



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
BOARD OF DIRECTORS AGENDA
REGULAR MEETING
FEBRUARY 24, 2023 – 9:00 AM**

DUE TO COVID-19, THE FEBRUARY 24, 2023 SANTA CRUZ METRO BOARD OF DIRECTORS MEETING WILL BE CONDUCTED AS A TELECONFERENCE ONLY (NO PHYSICAL LOCATION) PURSUANT TO ASSEMBLY BILL 361 (GOVERNMENT CODE SECTION 54953)

MEMBERS OF THE PUBLIC MAY NOT ATTEND THIS MEETING IN PERSON

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

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

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 Scott Newsome	City of Santa Cruz
Director Larry Pageler	County of Santa Cruz
Director Vanessa Quiroz-Carter	City of Watsonville
Director Mike Rotkin	County of Santa Cruz
Ex-Officio Director Dan Henderson	UC Santa Cruz
Ex-Officio Director Alta Northcutt	Cabrillo College

Michael Tree	METRO CEO/General Manager
Julie Sherman	METRO General Counsel

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

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

SECTION I: OPEN SESSION

NOTE: THE BOARD CHAIR MAY TAKE ITEMS OUT OF ORDER

- 1 CALL TO ORDER**
- 2 SWEAR IN NEW DIRECTORS**
- 3 ROLL CALL**
- 4 ANNOUNCEMENTS**
 - 4.1 Today's meeting is being broadcast by Community Television of Santa Cruz County.
- 5 APPROVE: BOARD OFFICERS AND COMMITTEE APPOINTMENTS**
Larry Pageler, Board Chair
- 6 BOARD OF DIRECTORS COMMENTS**
- 7 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS**

This time is set aside for Directors and members of the general public to address any item not on the Agenda which is within the subject matter jurisdiction of the Board. No action or discussion shall be taken on any item presented except that any Director may respond to statements made or questions asked, or may ask questions for clarification. All matters of an administrative nature will be referred to staff. Speakers appearing at a Board meeting shall be limited to three minutes in his or her presentation. When addressing the Board, the individual may, but is not required to, provide his/her name and address in an audible tone for the record.

 - 7.1 Email Dated 2/1/2023 From Sasha Ballowe With METRO Response
 - 7.2 Email Dated 2/2/2023 From Lilah Guerra With METRO Response
 - 7.3 Email Dated 2/13/2023 From Will Sobolewski With METRO Response
 - 7.4 Email Dated 2/15/2023 From Peter Stanger With METRO Response
- 8 LABOR ORGANIZATION COMMUNICATION**
- 9 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.

- 10.1 ACCEPT AND FILE: PRELIMINARY APPROVED CHECK JOURNAL DETAIL FOR THE MONTH OF JANUARY 2023**
Chuck Farmer, CFO

- 10.2 ACCEPT AND FILE MINUTES OF:**
A. JANUARY 27, 2023 BOARD OF DIRECTORS MEETING
B. FEBRUARY 10, 2023 FINANCE, BUDGET AND AUDIT STANDING COMMITTEE
C. FEBRUARY 10, 2023 PERSONNEL/HR STANDING COMMITTEE
Michael Tree, CEO/General Manager
- 10.3 ACCEPT AND FILE: THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF JANUARY 31, 2023**
Chuck Farmer, CFO
- 10.4 ACCEPT AND FILE: THE YEAR TO DATE KEY PERFORMANCE INDICATORS (KPI) REPORT FOR 2ND QUARTER FY23 THROUGH DECEMBER 31, 2022**
Chuck Farmer, CFO
- 10.5 ACCEPT AND FILE: THE METRO PARACRUZ OPERATIONS STATUS REPORT FOR OCTOBER, NOVEMBER AND DECEMBER 2022**
Daniel Zaragoza, Operations Manager, Paratransit Division
- 10.6 ACCEPT AND FILE: THE METRO SYSTEM RIDERSHIP REPORTS FOR THE SECOND QUARTER OF FY23**
John Urgo, Planning and Development Director
- 10.7 APPROVE: RECOMMENDED ACTION ON TORT CLAIMS**
Curtis Moses, Safety, Security & Risk Management Director
- 10.8 APPROVE: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE**
Michael Tree, CEO/General Manager
- 10.9 APPROVE: CONSIDERATION OF AWARD OF CONTRACT TO CATTO'S GRAPHICS FOR FULL BUS WRAP SERVICES NOT TO EXCEED \$212,204.42**
Michael Tree, CEO/General Manager
- 10.10 APPROVE: AUTHORIZE FUNDING OF A PROVISIONAL HUMAN RESOURCES ANALYST I POSITION IN THE HUMAN RESOURCES DEPARTMENT**
Dawn Crummié, HR Director

REGULAR AGENDA

- 11 APPROVE: CONSIDERATION OF AUTHORIZING AND FUNDING A MAINTENANCE TRAINER POSITION IN THE FLEET DEPARTMENT**
Margo Ross, Chief Operations Officer
- 12 CEO ORAL REPORT**
Michael Tree, CEO/General Manager

13 REVIEW OF ITEMS TO BE DISCUSSED IN CLOSED SESSION

Julie Sherman, General Counsel

14 ANNOUNCEMENT OF NEXT MEETING: TENTATIVELY SCHEDULED FOR FRIDAY, MARCH 24, 2023, AT 9:00 AM - SCOTTS VALLEY CITY COUNCIL CHAMBERS, 1 CIVIC DRIVE, SCOTTS VALLEY (CHECK WWW.SCMTD.COM FOR LOCATION PRIOR TO MEETING)

Board Chair

15 RECESS TO CLOSED SESSION

SECTION II: CLOSED SESSION

16 CONFERENCE WITH LABOR NEGOTIATORS (GOVERNMENT CODE SECTION 54957.6)

Agency Negotiators:

Michael Tree, CEO/General Manager
Patrick Glenn, Legal Counsel

Employee Organizations:

SMART, Local 23 – Fixed Route
SMART, Local 23 – ParaCruz
SEIU, Local 521

SECTION III: RECONVENE TO OPEN SESSION

17 REPORT OF CLOSED SESSION ITEMS

Julie Sherman, General Counsel

18 ADJOURNMENT

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 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.



DATE: February 24, 2023
TO: Board of Directors
FROM: Larry Pageler, Chair
SUBJECT: BOARD OFFICERS AND COMMITTEE APPOINTMENTS

I. RECOMMENDED ACTION

That the Board of Directors elect Directors to the following positions:

- A. Santa Cruz Metropolitan Transit District (METRO) Board Chair and Vice Chair;**
- B. Vacant Director Positions on various METRO Board Standing Committees;**
- C. Five Director Positions on the Santa Cruz Civic Improvement Corporation (SCCIC) Board; and,**
- D. Representatives and Alternates for the Santa Cruz County Regional Transportation Commission (SCCRTC)**

II. SUMMARY

- Article 6 of the Santa Cruz Metropolitan Transit District (METRO) Bylaws provides that the Board of Directors shall annually nominate individuals to the positions of Chair and Vice Chair.
- In 2022, the Board of Directors nominated individuals to stand for election to the Standing Committee positions referenced in this staff report.
- Article III, Section 3.03 of the Santa Cruz Civic Improvement Corporation (SCCIC) Bylaws provides that the Board of Directors shall appoint METRO Directors to the SCCIC Board.
- In order to maintain representation on the Santa Cruz County Regional Transportation Commission (SCCRTC), it is necessary that the Board of Directors elect individuals to the three positions and three alternate positions that are designated for METRO Board Members.
- Elections for the positions referenced in this Staff Report are scheduled to be held at the beginning of the February 24, 2023 Board of Directors meeting.

III. DISCUSSION/BACKGROUND

The terms of the officers and appointees of the Board of Directors in the positions of Chair, Vice Chair and SCCRTC appointees expire in February 2023. Four of the five SCCIC Directors' terms are set to expire in February 2023 and the fifth seat has been vacated, leaving a one-year term remaining.

SCCIC is a non-profit public benefit corporation organized under the non-profit benefit corporation law in the State of California to provide financial assistance to METRO by acquiring, constructing and financing various public facilities, land and equipment and the leasing of facilities, land and equipment for use, benefit and enjoyment of the public served by METRO.

Article III, Section 3.03 of the SCCIC Bylaws provides that METRO's Board of Directors shall appoint METRO Directors to the SCCIC Board.

Staff recommends that the METRO Board of Directors appoint METRO Directors to serve on the SCCIC Board. At this time, five appointees are needed.

The METRO Bylaws provide that the Board of Directors shall identify nominees to be considered for election to the positions herein referenced.

Staff recommends that the Board of Directors:

Provide slates for CY 2023 to:

- 1) Elect Directors to the positions of Chair and Vice Chair
- 2) Reconfirm or nominate Directors to positions on the current Standing Committees:
 - a. Capital Projects Standing Committee
 - b. Finance, Budget and Audit Standing Committee
 - c. Personnel/Human Resources Standing Committee
- 3) Fill five positions on the SCCIC
- 4) Elect three representatives and three alternates to the SCCRTC.

In accordance with the METRO bylaws, nominations remain open until the positions are filled through election. The election for the referenced positions is scheduled to be held on February 24, 2023.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

The actions taken in this report tie to METRO's Stewardship and Accountability responsibility.

V. FINANCIAL CONSIDERATIONS/IMPACT

Funding support for the positions identified in this Staff Report is contained under Admin in the FY23 and FY24 Final Budget adopted June 24, 2022 and in the FY24 and FY25 budget yet to be finalized.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

None.

VIII. ATTACHMENTS

- Attachment A:** Current METRO Board Officers and Appointees
- Attachment B:** Current SCCIC Board Roster
- Attachment C:** Board Nominated Slate(s) Worksheet

Prepared by: Donna Bauer, Executive Assistant

IX. APPROVALS

Approved as to fiscal impact:
Chuck Farmer, CFO

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

Michael Tree
CEO/General Manager

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

Attachment A
**BOARD CHAIR & VICE CHAIR,
STANDING AND AD HOC
COMMITTEE APPOINTMENTS**



2022 Chair, Vice Chair and Standing Committees

Chair
LARRY PAGELER

Vice Chair
JIMMY DUTRA

Capital Projects Standing Committee
Committee Established 8/26/16
DONNA MEYERS
BRUCE McPHERSON
LARRY PAGELER

Finance, Budget and Audit Standing Committee
(4-5 Board Members, as a ground rule)
Committee Established 8/26/16
SHEBREH KALANTARI-JOHNSON
MANU KOENIG
DONNA LIND
MIKE ROTKIN

Personnel/Human Resources Standing Committee
Committee Established 8/26/16
LARRY PAGELER, Current Chair
JIMMY DUTRA, Current Vice Chair
DONNA LIND, Immediate Past Chair
KRISTEN BROWN****
REBECCA DOWNING*

Attachment A



2022 Other Committees

SCCIC Representatives

MANU KOENIG
BRUCE McPHERSON
DONNA MEYERS
LARRY PAGELER
ARI PARKER

SCCRTC Representatives

ARI PARKER
KRISTEN BROWN****
MIKE ROTKIN

SCCRTC Alternates (in order)

SHEBREH KALANTARI-JOHNSON
LARRY PAGELER
DONNA LIND

2022 / 2023 Ad Hoc Committees

CEO Goals and Objectives Ad Hoc Committee

Committee Established 5/19/17

DONNA LIND**
BRUCE McPHERSON**
MIKE ROTKIN**

Legislative Ad Hoc Committee

Committee Established 2/23/18

ED BOTTORFF
JOHN LEOPOLD
CYNTHIA MATHEWS
BRUCE McPHERSON
MIKE ROTKIN

MAC Ad Hoc Committee

Committee Established 3/24/17

***SHEBREH KALANTARI-JOHNSON
***BRUCE McPHERSON
***LARRY PAGELER
***MIKE ROTKIN

Ad Hoc Committees and Members are designated by the Board Chair.

Ad Hoc Committees are created and disbanded each year as their specific assignments are completed, and then reconstituted as needed.

2/25/2022 Approved at METRO Board Meeting

*Appointed by Chair Pageler March 2022

**Remained in Place from 2021 for CEO Recruitment Process

***Appointed by Chair Lind September 2021

****Name Change from Petersen to Brown March 2022

Attachment B



SANTA CRUZ CIVIC IMPROVEMENT CORPORATION (SCCIC)

BOARD OF DIRECTORS 2021 - 2024

	YEAR TERM BEGAN	YEAR TERM ENDS
Bruce McPherson, President	2021	2023
Ari Parker, Vice President*	2022	2023
Manu Koenig, Secretary	2021	2023
Vacant, Treasurer**	2022	2024
Larry Pageler, Director	2021	2023

Michael Tree, Chief Executive Officer

Each Director holds office for a term of two (2) years from the date of appointment. The Board of Directors holds an annual meeting for the purpose of organization, selection of Directors and officers, and the transaction of other business. Annual meetings of the Board are held on the fourth Friday of March. The meetings are held in the same venue as the Santa Cruz METRO Board of Directors meeting.

**October 22, 2021: Director Alta Northcutt was appointed by Chair Donna Lind to fill the Vice President seat vacated by the resignation of Director Aurelio Gonzalez in September 2021.*

February 25, 2022: Director Ari Parker was appointed by Chair Donna Lind to fill the Vice President seat vacated by Director Alta Northcutt who was reappointed as Ex-Officio at Cabrillo College on December 7, 2021.

***Director Meyers held this seat through December 2022 when her term expired.*

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BOARD OFFICERS AND APPOINTMENTS



Elect Board Chair (2022: Larry Pageler)

SLATE 1

Nominee:

1. ~~Jimmy Dutra~~ Shebreh Kalantari-Johnson

Nominated by:

Larry Pageler

SLATE 2

2. Shebreh Kalantari-Johnson

Donna Lind

SLATE 3

3. _____

SLATE 4

4. _____



BOARD OFFICERS AND APPOINTMENTS

Elect Board Vice Chair (2022: Jimmy Dutra)

Nominee:

Nominated by:

SLATE 1

1. ~~Shebreh Kalantari-Johnson~~ Jimmy Dutra

Larry Pageler _____

SLATE 2

2. Kristen Brown _____

Donna Lind _____

SLATE 3

3. _____

SLATE 4

4. _____



BOARD OFFICERS AND APPOINTMENTS

Reappoint or Nominate 3: Capital Projects Standing Committee

Members

3 Total Members

2022 Members: Donna Meyers, Bruce McPherson, & Larry Pageler

Nominee:

1. Jimmy Dutra

2. ~~Bruce McPherson~~ Scott Newsome

3. Larry Pageler

Nominated by:

Larry Pageler

Larry Pageler

Larry Pageler

SLATE 1

Nominee:

1. Jimmy Dutra

2. ~~Bruce McPherson~~ - Scott Newsome

3. Larry Pageler

Nominated by:

Donna Lind

Donna Lind

Donna Lind

SLATE 2

Nominee:

1. _____

2. _____

3. _____

Nominated by:

SLATE 3

Nominee:

1. _____

2. _____

3. _____

Nominated by:

SLATE 4



BOARD OFFICERS AND APPOINTMENTS

Reappoint or Nominate 4 or 5: Finance, Budget and Audit Standing Committee Members

4-5 Total Members

2022 Members: Shebreh Kalantari-Johnson, Manu Koenig, Donna Lind, & Mike Rotkin

Nominee:

1. Shebreh Kalantari-Johnson
2. Manu Koenig
3. Donna Lind
4. Mike Rotkin

Nominated by:

- Larry Pageler
- Larry Pageler
- Larry Pageler
- Larry Pageler

SLATE 1

Nominee:

1. Shebreh Kalantari-Johnson
2. Manu Koenig
3. Donna Lind
4. Mike Rotkin
5. _____

Nominated by:

- Donna Lind
- Donna Lind
- Donna Lind
- Donna Lind
- _____

SLATE 2

Nominee:

1. _____
2. _____
3. _____
4. _____
5. _____

Nominated by:

- _____
- _____
- _____
- _____
- _____

SLATE 3

Nominee:

1. _____
2. _____
3. _____
4. _____
5. _____

Nominated by:

- _____
- _____
- _____
- _____
- _____

SLATE 4



BOARD OFFICERS AND APPOINTMENTS

Appoint or Nominate 2: Personnel/Human Resources Standing Committee Members

Current (2023) Board Chair; Current (2023) Board Vice Chair; Immediate Past (2022)

Board Chair, Larry Pageler and 2 Board Members

5 Total Members

Committee Requires Current Board Chair, Current Board Vice Chair and

Immediate Past Board Chair as members PLUS two Directors

2022 Directors: Kristen Brown & Rebecca Downing

SLATE 1

Nominee:

Nominated by:

- 1. ~~Jimmy Dutra~~, Chair (2023) Shebreh Kalantari-Johnson Larry Pageler
- 2. ~~Shebreh Kalantari-Johnson~~, Vice Chair (2023) Jimmy Dutra Larry Pageler
- 3. Larry Pageler, Immediate Past Chair (2022) Automatic
- 4. Rebecca Downing Larry Pageler
- 5. Kristen Brown Larry Pageler

SLATE 2

Nominee:

Nominated by:

- 1. Current Board Chair, Shebreh Kalantari-Johnson (2023) Donna Lind
- 2. Current Board Vice Chair, Kristen Brown (2023) Donna Lind
- 3. Larry Pageler, Immediate Past Chair (2022) Automatic
- 4. Rebecca Downing Donna Lind
- 5. **Added** - Jimmy Dutra Donna Lind

Nominee:

Nominated by:

- 1. Current Board Chair, _____ (2023) _____
- 2. Current Board Vice Chair, _____ (2023) _____
- 3. Larry Pageler, Immediate Past Chair (2022) Automatic
- 4. _____
- 5. _____

SLATE 3



BOARD OFFICERS AND APPOINTMENTS

Nominate 1: SCCIC Representatives

2022: President, Bruce McPherson; Vice President, Ari Parker;
Secretary, Manu Koenig; Treasurer, Donna Meyers; and Larry Pageler

5 Total Members

Expiring Director: Donna Meyers, Treasurer (term ends Feb. 2024)

Nominee:

1. Bruce McPherson, President
2. Shebreh Kalantari-Johnson, Vice President
3. Manu Koenig, Secretary
4. Larry Pageler, Treasurer
5. Rebecca Downing, Director

Nominated by:
Larry Pageler
Term expires 2025

Term expires 2025

Term expires 2025

Term expires 2024

Term expires 2025

SLATE 1

Nominee:

1. Bruce McPherson, President
2. Shebreh Kalantari-Johnson, Vice President
3. Manu Koenig, Secretary
4. Larry Pageler, Treasurer
5. Rebecca Downing, Director

Nominated by:
Term expires 2025

Term expires 2025

Term expires 2025

Term expires 2024

Term expires 2025

SLATE 2

Nominee:

1. President
2. Vice President
3. Secretary
4. Treasurer
5. Director

Nominated by:
Term expires 2025

Term expires 2025

Term expires 2025

Term expires 2024

Term expires 2025

SLATE 3



BOARD OFFICERS AND APPOINTMENTS

Reappoint or Nominate 3: SCCRTC Representatives (2022 Reps: Ari Parker, Kristen Brown & Mike Rotkin)

3 Total Representatives

Nominee:

1. Kristen Brown
2. Mike Rotkin
3. ~~Vacant~~ - Vanessa Quiroz-Carter

Nominated by:

- Larry Pageler
- Larry Pageler
- Larry Pageler

SLATE 1

Nominee:

1. Kristen Brown
2. Mike Rotkin
3. ~~Vacant~~ - Vanessa Quiroz-Carter

Nominated by:

- Donna Lind
- Donna Lind
- Donna Lind

SLATE 2

Nominee:

1. _____
2. _____
3. _____

Nominated by:

- _____
- _____
- _____

SLATE 3

Nominee:

1. _____
2. _____
3. _____

Nominated by:

- _____
- _____
- _____

SLATE 4

BOARD OFFICERS AND APPOINTMENTS



Reappoint or Nominate 3: SCCRTC Alternates (in order)

2022 Alternates: Shebreh Kalantari-Johnson, Larry Pageler & Donna Lind

3 Total Representatives

Nominee:

1. Larry Pageler

2. Shebreh Kalantari-Johnson

3. Donna Lind

Nominated by:

Larry Pageler

Larry Pageler

Larry Pageler

SLATE 1

Nominee:

1. Larry Pageler

2. Shebreh Kalantari-Johnson

3. Donna Lind

Nominated by:

Donna Lind

Donna Lind

Donna Lind

SLATE 2

Nominee:

1. _____

2. _____

3. _____

Nominated by:

SLATE 3

Nominee:

1. _____

2. _____

3. _____

Nominated by:

SLATE 4

WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

From: [Cayla Hill](#)
To: ["sballowe@ucsc.edu"](mailto:sballowe@ucsc.edu)
Cc: [Donna Bauer](#); [John Urgo](#)
Subject: RE: Bus Problems
Date: Thursday, February 02, 2023 8:27:36 AM

Sasha,

METRO deeply regrets the difficulties that you and other UCSC students are facing with METRO's service. The agency understands that there is a need for more service on the UCSC routes to match increasing demand. However, METRO is unable to add more UCSC service without taking away service from other areas where riders also rely on METRO to commute to work, travel to doctor appointments, and buy their groceries.

This fiscal year, METRO is operating roughly 14.5% less service countywide than was operated pre COVID. The reduction in service hours provided to UCSC service is 16.4%. However, the percentage of service allocated to routes serving UCSC is 23.1% of overall service hours, which is only 0.5% less compared to pre-COVID service hours.

METRO is experiencing a severe driver shortage, and while the agency is actively recruiting and trying to attract new drivers, total operator counts only increased by one operator compared to this time last year. METRO has an ongoing recruitment for operators, a new training class several times a year but METRO still continues to have existing drivers retire or resign, and the new trainee class sizes have remained relatively low. Due to these issues in attracting and retaining operator talent, METRO will not be able to add any more service this spring. The current scheduled service is the maximum amount of service that can be operated with the current number of Operators. METRO is working diligently to increase our operator counts by aggressively recruiting, and offering sign on and employee referral bonuses for operator positions.

Over the next year, METRO will be conducting a Comprehensive Operational Analysis. To understand how to redistribute service across Santa Cruz County to improve service for METRO riders and increase ridership, there will be an analysis of the entire system. The consultant hired for this project will advise METRO on where service should be increased and re-directed. Significant outreach efforts to the entire county will be an essential part of this process in order for METRO to receive feedback from riders and convey any changes in service to the community. The METRO Board of Directors, comprised of elected officials from all over the County, will be responsible for providing input and approving the changes to METRO's service resulting from this analysis.

The next METRO Board Meeting will be held on Zoom (February 24), and METRO invites you and other UCSC students and staff to attend remotely. Please use these meetings as an opportunity to relay your requests directly to the METRO Board of Directors regarding

WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

increasing service on UCSC routes. The METRO board will also receive this communication for the upcoming meeting on February 24.

Best regards,

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

From: Sasha Ballowe <sballowe@ucsc.edu>
Sent: Wednesday, February 01, 2023 2:44 PM
To: boardinquiries@scmttd.com
Subject: Bus Problems

This Message Is From an External Sender

This message came from outside your organization.

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

Dear Metro Board of Directors,

I am sending this email to express my frustration with regularly being left behind by full Metro buses on the UCSC routes. The chronic overcrowding on these routes makes it very difficult for students to attend class, commute to work, and buy groceries. Many students are low-income and do not have any other transportation options; they depend on Metro for essential journeys and Metro has failed them. Metro has disproportionately reduced service to UCSC compared to the rest of the local bus network since 2020, despite the fact that UCSC enrollment has increased each year. Metro has failed to allocate service according to demand and according to the capacity needs of the UCSC community.

Metro needs to increase service on the UCSC routes, starting with improved bus frequency in the busiest areas, such as Mission St. Buses running through campus right after a class period gets out are always extremely crowded, yet Metro does not run any extra service at these times. Metro needs to schedule buses according to the demand at different times of the day and on different days of the week. This is obvious to anyone who rides the bus regularly and should be obvious to the board as well.

Many of the decisions that Metro has made which negatively affect students every day were made in closed-door meetings by Metro staff, without input from the UCSC community. We are feeling unrepresented by the Metro board, and would like meaningful improvements to be made.

Best regards,
Sasha Ballowe

WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

From: [Cayla Hill](#)
To: ["lmguerra@ucsc.edu"](mailto:lmguerra@ucsc.edu)
Cc: [Donna Bauer](#); [John Urgo](#)
Subject: RE: MAKE ALL 18s DOUBLES
Date: Tuesday, February 07, 2023 7:03:24 AM

Lilah,

METRO deeply regrets the difficulties that you and other UCSC students are facing with METRO's service. The agency understands that there is a need for more service on the UCSC routes to match increasing demand. However, METRO is unable to add any more UCSC service without taking away service from other service areas where riders also rely on METRO to commute to work, travel to doctor appointments, and buy their groceries.

This fiscal year, METRO is operating roughly 14.5% less service countywide than was operated pre COVID. The reduction in service hours provided to UCSC service is 16.4%. However, the percentage of service allocated to routes serving UCSC is 23.1% of overall service hours, which is only 0.5% less compared to pre-COVID service hours.

METRO is experiencing a severe driver shortage, and while the agency is actively recruiting and trying to attract new drivers, total operator counts only increased by one operator compared to this time last year. METRO has an ongoing recruitment for operators, a new training class several times a year but METRO still continues to have existing drivers retire or resign, and the new trainee class sizes have remained relatively low. Due to these issues in attracting and retaining operator talent, METRO will not be able to add any more service this spring. The current scheduled service is the maximum amount of service that can be operated with the current number of Operators. METRO is working diligently to increase our operator counts by aggressively recruiting, offering sign on and employee referral bonuses for operator positions.

Over the next year, METRO will be conducting a Comprehensive Operational Analysis. To understand how to redistribute service across Santa Cruz County to improve service for METRO riders and increase ridership, there will be an analysis of the entire system. The consultant hired for this project will advise METRO on where service should be increased and re-directed. Significant outreach efforts to the entire county will be an essential part of this process in order for METRO to receive feedback from riders and convey any changes in service to the community. The METRO Board of Directors, comprised of elected officials from all over the County, will be responsible for providing input and approving the changes to METRO's service resulting from this analysis.

The next METRO Board Meeting will be held on Zoom (February 24), and METRO invites you and other UCSC students and staff to attend remotely. Please use these meetings as an opportunity to relay your requests directly to the METRO Board of Directors regarding increasing service on UCSC routes. The METRO board will also receive this communication for the upcoming meeting on February 24.

Best regards,

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

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

From: [lmguerra lmguerra <lmguerra@ucsc.edu>](mailto:lmguerra@ucsc.edu)
Sent: Thursday, February 02, 2023 3:27 PM
To: boardinquiries@scmttd.com
Subject: MAKE ALL 18s DOUBLES

WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Dear Metro Board of Directors,

It takes me over an hour to get home and I only live three miles away from campus. I am sending this email to express my frustration with regularly being left behind by full Metro buses on the UCSC routes. The chronic overcrowding on these routes makes it very difficult for students to attend class, commute to work, and buy groceries. Many students are low-income and do not have any other transportation options; they depend on Metro for essential journeys and Metro has failed them. Metro has disproportionately reduced service to UCSC compared to the rest of the local bus network since 2020, despite the fact that UCSC enrollment has increased each year. Metro has failed to allocate service according to demand and according to the capacity needs of the UCSC community. Metro needs to increase service on the UCSC routes, starting with improved bus frequency in the busiest areas, such as Mission St. Buses running through campus right after a class period gets out are always extremely crowded, yet Metro does not run any extra service at these times. Metro needs to schedule buses according to the demand at different times of the day and on different days of the week. This is obvious to anyone who rides the bus regularly and should be obvious to the board as well.

Many of the decisions that Metro has made which negatively affect students every day were made in closed-door meetings by Metro staff, without input from the UCSC community. We are feeling unrepresented by the Metro board, and would like meaningful improvements to be made.

Best regards,
Lilah Guerra

WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

From: Cayla Hill <CHill@scmttd.com>
Sent: Tuesday, February 14, 2023 4:34 AM
To: 'wsobolew@ucsc.edu' <wsobolew@ucsc.edu>
Cc: Donna Bauer <DBauer@scmttd.com>; John Urgo <JUrgo@scmttd.com>
Subject: RE: Patron's comment on UCSC routes

Will,

METRO deeply regrets the difficulties that you and other UCSC students are facing with METRO's service. The agency understands that there is a need for more service on the UCSC routes to match increasing demand. However, METRO is unable to add any more UCSC service without taking away service from other service areas where riders also rely on METRO to commute to work, travel to doctor appointments, and buy their groceries.

This fiscal year, METRO is operating roughly 14.5% less service countywide than was operated pre-COVID. The reduction in service hours provided to UCSC service is 16.4%. However, the percentage of service allocated to routes serving UCSC is 23.1% of overall service hours, which is only 0.5% less compared to pre-COVID service hours.

METRO is experiencing a severe driver shortage, and while the agency is actively recruiting and trying to attract new drivers, current operator counts only increased by one operator compared to this time last year. METRO has an ongoing recruitment for operators, a new training class several times a year but METRO still continues to have existing drivers retire or resign, and the new trainee class sizes have remained relatively low. Due to these issues in attracting and retaining operator talent, METRO will not be able to add any more service this spring. The current scheduled service is the maximum amount of service that can be operated with the current number of Operators. METRO is working diligently to increase our operator counts by aggressively recruiting, offering sign on and employee referral bonuses for operator positions.

Over the next year, METRO will be conducting a Comprehensive Operational Analysis. To understand how to redistribute service across Santa Cruz County to improve service for METRO riders and increase ridership, there will be an analysis of the entire system. The consultant hired for this project will advise METRO on where service should be increased and re-directed. Significant outreach efforts to the entire county will be an essential part of this process in order for METRO to receive feedback from riders and convey any changes in service to the community. The METRO Board of Directors, comprised of elected officials from all over the County, will be responsible for providing input and approving the changes to METRO's service resulting from this analysis.

The next METRO Board Meeting will be held on Zoom (February 24). METRO invites you and other UCSC students and staff to attend remotely. Please use these meetings as an opportunity to relay your requests directly to the METRO Board of Directors regarding increasing service on UCSC routes. This comment will be provided to the board of directors at the meeting on February 24.

Best regards

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

WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

From: [Will Sobolewski](#)
To: boardinquiries@scmttd.com
Subject: Patron's comment on UCSC routes
Date: Monday, February 13, 2023 9:07:23 AM

This Message Is From an External Sender

This message came from outside your organization.

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

Dear Metro Board of Directors,

I am sending this email to express my frustration with regularly being left behind by full Metro buses on the UCSC routes, and for excessively long wait times. The chronic overcrowding on these routes makes it very difficult for students to attend class, commute to work, and buy groceries. Many students are low-income and do not have any other transportation options; they depend on Metro for essential journeys and Metro has failed them. Metro has disproportionately reduced service to UCSC compared to the rest of the local bus network since 2020, despite the fact that UCSC enrollment has increased each year. Metro has failed to allocate service according to demand and according to the capacity needs of the UCSC community.

Metro needs to increase service on the UCSC routes, starting with improved bus frequency in the busiest areas, such as Mission St. Buses running through campus right after a class period gets out are always extremely crowded with commuters, yet Metro does not run any extra service at these times. Metro needs to schedule buses according to the demand at different times of the day and on different days of the week. This is obvious to anyone who rides the bus regularly and should be obvious to the board as well. Increasing the frequency of routes M-F during school hours is desperately needed.

Many of the decisions that Metro has made which negatively affect students every day were made in closed-door meetings by Metro staff, without input from the UCSC community. We are feeling underrepresented by the Metro board, and would like meaningful improvements to be made.

Increasing service during school hours is a must, and the positive effects that will come from better bus service can't be under expressed. Ideally, buses should service stops every 15 to 20 minutes. I recommend piloting this initiative on whichever UCSC line is most popular first, 18 or 20, just to start small.

Best regards,
Will Sobolewski

--

William Sobolewski
University of California Santa Cruz '24

WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

From: [John Urgo](#)
To: "pjlsb@att.net"
Cc: [Donna Bauer](#)
Subject: RE: Metro Survey
Date: Monday, February 20, 2023 1:36:55 PM
Attachments: [image001.png](#)

Hi Peter,

The current Reimagine METRO survey is a tool to recruit riders who are currently using the service to join focus groups. We are collecting very limited information on needs and how people use the service. These rider conversations will focus on how the service as it runs currently does and doesn't work for riders.

The survey planned for this summer will be broadly advertised to all members of Santa Cruz County to solicit their input on transportation needs; how METRO could better serve them, etc. Additionally, the upcoming community survey will be just one of several forums to provide input.

We understand some former riders live in areas that previously received METRO service. Restoration of services to these areas will be considered within the Reimagine METRO process.

Best,
John

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



From: pjlsb@att.net <pjlsb@att.net>
Sent: Wednesday, February 15, 2023 6:07 PM
To: boardinquiries@scmttd.com
Subject: Metro Survey

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

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

WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Dear Metro,

I tried to take the recent survey you presented to the public.

I live in La Selva Beach with NO service at all, so I am in essence unconnected and unserved by Metro.

Survey Monkey asked which bus route I had taken, I answered "None of the Above" because I CAN'T take a bus from my home area. With that answer, the survey ended for me.

I pay local property taxes, the State supports Metro with my income tax, I pay Measure D taxes yet, there's no bus coming into LSB.

If you believe that Metro riders could walk safely along the San Andreas bike lane to get to the once-every-2 hours service at Seascape Blvd then you're mistaken.

Respectfully unserved and unheard,

Peter Stanger

19 Escuela Road

Watsonville, CA 95076



DATE: February 24, 2023
TO: Board of Directors
FROM: Chuck Farmer, CFO
SUBJECT: **ACCEPT AND FILE PRELIMINARY APPROVED CHECK JOURNAL
DETAIL FOR THE MONTH OF JANUARY 2023**

I. RECOMMENDED ACTION

That the Board of Directors accept and file the preliminary approved Check Journal Detail for the month of January 2023

II. SUMMARY

- This staff report provides the Board of Directors (Board) with a preliminary approved Check Journal Detail for the month of January 2023.
- 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 January 2023 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 January 2023 for Board review, agency disclosure and transparency.

VI. CHANGES FROM COMMITTEE

N/A.

VII. ALTERNATIVES CONSIDERED

None.

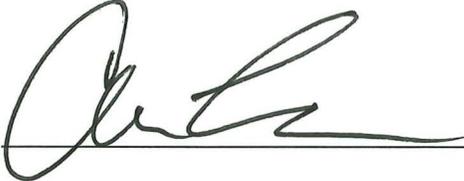
VIII. ATTACHMENTS

Attachment A: Check Journal Detail for the Month of January 2023

Prepared by: Holly Alcorn, Accounting Specialist

IX. APPROVALS

Chuck Farmer, CFO



Michael Tree CEO/General Manager



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DATE: 01/01/23 THRU 01/31/23

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
80755	01/23/23		-14.73	BARRY, BARTHOLOMEW		9006960	MEDICAL SUPPLEMENTAL	-14.73	**VOID
82048	01/09/23	M335	2,041.91	ABC BUS INC		118819	INVENTORY ORDER	1,480.99	
		003151				118820	INVENTORY ORDER	507.39	
						118821	INVENTORY ORDER	53.53	
82049	01/09/23	382	182.00	AIRTEC SERVICE INC.		118857	12/13 SVC CALL VER	182.00	
82050	01/09/23	003596	766.67	AMAZON CAPITAL SERVICES, INC.		118818	WRENCH FILTER	51.09	
						118824	TIME CLOCK INK	13.10	
						118825	DECORATIONS	32.70	
						118828	SUPPLIES FOR ADMIN	175.10	
						118856	TIME CLOCKS PRC	494.68	
82051	01/09/23	003105	997.02	AT&T MOBILITY		118864	10/24-11/23 BUS WIFI	997.02	
82052	01/09/23	002802	4,473.69	BATTERY SYSTEMS INC.		118838	INVENTORY ORDER	4,473.69	
82053	01/09/23	080A	250.00	CALIFORNIA DEPARTMENT OF TAX		118910	OCT-DEC22 DIESEL TAX	250.00	
82054	01/09/23	909	20,828.83	CLASSIC GRAPHICS		118829	VEH# 1301 REPAIRS	1,097.01	
						118855	VEH# 2215 REPAIRS	19,731.82	
82055	01/09/23	075	300.66	COAST PAPER & SUPPLY INC.		118816	INVENTORY ORDER	300.66	
82056	01/09/23	003116	4,794.72	CUMMINS, INC		118792	VEH# 1210 ECM	3,165.40	
						118793	INVENTORY ORDER	1,174.78	
						118794	ELEC WIRE DIAGRAM	43.70	
						118796	VEH#4206 PARTS	88.72	
						118797	CREDIT 75065/76252	-200.31	
						118798	VEH# 1612 PARTS	451.94	
						118865	VEH# 1001 PARTS	70.49	
82057	01/09/23	916	2,375.00	DOCTORS ON DUTY MEDICAL		118795	12/21/22 STMT HR	2,225.00	
82058	01/09/23	003274	3,248.85	EAST BAY TIRE CO.		118799	DWV PHYSICAL EXAM	150.00	
						118784	REVENUE TIRES	1,217.34	
						118830	REVENUE TIRES	948.56	
						118831	REVENUE TIRES	608.67	
						118832	REVENUE TIRES	474.28	
						118788	TEMP W/E 12/18	1,680.00	
						118789	TEMP W/E 12/18	1,120.00	
82059	01/09/23	003485	5,902.40	EMPLOYNET, INC		118890	TEMP W/E 12/25	1,041.60	
						118893	TEMP W/E 12/25	1,120.00	
						118909	TEMP W/E 12/18	940.80	
82060	01/09/23	001297	783.65	FASTENAL COMPANY INC		118833	INV/NON INV ORDER	327.06	
						118834	NON INVENTORY ORDER	317.05	
						118835	NON INVENTORY ORDER	64.99	
						118836	INVENTORY ORDER	68.89	
						118837	NON INVENTORY ORDER	5.66	
82061	01/09/23	117	4,001.47	GILLIG LLC		118800	INVENTORY ORDER	2,145.06	
						118801	INVENTORY ORDER	938.00	
						118802	INVENTORY ORDER	728.66	
						118803	INVENTORY ORDER	112.18	
						118804	INVENTORY ORDER	77.57	
82062	01/09/23	282	518.49	GRAINGER		118759	NON INVENTORY ORDER	30.25	
						118760	FLEET SHOP TOOL	164.56	

DATE: 01/01/23 THRU 01/31/23

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
82063	01/09/23	E649	150.00	GUTIERREZ, ALMA		118761	NON INVENTORY ORDER	167.12	
82064	01/09/23	003638	262.19	IRONCOMPANY.COM LLC		118762	INVENTORY ORDER	65.76	
82065	01/09/23	003442	1,689.38	JOHNSON CONTROLS INC		118785	BOOT ORDER	90.80	
						118786	OIL FILTER WRENCH	67.21	
						118866	CREDIT 6574127445	-67.21	
						118853	DMW PHYSICAL EXAM	150.00	
						118862	SUPPLIES OPS GYM	262.19	
						118912	1/23-3/23 WTC	479.12	
						118913	1/23-3/23 SVT	764.51	
						118914	1/23-3/23 SMC	445.75	
82066	01/09/23	1117	8,945.97	KELLEY'S SERVICE INC.		118764	INVENTORY ORDER	406.33	
						118766	INVENTORY ORDER	265.17	
						118767	CREDIT K-1977956	-17.48	
						118768	INVENTORY ORDER	352.42	
						118769	INVENTORY ORDER	12.10	
						118770	INVENTORY ORDER	161.91	
						118771	INVENTORY ORDER	327.54	
						118772	INVENTORY ORDER	326.79	
						118773	VEH# 1950 PARTS	6.07	
						118774	VEH# PC2405 PARTS	378.44	
						118775	VEH# PC 1712 OARTS	5.41	
						118826	CREDIT K-1893962	-2,329.42	
						118827	CREDIT INV K-1976299	-908.96	
						118841	CREDIT K-1954789	-2.00	
						118842	CREDIT K-1965909	-64.46	
						118843	CREDIT K-1954789	-17.48	
						118844	INVENTORY ORDER	405.40	
						118845	VEH# PC 4119 PARTS	21.98	
						118846	INVENTORY ORDER	78.11	
						118847	INVENTORY ORDER	265.17	
						118848	VEH# 701 PARTS	155.96	
						118863	INVENTORY ORDER	9,116.97	
82067	01/09/23	003271	594.00	KJRB, INC.		118817	VEH# 4201 TOW	504.00	
						118861	VEH# 602 TOW	90.00	
82068	01/09/23	003017	16,396.35	MANSFIELD OIL CO OF GAINSVILLE		118808	12/14 DIESEL FUEL	16,396.35	
82069	01/09/23	003361	2,900.00	MILLER MAXFELD INC		118908	EDITS/PRINTING	2,900.00	
82070	01/09/23	0041	1,108.55	MISSION UNIFORM		118822	VMU/VSW UNIFORM SUPP	343.73	
						118823	FUEL ST TOWELS	156.00	
						118839	VMU/VSW UNIFORM SUPP	343.73	
						118840	FUEL ST TOWELS	156.00	
						118858	LAUNDRY/CUSTODIAL	26.02	
						118859	TOWELS,MOPS,MATS MMF	41.75	
						118860	TOWELS/MATS PRC	10.50	
						118867	GARMENT REPLACEMENT	30.82	
82071	01/09/23	004	3,542.05	NORTH BAY FORD LINC-MERCURY		118776	VEH# PC 1703 PARTS	91.64	
						118777	VEH# PC1703 PARTS	19.86	

DATE: 01/01/23 THRU 01/31/23

CHECK NUMBER	CHECK DATE	CHECK VENDOR	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
82072	01/09/23	10,493.53	009	PACIFIC GAS & ELECTRIC		118868	PC 1708 REPAIRS	2,889.69	
82073	01/09/23	100.63	023	PACIFIC TRUCK PARTS, INC.		118876	11/29-12/27RIVER CHG	10,493.53	
82074	01/09/23	3,934.99	003506	PHILLIP J CROUCH		118805	RADIATOR RPR	3,367.99	
						118806	RPR SURGE TANK LABOR	189.00	
						118807	RPR FAREBOX LABOR	378.00	
82075	01/09/23	94.64	003443	PROTERA OPERATING COMPANY, INC		118907	VEH 0120/0220 PARTS	94.64	
82076	01/09/23	380.19	882	RANDY & LARAE WEST		118854	REVISE/PRINT FORMS	380.19	
82077	01/09/23	267.66	215	RICOH USA, INC. TX		118791	1/3-2/2/23 CS	267.66	
82078	01/09/23	3,029.28	003154	ROMAINE ELECTRIC CORP		118888	INVENTORY ORDER	3,029.28	
82079	01/09/23	1,069.86	135	SANTA CRUZ AUTO PARTS, INC.		118869	NON INVENTORY ORDER	25.00	
						118894	VEH# 2050 PARTS	98.94	
						118895	INVENTORY ORDER	28.00	
						118896	INVENTORY ORDER	245.47	
						118897	INVENTORY ORDER	50.69	
						118898	CREDIT 14508-458564	-58.80	
						118899	INVENTORY ORDER	170.15	
						118900	VEH# 601 PARTS	180.65	
						118901	INVENTORY ORDER	148.37	
						118902	INV/NON INV ORDER	181.39	
82080	01/09/23	3,647.00	001307	SANTA CRUZ STAFFING, LLC		118790	TEMP W/E 36871	1,240.00	
						118891	TEMP W/E 12/25	1,262.32	
						118892	TEMP W/E 12/18	1,144.68	
						118905	SHOP TOOLS	185.29	
82081	01/09/23	444.63	115	SNAP-ON INDUSTRIAL		118906	SHOP TOOLS	259.34	
						118889	INVENTORY ORDER	1,084.45	
82082	01/09/23	1,084.45	003621	SPORTWORKS GLOBAL LLC		118809	INVENTORY ORDER	1,721.40	
82083	01/09/23	12,781.81	003285	THE AFTERMARKET PARTS CO LLC		118810	VEH# 1306 PARTS	87.35	
						118811	VEH# 2812 PARTS	236.49	
						118812	VEH# 2316 PARTS	444.97	
						118813	VEH# 2316 PARTS	933.07	
						118814	VEH# 2316 PARTS	1,119.97	
						118870	VEH# 2316 PARTS	66.18	
						118871	VEH# 2316 PARTS	30.90	
						118872	INVENTORY ORDER	1,352.83	
						118873	INVENTORY ORDER	672.39	

DATE: 01/01/23 THRU 01/31/23

CHECK NUMBER	CHECK DATE	CHECK VENDOR NAME	CHECK VENDOR AMOUNT	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
82084	01/09/23	THE HOSE SHOP, INC	565.50		118874	VEH# 1005 PARTS	151.65	
82085	01/09/23	UNITED PARCEL SERVICE	133.74		118875	INVENTORY ORDER	70.24	
82086	01/09/23	WCAF, LLC	8,477.28		118877	INVENTORY ORDER	305.17	
82087	01/09/23	WORKFORCEQA, LLC	56.00		118878	INVENTORY ORDER	523.45	
82088	01/16/23	72 HOUR LLC	1,500.03		118879	INVENTORY ORDER	232.83	
82089	01/16/23	ACCO-WILSON, INC	812.97		118880	INVENTORY ORDER	23.00	
82090	01/16/23	AMAZON CAPITAL SERVICES, INC.	776.64		118881	CREDIT INV# 82843398	-170.88	
					118882	INVENTORY ORDER	3,643.98	
					118883	CREDIT INV# 82837289	-260.98	
					118884	INVENTORY ORDER	1,554.81	
					118885	INVENTORY ORDER	23.67	
					118886	VEH# 1611 PARTS	7.98	
					118887	VEH# 2808 PARTS	11.34	
					118763	NON INVENTORY ORDER	547.93	
					118787	NON INVENTORY ORDER	17.57	
					118903	FREIGHT	133.74	
					118815	VEH# 2050 REPAIRS	8,477.28	
					118911	JUL22 DOT/PRE EMP	56.00	
					118996	VEH# 1950 REPAIRS	1,500.03	
					119009	BACKFLOW RPR MMF	812.97	
					118997	OFFICE SUPPLIES HR	242.38	
					118998	OFFICE SUPPLIES	18.56	
					118999	OFFICE SUPPLIES	384.61	
					119015	FOLDING WAGON	131.09	
82091	01/16/23	A&T	589.20		118981	12/1-12/31 PT TO PT2	589.20	
82092	01/16/23	BALCO HOLDINGS, INC.	66.52		119035	INSP SVC 10/22-12/22	122.58	
					119036	1/23-3/23 VERNON	623.94	
					119037	CREDIT MO SVC ADJUST	-680.00	
82093	01/16/23	BFS GROUP LLC	928.66		118949	EV CHARGER INSTALL	26.20	
					118950	GRAFFITI ABATEMENT	51.98	
					118951	BLADE AND SAW SMC	561.30	
					118952	ELECTRICAL PARTS	13.74	
					118953	LUMBER MMF	94.37	
					118954	CAULK WTC	29.46	
					118955	SUPPLIES FOR WTC	32.69	
					118956	FLASHLIGHTS MMF	118.92	
					119002	22 AUDIT FINAL INV	10,000.00	
82094	01/16/23	BROWN ARMSTRONG ACCOUNTANCY	10,000.00		118921	JAN 23 LEGISLATE SVC	5,250.00	
82095	01/16/23	CAPITALEGE ADVOCACY, INC.	5,250.00		118992	WINTER BID STICKERS	427.71	
82096	01/16/23	CAPTO'S GRAPHICS, INC.	427.71		118986	DOT/DWV PHYSICAL	150.00	
82097	01/16/23	HELISE, JOSHUA	150.00		118960	12/21 WTC	73.03	
82098	01/16/23	CITY OF WATSONVILLE UTILITIES	1,810.61		118961	12/21 WTC	110.54	
					118962	12/21 WTC	379.29	
					118963	12/21 WTC	1,207.56	
					118964	12/21 WTC	40.19	
82099	01/16/23	CLEAN ENERGY	2,576.00		119001	12/16 SERVICE SBF	2,576.00	

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82100	01/16/23	3,784.42 075	COAST PAPER & SUPPLY INC.		118958	INVENTORY ORDER	1,966.50		
82101	01/16/23	2,890.00 003034	COASTAL LANDSCAPING INC.		118959	INVENTORY ORDER	1,817.92		
82102	01/16/23	150.00 E1042	COLLINS, MICHELL A		118932	JAN 23 LANDSCAPING	2,890.00		
82103	01/16/23	4,092.50 003601	COMCAST HOLDINGS CORPORATION		118985	DOT/DWV PHYSICAL	150.00		
82104	01/16/23	7,500.00 003670	COMMUNITY BRIDGES		118982	11/28-12/25 TV ADS	4,092.50		
82105	01/16/23	226.00 367	COMMUNITY TELEVISION OF		119032	12/26-2/26 TV ADS	7,500.00		
82106	01/16/23	28,431.32 588	CTSJPA (CALTIP)		118923	11/18 BOD MEETING	226.00		
82107	01/16/23	2,568.00 753A	DEPARTMENT OF GENERAL SERVICES		119039	JUN-OCT22 MISC CHG	6,696.36		
82108	01/16/23	450.00 916	DOCTORS ON DUTY MEDICAL		119040	DEC 22 CODE=5100	21,734.96		
82109	01/16/23	4,529.70 003485	EMPLOYNET, INC		119012	LPTOWER LEASE L-2629	2,568.00		
82110	01/16/23	79.28 003640	FERGUSON US HOLDINGS, INC.		119021	DMV PHYSICALEXAM OPS	150.00		
82111	01/16/23	444.00 003456	FOREVER FIREWOOD,INC		119022	DMV PHYSICALEXAM OPS	150.00		
82112	01/16/23	10,357.98 001302	GARDA CL WEST, INC.		119023	DMV PHYSICALEXAM OPS	150.00		
82113	01/16/23	285.00 003316	GLOBAL WATER TECHNOLOGY INC		118916	TEMP W/E 1/1	772.80		
82114	01/16/23	188.89 E162	GOUVEIA, ANNA		118927	TEMP W/E 1/1	1,008.00		
82115	01/16/23	1,408.90 282	GRAINGER		118972	TEMP W/E 12/18	897.60		
82116	01/16/23	932.78 001097	GREENWASTE RECOVERY, INC.		118973	TEMP W/E 12/25	1,133.22		
82117	01/16/23	156.00 002173	IPMA-HR		118974	TEMP W/E 1/1	718.08		
82118	01/16/23	425.00 003552	JOHNSON & CODY ELECTRIC, INC.		118993	SHOWER PARTS MMF	79.28		
82119	01/16/23	100.00 003450	LANGUAGE LINE SERVICES INC		119013	SVC CALL SVT	444.00		
82120	01/16/23	8,560.52 003391	MARK THOMAS & COMPANY, INC		119003	JAN 22 SERVICES	490.28		
82121	01/16/23	85.00 E1117	MARON, MARY ELIZABETH		119004	JAN 22 VAULT SERVICE	9,867.70		
82122	01/16/23	2,458.13 003617	MEDZON HEALTH		118984	DEC22 WATER TEST OPS	285.00		
82123	01/16/23	2,340.38 003273	MGP XI REIT,LLC		118988	REIMB EVAC/STORM SUP	188.89		
82124	01/16/23	1,633.35 001052	MID VALLEY SUPPLY INC.		118920	FILTERS	1,050.63		
82125	01/16/23	1,460.77 003361	MILLER MAXFIELD INC		118942	PAINT ROLLERS MMF	114.30		
82126	01/16/23	120.45 041	MISSION UNIFORM		118943	PAINT REMOVER	132.42		
					118944	CAULK GUN	41.88		
					118945	TOILET PARTS MMF	69.67		
					119030	DEC 22 SVT	454.19		
					119031	DEC 22 PRC	478.59		
					119033	9/1/22-8/31/23 MEMBR	156.00		
					119005	SVC CALL TRF SWITCH	425.00		
					118919	DEC 22 TRANSLATE SVC	100.00		
					119010	1913 TO 3 JKS GATES	5,488.88		
					119011	1941 T06 EV CHARGE	776.55		
					119028	SOQUEL FEASIBILITY	2,295.09		
					118987	CLP FEE	85.00		
					118925	PPE SUPPLIES	2,458.13		
					118983	FEB 23 RENT CAPITOLA	2,340.38		
					118957	INVENTORY ORDER	1,633.35		
					119007	CONSULTING SVCS	1,460.77		
					118990	TOWELS,MOPS,MATS MMF	41.75		
					118991	EMBLEMS MMF	10.93		
					118994	TOWELS,MOPS,MATS MMF	41.75		
					119018	LAUNDRY/CUSTODIAL	26.00		

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82127	01/16/23	66.75 002721		NEXTEL COMMUNICATIONS/SPRINT		118918	11/26-12/25 TVM COMM	66.75	
82128	01/16/23	1,318.50 003573		NICKELL FIRE PROTECTION, INC.		119014	FIRE SPR INSP WTC	1,318.50	
82129	01/16/23	76.48 003326		NIDAL HALABI & NADA ALGHARIB		118936	NAME/TITLE PLATES	49.17	
						119019	NAME PLATE	27.31	
82130	01/16/23	33,310.09 009		PACIFIC GAS & ELECTRIC		118965	11/22-12/21 SBF ELEC	3,187.66	
						118966	11/22-12/21 VERNON	6,517.19	
						118967	11/22-12/21 MMF	9,331.10	
						118968	11/23-12/22 SBF GAS	554.79	
						118969	11/29-12/27 OPS	6,259.59	
						118970	11/29-12/27 SMC	4,444.80	
						118971	12/5-1/3 SVT/WTC/PRC	3,014.96	
						118975	DEC 22 PEST VERNON	65.00	
82131	01/16/23	894.50 481		PIED PIPER EXTERMINATORS, INC.		118976	JAN 23 PEST MMF	217.50	
						118977	JAN23 PEST OPS CREEK	255.00	
						118978	JAN 23 PEST OPS PARK	212.50	
						118979	JAN 23 WTC MKT	79.50	
						118980	JAN 23 WTC TRANSIT	65.00	
82132	01/16/23	147.49 050		PITNEY BOWES INC.		119020	1/23-3/23 LEASE C/S	147.49	
82133	01/16/23	610.37 003061		QUADIANT FINANCE USA INC		119017	DEC 22 POSTAGE 1598	610.37	
82134	01/16/23	499.70 003020		QUEST DIAGNOSTIC INC.		118989	NOV DOT DRUG TESTS	499.70	
82135	01/16/23	75.38 882		RANDY & LARAE WEST	7	118995	BUSINESS CARDS	75.38	
82136	01/16/23	110.17 003024		RICOH USA, INC CA		119006	1/1-1/31/23 OPS	110.17	
82137	01/16/23	111.21 536		RIVERSIDE LIGHTING, INC.		118946	EV CHARGER INSTALL	14.33	
						118947	EV CHARGER INSTALL	34.48	
						118948	STORM PREP MMF	62.40	
82138	01/16/23	1,050.00 002700		SANTA CRUZ COUNTY ENVIROMENTAL		119034	1902 SITE MITIGATION	1,050.00	
82139	01/16/23	58,203.46 002917		SANTA CRUZ METRO TRANSIT W/C		119008	DEC 22 W/C REPLENISH	58,203.46	
82140	01/16/23	1,968.45 001307		SANTA CRUZ STAFFING, LLC		118915	TEMP W/E 1/8	934.07	
						118917	TEMP W/E 1/1	625.81	
						118926	TEMP W/E 1/1	138.57	
						118934	TEMP W/E 36936	270.00	
82141	01/16/23	751.36 003545		SCHINDLER ELEVATOR CORPORATION		119027	JAN 23 ELEV INSP	751.36	
82142	01/16/23	2,500.00 002267		SHAW YORDER ANTWIH		118922	JAN 22 LEGISLATE SVC	2,500.00	
82143	01/16/23	972.41 003292		SLINGSHOT CONNECTIONS LLC		118933	TEMP W/E 12/18	615.20	
						118935	TEMP W/E 12/11	357.21	
82144	01/16/23	10,245.82 001075		SOQUEL III ASSOCIATES	7	119026	1/23 INCREASE CAM	177.54	
						119038	FEB 23 RENT RESEARCH	10,068.28	
82145	01/16/23	156.31 003595		STAPLES INC		119016	ENVELOPES	156.31	
82146	01/16/23	56.81 003671		T-MOBILE USA, INC.		119024	10/21-11/20 TVMS	28.41	
						119025	11/21-12/20 TVMS OPS	28.40	
82147	01/16/23	740.86 043		TROWBRIDGE ENTERPRISES		118928	TONER	271.07	
						118929	ALCOHOL WIPES OPS	81.34	
						118930	COPY PAPER OPS	344.08	
						118931	CALENDAR OPS	32.37	
						118937	OFFICE SUPPLIES	18.02	
						118938	OFFICE SUPPLIES HR	162.04	

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82148	01/16/23	2,756.00	351	ULTRABAC SOFTWARE INC.	0		OFFICE SUPPLIES HR	605.61	
82149	01/16/23	38.52	434	VERIZON WIRELESS			SHOP SUPPLIES	163.70	
82150	01/23/23	4,332.88	003596	AMAZON CAPITAL SERVICES, INC.			CREDIT FOR CHAIRS	-937.37	
82151	01/23/23	35.01	002861	AMERICAN MESSAGING SVCS, LLC			VIRTUAL DISK AGENT	2,756.00	
82152	01/23/23	997.02	003105	AT&T MOBILITY			12/2-01/01 TABLET	38.52	
82153	01/23/23	-997.02	003105	AT&T MOBILITY			ADMIN BREAKROOM SUPP	286.52	
82154	01/23/23	4,218.91	001348	ATHENS INSURANCE SERVICE, INC.			2304 RASPBERRY KIT	2,512.60	
82155	01/23/23	1,156.99	003650	BAE SYSTEMS CONTROLS, INC.			12V LED LIGHT	39.28	
82156	01/23/23	393.29	E1118	BOIS, MICHAEL			2304 RASPBERRY KIT	1,494.48	
82157	01/23/23	1,497.00	080	CALIFORNIA DEPARTMENT OF TAX			JAN 22 PAGERS	35.01	
82158	01/23/23	112.75	003634	CALIFORNIA NEWSPAPER P'SHIP			11/24-12/23 BUS WIFI	997.02	VOIDED
		122,871.10	001124	CLEAN ENERGY			11/24-12/23 BUS WIFI	-997.02	**VOID
82159	01/23/23	42.26	002814	CREATIVE BUS SALES, INC.			JAN 23 MONTHLY FEE	4,218.91	
82160	01/23/23	408.90	003116	CUMMINS, INC			VEH# 4203 PARTS	1,156.99	
82161	01/23/23	480.00	002567	DEPARTMENT OF JUSTICE			VARIDESK (2) OPS	393.29	
82162	01/23/23	116.00	T362	DIEGO, ETHEL			OCT-DEC 22 SALES TAX	1,497.00	
82163	01/23/23	11,493.27	003274	EAST BAY TIRE CO.			13 WEEKS-7DAY ACCESS	112.75	
82164	01/23/23	6,987.23	003485	EMPLOYNET, INC			12/30 LNG CHARGES	14,331.53	
82165	01/23/23	3,432.86	432	EXPRESS SERVICES INC.			12/23 LNG CHARGES	17,382.61	
82166	01/23/23	577.94	002962	FIS			12/20 LNG CHARGES	18,736.11	
82167	01/23/23	10,952.73	002952	FLYERS ENERGY, LLC			12/27 LNG CHARGES	14,183.25	
							1/3 LNG CHARGES	39,396.94	
							12/16 LNG CHARGES	18,840.66	
							VEH# PC 1712 PARTS	89.67	
							VEH# PC 1715 PARTS	74.99	
							CREDIT XA1300014201	-122.40	
							INVENTORY ORDER	408.90	
							DEC 22 FINGERPRINTS	96.00	
							NOV 22 FINGERPRINTS	384.00	
							REF PRC CUST #33207	116.00	
							REVENUE TIRES	948.56	
							REVENUE VEHICLE	926.23	
							REVENUE TIRES	2,091.46	
							REVENUE TIRES	814.36	
							NON REVENUE TIRES	998.09	
							REVENUE TIRES	2,778.69	
							REVENUE TIRES	1,307.17	
							REVENUE TIRES	1,628.71	
							TEMP W/E 1/8	1,041.60	
							TEMP W/E 1/1	1,890.00	
							TEMP W/E 12/25	2,100.00	
							TEMP W/E 1/8	1,955.63	
							TEMP W/E 7/24-9/18	3,432.86	
							DEC 22 MERCHANT FEES	577.94	
							12/16-12/31NONREV	2,209.52	
							12/16-12/31 REV FUEL	8,743.21	

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82168	01/23/23	58.24 003418	FRONTIER COMMUNICATIONS - 6145	119113			1/13-2/12 SKYLINE	58.24	
82169	01/23/23	84.65 282	GRAINGER	119093			NON INV ORDER	84.65	
82170	01/23/23	16,975.00 003106	GROUP 4 ARCHITECTURE, RESEARCH	119069			FEASIBILITYSTUDY WTC	16,975.00	
82171	01/23/23	34,995.50 003109	HANSON BRIDGETT LLP	119041			M# 032117.001002	2,565.90	
				119042			M# 032117.003002	1,090.00	
				119043			M# 032117.004002	3,418.40	
				119044			M# 032117.006001	758.20	
82172	01/23/23	305.89 1117	KELLEY'S SERVICE INC.	119045			DEC 22 RETAINER	27,163.00	
				119091			INV ORDER/CORE CR	169.11	
				119092			VEH# 1722/CORE CR	136.78	
82173	01/23/23	23,627.38 003366	KEY GOVERNMENT FINANCE INC	119116			JAN 23 LEASE PAYMENT	23,627.38	
82174	01/23/23	523.05 852	LAW OFFICES OF MARIE F. SANG	119076	7		CL# 22000654	523.05	
82175	01/23/23	579.28 041	MISSION UNIFORM	119057			FUEL ST TOWELS	156.00	
				119058			VMU/VSW UNIFORM SUPP	343.26	
				119065			LAUNDRY/CUSTODIAL	26.02	
				119090			UNIFORM REPAIRS	54.00	
82176	01/23/23	6,971.70 816	MISSION VALLEY FORD	119081			VEH# PC 1705	6,971.70	
82177	01/23/23	78.66 003326	NIDAL HALABI & NADA ALGHARIB	119071			NAME PLATES FLEET	78.66	
82178	01/23/23	216.64 004	NORTH BAY FORD LINC-MERCURY	119088			INVENTORY ORDER	205.13	
				119089			VEH# PC1706 PARTS	50.84	
				119112			CREDIT INV 287579	-39.33	
82179	01/23/23	420.80 003020	QUEST DIAGNOSTIC INC.	119077			DEC DOT DRUG TESTS	420.80	
82180	01/23/23	101.59 003024	RICOH USA, INC CA	119066			1/12-2/11/23 OPS 1ST	101.59	
82181	01/23/23	410.52 135	SANTA CRUZ AUTO PARTS, INC.	119108			CREDIT 14508-458035	-27.68	
				119109			VEH# 1213 PARTS	221.84	
				119110			INVENTORY ORDER	45.95	
				119111			INVENTORY ORDER	170.41	
82182	01/23/23	1,350.00 001307	SANTA CRUZ STAFFING, LLC	119106			TEMP W/E 1/15	1,350.00	
82183	01/23/23	1,527.62 003669	SPX TECHNOLOGIES, INC.	119086			INVENTORY ORDER	1,527.62	
82184	01/23/23	190.10 366	TENNANT COMPANY	119073			TENNANT MACHINE PART	190.10	
82185	01/23/23	251.18 582	TOYOTA OF SANTA CRUZ	119082			VEH# 203 PARTS	251.18	
82186	01/23/23	275.68 E1098	TREE, MICHAEL	119105			REIMB SUPPL/MEETINGS	275.68	
82187	01/23/23	321.72 043	TROWBRIDGE ENTERPRISES	119062			OFFICE SUPPLIES HR	321.72	
82188	01/23/23	1,956.21 002829	VALLEY POWER SYSTEMS, INC.	119059			CREDIT INV# K05451	-1,911.69	
				119060			VEH# 9810 PARTS	1,911.69	
				119061			VEH# 9810 PARTS	1,956.21	
82189	01/23/23	84.00 003290	WORKFORCEQA, LLC	119087			NOV22 DOT DRUG TESTS	84.00	
82190	01/30/23	3,052.65 003151	ABC BUS INC	119186			INVENTORY ORDER	963.96	
				119193			INVENTORY ORDER	2,088.69	
82191	01/30/23	410.00 382	AIRTEC SERVICE INC.	119260			SVC CALL HEATER PRC	410.00	
82192	01/30/23	207.62 E930	ALMANZA, CANDIS	119242			REIMB XMAS BREAKFAST	207.62	
82193	01/30/23	2,505.15 192	ALWAYS UNDER PRESSURE	119215			PUMP SCV CALLS MMF	2,505.15	
82194	01/30/23	2,296.14 003596	AMAZON CAPITAL SERVICES, INC.	119163			INVENTORY ORDER	126.60	
				119207			2304 INFO DISPL SYS	2,113.90	
				119220			ADMIN STAMP	21.80	
				119256			VEH# 2813 PARTS	21.83	

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82195	01/30/23	001D	929.56	AT&T		119258	RED FOLDERS	12.01	
82196	01/30/23	003650	2,207.44	BAE SYSTEMS CONTROLS, INC.		119261	DISTRICT INTERNET	929.56	
82197	01/30/23	M335	14.73	BARRY, BARTHOLOMEW		119194	VEH# 4207 PARTS	2,207.44	
82198	01/30/23	002363	38.04	BATTERIES PLUS #314		119217	MEDICAL SUPPLEMENTAL	14.73	
82199	01/30/23	107A	433.11	BFS GROUP LLC		119232	BATTERIES OPS	38.04	
						119121	GARBAGE DISPOSAL OPS	220.02	
						119123	SINK REPAIR VERNON	110.12	
						119124	SINK REPAIR VERNON	3.23	
						119233	PARTS SOAP DISPENSER	54.35	
						119234	PARTS AIR FAN VER	15.79	
						119235	SEALANT MMF	13.09	
						119251	FLOOR FLANGE VER	16.51	
82200	01/30/23	002034	110.00	CARLON'S FIRE EXTINGUISHER		119264	AN FIRE EXT SVC VER	70.00	
						119265	AN FIRE EXT SVC SMC	40.00	
82201	01/30/23	001089	8,170.81	CASEY PRINTING, INC		119153	HEADWAYS RIDER GUIDE	8,170.81	
82202	01/30/23	001346	3,995.36	CITY OF SANTA CRUZ-FINANCE		119239	COOP RETAIL MANAGE	3,482.47	
						119249	BUSINESS IMPROV 1/23	512.89	
82203	01/30/23	003373	103.65	CITY OF SANTA CRUZ FINANCE RRF		119229	DEC 22 LANDFILL	103.65	
82204	01/30/23	909	6,458.23	CLASSIC GRAPHICS		119184	VEH# 9827 REPAIRS	6,458.23	
82205	01/30/23	001124	89,102.52	CLEAN ENERGY		119164	1/10 LNG CHARGES	46,909.97	
						119165	1/6 LNG CHARGES	41,904.55	
						119244	CORRECTIVE SVC SBF	288.00	
82206	01/30/23	003102	106,133.77	CLEVER DEVICES LTD.		119205	2205 APC 1/17/23	27,025.73	
						119206	1927 AVL PROEJECT	79,108.04	
82207	01/30/23	003663	4,022.59	CLIMATE COMFORT		119152	IONIZERS FOR BUSES	4,022.59	
82208	01/30/23	002814	100.77	CREATIVE BUS SALES, INC.		119192	VEH# PC 4119 PARTS	100.77	
82209	01/30/23	E1009	150.00	CUMMINS, EDWARD		119176	DOT/DWV PHYSICAL	150.00	
82210	01/30/23	003116	1,362.00	CUMMINS, INC		119167	INVENTORY ORDER	116.76	
						119168	INVENTORY ORDER	6.16	
						119182	VEH# 1612 PARTS	104.25	
						119183	INSITE PRO SOFTWARE	770.00	
						119196	VEH# 4201 PARTS	16.16	
						119197	VEH# 1202 PARTS	227.87	
						119198	VEH# 1202 PARTS	105.06	
						119199	INVENTORY ORDER	15.74	
82211	01/30/23	916	150.00	DOCTORS ON DUTY MEDICAL		119189	DWV PHYSICAL PRC	150.00	
82212	01/30/23	003274	3,096.65	EAST BAY TIRE CO.		119200	REVENUE TIRES	2,443.07	
						119201	REVENUE TIRES	653.58	
82213	01/30/23	003485	2,997.60	EMPLOYNET, INC		119119	TEMP W/E 1/8	897.60	
						119169	TEMP W/E 1/15	2,100.00	
82214	01/30/23	003153	6,491.25	ENVIRONMENTAL LOGISTICS INC		119245	10/19 WASTE DISP SBF	2,070.00	
						119246	10/19 WASTE DISP MMF	4,421.25	
82215	01/30/23	E11119	150.00	FARRELL, CINDI		119243	DOT/DWV PHYSICAL	150.00	
82216	01/30/23	001297	45.70	FASTENAL COMPANY INC		119181	INV/NON INV ORDER	45.70	
82217	01/30/23	002952	10,582.01	FLYERS ENERGY, LLC		119222	1/1-1/15NON REV FUEL	1,959.04	
						119223	1/1-1/15 REV FUEL	8,622.97	

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82237	01/30/23		9,397.63	079	SANTA CRUZ MUNICIPAL UTILITIES			INVENTORY ORDER	457.54	
								INVENTORY ORDER	55.22	
								INVENTORY ORDER	10.37	
								INVENTORY ORDER	44.27	
								12/1012/31 IRRIG VER	178.54	
								12/1-12/31 IRRIG SBF	269.64	
								12/7-1/5 PAC ISLAND	116.32	
								12/7-1/5 IRRIG MMF	120.92	
								12/7-1/5MULTI BUSTOP	1,050.60	
								12/7-1/5 SMC	2,346.95	
								12/7-1/5 BETTYS	57.13	
								12/7-1/5 OPS	364.77	
								12/7-1/5 MMF	1,464.20	
								12/7-1/5 VERNON	577.45	
								12/7-1/5 SBF	2,851.11	
								12/23 SHREDDING PRC	45.00	
								12/21 SHRED MULTI	175.00	
								TEMP W/E 1/15	1,551.75	
								PART FOR RECYCLERMFMF	7.89	
								12/1-12/31 SVT	97.16	
								12/1-12/31 SVT	323.15	
								SENSOR REPLACE OPS	5,830.05	
								TEMP W/E 1/15	343.98	
								TEMP W/E 1/15	1,005.49	
								REPLACE EE TOOL	27.14	
								FAIRBOX BATT RETRO	73.27	
								STORM WATER PERMIT	200.00	
								TENNANT PARTS	45.55	
								T-600E PARTS	70.30	
								T-600E PARTS	24.76	
								VEH# 1002 PARTS	64.78	
								INVENTORY ORDER	179.77	
								INVENTORY ORDER	196.62	
								INVENTORY ORDER	663.19	
								INVENTORY ORDER	976.09	
								INVENTORY ORDER	1,019.09	
								VEH# 1610 PARTS	54.84	
								VEH# 2807 PARTS	46.27	
								VEH# 2807 PARTS	174.29	
								VEH# 2807 PARTS	232.99	
								VEH# 1610 PARTS	269.75	
								VEH# 2809 PARTS	1,783.09	
								INVENTORY ORDER	3,343.51	
								INVENTORY ORDER	199.17	
								INVENTORY ORDER	1,272.55	
82249	01/30/23		97.99	166	THE HOSE SHOP, INC			INVENTORY ORDER	97.99	
82238	01/30/23		220.00	001292	SANTA CRUZ RECORDS MNGMT INC			INVENTORY ORDER	45.00	
82239	01/30/23		1,551.75	001307	SANTA CRUZ STAFFING, LLC			INVENTORY ORDER	175.00	
82240	01/30/23		7.89	003570	SCARBOROUGH LBR & BLDG SUPPLY			INVENTORY ORDER	1,551.75	
82241	01/30/23		420.31	002459	SCOTT'S VALLEY WATER DISTRICT			INVENTORY ORDER	7.89	
82242	01/30/23		5,830.05	003054	SERVICE STATION SYSTEMS			INVENTORY ORDER	97.16	
82243	01/30/23		1,349.47	003292	SLINGSHOT CONNECTIONS LLC			INVENTORY ORDER	323.15	
82244	01/30/23		27.14	115	SNAP-ON INDUSTRIAL			INVENTORY ORDER	27.14	
82245	01/30/23		73.27	003669	SPX TECHNOLOGIES, INC.			INVENTORY ORDER	73.27	
82246	01/30/23		200.00	003673	SWRCB			INVENTORY ORDER	200.00	
82247	01/30/23		140.61	366	TENNANT COMPANY			INVENTORY ORDER	45.55	
82248	01/30/23		10,476.00	003285	THE AFTERMARKET PARTS CO LLC			INVENTORY ORDER	70.30	

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

DATE: 01/01/23 THRU 01/31/23

CHECK NUMBER	CHECK DATE	CHECK AMOUNT	VENDOR NAME	VENDOR TYPE	TRANS. NUMBER	TRANSACTION DESCRIPTION	TRANSACTION AMOUNT	COMMENT
82250	01/30/23	79.70	TROWBRIDGE ENTERPRISES		119202	OFFICE SUPPLIES	16.02	
82251	01/30/23	10,876.45	U.S. BANK		119203	OFFICE SUPPLIES	63.68	
82252	01/30/23	178.25	UNITED PARCEL SERVICE		119185	*****-*****-5971	10,876.45	
					119166	FREIGHT	78.18	
					119213	FREIGHT	43.14	
					119216	FREIGHT	56.93	
82253	01/30/23	26,654.00	URBAN TRANSPORTATION		119277	APC LEASE	26,654.00	
82254	01/30/23	546.20	VEHICLE MAINTENANCE PROG INC		119214	INVENTORY ORDER	546.20	
82255	01/30/23	4,708.48	VERIZON WIRELESS	0	119122	12/13-1/12/23 WIFI	3,749.52	
					119126	12/2-01/01/23 FAC PH	68.83	
					119187	12/2-1/1 PARACRUZ	890.13	
82256	01/30/23	39.01	ZARAGOZA, DANIEL		119241	REIMB FOR FOOD EVAC	39.01	
82257	01/27/23	1,146.60	PACIFIC GAS & ELECTRIC		119279	12/13-1/11/23 PRC	1,146.60	
82258	01/27/23	1,828.43	TREE, MICHAEL		119278	CHBC 1/17-1/19/23	1,828.43	
TOTAL		993,513.34	ACCOUNTS PAYABLE		TOTAL CHECKS	213	993,513.34	



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
BOARD OF DIRECTORS MEETING MINUTES*
JANUARY 27, 2023 – 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, January 27, 2023 via teleconference.

The Board 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.

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

- 1 **CALLED TO ORDER** at 9:00 AM by Board Chair Pageler.
- 2 **SWEAR IN NEW DIRECTORS**
Julie Sherman, General Counsel, swore in new and returning Directors Lind, Newsome, Northcutt, and Rotkin.
- 3 **ROLL CALL:** The following Directors were **present** via teleconference, representing a quorum:

Director Kristen Brown	City of Capitola
Director Rebecca Downing	County of Santa Cruz
Direct 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 <i>AR 9:20</i>	County of Santa Cruz
Director Scott Newsome	City of Santa Cruz
Director Larry Pageler	County of Santa Cruz
Director - Vacant	City of Watsonville
Director Mike Rotkin	County of Santa Cruz
Ex-Officio Director Dan Henderson	UC Santa Cruz
Ex-Officio Director Alta Northcutt	Cabrillo College
Michael Tree	CEO/General Manager
Julie Sherman	General Counsel
- 4 **ANNOUNCEMENTS**
Today’s meeting is being broadcast by Community Television of Santa Cruz County.

5 NOMINATE BOARD OFFICERS AND COMMITTEE ASSIGNMENTS

Chair Pageler introduced his 2023 slate of Officers, Committees, Santa Cruz County Regional Transportation Commission (SCCRTC), and Santa Cruz Civic Improvement Corporation (SCCIC). He noted that he left the third seat on the SCCRTC open to add the City of Watsonville representative when appointed. He then welcomed additional input from the other Board members.

Director Lind nominated the following Directors to her slate: Director Kalantari-Johnson as Chair and Director Brown as Vice Chair, leaving the remainder nominations the same as Slate 1 presented by the Chair.

Director Dutra expressed that more representation from South County is needed and hopes fellow members will keep that in mind when they vote. Ex-Officio Director Northcutt agreed.

ACTION: MOTION TO APPROVE THE NOMINATION SLATES PUT FORTH FOR CONSIDERATION AT THE FEBRUARY 24, 2023 BOARD MEETING AND ALLOW ADDITIONAL SLATES TO BE CONSIDERED AT THAT MEETING

MOTION: DIRECTOR ROTKIN SECOND: DIRECTOR KOENIG

MOTION PASSED WITH 10 AYES (Directors Brown, Downing, Dutra, Kalantari-Johnson, Koenig, Lind, McPherson, Newsome, Pageler and Rotkin)

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

6 BOARD OF DIRECTORS COMMENTS

Director Downing expressed gratitude for the invitation to attend the Bay of Life event on January 21, 2023. She thanked CEO Tree for expressing his goals for METRO at the event and felt it made an impact. She also thanked Danielle Glagola, Marketing, Communications and Customer Service Director, for kicking off the One-Ride-At-A-Time Program. The buses on display looked great.

Director Lind commended both CEO Tree and Ms. Glagola for their hard work in representing METRO at the event. Various speakers credited METRO for its support and participation in the program.

Director Koenig commented that the new bus wraps look really good and are going to catch a lot of eyes around the county.

Director Rotkin thanked Ms. Glagola for the publicity METRO has received.

Chair Pageler added it is a terrific program. He also thanked METRO staff who assisted in the evacuation efforts; that support for our community was appreciated.

Director McPherson thanked CEO Tree for reaching out during the evacuations and providing volunteers from his church to help in the storm-related efforts. As far as the event went, it was great having the buses outside for people to see.

Chair Pageler mentioned that Equity Transit is doing a number of events next week in celebration of Rosa Parks. There is a panel discussion on Monday night at the Resource Center for Nonviolence that CEO Tree and Mr. Sandoval will be joining.

7 ORAL AND WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Rohan Tuli, UCSC student, questioned the methodology METRO used in determining the service reduction hours noted in its response to agenda items 7.1 – 7.4. John Urgo, Planning and Development Director, commented on how the data was calculated and invited Mr. Tuli to reach out to him to discuss further. He added that METRO kicked off its Bus Network Reimagining Plan, a comprehensive operational analysis of all of METRO's service and routes. There is an effort to recruit focus groups at UCSC, which Mr. Tuli has been invited to attend.

Jessica Corona, member of the public, commented on a letter her son previously wrote to the Board regarding Highway 17 Express service and hoped that buses will be able to stop in Scotts Valley during commute times again. Mr. Urgo commented that METRO is planning to restore three AM commute trips and three PM commute trips that will serve both Scotts Valley and San Jose State University (SJSU) and those trips will start March 16, 2023. METRO also reached out to SJSU to fund two late evening trips for METRO to operate. They did not get back to us in time for this bid for the Spring service.

Garfield Yang, UCSC student, expressed concern about route inconsistencies and frequencies on and off campus, causing long waits. Mr. Urgo invited Mr. Yang to join the Reimagine METRO effort at UCSC. There will be opportunities for the public to weigh in on how we can make METRO fast, frequent and reliable for everyone.

Director Rotkin expressed concern after hearing Mr. Yang's experiences and added that this is not a good model to get riders to be lifelong transit users. Director Lind suggested METRO share information about the new app being another resource to help riders.

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

8 LABOR ORGANIZATION COMMUNICATIONS

James Sandoval, SMART Chairperson, Local 0023, thanked the Chair for his leadership and welcomed Director Newsome. He spoke to the slates being proposed and felt Watsonville should have a voice on the executive team. He also commented that he and Director Rotkin have met and discussed issues and figured out how they both can communicate better to collaborate on issues.

He also gave a shout out to everyone at METRO that came together during the storms. It was important to be there for our community. He praised the dedication that the Bus Operators demonstrated during the evacuations.

Director Rotkin thanked Mr. Sandoval for his comments and pointed out that it is not easy to be a union rep and Mr. Sandoval does a great job of representing his members and putting the transit agency front and center to get things done. He's really a good model of how people can be activists and still make a commitment to their employers.

Brandon Freeman, Vice Chair of SMART, Local 0023, endorsed Slate 1 and mentioned that with the upcoming negotiations, it would be nice to have someone

at the helm who has been through this before. He pointed out that the number of operators we have this January is exactly the same as last January. Even though we have hired many new Bus Operators, we also have attrition happening. We are re-adding service not because we have extra Bus Operators but because we are taking on more work with the Bus Operators that we have. He also endorsed the free fare for youth program and felt this will encourage kids to ride the bus.

Director Rotkin commented that the transit agency did a great job in hiring new Bus Operators but Mr. Freeman brought up a good point on attrition. We do have negotiations coming up and it is up to the unions to decide what they want, but as far as the needs of the district, we might think about longevity pay for those who are considering leaving the agency to encourage them to stay.

Director Pageler thanked Mr. Freeman for mentioning the articulated buses coming from San Diego and hopes that will help with the capacity issues on the west side of town.

Jordan Vascones, SEA Chapter President, also endorsed Slate 1. He wants to assure the public that the Admin staff at METRO is making big steps on improving service.

Mr. Freeman invited all the Directors to attend the Service Planning and Review Committee meetings held on the second Tuesday of the month from Noon to 2:00 PM so that they can see what is happening with our planning efforts. Chair Pageler added that Director Downing and he regularly attend this meeting. Director Dutra requested the meeting links in order for other Directors to add it to their calendars.

Chair Pageler encouraged the Directors to ride the buses to gain some understanding of METRO's riders. It will be helpful as we go through the Comprehensive Operational Analysis (COA) process.

9 ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS
Having none, Chair Pageler moved to the next agenda item.

CONSENT AGENDA

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

10.2 ACCEPT AND FILE MINUTES OF:
A. OCTOBER 19, 2022 METRO ADVISORY COMMITTEE MEETING
B. DECEMBER 16, 2022 BOARD OF DIRECTORS MEETING
C. JANUARY 13, 2023 FINANCE, BUDGET AND AUDIT STANDING COMMITTEE
D. JANUARY 13, 2023 PERSONNEL/HUMAN RESOURCES STANDING COMMITTEE
Michael Tree, CEO/General Manager

- 10.3 ACCEPT AND FILE: THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF DECEMBER 31, 2022
Chuck Farmer, CFO
- 10.4 ACCEPT AND FILE: ACCEPTANCE OF AUDITED FINANCIAL STATEMENTS WITH INDEPENDENT AUDITOR'S REPORT FOR THE YEAR ENDED JUNE 30, 2022
Chuck Farmer, CFO
- 10.5 APPROVE: CONSIDERATION OF DECLARING VEHICLES AND/OR EQUIPMENT AS EXCESS FOR PURPOSES OF DISPOSAL OR AUCTION
Chuck Farmer, CFO
- 10.6 APPROVE: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE
Michael Tree, CEO/General Manager
- 10.7 APPROVE: CONSIDERATION OF A RESOLUTION ADOPTING AN AMENDED RECORDS RETENTION SCHEDULE FOR THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
Julie Sherman, General Counsel
- 10.8 APPROVE: AUTHORIZATION TO FUND A SENIOR CUSTOMER SERVICE REPRESENTATIVE
Dawn Crummié, HR Director
- 10.9 ACCEPT AND FILE: THE SEMI-ANNUAL REPORT ON THE STATUS OF METRO'S DISADVANTAGED BUSINESS ENTERPRISE PROGRAM
Chuck Farmer, DBE Liaison Officer, CFO
- 10.10 APPROVE: CONSIDER ADOPTING A RESOLUTION THAT APPROVES THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT 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
Wondimu Mengistu, Capital Planning & Grants Program Manager

There was no public comment.

ACTION: MOTION TO APPROVE THE CONSENT AGENDA AS PRESENTED

MOTION: DIRECTOR DUTRA

SECOND: DIRECTOR KALANTARI-JOHNSON

MOTION PASSED WITH 10 AYES (Directors Brown, Downing, Dutra, Kalantari-Johnson, Koenig, Lind, McPherson, Newsome, Pageler and Rotkin).

REGULAR AGENDA

11 PRESENTATION OF EMPLOYEE LONGEVITY AWARD (25 YEARS): MICHAEL MILLER

Chair Pageler acknowledged and congratulated Mr. Miller on his years of service.

12 RETIREE RESOLUTION OF APPRECIATION FOR: CATALINO S. VASQUEZ

Chair Pageler acknowledged and congratulated Mr. Vasquez on his retirement.

ACTION: MOTION TO APPROVE THE RETIREE RESOLUTION AS PRESENTED

MOTION: DIRECTOR ROTKIN

SECOND: DIRECTOR LIND

MOTION PASSED WITH 10 AYES (Directors Brown, Downing, Dutra, Kalantari-Johnson, Koenig, Lind, McPherson, Newsome, Pageler and Rotkin).

13 APPROVE: YOUTH RIDE FREE PILOT PROGRAM

John Urgo, Planning and Development Director, spoke to the item. This is a 12-month pilot program waiving fares for youths Kindergarten -12th Grade with a proposed launch in March 2023. The intent of this program is to support METRO's goal of increasing transit ridership, expanding access to opportunities and resources for youth, and support equity by eliminating the fare burden for youth, many whom come from low income households. The program would allow K-12 youth to ride free on METRO's local service anytime and anywhere that METRO operates, excluding Hwy. 17.

In order to facilitate an easy rollout, we do not plan to require a specific fare card or special documentation. Youths Grade 9-12 can show a Student ID when boarding the bus. Youths Grade 8 and under may be asked to identify their grade level or the school that they attend.

Discussion followed on the financial impact of the program, pursuing sustainable funding sources beyond the pilot stage, and outreach to all school districts, parents, and youth groups in the county.

Several Directors expressed enthusiasm for the program and the positive impact it will have on the environment, traffic congestion during school commute times, and freeing up money for schools that are now buying annual passes for students. They requested materials that they could hand out to the public in an effort to help with the rollout.

CEO Tree said he is excited about this project. METRO has a robust marketing plan for the rollout. You'll see a lot of media attention and a lot of information going to the school districts and the students.

There was no public comment.

ACTION: APPROVE THE YOUTH RIDE FREE PILOT PROGRAM

MOTION: DIRECTOR DUTRA

SECOND: DIRECTOR KALANTARI-JOHNSON

MOTION PASSED WITH 10 AYES (Directors Brown, Downing, Dutra, Kalantari-Johnson, Koenig, Lind, McPherson, Newsome, Pageler and Rotkin).

14 METRO ADVISORY COMMITTEE (MAC) SEMI-ANNUAL UPDATE FOR 2022

Chair Pageler mentioned that the MAC Chair and Vice Chair were unable to attend today's meeting so encouraged the members to review the report in the agenda packet.

There was no public comment.

15 CEO ORAL REPORT / COVID-19 UPDATE

CEO Tree welcomed Director Newsome to the Board and looks forward to meeting with him to discuss METRO. He requested General Counsel Sherman to review the newly enacted alternate teleconferencing rules established by AB 2449. General Counsel Sherman spoke to this item and shared her screen with the attached document. There are two instances where AB 2449 allows Board Members to participate remotely—"just cause" and "emergency circumstances" and reviewed their definitions. These instances can only be used twice a year per body that a Board Member serves on. She also reviewed the procedural rules that must be applied in these circumstances.

Discussion followed on the pros/cons of having hybrid meetings. CEO Tree said he'd review it with the IT staff and report back at the February Board meeting with a recommendation.

CEO Tree continued with his update and informed the public that in spite of a rough couple of months with the UCSC strike and the storm events and modifying schedules as needed, there have been a lot of great things that happened at METRO:

- Storm efforts – Sharing slides (attached), CEO Tree described staff's efforts in sandbagging, Bus Operators and Mechanics working around the clock, moving buses from the flooded yard, the evacuations of YMCA Camp Campbell and Willowbrook Residential Care Facility, and ParaCruz working 24/7 during the evacuations.
- One-Ride-At-A-Time Program – The ultimate goal is to raise money to protect the habitat of the Monterey Bay and Santa Cruz Mountains. This will be achieved through the sustainability policy and METRO's partnership with RTC.
- Reviewed in detail the three goals METRO is trying to achieve--increase ridership, buy zero-emission buses and develop housing units on METRO property.
- Recruiting – We have six in training who will soon be out on the road. We have 52 applications from the latest recruitment.
- Automatic Vehicle Location System – on track to be completed in February 2023.
- Automated Passenger Counter Project – on track to be completed in July 2023.

- Triennial Review – Chuck Farmer, CFO, is leading this review. It kicks off in February and then culminates with a report in September to the Board.

Director Rotkin thought the Federal Transit Administration had changed the life of a bus for replacement from 12 to 14 years. Wondimu Mengistu, Capital Planning and Grants Program Manager, said the life cycle of a bus is 14 years but a third of our fleet is beyond useful life.

Director Kalantari-Johnson thanked CEO Tree, staff and Bus Operators for the storm response. The communication was effective and timely. Also, thank you for bringing up METRO's three goals and sharing the progress being made. I think it is helpful to see the big milestones we are making. She noted that the Pacific Station North has 24 affordable housing units and asked about the other two projects. CEO Tree said they are shaping up to be 100% affordable housing as well. Director Kalantari-Johnson added that she imagines one of the challenges in recruiting Bus Operators is the lack of housing so it may be beneficial for METRO to explore that option for employees in these developments.

Director Koenig echoed a great job with the three goals. I think you are doing a great job overall with providing leadership to the organization and making it easy to understand and communicate with the public what METRO is doing. I'm excited to hear we can get 60 units at the Live Oak site and the Watsonville project looks awesome, too.

Michael Pisano, MAC Member, thanked CEO Tree for the presentation and to provide housing for METRO Bus Operators and staff would be a great help.

16 ANNOUNCEMENT OF NEXT MEETING

Chair Pageler announced the next regular board meeting will be held on Friday, February 24, 2023 at 9:00 AM via teleconference.

17 ADJOURNMENT

Chair Pageler adjourned the meeting at 11:02 AM.

Respectfully submitted,

Donna Bauer
Executive Assistant

Attachment

COVID State of Emergency and Remote Meetings

In response to the COVID-19 pandemic, the California Legislature provided local agencies flexibility to conduct virtual Board meetings under Assembly Bill 361 (AB 361). AB 361 allows legislative bodies of local agencies to use abbreviated teleconference procedures when there is a declared State of Emergency *and* either state or local officials have imposed or recommended measures to promote social distancing, *or* whether as a result of the emergency, meeting in person would present imminent risks to the health and safety of attendees.

In October 2022, Governor Newsom announced that the COVID State of Emergency would end on February 28, 2023. A governor-declared State of Emergency is a necessary predicate for remote meetings under AB 361. As such, beginning March 2023, local public agencies' Board and Committee meetings must be in person.

Absent the State of Emergency, individual Board members sitting on a legislative body of a local agency will have two choices if they want to participate remotely: (1) use the traditional Brown Act teleconference rules, or (2) after January 2023, use newly enacted alternate rules established by AB 2449.

"Traditional" Teleconference Rules

Under traditional Brown Act rules, the following rules and restrictions apply to Board members who participate in Board and/or Committee meetings by teleconference:

- A quorum of the members of the legislative body must be within the boundaries of the local agency.
- The agenda must identify the teleconference location.
- The agenda must be posted at the teleconference location.
- The teleconference location must be accessible to the public.
- The public must be allowed to participate in the meeting from the teleconference location.

New Teleconference Alternative for 2023 – AB 2449

In September 2022, the Governor signed new teleconference rules into law that went into effect January 1, 2023. These new rules are in addition to, not instead of, traditional Brown Act teleconference rules. These new provisions are somewhat onerous, however, so they may not be a practical alternative for Board members to meet virtually as a matter of practice. Nonetheless, there now exists an alternative to the traditional Brown Act teleconference rules.

Under the new alternative teleconference rules, the following rules and restrictions apply to Board members who participate in Board and/or Committee meetings by teleconference:

- A Board member may only participate by teleconference either for "just cause" or in "emergency circumstances"— and must notify the agency at the earliest opportunity.
- For "just cause" absences, the member must publically announced at the start of the meeting the reason for remote participation, and the agency does not need to take any action for allow its member(s) to attend remotely.

Attachment

- "Just cause" is defined as any one or more of the following:
 - Childcare or family caregiving
 - Contagious illness
 - A need related to a physical or mental disability as defined by statute
 - Travel while on official business for a state or local agency
- If the absence does not fit these four reasons, the absence is considered an "emergency circumstance" and must be approved by the Board.
- A Board member may only teleconference under these "just cause" and "emergency" provisions twice in a calendar year (20% of the number of regular meetings). For members who sit on committees, members may use these circumstances twice per body on which they serve (i.e., Board (twice per year) and committee(s) (twice per year per committee)).
- For emergency circumstances approval, "the legislative body may take action on a request to participate remotely at the earliest opportunity. If the request does not allow sufficient time to place proposed action on such a request on the posted agenda for the meeting for which the request is made, the legislative body may take action at the beginning of the meeting."
- An "emergency circumstance" is defined as: "a physical or family medical emergency that prevents a member from attending the meeting in person."
- For both "just cause" and "emergency" circumstances, the following rules apply:
 - At least a quorum of the Board must participate in person at a location accessible to the public.
 - If a Board member participates remotely, the local agency must set up a two-way system for the public to participate remotely.
 - The agenda must identify and include an opportunity for all persons to attend and address the legislative body via the two-way system and at the in-person location.
 - If an event disrupts the ability of the legislative body to broadcast the meeting to the public, or prevents members of the public from offering comment using the two-way system, the legislative body cannot take further action on agenda items until the broadcast is restored.
 - The teleconferencing Board member must participate through both audio and visual technology.
 - The teleconferencing Board member must disclose whether any individuals over the age of 18 are present in the room at the remote location.

Local agencies may hold "hybrid" meetings in which members of the public and staff participate remotely, and Board members—and anyone else—participate in person. Similarly, local agencies may continue to livestream/broadcast (i.e., one-way transmission rather than two-way "zoom") meetings to the public for convenience.



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JANUARY 6, 2023



YMCA CAMP CAMPBELL EVACUATED TO SCOTT'S VALLEY

Authorities Feared Bridge Could Fail and Trap Science Field-Trippers

DREW PENNER, Reporter

About 170 students were evacuated from a science camp at the YMCA location in Boulder Creek Wednesday afternoon.

The remote camp is only accessible by a small bridge that

...worried could fail

...e
...d
...or
...9

MAKING AFFORDABLE HOUSING A REALITY IN SCOTT'S VALLEY

DREW PENNER, Reporter

In December, as Scott's Valley approved 52 new housing units including eight at the unaffordably priced "at Oak Creek Park" gateway, new Council members began to wonder how they have to plan for over the next eight years.

Elected officials say they are daunted by the task ahead, chief financial officer at Housing Trust nancial Valley, says there are funding sources you can tap into—if you know where to look.

"If the housing developers are around. You can see they're active in Santa Cruz County, she

→ Housing 10

Courtesy of Santa Cruz Metro

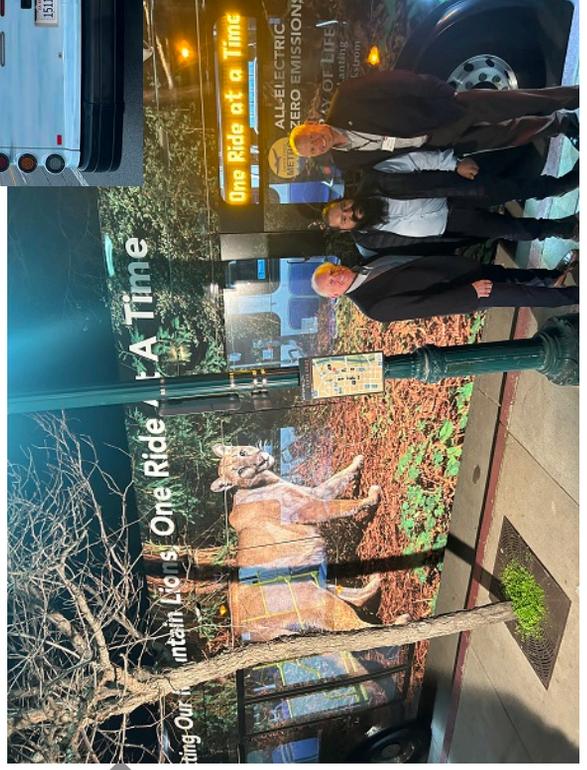


...students from

METRO TO THE RESCUE Santa Cruz METRO sent six buses to rescue students from the YMCA location in Boulder Creek Wednesday afternoon. Authorities

...the #1 selling





©FRANS LANTING

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Three Key Goals at METRO

- Increase ridership 100% to 7 million rides a year within 5-years
- Buy Zero Emission Vehicles Moving Forward
- Develop 175 housing units on METRO property within the decade

Ridership

- One Ride At A Time Project
- Youth K-12 ride free pilot project
- Short and Long Term Planning for fixed route system (Reimagine METRO)

KEY: Speed, Frequency and Reliability of the bus system. Major opportunities coming from university and other students, adjustments to the fixed routes and service in Watsonville.

Buy Zero Emission Vehicles Moving Forward

- At beginning of the fiscal year 30% of fleet had an average age of 20 years.
- Progress:
 - 12 hydrogen buses in queue at manufacturing facility with a variety of funding sources.
 - 5 battery electric buses funded through federal grant and ordered
 - 4 hydrogen buses awarded in recent federal grant
 - 12 hydrogen buses in upcoming grant with hydrogen station

10.2A.16

Develop More Than 175 Housing Units

- 124 housing units at Pacific Station North in downtown Santa Cruz
- 60 housing units at property owned by METRO at Soquel and HWY 1.
To be developed with ParaCruz facility
- 60 housing units at Watsonville Transit Center









- A** COMMUNITY TENANT SPACE
- B** RESIDENT + SHORT TERM DROP-OFF SERVICING & LOADING + BIKE SHARE
- C** RESIDENT ROOF TERRACE + PV PANELS [ADD-ALT]
- D** RESIDENT OUTDOOR SPACE
- E** INTEGRATED, CONTINUOUS BUS SHELTER
- F** METRO TRANSIT + MOBILITY CENTER
- G** SAWTOOTH BUS BERTHS
- H** SEPARATED BIKE LANES
- I** MOBILITY CORNER / IMPROVED PEDESTRIAN SAFETY AT INTERSECTION
- J** RESIDENT ENTRANCE
- K** WATSONVILLE MURAL + ACTIVE STREET WALL
- L** METRO + TENANT PARKING

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**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
FINANCE, BUDGET, AND AUDIT STANDING COMMITTEE MEETING MINUTES*
FEBRUARY 10, 2023 – 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, February 10, 2023, 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.

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

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	City of Santa Cruz
Director Manu Koenig	County of Santa Cruz
Director Donna Lind	City of Scotts Valley
Director Mike Rotkin	County of Santa Cruz
Michael Tree	METRO CEO/General Manager
Julie Sherman	METRO General Counsel

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

Hearing none, 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, spoke to the presentation and reviewed the impacts of the recent storms as well as the key financial highlights on service, financials, capital and personnel for January 2023.

Discussion followed on:

- Overtime – volunteer for Bus Operators
- Impact of Bus Operator shortage on next year’s budget
- Sustainability of District – projections go out to 2029-2030 but monitoring is ongoing
- Recruitment/Attrition of Bus Operators
- Maximum number of hours Bus Operators can drive and how the shifts are managed

Staff addressed all concerns.

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

6 KEY PERFORMANCE INDICATORS (KPI) REPORT FOR 2nd QUARTER THROUGH DECEMBER 31, 2022

Kristina Mihaylova, Finance Deputy Director, spoke to the presentation and gave an overview of the financial performance (farebox recovery, fixed route and paratransit costs per revenue service hours), productivity (total ridership, breakdown of UCSC, Cabrillo College, Hwy. 17, local ridership, and most productive routes). Curtis Moses, Safety, Security, and Risk Management Director, reviewed the traffic accidents, passenger incidents, and the proactive steps being taken. Margo Ross, COO, reviewed the reliability (chargeable road calls), and dependability (cancelled trips/pass-ups).

Discussion centered on:

- Free Fares with Equity Transit Day and the Free Fares Youth Program – will monitor that data and report back at a future date
- Outreach to schools, parents and students for the Free Fares Youth Program
- Request to display passenger incidents based on a percentage
- UCSC pass-ups and delivery of 10 articulated buses to help with the high-congestion routes
- Inform Board Members of any additional steps they can take to help with recruitment

Staff addressed all concerns.

Director Lind thanked staff for their in-depth reporting.

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

7 ADJOURNMENT

Director Lind adjourned the meeting at 8:48 AM.

Respectfully submitted,

Donna Bauer
Executive Assistant

DRAFT



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)
PERSONNEL/HR STANDING COMMITTEE MEETING MINUTES*
FEBRUARY 10, 2023 – 1:00 PM
MEETING HELD VIA TELECONFERENCE**

A regular meeting of the Personnel/HR Standing Committee of the Santa Cruz Metropolitan Transit District (METRO) was convened on Friday, February 10, 2023, 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 Pageler at 1:00 PM.

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

Director Larry Pageler, 2022 Board Chair

Director Jimmy Dutra, 2022 Board Vice Chair *AR 1:02*

Director Donna Lind, Immediate Past Board Chair

Director Kristen Brown

Director Rebecca Downing

County of Santa Cruz

City of Watsonville

City of Scotts Valley

City of Capitola

County of Santa Cruz.

Julie Sherman

METRO District Counsel`

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

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

4 ORAL AND WRITTEN COMMUNICATIONS TO THE PERSONNEL/HUMAN RESOURCES STANDING COMMITTEE

Nate Abrego, SMART Local 0023 – Para Cruz, spoke to the need of additional schedulers and drivers at Para Cruz.

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

5 REVIEW REQUEST FOR AUTHORIZATION OF A PROVISIONAL HUMAN RESOURCES ANALYST I POSITION IN THE HUMAN RESOURCES DEPARTMENT

Dawn Crummié, HR Director, spoke to this item and requested funding for a provisional Human Resources Analyst I to address the recruitment needs of METRO’s Human Resources Department. This position would be for at least six months but not longer than two years.

Director Pageler asked about the financial impact. Chuck Farmer, CFO, responded that there is a minimal impact to the budget. The other Directors expressed their support for this position.

There was no public comment.

MOTION: REQUEST THE FULL BOARD TO AUTHORIZE AND FUND A PROVISIONAL HUMAN RESOURCES ANALYST I POSITION

MOTION: DIRECTOR LIND

SECOND: DIRECTOR DUTRA

MOTION PASSED WITH 4 AYES (Directors Pageler, Dutra, Lind and Brown). Director Downing was absent.

6 ADJOURNMENT

Director Pageler adjourned the meeting at 1:06 PM.

Respectfully submitted,

Donna Bauer
Executive Assistant

DRAFT



DATE: February 24, 2023
TO: Board of Directors
FROM: Chuck Farmer, Chief Financial Officer
SUBJECT: ACCEPT AND FILE THE YEAR TO DATE MONTHLY FINANCIAL REPORT AS OF JANUARY 31, 2023

I. RECOMMENDED ACTION

That the Board of Directors accept and file the Year to Date Monthly Financial Report as of January 31, 2023

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 January 31, 2023."

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 January 31, 2023. The fiscal year has elapsed 58%.

Slide 1

(Cover) Year to Date Monthly Financial Report as of January 31, 2023

Slide 2

January 2023 Evacuation/Rescue Assist

- Total of 324 people were evacuated during the storms – primarily from Boulder Creek, Ben Lomond, Felton, and Watsonville
- 215 students and staff @ YMCA Camp Campbell in Boulder Creek were transported to Scotts Valley Community Center and over Highway 17 to the St. Clare School in Santa Clara
- 39 residents and staff from the Willowbrook Residential Care facility to the Santa Cruz Bible Church, and then back to Willowbrook once the evacuation order was lifted
- ~ 20 unhoused residents were transported from the Salvation Army in Watsonville to the County's emergency shelter at the Santa Cruz County Fairgrounds

Slide 3

January 2023 Key Financial Highlights

- Service
 - Fixed Route (including Hwy 17) Cost per Revenue Service Hour is \$264 vs Budget of \$357
 - 38 canceled trips – 33 due to Road Conditions during the storms the first two weeks of January for the Hwy 17 and Scotts Valley & SLV routes, 5 due to no Operators
 - ParaCruz Cost per Trip is \$72 vs Budget of \$103
 - Non-Student/Hwy 17 Passengers is 95,269 vs Budget of 101,761
- Financials
 - Operating Surplus/(Deficit) is favorable \$0.4M driven by lower wages of \$0.4M, fringe of \$0.4M; partially offset by higher OT of \$0.2M
 - Non-Operating Revenues of \$2.35M are virtually flat to budget of \$2.31M
- Capital
 - Capital spend of \$322K is behind budget of \$550K primarily due to delayed billing on Demo/Parking lot rehab
- Personnel
 - 287 Active Personnel vs 329 Funded Personnel (*Reflects adopted, funded personnel as of June 2022*)
 - 45 Vacancies at end of January, 25 related to Paratransit and Bus Operators
 - Recruitment completed for 10 Operators

Slide 4

(Cover) January 2023, YTD Pre-Close Financials

Slide 5

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

- Actuals are \$2.7M favorable to budget – excludes UAL/Bond Payment and COVID related costs
 - Passenger Fares – favorable by \$201K, Ridership is still below pre-pandemic levels, but is slowly recovering
 - Labor, Regular – favorable by \$1,609K, due to funded/vacant positions
 - Labor, OT – unfavorable by \$1,083K, increased overtime for Bus Operators

- Fringe Benefits – favorable by \$1,817K due to retirement and medical insurance savings from funded/vacant positions
- Non-Personnel – favorable by \$123K, primarily due to timing of spending

Slide 6

January 31, 2023 YTD Operating Revenue and Expenses

- Operating Revenue, net favorable by \$201K
 - Passenger Fares - favorable by \$248K
 - Special Transit Fares – unfavorable by \$47K
- Operating Expense, net favorable by \$2,467K– Favorable wages and fringe driven by shortage of bus drivers and other vacant positions; partially offset by increased OT
 - Labor Regular – favorable by \$1,609K
 - Labor OT – unfavorable by \$1,083K
 - Fringe Benefits – favorable by \$1,817K, excludes UAL related costs
 - Non-Personnel – favorable by \$123K, excludes all COVID and Bond payment related costs
- Operating Surplus of \$2,668K
 - Farebox Recovery – 17.8% vs 15.7% budget
- Non-Operating Revenue/(Expense), net favorable by \$821K - Revenues favorable due to higher Sales Tax revenues, TDA/STA Grants, and Interest Income; partially offset by lower ARPA COVID drawdowns as a result of lower reimbursable costs
 - Sales Tax/including Measure D – favorable by \$1,232K
 - Federal/State Grants – favorable by \$1,554K
 - COVID Relief Grants – unfavorable by \$2,446K
 - COVID Related costs – favorable by \$118K
 - Pension UAL/Bond Payment costs – no variance
 - All Other Revenues – favorable by \$362K
- Operating Surplus before Transfers of \$3,488K
- Bus Replacement Fund – higher by \$250K due to increased Measure D sales tax revenues
 - Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax and STA-SGR; FY23 budgeted transfer is \$3.1M

- Operating Surplus after Transfers – favorable by \$3,238K

Slide 7

(Cover) Capital Spending & Project Completion

Slide 8

January 31, 2023 Capital Budget Spend

Total Capital Projects spending month to date is \$322K against budget of \$550K

- Construction Related Projects – no spending, no budget
- IT Projects – spending of \$72K against budget of \$72K
- Facilities Repair & Improvements – spending of \$117K against budget of \$143K
- Revenue Vehicle Replacement – spending of \$129K against budget of \$273K
- Revenue Vehicle Electrification Projects – no spending, no budget
- Non-Revenue Vehicle Replacement – no spending against budget of \$5K
- Fleet & Maintenance Equipment – no spending, no budget
- Miscellaneous – spending of \$4K against budget of \$57K

Total Capital Projects spending year to date is \$1,645K against budget of \$2,149K, which is 18.6% of \$8,844K approved annual budget from January 2023

- Construction Related Projects – spending of \$11K against budget of \$9K, which is 1.0% of \$1,050K annual budget
- IT Projects – spending of \$675K against budget of \$646K, which is 40.9% of \$1,650K annual budget
- Facilities Repair & Improvements – spending of \$167K against budget of \$460K, which is 16.8% of \$992K annual budget
- Revenue Vehicle Replacement – spending of \$612K against budget of \$804K, which is 23.0% of \$2,666K annual budget
- Revenue Vehicle Electrification Projects – spending of \$41K, against budget of \$6K, which is 3.3% of \$1,251K annual budget
- Non-Revenue Vehicle Replacement – spending of \$63K against budget of \$68K, which is 13.5% of \$468K annual budget
- Fleet & Maintenance Equipment – no spending, no budget, with annual budget of \$75K
- Miscellaneous – spending of \$76K against budget of \$156K, which is 11.0% of \$692K annual budget

Overall YTD spending is at 76.5%, or \$1.6M, of budget of \$2.1M; primarily lower due to delayed billing from work done on Demo of two structures, repair sinkhole project

Active Projects include:

- ERP System
- AVL/ITS, Automatic Passenger Counters
- ZEB Chargers/Infrastructure

Slide 9

(Cover) Questions?

Slide 10

(Cover) Appendix

Slide 11

January 31, 2023 Monthly Operating Revenue and Expenses

- Operating Revenue, net unfavorable by \$199K
 - Passenger Fares - unfavorable by \$5K
 - Special Transit Fares – unfavorable by \$194K
- Operating Expense, net favorable by \$587K – Favorable fringe driven by shortage of bus drivers and other vacant positions
 - Labor Regular – favorable by \$350K
 - Labor OT – unfavorable by \$173K
 - Fringe Benefits – favorable by \$425K, excludes UAL related costs
 - Non-Personnel – unfavorable by \$15K, excludes all COVID and Bond payment related costs
- Operating Surplus of \$691K
 - Farebox Recovery – 15.3% vs 17.6% budget
- Non-Operating Revenue/(Expense), net favorable by \$36K
 - Sales Tax/including Measure D – unfavorable by \$37K
 - COVID Related costs – favorable by \$17K
 - Pension UAL/Bond Payment costs – no variance
- All Other Revenues – favorable by \$57K
- Operating Surplus before Transfers of \$424K
- Bus Replacement Fund – lower by \$11K due to decreased Measure D sales tax revenues

- Bus Replacement Fund – Minimum \$3M annual commitment from Measure D sales tax and STA-SGR; FY23 budgeted transfer is \$3.1M
- Operating Deficit of \$595K

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 January 31, 2023.

VI. CHANGES FROM COMMITTEE

Update slide 2 for missing Key Financial Highlights

VII. ALTERNATIVES CONSIDERED

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

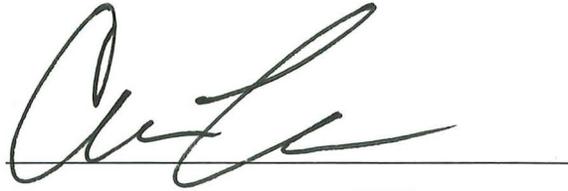
VIII. ATTACHMENTS

Attachment A: Year to Date Monthly Financial Report as of January 31, 2023 Presentation

Prepared by: Cathy Downes, Sr. Financial Analyst

IX. APPROVALS

Chuck Farmer, Chief Financial Officer



Michael S. Tree, CEO/General Manager



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Year to Date Monthly Financial Report as of January 31, 2023

Board of Directors

February 24, 2023

Chuck Farmer, Chief Financial Officer

January 2023 Evacuation/Rescue Assist

Total of 324 people were evacuated during the storms – primarily from Boulder Creek, Ben Lomond, Felton, and Watsonville

215 students and staff @ YMCA Camp Campbell in Boulder Creek were transported to Scotts Valley Community Center and over Highway 17 to the St. Clare School in Santa Clara



39 residents and staff from the Willowbrook Residential Care facility to the Santa Cruz Bible Church, and then back to Willowbrook once the evacuation order was lifted



~ 20 unhoused residents were transported from the Salvation Army in Watsonville to the County's emergency shelter at the Santa Cruz County Fairgrounds



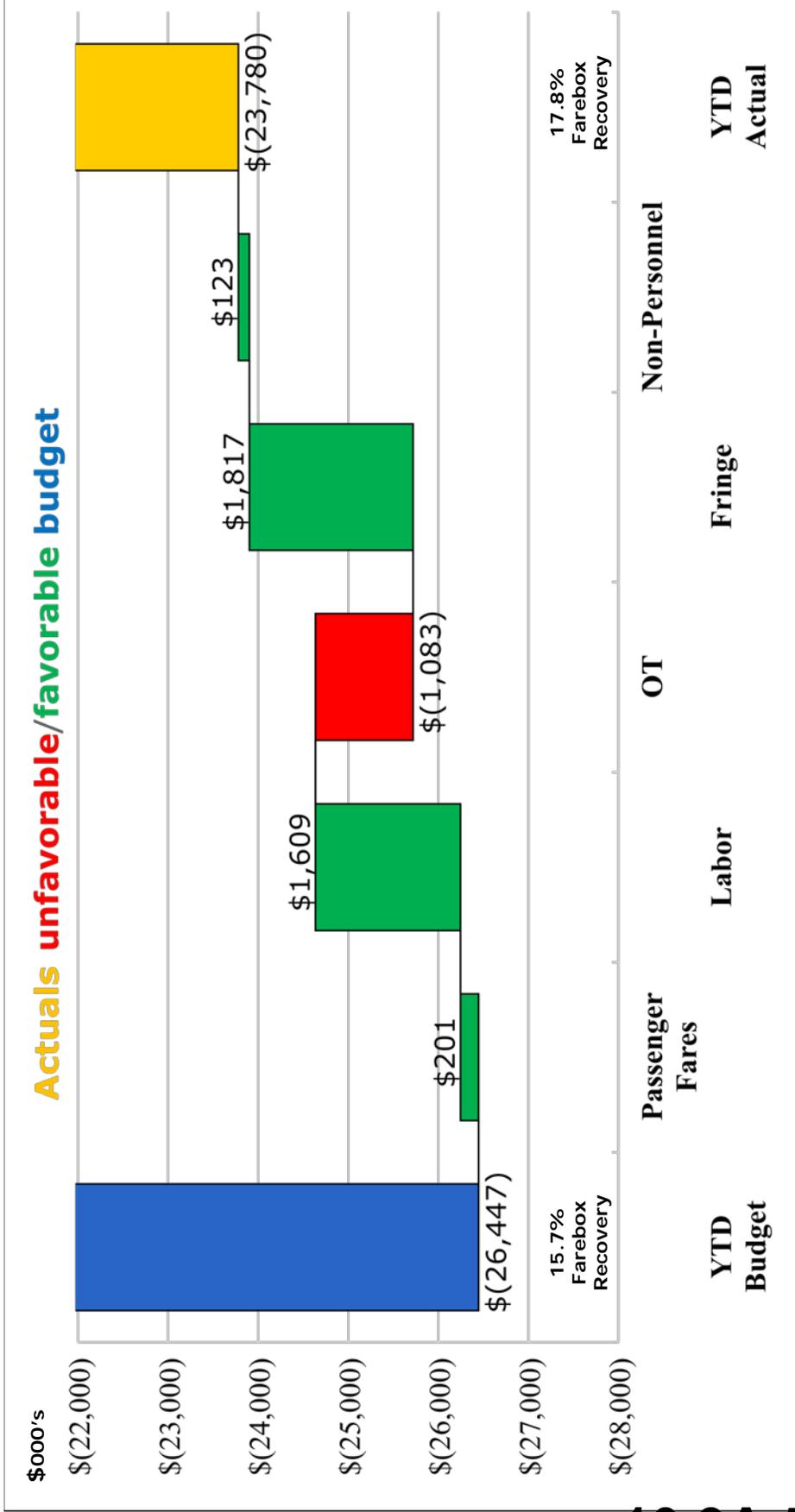
January 2023 Key Financial Highlights

<p>Service</p>	<ul style="list-style-type: none"> • Fixed Route (including Hwy 17) Cost per Revenue Service Hour is \$264 vs Budget of \$357 <ul style="list-style-type: none"> • 38 canceled trips – 33 due to Road Conditions during the storms the first two weeks of January for the Hwy 17 and Scotts Valley & SLV routes, 5 due to no Operators • ParaCruz Cost per Trip is \$72 vs Budget of \$103 • Non-Student/Hwy 17 Passengers is 95,269 vs Budget of 101,761
<p>Financials</p>	<ul style="list-style-type: none"> • Total Operating Surplus/(Deficit) is favorable \$0.4M driven by lower wages of \$0.4M, fringe of \$0.4M; partially offset by higher OT of \$0.2M • Non-Operating Revenues/Expense of \$2.35M are virtually flat to budget of \$2.31M
<p>Capital</p>	<ul style="list-style-type: none"> • Capital spending of \$322K is under budget of \$550K primarily due delayed billing on Demo/Parking lot rehab
<p>Personnel</p>	<ul style="list-style-type: none"> • 287 Active Personnel vs 329* Funded Personnel • 45 Vacancies at end of December, 25 related to Paratransit and Bus Operators • Recruitment completed for 10 Bus Operators

January 2023, YTD Pre-Close Financials

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

Overall \$2.7M favorable



10.3A.5

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

January 31, 2023

YTD Operating Revenue and Expenses

\$ 000's	Actual*	Budget	Fav / (Unfav)
Operating Revenue			
Passenger Fares	\$ 1,669	\$ 1,420	\$ 248
Special Transit Fares	3,471	3,518	(47)
Total Operating Revenue	\$ 5,140	\$ 4,939	\$ 201
Operating Expense			
Labor - Regular	\$ 9,765	\$ 11,374	\$ 1,609
Labor - OT	1,963	879	(1,083)
Fringe	10,599	12,417	1,817
Non-Personnel (excludes COVID costs)	6,592	6,716	123
Total OpEx	\$ 28,919	\$ 31,385	\$ 2,467
Operating Surplus/(Deficit)	(\$ 23,779)	(\$ 26,447)	\$ 2,668
	17.8%	15.7%	2.0%
	<i>Farebox Recovery</i>		
Non-Operating Revenue/(Expense)			
Sales Tax/including Measure D	\$ 19,273	\$ 18,041	\$ 1,232
Federal/State Grants	8,401	6,847	1,554
COVID Relief Grants	5,292	7,738	(2,446)
COVID Related Costs	(73)	(191)	118
Pension UAL/Bond Interest Payment	(1,524)	(1,524)	0
All Other	753	391	362
Total Non-Operating Revenue/(Expense)	\$ 32,123	\$ 31,302	\$ 821
Operating Surplus/(Deficit) before Transfers	\$ 8,344	\$ 4,856	\$ 3,488
Transfers and Other			
Transfers to Bus Replacement Fund	(\$ 1,630)	(\$ 1,380)	(\$ 250)
Operating Surplus/(Deficit) after Transfers	\$ 6,714	\$ 3,476	\$ 3,238

- \$2.7M Operating Surplus driven by lower labor & fringe due to shortage of bus drivers; partially offset by increased OT

- Revenues favorable due to higher Sales Tax revenues, TDA/STA Grants, and Interest Income; partially offset by lower ARPA COVID drawdowns as a result of lower reimbursable costs

10.3A.6

Capital Spending

10.3A.7

January 31, 2023 Capital Budget Spend

Project Category:	Month to Date		Year to Date		Full Year	
	Actuals*	Budget	Actuals*	Budget	Budget**	% Spend
Construction Related Projects	\$ -	\$ -	\$ 11	\$ 9	\$ 1,050	1.0%
IT Projects	72	72	675	646	1,650	40.9%
Facilities Repair & Improvements	117	143	167	460	992	16.8%
Revenue Vehicle Replacement	129	273	612	804	2,666	23.0%
Revenue Vehicle Electrification Projects	-	-	41	6	1,251	3.3%
Non-Revenue Vehicle Replacement	-	5	63	68	468	13.5%
Fleet & Maintenance Equipment	-	-	-	-	75	0.0%
Misc.	4	57	76	156	692	11.0%
	Total \$	322 \$	1,645 \$	2,149 \$	8,844 \$	18.6%

- Overall YTD spending is at 76.5%, or \$1.6M, of budget of \$2.1M; primarily lower due to delayed billing from work done on demo of two structures, repair sinkhole project
- Active Projects include:
 - ERP Financial System
 - AVL/ITS, Automatic Passenger Counter
 - ZEB Chargers/Infrastructure

* Pre-close financials, subject to adjustments post close

** Revised budget approved in December, 2022

Questions?

Appendix

January 31, 2023

Monthly Operating Revenue and Expenses

\$ 000's	Actual*	Budget	Fav / (Unfav)
Operating Revenue			
Passenger Fares	\$ 178	\$ 183	(\$ 5)
Special Transit Fares	448	642	(194)
Total Operating Revenue	\$ 626	\$ 825	(\$ 199)
Operating Expense			
Labor - Regular	\$ 1,379	\$ 1,728	\$ 350
Labor - OT	278	105	(173)
Fringe	1,482	1,907	425
Non-Personnel (<i>excludes COVID costs</i>)	964	949	(15)
Total OpEx	\$ 4,102	\$ 4,689	\$ 587
Operating Surplus/(Deficit)	(\$ 3,476)	(\$ 3,864)	\$ 388
	<i>15.3%</i>	<i>17.6%</i>	<i>(2.3%)</i>
	<i>Farebox Recovery</i>		
Non-Operating Revenue/(Expense)			
Sales Tax/including Measure D	\$ 2,471	\$ 2,508	(\$ 37)
COVID Related Costs	(10)	(27)	17
Pension UAL/Bond Interest Payment	(217)	(217)	-
All Other	108	51	57
Total Non-Operating Revenue/(Expense)	\$ 2,352	\$ 2,315	\$ 36
Operating Surplus/(Deficit) before Transfers	(\$ 1,125)	(\$ 1,549)	\$ 424
Transfers and Other			
Transfers to Bus Replacement Fund	(\$ 181)	(\$ 192)	\$ 11
Operating Surplus/(Deficit) after Transfers	(\$ 1,306)	(\$ 1,741)	\$ 435

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*Santa Cruz Metropolitan
Transit District*



DATE: February 24, 2023

TO: Board of Directors

FROM: Chuck Farmer, Chief Financial Officer

SUBJECT: ACCEPT AND FILE THE YEAR TO DATE KEY PERFORMACE INDICATORS (KPI) REPORT FOR 2ND QUARTER FY23 THROUGH DECEMBER 31, 2022

I. RECOMMENDED ACTION

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

II. SUMMARY

- Santa Cruz Metropolitan Transit District (METRO) has established five categories of common Key Performance Indicators (KPIs) which are prepared quarterly in order to inform the Board of Directors regarding METRO's financial and operational performance.
- This staff report is the web-accessible companion document to the attached PowerPoint presentation titled "Key Performance Indicators (KPI) Report for 2nd Quarter through December 31, 2022."
- Staff recommends that the Board of Directors accept and file the attached report.

III. DISCUSSION/BACKGROUND

METRO has established five categories of common Key Performance Indicators (KPIs) to ensure that the organization is constantly monitoring and improving its performance. The KPIs are a set of quantifiable measures that the District can utilize to gauge its performance and determine if it is meeting its strategic and operational goals.

Additionally, these metrics allow METRO to make data-driven decisions and work towards achieving its objectives by leveraging verified and carefully analyzed data, ultimately providing improved service to the community.

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

Productivity KPIs provide valuable insights regarding type of ridership (Fixed Route, Commuter, Student), locations (UCSC, Intercity, Highway 17, Local, Rural), route productivity (riders per hour by route), as well as seasonal fluctuations in ridership and routes.

Risk Management & Safety KPIs track and determine progress on specific objectives and evaluate protocols. Safety performance is commonly tracked at transit agencies for NTD reporting and OSHA requirements. Traffic accidents are broken down into different categories such as location (loading zones, intersections, etc.), moving objects (bicycles, vehicles, etc.), or stationary objects. Passenger Incidents report when the incident occurred (boarding the bus, on board the bus, or descending the bus).

Reliability KPIs assess the quality of the agency's vehicles and help fleet maintenance staff to run the department as efficiently as possible. The mean distance between chargeable road calls is a transit industry standard that measures the mechanical reliability of an agency's fleet by tracking the mean distance between bus breakdowns or failures. It is an important measure of the success of the agency's maintenance department and the investment in newer busses, which are less prone to maintenance issues.

Dependability KPIs evaluate the quality of a passenger's day-to-day experiences using transit, such as service reliability. In addition, they allow agencies to pinpoint the key reasons behind cancelled trips (lack of drivers, road calls, traffic accidents, or traffic congestion) and embark on corrective actions.

Below are the written explanations of the various charts and graphs in the attached Key Performance Indicators (KPI) Report for 2nd Quarter through December 31, 2022.

Slide 1

(Cover) Key Performance Indicators (KPI) Report for 2nd Quarter through December 31, 2022.

Slide 2

Overview of Today's Presentation

- Financial Performance
 - System Farebox Recovery Ratio.
 - Fixed Route & Commuter Cost / Revenue Service Hours.
 - ParaCruz Cost / Trip.
- Productivity
 - Total Ridership and Total Ridership / Hour.
 - USCS, Cabrillo, Highway 17, & Local Ridership.
 - Passengers /Revenue Service Hours by Route.

- Risk Management & Safety
 - Traffic Accidents.
 - Passenger Incidents.
- Reliability
 - Mean Miles between Chargeable Road Calls for Fixed Route, Highway 17, & ParaCruz.
- Dependability
 - Cancelled Trips by Cause & Region.
 - Pass-Ups for Fixed Route, UCSC by Quarter, and Year to Date Pass-Ups by Route.

Slide 3

(Cover) Financial Performance KPI's

Slide 4

System Farebox Recovery Ratio

- Q2 FY23 Farebox Recovery is 20.1 %, a year-over-year improvement of 3.7%, and 1.0% lower than target.
- Revenues increased by 18.2% as ridership is up for both Fixed Route (89,580 or 12.8%) and Hwy 17 (5,634 or 19.9%) passengers. Costs decreased by 3.5%, primarily due to lower Labor costs for Fixed Route (\$801,208 or 9.0%) and Hwy 17 (\$57,200 or 8.1%), partially offset by increases in Non-Personnel for Fixed Route (\$427,027 or 17.1%) and Hwy 17 (\$36,080 or 18.3%), primarily due to the Temporary Help needed to cover vacant positions and increased fuel costs.
- The Farebox Recovery Target of 21.1% is based on the average actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact).

Slide 5

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

- Q2 FY23 Cost per RSH is \$267, slight improvement (\$2) over last year's Q2 costs, and \$18 lower than average.
- Revenue Service Hours increased 3.3% and Fixed Route costs had an increase of 2.9%.
- The Fixed Route/Commuter cost per RSH average of \$285 is based on the average actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact).

Slide 6

ParaCruz Cost per Trip

- Q2 FY23 Cost per Trip is \$67, a year-over-year improvement of \$25, and \$9 lower than average.
- Trips delivered increased 24.3% while costs decreased 9.1%.
- The ParaCruz Cost per Trip average of \$76 is based on the average actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact).

Slide 7

(Cover) Productivity KPI's

Slide 8

Total Ridership and Total Ridership per Hour (RPH)

- A 12.8% increase in ridership in local, non-student ridership service.
- A 9.1% increase in Student ridership.
- A 19.9% increase in Highway 17 ridership.
- The Quarterly Ridership Target is based on the average quarterly actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact).
- UCSC ridership increased only 5% over Q2 of FY22, in part due to decreased ridership during the UAW strike.
- Cabrillo ridership increased 111.2%.
- The Quarterly RPH Target is based on the average quarterly actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact).

Slide 9

UCSC Ridership

- Q2 Ridership increased 5.0% due to heavy demand from students in October. However, UCSC ridership substantially decreased in November and December as a result of UCSC buses not serving the campus when picketers were present during the UAW strike.
- The Quarterly Ridership Target is based on the average quarterly actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact); Q1 is typically low due to lower student count for summer sessions.

Slide 10

Cabrillo College Ridership

- Q2 Ridership increased 111.2% due to high demand for service, which remained steady throughout the fall semester of 2022, as students continued to attend classes in person.

- The Quarterly Ridership Target is based on the average quarterly actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact); Q1 is typically low due to lower student count for summer sessions.

Slide 11

Highway 17 Ridership

- Q2 Ridership increased 19.9% due to high demand for Hwy 17 service, particularly in October and November. SJSU continued to hold in-person classes throughout the fall semester and more employees headed into the office for work, at least part-time. However, boardings dipped below December FY22 ridership numbers. The decrease in demand for service may possibly be due to winter holiday vacations and inclement weather.
- The Quarterly Ridership Target is based on the average quarterly actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact).

Slide 12

Local Ridership

- Q2 Ridership increased 12.8% due to increased Student and Non-student ridership. Non-student and Cabrillo ridership was greater in every month of Q2 FY23. UCSC ridership increased substantially in October of FY23, but remained depressed for the rest of the fall semester due to the negative impacts of the UAW strike.
- The Quarterly Ridership Target is based on the average quarterly actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact).

Slide 13

YTD FY23 Passengers/Service Hours by Route

- Total Passengers/Service Hours increased 22.7% in FY23 Q2 YTD, when compared to FY22 Q2 YTD.
- Combined UCSC Passengers/Service Hours was 35.3.
- Combined Intercity Passengers/Service Hours was 14.2.
- Combined Local Passengers/Service Hours was 8.9.
- Combined Rural Passengers/Service Hours was 10.1.
- Combined Highway 17 Passengers/Service Hours was 10.0.

Slide 14

(Cover) Risk Management & Safety KPI's

Slide 15

Traffic Accidents

- Total Traffic Accidents in Q2 FY23 increased by 4 (40%) over Q1 FY23, and decreased by 1 (7%) from a year ago, Q2 FY22.
- Collisions with Fixed Objects Q2 FY23 increased by 3 (75%) over Q1 FY23, and decreased by 2 (22%) from a year ago, Q2 FY22.
- Metro average of 107 is based on pre-pandemic 3 year average (FY18, FY19, FY20).
- Quarterly categories are only reported if any reporting/presented quarter has 3 or more incidents.
- The YTD total is ***all*** incidents (Collisions between/at intersections, fixed object and rear end collisions, along with collisions between District vehicles).

Slide 16

Passenger Incidents

- Safety, Fleet Maintenance, and Information Technology departments are collaborating to identify further methods to reduce the number of incidents.
- Most boarding incidents occur when the passengers are using cell phones, not paying attention, or sleeping.
- Metro average of 158 is based on pre-pandemic 3 year average (FY18, FY19, FY20).

Slide 17

(Cover) Reliability KPI's

Slide 18

Mean Miles between Chargeable Road calls – Fixed Route (Local)

- Q2 FY23 mileage increased by 35,036 and road calls decreased by 15 compared to the same time period in FY22 as a result of new buses being put into service.
- Chargeable road calls in Q2 FY23 are 13, 4, and 14 in October, November, and December, respectively.
- The current target of 43,800 and is based off a 3 year monthly average from FY20-FY22, times three to get to a quarterly number.

Slide 19

Mean Miles between Chargeable Road calls – Highway 17

- The Highway 17 fleet is newer so it has less wear and tear and tends to perform better.
- Chargeable road calls in Q2 FY23 are 2, 1, and 3 in October, November, and December, respectively.

- The current target is 64,629 and is based off a 3 year monthly average from FY20-FY22, times three to get to a quarterly number.

Slide 20

Mean Miles between Chargeable Road calls – Para Cruz

- In Q2 FY23 chargeable road calls were 1 in October and none in November and December.
- ParaCruz Q2 FY23 mileage increased by 9,149 and road calls decreased by 3 compared to the same time period in FY22.
- The current target is 110,934 and is based off a 3 year monthly average from FY20-FY22, times three to get to a quarterly number.

Slide 21

(Cover) Dependability KPI's

Slide 22

Cancelled Trips by Cause & Region

- In Q2 FY23 there were 22 cancelled trips in October, 17 in November, and 3 in December.
- Cancellations were primarily the UCSC/Westside route (45.2%), with Cabrillo & South County, Hwy 17, Local Santa Cruz/Watsonville, North Coast, Scotts Valley & SLV the remaining 54.8%.
- 90% of these cancellations were due to “No Operator.”
- Full year average of 212 is based on the average of FY18, FY19, and FY22 (excludes FY20/FY21 due to COVID impact).

Slide 23

Pass-Ups by Quarter/Reason – Fixed Route

- In Q2 FY23, total pass-ups were 151 (16.1%) lower when compared to Q2 FY22.
- October had an increase of 46 pass-ups, or ~9% year-over-year for the same time period.
- November and December had 87 and 110 pass-ups, respectively, and were down ~38% and 63% year-over-year for the same time period.
- 53% of Year to Date total pass-ups are caused by full bus capacity, followed by 23% of Other, which covers a wide range of issues (such as Surfboards, No Shoes, Smoking/Vaping, and Hygiene to name a few).

Slide 24

Pass-Ups by Quarter/Reason – UCSC

- UCSC data has not been collected/reported in the past.
- October and November had 247 and 66 pass-ups, respectively, and were down ~63% and up 313% year-over-year for the same time period.
- December had zero pass-ups in either year.
- 90% of Year to Date total pass-ups are caused by full bus capacity.

Slide 25

YTD FY23 Pass-Ups by Route

- Only routes with greater than 10 pass-ups are presented.
- YTD Pass-ups total 2,433.
- UCSC Routes comprised 1,614 (66.3%), of which 80.7% were due to full bus capacity.
- Highway 17 Routes comprised 289 (11.9%), of which 57.1% were due to full bus capacity.
- Local Routes comprised 221 (9.1%), 34.4% were due to Intoxicated/Belligerent/Bio-hazard.
- Intercity Routes comprised 219 (9.0%), of which 50.7% were due to various miscellaneous issues.
- Rural Routes comprised 90 (3.7%), of which 34.4% were due to various miscellaneous issues.

Slide 26

(Cover) Questions

Slide 27 thru Slide 29

KPI Metric Descriptions & Importance

Financial Performance

The Farebox Recovery Ratio represents the passenger fares (Fixed Route and Commuter) coverage of Metro's agency costs; this provides insight to the amount of non-passenger revenue (subsidy) needed to cover costs. Additionally, it allows the agency to compare cost-effectiveness within its own service.

Fixed Route and Commuter Cost per Revenue Service Hour (RSH) along with the ParaCruz Cost per Trip depict the cost per hour of service/trip. By effectively tracking and minimizing costs, this measurement ensures efficient delivery of transit services.

Data presented is by Quarter, for the current and past two fiscal years.

Productivity

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

Student ridership, historically a large portion of METRO's total ridership, shows changes in student enrollment and seasonal trends can be seen year over year.

Highway 17 demonstrates METRO's commuter ridership, connecting Santa Cruz to San Jose.

Local Ridership excludes student and commuter routes and reflects all other routes within the county.

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

Data presented is by Quarter, for the current and past two fiscal years.

Risk Management & Safety

Traffic Accidents are broken down into different categories: Collisions between intersections, at the intersection, with fixed objects, with other district vehicles.

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

Data presented is by Quarter, for the current quarter, previous quarter, and the current quarter for the last fiscal year.

Quarterly categories are only reported if any reporting/presented quarter has 3 or more incidents.

The YTD total is ***all*** incidents (Collisions between/at intersections, fixed object and rear end collisions, along with collisions between District vehicles).

Reliability

Any a mechanical failure that impedes the vehicle from starting or completing a scheduled revenue trip because actual movement is limited, or there are safety concerns are used to calculate the Mean Miles Between Chargeable Road Call.

The metric is calculated using the number of miles for the month divided by the number of chargeable road calls for each service type (Fixed Route, Commuter, and ParaCruz).

Data presented is by Quarter, for the current and past two fiscal years.

Dependability

Cancelled Trips are presented by Region and Cause for the current quarter and total for three years.

Pass-Ups occur when a bus operator must leave behind a passenger for a variety of reasons: No Fare, Exceeds Capacity Load (Full Bus), Intoxicated/Belligerent/Biohazard, No Mask, and All Other.

Pass-Ups data are presented by Quarter, for the current and past two fiscal years for both Fixed Route and UCSC along with a YTD presentation of Routes with 10 or more Pass-Ups.

Slide 30

Historical Metrics for the past five years and the current year-to-date.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This report pertains to METRO's Financial Stability, Stewardship & Accountability and assist in management's effort for continuous improvement of the performance of the agency.

V. FINANCIAL CONSIDERATIONS/IMPACT

None

VI. CHANGES FROM COMMITTEE

Minor clarification of narratives.

VII. ALTERNATIVES CONSIDERED

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

VIII. ATTACHMENTS

Attachment A: KPI Presentation as of December 31, 2022

Prepared by: Cathy L. Downes, Sr. Financial Analyst

IX. APPROVALS

Approved as to fiscal impact:

Chuck Farmer, Chief Financial Officer



Michael S. Tree, CEO/General Manager



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KEY PERFORMANCE INDICATORS (KPI) REPORT

FOR 2nd Quarter through December 31, 2022

Board of Directors

February 24, 2023

Chuck Farmer, Chief Financial Officer

Overview of Today's Presentation:

KPI Category Criteria / Metric

- Financial Performance
- ✓ System Farebox Recovery Ratio
 - ✓ Fixed Route & Commuter Cost / RSH
 - ✓ ParaCruz Cost / Trip

- Productivity
- ✓ Total Ridership and Total Ridership / Hour
 - ✓ UCSC, Cabrillo, Highway 17, & Local Ridership
 - ✓ Passengers / RSH by Route

- Risk Management & Safety
- ✓ Traffic Accidents
 - ✓ Passenger Incidents

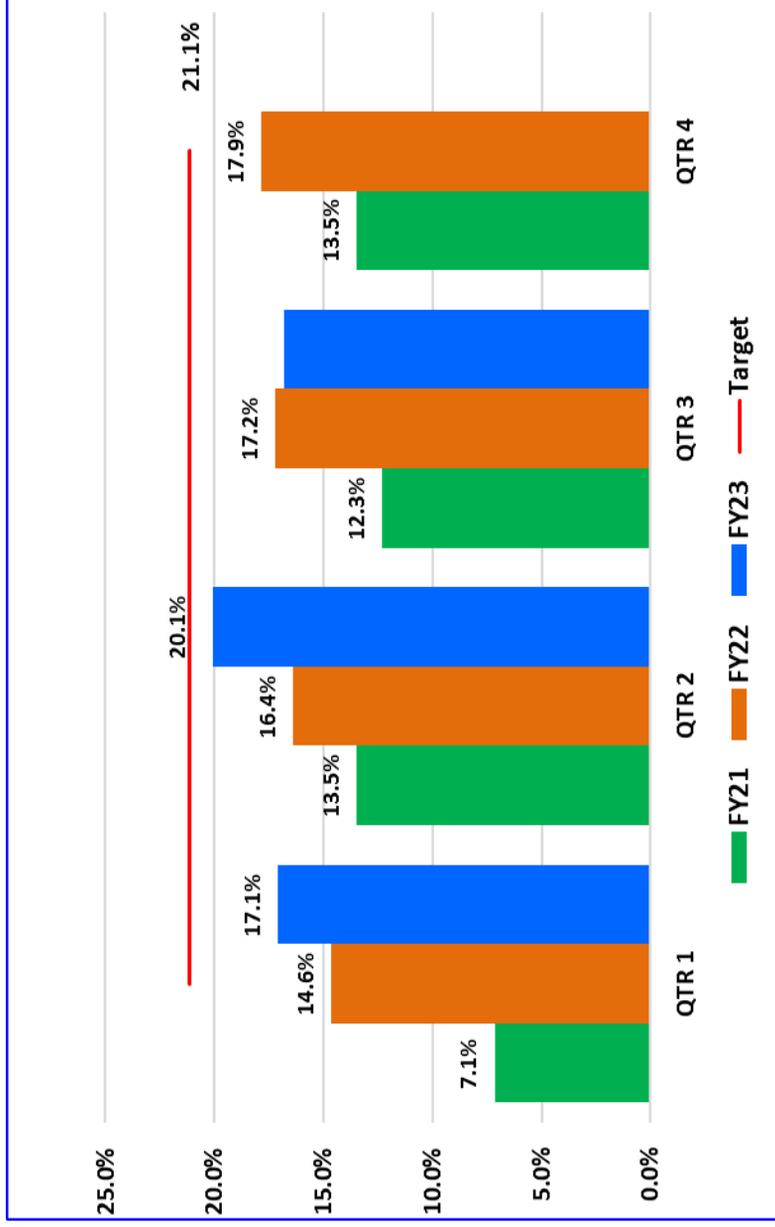
- Reliability
- ✓ Miles between Chargeable Road Calls for Fixed Route, Highway 17, & ParaCruz

- Dependability
- ✓ Cancelled Trips by Cause & Region
 - ✓ Pass-Ups for Fixed Route, UCSC, & Routes

Financial Performance KPI's

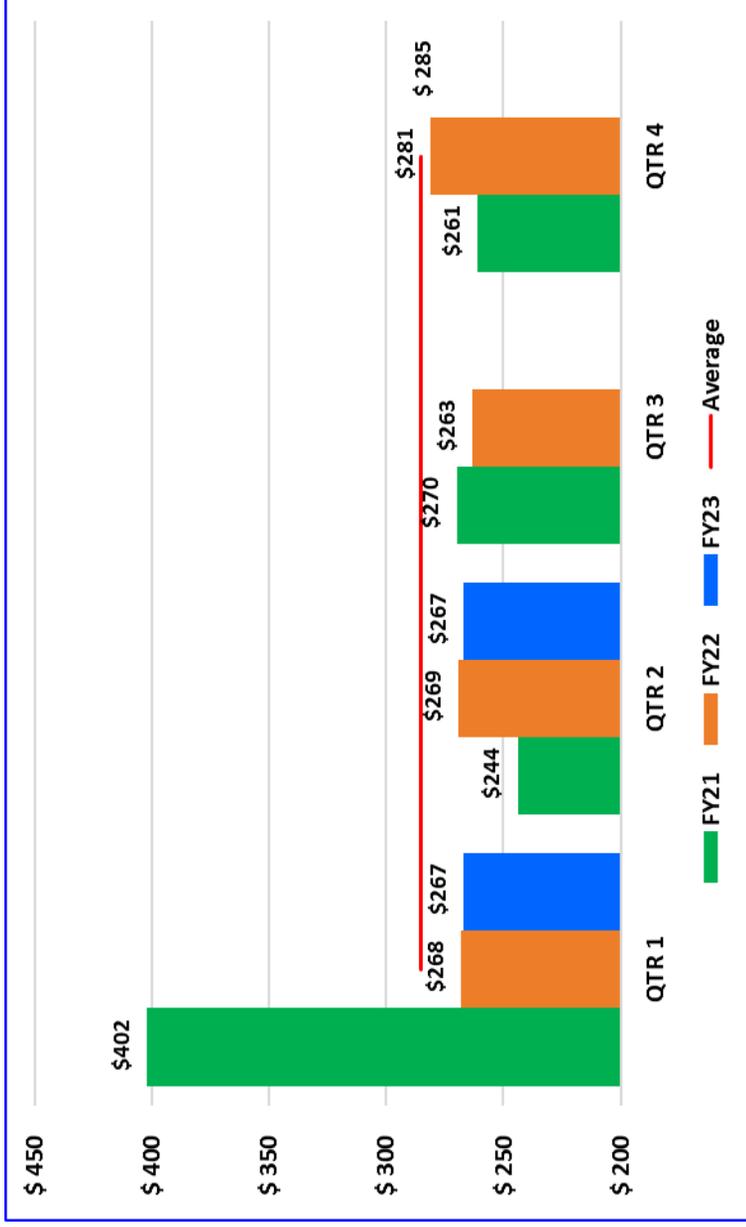
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System Farebox Recovery:



- Q2 FY23 Farebox Recovery is 20.1%, a year-over-year improvement of 3.7%, and 1.0% lower than target
- Revenues increased by 18.2% as ridership is up for both Fixed Route (89,580 or 12.8%) and Hwy 17 (5,634 or 19.9%) passengers. Costs decreased by 3.5%, primarily due to lower Labor costs for Fixed Route (\$801,208 or 9.0%) and Hwy 17 (\$57,200 or 8.1%), partially offset by increases in Non-Personnel for Fixed Route (\$427,027 or 17.1%) and Hwy 17 (\$36,080 or 18.3%), primarily due to the Temporary Help needed to cover vacant positions and increased fuel costs.
- The Farebox Recovery Target of 21.1% is based on the average actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact)

Fixed Route/Commuter Cost per RSH*

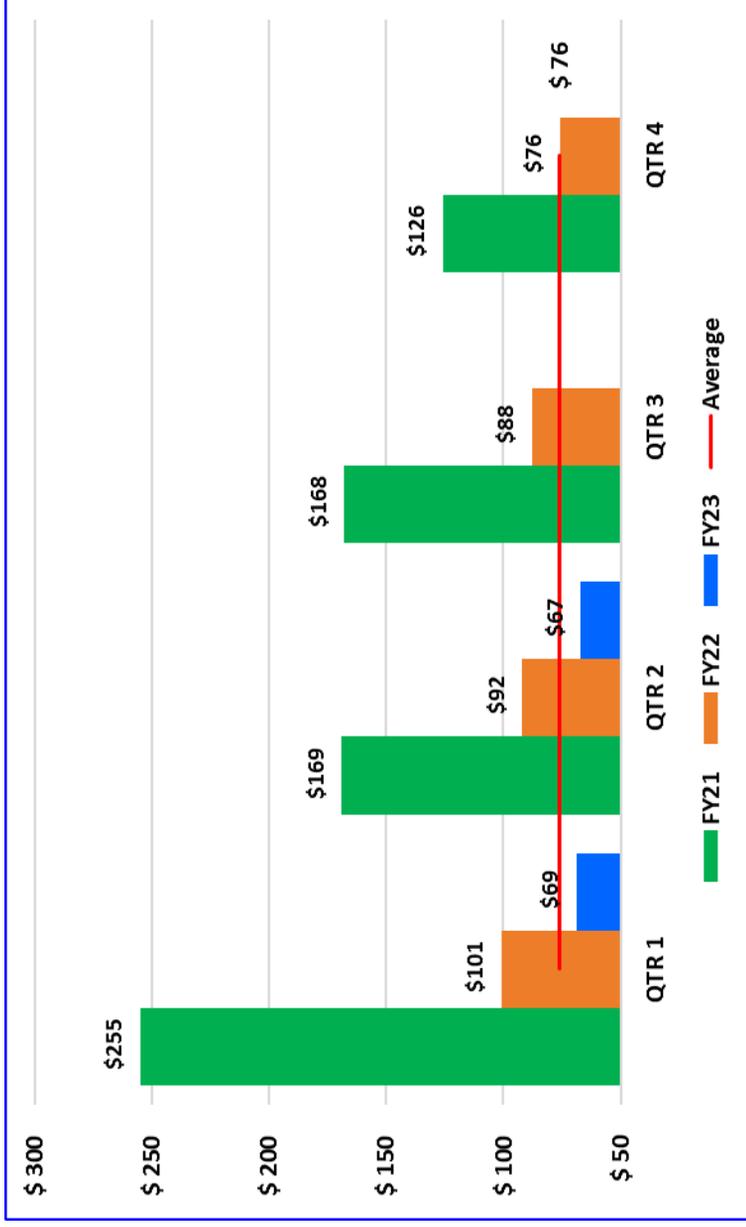


Q2 FY23 Cost per RSH is \$267, slight improvement (\$2) over last year's Q2 costs, and \$18 lower than average

Revenue Service Hours increased 3.3% and Fixed Route costs had an increase of 2.9%

The Fixed Route/Commuter cost per RSH average of \$285 is based on the average actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact)

ParaCruz Cost per Trip



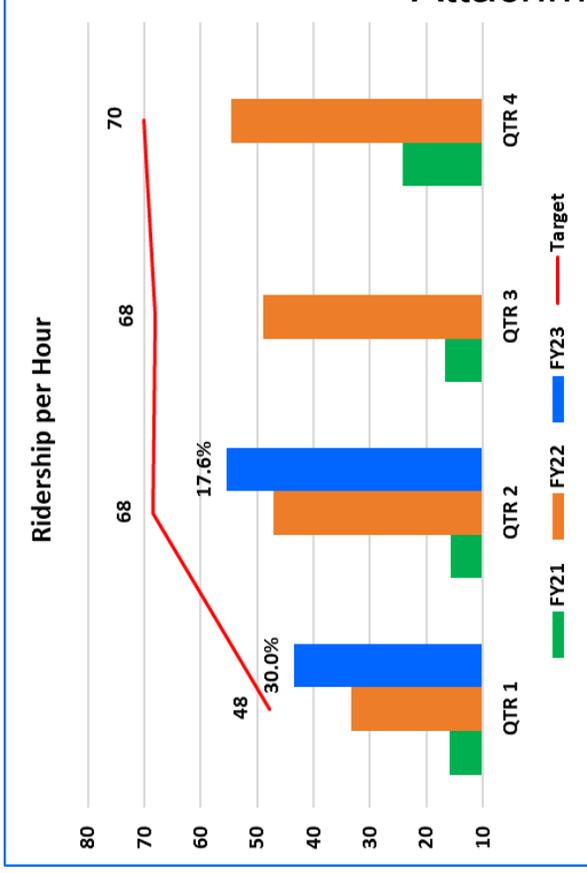
Q2 FY23 Cost per Trip is \$67, a year-over-year improvement of \$25, and \$9 lower than average

Trips delivered increased 24.3% while costs decreased 9.1%

The ParaCruz Cost per Trip average of \$76 is based on the average actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact)

Productivity KPI's

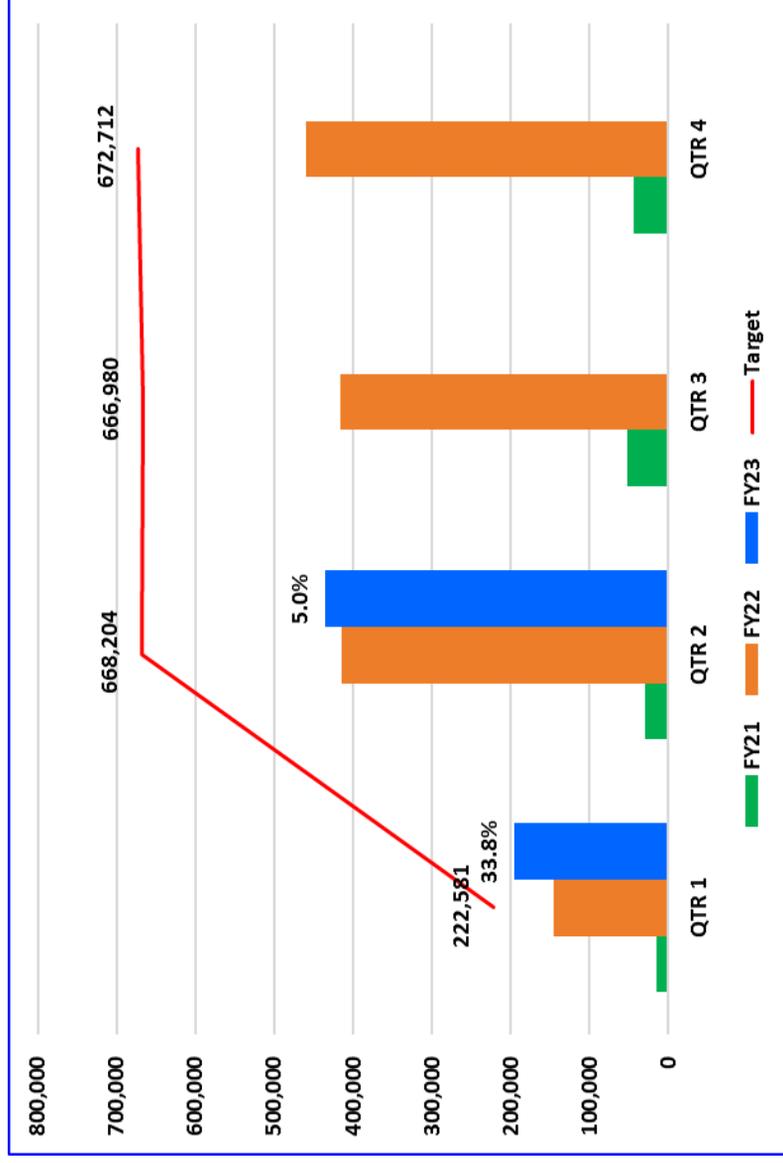
Total Ridership / Ridership per Hour (RPH)



- A 12.8% increase in ridership in local, non-student ridership service
 - A 9.1% increase in Student ridership
 - A 19.9% increase in Highway 17 ridership
- The Quarterly Ridership Target is based on the average quarterly actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact)

- UCSC ridership increased only 5% over Q2 of FY22, in part due to decreased ridership during the UAW strike.
- Cabrillo ridership increased 111.2%
- The Quarterly RPH Target is based on the average quarterly actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact)

UCSC Ridership



Q2 Ridership increased 5.0% due to heavy demand from students in October. However, UCSC ridership substantially decreased in November and December as a result of UCSC buses not serving the campus when picketers were present during the UAW strike.

The Quarterly Ridership Target is based on the average quarterly actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact); Q1 is typically low due to lower student count for summer sessions.

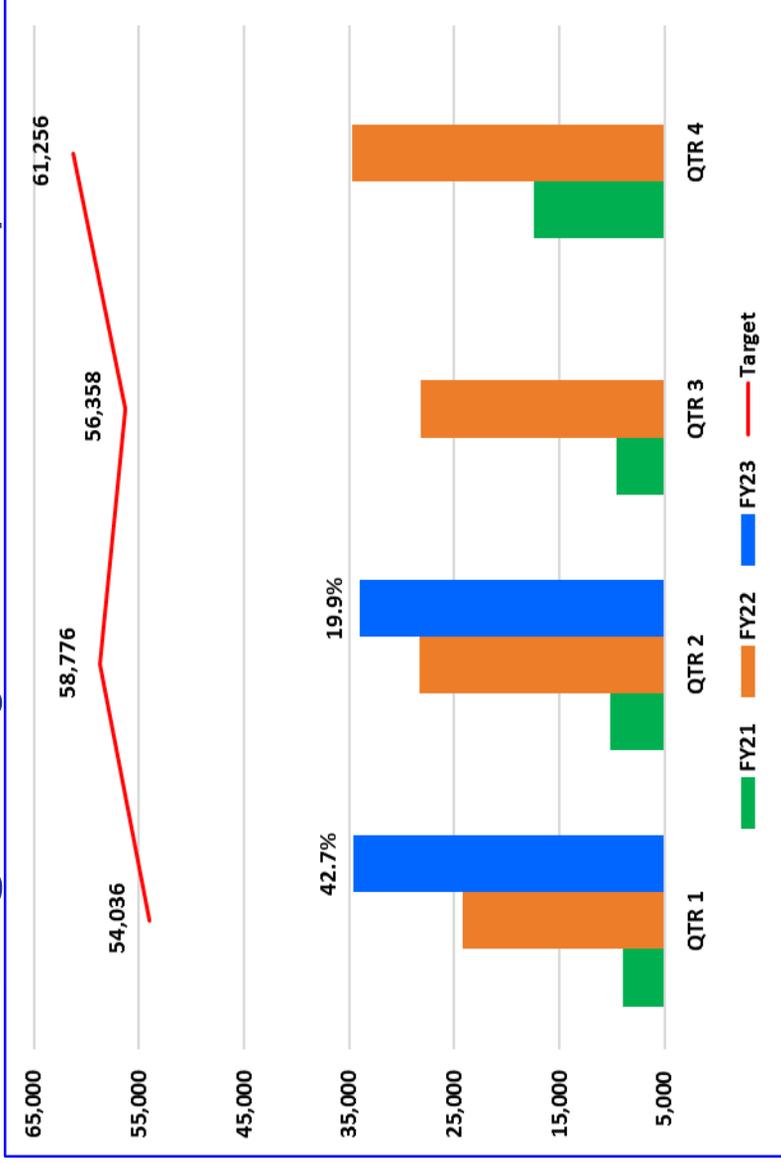
Cabrillo College Ridership



Q2 Ridership increased 111.2% due to high demand for service, which remained steady throughout the fall semester of 2022, as students continued to attend classes in person.

The Quarterly Ridership Target is based on the average quarterly actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact); Q1 is typically low due to lower student count for summer sessions.

Highway 17 Ridership



Q2 Ridership increased 19.9% due to high demand for Hwy 17 service, particularly in October and November. SJSU continued to hold in-person classes throughout the fall semester and more employees headed into the office for work, at least part-time. However, boardings dipped below December FY22 ridership numbers. The decrease in demand for service may possibly be due to winter holiday vacations and inclement weather.

The Quarterly Ridership Target is based on the average quarterly actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact)

Local Ridership

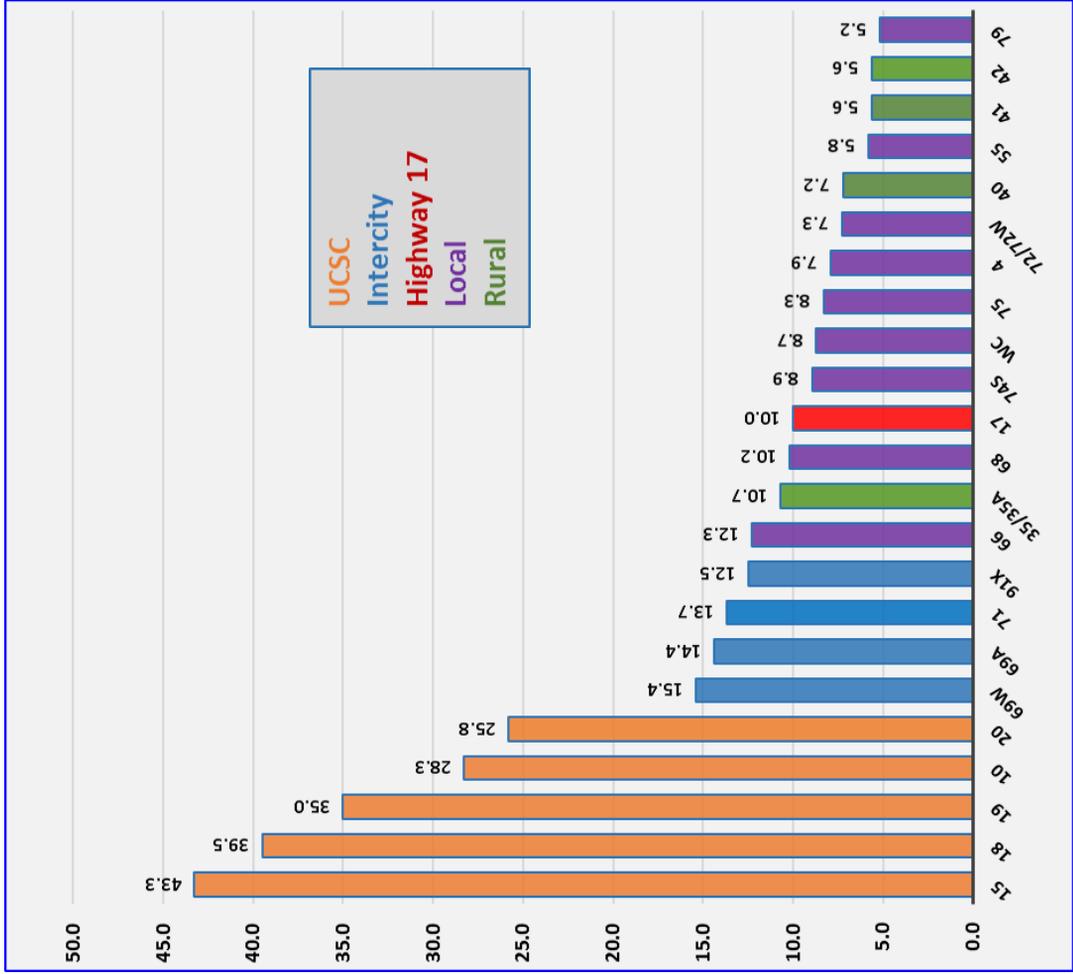


Q2 Ridership increased 12.8% due to increased Student and Non-student ridership. Non-student and Cabrillo ridership was greater in every month of Q2 FY23. UCSC ridership increased substantially in October of FY23, but remained depressed for the rest of the fall semester due to the negative impacts of the UAW strike.

The Quarterly Ridership Target is based on the average quarterly actuals from FY18, FY19, FY22 (excludes FY20/FY21 due to COVID impact)

YTD FY23 Passengers/Service Hours by Route

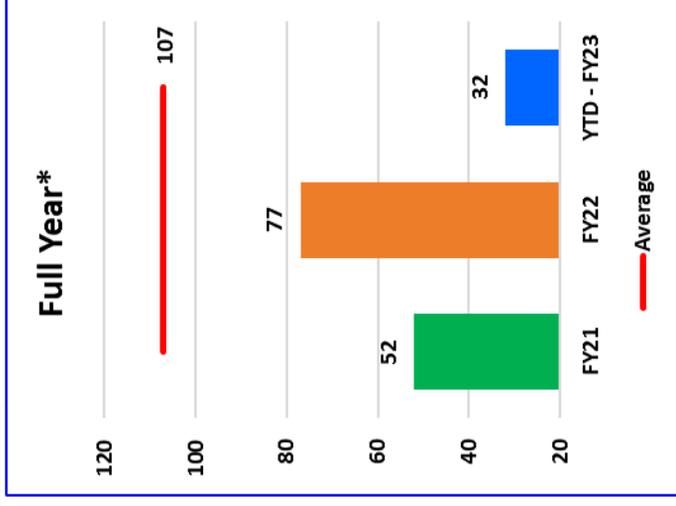
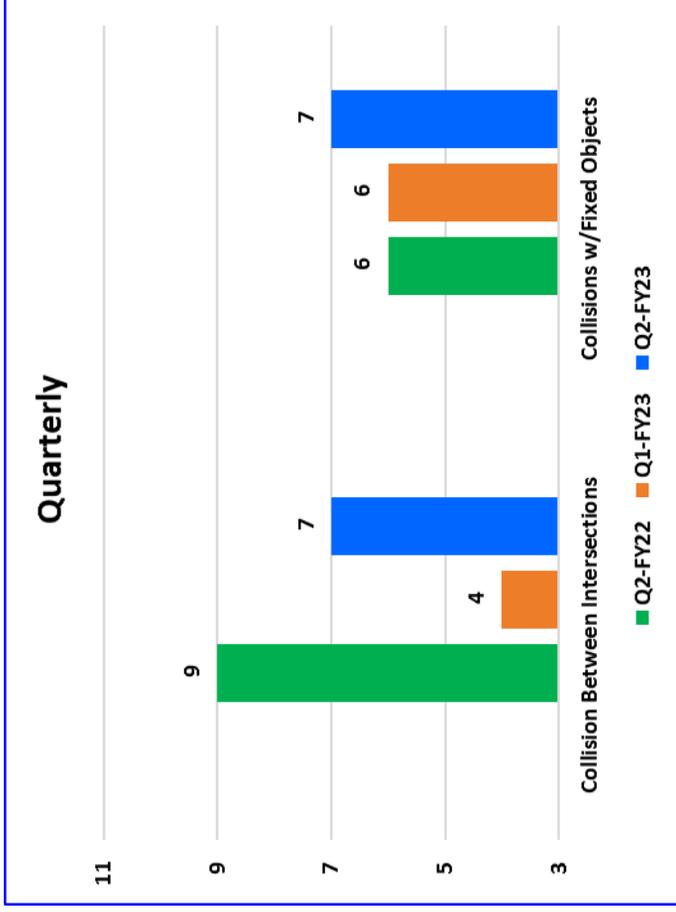
Attachment A



- Total Passengers/Service Hours increased 22.7% in FY23 Q2 YTD, when compared to FY22 Q2 YTD.
- Combined UCSC Passengers/Service Hours was 35.3
- Combined Intercity Passengers/Service Hours was 14.2
- Combined Local Passengers/Service Hours was 8.9
- Combined Rural Passengers/Service Hours was 10.1
- Combined Highway 17 Passengers/Service Hours was 10.0

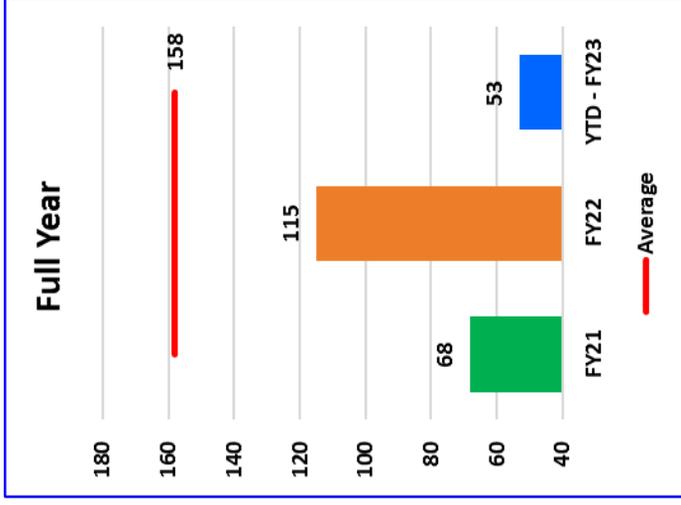
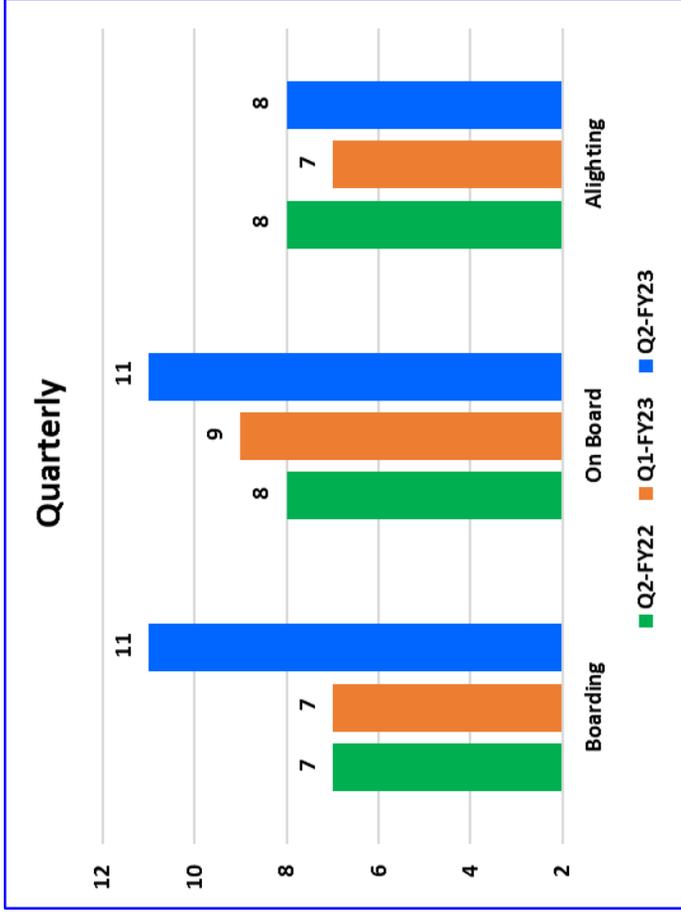
Risk Management & Safety KPI's

Traffic Accidents



- Total Traffic Accidents in Q2 FY23 increased by 4 (40%) over Q1 FY23, decreased by 1 (7%) from a year ago, Q2 FY22
- Collisions with Fixed Objects Q2 FY23 increased by 3 (75%) over Q1 FY23, decreased by 2 (22%) from a year ago, Q2 FY22
- Metro average of 107 is based on pre-pandemic 3 year average (FY18, FY19, FY20)
- Quarterly categories are only reported if any reporting/presented quarter has 3 or more incidents.
- The YTD total is **all** incidents (Collisions between/at intersections, fixed object and rear end collisions, along with collisions between District vehicles)

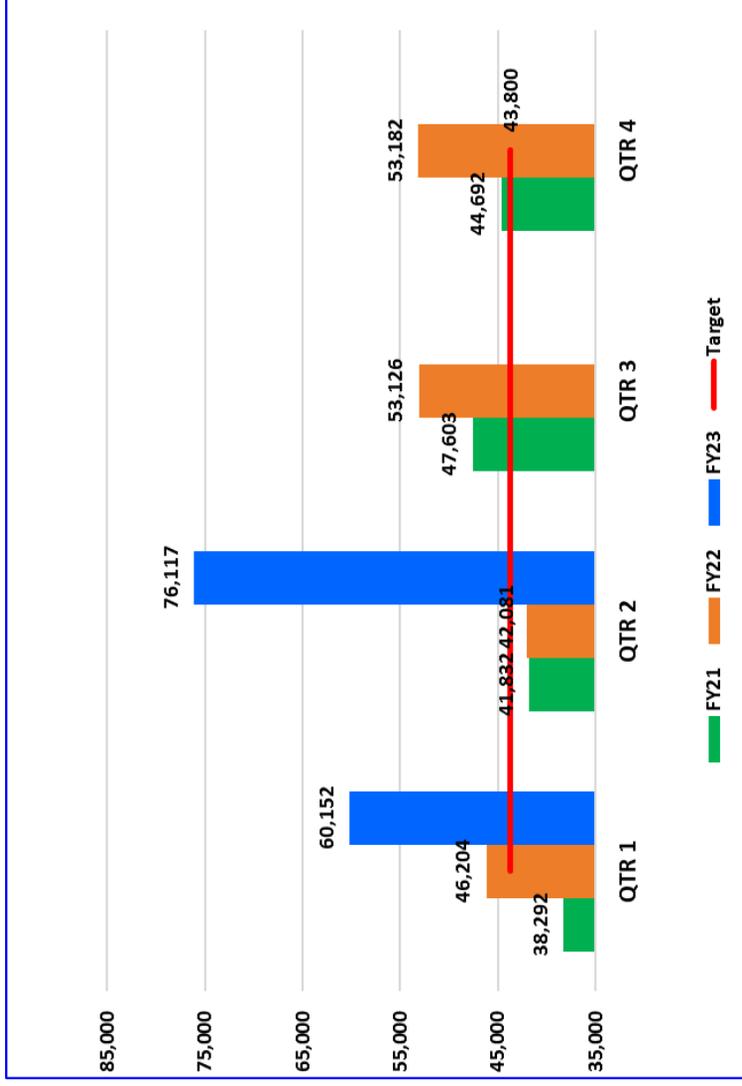
Passenger Incidents



- Safety, Fleet Maintenance, and Information Technology departments are collaborating to identify further methods to reduce the number of incidents.
- Most boarding incidents occur when the passengers are using cell phones, not paying attention, or sleeping.
- Metro Average of 158 is based on pre-pandemic 3 year average (FY18, FY19, FY20)

Reliability KPI's

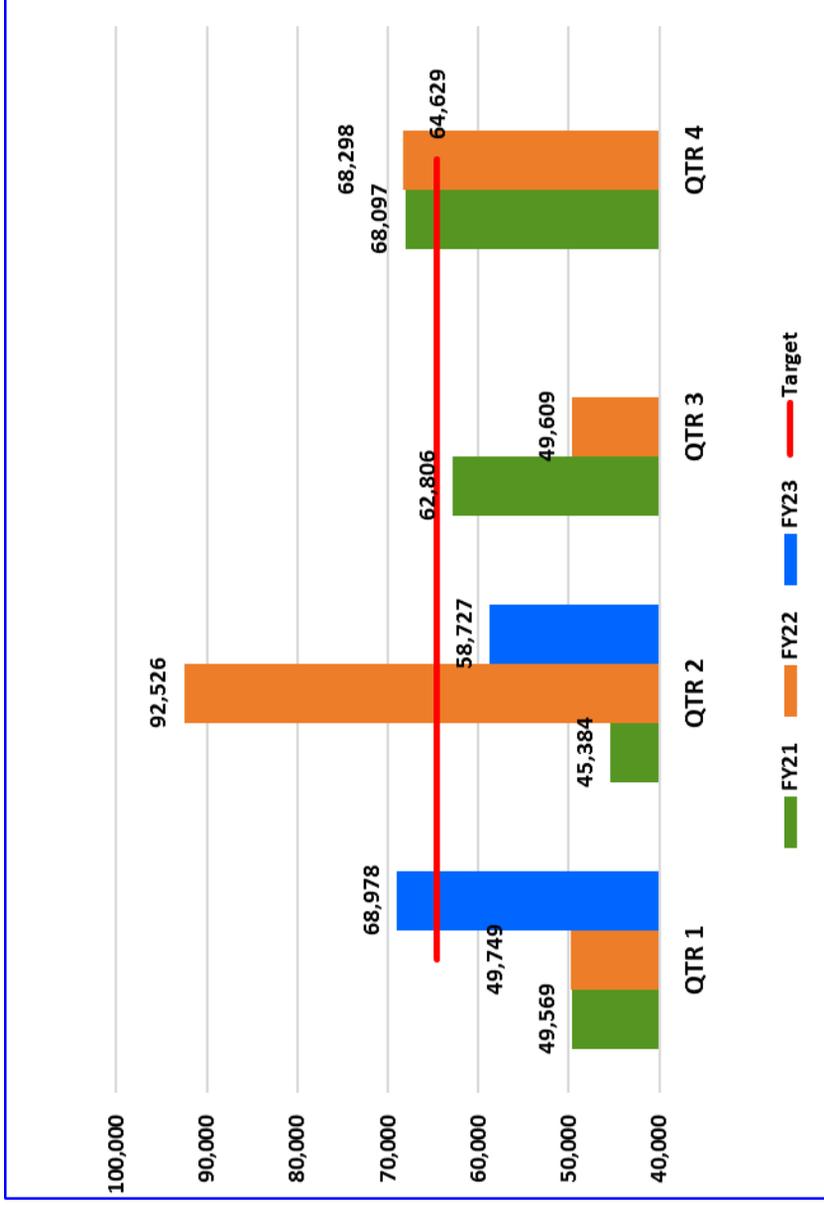
Mean Miles Between Chargeable Road Calls - Fixed Route (Local)



10.4A.18

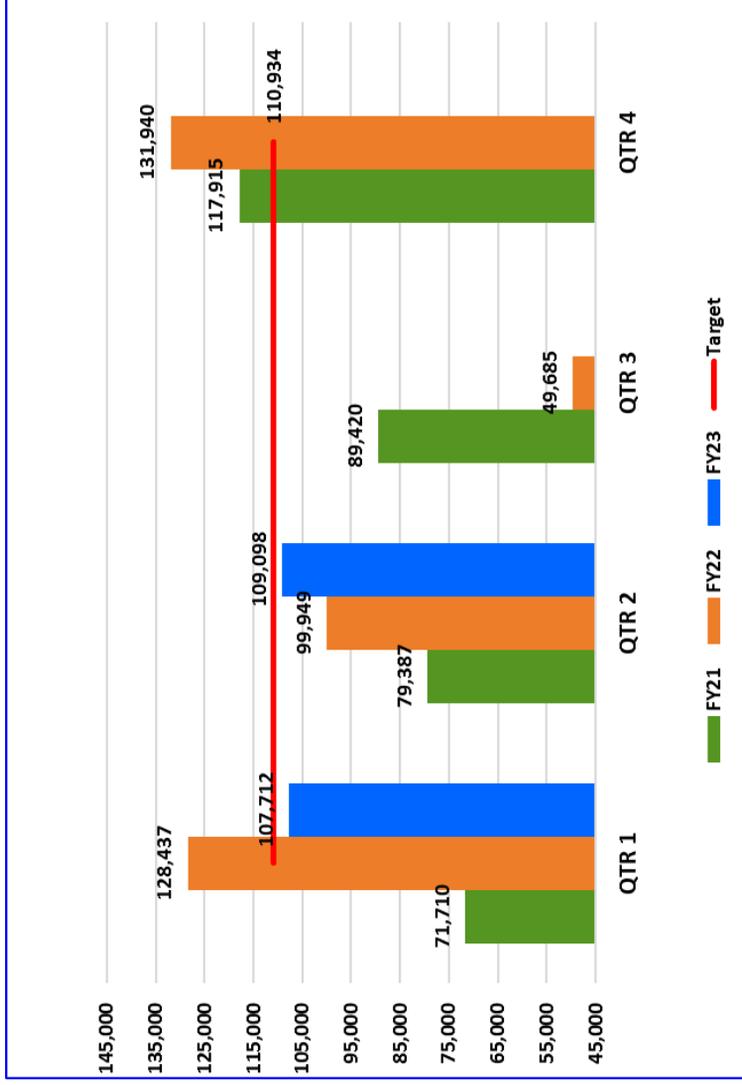
Q2 FY23 mileage increased by 35,036 and road calls decreased by 15 compared to the same time period in FY22 as a result of new buses being put into service Chargeable road calls in Q2 FY23 are 13, 4, and 14 in October, November, and December, respectively The current target of 43,800 and is based off a 3 year monthly average from FY20-FY22, times three to get to a quarterly number.

Mean Miles Between Chargeable Road Calls - Highway 17



- The Highway 17 fleet is newer so it has less wear and tear and tends to perform better
- Chargeable road calls in Q2 FY23 are 2, 1, and 3 in October, November, and December, respectively
- The current target is 64,629 and is based off a 3 year monthly average from FY20-FY22, times three to get to a quarterly number.

Mean Miles Between Chargeable Road Calls - ParaCruz



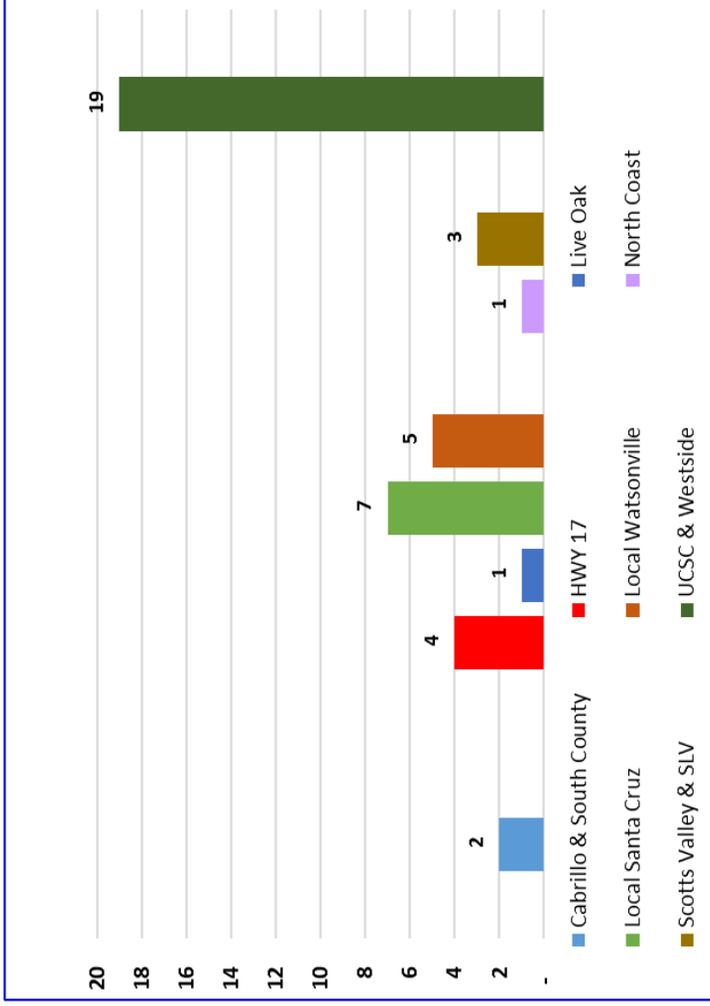
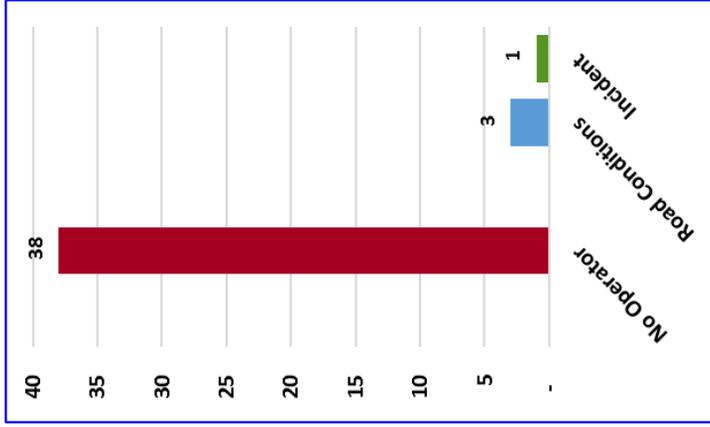
In Q2 FY23 chargeable road calls were 1 in October and none in November and December

ParaCruz Q2 FY23 mileage increased by 9,149 and road calls decreased by 3 compared to the same time period in FY22

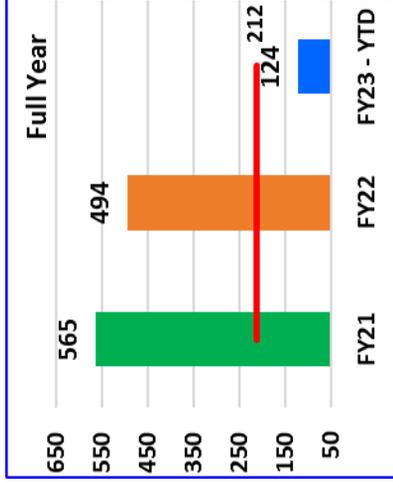
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Dependability KPI's

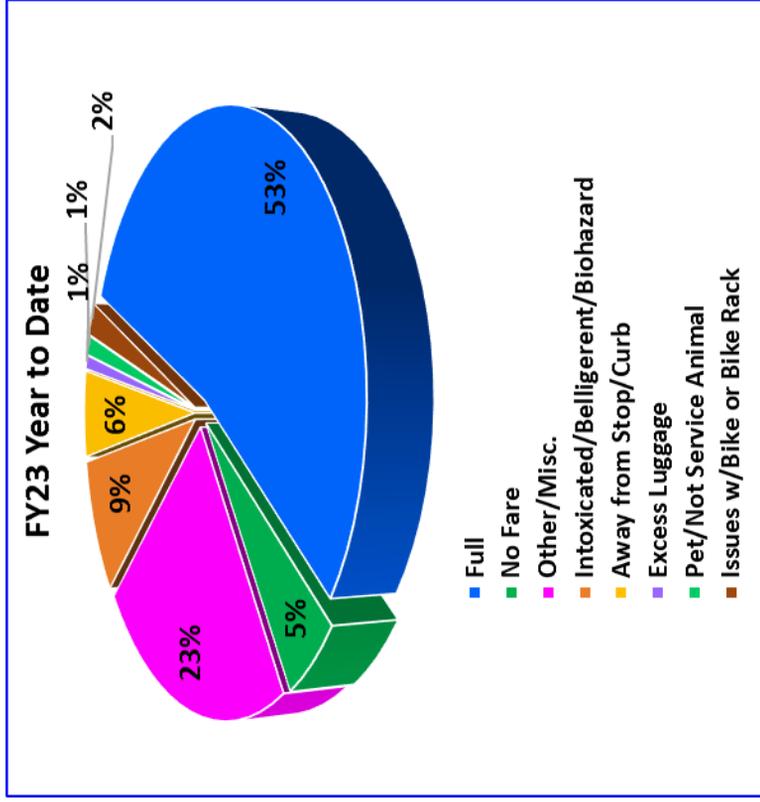
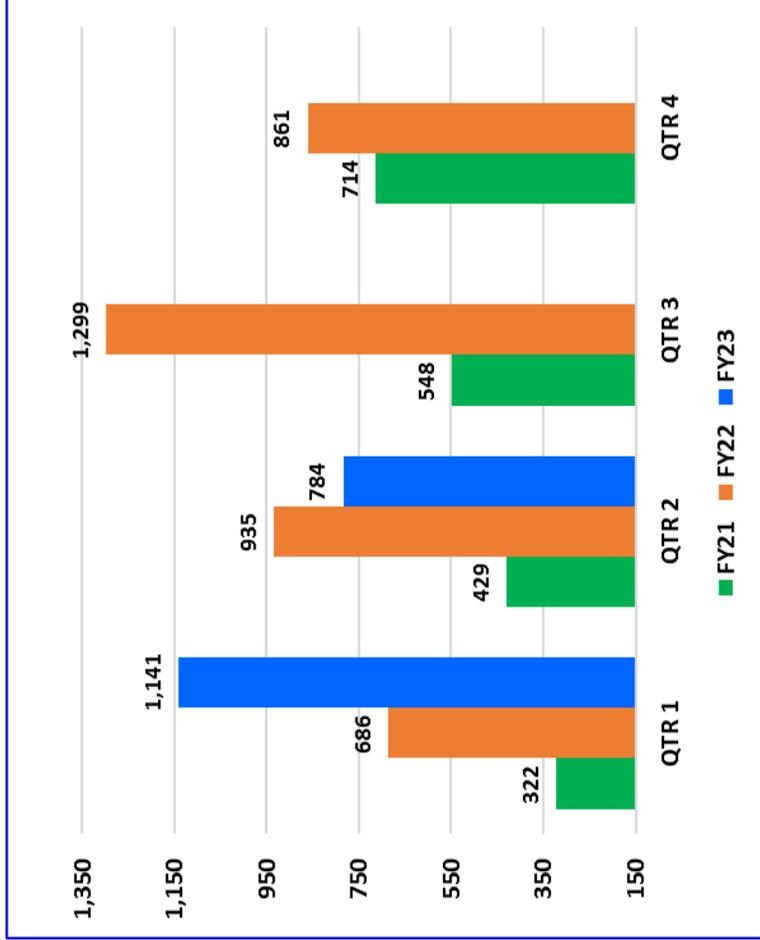
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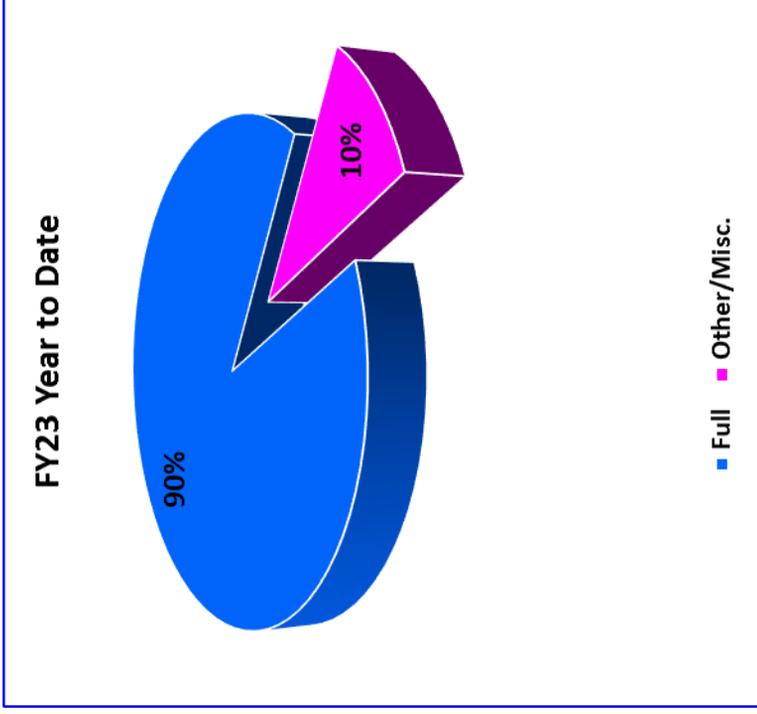
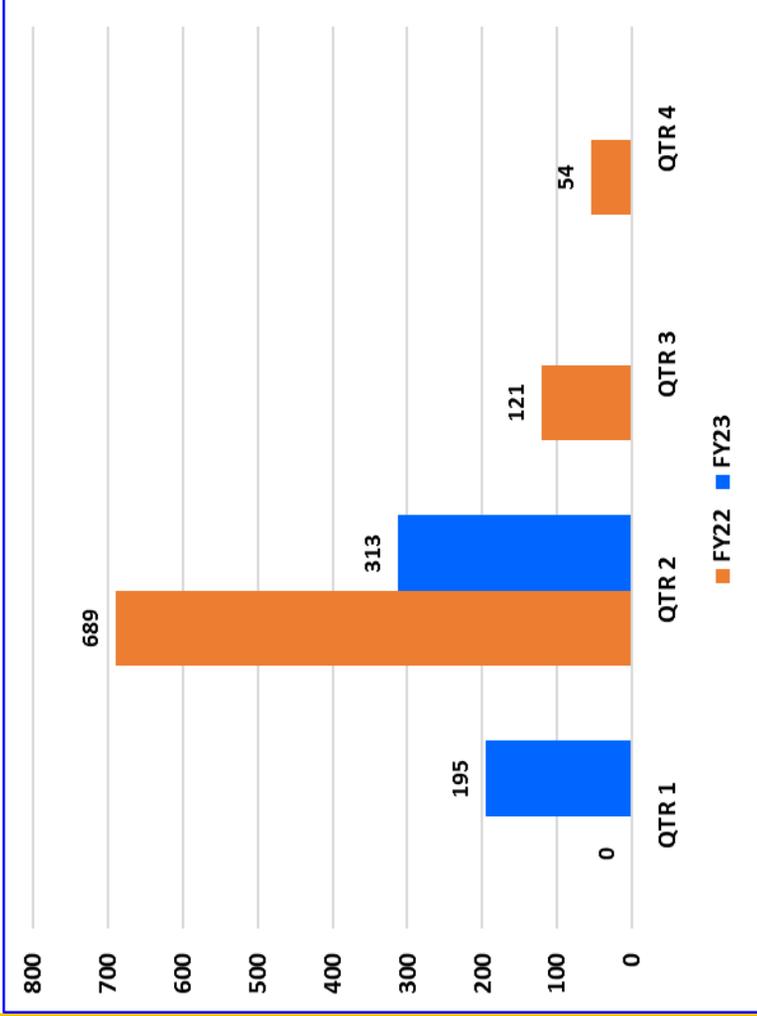


Pass-Ups by Quarter/Reason - Fixed Route



- In Q2 FY23, total pass-ups were 151 (16.1%) lower when compared to Q2 FY22
- October had an increase of 46 pass-ups, or ~9% year-over-year for the same time period
- November and December had 87 and 110 pass-ups, respectively, and were down ~38% and 63% year-over-year for the same time period
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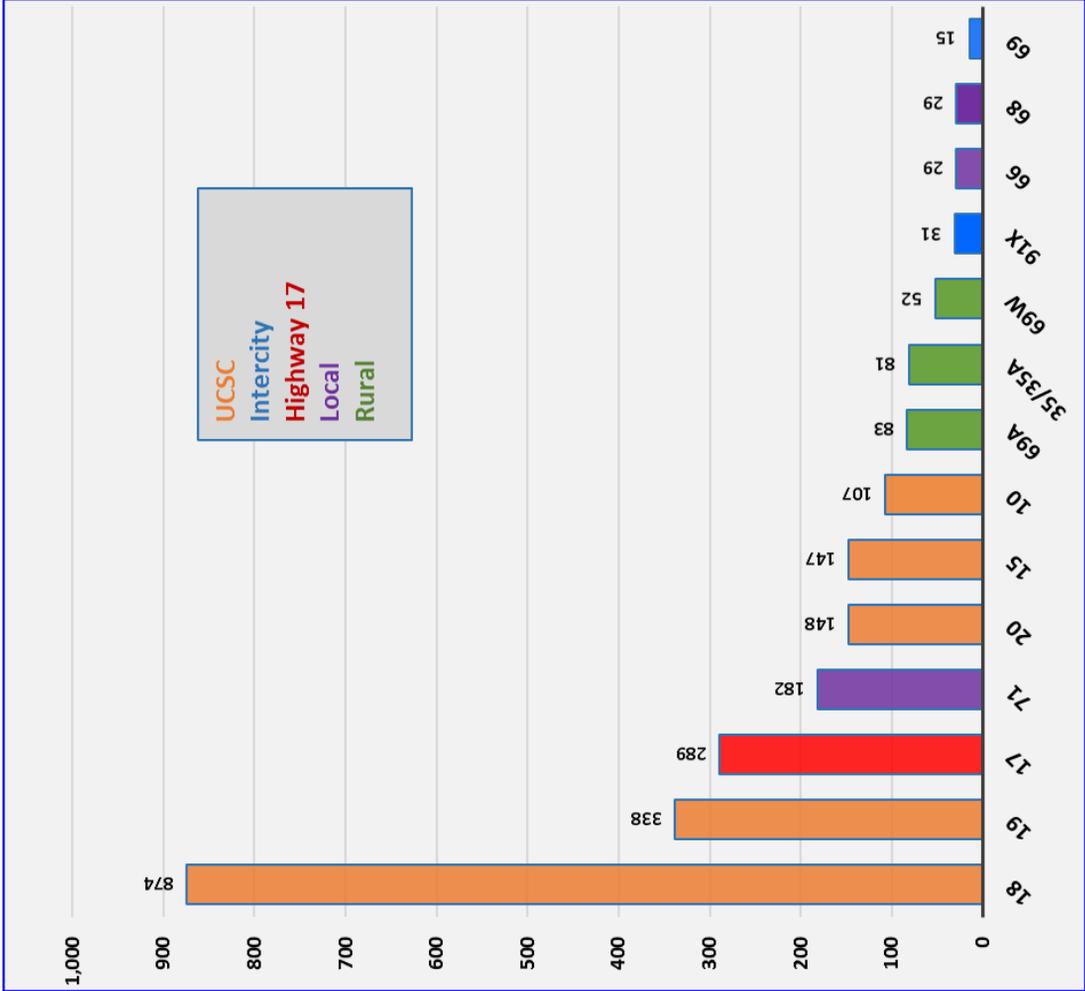
Pass-Ups by Quarter/Reason - UCSC



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- 90% of Year to Date total pass-ups are caused by full bus capacity

YTD FY23 Pass-Ups by Route

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Questions

KPI Metric Descriptions & Importance

Metric	Description & Importance
Financial Performance	<p>The Farebox Recovery Ratio represents the passenger fares (Fixed Route and Commuter) coverage of Metro's agency costs; this provides insight to the amount of non-passenger revenue (subsidy) needed to cover costs. Additionally, it allows the agency to compare cost-effectiveness within its own service.</p> <p>Fixed Route and Commuter Cost per Revenue Service Hour (RSH) along with the ParaCruz Cost per Trip depict the cost per hour of service/trip. By effectively tracking and minimizing costs, this measurement ensures efficient delivery of transit services.</p> <p>Data presented is by Quarter, for the current and past two fiscal years.</p>
Productivity	<p>Total Ridership and Ridership per hour are measures of productivity. The metrics depict seasonal fluctuations in ridership related to holidays, school terms, and other changes.</p> <p>Student ridership, historically a large portion of METRO's total ridership, shows changes in student enrollment and seasonal trends can be seen year over year.</p> <p>Highway 17 demonstrates METRO's commuter ridership, connecting Santa Cruz to San Jose.</p> <p>Local Ridership excludes student and commuter routes and reflects all other routes within the county.</p> <p>Passengers per Revenue Service Hour (RSH) depicts the productivity of each route. This ratio brings the true productivity of each route to scale and can stimulate discussions about frequency of service in urban and semi-urban areas of the of the county versus geographic coverage.</p> <p>Data presented is by Quarter, for the current and past two fiscal years.</p>

KPI Metric Descriptions & Importance, con't

Metric	Description & Importance
Risk Management & Safety	<p>Traffic Accidents are broken down into different categories: Collisions between intersections, at the intersection, with fixed objects, with other district vehicles</p> <p>Passenger Incidents happen with METRO passengers either while boarding a bus, on board a bus, or alighting (descending) a bus.</p> <p>Data presented is by Quarter, for the current quarter, previous quarter, and the current quarter for the last fiscal year.</p> <p>Quarterly categories are only reported if any reporting/presented quarter has 3 or more incidents.</p> <p>The YTD total is all incidents (Collisions between/at intersections, fixed object and rear end collisions, along with collisions between District vehicles)</p>
Reliability	<p>Any mechanical failure that impedes the vehicle from starting or completing a scheduled revenue trip because actual movement is limited, or there are safety concerns, are used to calculate the Mean Miles Between Chargeable Road Call.</p> <p>The metric is calculated using the number of miles for the month divided by the number of chargeable road calls for each service type (Fixed Route, Commuter, and ParaCruz).</p> <p>Data presented is by Quarter, for the current and past two fiscal years.</p>

KPI Metric Descriptions & Importance, con't

Metric	Description & Importance
Dependability	<p>Cancelled Trips are presented by Region and Cause for the current quarter only and YTD for the current year, and full year for the previous two fiscal years.</p> <p>Pass-Ups occur when a bus operator must leave behind a passenger for a variety of reasons: No Fare, Exceeds Capacity Load (Full Bus), Intoxicated/Belligerent/Biohazard, and All Other.</p> <p>Pass-Ups data are presented by Quarter, for the current and past two fiscal years for both Fixed Route and UCSC along with a YTD presentation of Routes with 10 or more Pass-Ups</p>

Historical Metrics

Metric	FY18	FY19	FY20	FY21	FY22	YTD FY23
Farebox Recovery	24.1%	22.7%	24.1%	11.2%	16.6%	18.6%
Fixed Route/Commuter Cost/RSH	218	211	270	298	271	247
ParaCruz Cost/Trip	69	72	129	181	91	69
Monthly Mean Miles Between Chargeable Road Calls - Fixed Route	13,524	13,610	13,216	14,368	16,216	22,712
Monthly Mean Miles Between Chargeable Road Calls - Highway 17	16,582	23,043	24,126	18,821	21,682	21,284
Monthly Mean Miles Between Chargeable Road Calls - ParaCruz	39,213	44,221	44,329	29,869	34,168	36,135
Average Age of Fleet - Fixed Route		13.8	12.6	12.9	12.8	
Average Age of Fleet - Highway 17		13.8	12.6	12.9	9.5	
Average Age of Fleet - ParaCruz		5.1	6.1	6.2	7.3	
Annual Road Miles - Fixed Route	2,385,515	2,443,157	2,139,917	1,999,474	2,325,531	1,150,409
Annual Road Miles - Highway 17	604,762	627,207	540,859	324,281	373,984	191,507
Annual Road Miles - ParaCruz	551,831	601,229	531,951	373,748	503,650	261,515



DATE: February 24, 2023
TO: Board of Directors
FROM: Daniel L. Zaragoza, Operations Manager, Paratransit Division
SUBJECT: ACCEPT AND FILE THE METRO PARACRUZ OPERATIONS STATUS REPORT FOR OCTOBER, NOVEMBER AND DECEMBER 2022

I. RECOMMENDED ACTION

That the Board of Directors accept and file the quarterly METRO ParaCruz Operations Status Report for October, November and December 2022

II. SUMMARY

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

ParaCruz during the months of October, November and December provided 19,659 rides. On Time Performance for this period was 95.20%.

ParaCruz is currently funded for 31 Paratransit Operators; three of these positions are vacant.

III. DISCUSSION/BACKGROUND

- Summary review of monthly operational statistics for ParaCruz.
Comparing the monthly statistics of FY22 to the monthly statistics of FY23:
 - In October, the number of ParaCruz rides increased by: 2,166
 - In November, the number of ParaCruz rides increased by: 1,312
 - In December, the number of ParaCruz rides increased by: 1,029

- Summary review of monthly operational information about ParaCruz for FY23:
 - October number of total ParaCruz rides: 7,176
 - November number of total ParaCruz rides: 6,588
 - December number of total ParaCruz rides: 5,587

- Comparing September 2022 statistics to October 2022, ParaCruz rides increased by 502
- Comparing October 2022 statistics to November 2022, ParaCruz rides decreased by 566
- Comparing November 2022 statistics to December 2022, ParaCruz rides decreased by 701

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

There are no financial considerations for this report.

VI. CHANGES FROM COMMITTEE

N/A

VII. COORDINATION

This staff report has been coordinated with statistics provided by the Finance and Fleet Departments.

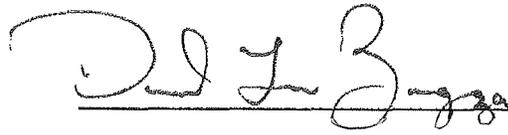
VIII. ATTACHMENTS

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

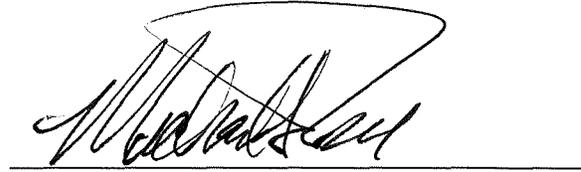
Prepared by: Daniel L. Zaragoza, Operations Manager, Paratransit Division

IX. APPROVALS

Daniel L. Zaragoza, Operations
Manager, Paratransit Division

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Michael Tree,
CEO/General Manager

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

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Attachment A

ParaCruz On-time Performance Report for October 2022

	October 2021	October 2022
Total pick ups	5,010	7,176
Percent in “ready window” *	99.85%	94.83%
1 to 5 minutes late	.12%	2.13%
6 to 10 minutes late	.00%	.91%
11 to 15 minutes late	.03%	.67%
16 to 20 minutes late	.00%	.46%
21 to 25 minutes late	.00%	.33%
26 to 30 minutes late	.00%	.11%
31 to 35 minutes late	.00%	.21%
36 to 40 minutes late	.00%	.14%
41 or more minutes late (excessively late/missed trips)	.00%	.31%
Total beyond “ready window”	0.15%	5.17%

*Target: 90%

On-time Performance

During October, ParaCruz' on time performance increased by 2.35% from last month. Ridership increased from last month. ParaCruz has four Operator positions unfilled and two Operators out on medical leave. The total number of available working ParaCruz Operators is 21 per weekday, not including Operators on annual leave.

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

During the month of October 2022, ParaCruz received twelve Customer Service Reports,
Two were complements, five not valid; three were valid complaints and one a comment.

Attachment A

ParaCruz On-time Performance Report for November 2022

	November 2021	November 2022
Total pick ups	5,276	6,588
Percent in “ready window”	98.84%	93.02%
1 to 5 minutes late	.57%	2.25%
6 to 10 minutes late	.24%	1.38%
11 to 15 minutes late	.21%	1.28%
16 to 20 minutes late	.08%	.79%
21 to 25 minutes late	.02%	.53%
26 to 30 minutes late	.00%	.29%
31 to 35 minutes late	.00%	.11%
36 to 40 minutes late	.02%	.23%
41 or more minutes late (excessively late/missed trips)	.02%	.12%
Total beyond “ready window”	1.16%	6.98%

*Target: 90%

On-time Performance

During November, ParaCruz' on time performance decreased by 1.81% from last month. November ridership decreased from last month. ParaCruz has four unfilled Operator positions, and two Operator out on Medical leave. The total number of available working ParaCruz Operators is 21 per weekday, not including Operators on annual leave.

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

During the month of November 2022, ParaCruz received eight Customer Service Reports. One was a compliment, four were valid, and three not valid.

Attachment A

ParaCruz On-time Performance Report for December 2022

	December 2021	December 2022
Total pick ups	4,858	5887
Percent in “ready window”	99.89%	98.08%
1 to 5 minutes late	.11%	.85%
6 to 10 minutes late	.14%	.32%
11 to 15 minutes late	.06%	.39%
16 to 20 minutes late	.12%	.15%
21 to 25 minutes late	.12%	.05%
26 to 30 minutes late	.04%	.08%
31 to 35 minutes late	.08%	.00%
36 to 40 minutes late	.00%	.08%
41 or more minutes late (excessively late/missed trips)	.08%	.00%
Total beyond “ready window”	.31%	1.92%

*Target: 90%

On-time Performance

During December, ParaCruz' on time performance increased by 5.06 % from last month. December ridership decreased from last month. ParaCruz has four Operator positions unfilled, and two Operators are out on medical leave. The total number of available working ParaCruz Operators is 21 per weekday, not including Operators on annual leave.

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

During the month of December 2022, ParaCruz received six Customer Service Reports. One was a compliment, four were valid and one was not valid.

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Attachment B

Comparative Operating Statistics through October 2022

	October 2021	October 2022	FY 22	FY 23	Performance Averages	Performance Goals
Requested	6,280	11,869	24,073	36,805	7,406	
Performed	5,010	7,176	19,640	25,896	5,689	
Cancel	17.53%	39.53%	23.57%	27.56%	20.57%	
No Shows	3.26%	4.61%	3.41%	3.31%	3.75%	Less than 3%
Total miles	31,282	40,953	129,492	166,756	38,077	
Av trip miles	6.62	7.04	6.53	6.70	6.58	
Within ready window	99.48%	94.83%	99.49%	96.25%	99.44%	90.00% or better
Call center volume	4,821	6,515	18,636	23,799	5,159	
Hold times less than 2 minutes	98.63%	95.70%	98.81%	96.14%	97.29%	Greater than 90%
Distinct riders	571	694	923	1,074	622	
Most frequent rider	52 rides	74 rides	212 rides	318 rides	70rides	
Shared rides	37.25%	42.39%	37.25%	43.72%	41.39%	Greater than 60%
Passengers per rev hour	2.00	2.16	2.02	2.10	2.06	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	N/A	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	N/A	
Rides < 10 miles	66.81%	59.18%	62.91%	64.40%	64.38%	
Rides > 10 miles	33.19%	40.82%	37.13%	35.61%	35.62%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	1	16	8	28	3	
Excessively Long Trips	0	3	0	4	1	
# Trips at Base Fare	3,028	4,166	11,803	36,805	3,456	
# Trips > Base Fare	986	1,297	3,480	4,300	1,005	

Attachment B

Comparative Operating Statistics through November 2022

	November 2021	November 2022	FY 22	FY 23	Performance Averages	Performance Goals
Requested	6,394	9,095	30,467	45,900	7,651	
Performed	5,576	6,588	24,916	32,484	5,797	
Cancel	17.48%	25.37%	20.09%	27.62%	22.38%	
No Shows	4.21%	4.31	3.57%	3.51%	3.76%	Less than 3%
Total miles	36,199	44,887	165,691	211,643	38,801	
Av trip miles	6.55	7.03	6.53	6.77	6.62	
Within ready window	98.84%	93.02%	99.36%	95.61%	97.95%	90.00% or better
Call center volume	4,972	6,059	23,608	29,858	5250	
Hold times less than 2 minutes	98.55%	95.16%	98.76%	95.94%	97.01%	Greater than 90%
Distinct riders	607	649	1,017	1,161	625	
Most frequent rider	52 rides	79 rides	270 rides	347 rides	72 rides	
Shared rides	37.30%	55.81%	37.16%	46.14%	42.93%	Greater than 60%
Passengers per rev hour	2.07	2.13	2.03	2.10	2.06	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	N/A	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	N/A	
Rides < 10 miles	63.84%	62.23%	63.10%	63.96%	64.25%	
Rides > 10	36.16%	37.77%	36.90%	36.04%	35.75%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	3	12	11	40	4	
Excessively Long Trips	1	2	0	6	1	
# Trips Base Fare	3,113	4,053	14,916	19,960	3,534	
# Trips > Base Fare	966	1,151	4,446	5,451	1020	

Attachment B

Comparative Operating Statistics through December 2022

	December 2021	December 2022	FY 22	FY 23	Performance Averages	Performance Goals
Requested	6,133	8,442	36,600	54,342	7,844	
Performed	4,858	5,887	29,774	38,371	5,884	
Cancel	22.80%	23.44%	22.09%	26.93%	22.43%	
No Shows	3.82%	5.09 %	3.61	3.77%	3.87%	Less than 3%
Total miles	37,555	33,857	203,246	245,500	38,493	
Av trip miles	6.44	6.78	6.52	6.77	6.65	
Within ready window	99.69%	98.08%	99.42%	96.02%	97.82%	90.00% or better
Call center volume	4,657	5,098	28,265	34,956	5,286	
Hold times less than 2 minutes	98.91%	97.08%	98.78%	94.13%	96.86%	Greater than 90%
Distinct riders	615	624	1,109	1,304	526	
Most frequent rider	54 rides	69 rides	322 rides	502 rides	73 rides	
Shared rides	34.62%	40.47%	36.74%	45.20%	43.42%	Greater than 60%
Passengers per rev hour	1.97	1.87	2.02	2.06	2.06	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	N/A	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	N/A	
Rides < 10 miles	65.62%	69.03%	63.62%	63.13%	64.53%	
Rides > 10	34.38%	30.97%	34.38%	33.87%	35.47%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	0	0	7	40	1	N/A
Excessively Long Trips	0	0	1	6	.58	
# Trips Base Fare	2,876	3,577	17,792	23,537	3,592	
# Trips > Base Fare	959	1,1030	5,405	6,481	1,026	

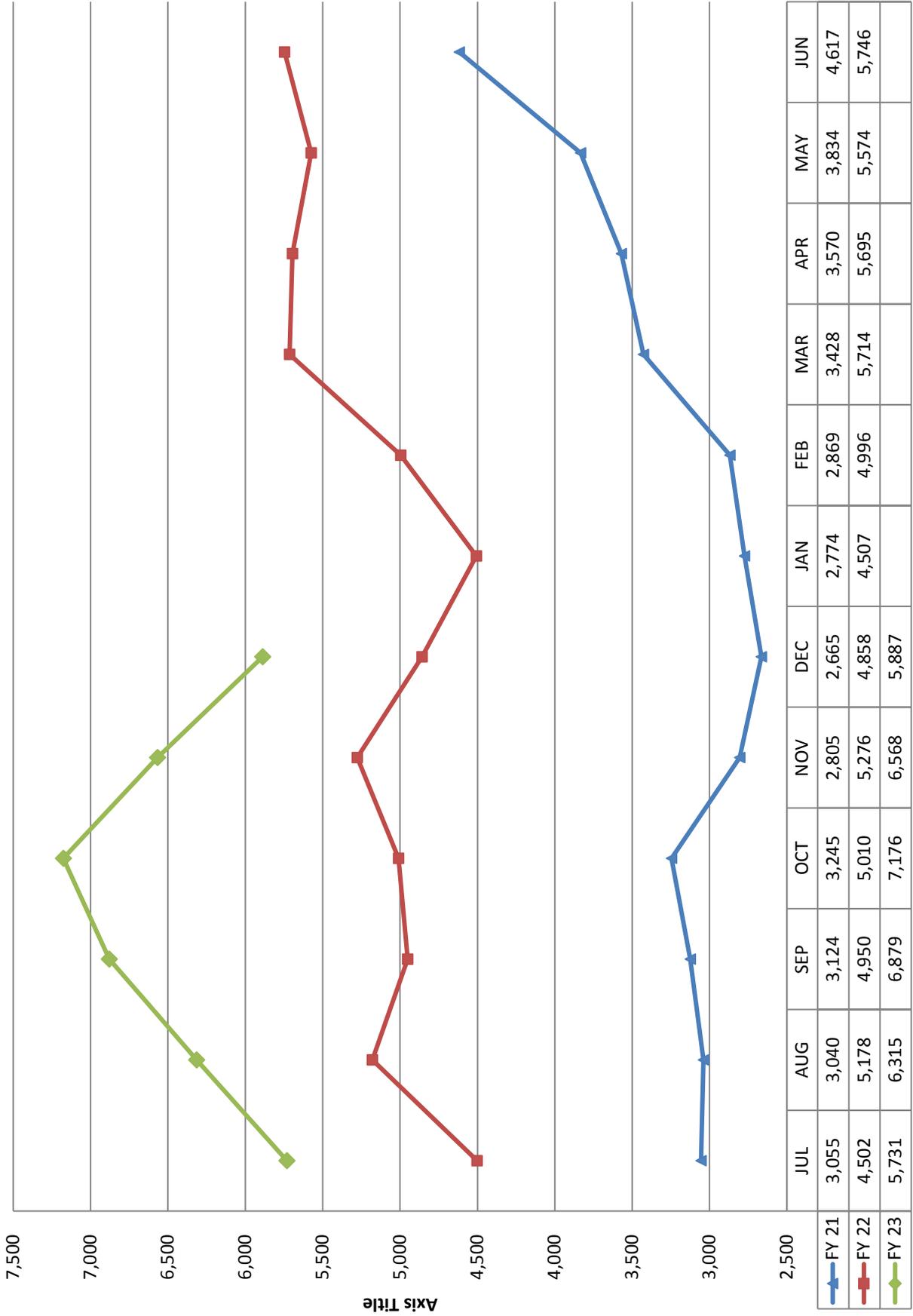
ParaCruz Operations Status Report

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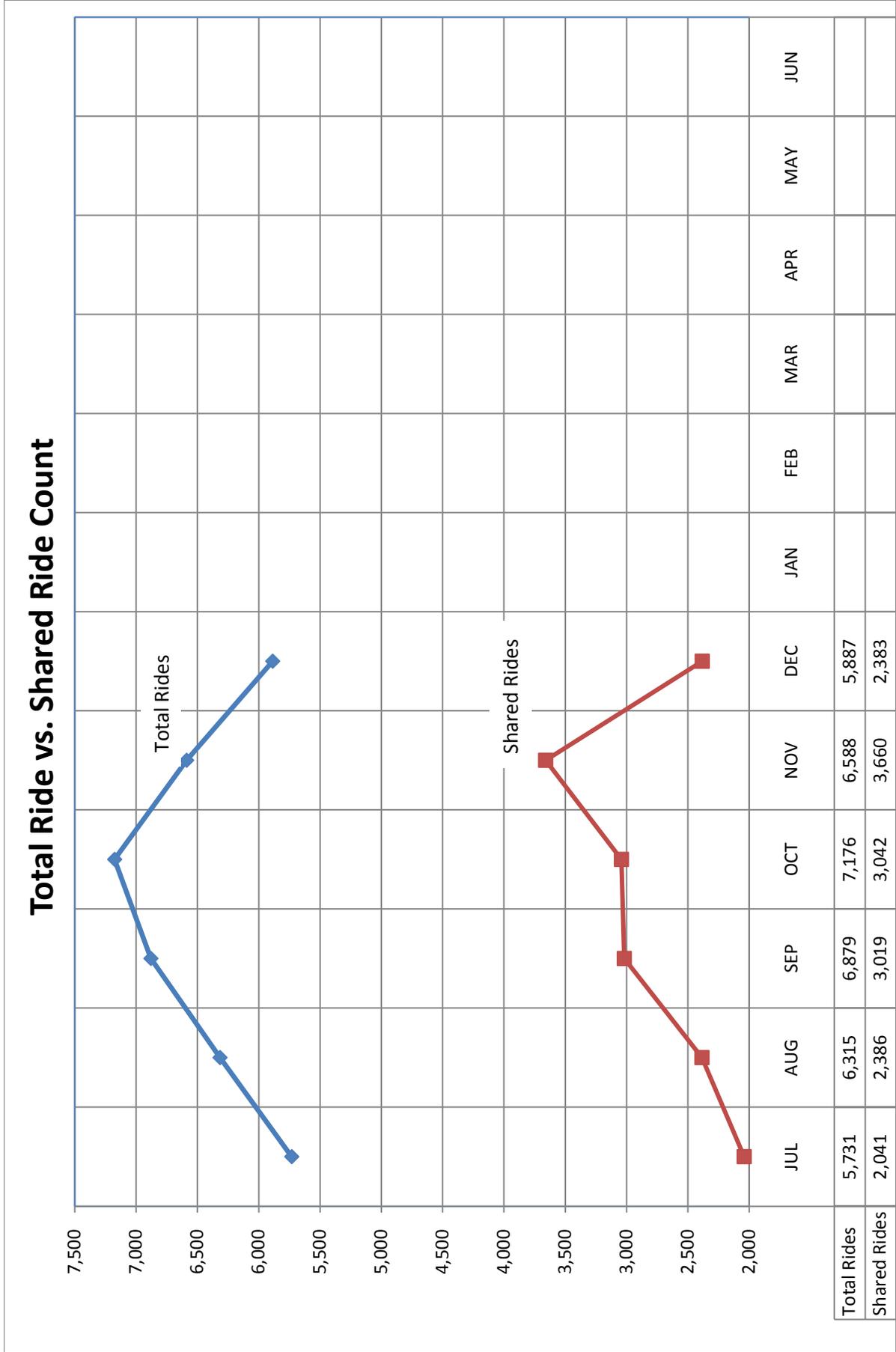
Attachment C

Number of Rides Comparison



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Attachment D

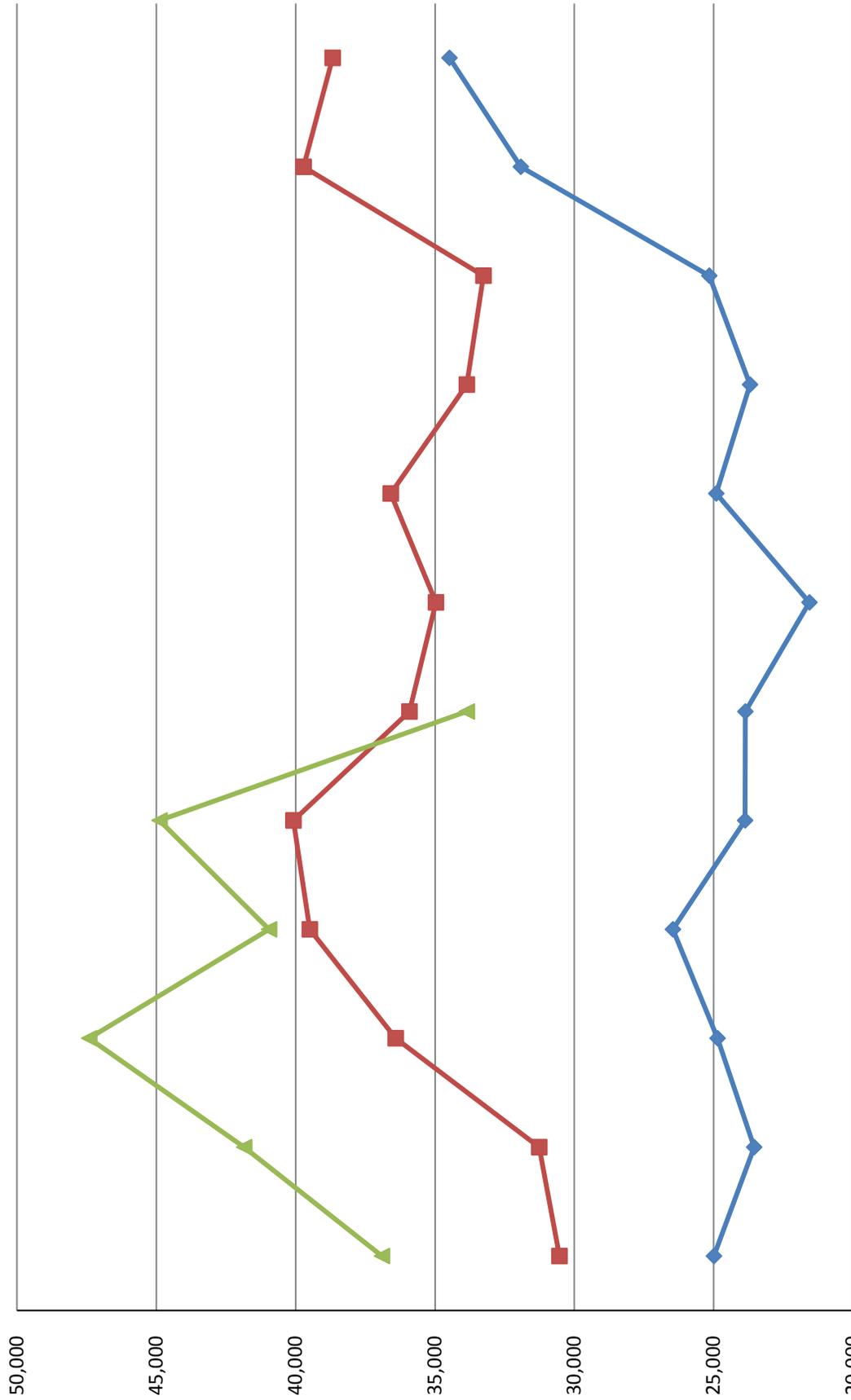


ParaCruz Operations Status Report

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Attachment E

Annual Miles Comparison



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FY 21	24,991	23,553	24,862	26,463	23,876	23,867	21,570	24,905	23,703	25,165	31,926	34,479
FY 22	30,534	31,261	36,415	39,489	40,081	35,918	34,963	36,588	33,857	33,260	39,713	38,678
FY 23	36,903	41,848	47,412	40,953	44,887	33,857						

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Attachment F

Monthly Assessments

MONTHLY ASSESSMENTS						
	UNRESTRICTED	RESTRICTED CONDITIONAL	RESTRICTED TRIP BY TRIP	TEMPORARY	DENIED	TOTAL
JANUARY 2022	40	0	0	13	0	53
FEBRUARY 2022	52	0	0	43	0	95
MARCH 2022	48	0	0	30	0	78
APRIL 2022	49	0	0	22	0	71
MAY 2022	50	0	0	27	0	77
JUNE 2022	16	0	0	21	1	38
JULY 2022	45	0	0	26	0	71
AUGUST 2022	62	0	0	54	0	116
SEPTEMBER 2022	61	0	0	52	0	113
OCTOBER 2022	65	0	0	37	0	102
NOVEMBER 2022	70	0	0	35	0	105
DECEMBER 2022	18	0	0	34	0	52

Number of Eligible Riders for the month of October 2022 = 3339

Number of Eligible Riders for the month of November 2022 = 3564

Number of Eligible Riders for the month of December 2022 = 3537

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

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

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

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

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Attachment G

Top Trip Destinations

LOCATION	October	November	December	Total	% of total rides
Satellite Dialysis - Capitola	871	811	845	2,435	12.39%
Cabrillo College 6500 Soquel Dr. Aptos	660	502	273	1,144	5.82%
Satellite Dialysis - Watsonville	370	353	266	870	4.43%
Santa Cruz Post-Acute 1115 Capitola Rd. SC	173	130	151	729	3.71%
Palo Alto Medical 2025 Soquel Ave. SC	189	162	115	538	2.74%
La Posada 609 Frederick St. SC	196	143	167	467	2.38%
Soquel High School 401 Soquel San Jose Rd.	199	140	98	419	2.13 %
Bay Avenue Senior Apartments 750 Bay Ave. Capitola	141	148	127	389	1.80%
Pacific Coast Manor 1935 Wharf Rd. Capitola	130	152	109	347	1.77%
Brookdale Assisted Living 100 Lockwood Lane Scotts Valley	38	47	55	231	1.16%
Hearts & Hands Skilled Nursing 2990 Soquel Dr. Santa Cruz	105	51	18	227	1.16%
The Galleria 740 Front St. SC	45	49	43	221	1.12%

Number of rides for the month of October 2022 = **7,176**
 Number of rides for the month of November 2022 = **6,588**
 Number of rides for the month of December 2022 = **5,887**

ParaCruz Operations Status Report

10.5G.1

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DATE: February 24, 2023
TO: Board of Directors
FROM: John Urgo, Planning & Development Director
SUBJECT: ACCEPT AND FILE THE METRO SYSTEM RIDERSHIP REPORTS FOR THE SECOND QUARTER OF FY23

I. RECOMMENDED ACTION

That the Board of Directors accept and file the METRO system ridership report for the second quarter of FY23

II. SUMMARY

- FY23 Q2 total ridership increased 13.1% (+95,345) compared to FY22 Q2. However, FY22 Q2 ridership decreased 41.2% (-576,205) compared to FY19 Q2.
- Local Non-student ridership increased 18.8% (+50,581) compared to FY22 Q2 but decreased 28.1% (-124,720) compared to FY19 Q2.
- Highway 17 (Hwy 17) ridership increased 19.1% (+5,634) compared to FY22 Q2 but decreased 53.9% (-39,727) compared to FY19 Q2.
- UCSC ridership increased 5.0% (+20,744) compared to FY22 Q2 but decreased 44.8% (-353,092) compared to FY19 Q2.
- Cabrillo College ridership increased 111.2% (+18,386) compared to FY21 Q2 but decreased 62.7% (-58,666) compared to FY19 Q2.

III. DISCUSSION/BACKGROUND

This report contains ridership summaries and ridership by route for Santa Cruz Metropolitan Transit District (METRO) fixed route bus service for the Second quarter (Q2) of FY23, October 1, 2022 – December 31, 2022. Quarterly ridership reports keep the Board of Directors (Board) apprised of METRO's ridership statistics and ridership trends:

- Attachment A shows system-wide and college student ridership statistics for Q2 of FY23 and makes year-over-year comparisons with ridership statistics.
- Attachment B shows the average ridership and pass/fare usage per route and system-wide.
- Attachment C shows the weekly ridership comparison for Q2 of FY23 with FY22 and FY19.

Total Fixed Route Ridership: FY23-22

Compared to the previous fiscal year's second quarter, FY23 Q2 total fixed-route ridership increased 13.1%. METRO operates 23 Local routes and one Commuter route over Highway 17 (Hwy 17). The Hwy 17 route ridership increased 19.9%. Local route ridership increased 12.8%. Non-student ridership, which was 40.5% of local route riders, increased 18.8%.

Student Pass ridership, tracked only on local routes and comprised of UCSC and Cabrillo riders, increased 9.1% in Q2 of FY23. The relative share of Student Pass boardings in Q2 by Cabrillo riders increased 3.6% in FY23 compared to FY22. Cabrillo boardings grew 110.1% in Q2 of FY23 compared to the previous fiscal year. UCSC ridership increased 12.5% during the same period. Picketing on the UCSC campus related to the UAW strike restricted METRO from operating UCSC service on campus, while picketing was ongoing, and reduced UCSC boardings on campus.

Though total fixed-route ridership increased 13.1% in FY23 Q2, METRO operated 3.8% fewer vehicle revenue hours (VRH). The ongoing Operator shortage necessitated running less scheduled revenue service than ran in Q2 of the year prior. Service reductions occurred so that METRO could operate scheduled revenue service more reliably. Compared to FY22, the second quarter of FY23 had 59% fewer canceled service hours.

Total Fixed Route Ridership: FY23-19

FY23 Q2 had only 58.8% of the total fixed-route ridership recorded in Q2 of FY19. Hwy 17 route boardings regained only 46.1% for the same segment of ridership in FY19 Q2. Local route boardings re-captured 59.5% of FY19 Local route ridership for the same quarter. In Q2 of FY23, Non-student local route ridership recovered to 71.9% of FY19 Q2 boardings for the same rider segment. FY23 Q2 Student Pass ridership reached only 53.3% of FY19 Student Pass boardings for the same quarter. In FY19, UCSC comprised 89.4% of Q2 Student Pass riders and Cabrillo represented the remaining 10.6%.

Compared to FY19 Q2, METRO operated 14.2% less VRH in the second quarter of FY23. Ongoing operator shortages limited METRO's ability to restore service to pre-COVID levels in FY23. While ridership continues to recover with reduced operating hours, this recovery will plateau without the ability to increase revenue service hours.

Regular and Discount Passes & Fares: FY23-22

Discount cash usage decreased 4.2% while Discount pass usage increased 27.6% in FY23 Q2, compared to the same quarter in FY22. Discount pass boardings were 54.9% of all Discount boardings in the second quarter of FY22. Overall, discount ridership increased 11.0%.

Pass boardings for regular fare adults and all youth not associated with the Student Pass programs increased 41.4%. While cash fares among this demographic increased only 2.2%, cash fares remain 61.8% of all non-discount adult fares.

Overall, boardings from this segment of ridership increased 21.9% in the second quarter of FY23.

Regular and Discount Passes & Fares: FY23-19

In Q2 of FY23, Discount cash usage was at 68.4% of FY19 Discount cash boardings for the same period. Discount pass usage was only 48.0% of Discount pass usage in FY19 Q2. Overall, Q2 FY23 Discount ridership recovered only 55.4% of Q2 FY19 boardings for the same rider segment.

Cash boardings for regular fare adults, and all youth not associated with the Student Pass programs was 61.4% of pre-COVID levels. Pass boardings for regular fare adults was 71.0% of FY19 Q2 boardings for the same rider segment. Overall, regular fare adults and youth fare boardings have recovered to 66.7% of FY19 Q2 boardings levels.

Weekly Ridership Growth: FY23-22

For the first six weeks of the second quarter of FY23, weekly ridership was on average 27.7% greater than year-over-year weekly ridership in FY22. After UAW strike actions began on the UCSC campus November 14 and continued through December 9, average weekly ridership decreased 14.0%. The remaining three weeks of the quarter saw an average increase in ridership of 14.5% over the same period in FY22.

Weekly Ridership Growth: FY23-19

With the exception of the week ending on October 28, the first six weeks of the second quarter of FY23 were on average 66.3% of year-over-year weekly ridership in FY19. The week of October 22 showed the smallest decrease in total ridership in FY23 compared to FY19. This was due to the AFSCME strike that operated during the same week in FY19. After UAW strike actions began on the UCSC campus on November 14 in FY23, the average weekly ridership was only 43.3% of FY19 weekly ridership over the same period. The remaining three weeks of the quarter saw an average recovery of 61.1% compared to the same period in FY19.

Trip Ridership by Route: FY23-22

FY23 year-over-year total ridership per trip increased 20.1% compared to Q2 of FY22. Average weekday and weekend ridership per trip on all routes was similar with 20.8 average riders per weekday trip compared to an average of 20.1 riders per trip on the weekend. The weekday route with the highest average passenger load per revenue trip was the route 18 UCSC via Main Gate-Mission with 54.1 riders per trip. The weekend route with the greatest passenger loads was also the route 18 UCSC via Main Gate-Mission with an average of 63.4 riders per trip.

Trip Ridership by Route: FY23-19

Compared to FY19, overall riders per trip was only 68.1% of recorded riders per trip in FY19. Weekday riders per trip was 67.1% of FY19 Q2 levels. The average weekend riders per trip was 71.8% of weekend riders for the same period. The FY19 weekday route with the greatest trip loads was the weekday route 16,

replaced with the route 18. The weekend route with the largest trip loads was both the route 16, replaced with the route 18 in FY22, and the route 20.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

Revenue derived from passenger fares and passes was reflected in the FY23 operating budget. Farebox revenue this quarter increased 3.1% compared to Q2 in FY22. Pass usage also increased 37.7% this quarter compared to the second quarter of FY22. The COVID-19 pandemic fallout continues to adversely affect passenger pass and fare usage.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

There are no alternatives to consider.

VIII. ATTACHMENTS

Attachment A: Quarterly System Ridership Summary for FY23 Q2 October 1, 2022 – December 31, 2022

Attachment B: Quarterly Average Ridership by Route Report for FY23 Q2 October 1, 2022 – December 31, 2022

Attachment C: Quarterly Ridership by Week for FY23 Q2 October 1, 2022-December 31, 2022

Prepared by: Cayla Hill, Planning Analyst

IX. APPROVALS

John Urgo
Planning and Development Director



Approved as to fiscal impact:
Chuck Farmer, CFO



Michael Tree
CEO/General Manager



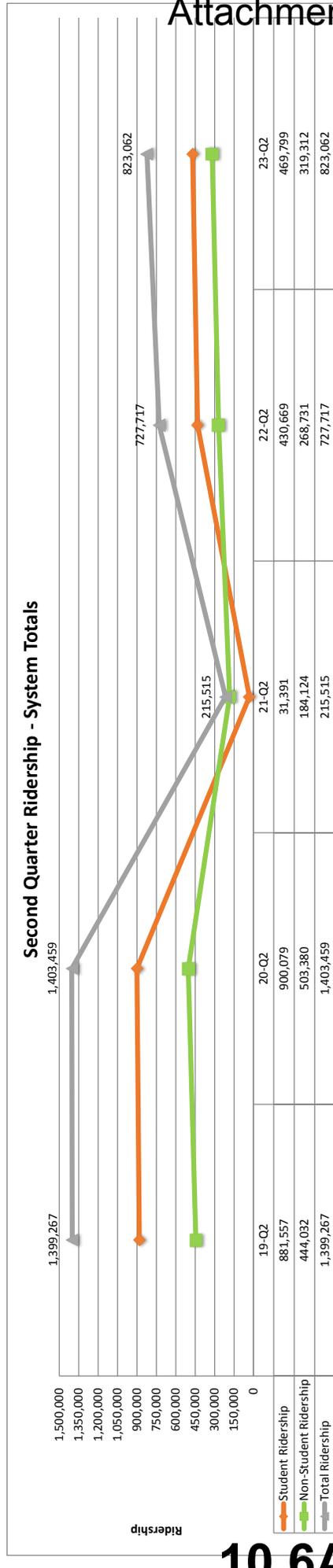
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Quarterly System Ridership Summary

Calendar Operating Days		Discounted Pass Usage (Senior/Disabled)			Regular Pass Usage		
	This Year	Last Year	FY23 Q1	FY22 Q1	Difference	% Change	Quarterly Totals (Q2)
Weekdays	63	66	49,279	38,616	10,663	27.6%	Local Pass Usage FY23 Q1: 125,533 FY22 Q1: 90,805 Difference: 34,728 % Change: 38.2%
Weekends	29	26					Hwy 17 Pass Usage FY23 Q1: 28,001 FY22 Q1: 17,814 Difference: 10,187 % Change: 57.2%
UCSC Days of Instruction*	47	48					Total Pass Usage FY23 Q1: 153,534 FY22 Q1: 108,619 Difference: 44,915 % Change: 95.4%

Cabrillo Days of Instruction **		Discounted Cash Usage (Senior/Disabled)			Regular Cash Usage		
	This Year	Last Year	FY23 Q1	FY22 Q1	Difference	% Change	Quarterly Totals (Q2)
	52	48	38,022	39,972	(1,950)	-4.9%	Local Single Cash Fare FY23 Q1: 105,691 FY22 Q1: 99,665 Difference: 6,026 % Change: 6.0%
			2,389	2,211	178	8.1%	Hwy 17 Single Cash Fare FY23 Q1: 4,348 FY22 Q1: 7,965 Difference: (3,617) % Change: -45.4%
			40,411	42,183	(1,772)	-4.2%	Total Cash Usage FY23 Q1: 110,039 FY22 Q1: 107,630 Difference: 2,409 % Change: 2.2%

System Totals		Quarterly Totals (Q2)			Student Pass Totals			
	FY23 Q1	FY22 Q1	Difference	% Change	FY23 Q1	FY22 Q1	Difference	% Change
Local Fixed Route	789,111	699,400	89,711	12.8%	434,883	414,139	20,744	5.0%
Highway 17 Express	33,951	28,317	5,634	19.9%	34,916	16,530	18,386	111.2%
System Total	823,062	727,717	95,345	13.1%	469,799	430,669	39,130	9.1%



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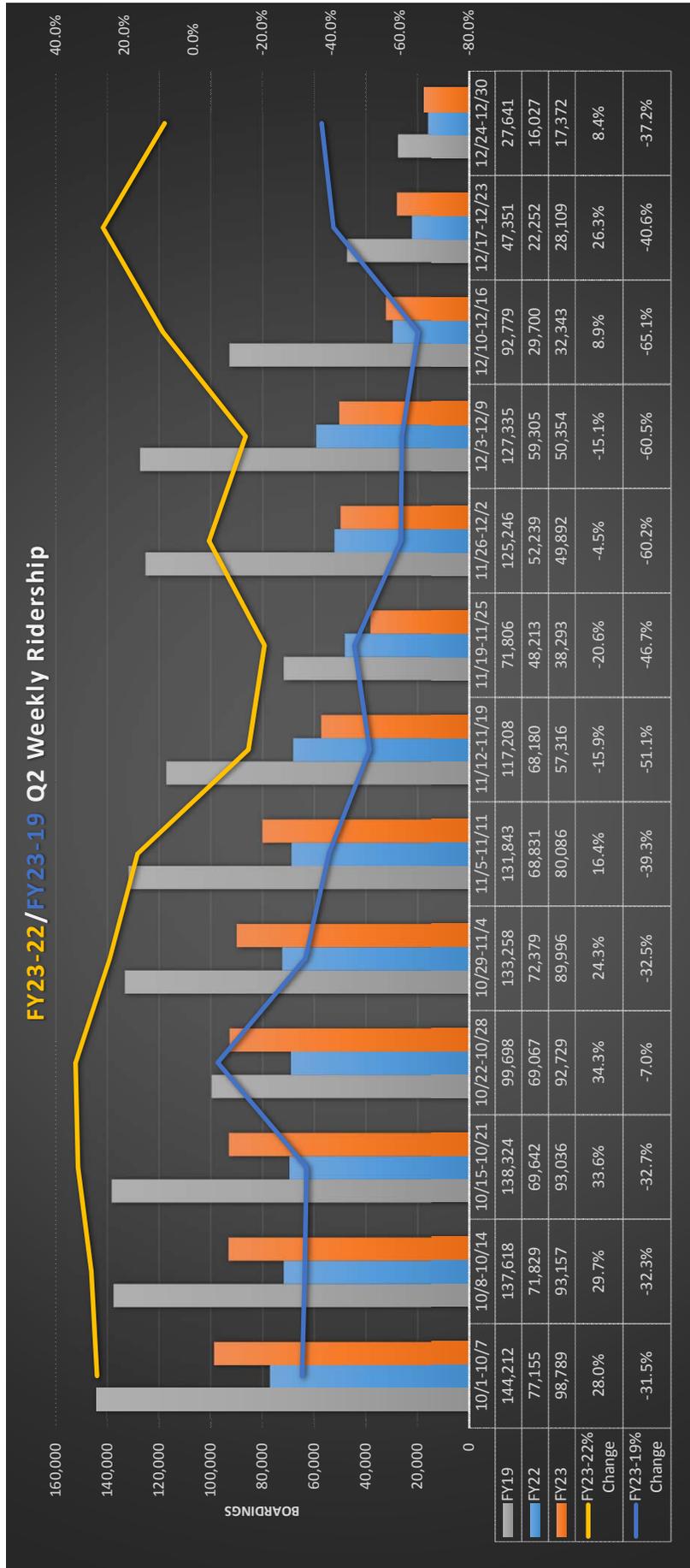
Quarterly Average Ridership by Route Report

October 1, 2022-December 31, 2022		Average Weekday Ridership per Trip					Average Weekend Ridership per Trip				
Route	Corridor	Total Riders	UCSC Riders %	Cabrillo Riders %	Discount Fares and Passes %	Regular Fares & Passes %	Total Riders	UCSC Riders %	Cabrillo Riders %	Discount Fares and Passes %	Regular Fares and Passes %
UCSC											
10	UCSC via High St.	38.4	95.7%	0.1%	1.2%	3.0%	45.5	94.1%	0.1%	1.6%	4.3%
15	UCSC via Laurel West	38.0	95.6%	0.3%	0.7%	3.4%					
18	UCSC via Main Gate-Mission	51.4	93.0%	0.5%	1.2%	5.3%	63.4	94.4%	0.4%	1.2%	4.0%
19	UCSC via Lower Bay	41.9	94.0%	0.4%	2.1%	3.5%	53.4	92.9%	0.2%	2.0%	4.9%
20	UCSC via West Side	38.9	91.5%	0.4%	2.6%	5.5%	45.5	91.7%	0.4%	2.3%	5.7%
Intercity											
35/35E	Santa Cruz/Scotts Valley/SLV	12.1	5.8%	3.7%	19.1%	71.5%	12.9	5.6%	2.3%	22.3%	69.8%
69A	Capitola Road/Watsonville	19.9	11.2%	4.4%	26.1%	58.3%	17.3	18.3%	3.5%	22.1%	56.1%
69W	Cap. Road/CRrillo/Watsonville	19.8	10.0%	17.4%	19.1%	53.5%	17.9	14.9%	4.4%	20.5%	60.2%
71	Santa CruB to Watsonville	21.5	6.7%	13.3%	20.9%	59.0%	15.1	6.9%	4.0%	25.6%	63.5%
N orth County											
40	Davenport/North Coast	7.5	6.8%	2.7%	6.7%	83.8%					
41	Bonny Doon	10.7	5.9%	2.2%	5.2%	86.7%					
42	Davenport/Bonny Doon	11.0	17.6%	1.0%	9.6%	71.8%	6.3	21.6%	0.6%	27.1%	50.8%
Live Oak											
66	Live Oak via 17th	9.8	17.5%	3.0%	23.7%	55.8%	8.3	23.2%	3.3%	24.8%	48.6%
68	Like Oak via Broadway/Portola	7.2	24.4%	2.6%	21.5%	51.5%	6.9	33.7%	1.8%	18.0%	46.6%
Local Santa Cruz											
4	Harvey West/Emeline	2.4	10.1%	4.1%	36.1%	49.7%					
Mid County											
55	Rio Del Mar	8.5	3.4%	29.5%	26.0%	41.1%	5.4	5.3%	12.6%	33.9%	48.2%
Local Watsonville											
72	Watsonville Hospital/Pinto Lake	7.9	0.8%	8.4%	29.9%	60.9%	6.2	1.1%	2.9%	29.3%	66.8%
74S	PVHS/Watsonville Hospital	11.9	0.0%	2.7%	8.5%	88.7%					
75	Green Valley Road	16.3	0.9%	7.2%	33.3%	58.6%	4.3	0.5%	3.3%	33.3%	62.9%
79	Pajaro/East Lake	5.0	0.9%	12.3%	28.0%	58.8%	4.5	2.0%	3.6%	35.1%	59.3%
WC	Watsonville Circulator	8.9	-	-	-	100.0%	8.4	-	-	-	100.0%
Express											
91X	Santa Cruz/Watsonville Express	12.8	6.2%	43.4%	14.7%	35.8%					
Hwy 17	Hwy 17 Express	12.1	-	-	10.2%	89.8%	11.9	-	-	6.9%	93.1%
Avg. Ridership per Trip		20.8	52.5%	4.9%	10.5%	32.1%	20.1	54.2%	1.6%	10.8%	33.4%

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

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Attachment C



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DATE: February 24, 2023
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 February 2023, 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 four claims for the month of February 2023 for money or damages. As a public entity, METRO must act "within 45 days after the claim has been presented" (Govt C §912.4(a)). See staff recommendations in paragraph VIII.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

None

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

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

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

VIII. DESCRIPTION OF CLAIM

Claimant	Claim #	Description	Recommended Action
Candi Rivera	23-0001	Claimant alleges that a METRO Bus damaged her vehicle. Amount of claim: \$4,321.60	Reject
Shenoy, Prathima	23-0002	Claimant alleges that a METRO Bus damaged her vehicle. Amount of claim: \$1,539.84	Reject
Cantu, Alex	23-0003	Claimant alleges that a METRO Bus damaged his vehicle. Amount of claim: \$1,428.19	Reject
Pintor Chavez, Abraham	23-0004	Claimant alleges that a METRO Bus damaged his vehicle. Amount of claim: \$4,586.51	Reject

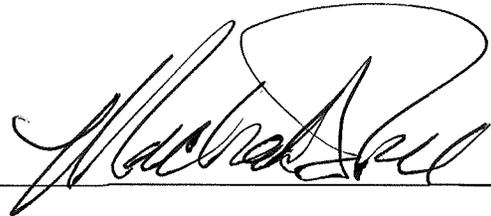
Prepared by: Tom Szeszowicki, Safety Specialist

IX. APPROVALS

Curtis Moses, Safety, Security
and Risk Management Director



Michael Tree
CEO/General Manager



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DATE: February 24, 2023
TO: Board of Directors
FROM: Michael Tree, CEO/General Manager
SUBJECT: CONSIDERATION OF A RESOLUTION MAKING CERTAIN FINDINGS AND DIRECTING THAT THE BOARD AND ITS COMMITTEE MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE

I. RECOMMENDED ACTION

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

II. SUMMARY

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

III. DISCUSSION/BACKGROUND

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

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

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

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

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

V. FINANCIAL CONSIDERATIONS/IMPACT

There is no financial impact.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

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

VIII. ATTACHMENTS

Attachment A: Authorizing Resolution

Prepared by: Donna Bauer, Executive Assistant

IX. APPROVALS

Michael Tree, CEO/General Manager



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Attachment A



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

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

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

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

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

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

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

Attachment A

Resolution #
Page 2 of 3

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

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

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

BE IT FURTHER RESOLVED, that in light of these findings, the Board directs the Interim CEO/General Manager and Board Secretary to continue to agendaize 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 24th Day of February 2023 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors –

APPROVED:

Board Chair

10.8A.2

Attachment A

Resolution #
Page 2 of 3

ATTEST:

MICHAEL TREE,
CEO/General Manager

APPROVED AS TO FORM:

JULIE SHERMAN
General Counsel

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DATE: February 24, 2023
TO: Board of Directors
FROM: Michael Tree, CEO/General Manager
SUBJECT: CONSIDERATION OF AWARD OF CONTRACT TO CATTO'S GRAPHICS FOR FULL BUS WRAP SERVICES NOT TO EXCEED \$212,204.42

I. RECOMMENDED ACTION

That the Board of Directors award a base contract to Catto's Graphics for Full Bus Wrap Services in an amount not to exceed \$212,204.42, and authorize the CEO/General Manager to execute the Catto's Graphics contract for a two-year period.

II. SUMMARY

- The Santa Cruz Metropolitan Transit District (METRO) has a need for Full Bus Wrap Services to update outdated branding to align with METRO's current brand standards in connection with METRO's One Ride at a Time campaign.
- A formal Request for Proposals (RFP) was conducted to solicit proposals from qualified firms. Nine firms submitted proposals for METRO's review.
- A three-member evaluation team composed of METRO staff reviewed and evaluated the proposals, and is recommending that the Board of Directors (Board) award a contract to Catto's Graphics, the highest ranked firm.

III. DISCUSSION/BACKGROUND

In late 2019 and early 2020, METRO, with the help of a design firm, updated METRO's Brand Guidelines to a more modern design that included a new logo, color scheme, and fonts to be more in line with current design trends than the previous iteration, which was created for METRO several decades ago.

Due to the pandemic, an official brand rollout was never completed. This has left METRO's fleet mixed between several different branding styles. A majority of METRO's vehicles still contain the outdated horizontal METRO logo with a stripe design, while our newly acquired vehicles have been receiving full vehicle vinyl wraps with METRO's updated circular logo and wave design to match METRO's current, more modern, brand guidelines.

As METRO works to increase ridership and further establish the agency as a key community partner, it would be in the best interest of the agency to update our fleet to have consistent branding. This will allow our riders and our community to better identify METRO and to connect with our brand.

METRO's new One Ride at a Time (ORAT) campaign is the perfect opportunity to highlight METRO's mission of providing environmentally sustainable transportation in Santa Cruz County and increase ridership, while providing our riders the opportunity to support organizations making a difference in our local community. This program, in addition to METRO's ZEB Master Plan, will solidify METRO as a key community partner in protecting our local environment. ORAT is an opportunity to not only educate the public about the benefits of public transit and the unique natural resources of the Monterey Bay, but inspire people to take action.

As part of the larger brand rollout, METRO will wrap outdated buses, as well as wrap newly purchased vehicles that would otherwise be painted/branded, with the new ORAT campaign. This will allow METRO to not only update the look of our fleet to be more consistent, but to also promote the benefits of riding public transportation.

Throughout the next 18-24 months, METRO will gradually release pairs of buses wrapped with iconic images of the Monterey Bay to heighten local environmental awareness. By the end of 2024, about 30 wrapped buses will be traveling throughout Santa Cruz County that feature inspiring images of whales, sea otters, mountain lions, redwoods and more. The beautifully wrapped ORAT buses will remind our community of the positive impact they make every time they choose public transit over a personal vehicle.

On January 17, 2023, METRO legally advertised RFP No. 23-10, distributed notices via Bonfire (METRO's e-procurement portal) to 198 firms, including 70 Disadvantaged Business Enterprises (DBEs), and sent email notices to all GovDelivery subscribers. On February 9, 2023, proposals were received and opened from nine firms. A list of these firms is provided in Attachment A. A three-member evaluation team composed of METRO staff has reviewed and evaluated the proposals.

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

Evaluation Criteria	Points
Qualifications and recent experience	30
Participation in METRO's Sustainability Policy	5
Understanding of and technical approach to Project	30
Quality of relevant experience of key staff	20
Experience with government agencies	5
References	15
Cost proposal	35
Total Points Possible	140

Catto's Graphics was determined to be the highest ranked firm whose proposal fulfills the requirements of the RFP, with costs that are fair and reasonable.

Staff is recommending that the Board award a two-year contract to Catto's Graphics for Full Bus Wrap Services in an amount not to exceed \$212,204.42, and authorize the CEO/General Manager to execute the Catto's Graphics contract.

Catto's Graphics will provide all services meeting all METRO's specifications and requirements of the contract. Danielle Glagola, Marketing, Communications & Customer Service Director, will serve as the Contract Administrator and will ensure contract compliance.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

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

- Strategic Alliances and Community Outreach
- State of Good Repair

V. FINANCIAL CONSIDERATIONS/IMPACT

The value of the contract is \$212,204.42 for a two-year term, during which all wraps for the One Ride at a Time Campaign will be completed. Funds to support this contract are included in the current fiscal year's Marketing Operating budget, within the Printing (504215) account. Since this is a multi-year contract, the Department Director will be accountable for budgeting the cost each fiscal year.

VI. CHANGES FROM COMMITTEE

N/A

VII. ALTERNATIVES CONSIDERED

- Do nothing is an alternative, but METRO will continue to have inconsistent fleet branding and miss an opportunity to promote the ORAT campaign that has the potential to increase ridership and place the METRO brand in good standing within the community. Additionally, METRO will need to budget in rebranding the fleet at some date, as we continue to refurbish and purchase new vehicles. Instead of investing in paint, which is less environmentally friendly, METRO would opt for vinyl wraps in some form of current branding. This approach accomplishes both asks.

VIII. ATTACHMENTS

Attachment A: List of Responding Firms

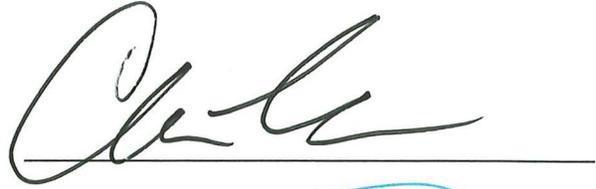
Attachment B: Contract with Catto's Graphics

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

Prepared by: Michael Tree, CEO/General Manager

IX. APPROVALS

Approved as to fiscal impact:
Chuck Farmer, CFO



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

Michael Tree, CEO/General Manager



A handwritten signature in blue ink, appearing to read "Michael Tree", is written over a horizontal line.

Attachment A



Responding Firms for RFP No. 23-10

Full Bus Wrap Services

Received by February 9, 2023 at 5:00 PM

Buck Signs & Graphics	Colton	CA
Catto's Graphics, Inc.	Santa Cruz	CA
Circle Graphics	San Fernando	CA
Classic Graphics	Newark	CA
Commercial Titan Wraps LLC	Richmond	CA
Lamar Transit, LLC	Concord	CA
MOTR GRAFX, LLC	Wheeling	IL
Sign Factory, Printing & Office Equipment Inc.	El Centro	CA
Turbo Images Inc.	Quebec	Canada

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Attachment B

PROFESSIONAL SERVICES CONTRACT FOR FULL BUS WRAP SERVICES (23-10)

THIS CONTRACT is made effective on February 24, 2023 between the SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (“Santa Cruz METRO”), a political subdivision of the State of California, and CATTO’S GRAPHICS, INC. (“Contractor”).

1. RECITALS

1.1 Santa Cruz METRO’s Primary Objective

Santa Cruz METRO is a public entity whose primary objective is providing public transportation and which has its principal office at 110 Vernon Street, Santa Cruz, California 95060.

1.2 Santa Cruz METRO’s Need for Full Bus Wrap Services

Santa Cruz METRO has the need for Full Bus Wrap Services. In order to obtain these services, Santa Cruz METRO issued a Request for Proposals, dated January 17, 2023, setting forth specifications for such services. The Request for Proposals is attached hereto and incorporated herein by reference as Exhibit A.

1.3 Contractor’s Proposal

Contractor is a firm qualified to provide Full Bus Wrap Services and whose principal place of business is 111 Dubois Street, Santa Cruz, California 95060. Pursuant to the Request for Proposals issued by Santa Cruz METRO, Contractor submitted a proposal for Full Bus Wrap Services, which is attached hereto and incorporated herein by reference as Exhibit B.

1.4 Selection of Contractor and Intent of Contract

On February 14, 2023, Santa Cruz METRO selected Contractor as the Proposer whose proposal was most advantageous to Santa Cruz METRO to provide the Full Bus Wrap Services described herein. This Contract is intended to fix the provisions of these services.

Santa Cruz METRO and Contractor agree as follows:

2. INCORPORATED DOCUMENTS AND APPLICABLE LAW

2.1 Documents Incorporated in this Contract

This Contract shall consist of the following documents, all of which are incorporated herein and made a part hereof by reference thereto. This writing constitutes the final expression of the parties’ Contract, and it is a complete and exclusive statement of the provisions of that Contract, except for written amendments, if any, made after the date of this Contract in accordance with Section 12.15 of the General Conditions to the Contract.

- 1) This Contract

Attachment B

2) Exhibit A

Santa Cruz METRO's "Request for Proposals" dated January 17, 2023, including Addenda Nos. 1 through 5.

3) Exhibit B (Contractor's Proposal)

Contractor's Proposal to Santa Cruz METRO for Full Bus Wrap Services, as accepted by Santa Cruz METRO.

2.2 Conflicts

In the event of conflict between or among the terms of the Contract Documents, the order of precedence, from highest to lowest, will be this Contract; Exhibit A; Exhibit B.

2.3 Recitals

The Recitals set forth in Article 1 are part of this Contract.

3. **DEFINITIONS**

3.1 General

The terms below (or pronouns in place of them) have the following meaning in the Contract:

3.1.1 **CONTRACT** – The Contract consists of this document, the attachments incorporated herein in accordance with Article 2, and any written amendments made in accordance with Part IV, Section 12.15 of the General Conditions to the Contract.

3.1.2 **CONTRACTOR** – The Proposer selected by Santa Cruz METRO for this project in accordance with the Request for Proposals issued January 17, 2023.

3.1.3 **CONTRACTOR'S STAFF** – Employees of Contractor.

3.1.4 **DAYS** – Calendar days.

3.1.5 **PROPOSER** – Contractor whose proposal was accepted under the terms and conditions of the Request for Proposals issued January 17, 2023.

3.1.6 **PROVISION** – Any term, agreement, covenant, condition, clause, qualification, restriction, reservation, or other stipulation in the Contract that defines or otherwise controls, establishes, or limits the performance required or permitted by either party.

3.1.7 **SCOPE OF WORK (OR "WORK")** – The entire obligation under the Contract, including, without limitation, all labor, equipment, materials, supplies, transportation, services, and other work products and expenses, express or implied, in the Contract.

Attachment B

4. TIME OF PERFORMANCE

4.1 Term

The term of this Contract will be for a period not to exceed **two (2)** years, and shall commence upon the execution of the Contract by Santa Cruz METRO.

Upon satisfactory performance of services, Santa Cruz METRO may extend this agreement beyond the initial term when mutually agreed to in writing by the parties.

5. COMPENSATION

5.1 Terms of Payment

Santa Cruz METRO shall compensate Contractor in an amount not to exceed the amounts/rates agreed upon by Santa Cruz METRO. Santa Cruz METRO shall reasonably determine whether work has been successfully performed for purposes of payment. Compensation shall be made within thirty (30) days of Santa Cruz METRO's written approval of Contractor's written invoice for said work.

The maximum compensation that Santa Cruz METRO has authorized to be expended for this Contract will not exceed **\$212,204.42**. Contractor understands and agrees that if it exceeds the maximum amount payable under this Contract, it does so at its own risk.

5.2 Invoices

Contractor shall submit invoices with a purchase order number provided by Santa Cruz METRO on a monthly basis. Contractor's invoices must describe the work performed during the billing period and identify the specific buses work was performed on. Expenses shall only be billed if allowed under the Contract.

Said invoice records shall be kept up-to-date at all times and shall be available for inspection by Santa Cruz METRO (or any grantor of Santa Cruz METRO, including, without limitation, any State or Federal agency providing project funding or reimbursement) at any time for any reason upon demand for not less than four (4) years after the date of expiration or termination of the Contract. Under penalty of law, Contractor represents that all amounts billed to Santa Cruz METRO are (1) actually incurred; (2) reasonable in amount; (3) related to this Contract; and (4) necessary for performance of the project.

6. NOTICES

All notices under this Contract shall be deemed duly given upon delivery, if delivered by hand, or three (3) days after posting if sent by registered mail, receipt requested, to a party hereto at the address hereinunder set forth, or to such other address as a party may designate by notice pursuant hereto.

Attachment B

Santa Cruz METRO

Santa Cruz Metropolitan Transit District
110 Vernon Street
Santa Cruz, CA 95060

Attention: Michael Tree, CEO

CONTRACTOR

Catto's Graphics, Inc.
111 Dubois Street
Santa Cruz, CA 95060

Attention: Scott Catto

7. **ACCEPTANCE OF ELECTRONIC SIGNATURES AND COUNTERPARTS**

The parties agree that this Contract, agreements ancillary to this Contract, and related documents to be entered into this Contract will be considered executed when the signature of a party is delivered by facsimile or other electronic method by either of the parties, and each party agrees that the electronic signatures, whether digital or encrypted, of the parties included in this Contract are intended to authenticate this writing and to have the same force and effect as manual signatures. Each party further agrees that this Contract may be executed in two or more counterparts, each of which will be deemed an original, and all of which constitute one and the same instrument.

8. **AUTHORITY**

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

SIGNATURES ON NEXT PAGE

Attachment B

Signed on _____

Santa Cruz METRO –
SANTA CRUZ METROPOLITAN TRANSIT
DISTRICT

Michael Tree, CEO/General Manager

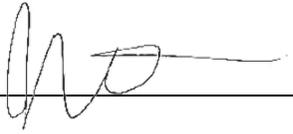
Contractor –
CATTO'S GRAPHICS, INC.

Scott Catto, President



Approved as to Form:

Julie A. Sherman, General Counsel



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DATE: February 24, 2023
TO: Board of Directors
FROM: Dawn Crummié, Human Resources Director
SUBJECT: APPROVAL TO AUTHORIZE FUNDING OF A PROVISIONAL HUMAN RESOURCES ANALYST I POSITION IN THE HUMAN RESOURCES DEPARTMENT

I. RECOMMENDED ACTION

That the Board of Directors approve the funding of a Provisional HR Analyst I position in the Human Resources Department.

II. SUMMARY

- In order to address the needs of the Human Resources Department as it relates to recruitment and the immediate need to increase recruitment efforts of our Bus Operators and Mechanic classifications, staff has determined the need for a Provisional HR Analyst I position. A Provisional position is defined in the Personnel Rules and Regulations of the Santa Cruz Metropolitan Transit District as, “An appointment made to a classified position for a specified period of time longer than six months and less than two years.”
- SEIU representatives are in support of the provisional position.
- On February 10, 2023, staff requested the Personnel/HR Standing Committee (Committee) to review and recommend approval to fund this position to the full Board of Directors (Board). The Committee voted to recommend approval to the full Board with no additions.

III. DISCUSSION/BACKGROUND

In order to address the needs of the department and higher demand in the recruitment of Bus Operators and Mechanics, HR has determined the need for a Provisional HR Analyst I position. This position will mainly support the recruitment efforts, but may perform a wider variety of the HR Analyst functions when needed.

This addition of this Provisional 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 the Board of Directors approve the funding for a Provisional 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 expected increase needed in additional funds are roughly \$39,000 for FY23 and \$119,000 for FY24 Budget for funding the Provisional HR Analyst I.

VI. CHANGES FROM COMMITTEE

None. On February 10, 2023, the Personnel/HR Committee met to review this request. The Committee recommends the full Board approve the funding of a Provisional HR Analyst I position.

VII. ALTERNATIVES CONSIDERED

- Rejecting staff's recommendation is an alternative. Staff does not recommend this option. This position meets the immediate needs of METRO.

VIII. ATTACHMENTS

Attachment A: HR Analyst I Job Description

Attachment B: HR Analyst I Wage Scale

Prepared by: Dawn Crummié, HR Director

VIII. APPROVALS

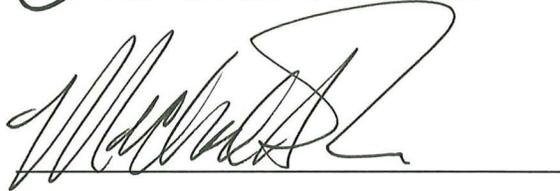
Dawn Crummié HR Director



Approved as to fiscal impact:
Chuck Farmer, Chief Financial Officer



Michael Tree 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;



Attachment A

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:



Attachment A

HUMAN RESOURCES DEPARTMENT

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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Attachment B

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

UNION	Step 1	1L	1LL	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SEP	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	40.38	42.40	44.42
SEP	34.56	36.29	38.02	36.29	38.10	39.91	38.10	40.01	41.92	40.01	42.01	44.01	42.01	44.11	46.21	44.11	46.32	48.53
SEP	28.93	25.78	27.01	25.78	27.07	28.36	27.07	28.42	29.77	28.42	29.84	31.26	29.84	31.33	32.82	31.33	32.90	34.64
SEP	28.93	30.38	31.83	30.38	31.90	33.42	31.90	33.50	35.10	33.50	35.18	36.86	35.18	36.94	38.70	36.94	38.79	40.64
SEP	33.83	35.52	37.21	35.52	37.30	39.08	37.30	39.17	41.04	39.17	41.13	43.09	41.13	43.19	45.25	43.19	45.35	47.51
SEP	38.27	40.18	42.09	40.18	42.19	44.20	42.19	44.30	46.41	44.30	46.52	48.74	46.52	48.85	51.18	48.85	51.29	53.73
SEP	32.41	34.03	35.65	34.03	35.73	37.43	35.73	37.52	39.31	37.52	39.40	41.28	39.40	41.37	43.34	41.37	43.44	45.51
SEP	27.32	28.69	30.06	28.69	30.12	31.55	30.12	31.63	33.14	31.63	33.21	34.79	33.21	34.87	36.53	34.87	36.61	38.35
SEP	37.36	39.23	41.10	39.23	41.15	43.15	41.15	43.25	45.41	43.25	45.41	47.57	45.41	47.68	49.95	47.68	50.06	52.44
SEP	35.49	35.16	36.83	35.16	36.92	38.68	36.92	38.77	40.62	38.77	40.71	42.65	40.71	42.75	44.79	42.75	44.89	47.03
SEP	48.89	51.33	53.77	51.33	53.90	56.47	53.90	56.60	59.30	56.60	59.43	62.26	59.43	62.40	65.37	62.40	65.52	68.64
SES	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	35.50	37.28	39.06	37.28	39.14	41.00	39.14	41.10	43.06	41.10	43.16	45.22	43.16	45.32	47.48	45.32	47.59	49.86
SES	38.73	40.67	42.61	40.67	42.70	44.73	42.70	44.84	46.98	44.84	47.08	49.32	47.08	49.43	51.78	49.43	51.90	54.37
SES	21.43	22.50	23.57	22.50	23.63	24.76	23.63	24.81	25.99	24.81	26.05	27.29	26.05	27.35	28.65	27.35	28.72	30.09
SES	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	25.52	26.80	28.08	26.80	28.14	29.48	28.14	29.55	30.96	29.55	31.03	32.51	31.03	32.58	34.13	32.58	34.21	35.84
SES	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	33.21	31.70	33.29	34.88
SES	22.85	23.47	24.59	23.47	24.64	25.81	24.64	25.87	27.10	25.87	27.16	28.45	27.16	28.52	29.88	28.52	29.95	31.38
SES	27.29	28.65	30.01	28.65	30.08	31.51	30.08	31.58	33.08	31.58	33.16	34.74	33.16	34.82	36.48	34.82	36.56	38.30
SES	26.05	27.35	28.65	27.35	28.72	30.09	28.72	30.16	31.60	30.16	31.67	33.18	31.67	33.25	34.83	33.25	34.91	36.57
SES	26.66	27.99	29.32	27.99	29.39	30.79	29.39	30.86	32.33	30.86	32.40	33.94	32.40	34.02	35.64	34.02	35.72	37.42
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	25.86	27.15	28.44	27.15	28.51	29.87	28.51	29.94	31.37	29.94	31.44	32.94	31.44	33.01	34.58	33.01	34.66	36.31
SES	18.27	19.18	20.09	19.18	20.14	21.10	20.14	21.15	22.16	21.15	22.21	23.27	22.21	23.32	24.43	23.32	24.49	25.66
SES	21.43	22.50	23.57	22.50	23.63	24.76	23.63	24.81	25.99	24.81	26.05	27.29	26.05	27.35	28.65	27.35	28.72	30.09
SES	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	33.21	31.70	33.29	34.88
SES	22.55	23.68	24.81	23.68	24.86	26.04	24.86	26.10	27.34	26.10	27.41	28.72	27.41	28.78	30.15	28.78	30.22	31.66
SES	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	35.19
SES	39.07	41.02	42.97	41.02	43.07	45.12	43.07	45.22	47.37	45.22	47.48	49.74	47.48	49.85	52.22	49.85	52.34	54.83
SES	36.20	38.01	39.82	38.01	39.91	41.81	39.91	41.91	43.91	41.91	44.01	46.11	44.01	46.21	48.41	46.21	48.52	50.83
SES	30.44	31.96	33.48	31.96	33.56	35.16	33.56	35.24	36.92	35.24	37.00	38.76	37.00	38.85	40.70	38.85	40.79	42.73
SES	33.49	35.16	36.83	35.16	36.92	38.68	36.92	38.77	40.62	38.77	40.71	42.65	40.71	42.75	44.79	42.75	44.89	47.03
SES	22.55	23.68	24.81	23.68	24.86	26.04	24.86	26.10	27.34	26.10	27.41	28.72	27.41	28.78	30.15	28.78	30.22	31.66
SES	26.05	27.35	28.65	27.35	28.72	30.09	28.72	30.16	31.60	30.16	31.67	33.18	31.67	33.25	34.83	33.25	34.91	36.57
SES	26.05	27.35	28.65	27.35	28.72	30.09	28.72	30.16	31.60	30.16	31.67	33.18	31.67	33.25	34.83	33.25	34.91	36.57
SES	32.14	33.75	35.36	33.75	35.44	37.13	35.44	37.21	38.98	37.21	39.07	40.93	39.07	41.02	42.97	41.02	43.07	45.12
SES	26.31	27.63	28.95	27.63	29.01	30.39	29.01	30.46	31.91	30.46	31.98	33.50	31.98	33.58	35.18	33.58	35.26	36.94
SES	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	39.07	37.29	39.15	41.01
SES	21.83	22.92	24.01	22.92	24.07	25.22	24.07	25.27	26.47	25.27	26.53	27.79	26.53	27.86	29.19	27.86	29.25	30.64
SES	30.06	31.56	33.06	31.56	33.14	34.72	33.14	34.80	36.46	34.80	36.54	38.28	36.54	38.37	40.20	38.37	40.29	42.21
SES	22.55	23.68	24.81	23.68	24.86	26.04	24.86	26.10	27.34	26.10	27.41	28.72	27.41	28.78	30.15	28.78	30.22	31.66
SES	28.93	30.38	31.83	30.38	31.90	33.42	31.90	33.50	35.10	33.50	35.18	36.86	35.18	36.94	38.70	36.94	38.79	40.64
SES	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	35.50	37.28	39.06	37.28	39.14	41.00	39.14	41.10	43.06	41.10	43.16	45.22	43.16	45.32	47.48	45.32	47.59	49.86
SES	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	26.05	27.35	28.65	27.35	28.72	30.09	28.72	30.16	31.60	30.16	31.67	33.18	31.67	33.25	34.83	33.25	34.91	36.57

10.10B.1

Attachment B

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

UNION	Step 1	1L	1LL	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SES	20.79	21.83	22.87	21.83	22.87	24.01	22.92	24.07	25.22	24.07	25.27	26.47	25.27	26.53	27.79	26.53	27.86	29.19
SES	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	31.99	33.59	35.19	33.59	35.27	36.95	35.27	37.03	38.79	37.03	38.88	40.73	38.88	40.82	42.76	40.82	42.86	44.90
SES	29.33	30.80	32.27	30.80	32.34	33.88	32.34	33.96	35.58	33.96	35.66	37.33	35.66	37.44	39.22	37.44	39.31	41.18
SES	22.49	23.61	24.73	23.61	24.79	25.97	24.79	26.03	27.27	26.03	27.33	28.63	27.33	28.70	30.07	28.70	30.14	31.58
SES	20.23	21.24	22.25	21.24	22.30	23.36	22.30	23.42	24.54	23.42	24.59	25.76	24.59	25.82	27.05	25.82	27.11	28.40
SES	37.67	39.55	41.43	39.55	41.53	43.51	41.53	43.61	45.69	43.61	45.79	47.93	45.79	48.08	50.37	48.08	50.48	52.88
SES	41.89	43.98	46.07	43.98	46.18	48.38	46.18	48.49	50.80	48.49	50.91	53.33	50.91	53.46	56.01	53.46	56.13	58.80
SES	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	28.37	29.79	31.21	29.79	31.28	32.77	31.28	32.84	34.40	32.84	34.48	36.12	34.48	36.20	37.92	36.20	38.01	39.82
SES	25.72	27.01	28.30	27.01	28.36	29.71	28.36	29.78	31.20	29.78	31.27	32.76	31.27	32.83	34.39	32.83	34.47	36.11
SES	42.96	45.11	47.26	45.11	47.37	49.63	47.37	49.74	52.11	49.74	52.23	54.72	52.23	54.84	57.45	54.84	57.58	60.32
SES	31.29	32.85	34.41	32.85	34.49	36.13	34.49	36.21	37.93	36.21	38.02	39.83	38.02	39.92	41.82	39.92	41.92	43.92
SES	48.47	50.89	53.31	50.89	53.43	55.97	53.43	56.10	58.77	56.10	58.91	61.72	58.91	61.86	64.81	61.86	64.95	68.04
SES	43.46	45.63	47.80	45.63	47.91	50.19	47.91	50.31	52.71	50.31	52.83	55.35	52.83	55.47	58.11	55.47	58.24	61.01
SES	44.05	46.25	48.45	46.25	48.56	50.87	48.56	50.99	53.42	50.99	53.54	56.09	53.54	56.22	58.90	56.22	59.03	61.84
SES	32.59	34.22	35.85	34.22	35.93	37.64	35.93	37.73	39.53	37.73	39.62	41.51	39.62	41.60	43.58	41.60	43.68	45.76
SES	36.20	38.01	39.82	38.01	39.91	41.81	39.91	41.91	43.91	41.91	44.01	46.11	44.01	46.21	48.41	46.21	48.52	50.83
SEV	33.49	35.16	36.83	35.16	36.92	38.68	36.92	38.77	40.62	38.77	40.71	42.65	40.71	42.75	44.79	42.75	44.89	47.03
SEV	34.02	35.72	37.42	35.72	37.51	39.30	37.51	39.39	41.27	39.39	41.36	43.33	41.36	43.43	45.50	43.43	45.60	47.77
SEV	28.80	30.24	31.68	30.24	31.75	33.26	31.75	33.34	34.93	33.34	35.01	36.68	35.01	36.76	38.51	36.76	38.60	40.44
SEV	24.11	25.32	26.53	25.32	26.59	27.86	26.59	27.92	29.25	27.92	29.32	30.72	29.32	30.79	32.26	30.79	32.33	33.87
SEV	25.52	26.80	28.08	26.80	28.14	29.48	28.14	29.55	30.96	29.55	31.03	32.51	31.03	32.58	34.13	32.58	34.21	35.84
SEV	28.37	29.79	31.21	29.79	31.28	32.77	31.28	32.84	34.40	32.84	34.48	36.12	34.48	36.20	37.92	36.20	38.01	39.82
SEV	31.19	32.75	34.31	32.75	34.39	36.03	34.39	36.11	37.83	36.11	37.92	39.73	37.92	39.82	41.72	39.82	41.81	43.80
SEV	24.01	25.21	26.41	25.21	26.47	27.73	26.47	27.79	29.11	27.79	29.18	30.57	29.18	30.64	32.10	30.64	32.17	33.70
SEV	24.11	25.32	26.53	25.32	26.59	27.86	26.59	27.92	29.25	27.92	29.32	30.72	29.32	30.79	32.26	30.79	32.33	33.87
SEV	26.51	27.84	29.17	27.84	29.23	30.62	29.23	30.69	32.15	30.69	32.22	33.75	32.22	33.83	35.44	33.83	35.52	37.21
SEV	22.08	23.18	24.28	23.18	24.34	25.50	24.34	25.56	26.78	25.56	26.84	28.12	26.84	28.18	29.52	28.18	29.59	31.00
SEV	18.07	18.97	19.87	18.97	19.92	20.87	19.92	20.92	21.92	20.92	21.97	23.02	21.97	23.07	24.17	23.07	24.22	25.37
SEV	20.14	21.15	22.16	21.15	22.21	23.27	22.21	23.32	24.43	23.32	24.49	25.66	24.49	25.71	26.93	25.71	27.00	28.29

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

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

Longevity Pay is based on length of service.

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



DATE: February 24, 2023
TO: Board of Directors
FROM: Margo Ross, Chief Operations Officer
SUBJECT: CONSIDERATION OF AUTHORIZING AND FUNDING A MAINTENANCE TRAINER POSITION IN THE FLEET DEPARTMENT

I. RECOMMENDED ACTION

That the Board of Directors approve authorizing and funding a Maintenance Trainer position and corresponding wage scale.

II. SUMMARY

- In order to address the needs of the Fleet Department, we have determined the need for a Maintenance Trainer position.
- On October 28, 2022, Service Employees International Union Local 521 (SEIU) and Human Resources (HR) staff agreed to the creation of “Maintenance Trainer” position to better address the needs of the Santa Cruz Metropolitan Transit District (METRO).
- Santa Cruz Metropolitan Transit District (METRO) contracted with Koff & Associates (hereinafter “K&A”) to conduct a classification study.
- HR staff worked with K&A to create a Maintenance Trainer position description and its wage scale.
- HR staff presented the classification study to SEIU on December 14, 2022 and compensation study on February 10, 2022. SEIU is in agreement with the findings and this recommendation.

III. DISCUSSION/BACKGROUND

In order to address the needs of the department, Staff has created a Maintenance Trainer position through a total classification study performed by K&A.

The study shows the need for a position, which would perform the planning and training programs for maintenance staff on safe and proper service, troubleshooting, maintenance, repair, and overhaul of fleet vehicles. The Maintenance Trainer will develop and implement training program goals and objectives; including training manuals and procedures, and the incorporation of fleet policies and procedures.

This new position is vital to the training of METRO’s next generation mechanics on vehicles including repairing electric battery and fuel cell buses. The Maintenance

Trainer will be responsible for updating and organizing METRO's current and new training manuals.

HR staff worked with K&A to create a new Maintenance Trainer job description (class specification). Upon approval, an open recruitment will be undertaken to fill this position.

This position was discussed with SEIU/PSA Chapter President, Eduardo Montesino and former SEIU/PSA Chapter President Michael Rios. Both SEIU representatives are in support of this new position.

Staff is recommending Board approval to adopt the new Maintenance Trainer job description and wage scale.

IV. STRATEGIC PLAN PRIORITIES ALIGNMENT

This item aligns to the following Strategic Plan Priorities:

- Service Quality and Delivery
- Fiscal Stability, Stewardship, Accountability
- Employee Engagement: Attract, Retain and Develop

V. FINANCIAL CONSIDERATIONS/IMPACT

The adoption of the recommendations contained in this report will require \$33,266 in FY23 and \$133,063 in FY24.

VI. ALTERNATIVES CONSIDERED

- Do nothing is an alternative. Staff does not recommend this option. This position meets the needs of METRO.
- Reject the suggested classification and wage survey. Staff does not recommend this action since the new class specification and its wage survey were researched and developed based on the developing needs of METRO.

VII. ATTACHMENTS

Attachment A: Maintenance Trainer Job Description

Attachment B: Maintenance Trainer Wage Scale

Prepared by: Monik Delfin, HR Deputy Director and
Margo Ross, Chief Operations Officer

VIII. APPROVALS

Dawn Crummié, HR Director



Approved as to fiscal impact:
Chuck Farmer, Chief Financial Officer



Michael Tree, CEO/General Manager



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Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

Class Code: PO220
FLSA Status: Non-exempt

Maintenance Trainer

Bargaining Unit: PSA

DEFINITION:

Under direction, the Maintenance Trainer plans, develops, updates, coordinates, and implements mechanic training and retraining programs; trains maintenance personnel in the proper service, repair, and maintenance of a variety of fleet, vehicles, and equipment in compliance with state and federal requirements and METRO policies and procedures; develops and updates curriculum, lesson plans, and training/reference materials; and performs related work as required.

DISTINGUISHING CHARACTERISTICS:

Maintenance Trainer is a journey-level class responsible for developing, coordinating, and providing training to maintenance staff on servicing, repairing, and maintaining fleet. The position performs the full range of duties as assigned, works independently, and exercises judgment and initiative. Positions at this level receive only occasional instruction or assistance as new or unusual situations arise and are fully aware of the operating procedures and policies of the work unit.

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, coordinates, and implements training programs for maintenance staff; trains staff on safe and proper service, troubleshooting, maintenance, repair, and overhaul of fleet, vehicles, equipment, and associated components and systems such as engines, transmissions, air conditioning, electrical, hydraulic, pneumatic, brakes, chassis, electronics, fare collection equipment, and body repair and painting.
- Develops and implements training program goals and objectives; develops and revises/updates training manual and procedures, documentation, materials, and processes; incorporates fleet policies, procedures, and objectives into training content.
- Implements train-the-trainer program by attending training, revising and adapting training materials to meet METRO's needs, and conducting classroom sessions and on the job training.
- Plans and develops training schedules and coordinates schedules with Maintenance Supervisors and Maintenance Manager.
- Evaluates and identifies the training needs of new and current staff; evaluates training options; recommends, develops, and/or implements customized training and training required by federal, state, and local laws and regulations and applicable labor agreement provisions.
- Prepares training curriculum content and materials, including course outlines, lesson plans, visual and mechanical aids, and tests of technical skills and knowledge.
- Ensures proper safety practices and procedures are followed including the proper use of personal protective equipment (PPE) and proper handling and disposal of hazardous materials.



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

- Establishes and maintains internal and external professional partnerships to support and enhance the performance and accomplishments of METRO's maintenance training programs.
- Researches, stays abreast of, and implements changes to training programs and curriculum such as improved work techniques, safety measures, regulatory and legal requirements, and new or changing equipment, software, and systems.
- Coordinates and oversees the maintenance of accurate training records and documentation.
- Prepares regular and periodic reports for management and/or regulatory/legal reporting requirements as requested.
- May represent Santa Cruz METRO at disciplinary hearings, legal proceedings, and other meetings as required.
- Provides training in escalated or emergency situations as assigned.
- Drives a Santa Cruz METRO vehicle to perform assignments.
- Performs related work as required.

EMPLOYMENT STANDARDS:

Knowledge of:

- Theory, operation, maintenance, overhaul, repair, and troubleshooting of fleet, vehicles, equipment, and associated components and mechanical, electrical, air, and hydraulic systems.
- Principles and techniques of adult learning theories and methods, curriculum planning and presentation, assessment/testing, and training program development.
- Proper hazardous materials handling procedures, health and safety regulations, safe work practices, and proper equipment operating procedures.
- Applicable federal, state, and local codes and regulations pertaining to fleet maintenance and training.
- Theory, operation, and proper and safe use of hand, electric, pneumatic, and hydraulic tools and diagnostic equipment.
- Recent and on-going developments, technologies, and sources of information related to fleet maintenance and repair.
- Manual and automated record-keeping and filing systems.
- Methods of researching, gathering, organizing, and reporting data.
- Methods of prioritizing, planning, and organizing work and time management techniques.
- Modern office practices and procedures and the effective use of modern office equipment, personal computers, and standard business software, including audio/visual equipment.

Ability to:

- Plan, develop, organize, and conduct effective fleet maintenance training programs.
- Research, analyze, and evaluate staff training needs and new fleet maintenance and repair methods, technologies, and techniques.
- Identifies and applies training techniques, including adult learning theories and methods of presenting curriculum to various audiences.
- Engage successfully with both internal and external contacts.



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

- Instruct others in the safe maintenance and repair of METRO vehicles and adapt training procedures to the needs of the individual.
- Ensure the safe handling of hazardous items and materials.
- Develop and write training plans and curriculum, procedures, reports, and forms.
- Adhere to established work schedules and timelines.
- Balance multiple assignments simultaneously and effectively.
- Utilize standard office equipment and computer software and learn to use specialized 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:

High School diploma or equivalent AND five (5) years of progressively responsible experience in heavy-duty equipment and/or alternative fuel mechanic repair work, rebuilding heavy duty engines, and their components.

OR

Three (3) years of experience developing fleet maintenance vocational training materials and/or programs.

LICENSES AND CERTIFICATES:

A valid California Driver's License will be required at the time of appointment and throughout employment.

Must be able to obtain and maintain a current, valid California Class "B" Driver's License.

Must be able to obtain and maintain a Transportation Institute Certificate at time of appointment.

SPECIAL REQUIREMENTS:

- Driving record will be reviewed as part of the application process.

PHYSICAL AND MENTAL DEMANDS:

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

Physical Demands

While performing the duties of this job, the employee is regularly required to sit, walk and stand; reach, twist, turn, kneel, bend squat and stoop; talk and hear; use hands to grasp, manipulate, handle, feel or operate objects, tools or controls; reach with hands and arms; and perform repetitive movements of hands or wrists. The employee is regularly required to bend and twist at the neck, reach with hands and



Attachment A

HUMAN RESOURCES DEPARTMENT

Santa Cruz METRO

arms. Occasional overhead reaching and lifting up to 80 pounds aided is required. Specific visual abilities required for this job include close vision, distance vision, and the ability to adjust focus.

Mental Demands

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

Work Environment:

The employee works in a shop or outdoor environment and in office/classroom setting. The noise level in shop is usually noisy and the noise level indoors is usually quiet. The employee may be exposed to inclement weather, fumes, dust, grease, air contaminants, and hazardous materials and chemicals during the course of work. Will be required to work a flexible schedule to meet all Fleet Staff training needs.

OTHER CONDITIONS OF EMPLOYMENT:

- Must pass a requisite background check.
- Must be able to work a variety of shifts, which may include weekdays or weekends; and day, swing, and/or graveyard shifts.
- This position is considered a safety sensitive position and requires participation in Santa Cruz METRO’s drug and alcohol testing program.
- This position requires the use of personal protective equipment (PPE) based on the tasks assigned; safety shoes are required at all times.
- May occasionally work extended hours and hours outside of regular schedule.

*Adopted:	02-24-2023
*BOD Approved:	02-24-2023
*Revised:	00-00-00
*Job Family:	Maintenance
*Job Series:	Maintenance Trainer Series
*Job Series Level:	Journey
*Confidential:	No

Attachment B

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

UNION	Step 1	1L	1LL	Step 2	2L	2LL	Step 3	3L	3LL	Step 4	4L	4LL	Step 5	5L	5LL	Step 6	6L	6LL
SEP	31.65	33.23	34.81	36.39	37.97	39.55	41.13	42.71	44.29	45.87	47.45	49.03	50.61	52.19	53.77	55.35	56.93	58.51
SEP	34.56	36.29	38.02	39.75	41.48	43.21	44.94	46.67	48.40	50.13	51.86	53.59	55.32	57.05	58.78	60.51	62.24	63.97
SEP	28.93	25.78	27.01	28.24	29.47	30.70	31.93	33.16	34.39	35.62	36.85	38.08	39.31	40.54	41.77	43.00	44.23	45.46
SEP	33.83	35.52	37.21	38.90	40.59	42.28	43.97	45.66	47.35	49.04	50.73	52.42	54.11	55.80	57.49	59.18	60.87	62.56
SEP	38.27	40.18	42.09	44.00	45.91	47.82	49.73	51.64	53.55	55.46	57.37	59.28	61.19	63.10	65.01	66.92	68.83	70.74
SEP	34.56	36.29	38.02	39.75	41.48	43.21	44.94	46.67	48.40	50.13	51.86	53.59	55.32	57.05	58.78	60.51	62.24	63.97
SEP	27.32	28.69	30.06	31.43	32.80	34.17	35.54	36.91	38.28	39.65	41.02	42.39	43.76	45.13	46.50	47.87	49.24	50.61
SEP	37.36	39.23	41.10	42.97	44.84	46.71	48.58	50.45	52.32	54.19	56.06	57.93	59.80	61.67	63.54	65.41	67.28	69.15
SEP	38.49	35.16	36.83	38.50	40.17	41.84	43.51	45.18	46.85	48.52	50.19	51.86	53.53	55.20	56.87	58.54	60.21	61.88
SEP	48.89	51.33	53.77	56.21	58.65	61.09	63.53	65.97	68.41	70.85	73.29	75.73	78.17	80.61	83.05	85.49	87.93	90.37
SES	32.28	33.89	35.50	37.11	38.72	40.33	41.94	43.55	45.16	46.77	48.38	49.99	51.60	53.21	54.82	56.43	58.04	59.65
SES	35.50	37.28	39.06	40.84	42.62	44.40	46.18	47.96	49.74	51.52	53.30	55.08	56.86	58.64	60.42	62.20	63.98	65.76
SES	38.73	40.67	42.61	44.55	46.49	48.43	50.37	52.31	54.25	56.19	58.13	60.07	62.01	63.95	65.89	67.83	69.77	71.71
SES	21.43	22.50	23.57	24.64	25.71	26.78	27.85	28.92	29.99	31.06	32.13	33.20	34.27	35.34	36.41	37.48	38.55	39.62
SES	31.19	32.75	34.31	35.87	37.43	38.99	40.55	42.11	43.67	45.23	46.79	48.35	49.91	51.47	53.03	54.59	56.15	57.71
SES	25.52	26.80	28.08	29.36	30.64	31.92	33.20	34.48	35.76	37.04	38.32	39.60	40.88	42.16	43.44	44.72	46.00	47.28
SES	24.84	26.08	27.32	28.56	29.80	31.04	32.28	33.52	34.76	36.00	37.24	38.48	39.72	40.96	42.20	43.44	44.68	45.92
SES	22.35	23.47	24.59	25.71	26.83	27.95	29.07	30.19	31.31	32.43	33.55	34.67	35.79	36.91	38.03	39.15	40.27	41.39
SES	27.29	28.65	30.01	31.37	32.73	34.09	35.45	36.81	38.17	39.53	40.89	42.25	43.61	44.97	46.33	47.69	49.05	50.41
SES	26.05	27.35	28.65	29.95	31.25	32.55	33.85	35.15	36.45	37.75	39.05	40.35	41.65	42.95	44.25	45.55	46.85	48.15
SES	26.66	27.99	29.32	30.65	31.98	33.31	34.64	35.97	37.30	38.63	39.96	41.29	42.62	43.95	45.28	46.61	47.94	49.27
SES	23.28	24.44	25.60	26.76	27.92	29.08	30.24	31.40	32.56	33.72	34.88	36.04	37.20	38.36	39.52	40.68	41.84	43.00
SES	25.86	27.15	28.44	29.73	31.02	32.31	33.60	34.89	36.18	37.47	38.76	40.05	41.34	42.63	43.92	45.21	46.50	47.79
SES	18.27	19.18	20.09	21.00	21.91	22.82	23.73	24.64	25.55	26.46	27.37	28.28	29.19	30.10	31.01	31.92	32.83	33.74
SES	21.43	22.50	23.57	24.64	25.71	26.78	27.85	28.92	29.99	31.06	32.13	33.20	34.27	35.34	36.41	37.48	38.55	39.62
SES	24.84	26.08	27.32	28.56	29.80	31.04	32.28	33.52	34.76	36.00	37.24	38.48	39.72	40.96	42.20	43.44	44.68	45.92
SES	26.05	27.35	28.65	29.95	31.25	32.55	33.85	35.15	36.45	37.75	39.05	40.35	41.65	42.95	44.25	45.55	46.85	48.15
SES	25.07	26.32	27.57	28.82	30.07	31.32	32.57	33.82	35.07	36.32	37.57	38.82	40.07	41.32	42.57	43.82	45.07	46.32
SES	39.07	41.02	42.97	44.92	46.87	48.82	50.77	52.72	54.67	56.62	58.57	60.52	62.47	64.42	66.37	68.32	70.27	72.22
SES	36.20	38.01	39.82	41.63	43.44	45.25	47.06	48.87	50.68	52.49	54.30	56.11	57.92	59.73	61.54	63.35	65.16	66.97
SES	30.44	31.96	33.48	35.00	36.52	38.04	39.56	41.08	42.60	44.12	45.64	47.16	48.68	50.20	51.72	53.24	54.76	56.28
SES	33.49	35.16	36.83	38.50	40.17	41.84	43.51	45.18	46.85	48.52	50.19	51.86	53.53	55.20	56.87	58.54	60.21	61.88
SES	22.55	23.68	24.81	25.94	27.07	28.20	29.33	30.46	31.59	32.72	33.85	34.98	36.11	37.24	38.37	39.50	40.63	41.76
SES	24.81	26.05	27.29	28.53	29.77	31.01	32.25	33.49	34.73	35.97	37.21	38.45	39.69	40.93	42.17	43.41	44.65	45.89
SES	26.05	27.35	28.65	29.95	31.25	32.55	33.85	35.15	36.45	37.75	39.05	40.35	41.65	42.95	44.25	45.55	46.85	48.15
SES	32.14	33.75	35.36	36.97	38.58	40.19	41.80	43.41	45.02	46.63	48.24	49.85	51.46	53.07	54.68	56.29	57.90	59.51
SES	26.31	27.63	28.95	30.27	31.59	32.91	34.23	35.55	36.87	38.19	39.51	40.83	42.15	43.47	44.79	46.11	47.43	48.75
SES	29.22	30.68	32.14	33.60	35.06	36.52	37.98	39.44	40.90	42.36	43.82	45.28	46.74	48.20	49.66	51.12	52.58	54.04
SES	21.83	22.92	24.01	25.10	26.19	27.28	28.37	29.46	30.55	31.64	32.73	33.82	34.91	36.00	37.09	38.18	39.27	40.36
SES	30.06	31.56	33.06	34.56	36.06	37.56	39.06	40.56	42.06	43.56	45.06	46.56	48.06	49.56	51.06	52.56	54.06	55.56
SES	22.55	23.68	24.81	25.94	27.07	28.20	29.33	30.46	31.59	32.72	33.85	34.98	36.11	37.24	38.37	39.50	40.63	41.76
SES	28.93	30.38	31.83	33.28	34.73	36.18	37.63	39.08	40.53	41.98	43.43	44.88	46.33	47.78	49.23	50.68	52.13	53.58
SES	32.28	33.89	35.50	37.11	38.72	40.33	41.94	43.55	45.16	46.77	48.38	49.99	51.60	53.21	54.82	56.43	58.04	59.65
SES	35.50	37.28	39.06	40.84	42.62	44.40	46.18	47.96	49.74	51.52	53.30	55.08	56.86	58.64	60.42	62.20	63.98	65.76
SES	32.28	33.89	35.50	37.11	38.72	40.33	41.94	43.55	45.16	46.77	48.38	49.99	51.60	53.21	54.82	56.43	58.04	59.65
SES	26.05	27.35	28.65	29.95	31.25	32.55	33.85	35.15	36.45	37.75	39.05	40.35	41.65	42.95	44.25	45.55	46.85	48.15
SES	32.28	33.89	35.50	37.11	38.72	40.33	41.94	43.55	45.16	46.77	48.38	49.99	51.60	53.21	54.82	56.43	58.04	59.65
SES	26.05	27.35	28.65	29.95	31.25	32.55	33.85	35.15	36.45	37.75	39.05	40.35	41.65	42.95	44.25	45.55	46.85	48.15

Attachment B

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

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
SES	Planning Aide	20.79	21.83	22.87	21.83	22.92	24.01	22.92	24.07	25.22	24.07	25.27	26.47	25.27	26.53	27.79	26.53	27.86	29.31
SES	Planning Data Analyst	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	Purchasing Agent	31.99	33.59	35.19	33.59	35.27	36.95	35.27	37.03	38.79	37.03	38.88	40.73	38.88	40.82	42.76	40.82	42.86	44.90
SES	Purchasing Assistant	29.33	30.80	32.27	30.80	32.34	33.88	32.34	33.96	35.58	33.96	35.66	37.36	35.66	37.44	39.22	37.44	39.31	41.18
SES	Revenue Account Coordinator	22.49	23.61	24.73	23.61	24.79	25.97	24.79	26.03	27.27	26.03	27.33	28.63	27.33	28.70	30.07	28.70	30.14	31.58
SES	Revenue Collection Clerk	20.23	21.24	22.25	21.24	22.30	23.36	22.30	23.42	24.54	23.42	24.59	25.76	24.59	25.82	27.05	25.82	27.11	28.40
SES	Safety and Training Program Specialist I	37.67	39.55	41.43	39.55	41.53	43.51	41.53	43.61	45.69	43.61	45.79	47.97	45.79	48.08	50.37	48.08	50.48	52.88
SES	Safety and Training Program Specialist II	41.89	43.98	46.07	43.98	46.18	48.38	46.18	48.49	50.80	48.49	50.91	53.31	50.91	53.46	56.01	53.46	56.13	58.80
SES	Scheduling Analyst	32.28	33.89	35.50	33.89	35.58	37.27	35.58	37.36	39.14	37.36	39.23	41.10	39.23	41.19	43.15	41.19	43.25	45.31
SES	Senior Accounting Technician	28.37	29.79	31.21	29.79	31.28	32.77	31.28	32.84	34.40	32.84	34.48	36.12	34.48	36.20	37.92	36.20	38.01	39.82
SES	Senior Customer Service Representative	25.72	27.01	28.30	27.01	28.36	29.71	28.36	29.78	31.20	29.78	31.27	32.76	31.27	32.83	34.39	32.83	34.47	36.11
SES	Senior Financial Analyst	42.96	45.11	47.26	45.11	47.37	49.63	47.37	49.74	52.11	49.74	52.23	54.72	52.23	54.84	57.45	54.84	57.58	60.32
SES	Senior Payroll Specialist	31.29	32.85	34.41	32.85	34.49	36.13	34.49	36.21	37.93	36.21	38.02	39.83	38.02	39.92	41.82	39.92	41.92	43.92
SES	Senior Systems Administrator	48.47	50.89	53.31	50.89	53.43	55.97	53.43	56.10	58.77	56.10	58.91	61.72	58.91	61.86	64.81	61.86	64.95	68.04
SES	Senior Transportation Planner	43.46	45.63	47.80	45.63	47.91	50.19	47.91	50.31	52.71	50.31	52.83	55.35	52.83	55.47	58.11	55.47	58.24	61.01
SES	Systems Administrator	44.05	46.25	48.45	46.25	48.56	50.87	48.56	50.99	53.42	50.99	53.54	56.09	53.54	56.22	58.90	56.22	59.03	61.84
SES	Transportation Planner I	32.59	34.22	35.85	34.22	35.93	37.64	35.93	37.73	39.53	37.73	39.62	41.51	39.62	41.60	43.58	41.60	43.68	45.76
SES	Transportation Planner II	36.20	38.01	39.82	38.01	39.91	41.81	39.91	41.91	43.91	41.91	44.01	46.11	44.01	46.21	48.41	46.21	48.52	50.83
SEV	Electronic Technician	33.49	35.16	36.83	35.16	36.92	38.68	36.92	38.77	40.62	38.77	40.71	42.65	40.71	42.75	44.79	42.75	44.89	47.03
SEV	Lead Mechanic	34.02	35.72	37.42	35.72	37.51	39.30	37.51	39.39	41.27	39.39	41.36	43.33	41.36	43.43	45.50	43.43	45.60	47.77
SEV	Lead Parts and Materials Clerk	28.80	30.24	31.68	30.24	31.75	33.26	31.75	33.34	34.93	33.34	35.01	36.68	35.01	36.76	38.51	36.76	38.60	40.44
SEV	Lead Vehicle Service Worker	24.11	25.32	26.53	25.32	26.59	27.86	26.59	27.92	29.25	27.92	29.32	30.72	29.32	30.79	32.26	30.79	32.33	33.87
SEV	Mechanic I	25.52	26.80	28.08	26.80	28.14	29.48	28.14	29.55	30.96	29.55	31.03	32.51	31.03	32.58	34.13	32.58	34.21	35.84
SEV	Mechanic II	28.37	29.79	31.21	29.79	31.28	32.77	31.28	32.84	34.40	32.84	34.48	36.12	34.48	36.20	37.92	36.20	38.01	39.82
SEV	Mechanic III	31.19	32.75	34.31	32.75	34.39	36.03	34.39	36.11	37.83	36.11	37.92	39.73	37.92	39.82	41.72	39.82	41.81	43.80
SEV	Parts and Materials Clerk	24.01	25.21	26.41	25.21	26.47	27.73	26.47	27.79	29.11	27.79	29.18	30.72	29.18	30.64	32.10	30.64	32.17	33.70
SEV	Upholsterer I	24.11	25.32	26.53	25.32	26.59	27.86	26.59	27.92	29.25	27.92	29.32	30.72	29.32	30.79	32.26	30.79	32.33	33.87
SEV	Upholsterer II	26.51	27.84	29.17	27.84	29.23	30.62	29.23	30.69	32.15	30.69	32.22	33.75	32.22	33.83	35.44	33.83	35.52	37.21
SEV	Vehicle Body Repair Mechanic	22.08	23.18	24.28	23.18	24.34	25.50	24.34	25.56	26.78	25.56	26.84	28.12	26.84	28.18	29.52	28.18	29.59	31.00
SEV	Vehicle Service Detailer	18.07	19.87	21.87	19.87	21.92	24.07	21.92	24.02	26.27	24.02	26.27	28.62	26.27	28.62	31.17	28.62	31.22	33.87
SEV	Vehicle Service Worker I	20.14	21.15	22.16	21.15	22.21	23.27	22.21	23.32	24.43	23.32	24.49	25.66	24.49	25.71	26.93	25.71	27.00	28.29

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

UNION	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
SES	Planning Data Analyst	32.71	34.35	35.99	34.35	36.07	37.79	36.07	37.87	39.67	37.87	39.76	41.65	39.76	41.75	43.74	41.75	43.84	45.93
SEV	Mechanic I	25.95	27.25	28.55	27.25	28.61	29.97	28.61	30.04	31.47	30.04	31.54	33.04	31.54	33.12	34.70	33.12	34.78	36.44
SEV	Vehicle Service Worker I	18.29	19.20	20.11	19.20	20.16	21.12	20.16	21.17	22.18	21.17	22.23	23.29	22.23	23.34	24.45	23.34	24.51	25.68

Longevity Pay is based only on length of service.

Notes: * Adding Customer Service Assistant to the SEA Chapter. Position and wage approved on BOD 06-26-2020. Adding HR Analyst I to the SEA Chapter. Position and wage approved on BOD 01-28-2022. Adding IT Project Coordinator to the SEA Chapter. Position and wage approved on BOD 03-25-2022. Adding Mobility Training Coordinator. Position and wage approved on BOD 06-24-2022. Adding Accountant III. Position and wage approved on BOD 09-23-2022. Adding Maintenance Trainer. Position and wage approved on BOD 06-23-2022 new position added Mobility Training Coordinator BOD 06-24-2022. Accountant III BOD 09-23-2022. Maint Trainer BOD XXXX XX.XX.2023.

VERBAL PRESENTATION

CEO ORAL REPORT

Michael Tree

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NEWS CLIPS

January 28, 2023 – February 24, 2023

**SANTA CRUZ
COUNTY
ARTICLES**



Reimagine METRO Survey

Santa Cruz METRO Transit District sent this bulletin at 02/21/2023 08:55 AM PST

Santa Cruz METRO is launching REIMAGINE METRO, a project which will look at every part of the METRO route network and how to make it more convenient and efficient for riders. **And we want to hear what you think!**

Please take 3-minutes to complete our short Rider Survey and tell us how you use METRO. You can do it easily on your phone. To thank you for your time, you'll be entered in a drawing for one of three \$100 gift cards.

You'll also have the chance to sign up to participate in paid focus groups (on-line or in person) to help guide the planning effort. If you are selected, you'll receive \$30 for your participation. We look forward to hearing from YOU!

Visit scmtd.com/ReimagineSurvey to take the REIMAGINE METRO SURVEY.



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Spring Service Changes: Highway 17

Santa Cruz METRO Transit District sent this bulletin at 02/16/2023 03:00 PM PST

Spring service starts March 16, 2023 and ends June 7, 2023

Service changes on Highway 17 Express:

Three Highway 17 Express weekday morning commute period northbound trips will continue on past San Jose Diridon to Santa Clara & 6th, plus an additional stop, San Fernando & 7th St (Stop ID 0914), to serve downtown and SJSU.

Three weekday afternoon/evening commute period southbound trips will also serve downtown and SJSU, but they will operate with a new routing. Those trips will begin from San Jose Diridon and serve Santa Clara St stops in the same direction as the morning trips, and then serve a new San Fernando & 7th eastbound stop (Stop ID 0926) on the opposite side of the street (campus side). From there, the bus will turn right on 10th Street, and then get on I-280 and Hwy 17 to Scotts Valley and Santa Cruz. These three southbound trips that serve downtown and SJSU will not serve Barack Obama Blvd & Park (Stop ID 0915) or Barack Obama Blvd and San Carlos Ave (Stop ID 0902).

All of these trips that serve downtown and SJSU will include service to both Scotts Valley Transit Center and Scotts Valley Drive.

To review these modifications in detail, please visit our news bulletins page:

<https://www.scmttd.com/metro-news-bulletins>

Please check our schedules page for the preview of spring service: <https://www.scmttd.com/en/routes/schedule/202330>

The Spring Headways Bus Rider's Guide will be available on all Buses & Transit Centers on March 9, 2023.

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Spring Service Changes: Local Routes

Santa Cruz METRO Transit District sent this bulletin at 02/16/2023 03:00 PM PST

Spring service starts March 16, 2023 and ends June 7, 2023

Youth Cruz Free

To encourage ridership and improve access to opportunities for youth, METRO will be offering free fares for all youth in grades K-12 beginning March 1, 2023. The Youth Cruz Free program will operate as a pilot for one year ending on February 29, 2024, allowing youth to ride free on all METRO local routes (this excludes Highway 17). Riders may be asked by the driver to identify their grade level or the school they attend or to show a student ID. Riders without a student ID can get a special pass from their school or at the Pacific Station Customer Service Window in Downtown Santa Cruz.

Service changes on local routes include the following:

Route 69A

The Route 69A will be reinstated with a modification to serve Cabrillo College and select stops along Soquel Dr before getting back onto Hwy 1.

Route 69W

Due to the return of Route 69A, the 69W route will return to its Fall 2022 routing and frequency with no service to Watsonville Hospital or Rolling Hills Middle School. An additional early morning weekday trip will be added, departing Watsonville Transit Center at 5:50am, to accommodate early morning commuters.

Watsonville Circulator

The Watsonville Circulator will return to its Fall 2022 routing with no service to Watsonville Hospital, due to the return of the 69A.

Routes 4, 19, 68.

Minor schedule changes to occur on routes 4, 19, and 68.

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

Please check our schedules page for the preview of spring service: <https://www.scmtd.com/en/routes/schedule/202330>

The Spring 2023 Headways Bus Rider's Guide will be available on all Buses & Transit Centers on March 9, 2023.



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Reimagine METRO Survey

Santa Cruz METRO Transit District sent this bulletin at 02/16/2023 10:53 AM PST

Santa Cruz METRO is launching REIMAGINE METRO, a project which will look at every part of the METRO route network and how to make it more convenient and efficient for riders. **And we want to hear what you think!**

Please take 3-minutes to complete our short Rider Survey and tell us how you use METRO. You can do it easily on your phone. To thank you for your time, you'll be entered in a drawing for one of three \$100 gift cards.

You'll also have the chance to sign up to participate in paid focus groups (on-line or in person) to help guide the planning effort. If you are selected, you'll receive \$30 for your participation. We look forward to hearing from YOU!

Visit scmtd.com/ReimagineSurvey to take the REIMAGINE METRO SURVEY.



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The bay on exhibit



SMUEL THALER — SANTA CRUZ SENTINEL

After returning from a photo and video expedition to Antarctica, award-winning image makers Christine Eckstrom and Frans Lanting take a moment to appreciate how Lanting's images fill the Solari Gallery at the Santa Cruz Museum of Art & History. Lanting and Eckstrom's Bay of Life exhibition brings land and sea together for a unified view of Monterey Bay and its natural abundance. Based in Bonny Doon, the couple has documented the "crown jewels" of the earth's natural heritage for National Geographic for more than three decades, and they consider Monterey Bay to be one of those jewels. Sponsored by Bay Photo and Jeff and Marieke Rothschild, with additional support from The Humanities Institute at UC Santa Cruz, Fred and Jo Lynn Jones, Andrea London, Kristen Marinovic and David Morrell, Bay of Life (<https://bayoflife.net/>) celebrates a remarkable recovery, which shows that damaged ecosystems can be restored when people care and take action together. That may offer a model for other places at a time when we need such stories of hope as we face new challenges of resource stewardship, habitat connectivity, and impacts from climate change. The exhibit at the MAH runs through April 30. The Bay of Life Project also includes a coffee table book produced by Lanting and Eckstrom, an educational curriculum created in collaboration with the Santa Cruz County Office of Education, a charitable fund and a bus campaign. A number of Santa Cruz METRO buses are being wrapped with images from Bay of Life to raise money for local environmental nonprofits. Several are already in service, with more coming in the course of 2023. The Bay of Life Fund, which Lanting and Eckstrom established with the Community Foundation Santa Cruz County, will distribute funds to local nonprofits for their educational and conservation programs.



Protecting Monterey Bay one wrapped bus and ride at a time

PRESENTED BY SANTA CRUZ METRO

2/15/2023



One Ride at a Time is a campaign that gives everyone in Santa Cruz County an opportunity to protect our extraordinary natural resources just by simply riding a METRO bus.
(Santa Cruz METRO)

Santa Cruz Metropolitan Transit District (METRO) has launched a new campaign to promote the environmental benefits of using public transit and to protect Santa Cruz County's extraordinary natural resources. The campaign, titled "One Ride at a Time," encourages people to use METRO's buses by donating \$10 to local environmental organizations, via the GO Santa Cruz program, after every 25 rides.

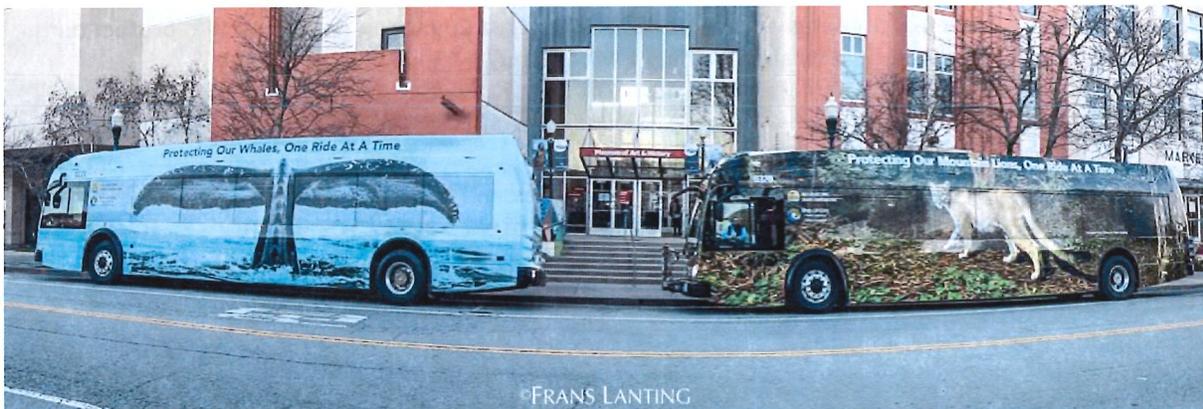


One Ride at a Time is made possible by a partnership between METRO and renowned photographer-writer team Frans Lanting and Chris Eckstrom, pictured here.

(Santa Cruz METRO)

Starting in January 2023, every ride on a METRO bus donates to the Monterey Bay National Marine Sanctuary Foundation or the Bay of Life Fund to support those that are working to preserve and protect the environment. The partnership between METRO, Santa Cruz County Regional Transportation Commission (SCRTC), Monterey Bay National Marine Sanctuary Foundation, Bay of Life Fund, and renowned photographer-writer team Frans Lanting and Chris Eckstrom has made the campaign possible.

METRO will gradually release pairs of buses wrapped with photographer Frans Lanting's iconic images of the Monterey Bay from the Bay of Life Project. By the end of 2024, about 30 wrapped buses will be traveling throughout Santa Cruz County and featuring inspiring images of whales, sea otters, mountain lions, redwoods and more.



The first pair of buses were unveiled in January 2023, coinciding with the opening of Lanting & Eckstrom's Bay of Life exhibition at the Santa Cruz Museum of Art & History. (Frans Lanting)

Why METRO is leading this campaign

Established in 1968, METRO'S mission is to provide environmentally sustainable transportation to Santa Cruz County. METRO directly operates county-wide, fixed-route and Highway 17 commuter service, with connections to Santa Clara County and Monterey Salinas Transit at our Watsonville Transit Center. The agency also operates ParaCruz paratransit service. Today METRO operates a fleet of 94 buses on at least 24 fixed-routes and 32 paratransit vehicles.

Every ride on a METRO bus takes cars off the road, significantly reduces greenhouse gas emissions, and supports economic opportunity and quality of life in our community. Moving into the future, METRO strives to meet the following goals:

- Increase transit ridership to 7 million trips annually within the next five years
- Transition to a zero-emissions fleet with a mix of hydrogen and electric vehicles
- Increase affordable housing at METRO-owned transit centers to 175 units in the next 10 years.

One Ride at a Time is an opportunity to not only educate the public about the benefits of public transit and the unique natural resources of the Monterey Bay but also inspire people to take action.

The goal is to increase ridership and establish METRO as the environmentally smart transportation choice for Santa Cruz County while supporting organizations making a difference in our community.



1/2 By the end of 2024, about 30 wrapped METRO buses will be traveling throughout Santa Cruz County and featuring inspiring images of whales, sea otters, mountain lions, redwoods and more. (Santa Cruz METRO)



2/2 By the end of 2024, about 30 wrapped METRO buses will be traveling throughout Santa Cruz County and featuring inspiring images of whales, sea otters, mountain lions, redwoods and more. (Santa Cruz METRO)

How can I get involved?

There are two ways to start counting your rides.

DESKTOP:

1. Create an account at scmtd.com/gosantacruz, the online ridesharing portal administered by GO Santa Cruz County.
2. Once you have an account, use the portal to log your bus trips. You'll earn 10 points for each trip with a maximum of two rides per day that count towards your point accruals.
3. When you reach 250 points, or 25 rides, use the portal to select one of our nonprofit partners to receive a \$10 donation.
4. You can also see the greenhouse gas emissions reductions you've made by riding public transit and compete against other riders to see who can make the biggest impact.

MOBILE:

1. Download the Commute Tracker app from the App Store or the Google Play store.
2. Setup your account and select CRUZ511.org.
3. Follow the prompts to allow Commute Tracker to automatically log your trips by turning on location tracking.

When you reach 250 points, or 25 rides, you can select a nonprofit partner to receive a \$10 donation.

For more help setting up Commute Tracker, visit scmtd.com/ctsetup.

Building momentum

To promote this campaign, METRO will release pairs of buses wrapped with Frans Lanting's iconic images of the Monterey Bay from the Bay of Life Project. The result will be roughly 30 fully wrapped buses traveling throughout Santa Cruz County and featuring inspiring images of whales, sea otters, mountain lions, redwoods and more.

To heighten the campaign and emphasize the importance of protecting our Monterey Bay, METRO will inform the community about the conservation and education efforts that the Monterey Bay Sanctuary Foundation and the Bay of Life Fund are making to promote protection of the species and landscapes pictured on the buses. Transit center displays, interior bus signage and interactive content on our website will teach readers about the programs their donations support.

The first pair of bus wraps was unveiled in January 2023 coinciding with the opening of Lanting and Eckstrom's Bay of Life exhibition at the Santa Cruz Museum of Art & History.

Throughout 2023, METRO will support the campaign with advertising, social media and community outreach events at places like the Monterey Bay National Marine Sanctuary Exploration Center and others, featuring the wrapped buses and Lanting's powerful photos.





susan steely · 3rd+
Broker/Associate at Bailey Properties, Inc.
2d · 🌐

A great idea and means to put out a message!



Santa Cruz Metropolitan Transit District
243 followers
1w · 🌐

Have you seen our whale or mountain lion buses driving around Santa Cruz County yet? Our newest campaign: One Ride at a Time, features photographer Frans Lanting's iconic images of the Monterey Bay from the Bay of Life Project.

One Ride at a Time gives everyone in Santa Cruz County an opportunity to protect our extraordinary natural resources just by simply riding the bus.

Learn more at scmtd.com/onerideatatime

Photos by [Frans Lanting](#)

#scmtd #santacruz #metro #environment #biodiversity
#humpbackwhales #mountainlions #cougars #franslanting
#chriseckstrom #bayoflifeproject
#montereybaynationalmarinesanctuary



facebook

2/14/2023



Coast Connect

5h · 🌐



Santa Cruz METRO Transit District is looking into redesigning services to increase ridership and they're looking for your feedback!

Join the conversation to bring better transit service to Santa Cruz County!

#SantaCruzCounty #MetroSC #Transit #yourvoicematters



👤 1

1 share

👍 Like

💬 Comment

➦ Share



Write a comment...





Mechanic I/II

PRESENTED BY SANTA CRUZ METRO FEB 13, 2023 | 12:27 PM



Build your future with METRO!

The Santa Cruz Metropolitan Transit District (METRO) is now hiring for Mechanics I & II. Recruitment begins February 10, 2023 and will end on March 10, 2023.

SALARY (Now starting at Step 2) & BENEFITS: \$103,000 - \$110,000 per year

WHY YOU SHOULD WORK AT SANTA CRUZ METRO:

- Up to \$4,000 Hiring Bonus
- Great Starting Salary and Excellent Benefits
- Salary Range with 5% Increase Every Year up to 6 Steps

INDUSTRY-LEADING BENEFITS PACKAGE INCLUDES:

- Pension
- Medical
- Dental
- Vision
- Life
- Long Term Disability
- AD&D Insurance
- EAP



Faina S
@FainaSegal



@SantaCruzMETRO is a key piece of our sustainable transportation system. Every ride makes a difference. Is there a place you can take Metro? Do you want to see more service? Take the survey, buy a pass and help be a part of the advocacy to get increased frequency and service here

 **Santa Cruz METRO** @SantaCruzMETRO · Feb 13

Our mission is to provide environmentally sustainable transportation to Santa Cruz County. Every ride on a METRO bus takes cars off the road and significantly reduces greenhouse gas emissions.

[Show this thread](#)

10:08 AM · Feb 13, 2023 · 90 Views

1 Retweet 1 Like



Tweet your reply



Reply



Faina S @FainaSegal · Feb 13



Replying to @FainaSegal

Find the METRO redesign survey here: bit.ly/SCMetroSurveyR1



 1



 135





02/13/2023



Faina S @FainaSegal · 5h



[@SantaCruzMETRO](#) is a key piece of our sustainable transportation system. Every ride makes a difference. Is there a place you can take Metro? Do you want to see more service? Take the survey, buy a pass and help be a part of the advocacy to get increased frequency and service here

 **Santa Cruz METRO** @SantaCruzMETRO · 6h

Our mission is to provide environmentally sustainable transportation to Santa Cruz County. Every ride on a METRO bus takes cars off the road and significantly reduces greenhouse gas emissions.

[Show this thread](#)

1 Retweet Like Reply Share



2/13/2023



Coast Connect - Friends of the Rail & Tr... @CoastConnectS... · 5h ...
@SantaCruzMETRO is looking into redesigning services to increase ridership and they're looking for your feedback!

Join the conversation to bring better transit service to Santa Cruz County!

bit.ly/SCMetroSurveyR1.

#SantaCruzCounty #MetroSC #Transit #yourvoicematters

**How can
transit serve
you better?**



Share your feedback at
scmtd.com/rapid



Kimley»Horn





Santa Cruz County Friends of the Rail & Trail (FORT)

5h · 🌐

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<https://bit.ly/SCMetroSurveyR1>.

#SantaCruzCounty #MetroSC #Transit #yourvoicematters



👥 2

1 comment

👍 Like

💬 Comment

➦ Share

Most relevant ▼



Monterey Bay National Marine Sanctuary Foundation

177 followers

3d · 🌐

"Bus riders can plug into the program through an online rideshare portal that is administered by the transportation commission's Go Santa Cruz County system at scmttd.com/gosantacruz. Once registered, participants can log bus trips and earn 10 points for each ride, with a maximum of two rides or 20 points daily in eligible program awards. Once 250 points or 25 rides have been accrued, riders will win a \$10 token that allows them to donate to one of the program's nonprofit partners.

"Everyone who lives, works, and plays in this region is a steward to one of the planet's treasures of biodiversity," said Ginaia Kelly, chapter director of the Monterey Bay National Marine Sanctuary Foundation. "We are honored to team up with METRO on One Ride at a Time because this campaign gives people an opportunity to protect our Monterey Bay with their everyday transportation choices."

[Santa Cruz Metropolitan Transit District](#)
[Santa Cruz County Regional Transportation Commission](#)
[National Marine Sanctuary Foundation](#)
[Monterey Bay National Marine Sanctuary Foundation](#)
[NOAA: National Oceanic & Atmospheric Administration](#)
[Frans Lanting](#)
[Christine Eckstrom](#)





Margo Ross • 3rd+
Chief Operating Officer
4d · 🌐

So Proud of our One Ride at a Time Campaign. Outstanding job Danielle!!!



Santa Cruz Metropolitan Transit District
242 followers
1w · 🌐

Have you seen our whale or mountain lion buses driving around Santa Cruz County yet? Our newest campaign: One Ride at a Time, features photographer Frans Lanting's iconic images of the Monterey Bay from the Bay of Life Project.

One Ride at a Time gives everyone in Santa Cruz County an opportunity to protect our extraordinary natural resources just by simply riding the bus.

Learn more at scmtd.com/onerideatatime

Photos by [Frans Lanting](#)

[#scmtd](#) [#santacruz](#) [#metro](#) [#environment](#) [#biodiversity](#)
[#humpbackwhales](#) [#mountainlions](#) [#cougars](#) [#franslanting](#)
[#chriseckstrom](#) [#bayoflifeproject](#)
[#montereybaynationalmarinesanctuary](#)



facebook



Manu Koenig

February 11 at 8:52 AM · 🌐



How can METRO serve you better?

Santa Cruz [Santa Cruz METRO Transit District](#) wants to hear from you!

Take the survey to help METRO improve the route network to be easier and faster.

REIMAGINE METRO
Take Rider Survey

SANTA CRUZ METRO

- PAID FOCUS GROUPS
- \$100 GIFT CARDS DRAWING



Santa Cruz METRO Transit District

Published by Tiffany Liberte Ardon · February 7 at 11:30 AM · 🌐

METRO is launching **REIMAGINE METRO**, a project to update the METRO route network to be easier, faster and better for riders.

This project will examine every piece of the METRO system, and we want to hear what you think would improve METRO's service by taking a 3-minute survey.

To thank you for your time, we'll enter you in a drawing for one of three \$100 gift cards. Plus, you can sign up to participate in PAID focus groups – either in person or on Zoom.

Take the survey: scmttd.com/ReimagineSurvey

facebook



Supervisor Manu Koenig

February 11 at 8:48 AM · 🌐

How can METRO serve you better?

Santa Cruz METRO Transit District wants to hear from you!

Take the survey to help METRO improve the route network to be easier and faster.

REIMAGINE METRO
Take Rider Survey

SANTA CRUZ METRO

- **PAID FOCUS GROUPS**
- **\$100 GIFT CARDS DRAWING**



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Take the survey: scmttd.com/ReimagineSurvey



STORMS 2023: ROAD TO RECOVERY

Amid continued repairs, Highway 9 set to reopen March 4



Aerial view of the Highway 9 slide on Jan. 9.

(Via CalTrans)

BY MAX CHUN

FEB 10, 2023

Closed for more than a month by a mudslide between lower Glen Arbor Road and Holiday Lane in Ben Lomond, Highway 9 should be back open to traffic in a few weeks assuming weather conditions remain favorable, Caltrans says.

Santa Cruz Mountains commuters will have to wait a little longer to get their largest transportation artery back, as Caltrans continues to remove debris and stabilize the slopes around Highway 9 in Ben Lomond.

Assuming the weather stays dry, the agency expects the highway to finally reopen in three weeks, on March 4.

“We recognize that it’s likely still early in the winter season,” said Caltrans District 5 spokesperson Kevin Drabinski. “The possibility of rain factors into putting an estimate on the reopening date.”

Highway 9, closed between lower Glen Arbor Rd. and Holiday Lane since New Year’s Eve, has required a significant amount of work. Debris littered the road and adjacent slopes, obstructing traffic operations. According to a Caltrans news release, crews worked to resculpt and stabilize the slope and install drains in the saturated landscape after the initial debris clearing.

That work revealed significant damage — more than was initially thought.

The road’s retaining wall, a structure designed to keep hillside soil from eroding, was too damaged for the agency to use temporary concrete barriers that would have allowed for one-way traffic. More rain earlier this week destabilized the hillside affected by the New Year’s Eve slide once again, rendering a reopening impossible.



(Kevin Painchaud / Lookout Santa Cruz)

“The rain is coming down on already saturated soil, so this is what slows the work down,” said Drabinski. “We’re still trying to drain springs off the sides of the slope to increase stability there.”

Glen Arbor Road remains the available detour.

Santa Cruz Metro covers buses with wildlife, launches environmental partnership

Torstein Rehn

Feb 9, 2023



SANTA CRUZ, Calif. —

Santa Cruz buses will soon be covered in pictures of wildlife and other nature images.

Santa Cruz Metro launched a new campaign called "One Ride at a Time" in partnership with Monterey Bay environmental organizations.

Four buses have already been wrapped in pictures of a whale, a mountain lion, a sea otter or the redwood forest.

All photos were taken by Frans Lanting as part of the Bay of Life Project.

Santa Cruz Metro said it plans on having 30 buses covered in nature images by the end of 2024.

Riders are able to raise money for the Monterey Bay National Marine Sanctuary Foundation and the Bay of Life Fund by taking the bus.

Every bus ride taken using a Go Santa Cruz County account will earn 10 points. Every 250 points will earn \$10 for one of the two environmental causes.

©2023, Monterey Hearst Television Inc. on behalf of KSBW-TV.



2/9/2023

After storm evacuation response, a thank-you to Metro heroes

To the editor:

Now that the devastating atmospheric storms of December and January are behind us, I want to thank the Santa Cruz Metro drivers, dispatchers and supervisors who stepped up to evacuate people from flood- and mudslide-prone areas in North and South counties. Evacuations require a high level of collaboration and trust. Metro is truly grateful for the dedication and energy shown by employees who navigated challenging weather and road conditions.

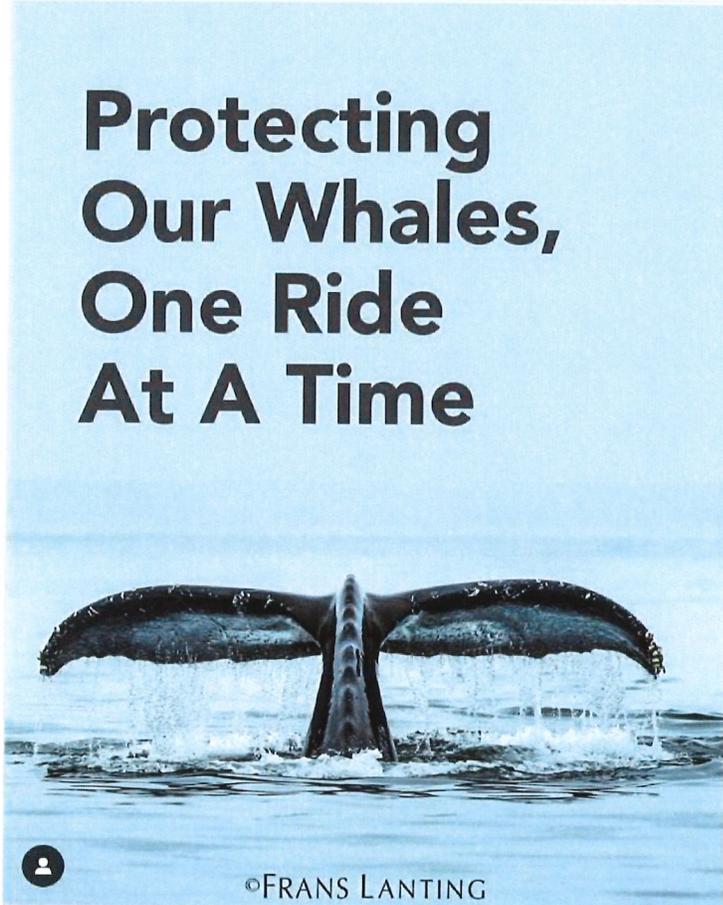
Metro salutes the following employees: Nathanael Abrego, Candis Almanza, Erik Berg, Ron Bushnell, Paul Camacho, Ronald Catley, Manny Diaz, Miguel Escarcega, Mario Espinoza, Jesus Heredia, Leo Herrera, Oscar Herrera, Veronica Hoover, Robert Krause, Jesse Mendoza, Rodrigo Mojica, Manny Perez, Todd Pinsky, Brenda Roman, James Sandoval, Bryan Saucedo, Mark Saunders, Mary Sells, Patrick Sepe, Nicolas Serrano, Chris Sullivan, Lizz Thompson, Ruben Valdez, Noah Vasseur and Mark Vazquez.

The historic storms we experienced in Santa Cruz County, unfortunately, were driven by climate change. It's likely we will have to endure these kinds of storms again, and possibly sooner than we think. In addition to proudly providing public transit every day in Santa Cruz County, Metro is also committed to being here for our community as an emergency response resource.

Michael Tree
METRO CEO/general manager



02/09/23



gosantacruzcounty · Following ...
Santa Cruz, California

gosantacruzcounty Santa Cruz
County is a hotspot for biodiversity
and incredible wildlife, both land and
sea. We are thrilled to partner with
@santacruzmtd and other
community organizations to protect
the local environment: One Ride at a
Time. Every time you ride METRO
during this campaign, you have the
opportunity to earn points through
GO Santa Cruz County that become
monetary donations for our
environmental partners: the Bay of
Life Fund and
@montereybayfoundation.

Learn more:
scmttd.com/onerideatotime



1 like
4 HOURS AGO

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Shebreh Kalantari-Johnson

February 9 at 8:06 PM · 🌐



Thank you Metro drivers for showing up when the community needed you! [Santa Cruz METRO Transit District](#)



Santa Cruz METRO Transit District

Published by Tiffany Liberte Ardon · February 8 at 3:00 PM · 🌐

👉❤️ As our community continues the long process of recovering from last month's historic storms, we're sending a big thank you to our METRO drivers who supported multiple evacuation efforts during challenging storm conditions! 🙌👏

We're here for you, Santa Cruz County, rain or shine!

[#SantaCruzMETRO](#) [#SantaCruz](#) [#PublicTransit](#)

👍❤️ You and 2 others

For Immediate Release

Contact:
Danielle Glagola
(831) 420-2550
dglagola@scmtd.com

**METRO launches countywide Youth Ride Free pilot program**

Free fares for all youth, in grades K-12, begins March 1, 2023

JAN. 27, 2023 —SANTA CRUZ, CA— Santa Cruz Metropolitan Transit District (METRO) today announced its Board of Directors has approved METRO's first-ever Youth Ride Free pilot program, which will launch March 1, 2023, and will be available throughout Santa Cruz County.

The Youth Ride Free pilot program eliminates fares in order to increase access and encourage ridership for youth in grades K-12. The program will enable youth to ride on all METRO routes (excluding Highway 17) anywhere, anytime. According to a survey conducted by METRO in 2019, just 9.7% of METRO riders are under the age of 18, despite making up 19% of the population of Santa Cruz County.

“Our local youth represent the future of transit and they need better access to METRO,” said Santa Cruz METRO Board Chair Larry Pageler. “This pilot program is a big step toward reducing barriers in ridership. A key goal for the Youth Ride Free program is to help develop lifelong transit riders, while meeting METRO's overall goal of increasing transit ridership.”

How the Youth Ride Free pilot program will work for youth:

- Riders in 8th Grade and under may be asked by the driver to identify their grade level or the school they attend. Students may be asked to provide a student ID, if one is available.
- Riders in Grades 9-12 will be asked to show a student ID to the driver. Riders without a student ID get a special pass from their school or at the Pacific Station Customer Service Window in Downtown Santa Cruz.

In the coming weeks, METRO plans to distribute more information on the pilot program to increase awareness and promote the program. Please stay tuned for additional details.

About Santa Cruz Metropolitan Transit District (METRO)

Established in 1968, METRO'S mission is to provide environmentally sustainable transportation to Santa Cruz County. METRO directly operates county-wide, fixed-route and Highway 17 commuter service, with connections to Santa Clara County and Monterey Salinas Transit at our Watsonville Transit Center. The agency also operates ParaCruz paratransit service. Today METRO operates a fleet of 94 buses on at least 24 fixed routes and 32 paratransit vehicles.

Every ride on a METRO bus takes cars off the road, significantly reduces greenhouse gas emissions, and supports economic opportunity and quality of life in our community. Moving into the future, METRO strives to meet the following goals:

- Increase transit ridership to 7 million trips annually within the next five years
- Transition to a zero-emissions fleet with a mix of hydrogen and battery electric buses
- Develop 175 affordable housing units at METRO-owned transit centers over the next decade

For more information, visit scmtd.com.

Like METRO on Facebook at www.facebook.com/SantaCruzMETRO or follow METRO on Twitter at www.twitter.com/SantaCruzMETRO.

###



02/08/2023



coastconnectscc • Follow ...

coastconnectscc Have you seen the newly wrapped buses in Santa Cruz as part of the @santacruzmta One Ride at a Time campaign?

Featuring photos taken by @franslanting, the One Ride at a Time campaign gives us an opportunity to protect our extraordinary natural resources just by simply riding the bus.



Be the first to like this

7 MINUTES AGO

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02/08/2023



Santa Cruz County Friends of the Rail & Trail (FORT)

39m · 🌐



Have you seen the newly wrapped buses in Santa Cruz as part of the [Santa Cruz METRO Transit District](#) One Ride at a Time campaign?

Featuring photos taken by Frans Lanting, the One Ride at a Time campaign gives us an opportunity to protect our extraordinary natural resources just by simply riding the bus.

Beginning in January 2023, every ride on a METRO bus donates to our partners in protecting the environment, the Monterey Bay National Marine Sanctuary Foundation, and the Bay of Life Fund.

Hop on board and join us in protecting our Monterey Bay, one ride at a time!

<http://scmtd.com/en/onerideatime>

[#onerideatime](#) [#montereybay](#) [#santacruz](#) [#watsonville](#)



You and 5 others

1 comment

Love

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Most relevant ▾



Martha Victoria Vega

17h · 🌐



✅ \$30 million grant secured! 🥳

Santa Cruz METRO, alongside the Regional Transportation Commission and Caltrans, was awarded \$30 million by the U.S. Dept. of Transportation to fund the Watsonville-Santa Cruz Multimodal Corridor Program!

This grant will fund:

- 🚌 Four zero-emission buses for METRO's regional routes that connect the transportation-disadvantaged community of Watsonville
- 🚌 An auxiliary lane and bus on shoulder system for Highway 1
- 🚌 Equitable transportation options for disadvantaged communities
- 🚌 Faster commute times for bus riders

👉 This is a great step forward in METRO's effort to provide more efficient, equitable and eco-friendly trips for METRO riders.

[#SantaCruzMETRO](#) [#SantaCruz](#) [#PublicTransit](#)



Santa Cruz METRO Transit District

Published by Tiffany Liberte Ardon · February 6 at 11:00 AM · 🌐

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[#SantaCruzMETRO](#) [#SantaCruz](#) [#PublicTransit](#)

SANTA CRUZ SENTINEL

Youth Ride Free program coming



Bus service remains unaffected after transit agency Santa Cruz Metro confirmed its first COVID-19 case involving an employee. SHMUEL THALER — SANTA CRUZ SENTINEL FILE

BY PK HATTIS

2/8/2023

SANTA CRUZ >> Santa Cruz County youth looking for a ride across town are guaranteed to have a free one waiting for them beginning next month after the Santa Cruz METRO Board of Directors approved its first-ever Youth Ride Free pilot program.

The year-long program, set to launch March 1, aims to increase access for riders in grades K-12 and also foster a familiarity with the public transportation system that local authorities are leaning into for future planning opportunities.

“Our local youth represent the future of transit and they need better access to METRO,” said Santa Cruz METRO Board Chair Larry Pageler in a release. “This pilot program is a big step

toward reducing barriers in ridership. A key goal for the Youth Ride Free program is to help develop lifelong transit riders, while meeting METRO's overall goal of increasing transit ridership."

According to the release, a METRO study from 2019 found that only 9.7% or roughly 494,700 of its 5.1 million total ridership was age 18 or younger despite making up 19% of the county's total population. According to the website Data Share Santa Cruz County, 51,327 of the county's 269,893 residents are younger than 18.

Riders in grades K-8 looking to participate in the program may be asked by a METRO driver to identify their grade level or the school they attend and may also be asked to display a student identification if available before boarding the bus.

Youth in grades 9-12 will be asked to show a student ID to the driver and those without one can get a special pass from their school or at the Pacific Station Customer Service window in Downtown Santa Cruz.

After suffering usage declines during the COVID-19 pandemic, Santa Cruz METRO recently set an ambitious goal of doubling its ridership within the next five years. METRO had a ridership of about 3.5 million last year and is aiming to increase that to 7 million by 2028. Danielle Glagola, a METRO spokesperson, told the Sentinel this week that its current ridership was on pace to reach about 3.8 million, or a 10% increase from last year.

The transit agency also launched its One Ride at a Time program last month, which involved wrapping its buses in awe-inspiring images from the legendary wildlife photographer-writer duo Frans Lanting and Chris Eckstrom.

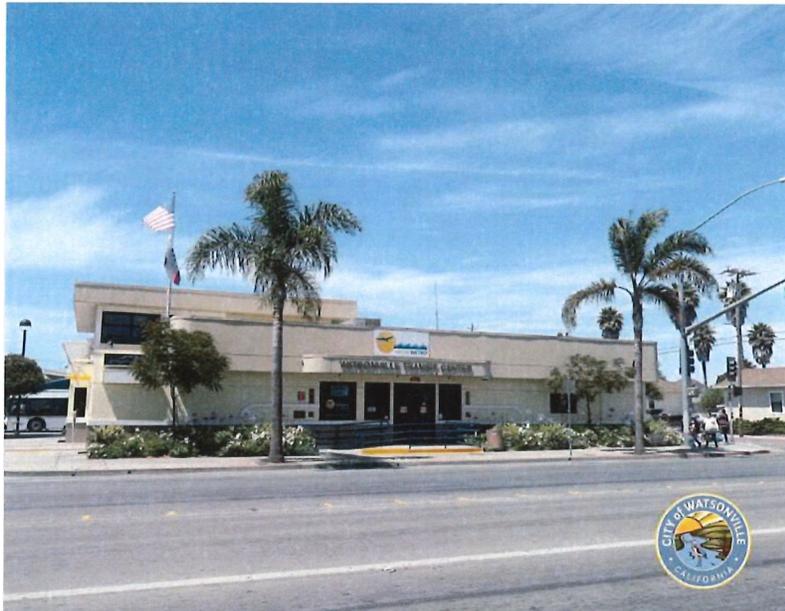
METRO and its partners also recently won \$30 million in grant funding from the Department of Transportation to bolster construction efforts for new bus-on-shoulder lanes in both directions along Highway 1 from Freedom Boulevard to State Park Drive. Funds will also be used to purchase four zero-emission buses.

Pageler called the grant a "major grant win" and said the investment will "increase access to transit, improve the speed and reliability of METRO buses, and support our goals to reduce emissions."

The county's Climate Action and Adaptation Plan, approved by the Board of Supervisors late last year, found that the greatest source of greenhouse gas contributions in unincorporated county regions came from passenger and commercial vehicles. This category produced 447,514 metric tons of CO₂ in 2019 or roughly 61% of total unincorporated emissions, according to the report.



2/7/2023



 cityofwatsonvillegov • [Follow](#) ...

 cityofwatsonvillegov Our partners at @santacruzmtd want to hear from you!

They are asking the community to identify solutions to make transit faster, more reliable, and easier to access between the cities of Watsonville and Santa Cruz. Please take 5-10 minutes to share your feedback!

2 likes

2 MINUTES AGO

 Add a comment...

[Post](#)



GO Santa Cruz County

1h · 🌐



REMINDER: METRO wants to hear from you! [Santa Cruz METRO Transit District](#) is asking the community to identify solutions aimed at making transit faster, more reliable, and easier to access between the cities of Watsonville and Santa Cruz. Take the survey and be eligible to win a gift card! <https://bit.ly/SCMetroSurveyR1>

How can transit serve you better?

¿Cómo puede brindarle un mejor servicio el transporte público?

Share your feedback at scmtd.com/rapid

Compartir su opinión en scmtd.com/rapid



👍 1

👍 Like

💬 Comment

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Instagram

2/6/2023

Rebecca Downing



seacliffside · Follow

Struve Slough



Did you spy the whale? Did you ride the whale? @santacruzmtd had booths both here at Struve Slough and in Downtown Watsonville for Transit Equity Day. Visit scmtd.com to learn more about the whale 🐋 bus and how you can support conservative through the One Ride at a Time program. 🌲🌲🌲 #transitequity #transitequityday #bus #brt #transit #scz #watsonville #bikebus #buslife

56m



2 likes

56 MINUTES AGO



Add a comment...

Post



Coast Connect - Friends of the Rail & ... @CoastConnect... · Feb 6 ...
 Good news for parents & students alike in Santa Cruz County!

Beginning March 1st, @SantaCruzMETRO will be launching their Countywide Youth Ride Free pilot program, meaning free fares for all youth, in grades K-12! 🚌

For Immediate Release

Contact:
 Danielle Glagola
 (831) 420-2550
dglagola@scmtd.com

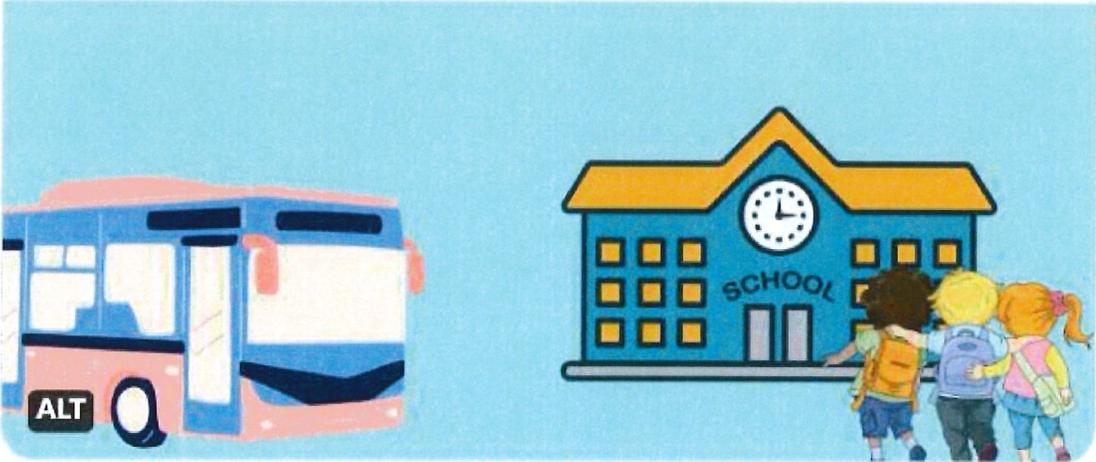


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🗨️ 4 ❤️ 12 📊 574 ↗️



2/6/2023



Coast Connect - Friends of the Rail & ... @CoastConnectS... · 43m ...
A huge thank you goes out to [@SantaCruzMETRO](#) for providing free rides to the Transit Equity Day Fair!



Faina S @FainaSegal · Feb 4

Shout-out to our [@SantaCruzMETRO](#) drivers who continue to go above and beyond to offer service even among major labor shortages.

[Show this thread](#)



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GO Santa Cruz County

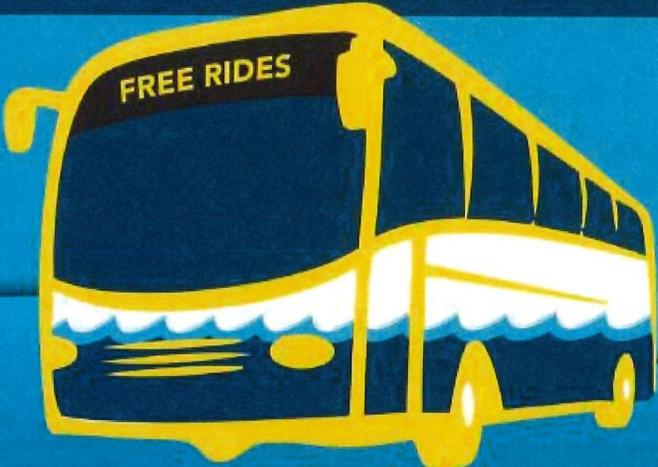
February 4 at 9:00 AM · 🌐

...

#REPOST Santa Cruz METRO Transit District: FREE fares will be available all day Sat., Feb. 4 countywide on Santa Cruz METRO's fixed-routes, Hwy-17 Express and ParaCruz in recognition of Transit Equity Week, a national coalition movement celebrated to commemorate the life and legacy of Rosa Parks on her birthday! 🙌

Bonus: Use METRO's FREE fares to catch a ride to the Transit Equity Family Fair at the Plaza in Downtown Watsonville! 🇺🇸

Learn more: scmtd.com/transitequity



Celebrate Transit Equity Week!

Free Rides Feb. 4

All fixed routes, Hwy 17 Express and ParaCruz
**Ride free to the Transit Equity Family Fair
at Watsonville Plaza!**



scmtd.com

👍 1

👍 Like

💬 Comment

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twitter



Faina S
@FainaSegal

...

So many awesome community organizations are here today! @CoastConnectSCC @SantaCruzMETRO @RegenerationPV @EcologyActionSC @gosantacruzcounty and the Citizens climate lobby



2:13 PM · Feb 4, 2023 · 55 Views



Faina S
@FainaSegal



Shout-out to our [@SantaCruzMETRO](#) drivers who continue to go above and beyond to offer service even among major labor shortages.

2:56 PM · Feb 4, 2023 · 25 Views

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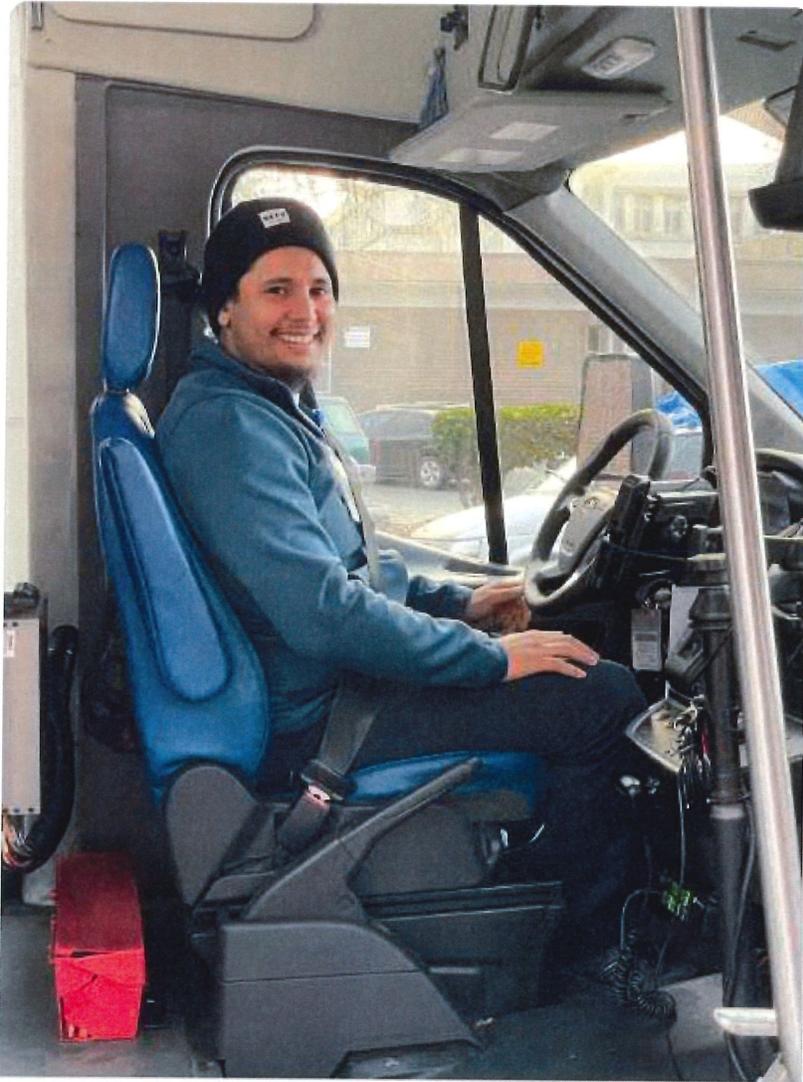
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Monterey Bay National Marine Sanctuary Foundation

February 4 at 9:50 AM · 🌐

Help reduce your carbon footprint by taking mass transit to get around Santa Cruz County via the [Santa Cruz METRO Transit District](#) —& today you can ride for FREE!



Santa Cruz METRO Transit District

Published by Tiffany Liberte Ardon · February 4 at 9:00 AM · 🌐

Today's the day...Ride FREE on METRO! Today all rides are FREE countywide on fixed-routes, Hwy-17 Express and ParaCruz services! 🚌

Hope to see you at the Transit Equity Family Fair today at the Watsonville Plaza at 10 a.m. where we're showcasing our One Ride at a Time Bus.

[#FreeFares](#) [#SantaCruzMETRO](#) [#TransitEquity](#)

👍 1

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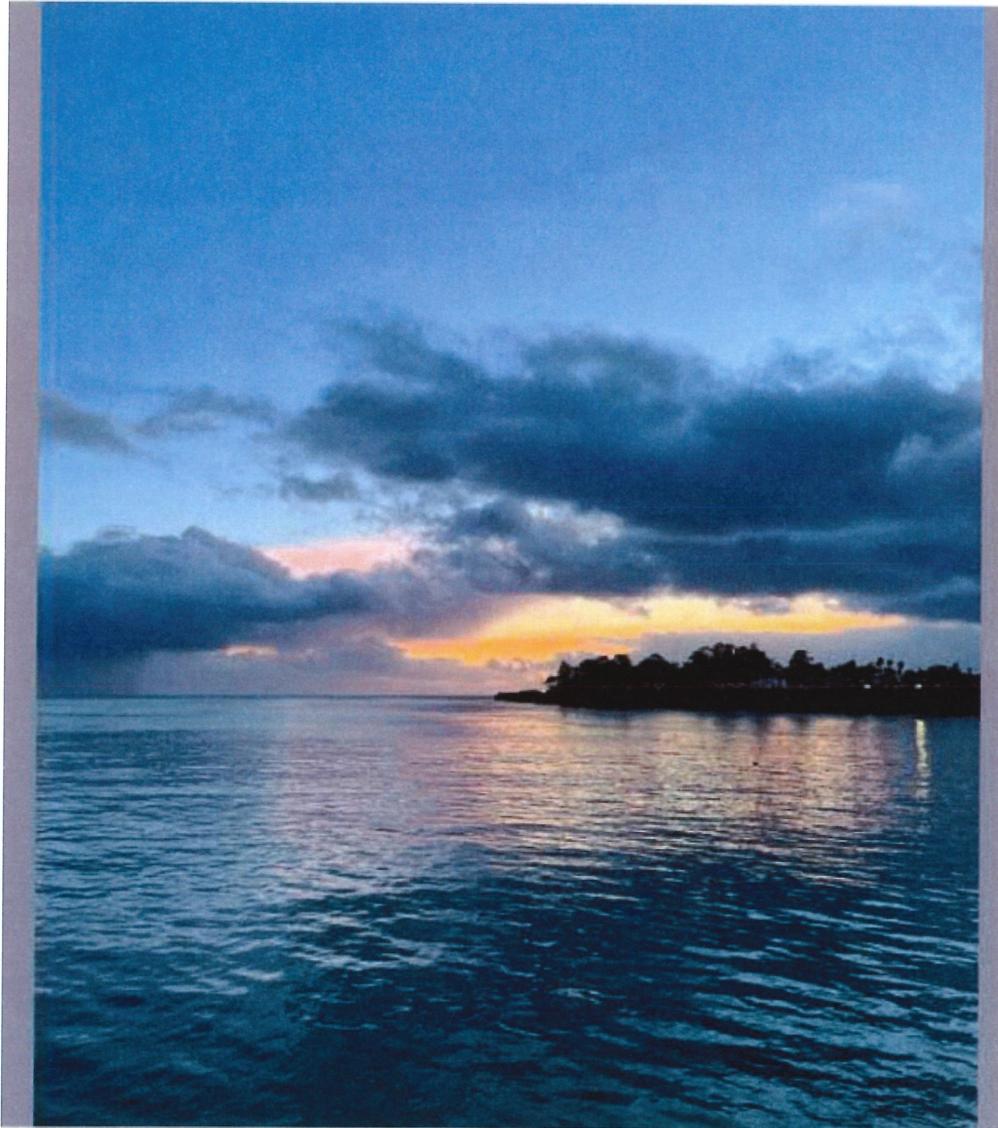
GO Santa Cruz County is in West Cliff Drive.

February 3 at 9:00 AM · 🌐



Rainy Days can mean a wet commute! ☔ But don't let it drive you to get in your car solo. If you want to stick to your GO Santa Cruz alternative commute commitment and stay dry, take the [Santa Cruz METRO Transit District](#) or carpool with a colleague!

👤 @alwaysstravelhungry



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Share Bulletin



METRO Offers Free Fares for Transit Equity Day Tomorrow, Sat., Feb 4th

Santa Cruz METRO Transit District sent this bulletin at 02/03/2023 09:20 AM PST

Santa Cruz METRO to offer free fares, tomorrow, Feb. 4 countywide on fixed-routes and ParaCruz in support of Transit Equity Week

New "One Ride at a Time" bus to be showcased at Family Fair Feb. 4 in Watsonville

Santa Cruz METRO announces it will offer free fares countywide on fixed-routes, Hwy-17 and ParaCruz services all day tomorrow, Saturday, Feb. 4, in recognition of Transit Equity Week, a national coalition movement celebrated to commemorate the life and legacy of Rosa Parks on her birthday.

Transit Equity Week, organized by local nonprofit Equity Transit, will include a series of events from Monday, Jan. 30 to Saturday, Feb. 4, concluding with the Family Fair. At the fair, METRO will showcase one of its new One Ride at a Time buses, a campaign focused on giving everyone in Santa Cruz County the opportunity to protect the environment by one simple action of riding METRO. Riders can accrue points from every ride which can then be donated to partners protecting the environment, the Monterey Bay National Marine Sanctuary Foundation and the Bay of Life Fund.

"We're excited to offer equitable transportation options to the Family Fair Day by providing free bus fares," said METRO CEO/General Manager Michael Tree. "We support events like Transit Equity Week that share METRO's vision of providing equitable and environmentally sustainable transportation options. We look forward to showcasing one of METRO's new One Ride at a Time buses, highlighting one of the many benefits that comes with riding METRO."

"Robust public transit systems reinforce a strong economy and offer a choice for communities that value equity and wise stewardship of our planet," said Lani Faulkner, director of Equity Transit, which advocates for affordable, equitable and environmentally-wise public transit that is essential to the community.

View Transit Equity Week events:

Safe Streets Bike Ride Party, Friday, Feb. 3 at 5 p.m.

Bring your bike and join the Bike Ride Party starting in downtown Santa Cruz.

Location: Spruce Street & Pacific Avenue, Santa Cruz

Transit Equity Family Fair, Saturday, Feb. 4 at 10 a.m.

Take the bus for free to the family fair. The fair will feature local organizations including Santa Cruz METRO, Regeneracion, the Community Bike Collective, Friends of the Rail and Trail and more. Free train rides and electric bicycles will be available for people to ride. My Mom's Mole food truck will be on site.

Location: Watsonville City Plaza, 358 Main St., Watsonville

About Santa Cruz Metropolitan Transit District (METRO)

Established in 1968, METRO'S mission is to provide environmentally sustainable transportation to Santa Cruz County. METRO directly operates county-wide, fixed-route and Highway 17 commuter service, with connections to Santa Clara County and Monterey Salinas Transit at our Watsonville Transit Center. The agency also operates ParaCruz paratransit service. Today METRO operates a fleet of 94 buses on at least 24 fixed routes and 32 paratransit vehicles.

Every ride on a METRO bus takes cars off the road, significantly reduces greenhouse gas emissions, and supports economic opportunity and quality of life in our community. Moving into the future, METRO strives to meet the following goals:

- Increase transit ridership to 7 million trips annually within the next five years
• Transition to a zero-emissions fleet with a mix of hydrogen and battery electric buses
• Develop 175 affordable housing units at METRO-owned transit centers over the next decade

For more information, visit scmttd.com.

Like METRO on Facebook at www.facebook.com/SantaCruzMETRO or follow METRO on Twitter at www.twitter.com/SantaCruzMETRO.



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Inside Santa Cruz: What the experts say to kick off Transit Equity Week

BY MAX CHUN

Source: Lookout Santa Cruz

FEB 3, 2023

As the climate emergency worsens and cities get denser, public transit is becoming a big topic on everyone's mind. Santa Cruz might not be the largest city in the world, but as I'm sure many of you know well, its public transportation system could be much better. As we march closer to Transit Equity Day on Saturday, events around town center on this very issue.

On Monday night, there was a forum of experts at the Resource Center for Nonviolence on Ocean Street, which I shared with y'all last week. District 3 Santa Cruz County Supervisor Justin Cummings, Santa Cruz Metro Chief Executive Director Michael Tree, UCSC sociology professor Miriam Greenberg and others were there to discuss ways to improve our transit system. If you couldn't make it (no worries), or if you didn't read Student Lookout last week (wack), I went for you, and can share some of the biggest takeaways here.

Michael Tree has a few big goals for the future of METRO.

Tree has long worked in transportation and aims to make it more accessible and easy to use. Tree also sees the importance of the connection between housing and public transportation. There are 70 affordable units planned for Metro property as part of its major facelift, which officials hope will get more people into buses as a denser population settles near the transit hub. In that same vein, Tree envisions a more environmentally friendly Metro system, with electric and hydrogen-powered buses to cut down on carbon emissions.

Housing near transit lines and corridors incentivizes the use of public transportation.

Cummings said he's excited that state and local governments are planning housing near public transit lines and facilities, thus incentivizing their usage. Housing affordability is one of the

biggest issues in Santa Cruz, and as local government agencies begin planning units, having them connected with public utilities like transportation is “very critical,” said Cummings.

However, developing around transit has implications that can't be ignored.

Greenberg raised an interesting point that housing near transit won't incentivize the use of the services if that housing is not affordable. She explained that those earning higher incomes are more likely to drive cars, meaning that market-rate housing built near transit hubs will likely be filled with people using cars.

“Meanwhile, those who will be displaced by that development are more likely lower-income, who are the primary public-transit users. They'll be pushed further and further out from the city center.”

— Miriam Greenberg

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CAPITOLA SOQUEL TIMES: FEBRUARY 2023

written by Michael Oppenheimer

February 2, 2023

Santa Cruz Metro: One Ride at a Time

Santa Cruz Metro is launching One Ride at a Time, a campaign to showcase the environmental benefits of transit, encourage bus ridership and protect Santa Cruz County's extraordinary natural resources.

One Ride at a Time is made possible by a partnership between Metro, Santa Cruz County Regional Transportation Commission, Monterey Bay National Marine Sanctuary Foundation, Bay of Life Fund, and renowned photographer-writer team Frans Lanting and Chris Eckstrom.

Metro is releasing pairs of buses wrapped with Lanting's iconic images of the Monterey Bay from the Bay of Life Project. By the end of 2024, about 30 buses will feature inspiring images of whales, sea otters, mountain lions, redwoods and more.

The first pair of bus wraps were unveiled Jan. 21, coinciding with the opening weekend of Lanting and Eckstrom's Bay of Life Exhibition at the Santa Cruz Museum of Art & History. (See santacruzmah.org/exhibitions/bay-of-life.)

Starting in March, every ride on a Metro bus donates to our partners in protecting the environment, the Monterey Bay National Marine Sanctuary Foundation and the Bay of Life Fund.

To participate, bus riders must create an account on the online ridesharing portal administered by the Santa Cruz County Regional Transportation Commission GO Santa Cruz County program (scmtd.org/gosantacruz), or through the Commute Tracker app (scmtd.org/ctsetup).

Once enrolled, riders log their bus trips, earning 10 points for each trip with a maximum of two rides per day that count toward point accruals. When a rider reaches 250 points, or 25 rides, they can use the portal to select a nonprofit partner to receive a \$10 donation. Riders will get an estimate



Photo Credit: Frans Lanting

Humpback whales lunge feeding surrounded by gulls, Monterey Bay

of greenhouse gas emissions reductions they made by riding the bus and compete to see who can make the biggest impact.

"With One Ride at a Time, we aim to increase ridership and solidify Metro as the region's environmentally smart transportation choice while supporting organizations making a difference in our community," said Larry Pageler, Metro Board chairman.

Lanting and Eckstrom said, "We are delighted to collaborate with Metro and to put our images from Bay of Life to work protecting our precious Monterey Bay environment one ride at a time."

Metro will inform the community about the conservation and education efforts via transit center displays, interior bus signs and its website.

"Everyone who lives, works, and plays in this region is a steward to one of the planet's treasures of biodiversity," said

Ginaia Kelly, chapter director of the Monterey Bay National Marine Sanctuary Foundation. "This campaign gives people an opportunity to protect our Monterey Bay with their everyday transportation choices."

The Monterey Bay National Marine Sanctuary Foundation is the local nonprofit partner and chief advocate for NOAA's Monterey Bay National Marine Sanctuary and is the local chapter of the National Marine Sanctuary Foundation.

Its mission is to leave a thriving sanctuary to future generations by protecting wildlife and habitats and inspiring the public to be its stewards.

Secretary Leon Panetta, co-chairman of the Monterey Bay National Marine Sanctuary Foundation, said, "Each of us has a special responsibility to be good stewards of the natural treasure we all have inherited."

In 2022, Metro has pledged all new bus purchases would be zero-emissions.

Metro is converting its entire bus fleet to zero-emissions. By the end of 2023, Metro will have 9 zero-emissions buses.

"This project has been a labor of love for Metro and our partners," Metro Marketing & Communications Director Danielle Glagola said of One Ride at a Time. "Our goal is to increase environmental awareness and remind the public that using public transit over personal vehicles, even one ride at a time, reduces emissions. Now, through this program and with our partners' help, riders can also donate to our local environmental nonprofits, doubling their impact, with one simple action of riding Metro."

Every ride on a Metro bus takes cars off the road and reduces greenhouse gas emissions. ■

•••

For information, visit scmtd.com/overideatotime.

The PAJARONIAN

A photographic journey: Santa Cruz METRO bus murals highlight ecosystem

By: Tarmo Hannula

February 2, 2023



A large mural of a photograph by Frans Lanting adorns the side of a Santa Cruz METRO bus as part of a new, One Ride at a Time program to help heighten awareness of the natural scheme of the Monterey Bay. Photo: Tarmo Hannula/The Pajaronian

SANTA CRUZ COUNTY—A new campaign to showcase the environmental benefits of transit, encourage bus ridership and protect Santa Cruz County’s natural resources, kicked off recently in Santa Cruz.

“One Ride at a Time” launched a pair of METRO’s buses that are emblazoned with massive photograph murals by renowned photographer Frans Lanting, said Danielle Glagola, METRO spokesperson. The buses were staged outside the Santa Cruz Museum of Art & History that is currently featuring the Bay of Life photo exhibit by Lanting and Chris Eckstrom, a photographer-writer team.

Starting in January, every ride on a METRO bus donates to organizations that work to protect the environment: the Monterey Bay National Marine Sanctuary Foundation and the Bay of Life Fund.

One Ride at a Time is made possible by partnerships between METRO, Santa Cruz County Regional Transportation Commission (SCCRTC), Monterey Bay National Marine Sanctuary Foundation, Bay of Life Fund, and Lanting and Eckstrom.

“METRO is committed to our zero emissions plan and from 2023 on out we’re committed to only purchasing zero emissions buses, whether it be hydrogen or electric,” Glagola said.

To promote the campaign, METRO will release pairs of buses wrapped with Lanting’s iconic images of the Monterey Bay from Bay of Life: From Wind to Whales. By the end of 2024, about 30 wrapped buses will be traveling throughout Santa Cruz County and featuring images of whales, sea otters, mountain lions, redwoods and more.

“This is about people and nature,” Lanting said. “We wanted to bring together the two halves of the Monterey Bay, land and sea: This is the reason the Monterey Bay is what it is and it is people and nature we want to connect; it’s not just nature by itself. A million people live here in Monterey Bay. We tell the story of the degradation of the natural environment during the era of industrial exploitation. It’s a sobering lesson that happened in the period of two generations. And the miraculous thing is that nature has bounced back because people have been working at it and that’s the big takeaway, that we can turn things around. As far as we know, this (METRO bus murals) hasn’t been done before, in the context of this campaign.”

For information, visit scmtd.com/onerideatime.

The “Bay of Life: From Wind to Whales” exhibit runs through April 30 at the Santa Cruz Museum of Art & History, 705 Front St. Santa Cruz. For information, call 429.1964.



A Santa Cruz METRO bus swings onto East Beach Street in Watsonville with a new mural photograph of a humpback whale. Photo: Tarmo Hannula/The Pajaronian



2/2/2023

\$30 million Grant Win Funds METRO's Bus-on-Shoulder Plan and Purchase of Zero-Emission Buses

Santa Cruz Metropolitan Transit District (METRO) announces that \$30 million in new funding has been awarded by the U.S. Department of Transportation from the 2022 Multimodal Projects Discretionary Grant to fund plans for a new bus-on-shoulder lane on Highway 1 from Freedom Blvd. to State Park Dr., as well as to purchase four zero-emission buses.

"Too many of us know the frustration of being stuck in traffic on Highway 1 between Watsonville and Santa Cruz, which leads to a decrease in our productivity and an increase in our carbon output," said Rep. Panetta. [Read more...](#)

For Immediate Release

Contact:

Danielle Glagola

(831) 420-2550

dglagola@scmtd.com



\$30 million grant win funds METRO's bus-on-shoulder plan and purchase of zero-emission buses

U.S. Dept. of Transportation Mega Grant funding awarded to Santa Cruz County RTC, in partnership with Caltrans and METRO for "Multimodal" transportation projects

JAN. 30, 2023 —SANTA CRUZ, CA— Santa Cruz Metropolitan Transit District (METRO) announces that \$30 million in new funding has been awarded by the U.S. Department of Transportation from the 2022 Multimodal Projects Discretionary Grant to fund plans for a new bus-on-shoulder lane on Highway 1 from Freedom Blvd. to State Park Dr., as well as to purchase four zero-emission buses.

"Too many of us know the frustration of being stuck in traffic on Highway 1 between Watsonville and Santa Cruz, which leads to a decrease in our productivity and an increase in our carbon output," said **Rep. Panetta**. "The Multimodal Corridor Program will bring much needed relief to our congestion problems with an extra lane for public transportation, improvements for the safety of pedestrians and cyclists, and, ultimately, the reduction of our carbon emissions with new zero-emission buses. I'm proud to have partnered with Santa Cruz METRO and Santa Cruz County Regional Transportation Commission to secure this significant federal investment that will help alleviate traffic, improve our livelihoods, and allow us to play our part in dealing with the effects of climate change."

Watsonville-Santa Cruz Multimodal Corridor Program

METRO, Caltrans and the Santa Cruz County Regional Transportation Commission are working in partnership on the Watsonville-Santa Cruz Multimodal Corridor Program. The funds will go toward improving Highway 1 with a bus on shoulder facility, auxiliary lanes, and bicycle and pedestrian overcrossings between Freedom Boulevard and State Park Drive, including a 1.25 mile segment of the Coastal Rail Trail. Permitted under state legislation, the innovative bus-on-shoulder facility will provide transit vehicles an opportunity to bypass congestion and improve the on-time performance and reliability of regional bus routes. Construction is expected to be completed in 2028.

"We're thrilled with this major grant win," said **Santa Cruz METRO Board Chair Larry Pageler**. "The grant represents a very significant investment that will increase access to transit, improve the speed and reliability of METRO buses, and support our goals to reduce emissions."

Zero-emissions Buses

Advancing transportation equity and protecting the environment, the purchase of four zero-emission buses for METRO's regional routes will help connect the community of Watsonville with jobs in the City of Santa Cruz while growing the METRO fleet of zero emission vehicles.

“This project closely aligns with our goals of climate action and resiliency,” **added Santa Cruz METRO CEO Michael Tree.** “We’re taking a critical step toward our long-term vision to decrease congestion, increase efficiency, and reduce vehicle miles traveled, while supporting a safer and more sustainable community.”

About Santa Cruz Metropolitan Transit District (METRO)

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- Increase transit ridership to 7 million trips annually within the next five years
- Transition to a zero-emissions fleet with a mix of hydrogen and battery electric buses
- Develop 175 affordable housing units at METRO-owned transit centers over the next decade

For more information, visit scmtd.com.

Like METRO on Facebook at www.facebook.com/SantaCruzMETRO or follow METRO on Twitter at www.twitter.com/SantaCruzMETRO.



2/2/2023

Santa Cruz METRO to Offer Free Fares Feb. 4 Countywide on Fixed-Routes and ParaCruz in Support of Transit Equity Week

Santa Cruz Metropolitan Transit District (METRO) announces it will offer free fares countywide on fixed-routes, Hwy-17 and ParaCruz services all day Saturday, Feb. 4, in recognition of [Transit Equity Week](#), a national coalition movement celebrated to commemorate the life and legacy of Rosa Parks on her birthday.

Transit Equity Week, organized by local nonprofit Equity Transit, will include a series of events from Monday, Jan. 30 to Saturday, Feb. 4, concluding with the Family Fair. At the fair, METRO will showcase one of its new [One Ride at a Time](#) buses, a campaign focused on giving everyone in Santa Cruz County the opportunity to protect the environment through one simple action of riding METRO. Riders can accrue points from every ride which can then be donated to partners protecting the environment, the [Monterey Bay National Marine Sanctuary Foundation](#) and the [Bay of Life Fund](#). [Read more...](#)

For Immediate Release

Contact:
Danielle Glagola
(831) 420-2550
dglagola@scmttd.com



Santa Cruz METRO to offer free fares Feb. 4 countywide on fixed-routes and ParaCruz in support of Transit Equity Week

New "One Ride at a Time" bus to be showcased at Family Fair Feb. 4 in Watsonville

JAN. 26, 2023 —SANTA CRUZ, CA— Santa Cruz Metropolitan Transit District (METRO) announces it will offer free fares countywide on fixed-routes, Hwy-17 and ParaCruz services all day Saturday, Feb. 4, in recognition of [Transit Equity Week](#), a national coalition movement celebrated to commemorate the life and legacy of Rosa Parks on her birthday.

Transit Equity Week, organized by local nonprofit Equity Transit, will include a series of events from Monday, Jan. 30 to Saturday, Feb. 4, concluding with the Family Fair. At the fair, METRO will showcase one of its new [One Ride at a Time](#) buses, a campaign focused on giving everyone in Santa Cruz County the opportunity to protect the environment by one simple action of riding METRO. Riders can accrue points from every ride which can then be donated to partners protecting the environment, the [Monterey Bay National Marine Sanctuary Foundation](#) and the [Bay of Life Fund](#).

"We're excited to offer equitable transportation options to the Family Fair Day by providing free bus fares," said METRO CEO/General Manager Michael Tree. "We support events like Transit Equity Week that share METRO's vision of providing equitable and environmentally sustainable transportation options. We look forward to showcasing one of METRO's new One Ride at a Time buses, highlighting one of the many benefits that comes with riding METRO."

"Robust public transit systems reinforce a strong economy and offer a choice for communities that value equity and wise stewardship of our planet," said Lani Faulkner, director of Equity Transit, which advocates for affordable, equitable and environmentally-wise public transit that is essential to the community.

Attend any of the free [Transit Equity Week events](#):

Transit-Urban Design Expert Panel, Monday, Jan. 30 at 6 p.m.

The panel discussion will discuss Public Transit, Safe Streets and Urban Design: Making Cities better for everyone. Panelists include: Michael Tree, METRO CEO/General Manager; Justin Cummings, District 3 Supervisor; James Sandoval, Chairperson for SMART Local 0023; Miriam Greenberg, Professor and Chair of the UCSC Social Sciences Department/Director of The Critical Sustainability Project and No Place Like Home. Light refreshments will be provided.

Location: Resource Center for Nonviolence, 612 Ocean St., Santa Cruz

Movie Night, Wednesday, Feb. 1 at 6 p.m.

The movie night will show *Safe Streets, Tactical Urbanism and the History of Public Transit In(Equity)* aimed at reviewing solutions to make streets safer for everyone, systems of transit inequity and tactical urbanism.

Location: Live Oak Grange, 1900 17th Ave., Santa Cruz

Safe Streets Bike Ride Party, Friday, Feb. 3 at 5 p.m.

Bring your bike and join the Bike Ride Party starting in downtown Santa Cruz.

Location: Spruce Street & Pacific Avenue, Santa Cruz

Transit Equity Family Fair, Saturday, Feb. 4 at 10 a.m.

Take the bus for free to the family fair. The fair will feature local organizations including Santa Cruz METRO, Regeneracion, the Community Bike Collective, Friends of the Rail and Trail and more. Free train rides and electric bicycles will be available for people to ride. My Mom's Mole food truck will be on site.

Location: Watsonville City Plaza, 358 Main St., Watsonville

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Like METRO on Facebook at www.facebook.com/SantaCruzMETRO or follow METRO on Twitter at www.twitter.com/SantaCruzMETRO.



Land Trust-Santa Cruz County



Land Trust-Santa Cruz County Did you know that by riding @santacruzmtd you can support a safer future for mountain lions? Every ride on a METRO bus donates to the Monterey Bay National Marine Sanctuary Foundation and the Bay of Life Fund. The Bay of Life Fund helps support our work to ensure a future for mountain lions by establishing habitat corridors including highway underpasses and overpasses at critical spots where these big cats need to



Miller Maxfield @MillerMaxfield · 1h



Let's gooo and ride Santa Cruz METROOO!
Saturday @SantaCruzMETRO is supporting the culmination of
#TransitEquityWeek with FREE rides on all fixed-routes, Hwy-17 and
ParaCruz services tomorrow! This means you can ride METRO to the
Transit Equity Family Fair at #Watsonville Plaza!



Celebrate Transit Equity Week!

Free Rides Feb. 4

All fixed routes, Hwy 17 Express and ParaCruz
**Ride free to the Transit Equity Family Fair
at Watsonville Plaza!**


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📊 21





San Luis Obispo Regional Transit Authority (RTA) is with Santa Cruz METRO Transit District and 2 others.

22h · 🌐

Check out the brain power in this room! Our friends from Monterey/Salinas Transit, Santa Cruz and Santa Barbara Transit came to visit for the day to share ideas and solutions to help make all of our agencies better transit providers. We are grateful for the gift of their time and energy.



👍❤️ 27

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Press Enter to post



Dianne Williams
Woohoo!

Like Reply 20h



Steven Dunbar
Michael S Tree



METRO's Line 71/Rapid Corridors Survey

Santa Cruz METRO Transit District sent this bulletin at 02/01/2023 11:14 AM PST

How can transit serve you better?

METRO is working with the community to identify solutions aimed at making travel by bus faster, more reliable, and easier to access between the cities of Watsonville and Santa Cruz. This study will identify opportunities to improve METRO’s customer experience with better pedestrian and bicyclist access to bus stops and upgraded bus stop amenities.

We will be doing both on-line and in-person engagement to obtain feedback from the community. Please take 5-10 minutes to visit the scmtd.com/rapid website and share your feedback. We will also have a bi-lingual street team at in-person “pop-ups” at major transit hubs, Cabrillo College, and shopping centers starting the week of January 23rd thru February 11th.

For more information about METRO's Line 71/Rapid Corridors Project, visit scmtd.com/rapid or contact the Project Team at planning@scmtd.com or (831) 425-8600.



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California Local Santa Cruz
@CALocalSCZ



"How can transit serve you better?"

METRO is working with the community to identify solutions aimed at making travel by bus faster, more reliable, and easier to access between the cities of Watsonville and Santa Cruz."

Includes links for more info.

 **Santa Cruz METRO** @SantaCruzMETRO · Feb 1
[METRO's Line 71/Rapid Corridors Survey Inks.gd/2/zpnXdD](https://Inks.gd/2/zpnXdD)

11:22 AM · Feb 1, 2023 · **221** Views

facebook

2/1/2023



Kristen Brown, MPA · 2nd
Capitola Vice Mayor | Vice President, Local & Regional Government Rela...
Id · Edited ·

As a Board Member, I'm so proud of Santa Cruz METRO. Learn more about the the work being done to support local partners like the Monterey Bay National Marine Sanctuary Foundation through our "One Ride at a Time" program at scmtd.com/onerideatime



Santa Cruz Metropolitan Transit District
228 followers
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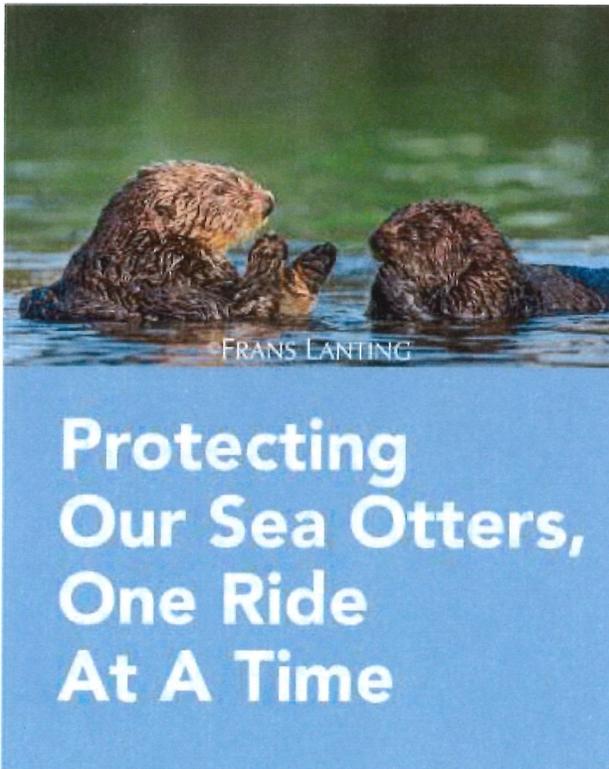
Did you know that you can donate to partners in protecting our sea otters by riding our buses? Donations to [Monterey Bay National Marine Sanctuary Foundation](#) will support efforts to protect marine life, including endangered sea otters. The Foundation helps to fund trained volunteer naturalists to educate humans from getting too close to sensitive wildlife, works to protect coastal habitats, and removes marine debris from the ocean.

Support a safer future for sea otters in Monterey Bay by riding Santa Cruz Metro.

Learn more at scmtd.com/onerideatime

Photo by [Frans Lanting](#)

[#onerideatime](#) [#scmtd](#) [#santacruz](#) [#metro](#) [#environment](#) [#franslanting](#)
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Happy Valentine's Day

Scotts Valley Times

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February 2023 • Vol 26 No. 2

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COMMUNITY NEWS

Students Ride Metro Free Starting March 1

Starting March 1, students in grades kindergarten through 12 will be able to ride the Metro bus for free throughout Santa Cruz County.

The Youth Ride Free pilot program eliminates fares in order to increase access and encourage student youth ridership. The program applies to all routes except Highway 17.

According to a 2019 Metro survey, only 9.7% of bus riders are under age 18, although they comprise 19% of the county's population.

The fare has been \$2 for a ride and \$6 for a day pass, the same for youth as for adults, with passes available for purchase online plus a \$1.50 shipping and handling fee.

"Our local youth represent the future of transit and they need better access to Metro," said Santa Cruz Metro Board Chairman Larry Pageler. "A key goal for the Youth Ride Free program is to help develop lifelong transit riders, while meeting Metro's overall goal of increasing transit ridership."



How it Works

Riders in 8th grade and under may be asked by the driver to identify their grade level or the school they attend. Students may be asked to provide a student ID, if one is available.

Riders in grades 9-12 will be asked to show a student ID to the driver. Riders without a student ID get a special pass from their school or at the Pacific Station customer service window in downtown Santa Cruz.

Metro, which operates a fleet of 94 buses on 24 fixed routes and 32 paratransit vehicles, is focused on boosting ridership to 7 million trips annually within the next five years. ■



Sarah Christensen, PE, MSTM · 3rd+

Engineering & Construction Manager at Santa Cruz County Regional Tra...
2d · 🌐



Today the President announced Mega grant awards to 9 nationally significant projects. The [Santa Cruz County Regional Transportation Commission's](#) Watsonville to Santa Cruz Multimodal Corridor Program received \$30M. Big thank you to [Madilyn Jacobsen](#) with Caltrans District 5 for leading the application preparation. This grant will partially fund our 3rd Highway 1 Auxiliary Lanes and Bus on Shoulder project, addressing the most crippling bottleneck in the County known by locals as the "Aptos Strangler." The project also builds 4 bicycle and pedestrian overcrossings as part of one of the most challenging segments of the 32-mile Coastal Rail Trail. We are one step closer to completing our transformational program of projects. Go team! [Guy Preston Shannon Munz County of Santa Cruz Santa Cruz Metropolitan Transit District](#)

<https://lnkd.in/gzeFdXzg>



President Biden Announces First of its Kind Infrastructure Investment for Nine Nationally Significant Mega Projects

content.govdelivery.com · 2 min read

👍❤️ 47

7 comments · 2 reposts



1/31/2023



LandTrustSantaCruz @landtrustscc · Jan 31



Did you know that by riding @SantaCruzMETRO you can support a safer future for mountain lions? Every ride on a METRO bus donates to the Monterey Bay National Marine Sanctuary Foundation and the Bay of Life Fund.



santacruzsentinel.com

Santa Cruz Metro launches One Ride at a Time program

At its core, the eclectic collaboration is an effort to showcase the environmental benefits of public transit and encourage ridership ...



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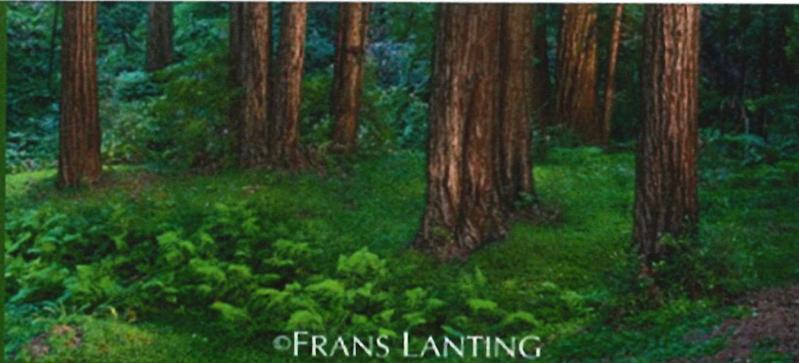


Sempervirens Fund

January 31 at 2:54 PM · 🌐



We are so grateful that our community works TOGETHER to care for our natural lands and waters and to provide access to them! Thank you [Santa Cruz METRO Transit District](#) for an amazing new program that connects us all!



Protecting Our Redwoods, One Ride At A Time



Santa Cruz METRO Transit District is with Sempervirens Fund and 2 others.

Published by Natalie De La Rosa · January 31 at 11:45 AM · 🌐

One of our One Ride at a Time partners, the Bay of Life Fund, supports the work of the [Sempervirens Fund](#) whose efforts safeguard redwood forests in the Santa Cruz Mountains, ensuring they will never be developed, degraded, or destroyed.

Support the future of our redwood forests by riding Santa Cruz Metro.

Learn more at scmttd.com/onerideatime

Photo by [Frans Lanting](#)



How Santa Cruz's Climate Action Plan Addresses Climate Change

The ambitious plan includes reaching carbon neutrality by 2035, 10 years ahead of the rest of California

Sean Cummings

January 31, 2023



Torrential downpours from the New Year's storms flood Orchard Park businesses on the corner of East Lake Avenue at Holohan Road in Watsonville. PHOTO: Tarmo Hannula

The storms that wreaked havoc on Santa Cruz County earlier this month aren't out of the blue: As *Good Times* reported in January, alternating periods of drought and deluge, the pattern we're currently witnessing, is becoming California's new norm thanks to climate change.

But Santa Cruz has a plan to curb that trend.

With its Climate Action Plan (CAP), the city lays out a plan that aims to limit its major carbon emission sources: the plan reduces the city's contributions to the climate crisis by electrifying buildings and cars, improving public transportation, reducing waste and more.

On Tuesday, Jan. 24, the city took steps toward acting on the plan, approving a roadmap to decarbonize existing buildings. The city could start implementing measures by the end of the year.

What may be less clear is how the city chose its goals. Specific thresholds abound: electrifying 31% of existing residential buildings, getting 35% of drivers into electric vehicles and shifting in-city trips to 8% transit and 23% biking.

But the numbers aren't arbitrary. Nor are the emissions sources they target or the strategies for achieving them. It comes from three key places: the state, science and the community.

A BROADER CONTEXT

California has statewide requirements to reduce greenhouse gas emissions to 40% below 1990 levels by 2030 and to achieve carbon neutrality by 2045. The CAP is designed, in part, to help Santa Cruz comply.

But, "according to science, we need to go much faster than what the current California target is," says Dr. Tiffany Wise-West, the city's Sustainability and Climate Action Manager. State goals, she says, aren't aggressive enough to keep global warming under two degree Celsius compared to pre-industrial levels, the maximum level scientists and world leaders agreed to under the Paris Agreement in 2015. Earth has already warmed approximately 1.1 degrees.

To find a science-based target, Santa Cruz completed an inventory of its greenhouse gas emissions with the help of ICLEI, an international network of more than 2,500 local governments working for sustainable development.

"They actually compute for us what a science-based target might look like," explains Wise-West, who served on the staff that created the CAP. "They look at our share of global emissions that need to be reduced in order to meet the Paris Climate Accord limitations."

This resulted in the city's target: carbon neutrality by 2035, 10 years ahead of the state goal.

To help Santa Cruz meet that goal, the CAP focuses on the city's largest greenhouse gas sources, basing targets for each one on its share of city emissions. Chief sources include transportation (which alone contributes 69% of Santa Cruz's emissions, the CAP reports) and energy use from homes and commercial buildings.

It's not just about state compliance and mitigating climate change, though. Electrifying homes, for instance, can also keep us healthy.

Take the current hot-button issue of gas stoves. In terms of climate impact, annual methane emissions from gas stoves in the U.S. roughly amount to the carbon dioxide emissions of half a million gas-powered cars—and most of that happens while stoves are off, a study found.

But the same study notes that gas stoves also release respiratory irritants like nitrogen dioxide, which can lead to asthma. According to another study, gas stoves in California emit as much benzene—a carcinogen known to increase leukemia risk—as 60,000 gas-powered cars per year. In severe cases, household benzene pollution from gas stoves matches that of indoor tobacco smoking.

Electric and magnetic induction stoves eliminate these hazards while reducing the risk of house fires.

“Climate change, public health, safety and equity all go hand in hand,” Wise-West says. “I think electrification is a really good example of that.”

HELP WANTED

Setting goals is the easy part. Meeting them requires action.

The CAP designates a city branch to implement each goal. The city has a three-year work plan that defines how to put the CAP’s goals into practice, Wise-West says. And a partners’ roundtable program, launching early this year, will convene Santa Cruz METRO, the County Regional Transportation Commission and other partners to coordinate climate efforts.

Even so, Ronnie Lipschutz, a professor emeritus of politics at UC Santa Cruz who was not involved in the CAP, doubts whether the city can achieve everything the plan calls for.

“I think it is worth doing. But I think one has to be realistic,” Lipschutz says. He would prefer a plan focused on achieving what the city knows it will have funding for. Wise-West says the city will seek as much state and federal funding for its projects as possible.

Dustin Mulvaney, a professor of environmental studies at San Jose State University who was not involved in the CAP, likes the CAP’s ambitious design. He thinks the CAP could even tack on a few more goals, like training to spread awareness of renewable home power systems among HVAC professionals.

“You have to move the mileposts,” he says. “Some of these efforts might not work, so you might as well try them now. You have to experiment.”

Mulvaney agrees funding may present a challenge. He also worries about public cooperation, especially around phasing out natural gas in existing homes.

“That seems like a really steep lift in my view, partly because I feel like there’s going to be lawsuits,” he says. “Gas stoves are going to be hard to get out because people have an attachment to them.”

As the health and climate impacts of gas stoves get more attention, including from federal regulators like the U.S. Consumer Product Safety Commission, Twitter feuds over the issue have highlighted how deep those attachments run (Ronny Jackson, a Republican congressman from Texas, tweeted, “If the maniacs in the White House come for my stove, they can pry it from my cold dead hands.”)

Lipschutz fears the public backlash from recommending behavior changes, as seen with mask and vaccine requirements during the COVID-19 pandemic.

“There are these contradictions; what’s seen as desirable or necessary and what is feasible and [what] people will do,” he explains. “Santa Cruz is not unique in this respect. This is the nature of the beast.”

During Santa Cruz’s Jan. 24 council meeting, several residents harped on difficulties they feared home electrification might bring. One resident who had installed a heat pump, rather than a gas furnace, to warm his home said his appliance sometimes struggles during frigid nights.

“I’m all in support of building electrification and decarbonization,” he said. “I’m trying to do that in my home and finding it’s more challenging than I would have imagined.”

Wise-West recognizes that the CAP may make some demands of residents.

“The city has a lot of levers that it can pull,” she said in a conversation before the Jan. 24 meeting. “But this is also going to take individuals and households and businesses doing their share as well.”

However, the CAP is designed to make those demands as reasonable as possible. For phasing out natural gas, Wise-West says, the city may start with buildings whose HVAC systems or water heaters will soon need replacement or re-permitting anyway. And while electrification may require upfront costs, she points out, any new policy will have to pass a cost-effectiveness study, proving it can pay for itself in the long run through energy savings.

Wise-West stresses that this won’t happen all at once. “This is a sequence of policies that would come forward over the next few years,” she says. “There’s not going to be some draconian thing.”

Lipschutz notes that city projects are most effective when they make behavior changes as attractive as possible, recalling the popular 49 bus route in San Francisco.

“People are riding,” he says. “It’s sufficiently convenient and pleasant and fast enough that if you have a choice between that and your car, you’ll do that.”

VOICES HEARD

The CAP is designed to follow that example.

It seeks to make clean transportation accessible to more people by focusing on housing projects near transit corridors and building new electric vehicle charging stations in high-use areas. Many updates to city infrastructure would occur first in frontline communities, those more vulnerable to climate change and less able to adapt to and recover from it, often due to histories of systemic injustice.

“We kind of took this philosophical principle that we would not accept any action that had a negative impact on equity,” she says.

To that end, the city hired a team of equity advisors from the community, including people from the Amah Mutsun Land Trust and the NAACP. The advisors helped the city develop its equity screening tool, which assesses each climate action. It ensures that conditions are improving in communities, not exacerbating harm, explains Sona Mohnot, Associate Director of Climate Equity at the Greenlining Institute, a consulting group on the CAP. If not designed with equity in mind, new infrastructure or appliances could make homes more valuable or attract wealthier residents, raising living costs or displacing lower-income people.

The city also held public workshops when designing the CAP. This process, Mohnot says, gives community members a chance to shape the goals that will ultimately impact them.

That becomes crucial when the data behind climate action is incomplete. Greenlining, for instance, often uses CalEnviroScreen, a software that identifies disadvantaged communities based on pollution, health, job access, cost of living etc. Those communities—often low-income communities and communities of color—are also likely to face climate threats, Mohnot says, often due to histories of discriminatory housing and land use policies that have concentrated them in locations vulnerable to climate change.

However, the tool doesn’t specifically account for climate risks like rising sea levels or extreme heat. It also has gaps: Mohnot says many frontline communities in Santa Cruz don’t appear on CalEnviroScreen.

Talking to residents helps fill those gaps. The key, Mohnot says, is to ask, “How can we vet the science and the data with community experience, with lived experience? Because data may not tell us the full picture.”

As the city changes, so will the needs of its people. Maintaining equity, Mohnot says, will mean letting residents continue to help design and implement climate action in their city.

“Santa Cruz needs to focus on building deeper relationships and trust with community members,” Mohnot says. “I think if they’re able to do that well this year, it will really help set them up for success.”

GoodTimes

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Paseos to the future? New Santa Cruz Riverwalk may open up 10 new restaurant spaces — four on the river

BY LILY BELLI

JAN 31, 2023



A rendering of the 530 Front Street project at Soquel Avenue in downtown Santa Cruz.
(Via City of Santa Cruz)

It might take 10 years, but the changing face of downtown Santa Cruz could offer the kind of vibrant community spaces for recreation, tourism and nightlife that have marked successful riverwalk projects in cities such as San Antonio, Austin, Chicago and Detroit.

Santa Cruz County curls along Monterey Bay, but there are precious few places to eat by the water. In the next decade, that will change dramatically as at least 10 new restaurant spaces are added to downtown Santa Cruz, many of which will look out over a new focal waterfront: the San Lorenzo River.

The massive developments that encompass six blocks along Front Street, between Laurel Street and Soquel Avenue, will transform downtown Santa Cruz. Not only will they collectively add hundreds of housing units, many of them affordable, but the three projects planned along Front Street will be oriented toward the river, rather than having their backs to it, and bring with them a slew of new dining options. (Those numbers don't include the as many as 1,600

additional housing units now in planning south of Laurel Street, adjoining a new Santa Cruz Warriors arena.)

Based on current plans, four of the new restaurants will include outdoor seating that will spill out onto the Santa Cruz Riverwalk, a new pedestrian-only passage that will stretch along the San Lorenzo River between the Soquel Avenue and Laurel Street bridges. Furthermore, three wide walkways, called paseos, will connect Front Street to the riverwalk and offer views of the river currently hidden by existing buildings.

Successful riverwalk projects in cities such as San Antonio, Austin, Chicago and Detroit inspired city planners. There, riverfronts have been transformed into vibrant community spaces for recreation, nightlife and scenic views and become major tourist attractions.

This plan to connect the downtown to the river isn't new — it's been part of a long-standing vision for downtown Santa Cruz since the Downtown Recovery Plan was created after the Loma Prieta earthquake in 1989. Now called just the Downtown Plan, this document lays out the ideal vision of what the community wanted for downtown as it was rebuilt after the earthquake, says Rebecca Unitt, economic development manager for the City of Santa Cruz. One key component: to connect downtown to the San Lorenzo River.



An artist's rendering of the Cathcart Paseo/Plaza, marking the approach of the San Lorenzo River from Front Street as part of the Riverfront Apartments project.

The paseos are a piece of the original plan that is finally being implemented in the new developments along Front Street. The wide, open pathways will connect the streets to the riverwalk, and, planners hope, balance out the height of the new buildings — some as high as seven stories. A paseo will also connect the new Cedar Street family apartments that are currently being built to the river along Cathcart Street.

The city hopes people will use the new riverwalk as a public space rather than solely as part of a transportation network, which is how it's currently used. "Some people will use it to get around

as sort of a connection point, but many more will go to it as a destination,” Unitt said. “You’re going to have restaurants that you can only access from the riverwalk. It’s going to be a very different experience of how people can enjoy that area.”

Who will become the tenants for these new restaurant spaces? Unitt says that while the city hasn’t had any direct inquiries yet, she and her colleagues expect to receive more as these projects get closer to coming online.

For its own developments, the city will continue to prioritize minority- and women-owned businesses through the Downtown Pops! program, which is intended to increase diversity among downtown business owners and fill vacant retail spaces. This program aims to lower the barriers of entry to businesses looking to open brick-and-mortar locations and reduce the risk for property owners to take on new tenants by providing subsidized rent for approved tenants.

This program is available for the four developer-owned projects, too, but the owners of those buildings ultimately choose the tenants. “We don’t have control over who these spaces go to,” Unitt said. “We do certainly work with the developers and want to be of assistance to help them find tenants, but ultimately, those decisions are made by them.”

The Downtown Pops! program currently has three active tenants: Curated by the Sea, Childish and a new tenant at 1349 Pacific Ave., most recently home to Downtown Pops! tenant RREVV, which closed its doors at the end of December. The city is also supporting Stripe through Downtown Pops! with its temporary popup at 1528 Pacific Ave. for the month of January while the owners launch a new store concept at their original location on Walnut Avenue.

“One of our main criteria of evaluation is trying to prioritize placing women-owned businesses and person-of-color-owned businesses into these spaces. We would take the same lens as we look at the landscape of other private spaces where we might be able to connect people or support in any way,” said Unitt. “That is something that’s definitely top of mind for us.”



The “six blocks” area of development in downtown Santa Cruz. (Via City of Santa Cruz)

How many new dining areas will be added, and when?

Since the projects are still under development, exact numbers and timelines are not available. “Nothing is set in stone,” Unitt emphasized. But based on the current plans, at least 10 dining areas — and potentially several more smaller cafés and tasting rooms — could be added in the next 10 years.

Here’s what we know so far:

The 530 Project



An artist’s rendering of the 530 Front Street project as seen from the river. (Via City of Santa Cruz)

Moving from north to south along Front Street from Soquel Avenue, the first project is the 530 Front project, being developed by Swenson Builders. While still in its planning review phase, project manager Jessie Bristow told Lookout that the developer aims for it to be “the gateway leading to the Santa Cruz Riverwalk,” with a restaurant deck and shared space similar to Abbott Square.

Two potential restaurant spaces, each around 2,000 square feet, are included in the current plan. One will front toward the river and the other will face Front Street.

The Front Street/Riverfront Project



An artist's rendering of the Front Street/Riverfront Project as seen from the river. (Via City of Santa Cruz)

Next door, the Front Street/Riverfront Project will span Front Street roughly between Cathcart Street to the existing Metro station. This development is owned by several individuals operating as Santa Cruz Riverfront, LLC, and developer Owen Lawlor. It is expected to break ground this year. Here, seven commercial spaces, ranging from 500 to 4,500 square feet, are planned, including three likely intended to be restaurant spaces fronting the riverwalk path with outdoor dining. There are other spaces of less than 1,000 square feet that could be a small café, tasting room or other business, says Unitt.

If the development breaks ground this year, construction could possibly be completed within two years, for a potential 2026 opening.

The 324 Front Street: Cruz Hotel Project



Renderings of the proposed Cruz Hotel at Front and Laurel streets. (Via City of Santa Cruz)

The third development along the riverwalk, the 324 Front Street: Cruz Hotel project, is on the corner of Front and Laurel streets. It's owned by Lawlor and Stephen Chan, operating together as SCFS Venture, LLC. This project is still under review and developer Lawlor hasn't submitted formal plans to the city yet, says Unitt. But current plans include a restaurant and bar, which could face the riverwalk or be located on the hotel's proposed rooftop deck.

The Pacific Front Mixed-Use Development



A rendering of the Anton Pacific project at Pacific Avenue and Laurel Street in downtown Santa Cruz. (Via City of Santa Cruz)

Crossing Front Street toward Pacific Avenue, the Pacific Front Mixed-Use Development project, which will include Anton Pacific Apartments, is currently under construction. Owned by Anton Development Group, once completed, this six-story building will have more than 10,500 square feet of commercial space on the ground floor. Within that, three spaces, ranging from 3,400 to 4,600 square feet, are designated for restaurant use.

Pacific Stations South and North



Pacific Station South has an estimated completion of May 2024. (Via City of Santa Cruz)

Next door, City of Santa Cruz-owned Pacific Station South is also under construction and is expected to be completed by 2024. At the ground level of this project, one 3,600-square-foot commercial space will wrap around the Pacific Avenue side of the building toward the Maple Paseo, a widened and improved thoroughfare where the current Maple Alley lies. This could become a restaurant, says Unitt, although it is currently classified simply as retail.

Finally, Pacific Station North Redevelopment will construct a new and improved Metro station. It is a joint project between the city and Santa Cruz Metro. While no restaurant spaces have been earmarked for this project, it's likely that it will contain at least a café or some other small food option to serve those using Metro services.



Department of Transportation awards Santa Cruz Metro with \$30 million grant

By Derrick Ow

January 30, 2023



SANTA CRUZ, Calif. (KION-TV): On Monday afternoon, The Santa Cruz Metropolitan Transit District announced they received a \$30 million grant from the U.S. Department of Transportation.

Transit officials said the grant money will be going to fund plans for a new bus-on-shoulder lane on Highway 1 from Freedom Boulevard to State Park Drive. The grant will also help Santa Cruz Metro purchase four zero-emission buses.

U.S. Rep., Jimmy Panetta said that these funds will help alleviate congestion on Highway 1 and reduce the carbon footprint.

"Too many of us know the frustration of being stuck in traffic on Highway 1 between Watsonville and Santa Cruz," Rep. Panetta said. "The Multimodal Corridor Program will bring much needed relief to our congestion problems with an extra lane for public transportation, improvements for the safety of pedestrians and cyclists, and, ultimately, the reduction of our carbon emissions with new zero-emission buses."

The corridor program will include a 1.25 mile segment of the Coastal Rail Trail. Transit officials said that Highway 1 will have a bus on shoulder facility, auxiliary lanes, and bicycle and pedestrian overcrossings. Construction is expected to be completed by 2028.

Metro officials said that the purchase of four zero-emission buses will help connect the community of Watsonville with jobs in the City of Santa Cruz.



Ride Santa Cruz METRO for free on February 4 in support of Transit Equity Week

Wallace Baine

1/30/23

PRESENTED BY SANTA CRUZ METRO



Santa Cruz Metropolitan Transit District (METRO) will proudly offer free fares countywide on February 4, in recognition of Transit Equity Week.
(Santa Cruz METRO)

Santa Cruz Metropolitan Transit District (METRO) will proudly offer free fares countywide on fixed-routes, Hwy-17 and ParaCruz services all day Saturday, Feb. 4, in recognition of Transit Equity Week, a national coalition movement celebrated to commemorate the life and legacy of Rosa Parks on her birthday.

Transit Equity Week, organized by local nonprofit Equity Transit, will include a series of events from Monday, Jan. 30 to Saturday, Feb. 4, concluding with the Family Fair. At the fair, METRO will showcase one of its new One Ride at a Time buses, a campaign focused on giving everyone in Santa Cruz County the opportunity to protect the environment by one simple action of riding METRO. Riders can accrue points from every ride which can then be donated to partners

protecting the environment, the Monterey Bay National Marine Sanctuary Foundation and the Bay of Life Fund.

“We’re excited to offer equitable transportation options to the Family Fair Day by providing free bus fares,” said METRO CEO/General Manager Michael Tree.

“We support events like Transit Equity Week that share METRO’s vision of providing equitable and environmentally sustainable transportation options. We look forward to showcasing one of METRO’s new One Ride at a Time buses, highlighting one of the many benefits that comes with riding METRO.”

— Michael Tree, CEO / General Manager of METRO

“Robust public transit systems reinforce a strong economy and offer a choice for communities that value equity and wise stewardship of our planet,” said Lani Faulkner, director of Equity Transit, which advocates for affordable, equitable and environmentally-wise public transit that is essential to the community.

Attend any of the free Transit Equity Week events:

Transit-Urban Design Expert Panel | Monday, January 30 at 6:00 PM:

The panel discussion will discuss Public Transit, Safe Streets and Urban Design: Making Cities better for everyone. Panelists include: Michael Tree, METRO CEO/General Manager; Justin Cummings, District 3 Supervisor; James Sandoval, Chairperson for SMART Local 0023; Miriam Greenberg, Professor and Chair of the UCSC Social Sciences Department/Director of The Critical Sustainability Project and No Place Like Home. Light refreshments will be provided.

Location: Resource Center for Nonviolence, 612 Ocean St., Santa Cruz

Movie Night | Wednesday, February 1 at 6:00 PM:

The movie night will show Safe Streets, Tactical Urbanism and the History of Public Transit In(Equity) aimed at reviewing solutions to make streets safer for everyone, systems of transit inequity and tactical urbanism.

Location: Live Oak Grange, 1900 17th Ave., Santa Cruz

Safe Streets Bike Ride Party | Friday, February 3 at 5:00 PM:

Bring your bike and join the Bike Ride Party starting in downtown Santa Cruz.

Location: Spruce Street & Pacific Avenue, Santa Cruz

Transit Equity Family Fair | Saturday, February 4 at 10:00 AM:

Take the bus for free to the family fair. The fair will feature local organizations including Santa Cruz METRO, Regeneracion, the Community Bike Collective, Friends of the Rail and Trail and more. Free train rides and electric bicycles will be available for people to ride. My Mom's Mole food truck will be on site.

Location: Watsonville City Plaza, 358 Main St., Watsonville

About Santa Cruz Metropolitan Transit District (METRO)

Established in 1968, METRO'S mission is to provide environmentally sustainable transportation to Santa Cruz County. METRO directly operates county-wide, fixed-route and Highway 17 commuter service, with connections to Santa Clara County and Monterey Salinas Transit at our Watsonville Transit Center. The agency also operates ParaCruz paratransit service. Today METRO operates a fleet of 94 buses on at least 24 fixed routes and 32 paratransit vehicles.

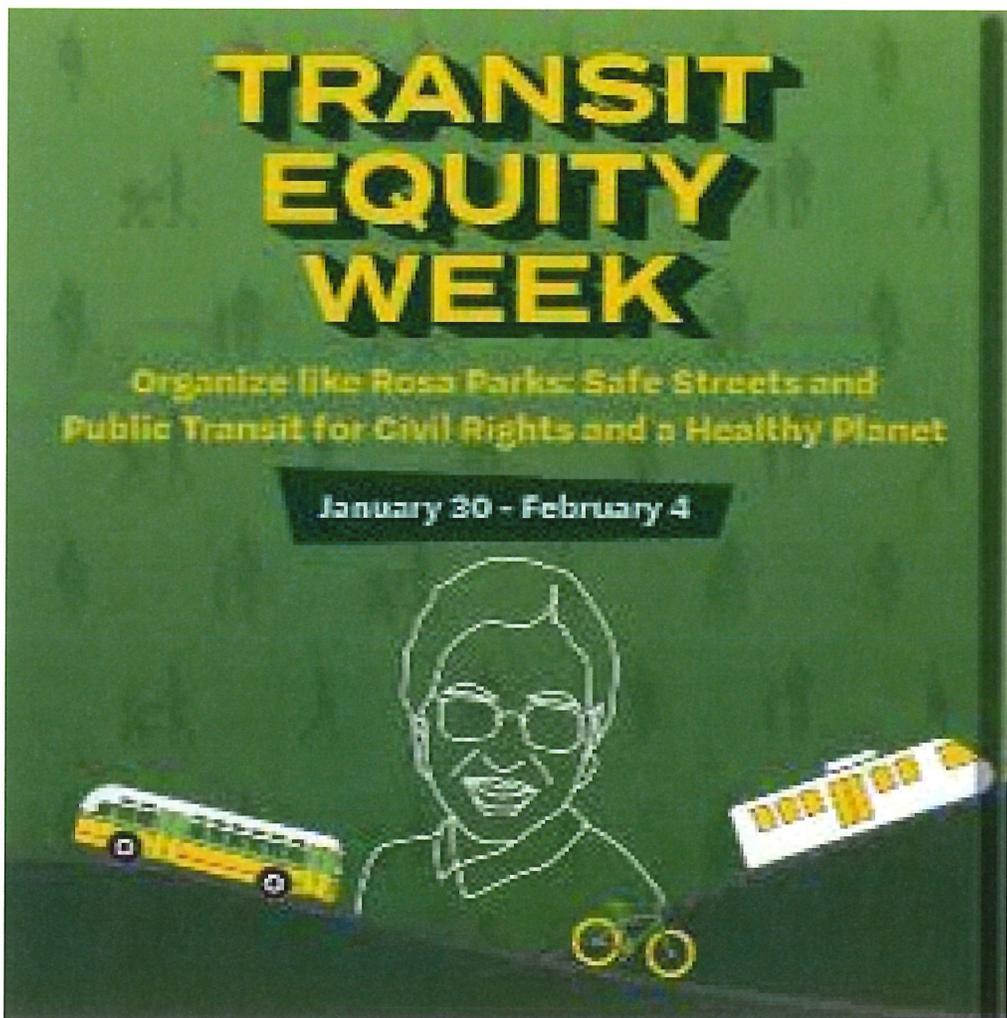
Every ride on a METRO bus takes cars off the road, significantly reduces greenhouse gas emissions, and supports economic opportunity and quality of life in our community. Moving into the future, METRO strives to meet the following goals:

- Increase transit ridership to 7 million trips annually within the next five years
- Transition to a zero-emissions fleet with a mix of hydrogen and battery electric buses
- Develop 175 affordable housing units at METRO-owned transit centers over the next decade



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1/30/23



15 likes

Mon 4:23 PM

santacruzmta Transit Equity Week begins today!

Join Equity Transit for a series of fun transit-related events including today's panel discussion featuring METRO CEO Michael Tree!

 Transit-Urban Design Expert Panel, Monday, Jan. 30 at 6 p.m.

facebook

1/30/2023

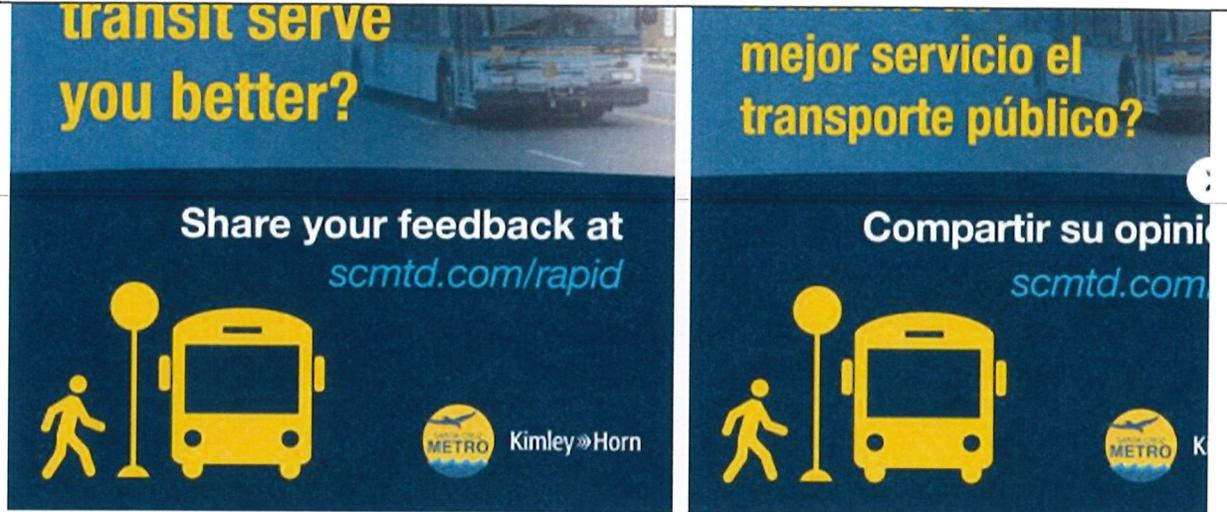


GO Santa Cruz County Commuting to work by bike, bus, carpool or on your own two feet has its perks! Earn points when you log alternative miles using GO Santa Cruz County. People living or working in Santa Cruz County are invited to join and will earn 250 bonus points just for signing up. 🙋 Get started, link in bio.

📷: @ucsc bus riders

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1/30/2023

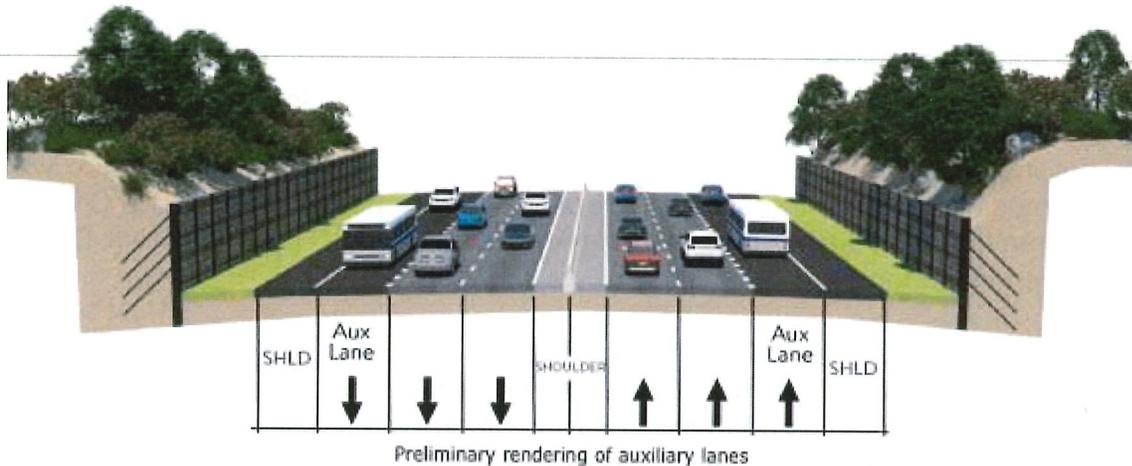


GO Santa Cruz County Attention GO Santa Cruz County participants! Santa Cruz METRO Transit District is asking the community to identify solutions aimed at making transit faster, more reliable, and easier to access between the cities of Watsonville and Santa Cruz. Please spend 5-10 minutes to share your feedback! Link in bio. 🚌

#GOSantaCruzCounty #METRO #survey #commuters #busride #busrider #bus #santacruz #watsonville #santacruzMETRO

Santa Cruz Sentinel

Santa Cruz County RTC Awarded \$72 Million For Highway 1 Projects



A rendering of auxiliary lanes and bus on shoulder facilities along Highway 1. (Courtesy Santa Cruz County Regional Transportation Commission)

By PK Hattis

1/30/23

SANTA CRUZ — Transportation projects in Santa Cruz County continue to catch the eye of statewide authorities with the county’s Regional Transportation Commission announcing it has been awarded millions to support further development of its work along Highway 1.

According to release from the local agency, it has won more than \$72 million in grant funding for its Highway 1 Auxiliary Lane and Bus on Shoulder project stretching from the Bay/Porter exit to State Park Drive. The money is provided through the California Transportation Commission.

The roughly 3-mile-long section will see construction of auxiliary lanes and bus on shoulder facilities in both directions and the existing Capitola Avenue overcrossing with be replaced with enhanced bicycle and pedestrian facilities. Money will also be used to further develop connectivity for the Coastal Rail Trail and an entirely new overcrossing will be established at Mar Vista Drive.

“This project will provide numerous benefits to our community, including improved traffic operations and safety on Highway 1, reduced traffic diverted onto local streets and neighborhoods, improved transit bus service and safer infrastructure for bicyclists and pedestrians,” said RTC Executive Director Guy Preston in the release.

At its meeting earlier this month, the RTC also approved the purchase of a property in Aptos that will help it move forward with Phase 3 of the same Highway 1 endeavor, which includes a 1.75-mile section from State Park Drive to Freedom Boulevard. The property was posted for sale late last year for \$1.19 million and the purchase is expected to help with right-of-way services for a Coastal Rail Trail segment included within the project's scope.

This recent grant is part of a massive package of \$988 million in transportation funding handed out by the state commission with investments from both federal and state legislators. More than \$450 million came from the federal Infrastructure Investment and Jobs Act of 2021 and more than \$250 million was provided through Senate Bill 1, the Road Repair and Accountability Act of 2017, according to the release.

"The CTC's investments will help rebuild California's transportation infrastructure while increasing transit and active transportation options. These projects reflect the CTC and Caltrans' commitment to safety and meeting future challenges," said Caltrans Director Tony Tavares in a statement.

The funding win for the Santa Cruz commission comes just a few weeks after it was granted more than \$115 million from the same statewide agency for other projects it is actively pursuing. An estimated \$105 million of that money will be used to construct almost seven miles of the Coastal Rail Trail, including four segments ranging from the city of Santa Cruz to the Seacliff neighborhood.

MORNING LOOKOUT

1/30/23



 **PROMOTED CONTENT**

Ride Santa Cruz METRO for free on February 4 in support of Transit Equity Week

Santa Cruz Metropolitan Transit District (METRO) will proudly offer free fares countywide on February 4, in recognition of Transit Equity Week, a national coalition movement celebrating the life of Rosa Parks.

[CLICK TO READ](#)



For Immediate Release

Contact:

Danielle Glagola

(831) 420-2550

dglagola@scmtmd.com**\$30 million grant win funds METRO's bus-on-shoulder plan and purchase of zero-emission buses**

U.S. Dept. of Transportation Mega Grant funding awarded to Santa Cruz County RTC, in partnership with Caltrans and METRO for "Multimodal" transportation projects

JAN. 30, 2023 —SANTA CRUZ, CA— Santa Cruz Metropolitan Transit District (METRO) announces that \$30 million in new funding has been awarded by the U.S. Department of Transportation from the 2022 Multimodal Projects Discretionary Grant to fund plans for a new bus-on-shoulder lane on Highway 1 from Freedom Blvd. to State Park Dr., as well as to purchase four zero-emission buses.

"Too many of us know the frustration of being stuck in traffic on Highway 1 between Watsonville and Santa Cruz, which leads to a decrease in our productivity and an increase in our carbon output," **said Rep. Panetta**. "The Multimodal Corridor Program will bring much needed relief to our congestion problems with an extra lane for public transportation, improvements for the safety of pedestrians and cyclists, and, ultimately, the reduction of our carbon emissions with new zero-emission buses. I'm proud to have partnered with Santa Cruz METRO and Santa Cruz County Regional Transportation Commission to secure this significant federal investment that will help alleviate traffic, improve our livelihoods, and allow us to play our part in dealing with the effects of climate change."

Watsonville-Santa Cruz Multimodal Corridor Program

METRO, Caltrans and the Santa Cruz County Regional Transportation Commission are working in partnership on the Watsonville-Santa Cruz Multimodal Corridor Program. The funds will go toward improving Highway 1 with a bus on shoulder facility, auxiliary lanes, and bicycle and pedestrian overcrossings between Freedom Boulevard and State Park Drive, including a 1.25 mile segment of the Coastal Rail Trail. Permitted under state legislation, the innovative bus-on-shoulder facility will provide transit vehicles an opportunity to bypass congestion and improve the on-time performance and reliability of regional bus routes. Construction is expected to be completed in 2028.

"We're thrilled with this major grant win," **said Santa Cruz METRO Board Chair Larry Pageler**. "The grant represents a very significant investment that will increase access to transit, improve the speed and reliability of METRO buses, and support our goals to reduce emissions."

Zero-emissions Buses

Advancing transportation equity and protecting the environment, the purchase of four zero-emission buses for METRO's regional routes will help connect the community of Watsonville with jobs in the City of Santa Cruz while growing the METRO fleet of zero emission vehicles.

"This project closely aligns with our goals of climate action and resiliency," **added Santa Cruz METRO CEO Michael Tree**. "We're taking a critical step toward our long-term vision to decrease congestion, increase efficiency, and reduce vehicle miles traveled, while supporting a safer and more sustainable community."

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Every ride on a METRO bus takes cars off the road, significantly reduces greenhouse gas emissions, and supports economic opportunity and quality of life in our community. Moving into the future, METRO strives to meet the following goals:

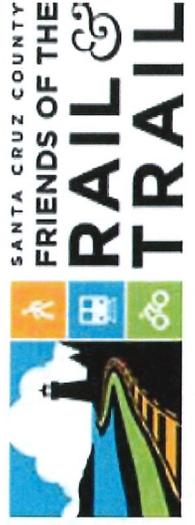
- Increase transit ridership to 7 million trips annually within the next five years
- Transition to a zero-emissions fleet with a mix of hydrogen and battery electric buses
- Develop 175 affordable housing units at METRO-owned transit centers over the next decade

For more information, visit scmtd.com.

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###

EQUITY TRANSIT WEEK
1-30-23





‘Bay of Life’ enlarges the vision of what we all call ‘home’

BY WALLACE BAINE

JAN 29, 2023 | 5:10 AM



The iconic break at Mavericks, near Half Moon Bay, illustrates the power of the ocean on the Monterey Bay. (Via Frans Lanting)

“Bay of Life,” a project from Bonny Doon photographer Frans Lanting and writer Chris Eckstrom, is on display at the Santa Cruz Museum of Art & History with an idea of providing a comprehensive profile of the Monterey Bay.

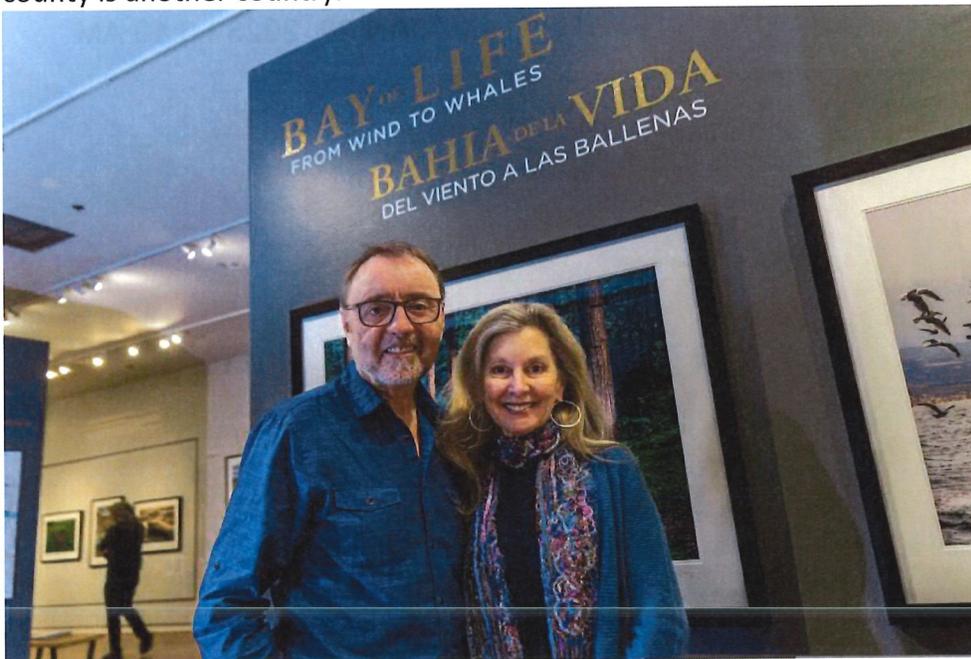
A couple of weeks back, when we were all being battered by an endless series of atmospheric rivers, I was standing on the river levee on the Watsonville side of the dangerously swollen Pajaro River, chatting with a few strangers about the conditions. I think it was during that brief respite after Storm No. 6 — but honestly, who can keep count?

I wondered aloud about the opposite side of the river, the tiny town of Pajaro, which had been devastated by flooding back in the storms of 1995. One guy beside me waved his hand in a who-cares? kind of gesture. “That’s Monterey County over there,” he said.

He was joking (well, I hope he was joking). But that comment unnerved me. It made me brood on the boundaries we erect in our minds as we define the world around us, and as we determine which parts of that world constitute “home.”

A county is a political designation, an otherwise arbitrary line on a map, but for many people, a county line is a psychological barrier, a boundary between home and not-home, between us and them. Even we media folks — especially we media folks — do it. My mandate as a reporter that day was to report what was going on in Watsonville, on the Santa Cruz County side of the river. It was unclear, at least in my mind, what my responsibility was for that other side.

Obviously, storms pay no heed to county or city boundaries, nor does any other natural process. And, sure, such boundaries are useful in dividing up jurisdictions, determining tax rates, and figuring out who to call when you need law enforcement or animal control. But we too often allow them to infect our psychological/emotional conception of home. Another county is another country.

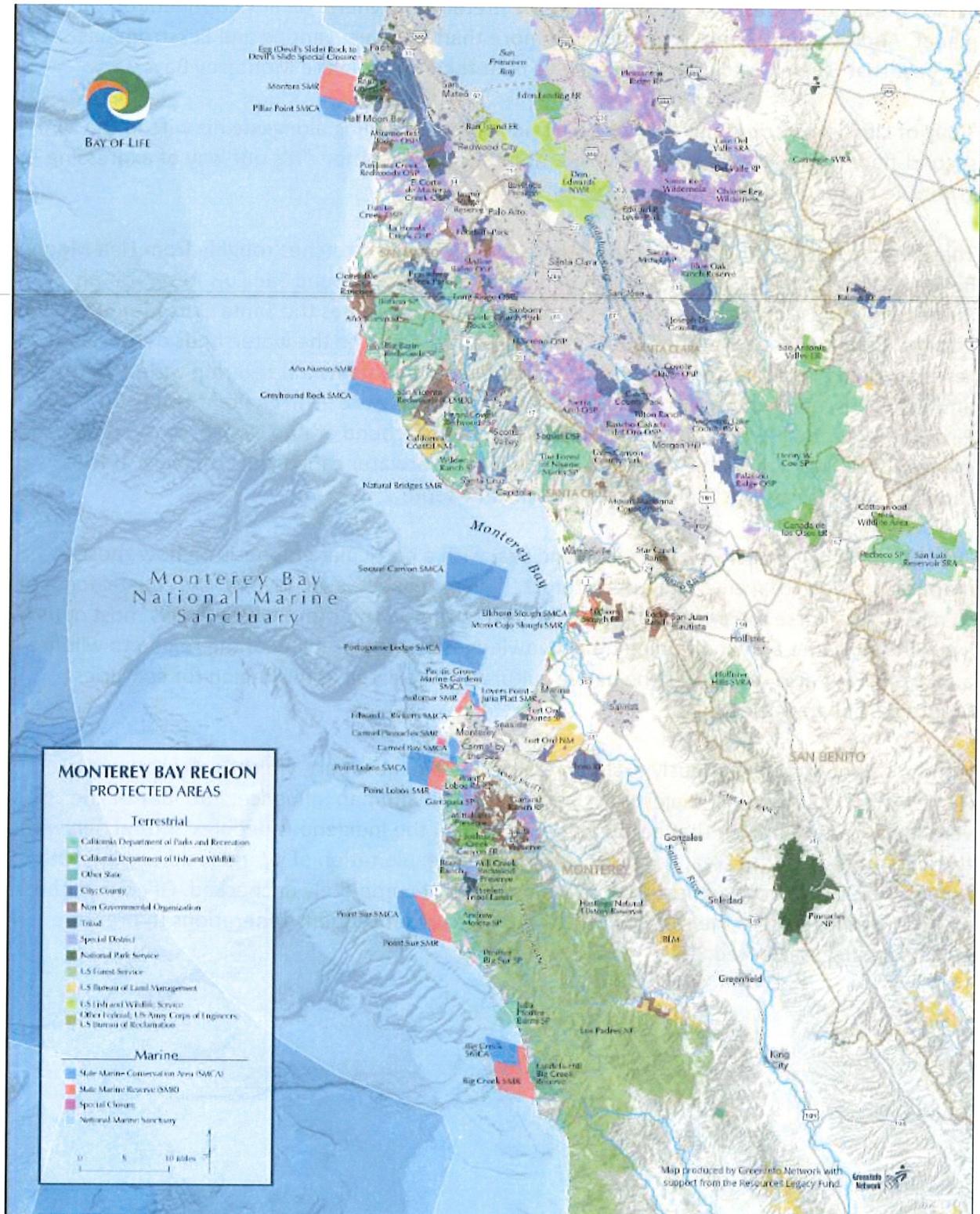


Frans Lanting (left) and Chris Eckstrom at the MAH. (Kevin Painchaud / Lookout Santa Cruz)

It is, then, a revelation to be liberated from that kind of thinking, which is exactly the point of the big new show at the Museum of Art & History in Santa Cruz. It's called "Bay of Life," and it's the work of photographer Frans Lanting and writer Chris Eckstrom, longtime husband-and-wife residents of Bonny Doon.

"Bay of Life" is a big-picture recasting of what it means to live in the wider Monterey Bay region, relevant to anyone within that region, whether they live in Ben Lomond, San Juan Bautista, Moss Landing or Carmel Valley. When it comes to elements such as rain and fog, fire and wind, we are all living in the same place, county jurisdictions be damned.

Lanting and Eckstrom have traveled to every corner of the planet, documenting the earth's wild places for National Geographic and others. No one you know is more well traveled than they are, has been to more far-flung places than they have. When the rest of us were dealing with the storms of January, Frans and Chris were aboard a research vessel in Antarctica, and it certainly wasn't the first time they've been to the "bottom of the world." That's just what they do.



This map illustrates all the protected areas on land and at sea in the Monterey Bay region. (Via Frans Lanting/Chris Eckstrom)

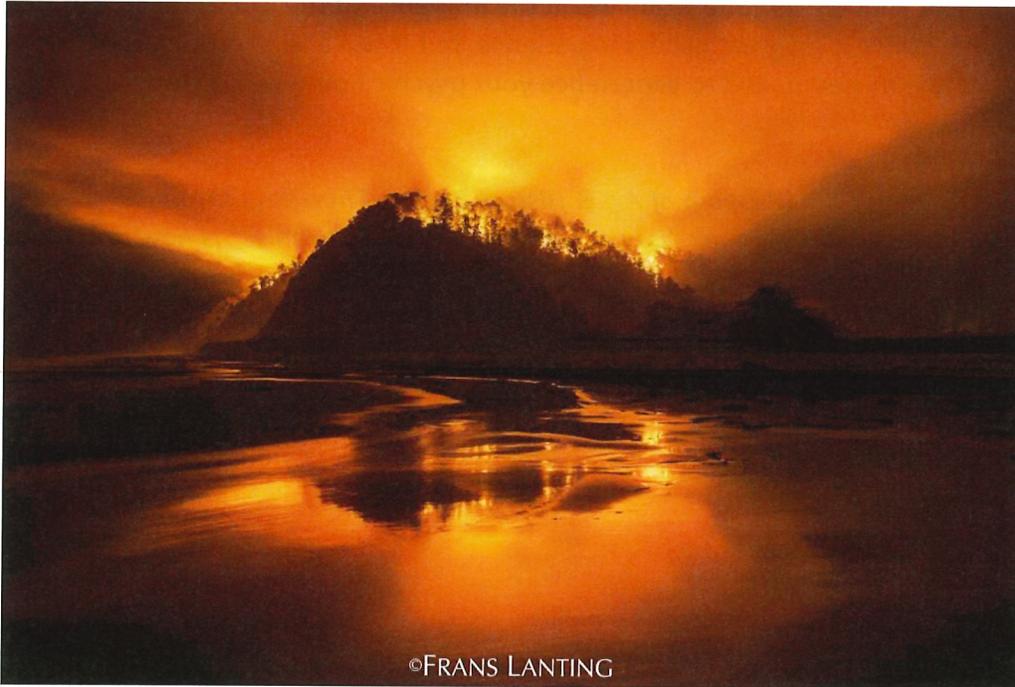
Which means that these two people could live literally anywhere, on any continent on the planet. And they've chosen to live here for more than 25 years. Lanting and Eckstrom have seen the best that Earth has to offer. And they've built their home in the Monterey Bay.

"'Bay of Life' is our tribute to this region," said Lanting, standing alongside his wife in the MAH's second-floor Solari Gallery amid the exhibition they put together. "It's our way of expressing gratitude about everything we've experienced here."

There are no hard boundaries, but the Monterey Bay region stretches roughly from Half Moon Bay to the north to Big Sur in the south and eastward out to around San Luis Reservoir on Pacheco Pass, just on the edge of the Central Valley. It envelopes the Santa Cruz Mountains, but also the Gabilan Range and the Santa Lucia Range. It extends to the watersheds of the San Lorenzo, the Pajaro, the Carmel and the Salinas rivers. It contains a staggering variety of utterly unique places, each one an ecological and biodiversity treasure — from Point Lobos, to Pinnacles National Park, to the elephant seals breeding ground at Año Nuevo, to the redwood groves at Big Basin and Henry Cowell, to the deep underwater canyon just offshore at Moss Landing, which rivals the Grand Canyon in size and depth.

"Bay of Life" gives equal weight to land and sea, with a particular emphasis on how those marine and terrestrial environments interact. It gives respect, even love, to the coastal fog that so many of us curse for smothering the sunshine in the summer (but which allows most of us to live without home air-conditioning). It acknowledges the vulnerability of the region to wildfire and drought. It also recognizes the native cultures that existed in this region for centuries before European settlement.

Lanting's photographs famously exclude people, for the most part, which is all good and well. His job is to document the majesty of the world outside human influence. But "Bay of Life" is very much a human story that acknowledges not only the Indigenous peoples' interaction with the land and sea of the area, but also the free-for-all exploitation of it largely during the 19th century when plunder and destruction went on almost completely unchecked. Of course, the last part of that story is the rebound, the awakening of subsequent generations to preserve what was once ransacked.



©FRANS LANTING
The CZU fires as they reached the bluffs at Waddell Creek. Photographer Frans Lanting and writer Chris Eckstrom live just a few miles from this spot. (Via Frans Lanting)

That awakening, by the way, is ongoing. As part of the promotion of this exhibition, the MAH and Lanting/Eckstrom have partnered with Santa Cruz Metro to produce “wraps” on city buses that essentially turn the buses into rolling billboards and give Lanting’s amazing photos the kind of scale and exposure they deserve. Ultimately, there will be 30 buses, each with a unique image carrying the “Bay of Life” message.

Think of how all those buses will interact with the enormous (and unrelated) “Sea Walls” art project that launched in the fall of 2021. Those are the various murals around town by artists from all over the world, all on a theme of Santa Cruz’s sea-life legacy. Imagine what it’s like for someone who hasn’t visited Santa Cruz in a few years to experience all that imagery in a familiar terrain. It communicates, with a new urgency, the need to recognize and appreciate the unique natural bounty of this place.

It’s often easy and comfortable to draw smaller circles around what you might consider “home.” But there’s also a vertiginous kind of thrill that comes from expanding that idea, to embracing an ecological notion of home, to laying an emotional claim to the giant swath that encircles the backward-C shape of Monterey Bay.

My own house is a short walk from the exact spot where Santa Cruz, Monterey and San Benito counties all converge. I think, psychologically at least, that proximity has allowed me to embrace all three of those arbitrarily designated tracts of land as part of my psychic home. And that’s a great gift.

The “Bay of Life” project allows everyone who lives in the influence of the Monterey Bay exactly that kind of expanded vision. It’s a great gallery experience, but it will also compel you to get out of the confines of the museum, and to experience your psychic home with a new perspective.

The “Bay of Life” exhibition at the Museum of Art & History is open Thursdays through Sundays, noon to 6 p.m., through April 30. The book “Bay of Life: From Wind to Whales” is now available.

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Santa Cruz County Friends of the Rail & Trail (FORT)

January 28 at 2:33 PM



Next Week is Transit Equity Week and guess what?! There's free rides! Thanks Santa Cruz METRO



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Celebrate Transit Equity Week!



Free Rides Feb. 4

**All fixed routes, Hwy 17 Express and ParaCruz
Ride free to the Transit Equity Family Fair
at Watsonville Plaza!**



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1/28/2023

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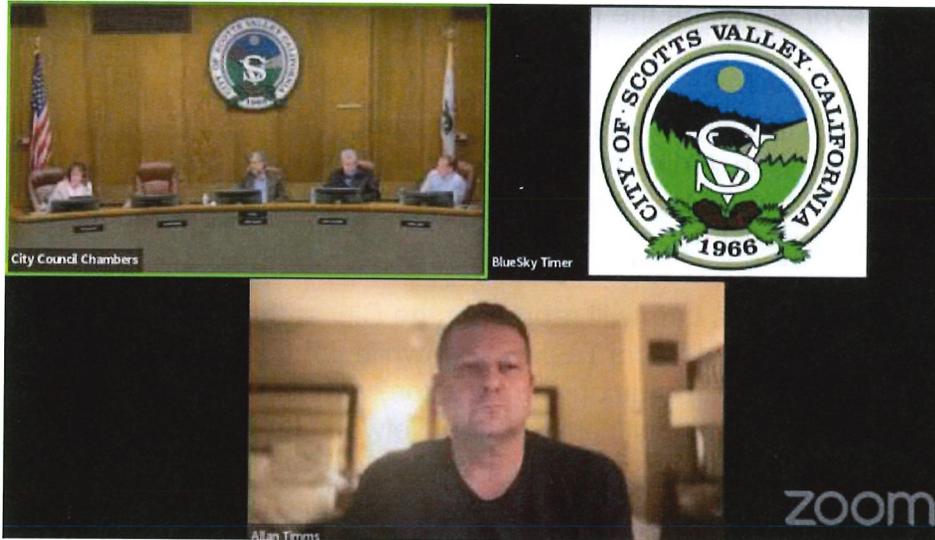


scmtd.com

1/28/2023

PRESS BANNER

Scotts Valley's new council hands out committee appointments



Scotts Valley Council held its first regularly scheduled meeting of the year on Jan. 18, at which point members agreed to committee appointments. (Contributed)

By: DREW PENNER

January 27, 2023

During their first regularly scheduled meeting of the year on Jan. 18, Scotts Valley Council members handed out committee appointments for the upcoming year.

Mayor Jack Dilles prepared the list, which was included as part of the consent calendar, and it was approved unanimously. The move was significant because, during the recent election cycle, some observers and Council members said committee appointments had not been spread around fairly enough in the past.

Derek Timm will sit on the Association of Monterey Bay Area Governments, with Dilles as the alternate.

Allan Timms, the Council newcomer, is Scotts Valley's new Arts Council of Santa Cruz County Board of Directors representative.

The mayor sits on the City Selection Committee with Vice Mayor Randy Johnson as alternate.

Dilles and Timm will both sit on the City/School District Joint Committee.

Councilmember Donna Lind will represent the City on the Criminal Justice Council (she also serves on its Executive Committee), with Timms as alternate.

No member was appointed to the Hazardous Materials Advisory Commission, which meets bi-monthly in Capitola.

Both the mayor and vice mayor will sit on the Interagency Advisory Task Force Subcommittee.

Pamela Woll will represent Scotts Valley's interests at the Library Advisory Commission, while City Manager Mali LaGoe is to show up for the community at the Library Facilities Financing Authority and the Library Joint Powers Authority, and Dilles and Johnson will be on the Library Financing Authority.

Timms or Public Works Director Chris Lam will represent the City at the Santa Cruz County Integrated Waste Management Local Task Force, while Johnson will do so at the Santa Cruz County Regional Transportation Commission, with Dilles as alternate. Timms will serve on the Santa Cruz County Youth Action Network Jurisdictional Representatives Team.

Lind will sit on Santa Cruz Metro. Dilles will serve on the Santa Margarita Groundwater Agency Joint Powers Authority with Timms as alternate. Timms will also serve on the Seniors Advisory Council.

Lind and Johnson will be on the Traffic Safety Committee, which reviews and analyzes concerns raised by residents about local transportation issues.

Dilles and Timms will be on the Economic Development Committee. Dilles and Timm will be on the Affordable Housing Committee as well as the General Plan Advisory Committee.

Johnson and Timms will be on the Town Center Opportunity Subcommittee. Dilles and Johnson will be on the Budget Subcommittee. Dilles and Timm will be on the CalPERS Pension Cost Management Subcommittee.

The mayor will represent Scotts Valley at the League of California Cities. Timm will be the liaison for the Scotts Valley Chamber of Commerce.

The meeting ended with no action items after the consent calendar.



Inside Santa Cruz: Storm repairs — a lot of them — are underway

By Max Chun

1/27/2023



(Irfan Khan / Los Angeles Times)

Now that we're finally in a dry stretch, the city, county and residents themselves have begun to pick up the pieces after the weekslong barrage of rough weather. Some areas fared pretty well, while a few bore the brunt of the damage. Here's where things stand now.

In the City of Santa Cruz, West Cliff Drive was hit the hardest.

No huge surprise here, but the rain, wind and heavy waves did a number on the scenic bayside roadway. Three areas with eroded armoring saw the most damage, and in order to keep the public safe, emergency repairs began Monday. Locals on scene could see massive boulders on flatbed trucks heading to the site, where huge cranes were stationed for the repairs. The road is limited to one-way westbound traffic between Columbia Street and Woodrow Avenue, closed between Woodrow and David Way and limited to local traffic, bikes and pedestrians only between David Way and Almar Avenue. Senior Civil Engineer Josh Spangrud told me that he hopes to begin repairs on the rest of West Cliff by the summer.

Mountain residents were hit as hard as anyone, and are struggling with recovery due to insurance denials and red-tagged homes.

In Lompico, a community about 10 minutes from Felton, residents are grappling with road closures, power outages and property damage. Lookout's Hillary Ojeda spoke to a Lompico resident whose insurance claim was denied, leaving him scrambling to come up with what could be \$250,000 in repairs. The Santa Cruz Mountains communities had the most red-tagged structures, meaning that they are too dangerous to occupy. Of the more than 1,000 damaged structures throughout the county, the mountains are home to the majority of them.

Capitola businesses are determined to reopen soon.

Zelda's On the Beach, a restaurant in Capitola Village, got pummeled by the storms. Part of the restaurant needs to be demolished, and much of the rest needs to be fortified to prevent further damage. That said, the kitchen is still functional and the bar is in relatively decent condition. The place is salvageable, even if kind of a mess. The owners hope to reopen by Memorial Day. Other Capitola Village restaurants have to close, too, and employees are now out of work. The Community Foundation is working to support those folks.



METRO to Launch Youth Ride Free Pilot Program March 1st

Santa Cruz METRO Transit District sent this bulletin at 01/27/2023 03:00 PM PST

METRO to launch countywide Youth Ride Free pilot program

Free fares for all youth, in grades K-12, begins March 1, 2023

JAN. 27, 2023 —SANTA CRUZ, CA— Santa Cruz Metropolitan Transit District (METRO) today announced its Board of Directors has approved METRO's first-ever Youth Ride Free pilot program, which will launch March 1, 2023, and will be available throughout Santa Cruz County.

The Youth Ride Free pilot program eliminates fares in order to increase access and encourage ridership for youth in grades K-12. The program will enable youth to ride on all METRO routes (excluding Highway 17) anywhere, anytime. According to a survey conducted by METRO in 2019, just 9.7% of METRO riders are under the age of 18, despite making up 19% of the population of Santa Cruz County.

"Our local youth represent the future of transit and they need better access to METRO," said Santa Cruz METRO Board Chair Larry Pageler. "This pilot program is a big step toward reducing barriers in ridership. A key goal for the Youth Ride Free program is to help develop lifelong transit riders, while meeting METRO's overall goal of increasing transit ridership."

How the Youth Ride Free pilot program will work for youth:

- Riders in 8th Grade and under may be asked by the driver to identify their grade level or the school they attend. Students may be asked to provide a student ID, if one is available.
- Riders in Grades 9-12 will be asked to show a student ID to the driver. Riders without a student ID get a special pass from their school or at the Pacific Station Customer Service Window in Downtown Santa Cruz.

In the coming weeks, METRO plans to distribute more information on the pilot program to increase awareness and promote the program. Please stay tuned for additional details.

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Santa Cruz Sentinel

Letter | Metro program helps transit on existing roads

By [LETTERS TO THE EDITOR](#)

January 26, 2023

I am so grateful for the Metro's new One Ride at a Time program, for the beautiful work of Frans Lanting and Chris Eckstrom, and for the partnerships of the MBNMS Foundation, Bay of Life Fund, and the RTC.

This creative idea is exemplary. The wrapped buses will be beautiful to see!

I hope the program works. The result will be restoration and expansion of a flexible transit option on existing roadways, one that does not require deforestation of existing wildlife habitat in the rail corridor.

I've only one criticism of the bus wrap graphic. I cannot abide the misplaced ownership that underlies doing the right thing in recognizing our responsibility to reduce harm to other living beings with whom we share this earth. Wild animals do not belong to us. Please, just say "Protecting Mountain Lions One Ride at a Time" and leave the possessive "our" off the bus.

— Jean Brocklebank, Aptos

The Sentinel welcomes your letters to the editor. Letters should be short, no more than 150 words. We do not accept anonymous letters. Letter-writers should include their full name as well as a street address and telephone number. We don't publish those details in the newspaper, but need the information for verification purposes. Occasionally, we reject letters simply because we've had so many on the same subject. Submit your letters online at www.santacruzsentinel.com/submit-letters.

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METRO Offers Free Fares for Transit Equity Day Sat., Feb 4th

Santa Cruz METRO Transit District sent this bulletin at 01/26/2023 04:06 PM PST

Santa Cruz METRO to offer free fares Feb. 4 countywide on fixed-routes and ParaCruz in support of Transit Equity Week

New "One Ride at a Time" bus to be showcased at Family Fair Feb. 4 in Watsonville

JAN. 26, 2023 —SANTA CRUZ, CA— Santa Cruz Metropolitan Transit District (METRO) announces it will offer free fares countywide on fixed-routes, Hwy-17 and ParaCruz services all day Saturday, Feb. 4, in recognition of [Transit Equity Week](#), a national coalition movement celebrated to commemorate the life and legacy of Rosa Parks on her birthday.

Transit Equity Week, organized by local nonprofit Equity Transit, will include a series of events from Monday, Jan. 30 to Saturday, Feb. 4, concluding with the Family Fair. At the fair, METRO will showcase one of its new [One Ride at a Time](#) buses, a campaign focused on giving everyone in Santa Cruz County the opportunity to protect the environment by one simple action of riding METRO. Riders can accrue points from every ride which can then be donated to partners protecting the environment, the [Monterey Bay National Marine Sanctuary Foundation](#) and the [Bay of Life Fund](#).

"We're excited to offer equitable transportation options to the Family Fair Day by providing free bus fares," said METRO CEO/General Manager Michael Tree. "We support events like Transit Equity Week that share METRO's vision of providing equitable and environmentally sustainable transportation options. We look forward to showcasing one of METRO's new One Ride at a Time buses, highlighting one of the many benefits that comes with riding METRO."

"Robust public transit systems reinforce a strong economy and offer a choice for communities that value equity and wise stewardship of our planet," said Lani Faulkner, director of Equity Transit, which for advocates for affordable, equitable and environmentally-wise public transit that is essential to the community.

Attend any of the free [Transit Equity Week events](#):

Transit-Urban Design Expert Panel, Monday, Jan. 30 at 6 p.m.

The panel discussion will discuss Public Transit, Safe Streets and Urban Design: Making Cities better for everyone. Panelists include: Michael Tree, METRO CEO/General Manager; Justin Cummings, District 3 Supervisor; James Sandoval, Chairperson for SMART Local 0023; Miriam Greenberg, Professor and Chair of the UCSC Social Sciences Department/Director of The Critical Sustainability Project and No Place Like Home. Light refreshments will be provided.

Location: Resource Center for Nonviolence, 612 Ocean St., Santa Cruz

Movie Night, Wednesday, Feb. 1 at 6 p.m.

The movie night will show Safe Streets, Tactical Urbanism and the History of Public Transit In(Equity) aimed at reviewing solutions to make streets safer for everyone, systems of transit inequity and tactical urbanism.

Location: Live Oak Grange, 1900 17th Ave., Santa Cruz

Safe Streets Bike Ride Party, Friday, Feb. 3 at 5 p.m.

Bring your bike and join the Bike Ride Party starting in downtown Santa Cruz.

Location: Spruce Street & Pacific Avenue, Santa Cruz

Transit Equity Family Fair, Saturday, Feb. 4 at 10 a.m.

Take the bus for free to the family fair. The fair will feature local organizations including Santa Cruz METRO, Regeneracion, the Community Bike Collective, Friends of the Rail and Trail and more. Free train rides and electric bicycles will be available for people to ride. My Mom's Mole food truck will be on site.

Location: Watsonville City Plaza, 358 Main St., Watsonville

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Donna Bauer

From: Frans Lanting and Chris Eckstrom <office@lanting.com>
Sent: Thursday, January 26, 2023 4:25 PM
To: Donna Bauer
Subject: Bay of Life Exhibit Launch and new TED talk in Berkeley

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FRANS LANTING STUDIO

Dear Friends,

Last week we came home to Santa Cruz from Antarctica, where we had been isolated from the rest of the world for a few weeks. We were on a small ship off the Antarctic peninsula to bear witness to climate change, unaware of the extreme storms that were battering the California coast.

The power of nature is an important theme in our Bay of Life project. We created the narrative with fire and fog as dynamic elements that shape our environment, but going forward, we will have to add floods to the story.

The skies cleared last weekend when we launched our Bay of Life exhibition and we are pleased to share more about new initiatives in the message below.

With warm regards,

Frans and Chris

BAY OF LIFE: FROM WIND TO WHALES
The Exhibition
Museum of Art and History, Santa Cruz, CA
January 19–April 30, 2023



We are delighted to announce *Bay of Life: From Wind to Whales*, a new exhibition by Frans Lanting and Chris Eckstrom that brings land and sea together for a unified view of Monterey Bay. It features images by Frans Lanting along with historical photographs from the era of exploitation, contemporary images of the fabulous underwater realms of Monterey Bay, maps, and other interpretive materials. The exhibit was opened last weekend with many community leaders from around Monterey Bay in attendance. Stay tuned for more events in connection with the exhibition.

ONE RIDE AT A TIME CAMPAIGN
A Bay of Life Partnership with Santa Cruz METRO

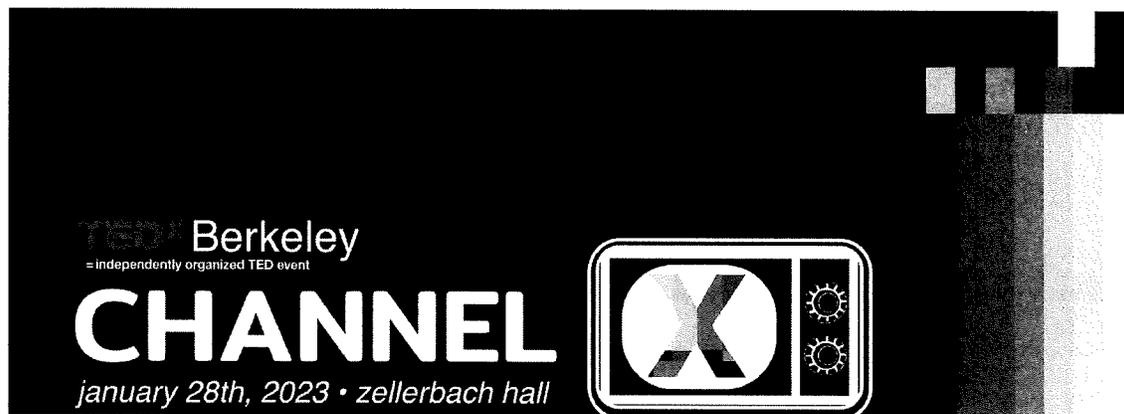


We are excited to announce a new partnership with Santa Cruz METRO. Pictured above are the first two METRO buses wrapped with Frans Lanting's iconic images from Bay of Life that arrived in time to celebrate the exhibition launch at the Museum of Art and History. Over the next two years, more than two dozen buses will be wrapped with additional images of sea

otters, redwoods, monarch butterflies, and more to highlight a new campaign, "One Ride at a Time," that will raise money for local nonprofits.

Beginning this month, a portion of the proceeds from every ride on a METRO bus will be donated to partners working to protect the environment, through the Bay of Life Fund established by Lanting and Eckstrom and the Monterey Bay National Marine Sanctuary Foundation.

LEARNING FROM NATURE IN A TIME OF UPHEAVAL
TEDxBerkeley 2023: Channel X

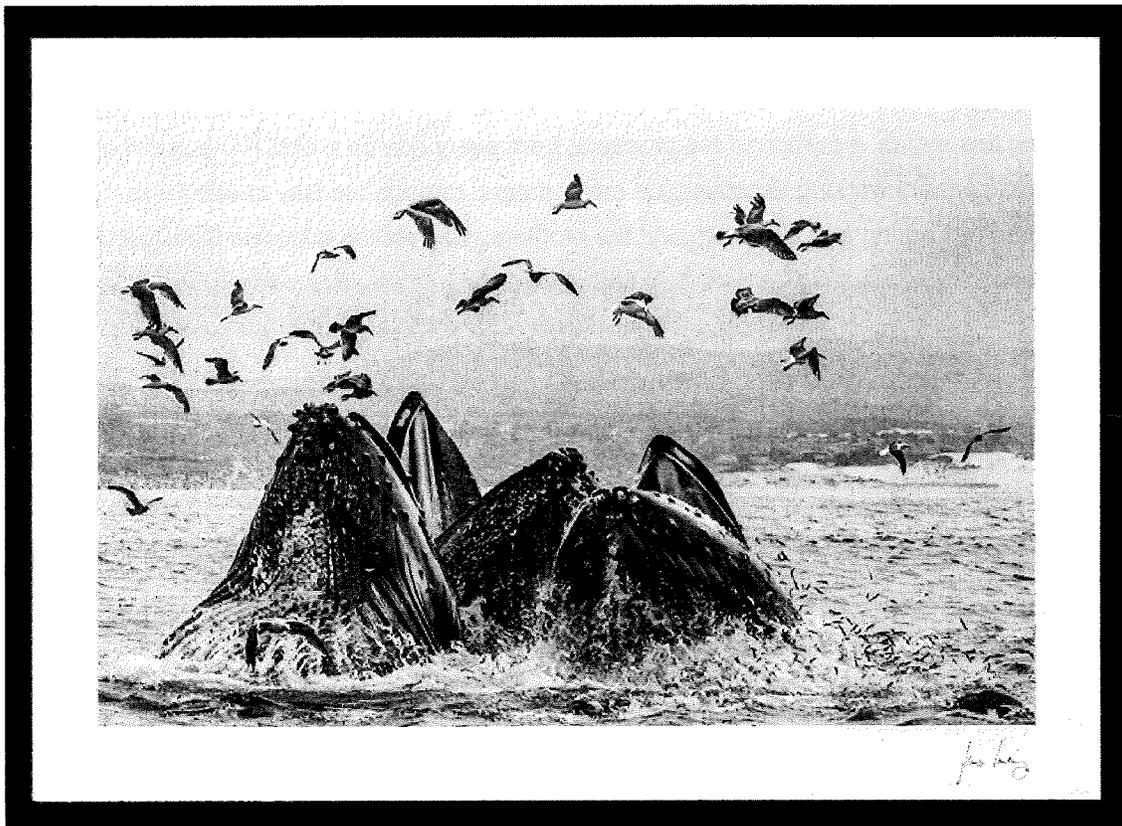


Frans will present a new TED talk this Saturday, January 28 at UC Berkeley's Zellerbach Hall in Berkeley, CA.

For more info and tickets check <https://www.tedxberkeley.org/>

Use promo code FRANS20 for a 20% discount on tickets.

FINE ART PRINTS
The Bay of Life Collection



Humpback Whales, Monterey Bay

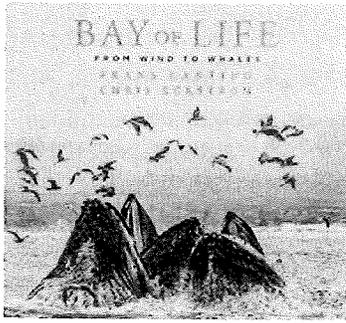
The Bay of Life Collection is a new series of archival giclée prints that features Frans Lanting images from the Bay of Life exhibition. Each title is limited to a total edition of 25 prints. Every print comes with a numbered certificate of authenticity.

Our prints are produced with archival Epson Ultrachrome inks on Epson Legacy Platine paper. This ensures a fine art print of superior quality with a high longevity rating.

For more images and details check www.BayofLife.net/prints

For those of you who are local, a selection of framed prints is on display at our Gallery which will be open on Sunday, February 5, from 12:00 - 5:00 pm to coincide with [the grand opening event](#) hosted by our new neighbors, the Institute of the Arts and Sciences at UC Santa Cruz.

BAY OF LIFE: FROM WIND TO WHALES
The Book



Standard Edition

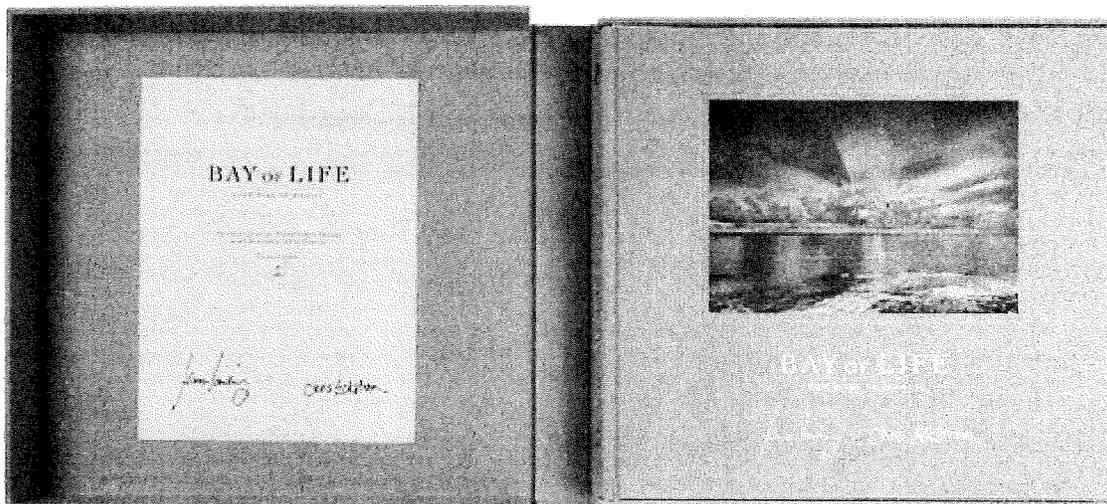
- Published by Earth Aware Editions
- Hardcover: 240 pages
- 160 photographs and 5 maps
- Size: 11 x 10 inches, 5 pounds
- Price: \$60 USD + tax and shipping

Frans Lanting and Chris Eckstrom have documented our living planet on assignment for National Geographic for more than 30 years. But the place they know best is California's Monterey Bay, where they have lived for decades.

"To us, Monterey Bay is one of Earth's crown jewels," they write. "We know of no other place in the world where land and sea connect in such an extraordinary way."

The Bay of Life book is a comprehensive celebration of a unique ecoregion. In addition to the exquisite images and lyrical stories by Frans Lanting and Chris Eckstrom about the seasons, habitats, and human footprints in Monterey Bay, the book includes a gallery of deep-sea photographs captured by researchers at the Monterey Bay Aquarium Research Institute that show wondrous life-forms new to science. It also includes a series of historical photos, specially commissioned maps, and contemporary images by other Monterey Bay photographers.

THE COLLECTOR'S EDITION



The Collector's Edition is substantially larger than the Standard Edition at 15 x 14 inches and weighs 12 pounds. Each copy is hand-signed and numbered by Frans Lanting and Chris

Eckstrom on a special insert sheet. The book is cased with a lovely blue linen that suggests the color of the bay on a calm morning. It features Lanting's glorious image, "Winter Sunset," in a beveled inset on the cover. The Collector's Edition is packaged inside a matching clamshell case with matte gold stamping. The edition is limited to 300 copies.

The Collector's Edition is available directly from our Studio and copies can be ordered now. The price is \$500 USD + tax and shipping.

[Check here for more information or to place an order.](#)

Books can be shipped or picked up at our Studio in Santa Cruz, CA.

For international orders, please write us at info@lanting.com.



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www.BayofLife.net

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Metro program helps transit on existing roads

I am so grateful for the Metro's new One Ride at a Time program, for the beautiful work of Frans Lanting and Chris Eckstrom, and for the partnerships of the MBNMS Foundation, Bay of Life Fund, and the RTC.

This creative idea is exemplary. The wrapped buses will be beautiful to see!

I hope the program works. The result will be restoration and expansion of a flexible transit option on existing roadways, one that does not require deforestation of existing wildlife habitat in the rail corridor.

I've only one criticism of the bus wrap graphic. I cannot abide the misplaced ownership that underlies doing the right thing in recognizing our responsibility to reduce harm to other living beings with whom we share this earth. Wild animals do not belong to us. Please, just say "Protecting Mountain Lions One Ride at a Time" and leave the possessive "our" off the bus.

— Jean Brocklebank, Aptos

facebook

Jan. 24, 2023

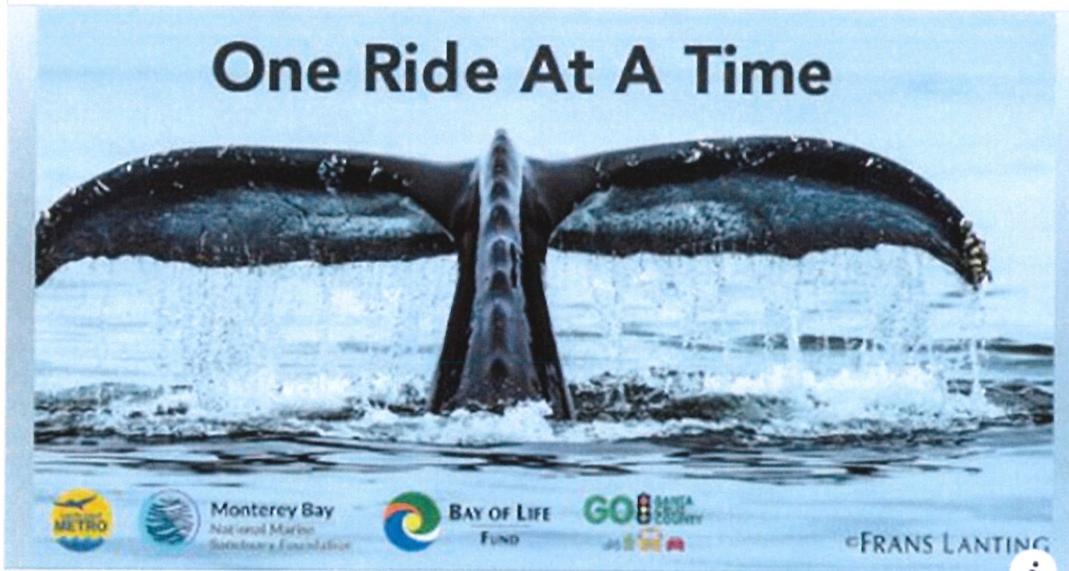


Mass Transit Magazine

25m · 🌐



Santa Cruz METRO Transit District launched One Ride at a Time, an advocacy campaign to showcase the environmental benefits of transit, encourage bus ridership and protect Santa Cruz County's natural resources.



MASSTRANSITMAG.COM

Santa Cruz Metro launches One Ride at a Time campaign

The campaign aims to showcase the environmental benefits of transit, encourage bus ridershi...

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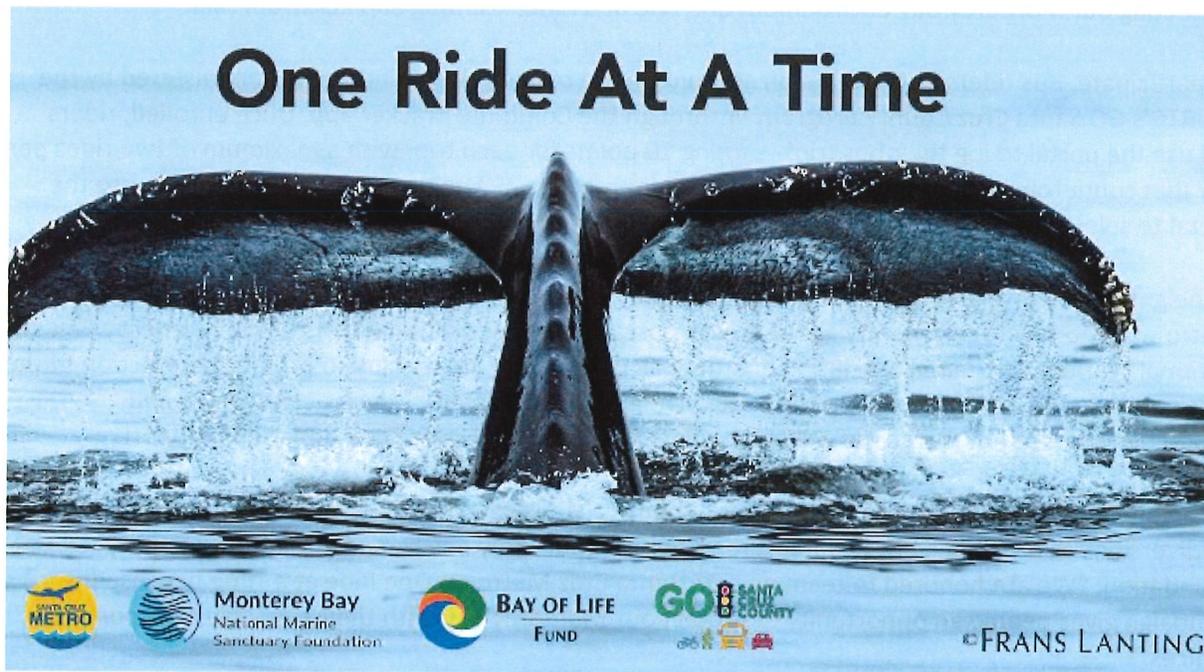
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MASS TRANSIT

Santa Cruz Metro launches One Ride at a Time campaign

Jan. 24, 2023

The campaign aims to showcase the environmental benefits of transit, encourage bus ridership and protect Santa Cruz County's natural resources.



One Ride at a Time graphic.

Santa Cruz Metropolitan Transit District (Santa Cruz Metro) launched One Ride at a Time, an advocacy campaign to showcase the environmental benefits of transit, encourage bus ridership and protect Santa Cruz County's natural resources.

Beginning in January, every ride on a Santa Cruz Metro bus donates to the partners in protecting the environment, the Monterey Bay National Marine Sanctuary Foundation and the Bay of Life Fund.

“Santa Cruz Metro’s mission is to provide environmentally sustainable transportation to Santa Cruz County,” said Larry Pageler, Santa Cruz Metro board chair. “With One Ride at a Time, we aim to increase ridership and solidify Santa Cruz Metro as the region’s environmentally smart transportation choice while supporting organizations making a difference in our community.”

One Ride at a Time is made possible by a partnership between Santa Cruz Metro, Santa Cruz County Regional Transportation Commission (SCCRTC), the Monterey Bay National Marine Sanctuary Foundation, the Bay of Life Fund and photographer-writer team Frans Lanting and Chris Eckstrom.

To promote the campaign, Santa Cruz Metro will release pairs of buses wrapped with Lanting’s iconic images of the Monterey Bay from the Bay of Life Project. By the end of 2024, about 30 wrapped buses will be traveling throughout Santa Cruz County and featuring inspiring images of whales, sea otters, mountain lions, redwoods and more.

The first pair of bus wraps were unveiled Jan. 21, coinciding with the opening weekend of Lanting and Eckstrom’s Bay of Life Exhibition at the Santa Cruz Museum of Art & History.

“We are delighted to collaborate with Santa Cruz Metro and to put our images from Bay of Life to work protecting our Monterey Bay environment one ride at a time,” Lanting and Eckstrom said.

To participate, bus riders must create an account on the online ridesharing portal administered by the SCCRTC’s GO Santa Cruz County program or through the Commute Tracker app. Once enrolled, riders will use the portal to log their bus trips, earning 10 points for each trip, with a maximum of two rides per day that count towards point accruals. When a rider reaches 250 points, or 25 rides, they can use the portal to select one of Santa Cruz Metro’s nonprofit partners to receive a \$10 donation.

To heighten the campaign and emphasize the importance of protecting the Monterey Bay, Santa Cruz Metro will inform the community about the conservation and education efforts of the Monterey Bay National Marine Sanctuary Foundation and the Bay of Life Fund are making to promote protection of the species and landscapes pictured on the buses. Transit center displays, interior bus signage and interactive content on its website will teach riders about the programs their donations support.

“Everyone who lives, works and plays in this region is a steward to one of the planet’s treasures of biodiversity,” said Ginaia Kelly, chapter director of the Monterey Bay National Marine Sanctuary Foundation. “We are honored to team up with Santa Cruz Metro on One Ride at a Time because the campaign gives people an opportunity to protect our Monterey Bay with their everyday transportation choices.”

“This project has been a labor of love for Santa Cruz Metro and our partners, and we are excited to unveil it to our community,” said Santa Cruz Metro Marketing and Communications Director Danielle Glagola. “Our goal is to increase environmental awareness and remind the public that using public transit over personal vehicles, even one ride at a time, reduces omissions. Now, through this program and with our partners’ help, riders can also donate to our local environmental nonprofits, doubling their impact, with one simple action of riding Santa Cruz Metro.”

Santa Cruz Metro is converting its entire bus fleet to zero-emissions buses (ZEBs). By the end of 2023, Santa Cruz Metro will have 9 ZEBs deployed in the county, with more coming every year.

Santa Cruz Sentinel

By PK HATTIS | pkhattis@santacruzsentinel.com | Santa Cruz Sentinel

PUBLISHED: January 23, 2023 at 3:27 p.m. | UPDATED: January 23, 2023 at 3:28 p.m.

Santa Cruz Metro launches One Ride at a Time program



Two Santa Cruz METRO buses wrapped in the work of legendary photographer-writer duo Frans Lanting and Chris Eckstrom were unveiled last week. The buses are a part of the agency's new One Ride at a Time program. (Santa Cruz METRO – contributed)

SANTA CRUZ — A new transportation program in Santa Cruz County aims to bolster environmental protection efforts across the region and look good while doing it.

Earlier this month, Santa Cruz METRO launched its One Ride at a Time program in partnership with the Monterey Bay National Marine Sanctuary Foundation, Bay of Life Fund, Santa Cruz County Regional Transportation Agency and legendary wildlife photographer-writer duo Frans Lanting and Chris Eckstrom.

At its core, the eclectic collaboration is an effort to showcase the environmental benefits of public transit and encourage ridership within METRO's bus system, which is still clawing its way back after being dealt a heavy blow by the COVID-19 pandemic.



Frans Lanting, Chris Eckstrom and Santa Cruz METRO CEO Michael Tree (left to right) stand in front of one of the METRO buses wrapped in an image from Lanting and Eckstrom's latest book "LIFE: A Journey Through Time." The buses were unveiled as part of METRO's One Ride at a Time program, which seeks to increase ridership and environmental benefits across the region. (Santa Cruz METRO – contributed)

"METRO's mission is to provide environmentally sustainable transportation to Santa Cruz County," said METRO Board chair Larry Pageler in a release. "With One Ride at a Time, we aim to increase ridership and solidify METRO as the region's environmentally smart transportation choice while supporting organizations making a difference in our community."

Bus riders can plug into the program through an online rideshare portal that is administered by the transportation commission's Go Santa Cruz County system at scmtd.com/gosantacruz. Once registered, participants can log bus trips and earn 10 points for each ride, with a maximum of two rides or 20 points daily in eligible program awards. Once 250 points or 25 rides have been accrued, riders will win a \$10 token that allows them to donate to one of the program's nonprofit partners.

"Everyone who lives, works, and plays in this region is a steward to one of the planet's treasures of biodiversity," said Ginaia Kelly, chapter director of the Monterey Bay National Marine Sanctuary Foundation. "We are honored to team up with METRO on One Ride at a Time because this campaign gives people an opportunity to protect our Monterey Bay with their everyday transportation choices."

If the donation incentives aren't enough, the project is counting on awe-inspiring visuals from a pair of local legends to help sweeten the deal. The transportation agency recently unveiled two of its buses that have been wrapped in pictures from the recently published "LIFE: A Journey Through Time" by Lanting and Eckstrom.



Santa Cruz METRO – contributed

The prolific duo has covered the globe for National Geographic for decades and their latest work is currently featured in the Santa Cruz Museum of Art & History. Lanting and Eckstrom have recently focused their lens on areas close to home in Monterey Bay, telling the Sentinel that it is “one of earth’s natural crown jewels.”

“We are delighted to collaborate with METRO and to put our images from Bay of Life to work protecting our precious Monterey Bay environment one ride at a time,” Lanting and Eckstrom said in a joint statement.

By the end of 2024, METRO plans to wrap about 30 of its buses with images of the region’s most eye-catching features including whales, sea otters, mountain lions and redwood trees, according to a release from the agency.

In a presentation to the transportation commission late last year, a METRO representative said it is planning to double ridership within five years or roughly 7 million trips annually. After ridership levels plummeted in the wake of the COVID-19 pandemic, the three-month average had returned to about 71% of pre-pandemic levels as of November.

By the end of 2023, METRO will have nine zero-emission buses and plans to convert its entire 96-bus fleet to zero-emission by 2037.

How to participate

What: Santa Cruz METRO One Ride at a Time program.

When: Anytime.

How: GO Santa Cruz County at scmtd.com/gosantacruz or the commute tracker app at scmtd.com/ctsetup.

PK Hattis

PK reports on health, transportation and the Santa Cruz County Board of Supervisors for the Sentinel. He was born and raised in Santa Cruz and considers it a great privilege to cover the town in which he grew up. When he's away from his desk, he enjoys playing beach volleyball and watching his beloved Golden State Warriors.

pkhattis@santacruzsentinel.com

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Mitigating climate change starts with you: It's time to pay attention to our ocean and its kelp forests

BY DAN HAIFLEY

Source: Lookout Santa Cruz



With climate change in the spotlight thanks to the January 2023 storms, local environmental activist Dan Haifley reminds us of the important work happening at the Monterey Bay National Marine Sanctuary, part of a national network of protected areas that fights climate change and pollution and protects biodiversity. That includes climate change research and preserving iconic kelp forests that reduce coastal erosion and absorb excess carbon from climate change.

1/19/2023

Other Transit Related Articles



CA: State bill would ask transportation agencies to study crime, safety on transit

By Steve Scauzillo

Feb. 16, 2023

Source San Gabriel Valley Tribune, West Covina, Calif. (TNS)

The information would be used to address safety issues ranging from street harassment that can cause people to avoid public transit entirely, to threats and hate crimes.

Feb. 15—If you don't study it, you can't fix it.

That's the premise behind proposed legislation authored by an Orange County state senator that would direct the top 10 transportation agencies in California to survey users of public transportation about safety, sexual harassment, and racial and gender-based discrimination.

Senate Bill 434, introduced on Monday, Feb. 13 by state Sen. Dave Min, D-Irvine, would order transit agencies to find out what kind of harassment, threats or assaults riders experience or fear — and where. A key focus would be on women of color including Asian-American Pacific Islanders (AAPI) and members of the LGBTQ+ community.

The information would be used to address safety issues ranging from street harassment that can cause people to avoid public transit entirely, to threats and hate crimes.

Min says he hopes to reverse the decline of women using public transit because they don't feel safe or comfortable on a bus or train, or waiting at a station.

"It is important to understand who gets targeted, when and where. When we don't have data, we don't know what the answer is," Min said during an interview on Tuesday, Feb. 14.

Today, I'm proud to join @StopAAPIHate and announce #SB434. My bill requires California's top 10 public transit systems to collect survey data as a critical step towards improving ridership safety, addressing street harassment, and bringing riders back to public transit. 1/pic.twitter.com/hFwD4gagiv — Senator Dave Min (@SenDaveMin) February 13, 2023

He authored related legislation last year, signed into law by Gov. Gavin Newsom, that taps the Mineta Transportation Institute at San Jose State University to create a survey about transit safety, which transit agencies will distribute and administer.

His twin legislation will make it easier and less costly for agencies to study the broad problem, he said.

The agencies involved are Orange County Transportation Authority (OCTA), LA Metro, Long Beach Transit, City of Los Angeles DOT, San Francisco Muni, Bay Area Rapid Transit Authority (BART), Alameda-Contra Costa Transit District (AC Transit), Santa Clara Valley Transportation Authority, Sacramento Regional Transit District and San Diego Metropolitan Transit System.

"Who is targeted?" Min asked. "When and where, and in what areas? Are there certain (train or bus) lines where this happens? The 'why,' you may start inferring, but we think women and girls get targeted more."

A report by Stop AAPI Hate, a nonprofit group, looked at 11,500 hate incidents reported during 2021 and 2022, and found that 67% of anti-AAPI hate incidents involved harassment such as verbal or written hate speech or inappropriate gestures.

"When we see these problems occurring, with all women, including AAPI, people of color and the LGBTQ communities, it is a public health issue," said Candice Cho, managing director of policy and counsel at AAPI Equity Alliance based in Los Angeles. "Because it changes our behavior. It causes anxiety and trauma."

Female ridership on LA Metro buses fell from 53% in early 2020 to 49% last year according to a survey taken from March to May of 2022. And female ridership on trains dropped from 46% to 44%. Also, in a Metro customer survey, safety issues listed by female rail riders made up 55% of responses about what needs improvement.

Public transit agencies including LA Metro are struggling to return ridership to pre-pandemic levels. Min says anecdotal evidence indicates many people are not riding because they are scared or have had a bad customer experience that keeps them away.

He and his family were riding a train toward Inglewood and SoFi Stadium recently when a man who appeared to have a shotgun and a knife inside his jacket glared at them menacingly and briefly followed them as they exited the train, Min said.

"It was unnerving," Min said. "That is the kind of experience a lot of people report. Public spaces should be spaces that feel safe. That is an important principle."

While safety on public transit is the No. 1 issue his twin bills are trying to tackle, increasing transit ridership is an overall goal. In his district in Orange County there is no inter-city rail

service but some people take buses, he said. As Orange County gets more crowded, he said, he wants more people to feel safe on public transit.

"As Orange County becomes more congested, we are looking at more public transit. More people will take it in the future," Min said.

Also, his constituents in Costa Mesa and Irvine may want to use LA Metro trains and buses to get to concerts and sporting events in L.A. County, or use BART and SF Muni when traveling in the Bay Area.

Min said LA Metro supported his previous bill and he hopes the major transportation agencies will support SB 434. But one issue is its cost. He hopes to find funding for transit agencies in the state budget, to help pay to distribute the surveys and move resources into place to address safety.

"The cost is the biggest barrier (to the bill)," he said.

MASS TRANSIT

CA: Youth Ride Free program coming to Santa Cruz METRO

By PK Hattis

Source Santa Cruz Sentinel, Calif. (TNS)

Feb. 9, 2023

Santa Cruz County youth looking for a ride across town are guaranteed to have a free one waiting for them beginning next month after the Santa Cruz METRO Board of Directors approved its first-ever Youth Ride Free pilot program.

Feb. 7—SANTA CRUZ — Santa Cruz County youth looking for a ride across town are guaranteed to have a free one waiting for them beginning next month after the Santa Cruz METRO Board of Directors approved its first-ever Youth Ride Free pilot program.

The year-long program, set to launch March 1, aims to increase access for riders in grades K-12 and also foster a familiarity with the public transportation system that local authorities are leaning into for future planning opportunities.

"Our local youth represent the future of transit and they need better access to METRO," said Santa Cruz METRO Board Chair Larry Pageler in a release. "This pilot program is a big step toward reducing barriers in ridership. A key goal for the Youth Ride Free program is to help develop lifelong transit riders, while meeting METRO's overall goal of increasing transit ridership."

According to the release, a METRO study from 2019 found that only 9.7% or roughly 494,700 of its 5.1 million total ridership was age 18 or younger despite making up 19% of the county's total population. According to the website Data Share Santa Cruz County, 51,327 of the county's 269,893 residents are younger than 18.

Riders in grades K-8 looking to participate in the program may be asked by a METRO driver to identify their grade level or the school they attend and may also be asked to display a student identification if available before boarding the bus.

Youth in grades 9-12 will be asked to show a student ID to the driver and those without one can get a special pass from their school or at the Pacific Station Customer Service window in Downtown Santa Cruz.

After suffering usage declines during the COVID-19 pandemic, Santa Cruz METRO recently set an ambitious goal of doubling its ridership within the next five years. METRO had a ridership of about 3.5 million last year and is aiming to increase that to 7 million by 2028. Danielle Glagola, a METRO spokesperson, told the Sentinel this week that its current ridership was on pace to reach about 3.8 million, or a 10% increase from last year.

The transit agency also launched its One Ride at a Time program last month, which involved wrapping its buses in awe-inspiring images from the legendary wildlife photographer-writer duo Frans Lanting and Chris Eckstrom.

METRO and its partners also recently won \$30 million in grant funding from the Department of Transportation to bolster construction efforts for new bus-on-shoulder lanes in both directions along Highway 1 from Freedom Boulevard to State Park Drive. Funds will also be used to purchase four zero-emission buses.

Pageler called the grant a "major grant win" and said the investment will "increase access to transit, improve the speed and reliability of METRO buses, and support our goals to reduce emissions."

The county's Climate Action and Adaptation Plan, approved by the Board of Supervisors late last year, found that the greatest source of greenhouse gas contributions in unincorporated county regions came from passenger and commercial vehicles. This category produced 447,514 metrics tons of CO₂ in 2019 or roughly 61% of total unincorporated emissions, according to the report.

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Google San Jose village makes progress even as tech titan plans to ax office space



A rendering of the gateway section near Water Company Building within Google's Downtown West transit-oriented neighborhood in downtown San Jose. Google plans to slash its office spaces, but the company is moving forward with its massive transit village. COURTESY OF SITELAB URBAN STUDIO, GOOGLE

BY GEORGE AVALOS

2/7/2023

SAN JOSE >> Google says its plans to slash office space will not derail the massive transit village the company is planning to build on downtown San Jose's western edges.

The two endeavors, while both tied to Google's real estate holdings, are fundamentally distinct and have different goals and timelines, according to the tech titan. While cuts to office space are expected to hit in the Bay Area, Google still intends to break ground by the end of this year on the first phase of the transit village, according to a company spokesperson.

During a conference call to discuss fourth-quarter financial results for Alphabet and its principal operating unit Google, Chief Financial Officer Ruth Porat said the company intends to leave some currently leased spaces.

One of the goals of right-sizing Google and Alphabet is "optimizing how and where we work," Porat told Wall Street analysts and investors during Thursday's call.

"In the first quarter of 2023, we expect to incur approximately \$500 million of costs related to exiting leases to align our office space with our adjusted global headcount look," Porat said. "We will continue to optimize our real estate footprint."

It was not immediately clear exactly which leases the company is seeking to end. But as part of the real estate downsizing, Google will primarily exit space that it has yet to occupy, a company spokesperson said.

In recent days, Google has also revealed plans to eliminate 12,000 workers worldwide. Google has sketched out plans to cut an estimated 1,608 jobs in the Bay Area, including 1,436 in Mountain View, 119 in San Bruno and 53 in Palo Alto, according to a Jan. 20 layoff notice Google sent to state labor officials.

Despite the company's flurry of efforts to reduce staffing, trim expenses and scale back its use of office space, the search giant's efforts in downtown San Jose are proceeding.

Google has already begun to demolish buildings in a formerly industrial part of town to clear the way for the first phase of its new transit-oriented neighborhood, which will consist of office buildings, homes, shops, restaurants, hotel facilities, open spaces, cultural attractions and entertainment hubs.

The search giant intends to employ up to 25,000 people in the transit village, officially known as Downtown West, near the Diridon train station and SAP Center.

Ahead of the full-fledged start of construction, Google will build an array of infrastructure, including water and sewer lines that are a prerequisite for the first phase of the company's new neighborhood. Google also plans to build a green energy plant to serve the ambitious development.

Big office building projects can easily take 24 to 27 months — potentially more than two years — to be completed, easily taking the completion dates to early or mid-2026. Such a time frame is so distant that no analysts can credibly predict the conditions for the Bay Area economy or the tech sector at that point.

In recent days, Google demolished a building at 140 S. Montgomery St. where a vendor of industrial gases had operated for decades. Across the street, the demolition of the old Sunlite Bakery Bread Depot building at 145 S. Montgomery St. is well underway. A Google contractor has completely removed the back half of the building.

Google aims to salvage the art moderne-style entrance of the old bakery building and deploy it permanently somewhere else in the transit village project. The front half of the onetime bakery has been hollowed out on the inside with portions of walls and the roof already removed.

The shuttered Patty's Inn, a longtime watering hole at 102 S. Montgomery St., is expected to be completely bulldozed.

The former Hellwig Iron Works building, constructed sometime around 1935 at 150 S. Montgomery St., is slated to be reused, although some additions could be made to the structure.

After the ironworks company closed its doors, Navlet's Florists and a taiko performance studio also operated in the distinctive brick building. It's likely that the Hellwig Ironworks could be expanded as part of the building's reuse, according to documents on file with city officials.

"One or more additions and adaptive reuse of the building to accommodate new arts and cultural uses" are envisioned as part of the Hellwig structure's future, the city documents show.



CAPITOL WEEKLY

COVERING CALIFORNIA GOVERNMENT AND POLITICS

California transit agencies need more state support

BY BY MICHAEL PIMENTEL

02.02.2023



OPINION: In 2022, the State of California invested a historic \$8 billion in transit and rail capital projects to build a stronger, more equitable, and more sustainable transportation network for the future. Facing a \$22.5 billion “budget problem,” the Fiscal Year (FY) 2022-23 State Budget released by Governor Newsom on January 10 proposes to reduce this investment by \$2 billion. Critically, the budget is silent on the looming and pandemic-induced operations funding crisis faced by agencies statewide. Without dedicated operations funding, some of the state’s largest transit agencies will have to reduce service, lay off staff, and defer maintenance and modernization programs.

California public transit agencies survived the pandemic because of unprecedented federal action – which provided \$69.4 billion nationwide through the CARES Act, CRRSA Act, and the American Rescue Plan – as well as state statutory relief. These emergency measures, reflecting federal and state leaders’ understanding of the essential service provided by transit agencies, were intended to bridge the shortfalls in transit revenue until ridership recovered. Ridership still has not recovered to pre-pandemic levels. A survey by the University of California Institute of Transportation Studies (UC ITS) found that more than half of the state’s transit agencies are

still relying on federal funding. This federal funding and state statutory relief is running out and the state must act.

Without dedicated operations funding, some of the state's largest transit agencies will have to reduce service, lay off staff, and defer maintenance and modernization programs.

The UC ITS survey found that 72 percent of California transit agencies expect funding shortfalls after federal funds run out, with 28 percent expecting major shortfalls. To put the timing of this crisis into perspective, consider that a recent survey of California transit agencies conducted by the California Transit Association found that more than 80 percent of respondents have already fully expended or will fully expend federal relief in FY 2023-24.

As increasingly more agencies deplete their federal relief, state legislators and the public should know that California transit agencies are doing their part to attract more riders. According to the Association's survey, the most popular strategies pursued by transit agencies to recover from the pandemic include increased service levels, integration and coordination with neighboring agencies, enhanced cleaning of transit vehicles and stations, introduction of real-time travel information, targeted fare free programs, and service restructuring. Even with these strategies, many agencies cannot expect a full recovery to pre-pandemic ridership levels in the short-term and others will continue to struggle because the landscape of in-office versus remote work has shifted the transit commuter paradigm. Nevertheless, these services need to be maintained for those who depend on them and to assist the state in meeting its long-term environmental, land-use, and equity objectives.

As budget discussions begin, we urge Governor Newsom and the Legislature to:

Restore the cuts to transit capital proposed in the state budget;

Provide funding for transit operations to address near-term funding shortfalls and to assist agencies in regrowing their ridership; and,

Extend state statutory relief for transit agencies through FY 2024-25.

We cannot afford to go backward at a time when state leaders and everyday Californians recognize the urgent need to move forward in reinventing our transportation network. We also cannot jeopardize our investment in the future by letting transit agencies run out of lifeblood operations funding. We need additional state support for public transit agencies.

Michael Pimentel serves as Executive Director of the California Transit Association (Association).

MASS TRANSIT

CALSTART ZEB Report: U.S. shows 66 percent increase in ZEBs from 2021

Feb. 1, 2023

California and Ontario continue to lead deployments in the U.S. and Canada, respectively, while small ZEBs have seen a 42 percent increase year-over-year.



CALSTART electric bus.

The transition to zero-emission buses (ZEBs) in the United States and Canada continues at a steady pace with gains seen in the small ZEB market and in states like Arizona and Massachusetts according to a report from CALSTART.

CALSTART's *2023 Zeroing in on ZEBs*, an annual report funded by the Federal Transit Administration (FTA) and the California Air Resources Board's (CARB) Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP). It provides an updated index of adopted ZEBs that have been funded, ordered and/or delivered within the United States and Canada according to data collected through September 2022. Tracking the data shows the countries' progress towards 100 percent zero-emission vehicle adoption.

The U.S. government works with global public and private organizations to reduce harmful pollutants released into the atmosphere from medium- and heavy-duty diesel-engine vehicles. Although transit buses produce less smog per capita than passenger cars, the impact directly affects the communities they serve. When President Biden signed the Infrastructure Investment

and Jobs Act into law in November of 2021, historic levels of funding were made available for zero-emission transit projects and paved the way forward for ZEB adoption.

Full-size ZEBs are defined as Class 7 or 8 transit buses that are 30 or more feet in length. In the United States today, the total count of full-size battery-electric and fuel-cell electric transit buses has grown to 5,480—a 66 percent increase since 2021 from 3,297 total ZEBs. California, a state where all new sales of transit buses must be zero-emission by 2030, in compliance with the Innovative Clean Transit (ICT) regulation, has the most ZEBs in the country with 1,977 vehicles. The west coast overall, including California, Oregon and Washington, accounts for 41 percent of ZEBs nationwide. New York follows behind California with 489 total buses.

Other states, including Arizona, Massachusetts, Vermont and Maine, doubled their count in the last year. As the report states, “Arizona and Massachusetts saw the largest year-over-year increases at 280 percent and 271 percent, respectively.”

The southeastern and southwestern United States, led by Florida and Texas, showed strong gains in the number of full-size ZEBs, indicating these regions have accelerated the pace of adoption compared to previous years.

Small ZEBs are defined as transit buses that are Class 3-6 and shorter than 30 feet in length. While electrification efforts have focused more on Class 7-8 buses, small buses comprise a significant portion of transit vehicles on the road today. As of September 2022, 876 small ZEBs have been adopted in the United States by public transit agencies, private fleets and airports. The total count of small ZEBs grew by 261 from 2021 – an overall increase of 42 percent year-over-year, though the growth rate is 31 percent less than the rate recorded in 2021.

There are now 100 public transit agencies with small ZEBs in the United States. Of the 100, 18 public agencies purchased their first small ZEBs in 2022. Private companies purchased 14 small ZEBs in 2022. Airports increased the total number of small ZEBs from 114 in 2021 to 142 in 2022, a 25 percent growth rate. The increase of full-size airport ZEBs has also increased to 151 as of September 2022, all of which are battery-electric operational vehicles.

Battery-electric buses (BEBs) remain the most common form of ZEB on the road compared to fuel-cell electric buses (FCEBs), but while still greatly outnumbered by BEBs, FCEBs continue to gain traction, with a 64 percent increase in adoption seen since the 2021 count. While California also leads the country in the number of FCEBs adopted, there are now 14 states with transit agencies that have adopted FCEBs, including Arizona, Delaware, Maryland and New York. The number of states with 10 or more FCEBs doubled, growing from two states in 2021 to four in 2022.

Canada has also experienced year-to-year growth in full-size and small ZEB adoptions. As of September 2022, the number of ZEBs across the country has grown to 859. Of the 859, 849 are BEBs and 10 are FCEBs. Canada’s most populous province, Ontario, continues to lead the nation with 529 ZEBs, which is five times higher than Manitoba’s 104 ZEBs.

The adoption of ZEBs grew by 34 percent from 2021 to 22 vehicles, showing progress toward achieving net-zero emissions goals by 2050. Transit agencies in Montreal and British Columbia have committed to having 100 percent zero-emission fleets by 2040, as well, and the Canadian government pledged to deploy 5,000 zero-emission transit and school buses on the road by 2025 as part of the Zero Emission Transit Fund.

“We are delighted to release another Zeroing in on ZEBs report with the latest inventory data on zero-emission transit buses across the United States and Canada. We couldn’t have done it without the support of our dedicated staff and partners. We would like to thank the Canadian Urban Transit Research and Innovation Consortium, as well as the FTA and CARB’s HVIP for working with CALSTART. We are excited to share updates of this report for years to come,” said Jared Schnader, CALSTART bus programs director.

CALSTART released the inaugural Zeroing in on ZEBs report in 2018 and continues to update the data in subsequent editions.

Bloomberg

EV Hype Overshadows Public Transit as a Climate Fix

By Skylar Woodhouse and Saleha Mohsin

January 25, 2023

The emphasis on zero-emission cars has frustrated public transportation advocates, who say that the US needs to focus on greener alternatives to driving.



A light rail train on the new K Line in Los Angeles. Despite recent transit investments, most Angelenos — like most Americans overall — still use cars to get around.

Photographer: Mel Melcon/Los Angeles Times via Getty Images

President Joe Biden has fought for tax breaks for EV buyers, urged carmakers to convert their fleets and secured billions of dollars to wire a coast-to-coast network of charging stations. In 2021, he even slipped behind the wheel of an electric Jeep Wrangler and took a spin around the White House with news cameras whirring.

But while climate activists have cheered the high-profile commitment of Biden — as well as a slew of governors, mayors and automakers across the country — to shift the nation to non-polluting vehicles and halve US carbon emissions by 2030, many have been frustrated by the comparative lack of attention paid to convincing Americans to use a more powerful tool against climate change: leaving their cars at home and using public transportation.

“There is no way to meet our climate targets without a huge investment in public transportation,” Keya Chatterjee, executive director of the US Climate Action Network, said.

“There has just been a much larger push around the expansion of electric vehicles, which is incredibly important, but it’s only serving people who can afford a pretty big upfront investment.”



Joe Biden drives a Jeep Wrangler electric vehicle at the White House in Washington, DC.
Photographer: Al Drago/Bloomberg

To be sure, Biden is a well-known supporter of trains and buses — his signature infrastructure bill included \$66 billion for rail and \$89.9 billion for public transit. In January, the administration released a multi-agency plan to decarbonize the transportation sector, which included calls to boost transit and incentivize denser land use in addition to further support for EVs. But decades of underinvestment have taken a toll on urban transit systems and passenger rail. In 2021, the American Society of Civil Engineers handed US public transit systems a collective D- on its infrastructure report card.

The infrastructure funding “is really to help us catch up,” said Mike Schipper, a deputy general manager of the Greater Cleveland Regional Transit Authority who helped produce the civil engineers’ report, but it’s only enough to put a “dent” in the maintenance backlog, he said.

That lack of progress is evident in cities from coast to coast. In California, an Obama-era high-speed rail project designed to connect San Francisco and Los Angeles remains unfinished, with no completion in sight; in New York City, a plan to electrify its bus fleet has been held up by the need to update depots — some half a century old — with charging systems.

Meanwhile, pandemic-driven declines in usage have depressed revenues for US transit agencies, threatening a “death spiral” of service cuts and deeper ridership losses.

Ridership in Retreat

All that has transit advocates wincing at the lavish attention bestowed on electrifying private cars.

“US cities don’t need electric cars, they need less cars,” Mohamed Mezghani, secretary general of the International Association of Public Transport, said in a statement. “If we want to reduce carbon emissions we can’t just have technology-focused answers.”

Many climate experts agree. Buses and trains have a fraction of the greenhouse gas impact of private cars, whether internal combustion or battery-powered, according to the International Transport Forum. A 2021 study from the National Academies of Sciences, Engineering, and Medicine concluded that the energy saved by passengers in the US using public transit rather than personal vehicles saved 63 million metric tons of carbon dioxide in 2018 — roughly the equivalent of taking 16 coal-fired power plants offline for a year.

Decarbonizing the transportation sector in time to achieve the 2030 goal will take more than just electrifying the nation’s existing fleet of light-duty vehicles — a task likely to take decades, as Urban Institute researcher Yonah Freemark noted on Twitter. But getting Americans to embrace public transportation has been an uphill fight.

The enthusiasm gap is particularly stark in City Hall: A 2021 survey by the US Conference of Mayors found that more than half of the 103 mayors polled found electric vehicles as the most promising technology for reducing energy use — with public transit only named by 28%.

“Public transportation must be recognized as a top-of-mind strategy for addressing greenhouse gas reduction,” Paul P. Skoutelas, president of the American Public Transportation Association, said in a statement.

The US is lagging behind many other nations when it comes to choosing more efficient travel modes. Before the pandemic, only 5% of US commuters used public transportation, according to a survey by the US Census Bureau, a figure that collapsed to 2.5% in 2021. In the UK, by contrast, nearly 16% of commuters in 2020 relied on rail or bus.

Experts cite a number of factors for low transit use among Americans, from the nation’s sprawling geography to its famous love affair with the automobile. “Our landscape favors the automobile so much, our physical landscape but also our policy landscape,” said Daniel Rodríguez, the director of the Institute of Transportation Studies at the University of California, Berkeley.



Commuters wait at a bus stop in Houston in 2021. Photographer: Callaghan O'Hare/Bloomberg

In the postwar era, the US prioritized building out its road network, leaving transit behind. For decades, highways and roads have consumed about 80% of federal transportation funding, with transit getting only 20%. In 2019 state and local governments spent \$203 billion on highways and roads alone, with a quarter of expenditures coming from federal transfers. At the local level, continued car use is fueled by suburban development patterns and land-use practices like minimum parking requirements, which require developers to set aside space for vehicles. Outside of major cities, transit options are often limited, and historically low level of public support translate into poor convenience and reliability.

“It’s in these small cities and medium-sized cities where parking is very convenient where getting around is fairly easy and where bus service or transit service is not very good,” Rodríguez said. “People are really rational in that way. The auto becomes the default choice, and I can see why it has become the default choice over the last half century.”

Off the Rails

Many other nations have invested heavily in expanding passenger rail as a less-polluting alternative to automobile or airline travel. Since 2008 for example, China has built more than 22,000 miles of high-speed rail service. In the European Union, a growing network of high-speed trains connects major cities.

The US, meanwhile, has no true high-speed passenger rail: Amtrak’s fastest service, the Acela, can hit 150 mph only over a 50-mile stretch on the East Coast due to track restrictions elsewhere. And outside the popular Northeast Corridor, long travel times between cities and high fares tend to make train travel a far less attractive alternative to flying or driving.

“In the US, we have the rail system that we’ve paid for,” said Stephen Gardner, Amtrak’s chief executive officer. “The biggest challenge is commitment from the federal government.”

Amtrak is at about 85% of pre-pandemic ridership levels and working to lure back passengers, but is working against a frail system, Gardner said. Upgrades are costly and time-consuming. The national passenger rail corporation counts on its Northeast Corridor service for a big chunk of its annual revenue. But trains from New York City to New Jersey rely on a century-old tunnel beneath the Hudson River. A replacement, known as the Gateway Project, has been delayed by cost overruns and politics. Construction costs are now estimated at \$16.1 billion with a completion not anticipated until 2035. President Biden is set to visit the tunnel project on Jan. 31.



Contractors work on the Conejo Viaduct during construction of a high-speed rail project in Fresno County. Photographer: David Paul Morris/Bloomberg

In California, where Governor Gavin Newsom has pushed a requirement for all new cars sold in the state to be zero-emission by 2035, the state has struggled to complete a high-speed rail project linking San Francisco south to Los Angeles and other business hubs. California voters in 2008 approved selling almost \$10 billion of bonds to finance it, but the project has been beset with delays and escalating costs. It's now slated to open the first segment of tracks in the state's agricultural region by 2030. It's still uncertain how the other sections will be funded, although officials have applied for federal funds under the new infrastructure bill.

Los Angeles has spent many years and billions of dollars trying to shed its reputation as a place where you need a car to get around: Ahead of the 2028 Olympics, for example, Metro's new Purple Line is slated to offer rapid transit service downtown to Beverly Hills, the Century City business district and UCLA. But despite such investments, the city's overall transit use tumbled nearly 20% over the last decade, thanks in part to a steep drop in bus ridership.

As one of the most auto-centric areas of a car-loving country, LA faces particularly strong headwinds when it comes to combating the negative perception of buses and trains. But it's hardly alone in its resistance to getting on board.

“The US just tends to prioritize cars and passenger travel that is really individualized,” said Stephanie Gagnon, a fellow at the Arlington, Virginia-based Center for Climate and Energy Solutions. “We’re not going to be able to successfully fight climate change — and prevent more damage to the climate — without heavily investing in mass transit and specifically public transit.”

— With assistance by Romy Varghese

San Francisco Chronicle

Bay Area lawmakers urge state for more transit funding to avoid ‘irreversible’ service harm

Ricardo Cano

Jan. 19, 2023 Updated: Jan. 19, 2023 5:18 p.m.



A BART train runs on railway tracks next to a pool of water on Jan. 5 in Daly City, Calif.
Lea Suzuki / The Chronicle

A group of Bay Area and Los Angeles lawmakers warned state legislative leaders Thursday of a “long-term, possibly irreversible” downfall for BART, Caltrain and the region’s transit agencies if California doesn’t step in to fund their operations.

In California, public transit services are largely funded locally or regionally. However, the issue is becoming one of this year’s biggest legislative battles as transit agencies project drastic service cuts after they run out of the billions in federal funds that have propped up operations during the pandemic.

The Bay Area's 27 transit agencies face tough headwinds in securing new sources of money.

Nearly three years since the start of the pandemic, the Bay Area has had one of the nation's slowest transit ridership recoveries, severely hampering agencies such as BART that rely on fare revenues.

California, meanwhile, is grappling with a \$22 billion budget deficit, and Gov. Gavin Newsom's initial budget proposal included a \$2 billion cut for transit capital projects with no funding for operations. The federal government gave Bay Area transit agencies a historic \$4.5 billion in relief funds but with a split Congress is unlikely to provide more.

The letter signed by San Francisco State Sen. Scott Wiener, Assembly member Matt Haney and nine other lawmakers pushed back on Newsom's January proposal.

The Governor's proposed budget defers more than \$2B in transit capital & doesn't address the devastating fiscal cliff transit agencies face.

I was joined by a diverse group of Legislators, from both Houses & various parts of CA, to ask that our budget address this critical need. pic.twitter.com/87WQn96HDe

California Legislature

January 18, 2023

The Honorable Tom G. Atkins
Senate President Pro Tempore
California State Senate

The Honorable Nancy Skinner
Chair, Senate Budget Committee
California State Senate

Honorable Maria Elena Durazo
Chair, Budget Subcommittee No. 3
California State Senate

The Honorable Anthony Rendón
Speaker of the Assembly
California State Assembly

The Honorable Phil Y. Tang
Chair, Assembly Budget Committee
California State Assembly

Honorable Steve Bennett
Chair, Budget Subcommittee No. 1
California State Assembly

Dear Pro Tempore Atkins, Speaker Rendón, Senator Skinner, Assemblymember Tang, Senator Durazo, and Assemblymember Bennett,

We write to express concern about the major proposed funding reductions to the public transportation in the Governor's recently released FY 2023-24 budget proposal. We also write to formulate our call for the state to provide sorely needed transit operations funding as part of next fiscal year's budget. California's transit agencies are facing major funding shortfalls in some cases, as early as this coming year, that would seriously impact the safety of these systems to maintain service for Californians, including our most vulnerable residents who are transit-reliant. **The state budget must provide sorely needed transit operations funding to help agencies avoid these shortfalls as federal emergency funding ends and as agencies' fare revenue recovers.**

Transit agencies across California are at risk of drastic service cuts due to large near-term operating budget shortfalls. For some agencies, these budget shortfalls pose an existential threat to their long-term viability. These budget shortfalls are driven by three main factors:

1. Sliding fare trends throughout the state have not occurred to pre-pandemic levels due in part to changed economic patterns and the increased prevalence of remote work. While ridership continues to rebound, that rebound has been slow.
2. Operating and capital costs are rising due to inflation.
3. Federal emergency relief funds – provided during the pandemic to sustain transit agencies – are set to run out – for some in the coming fiscal year.

Pro Tempore Atkins, Speaker Rendón, Senator Skinner, Assemblymember Tang, Senator Durazo, and Assemblymember Bennett
January 18, 2023
Page 3

We understand the state is projecting a budget shortfall and that difficult choices must be made. However, allowing the state's transit systems to unravel would have long-term, possibly irreversible, devastating impacts on California's transportation system and climate goals. Transit is an essential service for millions of Californians as they go about their daily lives - whether going to work, school, home, doctor's appointments, grocery shopping, or any other number of trips. As we rebuild our state, transit is also an essential tool in meeting California's ambitious climate goals and avoiding increased traffic congestion by reducing vehicle miles traveled per capita.

Given the pressing and potentially disastrous consequences that could result from a failure for the state to help transit agencies bridge the gaps in funding needs until a long-term revenue source is identified, we reiterate the need for the budget to address operating funding challenges while exploring ways to improve operations and bring riders back to California's transit systems. The state's budget should also honor and restore previously committed TERC funds for transit projects to help avoid additional stressing transit agency budgets. Additionally, the budget should ensure statutory relief provided to California's transit agencies through Fiscal Year 2024-25.

Thank you for considering our perspective on this critical issue.

Sincerely,

Scott Wiener
Senator, 11th District

Wendy Carrillo
Assemblymember, 52nd District

Ben Allen
Senator, 24th District

Miguel Santiago
Assemblymember, 54th District

Catherine Hakerup
Senator, 18th District

Mia Bonta
Assemblymember, 18th District

Pro Tempore Atkins, Speaker Rendón, Senator Skinner, Assemblymember Tang, Senator Durazo, and Assemblymember Bennett
January 18, 2023
Page 2

In the absence of new state funding to address these budget shortfalls, many agencies may soon be forced to implement major service cuts. If transit service becomes less frequent, and thus less attractive to riders, these potential cuts would result in further ridership and revenue losses, which would necessitate still more service cuts. Additionally, some agencies may need to increase fares or slow down much-needed capital projects.

In the Bay Area, operators – particularly those with historically high farebox recovery (i.e., revenue collected from fares relative to operating expenses) – face significant annual budget shortfalls. Agencies such as the San Francisco Bay Area Rapid Transit District (BART) could be forced to cut multiple lines of service as early as 2023, and would still be faced with budget shortfalls perpetuated by declining ridership in service declines.

In addition, some Southern California transit agencies have relied on high farebox recovery rates to operate and are now facing significant budget shortfalls. Due to changing travel patterns caused by the pandemic, for example, Metrolink's farebox recovery ratio declined significantly from 40 percent pre-pandemic to less than 12 percent today. Passenger rail operators will require additional revenues to overcome this gap as commuter ridership recovery is slower than expected for rail operators throughout the state.

Transit agencies statewide are affected by the ridership downturn resulting from the pandemic, the effects of inflation on operating and capital costs, and the depletion of federal emergency relief funding. One example is the Los Angeles County Metropolitan Transportation Authority – currently, the agency has recovered about 70 percent of pre-pandemic ridership, but still faces a major structural fiscal deficit.

Failing to provide public transit agencies with operating funding, as they continue to recover and stabilize operations from pandemic ridership declines, is not an option. The service cuts that would result would lead to fewer mobility options for Californians, increased driving, congestion, and greenhouse gas emissions, undermining our shared equity, access, mobility, and climate goals. Near-term operations funding from the state will help provide agencies with time to identify long-term, sustainable funding and operational models that will improve transit service and protect against future service declines.

Further, the Governor's proposed \$2 billion reduction in previously committed funding to the Transit and Intercity Rail Capital Program (TERC) in the coming fiscal years will seriously hamper the potential for these funds to help meet the aforementioned challenges and stymie the state's ability to unlock historic sums of federal capital funding right when we need to be operating in preparing our transit systems to accelerate rebounding.

Moreover, reduced state assistance for transit capital projects, including projects already in progress, will stress transit agency budgets and further hamper their ability to sustain operations. While a budget to restore the funding is proposed in the event of an improving fiscal outlook in January 2024, the reduction itself and uncertainty about the economic outlook harm agencies' ability to identify a committed funding source to get matching federal dollars. Frankly, we consider the full \$4 billion investment in transit as an integral part of the 2022 agreement that provided the remaining funding for the high-speed rail project, as well as much-needed funding to the Active Transportation Program and Climate Adaptation Program.

Pro Tempore Atkins, Speaker Rendón, Senator Skinner, Assemblymember Tang, Senator Durazo, and Assemblymember Bennett
January 18, 2023
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Henry Stern
Senator, 27th District

Matt Haney
Assemblymember, 17th District

Bill Dodd
Senator, 3rd District

Diane Papan
Assemblymember, 21st District

Dave Cortese
Senator, 15th District

Damon Connolly
Assemblymember, 12th District

Marc Berman
Assemblymember, 21st District

— Senator Scott Wiener (@Scott_Wiener) January 19, 2023

“The state budget must provide sorely needed transit funding to help agencies avoid these shortfalls as federal emergency funding ends and as agencies’ fare revenue recovers,” the lawmakers wrote.

Transit agencies specifically are lobbying the state to include “bridge funding” for operations in the state budget that would extend their fiscal cliffs to give them more time to ask Bay Area voters to approve a regional mega measure that funds transit long-term, potentially in 2026.

The cost of that bridge funding is unclear. It’s also unclear how much support there is among the governor and state lawmakers to bail out transit agencies that are mostly concentrated in the Bay Area and Los Angeles.

Bay Area legislators said in their letter that absent new funding, severe reductions in transit service would harm transit’s most loyal riders and clog freeways with congestion.

BART, for example, projects a worst-case scenario where it would have to cut two of its five lines and close on Saturdays to address its fiscal cliff in 2025, without a subsidy from the state or local taxpayers. Such deep service cuts would place BART in what’s referred to as a transit death spiral, where such cuts make transit less convenient, prompting further drops in ridership, resulting in cascading revenue loss and service cuts until a network collapses.

“We understand the state is projecting a budget shortfall and that difficult choices must be made,” the legislators’ letter reads. “However, allowing the state’s transit systems to unravel would have long-term, possibly irreversible, devastating impacts on California’s transportation system and climate goals.”

Ricardo Cano is a San Francisco Chronicle staff writer. Email: ricardo.cano@sfchronicle.com Twitter: [@ByRicardoCano](https://twitter.com/ByRicardoCano)

Written By

[Ricardo Cano](#)

Reach Ricardo on

Ricardo Cano covers transportation for The San Francisco Chronicle. Before joining The Chronicle in 2021, he covered K-12 education at CalMatters based in Sacramento and at The Arizona Republic in Phoenix as the newspaper's education reporter. He received his bachelor's degree in journalism at Fresno State.

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CAL MATTERS

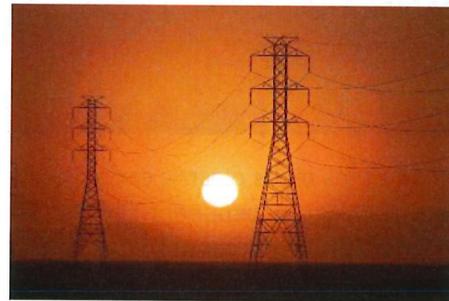
PART 1 OF 4

Race to Zero: California's bumpy road to electrify cars and trucks

Race to zero: Can California's power grid handle a 15-fold increase in electric cars?

BY NADIA LOPEZ

JANUARY 17, 2023



The sun sets behind a row of electric towers in Fresno County on Sept. 6, 2022. Photo by Larry Valenzuela, CalMatters/CatchLight Local

IN SUMMARY

Despite expecting 12.5 million electric cars by 2035, California officials insist that the grid can provide enough electricity. But that's based on multiple assumptions — including building solar and wind at almost five times the pace of the past decade — that may not be realistic.

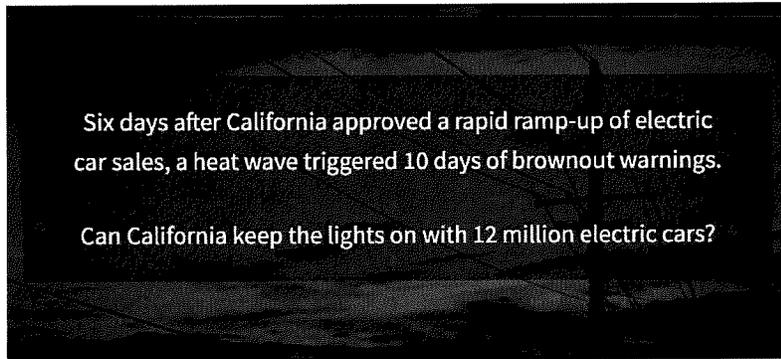
As California rapidly boosts sales of electric cars and trucks over the next decade, the answer to a critical question remains uncertain: Will there be enough electricity to power them?

State officials claim that the 12.5 million electric vehicles expected on California's roads in 2035 will not strain the grid. But their confidence that the state can avoid brownouts relies on a best-case — some say unrealistic — scenario: massive and rapid construction of offshore wind and solar farms, and drivers charging their cars in off-peak hours.

Under a groundbreaking new state regulation, 35% of new 2026 car models sold in California must be zero-emissions, ramping up to 100% in 2035. Powering the vehicles means the state must triple the amount of electricity produced and deploy new solar and wind energy at almost five times the pace of the past decade.

The Air Resources Board enacted the mandate last August — and just six days later, California’s power grid was so taxed by heat waves that an unprecedented, 10-day emergency alert warned residents to cut electricity use or face outages. The juxtaposition of the mandate and the grid crisis sparked widespread skepticism: How can the state require Californians to buy electric cars if the grid couldn’t even supply enough power to make it through the summer?

At the same time as electrifying cars and trucks, California must, under state law, shift all of its power to renewables by 2045. Adding even more pressure, the state’s last nuclear power plant, Diablo Canyon, is slated to shut down in 2030.



With 15 times more electric cars expected on California’s roads by 2035, the amount of power they consume will grow exponentially. But the California Energy Commission says it will remain a small fraction of all the power used during peak hours — jumping from 1% in 2022 to 5% in 2030 and 10% in 2035.

“We have confidence now” that electricity will meet future demand “and we’re able to plan for it,” said Quentin Gee, a California Energy Commission supervisor who forecasts transportation energy demand.

But in setting those projections, the state agencies responsible for providing electricity — the California Energy Commission, the California Independent System Operator and the California Public Utilities Commission — and utility companies are relying on multiple assumptions that are highly uncertain.

“We’re going to have to expand the grid at a radically much faster rate,” said David Victor, a professor and co-director of the Deep Decarbonization Initiative at UC San Diego. “This is plausible if the right policies are in place, but it’s not guaranteed. It’s best-case.”

Yet the Energy Commission has not yet developed such policies or plans, drawing intense criticism from energy experts and legislators. Failing to provide enough power quickly enough could jeopardize California’s clean-car mandate — thwarting its efforts to combat climate change and clean up its smoggy air.

“We are not yet on track. If we just take a laissez-faire approach with the market, then we will not get there,” said Sascha von Meier, a retired UC Berkeley electrical engineering professor who specializes in power grids. The state, she said, is moving too slowly to fix the obstacles in siting new clean energy plants and transmission lines. “Planning and permitting is very urgent,” she said.

“We’re going to have to expand the grid at a radically much faster rate. This is plausible if the right policies are in place, but it’s not guaranteed. It’s best-case.”

— DAVID VICTOR, DEEP DECARBONIZATION INITIATIVE AT UC SAN DIEGO

The twin goals of ramping up zero-emission vehicle sales and achieving a carbon-free future can only be accomplished, Victor said, if several factors align: Drivers must avoid charging cars during evening hours when less solar energy is available. More than a million new charging stations must be operating. And offshore wind farms — non-existent in California today — must rapidly crank out a lot of energy.

To provide enough electricity, California must:

- Convince drivers to charge their cars during off-peak hours: With new discounted rates, utilities are urging residents to avoid charging their cars between 4 p.m. and 9 p.m. But many people don’t have unrestricted access to chargers at their jobs or homes.
- Build solar and wind at an unprecedented pace: Shifting to all renewables requires at least 6 gigawatts of new resources a year for the next 25 years — a pace that’s never been met before.
- Develop a giant new industry: State officials predict that offshore wind farms will provide enough power for about 1.5 million homes by 2030 and 25 million homes by 2045. But no such projects are in the works yet. Planning them, obtaining an array of permits and construction could take at least seven to eight years.
- Build 15 times more public chargers: About 1.2 million chargers will be needed for the 8 million electric cars expected in California by 2030. Currently, about 80,000 public chargers operate statewide, with another estimated 17,000 on the way, according to state data.
- Expand vehicle-to-grid technology: State officials hope electric cars will send energy back to the grid when electricity is in high demand, but the technology is new and has not been tested in electric cars.

Day and night charging

Climate change has already stressed California’s energy grid, especially during hot summer months when residents crank up air conditioners in the late afternoon and early evening.

Providing electricity during those hot summer evenings — when people use the most — will be a challenge, said Gee of the California Energy Commission.

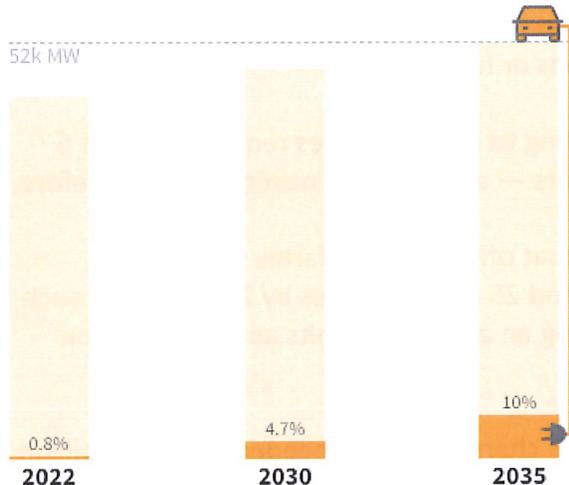
“That’s what we’re particularly concerned about,” he said. “We have enough electricity to support consumption the vast majority of the time. It’s when we have those peak hours during those tough months.”

How will more electric cars affect California's grid?

More electric vehicles means more strain on the grid, but the state Energy Commission projects that they still will use a small fraction of California’s total electricity.

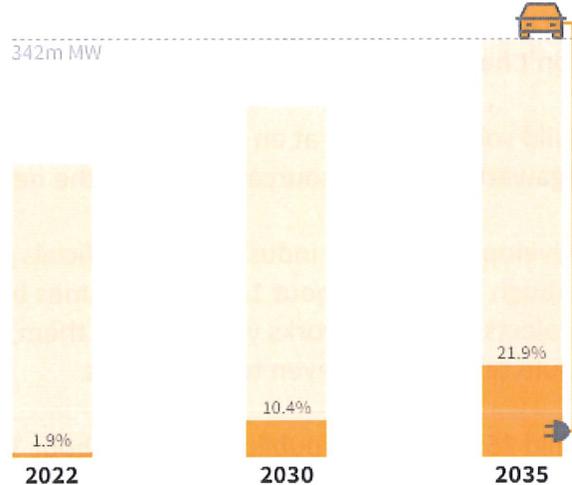
🕒 Peak hours

The grid is most stressed at **peak hours** — on hot summer evenings when demand is high and less solar energy is available. Based on the state’s modeling for future years, officials expect **electric vehicles** by 2035 will account for about 10% of the total system hour load — how much electricity utilities need to provide — during those peak times.



📅 Annually

Annual consumption also is important to track. That's because rates that encourage charging during off-peak hours will mean that the percentage of total power that electric vehicles use annually will be considerably larger than the percentage for just peak hours. The state projects that **electric vehicles** will account for almost 22% of baseline annual consumption by 2035.



Graphic: Erica Yee, CalMatters

The total electricity consumed by Californians is expected to surge by 96% between 2020 and 2045, while net demand during peak hours is projected to increase 60%, according to a study commissioned by San Diego Gas & Electric.

Southern California Edison worries that if drivers charge during late summer afternoons, electric vehicles could strain the grid, said Brian Stonerock, the utility’s director of business planning and technology. Edison’s service area includes the desert, where customers rely on air conditioning, and their peak use times are when solar power is less available as the sun goes down.

Concerns about the grid “are quite a big deal for us,” he said. “We don’t want people to be confused or lose confidence that the utility is going to be able to meet their needs.”

But for many drivers, charging during the day or late at night is not a problem: Most electric cars have chargers that can be automatically turned on after 9 p.m. But for some drivers, especially those who live in apartments or condominiums, charging during those hours may not be an option.

That's because — unlike filling a gas tank — charging an electric car takes much longer. Drivers may not have a reliable place to park their cars for long periods of time during the day while they work or late at night when they're home. To encourage daytime charging, Victor said the state must drastically boost the number of fast chargers and workplace stations.

Concerns about the grid “are quite a big deal for us. We don’t want people to be confused or lose confidence that the utility is going to be able to meet their needs.”

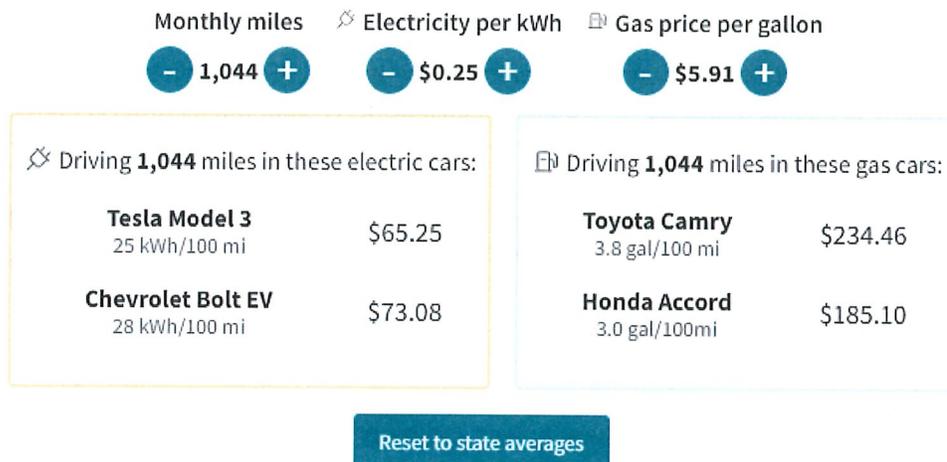
— BRIAN STONEROCK, SOUTHERN CALIFORNIA EDISON

Fast chargers — like the Tesla superchargers available at some public spots — can juice up a battery to 80% within 20 minutes to an hour. But most chargers are a lot slower: A level one charger, often supplied by manufacturers, could take between 40 to 50 hours to fully charge an empty battery. An upgraded, level two charger can take four to ten hours, according to the U.S. Department of Transportation.

“A lot of the increase in demand is going to come from electrifying transportation and it’s really going to hinge on when people charge. That’s a behavioral and technological question that we really don’t know the answers to,” Victor said.

How much does charging an EV cost?

Compare the monthly cost of filling up popular passenger electric and gas cars.



Graphic: Erica Yee, CalMatters

The California Public Utilities Commission in 2015 ordered state's investor-owned utilities — San Diego Gas & Electric, Southern California Edison and Pacific Gas & Electric — to transition its residential customers to rate plans that offer lower pricing during off-peak hours.

For instance, in the summer when energy is the most expensive, PG&E customers pay about 55 cents per kilowatt-hour during peak hours, more than double the 24 cents during off-peak times, according to PG&E spokesperson Paul Doherty.

These time-of-use rates have been a “highly successful” strategy, Doherty said. Most PG&E customers take advantage of the lower pricing: On average, between 60% to 70% of electric vehicles in PG&E's service area are charged during non-peak hours.

“You’ve got an electricity grid that is leaning on customers to do more, instead of, actually, as a state, generating the power we need to keep the lights on.”

— ASSEMBLYMEMBER VINCE FONG

But not all state leaders are convinced that discounts alone will convince electric car owners to lay off charging in evenings.

“Moving forward into the future, it seems to me that the strategy is putting more and more stress and responsibility on the customer,” Assemblymember Vince Fong, a Republican from Bakersfield, told state agencies at a joint legislative hearing in November. “You’ve got an electricity grid that is leaning on customers to do more, instead of, actually, as a state, generating the power we need to keep the lights on.”

For PG&E customers, charging an electric vehicle when rates are lowest — between midnight and 3 p.m. — is roughly equivalent to paying about \$2 for a gallon of gas, Doherty said. But as rates keep rising, charging a car could cost more than filling a gas tank.

“The cost of electricity is trending so high that it represents a threat to California meeting its goals,” said Mark Toney, executive director of the advocacy group Utility Reform Network.

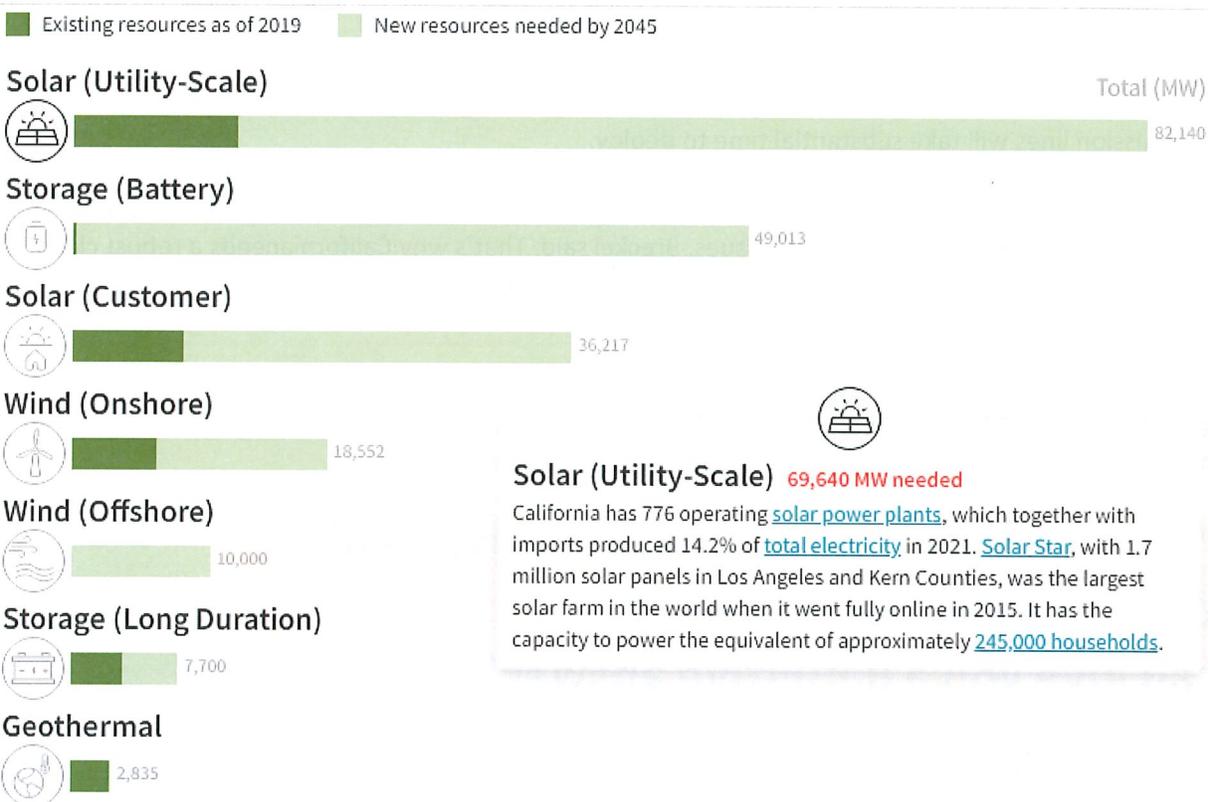
A rush to replace natural gas, nukes with solar, wind

California will soon lose major sources of electricity: the Diablo Canyon nuclear power plant and at least four coastal natural gas plants. Combined, nuclear power and natural gas provide nearly half of the total electricity consumed in California.

California needs three times more power capacity to reach 100% clean energy by 2045

An initial analysis suggests the goal is technically feasible but only with a sustained high pace of construction: 6 GW annually for the next 25 years. Over the last decade, the state has built on average 1 GW of utility solar and 0.3 GW of wind per year.

👉 Click one of the resources below for more details.



Graphic: Erica Yee, CalMatters

To replace them, the state Public Utilities Commission has ordered utilities by 2026 to procure 11.5 gigawatts of new renewable energy resources, or enough to power 2.5 million homes.

A new state mandate requires 60% of California’s power supply to come from renewables by 2030 — nearly double the amount of 2022.

And by 2045, solar and wind combined must quadruple, according to the California Energy Commission. That’s about 69 gigawatts from large-scale solar farms, up from 12.5 gigawatts, plus triple the amount of rooftop solar and double the amount of onshore wind power.

California’s target to build at least 6 gigawatts of solar and wind energy and battery storage a year for the next 25 years is daunting, given that in the past decade, it’s built on average just 1 gigawatt of utility solar and 0.3 gigawatt of wind per year. In the past three years, the pace sped up, with more than 4 gigawatts added annually, state data shows.

Solar farms face big obstacles: insufficient materials for energy-storing batteries and a need for more transmission lines, especially in the Central Valley, a prime place for solar, said Shannon Eddy, executive director of the Large-scale Solar Association.

There's also some "not-in-my-backyard" pushback in the desert and other rural communities. San Bernardino County outlawed solar farms on more than a million acres, and two projects were rejected in Lake and Humboldt counties.

To speed clean energy projects, Newsom and the Legislature enacted a controversial new law allowing state agencies to usurp control from local governments for siting solar, wind and some battery backup projects.

Alex Breckel of the Clean Air Task Force, an environmental advocacy group, said the state's clean-power goals are achievable. Still, he said, new generation, energy storage, distribution systems and transmission lines will take substantial time to deploy.

The state must ensure that the transition to clean electricity protects the environment, is affordable and equitable, and avoids delays and siting issues, Breckel said. That's why Californians need a robust clean energy deployment plan and to assign a lead agency rather than relying on piecemeal strategies, he said.

"Is the state on track to achieve its clean energy goals? Right now, there's no one who can give you a definitive answer. More transparency on a plan that goes from here to there every year where we can track progress will really help answer that question," Breckel said.

"Is the state on track to achieve its clean energy goals? Right now, there's no one who can give you a definitive answer."

— ALEX BRECKEL, CLEAN AIR TASK FORCE

Several lawmakers say the state isn't moving fast enough.

Assemblymember Phil Ting, a Democrat from San Mateo County, lambasted state agencies at the November hearing, saying they have no clear way to speed up new clean energy projects.

"What you're saying to me is 'we're working on it, and we have no idea when we will make the system better' and there's nothing that you're telling me that we could do as a state to make improvements," he said. "Your answer is absolutely not appropriate...It's very concerning."

Ting expressed frustration that state leaders were "going backwards" by extending the lifespan of Diablo Canyon to 2030 and some fossil fuel plants. Fearing emergency brownouts like those that hit the state in 2020, Newsom and the Legislature last summer allowed some natural gas plants that were supposed to go offline this year to keep operating past 2023, and perhaps much longer.

Assemblymember Luz Rivas, a Democrat from the San Fernando Valley, said low-income communities near the gas plants will continue to suffer the most if the state keeps extending their retirement dates. “We can’t forget about the costs that low-income communities like mine will bear from this,” Rivas said. She said “many disadvantaged communities across the state bear the brunt of impacts” of pollution from fossil fuels and climate change’s extreme heat.

Siva Gunda, a member of the California Energy Commission, acknowledged that the state “needs to do better to make sure we are on course to retire the fossil-fuel generation and not burdening communities.”

Gunda said the commission will have a report for legislators later this year. “You’re absolutely right that we need a long-term strategy for making sure we can get through the peaks with clean resources,” he told legislators.

Hinging hopes on wind farms

California is betting on giant wind farms in the ocean to strengthen the grid and meet its renewable energy goals.

The state’s ambitious offshore wind targets build off President Joe Biden’s 2021 pledge to deploy 30 gigawatts of offshore wind nationally by 2030. Newsom hopes to add between 2 to 5 gigawatts of offshore wind off California’s coasts by 2030. Ultimately the state aims to produce at least 25 gigawatts from offshore wind by 2045 — the boldest commitment any state has made. That could supply electricity for 25 million homes.



Turbines at America’s first offshore wind farm, owned by the Danish company Orsted, produce energy off the coast of Rhode Island. Photo by David Goldman, AP Photo

Last Dec. 6 was a historic day: The first-ever auction of wind leases in waters off California was held, with 43 companies leasing 583 square miles in five areas off Morro Bay and Humboldt County. These deep ocean waters have the potential to produce more than 4.5 gigawatts, enough to power about 1.5 million homes.

That sounds promising, but the state is hinging its hopes on an emerging sector that doesn't yet exist in California — and vast regulatory and technological hurdles lie ahead.

California will need expanded ports, and developers must first submit detailed plans about a project's cost and scale before facing extensive environmental reviews.

Adam Stern, executive director of the industry group Offshore Wind California, said the planning and regulatory process alone could take five to six years. Installing the massive turbines — with blades bigger than a football field — and constructing transmission lines and an onshore production plant would take another two to three years, Stern said.

"It's a huge challenge," Stern said. "It's going to require a lot of coordination and a lot of investment and a lot of collaboration across different types of stakeholders, government industry, non governmental organizations and labor unions."

Offshore wind farms “offer the promise of a lot of clean energy ... when we need it most. Even as hard as this is going to be, I have a lot of optimism that we can pull it off.”

— ADAM STERN, OFFSHORE WIND CALIFORNIA

Current offshore wind turbines off the East Coast are fixed to the ocean floor in shallow waters. But California's turbines would be the first in the nation to float on platforms anchored by cables in waters reaching about half a mile deep.

This new technology won't be cheap. The cost of producing the energy averages about \$84 per megawatt-hour, more than most other sources of energy, according to the U.S. Department of Energy.

Still, offshore wind's potential is huge. Wind power tends to be stronger in the ocean than on land, making it valuable during times when renewables like traditional wind and solar can't produce enough energy. Winds off the coast are also strongest in the late afternoon and evening, which is exactly when — particularly in the summer — electricity demand surges.

Offshore wind farms “offer the promise of a lot of clean energy at the time of day and season when we need it most,” Stern said. “Even as hard as this is going to be, I have a lot of optimism that we can pull it off.”

More than a million chargers needed

As electric cars surge, so will demand for public chargers. California has about 838,000 electric cars and plug-in hybrids. By 2030, about 1.2 million chargers will be needed for 8 million vehicles, according to a state report. Currently, only about 80,000 public chargers have been installed statewide, with another 17,000 on the way, according to state data. The goal is 250,000 by 2025.

Mostly, private companies are responsible for installing them, although state grants help. A standard level 2 charger could cost between \$7,000 to \$11,000, while direct fast charging costs about \$100,000 to \$120,000 each, according to the California Energy Commission.

California is deploying new chargers with funds from a \$8.9 billion investment for electric vehicle incentives from this year's budget. Those dollars are being used for 170,000 new chargers.

In addition, California also received \$384 million in federal funding this past year to help it construct a 6,600-mile statewide charging network and deploy 1.2 million chargers by 2030, according to the California Energy Commission.

"Every major automaker in the world is now making electric vehicles and we need to make it possible to charge everywhere in the state for everyone," said David Hochschild, who chairs the California Energy Commission.

Uncertainty of vehicle-to-grid technology

Securing the stability of the grid also requires a huge investment in energy storage, which can help provide energy during peak demand times. One method is called vehicle-to-grid integration, where energy can be reabsorbed by the grid when the vehicle is parked.

So far, the only projects that exist in California are for buses. San Diego Gas & Electric and a battery company deployed a first-of-its kind project with buses that have battery capacity five times greater than an electric car's.

The technology is still in the early stages, has not been tested with other electric vehicles and it's unclear when it will be ready.

Rajit Gadh, director of UCLA's Smart Grid Energy Research Center, said challenges exist.

Some car owners may not want to use the technology because they worry that it could affect their car battery's life. While studies have not reported battery damage, convincing consumers could be a slow, difficult process, he said. Utilities will have to sway them with cheaper rates and other incentives for it to work.

As with many of the problems related to energy and electric vehicles, "it's a matter of time, education, awareness and incentives," Gadh said.

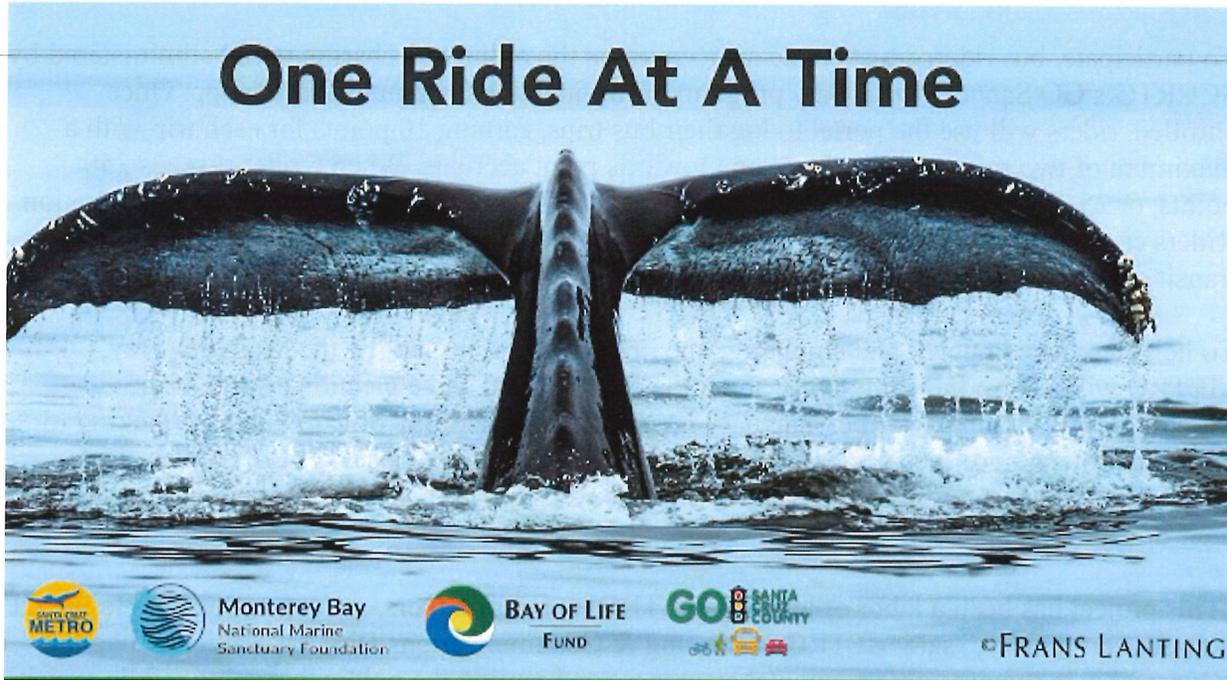
Nadia Lopez
nadia@calmatters.org

Nadia Lopez covers environmental policy issues. Before joining CalMatters she covered Latino communities in the San Joaquin Valley for The Fresno Bee and reported from city hall for San José Spotlight.... **More by Nadia Lopez**

California Transit Association

January 2023

Santa Cruz METRO Partners to Protect Monterey Bay, Grow Ridership



Santa Cruz Metropolitan Transit District (METRO) is launching ‘One Ride at a Time,’ a campaign to showcase the environmental benefits of transit, encourage bus ridership, and protect Santa Cruz County’s extraordinary natural resources. Beginning in January, every ride on a METRO bus donates to the Monterey Bay National Marine Sanctuary Foundation and the Bay of Life Fund.

“METRO’s mission is to provide environmentally sustainable transportation to Santa Cruz County,” said Larry Pageler, METRO Board Chair. “With ‘One Ride at a Time,’ we aim to increase ridership and solidify METRO as the region’s environmentally smart transportation choice while supporting organizations making a difference in our community.”

‘One Ride at a Time’ is made possible by a partnership between METRO, Santa Cruz County Regional Transportation Commission (SCCRTC), Monterey Bay National Marine Sanctuary Foundation, Bay of Life Fund, and renowned photographer-writer team Frans Lanting and Chris Eckstrom.

To promote the campaign, METRO will release pairs of buses wrapped with Lanting’s iconic images of the Monterey Bay from the Bay of Life Project. By the end of 2024, about 30 wrapped

buses will be traveling throughout Santa Cruz County and featuring inspiring images of whales, sea otters, mountain lions, redwoods, and more.

The first pair of bus wraps will be unveiled January 21, coinciding with the opening weekend of Lanting and Eckstrom's Bay of Life Exhibition at the Santa Cruz Museum of Art & History.

"We are delighted to collaborate with METRO and to put our images from Bay of Life to work protecting our precious Monterey Bay environment one ride at a time," Lanting and Eckstrom said.

To participate, bus riders must create an account on the online ridesharing portal administered by SCCRTC's GO Santa Cruz County program, or through the Commute Tracker app. Once enrolled, riders will use the portal to log their bus trips, earning 10 points for each trip with a maximum of two rides per day that count towards point accruals. When a rider reaches 250 points, or 25 rides, they can use the portal to select a nonprofit partner to receive a \$10 donation. Riders can also see the greenhouse gas emissions reductions they've made by riding public transit and compete against each other to see who can make the biggest impact.

To heighten the campaign and emphasize the importance of protecting the Monterey Bay, METRO will inform the community about the conservation and education efforts of the Monterey Bay National Marine Sanctuary Foundation and the Bay of Life Fund are making to promote protection of the species and landscapes pictured on the buses. Transit center displays, interior bus signage, and interactive content on its website will teach riders about the programs their donations support.

"This project has been a labor of love for METRO and our partners, and we are excited to unveil it to our community," said METRO Marketing & Communications Director Danielle Glagola. "Our goal is to increase environmental awareness and remind the public that using public transit over personal vehicles, even one ride at a time, reduces omissions. Now, through this program and with our partners' help, riders can also donate to our local environmental nonprofits, doubling their impact, with one simple action of riding METRO."

MASS TRANSIT

What Can Be Done About Transit's Supply Chain Challenges?

Mischa Wanek- Libman

Dec. 27, 2022

As with most challenges, collaboration with various stakeholders will provide a starting point to easing the strain.



The North American transit industry has not been immune to global supply chain issues. Material shortages have delayed rail projects and the delivery of various transit vehicles.

Issues have even impacted the supply of plastic cards used for fare collection. In October, Bay Area Rapid Transit (BART) and Metropolitan Transportation Commission (MTC) urged customers to use a mobile version of the region's Clipper card to pay for transit fares and temporarily reprogrammed some ticket vending machines to issue old-style paper tickets.

One segment to be impacted particularly hard by these issues has been the rural, small city, paratransit and nonemergency medical transportation providers in the U.S. These mobility providers have experienced cancellations of small bus contracts, price increases between 30 and 70 percent and growing wait times to receive delivery of these vehicles.

The estimated backlog of 20,000 vehicles is expected to grow significantly in 2023 and may take five to seven years to recover.

According to a Community Transportation Association of America (CTAA) survey in August, these factors have led to 80 percent of respondents feeling highly concerned with the state of standard vehicle replacements.

CTAA, with the American Public Transportation Association (APTA) and the American Association of State Highway and Transportation Officials, sent a letter to U.S. Department of Transportation Secretary Pete Buttigieg requesting the department's assistance to make more small bus chassis available to the market and streamline procurement regulations.

The organizations note the historic levels of funding made available to public transit through the Infrastructure Investment and Jobs Act but express concern the "burgeoning crisis in the small bus industry" threatens to stifle the impact of the act on the transit industry.

Just as the transit industry stayed nimble and quickly adapted to the challenges brought by the pandemic, resolving supply chain issues will call on a similar skill set based in flexibility and agility. Transit industry and supply chain experts have suggested courses of action that will require stakeholder collaboration, a willingness to shake up the status quo and readiness to invest resources in developing more adaptable supply chains.

Manufacturing Base's Big Squeeze

The transit industry's manufacturing base is experiencing extreme inflationary pressures, pricing volatility and a host of other challenges that are culminating into a giant vise that's placing the base under tremendous pressure.

Ray Melleady, executive vice president of United Safety and Survivability Corporation, explains the mobility market has found itself at the center of a perfect storm of factors. First, the market is driven largely by unique specifications written for an end user. Original equipment manufacturers (OEMs), while building their own product, are also using an integration process to marry unique elements into a finished product, which creates several points of potential increase or change among primary, secondary and tertiary suppliers.



The five-year Producer Price Index Transportation Equipment: Truck and Bus Bodies [WPU1413] shows a quick and steep rise.

Second, the Producer Price Index (PPI) published by U.S. Bureau of Labor Statistics, which measures the average change over time in selling prices of certain products including buses, railcars and construction projects, is no longer experiencing a predictable cadence.

“We've had these indices that were fairly predictable, but even toward the tail end of the pandemic, we saw inflationary pressures that have never been seen in this industry,” Melleady explained. “The traditional indices, PPI, are not reflective of the increases that we're seeing and with hyperinflation, there are a number of manufacturers that became upside down on the contracts that were priced long term.”

According to APTA, the PPI for Transportation Equipment (Truck and Bus Bodies) increased by 14.6 percent between March 2021 and March 2022. APTA notes inflation experienced over the course of a year is now occurring in a single month.

“There must be some shared perspective on what escalation looks like over time in order for price to be predictable to the end user and risk avoidant to the manufacturer or construction provider,” Melleady said. “It is financially impossible to project what pricing will be in four years. I would strongly urge the folks who are involved with procurement, and the folks who are involved with any bid process to look at ways to implement legitimate escalation clauses that mitigate that risk over time for the manufacturer and provide certainty for the end user.”

Melleady, who has decades of experience working on the private and public sides of the transit industry, has witnessed the industry find its unified voice to shift views of what transit service is and can be and raise awareness that delivered record levels of investment. Collaboration will again be required to lift the industry out of this challenging situation.

“There is no end user that doesn't want a manufacturer of an asset to not be healthy. We've seen that movie before, where a manufacturer doesn't successfully navigate the costs associated with a project, and they aren't around to support that product,” Melleady said.

In the short term, Melleady believes having an open dialogue between end users and the manufacturers would benefit both and ensure the sustainability of the manufacturing base.

“It is mutually beneficial to sit down and talk reasonably through these challenges with a level of transparency that [end users and manufacturers] feel comfortable in making necessary adjustments,” Melleady noted. “The FTA made it clear it’s acceptable to do this using federal dollars.”

Earlier this year, the FTA issued a letter addressing contract modifications and outlining what is permissible under current law and regulations. The letter notes the ability of parties in an existing federally funded contract to modify the contract for a variety of reasons, including price adjustments. FTA’s letter directed further questions to its regional office team.

Longer term, Melleady would like to see the U.S. Bureau of Labor Statistics indices restructured, and he believes APTA provides a platform for the industry to work together on this effort.

“Longer term, the indices should be more of a leading indicator and not a trailing indicator of inflation, and secondly, the indices that exist for bus, rail and construction projects should be restructured to contain newer technologies and the realities that are certainly contained within those specific indices,” Melleady said.

In addition to making sure these indices are bucketed properly, Melleady says the second factor is the trigger date, noting the time between Notice to Proceed (NTP) and a project start date could be years.

“The NTP and the trigger of the pricing should be connected to an index, which incentivizes both the manufacture and the end user to set and agree upon a date. Adjusting a contract according to an agreed upon index is the way to make sure pricing is reflective of time,” Melleady explained.

Despite the immediate challenges, Melleady, a self-described optimistic thinker, sees a brighter outlook, as well.

“We will work together to get through the immediate challenge of supply chain disruptions and hyperinflation and longer term, I’m optimistic about the manufacturing base and our ability to support mobility in this country,” he said.

Shift Toward Adaptability

Gary A. Smith, CPIM-F, CSCP-F, CLTD-F, has more than 40 years in supply chain management and is a recent retiree from the transit industry. He continues to speak on supply chain, conducts training and shares his expertise in thought-provoking articles, including a trio of pieces published in *Supply Chain Management Review* examining supply chain best practices post-COVID.

“If you look at successful organizations in the private sector, they are the ones that have world class supply chains, and mass transit needs to take a page from their playbook because we need to keep our buses rolling,” Smith said.

Keeping equipment moving was a goal Smith described as sacred when he worked in transit, and he explains a resilient, adaptable supply chain is one way every entity in the public sector can deliver on a similar goal.

“Supply chains need to change,” said Smith. “Adaptability equals agility plus resilience, where resilience, is the ability to absorb a change quickly and agility is the ability to pivot and come up with a new way of doing something.”

Smith recommends eight steps to build a more adaptable supply chain:

1. Create end-to-end visibility in the supply chain;
2. Investment in technology that supports this visibility;
3. Continuous improvement should be implemented throughout the entire company;
4. Planning should be emphasized over forecasting;
5. Supplier and customer bases should be segmented;
6. A supply chain risk analysis plan should be developed;
7. Transition away from transactional purchasing toward procurement and collaboration;
and
8. Implement sales and operations planning as a process to balance supply and demand.

“Supply chain is one of the ways to be able to control. While we talk about cost reduction, we really need to focus on reducing risk in the supply chain, which means knowing your suppliers – from tier 1 to tier 3 - and knowing their issues as well. It’s all part of creating end-to-end visibility and reducing risk,” Smith said.

Smith notes there is not a “magic bullet” to solve supply chain challenges concerning risk and visibility but does say there are various software platforms available that are worth the investment to assist in the endeavor. He says sometimes convincing the right people this is an investment worth making can be a challenge because the platform is not customer-facing.

“It’s hard to get people excited about a system no one sees or to convince them of the ‘bang for the buck’ versus, for example, a new train or something that gives you better lighting on a bus. The result is public sector systems that are a generation behind,” Smith said.

While the decision to investment in supply chain management systems comes from the top of an organization down, implementing continuous improvement is a way to build resilience from the bottom up and provides common processes and language that can improve internal and external collaboration.

"Continuous improvement is something people can wrap their heads around, and it's not just supply chain that can be improved. Mechanical and administrative processes can be improved, and it's a relatively easy thing to teach. Continuous improvement gives everyone the same language, so you can really communicate," Smith said. "In the next decade, due to things like climate change and [the retirement of] baby boomers from the workforce, we're going to be in state of continuous disruption, and how quickly a problem can be dealt with and how an organization is able to adapt will determine what companies survive."

For mass transit organizations, the question will be how much more effective or less effective they will be, and the supply chain is a key to that."



California
LEGISLATIVE INFORMATION

SB-957 Public Employment Relations Board: Santa Cruz Metropolitan Transit District: employee relations.(2021-2022)

Date Published: 09/02/2022 09:00 PM

BILL START

Senate Bill No. 957
CHAPTER 240

An act to amend Sections 98161, 98162.5, 98166, 98167, and 98168 of, to amend and renumber Section 98160 of, and to add Sections 98160, 98160.5, 98169, 98170, 98171, 98172, 98173, and 98174 to, the Public Utilities Code, relating to public employment.

[Approved by Governor September 02, 2022. Filed with Secretary of State September 02, 2022.]

LEGISLATIVE COUNSEL'S DIGEST

SB 957, Laird. Public Employment Relations Board: Santa Cruz Metropolitan Transit District: employee relations.

Existing law establishes the Public Employment Relations Board (PERB) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Existing law includes within PERB's jurisdiction the resolution of disputes alleging violation of rules and regulations adopted by a public agency, as defined, concerning unit determinations, representations, recognition, and elections, as specified. Existing law authorizes PERB to adopt rules and regulations to carry out its purposes, as provided. Existing law does not apply the above provisions to employees of specified transit agencies, including the Santa Cruz Metropolitan Transit District, among others.

Existing law provides for the establishment of the Santa Cruz Metropolitan Transit District. Existing law requires any question as to whether a majority of the district's employees in an

appropriate unit desire to be represented by a labor organization to be submitted to PERB. Existing law requires the district to bargain in good faith with a duly designated or certified labor organization and, when an agreement is reached, to execute a written collective bargaining agreement with the labor organization covering the wages, hours, and working conditions of the employees represented by the labor organization in an appropriate unit, and to comply with the terms of the agreement, as specified.

This bill would grant PERB jurisdiction to enforce these labor provisions applicable to the Santa Cruz Metropolitan Transit District. The bill would give PERB the exclusive jurisdiction to make the initial determination of whether the charge of unfair practice is justified and, if so, to determine the appropriate remedy necessary. The bill would provide that exclusive representatives have the right to represent their bargaining units in employer-employee relations with the district, and employees have the right to be represented by their exclusive representative. The bill would require the district to give reasonable written notice to an exclusive representative of its intent to make any changes to matters within the scope of representation for purposes of providing the exclusive representative a reasonable amount of time to negotiate with the district regarding the proposed changes. The bill would also make it unlawful for the district or an employee organization to engage in certain acts, including imposing or threatening to impose reprisals on employees, or refusing to meet and negotiate in good faith in mutually agreed upon impasse procedures. By requiring the district transit agencies to adjudicate claims before PERB, this bill would impose a state-mandated local program.

This bill would make legislative findings and declarations as to the necessity of a special statute for the Santa Cruz Metropolitan Transit District.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

DIGEST KEY

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

BILL TEXT

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1.

Section 98160 of the Public Utilities Code is amended and renumbered to read:

98160.7.

Appointments and promotions in the service of the transit district shall be made according to merit and fitness, to be ascertained, in so far as is practicable, by competitive examination.

SEC. 2.

Section 98160 is added to the Public Utilities Code, to read:

98160.

For purpose of this chapter, the following definitions apply:

- (a) "District" means the Santa Cruz Metropolitan Transit District, including all operations and extensions of its transportation system, regardless of modality or vehicle type.
- (b) "Employee organization" means an organization that includes employees of the district and a primary purpose of which is representing those employees in their relations with the district. "Employee organization" also includes any person of an employee organization authorized to act on its behalf.
- (c) "Exclusive representative" means an accredited employee organization recognized or certified as the exclusive negotiating representative of employees in an appropriate unit within the district.

SEC. 3.

Section 98160.5 is added to the Public Utilities Code, to read:

98160.5.

- (a) It is a primary purpose of this chapter to promote the improvement of personnel management and employer-employee relations within the district by providing a uniform basis for recognizing the right of employees to join employee organizations of their own choice, to be represented, to select one employee organization as the exclusive representative of the employees in an appropriate unit, and to afford employees a voice at work.
- (b) The Public Employment Relations Board established pursuant to Section 3541 of the Government Code, and the powers and duties of that board, as described in Section 3541.3 of the Government Code, shall have jurisdiction, as appropriate, to enforce this chapter.

SEC. 4.

Section 98161 of the Public Utilities Code is amended to read:

98161.

- (a) All individuals shall have equal opportunity to obtain and hold employment, and to advance in that employment, without discrimination on any basis listed in subdivision (a) of Section 12940 of the Government Code, as those bases are defined in Sections 12926 and 12926.1 of the Government Code, except as otherwise provided in Section 12940 of the Government Code.
- (b) An employee shall not be subject to punitive action, denied promotion, or threatened with that treatment for the exercise of lawful action as an elected, appointed, or recognized representative of an employee bargaining unit.

SEC. 5.

Section 98162.5 of the Public Utilities Code is amended to read:

98162.5.

(a) Any question that may arise with respect to whether a majority of the employees in an appropriate unit desire to be represented by a labor organization shall be submitted to the director of the California State Mediation and Conciliation Service, a division within the Public Employment Relations Board.

(b) In resolving the questions of representation, including the determination of the appropriate unit or units, petitions, and the conduct of hearings and elections, the director shall apply the relevant federal law and administrative practice developed under the Labor Management Relations Act, 1947 (29 U.S.C. Sec. 141 et seq.), as amended, and for this purpose shall adopt appropriate rules and regulations. The rules and regulations shall be administered by the California State Mediation and Conciliation Service and shall provide for a prompt public hearing and a secret ballot election to determine the question of representation.

SEC. 6.

Section 98166 of the Public Utilities Code is amended to read:

98166.

(a) Notwithstanding the Government Code, the board may authorize payment of any or all of the premiums on any group life, accident and health insurance, health and welfare plan, or pension or retirement plan on officers or employees of the district.

(b) Upon authorization by its employees, the district may make deductions from the wages and salaries of its employees:

(1) For the payment of contributions pursuant to any health and welfare, pension, or retirement plan.

(2) For any purpose for which deductions may be authorized by employees of any private employer.

(3) For the payment of union dues, fees, assessments, and voluntary political contributions.

SEC. 7.

Section 98167 of the Public Utilities Code is amended to read:

98167.

(a) The obligation of the district is to bargain in good faith with a duly designated or certified labor organization and, when an agreement is reached, to execute a written collective bargaining agreement with the labor organization covering the wages, hours, and working conditions of the employees represented by the labor organization in an appropriate unit, and, thereafter, to comply with the terms of the agreement.

(b) The obligation of the district to bargain collectively extends to all subjects of collective bargaining concerning wages, hours, working conditions, and other conditions of employment.

(c) This section supersedes Chapter 10 (commencing with Section 3500) of Division 4 of Title 1 of the Government Code if there is any conflict between this section and that chapter, but in all other situations that chapter governs.

(d) The district shall give reasonable written notice to an exclusive representative of its intent to make any change to matters within the scope of representation of the employees represented by the exclusive representative for purposes of providing the exclusive representative a reasonable amount of time to negotiate with the district regarding the proposed changes.

SEC. 8.

Section 98168 of the Public Utilities Code is amended to read:

98168.

(a) The district shall not require any employee, who is a member of a bona fide religion, body, or sect which has historically held conscientious objections to joining or financially supporting labor organizations, to join or financially support any public employee labor organization as a condition of employment. However, that employee may be required, in lieu of paying periodic dues, fees, or assessments to a labor organization, to pay sums equal to those dues, fees, or assessments to a nonreligious, nonlabor charitable fund exempt from taxation under Section 501(c) (3) of the Internal Revenue Code (26 U.S.C. Sec. 501(c) (3)), chosen by the employee from a list of at least three qualifying funds, designated in a memorandum of understanding between the district and the labor organization or, if the memorandum of understanding fails to designate the funds, then to any qualifying fund chosen by the employee. Proof of payments made pursuant to this section shall be made on a monthly basis to the district as a condition of continued exemption from the requirement of financial support to a labor organization.

(b) An exclusive representative may represent their bargaining unit members in employer-employee relations with the district, and employees shall have the right to be represented by their exclusive representative.

SEC. 9.

Section 98169 is added to the Public Utilities Code, to read:

98169.

It is unlawful for the district to do any of the following:

(a) Impose or threaten to impose reprisals on employees, to discriminate or threaten to discriminate against employees, or otherwise to interfere with, restrain, or coerce employees because of their exercise of rights guaranteed to them by this chapter. As used in this subdivision, "employee" includes an applicant for employment or reemployment with the district.

(b) Deny employee organizations rights guaranteed to them by this chapter.

(c) Refuse or fail to meet and negotiate in good faith with an exclusive representative. Knowingly providing an exclusive representative with inaccurate information, whether or not it is in response to a request for information, constitutes a refusal or failure of the district to meet and negotiate in good faith with the exclusive representative.

(d) Dominate or interfere with the formation or administration of any employee organization, or contribute financial or other support to it, or in any way encourage employees to join any employee organization in preference to another.

(e) Refuse to participate in good faith in mutually agreed upon impasse procedures.

SEC. 10.

Section 98170 is added to the Public Utilities Code, to read:

98170.

It is unlawful for an employee organization to do any of the following:

(a) Impose or threaten to impose reprisals on employees, discriminate or threaten to discriminate against employees, or otherwise interfere with, restrain, or coerce employees because of their exercise of rights guaranteed to them by this chapter.

(b) Refuse or fail to meet and negotiate in good faith with the district concerning any of the employees of which it is the exclusive representative.

(c) Refuse to participate in good faith in mutually agreed upon impasse procedures.

SEC. 11.

Section 98171 is added to the Public Utilities Code, to read:

98171.

(a) This chapter shall not displace, or supplant, the requirements of Chapter 3 (commencing with Section 3610) of Division 4.5 of Title 1 of the Government Code, and the impasse resolution and injunctive relief procedures provided for pursuant to Sections 3612 to 3614, inclusive, of the Government Code shall remain exclusive.

(b) The initial determination as to whether the charge of unfair practice is justified and, if so, the appropriate remedy necessary to effectuate the purposes of this chapter, is a matter within the exclusive jurisdiction of the Public Employment Relations Board, except that in an action to recover damages due to an unlawful strike, the Public Employment Relations Board shall not award strike-preparation expenses as damages, and shall not award damages for costs, expenses, or revenue losses incurred during, or as a consequence of, an unlawful strike.

SEC. 12.

Section 98172 is added to the Public Utilities Code, to read:

98172.

(a) Any charging party, respondent, or intervenor aggrieved by a final decision or order of the Public Employment Relations Board in an unfair practice case, except a decision of that board not to issue a complaint in such a case, may petition for a writ of extraordinary relief from that decision or order.

(b) A petition for a writ of extraordinary relief shall be filed in the district court of appeal having jurisdiction over any county in which the district operates. The petition shall be filed within 30 days from the date of the issuance of the Public Employment Relations Board's final decision or

order, or order denying reconsideration, as applicable. Upon the filing of the petition, the court shall cause notice to be served on the Public Employment Relations Board and thereafter shall have jurisdiction of the proceeding. The Public Employment Relations Board shall file in the court the record of the proceeding, certified by that board, within 10 days after the clerk's notice unless that time is extended by the court for good cause shown. The court shall have jurisdiction to grant any temporary relief or restraining order it deems just and proper, and in like manner to make and enter a decree enforcing, modifying, and enforcing as modified, or setting aside in whole or in part the decision or order of the Public Employment Relations Board. The findings of the Public Employment Relations Board with respect to questions of fact, including ultimate facts, if supported by substantial evidence on the record considered as a whole, shall be conclusive. Title 1 (commencing with Section 1067) of Part 3 of the Code of Civil Procedure relating to writs shall, except where specifically superseded by this section, apply to proceedings pursuant to this section.

(c) If the time to petition for extraordinary relief from a Public Employment Relations Board decision or order has expired, the Public Employment Relations Board may seek enforcement of any final decision or order in a district court of appeal or superior court having jurisdiction over the county where the events giving rise to the decision or order occurred. The Public Employment Relations Board shall respond within 10 days to any inquiry from a party to the action as to why the Public Employment Relations Board has not sought court enforcement of the final decision or order. If the response does not indicate that there has been compliance with the Public Employment Relations Board's final decision or order, the Public Employment Relations Board shall seek enforcement of the final decision or order upon the request of the party. The Public Employment Relations Board shall file in the court the record of the proceeding, certified by that board, and appropriate evidence disclosing the failure to comply with the decision or order. If, after hearing, the court determines that the order was issued pursuant to the procedures established by the Public Employment Relations Board and that the person or entity refuses to comply with the order, the court shall enforce the order by writ of mandamus or other proper process. The court may not review the merits of the order.

SEC. 13.

Section 98173 is added to the Public Utilities Code, to read:

98173.

This chapter, as amended by the act adding this section, shall not be interpreted as if it were in conflict with any collective bargaining agreement and shall not be implemented to abrogate an agreement entered into between the district and an employee organization before January 1, 2023. This chapter shall be interpreted in a manner consistent with the Public Employment Relations Board's interpretation of parallel provisions in other statutes it enforces.

SEC. 14.

Section 98174 is added to the Public Utilities Code, to read:

98174.

Chapter 11.5 (commencing with Section 3555) of Division 4 of Title 1 of the Government Code applies to the district and its employees. Notwithstanding subparagraph (B) of paragraph (1) of

subdivision (l) of Section 3558.8 of the Government Code, the district is a public employer for purposes of Chapter 11.5 (commencing with Section 3555) of Division 4 of Title 1 of the Government Code.

SEC. 15.

The Legislature finds and declares that a special statute is necessary and that a general statute cannot be made applicable within the meaning of Section 16 of Article IV of the California Constitution because of the unique need of the Santa Cruz Metropolitan Transit District to efficiently and cost-effectively adjudicate unfair labor practice complaints.

SEC. 16.

If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

CAL MATTERS

PART 4 OF 4

Race to Zero: California's bumpy road to electrify cars and trucks

California phases out new gas cars — so what's next for electric cars?

BY NADIA LOPEZ

AUGUST 25, 2022 UPDATED AUGUST 26, 2022



An electric vehicle charges at a station in Millbrae. Photo by Martin do Nascimento, CalMatters

IN SUMMARY

California will revolutionize the car market by ending sales of new gas cars within 12 years, forcing car buyers to switch to electric cars.

New gasoline-powered cars will be banned in California beginning with 2035 models under a new groundbreaking regulation unanimously approved today to force car owners to switch to zero-emission vehicles.

In its biggest move yet to reduce reliance on fossil fuels and fight climate change, the new rule approved by the state Air Resources Board culminates a decades-long effort to transform the auto and power industries and change the cars people drive — the state's leading source of air pollution.

The regulation is the first in the world to end the sale of traditional gas-powered vehicles and ramp up sales of cars powered by electricity. A small number of other states and nations have set only voluntary targets.

The proposal was first unveiled in April. In response to several board members' concerns, the staff made minor revisions today to address issues related to electric car battery durability and added provisions to enhance assistance for low-income residents.

"This regulation is one of the most important efforts we have ever carried out to clean the air," said Air Resources Board Chair Liane Randolph. "Our previous regulations to make cars cleaner made improvements, but those improvements were incremental. This regulation will essentially end vehicle emissions altogether."

Automakers will have to gradually electrify their fleet of new vehicles, beginning with 35% of 2026 models sold, increasing to 68% in 2030 and 100% for 2035 models. As of this year, about 16% of all new car sales in California are zero-emission vehicles, twice the share in 2020.

The millions of existing gas-powered cars already on the roads and used car sales are unaffected by the mandate, which only sets a zero-emission standard for new models.

The switch to zero-emission vehicles marks a historic precedent that would ripple across the country, paving the way for other states, and perhaps countries, to follow.

John Bozzella, president and CEO of the Alliance for Automotive Innovation, a trade group representing automakers, said automakers support the transition to electric cars, but called the timeline "very aggressive," adding that it will be "extremely challenging" for the industry to adjust in time.

"Whether or not these requirements are realistic or achievable is directly linked to external factors like inflation, charging and fuel infrastructure, supply chains, labor, critical mineral availability and pricing and the ongoing semiconductor shortage," he said. "These are complex, intertwined and global issues well beyond the control of either the California Air Resources Board or the auto industry."

"The board came up short by not making this a more stringent rule or one that has environmental justice provisions that are mandatory rather than voluntary."

— ROMAN PARTIDA-LOPEZ, THE GREENLINING INSTITUTE

Environmental justice advocates, who had been calling for a sales goal of at least 75% zero-emission cars by 2030, expressed disappointment at today's hearing. While the rule is a "step in the right direction," the board missed an opportunity to include more robust provisions in the policy to make sure low-income people can afford them, according to Roman Partida-Lopez, legal counsel at the Greenlining Institute.

"California had an opportunity to set a stronger standard," he said. "The board came up short by not making this a more stringent rule or one that has environmental justice provisions that are mandatory rather than voluntary."

Gov. Gavin Newsom today called it “a groundbreaking, world-leading plan” that “will lead the revolution towards our zero-emission transportation future.” He touted \$10 billion in state investments that will make it “easier and cheaper for all Californians to purchase electric cars.”

Concerns about affordability, durability

For many families, electric cars are an attractive option, but barriers keep them out of reach. New electric cars range in price from \$25,000 to \$180,000. Price markups at dealerships due to car shortages and high demand have also inflated the cost of some electric cars by more than \$10,000, sometimes as high as \$15,000.

Air board officials project that the cost of an electric car will be equal to a gas car’s price as early as 2030 as supplies surge to meet the mandate.

Despite the higher upfront cost, the air board’s analysis projects that drivers will end up saving much more in maintenance and operation expenses. Charging at home costs about half as much as gas for the same number of miles driven. Drivers in California already pay some of the highest gas prices in the country.

At today’s hearing, air board members, environmental justice advocates and members of the public echoed concerns they raised during a June hearing about the proposal — challenges with high vehicle costs, lack of charging infrastructure and consumer reluctance.

The state’s subsidy programs, designed to help low and middle-income residents who purchase electric cars, have repeatedly suffered from inconsistent and inadequate funding. Meanwhile, auto groups said the industry is already dealing with global supply chain disruptions, battery shortages, and other constraints.

Air board staff member Anna Wong, who is part of the agency’s sustainable transportation and communities division, acknowledged that the plan has a “stringent but achievable path.” Many of the changes they proposed in the revised policy include provisions to help manufacturers cut costs for consumers, she said.

Under the mandate, electric cars must have a range of at least 150 miles on a single charge. Batteries will need to be more durable and carry a manufacturer’s warranty. At least 80% of the original range must be maintained over 10 years, starting in 2030, a year earlier than initially proposed.

To ease the strain on automakers, the staff reduced the range requirement to 75% for the first eight years that a new car is on the road, extending it by an additional three years.

“Whether or not these requirements are realistic or achievable is directly linked to external factors like inflation, charging and fuel infrastructure, supply chains...”

Automakers will be allowed to use a credit system that allows them to meet a lower percentage of sales if they offer cheaper cars at dealerships and participate in state subsidy programs.

To ensure enforcement, state officials could penalize manufacturers that don't meet their yearly percentages with hefty fines of \$20,000 for every car they fail to produce in a given year, according to air board staff. Automakers that fail to meet those requirements would need to get credits from another manufacturer that already met their targets. Air board staff also assured the public that they could amend the regulation at any point to address lingering equity and compliance issues.

Can the power grid cope?

Critics say the state needs more charging stations as electric car sales surge. California has about 80,000 stations in public places, falling short of the nearly 1.2 million public chargers needed by 2030 to meet the demand of the 7.5 million passenger electric cars anticipated to be on California roads.

Another question remains: Will there be enough electricity? Experts say California needs a more reliable power grid, sourced from climate-friendly renewables like solar and wind.

California's electricity consumption is expected to surge by as much as 68% by 2045. But the power grid — marred by outages and increasingly extreme weather — needs massive investments to attain the clean-energy future outlined in California's five-year climate roadmap, called a scoping plan.

Newsom in recent months has been pushing the idea of keeping the Diablo Canyon nuclear plant open, introducing draft legislation earlier this month that would continue operations past its scheduled 2025 closure date. It's part of a wider effort to maintain the reliability of the state's increasingly strained power grid and reduce its reliance on fossil fuels as California makes progress on transitioning to renewables.

But the contentious proposal, which would give owner Pacific Gas & Electric \$1.4 billion, has widespread opposition. A new draft bill is being circulated within the Legislature and instead proposes using that money for renewable infrastructure.

California already has the largest zero-emission car market in the country, with more than 1.13 million plug-in vehicles registered across the state. Nationally there are about 2.64 million. That means California accounts for 43% of the nation's plug-in cars.



The California Air Resources Board is meeting today to vote on its historic zero-emission vehicle mandate. Photo by Rahul Lal, CalMatters

The board's move today "is the most important action it has taken in 30 years," said board member Daniel Sperling, who also is director of the Institute of Transportation Studies at UC Davis.

California often sets tougher climate change policies that the federal government then follows. There are also at least 16 states that currently follow the state's strict auto emission standards that are expected to adopt these regulations. These states, along with California, represent about 40% of the country's new car sales, according to the board.

Healthier air

Air board staff project that the new rule will reduce passenger vehicle emissions by more than 50% by 2040. That results in 395 million fewer metric tons of greenhouse gases — the equivalent of emissions from burning 915 million barrels of gasoline.

The rule is considered essential to reducing smog and soot pollution, which violates health standards in much of the state, and to meeting California's goal of carbon neutrality by 2045.

Battling California's severe air pollution for longer than half a century, the air board has long believed in the promise of an electric vehicle future, initially implementing a zero-emission mandate in 1990, requiring that 2% of new car sales between 1998 and 2000 be emissions-free, increasing to 5% in 2001 and 2002. The board reversed its decision six years later after automakers expressed concerns that the technology and battery lifespan were not advanced enough to comply.

"The mandate has led a very tortured life and it was basically weakened for almost 20 years and then in 2012, we started strengthening it again," board member Sperling said. "So this represents an embrace of the original vision. It's important for California, it's important for the U.S. and it's important for the world."

State officials said Newsom's \$10 billion investment in vehicle incentives, charging infrastructure and public outreach over the next six years will be a critical tool to ramping up sales and improving access and affordability.

The proposal comes just a couple of weeks after Congress passed a sweeping climate bill, which pours billions into clean energy projects and renewables. The new law includes electric vehicle tax incentives that offer up to \$7,500 in rebates for Americans who want to purchase a new zero-emission car or \$4,000 for a used one. That rebate, in addition to the state's multiple subsidy programs, are expected to help provide some financial relief for car buyers. JUNE 23, 2022

Nadia Lopez

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Nadia Lopez covers environmental policy issues. Before joining CalMatters she covered Latino communities in the San Joaquin Valley for The Fresno Bee and reported from city hall for San José Spotlight.... More by Nadia Lopez

CAL MATTERS

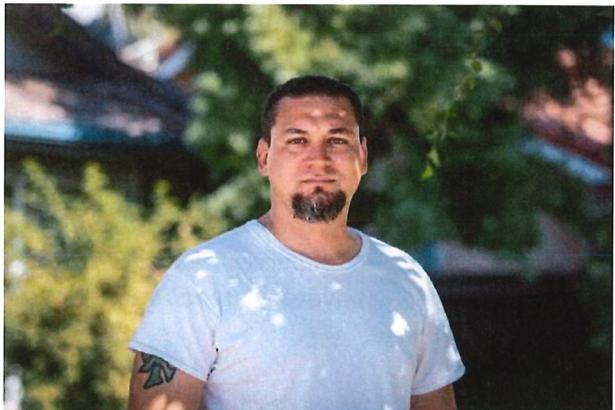
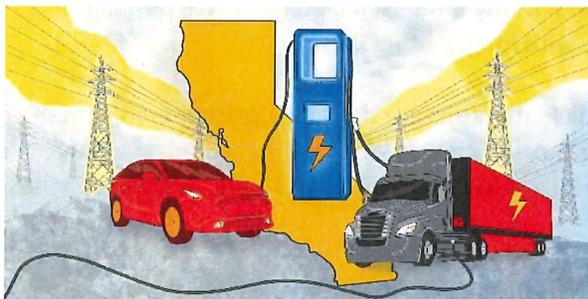
PART 3 OF 4

Race to Zero: California's bumpy road to electrify cars and trucks

Can Californians afford electric cars? Wait lists for rebates are long and some programs have shut down

BY NADIA LOPEZ

AUGUST 2, 2022



Quentin Nelms, who lives in Tulare, qualified for a state subsidy but the electric car's cost rose too fast. Photo by Larry Valenzuela, CalMatters/CatchLight Local

IN SUMMARY

State funding is insufficient so lower-income residents have trouble getting their subsidies. The problems jeopardize California's climate and air pollution goals as electric car prices keep rising.

When Tulare resident Quentin Nelms heard California was offering a hefty state subsidy to help lower-income residents buy electric cars, he applied right away.

But it wasn't as easy as he thought it would be.

Nelms spent four months on a waitlist before he was accepted into one of the state's clean-car incentive programs in January. He qualified for \$9,500 that he planned to use to buy a 2022 Ford Mustang Mach-E. But after discovering that several dealerships had raised the car's price by more than \$10,000 during the time it took to get the grant, he could no longer afford the roughly \$53,000 cost.

"We got into this program and it's not helping like it's supposed to," Nelms said. "It's useless at this time because there's nothing out there and the cars that you do find, everything's gone up in price."

Affordable and efficient electric vehicles are critical to California's efforts to tackle climate change and clean up its polluted air — by 2035, the state plans to ban all new sales of gas-powered cars.

But the state's incentives and rebates for lower-income people who purchase electric cars have suffered from inconsistent and inadequate funding.

This year's funding for some of the programs ran out in April — the waitlists have been shut down because of the backlogs. And even for the rebates that are still available, the obstacles are substantial: Program administrators are inundated with requests for the money, resulting in months-long waits — at the same time that prices are surging and electric cars are in short supply.

The troubled state subsidy programs raise a crucial question: Can California enact a mandate that requires 100% of all new cars to be zero emissions when a large portion of the population can't buy them?

If most Californians can't afford to replace their old, higher-polluting gas-powered cars, many of Gov. Gavin Newsom's climate goals are in jeopardy, along with statewide efforts to clean up the nation's worst air pollution.

New electric cars range in price from \$25,000 to \$180,000. Many models, including Ford's popular Mustang and F150 Lightning electric truck, are sold out, with long waiting lists.

"As California transitions to an electric future, these vehicle markups are definitely pricing our clients out," said Maria Ruiz, a supervisor at the EV Equity Program, which was launched by a Central Valley coalition of clean-air advocacy organizations. "We've seen markups as high as \$15,000. So that sadly has been a big challenge."

So far, it's unclear how successful the state's subsidy programs have been in cutting greenhouse gases because the Air Resources Board has failed to adequately measure it, according to an audit by the state's Legislative Analyst's Office.

"As California transitions to an electric future, these vehicle markups are definitely pricing our clients out. We've seen markups as high as \$15,000."

— MARIA RUIZ, THE EV EQUITY PROGRAM

Since 2010, California has allocated more than \$1.84 billion to a hodgepodge of three programs: the Clean Cars 4 All Program, the Clean Vehicle Rebate Project and the Clean Vehicle Assistance Program, according to Air Resources Board data. In exchange, over those 12 years, about half a million Californians have received grants or rebates for buying cleaner cars or replacing older cars.

The Clean Vehicle Rebate Project, which receives the bulk of the state’s funding, has distributed 478,364 rebates since its launch in 2010, while the Clean Vehicle Assistance program has assisted buyers in purchasing 4,438 clean vehicles since 2018. Clean Cars 4 All, which only serves residents in the state’s most polluted regions, has taken 12,800 pre-2007 model year cars off the road since its launch in 2015.

All of the programs, which award up to \$7,000 or \$9,500 toward the purchase of an electric car, have income limits. The rebate project is for residents with incomes up to \$135,000. Clean Vehicle Assistance and most Clean Cars 4 All programs accept applications from residents with incomes at or below 400% of the federal poverty level — equivalent to \$54,360 for an individual. (The U.S. Senate also appears poised to enact a \$7,500 federal tax credit for individuals with incomes less than \$150,000.)

“Before the pandemic and the rise in prices, we do have evidence that these (state) programs were sort of effective and encouraged people to buy electric vehicles,” said Erich Muehlegger, an associate professor of economics at University of California, Davis. “But the challenge right now is that these programs are facing really, really strong headwinds because of the high prices of electric vehicles.”

Electric Car Rebates and Subsidies

A hodgepodge of state-funded programs offer assistance for electric car purchases. All have income restrictions, and some are limited to residents in certain regions.

Program	Who qualifies?	What the funding is for	Funding to date
Clean Vehicle Rebate Project	Individuals with income up to \$135,000	Rebates up to \$7,000 for the purchase or lease of new, zero-emission vehicles including electric and hybrids.	\$1.6 billion total; includes \$1.049 billion from the Greenhouse Gas Reduction Fund.
Clean Vehicle Assistance Program	Accepts applications from residents with incomes at or below 400% of the federal poverty level – equivalent to \$54,360 for an individual.	Grants and financing assistance up to \$9,500 to purchase or lease a new or used hybrid or electric vehicle.	\$51.9 million total; includes \$41.9 million from the Greenhouse Gas Reduction Fund
Clean Cars 4 All	Accepts applications from residents with incomes at or below 400% of the federal poverty level – equivalent to \$54,360 for an individual.*	Grants up to \$9,500 to replace old high-polluting cars with a new or used hybrid or electric vehicle.	\$190 million total; includes \$177 million from the Greenhouse Gas Reduction Fund

*Clean Cars 4 All available only in the following air districts: Bay Area, Sacramento, San Joaquin Valley, San Diego County, South Coast.

Source: California Air Resources Board

Muehlegger said supply chain delays and high demand have triggered a widespread shortage of new and used cars.

While pandemic-induced price hikes have hit both gas-powered and electric cars, he said the sticker shock is likely most extreme in the electric vehicle market due to higher demand and shortages of components, like microchips. Fewer electric cars are in supply, straining the market, creating long wait lists for new models and driving up prices for the new and used vehicles that remain on dealers' lots.

"We have to make sure there's a whole range of vehicles that are zero emission, and we've essentially got just a little over a decade to try to get there," said Ethan Elkind, an attorney who directs the climate program at the Center for Law, Energy and the Environment at UC Berkeley Law.

The lack of inventory and high prices have forced some program participants like Nelms to give up the state money they qualified for. Nelms is no longer planning to buy a car anytime soon; he will keep using his 2016 Honda Civic for now — which means California lost the opportunity to replace a higher-polluting car with a zero-emission one.

Since 2010, California has allocated more than \$1.84 billion to three programs. In exchange, about half a million Californians have received subsidies for cleaner cars.

"This program is what I was hoping to count on, but once all the prices were going up, that hope just kind of disappeared," Nelms said. "Right now I'm not able to do anything, so I just had to let the grant go."

In addition to the \$9,500 in state money that would have gone to a dealer, Nelms knew he needed to scrape together other funds to afford the roughly \$800 in monthly payments for a Mach-E. He was approved for a loan and planned on applying for another federal rebate program. His 20-year old son also picked up a part-time job to help with the payments.

But the dealership markups quickly changed Nelms' mind. He didn't want to risk having negative equity — when the amount of money owed on a car is more than the amount that it's worth.

Though he had to forfeit the grant, he said he'd consider applying to the Clean Vehicle Assistance program again when the car market stabilizes.

For now, he said, he'll have to pay high gas prices.

"Inflation, it's never been this bad," Nelms said. "There's always things that happen in life that can hold you back, but that's what growth is, having to work harder and push yourself and get through these tough things."

Programs run out of funding

Following a 2020 executive order from Newsom, the Air Resources Board has drafted a proposed regulation that would phase out gas cars, beginning with 35% of 2026 models. The

aim is to put 5 million zero-emission cars on California's roads by 2030 and slash tailpipe emissions, California's largest source of planet-warming pollutants.

But one of the biggest challenges with the transition to electrification is the financial obstacles faced by lower-income households.

The state's programs designed to help them have been plagued with inconsistent and inadequate funding ever since they were launched years ago.

Most of the funding — \$1.27 billion of the total \$1.84 billion over the past decade — has come from the state's cap-and-trade program, a market for buying and selling greenhouse gas credits that fluctuates in quarterly earnings. The rest is supplied in the state budget, which is approved by the Legislature and governor.

Lisa Macumber, an Air Resources Board official who oversees vehicle incentive programs, said insufficient funding has shut down the programs several times throughout the years. Some years, there are so many applicants that there's barely enough money to keep the programs open for six months, let alone an entire year, she said.

While applications for the Clean Vehicle Rebate Project, the biggest of the programs, are still being accepted, the volumes are high and the delays substantial: People must wait on average more than two months to be notified if they're selected or rejected, and then they must wait longer to receive the money.

Last fall and winter, it was even worse because of the pandemic. People were waiting an average of eight months before their requests were processed, Macumber said.

Another program, Clean Vehicle Assistance, closed in April because funds ran out; the waitlist is closed to new applicants due to backlogs. The San Joaquin Valley's and San Diego's Clean Cars 4 All programs also are shut down due to depleted funds, although those programs in the Los Angeles basin, Bay Area and Sacramento recently reopened for applications.

Macumber said more funding from a \$10 billion zero-emission vehicle investment in the state budget is on the way, but it's unclear when that money will come through.

"It's a very challenging landscape," Macumber said. "Our programs have to be able to adjust based on the funding we receive each year." That leads to confusion for residents, she said.

Californians who need the funds the most — those with incomes below 225% of the federal poverty level — are not accessing the program as quickly as other income groups. (The federal poverty level is \$13,590 for an individual.)

"Higher income groups were able to go through the process and purchase new zero emission vehicles faster, resulting in depleting funds quickly," Macumber said. "The majority of very low-

income consumers need help through the application process and need more time to find proper, mostly used, vehicles. By the time they're at the point to purchase their vehicles, funds were not available."

Efforts to streamline subsidies

Some lawmakers worry that these problems are standing in the way of making cars accessible to those who would benefit the most because they live in regions with some of the poorest air quality.

State Sen. Monique Limón, a Democrat from Santa Barbara, said a bureaucratic application process is creating obstacles for the state's neediest residents.

This year, Limón introduced a bill, SB 1230, that would streamline the application process and expand Clean Cars 4 All to residents who don't live in the participating regional air districts. An online portal would allow people to submit one application for all of the programs.

The bill will be heard by the Assembly Appropriations Committee on Aug. 3.

"Often people will have an urgent need for a new vehicle and it can take up to several weeks to months to get approved through some of these programs," Limón said. "We are trying to speed up that application process. Getting more zero emission vehicles on the road will help us equitably reach our climate goals while also correcting systemic problems that have allowed communities of color to bear the brunt of the climate crisis."

The air board also is working on combining the Clean Vehicle Assistance and Clean Cars 4 All programs and expanding them statewide to provide access to 4 million more residents in or near low-income communities outside of the regions that already participate.

Eligibility criteria also will change. They currently operate on a first-come, first-served basis for income-eligible residents in ZIP codes considered disadvantaged. The board plans to change to a "needs-based" approach that also prioritizes applicants who qualify for public assistance programs, such as Medicaid, Supplemental Security Income, CalWorks or Section 8 housing.

"There are so many low-income consumers that don't reside in a disadvantaged community," Macumber said. "If you live in a disadvantaged community, you're immediately prioritized. It's also important to ensure that low-income consumers that reside right outside still have opportunities to access these funds."

The statewide program will not replace the regional Clean Cars 4 All programs and instead work in tandem with them, she said.

“We know now that when you move really fast....there’s a lot of opportunity for people to slip through the cracks or for certain populations to get left behind.”

— JESSICA JAMES, GENERAL MOTORS

However, environmentalists and community grassroots organizations worry it could harm their efforts to assist people in disadvantaged areas and create more confusion.

“The number one priority for us is making sure that we’re not disrupting and not overriding the community partnerships that are currently in place,” said Chris Chavez, deputy policy director at the Coalition for Clean Air, an environmental advocacy group. “What we want to make sure is, as we’re expanding throughout the state, that we don’t lose sight and don’t lose focus on disadvantaged communities because those are the ones with the greatest burdens, the greatest vulnerabilities and greatest barriers to clean transportation.”

Chavez worries that the statewide program could “compete” with regional incentive programs. If that happens, he said the regional programs could potentially lose funding and no longer be able to operate in the areas that they’re currently serving.

Charging is a big obstacle, too

The lack of rebates and long waitlists aren’t the only obstacles in getting Californians to universally buy electric vehicles. For many, a lack of charging infrastructure in their homes and communities is a big hurdle.

Most public charging stations are clustered in urban, coastal areas. About 1.2 million chargers will be needed for the 8 million zero-emission cars expected by 2030. State data shows that currently there are only about 80,000 with another 123,000 on the way – falling far short.

Elkind, of UC Berkeley Law, said the lack of available charging stations is particularly tough for renters and people in rural areas.

“It’s a huge advantage to have an electric vehicle, especially with the rising gas prices,” he said. “It’s just a question of what public charging infrastructure is out there.”

Many renters don’t have a dedicated place to park their vehicle and plug it in, especially if they’re in an apartment building without a parking garage, Elkind said. He said more chargers at workplaces and more superchargers in communities could be a good alternative for people who lack home chargers.

Building more charging infrastructure in rural areas is especially important because residents tend to drive many more miles than people in suburban or urban areas. They need longer-range vehicles with powerful chargers.

Lack of inventory at dealerships

Jessica James, General Motors' program manager of its climate equity fund, said the automaker has made it a priority to eliminate gas cars in the next decade, but acknowledged that the rapid move towards electrification could leave many vulnerable communities behind. Though General Motors is trying to expand its fleet of new vehicles, supply chain problems are making it difficult.

"We know now that when you move really fast — or take an entire industry and kind of rebuild it — that there's a lot of opportunity for people to slip through the cracks or for certain populations to get left behind," James said. "We're doing everything we can to bring new EV products to market as fast as we possibly can, but those product development timelines are a little longer than we all wish they were."



Ford Mustang Mach Es are shown in 2021 at a Ford dealership. Photo by Keith Srakocic, AP

Tom Knox, executive director of Valley Clean Air Now, works with the region's air district to help low-income and disadvantaged residents like Nelms apply for state rebates. Some nonprofit organizations are negotiating with dealers to lower used car prices for people who qualify for state incentives. But dealerships struggled during the pandemic and their supplies of electric cars are low.

"Solving the inventory problem is the single most valuable thing that could happen within the equity programs," he said, adding that he's optimistic that the market will improve in 12 to 18 months. "It's starting to head in the right direction, but it's still an enormous challenge for our customers."

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Nadia Lopez covers environmental policy issues. Before joining CalMatters she covered Latino communities in the San Joaquin Valley for The Fresno Bee and reported from city hall for San José Spotlight.... **More by Nadia Lopez**

CAL MATTERS

PART 2 OF 4

Race to Zero: California's bumpy road to electrify cars and trucks

Going electric: California car mandate would hit mechanics hard

BY NADIA LOPEZ

MAY 24, 2022



Walter Preza works on a car at J & R Auto Repair shop mechanic in San Francisco. Photo by Nina Riggio for CalMatters

IN SUMMARY

Who loses and who gains as California cleans up its cars? Nearly 32,000 mechanics would lose jobs by 2040 under the proposed phaseout of new gas-powered cars. Electric companies would be the big winners.

The pungent odor of motor oil and grease wafts through the air at JR Automotive in San Francisco as Jesus Rojas lifts the hood of a 2014 Honda Civic to inspect its engine.

Gasoline-powered vehicles like this one have hundreds of moving parts and other components that keep mechanics like Rojas busy. Rojas, 42, has spent much of his life refining the specialized skills needed to inspect and repair them.

But as California switches to electric vehicles in its battle against climate change and air pollution, these skills will be needed less and less over the next decade. By 2040, the state projects that nearly 32,000 auto mechanics jobs will be lost in California, since electric vehicles need far less maintenance and repair than conventional combustion engines.

“I’m not against electric vehicles,” said Rojas, who immigrated to the Bay Area from Mexico as a teenager and opened his own shop 11 years ago. “I’ve always loved cars and I’ll work on them until I can’t anymore. So we have to adjust. We have to get out of our comfort zones.”

In an effort to transform to a carbon-neutral, climate-friendly state, California’s proposal to phase out all new gas-powered cars by 2035 will drive a wide-ranging transition of the workforce.

Throughout the economy, an estimated 64,700 jobs will be lost because of the mandate, according to the California Air Resources Board’s calculations. On the other hand, an estimated 24,900 jobs would be gained in other sectors, so the estimated net loss is 39,800 jobs, a minimal amount across the state’s entire economy, by 2040.

But no single workforce in the state would be hurt more than auto mechanics: California has about 60,910 auto service technicians and mechanics, and more than half of those jobs would be lost over the next two decades if the mandate goes into effect, the air board calculates.

The transition would be phased in over a decade: Beginning with 2026 models, 35% of new cars and light-duty trucks sold in California would be zero-emission, reaching 51% in 2028, 68% in 2030 and 100% in 2035. The board will hold a hearing on June 9 before voting on the proposal in August.

Alex Dirige, 67, an immigrant from Guam who has worked as a mechanic in San Francisco for more than 30 years, worries that the transition to electric cars will threaten the livelihoods of vulnerable groups like undocumented immigrants and cause many auto repair workers to leave the industry altogether.

The trade provides a steady and reliable income in California for many workers with no college degree. On average, mechanics across the state earn about \$26 an hour or \$54,190 a year, according to the U.S. Bureau of Labor Statistics.

“Many mechanics who have started working see that there’s not a long-term future in the auto repair business, with hybrids and electric cars coming out,” Dirige said. “The electric vehicle repair market is just about nonexistent. A lot of them would love to be in the field but they might choose to go into other types of employment.”

Who loses and who gains jobs

California is already suffering the ill effects of climate change — which damages its economy, not just its public health and its environment. About 40% of its greenhouse gas emissions come from transportation, the largest of any sector, so state leaders say reducing reliance on gasoline and moving towards electric cars is crucial to averting even more disastrous effects.

Some industries gain jobs while others lose them as the state shifts to zero-emission vehicles.

The retail trade sector, which includes gas station workers and automobile and parts dealers, would lose 38,669 jobs by 2040 or about 2% of the retail workforce. Most of the losses would be at gasoline

stations. As the electric vehicle fleet grows, air board officials project gas stations could provide charging to offset the losses.

“The electric vehicle repair market is just about nonexistent.”

— ALEX DIRIGE, AUTO MECHANIC IN SAN FRANCISCO

Some of the loss in the retail sector is due to less expendable income. Electric cars now cost more to purchase, although prices will drop and maintenance will cost far less, saving about \$3,200 for the life of a 2026 car and \$7,500 for a 2035 car, according to the air board.

Another 20,831 jobs in state and local government would be eliminated because of the decrease in gas tax revenue.

But the transition to electric cars also will create thousands of jobs. Southern California Edison, Pacific Gas & Electric and other power industry companies would benefit most, with the creation of about 5,600 jobs by 2040 as car owners spend more on electricity to power their vehicles. Insurance carriers will benefit from about 1,700 new jobs, while the construction industry is expected to gain about 3,600.

Since few vehicles are manufactured in California, the state is unlikely to see a surge in manufacturing in response to the mandate. Of the 44 major auto assembly plants in the U.S., most are located in the Midwest and the South, according to a 2021 report from the International Council on Clean Transportation, a nonprofit research organization.

A ‘slow-moving’ change

Mechanics who work on internal combustion engines would still have plenty of work: The rule would not ban sales of used cars, and it wouldn’t force the state’s residents to stop driving the roughly 29 million gas-powered cars that are already on the road. Californians also could keep importing new or used vehicles from out of state.

That means Californians will still own a lot of gas-powered cars past 2035, softening the blow for car mechanics and industries dependent on fossil fuels, said James Sallee, an economist and research associate at the Energy Institute at University of California, Berkeley’s Haas School of Business.

Sallee said the changes wouldn’t occur fast enough to trigger a sharp economic slowdown within the auto repair industry.

“It’s when there’s quick and rapid changes that we think the most harm is done to workers because they can’t relocate freely and quickly,” Sallee said. “So it’s important people have in perspective that it is a slow-moving process, not a dramatic and super-fast shift away from demand for gasoline stations or oil changes. It’s going to be something that takes place over a longer time period.”

Electric cars have fewer fluids, such as engine oil, and fewer moving parts than a conventional car. Brake systems also last longer because of regenerative braking, which converts energy from the brake pads into electricity to recharge the battery, according to the U.S. Department of Energy. They also don't have mufflers, radiators and exhaust systems.

“It is a slow-moving process, not a dramatic and super-fast shift away from demand for gasoline stations or oil changes.”

— JAMES SALLEE, ENERGY INSTITUTE, UC BERKELEY

But auto mechanics warned that while most operating and maintenance costs are lower for electric vehicles, some parts can be more expensive to replace. Rojas also said electric car owners could experience problems down the line they haven't yet thought about.

Electric vehicles tend to weigh more than conventional cars, which means they need special tires that can support a heavier load. Those can cost between \$200 and \$300 per tire, compared to the \$50 to \$150 average for a gas-powered car, Rojas said.

In addition, other services like replacing a windshield on a car like a Tesla, which has sensors and computerized features, could cost anywhere from \$1,100 to \$2,000, he said, compared to \$200 and \$500 for the windshield of a conventional car.

“Because the car is still under warranty from the dealership, nothing right now comes out of pocket,” said Rojas. “But as soon as the vehicle becomes older, they're going to become more expensive.”

While zero-emission vehicle sales have been steadily increasing in recent years, Californians continue to primarily drive gas-powered cars. Electric cars in 2021 made up about 3% of all cars on the road but 12.4% of auto sales.

Some mechanics doubt that consumer behavior can change as quickly as the air board thinks it will. The proposal would require a massive overhaul of new charging stations and building codes.

“It's nearly impossible to make all these changes by 2035,” Dirige said. “We don't have the infrastructure to go to all electric vehicles. We barely have it now. And if you ask people, they're afraid they're going to end up with a car that is going to run out of electricity and they'll be stuck somewhere.”

Mechanics will need new skills or new jobs

Rojas and his business partner, Raul Perez, employ two other mechanics, also Latino immigrants, who perform routine services such as oil changes and tuneups.

Rojas said mechanics have to invest thousands of dollars of their own money to buy special equipment and tools. Some could use their existing tools and skills to service electric cars, since the cars would still require cosmetic repairs, tire rotations and battery inspections.

But many won't be able to afford retraining for a new career or learning new skills in complex areas like electrical engineering needed to repair hybrid and electric models.

"If the government is interested in helping us economically to get retrained, it could really help the people who might be struggling but want to learn," he said.



"We need people that are willing to learn because we have to adapt," said Rojas, right, shown with Raul Man Perez, co-owner of J & R Auto Repair in San Francisco. Photo by Nina Riggio for CalMatters

Shane Gusman, a lobbyist for the International Brotherhood of Teamsters, said state leaders should help fund the retraining of workers who lose their jobs due to the state's efforts to battle climate change.

"Unions are not standing in the way of responsible policies to protect the climate and try to slow down climate change," he said. "But all of us need to think about the impact on workers. We need to try to come up with policies that protect the workforce, which ultimately protects our economy."

To reduce job losses from its zero-emission vehicle mandate, the air board in its report says "policy options could be considered for job retraining and transfer support, particularly for lower income individuals."

State Sen. Josh Becker, a Democrat from San Mateo, agreed. He said the "path of getting to zero needs to foster new well-paying, secure, middle class jobs, and work to transition those from fossil fuels industries."

"It is true that it is easier to talk about the energy transition when it is not our own jobs that are threatened by it," he said.

Assemblymember Al Muratsuchi, who chairs the Joint Legislative Committee on Climate Change Policies, introduced AB 1966, which would create a state fund to help retrain and transition workers from the fossil fuel industry to other non-polluting sectors. He said the funds would also offer wage replacement and insurance, pension guarantees, health care options and peer counseling.

The bill, however, would not help auto mechanics.

“We all know that change can be difficult for anyone,” he said. “We need to make the transition to a clean energy economy in a way that doesn’t leave anyone behind.”

The Governor’s Office of Planning and Research is also developing a “just transition” roadmap to guide state policies.

For now, Rojas said he’s focused on the day-to-day operations of his business. The shop is busy, servicing about 40 to 50 cars a week, and Rojas and his team are seeing more hybrid vehicles. He said he supports the state’s plan, and hopes other workers in his industry will also get on board.

“This industry, it’s always changing,” Rojas said. “But a lot of mechanics, they don’t want to change, they just want to do what they’re good at and that’s a problem. We need people that are willing to learn because we have to adapt.”