327.55	
77153	03/14/22	ROMAINE ELECTRIC CORP	1,956.60	ROMAINE ELECTRIC CORP		113088	INVENTORY ORDER	1,481.36	
						113089	INVENTORY ORDER	475.24	
77154	03/14/22	SANTA CRUZ AUTO PARTS, INC.	711.77	SANTA CRUZ AUTO PARTS, INC.		113084	INVENTORY ORDER	54.10	
						113085	INVENTORY ORDER	182.86	
						113086	INVENTORY ORDER	43.34	
						113087	NON INVENTORY ORDER	253.17	
						113183	INVENTORY ORDER	178.30	
77155	03/14/22	SANTA CRUZ METRO TRANSIT W/C	35,755.11	SANTA CRUZ METRO TRANSIT W/C		113079	FEB 22 W/C REPLENISH	35,755.11	
77156	03/14/22	SANTA CRUZ STAFFING, LLC	8,622.22	SANTA CRUZ STAFFING, LLC		113025	TEMP W/E 2/27	1,470.95	
						113026	TEMP W/E 2/27	1,687.50	
						113065	TEMP W/E 2/20	116.25	
						113113	TEMP W/E 2/27	2,673.76	
						113135	TEMP W/E 1/16	2,673.76	
77157	03/14/22	SCHINDLER ELEVATOR CORPORATION	687.86	SCHINDLER ELEVATOR CORPORATION		113046	MAR 22 MAINT MULTI	687.86	
77158	03/14/22	SCWTD PETTY CASH - OPS	457.05	SCWTD PETTY CASH - OPS		113080	PETTY CASH REIMB OPS	457.05	
77159	03/14/22	SLINGSHOT CONNECTIONS LLC	5,816.10	SLINGSHOT CONNECTIONS LLC		113061	TEMP W/E 2/20	882.00	
						113062	TEMP W/E 2/27	882.00	

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77160	03/14/22	2,844.00 003197		SMARTSHEET.COM INC		113063	TEMP W/E 11/21	882.00	
77161	03/14/22	2,155.18 003621		SPORTWORKS GLOBAL LLC		113064	TEMP W/E 12/12	926.10	
77162	03/14/22	1,166.72 002812		STRONGHOLD SECURITY INC.		113082	TEMP W/E 2/20	1,122.00	
77163	03/14/22	416.30 614		TESSCO TECHNOLOGIES, INC.		113083	TEMP W/E 2/27	1,122.00	
77165	03/14/22	13,572.57 003285		THE AFTERMARKET PARTS CO LLC		113052	2/22-2/23 SUBSCRIPT	2,844.00	
						113125	VEH# 1204 PARTS	343.95	
						113126	INVENTORY ORDER	1,811.23	
						113075	20 FORTITOKENS	1,166.72	
						113122	INVENTORY ORDER	416.30	
						112994	INVENTORY ORDER	119.74	
						112995	INVENTORY ORDER	559.28	
						112996	INVENTORY ORDER	54.55	
						112997	INVENTORY ORDER	844.15	
						112998	VEH# 2806 PARTS	123.71	
						112999	INVENTORY ORDER	117.21	
						113000	VEH# 1302 PARTS	244.04	
						113001	INVENTORY ORDER	1,191.46	
						113002	VEH# 2813 PARTS	127.83	
						113003	INVENTORY ORDER	59.43	
						113004	INVENTORY ORDER	89.80	
						113005	HOSE CAMPAIGN 19/20	80.82	
						113006	INVENTORY ORDER	59.96	
						113007	PARTS ORDER 4 VEH	4,937.80	
						113008	VEH# 2214 PARTS	459.06	
						113009	INVENTORY ORDER	45.94	
						113010	INVENTORY ORDER	108.41	
						113090	2210/1004/2224 PARTS	122.71	
						113091	INVENTORY ORDER	44.48	
						113092	INVENTORY ORDER	98.39	
						113161	VEH# 2210 PARTS	122.32	
						113162	VEH# 1302 PARTS	831.26	
						113163	VEH# 3108 PARTS	57.78	
						113164	VEH# 1211 PARTS	179.58	
						113165	INVENTORY ORDER	379.93	
						113166	INVENTORY ORDER	2,295.74	
						113167	INVENTORY ORDER	16.72	
						113168	INVENTORY ORDER	110.56	
						113169	INVENTORY ORDER	45.94	
						113170	INVENTORY ORDER	24.09	
						113171	INVENTORY ORDER	4.05	
						113172	INVENTORY ORDER	15.83	
						113093	INVENTORY ORDER	53.63	
						113094	INVENTORY ORDER	102.50	
						113095	NON INVENTORY ORDER	477.71	
						113112	INVENTORY ORDER	836.11	
						113189	REIMB COVID TEST	177.00	
77166	03/14/22	633.84 166		THE HOSE SHOP, INC					
77167	03/14/22	836.11 001800		THERMO KING OF SALINAS, INC					
77168	03/14/22	177.00 E531		TORRES, HECTOR					

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CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
77169	03/14/22	1,903.67	043	TROWBRIDGE ENTERPRISES		113024	OFFICE SUPPLIES	36.25	
						113027	OFFICE SUPPLIES	9.79	
						113028	OFFICE SUPPLIES	25.68	
						113029	OFFICE SUPPLIES	25.68	
						113030	OFFICE SUPPLIES PRC	223.40	
						113149	OFFICE SUPPLIES	1,547.40	
						113150	OFFICE SUPPLIES	35.47	
77170	03/14/22	15,617.09	002829	VALLEY POWER SYSTEMS, INC.		113115	INVENTORY ORDER	5,977.19	
						113116	INVENTORY ORDER	60.96	
						113117	INVENTORY ORDER	7.04	
						113118	INVENTORY ORDER	4,763.17	
						113119	INVENTORY ORDER	1,380.00	
						113120	CREDIT/REBILL K97359	-7.21	
						113121	INVENTORY ORDER	762.49	
						113159	VEH# 2224 PARTS	2,673.45	
						113059	DOT DRUG TESTS	60.00	
77171	03/14/22	60.00	003290	WORKFORCOA LLC		113259	INVENTORY ORDER	376.41	
77172	03/21/22	376.41	003151	ABC BUS INC		113258	INVENTORY ORDER	91.23	
77173	03/21/22	91.23	002828	ALLIED ELECTRONICS		113243	SHOP TOOL GEARWRENCH	12.96	
77174	03/21/22	281.99	003596	AMAZON CAPITAL SERVICES, INC.		113262	REPLACEMENT BATTERY	62.99	
						113263	WINDSHIELD STICK	16.38	
						113264	CLIPBOARDS CUSTODIAL	143.28	
						113305	OFFICE SUPPLIES	46.38	
77175	03/21/22	927.75	854	AMERICAN SEATING COMPANY		113292	EQUIPMENT REPAIR	983.25	
77176	03/21/22	3,363.96	001D	AT&T		113293	CREDIT TAX 232527	-55.50	
						113251	2/1-2/28 WTC/VER	585.98	
						113268	2/10-3/9 INTERNET	922.68	
						113283	2/13-3/12 VER/SMC	1,855.30	
						113221	1/24-2/23 BUS WIFE	997.02	
77177	03/21/22	997.02	003105	AT&T MOBILITY		113291	TRIMMER REPAIR FLD	136.35	
77178	03/21/22	136.35	002689	B & B SMALL ENGINE CORP		113296	2/28 LEGAL ADS	273.60	
77179	03/21/22	273.60	149	CALIFORNIA NEWSPAPERS P'SHIP	0	113280	FEB 22 CODE=5100	193.41	
77180	03/21/22	193.41	588	CALTIP		113281	1937 10/1-12/31/21	8,878.33	
77181	03/21/22	8,878.33	003320	CENTER FOR TRANSPORTATION AND		113239	FEB 22 LANDFILL	19.99	
77182	03/21/22	19.99	003373	CITY OF SANTA CRUZ FINANCE RRF		113238	INVENTORY ORDER	570.50	
77183	03/21/22	838.36	075	COAST PAPER & SUPPLY INC.		113266	SUPPLIES VERNON	267.86	
77184	03/21/22	461.47	002814	CREATIVE BUS SALES, INC.		113218	INVENTORY ORDER	336.77	
77185	03/21/22	24,476.26	003116	CUMMINS, INC		113219	INVENTORY ORDER	124.70	
						113215	VEH# 1304 REPAIRS	1,690.20	
						113216	VEH# 2333 PARTS	2,035.27	
						113217	VEH120ENGINEERBUILD	20,750.79	
77186	03/21/22	128.00	002567	DEPARTMENT OF JUSTICE		113307	FEB 22 FINGERPRINTS	128.00	
77187	03/21/22	1,148.50	916	DOCTORS ON DUTY MEDICAL		113299	DRUG TESTS DMV PRC	450.00	
						113310	DOT DRUG TESTS HR	548.50	
						113324	DMV PHYSICAL FLEET	150.00	
77188	03/21/22	4,267.83	003274	EAST BAY TIRE CO.		113210	NON REVENUE TIRES	213.65	

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77189	03/21/22	1,593.90	EMPLOYNET, INC		113211	REVENUE TIRES	327.01	
77190	03/21/22	200.00	ESTRADA, URIEL		113212	REVENUE TIRES	1,298.29	
77191	03/21/22	1,563.12	EXPRESS SERVICES INC.		113213	REVENUE TIRES	245.74	
77192	03/21/22	150.00	FITZPATRICK, MICHELLE		113214	REVENUE TIRES	190.00	
77193	03/21/22	102.91	FLYERS ENERGY LLC		113252	NON INVENTORY ORDER	32.71	
77194	03/21/22	469.08	GARDA CL WEST, INC.		113269	REVENUE TIRES	1,960.43	
77195	03/21/22	1,220.06	GENFARE A DIV OF SPX CORP		113222	TEMP W/E 2/27	537.90	
					113306	TEMP W/E 3/6	1,056.00	
77196	03/21/22	882.50	GILLIG LLC		113298	PHY EXAM DMV RENEWAL	200.00	
77197	03/21/22	257.83	GRAINGER		113207	TEMP W/E 2/13	1,563.12	
77198	03/21/22	1,190.39	GREENWASTE RECOVERY, INC.		113297	EXAM DMV RENEWAL	150.00	
77199	03/21/22	42,890.60	HANSON BRIDGETT LLP		113270	PROPANE	102.91	
					113300	MAR 22 SERVICES	469.08	
					113208	INVENTORY ORDER	999.34	
					113209	INVENTORY ORDER	220.72	
					113247	VEH# 4203 PARTS	158.02	
					113222	VEH# 4208 PARTS	596.94	
					113244	AIR SAFETY VALVES	127.54	
					113245	NON INVENTORY ORDER	26.26	
					113246	NON INVENTORY ORDER	69.69	
					113231	FEB 22 AIRPORT/FREED	161.88	
					113232	FEB 22 FREED/BOWKR	61.28	
					113233	FEB 22 HWY1/BOULDER	183.84	
					113234	FEB 22 FREEDOM	61.28	
					113235	FEB 22 SVT	378.46	
					113236	FEB 22 PRC	382.97	
					113237	FEB 22 GREEN VALLEY	61.28	
					113273	M# 032117.001001	4,237.10	
					113274	M# 032117.004002	930.80	
					113275	M# 032117.006003	1,394.20	
					113276	M# 032117.006035	577.10	
					113277	M# 032117.006012	1,211.40	
					113278	M# 032117.006036	8,040.00	
					113279	FEB 22 RETAINER	26,500.00	
					113221	INVENTORY ORDER	18,546.08	
					113294	ANL PM/LOAD TEST OPS	3,533.63	
					113261	BUS WASH INVENTORY	1,048.80	
					113272	FEB 22 OUTFALL MITIG	214.54	
					113203	INVENTORY ORDER	12.89	VOIDED
					113204	CREDIT KSI-1046450	-7.34	
					113205	INVENTORY ORDER	7.34	
					113206	TEMP W/E 2/20	721.44	
					113241	INVENTORY ORDER	94.13	
					113242	INVENTORY ORDER	473.23	
					113323	INVENTORY ORDER	97.51	

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77204	03/21/22	1117	-1,399.20	KELLEY'S SERVICE INC.		113203	INVENTORY ORDER	-12.89	**VOID
						113204	CREDIT KSI-1046450	7.34	
						113205	INVENTORY ORDER	-7.34	
						113206	TEMP W/E 2/20	-721.44	
						113241	INVENTORY ORDER	-94.13	
						113242	INVENTORY ORDER	-473.23	
						113323	INVENTORY ORDER	-97.51	
77205	03/21/22		540.00	KJRB, INC.		113220	VEH# 2227 TOW	540.00	
77206	03/21/22		33,310.70	MANSFIELD OIL CO OF GAINSVILLE		113319	3/2 DIESEL FUEL	15,178.24	
						113320	3/11 DIESEL FUEL	18,132.46	
77207	03/21/22		2,248.49	MGP XI REIT, LLC		113308	APR 22 RENT	2,248.49	
77208	03/21/22		1,483.22	MID VALLEY SUPPLY INC.		113271	INVENTORY ORDER MMF	1,483.22	
77209	03/21/22		582.04	MISSION UNIFORM		113265	LAUNDRY/CUSTODIAL	31.52	
						113285	TOWELS/MATS PARACRUZ	10.50	
						113286	TOWELS/MAT PARACRUZ	10.50	
						113290	TOWELS/MOPS/MATS MMF	41.75	
						113317	TOWELS FUEL STATION	156.00	
						113318	VMU/VSW UNIFORM SUPP	331.77	
77210	03/21/22		500.00	NATALIE NIEMAN		113229	WTC CIRCULATOR	500.00	
77211	03/21/22		110.23	NEXTEL COMMUNICATIONS/SPRINT		113249	12/26-1/25 OPS	43.48	
						113250	1/26-2/25 OPS	66.75	
77212	03/21/22		363.08	PACIFIC TRUCK PARTS, INC.		113253	CORE CREDIT 1851902	-13.80	
						113254	INVENTORY ORDER	410.36	
						113255	INVENTORY ORDER	205.18	
						113256	CREDIT INV 1854334	-238.66	
77213	03/21/22		1,515.00	PEDX COURIER AND CARGO		113248	FEB 22 COURIER SVC	1,515.00	
77214	03/21/22		1,435.00	PIED PIPER EXTERMINATORS, INC.	7	113223	SEP 21 PEST OPS PARK	212.50	
						113224	SEP 21 PEST SBFECREEK	255.00	
						113225	JAN 22 PEST SBFECREEK	255.00	
						113226	JAN 22 PEST MMF	217.50	
						113227	SEP 21 PEST MMF	217.50	
						113228	MAR 22 PEST SVT	65.00	
						113230	JAN 22 PEST OPS PARK	212.50	
						113267	POST/CHAIN INSTALL	20.77	
						113282	LASER LEVEL VERNON	239.01	
77216	03/21/22		383.25	QUEST DIAGNOSTIC INC.		113309	2/23 DOT DRUG TESTS	383.25	
77217	03/21/22		110.17	RICOH USA, INC CA		113295	3/1-3/31 LEASE OPS	110.17	
77218	03/21/22		96.06	RIVERSIDE LIGHTING & ELECTRIC		113288	LAMP SVT	33.61	
						113289	EXIT LAMP ASSY MMF	62.45	
77219	03/21/22		19.38	SANTA CRUZ AUTO PARTS, INC.		113192	CORE CR 14508-433134	-43.70	
						113193	INVENTORY ORDER	63.08	
77220	03/21/22		45.00	SANTA CRUZ RECORDS MNGMT INC		113287	3/4 SHREDDING PRC	45.00	
77221	03/21/22		5,850.01	SANTA CRUZ STAFFING, LLC		113190	TEMP W/E 3/6	2,673.76	
						113191	TEMP W/E 3/6	1,316.25	
						113257	TEMP W/E 3/6	1,511.25	
						113301	TEMP W/E 1/23	186.00	

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77222	03/21/22	35.00 E1091	SEPE, PATRICK	113302		113302	TEMP W/E 3/6	162.75	
77223	03/21/22	5,000.00 002267	SHAW YODER ANTIWIH	113313		113313	LIVE SCAN REIMBURSE	35.00	
77224	03/21/22	802.51 003621	SPORTWORKS GLOBAL LLC	113311		113311	FEB 22 LEGISLATE SVC	2,500.00	
77225	03/21/22	4,291.16 003285	THE AFTERMARKET PARTS CO LLC	113312		113312	MAR 22 LEGISLATE SVC	2,500.00	
						113260	INVENTORY ORDER	802.51	
						113194	INVENTORY ORDER	471.58	
						113195	VEH# 2806 PARTS	64.12	
						113196	INVENTORY ORDER	21.60	
						113197	INVENTORY ORDER	77.08	
						113198	INVENTORY ORDER	213.79	
						113199	INVENTORY ORDER	123.94	
						113200	INVENTORY ORDER	2,915.50	
						113201	VEH# 1003 PARTS	140.28	
						113202	VEH# 9811 PARTS	263.27	
77226	03/21/22	332.20 043	TROWBRIDGE ENTERPRISES	113314		113314	COPY PAPER	63.51	
						113315	COPY PAPER	268.69	
						113316	*****-5971	24,630.71	
77227	03/21/22	24,630.71 057	U.S. BANK	113284	0	113284	2/2-3/1 PAGERS MMF	64.20	
77228	03/21/22	115.14 434	VERIZON WIRELESS	113303		113303	2/2-3/1/22 CS	50.94	
77229	03/21/22	5,788.50 001353	VISION COMMUNICATIONS	113304		113304	RPR LOMA PR REPEATER	5,788.50	
77230	03/17/22	1,810.00 003632	DE LEON, MARIA	113325		113325	TRANSIT APR DAY FOOD	1,810.00	
77231	03/21/22	2,641.44 432	EXPRESS SERVICES INC.	113329		113329	TEMP W/E 2/20	721.44	
						113330	TEMP W/E 2/27	640.00	
						113331	TEMP W/E 2/13	640.00	
						113332	TEMP W/E 2/20	640.00	
77232	03/21/22	677.76 1117	KELLEY'S SERVICE INC.	113333		113333	INVENTORY ORDER	94.13	
						113334	INVENTORY ORDER	473.23	
						113335	INVENTORY ORDER	7.34	
						113336	INVENTORY ORDER	12.89	
						113337	INVENTORY ORDER	97.51	
						113338	CREDIT KSI 1046450	-7.34	
77233	03/21/22	9,640.74 001075	SOQUEL III ASSOCIATES	113328	7	113328	APR 22 RENT RESEARCH	9,640.74	
77234	03/21/22	1,023.27 434	VERIZON WIRELESS	113326	0	113326	2/2-3/1/22 PARACRUZ	714.39	
						113327	2/2-3/1/22 PARACRUZ	308.88	
77235	03/28/22	165.00 003523	ACCO-WILSON, INC	113468		113468	LEAK REPAIR MMF	165.00	
77236	03/28/22	2,405.56 148	ACUITY SPECIALTY PRODUCTS, INC	113441		113441	BUS WASH SOAP	2,405.56	
77237	03/28/22	196.16 003596	AMAZON CAPITAL SERVICES, INC.	113378		113378	TEST PRODUCT MMF	17.10	
						113413	FLEET SHOP CLIPBOARD	18.52	
						113434	SHOP TOOL FLEET	105.95	
						113454	TRIPOD FACILITIES	54.59	
						113437	2/19-3/18 OPS ELEV	152.84	
						113438	2/19-3/18 MAIN ACCT	5,069.08	
77239	03/28/22	328.52 E1002	BERRELLEZA, PABLO	113347		113347	TSI TRANSIT SUP CERT	328.52	
77240	03/28/22	12,500.00 003489	BONFIRE INTERACTIVE LTD.	113484		113484	2/5-2/4/23 SOFTWARE	12,500.00	
77241	03/28/22	165.10 003393	BRASS KEY LOCKSMITH INC	113374		113374	DOOR LOCK REPAIR SMC	165.10	
77242	03/28/22	99.61 E916	BRUBECK, DELEE	113467		113467	TRANSIT APPR DAY	99.61	

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77243	03/28/22	6,130.02	CASEY PRINTING, INC		113451	SPRING HEADWAYS	6,130.02	
77244	03/28/22	480.70	CATTO'S GRAPHICS, INC.		113391	INVENTORY ORDER	480.70	
77245	03/28/22	1,100.00	CITY OF SANTA CRUZ/PARKING		113464	APR 22 PARK PERMITS	1,100.00	
77246	03/28/22	1,335.76	CLAREMONT EAP		113465	MAR 22 EAP PREMIUM	667.88	
					113466	APR 22 EAP PREMIUM	667.88	
77247	03/28/22	2,992.15	CLASSIC GRAPHICS		113402	VEH# 9827 RPR/PAINT	2,992.15	
77248	03/28/22	56,157.57	CLEAN ENERGY		113349	2/22 LNG CHARGES	8,626.64	
					113350	2/25 LNG CHARGES	9,056.83	
					113394	3/1 LNG CHARGES	8,354.57	
					113395	3/4 LNG CHARGES	8,505.67	
					113435	CORRECTIVE SVC SBF	6,771.86	
					113436	MAR 22 MAINT	14,842.00	
77249	03/28/22	114.71	COAST PAPER & SUPPLY INC.		113420	WASTE BASKETS OPS	114.71	
77250	03/28/22	1,368.48	COMMUNITY PRINTERS, INC.		113452	POSTCARDS WTC	1,368.48	
77251	03/28/22	8,929.04	COMPLETE COACH WORKS INC		113353	VEH# 1004 REPAIRS	4,464.52	
					113354	VEH# 1003 REPAIRS	4,464.52	
77252	03/28/22	100.85	CREATIVE BUS SALES, INC.		113390	VEH# PC4019 PARTS	100.85	
77253	03/28/22	4,071.19	CUMMINS, INC		113400	VEH# 4209 PARTS	3.23	
					113401	VEH# 1004 PARTS	2,033.98	
					113442	VEH# 2809 PARTS	2,033.98	
77254	03/28/22	10,697.41	EAST BAY TIRE CO.		113427	REVENUE TIRES	1,296.03	
					113428	REVENUE TIRES	2,515.84	
					113429	REVENUE TIRES	1,449.99	
					113430	REVENUE TIRES	1,295.03	
					113431	REVENUE TIRES	2,515.84	
					113432	REVENUE TIRES	1,624.68	
77255	03/28/22	712.52	FASTENAL COMPANY INC		113399	NON INVENTORY ORDER	52.06	
					113433	NON INV/SAFETY SUPPL	660.46	
77256	03/28/22	871.70	FIS		113339	FEB 22 MERCHANT FEES	871.70	
77257	03/28/22	17,455.58	FLYERS ENERGY LLC		113392	3/1-3/15 REV FUEL	14,103.31	
					113393	3/1-3/15 NONREV FUEL	3,352.27	
77258	03/28/22	58.12	FRONTIER COMMUNICATIONS - 6145		113463	3/13-4/12 SKYLINE	58.12	
77259	03/28/22	770.18	GENFARE A DIV OF SPX CORP		113389	INVENTORY ORDER	770.18	
77260	03/28/22	10,676.99	GILLIG LLC		113362	INVENTORY ORDER	1,104.82	
					113363	VEH# 4204 PARTS	2,743.40	
					113365	INVENTORY ORDER	2,836.61	
					113388	INVENTORY ORDER	21.83	
					113397	VEH# 4203 PARTS	596.94	
					113398	INVENTORY ORDER	79.00	
					113412	VEH# 4204 PARTS	880.63	
					113444	INVENTORY ORDER	944.90	
					113445	VEH# 4204 PARTS	1,268.47	
					113446	INVENTORY ORDER	200.39	
77261	03/28/22	1,366.68	GRAINGER		113344	BATTERIES	67.08	
					113410	NON INVENTORY ORDER	33.47	
					113411	INV/NON INV ORDER	611.18	

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77262	03/28/22	416.12 003230		JOBBERS EQUIPMENT WAREHOUSE		113419	DATA CABLE MMF	351.27	
77263	03/28/22	5,586.34 003552		JOHNSON & CODY ELECTRIC, INC.		113460	INVENTORY ORDER MMF	303.68	
77264	03/28/22	89.14 1117		KELLEY'S SERVICE INC.		113373	AIR REGULATORS MMF	416.12	
						113469	ANL PM/LOAD TEST MMF	3,541.34	
						113404	REMOVE GEN RADIATOR	2,045.00	
						113405	VEHH 103 PARTS	1,052.95	
						113406	INVENTORY ORDER	474.66	
						113407	NON INVENTORY ORDER	2.59	
						113477	CREDIT KSI-1568381	-1,405.72	
						113355	CREDIT KSI-1613452	-35.34	
77265	03/28/22	1,848.72 003362		LUMINATOR TECHNOLOGY GROUP INC		113356	WARRANTY REPAIRS	331.29	
						113357	WARRANTY REPAIRS	170.62	
						113358	WARRANTY REPAIRS	169.82	
						113359	WARRANTY REPAIRS	330.04	
						113360	WARRANTY REPAIRS	490.66	
						113361	FREIGHT RETURN ITEM	9.87	
						113379	WARRANTY REPAIRS	15.13	
77266	03/28/22	26,982.51 003017		MANSFIELD OIL CO OF GAINSVILLE		113485	WARRANTY REPAIRS	331.29	
77267	03/28/22	4,512.50 003361		MILLER MAXFIELD INC		113453	2/4 DIESEL FUEL	26,982.51	
77268	03/28/22	1,547.08 041		MISSION UNIFORM		113387	SPR HEADWAYS/HWY17	4,512.50	
						113448	VMU/VSW UNIFORM SUPP	331.77	
						113450	TOWELS/MATS PRC	10.50	
						113455	LAUNDRY/CUSTODIAL	31.52	
						113458	FUEL STATION TOWELS	156.00	
						113459	FUEL STATION TOWELS	156.00	
						113461	VMU/VSW UNIFORM SUPP	331.77	
						113462	TOWELS/MOPS/MATS	41.75	
						113480	VMU/VSW UNIFORM SUPP	331.77	
						113456	FUELLING ST TOWELS	156.00	
77269	03/28/22	550.00 003542		NATALIE NIEMAN		113457	SAVE ON GAS BANNERS	400.00	
						113408	DRIVER APPR BANNERS	150.00	
77270	03/28/22	76.91 004		NORTH BAY FORD LINC-MERCURY		113408	INVENTORY ORDER	76.91	
77271	03/28/22	2,959.66 003599		NOTT-PEREZ, DAWN		113447	APR22 SURVIVOR COBRA	2,959.66	
77272	03/28/22	8,182.11 009		PACIFIC GAS & ELECTRIC		113348	2/2-3/3 SVT/WTC/PS	2,784.30	
						113449	2/11-3/14 PARACRUZ	1,100.36	
						113474	1/27-2/27 SMC	4,297.45	
77273	03/28/22	65.00 481		PIED PIPER EXTERMINATORS, INC.		113375	MAR 22 PRST WTC	65.00	
77274	03/28/22	9,119.44 003438		PLATT ELECTRIC SUPPLY		113470	END PLUGS LIGHTS SBF	140.60	
						113471	SHOP LIGHTING MMF	1,788.64	
						113472	SHOP LIGHTING MMF	884.53	
						113473	REPLACE LT FIXTURES	6,305.67	
77275	03/28/22	2,250.00 003446		PRIME ACTUARIAL CONSULTING LLC		113342	W/C ACTUARIAL 22-24	2,250.00	
77276	03/28/22	1,77.37 107A		PROBUILD COMPANY LLC		113415	TOOLS SMC	107.59	
						113416	SURGE PROTECTOR SMC	49.15	
						113417	SPLASH GUARD OPS	12.28	
						113443	NON INVENTORY ORDER	8.35	

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77277	03/28/22	82.00 003024		RICOH USA, INC CA		113345	OVERNIGHT POSTAGE	82.00	
77278	03/28/22	1,354.34 E524		ROCHA, FEDERICO G.		113346	GLOBAL MASS TRANSIT	1,354.34	
77279	03/28/22	120.34 135		SANTA CRUZ AUTO PARTS, INC.		113403	INVENTORY ORDER	65.59	
						113425	INVENTORY ORDER	43.43	
						113426	INVENTORY ORDER	11.32	
77280	03/28/22	38.82 079		SANTA CRUZ MUNICIPAL UTILITIES		113376	2/1-2/28 IRRIG VER	27.56	
						113377	2/1-2/28 IRRIG SBF	11.26	
77281	03/28/22	260.00 001292		SANTA CRUZ RECORDS MNGMT INC		113479	3/2 SHREDDING MULTI	260.00	
77282	03/28/22	4,694.26 001307		SANTA CRUZ STAFFING, LLC		113341	TEMP W/E 3/13	1,113.75	
						113343	TEMP W/E 3/13	2,673.76	
						113364	TEMP W/E 3/13	906.75	
77283	03/28/22	13,950.00 003631		SCHOOL BUS SAFETY COMPANY, INC		113482	20V3.0 PT OP COURSE	6,475.00	
						113483	20V3.0 TR OP COURSE	7,475.00	
77284	03/28/22	334.64 002459		SCOTT'S VALLEY WATER DISTRICT		113475	2/1-2/28 SVT	237.45	
						113476	2/1-2/28 SVT	97.19	
77285	03/28/22	2,538.56 003292		SLINGSHOT CONNECTIONS LLC		113381	TEMP W/E 3/6	1,122.00	
						113414	TEMP W/E 3/13	1,416.56	
77286	03/28/22	2,772.40 003621		SPORTWORKS GLOBAL LLC		113382	INVENTORY ORDER	2,772.40	
77287	03/28/22	7,627.17 003285		THE AFTERMARKET PARTS CO LLC		113370	INVENTORY ORDER	403.47	
						113371	VEH# 1202 PARTS	317.16	
						113372	INVENTORY ORDER	127.83	
						113383	INVENTORY ORDER	20.81	
						113384	VEH# 1211 PARTS	677.87	
						113385	INVENTORY ORDER	12.49	
						113386	2210/1004/2224 PARTS	2,778.92	
						113421	INVENTORY ORDER	2,619.40	
						113422	VEH# 1003 PARTS	383.74	
						113423	INVENTORY ORDER	42.38	
						113424	INVENTORY ORDER	185.35	
77288	03/28/22	1,135.23 166		THE HOSE SHOP, INC		113478	INVENTORY ORDER	57.75	
						113409	NON INVENTORY ORDER	69.04	
						113439	NON INVENTORY ORDER	43.15	
77289	03/28/22	2,863.65 043		TROWBRIDGE ENTERPRISES		113440	INV/NON INV ORDER	1,023.04	
77290	03/28/22	89.35 007		UNITED PARCEL SERVICE		113380	OFFICE CHAIRS	2,863.65	
						113396	FREIGHT	47.23	
						113366	FREIGHT	42.12	
77291	03/28/22	1,814.90 002829		VALLEY POWER SYSTEMS, INC.		113367	INVENTORY ORDER	264.48	
						113368	INVENTORY ORDER	30.14	
						113369	INVENTORY ORDER	50.70	
						113481	2/13-3/12 BUS WIFI	3,725.04	
77292	03/28/22	3,725.04 434		VERIZON WIRELESS	0	9005040	MEDICAL SUPPLEMENTAL	83.21	
77293	03/24/22	83.21 M148		ABACHERLLI, ARLETTE		9005041	MEDICAL SUPPLEMENTAL	19.10	
77294	03/24/22	19.10 M149		ADAMS, ELLEN		9005249	MEDICAL SUPPLEMENTAL	15.13	
77295	03/24/22	15.13 M381		AGUIRRE, CIRO		9005250	MEDICAL SUPPLEMENTAL	145.08	
77296	03/24/22	145.08 M382		AITKEN, ANGELA		9005042	MEDICAL SUPPLEMENTAL	14.73	
77297	03/24/22	14.73 M150		ALLEN, ROBERT					

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77298	03/24/22	M333	19.10	ANDERSON, WILLIAM		9005207	MEDICAL SUPPLIMENTAL	19.10	
77299	03/24/22	M151	36.02	ANDRADE, GERALD		9005043	MEDICAL SUPPLIMENTAL	36.02	
77300	03/24/22	M334	19.10	ANDRADE, OSCAR		9005208	MEDICAL SUPPLIMENTAL	19.10	
77301	03/24/22	M152	18.01	ANN, DORICE		9005044	MEDICAL SUPPLIMENTAL	18.01	
77302	03/24/22	M153	14.73	ARCHIBEQUE, ELEANOR		9005045	MEDICAL SUPPLIMENTAL	14.73	
77303	03/24/22	M154	38.19	ARCHIBEQUE, JUANITA		9005046	MEDICAL SUPPLIMENTAL	38.19	
77304	03/24/22	M155	38.19	ASPESI, JOHN		9005047	MEDICAL SUPPLIMENTAL	38.19	
77305	03/24/22	M383	19.10	AVILES, PATRICIA		9005251	MEDICAL SUPPLEMENTAL	19.10	
77306	03/24/22	M156	38.19	BAILEY, EDWIN		9005048	MEDICAL SUPPLIMENTAL	38.19	
77307	03/24/22	M158	36.02	BAN, MARK		9005049	MEDICAL SUPPLIMENTAL	36.02	
77308	03/24/22	M159	137.41	BARNES, SCOTT		9005050	MEDICAL SUPPLIMENTAL	137.41	
77309	03/24/22	M335	14.73	BARRY, BARTHOLOMEW		9005209	MEDICAL SUPPLIMENTAL	14.73	
77310	03/24/22	M336	19.10	BARTZ, GLENN		9005210	MEDICAL SUPPLIMENTAL	19.10	
77311	03/24/22	M160	19.10	BASS, BETTY		9005051	MEDICAL SUPPLIMENTAL	19.10	
77312	03/24/22	M161	88.22	BAUER, FRANK		9005052	MEDICAL SUPPLIMENTAL	88.22	
77313	03/24/22	M162	14.73	BLAIR, GARY		9005053	MEDICAL SUPPLIMENTAL	14.73	
77314	03/24/22	M164	19.10	BLAKE, GENEVA		9005054	MEDICAL SUPPLIMENTAL	19.10	
77315	03/24/22	M165	38.19	BLIGHT, KAREN		9005055	MEDICAL SUPPLIMENTAL	38.19	
77316	03/24/22	M166	52.85	BOOTON, EMMA		9005056	MEDICAL SUPPLIMENTAL	52.85	
77317	03/24/22	M167	38.19	BOYD, MICHAEL		9005057	MEDICAL SUPPLIMENTAL	38.19	
77318	03/24/22	M169	14.73	BREGANTE, BATTISTA		9005058	MEDICAL SUPPLIMENTAL	14.73	
77319	03/24/22	M337	19.10	BRONDSSTATTER, CHERYL		9005211	MEDICAL SUPPLIMENTAL	19.10	
77320	03/24/22	M384	38.19	BRONDSSTATTER, WALLACE		9005252	MEDICAL SUPPLEMENTAL	38.19	
77321	03/24/22	M170	71.95	BROWN, ERNEST		9005059	MEDICAL SUPPLIMENTAL	71.95	
77322	03/24/22	M171	71.95	BROWN, KENNETH		9005060	MEDICAL SUPPLIMENTAL	71.95	
77323	03/24/22	M338	19.10	BRYANT, KATHLEEN		9005212	MEDICAL SUPPLIMENTAL	19.10	
77324	03/24/22	M172	19.10	BURKET, JANET		9005061	MEDICAL SUPPLEMENTAL	19.10	
77325	03/24/22	M385	84.77	BUSH, DEBBIE		9005253	MEDICAL SUPPLEMENTAL	84.77	
77326	03/24/22	M173	14.73	BYTHEWAY, MARY		9005062	MEDICAL SUPPLIMENTAL	14.73	
77327	03/24/22	M339	30.25	CANALES, DONNA		9005213	MEDICAL SUPPLIMENTAL	30.25	
77328	03/24/22	M174	83.21	CAPELLA, KATHLEEN		9005063	MEDICAL SUPPLIMENTAL	83.21	
77329	03/24/22	M175	14.73	CARLSON, MERRYL		9005064	MEDICAL SUPPLIMENTAL	14.73	
77330	03/24/22	M176	19.10	CARR, DALE		9005065	MEDICAL SUPPLIMENTAL	19.10	
77331	03/24/22	M177	14.73	CASANEGA, RICHARD		9005066	MEDICAL SUPPLIMENTAL	14.73	
77332	03/24/22	M178	34.72	CAVATAIO, PASQUALE		9005067	MEDICAL SUPPLIMENTAL	34.72	
77333	03/24/22	M340	14.73	CENTER, DOUGLAS		9005214	MEDICAL SUPPLIMENTAL	14.73	
77334	03/24/22	M179	14.73	CERVANTES, GLORIA		9005068	MEDICAL SUPPLIMENTAL	14.73	
77335	03/24/22	M386	14.73	CHANDLEY, PAUL		9005254	MEDICAL SUPPLEMENTAL	14.73	
77336	03/24/22	M341	14.73	CHAVARRIA, JOHNNY		9005215	MEDICAL SUPPLIMENTAL	14.73	
77337	03/24/22	M342	38.19	CILIBERTO, ANTHONY		9005216	MEDICAL SUPPLIMENTAL	38.19	
77338	03/24/22	M343	19.10	CLARKE, PATRICIA		9005217	MEDICAL SUPPLIMENTAL	19.10	
77339	03/24/22	M180	14.73	CLAYTON, MICHAEL		9005069	MEDICAL SUPPLIMENTAL	14.73	
77340	03/24/22	M344	25.19	CODD, FREDERICK		9005218	MEDICAL SUPPLIMENTAL	25.19	
77341	03/24/22	M181	84.77	COLWELL, ARLAN		9005070	MEDICAL SUPPLIMENTAL	84.77	
77342	03/24/22	M345	38.19	CONKLIN, CAROLYN		9005219	MEDICAL SUPPLIMENTAL	38.19	
77343	03/24/22	M182	19.10	CONTRERAS-NAVARRO, FRANCISCO		9005071	MEDICAL SUPPLIMENTAL	19.10	

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77344	03/24/22	M183	42.39	COON, RICHARD		9005072	MEDICAL SUPPLEMENTAL	42.39	
77345	03/24/22	M387	38.19	COTTER, ROBERT		9005255	MEDICAL SUPPLEMENTAL	38.19	
77346	03/24/22	M346	19.10	COUSINS, DOROTHY		9005220	MEDICAL SUPPLEMENTAL	19.10	
77347	03/24/22	M185	45.01	COWELL, RICHARD		9005073	MEDICAL SUPPLEMENTAL	45.01	
77348	03/24/22	M186	19.10	CRAMBLETT, LAWRENCE		9005074	MEDICAL SUPPLEMENTAL	19.10	
77349	03/24/22	M376	42.39	CRANDELL, DANA		9005246	MEDICAL SUPPLEMENTAL	42.39	
77350	03/24/22	M187	19.10	CRAWFORD, FLOYD		9005075	MEDICAL SUPPLEMENTAL	19.10	
77351	03/24/22	M348	19.10	CRAWFORD, TERRI		9005221	MEDICAL SUPPLEMENTAL	19.10	
77352	03/24/22	M188	19.10	CRUISE, RICHARD		9005076	MEDICAL SUPPLEMENTAL	19.10	
77353	03/24/22	M190	38.19	CRUTCH, SHELTON		9005077	MEDICAL SUPPLEMENTAL	38.19	
77354	03/24/22	M349	14.73	CUMMINGS, CYNTHIA		9005222	MEDICAL SUPPLEMENTAL	14.73	
77355	03/24/22	M191	36.02	CUMMINGS, PATRICIA		9005078	MEDICAL SUPPLEMENTAL	36.02	
77356	03/24/22	M192	38.19	CUMMINS, MAJOR		9005079	MEDICAL SUPPLEMENTAL	38.19	
77357	03/24/22	M193	52.85	DAKIWAG, FRED		9005080	MEDICAL SUPPLEMENTAL	52.85	
77358	03/24/22	M194	52.85	DANIEL, REBECCA		9005081	MEDICAL SUPPLEMENTAL	52.85	
77359	03/24/22	M195	36.02	DAVIDOSKI, PATTI		9005082	MEDICAL SUPPLEMENTAL	36.02	
77360	03/24/22	M196	14.73	DAVILLA, ANA		9005083	MEDICAL SUPPLEMENTAL	14.73	
77361	03/24/22	M351	19.10	DEAN, RONALD		9005223	MEDICAL SUPPLEMENTAL	19.10	
77362	03/24/22	M373	14.73	DEL PO, CAROLYN		9005243	RETIREE SUPPLEMENTAL	14.73	
77363	03/24/22	M197	45.01	DEVIVO, WILLIAM		9005084	MEDICAL SUPPLEMENTAL	45.01	
77364	03/24/22	M198	29.46	DOBBS, GLENN		9005085	MEDICAL SUPPLEMENTAL	29.46	
77365	03/24/22	M389	19.10	DORFMAN, IRIS		9005256	MEDICAL SUPPLEMENTAL	19.10	
77366	03/24/22	M199	14.73	DRAKE, JUDITH		9005086	MEDICAL SUPPLEMENTAL	14.73	
77367	03/24/22	M200	14.73	ELIA, LARRY		9005087	MEDICAL SUPPLEMENTAL	14.73	
77368	03/24/22	M390	38.19	EMERSON, WILLIAM		9005257	MEDICAL SUPPLEMENTAL	38.19	
77369	03/24/22	M201	38.19	ESCARCEGA, MIGUEL		9005088	MEDICAL SUPPLEMENTAL	38.19	
77370	03/24/22	M202	42.85	FALLAU, NICHOLAS		9005089	MEDICAL SUPPLEMENTAL	42.85	
77371	03/24/22	M391	19.10	FENN, MARILYN		9005258	MEDICAL SUPPLEMENTAL	19.10	
77372	03/24/22	M203	15.13	FLAGG, PAULA		9005090	MEDICAL SUPPLEMENTAL	15.13	
77373	03/24/22	M392	17.66	FLORES, JUAN		9005259	MEDICAL SUPPLEMENTAL	17.66	
77374	03/24/22	M352	14.73	FLOREZ, ROSIE		9005224	MEDICAL SUPPLEMENTAL	14.73	
77375	03/24/22	M394	30.25	FRANCIS, RUFUS		9005260	MEDICAL SUPPLEMENTAL	30.25	
77376	03/24/22	M204	19.10	FREEMAN, MARY		9005091	MEDICAL SUPPLEMENTAL	19.10	
77377	03/24/22	M205	52.85	GABRIEL, RICHARD		9005092	MEDICAL SUPPLEMENTAL	52.85	
77378	03/24/22	M354	14.78	GABRIELE, BERNARD		9005225	MEDICAL SUPPLEMENTAL	14.78	
77379	03/24/22	M355	14.78	GABRIELE, CATHLEEN		9005226	MEDICAL SUPPLEMENTAL	14.78	
77380	03/24/22	M395	38.19	GALE, TERRY		9005261	MEDICAL SUPPLEMENTAL	38.19	
77381	03/24/22	M396	14.73	GALLOWAY, SCOTT		9005262	MEDICAL SUPPLEMENTAL	14.73	
77382	03/24/22	M206	14.73	GARBEB, LINDA		9005093	MEDICAL SUPPLEMENTAL	14.73	
77383	03/24/22	M207	14.73	GARBEB, MANNY		9005094	MEDICAL SUPPLEMENTAL	14.73	
77384	03/24/22	M208	42.39	GARCIA, DANIEL		9005095	MEDICAL SUPPLEMENTAL	42.39	
77385	03/24/22	M209	14.73	GARCIA, HELEN		9005096	MEDICAL SUPPLEMENTAL	14.73	
77386	03/24/22	M210	88.22	GARCIA, SAMUEL		9005097	MEDICAL SUPPLEMENTAL	88.22	
77387	03/24/22	M211	14.73	GOSE, JOHN		9005098	MEDICAL SUPPLEMENTAL	14.73	
77388	03/24/22	M041	55.80	GOUVEIA, ROBERT		9005038	MEDICAL SUPPLEMENTAL	55.80	
77389	03/24/22	M213	83.21	GRANADOS-BOYCE, MARIA		9005099	MEDICAL SUPPLEMENTAL	83.21	

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77390	03/24/22	14.73 M214		GROBMAN, BRUCE		9005100	MEDICAL SUPPLEMENTAL	14.73	
77391	03/24/22	29.46 M215		GROSTEAN, DOUGLAS		9005101	MEDICAL SUPPLEMENTAL	29.46	
77392	03/24/22	14.73 M216		HALL, SHIRLEY		9005102	MEDICAL SUPPLEMENTAL	14.73	
77393	03/24/22	14.73 M217		HAMM, CAROLYN		9005103	MEDICAL SUPPLEMENTAL	14.73	
77394	03/24/22	19.10 M218		HAMMER, ALLYNE		9005104	MEDICAL SUPPLEMENTAL	19.10	
77395	03/24/22	36.02 M219		HERNANDEZ, JUAN		9005105	MEDICAL SUPPLEMENTAL	36.02	
77396	03/24/22	14.73 M220		HERNANDEZ, MARGARITO		9005106	MEDICAL SUPPLEMENTAL	14.73	
77397	03/24/22	45.01 M221		HERSHEY, ANDREA		9005107	MEDICAL SUPPLEMENTAL	45.01	
77398	03/24/22	19.10 M397		HETH, KATHRYN		9005263	MEDICAL SUPPLEMENTAL	19.10	
77399	03/24/22	19.10 M398		HICKLIN, LUCILLE		9005264	MEDICAL SUPPLEMENTAL	19.10	
77400	03/24/22	19.10 M222		HILL, ANDREW		9005108	MEDICAL SUPPLEMENTAL	19.10	
77401	03/24/22	103.66 M380		HILTNER, THOMAS		9005248	MEDICAL SUPPLEMENTAL	103.66	
77402	03/24/22	14.73 M223		HINDIN, LENORE		9005109	MEDICAL SUPPLEMENTAL	14.73	
77403	03/24/22	38.19 M224		HOBBS, JAMES		9005110	MEDICAL SUPPLEMENTAL	38.19	
77404	03/24/22	61.48 M225		HOLCOMB, MICHAEL		9005111	MEDICAL SUPPLEMENTAL	61.48	
77405	03/24/22	86.91 M226		HOLONICK, JAMES		9005112	MEDICAL SUPPLEMENTAL	86.91	
77406	03/24/22	19.10 M356		HOWARD, CAROL		9005227	MEDICAL SUPPLEMENTAL	19.10	
77407	03/24/22	71.95 M228		HOWARD, WARD		9005113	MEDICAL SUPPLEMENTAL	71.95	
77408	03/24/22	38.19 M229		HYMAN, JOE		9005114	MEDICAL SUPPLEMENTAL	38.19	
77409	03/24/22	36.02 M230		JACINTO, FRANK		9005115	MEDICAL SUPPLEMENTAL	36.02	
77410	03/24/22	19.10 M231		JAHNKE, EILEEN		9005116	MEDICAL SUPPLEMENTAL	19.10	
77411	03/24/22	29.46 M232		JENSEN, MERAL		9005117	MEDICAL SUPPLEMENTAL	29.46	
77412	03/24/22	14.73 M357		JUSSEL, PETE		9005228	MEDICAL SUPPLEMENTAL	14.73	
77413	03/24/22	38.19 M233		KALE, RICKY		9005118	MEDICAL SUPPLEMENTAL	38.19	
77414	03/24/22	14.73 M235		KELLY, ELOISE		9005119	MEDICAL SUPPLEMENTAL	14.73	
77415	03/24/22	50.43 M399		KONNO, DAVID		9005265	MEDICAL SUPPLEMENTAL	50.43	
77416	03/24/22	38.19 M236		KOREA, PATRICIA		9005120	MEDICAL SUPPLEMENTAL	38.19	
77417	03/24/22	19.10 M237		LANTHIER, BURT		9005121	MEDICAL SUPPLEMENTAL	19.10	
77418	03/24/22	19.10 M238		LAWSON, JACK		9005122	MEDICAL SUPPLEMENTAL	19.10	
77419	03/24/22	19.10 M239		LAWSON, LOIS		9005123	MEDICAL SUPPLEMENTAL	19.10	
77420	03/24/22	71.95 M240		LEE, HENRY		9005124	MEDICAL SUPPLEMENTAL	71.95	
77421	03/24/22	19.10 M241		LEFFLER, JEAN		9005125	MEDICAL SUPPLEMENTAL	19.10	
77422	03/24/22	85.71 M242		LEGORRETA, PETE		9005126	MEDICAL SUPPLEMENTAL	85.71	
77423	03/24/22	19.10 M243		LOGIUDICE, FRED		9005127	MEDICAL SUPPLEMENTAL	19.10	
77424	03/24/22	38.19 M244		LONGNECKER, LLOYD		9005128	MEDICAL SUPPLEMENTAL	38.19	
77425	03/24/22	71.95 M379		LORENZANO, JAMES		9005247	MEDICAL SUPPLEMENTAL	71.95	
77426	03/24/22	14.73 M245		LUCIER, MARILYN		9005129	MEDICAL SUPPLEMENTAL	14.73	
77427	03/24/22	38.19 M246		LYNCH, GLENN		9005130	MEDICAL SUPPLEMENTAL	38.19	
77428	03/24/22	14.73 M400		MACHADO, MARGARET		9005266	MEDICAL SUPPLEMENTAL	14.73	
77429	03/24/22	18.01 M248		MALPHRUS, BRENDA		9005131	MEDICAL SUPPLEMENTAL	18.01	
77430	03/24/22	42.39 M249		MARCUS, STEVEN		9005132	MEDICAL SUPPLEMENTAL	42.39	
77431	03/24/22	38.19 M250		MARTIN, DAWN		9005133	MEDICAL SUPPLEMENTAL	38.19	
77432	03/24/22	122.33 M251		MARTINEZ, MANUEL		9005134	MEDICAL SUPPLEMENTAL	122.33	
77433	03/24/22	68.80 M252		MARTINEZ, MARK		9005135	MEDICAL SUPPLEMENTAL	68.80	
77434	03/24/22	35.06 M254		MCDONALD, JANIE		9005136	MEDICAL SUPPLEMENTAL	35.06	
77435	03/24/22	14.73 M255		MCDONALD, KEVIN		9005137	MEDICAL SUPPLEMENTAL	14.73	

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77436	03/24/22	19.10 M358		MCFADDEN, IAN		9005229	MEDICAL SUPPLIMENTAL	19.10	
77437	03/24/22	29.46 M359		MCGINNIS, POLLY		9005230	MEDICAL SUPPLIMENTAL	29.46	
77438	03/24/22	38.19 M374		MCHALE, BRIAN		9005244	MEDICAL SUPPLIMENTAL	38.19	
77439	03/24/22	19.10 M360		MEJIA, INDELISA		9005231	MEDICAL SUPPLIMENTAL	19.10	
77440	03/24/22	14.73 M361		MELLON, JOHN		9005232	MEDICAL SUPPLIMENTAL	14.73	
77441	03/24/22	14.73 M256		MESSECK, MARGARITA		9005138	MEDICAL SUPPLIMENTAL	14.73	
77442	03/24/22	14.73 M362		MILLER, FOREST		9005233	MEDICAL SUPPLIMENTAL	14.73	
77443	03/24/22	50.79 M257		MILLER, MARY		9005139	MEDICAL SUPPLIMENTAL	50.79	
77444	03/24/22	83.21 M401		MOREAU, DAVID		9005267	MEDICAL SUPPLIMENTAL	83.21	
77445	03/24/22	19.10 M261		MORGAN, JEANETTE		9005140	MEDICAL SUPPLIMENTAL	19.10	
77446	03/24/22	36.02 M262		MORR, BONNIE		9005141	MEDICAL SUPPLIMENTAL	36.02	
77447	03/24/22	103.66 M263		MULLIS, MICHAEL		9005142	MEDICAL SUPPLIMENTAL	103.66	
77448	03/24/22	19.10 M264		MUNGIOLI, LARRY		9005143	MEDICAL SUPPLIMENTAL	19.10	
77449	03/24/22	29.46 M265		MUNGUIA, GUSTAVO		9005144	MEDICAL SUPPLIMENTAL	29.46	
77450	03/24/22	52.85 M402		NABOR, GLEN		9005268	MEDICAL SUPPLIMENTAL	52.85	
77451	03/24/22	19.10 M266		NAUKKARINEN, JUUKA		9005145	MEDICAL SUPPLIMENTAL	19.10	
77452	03/24/22	14.73 M267		NELSON, EDWARD		9005146	MEDICAL SUPPLIMENTAL	14.73	
77453	03/24/22	38.19 M268		NELSON, RICHARD		9005147	MEDICAL SUPPLIMENTAL	38.19	
77454	03/24/22	29.46 M269		NIETO, MANUEL		9005148	MEDICAL SUPPLIMENTAL	29.46	
77455	03/24/22	105.70 M270		NJAA, N		9005149	MEDICAL SUPPLIMENTAL	105.70	
77456	03/24/22	83.21 M271		NORTH, JEFFREY		9005150	MEDICAL SUPPLIMENTAL	83.21	
77457	03/24/22	56.95 M272		NORTHON, M		9005151	MEDICAL SUPPLIMENTAL	56.95	
77458	03/24/22	38.19 M273		O'DONNELL, SHAWN		9005152	MEDICAL SUPPLIMENTAL	38.19	
77459	03/24/22	19.10 M274		O'HAGIN, JUSTINA		9005153	MEDICAL SUPPLIMENTAL	19.10	
77460	03/24/22	19.10 M277		O'MARA, KATHLEEN		9005155	MEDICAL SUPPLIMENTAL	19.10	
77461	03/24/22	38.19 M275		OJEDA, ROBERTO		9005154	MEDICAL SUPPLIMENTAL	38.19	
77462	03/24/22	19.10 M278		ORTEGA, MANUELA		9005156	MEDICAL SUPPLIMENTAL	19.10	
77463	03/24/22	83.21 M279		OWENS, ROLAND		9005157	MEDICAL SUPPLIMENTAL	83.21	
77464	03/24/22	19.10 M280		PARHAM, WALLACE		9005158	MEDICAL SUPPLIMENTAL	19.10	
77465	03/24/22	61.48 M403		PAULSON, STEVEN		9005269	MEDICAL SUPPLIMENTAL	61.48	
77466	03/24/22	38.19 M281		PENDRAGON, LINDA		9005159	MEDICAL SUPPLIMENTAL	38.19	
77467	03/24/22	29.46 M282		PEREZ, ANTONIO		9005160	MEDICAL SUPPLIMENTAL	29.46	
77468	03/24/22	55.80 M109		PEREZ, CHERYL		9005039	MEDICAL SUPPLIMENTAL	55.80	
77469	03/24/22	19.10 M284		PETERS, TERRIE		9005161	MEDICAL SUPPLIMENTAL	19.10	
77470	03/24/22	14.73 M285		PHILLIPS, THOMAS		9005162	MEDICAL SUPPLIMENTAL	14.73	
77471	03/24/22	14.73 M404		PHILLIPS, TYRONE		9005270	MEDICAL SUPPLIMENTAL	14.73	
77472	03/24/22	14.73 M286		PICARELLA, FRANCIS		9005163	MEDICAL SUPPLIMENTAL	14.73	
77473	03/24/22	57.98 M287		POLANCO, JOSE		9005164	MEDICAL SUPPLIMENTAL	57.98	
77474	03/24/22	42.39 M288		PONS, JUAN		9005165	MEDICAL SUPPLIMENTAL	42.39	
77475	03/24/22	14.73 M363		PRECIADO, MARY LOU		9005234	MEDICAL SUPPLIMENTAL	14.73	
77476	03/24/22	38.19 M290		PRICE, HARRY		9005166	MEDICAL SUPPLIMENTAL	38.19	
77477	03/24/22	19.10 M291		PRINCE, DEBRA		9005167	MEDICAL SUPPLIMENTAL	19.10	
77478	03/24/22	83.21 M292		PRINCE, PETER		9005168	MEDICAL SUPPLIMENTAL	83.21	
77479	03/24/22	38.19 M293		PRUDDEN, RICHARD		9005169	MEDICAL SUPPLIMENTAL	38.19	
77480	03/24/22	38.19 M418		PYE, GINA		9005284	MEDICAL SUPPLEMENTAL	38.19	
77481	03/24/22	19.10 M294		RACKLEY, BOBBIE		9005170	MEDICAL SUPPLEMENTAL	19.10	

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77482	03/24/22	15.13 M295		RAMIREZ, MANUEL		9005171	MEDICAL SUPPLEMENTAL	15.13	
77483	03/24/22	110.20 M296		RAMOS, ROSALIO		9005172	MEDICAL SUPPLEMENTAL	110.20	
77484	03/24/22	14.73 M364		READ, TIMON		9005235	MEDICAL SUPPLEMENTAL	14.73	
77485	03/24/22	72.04 M297		REGAN, MICHAEL		9005173	MEDICAL SUPPLEMENTAL	72.04	
77486	03/24/22	38.19 M298		RHODES, BRUCE		9005174	MEDICAL SUPPLEMENTAL	38.19	
77487	03/24/22	18.01 M299		ROCHA, SHERRI		9005175	MEDICAL SUPPLEMENTAL	18.01	
77488	03/24/22	19.10 M300		RODGERS, MARILYN		9005176	MEDICAL SUPPLEMENTAL	19.10	
77489	03/24/22	19.10 M365		ROGERS, SYLVIA		9005236	MEDICAL SUPPLEMENTAL	19.10	
77490	03/24/22	19.10 M405		ROSS, ELISABETH		9005271	MEDICAL SUPPLEMENTAL	19.10	
77491	03/24/22	19.10 M406		ROSS, EMERY		9005272	MEDICAL SUPPLEMENTAL	19.10	
77492	03/24/22	36.02 M301		ROSSI, DENISE		9005177	MEDICAL SUPPLEMENTAL	36.02	
77493	03/24/22	52.85 M302		ROWE, RUBY		9005178	MEDICAL SUPPLEMENTAL	52.85	
77494	03/24/22	19.10 M303		ROY, ARLEN		9005179	MEDICAL SUPPLEMENTAL	19.10	
77495	03/24/22	83.21 M304		RUIZ, ESTEVAN		9005180	MEDICAL SUPPLEMENTAL	83.21	
77496	03/24/22	34.72 M305		RYLANDER, REED		9005181	MEDICAL SUPPLEMENTAL	34.72	
77497	03/24/22	36.02 M306		SALGUEIRO, MICHAEL		9005182	MEDICAL SUPPLEMENTAL	36.02	
77498	03/24/22	71.95 M407		SANCHEZ, ASCENCION		9005273	MEDICAL SUPPLEMENTAL	71.95	
77499	03/24/22	19.10 M366		SANDOVAL, ANGEL		9005237	MEDICAL SUPPLEMENTAL	19.10	
77500	03/24/22	101.58 M307		SCARGILL, RAYMOND		9005183	MEDICAL SUPPLEMENTAL	101.58	
77501	03/24/22	29.46 M408		SCHRAEDER, PAUL		9005274	MEDICAL SUPPLEMENTAL	29.46	
77502	03/24/22	19.10 M308		SCILLA, JOSEPH		9005184	MEDICAL SUPPLEMENTAL	19.10	
77503	03/24/22	83.21 M309		SERRATO, JUAN		9005185	MEDICAL SUPPLEMENTAL	83.21	
77504	03/24/22	14.73 M367		SILVA, EDUARDO		9005238	MEDICAL SUPPLEMENTAL	14.73	
77505	03/24/22	99.27 M409		SLATER, ROBYN		9005275	MEDICAL SUPPLEMENTAL	99.27	
77506	03/24/22	14.73 M310		SLOAN, SUZANNE		9005186	MEDICAL SUPPLEMENTAL	14.73	
77507	03/24/22	44.11 M311		SMITH, DONNA		9005187	MEDICAL SUPPLEMENTAL	44.11	
77508	03/24/22	18.01 M410		STARKEY, THOMAS		9005276	MEDICAL SUPPLEMENTAL	18.01	
77509	03/24/22	29.46 M411		STICKEL, THOMAS		9005277	MEDICAL SUPPLEMENTAL	29.46	
77510	03/24/22	38.19 M368		STRICKLAND, JAMES		9005239	MEDICAL SUPPLEMENTAL	38.19	
77511	03/24/22	29.46 M369		SWART, RANDY		9005240	MEDICAL SUPPLEMENTAL	29.46	
77512	03/24/22	68.01 M412		SYREN, LESLYN		9005278	MEDICAL SUPPLEMENTAL	68.01	
77513	03/24/22	38.19 M312		TAYLOR, JAMES		9005188	MEDICAL SUPPLEMENTAL	38.19	
77514	03/24/22	14.73 M370		TAYLOR, THOMAS		9005241	MEDICAL SUPPLEMENTAL	14.73	
77515	03/24/22	38.19 M313		THOMAS, RUSSELL		9005189	MEDICAL SUPPLEMENTAL	38.19	
77516	03/24/22	75.14 M314		TICHENOR, KENNETH		9005190	MEDICAL SUPPLEMENTAL	75.14	
77517	03/24/22	14.73 M315		TOLINE, DONALD		9005191	MEDICAL SUPPLEMENTAL	14.73	
77518	03/24/22	19.10 M316		TOVAR, SERENA		9005192	MEDICAL SUPPLEMENTAL	19.10	
77519	03/24/22	18.01 M317		TRENT, VICKI		9005193	MEDICAL SUPPLEMENTAL	18.01	
77520	03/24/22	71.95 M318		TUTTLE CALLIS, CHERI		9005194	MEDICAL SUPPLEMENTAL	71.95	
77521	03/24/22	36.02 M319		VALDEZ, JOSE		9005195	MEDICAL SUPPLEMENTAL	36.02	
77522	03/24/22	103.66 M320		VAN DE VEER, JOHN		9005196	MEDICAL SUPPLEMENTAL	103.66	
77523	03/24/22	42.39 M321		VAN DYKE, CURTIS		9005197	MEDICAL SUPPLEMENTAL	42.39	
77524	03/24/22	38.19 M413		VANDERZANDE, ED		9005279	MEDICAL SUPPLEMENTAL	38.19	
77525	03/24/22	19.10 M375		VEST, SHELLY		9005245	MEDICAL SUPPLEMENTAL	19.10	
77526	03/24/22	19.10 M323		VONWAL, YVETTE		9005198	MEDICAL SUPPLEMENTAL	19.10	
77527	03/24/22	17.36 M324		WADSWORTH, RITA		9005199	MEDICAL SUPPLEMENTAL	17.36	

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77528	03/24/22	29.46 M325	29.46	WALTER, KEVIN		9005200	MEDICAL SUPPLEMENTAL	29.46	
77529	03/24/22	55.80 M414	55.80	WARNOCK, APRIL		9005280	MEDICAL SUPPLEMENTAL	55.80	
77530	03/24/22	19.10 M415	19.10	WHITE, LESLIE		9005281	MEDICAL SUPPLEMENTAL	19.10	
77531	03/24/22	38.19 M326	38.19	WHITNEY, LUCERE		9005201	MEDICAL SUPPLEMENTAL	38.19	
77532	03/24/22	145.08 M416	145.08	WILLIS, GREGORY		9005282	MEDICAL SUPPLEMENTAL	145.08	
77533	03/24/22	38.19 M372	38.19	WILSON, BONNIE		9005242	MEDICAL SUPPLEMENTAL	38.19	
77534	03/24/22	83.21 M328	83.21	WOODBRIIDGE, ELIZABETH		9005202	MEDICAL SUPPLEMENTAL	83.21	
77535	03/24/22	50.79 M329	50.79	WU, PETER		9005203	MEDICAL SUPPLEMENTAL	50.79	
77536	03/24/22	19.10 M417	19.10	WYANT, JUDI		9005283	MEDICAL SUPPLEMENTAL	19.10	
77537	03/24/22	14.73 M330	14.73	YAGI, RANDY		9005204	MEDICAL SUPPLEMENTAL	14.73	
77538	03/24/22	19.10 M331	19.10	YANCY, TERRY		9005205	MEDICAL SUPPLEMENTAL	19.10	
77539	03/24/22	42.85 M332	42.85	ZENKER, JEFFREY		9005206	MEDICAL SUPPLEMENTAL	42.85	
77540	03/28/22	40,000.00 003365	40,000.00	SHUTTLE BUS LEASING CORP		113486	1/21-2/20/22BUSLEASE	20,000.00	
						113487	2/21-3/20/22BUSLEASE	20,000.00	
TOTAL			1,003,247.42	ACCOUNTS PAYABLE			TOTAL CHECKS	499	1,003,247.42

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO) BOARD OF DIRECTORS MEETING MINUTES* MARCH 25, 2022 – 9:00 AM MEETING HELD VIA TELECONFERENCE

A regular meeting of the Board of Directors of the Santa Cruz Metropolitan Transit District (METRO) convened on Friday, March 25, 2022, via teleconference.

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

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

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

Director Rebecca Downing	County of Santa Cruz
Direct Jimmy Dutra AR 9:12	City of Watsonville
Director Shebreh Kalantari-Johnson	City of Santa Cruz
Director Manu Koenig	County of Santa Cruz
Director Donna Lind	City of Scotts Valley
Director Bruce McPherson	County of Santa Cruz
Director Donna Meyers. AR 9:18	City of Santa Cruz
Director Larry Pageler	County of Santa Cruz
Director Ari Parker	City of Watsonville
Director Kristen Petersen	City of Capitola
Director Mike Rotkin	County of Santa Cruz
Ex-Officio Director Dan Henderson	UC Santa Cruz
Ex-Officio Director Alta Northcutt	Cabrillo College
 Additional METRO staff:	
Dawn Crummié	Interim CEO/GM
Julie Sherman	General Counsel

3 **RECESS TO SCCIC MEETING**

Director Rotkin explained the background and intended purpose of the Santa Cruz Civic Improvement Corporation (SCCIC) to the assembly. Chair Pageler recessed the Board meeting at 9:04 AM.

There were no public comments.

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4 RECONVENE TO BOARD OF DIRECTORS MEETING

Chair Pageler reconvened the METRO Board meeting at 9:10 AM.

5 ANNOUNCEMENTS

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

6 BOARD OF DIRECTORS COMMENTS

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

7 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

James Sandoval, General Chairperson for SMART Local 23, spoke to the email in the agenda packet regarding SB 942 and reminded the assembly that METRO piloted a six-month program with free fares and it was wrought with issues from irregular riders.

Lani Faulkner suggested there may be funding opportunities available for buses that could access rail corridors. She was also a proponent of AB 1919 and felt the long-term implications of the bill will be positive for young transit riders.

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

8 LABOR ORGANIZATION COMMUNICATIONS

Jordan Vascones, SEA Chapter President, said he is looking forward to meeting the next CEO of METRO. He feels the union's contract extension proposal is very reasonable and has confidence that if accepted, it will pass when taken to a vote by union members. He also endorses SB 957 and feels the passage of the bill will help achieve labor peace and harmony at METRO.

James Sandoval, spoke to his email and the history of METRO contract negotiations as well as what other transit agencies are offering their employees. He feels by accepting the proposed contract extension proposal, this will allow time for a relationship to be forged and developed between the new CEO and the unions.

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

9 WRITTEN COMMUNICATIONS FROM THE METRO ADVISORY COMMITTEE

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

10 ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS

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

Before recessing to closed session, Chair Pageler asked for public comments.

Both James Sandoval and Jordan Vascones responded that they are looking forward to meeting the new CEO and establishing a positive relationship.

RECESSED TO CLOSED SESSION AT 9:24 AM.

11 PUBLIC EMPLOYEE APPOINTMENT – CEO/GM POSITION (GOVERNMENT CODE SECTION 54957); CONFERENCE WITH LABOR NEGOTIATOR (GOVERNMENT CODE SECTION 54957.6)

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12 CONFERENCE WITH LABOR NEGOTIATOR PURSUANT TO GOVERNMENT CODE SECTION 54957.6

RECONVENED TO OPEN SESSION AT 10:50 AM.

Julie Sherman, General Counsel, reported out on the first Closed Session item that the Board of Directors have appointed a new CEO. The first item on the Consent Agenda will be a report on this appointment. The second Closed Session item had no reportable action.

CONSENT AGENDA

- 13.1 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK JOURNAL DETAIL FOR THE MONTH OF FEBRUARY 2022
- 13.2 ACCEPT AND FILE MINUTES OF:
 - A. FEBRUARY 16, 2022 METRO ADVISORY COMMITTEE (MAC) MEETING
 - B. FEBRUARY 25, 2022 BOARD OF DIRECTORS REGULAR MEETING
 - C. FEBRUARY 25, 2022 BOARD OF DIRECTORS SPECIAL MEETING
 - D. MARCH 4, 2022 BOARD OF DIRECTORS SPECIAL MEETING
 - E. MARCH 11, 2022 FINANCE, BUDGET & AUDIT STANDING COMMITTEE MEETING
 - F. MARCH 11, 2022 CAPITAL PROJECTS STANDING COMMITTEE MEETING
 - G. MARCH 11, 2022 PERSONNEL/HR STANDING COMMITTEE MEETING
- 13.3 ACCEPT AND FILE THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF FEBRUARY 28, 2022
- 13.4 ACCEPT AND FILE: THE QUARTERLY PROCUREMENT REPORT FOR 4TH QUARTER OF FY22
- 13.5 APPROVE: CONSIDER A RESOLUTION DESIGNATING THE INTERIM CEO/GENERAL MANAGER AS THE AUTHORIZED AGENT TO SUBMIT A GRANT APPLICATION AND EXECUTE ACTIONS NECESSARY TO RECEIVE FORMULA FUNDS FROM THE FY20 LOW CARBON TRANSIT OPERATIONS PROGRAM
- 13.6 APPROVE: CONSIDER A RESOLUTION DESIGNATING THE INTERIM CEO/GENERAL MANAGER AS THE AUTHORIZED AGENT TO SUBMIT A GRANT APPLICATION AND EXECUTE ACTIONS NECESSARY TO RECEIVE FORMULA FUNDS FROM THE FY22 LOW CARBON TRANSIT OPERATIONS PROGRAM
- 13.7 APPROVE: STAFF RECOMMENDATION OF THE FY22 CAPITAL PROJECTS AND RECEIVE THE TEN-YEAR UNFUNDED CAPITAL LIST UPDATE
- 13.8 APPROVE: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE
- 13.9 APPROVE: RECOMMENDED ACTION ON TORT CLAIMS

Attachment A

Board of Directors Minutes
March 25, 2022
Page 4 of 7

- 13.10 APPROVE: THE AUTHORIZATION OF A PROVISIONAL INFORMATIONAL TECHNOLOGY PROJECT COORDINATOR POSITION IN THE INFORMATIONAL TECHNOLOGY DEPARTMENT
- 13.11 APPROVE: FUNDING THE LEAD PARTS AND MATERIALS CLERK POSITION AND DEFUNDING A PARTS AND MATERIALS CLERK POSITION
- 13.12 APPROVE: CONSIDER ADOPTING A RESOLUTION THAT APPROVES THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT'S ZERO-EMISSION BUS ROLLOUT PLAN AND AUTHORIZES THE CEO/GENERAL MANAGER TO SUBMIT THE ZEB ROLLOUT PLAN TO THE CALIFORNIA AIR RESOURCES BOARD IN ACCORDANCE WITH THE INNOVATIVE CLEAN TRANSIT REGULATION
- 13.13 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO EXECUTE A 1ST CONTRACT AMENDMENT WITH MARK THOMAS & COMPANY TO INCREASE THE CONTRACT TOTAL BY \$400,000 FOR GENERAL ON-CALL CIVIL ENGINEERING AND SURVEYING SERVICES
- 13.14 APPROVE: CONSIDERATION OF AUTHORIZING THE CEO TO USE THE CLEMSON AREA TRANSIT PURCHASING COOPERATIVE CONTRACT FOR THE PURCHASE OF FOUR ELECTRIC BATTERY BUSES FROM PROTERRA, INC.

Director Koenig inquired about Item 13.14. He raised concern on buying a few electric buses in the short term while moving towards all hydrogen buses in the long term. Margo Ross, COO, responded that although it seems that way in the plan, the plan is very flexible and it doesn't commit METRO to hydrogen buses. Currently, we are meeting with CTE to figure out what is best for METRO and we want the incoming CEO's input as well. We will continue to have substantive conversations on this topic as we move forward.

James Sandoval spoke to Item 13.8 and suggested that this item be discussed further. Because of internet connectivity issues that attendees are experiencing, it is difficult to participate via zoom.

ACTION: MOTION TO APPROVE THE CONSENT AGENDA AS PRESENTED

MOTION: DIRECTOR ROTKIN

DIRECTOR McPHERSON

MOTION PASSED WITH 11 AYES (Directors Downing, Dutra, Kalantari-Johnson, Koenig, Lind, McPherson, Meyers, Pageler, Parker, Petersen, and Rotkin)

REGULAR AGENDA

14 CONSIDERATION OF APPOINTMENT OF CEO/GM AND APPROVAL OF EMPLOYMENT AGREEMENT

The resolution was screen shared and General Counsel Sherman commented that all of the materials are posted on the home page of the METRO website. Chair Pageler read the resolution announcing the appointment of Michael Tree as the new CEO/GM and welcomed him to METRO.

Attachment A

Board of Directors Minutes
March 25, 2022
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Director McPherson thanked Dawn Crummié, Interim CEO/GM, and the administrative team for the work they have done in the interim. Director Rotkin added that the recruitment team did a fabulous job for us and took our concerns seriously in reaching out to candidates for the position.

Michael Tree addressed the assembly and thanked them for bringing him on board. He looks forward to joining METRO and appreciates the confidence placed in him by the Board. He looks forward to working with the Board and will reach out to James Sandoval and Jordan Vascones in establishing a productive partnership and working closely with our passengers and employees. He sees a lot of potential in improving the quality of life for residents with good connectivity to public transit and growing the zero-emission fleet.

ACTION: MOTION TO APPOINT CEO/GM AND APPROVE THE EMPLOYMENT AGREEMENT AS PRESENTED

MOTION: DIRECTOR ROTKIN **DIRECTOR LIND**

MOTION PASSED WITH 11 AYES (Directors Downing, Dutra, Kalantari-Johnson, Koenig, Lind, McPherson, Meyers, Pageler, Parker, Petersen, and Rotkin)

15 DISCUSS POSITION ON SB 957 AND RESPONSE TO “CURE AND CORRECT” LETTER

Dawn Crummié, Interim CEO/General Manager and HR Director, spoke to the item and gave background on SB 957.

Director Downing asked for clarification on the procedural process of responding to the cure and correct letter. General Counsel Sherman recommended adopting the cure and correct letter in order to protect the agency. It admits no wrongdoing and complies with the law.

The signed cure and correct letter is attached.

ACTION: MOTION TO APPROVE CURE AND CORRECT LETTER AS PRESENTED

MOTION: DIRECTOR ROTKIN **DIRECTOR McPHERSON**

MOTION PASSED WITH 11 AYES (Directors Downing, Dutra, Kalantari-Johnson, Koenig, Lind, McPherson, Meyers, Pageler, Parker, Petersen, and Rotkin)

Discussion ensued on SB 957 regarding the Public Employment Relations Board (PERB). Director McPherson expressed concern with this coming before the Board as a new CEO is joining METRO. He believes METRO should refrain from supporting SB 957 as recommended by staff.

Director Koenig suggested we table the discussion for now. The intent of his motion from the January 25, 2022 meeting was to give our new CEO time to weigh in on the matter. He does not approve of disposing of this item at this point.

Director Lind said she had spoken to Senator Laird and told him the Board's position from the January 25th meeting. He said that is contrary to the letter he received and he acted on moving the legislation forward based on receiving documentation that a majority of the Board supported PERB.

Attachment A

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Louie Costa, State Legislative Director for SMART Transportation Division, stated that only very limited, select cases would come under PERB's jurisdiction. He also stated the only essential change from the way things are now is that the venue for addressing an unfair labor practice would change from superior court to PERB.

Jordan Vascones voiced that the union is asking for the same right to PERB that the City of Santa Cruz, Santa Cruz County, UCSC and Cabrillo already have.

James Sandoval reiterated Mr. Costa's input and believes there is a misconception of what PERB is.

Cesar Lara, Monterey Bay Central Labor Council, feels the Board should vote on what is being proposed today and they would support against opposition.

Attached are letters in support of SB 957.

ACTION: MOTION TO TABLE THE BOARD'S POSITION ON SB 957 TO JUNE 2022

MOTION: DIRECTOR ROTKIN

DIRECTOR KOENIG

MOTION PASSED WITH 9 AYES (Directors Downing, Kalantari-Johnson, Koenig, Lind, McPherson, Meyers, Pageler, Petersen, and Rotkin). Directors Dutra and Parker voted NAYE to this motion.

16 RETIREE RESOLUTIONS OF APPRECIATION: ELEUTERIO GARCIA-SUMANO AND CHRISTOPHER SANDS

Chair Pageler, read bios on each employee and expressed appreciation for their years of service at METRO. Mr. Garcia-Sumano thanked the Board for the recognition and is looking forward to the next chapter in his life.

ACTION: MOTION TO APPROVE THE RETIREE RESOLUTIONS FOR ELEUTERIO GARCIA-SUMANO AND CHRISTOPHER SANDS

MOTION: DIRECTOR ROTKIN

DIRECTOR DUTRA

MOTION PASSED WITH 11 AYES (Directors Downing, Dutra, Kalantari-Johnson, Koenig, Lind, McPherson, Meyers, Pageler, Parker, Petersen, and Rotkin).

17 CEO ORAL REPORT / COVID-19 UPDATE

Dawn Crummié, Interim CEO/General Manager, provided the following updates:

- Staff attended the APTA Legislative Conference and met with staff members of Senator Padilla and Representatives Eshoo and Panetta. They conveyed appreciation on the COVID-19 stimulus funding METRO received and how it helped offset costs and revenue losses due to the pandemic. They also briefed them on METRO's capital funding needs.
- Governor Newsom is proposing an \$11 billion relief package for Californians facing higher gas prices. This relief includes \$750 million in incentive grants to transit and rail agencies to provide free transit for three months; \$600 million to pause a part of the sales tax rate on diesel for one year; and \$523 million to pause the inflationary adjustment to gas and diesel excise tax rates.

Attachment A

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- METRO successfully completed the FTA FY21 COVID-19 Electronic Clearing House Operation (ECHO) review. This will help METRO have a smooth FTA Triennial audit later this year.
- FY23 congressionally directed spending requests/earmarks are now live. Staff will submit project requests to members of congress representing the Santa Cruz area for the inclusion of earmarks for METRO's capital projects.
- Our Safety, Security & Risk Director, Curtis Moses, was invited to speak at the national Transit State of Good Repair Conference in Washington, DC. His topic covered how a transit agency's safety plan supports the FTA requirement for maintaining transit assets in a state of good repair.
- Customer Service has a new window at Pacific Station that is more visible and easier to access by the public.
- The TSA mask mandate is due to expire on April 18, 2022.
- We have had five positive COVID cases since our last meeting. They are unvaccinated employees.
- She welcomed METRO's new hires:

Maximillian Valera	Payroll Specialist
Patrick Sepe	Paratransit Operator
Raul Guzman	Paratransit Operator

- 18 APPROVE: FY23 AND FY24 PRELIMINARY OPERATING BUDGETS AND FY23 CAPITAL BUDGET FOR REVIEW AND TDA/STA CLAIMS PURPOSES**
Chuck Farmer, CFO, spoke to the presentation. He emphasized that this is preliminary data needed by the Santa Cruz County Regional Transportation Commission for TDA/STA claims purposes and needs to be approved by the Board.

ACTION: MOTION TO APPROVE THE FY23 AND FY24 PRELIMINARY OPERATING BUDGETS AND FY23 CAPITAL BUDGET FOR REVIEW AND TDA/STA CLAIMS PURPOSES

MOTION: DIRECTOR ROTKIN **DIRECTOR McPHERSON**

MOTION PASSED WITH 11 AYES (Directors Downing, Dutra, Kalantari-Johnson, Koenig, Lind, McPherson, Meyers, Pageler, Parker, Petersen, and Rotkin).

- 19 ANNOUNCEMENT OF NEXT MEETING**
Chair Pageler made the announcement of the next meeting on Friday, April 22, 2022 at 9:00 AM via teleconference.

- 20 ADJOURNMENT**
Chair Pageler adjourned the meeting at 12:06 PM.

Respectfully submitted,

Donna Bauer
Executive Assistant

Attachment A

Santa Cruz Metropolitan Transit District



*To be posted with the minutes of the
March 25, 2022 Board of Directors meeting*

Re: Response to Request for Cure and Correction

To Whom It May Concern,

On March 14, 2022, the Santa Cruz Metropolitan Transit District (METRO) received an anonymous letter addressed to Board of Directors (Board) Chair Larry Pageler (1) alleging the METRO Board violated the Ralph M. Brown Act (Brown Act) on February 25, 2022 by taking "action to support the request from SMART and SEIU" for METRO to become subject to the jurisdiction of the Public Employment Relations Board (PERB) "before this topic had an opportunity to be in the agenda and heard by the Public" and (2) demanding that METRO "cure and correct" the alleged action.

At the Board's January 28 meeting, under agenda item 8, Labor Organization Communications, METRO's employee organizations did request support for this change. The discussion concluded with a Director recommending the Board separately agendize this topic for consideration at a future meeting. We are unaware of a quorum of the Board intending to short-circuit that future discussion outside of an open, properly noticed public meeting. To the extent Directors have expressed support for – or opposition to – METRO becoming subject to PERB jurisdiction outside of a Board meeting, they have done so in their individual capacities, which they are legally entitled to do.

Nevertheless, in order to avoid unnecessary litigation, and without admitting any violation of the Brown Act, the METRO Board hereby unconditionally commits that it will cease, desist from, and not repeat the challenged past action as described above.

Please note that consideration of the requested change to submit METRO to PERB jurisdiction was agendized for discussion and potential Board action at the Board's regular meeting on March 25, 2022 (the same meeting at which this letter was presented to the Board for approval).

We trust that this response resolves your concerns.

Sincerely,

A handwritten signature in blue ink that reads "Larry Pageler".

Larry Pageler
Chair, Board of Directors

A handwritten signature in black ink that reads "Julie A. Sherman".

Julie A. Sherman
General Counsel

cc: METRO Board of Directors
Dawn Crummié, Interim CEO/General Manager

110 Vernon Street, Santa Cruz, CA 95060 (831) 426-6080, FAX (831) 426-6117

METRO online at <http://www.scmtd.com>

9.2A.8

Attachment A

From: [Adrian Jimenez](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 1:32:38 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Adrian Jimenez

Sent from my iPhone

From: [Albi Romero](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 2:05:05 PM

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Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Albi Romero

A longtime METRO rider

9.2A.9

Attachment A

Donna Bauer

From: Allyne Hammer <gohammer@yahoo.com>
Sent: Wednesday, March 23, 2022 11:41 PM
To: boardinquiries@scmttd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community. Do the right thing. Be on the right side of history. Support SB 957 In solidarity, Allyne Hammer
721 Bay St, Santa Cruz 95060

Donna Bauer

From: Amanda Fernandez <mandypoppins.af@gmail.com>
Sent: Friday, March 25, 2022 6:55 AM
To: boardinquiries@scmttd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

Attachment A

Donna Bauer

From: Angel Valdez <scmetroraptor@gmail.com >
Sent: Friday, March 25, 2022 9:16 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB957: Agenda item 15 BOD meeting on March 25, 2022

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Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In Solidarity, Angel Valdez

From: [Anthony Frey](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 1:56:04 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Anthony L Frey

9.2A.11

Attachment A

From: [Barbara Roach](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 1:56:44 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Barbara Roach

Donna Bauer

From: bnbldmon@gmail.com
Sent: Thursday, March 24, 2022 9:01 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Benjamin Bidmon

Sent from my iPhone

Attachment A

From: [Blanca Eusse](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 5:14:26 PM

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Report

Dear METRO Board of Directors & Interim CEO/General Manager Crummié,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Blanca Eusse-Valdez

From: [Camille Walker](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 4:26:59 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummié,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Camille Walker

Attachment A

From: [Carla Leonard](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 2:06:09 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummié, As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward. Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community. In solidarity, Carla Leonard

From: [Cayla Hill](#)
To: ["boardinquiries@scmtd.com"](mailto:boardinquiries@scmtd.com)
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 2:30:08 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummié,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Cayla Hill

Attachment A

Donna Bauer

From: Cesar Lara, MBCLC <director@mbclc.org>
Sent: Thursday, March 24, 2022 5:24 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a labor leader that represent 37,000 union members in 80 unions in the regent, We support SB- 957 and METRO workers' right to be given jurisdiction under PERS, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from Cesar Lara's iPhone

Donna Bauer

From: Cesar Medina <medinach.93@gmail.com>
Sent: Thursday, March 24, 2022 5:42 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Cesar Medina

9.2A.15

Attachment A

Donna Bauer

From: Cindi Farrell <cindifarrell@icloud.com>
Sent: Thursday, March 24, 2022 9:20 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Cynthia Farrell

Donna Bauer

From: Dana Frank <dlfrank@ucsc.edu>
Sent: Wednesday, March 23, 2022 7:42 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Attachment A

Donna Bauer

From: Daniel Dodge <daniel@ccftcabrillo.org>
Sent: Thursday, March 24, 2022 2:17 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a Union Leader and a Community member, I support SB-957(Laird) and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957(Laird) for the best interest of our community.

In solidarity,

Daniel Dodge Sr. Executive Director

Cabrillo College Federation of Teachers, AFT 4400

Sent from [Mail](#) for Windows

Donna Bauer

From: Dama Stewart <stewarddama@yahoo.com>
Sent: Thursday, March 24, 2022 4:10 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Dama Stewart

Sent from my iPhone

9.2A.17

Attachment A

Donna Bauer

From: David Curtis <david_1_curtis@yahoo.com>
Sent: Thursday, March 24, 2022 10:55 AM
To: boardinquiries@scmttd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

This Message Is From an External Sender

Report Suspicious

Please eKerotas@fti.it!Ort Whfh Cllfokfng!in f'JF Ofit!IMIng attachmentll.

Dear METRO Board of Directors & interim CEO/General Manager Crummie.

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to.

All through this pandemic I have used the Metro for all my errands and I appreciate the friendliness, helpfulness and dedication of the drivers who have maintained their professionalism all through these difficult two years.

We (I am a local union member,) stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders (Me!) that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

Thank you.

In solidarity, David Curtis

Local 611 I.A.T.S.E.

Attachment A

Donna Bauer

From: David Demara <d.demara10@gmail.com>
Sent: Wednesday, March 23, 2022 9:45 PM
To: boardinquiries@scmttd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

This Message Is From an External Sender

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Please exercise caution when clicking links or opening attachments.

Report Suspicious

Dear METRO Board of Directors & interim CEO/General Manager Crummie,
As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Donna Bauer

From: David Hernandez <davher65@icloud.com>
Sent: Thursday, March 24, 2022 11:59 AM
To: boardinquiries@scmttd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

9.2A.19

Attachment A

Donna Bauer

From: david horvath <surfsup77@gmail.com>
Sent: Wednesday, March 23, 2022 8:45 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

David William Horvath

Donna Bauer

From: david medina <d_medina221@me.com>
Sent: Thursday, March 24, 2022 11:57 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, DAVID MEDINA

Sent from my iPhone

9.2A.20

Attachment A

From: [Delvis Seda](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 2:48:41 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Delvis Seda

Sent from my iPhone

From: [Denise Vonwal](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 3:50:46 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

Attachment A

Donna Bauer

From: Dustin Wright <jdustinwright@gmail.com>
Sent: Wednesday, March 23, 2022 10:03 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Dustin Wright

From: [Dylan Wright](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummie](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 3:21:47 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

Sincerely,
Dylan Wright

9.2A.22

Attachment A

Donna Bauer

From: Eddie Torres <eddiatorres2020@gmail.com>
Sent: Friday, March 25, 2022 8:21 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Mari Torres

From: [edgardo madrigal](mailto:edgardo_madrigal@scmtd.com)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 4:48:49 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

Attachment A

From: [Elena Serova](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 1:45:58 PM

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Report

Dear METRO Board of Directors, please accept my support. Thank you! Elena Zyulina.

Donna Bauer

From: enrique palafox <palafox831@gmail.com>
Sent: Thursday, March 24, 2022 7:45 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

9.2A.24

Attachment A

From: [E R Brown](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 3:00:26 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

[Sent from AT&T Yahoo Mail on Android](#)

Donna Bauer

From: Eric Lopez <e.gregory.lopez@gmail.com>
Sent: Wednesday, March 23, 2022 6:45 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

9.2A.25

Attachment A

Donna Bauer

From: E Osorio <happe25@icloud.com>
Sent: Thursday, March 24, 2022 7:43 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Erlyn Osorio

Sent from my iPhone

From: [Ezequiel Osorio](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 1:40:01 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our co

Sincerely; Ezequiel Osorio Bus
Operator

9.2A.26

Attachment A

Donna Bauer

From: Francisca Fernandez <paxhemi831@gmail.com>
Sent: Thursday, March 24, 2022 8:51 AM
To: boardinquiries@scmttd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

From: [Francisco Cabrera](#)
To: boardinquiries@scmttd.com
Cc: [Dawn Crummie](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 3:32:02 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

Attachment A

Donna Bauer

From: francisco calderon <f.caldron@yahoo.com>
Sent: Thursday, March 24, 2022 5:00 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Report Suspicious

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

[Sent from Yahoo Mail on Android](#)

From: [Francisco Rodriguez](#)
To: [boardinquiries@scmtd.com](#)
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 2:05:28 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Francisco Rodriguez

9.2A.28

Attachment A

From: [Felipe Hernandez](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 4:18:18 PM

Dear METRO Board of Directors & Interim CEO/General Manager,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Felipe Hernandez

Cabrillo College Trustee

From: [Glen Schaller](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 12:03:37 PM

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[Report](#)

Dear METRO Board of Directors & interim CEO/General Manager Crummié,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,
Glen Schaller

9.2A.29

Attachment A

Donna Bauer

From: Gustavo Magana <tavom831@gmail.com>
Sent: Thursday, March 24, 2022 1:28 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

From: [Holly Alcorn](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummie](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 1:50:47 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward. Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community. In solidarity,

Holly Alcorn
SEA VP

9.2A.30

Attachment A

From: hjames1824@gmail.com
To: boardinquiries@scmtd.com
Cc: [Dawn Crummie](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 2:52:25 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,
Howard James

Donna Bauer

From: ignacio mata <cplmatai@yahoo.com>
Sent: Wednesday, March 23, 2022 8:54 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Ignacio Mata

Sent from my iPhone

Attachment A

Donna Bauer

From: Isidro Guevara <gabrielisidro06@gmail.com>
Sent: Wednesday, March 23, 2022 6:10 PM
To: boardinquiries@scmttd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

From: [James Sandoval](#)
To: boardinquiries@scmttd.com
Cc: [Dawn Crummie](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 3:39:27 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, James Sandoval
Organizer, General Chairperson
SMART Local 0023
8312470400

9.2A.32

Attachment A

From: jasandoval607@yahoo.com
To: boardinquiries@scmttd.com; [Alta Northcutt](#); [Ari Parker](#); [Bruce McPherson](#); [Donna Lind](#); [Donna Meyers](#); [Jimmy Dutra](#); [Kristen Petersen](#); [Larry Pageler](#); [Manu Koenig](#); [Michael Rotkin](#); [Rebecca Downing](#); [Shebreh Kalantari-Johnson](#)
Cc: "JOHN LAIRD"; [Louie Costa](#); [Dawn Crummié](#)
Subject: RE: SB 957 Staff Report Agenda Item 15 Recommending That the Board of Directors Oppose SB 957
Date: Wednesday, March 23, 2022 6:46:54 PM
Attachments: [image001.png](#)
[Response Letter to SCMTD Board of Directors.docx](#)
[SB 957 Fact Sheet 3.1.22.docx](#)

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Report Suspicious

Hello Board of Directors,

Please see attached response letter from our State Legislative Rep Louie Costa, who collaborated with our attorney, to address the significant and extensive misinformation contained in the Staff Report relating to the Senate Bill 957, item 15 in the March 25, 2022, METRO Board of Directors Agenda. He sent to you earlier this morning but I want to express the importance of taking the time to read his response letter.

I also attached SB 957 fact sheet for your review.

There has been over 56 emails and counting from the public so far regarding Agenda item 15 urging you all to support SB 957 to bring labor harmony to METRO. You will get a copy of all of their emails I believe Thursday afternoon from Donna Bauer because they are sending the emails to boardinquiries@scmttd.com.

It isn't clear whether you all will be voting separately from the "cure and correct letter" but I'm hoping you can take two separate motions. One on the cure and correct letter and one on whether you will formally vote in favor or not of SB 957. **They shouldn't be tied together.**

Additionally, I want to highlight sections out the staff report for agenda item 15:

1. Staff Report:
 - a. "Because the "cure and correct" letter is anonymous, meaning METRO really has no way to respond to the letter-writer (as required by the Brown Act), **it's very unlikely that the letter would lead to litigation.**"
2. Larry Pageler's and Julie Shermans letter:
 - a. "We are unaware of a quorum of the Board intending to short-circuit that future discussion outside of an open, properly noticed public meeting. To the extent Directors have expressed support for – or opposition to – METRO becoming subject to PERB jurisdiction outside of a Board meeting, **they have done so in their individual**

Attachment A

capacities, which they are legally entitled to do.”

Here is also the January 28th Board meeting where we made our points regarding the benefits of having PERB jurisdiction for unfair labor practice mitigation: (The link will take you right to where we started discussing PERB)

<https://youtu.be/sMqCsA8H2XY?t=2343>

For California Senator John Laird to be authoring SB 957, that alone should tell you that it is a good thing. He has been a champion in every way for our community and he wouldn't do something that would bring harm to METRO.

We have had so much support from you all and many members of our community and we hope we can keep moving forward supporting SB 957.

Thank you so much for you attention to this very important topic.

James Sandoval

Organizer, General Chairperson

SMART Local 0023

8312470400

td23.smart-local.org





Attachment A
SMART Transportation Division
California State Legislative Board

717 K Street #223 • Sacramento, CA 95814
PHONE: 916-441-2051 • cslb@ca-smart-td.org

Louie Costa
State Director

March 22, 2022

VIA Email Only

Santa Cruz METRO Board of Directors
110 Vernon Street
Santa Cruz, CA 95060

To: All SCMTD Board Members and Staff

RE: SB 957 Staff Report Item 15 Recommending That the Board of Directors Oppose SB 957

We write this letter to address the significant and extensive misinformation contained in the Staff Report relating to the Senate Bill 957, item 15 in the March 25, 2022, METRO Board of Directors Agenda. We are disappointed that Staff would provide the Board unsubstantiated, and in some cases blatantly false, information regarding such an important topic as PERB unfair practice jurisdiction.

- **Incorrect statement by District staff:**

“METRO has not had any cases go to court relative to any alleged violation of collective bargaining statutes which are subject to PERB purview for those agencies that are under the jurisdiction of PERB.”

Accurate statement by SMART-TD:

In July 2020, SMART was forced to initiate litigation in superior court to pursue injunctive relief against the District for its failure to provide prior notice and opportunity to bargain over the District’s change to its passenger occupancy and seat blocking policy. Both SMART and the District expended considerable resources litigating a matter in superior court that could have been addressed through PERB’s inexpensive, accessible and expeditious procedures. Had PERB been an available forum for SMART back then, PERB likely would have been able to resolve the parties’ conflict short of litigation, using its mediation services (Office of General Counsel and/or State Mediation and Conciliation Service).

- **Incorrect statement by District staff:**

“Grievance disputes relative to discipline and contract interpretations have either been resolved in the lower-level appeals process or in arbitration, and such arbitrations are rare.”

9.2A.35

Attachment A

Accurate statement by SMART-TD:

This point is irrelevant. PERB does not get involved in disputes relating to alleged contractual violations. The grievance-arbitration procedures would not be affected in any way if PERB has jurisdiction over unfair practice charges. PERB jurisdiction applies when a labor contract does not address a certain topic relating to wages, hours and terms and conditions of employment.

- **Incorrect statement by District staff:**

“Becoming subject to PERB would result in significant expense to METRO as any case being filed against METRO in front of PERB would result in additional attorneys’ fees and a significant dedication of staff time, including union staff, and resources.”

Accurate statement by SMART-TD:

The District’s claim is false and not supported by any evidence. In the past two years since BART was brought under PERB’s jurisdiction, only one unfair practice charge (a very insignificant one brought by an employee against a union) has been filed. There is no reason to believe that PERB jurisdiction will result in a higher rate of legal disputes. Also, the PERB process is accessible to non-attorneys. Employers and unions are sometimes represented by non-attorneys in the PERB process. The PERB process is affordable and relatively expeditious. PERB encourages informal resolution of a charge at the lowest-possible level of the process. PERB is certainly more affordable than the current alternative, which is litigation in superior court.

- **Incorrect statement by District staff:**

“The PERB process, which includes the following steps, is extremely time-consuming for both complainants and employers: (1) a detailed unfair practice charge is filed; (2) a PERB agent investigates; (3) respondent files a position statement; (4) the PERB agent issues a complaint; (5) respondent files an answer; (6) the PERB agent schedules an informal conference; (7) the administrative judge schedules a hearing and permits subpoenas, witnesses, other documentation; (8) after this “trial,” both parties submit briefs; (9) the administrative judge submits a decision, which can then be appealed to the PERB in Sacramento. Further appeals are also permitted.”

Accurate statement by SMART-TD:

While this is an accurate statement of the PERB process, the District misrepresents how “time-consuming” it is. As already stated, the current alternative is for the District or the union filing a lawsuit in court. Court litigation is very expensive and can go on for many years. Superior courts do not emphasize settlement the way PERB does. In contrast, the PERB agency has a statutory duty to promote labor-management peace and good communication. PERB takes that statutory duty very seriously.

- **Incorrect statement by District staff:**

“PERB does not require any threshold to file charges – nor does it require any preliminary discussions between the parties before filing a charge. Currently, METRO and the Unions must work out any differences over the bargaining table, but PERB makes it very easy for parties to instead resort immediately to litigation.”

Attachment A

Accurate statement by SMART-TD:

It is true that PERB has no filing fees, and does not require a preliminary discussion between the parties before the District or the union file an unfair practice charge. It is untrue, however, that currently the District and the union “must work out any differences over the bargaining table...” There is no obligation, either in contract or statute, for the parties “work out any differences over the bargaining table,” as the District contends. The current procedure to resolve contract-related disputes is the grievance-arbitration procedure, which will remain entirely untouched by S.B. 957. The procedure for addressing non-contractual disputes is court litigation.

- **Incorrect statement by District staff:**

“The PERB process would also permit METRO to file unfair labor practice charges against the Unions, which would essentially escalate disputes in terms of both time and money for both sides.”

Accurate statement by SMART-TD:

It is true that the District would be able to file unfair practice charges against a union at PERB. It is very rare for an employer to file an unfair practice charge against a union; however it has a right to do so. However, if the District does not want to file such a charge, it can choose not to do so.

- **Incorrect statement by District staff:**

“The language of the METRO’s enabling legislation (Public Utilities Code Section 98000) and the Union MOUs already provide the Unions needed protections (including METRO’s obligation to bargain in good faith) not necessarily afforded other entities who are covered by PERB.”

Accurate statement by SMART-TD:

We do not know what provision in the METRO enabling legislation District staff is referencing. We are unaware of any statutory rights or benefits in the METRO enabling legislation that are unavailable to unions covered by other collective bargaining statutes over which PERB has jurisdiction. Indeed, there are contractual protections in the District’s labor contracts. Those protections will continue to be enforced using the grievance-arbitration machinery set forth in the labor contracts.

- **Incorrect statement by District staff:**

“PERB continues to experience unprecedented backlog. Cases can take over 12 months from filing to resolution, which does not include extensions and possible appeals. We are aware of one recent ‘expedited’ matter that took nearly two years from filing to the proposed administrative law judge decision.”

Accurate statement by SMART-TD:

We disagree that PERB “continues to experience unprecedented backlog.” The District cites no source for this baseless assertion. The PERB Board docket is at an all-time low, due to the PERB Board’s issuance of many decisions from 2019 to the present. If there was a higher level of case filings at PERB in the last two years, that is likely due to all the unprecedented issues the labor-management community has confronted during the pandemic. PERB states on its website that

Attachment A

over half of unfair practice cases are settled. Also, PERB has continued its operations uninterrupted during the pandemic. PERB is conducting virtual mediations and administrative trials every day for numerous parties throughout the state, using WebEx, Zoom and Microsoft Teams. PERB also launched a highly-effective PERB Case Processing Initiative several years ago, which has resulted in adoption of regulations that promote and enhance efficient case processing. PERB is also emphasizing informal resolution at many stages of its process, even after a case has been referred to an Administrative Law Judge or has been appealed to the PERB Board. It is the superior courts, not PERB, that are experiencing an unprecedented backlog.

We urge the Board to issue a position of “Support for SB 957”. Supporting this legislation will benefit Santa Cruz Metro and their employees. The boards support will affirm to its employees that labor relations are a top priority and will help foster a strong mutual respect between management and labor resulting in improved labor relations.

Respectively submitted,

A handwritten signature in black ink, appearing to read 'Louie Costa', written in a cursive style.

Louie Costa -Director
California State Legislative Board
SMART-Transportation Division

Attachment A

CAPITOL OFFICE
1021 O STREET, SUITE 8720
SACRAMENTO, CA 95814
TEL (916) 651-4017
FAX (916) 651-4917

California State Senate

SENATOR
JOHN LAIRD

SEVENTEENTH SENATE DISTRICT



SB 957 – Santa Cruz Metropolitan Transit District Employer – Employee Relations

ISSUE

Statutory framework is minimal for employer-employee relations at many of the state's transit districts. For transit agencies not covered by the Meyers-Milias-Brown Act or otherwise under the jurisdiction of PERB, a union or employer must file a writ in California's under-resourced Superior Court system to pursue an ULP violation. Alleged violations can take years and extensive resources to reach resolution, and cases may or may not be assigned to a judge with experience in labor law. This process has left many unresolved violations to fester and contributed to labor tension, which can complicate contract negotiations.

BACKGROUND

The Public Employment Relations Board (PERB) was established to adjudicate conflicts between teachers' unions and their employers. Most of California's public sector employees now fall under the jurisdiction PERB to settle employer-employee conflicts, but transit districts are generally not included due to statutory precedent. Employee organizations at the Santa Cruz Metropolitan Transit (SCMTD) came together to propose SB 957. Although employer-employee relations at SCMTD are peaceful, that could change with time. Employee representatives agree that SCMTD would benefit from moving unfair labor practice charges (ULPs) to PERB for future conflict resolution.

BILL SUMMARY

PERB is an established and trusted agency that specializes in public employer-employee conflict

resolution. Moving jurisdiction over ULPs to PERB will allow SCMTD and its employees to access a timelier and less resource-intensive process to settle disputes, as well as increase confidence that a dispute will be adjudicated by a body with extensive knowledge of labor law. The PERB administrative process is low-cost, accessible, and relatively expeditious. This means labor disputes will not fester.

PERB is the expert agency that has decades of experience resolving unfair labor practice claims in many other public employment contexts, including several public transit contexts (Los Angeles County Metro, SF Muni, Orange County Transportation Authority, BART the Sacramento Regional Transit District).

THIS BILL

With SB 957 strikes and lockouts are significantly less likely to happen because there will be a place (PERB) for workers and SCMTD to take their claims for resolution. PERB's expertise in labor relations law will provide SCMTD and its employees a much faster and cost-effective alternative to settle workplace disputes. Creating a much more equal process that will help foster better labor relations.

SPONSOR

SMART-TD California State Legislative Board
SMART-TD Local 23 Santa Cruz - Co-Sponsor

Attachment A

From: [Jennifer Steen](#)
To: boardinquiries@scmttd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 3:48:08 PM

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Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Attachment A

Donna Bauer

From: Jessica Pulido <jessjess303199@gmail.com>
Sent: Thursday, March 24, 2022 10:36 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

I
As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Donna Bauer

From: Jesus Manuel Garcia' <jesus7m12garcia@gmail.com > /
Sent: Wednesday, March 23, 2022 11:13 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Report Suspicious

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,
Jesus Manuel Garcia

9.2A.41

Attachment A

From: [Joe Escobar](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 4:27:15 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummié,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

From: [Joe Thompson](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 4:05:28 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummié,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Attachment A

Donna Bauer

From: Joe Williams <resist.jw@gmail.com>
Sent: Thursday, March 24, 2022 7:55 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Joe Williams

Monterey Bay Central Labor Council

Board of Directors, Member At Large

Donna Bauer

From: John John <johnnydread@yahoo.com>
Sent: Thursday, March 24, 2022 3:31 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

9.2A.43

Attachment A

From: [Johnny Lopez](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 5:08:12 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Johnny lopez 619
[Sent from Yahoo Mail on Android](#)

Donna Bauer

From: Johnny Ramirez <johnraiderjO@gmail.com>
Sent: Thursday, March 24, 2022 2:01 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda item 15 for BOD meeting on March 25, 2022

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Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,
Johnny Ramirez

Attachment A

From: [Jordan Vascones](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022
Date: Wednesday, March 23, 2022 2:12:54 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummié,
As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward. Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.
Best Regards,
Jordan Vascones

From: [Jose Carranco](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 5:02:24 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummié,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Jose Carranco

Sent from my iPhone

9.2A.45

Attachment A

From: cheparocks
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 5:00:45 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Josefina cruz

Sent from my Verizon, Samsung Galaxy smartphone

From: joshua.chelise
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 1:39:25 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Joshua Chelise

Get [Outlook for Android](#)

Attachment A

From: Juan I Gallegos <jgallegos3174@gmail.com>
Sent: Wednesday, March 23, 2022 7:50 PM
To: boardinquiries@scmttd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

JG.

Donna Bauer

From: Juan Montesinos <montesinos24@gmail.com >
Sent: Thursday, March 24, 2022 10:30 AM
To: boardinquiries@scmttd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Report Suspicious

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Juan B Montesinos-zarate

9.2A.47

Attachment A

Donna Bauer

From: Justin Essery <jessery3@ymail.com>
Sent: Wednesday, March 23, 2022 7:02 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

Donna Bauer

From: Justin Schrock <smart020gc@icloud.com>
Sent: Thursday, March 24, 2022 6:01 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Justin Schrock
SMART-TD General Chairman GO 020
(719)469-2428

9.2A.48

Attachment A

From: [Kassidy Mitchell](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 4:42:56 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,
kassidy Mitchell

Donna Bauer

From: Kay Lopez <gregandkay@sbcglobal.net>
Sent: Wednesday, March 23, 2022 6:08 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Katherine
Lopez

Sent from my iPad

Attachment A

From: [Kayla](#)
To: boardinquiries@scmted.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 4:28:52 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummié,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Kayla Kumar

Sent from my iPhone

From: [Kayla Mitchell](#)
To: boardinquiries@scmted.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 2:12:38 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummié,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,
Kayla Mitchell

Attachment A

Donna Bauer

From: Kelsi Thomas <kelsi12thomas@yahoo.com>
Sent: Wednesday, March 23, 2022 8:57 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Kelsi Thomas

Donna Bauer

From: Kevin Parks <kemparks@gmail.com >
Sent: Wednesday, March 23, 2022 6:45 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Kevin Parks

9.2A.51

Attachment A

Donna Bauer

From: Lenore young <lenorewhy@comcast.net>
Sent: Thursday, March 24, 2022 8:38 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Lenore Baldwin on behalf of my husband, Dennis Baldwin, who has to take Metro now and thank goodness the drivers know him, so should he become confused, will be taken care of.
Sent from my iPhone

Donna Bauer

From: Lily Denevan <ldenevan@gmail.com>
Sent: Thursday, March 24, 2022 12:29 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Lilia Denevan

Attachment A

Donna Bauer

From: LISA MITCHELL <lisamariesmiles@att.net>
Sent: Thursday, March 24, 2022 10:07 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

Donna Bauer

From: Lizz Thompson <lthompson298@gmail.com>
Sent: Thursday, March 24, 2022 3:59 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Report Suspicious

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Elizabeth Thompson

9.2A.53

Attachment A

Donna Bauer

From: lorena calderon <pinklcalderon@yahoo.com>
Sent: Thursday, March 24, 2022 8:19 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Lorena Calderon

Sent from my iPhone

From: [Louis Towley](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 4:25:50 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Louis Towley

Sent from my iPhone

Attachment A

From: [Louie Costa](#)
To: [Michael Rotkin](#); [Michael Rotkin](#); [Donna Lind](#); [Donna Meyers](#); [Manu Koenig](#); [Jimmy Dutra](#); [Kristen Petersen](#); [Shebreh Kalantari-Johnson](#); shebreh4santacruz@gmail.com; [Bruce McPherson](#); [Alta Northcutt](#); ["Larry Pageler"](#); rebeccad@transparentseas.com; Ari.Parker@cityofwatsonville.org
Cc: boardinquiries@scmted.com; [Dawn Crummié](#); [James Sandoval](#); adam.urrutia@seiu521.org; [Terry Brennand](#)
Subject: SB 957 Staff Report Agenda Item 15, March 25 SCMTD Board of Directors Meeting
Date: Wednesday, March 23, 2022 10:10:13 AM
Attachments: [SMART-TD Letter to SCMTD Board of Directors.pdf](#)

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[Report Suspicious](#)

Chair Pageler, Board Members,

Please find attached SMART-Transportation Division, California State Legislative Boards response to the significant and extensive misinformation contained in the Staff Report relating to the Senate Bill 957, item 15 in the March 25, 2022, METRO Board of Directors Agenda. We are requesting all board members and staff review the factual information provided in our response letter.

We urge the Board to issue a position of "Support for SB 957". Supporting this legislation will benefit Santa Cruz Metro and their employees. The board's support will affirm to its employees that labor relations are a top priority and will help foster a strong mutual respect between management and labor resulting in improved labor relations.

We are happy to engage any questions regarding our comments or the overall subject of providing SMCTD and its employee's access to PERB's unfair practice processes.

Sincerely,

Louie Costa / Director
California State Legislative Board
SMART-Transportation Division
717 K Street Suite 222
Sacramento, CA 95814
cslb@ca-smart-td.org
(916) 441-2051 office
(209) 601-2929 cell

9.2A.55

Attachment A



Attachment A

March 22, 2022

VIA Email Only

Santa Cruz METRO Board of Directors
110 Vernon Street
Santa Cruz, CA 95060

To: All SCMTD Board Members and Staff

RE: SB 957 Staff Report Item 15 Recommending That the Board of Directors Oppose SB 957

We write this letter to address the significant and extensive misinformation contained in the Staff Report relating to the Senate Bill 957, item 15 in the March 25, 2022, METRO Board of Directors Agenda. We are disappointed that Staff would provide the Board unsubstantiated, and in some cases blatantly false, information regarding such an important topic as PERB unfair practice jurisdiction.

- **Incorrect statement by District staff:**

“METRO has not had any cases go to court relative to any alleged violation of collective bargaining statutes which are subject to PERB purview for those agencies that are under the jurisdiction of PERB.”

Accurate statement by SMART-TD:

In July 2020, SMART was forced to initiate litigation in superior court to pursue injunctive relief against the District for its failure to provide prior notice and opportunity to bargain over the District’s change to its passenger occupancy and seat blocking policy. Both SMART and the District expended considerable resources litigating a matter in superior court that could have been addressed through PERB’s inexpensive, accessible and expeditious procedures. Had PERB been an available forum for SMART back then, PERB likely would have been able to resolve the parties’ conflict short of litigation, using its mediation services (Office of General Counsel and/or State Mediation and Conciliation Service).

- **Incorrect statement by District staff:**

“Grievance disputes relative to discipline and contract interpretations have either been resolved in the lower-level appeals process or in arbitration, and such arbitrations are rare.”

Attachment A

Accurate statement by SMART-TD:

This point is irrelevant. PERB does not get involved in disputes relating to alleged contractual violations. The grievance-arbitration procedures would not be affected in any way if PERB has jurisdiction over unfair practice charges. PERB jurisdiction applies when a labor contract does not address a certain topic relating to wages, hours and terms and conditions of employment.

- **Incorrect statement by District staff:**

“Becoming subject to PERB would result in significant expense to METRO as any case being filed against METRO in front of PERB would result in additional attorneys’ fees and a significant dedication of staff time, including union staff, and resources.”

Accurate statement by SMART-TD:

The District’s claim is false and not supported by any evidence. In the past two years since BART was brought under PERB’s jurisdiction, only one unfair practice charge (a very insignificant one brought by an employee against a union) has been filed. There is no reason to believe that PERB jurisdiction will result in a higher rate of legal disputes. Also, the PERB process is accessible to non-attorneys. Employers and unions are sometimes represented by non-attorneys in the PERB process. The PERB process is affordable and relatively expeditious. PERB encourages informal resolution of a charge at the lowest-possible level of the process. PERB is certainly more affordable than the current alternative, which is litigation in superior court.

- **Incorrect statement by District staff:**

“The PERB process, which includes the following steps, is extremely time-consuming for both complainants and employers: (1) a detailed unfair practice charge is filed; (2) a PERB agent investigates; (3) respondent files a position statement; (4) the PERB agent issues a complaint; (5) respondent files an answer; (6) the PERB agent schedules an informal conference; (7) the administrative judge schedules a hearing and permits subpoenas, witnesses, other documentation; (8) after this “trial,” both parties submit briefs; (9) the administrative judge submits a decision, which can then be appealed to the PERB in Sacramento. Further appeals are also permitted.”

Accurate statement by SMART-TD:

While this is an accurate statement of the PERB process, the District misrepresents how “time-consuming” it is. As already stated, the current alternative is for the District or the union filing a lawsuit in court. Court litigation is very expensive and can go on for many years. Superior courts do not emphasize settlement the way PERB does. In contrast, the PERB agency has a statutory duty to promote labor-management peace and good communication. PERB takes that statutory duty very seriously.

- **Incorrect statement by District staff:**

“PERB does not require any threshold to file charges – nor does it require any preliminary discussions between the parties before filing a charge. Currently, METRO and the Unions must work out any differences over the bargaining table, but PERB makes it very easy for parties to instead resort immediately to litigation.”

Attachment A

Accurate statement by SMART-TD:

It is true that PERB has no filing fees, and does not require a preliminary discussion between the parties before the District or the union file an unfair practice charge. It is untrue, however, that currently the District and the union “must work out any differences over the bargaining table...” There is no obligation, either in contract or statute, for the parties “work out any differences over the bargaining table,” as the District contends. The current procedure to resolve contract-related disputes is the grievance-arbitration procedure, which will remain entirely untouched by S.B. 957. The procedure for addressing non-contractual disputes is court litigation.

- **Incorrect statement by District staff:**

“The PERB process would also permit METRO to file unfair labor practice charges against the Unions, which would essentially escalate disputes in terms of both time and money for both sides.”

Accurate statement by SMART-TD:

It is true that the District would be able to file unfair practice charges against a union at PERB. It is very rare for an employer to file an unfair practice charge against a union; however it has a right to do so. However, if the District does not want to file such a charge, it can choose not to do so.

- **Incorrect statement by District staff:**

“The language of the METRO’s enabling legislation (Public Utilities Code Section 98000) and the Union MOUs already provide the Unions needed protections (including METRO’s obligation to bargain in good faith) not necessarily afforded other entities who are covered by PERB.”

Accurate statement by SMART-TD:

We do not know what provision in the METRO enabling legislation District staff is referencing. We are unaware of any statutory rights or benefits in the METRO enabling legislation that are unavailable to unions covered by other collective bargaining statutes over which PERB has jurisdiction. Indeed, there are contractual protections in the District’s labor contracts. Those protections will continue to be enforced using the grievance-arbitration machinery set forth in the labor contracts.

- **Incorrect statement by District staff:**

“PERB continues to experience unprecedented backlog. Cases can take over 12 months from filing to resolution, which does not include extensions and possible appeals. We are aware of one recent ‘expedited’ matter that took nearly two years from filing to the proposed administrative law judge decision.”

Accurate statement by SMART-TD:

We disagree that PERB “continues to experience unprecedented backlog.” The District cites no source for this baseless assertion. The PERB Board docket is at an all-time low, due to the PERB Board’s issuance of many decisions from 2019 to the present. If there was a higher level of case filings at PERB in the last two years, that is likely due to all the unprecedented issues the labor-management community has confronted during the pandemic. PERB states on its website that

Attachment A

over half of unfair practice cases are settled. Also, PERB has continued its operations uninterrupted during the pandemic. PERB is conducting virtual mediations and administrative trials every day for numerous parties throughout the state, using WebEx, Zoom and Microsoft Teams. PERB also launched a highly-effective PERB Case Processing Initiative several years ago, which has resulted in adoption of regulations that promote and enhance efficient case processing. PERB is also emphasizing informal resolution at many stages of its process, even after a case has been referred to an Administrative Law Judge or has been appealed to the PERB Board. It is the superior courts, not PERB, that are experiencing an unprecedented backlog.

We urge the Board to issue a position of “Support for SB 957”. Supporting this legislation will benefit Santa Cruz Metro and their employees. The board’s support will affirm to its employees that labor relations are a top priority and will help foster a strong mutual respect between management and labor resulting in improved labor relations.

Respectively submitted,

A handwritten signature in black ink, appearing to read 'Louie Costa', written in a cursive style.

Louie Costa -Director
California State Legislative Board
SMART-Transportation Division

Attachment A

Donna Bauer

From: Lyle Kaplan-Reinig <lylekr@gmail.com>
Sent: Friday, March 25, 2022 7:44 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Report Suspicious

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,
Lyle Kaplan-Reinig

Donna Bauer

From: Lynn Hersey <lynn.hersey13@gmail.com>
Sent: Thursday, March 24, 2022 12:32 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

9.2A.61

Attachment A

Donna Bauer

From: Marc Kravetz <bluebop@pacbell.net>
Sent: Thursday, March 24, 2022 1:37 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Marc Kravetz

Sent from my iPhone

From: [Marc Reinig](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummie](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 2:20:11 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Marc Reinig Marco

Sent from my iPhone

9.2A.62

Attachment A

Donna Bauer

From: Maria P Hernandez <chilesalsa58@gmail.com >
Sent: Thursday, March 24, 2022 4:33 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Report Suspicious

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,
Maria Hernandez (Customer Service)

9.2A.63

Attachment A

From: [Mariano Bernal](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Mariano Bernal Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 1:39:16 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Mariano
Bernal

Donna Bauer

From: bluesilver13@yahoo.com
Sent: Thursday, March 24, 2022 8:30 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,
Marie Hoyos

9.2A.64

Attachment A

Donna Bauer

From: Mario Arellano <arellano.mario@aol.com>
Sent: Wednesday, March 23, 2022 6:24 PM
To: boardinquiries@scmttd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,
 Mario Arellano

Sent from my iPhone

From: [Mark Saunders](#)
To: boardinquiries@scmttd.com
Cc: [Dawn Crummie](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 4:02:45 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Mark William Saunders

Sent from my iPhone

Attachment A

From: [Mark Weller](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 5:28:46 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Mark
Weller
229 Dickens Way Santa
Cruz, CA 95064

Donna Bauer

From: Mary Sells <mtsells4gls@gmail.com>
Sent: Thursday, March 24, 2022 7:26 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Mary Sells

Sent from my iPhone

9.2A.66

Attachment A

Donna Bauer

From: Matt K <matk_music@yahoo.com>
Sent: Thursday, March 24, 2022 2:00 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Matt Kaminski

Donna Bauer

From: melissa BALDWIN <melissj1@icloud.com>
Sent: Wednesday, March 23, 2022 10:04 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

The Metro and its drivers are a very important part of the Santa Cruz community. Growing up here in Santa Cruz the transit system was a very important source of transportation for me. The drivers need support.

In solidarity, Melissa Baldwin

Sent from my iPhone

9.2A.67

Attachment A

From: [Michael](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 3:36:13 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummié,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Michael Richards

Sent from my iPhone

From: [Micheal Miller](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 1:43:09 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummié,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

Attachment A

Donna Bauer

From: Michael Scargo <angel83gallardo@gmail.com>
Sent: Thursday, March 24, 2022 12:42 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

Donna Bauer

From: Michell Collins <michellcollins67@gmail.com>
Sent: Thursday, March 24, 2022 8:01 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

Attachment A

Donna Bauer

From: Michelle Fitzpatrick <michelle@rhapsodycommunications.com>
Sent: Thursday, March 24, 2022 8:44 AM
To: boardinquiries@scmttd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Michelle Fitzpatrick

Sent from my iPhone

Donna Bauer

From: Mikey Rios <riosmikey89@yahoo.com>
Sent: Thursday, March 24, 2022 7:51 AM
To: boardinquiries@scmttd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERS, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Michael Rios

Sent from my iPhone

9.2A.70

Attachment A

Donna Bauer

From: Molly g <mollygallet@sbcglobal.net>
Sent: Friday, March 25, 2022 8:50 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Molly

Donna Bauer

From: Monica Sandoval <monicalynnsandoval@gmail.com>
Sent: Thursday, March 24, 2022 3:50 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Report Suspicious

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Monica Sandoval

9.2A.71

Attachment A

Donna Bauer

From: Nathanael Abrego <nathanaelabrego@gmail.com >
Sent: Thursday, March 24, 2022 8:43 AM
To: boardinquiries@scmttd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Report Suspicious

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Nathanael Abrego

Senior Vice Chairperson-Para.Cruz

SMART LOCAL 0023

831-206-0062

9.2A.72

Attachment A

Donna Bauer

From: Nick Thomas <nick23thomas@yahoo.com>
Sent: Wednesday, March 23, 2022 8:58 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Nick Thomas

From: [Nicole Heisinger](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 3:46:49 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Nicole
Heisinger

9.2A.73

Attachment A

From: [Nora Hochman](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummie](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 3:10:43 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

If the Board and management want to repay drivers, mechanics, office workers and others, for the incredible sacrifice they all made and continue to make during the Covid pandemic, you will agree to PERB coverage to secure their futures.

In solidarity with Metro Workers,

Nora Hochman

Soquel

Donna Bauer

From: Norma <nflores10_2@hotmail.com>
Sent: Thursday, March 24, 2022 9:14 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERS, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Norma Osorio

9.2A.74

Attachment A

Donna Bauer

From: Oscar Herrera <trasporter831@icloud.com>
Sent: Thursday, March 24, 2022 10:31 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Oscar

Sent from my iPhone

Donna Bauer

From: Oscar Mendez <scmtd6031@gmail.com>
Sent: Thursday, March 24, 2022 10:19 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Oscar Mendez

Sent from my iPhone

9.2A.75

Attachment A

From: [Pablo Martinez](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 1:23:03 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

From: [Patrick](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 1:24:07 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Patrick Forthun

Bus Operator

Attachment A

From: [Peggy Flechtner](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 5:05:17 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Peg
Flechtner

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Donna Bauer

From: Peggy King <pegbud@icloud.com>
Sent: Wednesday, March 23, 2022 8:35 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Margaret King

Sent from my iPad

9.2A.77

Attachment A

From: [Peggy King](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 2:12:11 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Margaret C. King Emil King, Julie Marhefka and Chad Clawitter

Sent from my iPad

From: [Pio Quinto Carrillo](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 5:36:35 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

Attachment A

From: [Ric Finley](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 4:44:09 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummié,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Richard

Finley

Chairman Local #1558

Attachment A

Donna Bauer

From: Richard Enriquez, Ph.D. <rihenriq@ucsc.edu>
Sent: Thursday, March 24, 2022 11:58 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Report Suspicious

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Richard Enriquez, Ph.D.

Transit Rider

From: [Rio O](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummie](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 2:38:30 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,
Rio Ochoa

9.2A.80

Attachment A

From: [RMF VEGAS](#)
To: boardinquiries@scmted.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 4:45:06 PM

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Report

Dear METRO Board of Directors & interim CEO/General Manager Crummié,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Rmfvegas

Donna Bauer

From: Rose Arellano <arellanorose831@gmail.com>
Sent: Wednesday, March 23, 2022 6:43 PM
To: boardinquiries@scmted.com
Cc: Dawn Crummié
Subject: Re: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

>
>
> Dear METRO Board of Directors & interim CEO/General Manager Crummié,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

>
>
> Rose Torres-Arellano

9.2A.81

Attachment A

Donna Bauer

From: Rose Arellano <rosarel@aol.com>
Sent: Wednesday, March 23, 2022 6:44 PM
To: boardinquiries@scmttd.com
Cc: Dawn Crummie
Subject: Re: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2023

>>

>>

>> Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Tracey Torres

From: [Rosi G](#)
To: boardinquiries@scmttd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 1:22:46 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Alma Gutierrez

Sent from my Awesome iPhone

9.2A.82

Attachment A

Donna Bauer

From: Sandy Kaplan <sandykaplan21@outlook.com>
Sent: Wednesday, March 23, 2022 9:51 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Report Suspicious

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,
Sent from [Mail](#) for Windows

From: [Sergio Tabag](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummie](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 5:00:55 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Sergio Tabag

Sent from my iPhone

9.2A.83

Attachment A

Donna Bauer

From: shirley marshal! <samarshall45@gmail.com>
Sent: Thursday, March 24, 2022 3:35 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Report Suspicious

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,
Shirley marshal James is my grandson best grandson ever

Donna Bauer

From: siuatl72@gmail.com
Sent: Thursday, March 24, 2022 7:27 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

9.2A.84

Attachment A

Donna Bauer

From: Slater, Samuel James <slatsamu@oregonstate.edu>
Sent: Thursday, March 24, 2022 5:49 AM
To: boardinquiries@scmted.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Report Suspicious

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Samuel Slater

9.2A.85

Attachment A

Donna Bauer

From: Steve F <freethinker2bsure@aol.com>
Sent: Thursday, March 24, 2022 7:09 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

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Report Suspicious

Dear METRO Board of Directors & interim CEO/General Manager Crmmmie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

As a bus driver for Santa Cruz Metropolitan Transit District going on 42 years, I have seen the affects of labor disputes upon the community. Loss of employment due to loss of transportation. Seniors with no way to get to appointments or to get food or medication. Students struggling to get to class. I say from experience, it is a play I have seen a few times now due to strikes and labor lockouts. I fret watching that play again.

An impartial mediator should have been addressed long ago. Its a step in the right direction. Metro is forging ahead into the future of mass transportation. Please. Do not apply the brakes now. Think of the community you represent.

Thank you for listening.

John M. Fuentez.

Bus driver.

Sent from the all new AOL app for Android

Donna Bauer

From: Stevi Arndt <lilmissstevilynn@gmail.com>
Sent: Thursday, March 24, 2022 9:22 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

9.2A.86

Attachment A

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Stevi Arndt

Sent from my iPhone

From: [Sunnie Essery](#)
To: boardinquiries@scmtd.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 4:00:27 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sunnie Essery

Sent from my iPhone

Attachment A

Donna Bauer

From: terry johnson <tjsbugginout@gmail.com>
Sent: Thursday, March 24, 2022 11:08 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Terry Johnson

Sent from my iPhone

Donna Bauer

From: Tom Bentley <tom@lupulosc.com>
Sent: Wednesday, March 23, 2022 11:21 PM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERS, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Tom

Sent from my iPhone

9.2A.88

Attachment A

Donna Bauer

From: Tony Farrell <Tony_Farrell@janussc.org >
Sent: Thursday, March 24, 2022 10:34 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

This Message Is From an External Sender

This message came from outside your organization.

Please exercise caution when clicking links or opening attachments.

Report Suspicious

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Tony Farrell

Sent from my Verizon, Samsung Galaxy smartphone

Get Outlook for Android

9.2A.89

Attachment A

From: [valentin zarate](mailto:valentin.zarate@scmt.com)
To: boardinquiries@scmt.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 4:52:27 PM

This Message Is From an External Sender

This message came from outside your organization.

Report

Dear METRO Board of Directors & interim CEO/General Manager Crummié,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity, Valentin
Zarate

From: [Veronica Diaz](mailto:Veronica.Diaz@scmt.com)
To: boardinquiries@scmt.com
Cc: [Dawn Crummié](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 2:19:22 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummié,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

With respect,

Veronica G. Diaz
(831) 840-3966
(Sent from my iPhone.)

9.2A.90

Attachment A

Donna Bauer

From: Vickie Sanchez <pinkscorpio79@gmail.com>
Sent: Thursday, March 24, 2022 4:12 PM
To: boardinquiries@scmted.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

This Message Is From an External Sender

This message came from outside your organization.

Please exercise caution when clicking links or opening attachments.

Report Suspicious

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

From: [Vincent Garcia](#)
To: boardinquiries@scmted.com
Cc: [Dawn Crummie](#)
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.
Date: Wednesday, March 23, 2022 4:49:41 PM

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

9.2A.91

Attachment A

Donna Bauer

From: Virginia Vaquero <vivaquero@icloud.com>
Sent: Thursday, March 24, 2022 4:30
To: PM boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Sent from my iPhone

Donna Bauer

From: xiomara briosio <xiomabriosio@hotmail.com>
Sent: Thursday, March 24, 2022 8:46 AM
To: boardinquiries@scmtd.com
Cc: Dawn Crummie
Subject: Support for SB 957: Agenda Item 15 for BOD meeting on March 25, 2022.

Dear METRO Board of Directors & interim CEO/General Manager Crummie,

As a community member, I support SB-957 and METRO workers' right to be given jurisdiction under PERB, which many other union members are entitled to. We stand in solidarity and wish to make it clear that SB-957 will promote labor peace and give METRO workers the tools to forge a positive relationship with management going forward.

Since it is METRO riders that ultimately get affected when labor and management are not working together, I ask that you stand up in support of SB 957 for the best interest of our community.

In solidarity,

Xiomara Briosio

9.2A.92

Attachment B



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

MEETING HELD VIA TELECONFERENCE

A regular meeting of the Finance, Budget, and Audit Standing Committee of the Santa Cruz Metropolitan Transit District (METRO) was convened on Friday, April 8, 2022, via teleconference.

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

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1 CALLED TO ORDER by Director Lind at 8:02 AM.

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

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

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

Dawn Crummié
Julie Sherman

METRO Interim CEO/General Manager
METRO General Counsel

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

James Sandoval, General Chairperson for SMART Local 23, shared that the contract extension vote with paratransit and fixed route members took place on April 7, 2022 and the members ratified the contract extension. The Directors congratulated and thanked Mr. Sandoval for his leadership on getting this accomplished.

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

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

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

5 MONTHLY FINANCIAL UPDATE

Chuck Farmer, CFO, provided a brief overview of the year-to-date monthly financial report as of March 31, 2022. In reviewing the key financial highlights, Director Rotkin requested additional information on the vacancies of the Bus Operators. Dawn Crummié, Interim CEO/General Manager and HR Director gave an update on the recruitment and training that is taking place.

Attachment B

Finance, Budget, and Audit Standing Committee Agenda
March 11, 2022
Page 2 of 2

In reviewing the capital budget spends, Director Rotkin inquired about the canceled driver barriers project and if the union was on board with that decision. Mr. Sandoval said there was a brief conversation on the topic. Ms. Crummié said she will look into it and provide more details to the Directors.

6 ADJOURNMENT

Director Lind adjourned the meeting at 8:20 AM.

Respectfully submitted,

Donna Bauer
Executive Assistant

DRAFT



DATE: April 22, 2022
TO: Board of Directors
FROM: Chuck Farmer, Chief Financial Officer
SUBJECT: ACCEPT AND FILE THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF MARCH 31, 2022

I. RECOMMENDED ACTION

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

II. SUMMARY OF ISSUES

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

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

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

III. DISCUSSION/BACKGROUND

Below are the written explanations of the various charts and graphs in the attached Year to Date Monthly Financial Report as of March 31, 2022. The fiscal year has elapsed 75%.

Slide 1

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

Slide 2

March 2022 Key Financial Highlights

- Service
 - Fixed Route (inc Hwy 17) Cost per Revenue Service Hour is \$288 vs Budget of \$366
 - 48 canceled trips, 46 due to no Bus Operators
 - ParaCruz Cost per Trip is \$81 vs Budget of \$102
 - Non-Student/Hwy 17 Passengers is 131,396 vs Budget of 124,878

- Financials
 - Operating Surplus/(Deficit) is favorable \$0.2M driven by lower wages of \$0.1M and fringe of \$0.3M; partially offset by higher OT of \$0.2M
 - Non-Operating Revenues of \$4.6M are \$1.2M favorable vs budget of \$3.3M driven primarily by unbudgeted COVID Relief grants of \$1.5M
- Capital
 - Capital spend of \$22K is \$254K lower than budget of \$276K primarily due to the delivery delay of seven ParaCruz vans due to chip shortage
- Personnel
 - 277 Active Personnel vs 321 Funded Personnel
 - 44 Vacancies at end of March, 30 related to Paratransit and Bus Operators
 - Recruitment has been completed for CEO/General Manager, HR Analyst I, Parts & Materials Clerk, Facilities Maintenance Worker II, and one Mechanic

Slide 3

(Cover) March 2022, YTD Pre-Close Financials

Slide 4

March 31, 2022 Monthly Operating Revenue and Expenses

- Operating Revenue, net unfavorable by \$20K
 - Passenger Fares - unfavorable by \$18K
 - Special Transit Fares – unfavorable by \$2K
- Operating Expense, net favorable by \$224K – Favorable wages and fringe driven by shortage of bus drivers and other vacant positions
 - Labor Regular – favorable by \$119K
 - Labor OT – unfavorable by \$197K
 - Fringe Benefits – favorable by \$283K, excludes UAL related costs
 - Non-Personnel – favorable by \$19K, excludes all COVID and Bond payment related costs
- Operating Surplus of \$204K
 - Farebox Recovery – 16.3% vs 15.9% budget
- Non-Operating Revenue/(Expense), net favorable by \$1,248K - \$1.5M COVID Relief grant is the first draw of the ARPA funding, Sales tax of \$2.3M is 23% higher than budget; Pension UAL higher due to the Bond payment plus the normal UAL payment that will be credited to the Pension account in August/September of 2022

- Sales Tax/including Measure D – favorable by \$420K
- Federal/State Grants – no variance
- COVID Relief Grants – favorable by \$1,473K
- COVID Related costs – unfavorable by \$9K
- Pension UAL/Bond Payment costs – unfavorable by \$625K
- All Other Revenues – unfavorable by \$11K
- Operating Surplus before Transfers of \$1,452K
- Bus Replacement Fund – higher by \$31K due to increased Measure D sales tax revenues
 - Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax (\$2.2M) and STA-SGR (\$0.8M)
- Operating Surplus of \$1,421K

Slide 5

March 31, 2022 YTD Operating Revenue and Expenses

- Operating Revenue, net unfavorable by \$266K
 - Passenger Fares - unfavorable by \$47K
 - Special Transit Fares – unfavorable by \$219K
- Operating Expense, net favorable by \$2,397K– Favorable wages and fringe driven by shortage of bus drivers and other vacant positions; partially offset by increased OT
 - Labor Regular – favorable by \$2,183K
 - Labor OT – unfavorable by \$1,273K
 - Fringe Benefits – favorable by \$1,429K, excludes UAL related costs
 - Non-Personnel – favorable by \$58K, excludes all COVID and Bond payment related costs
- Operating Surplus of \$2,131K
 - Farebox Recovery – 16.3% vs 16.0% budget
- Non-Operating Revenue/(Expense), net favorable by \$13,055K - \$8.7M in COVID Relief funding driven by \$1.5M in ARPA funding and \$7.3M of the CRRSAA COVID funding, Sales tax of \$24.3M is 24% higher than budget
 - Sales Tax/including Measure D – favorable by \$4,744K
 - Federal/State Grants – unfavorable by \$166K
 - COVID Relief Grants – favorable by \$8,727K
 - COVID Related costs – unfavorable by \$149K

- Pension UAL/Bond Payment costs – unfavorable by \$161K
- All Other Revenues – favorable by \$60K
- Operating Surplus before Transfers of \$15,186K
- Bus Replacement Fund – higher by \$609K due to increased Measure D sales tax revenues
 - Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax (\$2.2M) and STA-SGR (\$0.8M)
- Operating Surplus after Transfers – favorable by \$14,577K

Slide 6

March YTD FY22 Operating Revenue & Expense Actual vs. Budget

- Actuals are \$2.1M higher than budget – excludes UAL/Bond Payment and COVID related costs
 - Passenger Fares – unfavorable by \$266K, Ridership is still below pre-pandemic levels, but is slowly recovering
 - Labor, Regular – favorable by \$2,183K, due to funded/vacant positions
 - Labor, OT – unfavorable by \$1,273K, increased overtime for Bus Operators
 - Fringe Benefits – favorable by \$1,429K due to retirement and medical insurance savings from funded/vacant positions
 - Non-Personnel – favorable by \$58K

Slide 7

June 30, 2022 Estimated Full Year Operating Revenue and Expenses

- Operating Revenue, net unfavorable by \$297K
 - Passenger Fares - unfavorable by \$118K
 - Special Transit Fares – unfavorable by \$179K
- Operating Expense, projected to be net favorable by \$2,539K– due to lower labor/fringe costs as a result of vacant positions and extended unpaid leaves of absence; partially offset by higher OT
 - Labor Regular – favorable by \$2,788K
 - Labor OT – unfavorable by \$1,847K
 - Fringe Benefits – favorable by \$1,798K, excludes UAL related costs
- Non-Personnel – unfavorable by \$200K, excludes all COVID related costs
- Operating Surplus/(Deficit) expected to be \$2.2M favorable to budget due to continued vacant positions through the fiscal year

- Farebox Recovery – 16.6% vs 16.4% budget
- Non-Operating Revenue/(Expense), projected to be net favorable by \$13,659K
 - Sales Tax/including Measure D – favorable by \$5,647K, up 21.5% over budget due to strong local sales
 - Federal/State Grants – favorable by \$1,496K
 - COVID Relief Grants – favorable by \$8,727K, driven by \$1.5M in ARPA funding and \$7.3M of CRRSAA funding
 - COVID Related costs – unfavorable by \$179K
 - Pension UAL/Bond Payment costs – unfavorable by \$2,037K, due to the normal UAL payment that will be credited to the Pension account in August/September 2022
 - All Other Revenues – favorable by \$5K
- Operating Surplus before Transfers of \$15,901K
- Transfers and Other
 - Bus Replacement Fund – higher by \$636K due to increased Measure D sales tax revenues
 - Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax (\$2.2M) and STA-SGR (\$0.8M)
 - Other Transfers – higher by \$3,747K due to increased Federal/State grants
 - Replenishment of Operational Reserves – favorable by \$3,777K
 - Fuel Tax Credit – unfavorable by \$30K
 - COVID Recovery Fund – higher by \$11,518K due to unbudgeted COVID grants
- Operating Surplus after Transfers – net zero

Slide 8

(Cover) Capital Spending

Slide 9

March 31, 2022 Capital Budget Spend

Total Capital Projects spending month to date is \$22K against budget of \$248K

- Construction Related Projects – no spending against budget of \$50K
- IT Projects – no spending, no budget
- Facilities Repair & Improvements – no spending, no budget
- Revenue Vehicle Replacement – spending of \$22K, against budget of \$22K

- Revenue Vehicle Electrification Projects – no spending, against budget of \$176K
- Non-Revenue Vehicle Replacement – no spending, no budget
- Fleet & Maintenance Equipment – no spending, no budget
- Miscellaneous – no spending, no budget

Total Capital Projects spending year to date is \$4,805K against budget of \$6,643K, which is 41.6% of \$11,550K revised/approved annual budget from January 2022

- Construction Related Projects – spending of \$43K against budget of \$114K, which is 6.7% of \$646K annual budget
- IT Projects – spending of \$49K against budget of \$49K, which is 100% of \$49K annual budget
- Facilities Repair & Improvements – spending of \$332K against budget of \$518K, which is 18.6% of \$1,781K annual budget
- Revenue Vehicle Replacement – spending of \$4,105K against budget of \$5,575K, which is 57.9% of \$7,092K annual budget
- Revenue Vehicle Electrification Projects – spending of \$73K against budget of \$176K, which is 6.2% of \$1,181K annual budget
- Non-Revenue Vehicle Replacement – spending of \$32K against budget of \$96K, which is 12.8% of \$250K annual budget
- Fleet & Maintenance Equipment – spending of \$48K against budget of \$48K, which is 37.5% of \$128K annual budget
- Miscellaneous – spending of \$123K against budget of \$67K, which is 29.1% of \$423K annual budget

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

YTD Spending of \$4,805K is behind budget for the fiscal year primarily due to cancelation of AVL/ITS contract, delay of 7 ParaCruz vans due to chip shortages, demo of buildings, and repair of sink hole

Slide 10

June 30, 2022 Estimated Full Year Capital Spend

Estimated Capital Projects spending at year end is estimated at \$8,870K, or \$2,680K favorable vs revised/approved annual budget from January 2022 of \$11,550K.

- Construction Related Projects – \$434K under budget
- IT Projects – no variance to budget
- Facilities Repair & Improvements – \$909K under budget
- Revenue Vehicle Replacement – \$137K over budget
- Revenue Vehicle Electrification Projects – \$955K under budget

- Non-Revenue Vehicle Replacement – \$150K under budget
- Fleet & Maintenance Equipment – \$79K under budget
- Miscellaneous – \$290K under budget

Variance of estimated full year spend vs. budget is primarily due to timing or cancelation of projects:

- Delayed until FY23 - \$1,635K
 - Metro owned ParaCruz facility – \$455K
 - 7 ParaCruz vans – \$605K
 - AVL/ITS system – \$575K
- Project Canceled
 - Driver Barriers – \$526K

Slide 11

(Cover) Questions?

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

Favorable budget variances in Operating Revenues and Expenses contribute to favorable budget variance in Operating Balance, Year to Date as of March 31, 2022.

VI. CHANGES FROM COMMITTEE

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

VII. ALTERNATIVES CONSIDERED

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

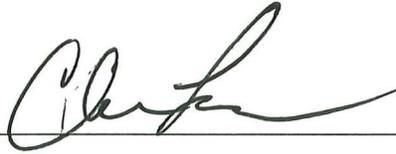
VIII. ATTACHMENTS

Attachment A: Year to Date Monthly Financial Report as of March 31, 2022 Presentation

Prepared by: Cathy Downes, Sr. Financial Analyst

IX. APPROVALS

Chuck Farmer, Chief Financial Officer



Dawn Crummié
Interim CEO/General Manager





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

Board of Directors

April 22, 2022

Chuck Farmer, Chief Financial Officer

March 2022 Key Financial Highlights

<p>Service</p>	<ul style="list-style-type: none">• Fixed Route (including Hwy 17) Cost per Revenue Service Hour is \$288 vs Budget of \$366<ul style="list-style-type: none">• 48 canceled trips, 46 due to no Bus Operators• ParaCruz Cost per Trip is \$81 vs Budget of \$102• Non-Student/Hwy 17 Passengers is 131,396 vs Budget of 124,878
<p>Financials</p>	<ul style="list-style-type: none">• Operating Surplus/(Deficit) is favorable \$0.2M driven by lower wages of \$0.1M and fringe of \$0.3M; partially offset by higher OT of \$0.2M• Non-Operating Revenues of \$4.6M are \$1.2M favorable vs budget of \$3.3M driven primarily by unbudgeted COVID Relief grants of \$1.5M
<p>Capital</p>	<ul style="list-style-type: none">• Capital spend of \$22K is \$254K lower than budget of \$276K primarily due to delivery delay of seven ParaCruz vans due to the chip shortage
<p>Personnel</p>	<ul style="list-style-type: none">• 277 Active Personnel vs 321 Funded Personnel• 44 Vacancies at end of March, 30 related to Paratransit and Bus Operators• Recruitment has been completed for CEO/General Manager, HR Analyst I, Parts & Materials Clerk, Facilities Maintenance Worker II, and one Mechanic

March 2022, Pre-Close Financials

March 31, 2022

Monthly Operating Revenue and Expenses

March 31, 2022

	Actual*	Budget	Fav / (Unfav)
Operating Revenue			
Passenger Fares	\$ 203 \$	221 \$	(18)
Special Transit Fares	438	440	(2)
Total Operating Revenue	\$ 641 \$	\$ 661 \$	(20)
Operating Expense			
Labor - Regular	\$ 1,458 \$	1,577 \$	119
Labor - OT	267	70	(197)
Fringe	1,395	1,678	283
Non-Personnel (excludes COVID costs)	824	843	19
Total OpEx	\$ 3,944 \$	\$ 4,168 \$	224
Operating Surplus/(Deficit)	\$ (3,303) \$	\$ (3,507) \$	204
	16.3%	15.9%	0.4%
	<i>Farebox Recovery</i>		
Non-Operating Revenue/(Expense)			
Sales Tax/including Measure D	\$ 2,251 \$	1,831 \$	420
Federal/State Grants	1,867	1,867	-
COVID Relief Grants	1,473	-	1,473
COVID Related Costs	(19)	(10)	(9)
Pension UAL/Bond Payment	(1,096)	(471)	(625)
All Other	77	88	(11)
Total Non-Operating Revenue/(Expense)	\$ 4,553 \$	\$ 3,305 \$	1,248
Operating Surplus/(Deficit) before Transfers	\$ 1,250 \$	\$ (202) \$	1,452
Transfers and Other			
Transfers to Bus Replacement Fund	\$ (185) \$	(154) \$	(31)
Operating Surplus/(Deficit) after Transfers	\$ 1,065 \$	\$ (356) \$	1,421

- Favorable wages and fringe driven by shortage of bus drivers and other vacant positions

- \$1.5M COVID Relief grant is the first draw of the ARPA funding

- Sales tax of \$2.3M is 23% higher than budget

- Pension UAL higher due to the Bond payment plus the normal UAL payment that will be credited to the Pension account in August/September of 2022

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

* Pre-close financials, subject to adjustments post close

March 31, 2022

YTD Operating Revenue and Expenses

YTD as of March 31, 2022

	Actual*	Budget	Fav / (Unfav)
Operating Revenue			
Passenger Fares	\$ 1,587	\$ 1,634	\$ (47)
Special Transit Fares	4,237	4,456	(219)
Total Operating Revenue	\$ 5,824	\$ 6,090	\$ (266)
Operating Expense			
Labor - Regular	\$ 12,008	\$ 14,191	\$ 2,183
Labor - OT	2,105	832	(1,273)
Fringe	13,966	15,395	1,429
Non-Personnel (excludes COVID costs)	7,697	7,755	58
Total OpEx	\$ 35,776	\$ 38,173	\$ 2,397
Operating Surplus/(Deficit)	\$ (29,952)	\$ (32,083)	\$ 2,131
	16.3%	16.0%	0.3%
	<i>Farebox Recovery</i>		
Non-Operating Revenue/(Expense)			
Sales Tax/including Measure D	\$ 24,335	\$ 19,591	\$ 4,744
Federal/State Grants	14,825	14,991	(166)
COVID Relief Grants	8,727	-	8,727
COVID Related Costs	(240)	(91)	(149)
Pension UAL/Bond Payment	(4,399)	(4,238)	(161)
All Other	550	490	60
Total Non-Operating Revenue/(Expense)	\$ 43,798	\$ 30,743	\$ 13,055
Operating Surplus/(Deficit) before Transfers	\$ 13,846	\$ (1,340)	\$ 15,186
Transfers and Other			
Transfers to Bus Replacement Fund	\$ (2,207)	\$ (1,598)	\$ (609)
Operating Surplus/(Deficit) after Transfers	\$ 11,639	\$ (2,938)	\$ 14,577

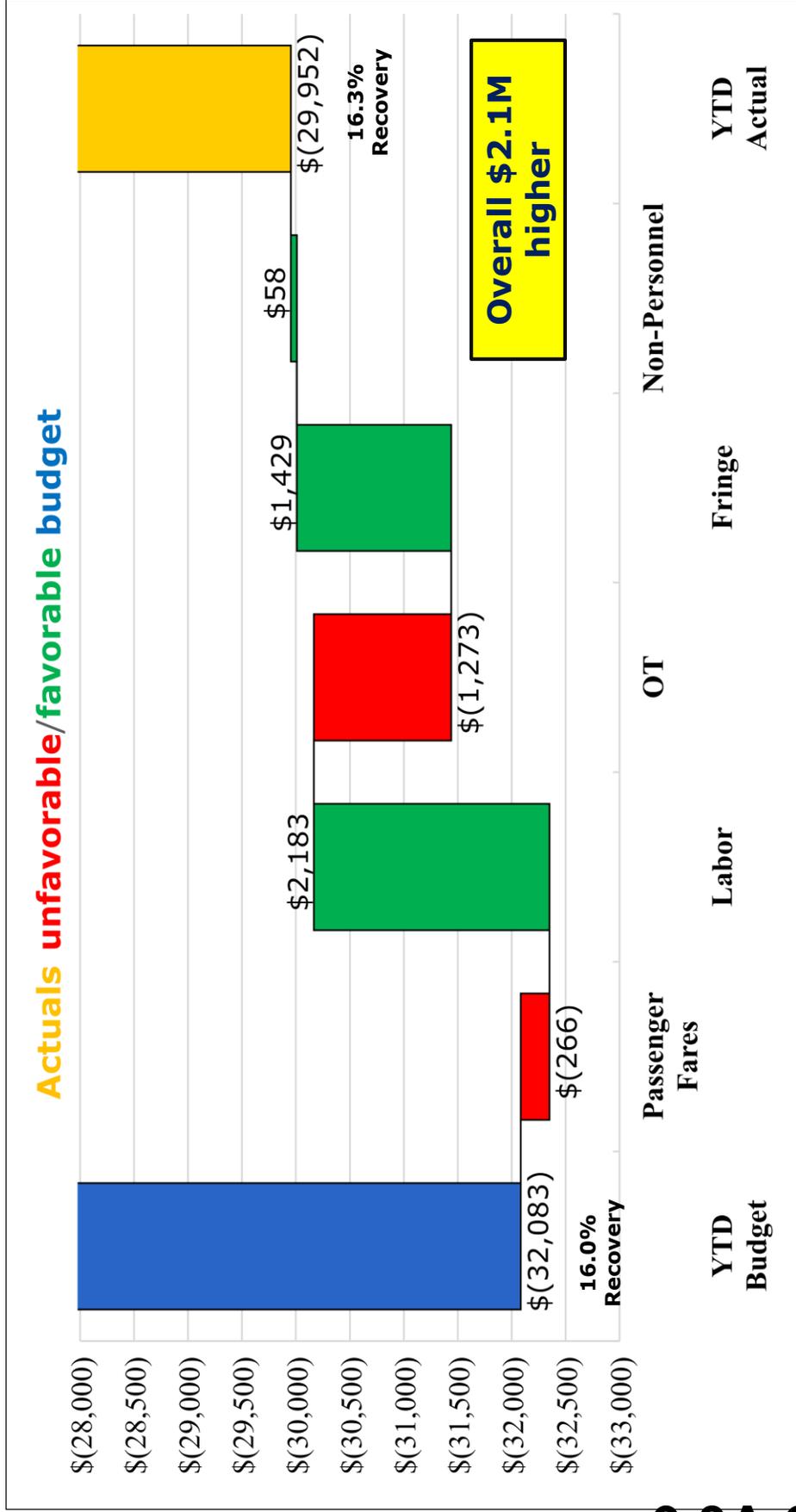
- Favorable wages and fringe driven by shortage of bus drivers and other vacant positions; partially offset by increased OT
- \$8.7M in COVID Relief funding driven by \$1.5M in ARPA funding and \$7.3M of the CRRSAA COVID funding
- Sales tax of \$24.3M is 24% higher than budget

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

* Pre-close financials, subject to adjustments post close

March YTD FY22 Operating Revenue & Expense Actual* vs. Budget

\$000's



* Excludes Transfers

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

June 30, 2022

Estimated Full Year Operating Revenue and Expenses

Full Year Estimate as of June 30, 2022

	Forecast*	Budget	Fav / (Unfav)
Operating Revenue			
Passenger Fares	\$ 2,177	\$ 2,295	(118)
Special Transit Fares	5,846	6,025	(179)
Total Operating Revenue	\$ 8,023	\$ 8,320	(297)
Operating Expense			
Labor - Regular	\$ 16,134	\$ 18,922	2,788
Labor - OT	2,980	1,133	(1,847)
Fringe	18,683	20,481	1,798
Non-Personnel (excludes COVID costs)	10,508	10,308	(200)
Total OpEx	\$ 48,305	\$ 50,844	2,539
Operating Surplus/(Deficit)	\$ (40,282)	\$ (42,524)	2,242
	16.6%	16.4%	0.2%
	<i>Farebox Recovery</i>		
Non-Operating Revenue/(Expense)			
Sales Tax/including Measure D	\$ 31,950	\$ 26,303	5,647
Federal/State Grants	20,947	19,451	1,496
COVID Relief Grants	8,727	-	8,727
COVID Related Costs	(300)	(121)	(179)
Pension UAL/Bond Payment	(7,687)	(5,650)	(2,037)
All Other	682	677	5
Total Non-Operating Revenue/(Expense)	\$ 54,319	\$ 40,660	13,659
Operating Surplus/(Deficit) before Transfers	\$ 14,037	\$ (1,864)	15,901
Transfers and Other			
Transfers to Bus Replacement Fund	\$ (2,876)	\$ (2,240)	(636)
Transfers to Capital, UAL/OPEB Funds, and Reserves Replenishment	(5,922)	(2,175)	(3,747)
Transfers (to) / from COVID Reserve Fund	(5,239)	6,279	(11,518)
Operating Surplus/(Deficit) after Transfers	\$ -	\$ -	-

- Operating Surplus/(Deficit) expected to be \$2.2M favorable to budget due to continued vacant positions through the fiscal year
- Non-Operating projected to be favorable by \$13.7M

- Sales Tax/Measure D up 21.5% over budget due to strong local sales
- \$8.7M in COVID Relief funding driven by \$1.5M in ARPA funding and \$7.3M of the CRRSAA funding
- Bond/UAL \$2.0M unfavorable due to the normal UAL payment that will be credited to the Pension account in August/September 2022

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

9.3A.7

Capital Spending & Project Completion

March 31, 2022 Capital Budget Spend

Project Category:	Month to Date		Year to Date		Full Year	
	Actuals*	Budget	Actuals*	Budget	Budget**	% Spend
Construction Related Projects	\$ -	\$ 50	\$ 43	\$ 114	\$ 646	6.7%
IT Projects	-	-	49	49	49	100.0%
Facilities Repair & Improvements	-	-	332	518	1,781	18.6%
Revenue Vehicle Replacement	22	22	4,105	5,575	7,092	57.9%
Revenue Vehicle Electrification Projects	-	176	73	176	1,181	6.2%
Non-Revenue Vehicle Replacement	-	-	32	96	250	12.8%
Fleet & Maintenance Equipment	-	-	48	48	128	37.5%
Misc.	-	-	123	67	423	29.1%
Total \$	22 \$	248 \$	\$ 4,805	\$ 6,643	\$ 11,550	41.6%

- ✓ March spending of \$22K is the lease payment on three buses
- ✓ YTD spending of \$4,805K is behind budget for the fiscal year primarily due to cancelation of AVL/ITS contract, delay of 7 ParaCruz vans due to chip shortages, demo of buildings, and repair of sink hole at Golf Club Dr.
- Pre-close financials, subject to adjustments post close
- Revised Budget approved by BoD in January 2022

June 30, 2022

Estimated Full Year Capital Spend

Project Category:	Full Year		Variance
	Estimate*	Budget**	
Construction Related Projects	\$ 212	\$ 646	434
IT Projects	49	49	-
Facilities Repair & Improvements	873	1,781	909
Revenue Vehicle Replacement	7,229	7,092	(137)
Revenue Vehicle Electrification Projects	226	1,181	955
Non-Revenue Vehicle Replacement	100	250	150
Fleet & Maintenance Equipment	48	128	79
Misc.	133	423	290
Total \$	8,870	\$ 11,550	2,680

Variance of estimated full year spend vs budget is primarily due to timing or cancellation of projects:

- ✓ Delayed until FY23 - \$1,635K
- ✓ Metro owned ParaCruz facility - \$455K
- ✓ 7 ParaCruz vans - \$605K
- ✓ AVL/ITS system - \$575K
- ✓ Project Canceled
- ✓ Driver Barriers - \$526K

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

Questions?

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DATE: April 22, 2022
TO: Board of Directors
FROM: Kristina Mihaylova, Deputy Finance Director
SUBJECT: CONSIDERATION OF RESOLUTION APPROVING THE FY22 REVISED CAPITAL BUDGET/PORTFOLIO

I. RECOMMENDED ACTION

That the Board of Directors adopt a resolution approving the FY22 Revised Capital Budget/Portfolio, as presented in Attachment B

II. SUMMARY

- The Board of Directors (Board) adopted the FY22 Capital Budget/Portfolio on June 25, 2021.
- Periodic capital budget revisions may be required due to new grant awards, new projects, changes to the scope of existing projects, spending adjustments and removal of projects that are no longer active.
- 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 FY22 & FY23 Operating and FY22 Capital Budget/Portfolio on June 25, 2021.

Periodically, capital budget revisions are required to add new projects, revise project balances and funding sources, update project descriptions, etc. This will be the third revision to the FY22 Capital Budget/Portfolio since adoption.

Staff requests that the Board adopt a resolution (Attachment A) to approve the FY22 Revised Capital Budget/Portfolio (Attachment B).

A Reconciliation by Project as of April 22, 2022 (Attachment C) is provided; this reconciles the (current) FY22 Revised Capital Budget/Portfolio against the (original) Final FY22 Capital Budget/Portfolio adopted on June 25, 2021.

This revision impacts multiple projects.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

The original FY22 Capital Budget/Portfolio adopted June 25, 2021 totals \$27,189,096.

- Revision 1 – September 24, 2021 – This revision added three (3) projects, removed two (2) projects; revised the available budget balances for ten (10) existing projects; added additional funding to one (1) existing project, and revised the description on one (1) project. This revision resulted in a net decrease of \$2,434,839, for a Revised FY22 Capital Budget/Portfolio balance of \$24,754,257.
- Revision 2 – January 28, 2022 – This revision added two (2) projects; revised the available balances for four (4) existing projects; added additional funding to two (2) existing projects, and revised the description on two (2) projects. This revision resulted in a net decrease of \$2,079,318 for a Revised FY22 Capital Budget/Portfolio balance of \$25,109,778.
- Revision 3 – April 22, 2022 - This revision added two (2) projects; revised the available balances for two (2) existing projects; added additional funding to five (5) existing projects, removed three (3) existing projects, and revised the description on one (1) project. This revision resulted in a net decrease of \$1,724,763 for a Revised FY22 Capital Budget/Portfolio balance of \$25,643,333.

The Reconciliation by Project as of January 28, 2022 (Attachment C) lists the detail of all changes by project since adoption on June 25, 2021, and includes an explanation for the action. The year to date change is a net decrease of \$1,724,763.

The estimated balance of the Operating and Capital Reserve Fund after this revision is an accrued balance of approximately \$2M. Reminder: The Operating and Capital Reserve Fund is comprised of Alternative Fuel Tax Rebates from prior years, and any excess revenues above actual expenses (carryover) transferred from the Operating Budget. Note that the estimate provided here includes deductions for approved capital projects *and* commitments (the required local match) against grants that may *not* yet have been awarded; those un-awarded projects are *not* included in the attached revised budget. If or when those grants are awarded, the capital budget will be revised accordingly.

VI. ALTERNATIVES CONSIDERED

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

VII. ATTACHMENTS

Attachment A: FY22 Capital Budget/Portfolio Resolution

Attachment B: FY22 Revised Capital Budget/Portfolio as of April 22, 2022

Attachment C: FY22 Revised Capital Budget/Portfolio – Reconciliation by Project as of April 22, 2022

Prepared by: Kristina Mihaylova, Deputy Finance Director

VIII. APPROVALS

Approved as to fiscal impact:
Chuck Farmer, CFO



Dawn Crummié
Interim CEO/General Manager



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 FY22 CAPITAL BUDGET/PORTFOLIO

WHEREAS, the Board of Directors approved the FY22 Capital Budget/Portfolio on June 25, 2021 with a total budget of \$27,189,096; and

WHEREAS, it is necessary to revise the adopted FY22 Capital Budget/Portfolio by \$1,724,763;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Santa Cruz Metropolitan Transit District hereby amends the FY22 Capital Budget/Portfolio per Attachment B to this resolution for a total FY22 Revised Capital Budget/Portfolio of \$25,643,333.

PASSED AND ADOPTED this 22nd day of April 2022, by the following vote:

AYES: Directors -

NOES: Directors -

ABSENT: Directors -

ABSTAIN: Directors -

Approved _____
LARRY PAGELER, Board Chair

ATTEST

DAWN CRUMMIÉ, Interim CEO/GM

APPROVED AS TO FORM

JULIE A. SHERMAN, General Counsel

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
 FY22 (REVISED) CAPITAL BUDGET/ANTICIPATED SPENDING
 AS OF APRIL 22, 2022

	PROJECT/ACTIVITY	RESTRICTED	PTMISEA (1B)	STIP	LCTOP	LPP	CAPITAL RESTRICTED STA	STA-SB1 (XFR FROM OPER BUDGET)	BUS REPLACEMENT FUND		OPERATING & CAPITAL RESERVE FUND	TOTAL
									RESTRICTED	RESTRICTED		
Construction Related Projects												
1	New METRO Owned Paracruz Facility-FY20 LPP (Grant Match for 5339(b))										\$ 65,223	\$ 65,223
2	Pacific Station/Metro Center Redevelopment w/ City of SC						\$ 28,255					\$ -
3	Pacific Station/Metro Center-Conceptual Design/MOU (5305)	\$ 113,028					\$ 28,255					\$ 141,283
	Subtotal	\$ 113,028					\$ 28,255				\$ 65,223	\$ 206,506
IT Projects												
4	ERP Consultant & System											\$ -
5	Secondary Virtualization System										\$ 49,000	\$ 49,000
	Subtotal	\$ -					\$ -				\$ 49,000	\$ 49,000
Facilities Upgrades & Improvements												
6	Maint Yard-Security Hardening/Expanded Parking										\$ 22,183	\$ 22,183
7	Demolition of two structures & repair of sinkhole										\$ 451,600	\$ 451,600
8	Bus Stop Improvements (FTA 5339a FY18)	\$ 20,260									\$ 6,840	\$ 27,120
9	Gate Control at JKS Bus Entry (FTA 5339a FY18)	\$ 88,687									\$ 3,000	\$ 91,687
10	JKS Facility - Bus Wash Rehab (FTA 5339a FY19 + Reserv	\$ 100,000									\$ 50,000	\$ 150,000
11	JKS Facility - Upper Security Gates (FTA FY22 5339a + Re	\$ -									\$ -	\$ -
12	Paint Exterior-Maint. Facility (FTA 5339a FY18 and FY19)	\$ 127,623									\$ -	\$ 127,623
13	Awning @ Fueling Station A&E only (FTA 5339a FY18 & Re	\$ -									\$ 22,186	\$ 22,186
14	Admin Bldg. Engineering & Renovations										\$ -	\$ -
15	Awning @ Fueling Station - Construction Phase (FTA 5339a	\$ -									\$ -	\$ -
16	Fuel Management System for Paracruz										\$ 40,000	\$ 40,000
	Subtotal	\$ 336,560					\$ -			\$ -	\$ 595,909	\$ 932,399
Revenue Vehicle Purchases, Replacements & Campaigns												
17	Replace Six (6) CNG Buses (PTMISEA)		\$ 4,036,017								\$ 100,000	\$ 4,136,017
18	FY18 STIP - AVL/ITS (STIP, Measure D)			\$ 36,190							\$ 31,810	\$ 68,000
19	7 Replacement Paracruz Vans (FY19 LPP, Measure D)										\$ -	\$ -
20	3 New Flyer Repl. Capital Lease - Year 4 of 6 Prip Only - (Measure D) Interest funded in Operating Budget \$32K										\$ 267,172.06	\$ 267,172
21	2 35' CNG Buses (FY19 Caltrans Discretionary FTA 5339; Bus Replacement Fund)	\$ 1,088,000									\$ 420,382	\$ 1,508,382
22	2 35' CNG Buses (Bus Replacement Fund: FY19 & FY20 SGR, PTMISEA, Measure D)	\$ -	\$ 433,338						\$ 882,754		\$ 131,609	\$ 1,447,701
23	Automatic Passenger Counters (APCs)	\$ -									\$ -	\$ -
	Subtotal	\$ 1,088,000	\$ 4,469,355	\$ 36,190	\$ -	\$ -	\$ -	\$ -	\$ 882,754	\$ 950,973	\$ -	\$ 7,427,272

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
 FY22 (REVISED) CAPITAL BUDGET/ANTICIPATED SPENDING
 AS OF APRIL 22, 2022

PROJECT/ACTIVITY	RESTRICTED	RESTRICTED	PTMISEA (1B)	RESTRICTED	STIP	LCTOP	LPP	CAPITAL RESTRICTED STA	STA-SB1 (XFR FROM OPER BUDGET)	BUS REPLACEMENT FUND		OPERATING & CAPITAL RESERVE FUND	TOTAL
										RESTRICTED	RESTRICTED		
CAPITAL PROGRAM FUNDING													
Federal Sources of Funds:													
Federal Grants (FTA)	\$ 1,701,732												\$ 1,701,732
Surface Transportation Block Grant (STBG)	\$ -												\$ -
State Sources of Funds:													
PTMISEA (1B)		\$ 4,469,355											\$ 4,469,355
State Transportation Improvement Program (STIP)			\$ 36,190										\$ 36,190
Low Carbon Transit Operations Program (LCTOP)				\$ -									\$ -
Local Partnership Program (LPP)						\$ -							\$ -
State Transit Assistance (STA)-Prior Years								\$ 28,255	\$ -				\$ 28,255
Transfers from Operating Budget (STA-SB1)										\$ 882,754			\$ 882,754
Transfers from Operating Budget (Measure D)											\$ 1,059,366		\$ 1,059,366
Local Sources of Funds:													
Operating and Capital Reserve Fund												\$ 976,003	\$ 976,003
TOTAL CAPITAL FUNDING BY FUNDING SOURCE	\$ 1,701,732	\$ 4,469,355	\$ 36,190	\$ -	\$ -	\$ -	\$ -	\$ 28,255	\$ -	\$ 882,754	\$ 1,059,366	\$ 976,003	\$ 9,153,655
Restricted Funds	\$ 1,701,732	\$ 4,469,355	\$ 36,190	\$ -	\$ -	\$ -	\$ -	\$ 28,255	\$ -	\$ 882,754	\$ 1,059,366	\$ 976,003	\$ 8,177,652
Unrestricted Funds									\$ -			\$ 976,003	\$ 976,003
TOTAL CAPITAL FUNDING	\$ 1,701,732	\$ 4,469,355	\$ 36,190	\$ -	\$ -	\$ -	\$ -	\$ 28,255	\$ -	\$ 882,754	\$ 1,059,366	\$ 976,003	\$ 9,153,655
* NOTE: The amounts listed here represent the amounts committed against awarded grants and projects, and therefore will not equal the \$3M allocated to the Bus Replacement Fund in any given year.													

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
 FY22 (REVISED) CAPITAL BUDGET/PORTFOLIO
 AS OF APRIL 22, 2022

	PROJECT/ACTIVITY	RESTRICTED	PTMISEA (1B)	STIP	LCTOP	LPP	RESTRICTED STA	STA-SB1 (XFR FROM OPER BUDGET)	STA-SGR (SB 1)	BUS REPLACEMENT FUND		OPERATING & CAPITAL RESERVE FUND	TOTAL
										\$3M PER YEAR (MEASURE D + SB1 STA&SGR)	RESTRICTED		
Construction Related Projects													
1	19-0001 New METRO Owned Paracruz Facility-FY20 LPP (Grant Match for 5339(b))											\$ 2,103,479	\$ 2,103,479
2	19-0002 Pacific Station/Metro Center Redevelopment w/ City of SC											\$ 4,000,000	\$ 4,000,000
3	19-0003 Pacific Station/Metro Center-Conceptual Design/MOU (5309)	\$ 113,028					\$ 28,255	\$ -				\$ 141,283	\$ 141,283
	Subtotal	\$ 113,028	\$ -	\$ -	\$ -	\$ -	\$ 28,255	\$ -	\$ -	\$ -	\$ -	\$ 2,103,479	\$ 6,244,761
IT Projects													
4	19-0004 ERP Consultant & System											\$ 1,650,000	\$ 1,650,000
5	22-0001 Secondary Virtualization System											\$ 49,000	\$ 49,000
	Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,699,000	\$ 1,699,000
Facilities Upgrades & Improvements													
6	19-0006 Maint Yard-Security Hardening/Expanded Parking											\$ 441,339	\$ 441,339
7	19-0006b Demolition of two structures & repair of sinkhole											\$ 451,600	\$ 451,600
8	19-0010 Bus Stop Improvements (FTA 5339a FY18)	\$ 20,280										\$ 6,840	\$ 27,120
9	19-0011 Gate Control at JKS Bus Entry (FTA 5339a FY18)	\$ 88,687										\$ 3,000	\$ 91,687
10	19-0012 JKS Facility - Bus Wash Rehab (FTA 5339a FY19 + Reserves)	\$ 100,000										\$ 50,000	\$ 150,000
11	19-0013 JKS Facility - Upper Security Gates (FTA FY22 5339a + Reserve)	\$ -										\$ 229,000	\$ 229,000
12	19-0016 Paint Exterior-Maint. Facility (FTA 5339a FY18 and FY19)	\$ 127,623										\$ -	\$ 127,623
13	19-0018 Awning @ Fueling Station A&E only (FTA 5339a FY18 & Reserve)	\$ -										\$ 22,186	\$ 22,186
14	19-0020 Admin Bldg. Engineering & Renovations	\$ 238,908										\$ 20,000	\$ 258,908
15	19-0018a Awning @ Fueling Station - Construction Phase (FTA 5339a FY2)	\$ -										\$ -	\$ -
16	22-0003 Fuel Management System for Paracruz	\$ 575,498	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 615,498
	Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,263,965	\$ 1,839,463
Revenue Vehicle Purchases, Replacements & Campaigns													
17	19-0024 Replace Six (6) CNG Buses (PTMISEA)	\$ 4,036,017										\$ 100,000	\$ 4,136,017
18	19-0027 FY18 STIP - AVL/ITS (STIP, Measure D)	\$ 635,541										\$ 558,615	\$ 1,194,156
19	20-0001 7 Replacement Paracruz Vans (FY19 LPP, Measure D)	\$ -			\$ 302,000							\$ 303,131	\$ 605,131
20	19-0032 3 New Flyer Repl. Capital Lease - Year 4 of 6, Pirin Only - (Measure D) Interest funded in Operating Budget \$32K	\$ -										\$ 659,765	\$ 659,765
21	20-0002 2 35' CNG Buses (FY19 Caltrans Discretionary FTA 5339: Bus Replacement Fund)	\$ 1,088,000										\$ 420,382	\$ 1,508,382
22	21-0008 2 35' CNG Buses (Bus Replacement Fund: FY19 & FY20 SGR, PTMISEA, Measure D)	\$ 433,338						\$ 882,754				\$ 131,609	\$ 1,447,701
23	22-0005 Automatic Passenger Counters (APCs)	\$ 524,355										\$ -	\$ 524,355
	Subtotal	\$ 4,669,355	\$ 4,469,355	\$ 635,541	\$ -	\$ 302,000	\$ -	\$ -	\$ 882,754	\$ -	\$ -	\$ 2,173,502	\$ 10,191,152

Attachment B

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY22 (REVISED) CAPITAL BUDGET/PORTFOLIO AS OF APRIL 22, 2022

PROJECT/ACTIVITY	RESTRICTED	PTMISEA (1B)	RESTRICTED	STIP	LCTOP	RESTRICTED	LPP	CAPITAL RESTRICTED STA	STA-SB1 (XFR FROM OPER BUDGET)	BUS REPLACEMENT FUND		OPERATING & CAPITAL RESERVE FUND	TOTAL
										\$3M PER YEAR (MEASURE D + SB1 STA.&SGR)	RESTRICTED		
CAPITAL PROGRAM FUNDING													
Federal Sources of Funds:													
Federal Grants (FTA)	\$ 6,204,789												\$ 6,204,789
Surface Transportation Block Grant (STBG)	\$ -												\$ -
State Sources of Funds:													
PTMISEA (1B)		\$ 4,469,355											\$ 4,469,355
Sate Transportation Improvement Program (STIP)			\$ 635,541										\$ 635,541
Low Carbon Transit Operations Program (LCTOP)				\$ -									\$ -
Local Partnership Program (LPP)					\$ 302,000								\$ 302,000
Sate Transit Assistance (STA)-Prior Years						\$ 28,255			\$ 21,720				\$ 49,975
Transfers from Operating Budget (STA-SB1)										\$ 882,754			\$ 882,754
Transfers from Operating Budget (Measure D)											\$ 7,358,878		\$ 7,358,878
Local Sources of Funds:													
Operating and Capital Reserve Fund												\$ 5,740,041	\$ 5,740,041
TOTAL CAPITAL FUNDING BY FUNDING SOURCE	\$ 6,204,789	\$ 4,469,355	\$ 635,541	\$ -	\$ 302,000	\$ 28,255	\$ 21,720	\$ 882,754	\$ 7,358,878	\$ 5,740,041	\$ 25,643,333		\$ 25,643,333
Restricted Funds	\$ 6,204,789	\$ 4,469,355	\$ 635,541	\$ -	\$ 302,000	\$ 28,255		\$ 882,754	\$ 7,358,878			\$ 19,881,572	
Unrestricted Funds							\$ 21,720				\$ 5,740,041	\$ 5,761,761	
TOTAL CAPITAL FUNDING	\$ 6,204,789	\$ 4,469,355	\$ 635,541	\$ -	\$ 302,000	\$ 28,255	\$ 21,720	\$ 882,754	\$ 7,358,878	\$ 5,740,041	\$ 25,643,333		\$ 25,643,333
* 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 C

FY22 CAPITAL BUDGET/PORTFOLIO RECONCILIATION BY PROJECT AS OF APRIL 22, 2022- 3rd REVISION

FY22 FINAL CAPITAL BUDGET/PORTFOLIO ADOPTED JUNE 25, 2021: \$ 27,189,096

CAPITAL PROJECT	PJT#	SOURCE	AMOUNT	TOTAL
Revise Project Budget Balance: New METRO Owned Paracruz Facility	19-0001	OP & CAPITAL RESERVE	\$ (73,000)	
<u>Reason:</u> Adjust available budget based on prior year spending				
Revise Project Budget Balance: Pacific Station/Metro Center-Conceptual Design/MOU (5309)	19-0003	FTA STA	\$ (4,906) \$ (1,228)	
<u>Reason:</u> Adjust available budget based on prior year spending				
Revise Project Budget Balance: Main Yard-Security Hardening/Expanded Parking	19-0006	OP & CAPITAL RESERVE	\$ 4,611	
<u>Reason:</u> Adjust available budget based on prior year spending				
Revise Project Budget Balance: Bus Stop Improvements (FTA 5339a FY18)	19-0010	FTA	\$ (98,595)	
<u>Reason:</u> Adjust available budget based on prior year spending				
Revise Project Budget Balance: Gate Control at JKS Bus Entry (FTA 5339a FY18)	19-0011	FTA	\$ (11,313)	
<u>Reason:</u> Adjust available budget based on prior year spending				
Revise Project Budget Balance and Project Description: Paint Exterior-Maint. Facility (FTA 5339a FY18 and FY19)	19-0016	FTA	\$ (1,036)	
<u>Reason:</u> Adjust available budget based on prior year spending and Project description				
Revise Project Budget Balance: FY18 STIP - 2 ZEBs (STIP, LPP, HVIP = \$300K)	19-0026	STIP LPP MEASURE D	\$ (720,899) \$ (786,000) \$ (553,472)	
<u>Reason:</u> Adjust available budget based on prior year spending				
Remove: Paracruz Van Replacement (3) (STBG FY19 via RTC)	19-0033	MEASURE D OP & CAPITAL RESERVE STBG	\$ (52,132) \$ (7,210) \$ (200,000)	
<u>Reason:</u> Project Completed in prior year.				
Revise Project Budget Balance: Electric Bus (3) + Infra & Proj Mgmt.	19-0037	MEASURE D FTA	\$ (5,116) \$ (28,991)	
<u>Reason:</u> Adjust available budget based on prior year spending				

Attachment C
FY22 CAPITAL BUDGET/PORTFOLIO
RECONCILIATION BY PROJECT
AS OF APRIL 22, 2022- 3rd REVISION

CAPITAL PROJECT	PJT#	SOURCE	AMOUNT	TOTAL
Remove Project : Zoom System for Conference Room	19-0048m	OP & CAPITAL RESERVE	\$ (4,046)	
Reason: Project Completed in prior year.				
Revise Project Budget Balance: Misc Capital Contingency-\$800K -	19-0048	OP & CAPITAL RESERVE	\$ 10,513	
Reason: Adjust available budget based on prior year spending				
Revise Project Budget Balance: Hardware for Bus Stop Redesign	21-0007	OP & CAPITAL RESERVE	\$ (68,401)	
		OP & CAPITAL RESERVE	\$ 18,000	
Reason: Adjust available budget based on prior years spending and add additional funding in FY22				
Add project: Facilities Maintenance Equipment	22-0002	FTA	\$ 22,199	
Transfer Funds: Funds needed for new project	19-0045	FTA	\$ (22,199)	
Reason: FTA Funds available after the completion of project 19-0045				
Change Description Only: Secondary Virtualization System	22-0001	OP & CAPITAL RESERVE	\$ -	
Reason: Title change				
Add Funds: 2 35' CNG Buses (FY19 Caltrans Discretionary FTA 5339; Bus Replacement Fund)	20-0002	MEASURE D	\$ 148,382	
Reason: Additional funds needed for Project 20-0002 (as per SR 09-24-2021)				
Add project: Timekeeping system - upgrade	19-0048q	OP & CAPITAL RESERVE	\$ 14,900	
Transfer Funds: Funds needed for new project	19-0048	OP & CAPITAL RESERVE	\$ (14,900)	
Reason: Needed Upgrade for the Timekeeping system				
Add project: Financial system ABS - upgrade	19-0048r	OP & CAPITAL RESERVE	\$ 10,000	
Transfer Funds: Funds needed for new project	19-0048	OP & CAPITAL RESERVE	\$ (10,000)	
Reason: Needed Upgrade for the Financial system				
Revise Project Budget Balance: New METRO Owned Paracruz Facility	19-0001	OP & CAPITAL RESERVE	\$ (17,107)	
Reason: Adjust available budget based on prior year spending				
Revise Project Budget Balance: Electric Bus (3) + Infra & Proj Mgmt. (FTA 5339c FY16)	19-0037	FTA	\$ 2,270	
Reason: Adjust available budget based on prior year spending				
Revise Project Budget Balance: Misc Capital Contingency-\$800K - 11/15/19 BOD+\$100K 5/21/2021	19-0048	OP & CAPITAL RESERVE	\$ 55,996	
Reason: Adjust available budget based on prior year spending				

Attachment C

FY22 CAPITAL BUDGET/PORTFOLIO RECONCILIATION BY PROJECT AS OF APRIL 22, 2022- 3rd REVISION

CAPITAL PROJECT	PJT#	SOURCE	AMOUNT	TOTAL
Add back project: ZEB Deployment & Fleet Planning (CTE)	19-0042	OP & CAPITAL RESERVE	\$ 8,500	
		BRF - STA	\$ 21,720	
		OP & CAPITAL RESERVE _	\$ 60,700	
		Misc Contingency		
Reason: Spending on the project will resume in FY22				
Add back project: Radio Console Upgrade	19-0048n	OP & CAPITAL RESERVE _	\$ 41,800	
		Misc Contingency		
Reason: Spending on the project will resume in FY22				
Revise Project Budget: Facilities Maintenance Equipment	22-0002	FTA	\$ 2,642	
Reason: FTA Funds available after the completion of project 19-0045				
Add Funds and update project description: JKS Facility - Bus Wash Rehab (FTA 5339a FY19 + FY21)	19-0012	FTA	\$ 50,000	
Reason: Additional funds needed				
Add Funds and update project description: JKS Facility - Upper Security Gates (FTA FY22 5339a + Reserves)	19-0013	FTA	\$ 129,000	
Reason: Additional funds needed				
Remove Project: Three automated Gates & Installation	19-0006c	OP & CAPITAL RESERVE	\$ (150,000)	
Transfer Funds: Main Yard-Security Hardening/Expanded Parking	19-0006	OP & CAPITAL RESERVE	\$ 150,000	
Reason: Scope of Project is currently being studied and modified.				
Revise Project: JKS Facility - Bus Wash Rehab (FTA 5339a FY19 + Reserves)	19-0012	FTA	\$ (50,000)	
		OP & CAPITAL RESERVE _	\$ 50,000	
Transfer Funds: Misc Capital Contingency	19-0048	Misc Contingency	\$ (50,000)	
Reason: FTA FY21 5339a funding is allocated to a new project.				
Revise Project: JKS Facility - Upper Security Gates (Reserves)	19-0013	FTA	\$ (129,000)	
		OP & CAPITAL RESERVE _	\$ 129,000	
Transfer Funds: Misc Capital Contingency	19-0048	Misc Contingency	\$ (129,000)	
Reason: FTA FY22 5339a funding is allocated to a new project.				
Add Funds: FY18 STIP - AVL/ITS (STIP, Measure D)	19-0027	Measure D	\$ 558,615	
Reason: Additional funds needed				
Add Project: Automatic Passenger Counters (APCs)	22-0005	FTA	\$ 524,355	
		OP & CAPITAL RESERVE	\$ 115,645	
Reason: New Project approved by the Board in March 2022				

Attachment C
FY22 CAPITAL BUDGET/PORTFOLIO
RECONCILIATION BY PROJECT
AS OF APRIL 22, 2022- 3rd REVISION

CAPITAL PROJECT	PJT#	SOURCE	AMOUNT	TOTAL
Revise Project Description: 4 ZEBs - Highway 17	19-0037	-	\$ -	
Reason: Revised project scope				
Remove Project: Drivers Barriers	21-0002	Measure D	\$ (526,060)	
Reason: Project's scope will need to be re-evaluated.				
Add Project: Fuel Management System for ParaCruz	22-0003	OP & CAPITAL RESERVE	\$ 40,000	
Reason: New system is needed to improve labor efficiencies.				
Revise Projects: Facilities Maintenance Equipment; Timekeeping System - Upgrade; Awning @ Fueling Station A&E only; Gate Control at JKS Bus Entry	22-0002		\$ 600	
	19-0048q		\$ 1,400	
	19-0018		\$ 15,000	
	19-0011		\$ 3,000	
	19-0048r	OP & CAPITAL RESERVE _	\$ (10,000)	
Transfer Funds:	19-0048	Misc Contingency	\$ (10,000)	
Reason: Project Balances are adjusted based on actual and projected spending. (added funds to 4 projects; remove 1 project)				
			\$ (1,545,763)	
FUNDING SUMMARY:				
		OP & CAPITAL RESERVE	\$ 7,001	
		FTA	\$ 384,426	
		LCTOP	\$ -	
		LPP	\$ (786,000)	
		MEASURE D	\$ (429,783)	
		PTMISEA	\$ -	
		STA	\$ 20,492	
		STA-SGR	\$ -	
		STBG	\$ (200,000)	
		STIP	\$ (720,899)	
TOTAL CAPITAL BUDGET REVISIONS THROUGH 01/28/22:			\$ (1,724,763)	
FY22 REVISED CAPITAL BUDGET/PORTFOLIO AS OF APRIL 22, 2022:			\$ 25,643,333	



DATE: April 22, 2022
TO: Board of Directors
FROM: John Urgo, Planning and Development Director
SUBJECT: UPDATE ON CRUZ ON-DEMAND MICROTRANSIT SERVICE AND END OF PILOT

I. RECOMMENDED ACTION

That the Board of Directors receive an update on METRO's Cruz On-Demand pilot

II. SUMMARY

- In April 2021, the Santa Cruz Metropolitan Transportation District (METRO) launched a new service called Cruz On-Demand that allows customers to book trips on-demand up to a distance of three miles.
- This report provides the Board of Directors with a one year update on the performance of the pilot to date.
- Due to low ridership and capacity constraints within ParaCruz, staff recommends ending the service at the end of the pilot year on April 22, 2022.

III. DISCUSSION/BACKGROUND

In April 2021, the Santa Cruz Metropolitan Transportation District (METRO) launched a new service called Cruz On-Demand that allows customers to book trips on-demand from any address within the ParaCruz service area up to a distance of three miles. The intent of the one-year pilot was to test whether on-demand service could increase ridership in otherwise hard to serve areas of the district and reveal trip patterns and markets that could potentially benefit from service changes should additional operating funds become available. In recent years, a number of transit agencies have initiated similar "microtransit" programs with mixed results. These programs have grown out of a desire to respond to changes in customer expectations regarding on-demand transportation in light of declining transit ridership and the growth of private ride-hail operators like Uber and Lyft.

The pilot took advantage of two factors unique to METRO: 1) an existing on-demand service, i.e. ParaCruz, METRO's ADA Complementary Paratransit service, and 2) the potential to extend that service to the general public through the existing ride-matching and scheduling software, Ecolane. The pilot also sought to take advantage of available passenger capacity within ParaCruz as a result of decreased demand during the COVID-19 pandemic. To ensure capacity

to serve paratransit trips was preserved, customers were only allowed to book Cruz On-Demand trips *after* the ParaCruz window had closed, i.e. up to 24 hours before their desired pick-up time. In addition, Cruz On-Demand trips were limited to three miles while ParaCruz trips can be any distance within the service area.

Whereas other agencies typically contract out operation and/or procure vehicles and technology to initiate microtransit pilots, METRO has all the components in-house. Initiating service required developing customer information and marketing material, configuring service parameters to allow for general public trips, and negotiating with METRO's operator union, SMART Local 0023, who refused to serve general public trips without bargaining. By making use of existing resources, METRO was able to launch the pilot at very low cost using METRO's trained operators and fully wheelchair accessible fleet.

This report provides the Board of Directors with a status update at the end of the one-year pilot, including overall ridership, customer characteristics, and geographic distribution.

Ridership and Productivity

The pilot year (May 2021 through April 2022) concluded with 1,138 passenger trips on Cruz On-Demand, for an average of 103 trips per month. Trips peaked in June at 222, before declining to seven by March (Figure 1, Attachment A). 80% of trips were taken in the first 6 months of the pilot. Figure 1 shows that the decline in microtransit trips coincides with an increase in ParaCruz trips: as ParaCruz demand returned, there was not enough available capacity to service additional microtransit trips. As such, customers were not able to book trips and the service became less reliable for general public trips such that by February there were essentially no trips being taken on the service.

Like METRO's ParaCruz service, the productivity of Cruz On-Demand in terms of passengers per revenue hour is very low. While it is not possible to separate out the productivity of one service from the other due to the comingling of trips, the addition of general public trips to ParaCruz did not measurably improve the productivity of on-demand service overall. Total Cruz On-Demand trips peaked at eight per day in June before declining to just one in February and March (Figure 2, Attachment A). Cancellations and no-shows rose as total trips completed declined, likely as a result of Cruz On-Demand customers not being able to book trips at their desired times.

Customer Profile

At the conclusion of the pilot year, 174 unique customers had taken a Cruz On-Demand trip. 70% of those customers were existing ParaCruz customers. This suggests the program functioned largely as a way for ParaCruz customers to book same-day trips. It is also likely that the most effective marketing was word of mouth between ParaCruz customers and operators. However, absolute customer numbers are small: only 13% of the 1,324 ParaCruz customers who took trips in this period also took a Cruz On-Demand trip. This suggests that the

service was useful as a same day option for a small percentage of ParaCruz customers.

Geographic Distribution

The geographic distribution of Cruz On-Demand trips did not change appreciably between the 6-month update and the end of the pilot year. The greatest number of trips originated in the cities of Santa Cruz (44%) and Watsonville (29%), followed by Capitola (11%), Freedom (6%) and Aptos (3%), with Live Oak, Soquel, and all other locations combined comprising 2% each (Figure 3, Attachment A). While the cap on trip distances limits longer distance travel markets, some do emerge: 32% of trips were within the City of Santa Cruz; 26% were within Watsonville; 15% were between Santa Cruz and Capitola; 10% were between Watsonville and Freedom; and Live Oak and Soquel had small but equal shares of trips going to or from Capitola and Santa Cruz.

The distribution of trips largely mirrors the distribution of ParaCruz trips as a whole, which is not surprising given that the majority of Cruz On-Demand customers were existing ADA customers.

Conclusion

Given that the return of ParaCruz demand has precluded additional Cruz On-Demand trips, as had been anticipated at the onset of the pilot, staff recommends ending Cruz On-Demand at the conclusion of the pilot year on April 22, 2022.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

There is no cost associated with ending the Cruz On-Demand pilot.

VI. CHANGES FROM COMMITTEE

N/A.

VII. ALTERNATIVES CONSIDERED

This is an informational item only. No action is required by the Board. However, the Board could choose to give staff direction to make changes to the operation of the pilot:

- The Board could direct staff to continue the service and/or maintain some aspects, such as allowing same-day ParaCruz bookings. Staff does not believe this option is advisable given the extremely small amount of trips being served.

- The Board could also give staff direction to investigate contracting out on-demand service to a private operator. Most agencies contract out operation, either by providing a subsidy to customers who use ride-hail services like Uber or Lyft or by contracting operation to independent operators. This can lower operating cost, which in turn can increase trip availability and improve customer experience by reducing wait times.

However, recent guidance by the Federal Transit Administration (FTA) cautions against using non-wheelchair accessible vehicles for on-demand service. The Americans with Disabilities Act (ADA) requires that service to passengers with disabilities be “equivalent” to that provided to passengers without disabilities. Companies like Uber and Lyft have limited access to wheelchair accessible vehicles making equivalent service hard to establish. These companies also restrict access to ridership data they consider proprietary, limiting its use for planning purposes. In addition, many agencies have faced opposition from labor unions for contracting out service to lower-wage independent contractors. There is also no surety that a contracted model will improve results: no microtransit pilot to date has performed better than three to four passengers per revenue hour, with most well below that level. For these reasons, and because removing the service from in-house operation would incur costs, staff does not recommend this option.

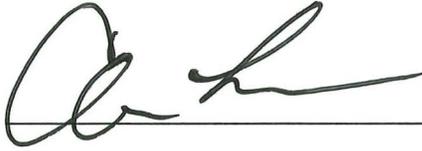
VIII. ATTACHMENTS

Attachment A: Cruz On-Demand Ridership by Month and Location

Prepared by: John Urgo, Planning and Development Director

IX. APPROVALS

Approved as to fiscal impact:
Chuck Farmer, CFO



Dawn Crummié
Interim CEO/General Manager



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Attachment A

Figure 1: Cruz On-Demand vs. ParaCruz Trips

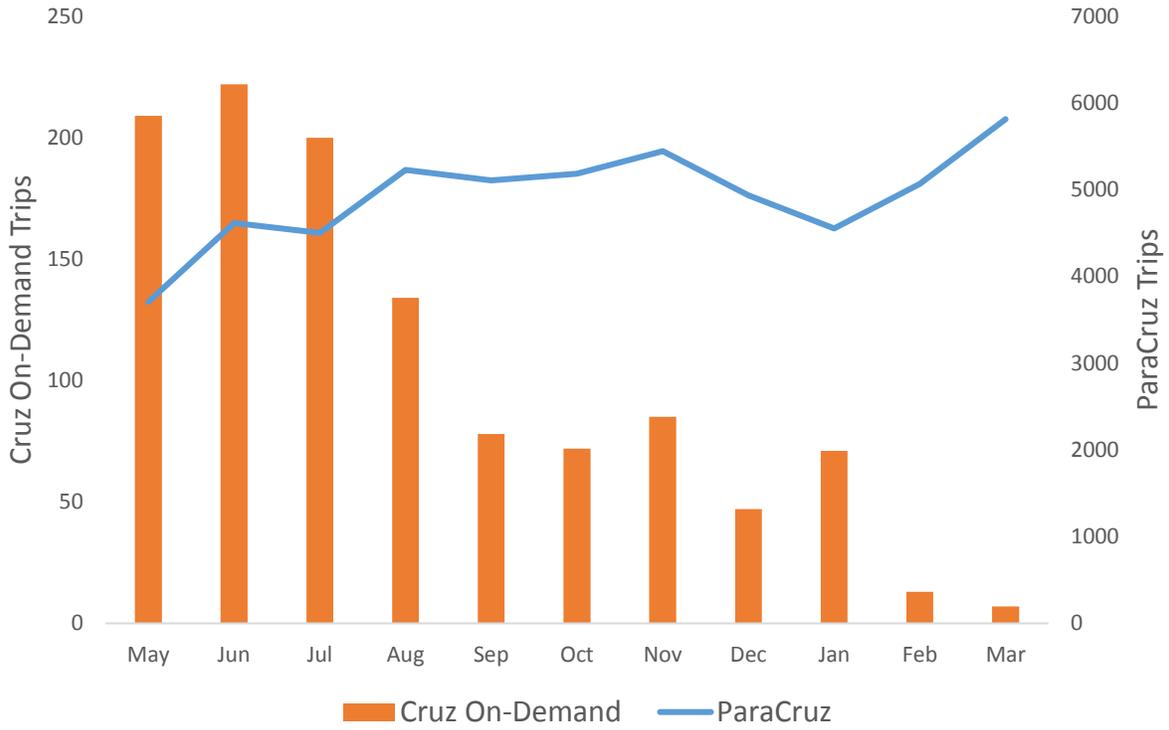
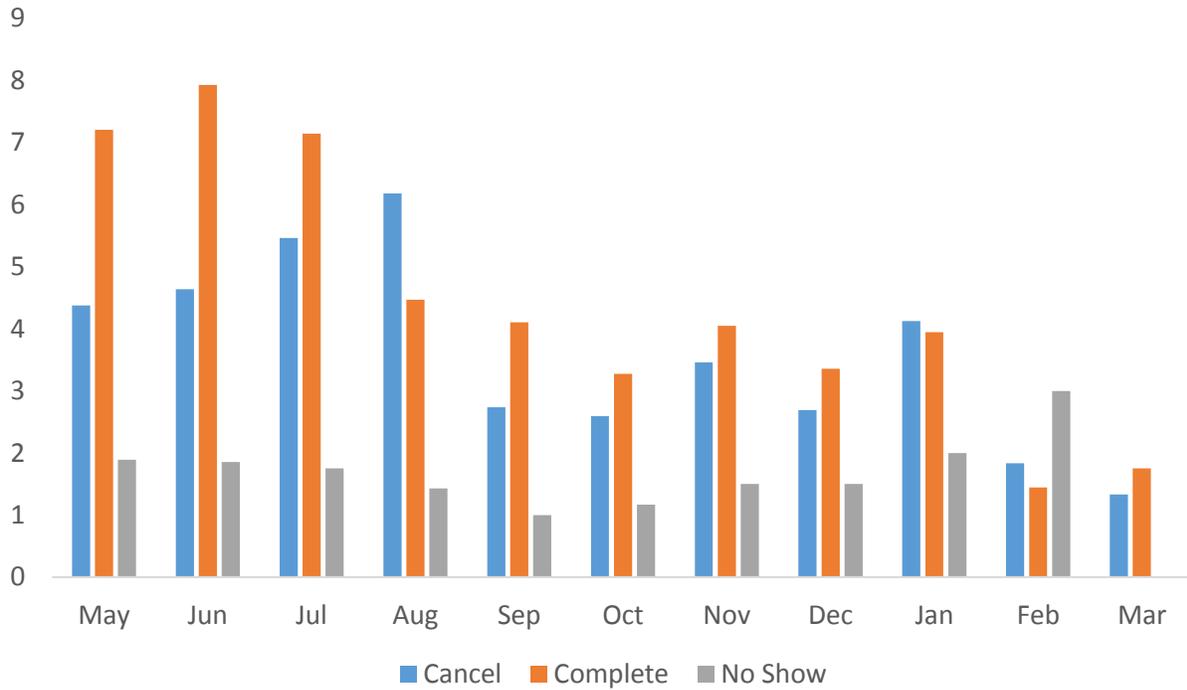


Figure 2: Average Daily Trips



Attachment A

Figure 3: Cruz On-Demand Pick Up Location by City

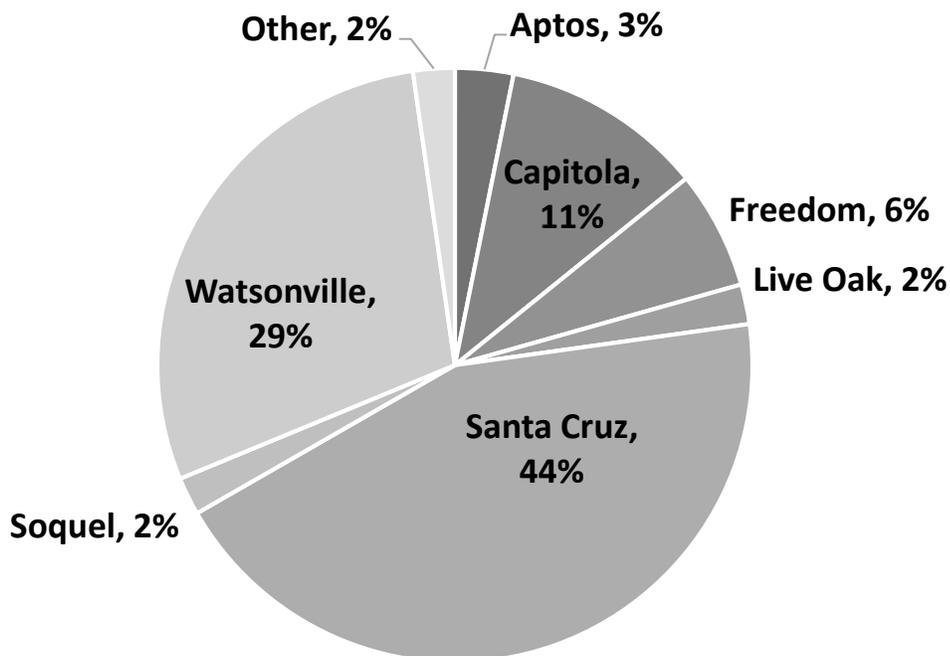
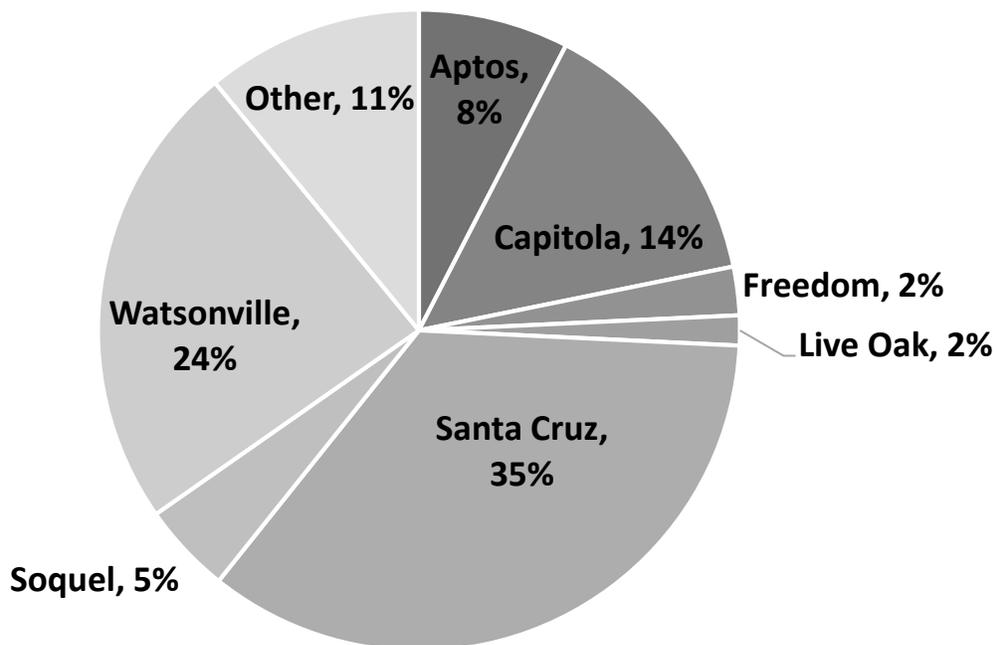


Figure 4: ParaCruz Pick Up Location by City





DATE: April 22, 2022
TO: Board of Directors
FROM: Wondimu Mengistu, Grants and Legislative Analyst
SUBJECT: RECEIVE AN UPDATE ON THE FY23 APPROPRIATIONS AND CONGRESSIONALLY-DIRECTED SPENDING REQUESTS

I. RECOMMENDED ACTION

That the Board of Directors receive an update on the FY23 Appropriations and Congressionally-directed spending requests (Earmarks)

II. SUMMARY

- For the second year in a row, the House Appropriations Committee and the Senate Appropriations Committee will accept "Community Project Funding" (CPF) requests for Fiscal Year (FY) 2023.
- Members of Congress may only submit fifteen requests for Community Project Funding.
- The Santa Cruz Metropolitan Transit District (METRO) is requesting for an earmark of \$8.5 million in the FY2023 transportation appropriations bill for capital projects.
- Staff will submit project requests for the Members of Congress representing the Santa Cruz area to advocate for the inclusion of earmarks for METRO capital projects as part of the FY23 Appropriations.

III. DISCUSSION/BACKGROUND

Community Project Funding and Congressionally-directed spending requests (earmarks)

In the 117th Congress, lawmakers reinstated the process of earmarking for local governments and nonprofits after a decade-long ban, ushering in the return of congressionally directed spending through a reformed process dubbed "Community Project Funding" (CPF) with added oversight mechanisms.

For the second year in a row, the House Appropriations Committee and the Senate Appropriations Committee will accept CPF requests for FY 2023, which is known as Congressionally Directed Spending (CDS) requests (earmarks) in the Senate. Members will be allowed to request funding to support specific community projects as part of the annual appropriations process to fund the federal government. Eligible projects include transit capital projects included on a

Statewide Transportation Improvement Plan (STIP) or Transportation Improvement Plan (TIP).

In order to maintain its rolling stock – over 34% of which is beyond its useful life - in a state of good repair, METRO is requesting Rep. Jimmy Panetta for an earmark of \$1.8 million in the FY2023 transportation appropriations bill for bus replacement project:

- \$1.84 million of a \$2.3 million capital request to replace one diesel articulated bus and two 1998 diesel-fueled buses with new CNG buses, with METRO funding the required 20% (\$460,000) local match. These CNG vehicles, powered by recycled methane from landfills, will provide a clean fuel bridge as METRO transitions to 100% zero-emission vehicles by 2040.

Staff is submitting funding request for CPF to Rep. Anna G. Eshoo FY23 Appropriations Request for Paratransit Vehicle Replacement project:

- This would include \$505,750 to replace seven equivalent 2011 gasoline fueled paratransit vans supported by a local match of \$89,250. These vehicles are important to ensuring METRO's paratransit service for customers with disabilities is maintained in a state of good repair.

METRO is requesting Senator Alex Padilla for an earmark of \$5.5 million in the FY2023 CDS requests for ParaCruz Operation and Administrative Facility Construction Project.

- This project funds construction of a new ParaCruz Operation and Administrative Facility in Santa Cruz County, located at 3003 Paul Sweet Rd, Santa Cruz (Highway 1 and Soquel Drive). This project will address an unmet need for a permanent operation and administrative facility to accommodate increased fleet size and growth in future service for seniors and persons with disabilities.
- METRO is requesting \$5,517,594 in federal funding with a 10 percent local match of \$613,066 to construct a new Paratransit Operating and Administrative Facility.

METRO is also requesting Senator Dianne Feinstein for an earmark of \$612,850 in the FY23 CDS requests for Level II Charging Infrastructure and Non-revenue Vehicles Electrification Project.

- This project will install seven (7) double and two (2) single Level II Electric Vehicle (EV) charging stations at Judy K. Souza Operating Facility (JKSOF) in Santa Cruz. The project will also replace five (5) gasoline non-revenue vehicles that have exceeded their useful lifespan with five (5) EVs. Total federal funding requested for this project is \$612,850 with a 15% local match of \$108,150 in compliance with the Clean Air Act.

Staff will submit project requests for the Members of Congress representing the Santa Cruz County area to advocate for the inclusion of earmarks for METRO capital projects as part of the FY23 Appropriations.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

If awarded, infrastructure grants from federal earmarks would provide capital revenue necessary to maintain METRO, fleets equipment and facilities in a state of good repair with 20% local match available in Bus Replacement Fund and operating & capital reserve fund. Staff will request a Capital Budget amendment if the grant is awarded.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

Do not requests for the Members of Congress representing the Santa Cruz area to advocate for the inclusion of earmarks for METRO capital projects as part of FY23 Appropriations. METRO is seeking capital funding from external sources to maintain METRO, fleets equipment and facilities in a state of good repair. The current federal earmarks present an opportunity to acquire buses and modernize facilities infrastructure funds with 20% local share. Forgoing this opportunity will postpone METRO's return to a state of good repair, expand, and modernize bus fleets. This alternative is not recommended.

VIII. ATTACHMENTS

N/A

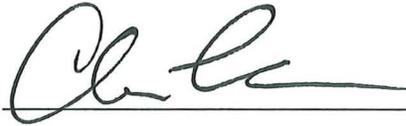
Prepared by: Wondimu Mengistu, Grants and Legislative Analyst

IX APPROVALS

John Urgo, Planning & Development
Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Dawn Crummié, Interim CEO/General
Manager





DATE: April 22, 2022
TO: Board of Directors
FROM: Dawn Crummié, Interim CEO/General Manager
SUBJECT: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE

I. RECOMMENDED ACTION

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

II. SUMMARY

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

III. DISCUSSION/BACKGROUND

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

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

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

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

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

There is no financial impact.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

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

VIII. ATTACHMENTS

Attachment A: Authorizing Resolution

Prepared by: Donna Bauer, Executive Assistant

IX. APPROVALS

Dawn Crummié
Interim CEO/General Manager



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Attachment A



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

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

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

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

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

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

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

Attachment A

Resolution #
Page 2 of 3

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

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

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

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

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

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

PASSED AND ADOPTED by the Board of Directors of the Santa Cruz Metropolitan Transit District this 22nd Day of April 2022 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors –

APPROVED:

LARRY PAGELER, Board Chair

9.7A.2

Attachment A

Resolution #
Page 2 of 3

ATTEST:

DAWN CRUMMIÉ
Interim CEO/General Manager

APPROVED AS TO FORM:

JULIE SHERMAN
General Counsel

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DATE: April 22, 2022
TO: Board of Directors
FROM: Curtis Moses, Safety, Security and Risk Management Director
SUBJECT: RECOMMENDED ACTION ON TORT CLAIMS

I. RECOMMENDED ACTION

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

II. SUMMARY

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

III. DISCUSSION/BACKGROUND

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

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

None

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

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

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

VIII. DESCRIPTION OF CLAIM

Claimant	Claim #	Description	Recommended Action
California Giant, Inc. / Carol Saveria	22-0005	Claimant alleges that a METRO bus hit their parked car. Amount of claim: \$5,459.49	Reject

Prepared by: Tom Szestowicki, Safety Specialist

IX. APPROVALS

Curtis Moses, Safety, Security
and Risk Management Director



Dawn Crummié
Interim CEO/General Manager



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DATE: April 22, 2022
TO: Board of Directors
FROM: Eddie Benson, Maintenance Manager
SUBJECT: CONSIDERATION OF AWARD OF CONTRACT TO MANSFIELD OIL COMPANY FOR FUEL AND FUELING SERVICES NOT TO EXCEED \$2,150,320

I. RECOMMENDED ACTION

That the Board of Directors award a contract to Mansfield Oil Company and authorize the CEO/General Manager to execute this contract for Fuel and Fueling Services through the end of 2024 in an amount not to exceed \$2,150,320.

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) requires diesel fuel to power its fleet of diesel engine buses.
- METRO's current contract with Mansfield Oil for these services will be expiring on April 30, 2022, with no options to renew.
- Staff is recommending entering into a new Cooperative Purchase Agreement with Mansfield Oil Company through OMNIA Partners, a cooperative purchasing organization for public sector procurement.

III. DISCUSSION/BACKGROUND

METRO requires diesel fuel to power its fleet of diesel engine buses. METRO is a member agency of the Regional Transit Coordinating Council (RTCC), and participated in their joint procurement for fuels the last two cycles, which resulted in two consecutive contracts with Mansfield Oil, the first entered into in 2012 and the second in 2017. METRO's current contract with Mansfield Oil will be expiring on April 30, 2022, with no options to renew remaining. This time around, however, the RTCC did not issue a new joint procurement.

Staff looked into whether any other contracts were available through purchasing cooperatives, and were directed to a Cooperative Purchase Agreement between the Peninsula Corridor Joint Powers Board and Mansfield Oil Company. OMNIA Partners, a cooperative purchasing organization for public sector procurement, implemented this Cooperative Purchase Agreement. METRO is a member of OMNIA, and can utilize this contract, which remains in effect through the end of 2024.

Pricing for the new contract with Mansfield Oil will be based on OPIS Daily Rates with discounts as agreed pursuant to METRO's fuel usage. Over the past ten years, staff have found Mansfield Oil's prices to be fair and reasonable, and have been satisfied with the fueling services provided by Mansfield Oil.

Staff is recommending that the Board authorize the CEO/General Manager to utilize the Cooperative Purchase Agreement and execute a new contract on behalf of METRO, with an option to extend through the end of 2024, with Mansfield Oil Company for Fuel and Fueling Services in an amount not to exceed \$2,150,320. Mansfield Oil will provide all services meeting all METRO's specifications and requirements of the contract. Eddie Benson, Maintenance Manager, will serve as the Contract Administrator and will ensure contract compliance.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

The award of this contract would align with the Service Quality and Delivery strategic priority.

V. FINANCIAL CONSIDERATIONS/IMPACT

The value of the contract is anticipated to be \$2,150,320 for fuel and services through the end of 2024. Funds to support this contract are included in the Fleet FY22 Fuels and Lubes – Revenue Vehicles (504012) Operating Budget, and planned for the FY23 Operating Budget. The Department Manager will be responsible for budgeting this expense each fiscal year.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

- The Board could direct staff to issue METRO's own procurement for diesel fuel and fueling services, but this is not recommended, as pricing available through a purchasing cooperative is likely to be more favorable due to economies of scale.

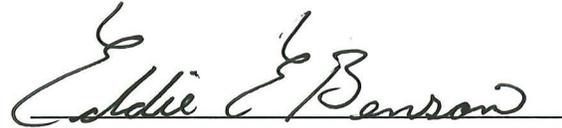
VIII. ATTACHMENTS

Attachment A: Price Calculations

Prepared by: Joan Jeffries, Purchasing Manager

IX. APPROVALS

Eddie Benson, Maintenance Manager



A handwritten signature in black ink, reading "Eddie Benson", written over a horizontal line.

Approved as to fiscal impact:
Chuck Farmer, CFO



A handwritten signature in black ink, reading "Chuck", written over a horizontal line.

Dawn Crummié
Interim CEO/General Manager



A handwritten signature in blue ink, reading "Dawn Crummié", written over a horizontal line.

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Price Calculations for Mansfield Oil Contract through OMNIA

	markup and freight per unit	estimated annual usage (gallons)	Annual markup and freight	estimated OPIS price before additions	Annual price before additions	Total Annual price	with 5% annual increases for 2023 & 2024
Mansfield markup freight	\$0.010 \$0.075						
total additions	\$0.085	150,000	\$12,750.00	\$5.00	\$ 750,000.00	\$ 762,750.00	
				2022 (8 months, May-Dec)	\$ 508,500.00	\$ 508,500.00	\$ 508,500.00
				2023 (12 months)	\$ 762,750.00	\$ 762,750.00	\$ 800,887.50
				2024 (12 months)	\$ 762,750.00	\$ 762,750.00	\$ 840,931.88
					\$ 2,034,000.00	\$ 2,034,000.00	\$ 2,150,319.38

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DATE: April 22, 2022
TO: Board of Directors
FROM: John Urgo, Planning & Development Director
SUBJECT: APPROVE THE USE OF FY22 FTA 5307 FUNDS TOWARDS FUTURE BUS PURCHASES AND RECEIVE AN UPDATE ON THE LONG-RANGE BUS REPLACEMENT PLAN

I. RECOMMENDED ACTION

That the Board of Directors approve a new capital project commitment and receive an update on the Long-Range Bus Replacement Plan.

II. SUMMARY

- As a result of years of reduced bus acquisitions during the great recession, 63 buses, over 50% of Santa Cruz Metropolitan Transit District's (METRO) fixed-route bus fleet, were beyond their useful life and in need of replacement at the start of Fiscal Year 2017-18 (FY18).
- To reduce the number of buses beyond their useful life, staff established a Bus Replacement Plan (Plan) to fund extending the useful life of some buses and to procure new buses through 2040. The primary component of the Plan is the establishment of a Bus Replacement Fund, a \$3 million annual commitment to bus replacement funded primarily by Measure D and Senate Bill 1, the Road Repair and Accountability Act of 2017.
- Between fiscal years 2019 and 2022, the Plan helped METRO reduced the number of buses in its fleet at or beyond useful life to 17.
- However, a coming wave of bus retirements will push this number back to 35 in FY23 and 61 in FY28 if no future procurements are made. Furthermore, the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation requiring that transit agencies purchase only zero-emissions buses (ZEB) starting in FY2029 will require significant additional financial resources to maintain the Bus Replacement Plan.
- Staff therefore recommends that Federal Transit Administration (FTA) 5307 Urbanized Area Formula Grants in the amount of \$11 million be used to fund bus purchases in the FY23 budget cycle. This would allow METRO sufficient time to test its initial ZEBs and build ZEB infrastructure before fully transitioning its fleet to 100% ZEBs.

III. DISCUSSION/BACKGROUND

Through the early 2000s, METRO successfully acquired new buses to replace buses that had reached their useful life. However, due to the extended recession, which limited funding availability, and the elimination of the ability to acquire new buses through the federal earmark process, over 50% of METRO's fleet was beyond its useful life at the start of FY18. Older buses are still operational but have significantly increased maintenance costs.

In 2018, the Board committed to a policy of allocating \$3 million annually to a Long Range Bus Replacement Fund. METRO staff analyzed the useful life of the entire fixed-route bus fleet, the agency's financial capacity, and bus manufacturing industry capability to develop a viable plan to reduce the average age of METRO's fixed-route bus fleet while maintaining the number of buses required to meet operational needs through 2040. This plan does not address the ParaCruz fleet, whose vehicle replacement program requires a much smaller capital investment.

The primary component of this Plan is the establishment of a Bus Replacement Fund, a \$3 million annual commitment to bus replacement funded primarily by Measure D and Senate Bill 1, the Road Repair and Accountability Act of 2017. Another key parameter is the inclusion of the zero-emission bus (ZEB) rollout plan as required by the California Air Resources Board (CARB), which on December 7, 2018 adopted its Innovative Clean Transit (ICT) Rule that mandates procurement of electric buses: 100% of METRO's bus purchases will need to be ZEB starting in 2029, with 25% of all new bus procurements will need to be ZEB starting in 2026. In March, the METRO Board of Directors the submittal of METRO's ZEB Rollout Plan in accordance with the ICT.

Bus Replacement Plan

As shown in Attachment A, the number of buses beyond their useful life can be reduced to a manageable level through a combination of the following initiatives:

- Refurbishing existing buses to extend their useful life
- Receiving new buses using available grant funding
- Establishing lease-to-purchase agreements
- Purchasing buses with METRO capital funding

To illustrate how the Plan works, Attachment A shows that at the start of FY18, 63 of METRO's 98 fixed-route bus fleet were beyond their 14-year useful life. By completing five CNG bus refurbishments and decommissioning four older buses, which were no longer needed following the September 2016 service reduction, METRO started FY19 with 54 buses beyond their useful life.

Between fiscal years 2019 and 2022, METRO procured three buses in a lease-to-purchase arrangement, acquired 14 buses from the Santa Clara Valley Transportation Authority, refurbished four older buses, and purchased 14 new buses, including four Battery Electric Buses. During this time four buses reached the end of their useful life. As a result of these actions, METRO will start FY23 with 23 buses that have reached or surpassed the end of their useful life.

However, while METRO has made great strides to reduce the proportion of its fleet that has reached or surpassed the end of its useful life, a coming wave of scheduled bus retirements will raise the replacement needs balance to 41 by the end of FY23 and to 67 by the end of FY28 if no new bus purchases are made. At an average cost of \$700,000 per CNG bus or \$1.25 million per ZEB, it will cost between \$28.7 million and \$51.3 million to simply address the backlog in bus replacement needs in FY23, rising to \$46.9 million to \$83.75 million by FY28.

Given the substantial financial resources needed to address this need and the unlikelihood that the \$3 million annual commitment to the Bus Replacement Fund will be sufficient to leverage adequate funding to meet it, staff recommends allocating Federal Transit Administration (FTA) 5307 Urbanized Area Formula Grants in the amount of \$11.2 million towards bus replacement needs in the FY23 budget cycle. Combined with the required 20% (\$2.3 million) local match in the Bus Replacement Fund, this could fund up to 19 CNG buses, which would significantly reduce the number of buses beyond their useful life by the start of FY24. It would also allow METRO sufficient time to test its new ZEBs, build charging infrastructure and allow battery technology to improve while at the same time avoiding early retirement of its CNG fueling tanks.

Staff requests the Board of Directors approve using FY22 FTA 5307 funds towards future bus purchase and receive an update on the Long-Range Bus Replacement Plan.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

Funding for bus replacement is currently available from the Bus Replacement Plan, which commits \$3 million annually of capital funding to this program, available as a result of the passage of Measure D and Senate Bill 1.

Bus replacement is also an eligible expenditure of FTA 5307 Urbanized Area Formula Grants. The FTA 5307 funds are available today as a result of the passage of the FFY2022 Appropriations Act on March 15, 2022. For the FY23 budget cycle, staff recommends that these funds be allocated towards the replacement of fixed-route buses that have reached or surpassed the end of their useful life.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

The Board could choose to maintain current funding levels in the Bus Replacement Fund and fund the replacement of a much smaller number of buses in FY23.

However, staff does not recommend this alternative as the replacement need is so great and not addressing it would leave METRO in a lesser state of good repair and at higher risk of deterioration in service level and quality to the public, as well as increased operating and maintenance costs. Furthermore, the FTA requires that METRO have a viable and funded fixed-route bus replacement plan. Finally, investing in bus replacement now will put METRO in a better position to meet the ICT regulation of 25% ZEB purchases in 2026 and 100% in 2028. It is critical that METRO enters this regulatory period with as much of its fleet still operating within its useful life as possible. This will allow METRO more time to test ZEB technology, to plan and build ZEB infrastructure, and to allow the ZEB market to continue to mature while avoiding early retirement of the significant investment made in CNG fueling tanks.

VIII. ATTACHMENTS

Attachment A: Bus Replacement Plan

Prepared by: Wondimu Mengistu, Grants/Legislative Analyst

IX. APPROVALS

John Urgo, Planning
and Development Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Dawn Crummié
Interim CEO/General Manager



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Fixed Route Bus Replacement Plan																										
	FY 17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY41	FY42
3/11/2021																										
ZEB % in New Orders	0	0	4	17	6	2	10	16	4	1	1	4	100% ZEB	4	2	2	0	0	0	0	14	0	0	0	0	0
Decommissions	98	98	94	94	94	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
Fleet Size July 1																										
July 1: Number of Obsolete Buses	63	54	37	27	27	27	17	19	15	23	33	29	31	37	35	33	33	36	42	46	42	58	62	63	64	68
Buses Purchased with BRF	0	0	0	0	4	1.5	0	0	0	1	4	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0
VTA Hwy 17 Buses	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VTA Artics/ New Artics	0	0	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lease to Buy 14 buses	0	0	3	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	
CNG refurbishments (6 year life)	0	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Additional Buses Purchased with non-BRF Grants	0	0	0	6	0	8.5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal replacement needs post additions	63	58	37	27	23	17	1	15	14	22	29	25	27	35	33	33	33	36	42	32	42	58	62	63	64	68
Replacement of 6 year refurbishments due	0	0	0	0	0	0	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Additional buses beyond the 62, become obsolete	0	0	0	0	0	0	13	0	5	11	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses purchased or won via grants since 2018 start becoming obsolete	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
VTA Hwy 17 Buses Due for Replacement	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0
VTA/New Artics due for replacement	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	
June 30: replacement need balance	63	58	37	27	27	17	19	15	23	33	29	31	37	35	33	33	36	42	46	42	58	62	63	64	68	
Fleet Size June 30	98	98	111	100	98	106	112	100	97	97	100	100	100	98	98	96	96	96	96	110	96	96	96	96	96	

Assumptions:

Replacements are based on a 14 year lifecycle
 Last CNG purchase will be in FY28
 Money is spent in one FY and the bus arrives on property the following FY. Meaning that if you're connecting purchases between the funding and bus spreadsheets there will be a one year offset.
 For the sake of this chart, it is assumed that throughout a FY we accumulate new buses and keep obsolete buses onsite (inflating our "June 30 fleet size" in row 20) until midnight on July 1st. At that time all bus decommissions instantaneously take place (row 4) to keep our fleet size constant in row 5. Therefore, if you are trying to answer the question "How many obsolete buses did we have to start FYXX?" refer to row 5. If you are trying to answer the question "How many obsolete buses did we have at the end of FYXX?" refer to row 19.

Notes:

- FY18 Refurbs- 9810/9813/9820/9824/9827
- FY19 3 bus purchases - Paul Reverses
- FY19 10 VTA Hwy 17 buses assumed to have gone into service in FY14
- FY19 VTA Hwy 17 bus 4204 replaces 9804, 4209 for 2232, 4210 for 2234
- FY20 Refurbs- 2601/2602/2212/2217 35' (CCW Project)
- FY20 6 buses won via grants - 6 CNG (1) STBG, (1) 5339 CT Discretion, (4) 5339b)
- FY20 1901 for 2311, 1902 for 9823, 1903 for 9819, 1904 for 9826, 1905 for 9828, 2001 for 9830
- FY20 Fleet size July 1 and FY20 4 Decommissions are for VTA artics bringing fleet size down to 94 from 98
- FY21 4 buses purchased are the 4 Proterra ZEBs
- FY22 Fleet size increase from 94 to 96 because of ZEB deliveries in FY21
- FY22 1.5 buses purchased with BRF are part of the 10 bus Gillig order. 1 bus was purchased with 100% SGR. One bus was purchased with \$400K of PTMISEA and \$300K of Measure D
- FY22 8.5 buses purchased with non-BRF grants are part of the 10 bus Gillig order. (6) 100% PTMISEA, (2) Caltrans discretionary, (1.5) of the last bus will be funded by the remaining \$400K of PTMISEA funds and \$300K of measure D
- FY23 2 Artics replace 2316/2318

FY23 5 refurb from FY18 (9810/9813/9820/9824/9827) become obsolete
FY23 13 new obsolete- 2801,2802,2803,2804,2805,2806,2807,2808,2809,2810,2811,2812,2813
FY24 1 Artic for 2322
FY24 - 3 buses won via grant are the delayed MCI LoNos
FY25 1 Artic for 2333
FY25 4 refurb from FY20 (2601/2602/2212/2217) become obsolete
FY25 5 additional obsolete- 1001,1002,1003,1004,1005
FY26 1 bus purchased is CNG, we start to accumulate enough in the BRF to begin buying standard FR buses outright again.
FY26 11 additional obsolete- 1201,1202,1203,1204,1205,1206,1207,1208,1209,1210,1211
FY27 4 buses purchased- 3 CNG/1 ZEB per CARB mandate
FY28 4 buses purchased- 3 CNG/1 ZEB per CARB mandate
FY28 6 additional obsolete- 1301,1302,1303,1304,1305,1306
FY29 4 buses purchased- 3 CNG/1 ZEB per CARB mandate **the money for buses arriving onsite in FY29 will have been spent in FY28 allowing for only 25% of the order to be ZEB**
FY30 2 buses purchased- 2 ZEBs per CARB mandate **the money for these buses will have been spent in FY29, triggering the requirement for purchasing 100% ZEBs**
FY31 2 buses purchased- 2 ZEBs per CARB mandate
FY33- Buses purchased since 2018 start becoming obsolete for the first time with the Paul Revers



DATE: April 22, 2022
TO: Board of Directors
FROM: Wondimu Mengistu, Grants & Legislative Analyst
SUBJECT: CONSIDERATION OF ISSUING A FORMAL REQUEST FOR PROPOSALS FOR THE SOUTH COUNTY ZERO-EMISSIONS OPERATING AND MAINTENANCE FACILITY PLAN, PHASE I: PLANNING PROJECT

I. RECOMMENDED ACTION

That the Board of Directors authorize the Purchasing Manager to issue a formal Request for Proposals for the South County Zero-emissions Operating and Maintenance Facility Plan, Phase I: Planning Project .

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) requires the services of a consulting firm to develop a master plan for the South County Zero-Emissions Operating and Maintenance Facility.
- In December 2018, the California Air Resources Board (CARB) adopted an Innovative Clean Transit (ICT) Regulation, which mandates, starting in 2026, an escalating percentage of future bus procurements to be zero emission buses (ZEBs).
- METRO's existing bus yard is limited in its ability to accommodate the footprint required for fueling/charging, operating and maintenance infrastructure for a full fleet of ZEBs. A new Zero-Emissions Operating and Maintenance Facility in the South County is necessary for METRO to fully transition to zero-emission buses by 2040.
- Staff requests the Board of Directors authorize the Purchasing Manager to issue a formal Request for Proposals for the South County Zero-emissions Operating and Maintenance Facility Plan, Phase I: Planning Project.

III. DISCUSSION/BACKGROUND

METRO requires the services of a consulting firm to develop a master plan for the South County Zero-Emissions Operating and Maintenance Facility ("Proposed Project"), including functional analysis, alternative studies, site selection, hazardous material and geotechnical studies, utility and third party coordination, environmental compliance, and compliance with the Uniform Act of

1970 for real estate acquisitions. This planning will include pre-design and up to 30% design assessing the spatial area requirements for general bus maintenance, fueling, exterior washing, interior cleaning and additional space required for administrative and operations staff offices.

On December 14, 2018, CARB adopted its ICT Regulation which requires all transit agencies designated as a small transit agency to transition their bus fleet to all ZEBs beginning in 2026. Starting in 2026, small transit agencies must purchase ZEBs for 25% of all bus purchases, and 100% of all bus purchases must be ZEBs starting in 2029. METRO has already taken steps to electrify its fleet with battery electric zero emission buses. In addition, staff believes that hydrogen fuel cell electric buses (FCEBs) may prove to have a greater range than BEBs and that METRO's journey towards ICT compliance may include a mix of BEBs and FCEBs.

However, METRO's existing bus facility is limited to accommodate its currently planned ZEB deployments, and is not adequate to meet the needs of a fleet-wide ZEB transition goal by 2040. Under a best case scenario, if METRO transitions to 100% battery electric buses (BEB), a maximum of 67 BEBs can fit in the current bus lot with a possible overhead gantry charging system (METRO's current bus fleet is 94 buses). In addition, there is not sufficient room at the current facility to add a hydrogen fuel cell fueling facility (See Attachment B - Center for Transportation & the Environment).

A new Zero-Emissions Operating and Maintenance Facility in the South County would enable METRO to meet the ICT rule while providing a base for its buses serving four Watsonville local routes as well as inter-city routes to Santa Cruz. The Proposed Project, once completed, will also support ZEB operations at the Watsonville Transit Center (WTC), which is the primary transfer point between Watsonville local routes, inter-city routes to Santa Cruz, and other regional transit agencies, including Monterey-Salinas Transit (MST), which operates three routes to/from WTC. It will also eliminate costly and inefficient deadheading of 17 miles back to Santa Cruz for midday recharging and a bus exchange. The Proposed Project will also promote economic development, reduce burdens of commuting and improve overall well-being in the South County.

METRO previously submitted a grant application on September 29, 2021 for \$850,000 in Fiscal Year (FY) 2021 discretionary grant funding through the Areas of Persistent Poverty Program (AoPP). If awarded, the planning grant from AoPP would provide revenue necessary to develop planning, environmental clearance, conceptual/preliminary design and real estate acquisition cost estimates for a new facility with METRO contributing \$150,000 from FY22 Operating and Capital Reserve Fund to pay the local match for federal financial assistance for the Proposed Project. In the event the Proposed Project is selected by AoPP, METRO will use its funding towards the design phase.

Staff requests the Board of Directors commit \$1 million from the FY23 Operating Fund and authorize the Purchasing Manager to issue a formal Request for Proposals for the South County Zero-emissions Operating and Maintenance Facility Plan, Phase I: Planning Project.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

Funding for this project is currently available from the FY23 Operating Fund. Funding this project is necessary to develop planning, environmental clearance, conceptual/preliminary design and real estate acquisition cost estimates for a new facility.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

The Plan will help METRO seek capital funding from external sources to build a new facility needed to accommodate the required footprint for fueling/charging infrastructure, operating and maintenance capacity for a fleet-wide transition to 100% ZEBs. Forgoing this Plan will delay METRO's plan to transition to a 100% zero emission fleet by 2040. This alternative is not recommended.

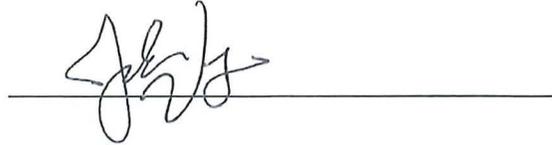
VIII. ATTACHMENTS

Attachment A: CTE Memo- Parking Impacts of Large-Scale BEB Infrastructure at SCMTD

Prepared by: Wondimu Mengistu, Grants/Legislative Analyst

IX. APPROVALS

John Urgo, Planning
and Development Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Dawn Crummié
Interim CEO/General Manager



Attachment A

MEMO

Re: Parking impacts of Large-Scale BEB Infrastructure at SCMTD

From: CTE

To: SCMTD Staff

Feb. 4, 2021

CTE understands there are concerns regarding the impact of potential overhead infrastructure to support large scale BEB charging on the parking capacity at the SCMTD facilities, which already experience a shortage of parking spaces¹. CTE has been working with AECOM to develop conceptual layouts of such charging infrastructure and used those preliminary analyses to quantify the parking impact of such infrastructure.

Table 1: Parking Requirements

SCMTD's total fleet size	94 buses
Buses that can currently be Parked Overnight at Maintenance Facility (10% of fleet)	9 buses
Required Capacity at Ops. Bldg. Lot	85 buses
Current Capacity at Ops Bldg. Lot	83 buses
Estimated Capacity at Ops. Bldg. Lot with Overhead Charging Infrastructure	77 buses

Figure 1 shows SCMTD's current bus parking layout, accommodating 68 buses in striped parking spaces, and 15 in the drive lanes for a total of 83 buses. AECOM's layout shows enough room for 67 battery electric buses (BEBs) to be parked in striped spaces, and 10 buses in the drive lanes, for a total of 77 buses². This net loss of 6 parking spaces indicates that large-scale overhead BEB charging infrastructure is likely to excessively impact parking capacity at SCMTD.

¹ Currently, SCMTD's Ops. Bldg. Lot has bus parking capacity for 83 buses, which is two spaces short of the 85 bus parking spaces that SCMTD needs for their operations.

² The middle nose-to-tail parking section on AECOM's layout is five buses wide compared to SCMTD's current parking layout which is only four buses wide (i.e. parking spots 55-58 in Figure 1). Therefore, only a single line of buses could be parked in the eastern most drive lane, reducing net parking capacity by five buses. The gantry support structures for the overhead infrastructure further eliminate an additional two spaces of hearing-bone parking.

Attachment A

Figure 1: Current Parking Layout: 83 Buses

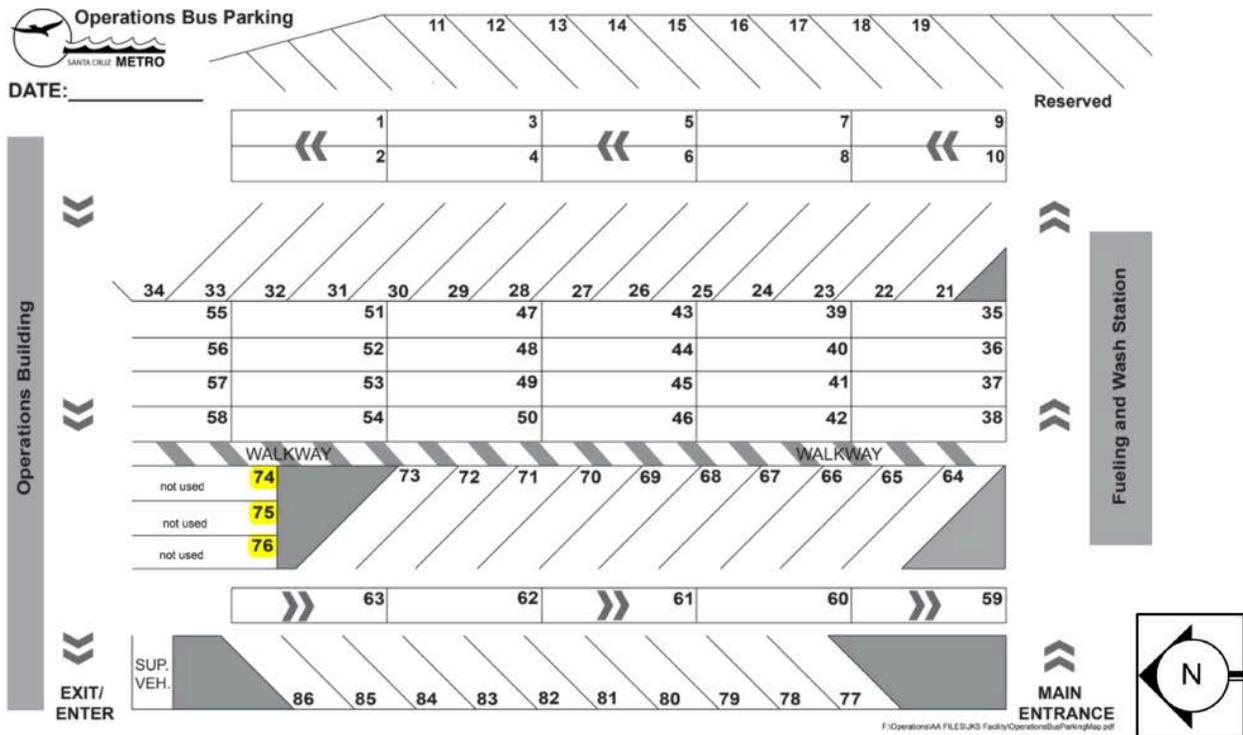
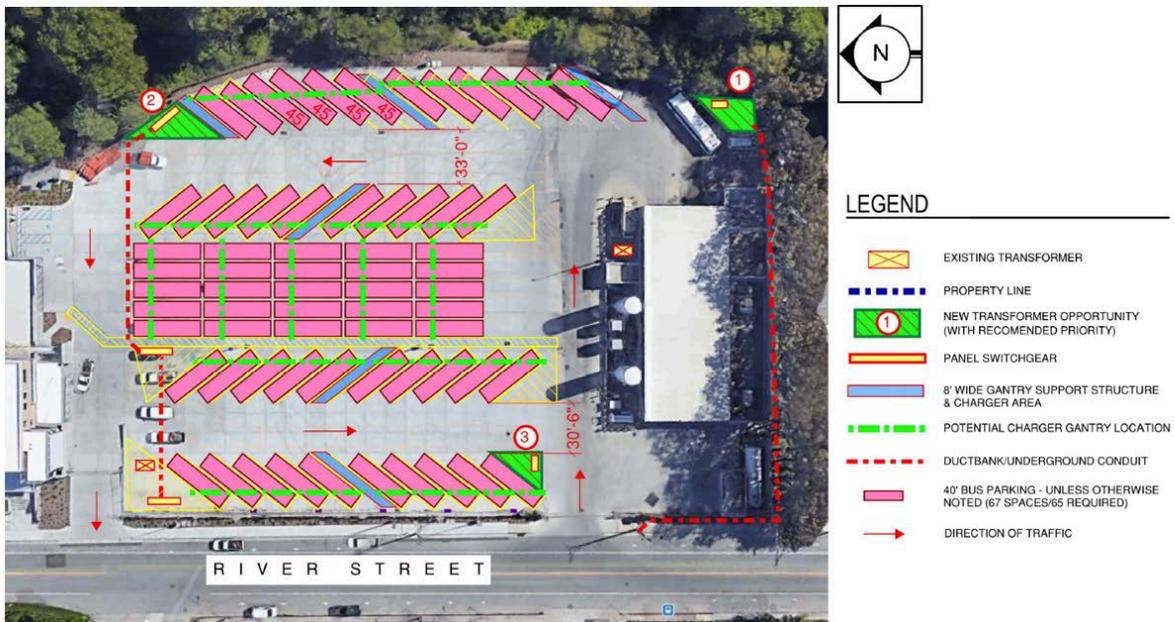


Figure 2: Conceptual SCMTD Parking Layout with BEB Charging Infrastructure: 77 Buses





DATE: April 22, 2022
TO: Board of Directors
FROM: Dawn Crummié, Human Resources Director
SUBJECT: APPROVE REQUEST TO FUND HR ANALYST I POSITION AND DE-FUND BENEFITS TECHNICIAN POSITION

I. RECOMMENDED ACTION

That the Board of Directors approve the funding of an HR Analyst I and defunding of the Benefits Technician position

II. SUMMARY

- In order to address the needs of the Human Resources Department, staff have determined the need for a journey level I Analyst position. The position will take the place of the current vacant Benefits Technician position.
- On January 3, 2022, Service Employees International Union Local 521 (SEIU) and Human Resources (HR) staff met to discuss the decision to create the “HR Analyst I” position to better address the needs of the Santa Cruz Metropolitan Transit District (METRO). SEIU representatives are in support of METRO’s creation of this position.
- METRO contracted with Koff & Associates (hereinafter “K&A”) to conduct a total classification and compensation study in December 2021.
- HR staff worked with K&A to create an HR Analyst I position description and its wage scale.
- HR staff presented the classification and compensation study to SEIU. SEIU is in agreement with the findings and this recommendation.

III. DISCUSSION/BACKGROUND

In order to address the needs of the department, HR has created an HR Analyst I position through a total classification and compensation study performed by K&A. This position will perform a wider variety, and more complex tasks, in the department. This position will take the place of the current vacant Benefits Technician position. The Benefits Technician will be defunded and funds moved to fund the new HR Analyst I position.

The K&A study demonstrated the need for a position that would perform a combination of Human Resources duties, which include benefits and retirement administration, recruitment, classification and compensation, leave management, training and development, employee and labor relations, workers' compensation, regulatory compliance, Human Resources Information System (HRIS) development/administration, and related human resources functions.

HR staff worked with K&A to create a new HR Analyst I job description (class specification). Upon approval, an open recruitment will be undertaken to fill the Human Resources Analyst I position.

This creation of this position was discussed with SEIU/SEA Chapter President, Jordan Vascones, and Vice President Holly Alcorn. Both SEIU representatives are in support of this new position.

Staff is requesting that the Board of Directors approve defunding the Benefits Technicia position and funding the HR Analyst I position.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This item aligns to the following Strategic Plan Priorities:

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

V. FINANCIAL CONSIDERATIONS/IMPACT

The adoption of the recommendations contained in this report will require defunding and leaving vacant a Benefits Technician position (currently vacant) and moving funds to the new HR Analyst I position, which would result in savings of \$0.5K in the FY22 operating budget (assuming the position is hired at step 1, in June of FY22), and an increase of \$13.8K in FY23 (12 months budget impact).

VI. ALTERNATIVES CONSIDERED

- Rejecting staff's recommendation is an alternative. Staff does not recommend this option. This position meets the needs of METRO.

VII. ATTACHMENTS

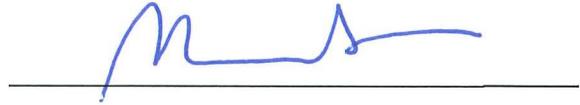
Attachment A: HR Analyst I Job Description

Attachment B: HR Analyst I Wage Scale

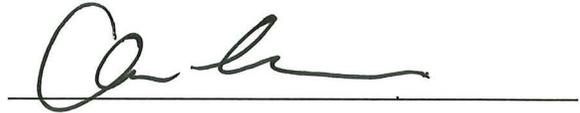
Prepared by: Dawn Crummié, HR Director

VIII. APPROVALS

Monik Delfin, Deputy HR Director



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



Dawn Crummié
Interim CEO/General Manager



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Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

Class Code: PO218
FLSA Status: Exempt

HR Analyst I

Bargaining Unit: SEA

DEFINITION:

Under direction, an Human Resources Analyst I performs a variety of professional and analytical duties in administering human resources programs, including recruitment and selection, classification and compensation, benefits and retirement administration, leave management, training and development, employee and labor relations, workers' compensation, regulatory compliance, Human Resources Information System (HRIS) development/administration, and related human resources functions; provides professional advice and assistance to Santa Cruz METRO management on personnel-related issues; performs related work as required.

DISTINGUISHING CHARACTERISTICS:

HR Analyst I is the journey-level in the Human Resources Analyst series. Positions at this level perform increasingly diverse, advanced and complex human resources assignments and/or tasks, receive occasional instruction, and have full knowledge of the concepts, practices, procedures, and policies of the assigned function.

This class is distinguished from the Human Resources Analyst II in that the latter is responsible for the more complex programs and projects requiring in-depth knowledge and the ability to interpret, apply, and ensure compliance with a variety of personnel related laws, regulations, and policies.

EXAMPLES OF DUTIES AND RESPONSIBILITIES:

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

- Plans and administers recruitment and selection processes; conducts job analyses and collaborates with hiring managers to establish job-related qualifications; prepares and maintains job announcements and recruitment materials; prepares interview questions; develops, schedules, and proctors various tests and assessments; develops rating criteria; reviews, screens, and tracks employment applications and related documents; chairs and facilitates panel interviews; creates and maintains eligibility lists.
- As authorized, sends offers of employment and schedules pre-employment drug screening, fingerprinting, and medical examinations; coordinates new employee onboarding processes.
- Coordinates recruitment and hiring of temporary help through outside employment agencies. Interview, and select temporary employees.
- Administers Santa Cruz METRO's multi-tiered benefits and retirement programs in accordance with plan provisions and in compliance with local, state, and federal laws, Santa Cruz METRO policies and procedures, and labor contracts, including contract review and renewal, negotiating premium rates, and ensuring vendor effectiveness and competitiveness; monitors eligibility, limitations, and restrictions of plan participation; processes enrollments and withdrawals; calculates and determines benefits; coordinates with Payroll and audits payroll reports; processes pension and insurance payments, fees, and reimbursements; researches and analyzes benefit plan changes and employee data, conducts surveys, and prepares various reports and statements;



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HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

develops, evaluates, and revises program components and processes; implements new benefits programs; facilitates and participates in external audits.

- Communicates and works with employees, supervisors, managers, retirees, insurance carriers, benefits brokers, benefits providers, and third-party administrators to resolve coverage and claim issues, respond to issues, and provide benefit program information to active and retired employees; provides guidance on policy and plan document interpretation.
- Administers comprehensive leave management program ensuring compliance with local, state, and federal laws, Santa Cruz METRO policies and procedures, and labor contracts; reviews, monitors, and tracks requests and leave usage and accrued balance; evaluates and approves or denies medical certifications; communicates and coordinates with other Santa Cruz METRO departments to ensure proper administration of salary continuance and leave programs.
- Conducts classification studies by gathering and analyzing job data, recommending proper classification, and documenting findings and results; conducts compensation and benefits studies; responds to external and internal requests for salary and benefits information.
- Assists in labor relations activities including negotiations and contract implementation.
- Assists in investigating grievances, complaints, and misconduct allegations and recommends corrective action; facilitates meetings with union representatives and management.
- Counsels and advises employees and management on human resources-related matters, policies, and procedures; provides information to other organizations and the public requiring the use of judgment and the interpretation of human resources policies and procedures and legal requirements; assists management in maintaining regulatory compliance with HR programs.
- Administers Santa Cruz METRO's training and development program including researching, creating, and conducting training, workshops, and presentations; conducts new hire orientation, open enrollment meetings, and exit interviews; coordinates external trainings.
- Participates in administering Santa Cruz METRO's workers' compensation program by monitoring cases from inception to final disposition, reviewing and processing workers' compensation claim forms and related documentation, preparing and maintaining documentation and records, and acting as a liaison with other departments, workers' compensation claims administrator, insurance carriers, contractors, and others; assists in preparing the workers' compensation budget by monitoring claim payments and other administrative expenses and auditing, reviewing, adjusting, and preparing statements from workers' compensation contractors and providers.
- Participates in the development and administration of Santa Cruz METRO human resources policies, practices, and procedures; identifies opportunities and provides recommendations for improving service delivery and procedures; participates in developing and implementing new or revised human resources programs, systems, procedures, and methods of operation.
- Participates in the maintenance of HRIS and related databases; organizes and maintains accurate and detailed databases, files, and records; verifies accuracy of information, researches discrepancies, and records information; coordinates and ensures compliance with established records retention schedules; participates in business and system process design and updates.
- Administers or assists in administering various human resources compliance programs such as Lactation Accommodation Program, Consolidated Omnibus Budget Reconciliation Act (COBRA), responding to Title II/Title VI/Americans with Disabilities Act/504 complaints, and related programs.
- Researches, analyzes, summarizes, and interprets data from various sources and prepares and presents various reports, correspondence, memoranda, and other documents.



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

- Attends meetings, conferences, workshops, and training sessions, and reviews publications to remain current on principles, practices, technologies, regulations, and new developments in the field of human resources.
- May supervise assigned clerical and/or other support staff by scheduling, assigning, directing, and evaluating their work; provides staff training as needed; may perform and/or have significant input into subordinate staff selection and disciplinary action.
- Drive a Santa Cruz METRO vehicle to perform assignments.
- Performs related work as required

EMPLOYMENT STANDARDS:

Knowledge of:

- Principles, practices, and techniques of public agency human resources administration, including recruitment and selection, classification and compensation, benefits and retirement administration, leave management, training and development, employee and labor relations, workers' compensation, regulatory compliance, Human Resource Information System (HRIS) development/administration, and related human resources functions.
- Analytical methods of researching, gathering, organizing, and reporting data.
- Applicable federal, state, and local laws, regulatory codes, ordinances, and procedures relevant to assigned area of responsibility.
- Intermediate mathematics, including percentages and intermediate statistics.
- Principles and procedures of record-keeping.
- Business correspondence, formatting, and report writing.
- Methods of prioritizing, planning, and organizing complex projects and analytical work.
- Advanced customer service techniques.
- The structure and content of the English language, including the meaning and spelling of words, rules of composition, and grammar.
- Modern office practices, procedures, and the effective use of modern office equipment, personal computers, and standard business software.

Ability to:

- Administer and coordinate human resources programs.
- Learn and understand the organization and operation of Santa Cruz METRO and of outside agencies as necessary to assume assigned responsibilities.
- Conduct research on a wide variety of human resources topics.
- Collect, analyze, interpret, summarize, and present information and data in an effective manner.
- Prepare clear and concise reports, correspondence, policies, procedures, and other written materials.
- Make accurate mathematical and statistical computations.
- Maintain confidentiality of sensitive personal information of employees, former employees, retirees, and other matters affecting Santa Cruz METRO employee relations.
- Provide effective and responsive customer service, including in stressful situations.
- Maintain a calm demeanor in stressful situations.
- Establish and maintain a variety of filing, record-keeping, and tracking systems.
- Learn, understand, interpret, and apply all pertinent laws, codes, regulations, policies and procedures, and standards relevant to work performed.
- Balance multiple assignments simultaneously and effectively.



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

- Utilize standard office equipment and computer software and learn to use specialized Santa Cruz METRO software if assigned.
- Communicate clearly and effectively in both oral and written form.
- Establish and maintain effective working relationships within the department and with other divisions, departments, agencies, suppliers, vendors, and the public.

MINIMUM QUALIFICATIONS:

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

Education, Training, and Experience:

Bachelor's degree from an accredited college or university in human resources management, organizational development, business or public administration, or a related field.

AND

One (1) year of professional human resources administration experience, preferably in a public agency.

Familiarity with transit agency or transportation system activities and functions is desirable.

LICENSES AND CERTIFICATES:

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

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

Certified Professional (CP) or Senior Certified Professional (SCP) from a recognized Human Resource Certification organization preferred.

PHYSICAL AND MENTAL DEMANDS:

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

Physical Demands

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

Mental Demands

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

Work Environment:



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Santa Cruz METRO

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

OTHER CONDITIONS OF EMPLOYMENT:

- Must pass a requisite background check.
- May occasionally work extended hours or hours outside of the regular schedule.
- May require occasional travel.
- Must maintain strict confidentiality of work-related information.
- Must participate in professional development activities.

*Adopted:

*BOD Approved:

*Revised:

*Job Family: Administrative Professional

*Job Series: HR Analyst

*Job Series Level: Journey

*Confidential: Yes

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FY20: Effective June 27, 2019/Adopted by the Board as of February 28, 2020

UNION	STEP 1	1L	1LL	STEP 2	2L	2LL	STEP 3	3L	3LL	STEP 4	4L	4LL	STEP 5	5L	5LL	STEP 6	6L	6LL
SEP	29.39	30.86	32.33	30.86	32.40	33.94	32.40	34.02	35.64	34.02	35.72	37.42	35.72	37.51	39.30	37.51	39.39	41.27
SEP	32.10	33.71	35.32	33.70	35.39	37.08	35.38	37.15	38.92	37.15	39.01	40.87	39.01	40.96	42.91	40.96	43.01	45.06
SEP	22.80	23.94	25.08	23.94	25.14	26.34	25.14	26.40	27.66	26.40	27.72	29.04	27.72	29.11	30.50	29.11	30.57	32.03
SEP	26.87	28.21	29.55	28.21	29.62	31.03	29.62	31.10	32.58	31.10	32.66	34.21	32.66	34.28	35.91	34.28	35.99	37.70
SEP	31.42	32.99	34.56	32.99	34.64	36.29	34.64	36.37	38.10	36.37	38.19	40.01	38.19	40.10	42.01	40.10	42.11	44.12
SEP	35.55	37.33	39.11	37.33	39.20	41.07	39.20	41.16	43.12	41.16	43.22	45.28	43.22	45.38	47.54	45.38	47.65	49.92
SEP	30.10	31.61	33.12	31.60	33.18	34.76	33.18	34.84	36.50	34.84	36.58	38.31	36.58	38.41	40.24	38.41	40.33	42.25
SEP	25.38	26.65	27.92	26.65	27.98	29.31	27.98	29.38	30.78	29.38	30.85	32.32	30.85	32.39	33.93	32.39	34.01	35.63
SEP	34.70	36.44	38.18	36.43	38.25	40.07	38.25	40.16	42.07	40.16	42.17	44.18	42.17	44.28	46.39	44.28	46.49	48.70
SEP	31.10	32.66	34.22	32.66	34.29	35.92	34.29	36.00	37.71	36.00	37.80	39.60	37.80	39.69	41.58	39.69	41.67	43.65
SEP	45.41	47.68	49.95	47.68	50.06	52.44	50.06	52.56	55.06	52.56	55.19	57.82	55.19	57.95	60.71	57.95	60.85	63.75
SES	23.98	25.18	26.38	25.18	26.44	27.70	26.44	27.76	29.08	27.76	29.15	30.54	29.15	30.61	32.07	30.61	32.14	33.67
SES	29.98	31.48	32.98	31.48	33.05	34.62	33.05	34.70	36.35	34.70	36.44	38.18	36.44	38.26	40.08	38.26	40.17	42.08
SES	32.97	34.62	36.27	34.62	36.35	38.08	36.35	38.17	39.99	38.17	40.08	41.99	40.08	42.08	44.08	42.08	44.18	46.28
SES	19.90	20.90	21.90	20.89	21.93	22.97	21.93	23.03	24.13	23.03	24.18	25.33	24.18	25.39	26.60	25.39	26.66	27.93
SES	28.97	30.42	31.87	30.42	31.94	33.46	31.94	33.54	35.14	33.54	35.22	36.98	35.22	36.98	38.74	36.98	38.83	40.68
SES	23.70	24.89	26.08	24.89	26.13	27.37	26.13	27.44	28.75	27.44	28.81	30.18	28.81	30.25	31.69	30.25	31.76	33.27
SES	23.06	24.21	25.36	24.21	25.42	26.63	25.42	26.69	27.96	26.69	28.02	29.35	28.02	29.42	30.89	29.42	30.89	32.36
SES	20.75	21.79	22.83	21.79	22.88	23.97	22.88	24.02	25.16	24.02	25.22	26.42	25.22	26.48	27.74	26.48	27.80	29.12
SES	25.35	26.62	27.89	26.62	27.95	29.28	27.95	29.35	30.75	29.35	30.82	32.29	30.82	32.36	33.90	32.36	33.98	35.60
SES	24.20	25.41	26.62	25.41	26.68	27.95	26.68	28.01	29.34	28.01	29.41	30.81	29.41	30.88	32.35	30.88	32.42	33.96
SES	24.76	26.00	27.24	26.00	27.30	28.60	27.30	28.67	30.04	28.67	30.10	31.53	30.10	31.61	33.12	31.61	33.19	34.77
SES	21.62	22.70	23.78	22.70	23.84	24.98	23.83	25.02	26.21	25.02	26.27	27.52	26.27	27.58	28.89	27.58	28.96	30.34
SES	24.02	25.22	26.42	25.22	26.48	27.74	26.48	27.80	29.12	27.80	29.19	30.58	29.19	30.65	32.11	30.65	32.18	33.71
SES	16.97	17.82	18.67	17.79	18.68	19.57	18.65	19.58	20.51	19.57	20.55	21.53	20.53	21.56	22.59	21.56	22.64	23.72
SES	19.90	20.90	21.90	20.89	21.93	22.97	21.93	23.03	24.13	23.03	24.18	25.33	24.18	25.39	26.60	25.39	26.66	27.93
SES	23.06	24.21	25.36	24.21	25.42	26.63	25.42	26.69	27.96	26.69	28.02	29.35	28.02	29.42	30.82	29.42	30.89	32.36
SES	20.95	22.00	23.05	22.00	23.10	24.20	23.10	24.26	25.42	24.26	25.46	26.67	25.46	26.73	28.00	26.73	28.07	29.41
SES	23.28	24.44	25.60	24.44	25.66	26.88	25.66	26.94	28.22	26.94	28.29	29.64	28.29	29.70	31.11	29.70	31.19	32.68
SES	36.29	38.10	39.91	38.10	40.01	41.92	40.00	42.00	44.00	42.00	44.10	46.20	44.10	46.31	48.52	46.30	48.62	50.94
SES	33.63	35.31	36.99	35.31	37.08	38.85	37.08	38.93	40.78	38.93	40.88	42.83	40.88	42.92	44.96	42.92	45.07	47.22
SES	28.27	29.68	31.09	29.68	31.16	32.64	31.16	32.72	34.28	32.72	34.36	36.00	34.36	36.08	37.80	36.08	37.88	39.68
SES	31.10	32.66	34.22	32.66	34.29	35.92	34.29	36.00	37.71	36.00	37.80	39.60	37.80	39.69	41.58	39.69	41.67	43.65
SES	20.95	22.00	23.05	22.00	23.10	24.20	23.10	24.26	25.42	24.26	25.46	26.67	25.46	26.73	28.00	26.73	28.07	29.41
SES	23.04	24.19	25.34	24.19	25.40	26.61	25.40	26.67	27.94	26.67	28.00	29.33	28.00	29.40	30.80	29.40	30.87	32.34
SES	24.20	25.41	26.62	25.41	26.68	27.95	26.68	28.01	29.34	28.01	29.41	30.81	29.41	30.88	32.35	30.88	32.42	33.96
SES	24.43	25.65	26.87	25.65	26.93	28.21	26.93	28.28	29.63	28.28	29.69	31.10	29.69	31.17	32.65	31.17	32.73	34.29
SES	27.13	28.49	29.85	28.49	29.91	31.33	29.91	31.41	32.91	31.41	32.98	34.55	32.98	34.63	36.28	34.63	36.36	38.09
SES	20.28	21.29	22.30	21.29	22.35	23.41	22.35	23.47	24.59	23.47	24.64	25.81	24.64	25.87	27.10	25.87	27.16	28.45
SES	27.91	29.31	30.71	29.31	30.78	32.25	30.78	32.32	33.86	32.32	33.94	35.56	33.94	35.64	37.34	35.64	37.42	39.20
SES	20.95	22.00	23.05	22.00	23.10	24.20	23.10	24.26	25.42	24.26	25.46	26.67	25.46	26.73	28.00	26.73	28.07	29.41
SES	29.98	31.48	32.98	31.48	33.05	34.62	33.05	34.70	36.35	34.70	36.44	38.18	36.44	38.26	40.08	38.26	40.17	42.08
SES	32.97	34.62	36.27	34.62	36.35	38.08	36.35	38.17	39.99	38.17	40.08	41.99	40.08	42.08	44.08	42.08	44.18	46.28
SES	29.98	31.48	32.98	31.48	33.05	34.62	33.05	34.70	36.35	34.70	36.44	38.18	36.44	38.26	40.08	38.26	40.17	42.08
SES	24.20	25.41	26.62	25.41	26.68	27.95	26.68	28.01	29.34	28.01	29.41	30.81	29.41	30.88	32.35	30.88	32.42	33.96

UNION	Step 1	1L	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SES	19.31	20.28	20.28	21.29	22.30	21.29	22.35	23.41	22.35	23.47	24.59	23.47	24.64	25.81	24.64	25.87	27.10
SES	29.98	31.48	31.48	33.05	34.62	33.05	34.70	36.35	34.70	36.44	38.18	36.44	38.26	40.08	38.26	40.17	42.08
SES	29.71	31.20	32.69	31.20	32.76	34.32	32.76	34.40	36.04	36.12	37.84	36.12	37.93	39.74	37.93	39.83	41.73
SES	27.24	28.60	29.96	28.60	30.03	31.46	30.03	31.53	33.03	33.11	34.69	33.11	34.77	36.43	34.77	36.51	38.25
SES	20.89	21.93	22.97	21.93	23.03	24.13	23.03	24.18	25.33	24.18	25.39	26.60	25.39	26.66	27.93	26.66	27.99
SES	18.79	19.73	20.67	19.73	20.72	21.71	20.72	21.76	22.80	21.76	22.85	23.94	22.85	23.99	25.19	23.99	25.39
SES	34.99	36.74	38.49	36.74	38.58	40.42	38.58	40.51	42.44	40.51	42.54	44.57	42.54	44.67	46.80	44.90	49.13
SES	38.90	40.85	42.80	40.84	42.88	44.92	42.88	45.02	47.16	45.02	47.27	49.52	47.27	49.63	51.99	49.63	54.59
SES	29.98	31.48	32.98	31.48	33.05	34.62	33.05	34.70	36.35	34.70	36.44	38.18	36.44	38.26	40.08	38.26	42.08
SES	26.34	27.66	28.98	27.66	29.04	30.42	29.04	30.49	31.94	30.49	32.01	33.53	32.01	33.61	35.21	33.61	36.97
SES	23.88	25.07	26.26	25.07	26.32	27.57	26.32	27.64	28.96	27.64	29.02	30.40	29.02	30.47	31.92	30.47	33.51
SES	39.90	41.90	43.90	41.90	44.00	46.10	43.99	46.19	48.39	46.19	48.50	50.81	48.50	50.93	53.36	50.93	56.03
SES	29.05	30.50	31.95	30.50	32.03	33.56	32.03	33.62	35.22	33.62	35.30	36.98	35.30	37.07	38.84	37.06	40.76
SES	45.01	47.26	49.51	47.26	49.62	51.98	49.62	52.10	54.58	52.10	54.71	57.45	54.71	57.45	60.19	57.45	63.19
SES	40.36	42.38	44.40	42.38	44.50	46.62	44.50	46.73	48.96	46.72	49.06	51.40	49.06	51.51	53.96	51.51	56.67
SES	40.91	42.96	45.01	42.96	45.11	47.37	45.11	47.37	49.63	47.37	49.74	52.11	49.74	52.23	54.72	52.23	57.45
SES	30.27	31.78	33.29	31.78	33.37	34.96	33.37	35.04	36.71	35.04	36.79	38.54	36.79	38.63	40.47	38.63	42.49
SES	33.63	35.31	36.99	35.31	37.08	38.85	37.08	38.93	40.78	38.93	40.88	42.83	40.88	42.92	44.96	42.92	47.22
SEV	31.10	32.66	34.22	32.66	34.29	35.92	34.29	36.00	37.71	36.00	37.80	39.60	37.80	39.69	41.58	39.69	43.65
SEV	31.60	33.18	34.76	33.18	34.84	36.50	34.84	36.58	38.32	36.58	38.41	40.24	38.41	40.33	42.25	40.33	44.37
SEV	26.75	28.09	29.43	28.09	29.49	30.89	29.49	30.96	32.43	30.96	32.51	34.06	32.51	34.14	35.77	34.14	37.56
SEV	22.38	23.50	24.62	23.50	24.68	25.86	24.68	26.13	27.44	26.13	27.44	28.81	27.44	28.81	30.25	28.81	31.42
SEV	23.70	24.89	26.08	24.89	26.13	27.37	26.13	27.44	28.75	27.44	28.81	30.18	28.81	30.25	31.69	30.25	33.27
SEV	26.34	27.66	28.98	27.66	29.04	30.42	29.04	30.49	31.94	30.49	32.01	33.53	32.01	33.61	35.21	33.61	36.97
SEV	28.97	30.42	31.87	30.42	31.94	33.46	31.94	33.54	35.14	33.54	35.22	36.90	35.22	36.98	38.74	36.98	40.68
SEV	22.30	23.42	24.54	23.42	24.58	25.75	24.58	25.81	27.04	25.81	27.10	28.39	27.10	28.46	29.82	28.46	31.29
SEV	22.38	23.50	24.62	23.50	24.68	25.86	24.68	25.91	27.14	25.91	27.21	28.51	27.21	28.57	29.93	28.57	31.43
SEV	24.62	25.85	27.08	25.85	27.14	28.43	27.14	28.50	29.86	28.50	29.93	31.36	29.93	31.43	32.93	31.43	34.57
SEV	24.62	25.85	27.08	25.85	27.14	28.43	27.14	28.50	29.86	28.50	29.93	31.36	29.93	31.43	32.93	31.43	34.57
SEV	20.50	21.53	22.56	21.53	22.61	23.69	22.61	23.74	24.87	23.74	24.87	26.12	24.87	26.18	27.43	26.18	28.80
SEV	16.78	17.62	18.46	17.62	18.50	19.38	18.50	19.43	20.36	19.43	20.40	21.37	20.40	21.42	22.44	21.42	23.56
SEV	18.71	19.65	20.59	19.66	20.64	21.62	20.61	21.64	22.67	21.62	22.70	23.78	23.81	24.94	23.80	24.99	26.18

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

UNION	Step 1	1L	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SES	24.46	25.68	26.90	25.67	26.95	28.23	26.95	28.30	29.65	28.33	31.17	29.73	31.22	32.71	31.24	32.80	34.36
SES	25.21	26.47	27.73	26.47	27.79	29.11	27.75	29.14	30.53	29.18	30.64	32.10	30.64	32.17	33.70	32.19	33.80
SES	22.74	23.88	25.02	23.87	25.06	26.25	25.05	26.30	27.55	26.34	27.66	28.98	27.63	29.01	30.39	29.03	31.93
SES	30.37	31.89	33.41	31.89	33.48	35.07	33.48	35.15	36.82	35.15	36.91	38.67	36.90	38.75	40.60	38.75	42.63
SEV	24.10	25.31	26.52	25.31	26.58	27.85	26.58	27.91	29.24	27.91	29.31	30.71	29.31	30.78	32.25	30.78	33.32
SEV	16.99	17.84	18.69	17.82	18.71	19.60	18.68	19.61	20.54	19.59	20.57	21.55	20.58	21.61	22.64	21.60	23.76

Longevity Pay is based only on length of service.

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

Tentative Agreement

Article 10.1 Pay Rates

Agree to pay scales as provided above.

12B.2

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

Noeljan Vascones, President SEA Chapter

Kiernan Colby, Lead Internal Organizer, SEIU Local 521

Date

FY21: 1-5% wage increase, effective June 25, 2020/Adopted by the Board as of February 28, 2020

UNION	Step 1	1L	Step 2	2L	Step 3	3L	Step 4	4L	Step 5	5L	Step 6	6L	6LL
SEP	29.83	31.32	32.81	32.89	34.46	34.53	36.17	34.53	36.26	38.07	38.07	39.87	41.87
SEP	32.58	34.21	35.84	34.21	37.63	37.72	39.52	39.61	41.50	41.59	43.57	43.67	45.75
SEP	23.14	24.30	25.46	25.52	26.74	26.80	28.08	28.14	29.48	29.55	29.55	31.03	32.51
SEP	27.27	28.63	29.99	30.06	31.49	31.56	33.06	33.14	34.72	34.80	36.46	36.54	38.28
SEP	31.89	33.48	35.07	35.15	36.82	36.91	38.67	38.76	40.61	40.70	42.64	42.74	44.78
SEP	36.08	37.88	39.68	39.77	41.66	41.76	43.75	43.85	45.94	46.04	48.23	48.34	50.64
SEP	30.55	32.08	33.61	33.68	35.28	35.36	37.04	37.13	38.90	38.99	40.85	40.94	42.89
SEP	25.76	27.05	28.34	28.40	29.75	29.82	31.24	31.31	32.88	34.45	32.88	34.52	36.16
SEP	35.22	36.98	38.74	38.83	40.68	40.77	42.71	42.81	44.85	44.95	47.09	47.20	49.45
SEP	31.57	33.15	34.73	34.81	36.55	36.65	38.49	38.58	40.41	40.50	42.42	42.52	44.34
SEP	46.09	48.39	50.69	50.81	53.23	53.35	55.89	56.02	58.69	58.82	61.62	61.76	64.70
SES	24.34	25.56	26.78	26.84	28.12	28.18	29.52	29.59	31.00	29.59	31.07	32.62	34.17
SES	30.43	31.95	33.47	33.55	35.15	35.23	36.91	36.99	38.75	38.84	40.69	40.78	42.72
SES	33.46	35.13	36.80	36.89	38.65	38.73	40.57	40.67	42.61	42.70	44.73	44.84	46.98
SES	20.20	21.21	22.22	22.27	23.33	23.38	24.49	24.55	25.72	25.78	27.01	27.07	28.36
SES	29.40	30.87	32.34	32.41	33.95	34.03	35.65	35.73	37.43	37.52	39.31	39.40	41.28
SES	24.06	25.26	26.46	26.52	27.78	27.85	29.18	29.24	30.73	30.70	32.16	32.24	33.78
SES	23.41	24.58	25.75	25.81	27.04	27.10	28.39	28.46	29.82	29.88	31.30	31.37	32.86
SES	21.06	22.11	23.16	23.22	24.33	24.38	25.54	25.60	26.82	26.88	28.16	28.22	29.56
SES	24.56	25.79	27.02	27.08	28.37	28.43	29.78	29.85	31.27	31.28	32.84	32.84	34.48
SES	25.13	26.39	27.65	27.71	29.03	29.10	30.49	30.56	32.02	32.09	33.62	33.69	35.29
SES	21.94	23.04	24.14	24.20	25.34	25.40	26.61	26.67	27.94	28.00	29.33	29.40	30.80
SES	24.38	25.60	26.82	26.88	28.16	28.22	29.56	29.63	31.04	29.63	31.11	32.67	34.23
SES	17.22	18.08	18.94	18.98	19.88	19.93	20.88	20.93	21.93	21.98	23.03	23.08	24.18
SES	20.20	21.21	22.22	22.27	23.33	23.38	24.49	24.55	25.72	25.78	27.01	27.07	28.36
SES	23.41	24.58	25.75	25.81	27.04	27.10	28.39	28.46	29.82	29.88	31.30	31.37	32.86
SES	21.26	22.32	23.38	23.44	24.56	24.61	25.78	25.84	27.07	27.13	28.42	28.49	29.85
SES	23.63	24.81	25.99	26.05	27.29	27.35	28.65	28.72	30.09	30.16	31.60	31.67	33.18
SES	36.83	38.67	40.51	40.60	42.53	42.63	44.66	44.76	46.89	47.00	49.24	49.35	51.70
SES	34.13	35.84	37.55	37.63	39.42	39.51	41.39	41.49	43.47	43.56	45.63	45.74	47.92
SES	28.69	30.12	31.55	31.63	33.14	33.21	34.79	34.87	36.53	36.61	38.35	38.44	40.27
SES	31.57	33.15	34.73	34.81	36.47	36.55	38.29	38.38	40.21	40.30	42.22	42.32	44.34
SES	21.26	22.32	23.38	23.44	24.56	24.61	25.78	25.84	27.07	27.13	28.42	28.49	29.85
SES	23.39	24.56	25.73	25.79	27.02	27.08	28.37	28.43	29.78	29.85	31.27	29.85	32.83
SES	24.56	25.79	27.02	27.08	28.37	28.43	29.78	29.85	31.27	29.85	31.34	31.34	34.48
SES	24.80	26.04	27.28	27.34	28.64	28.71	30.08	30.15	31.59	31.66	33.17	33.24	34.82
SES	27.54	28.92	30.30	30.37	31.82	31.89	33.41	33.48	35.07	35.15	36.82	36.91	38.67
SES	20.58	21.61	22.64	22.69	23.77	23.82	24.95	25.01	26.20	26.26	27.51	27.57	28.88
SES	28.33	29.75	31.17	31.24	32.73	32.80	34.36	34.44	36.08	36.16	37.88	37.97	39.78
SES	21.26	22.32	23.38	23.44	24.56	24.61	25.78	25.84	27.07	27.13	28.42	28.49	29.85
SES	30.43	31.95	33.47	33.55	35.15	35.23	36.91	36.99	38.75	38.84	40.69	40.78	42.72
SES	33.46	35.13	36.80	36.89	38.65	38.73	40.57	40.67	42.61	42.70	44.73	44.84	46.98
SES	30.43	31.95	33.47	33.55	35.15	35.23	36.91	36.99	38.75	38.84	40.69	40.78	42.72
SES	24.56	25.79	27.02	27.08	28.37	28.43	29.78	29.85	31.27	29.85	31.34	31.34	34.48

UNION	TITLE	Step 1	1L	Step 2	2L	Step 3	3L	Step 4	4L	Step 5	5L	Step 6	6L	6LL
SES	Planning Aide	19.60	20.58	21.56	22.64	23.72	24.80	25.88	26.96	28.04	29.12	30.20	31.28	32.36
SES	Planning Data Analyst	30.43	31.95	33.47	35.00	36.52	38.04	39.56	41.08	42.60	44.12	45.64	47.16	48.68
SES	Purchasing Agent	30.16	31.67	33.18	34.69	36.20	37.71	39.22	40.73	42.24	43.75	45.26	46.77	48.28
SES	Purchasing Assistant	27.65	29.03	30.41	31.93	33.30	34.82	36.29	37.76	39.23	40.70	42.17	43.64	45.11
SES	Revenue Account Coordinator	21.20	22.26	23.32	24.48	25.54	26.70	27.86	29.02	30.18	31.34	32.50	33.66	34.82
SES	Revenue Collection Clerk	19.07	20.02	21.02	22.02	23.02	24.02	25.02	26.02	27.02	28.02	29.02	30.02	31.02
SES	Safety and Training Program Specialist I	35.51	37.29	39.07	40.85	42.63	44.41	46.19	47.97	49.75	51.53	53.31	55.09	56.87
SES	Safety and Training Program Specialist II	39.48	41.45	43.42	45.49	47.46	49.43	51.40	53.37	55.34	57.31	59.28	61.25	63.22
SES	Scheduling Analyst	30.43	31.95	33.47	35.00	36.52	38.04	39.56	41.08	42.60	44.12	45.64	47.16	48.68
SES	Senior Accounting Technician	26.74	28.08	29.42	30.88	32.34	33.80	35.26	36.72	38.18	39.64	41.10	42.56	44.02
SES	Senior Customer Service Representative	24.24	25.45	26.72	27.99	29.26	30.53	31.80	33.07	34.34	35.61	36.88	38.15	39.42
SES	Senior Financial Analyst	40.50	42.53	44.56	46.66	48.79	50.92	53.05	55.18	57.31	59.44	61.57	63.70	65.83
SES	Senior Payroll Specialist	29.49	30.96	32.43	33.96	35.43	36.96	38.43	39.96	41.43	42.96	44.43	45.96	47.43
SES	Senior Systems Administrator	45.69	47.97	50.25	52.77	55.17	57.69	60.11	62.63	65.05	67.57	70.09	72.61	75.13
SES	Senior Transportation Planner	40.97	43.02	45.07	47.32	49.57	51.82	54.07	56.32	58.57	60.82	63.07	65.32	67.57
SES	Systems Administrator	41.52	43.60	45.68	47.96	50.36	52.76	55.16	57.56	59.96	62.36	64.76	67.16	69.56
SES	Transportation Planner I	30.72	32.26	33.80	35.48	37.02	38.70	40.38	42.06	43.74	45.42	47.10	48.78	50.46
SES	Transportation Planner II	34.13	35.84	37.55	39.42	41.39	43.36	45.33	47.30	49.27	51.24	53.21	55.18	57.15
SEV	Electronic Technician	31.57	33.15	34.73	36.47	38.21	39.95	41.69	43.43	45.17	46.91	48.65	50.39	52.13
SEV	Lead Mechanic	32.07	33.67	35.27	37.03	38.79	40.55	42.31	44.07	45.83	47.59	49.35	51.11	52.87
SEV	Lead Parts and Materials Clerk	27.15	28.51	29.87	31.37	32.94	34.51	36.08	37.65	39.22	40.79	42.36	43.93	45.50
SEV	Lead Vehicle Service Worker	22.72	23.86	25.00	26.24	27.55	28.93	30.31	31.69	33.07	34.45	35.83	37.21	38.59
SEV	Mechanic I	24.06	25.26	26.46	27.78	29.18	30.63	32.12	33.63	35.14	36.65	38.16	39.67	41.18
SEV	Mechanic II	26.74	28.08	29.42	30.88	32.41	33.95	35.48	37.01	38.54	40.07	41.60	43.13	44.66
SEV	Mechanic III	29.40	30.87	32.34	33.91	35.48	37.05	38.62	40.19	41.76	43.33	44.90	46.47	48.04
SEV	Parts and Materials Clerk	22.63	23.76	24.89	26.14	27.45	28.82	30.19	31.56	32.93	34.30	35.67	37.04	38.41
SEV	Upholsterer I	22.72	23.86	25.00	26.24	27.55	28.93	30.31	31.69	33.07	34.45	35.83	37.21	38.59
SEV	Upholsterer II	24.99	26.24	27.49	28.86	30.31	31.83	33.35	34.87	36.39	37.91	39.43	40.95	42.47
SEV	Vehicle Body Repair Mechanic	24.99	26.24	27.49	28.86	30.31	31.83	33.35	34.87	36.39	37.91	39.43	40.95	42.47
SEV	Vehicle Service Detailer	20.81	21.85	22.89	24.03	25.24	26.49	27.74	29.00	30.25	31.50	32.75	34.00	35.25
SEV	Vehicle Service Worker I	17.03	17.88	18.73	19.66	20.65	21.69	22.72	23.74	24.77	25.79	26.82	27.84	28.87
SEV	Vehicle Service Worker II	18.99	19.94	20.94	21.94	22.94	23.94	24.94	25.94	26.94	27.94	28.94	29.94	30.94

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

UNION	TITLE	Step 1	1L	Step 2	2L	Step 3	3L	Step 4	4L	Step 5	5L	Step 6	6L	6LL
SES	Benefits Technician	24.83	26.07	27.31	28.67	29.94	31.31	32.68	34.04	35.41	36.78	38.15	39.52	40.89
SES	Human Resources Technician	25.59	26.87	28.15	29.55	30.94	32.33	33.72	35.11	36.50	37.89	39.28	40.67	42.06
SES	Planning Aide	23.08	24.23	25.38	26.65	27.98	29.31	30.64	31.97	33.30	34.63	35.96	37.29	38.62
SES	Planning Data Analyst	30.83	32.37	33.91	35.61	37.39	39.17	40.95	42.73	44.51	46.29	48.07	49.85	51.63
SEV	Mechanic I	24.46	25.68	26.96	28.24	29.66	31.04	32.42	33.80	35.18	36.56	37.94	39.32	40.70
SEV	Vehicle Service Worker I	17.24	18.10	18.96	19.92	20.91	21.96	22.96	23.96	24.96	25.96	26.96	27.96	28.96

Longevity Pay is based only on length of service.

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

Tentative Agreement

Article 10.1 Pay Rates

Agree to pay scales as provided above.

Date _____

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

*Jordan Vascones, President SEA Chapter



FY22: 2.5% wage increase, effective June 24, 2021/Adopted by the Board as of February 28, 2020

UNION	TITLE	Step 1	1L	1LL	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SEP	Administrative Supervisor	30.58	32.11	33.64	32.11	33.72	35.33	33.72	35.41	37.10	35.41	37.18	38.95	37.18	39.04	40.90	39.04	40.99	42.94
SEP	Assistant Safety & Training Coordinator	33.39	35.06	36.73	35.06	36.81	38.56	36.81	38.65	40.49	38.65	40.58	42.51	40.58	42.61	44.64	42.61	44.74	46.87
SEP	Custodial Supervisor	23.72	24.91	26.10	24.91	26.16	27.41	26.16	27.47	28.78	27.47	28.84	30.21	28.84	30.28	31.79	30.28	31.79	33.30
SEP	Customer Service Supervisor	27.95	29.35	30.75	29.35	30.82	32.29	30.82	32.36	33.90	32.36	33.98	35.60	33.98	35.68	37.38	35.68	37.46	39.24
SEP	Facilities Maintenance Supervisor	32.69	34.32	35.95	34.32	36.04	37.76	36.04	37.84	39.64	37.84	39.73	41.62	39.73	41.72	43.81	41.72	43.81	45.90
SEP	Fleet Maintenance Supervisor	36.98	38.83	40.68	38.83	40.77	42.71	40.77	42.81	44.85	42.81	44.95	47.09	44.95	47.20	49.51	47.20	49.51	51.92
SEP	Parts and Materials Supervisor	31.51	32.88	34.45	32.88	34.52	36.16	34.52	36.25	37.98	36.25	38.06	39.87	38.06	39.96	41.86	39.96	41.96	43.96
SEP	Revenue Collection Supervisor	26.40	27.72	29.04	27.72	29.11	30.50	29.11	30.57	32.03	30.57	32.10	33.63	32.10	33.71	35.32	33.71	35.40	37.09
SEP	Safety & Training Coordinator	36.10	37.91	39.72	37.91	39.81	41.71	39.81	41.80	43.79	41.80	43.89	45.98	43.89	46.08	48.27	46.08	48.38	50.68
SEP	Transit Supervisor	32.36	33.98	35.60	33.98	35.68	37.38	35.68	37.46	39.24	37.46	39.33	41.20	39.33	41.30	43.27	41.30	43.37	45.44
SEP	Transportation Planning Supervisor	47.24	49.60	51.96	49.60	52.08	54.56	52.08	54.68	57.28	54.68	57.41	60.14	57.41	60.28	63.15	60.28	63.29	66.30
SES	Accessible Services Coordinator	24.95	26.20	27.45	26.20	27.51	28.82	27.51	28.89	30.27	28.89	30.33	31.77	30.33	31.85	33.37	31.85	33.44	35.03
SES	Accountant I	31.19	32.75	34.31	32.75	34.39	36.03	34.39	36.11	37.83	36.11	37.92	39.73	37.92	39.82	41.72	39.82	41.81	43.80
SES	Accountant II	34.30	36.02	37.74	36.02	37.82	39.62	37.82	39.71	41.60	39.71	41.70	43.69	41.70	43.79	45.88	43.79	45.98	48.17
SES	Accounting Clerk	20.71	21.75	22.79	21.75	22.84	23.93	22.84	23.98	25.12	23.98	25.18	26.38	25.18	26.44	27.70	26.44	27.76	29.08
SES	Accounting Specialist	30.14	31.65	33.16	31.65	33.23	34.81	33.23	34.89	36.55	34.89	36.63	38.37	36.63	38.46	40.29	38.46	40.38	42.30
SES	Accounting Technician	24.66	25.89	27.12	25.89	27.18	28.47	27.18	28.54	29.90	28.54	29.97	31.40	29.97	31.47	32.97	31.47	33.04	34.61
SES	Administrative Assistant	24.00	25.20	26.40	25.20	26.46	27.72	26.46	27.78	29.10	27.78	29.17	30.56	29.17	30.63	32.09	30.63	32.16	33.69
SES	Administrative Clerk	21.59	22.67	23.75	22.67	23.80	24.93	23.80	24.99	26.18	24.99	26.24	27.49	26.24	27.55	28.86	27.55	28.93	30.31
SES	Administrative Specialist	26.37	27.69	29.01	27.69	29.07	30.45	29.07	30.52	31.97	30.52	32.05	33.58	32.05	33.65	35.25	33.65	35.33	37.01
SES	Benefits Technician	25.17	26.43	27.69	26.43	27.75	29.07	27.75	29.14	30.53	29.14	30.60	32.06	30.60	32.13	33.66	32.13	33.74	35.35
SES	Buyer	25.76	27.05	28.34	27.05	28.40	29.75	28.40	29.82	31.24	29.82	31.31	32.80	31.31	32.88	34.45	32.88	34.52	36.16
SES	Claims Technician I	22.49	23.61	24.73	23.61	24.79	25.97	24.79	25.93	27.27	25.93	27.33	28.63	27.33	28.70	30.07	28.70	30.14	31.58
SES	Claims Technician II	24.99	26.24	27.49	26.24	27.55	28.86	27.55	28.93	30.31	28.93	30.38	31.83	30.38	31.90	33.42	31.90	33.50	35.10
SES	Custodial Service Worker	17.65	18.53	19.41	18.53	19.46	20.39	19.46	20.43	21.40	20.43	21.45	22.47	21.45	22.52	23.59	22.52	23.65	24.78
SES	Customer Service Representative	20.71	21.75	22.79	21.75	22.84	23.93	22.84	23.98	25.12	23.98	25.18	26.38	25.18	26.44	27.70	26.44	27.76	29.08
SES	Customer Service Assistant	24.00	25.20	26.40	25.20	26.46	27.72	26.46	27.78	29.10	27.78	29.17	30.56	29.17	30.63	32.09	30.63	32.16	33.69
SES	Facilities Maintenance Worker I	21.79	22.88	23.97	22.88	24.02	25.16	24.02	25.22	26.42	25.22	26.48	27.74	26.48	27.80	29.12	27.80	29.19	30.58
SES	Facilities Maintenance Worker II	24.22	25.43	26.64	25.43	26.70	27.97	26.70	28.04	29.38	28.04	29.44	30.84	29.44	30.91	32.38	30.91	32.46	34.01
SES	Financial Analyst	37.75	39.64	41.53	39.64	41.62	43.60	41.62	43.70	45.78	43.70	45.89	48.08	45.89	48.18	50.47	48.18	50.59	53.00
SES	Grants/Legislative Analyst	34.98	36.73	38.48	36.73	38.57	40.41	38.57	40.50	42.43	40.50	42.53	44.56	42.53	44.66	46.79	44.66	46.89	49.12
SES	HR Analyst I	29.41	30.88	32.35	30.88	32.42	33.96	32.42	34.04	35.66	34.04	35.74	37.44	35.74	37.53	39.32	37.53	39.41	41.29
SES	HR Analyst II	32.36	33.98	35.60	33.98	35.68	37.38	35.68	37.46	39.24	37.46	39.33	41.20	39.33	41.30	43.27	41.30	43.37	45.44
SES	Human Resources Clerk	21.79	22.88	23.97	22.88	24.02	25.16	24.02	25.22	26.42	25.22	26.48	27.74	26.48	27.80	29.12	27.80	29.19	30.58
SES	Human Resources Specialist	23.97	25.17	26.37	25.17	26.43	27.75	26.43	27.75	29.14	27.75	29.14	30.60	30.60	32.06	32.06	32.13	33.66	35.35
SES	Human Resources Technician	25.17	26.43	27.69	26.43	27.75	29.07	27.75	29.14	30.53	29.14	30.60	32.06	30.60	32.13	33.66	32.13	33.74	35.35
SES	Information Technology Support Analyst I	25.42	26.69	27.96	26.69	28.02	29.35	28.02	29.42	30.82	29.42	30.89	32.36	30.89	32.43	33.97	32.43	34.05	35.67
SES	Information Technology Support Analyst II	28.23	29.64	31.05	29.64	31.12	32.68	31.12	32.68	34.24	32.68	34.31	35.94	34.31	36.03	37.75	36.03	37.83	39.63
SES	Lead Custodial Service Worker	21.09	22.14	23.19	22.14	23.25	24.36	23.25	24.41	25.57	24.41	25.63	26.91	25.63	26.91	28.19	26.91	28.26	29.61
SES	Lead Facilities Maintenance Worker	29.04	30.49	31.94	30.49	32.01	33.53	32.01	33.61	35.21	33.61	35.29	36.97	35.29	37.05	38.90	37.05	38.90	40.75
SES	Legal Secretary	21.79	22.88	23.97	22.88	24.02	25.16	24.02	25.22	26.42	25.22	26.48	27.74	26.48	27.80	29.12	27.80	29.19	30.58
SES	Paralegal I	31.19	32.75	34.31	32.75	34.39	36.03	34.39	36.11	37.83	36.11	37.92	39.73	37.92	39.82	41.72	39.82	41.81	43.80
SES	Paralegal II	34.30	36.02	37.74	36.02	37.82	39.62	37.82	39.71	41.60	39.71	41.70	43.69	41.70	43.79	45.88	43.79	45.98	48.17
SES	Paratransit Eligibility Coordinator	31.19	32.75	34.31	32.75	34.39	36.03	34.39	36.11	37.83	36.11	37.92	39.73	37.92	39.82	41.72	39.82	41.81	43.80
SES	Payroll Specialist	25.17	26.43	27.69	26.43	27.75	29.07	27.75	29.14	30.53	29.14	30.60	32.06	30.60	32.13	33.66	32.13	33.74	35.35

FY22: 2.5% wage increase, effective June 24, 2021/Adopted by the Board as of February 28, 2020

UNION	TITLE	Step 1	1L	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SES	Planning Aide	20.09	21.09	22.09	22.14	23.19	22.14	23.25	24.36	23.25	24.41	25.57	24.41	25.63	26.85	25.63	26.91	28.19
SES	Planning Data Analyst	31.19	32.75	34.31	34.39	36.03	34.39	36.11	37.83	36.11	37.92	39.73	37.92	39.82	41.72	39.82	41.81	43.80
SES	Purchasing Agent	30.91	32.46	34.01	34.08	35.70	34.08	35.78	37.48	35.78	37.57	39.36	37.57	39.45	41.33	39.45	41.42	43.39
SES	Purchasing Assistant	28.34	29.76	31.18	31.25	32.74	31.25	32.81	34.37	32.81	34.45	36.09	34.45	36.17	37.89	36.17	37.98	39.79
SES	Revenue Account Coordinator	21.73	22.82	23.91	23.96	25.10	23.96	25.16	26.36	25.16	26.42	27.68	26.42	27.74	29.06	27.74	29.13	30.52
SES	Revenue Collection Clerk	19.55	20.53	21.51	21.56	22.59	21.56	22.64	23.72	22.64	23.77	24.90	23.77	24.96	26.15	24.96	26.21	27.46
SES	Safety and Training Program Specialist I	36.40	38.22	40.04	38.22	40.13	42.04	40.13	42.14	44.15	42.14	44.25	46.36	44.25	46.46	48.67	46.46	48.78
SES	Safety and Training Program Specialist II	40.47	42.49	44.51	42.49	44.61	46.73	44.61	46.84	49.07	46.84	49.18	51.52	49.18	51.64	54.10	51.64	54.22
SES	Scheduling Analyst	31.19	32.75	34.31	32.75	34.39	36.03	34.39	36.11	37.83	36.11	37.92	39.73	37.92	39.82	41.72	39.82	41.81
SES	Senior Accounting Technician	27.41	28.78	30.15	30.22	31.66	30.22	31.73	33.24	31.73	33.32	34.91	33.32	34.99	36.66	34.99	36.74	38.49
SES	Senior Customer Service Representative	24.85	26.09	27.33	26.09	27.39	28.69	27.39	28.76	30.13	28.76	30.20	31.64	30.20	31.71	33.22	31.71	33.30
SES	Senior Financial Analyst	41.51	43.59	45.67	43.59	45.77	47.95	45.77	48.06	50.35	48.06	50.46	52.86	50.46	52.98	55.50	52.98	55.63
SES	Senior Payroll Specialist	30.23	31.74	33.25	31.74	33.33	34.92	33.33	35.00	36.67	35.00	36.75	38.50	36.75	38.59	40.43	38.59	40.52
SES	Senior Systems Administrator	46.83	49.17	51.51	49.17	51.63	54.09	51.63	54.21	56.79	54.21	56.92	59.63	56.92	59.77	62.62	59.77	62.76
SES	Senior Transportation Planner	41.99	44.09	46.19	44.09	46.29	48.49	46.29	48.60	50.91	48.60	51.03	53.46	51.03	53.58	56.13	53.58	56.26
SES	Systems Administrator	42.56	44.69	46.82	44.69	46.92	49.27	46.92	49.27	51.62	49.27	51.73	54.19	51.73	54.32	56.91	54.32	57.04
SES	Transportation Planner I	31.49	33.06	34.63	33.06	34.71	36.36	34.71	36.45	38.19	36.45	38.27	40.09	38.27	40.18	42.09	40.18	42.19
SES	Transportation Planner II	34.98	36.73	38.48	36.73	38.57	40.41	38.57	40.50	42.43	40.50	42.53	44.56	42.53	44.66	46.79	44.66	46.89
SES	Electronic Technician	32.36	33.98	35.60	33.98	35.68	37.38	35.68	37.46	39.24	37.46	39.33	41.20	39.33	41.30	43.27	41.30	43.37
SEV	Lead Mechanic	32.87	34.51	36.15	34.51	36.24	37.97	36.24	38.05	39.86	38.05	39.95	41.85	39.95	41.95	43.95	41.95	44.05
SEV	Lead Parts and Materials Clerk	27.83	29.22	30.61	29.22	30.68	32.14	30.68	32.21	33.74	32.21	33.82	35.43	33.82	35.51	37.20	35.51	37.29
SEV	Lead Vehicle Service Worker	23.29	24.45	25.61	24.45	25.67	26.89	25.67	26.95	28.23	26.95	28.30	29.65	28.30	29.72	31.14	29.72	31.21
SEV	Mechanic I	24.66	25.89	27.12	25.89	27.18	28.47	27.18	28.54	29.90	28.54	29.97	31.40	29.97	31.47	32.97	31.47	33.04
SEV	Mechanic II	27.41	28.78	30.15	28.78	30.22	31.66	30.22	31.73	33.24	31.73	33.32	34.91	33.32	34.99	36.66	34.99	36.74
SEV	Mechanic III	30.14	31.65	33.16	31.65	33.23	34.81	33.23	34.89	36.55	34.89	36.63	38.37	36.63	38.46	40.29	38.46	40.38
SEV	Parts and Materials Clerk	23.20	24.36	25.52	24.36	25.58	26.80	25.58	26.86	28.14	26.86	28.20	29.54	28.20	29.61	31.02	29.61	31.09
SEV	Upholsterer I	23.29	24.45	25.61	24.45	25.67	26.89	25.67	26.95	28.23	26.95	28.30	29.65	28.30	29.72	31.14	29.72	31.21
SEV	Upholsterer II	25.61	26.89	28.17	26.89	28.23	29.57	28.23	29.64	31.05	29.64	31.12	32.60	31.12	32.68	34.24	32.68	34.31
SEV	Vehicle Body Repair Mechanic	25.61	26.89	28.17	26.89	28.23	29.57	28.23	29.64	31.05	29.64	31.12	32.60	31.12	32.68	34.24	32.68	34.31
SEV	Vehicle Service Detailer	21.33	22.40	23.47	22.40	23.52	24.64	23.52	24.70	25.88	24.70	25.94	27.18	25.94	27.24	28.54	27.24	28.60
SEV	Vehicle Service Worker I	17.46	18.33	19.20	18.33	19.25	20.17	19.25	20.21	21.17	20.21	21.22	22.23	21.22	22.28	23.34	22.28	23.39
SEV	Vehicle Service Worker II	19.46	20.43	21.40	20.43	21.45	22.47	21.45	22.52	23.59	22.52	23.65	24.78	23.65	24.83	26.01	24.83	26.07

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

UNION	TITLE	Step 1	1L	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SES	Benefits Technician	25.45	26.72	27.99	26.72	28.06	29.40	28.06	29.46	30.86	29.46	30.93	32.40	30.93	32.48	34.03	32.48	34.10
SES	Human Resources Technician	26.23	27.54	28.85	27.54	28.92	30.30	28.92	30.37	31.82	30.37	31.89	33.41	31.89	33.48	35.07	33.48	35.15
SES	Planning Aide	23.66	24.84	26.02	24.84	26.08	27.32	26.08	27.38	28.68	27.38	28.75	30.12	28.75	30.19	31.63	30.19	31.70
SES	Planning Data Analyst	31.60	33.18	34.76	33.18	34.84	36.50	34.84	36.58	38.32	36.58	38.41	40.24	38.41	40.33	42.25	40.33	42.35
SEV	Mechanic I	25.07	26.32	27.57	26.32	27.64	28.96	27.64	29.02	30.40	29.02	30.47	31.92	30.47	31.99	33.51	31.99	33.59
SEV	Vehicle Service Worker I	17.67	18.55	19.43	18.55	19.48	20.41	19.48	20.45	21.42	20.45	21.47	22.49	21.47	22.54	23.61	22.54	23.67

Longevity Pay is based only on length of service.

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

Tentative Agreement

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

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

*Jordan Vascones, President SEA Chapter

NEWS CLIPS

March 26, 2022 – April 22, 2022

**SANTA CRUZ
COUNTY
ARTICLES**

From: [Santa Cruz METRO Transit District](#)
To: [Donna Bauer](#)
Subject: METRO Lifts Mandatory Face Mask Mandate for Vaccinated Persons - Effective Immediately
Date: Tuesday, April 19, 2022 11:47:23 AM

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Santa Cruz METRO Lifts Mandatory Face Mask Mandate for Vaccinated Persons

Effective Immediately

Santa Cruz, CA (Tuesday, April 19, 2022) - The Santa Cruz Metropolitan Transit District (METRO) has decided to lift its' mandatory face mask mandate for vaccinated staff and riders, per Monday's announcement from TSA, advising public transportation operators that they no longer need to enforce the federal face mask mandate effective today, Tuesday, April 19, 2022.

Due to this announcement from TSA, effective today, Tuesday, April 19, 2022, METRO will no longer be requiring face masks for vaccinated individuals; instead the agency is strongly recommending face masks to be worn on METRO vehicles and at Transit Centers. Unvaccinated persons will still be required to wear a face mask onboard METRO vehicles and while inside a Transit Center.

As the TSA announcement was just made public yesterday, METRO asks customers to please be patient while staff works to remove mandatory face mask signage onboard our vehicles and Transit Centers.

METRO continues to follow public health guidelines from official sources such as CDC, State, and local guidance whenever possible to support safe travel. Including cleaning and disinfecting transit vehicles and strongly recommending face masks while onboard METRO vehicles and inside Transit Centers. In addition, METRO puts health first by requiring riders and employees to avoid public transit if they have been exposed to COVID-19 or feel ill.

For more information on the rescinded TSA Security Directive, visit <https://www.transit.dot.gov/TransitMaskUp>. For more information on METRO visit scmtd.com or to view METRO's current schedule visit scmtd.com/en/routes/schedule.

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About Santa Cruz Metropolitan Transit District:

Established in 1968, Santa Cruz METRO provides directly operated fixed-route and Highway 17 commuter service throughout Santa Cruz County, with limited service connecting to Monterey Salinas Transit at our Watsonville Transit Center and Santa Clara County, transporting more than 5 million* passenger trips a year. METRO also directly operates ParaCruz paratransit service to Santa Cruz County, providing about 73,500* trips per year. METRO's operating budget in FY21 is almost \$55 million and is funded through a combination of farebox revenue, sales tax, and state and federal sources. Today METRO operates a fleet of 94 buses on at least 24 fixed-routes and 32 paratransit vehicles. For more information, visit www.scmtd.com. Like METRO on Facebook at www.facebook.com/SantaCruzMETRO or follow us on Twitter at www.twitter.com/SantaCruzMETRO.

*Reflect pre-pandemic ridership numbers

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Lookout Santa Cruz

By: Mark Conley
April 5, 2022

Manu the senior supervisor? First-time politico battles ‘tangle of wires,’ resistance to inevitable change



Manu Koenig talks to a First District constituent at Anna Jean Cummings Park.
(Kevin Painchaud / Lookout Santa Cruz)

He's only 15 months into his first term, but First District Supervisor Manu Koenig might soon become the most senior Santa Cruz County supervisor. As we move into election season, the banter of local political circles includes a growing sense that the new guy, who is already the commissioner of the board, will soon be the veteran.

With Ryan Coonerty and Greg Caput opting to bow out in November, Koenig, 36, will trail only Zach Friend and Bruce McPherson in board seniority. Most suspect those two

will not run again in 2024 — meaning if Koenig runs for a second term, as most expect, he would become the board's senior member.

That's quite an ascension for a novice politico. Koenig rode into the political arena amid countywide acrimony over the rail corridor's future, an agent for change in an area long averse to it — but maybe, possibly, *finally* ready to dip its toes in.

The rail-trail issue is hurtling toward some resolution with Measure D on June 7, when voters decide whether getting a pedestrian-use trail built more quickly should supersede any future plans for rail transit. It's been no less of an acrimonious ride than when it began, but even as Regional Transportation Commission vice-chair, Koenig has been just one of many players in that ongoing drama.

Perhaps his biggest challenges 15 months into politics have come at the hyperlocal level within his district and not far from his own Live Oak neighborhood.

Don't change our roads, the people of Pleasure Point told him vocally and forcefully when a pop-up transformation of Portola Drive surprised many neighbors in July. Don't agree to affordable housing development proposals without our knowledge or input, the neighbors of Soquel and Capitola loudly opined in March.

In both instances, Koenig has learned important lessons. The Portola pop-up was only a trial, and the tribe appears to have spoken on its immediate future (see surveys on Page 59 here). While the Project Homekey proposal on Park Avenue could still move forward — a decision from the state is expected any day now — Koenig has expressed a need for better education and communication with his constituency.

He said he learned other lessons in his previous private-sector life at Civinomics — a Santa Cruz-incubated attempt to create a social network for civic engagement. Getting more community voices involved in the process is still his focus.

And, importantly, he hasn't backed down from the edict that got him elected: change.

"Things are going to change whether we do anything about it or not," he says.

It seemed like a good moment to catch up with Koenig — whose name, we should remind you, is pronounced *MAH-nu KOHN-ig* — so we did. Here's our conversation

about the “tangled box of wires” that is government, key issues like homelessness and affordability, and the new Australian cattle dog he and his wife, Leah, adopted.



Manu Koenig snapped a selfie of himself and his new dog, Benji.
(Via Manu Koenig)

This interview has been edited for clarity.

Lookout: How does the job compare with what you imagined it would be?

Manu Koenig: The main thing is it's a lot slower. It's hard to get things done. You know, there's a lot of consensus-building that needs to happen for anything, which involves a lot of working with staff. What I found is that when you propose a new idea, the biggest thing that can destroy a new proposal is staff resistance. We rely on them for a lot of expertise. And so I learned that the hard way once or twice.

Lookout: What percentage of people are saying your name right these days?

Koenig: I feel like it's gotten pretty good. You know, maybe 65%.

Lookout: What's surprised you most about the world of politics?

Koenig: One thing that's really frustrating is all the limitations from different levels of government. One example is that homelessness — obviously, arguably, the biggest issue that our community faces — we have 40 different funding streams for homelessness, mostly state grants. And so they're all for very specific things. So I can't just go in there and say, "Hey, guys, we're taking the \$7 million, and spending it on tiny homes or buying a new property to build a work-based community." All the restrictions around state grants are really limited. It's also a challenge, for example, in trying to fix our road infrastructure. So I've got half a mind to start a statewide ballot initiative that really helps return a lot more local control over our finances, to the county and away from the state, because we're wasting a ton of time and all this grant writing and grant management.



Santa Cruz County First District Supervisor Manu Koenig is sworn in Jan. 4, 2021.
(Patrick Riley / Lookout Santa Cruz)

Lookout: Sounds like the process of bureaucracy can be maddening.

Koenig: Complexity is the biggest challenge we face in government overall, right? When it comes to the other big issue, housing, there are just too many rules around what you can and can't build and all the steps you've got to go through. It's nice to have some ability to affect the process, but I feel like I've opened up the box of government and there's just this incredible tangle of wires. It's like, "Oh, this is clearly a problem, but what do I cut? I don't want to cut the wrong thing." And so it's taking some time just to get to know the system and hopefully we'll find some opportunities for greater efficiencies here.

Lookout: The fact you could be the longest-tenured board member pretty quickly here ... is that exhilarating or scary?

Koenig: A little bit of both. I suppose. I mostly just feel a sense of responsibility about it. There's a lot of institutional knowledge that goes into it into the job. I've been here a year and a quarter and I feel like I'm just starting to understand the machine. It's not an easy job. And I can't say that I'm jumping up and down saying, "Yes, I absolutely want four more years!" I'm looking forward to having some new members on the board who have a similar sense of urgency and eagerness to change things for the better.

Lookout: And soon it will be more diverse and younger. Are you already feeling somewhat of a generational pivot with your presence?

Koenig: Yeah, more diverse perspectives will be good. We're kind of on the cusp of a fair amount of change on the board and I think the younger perspective is helpful.

Lookout: Do you get a sense that more millennials are taking an interest in what's going on around them?

Koenig: I wish I could say so. It's really hard to get people engaged. I wouldn't say it's surprising. For the most part, I hear from people who are just angry about things because of a specific project. And not just projects like Homekey, but I mean even putting in new sidewalks or a bike lane. So I think because not many millennials in our county are homeowners, people are more likely to have to work more than one job or they're still going to school, they just don't have as many opportunities to be civically engaged. I'm trying to change that. We have an opportunity with what's gonna be the biggest change to our general plan here in 25 years, which is the sustainability update. We're looking for ways to reach out to more representative groups of voters, of citizens and get them engaged in that process.

Lookout: Is there any way to make the system of governance more fun and sexy?

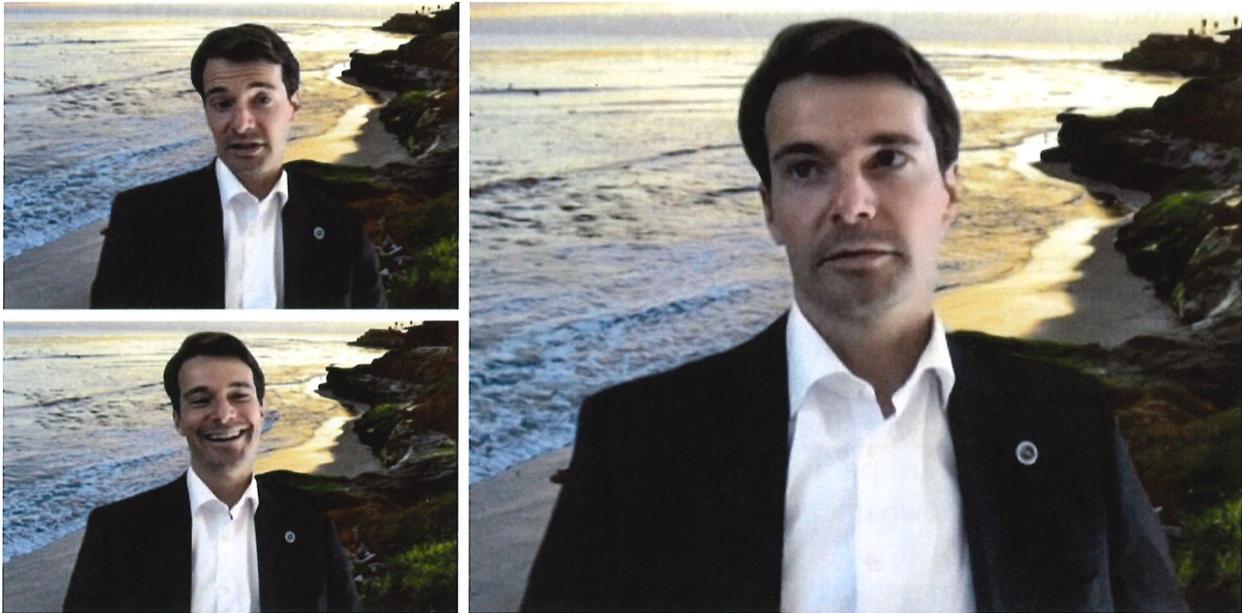
Koenig: The process itself is pretty dry — that's true. I've realized that being on the board is definitely a job, right? There's just all of these things that government has to do, that I have to do as a representative in government. It would be hard to change that fundamentally, but I do think that there's hope in the way we engage the public. I think the answer is to move more towards a deliberative democracy model, which you can think of as proactive jury duty. Getting a random group of people together to talk proactively about a policy and how to shape it. So it's kind of creating a new process rather than trying to make the old one fit in today's world.

Lookout: You had heard from people in your district who wanted better pedestrian and bike safety, but the Portola pop-up kind of defied that logic.

Koenig: Yeah, the intentions were good; the goal was better bike and pedestrian safety. We saw very negative backlash to that project. That did surprise me. I'm trying to take it in stride and take a build-measure-learn approach. Take what we learned from that prototype. And hey, thank God it was just a prototype.

Lookout: Pleasure Point — what many of us lovingly call the "Surf Ghetto"— is an interesting place that hasn't seen the level change that the Westside has. And many people are afraid of it.

Koenig: I think it's true that part of what touched a nerve there was you'll see how fast the area's changing right now already and having something tangible they could oppose or react to. The reality is that it's quickly turning into more of Carmel than a surf ghetto given the way home prices are going. We've clearly been discovered, and telecommuting has allowed a lot more people to work from this side of the hill, with jobs that pay great.



Manu Koenig talked with Lookout about his first 15 months on the job.

Even in Live Oak as a whole, the average home price is now about \$1.4 million and will probably go up another 22% this year, in Live Oak and Soquel both. So yeah, things are changing rapidly just because there's so little housing inventory and so many people want to be here.

Lookout: It's kind of the issue of our time. Is there any good answer for people feeling pushed out of this equation?

Koenig: As someone put it to me the other day, the reason that we live here is that our parents built housing and if we want our kids to live here, we're gonna have to build housing for the next generation, too.

Lookout: This place has always fought to retain its small-town identity and never wanted to face future realities.

Koenig: We all point the finger and say it's one thing or another, whether it's the university or tech money. The reality is we live next to the biggest goldmine on the planet, Silicon Valley. And so, of course things are going to change and they're going to change whether we do something about it or not. In fact, if we don't do anything, they'll probably change even faster because that just means less homes get built, so the homes around will go up in price faster. And that's what we're seeing. In some ways, to maintain the cultural vibrancy of Santa Cruz, we do need to build that housing.

Lookout: And then you have projects like Homekey on Park Avenue and the resistance to building comes out in full force.

Koenig: As it was going through the boring process at our meetings, no one showed up. And I think that really just demonstrates some of the shortcomings of the process. I mean, unless you're paying attention, you missed it. I also think that there's just a fair amount of fear involved with any kind of change.

And, of course, the word "homeless" is very loaded in our community. And many people have imagined that this is going to be some kind of shelter project that's going to attract people from all over the county to seek services. And of course, that's not the case. This is basically just permanent apartments, long-term housing. And so the misinformation about what it actually is, I think also fuels it.

Lookout: Homelessness was one of your core tentpoles in running for office, so how do you help educate your constituency better?

Koenig: One important piece of it is explaining who will be living there, getting some bios of the kinds of people we're trying to house. I got one letter from someone talking about how excited they were about the possibility of finally being housed to have a chance to bake and, you know, have a cat. Those kinds of stories are kind of masked when we talk about homelessness in general. And I get why our community is traumatized by what we all see at San Lorenzo Park.

But the reality of homelessness is that it's actually a bigger problem than that. It's only about a quarter of the people who are homeless in our county that are living in encampments like that. We got a pretty sobering report at the board last week about how family homelessness is up and senior homelessness is up. So those are the very real consequences of having such a tight housing market. People of all stripes are just right on the edge of losing their housing and are losing their housing.

Lookout: Who would've thought a coastal trail could polarize a county as much as it has?

Koenig: It was already polarized when I got involved in 2015 — it's kind of why I got involved. I guess I'm surprised it's been so polarizing for so long. But having talked to a lot of people about it, I think the average voter is less polarized than the dialogue on the opinion page or in the online comments would lead us to believe. I think that a lot of people are not talking about it all that much. They just want a safe place to ride their bike or take their dog for a walk, and they're wondering what's taking so long.



Manu Koenig and his dog, Benji.

(Via Manu Koenig)

Lookout: I know you like to get out and surf — are you doing it?

Koenig: That is one area of my life where I definitely need improvement. I've been missing out. I get out occasionally, but not nearly as much as I would like. I guess on the plus side, the reason for that is that we got a new dog. Benji is a 13-month-old Australian cattle dog who we adopted from someone who had to give him up when his landlord changed the pet policy. It has been a great opportunity to get to know some of the trails in the area. It's inspired me to work on more trail projects in mid-county.

Open Letter to Santa Cruz County Voters on METRO

Dear Santa Cruz County Voters,

Concerned about global warming? Santa Cruz's best and most immediate opportunity to slow global warming is right in front of our eyes — it's our public transit system, **Santa Cruz METRO**.

In service since 1968,¹ METRO's white, blue, and yellow buses might be such a common sight that we don't even notice them, but they serve the entire county from Bonny Doon to the Pajaro Junction, running routes from 5:15 am to 12:30 am for fares as low as \$1.00/ride.²

Transportation is frequently cited as the largest contributor to global warming, so if reducing CO2 emissions by getting vehicles off Highway 1 is the immediate goal, then METRO is the answer. It's in service **NOW**, while a passenger train that isn't even in the Regional Transportation Plan until 2045,³ does nothing for decades to make a difference in climate change. METRO is already in the process of replacing all their Compressed Natural Gas (CNG) buses with zero-emissions electric buses by 2040.⁴ Four new electric buses are in service now, running the Watsonville Circulator Route, 7 days a week, 52 weeks a year, for free!⁵

METRO provided over 5 million rides in 2019⁶ (pre-pandemic), and that's a lot of cars that aren't driving on Highway 1 or on our surface streets. And this isn't just local ridership: METRO's Highway 17 Express connects to San Jose's VTA, Amtrak, and Caltrain, leaving the downtown Santa Cruz METRO Center every hour from 5:45 am until 8:45 pm.

Yet even with METRO's track record of performance, reliability, cost consciousness, and steady progress in actions that reduce CO2 emissions, some folks think a passenger train running on our out-of-service railroad tracks might be a better option to address global warming. This proposal has been studied by our Regional Transportation Commission (RTC) for the last 10 years via surveys and reports, at a cost to county taxpayers of millions of dollars. Think how much more quickly METRO could have expanded its electric bus fleet with that funding.

Santa Cruz METRO has many significant advantages for our community: it goes directly to where people and jobs are, including UCSC, Cabrillo College, Dominican Hospital, government buildings, and the downtowns of Santa Cruz, Watsonville, Capitola, Aptos, and Scotts Valley. METRO leaves no one out, offering ParaCruz and Cruz-on-Demand with door-to-door service for the elderly and disabled.⁷ It is not restricted to fixed tracks and the limited boarding options of a train. And because METRO runs on the same streets we all use, its operating costs aren't inflated by construction and maintenance of the unique infrastructure of railroad tracks, signals, guardrails, fencing and the like. Finally, and most critically, METRO is **scalable**: it can shrink and expand as needed to meet changing conditions, as it did during the COVID-19 pandemic.

Every day we experience the effects of global warming, so let's not forget we have an incredibly valuable asset in METRO that's operating **today**. We must continue to support METRO's transition to zero-emission buses, traffic improvements like Bus-on-Shoulder on Highway 1, adaptive signaling on thoroughfares like Soquel Drive,⁸ and further encourage the expansion of routes and ridership to reduce our reliance on CO2 emitting vehicles.

The reality is that a combination of Greenway on the unused rail corridor and METRO, where walkers and cyclists can easily jump on and off the trail, is the best and most economical way to reduce CO2 emissions in Santa Cruz County. A YES vote on Measure D in the June 7th election will encourage the development of an affordable Greenway trail, the perfect complement to METRO, and the county's best transportation solution to fight global warming **today**.

Sincerely,

Sincerely,
YES Greenway

VOTE YES ON **D**

1. Santa Cruz METROopolitan Transit District (Wikipedia)
2. Santa Cruz METRO - Fares (METRO)
3. 2045 Regional Transportation Plan (SCCRTC)
4. Santa Cruz METRO begins process to be Zero Emissions by 2040 (Santa Cruz Sentinel, Mar 8, 2021)
5. Santa Cruz METRO - Watsonville Circulator - Powered by all-electric zero emission buses (METRO)
6. Metro Planning and Development Annual Status Report (METRO, Sep 24, 2022) 2
7. Santa Cruz METRO - Cruz On-Demand (METRO)
8. Soquel Avenue: Less Congested? (Times Publishing Group, Jan 1, 2020)



4-5-2022

SANTA CRUZ SENTINEL

4/4/2022

Michael Tree To Join METRO

The Santa Cruz Metropolitan Transit District (METRO) on March 25 named Michael Tree the district's new CEO/general manager, according to a release from the district. Tree's first day at METRO is April 25.



Michael Tree

"We're excited by his extensive expertise and knowledge of public transit as well as his proven track record in increasing connectivity for the public," Larry Pageler, METRO Board of Director chair said in a prepared release announcing Tree's hire. "We look forward to Michael expanding our zero-emissions bus plan so METRO can continue to reduce our emissions and our impact on the environment."

CEO Tree has more than 27 years of experience in the public transit industry and city management.

MASS TRANSIT

<https://www.masstransitmag.com/management/press-release/21261918/santa-cruz-metropolitan-transit-district-santa-cruz-metro-welcomes-michael-tree-as-new-ceo-general-manager>

Santa Cruz Metro welcomes Michael Tree as new CEO/general manager

March 28, 2022

Tree was selected after a nationwide search for his expertise and experience in increasing connectivity to public transit.



Michael Tree has been named the new CEO/general manager of the Santa Cruz Metropolitan Transit District (Santa Cruz Metro). Tree's start date is April 25, 2022.

"Following a nation-wide search and many hours of work by our recruitment team, I'm happy to announce the appointment of Michael Tree as Santa Cruz Metro's new CEO/general manager," said Metro Board Chair Larry Pageler. "We're excited by his extensive expertise and knowledge of public transit as well as his proven track record in increasing connectivity for the public. We look forward to Michael expanding our zero-emissions bus plan so Metro can continue to reduce our emissions and our impact on the environment."

Tree has more than 27 years of experience in the public transit industry and city management. His most recent experience as executive director of the Livermore Amador Valley Transit Authority (LAVTA) focused on increasing the agency's transportation options to improve ease of use and connectivity for riders. This resulted in an increased number of Rapid Routes with 15-minute, all-day frequency and expanded travel options for passengers with disabilities.

While Executive Director of LAVTA, Tree was also the executive director for the Tri-Valley – San Joaquin Valley Regional Rail Authority, a new rail authority created by the state of California to plan and deliver the Valley Link commuter rail project--a 42-mile, seven-station project. Under Tree's leadership, the rail authority completed the **feasibility report, environmental work**, preliminary design and assembled more than \$700 million for the project.

"I'm pleased to hear of the appointment of Michael Tree as Metro's CEO/general manager and look forward to handing the baton over to his new leadership. CEO Tree's long standing experience in public transit will be a huge asset to Metro and I look forward to him continuing to strengthen our bond among our employees and community," said Dawn Crummié, Santa Cruz Metro interim CEO/general manager and HR director.

In his career, Tree has been named Transit Manager of the Year by both the California Association for Coordinated Transportation and the California Transit Association, and in 2020, **LAVTA was named the North American Transit Agency of the Year** in its category by the American Public Transit Association. Tree holds a master's degree in Transportation Management from San Jose State University and a bachelor's degree in Business Management from Brigham Young University.

"I'm excited to lead Santa Cruz Metro into its next chapter. The future holds opportunity for Metro to improve the quality of life for residents through better connectivity, especially for those who are disadvantaged. I'm also committed to growing the zero-emission fleet at Metro to protect our environment. I look forward to strengthening the partnership with our employees, passengers and the board as we deliver attractive and innovative service," said Tree.

Good Times

<https://www.goodtimes.sc/santa-cruz-metro-announces-new-ceo/>

Santa Cruz METRO Announces New CEO

By Todd Guild

March 25, 2022



The Santa Cruz Metropolitan Transit District (METRO) on Friday announced it has named Michael Tree its new CEO/General Manager.

Tree has nearly three decades of experience in the public transit industry and city management, most recently as Executive Director of the Livermore Amador Valley Transit Authority,

where he focused on increasing transportation options and improving ease of use and rider connectivity.

Tree was also the Executive Director for the Tri-Valley–San Joaquin Valley Regional Rail Authority. This new rail authority was created to deliver the Valley Link commuter rail project, a 42-mile, seven-station project.

“We’re excited by his extensive expertise and knowledge of public transit as well as his proven track record in increasing connectivity for the public,” Metro Board Chair Larry Pageler said in a press release. “We look forward to Michael expanding our zero-emissions bus plan so METRO can continue to reduce our emissions and our impact on the environment.”

Former CEO Alex Clifford announced his departure in November.

Tree was named Transit Manager of the Year by both the California Association for Coordinated Transportation and the California Transit Association.

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“I’m excited to lead Santa Cruz METRO into its next chapter,” he said. “The future holds opportunity for METRO to improve the quality of life for residents through better connectivity, especially for those who are disadvantaged.”



Michael Tree. — courtesy of Santa Cruz METRO

Local News

News

Santa Cruz METRO announces new CEO

By: **TODD GUILD**  March 25, 2022

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Local News News

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Other Transit Related Articles



US: Residents left behind as pandemic hurts bus companies

By Jenni Bergal

Source Stateline.org (TNS)

April 19, 2022

Throughout the country, many people who don't have cars or don't drive, especially students or people with limited means, rely on intercity buses. If those routes are cut or eliminated, they may be left in the lurch.



A Greyhound bus turns into the Greyhound Bus Station on 10th Street in Philadelphia's Chinatown on Thursday, April 7, 2022. Greyhound abruptly changed the configuration of its cramped station in Chinatown and busses now enter from the terminal's former exit on 10th Street. (Yong Kim/The Philadelphia Inquirer/TNS)

Before the COVID-19 pandemic struck in March 2020, Rochester City Lines, a family-owned commuter and charter bus company in Minnesota, was riding high.

"We were set for our best year ever in 2020," said Christian Holter, the company's director of operations. "And then the wheels fell off."

Half of the company's business had come from commuters on its dozen fixed routes. Many worked at the giant Mayo Clinic medical complex in Rochester and commuted from areas in southeast Minnesota and the Twin Cities region.

The company lost a huge chunk of its commuters when Mayo allowed many staffers to work remotely, Holter said. The rest of Rochester City Lines' business, which came mainly from charters booked by high school and college athletics teams and for corporate outings, dried up as well.

In 2020, the company's revenues dropped 93%, Holter said.

Like Rochester City Lines, many private bus companies across the U.S. have faced serious hardships during the pandemic. It didn't matter whether they ran scheduled routes from city to city, transported commuters or provided charters and tours.

Throughout the country, many people who don't have cars or don't drive, especially students or people with limited means, rely on intercity buses. If those routes are cut or eliminated, they may be left in the lurch.

Transportation experts consider intercity services essential infrastructure. Often, they operate in areas where there may be no alternative transportation.

And in many small towns, local charter bus operators serve school groups, clubs for older adults and other community organizations. Without them, residents may have few options if they want to plan for sporting events, church retreats or sightseeing trips.

The pandemic took a heavy toll on the bus industry.

Riders disappeared. White-collar employees worked from home. Schools taught students remotely, so there were no field trips or sports events.

Bus companies slashed services, eliminated routes and laid off workers. Buses sat idle. Despite \$1 billion in federal aid, many companies, particularly those that ran charters, couldn't make it and shut down.

In December 2019, there were 3,878 motorcoach carriers in the U.S., according to the Federal Motor Carrier Safety Administration. As of late February, there were 1,940.

Many of the companies that remain still are struggling to deal with a huge drop in ridership and big revenue losses, industry officials say.

"It's been devastating. Restaurants and hotels seem to be back. Airlines are all busy. Compared to other transportation modes and the travel industry, we are still way, way behind," said Peter Pantuso, president of the American Bus Association, an industry trade group.

It's particularly problematic for commuter bus lines, which relied on riders who lived in suburbs or small towns and rode the bus to work at bigger cities, Pantuso said.

Commuter bus ridership is only 20% to 25% of what it was before the pandemic, according to Pantuso's group.

"In a lot of major urban areas, commuters aren't coming back," he said. "They're teleworking or they're driving because they don't feel comfortable on a bus or metro."

Charter bus companies are faring better, but still are operating at about 60% of capacity, Pantuso said.

In Washington, D.C., for example, where about 1,000 buses a day filled with students from across the country normally would be arriving for spring field trips, his group estimates there will be only about 500 a day this year.

And intercity bus companies, which transport riders from city to city, also are hurting.

As of late February, ridership on intercity bus lines nationwide was an estimated 60% compared with pre-pandemic numbers, according to a recent report by the Chaddick Institute for Metropolitan Development, an urban transportation think tank.

"Commercial intercity bus lines went through hell in a handbasket because of the pandemic," said Joseph Schwieterman, a professor at the School of Public Service at DePaul University in Chicago and director of the Chaddick Institute. "Morale tanked. Equipment sat idle. Employees pivoted to other jobs. It's been a very tough time.

"Now it's a game of catchup, if they're still around," he added. "Many are greatly downsized and are having a hard time ramping up."

Bus companies also are dealing with a major bus driver shortage, as many out-of-work drivers moved to other jobs, such as trucking, during the pandemic.

"In our industry, the driver shortage situation is almost as bad as the pandemic," Pantuso said.

The number of motorcoach drivers nationwide fell an estimated 62% between February 2020 and December 2021, according to Pantuso's association.

Unlike private intercity and charter bus companies, most publicly funded rural bus services have fared somewhat better during the pandemic, Schwieterman said. Those routes in rural communities largely have been preserved because the companies that run them receive funding through state governments and the U.S. Department of Transportation, he added.

Many intercity and charter bus companies have managed to stay afloat with help they got from Congress. Some relied on federal Paycheck Protection Program money to help keep staffers employed, at least for a time. And in late 2020, as part of its pandemic relief bill, Congress approved a \$2 billion grant program for motorcoach, school bus and passenger vessel operators. The motorcoach industry got \$1 billion of that.

“We were grateful to get anything at that point,” Pantuso said. “For some companies, it was a thin lifeline.”

But it hasn’t been nearly enough, he added. His association is hoping Congress will authorize another \$2 billion for the three industries through an amendment added to a larger COVID-19 aid bill by U.S. Sens. Ben Cardin, a Maryland Democrat, and Roger Wicker, a Mississippi Republican. The bill is under consideration in the Senate.

In the meantime, Pantuso said recovery has been fairly slow. He doesn’t see his industry coming back until late 2023 or early 2024.

“With gas at \$4 a gallon, you’d expect the industry to be exploding,” he said. “We’re not seeing that happen. People just aren’t riding as much.”

Schwieterman said he thinks intercity bus ridership will keep growing this summer and predicts it will reach 80% of pre-pandemic levels in 2023, spurred by the surge in gasoline prices motorists are facing.

As for commuter bus lines, particularly those that involve a long distance, that’s a different story.

“The daily commuting market may never fully return. That market is permanently changed,” he said, noting that he hopes it eventually reaches three-quarters of pre-pandemic levels over the next few years.

For Rochester City Lines, charter business has gradually been making a comeback in the last eight months, Holter said. But commuter service, which was suspended in April 2020, probably will not return.

The small business, which was started by his grandparents in 1966, has been able to remain in operation during the pandemic, Holter said, because lenders were generous about deferring payment on business loans and because of federal assistance programs.

“Those programs are why the doors are still open,” he said. “It’s been a brutal thing to go through.”

And while the company is building up its charter business, total revenue is still down about 50% compared with pre-pandemic numbers, according to Holter.

He said the company still gets inquiries from former riders asking if commuter service will be coming back.

“I’m sorry to say that there’s enough that’s changed that it would be really challenging to put service back on the road,” he said.

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MASS TRANSIT

CA: Airline and public transportation mask mandate: How risky will travel be after rules expire in May?

By Annie Vainshtein **Source** San Francisco Chronicle (TNS) April 15, 2022

You'll have to mask up for air travel and other public transportation for at least a few more weeks after federal officials on Wednesday extended the face-covering mandate — a move that Bay Area experts call prudent, for now.

Apr. 14—You'll have to mask up for air travel and other public transportation for at least a few more weeks after federal officials on Wednesday extended the face-covering mandate — a move that Bay Area experts call prudent, for now.

But they add that people will likely soon have to take their safety into their own hands when the COVID-19 requirement, one of the most visibly contentious throughout the pandemic, is retired.

The federal mask mandate for public transportation and airplanes, which was issued early last year and was set to expire Monday after multiple previous extensions, will stay in place until May 3, the Centers for Disease Control and Prevention announced Wednesday.

Health officials said they are monitoring the spread of the omicron coronavirus strain and its BA.2 subvariant, which is still driving an uptick in COVID cases across the U.S.

Overall, airports and public transportation have not been shown to be major drivers of infection, infectious disease experts say. But they have been major drivers of controversy, especially two years now into the pandemic as mask mandates have lifted in almost every other arena.

Last month, CEOs from all the major U.S. airlines sent a letter to President Biden urging him to lift the mandate, and almost two dozen mostly Republican-led states filed a federal lawsuit in Florida to overturn it.

The rule has met some high-profile resistance from passengers, too: The FAA reported 1,150 incidents of unruly passengers this year, 744 related to face masks.

Bay Area infectious disease experts say that with the swift takeover of BA.2, and cases rising in parts of the U.S., the feds' decision to extend the mandate makes sense.

"I think there are a lot of swirling forces in the air that we don't understand," said UCSF Department of Medicine head Bob Wachter. "And once you've taken the mandate away, it will be brutally hard to put it back on."

Though the U.S. has been experiencing various surges from BA.2, they seem milder, and their peaks seem to happen fairly quickly, said Wachter, adding that the surge has not been associated with a significant bump in hospitalizations or deaths.

Given that, Wachter said, the arguments to remove the mandate are becoming stronger. As it stands, with the exception of the very youngest children, everyone who wants to be vaccinated can be; immunocompromised people have gotten their second boosters; and at least one study has shown that one-way masking works very well to protect the wearer from infection, especially if the mask is an N95.

Airplanes and public transit are some of the safer places to be, he said, adding that superspreader events are rare in those environments. Multiple studies, including one from Harvard, have found that due to pathogen control in airports and on airplanes — including high-grade ventilation systems that in some cases filter out more than 99% of particles — the spread of COVID-19 in those environments is thought to be relatively low.

"The increasing dissonance between (being allowed) to not wear a mask inside a crowded bar but not in this very well-ventilated space that's substantially safer, called an airplane, it's just increasingly odd," said Wachter.

Plus, he said, dropping the mandate doesn't mean that people can't continue to mask. He, for one, will still be masking up on airplanes and public transit. But with the situation so different from a year or even six months ago, he said, he questions whether arguments for government intervention around masking on transit are as strong as they were before.

"At some point you're really going to have a revolution ... I mean people just refusing," he said. "And as a public health strategy you really need the support of the people, you need people to believe that these rules make sense."

But while some people may feel relieved if the mandate is lifted May 3, others may feel really unsafe, said Jorge Salinas, Stanford professor of medicine.

"We (will) be sacrificing the few for the convenience of a larger group of people," he said. "And while I agree that policies need to be based on what serves the most people, because I don't see masks as overly inconvenient, I would still recommend (wearing them)."

Like Wachter, Salinas will continue to wear masks on public transit, including airplanes — and he said they probably should become part of the new normal, with or without a mandate.

"Even though we have decreased the severity of the disease, it's still a nasty disease that we're learning about," he said.

We know that even mild COVID-19 can increase our risks of developing things like diabetes later on, he added, not to mention the risk of long COVID. "Within reason, it's still worthwhile to avoid getting infected," he said.

Annie Vainshtein (she/her) is a San Francisco Chronicle staff writer. Email: avainshtein@sfchronicle.com

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Michael Tree Leaving WHEELS Transit Authority

Apr 12, 2022



Michael Tree, executive director of the Livermore Amador Valley Transit Authority (LAVTA / Wheels) since November 2014, has announced he will be leaving the agency effective April 22.

On March 25, the Santa Cruz Metropolitan Transit District approved the hiring of Tree as their new chief executive officer and general manager with a start date of April 25.

Tree is credited with inheriting a transit system that had experienced five consecutive years of ridership declines and turning it into an organization that was named North America's

Transit Agency of the Year by the American Public Transportation Association in 2020.

As executive director at Wheels, Tree's accomplishments include a major service restructuring in 2016, which improved productivity and increased ridership; a new, high-frequency Rapid bus route; and greatly improved access to BART and ACE rail stations, Las Positas College, and other key destinations in the Tri-Valley. Systemwide ridership increased by over 8 percent over the next two years.

The introduction of Shared Autonomous Vehicle (SAV) technology to the Tri-Valley. LAVTA's SAV project kicked off in 2018 with a testing phase in an area adjacent to the

Dublin and Pleasanton BART Station. LAVTA later became the first agency in California to operate an SAV in transit operation on public roads.

Serving as the first executive director of the Tri-Valley – San Joaquin Valley Regional Rail Authority (Valley Link) for four years beginning in 2018, while continuing to serve as executive director of LAVTA. At Valley Link, Tree oversaw the completion of the Valley Link Project Feasibility Report, environmental work, and preliminary design, which identified alignment, stations and the system's operating characteristics.

“On behalf of the LAVTA Board, I would like to thank Michael for having a vision that improved mobility options for the residents of the Tri-Valley,” said Pleasanton Mayor Karla Brown, who serves as chair of the LAVTA Board of Directors. “He came to a transit system in a state of decline, and in just a few short years, he was able to reverse that trend and implement innovative programs resulting in LAVTA being recognized as one of the premier transit agencies not just in California, but in all of North America.”

Reflecting on his time at LAVTA, Tree said “It's been wonderful to be with LAVTA the past seven years. The agency has worked diligently to improve connectivity within the Tri-Valley, especially mobility for seniors and disabled passengers. The talented team at LAVTA has also worked to improve innovation in public transit with our Uber and Lyft partnerships and the agency's shared autonomous vehicle project. As I leave my post with LAVTA and contemplate the board of directors, employees – including our great operators and support staff – and passengers, I'm confident in LAVTA's bright future.”

Follow LAVTA at facebook.com/wheelsbus or [@wheelsbus](https://twitter.com/wheelsbus), or visit wheelsbus.com for more information.



USA: American Airlines is getting into the bus business

By Kyle Arnold Source The Dallas Morning News (MCT) April 8, 2022

Fort Worth-based American Airlines has inked a deal with bus company Landline to replace some short-hop connecting flights to Philadelphia International Airport from Allentown, Pa., and Atlantic City, N.J., with bus rides.

Watch out for American Airlines buses on a road near you — at least for drivers in Pennsylvania and New Jersey.

Fort Worth-based American Airlines has inked a deal with bus company Landline to replace some short-hop connecting flights to Philadelphia International Airport from Allentown, Pa., and Atlantic City, N.J., with bus rides.

Starting in June, the Landline buses, painted with an American Airlines logo, will pick up passengers at Lehigh International Airport in Allentown or Atlantic City International Airport and rumble down the road to Philadelphia, a major hub for American's international connections.

Passengers will actually park at airports in Allentown or Atlantic City, check in, check luggage and go through security before loading onto one of the 35-seat buses to take them on the roughly 50-mile trip to Philadelphia. From the bus, they can go straight into the terminal as if they were transferring airplanes. Bags are transferred, too.

"For too long, travelers have been bothered by all of the ancillary parts of flying, including getting to and from the airport, parking, transporting their bags and navigating security," said a statement from Landline CEO and co-founder David Sunde.

Landline actually partners with airlines such as United and Sun Country on similar trips in Colorado and Minnesota.

Putting airline passengers on a bus actually solves a tricky dilemma for American Airlines in regions where airports are densely grouped. The 50-mile trip is simply too short for a commercial flight, even on a smaller regional aircraft. At the same time, customers are often willing to drive 60 to 80 minutes to get to an airport with far more connections.

American Airlines only flies from Allentown to Charlotte and Chicago, two other big hubs for American. That would make a long trip to get somewhere such as Boston or even Pittsburgh and Cleveland. American Airlines doesn't even fly to Atlantic City International Airport, which is only served by Spirit Airlines.

American Airlines customers can earn loyalty miles for the trip.

On the way home, the buses will take passengers back to Allentown or Atlantic City, along with their luggage.

"Customers can start and end their journey at their local airport, relax on a comfortable Landline vehicle, and leave the driving to someone else while they work or start their vacation early," said American Airlines vice president of network planning Brian Znotins in a statement.

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MASS TRANSIT

CA: Column: The latest challenge facing public transit: bus driver shortage

By Michael Smolens Source The San Diego Union-Tribune (TNS) April 7, 2022

Local transit districts say they are struggling with the situation, but getting by. Like some other public transportation agencies, they have beefed up pay and are offering signing bonuses to attract new drivers.



A woman boards a NCTD Breeze bus at the Oceanside Transit Center on Saturday, June 29, 2019 in Oceanside, Calif. (Hayne Palmour IV/San Diego Union-Tribune/TNS)

With more workers returning to the office and gas prices higher than ever, it's no surprise there's growing interest in public transportation — as borne out by increasing ridership.

Now, transit officials are faced with the challenge of finding more drivers to get people where they need to go.

A shortage of bus drivers has become a problem at the North County Transit District, San Diego Metropolitan Transit System and public transportation agencies across the nation.

Local transit districts say they are struggling with the situation, but getting by. Like some other public transportation agencies, they have beefed up pay and are offering signing bonuses to attract new drivers.

But the shortages persist as public transportation is experiencing a rebound in ridership that plummeted during the coronavirus pandemic over the past two years. Generally, ridership is heading toward pre-pandemic levels and possibly beyond.

The driver challenge comes as a confluence of events makes public transportation more attractive: the waning (or normalizing) of the pandemic and a spike in the price of gasoline. The reopening of the economy has brought back frustrating traffic jams, while gas is going for around \$6 a gallon.

Those negatives could be a positive for public transit advocates and planners, who are pushing long-range plans to expand ridership and help combat global warming by reducing emissions, while easing gridlock.

Disruptions due to driver shortages won't help that cause. Most people — including more than 70 percent of MTS riders — take transit because they do not have a car. But much of the hoped-for increase in ridership must come from "choice" riders who have access to a car. That puts a premium on the reliability, convenience and comparative cost of mass transit.

The San Diego Association of Governments, the regional planning agency known as SANDAG, is seeking to boost transit ridership from about 3 percent of all commutes currently to more than 10 percent within the next two decades.

Most transit districts appear to have been impacted by the driver shortage, though not to the same degree.

"It's been a challenge, but we're holding on," said Mark Olson, director of marketing and communications at MTS.

He said service was reduced by 5 percent in January but there were no major cuts or elimination of routes. Mostly, MTS adjusted by increasing the time between frequent buses, such as extending 12-minute intervals to 15 minutes. But Olson said the agency has a thin margin to cover for absences and vacancies, and added there have been some missed bus trips, particularly in South County.

By comparison, the Los Angeles County Metropolitan Transportation Authority in February cut bus service 10 percent across most lines and reduced rail frequency

beginning in February, in what officials described as an "emergency" measure, according to the Los Angeles Times.

The North County Transit District also cut service, which means not only longer intervals for frequent buses but the cancellation of between 10 and 50 bus trips a day, according to Phil Diehl of The San Diego Union-Tribune.

NCTD recently increased the starting bus driver wage from \$16.40 to \$18.40 per hour along with bonuses of up to \$5,000. At MTS, starting bus drivers earn \$20.21 an hour and can receive a \$1,000 bonus. The agency also sweetened the pot with improved health benefits, according to Olson.

MTS has 484 bus operators fully certified and trained, with 13 drivers in training. That's below the 540 certified drivers MTS would like to have, Olson said.

Several things help explain the dearth of bus drivers. In many respects, transit agencies aren't much different than other industries struggling to find workers in a tight labor market with the pandemic easing.

The "Great Resignation," as it's been called, came about as many employees found themselves reassessing their employment and lifestyles, and quit their jobs — or didn't go back to them once businesses reopened. Some sought work with less stress and, ideally, better pay, benefits and conditions.

Bus drivers were essential, front-line workers during the pandemic and had to enforce mask-wearing requirements. At times, they had to keep people from boarding because the bus had reached social-distancing rider limits. That didn't always sit well with some would-be riders.

Pandemic aside, the job takes constant concentration where one mistake could result in a deadly crash.

"Compared with other occupations, urban bus drivers work under conditions that are among the most demanding, stressful, and unhealthy conditions with higher rates of mortality and morbidity, as well as absenteeism and turnover," according to a study published by the National Library of Medicine.

In addition to opportunities opening up in other lines of work, the competition for drivers has become intense. School districts around the country also suffer from a shortage of bus drivers. That applies to mechanics and transportation maintenance workers as well.

Meanwhile, the demand for drivers in the private sector has increased with the growth of delivery services. Some of those options may not pay as well, but they can provide greater flexibility and less direct contact with people.

Also, the resignation boom turned into the so-called "Great Retirement" for a lot of workers. It's hard to say whether that affected transit districts, but bus drivers tend to be an older group. The average age of bus drivers nationally is slightly over 52 years old, according to Data USA. Olson said the average age among MTS bus operators is just over 48 years old.

If the availability of an adequate driver workforce remains in question in the years to come, that could argue for autonomous transit. Some agencies already are heading in that direction, at least to some degree, though Olson said MTS has no plans for driverless buses. SANDAG has been involved in testing and studying autonomous vehicles as part of its long-range transportation plan.

To David Bragdon, the immediate solution is simple. He's the executive director of the nonprofit TransitCenter, which advocates for improved public transportation.

"There is not really a lack of bus operators," he told the Virginia Mercury online news organization. "There's just a lack of labor at the wages employers are willing to offer, so raising pay has to be part of the answer to the perceived shortage. Nationally we have yet to see systemic change in transit's labor relations, but the situation does call for it."

Olson noted that driver recruitment picked up after the pay and benefits were increased.

This story originally appeared in San Diego Union-Tribune.

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MASS TRANSIT

US: Infrastructure law demands new focus on transit worker assaults

April 6, 2022

The provisions included in the law create a legal definition of assault and requires transit agencies to develop a risk reduction program for assaults on transit workers.

By Jessica Wehrman

Source CQ-Roll Call (TNS)



People board a subway on Jan. 19, 2022, in New York City. (Spencer Platt/Getty Images/TNS)

WASHINGTON — Mohammed Miah signed onto the Metropolitan Transit Authority of New York City to operate trains. He did not sign up to be punched in the face.

Still, it's happened twice since the beginning of the COVID-19 pandemic. He's still recovering from the second assault, which occurred last September and left him with a

jaw injury and post-traumatic stress disorder. To his knowledge, no suspect has been arrested.

“If you assault a police officer, you get in really big trouble,” he said. “That’s not the case for us.”

Transit operators and unions say they’ve seen a spike in violence against transit workers since the beginning of the COVID-19 pandemic. And workers complain it’s hard to quantify that spike.

Under the Federal Transit Administration’s prior definition, a worker was considered assaulted if, for example, they had to be hospitalized for more than 48 hours or if they had certain fractures, severe bleeding, or damage to nerves, muscles, tendons or internal organs. The FTA also does not separate customer assaults from assaults by fellow workers in the National Transit Database, according to the Transportation Trades Department, AFL-CIO.

Provisions in last year’s bipartisan infrastructure law aim to change that.

The provisions create a legal definition of assault as “a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker.” It also requires transit agencies to develop a risk reduction program for assaults on transit workers.

That the law creates a more specific definition of assault is important, according to Greg Regan, president of the Transportation Trades Department, AFL-CIO.

Currently, “the way they define assault is really odd,” he said. “You could have a worker with a broken nose, and it would not be considered an assault under the current guidelines. Similarly, a driver who had hot coffee thrown on him would not be considered assaulted.”

Without data, he said, unions have had to collect information via Google search or news clips — a method that doesn’t capture the full scope of assaults.

What they are capturing is grim:

— In February, a bus driver in the Bronx was attacked by a passenger wielding a tree branch. The driver was hospitalized.

— In March, a passenger beat a Richmond, Va., bus driver and kicked him in the head.

— In 2019, before the pandemic, a Tampa bus driver was killed after a passenger slit his throat.

Regan said transit operators aren't the only ones who've seen a rise in violence: Flight attendants are also reporting incidents of being kicked, punched or groped.

Last week, the House passed 339-85 a bill that would require all transportation modes to establish formal policies, training and reporting structures on sexual assault and harassment — another effort to combat a reported rise in hostility against those who work in transportation.

John Costa, president of the Amalgamated Transit Union, representing more than 200,000 transit and transportation workers, said his union has worried about violence on transit operators for years.

Back when he was serving as the state president of ATU Local 819 in Newark, N.J., an operator was stabbed seven times. The assailant was charged with simple assault. Ultimately, the union had to fight to get the charges upgraded, showing up at court hearings and publicizing the charges. "I don't know how you can stab someone seven times and call it simple assault," Costa said.

"When I get on a plane and someone says something out of line, they're taken off the plane and banned from flying on that airline again," he said. "We don't do things like that. ... I think that's why it's gotten out of hand — people just think they can treat an operator any way they want and who cares."

FTA Administrator Nuria Fernandez has set a July 31 deadline for agencies to begin work on transit safety plans, and a Dec. 31 deadline to complete them. The law requires the plans be crafted by labor and management and be updated every year as long as the law is in place.

"FTA will continue working with labor and management throughout the country to ensure those committees are created and that they are effective at protecting American transit workers," said an FTA spokesperson said, adding "It is unacceptable for the men and women who connect all of us to our communities to fear for their safety at work."



US: Biden Budget Holds Billions for Transit, Other Projects

Projects advancing public transit, micromobility and even strengthening the nation's supply chain distribution system are set to receive significantly increased new funding in the coming months from the Infrastructure Investment and Jobs Act.

By Skip Descant

Source Government Technology (TNS)

April 1, 2022

Mar. 30—Projects advancing public transit, micromobility and even strengthening the nation's supply chain distribution system are set to receive significantly increased new funding in the coming months from the Infrastructure Investment and Jobs Act.

The landmark legislation is a cornerstone of the budget submitted to Congress by President Joe Biden. The U.S. Department of Transportation's request totals \$142 billion, a \$37 billion increase as a result of the advance appropriations from the bipartisan infrastructure law.

"This will represent the second year of historic levels of funding for the department," U.S. Transportation Deputy Secretary Polly Trottenberg told reporters during a media briefing Monday to discuss the president's budget proposal.

The budget includes some \$21.1 billion for the Federal Transit Administration to support new and expanded transit service for all communities. Some \$4.4 billion has been identified to help fund 15 major transit projects in seven states. This includes \$250 million for the Los Angeles East San Fernando Valley Light Rail Project and \$150 million for a 12-mile bus rapid transit project in San Antonio.

"Both of which will bring much-needed transit service to their growing communities," said Trottenberg.

Nearly \$18 billion will be invested in the Federal Railroad Administration to include funding for Amtrak "to reverse decades of underinvestment in passenger rail, and begin the important work to reducing the repair backlog, and modernizing the American passenger rail system," said Trottenberg.

When it comes to pedestrian and cycling infrastructure projects, "we're going to have an opportunity to fund a lot more of those projects on the competitive side across the country," Trottenberg remarked.

State departments of transportation will be able to use the surface transportation block grant program for bicycle and pedestrian facilities, said Stephanie Pollack, deputy administrator for the Federal Highway Administration.

The Set Aside Grant Program, meanwhile, is a portion of the surface transportation grant program that has to be used on "transportation alternatives," Pollack explained to reporters.

"And that program has grown substantially under the bipartisan infrastructure law," she added. "And the money in that program is for smaller-scale, often bicycle and pedestrian facilities."

The new program to develop a nationwide network of high-speed chargers for electric vehicles will get \$1 billion this year. The initiative was allocated \$7.5 billion by the infrastructure law, to be distributed in the next five years. Another \$400 million will be earmarked for grant programs to accelerate charging opportunities in rural and underserved communities.

The nation's supply chain infrastructure — in the form of ports and other facilities — will see some \$680 million in grants.

"The budget will include a strong emphasis on investing in major projects that will reduce costs for American families by providing affordable transportation options, and by modernizing our supply chains to make it easier and less costly to get goods from ships to shelves to your front door," said Trottenberg.

MASS TRANSIT

MA: A federal mask mandate for planes, other public transit expires April 18, but Sen. Ed Markey wants the CDC, TSA to extend it

By Alison Kuznitz

Source [masslive.com](https://www.masslive.com) (TNS)

March 29, 2022

U.S. Sen. Ed Markey wants passengers on planes and other public transportation to keep their masks on and is asking federal officials to extend the current mandate beyond its mid-April expiration date.



U.S. Sen. Ed Markey urged policymakers to ensure the Green Line Extension, designed to spur economic opportunity, doesn't lead to displacement during a press conference Monday, March 21, 2022, at Lechmere station. (Alison Kuznitz/TNS)

U.S. Sen. Ed Markey wants passengers on planes and other public transportation to keep their masks on and is asking federal officials to extend the current mandate beyond its mid-April expiration date.

The mask mandate from the Centers for Disease Control and Prevention — and supported by the Transportation Security Administration — is slated to expire April 18.

Markey noted in his Monday letter to officials that masking is a critical coronavirus mitigation tool on public transit, since transportation hubs “bring together diverse groups of people in enclosed spaces for extended periods.”

“Although cases of COVID-19 in the United States have declined from this winter’s peak, the virus continues to pose a threat to the public, particularly for seniors, the immunocompromised, and individuals with disabilities,” Markey said in his letter to CDC Director Rochelle Walensky and TSA Administrator David Pekoske. “The emergence of a new and even more transmissible variant only confirms that COVID remains a serious, ongoing danger. For that reason, I urge CDC to consider extending its mask order and continue requiring masks on public and commercial transportation.”

Markey provided no timeline for his request to extend the mask mandate. But he asked the CDC and TSA to respond to a series of questions by April 11 on the agencies’ revised masking framework, with Markey emphasizing the need to protect vulnerable public transit users.

The Malden Democrats request comes as airlines are putting increasing pressure on the White House to drop the pandemic-era mask mandate.

“The high level of immunity in the U.S., availability of high-quality masks for those who wish to use them, hospital-grade cabin air, widespread vaccine availability and newly available therapeutics provide a strong foundation for the Administration to lift the mask mandate and predeparture testing requirements. We urge you to do so now,” Airlines for America, a trade group, wrote in a recent letter to the Biden administration.

Markey in his letter probed Walensky and Pekoske about what public health data allows the universal mask mandate to expire, plus what metrics would be consulted when deciding whether to reinstate the requirement.

“The mask mandate is particularly important for individuals with weakened immune systems who may receive less protection from COVID-19 vaccines; for individuals that must use public transportation to seek needed health care, the protection afforded by masking requirements is essential,” Markey wrote. “Even as case counts have fluctuated over the past two years, CDC and TSA have maintained their mask orders because they provide passengers increased protection from the virus while reducing community transmission and allowing vital modes of commerce to continue.”

Markey asked how modified mask rules would impact seniors, as well individuals who are immunocompromised or have disabilities. He also sought clarity on possible actions and guidance that could come from the CDC to protect “high risk populations.”

The federal government should not ignore the lessons learned from the past two years, Markey wrote — especially as fears swirl over the new omicron variant.

“Masks work and declines in cases are unfortunately often followed by new spikes ...” Markey wrote. “Now is not the time to abandon low-cost, effective policies, such as universal masking on public transportation, which save lives and enable all Americans, including seniors, the immunocompromised, and individuals with disabilities, to safely participate in society.”

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[Need help getting your \\$500 COVID payment from Massachusetts? Here's what to do](#)

[Worcester to honor resident COVID deaths with plaque, memorial dedication](#)

[Northampton school mask mandate ends Monday after vote by School Committee](#)

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On Board With

On Board With... State Senator Scott Wiener

Elected in November 2016, Senator Scott Wiener represents District 11 in the California State Senate. District 11 includes all of San Francisco, Broadmoor, Colma, and Daly City, as well as portions of South San Francisco. In the Senate, Senator Wiener works to make housing more affordable, invest in our transportation systems, increase access to healthcare, support working families, meaningfully address climate change and the impacts of wildfires, reform our criminal justice system, reduce gun violence, reduce California's high poverty rate, and safeguard and expand the rights of all communities, including immigrants and the LGBTQ community. Senator Wiener has authored 42 bills that have been signed into law.



Senator Scott Wiener, California District 11

Senator Wiener is the immediate past chair of the California Legislative LGBTQ Caucus, and serves as the Chair of the Senate Mental Health Caucus. He also serves as Chair of the Senate Housing Committee and the Senate Committee on Legislative Ethics, and is a member of the Public Safety Committee, Judiciary Committee, Governance and Finance Committee, Health Committee and Select Committee on Mental Health. He serves as Vice Chair of the California Legislative Jewish Caucus and as the Senate's Assistant Majority Whip. He is immediate past Chair of the California Legislative LGBTQ Caucus.

Before his election to the Senate, Senator Wiener served on the San Francisco Board of Supervisors, representing the district previously represented by Supervisor Harvey Milk. During his time on the Board of Supervisors, Senator Wiener authored a number of first-in-the-nation laws. He focused extensively on housing and public transportation, authoring laws to streamline approvals of affordable housing, to legalize new in-law units, and to tie public transportation funding to population growth.

Before his election to the Board of Supervisors, Senator Wiener spent 15 years practicing law. Senator Wiener grew up in New Jersey, the son of a small business owner and a teacher, and attended public school. He received a bachelor's degree from Duke University and a law degree from Harvard Law School. He has lived in San Francisco's Castro neighborhood since 1997.

Transit California:

Improving public transportation was a major focus of yours as a county supervisor, and has remained one of your top priorities as a state legislator. How did this become a major focus for you, and why is it something you are passionate about?

Sen. Wiener:

Transit is a huge passion for me. My first exposure to transit was not as a user, actually. I grew up in a middle-class white community in suburban New Jersey that was very car-centric. When I was in High School, I worked at Burger King. A bunch of my co-workers were from Camden, which is 15 minutes away and a majority low-income African American community. They all took the bus to work. They didn't have cars, so they relied on the New Jersey Transit bus, and that was the first exposure I had to transit, which is unfortunate—now when I look at my nephews who are growing up in Manhattan, for them taking the bus or the subway is second nature, and I think all kids should have that exposure to transit because it teaches you that we're part of a community and we're not just living in little bubbles in a car.

When I was in law school, I would take the subway in Boston. After law school, I was living in Philadelphia clerking for a judge in Trenton, New Jersey, and I took the regional rail every day. Those were my first experiences relying on transit and not having a car. Then, of course, I moved to San Francisco, which is a very transit-rich city. Despite all the regular complaints by San Franciscans about how terrible MUNI is, MUNI is actually a really amazing system that enables you to get anywhere in the city without using a car. For 25 years, MUNI has been my primary way of getting around San Francisco. When I was a supervisor, I gave up my parking space because I didn't need it. For my own personal life, I've seen the extreme benefits of transit, and of course, I represent a community that is extremely reliant on transit. I represent a huge number of constituents who don't own cars and who need transit to get around, whether it's by economic necessity or simply by choice. So it's a real passion for me, and if we're serious about climate action we need dramatically more transit.

Transit California:

You serve as Chair of the Senate Housing Committee. How do you see housing and transportation challenges as relating to one another, and how can policy in these areas work together to accomplish shared goals?

Sen. Wiener:

You can't talk about housing without transportation, and you can't talk about transportation without talking about housing, which is why it's unfortunate that the Senate split the Transportation and Housing Committee into two committees, because it's always good to view them through the same lens, as they're really two sides of the same coin. So many of the objections that we hear to adding more housing and more housing density are, "Oh, it's just going to create traffic. It's going to strain public transportation, and people aren't going to be able to get around." It's so critical that as we build more housing, we're also beefing up our transit systems to support that housing. And if you build public transportation systems without housing density, it's

really hard to generate the ridership. In general, having a sustainable housing policy means concentrating housing and having a public transportation system that allows people to get around without a car.

Transit California:

The Association is excited to work with you this year on advancing SB 922, a bill that extends and expands a series of statutory CEQA exemptions for clean transportation projects that were first instituted by your SB 288 (2020). From your perspective, why is this measure so important right now? What do you hope it will accomplish?

Sen. Wiener:

I think it's critically important because—and this gets into the broader debates that the UC Berkeley trainwreck has highlighted with CEQA—fundamentally, CEQA is not climate law. It's a very outdated 1960s/70s environmental law from back when the environmental movement was dominated by the belief that people are pollution and population growth is our main environmental problem. We now know that's not the problem. The problem is carbon emissions, and you can have a lot of people living very efficiently and not generating significant carbon emissions, and it's very sustainable. We see CEQA unfortunately being misused to undermine environmentally sustainable projects, whether it's putting more student housing on campus, or creating a bike lane, or a bus only lane, a light rail, or pedestrian infrastructure, so we need to make sure CEQA is not undermining environmentally sustainable projects.

SB 288 and 922 simply create an exemption for those types of projects. We also need a lot more of those projects as a priority to make it easier for people to get around by public transit and make it easier and safer for people to bike and walk in their communities. SB 922 will continue to allow us to make those improvements. In addition, we are finally seeing increased investment in transit from the federal infrastructure package but also from state, local, and regional investments, and we need to get that money on the ground quickly. It's very frustrating if you have the money but you have to spend years doing environmental review for a project that we know will reduce carbon emissions. That's why the bill is important.

Transit California:

Beyond SB 922, what additional legislative and/or budget actions are you pursuing this year to improve our transportation network and address climate change? Are there measures pursued by other legislators that you would like to elevate?

Sen. Wiener:

The good thing is there's a lot of focus this year on trying to reduce parking minimums, trying to increase and improve bicycle infrastructure—you see bills in both houses—so it's good that more and more people are focusing on these issues. In the budget, with our surplus, we need to make sure that we are investing in transit. We put some good investments in the budget last year—we need to do it this year. But I will also say we need to not take the bait, and we need to defend the Gas Tax, which provides critical funding to transit.

I understand that people are hurting now with very high gas prices, and I don't have a problem with potentially providing some tax rebates to help, particularly, lower-income Californians who are struggling, but the Gas Tax was a toxic political football for decades, which is why it wasn't raised even for inflation for 25 years, to the detriment of our entire transportation system. We finally took that hard step in 2017 with SB 1, and raised the Gas Tax to a more modern level, and then tied it to inflation so we could de-politicize it and just let it do its thing to fund our transportation system. One of my colleagues was recalled for that vote, so we need to just leave it alone. I know there is a political temptation, given everything that's happening, to advocate to have a Gas Tax holiday, and while I respect that perspective, I disagree with it, because it will then create a situation where we'll have to have a massive increase in the Gas Tax when that holiday is over, and that will create political problems. So we just need to not be tempted, leave the Gas Tax alone, provide help to people in other ways, and continue funding our transportation system.

Transit California:

The Governor has put forward significant investments for transit in this year's budget, and the Association is supportive broadly of those investments. That said, we are asking for some additional support for transit operations, recognizing that we are beginning to rebound from the pandemic, but there are still some operational shortfalls that agencies are facing. Is this an issue that you might be prepared to take up in the Senate and pursue to the benefit of agencies across the state?

Sen. Wiener:

Yes, absolutely. I'm always game to support more funding, both capital and operational, for public transportation. The pandemic has been devastating for transit systems in terms of cratering ridership. That ridership will come back, but it's going to take time, and we have to make sure that we are supporting these systems in the interim, because the last thing we need is to finally recover from the pandemic, and people are going back to the office, and people need transit, but the systems have become so debilitated for lack of funding that it's almost impossible to turn that around and rebuild them. So we need to just keep them afloat operationally until we return to more normalcy and ridership returns. Congress, thankfully, provided massive funding over the course of the pandemic, which has been life-saving for these systems, but that's going to run out soon, and California should step in to support our transit systems as we go through this very painful transition.

Transit California:

You serve on the Senate Health Committee and the Senate Select Committee on Mental Health. How can transportation policy help support improved physical and mental health outcomes?

Sen. Wiener:

When people have to commute long distances in horrible traffic by themselves, that is not healthy, physically or mentally. It creates mental health challenges, but it's also bad for your back and can increase your risk for obesity and diabetes. When we give people

more options like riding transit, it's healthier. You're walking to the transit stop. It's more active, and you're around other people, which is healthier. Transit isn't for everyone, but there are a lot of people who are driving, who, if they had a transit option, they would absolutely use it. Our goal is not to force people onto transit but to make sure that people who want that option have that option.

Transit California:

Equity, whether it's for communities of color, the LGBTQ community, or housing affordability, is a central element of the legislation you pursue. How do you see transportation as vital to achieving more equitable outcomes for Californians?

Sen. Wiener:

This is where, again, housing policy and transportation policy are so joined at the hip. Right now, increasingly, it's a privilege to live near where you work, and we're forcing people who are lower income to commute a very long distance to get to work, and that often means a very long and expensive car commute. Or they take a bus, but because our bus systems in so many parts of the state are not where they need to be, that's a very long bus commute. And so we have to do more to give people options to live near where they work, and that means building just a lot more housing and a lot more housing density overall, both below market rate and market rate—every kind of housing—to try to loosen up the market so that more people can afford to live near where they work. Beefing up and improving our transit systems is an equity strategy, because for people who are reliant on transit, if the transit is inadequate, they suffer. And having robust transit service will always disproportionately help low-income residents and communities of color.

Transit California:

At the intersection of housing, transportation and—at times—mental health, is the issue of homelessness. Supported by research conducted by the University of California Institute of Transportation Studies, the Association has endeavored to make progress on addressing homelessness as realized on public transportation. Are there specific strategies you would commend to transit agencies for making progress on this issue?

Sen. Wiener:

We see this in particular with BART, because in San Francisco, BART is an independent agency that is not backed by the general fund of a wealthy county, like MUNI is. And BART going through San Francisco and Oakland has huge challenges with homelessness. I've worked closely with BART to try to get more attention from City Hall in terms of different kinds of services to help people who are in the BART system who are experiencing homelessness. With some state funding, we have been able to help BART reopen more and more of its restrooms. So we're trying different strategies.

Transit systems are not separate from society at large, so problems that we have in society are going to be amplified on transit. For a lot of homeless people, a transit station, or a bus, or a train is a form of shelter. It might be temporary shelter during the day or overnight. And we need to have more of a partnership between our counties, our

safety net agencies and services, and our transit systems. I know in New York they're dealing with this now, where the Mayor has indicated that they have to clear all the homeless out of the subway for public safety reasons. Although I don't begrudge New York City trying to make sure that their subways are safe, and unfortunately there have been some horrific, high-profile crimes committed by homeless people, we know that the vast majority of homeless people are not violent, are not causing anyone any problems; they're just trying to survive. So we need to make sure we are not just clearing people out but really offering people other alternatives where they can go.

Transit Rider Harassment

SB 1161 (Min) Seeks to Address an Endemic Problem Faced by Women and Vulnerable Communities

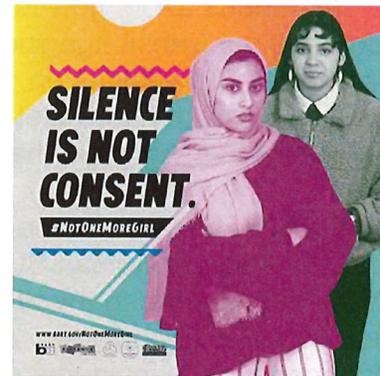
By Jacob Herson Managing Editor Transit California



Stop AAPI Hate has documented more than 10,000 incidents of anti-Asian hate since the start of the pandemic.



Studies show that a majority of women transit riders have experienced harassment, have safety concerns, or feel the need to change their behavior.



BART launched the “Not One More Girl” campaign in April 2021 to combat sexual harassment.

State Senator Dave Min and Stop AAPI Hate introduced SB 1161 on February 17, 2022. The bill would require California’s 10 largest transit districts to recognize street harassment as a rider safety concern and create data-driven solutions.

SB 1161 is part of a legislation package called “No Place for Hate,” which Stop AAPI Hate has co-authored with various legislators and partners. One bill asks the Department of Public Health to take a public health approach to street harassment. The third bill deals with customer-on-customer harassment at businesses like big box stores, grocery stores, and gas stations. Together, the legislation is aimed at eradicating harassment in public spaces.

Harassment in public spaces is a multifaceted issue that affects many groups of people: women, ethnic minorities, members of the LGBTQI community, the elderly, adolescents, and people with disabilities. Aware of and deeply concerned with this issue, California transit agencies have undertaken a number of notable studies and initiatives in recent years.

The Scope of the Problem

Senator Min told *Transit California*: “Over the past two years, we’ve seen an astonishing and alarming rise in anti-Asian hate in this country. Stop AAPI Hate, which has been documenting this trend, has collected data on over 10,000 anti-Asian hate incidents since the onset of the pandemic. Whether it’s in New York, San Francisco, or yes, Orange County, this has been disturbing to see. As an Asian American myself, this is personal to me. The elderly Asian Americans who have been violently assaulted could be my parents; the Asian American women who have been harassed and intimidated could be my cousins or nieces.

“One area where we can make real progress in the fight against hate is by focusing on the places where these incidents occur most frequently. We know that public transit is unfortunately all too often plagued by harassment that often spills over into intimidation or even violence. My bill, SB 1161, would compel California's 10 largest transit providers to get serious about how to make our public transit systems safer for everyone. By requiring our transit agencies to start documenting incidents of harassment based on gender, sexual orientation, race, ethnicity or otherwise, and also to start developing policies to make riders feel safer, this legislation is an important first step in fighting not only anti-Asian hate, but hate, harassment and intimidation of all kinds.”

Stop AAPI Hate was formed by the AAPI Equity Alliance, Chinese for Affirmative Action, and the Asian American Studies Department of San Francisco State University in March 2020 “in response to the alarming escalation in xenophobia and bigotry resulting from the COVID-19 pandemic,” according to the organization’s website. “The coalition tracks and responds to incidents of hate, violence, harassment, discrimination, shunning, and child bullying against Asian Americans and Pacific Islanders in the United States.”

As Senator Min mentioned, Stop AAPI Hate has documented over 10,000 hate incidents against Asian Americans since its founding. Annie Lee, Director of Policy for Chinese for Affirmative Action, told *Transit California* that two thirds were reported by Asian American women and that roughly half of the incidents occurred in public spaces. She described several documented incidents that occurred on California transit. Transit riders were accosted, verbally abused with sexual, racial, homophobic, and threatening language, and felt compelled to move away from their harassers.

“I want to emphasize that it’s not just Asian American women who are receiving and enduring this type of street harassment; it’s actually all women,” said Lee. “There is such an endemic problem of street harassment that we live with every day and really impacts whether, how, and when we take public transit in the course of our lives.”

Lee also emphasized that Stop AAPI Hate has worked with and learned from transit agencies in the process of developing this legislation. “Transit operators want to make transit safe for riders,” she said. “That’s what they care about, so there are a lot of shared goals: improving safety, increasing ridership.” She points to LA Metro’s study,

“Understanding How Women Travel,” released in September 2019, as well as BART’s “Not One More Girl” campaign.

The women surveyed for the LA Metro study identified safety concerns as the top barrier to riding transit. 60 percent of respondents said they felt safe riding LA Metro during the day, but only 20 percent said they felt safe at night.

The study speaks to how women feel compelled to change their behavior due to safety concerns: “Some women reported wearing sneakers on the bus or train in case they unexpectedly need to run from an assailant. They also said they would avoid wearing skirts because they did not want their bare skin to touch the seat and out of fear that men would sexually harass them. Women reported that they hide their jewelry on public transit due to fear that it may be stolen, and many shared stories of seeing people robbed on public transportation.”

Dr. Anastasia Loukaitou-Sideris consulted on the LA Metro study, which she calls “a landmark study” and “very well done.” Associate Dean of the UCLA Luskin School of Public Affairs, and a Distinguished Professor of Urban Planning, she had studied crime in transit environments before becoming interested in the specific issue of sexual harassment in 2017. She conducted two studies interviewing college and university students in the Los Angeles and San Jose areas. She then partnered with a Swedish criminologist to conduct a global study with collaborators in 18 cities, interviewing a total of 11,500 students. They found that sexual harassment in transit environments is a global concern but varies significantly among countries.

In Los Angeles, up to 80 percent of women respondents said they had experienced at least one of 16 specific harassment behaviors. Forms of verbal harassment were most common. Forms of non-verbal harassment, like staring, gestures, stalking, or exposure, numbered second. Forms of physical harassment, ranging from groping to sexual assault and rape, were least common, but more common during crowded peak hours.

Behaviors varied on different types of transit, and at the stop or station. A surprising number of men complained about harassment as well. A significant proportion of women changed their behavior to avoid transit if they could afford it: not traveling at night, traveling only when accompanied, being careful of how they dressed, carrying pepper spray or something to defend themselves, and strategically locating themselves or their bag. Less than 10 percent of those who said they experienced harassment said they had reported it. Members of the LGBTQI community were more likely to be targeted, but women more than men, and those who appeared LGBTQI more than those who did not. Sadly, bystanders usually chose not to intervene.

Dr. Loukaitou-Sideris’s work came to the attention of the office of an LA City Council member. She helped craft a motion that the City Council adopted in March 2021, stating “the City of Los Angeles has a responsibility to protect its most vulnerable residents from harassment in public spaces.” LA Metro’s leadership also invited her to give a presentation on her research findings. “We had a very good meeting, and they were

very attentive,” she said. “They recognized that it is an important issue that affects a very big chunk of their ridership.”

Potential Solutions

Dr. Loukaitou-Sideris outlined some possible solutions to *Transit California*, emphasizing that not one, but many are needed:

- Educational strategies at schools;
- Posters in transit environments;
- “See something, say something” campaigns;
- Apps on which riders can press a button and the agency will dispatch an officer to board the bus or train at the next stop;
- Better real-time predictions to minimize vulnerable wait times at stops;
- More service at peak hours to reduce crowding and groping;
- The option to be dropped off closer to one’s home at night;
- A few seats closer to the operator, where some women feel safer;
- Training bus operators to be sensitive and to know how to respond if they become aware of harassment.

The LA Metro study reports: “Over and over, participants in the workshops and pop-ups pointed to problems that could be solved by a deeper investment in lighting, more frequent service to produce shorter wait times, and other solutions at stops and stations.”

BART launched the “Not One More Girl” campaign in April 2021 in partnership with the Alliance for Girls, Betti Ono, Black Girls Brilliance, and The Unity Council’s Latinx Mentorship and Achievement Program. “BART’s Communications Department partnered with BART’s Art Program Manager and worked through these organizations to engage local girls and gender expansive youth about their experiences on BART and to develop campaign materials to serve as BART’s first ever sexual harassment prevention campaign,” according to the agency’s website.

“The campaign defines girls as gender-expansive youth (cis girls, trans girls, non-binary youth, gender non-conforming youth, gender queer youth and any girl-identified youth).” One result: the number of survey respondents who reported experiencing gender-based sexual harassment decreased from 12 percent in the first quarter of 2021 to seven percent in the last quarter of the year.

Regarding Stop AAPI Hate’s efforts, Annie Lee commented: “In the ideal world, we are trying to create a culture shift, in the same way that we have done with second-hand smoke, and wearing seatbelts. We take for granted street harassment now, but it doesn’t have to be that way, and we can all change. It starts with these bills but it certainly doesn’t end there. I think the reason transit is so important is that transit is so tied to people’s livelihoods, how people get to jobs, and school, and whether they can

make a doctor's appointment. It's more than our public spaces—it's our ability to function in society, and right now the burden is often times just falling on the targets themselves."

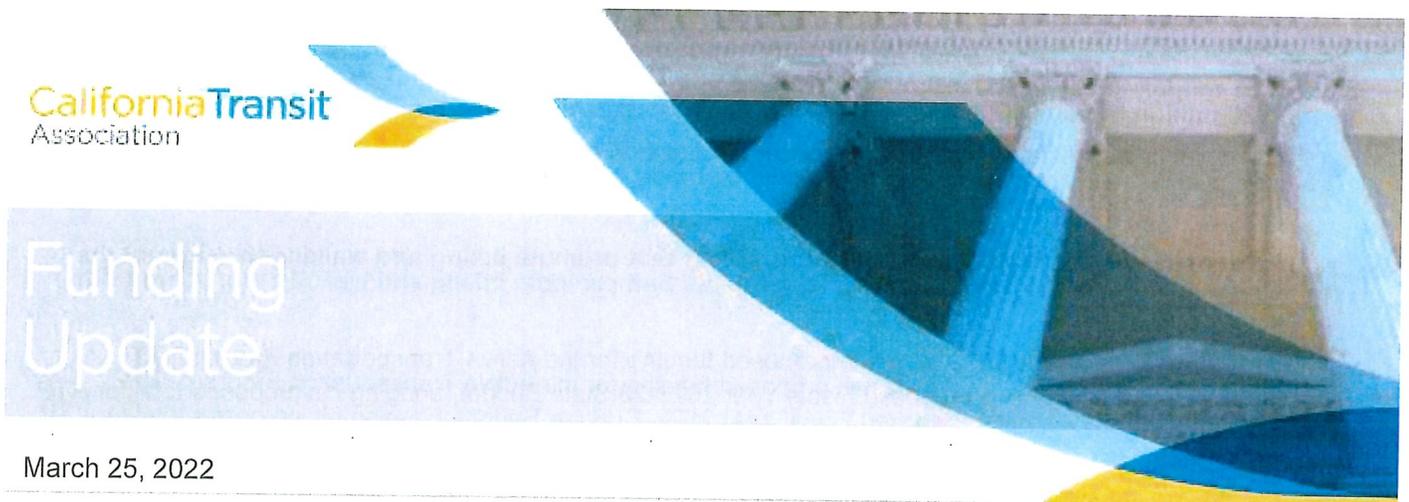
Donna Bauer

From: California Transit Association <info@caltransit.org>
Sent: Friday, March 25, 2022 10:46 AM
To: Donna Bauer
Subject: Funding Update - March 25, 2022

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Governor Announces Major New Relief Proposal

Late Wednesday afternoon, the Governor [announced a major new proposal](#) to provide \$11 billion in relief to Californians to help negate the impact of increased fuel costs. A fact sheet can be found [here](#). Below we outline the various provisions of the proposal as published by the Governor's Administration, and we provide additional context gathered by the Association's advocacy team:

- **\$9 billion in direct tax refunds to Californians.**

This relief would be provided in the form of \$400 per vehicle direct payments to registered vehicle owners, capped at two vehicles. This approach will ensure relief is provided to seniors who receive Social Security Disability income and low-income non-tax filers.

- **\$750 million in incentive grants to transit and rail agencies to provide free transit for Californians for 3 months.**

While details are still emerging on this proposal, our conversations with the Newsom Administration suggest that this funding level reflects fare revenues collected statewide over three months in 2019 plus a financial

buffer to address the potential for induced demand of transit services and administrative costs.

This relief would be presented, and later distributed, to transit agencies based on their contribution to the fare revenues collected statewide in 2019. Transit agencies would use their apportionments to design fare free or heavily discounted fare programs, with the goal of maintaining those programs for 3 months. Transit agencies would maintain discretion on the parameters of their programs, though we would expect to see statutory and/or programmatic guidance.

- **Up to \$600 million to pause a part of the sales tax rate on diesel for one year.**

Currently, California's sales tax on diesel fuel is 13 percent. Of that amount, 10.5 percent is directed to various transportation programs, including the State Transit Assistance Programs, with the remainder (approximately 2.5 percentage points) going to the State General Fund.

As proposed, this relief would only pause the 2.5 percentage points directed to the State General Fund, which would hold harmless investments in transportation programs.

- **\$523 million to pause the inflationary adjustment to gas and diesel excise tax rates.**

This relief simply restates the "gas tax holiday" included in the Governor's Fiscal Year 2022-23 State Budget.

- **\$500 million in active transportation for projects that promote biking and walking throughout the state.**

This relief builds on the \$500 million in proposed funding for the Active Transportation Program (ATP) included in the Governor's proposed Fiscal Year 2022-23 State Budget, bringing his proposed total for ATP to \$1 billion.

Additionally, this proposal fast-tracks a \$1.75 billion portion of the Governor's \$10 billion Zero-Emission Vehicle package (\$3.9 billion approved in the FY 2021-22 budget, \$6.1 billion proposed in the FY 2022-23 budget) to further investment in ZEV passenger vehicles and supporting infrastructure. No additional details are available at this time.

We understand that, even with this additional information, many of you may still have questions on the proposal. The Association is committed to sharing information with you, as it is released, and will be working with the Administration to secure additional information for you.

On process, we note that this proposal will require action by the State Legislature to advance. Those actions would take place as part of the state budget process on a timeline that remains unclear.

For questions about this Funding Update, please contact Executive Director Michael Pimentel (michael@caltransit.org).

Connect with us

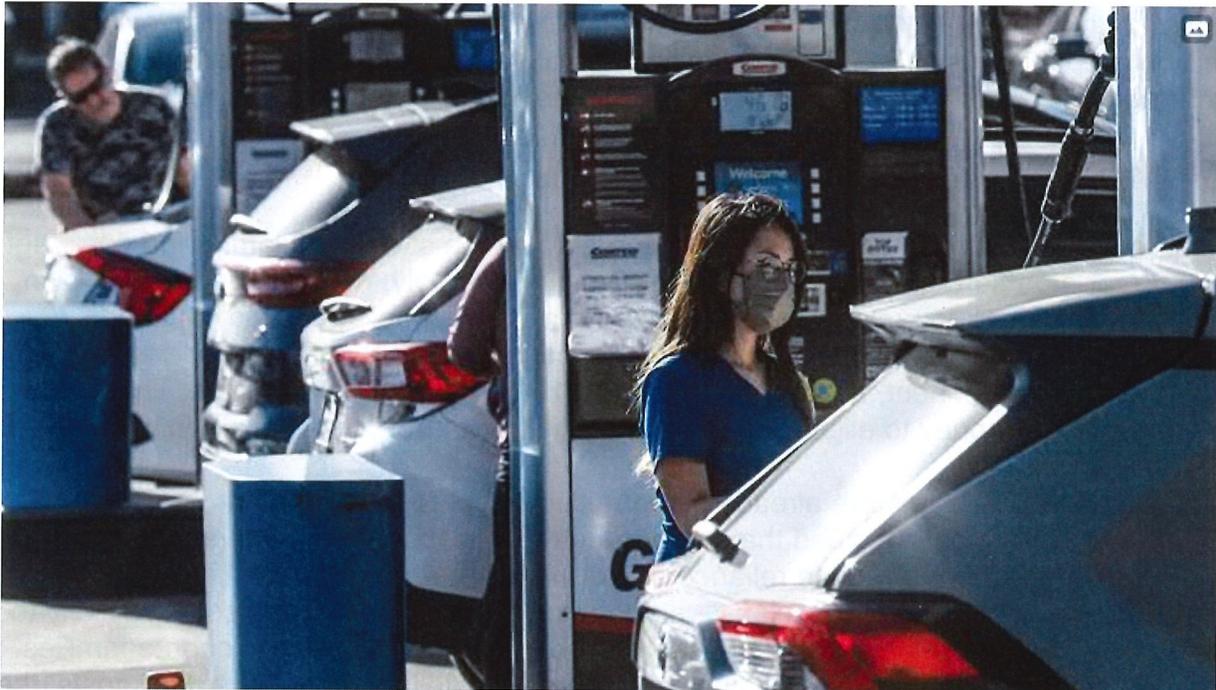


MASS TRANSIT

CA: What you need to know about getting Newsom's \$400 gas rebate for California drivers

By Taryn Luna, Mackenzie Mays **Source** Los Angeles Times (TNS) March 25, 2022

California drivers would be able to claim a \$400 per vehicle rebate, limited at two vehicles, and transit agencies would wave fares for three months.



Robert Gauthier/TNS

Gov. Gavin Newsom on Wednesday outlined an \$11-billion proposal designed to offset rising gas prices.

Gas prices in California have spiked in recent months, with the average gallon topping \$6 in Los Angeles.

Here is a snapshot of the plan and the politics from The Times' coverage:

Newsom's plan

\$400 to Californians for each vehicle registered in their name.

The current plan would allocate the money through a debit card to all vehicle registrants, including motorcycle and electric vehicle owners, regardless of income, as early as this summer.

Payments would be capped at \$800 for anyone with more than one vehicle registered under their name, though households with multiple vehicles registered to different family members could receive far more than that amount.

Californians who don't own a registered vehicle would not receive a refund, although \$750 million in grants would go to transit and rail agencies to offer free or substantially reduced fare.

Newsom's proposal is expected to cost the most of several proposals introduced in the state Legislature. His \$11-billion plan includes \$9 billion in tax refunds to drivers, \$750 million for public transit grants, \$600 million to pause the sales tax on diesel for one year and \$523 million to pause inflation increases to gas and diesel excise taxes.

What's next

The governor's plan would be subject to approval by the state Legislature and could set him up for a battle with leaders of the Senate and Assembly, who introduced their own proposal last week to provide financial relief from the increasing costs of all goods with more money for families. The lawmakers' plan centers on \$200 rebates for each taxpayer and dependent, and excludes the top 10% of earners in the state. Their proposal gives money to eligible Californians whether or not they own a vehicle.

Questions and concerns are already being raised about Newsom's plan. Environmentalists have argued that connecting refunds to vehicle ownership conflicts with the state's effort to reduce reliance on fossil fuels and remove cars from the road. The decision to exclude Californians who don't own a car — and are also more likely to live in poverty than vehicle owners — stunned some advocates for low-income families. Though some households could still save hundreds of dollars on public transit costs, the proposal could disproportionately benefit those with the financial means to own a car or multiple cars.

This story originally appeared in Los Angeles Times.

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Governor Newsom Proposes \$11 Billion Relief Package for Californians Facing Higher Gas Prices

Published: Mar 23, 2022

Registered vehicle owners in California will be eligible for at least \$400 per vehicle, totaling \$9 billion in direct payments to millions of Californians

\$2 billion in relief for free public transportation for three months, pausing a portion of the sales tax rate on diesel, and suspending the inflationary adjustment on gas and diesel excise tax

\$500 million to support active transportation programs, like walking and biking projects

Fast-tracking \$1.75 billion of the Governor's historic \$10 billion ZEV package to get more Californians into clean vehicles faster, build charging stations

SACRAMENTO – Today, as oil and gas companies continue to rake in record profits, [Governor Gavin Newsom unveiled](#) the details of his proposal to deliver \$11 billion in relief to Californians facing record-high gas prices.

“We’re taking immediate action to get money directly into the pockets of Californians who are facing higher gas prices as a direct result of Putin’s invasion of Ukraine,” said Governor Newsom. “But this package is also focused on protecting people from volatile gas prices, and advancing clean transportation – providing three months of free public transportation, fast-tracking electric vehicle incentives and charging stations, and new funding for local biking and walking projects.”

The Governor's proposal calls for \$9 billion in tax refunds to Californians in the form of \$400 direct payments per vehicle, capped at two vehicles. This package also provides \$2 billion in broader relief including:

- \$750 million in incentive grants to transit and rail agencies to provide free transit for Californians for 3 months. As a result, roughly 3 million Californians per day who take the bus, subway, or light rail won't have to pay a fare every time they ride.
- Up to \$600 million to pause a part of the sales tax rate on diesel for one year.
- \$523 million to pause the inflationary adjustment to gas and diesel excise tax rates.

The package also calls for \$500 million in active transportation for projects that promote biking and walking throughout the state. Additionally, this proposal fast-tracks a \$1.75 billion portion of the Governor's historic \$10 billion ZEV package to further reduce the state's dependence on oil and save Californians money, including the investments in more ZEV passenger vehicles and building more charging infrastructure throughout the state – especially in low-income communities.

The tax refund will take the form of \$400 debit cards for registered vehicle owners, and individuals will be eligible to receive up to two payments. An average California driver spends approximately \$300 in gasoline excise tax over a year.

The proposal provides up to two \$400 rebates per vehicle, for owners to support families with more than one vehicle in use. Eligibility will be based on vehicle registration, not tax records, in order to include seniors who receive Social Security Disability income and low-income non-tax filers. The Governor's proposal does not have an income cap in order to include all Californians who are facing higher prices due to the cost of oil.

The Newsom administration will meet with the Legislature to negotiate the details of the proposal in the coming days. Once approved through the Legislature, the first payments could begin as soon as July.

Governor Newsom has allocated billions of dollars in direct relief to Californians over the past two years, including \$12

billion in direct checks through the Golden State Stimulus, \$5.2 billion in rent relief, and \$2 billion in utility relief. Since 2019, the Administration and Legislature have added significant expansions of the Earned Income Tax Credit, including expanding the credit to taxpayers with ITINs, expanding the credit to every Californian working full time at minimum wage, and adding the Young Child Tax Credit. Additionally, the Governor's historic \$37.6 billion climate package provides the resources needed to forge an oil-free future and bolster the state's clean energy economy.

###

COVID-19 Recovery: Riders are Coming Back but Where are the Drivers?

While the world is learning to live with COVID-19, agencies are struggling to meet new service demands due to an industry-wide labor shortage.

Megan Perrero

March 22, 2022



During the peak winter season, SST nearly doubles the number of bus operators.

As restrictions begin to lift and the world shifts its attitude to “living with COVID-19,” agencies are reporting upticks in ridership, such as the New York Metropolitan Transportation Authority, the Metropolitan Council and the San Diego Metropolitan Transit System.

While the increasing ridership trend is welcome news, there has been an equal if not greater number of announcements from agencies saying they are limiting services due to a driver shortage. To highlight this phenomenon, the Shared-Use Mobility Center

(SUMC) released a report in November 2021, “Managing the Labor Shortage at Transit Agencies,” that documents the drastic drop in transit industry employees, saying from “March to April of 2020, employment in the transit and ground passenger transportation industry fell from about 498,000 to 321,000 employees.”

While the drop is significant, this labor shortage has been years in the making; it was just exacerbated by the pandemic, explains a report released February 2022 by the Alliance for a Just Society, the Labor Network for Sustainability and TransitCenter.

Take Steamboat Springs Transit (SST) in Steamboat Springs, Colo., for instance—a ski resort area with a heavy reliance on seasonal drivers. Jonathan Flint, transit manager for SST, explains filling the seasonal driver roster has always been a challenge, but was making progress by working with areas that have an opposite seasonal demand.

“We had made that successful up until COVID-19 hit, [then] we started losing some of our drivers,” Flint shared.

But agencies’ successful recovery from the pandemic rides on their ability to retain and recruit staff to meet the growing demand. This year marks a pivotal point for the industry in how it chooses to better invest in the workforce and job equity to attract and retain quality talent.

Understanding the Labor Shortage

Flint explains the initial concerns about personal health and all the unknowns of COVID-19 back in March 2020 contributed to the loss of drivers, and while SST reports only three drivers contracting the virus, this has affected the agency’s current ability to retain and recruit new drivers—both full time and seasonal.

“A lot of them began to leave the market, either through retirement or resignation. It’s been an ongoing issue,” Flint said.

This trend is not unique to SST. According to the report from SUMC, as of 2020, the proportion of transit staff aged 55 and over was 42.2 percent, “compared with only 25.2 percent of employees across the entire transportation industry and 23.9 percent of employees across the entire US workforce.” Nate Seeskin, a program associate at SUMC, adds the work environment, compounded by the higher median age, could also be a contributing factor.

“[I think the] really tough working conditions in the pandemic has accelerated a lot of people’s decisions to leave their jobs,” Seeskin shared.

Coupled with these challenges, when Omicron hit SST, a new issue emerged. About a third of SST’s staff were out sick, impacting its ability to maintain full service.

“One [issue] was we didn't have the initial bodies to put out the full service that we had scheduled. Then, the other thing is for the drivers who were not sick, we didn't want to overuse them and make them vulnerable to becoming sick because they were just worn out,” Flint said.

As this past winter season approached, SST knew it wasn't going to reach pre-pandemic staffing levels, so it built a schedule to be nearly 25 percent short of its typical full service. This way, SST offered a consistent schedule to better serve the public. And as the world continues to move forward, Flint is hopeful SST will reach pre-pandemic full staffing levels.

Attracting and Retaining

However, that hope of returning to pre-pandemic staffing levels won't come without its own set of challenges. Attracting and retaining employees is going to require strategic investments and new approaches. Libero Della Piana, senior strategist at the Alliance for a Just Society, explains this could include adding people to the potential labor pool.

“There are a lot of inequitable barriers to jobs like minor past offenses, like marijuana possession or things like that, which block many young men and women of color from these jobs unnecessarily,” Della Piana said.

Della Piana and Seeskin also agree investing in pay increases can make the transit industry more competitive. Seeskin notes agencies can conduct peer research into how its wages compare to similar agencies and across industries by accessing data provided by the Bureau of Labor Statistics. Agencies can also improve working conditions to create a safer and more pleasant environment. This is something many are doing by providing PPE, adding routine cleaning regimens and socially distancing operators from passengers.

With this in mind, Flint shares SST's primary focus is on retention.

“The most valuable thing that we can have is a driver who already works here, does a good job, shows up [and] is a safe driver, good with customers; that driver is gold,” Flint said.

To help with retention, SST offers cash bonuses to returning drivers and full-time drivers at the start of the busy season. But SST takes another unique approach: it offers housing. Currently, SST signs on to lease apartments in the summer to offer them at a highly subsidized rate to its seasonal drivers in the winter since housing is expensive and limited. But relying on the market can't be guaranteed each year. Knowing this, SST is looking to build and maintain its own housing.

“If we don't have housing, we don't have a transit system. It is a business expense that we've just had to absorb,” Flint explained. “[Adding housing] will at least allow us to get drivers in the door.”

Finding and Creating Quality

To get those drivers in the door, Flint shares one thing that has worked well for them is asking how the applicant heard about SST and why they applied.

“What that's done is enabled us to focus in on the areas that are working really well,” Flint said. “Even though, maybe it's more expensive to place advertisement here or do that in-person recruiting, the results of that have been very good.”

One area that has been working for SST is recruiting drivers from the oil and gas industry.

“When we broadened out to other people with a CDL, but maybe weren't in the transit industry, but had a lot of the same attributes that we look for, it was actually a pretty good fit,” Flint said.

Seeskin agrees this is a good approach to finding more talent, adding that agencies could consider other areas such as school bus drivers and private coach operators, as well as the construction industry. But targeting specific areas and industries isn't the only way to find quality talent. Another way agencies can invest in their workforce is to establish pipelines to transit jobs at an early age. This can help with people's perception and show that there is more to the industry than most think.

“Overall, it is imperative to start outreach early and illustrate transit's opportunities, community-based role and the nature of the work, as they align with young people's values,” said Jack Clark, executive director, International Transportation Learning Center (ITLC). “But to do that, we also need to educate people who influence young peoples' career choices, including parents, principals, guidance counselors and teachers, explaining the benefits and opportunities and, importantly, how young people can access these careers.”

As young people or those new to the industry learn about public transit, Della Piana emphasizes the importance of explaining how the industry touches on climate justice, racial justice, equity and more.

“I think part of it is communicating that public transit is the cutting edge of the future and not some legacy of the past,” Della Piana said. “And I think if people feel like the jobs are safe, stable and secure, and they're also part of the technological advancement and improvement and environmental climate response...I think that's going to attract people.”

As Della Piana explains, job stability is a key factor, especially to retain employees. One way to do this is to provide continuous education. For example, the Transit Workforce Center (TWC), which is operated by the International Transportation Learning Center (ITLC) on behalf of the Federal Transit Administration, is establishing the new American Transit Training and Apprenticeship Innovators Network (ATTAIN). ATTAIN connects

agencies and labor unions to new or existing apprenticeship programs for frontline workers.

“Through ATTAIN, the TWC promotes apprenticeship, advances frontline worker training, facilitates peer exchange and provides technical assistance to agencies and unions interested in developing apprenticeship programs for their frontline workforce,” said Clark.

Adding language for workforce training in zero-emission bus Request for Proposals and utilizing TWC’s technical assistance desk and other online training materials are other ways to provide training. ITLC Program Director John Schiavone points out the rapid transition to low and zero-emission vehicles requires immediate higher-level training, citing an Amalgamated Transit Union report that confirmed there is a perception of uncertainty about technicians’ current ability to perform electrical/electronic maintenance and repair.

“We need an industry-wide mobilization to take the many separate training efforts and coordinate them in such a way to more effectively upgrade digital and other critical skills in agencies across the country,” Schiavone said. “There is a lot of room for improvement and proactive training and strong workforce development programs with innovative tools like virtual learning are components of a comprehensive solution.”

Providing proper training and education can help with the other two significant factors in maintaining a quality workforce: creating a sense of purpose and belonging for employees.

“It is absolutely essential that our employees have a purpose. You move a lot of people; you cut down on congestion; you do a lot to help out the community,” Flint said of SST’s operators. “Even though technology has made dramatic improvements, we still need that human interaction. We need that driver.

“I need supervisors. I need dispatchers. I need mechanics. I still need that human element. While I think sometimes the industry is really focused in on technology, I think we've got to continue to really focus in on the driver, the staff member,” concluded Flint.

Top Tips to Maintain an Operator Workforce

During the Southwest Transit Association Annual Conference, Mark Szyperski, president and CEO of On Your Mark Transportation, LLC, provided tips on retaining and recruiting operators during the Driver Retention and Recruiting session.

If you think the pay scale is the number one reason for operators finding work elsewhere, think again. According to Szyperski, the top two reasons operators leave is because they don’t feel a sense of belonging and they don’t feel a sense of fairness. Here are some suggestions to help overcome these issues:

- Evaluate what is in the driver room and how it is being used -- Are there thank you notes or a hall of fame? Is the room being used for something other than a break room for operators?
- Check in on social media -- what are workers saying about your agency? Consider joining operator groups, especially on Facebook, to get a pulse on drivers' issues. This also goes for Glassdoor and Google, as well.
- Offer retention bonuses -- Operators have said hiring bonuses are "a slap in the face" for those who have been loyal and stuck it through the pandemic.
- Review dispatch records -- Is there favoritism in offering better schedules or overtime?
- Create a driver council -- Listen openly to internal stakeholders on what is or is not working.
- Catch people doing a good thing -- And then thank them for it. A little goes a long way.
- Understand training programs -- How long does it take to train a new driver? Is there training for managers, sales and customer service staff?
- Talk to the top drivers -- Understand how they came to the agency so you can repeat this.
- Communicate open positions to your community -- Meet potential employees where they're at. Guest speak at community service clubs like the Rotary Club and Chamber of Commerce; visit Veterans Affairs offices; attend career days for all grade levels to introduce transit early.