

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

## BOARD OF DIRECTORS REGULAR MEETING AGENDA MARCH 17, 2000 (Third Friday of Each Month) CITY HALL COUNCIL CHAMBERS \*809 CENTER STREET\* SANTA CRUZ, CALIFORNIA

### SECTION I: OPEN SESSION - 8:30a.m.

1. ROLL CALL
2. REVIEW OF ITEMS TO BE DISCUSSED IN CLOSED SESSION: District Counsel
3. ORAL AND WRITTEN COMMUNICATION REGARDING CLOSED SESSION

### SECTION II: CLOSED SESSION

1. CONSIDER APPROVAL OF MINUTES OF CLOSED SESSION MEETING OF FEBRUARY 18, 1999.  
Minutes: Attached

2. CONFERENCE WITH REAL PROPERTY NEGOTIATOR: Leslie White

PROPERTY: APN 003-032-01; APN 003-081-01; APN 003-121-01, commonly referred to as the Lipton property. Site located on Delaware Avenue between Swift Street and Natural Bridges Drive, Santa Cruz, California.

NEGOTIATING PARTIES: Unilever, Inc.

UNDER NEGOTIATION: Price and Terms of Payment

### SECTION III: RECONVENE TO OPEN SESSION - Immediately After Closed Session

1. REPORT OF CLOSED SESSION: District Counsel
2. ORAL AND WRITTEN COMMUNICATIONS:
  - a. Marge Sintetos, RE: MetroBase
  - b. Janet Hennessey, RE: MetroBase
  - c. Bea Dahl, RE: MetroBase
  - d. Peter Bajorek, RE: MetroBase
  - e. D. Smith, RE: MetroBase

\* Please note: Location of Meeting Place

- f. Sharon A. Galligan, RE: MetroBase
  - g. Anne/Sam Singer, RE: MetroBase
  - h. Rachel Kliger, RE: MetroBase
  - i. William Stouffer, RE: MetroBase
- 3. LABOR ORGANIZATION COMMUNICATIONS
  - 4. METRO USERS GROUP (MUG) COMMUNICATIONS
  - 5. METRO ACCESSIBLE SERVICES TRANSIT FORUM (MASTF) COMMUNICATIONS
  - 6. ADDITIONAL DOCUMENTATION TO SUPPORT EXISTING AGENDA ITEMS

### **CONSENT AGENDA**

**(CLICK ON THE LINK ABOVE TO JUMP TO THE CONSENT AGENDA)**

- 7-1. APPROVE MINUTES OF REGULAR BOARD OF DIRECTORS MEETING OF 2/10/00 AND REGULAR BOARD OF DIRECTORS MEETING OF 2/17/00  
Minutes: Attached
- 7-2. ACCEPT AND FILE PRELIMINARY APPROVED CLAIMS  
Report: Attached
- 7-3. ACCEPT AND FILE PASSENGER LIFT REPORT FOR FEBRUARY 2000  
Report: Attached
- 7-4. CONSIDERATION OF TORT CLAIMS: DENY THE CLAIM OF: CATHY PESCALE  
Claim: To Be Included in Add-On Packet
- 7-5. ACCEPT AND FILE MINUTES OF MASTF COMMITTEE MEETING OF 2/17/00  
Minutes: Attached
- 7-6. ACCEPT AND FILE MINUTES OF MUG COMMITTEE MEETING OF 2/16/00  
Minutes: Attached
- 7-7. ACCEPT AND FILE MONTHLY BUDGET STATUS REPORT FOR JANUARY 2000 AND APPROVE BUDGET TRANSFERS  
Presented by: Elisabeth Ross, Finance Manager  
Staff Report: Attached
- 7-8. ACCEPT AND FILE HIGHWAY 17 STATUS REPORT FOR JANUARY  
Presented by: Mark Dorfman, Assistant General Manager  
Staff Report: Attached

7-9. ACCEPT AND FILE STATUS REPORT ON ADA PARATRANSIT PROGRAM FOR JANUARY

Presented by: Mark Dorfman, Assistant General Manager

Staff Report: Attached

**REGULAR AGENDA**

8. PRESENTATION OF EMPLOYEE LONGEVITY AWARDS

Presented by: Jan Beutz, Chairperson

Staff Report: Attached

9. CONSIDERATION OF APPROVAL OF FY 00/01 PRELIMINARY LINE ITEM BUDGET

Presented by: Elisabeth Ross, Finance Manager

Staff Report: Attached

10. ACCEPT AND FILE PRESENTATION OF SERVICE PLANNING ISSUES RELATED TO TITLE VI CIVIL RIGHTS

Presented by: Kim Chin, Planning & Marketing Manager

Staff Report: Attached

11. CONSIDERATION OF APPROVAL OF 1999 COMPREHENSIVE BUS EVALUATION FINAL REPORT (ROUTING AND RIDERSHIP)

Presented by: Kim Chin, Planning & Marketing Manager

Staff Report: Attached

**PUBLIC HEARING SCHEDULED**

12. **DELETED**

13. CONSIDERATION OF ADOPTION OF 5-YEAR OPERATING AND CAPITAL PLAN

Presented by: Mark Dorfman, Assistant General Manager

Staff Report: To Be Included in Add-On Packet

14. CONSIDERATION OF AUTHORIZATION TO APPLY FOR CARL MOYER FUNDS TO ASSIST IN FUNDING COSTS ASSOCIATED WITH CONVERSION TO CNG

Presented by: Mark Dorfman, Assistant General Manager

Staff Report: Attached

15. CONSIDERATION OF AWARD OF RADIO SERVICES CONTRACT (RFP 99-10)

Presented by: Mark Dorfman, Assistant General Manager

Staff Report: To Be Included in Add-On Packet

16. CONSIDERATION OF AWARD OF BID NO. 99-13 FOR SCOTTS VALLEY TRANSIT CENTER JANITORIAL SERVICES  
Presented by: David Konno, Manager of Facilities Maintenance  
Staff Report: To Be Included in Add-On Packet
17. CONSIDERATION OF CONTRACT WITH NATIONWIDE AUCTION SYSTEM FOR DISPOSAL OF DISTRICT PERSONAL PROPERTY  
Presented by: Mark Dorfman, Assistant General Manager  
Staff Report: To Be Included in Add-On Packet
18. **CONSIDERATION OF RESPONSE TO GRAND JURY INQUIRY REGARDING METROBASE**  
Presented by: Margaret Gallagher, District Counsel  
Staff Report: To Be Included in Add-On Packet
19. **CONSIDERATION OF RESOLUTIONS AUTHORIZING SUBMITTAL OF FY 00-01 TRANSIT DEVELOPMENT ACT/STATE TRANSIT ASSISTANCE (TDA/STA) CLAIMS FOR OPERATING COSTS AND CAPITAL PROJECTS, RESPECTIVELY**  
Presented by: Mark Dorfman, Assistant General Manager  
Staff Report: To Be Included in Add-On Packet

## ADJOURN

## NOTICE TO PUBLIC

Members of the public may address the Board of Directors on a topic not on the agenda but within the jurisdiction of the Board of Directors or on the consent agenda by approaching the podium during consideration of Agenda Item #1 "Oral and Written Communications", under Section III. Presentations will be limited in time in accordance with District Resolution 69-2-1.

Members of the public may address the Board of Directors on a topic on the agenda by approaching the podium immediately after presentation of the staff report but before the Board of Directors' deliberation on the topic to be addressed. Presentations will be limited in time in accordance with District Resolution 69-2-1.

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.

The Santa Cruz Metropolitan Transit District does not discriminate on the basis of disability. The Santa Cruz City Council Chambers is located in an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please Dale Carr at 426-6080 at least 72 hours in advance of the Board of Directors meeting.

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

**DATE:** March 17, 2000  
**TO:** Board of Directors  
**FROM:** Paul Chandley, Human Resources Manager  
**SUBJECT: PRESENTATION OF ANNIVERSARY AWARDS**

## I. RECOMMENDED ACTION

Staff recommends that the Board of Directors recognize the anniversaries of those District employees named on the attached list and that the Chairperson present them with awards.

## II. SUMMARY OF ISSUES

- None.

## III. DISCUSSION

Many employees have provided dedicated and valuable years to the Santa Cruz Metropolitan Transit District. In order to recognize these employees, anniversary awards are presented at five year increments beginning with the tenth year. In an effort to accommodate those employees that are to be recognized, a limited number will be invited to attend Board meetings from time to time to receive their awards.

## IV. FINANCIAL CONSIDERATIONS

None.

## V. ATTACHMENTS

**Attachment A:** Employee Recognition List

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT**

**EMPLOYEE RECOGNITION**

**TEN YEAR**

**Terry Gale, Manager of MIS**

**FIFTEEN YEARS**

**Pedro Cervantes, Upholsterer II**  
**Patricia Korba, Accounting Specialist**  
**Jean Leffler, Transit Surveyor**  
**John Mellon, Lead Parts Clerk**  
**Ken Rilling, Bus Operator**  
**Randy Yagi, Sr. Customer Service Representative**

**TWENTY YEARS**

**Wally Brondstatter, Bus Operator**  
**Louis Fike, Bus Operator**  
**Justin Hart, Bus Operator**  
**Ruth Jones, Bus Operator**  
**Ed Nelson, Transit Supervisor**

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# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

**DATE:** March 17, 2000  
**TO:** Board of Directors  
**FROM:** Elisabeth Ross, Finance Manager  
**SUBJECT: APPROVAL OF FY 2000-2001 PRELIMINARY LINE ITEM BUDGET FOR REVIEW AND CLAIMS PURPOSES**

## I. RECOMMENDED ACTION

Staff recommends that the Board of Directors adopt the attached preliminary line item budget for FY 2000-2001, for review and TDA/STA claims purposes.

## II. SUMMARY OF ISSUES

- The proposed FY 2000-2001 preliminary line item operating budget totals \$27,758,000, including \$450,000 in pass-through program funding.
- Major operating revenue assumptions in the budget include a 6.0% increase in sales tax revenue; a 2% increase in passenger revenue over current levels; and a 6.9% increase in TDA funding.
- The proposed budget provides for continuation of existing level of service plus an allocation of \$150,000 for service improvements. No funds are available at this time for other new programs or staffing increases.
- The preliminary capital program is comprised of thirteen projects totaling \$18,000,000, requiring a District share of \$3,454,513 from reserves and STA funding to fund local projects.
- A meeting with Union representatives will be scheduled in early May to answer questions about the budget and obtain input from the employee organizations.
- During the budget process, staff will continue to refine revenue and expense projections as updated information becomes available. Staff will present a draft final budget to the Board in May.

## III. DISCUSSION

A preliminary line item budget must be adopted by the Board of Directors in March of each year in order to allow submittal of the District's Transportation Development Act (TDA) and State Transit Assistance (STA) claims to the Santa Cruz County Regional Transportation Commission (SCCRTC) by the April 1<sup>st</sup> deadline.

**A. Operating Revenues**

Operating revenues total \$27,758,000, including \$450,000 in grant funding for a pass-through program for the Transportation Commission. All fare revenue accounts have been projected based on data through January 2000 and will be updated prior to presentation of the draft final budget in May. Most revenues show little to no increase from FY 99-01 revised budget levels.

Advertising income is projected based on the current contract with Obie Media.

Sales tax revenues have been projected to increase by 6.0% over FY 00-01 projected receipts. The sales tax projection will be updated after the March 25<sup>th</sup> report from the State Board of Equalization which will detail the sales tax performance during the October – December 1999 sales period.

TDA funding is based on SCCRTC projections, resulting in an increase of 6.9% over the FY 99-00 standard allocation.

In order to balance the preliminary budget, Federal operating assistance has been retained. Federal assistance under Sections 5307 and 5311 is projected to be the same as the current year allocation, based on preliminary communications from the President and Congress. However, the actual allocation for FY 2000-2001 will not be determined by Congress until October 2000.

The operating budget includes funding for three studies: \$35,000 in FTA Section 5303 grant funds to prepare a short range transit plan, and two carryover projects for route realignment, and the Commission's pass-through program.

**B. Operating Expenses**

Operating expenses are at or near FY 99-00 projected actual levels in most departments. There are no proposed changes in the number of staff positions from the current authorized number at this time. An allocation of \$150,000 for service improvements is included in the preliminary budget.

The paratransit contract transportation expense has been budgeted to allow for 108,000 trips, with 70% by taxi and 30% by Lift Line van. Paratransit fares are budgeted at \$216,000 to reflect the \$2.00 fare per trip. Currently, the system is providing approximately 8,000 trips per month and steadily increasing. The District may need to expand funding in this area.

Labor and benefit costs have increased by about 9% since the District will be operating a full year of service improvements added in December 1999 and March 2000, in addition to the Highway 17 Express.

The preliminary budget amounts for casualty and liability insurance are estimates only, since the actual billings will not be received until May. The projected figures are higher than current year figures because the District received a rebate in FY 99-00 which reduced the premiums in the



current year. Settlement costs have increased by \$150,000 due to projected one-time expenses in FY 00-01.

**C. Capital Improvement Program**

The FY 2000-2001 capital improvement program contains thirteen projects as shown in the capital budget at the end of Attachment A. The largest capital project, consolidated operating facility, requires a District share of \$1,620,954 for the work to be performed in FY 2000-2001. The second largest project, purchase of replacement buses, requires \$1,520,118 in District funding. The third largest project, farebox replacement, requires \$200,000 in District funds.

**IV. FINANCIAL CONSIDERATIONS**

The preliminary line item budget must be approved this month in order for the District to submit claims for TDA and STA funding for FY 2000-2001 by the April 1<sup>st</sup> deadline.

**V. ATTACHMENTS**

**Attachment A:** FY 2000-2001 Preliminary Line Item Budget

**ATTACHMENT A**

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT**

**FY 2000-01**

**PRELIMINARY LINE ITEM BUDGET**

**MARCH 17, 2000**

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**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT  
FY 00-01 PRELIMINARY BUDGET  
OPERATING REVENUE**

REVENUE SOURCE	REVISED BUDGET FY 99-00	PRELIM BUDGET FY 00-01	PERCENT CHANGE
1 Passenger Fares	\$ 3,058,053	\$ 3,141,801	2.7%
2 Special Transit Fares	\$ 1,653,000	\$ 1,686,060	2.0%
3 Paratransit Fares	\$ 200,000	\$ 216,000	8.0%
4 Highway 17 Revenue	\$ 655,000	\$ 811,215	23.8%
5 Purchased Transportation Revenue	\$ 140,309	\$ -	-100.0%
6 Commissions	\$ 9,000	\$ 9,000	0.0%
7 Advertising Income	\$ 134,000	\$ 158,000	17.9%
8 Rent Income - SC Metro Center	\$ 63,800	\$ 83,000	30.1%
9 Rent Income - Watsonville TC	\$ 31,600	\$ 54,000	70.9%
10 Rent Income - Scotts Valley TC	\$ -	\$ -	0.0%
11 Interest Income	\$ 770,000	\$ 800,000	3.9%
12 Other Non-Transportation Revenue	\$ 43,865	\$ 2,400	-94.5%
13 Sales Tax	\$ 13,900,000	\$ 14,734,000	6.0%
14 Sale of Assets	\$ -	\$ -	0.0%
15 Transp Dev Act (TDA) Funds	\$ 4,674,062	\$ 4,997,213	6.9%
16 Special TDA Allocation	\$ 150,000	\$ -	-100.0%
17 Other Local Funding	\$ -	\$ -	0.0%
18 State Guideway Funding (PVEA, TCI)	\$ 450,000	\$ 450,000	0.0%
19 FTA Sec 8 - SRTP, Studies Funding	\$ 70,000	\$ 70,000	0.0%
20 FTA Sec 5307 - Op Assistance	\$ 505,614	\$ 505,614	0.0%
21 FTA Sec 5311 - Rural Op Assistance	\$ 39,697	\$ 39,697	0.0%
22 Other Funding	\$ -	\$ -	0.0%
<b>TOTAL OPERATING REVENUE</b>	<b>\$ 26,548,000</b>	<b>\$ 27,758,000</b>	

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**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET  
DEPARTMENTAL EXPENSES**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE	
			FROM FY 99-00	% OF TOTAL FY 00-01
1100 Administration	1,077,333	1,130,426	4.9%	4.07%
1200 Finance	949,595	999,796	5.3%	3.60%
1300 Planning & Marketing	988,595	1,032,125	4.4%	3.72%
1400 Human Resources	463,777	508,191	9.6%	1.83%
1500 Information Technology	335,514	454,622	35.5%	1.64%
1700 District Counsel	451,901	610,431	35.1%	2.20%
2200 Facilities Maintenance	1,115,943	1,167,953	4.7%	4.21%
2400 Watsonville TC	74,513	84,760	13.8%	0.31%
2500 Santa Cruz Metro Center	211,288	263,365	24.6%	0.95%
2600 Scotts Valley TC	111,693	130,549	16.9%	0.47%
3100 Paratransit Program	2,445,530	2,528,144	3.4%	9.11%
3200 Operations	2,321,400	2,010,353	-13.4%	7.24%
3300 Bus Operators	9,263,567	10,128,352	9.3%	36.49%
4100 Fleet Maintenance	5,290,399	5,667,916	7.1%	20.42%
9005 Retired Employee Benefits	299,839	352,217	17.5%	1.27%
Additional Operating Programs	64,850	1,300	-98.0%	0.00%
District Grant Programs/Studies	53,750	87,500	62.8%	0.32%
Reserve for Service Additions	150,000	150,000	0.0%	0.54%
<b>SUBTOTAL OPERATING EXPENSE</b>	<b>25,669,481</b>	<b>27,308,000</b>	<b>6.4%</b>	<b>98.38%</b>
Pass Through Grant Programs	450,000	450,000	0.0%	1.62%
Transfer to Capital Program	428,519	-	-100.0%	0.00%
<b>TOTAL OPERATING EXPENSES</b>	<b>26,548,000</b>	<b>27,758,000</b>	<b>4.6%</b>	<b>100.00%</b>

**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET  
CONSOLIDATED EXPENSES**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>LABOR</b>			
501011 Bus Operator Pay	4,791,437	5,222,383	9.0%
501013 Bus Operator OT	669,521	723,404	8.0%
501021 Other Salaries	4,830,284	5,451,148	12.9%
501023 Other OT	276,520	91,625	-66.9%
<b>Totals</b>	<b>10,567,762</b>	<b>11,488,560</b>	<b>8.7%</b>
<b>FRINGE BENEFITS</b>			
502011 Medicare/SS	90,570	102,538	13.2%
502021 Retirement	785,221	908,815	15.7%
502031 Medical Ins	1,733,662	1,849,470	6.7%
502041 Dental Ins	428,907	510,742	19.1%
502045 Vision Ins	106,376	123,888	16.5%
502051 Life Ins	60,266	64,139	6.4%
502060 State Disability	38,855	27,692	-28.7%
502061 Disability Ins	320,283	439,416	37.2%
502071 State Unemployment	51,137	76,636	49.9%
502081 Worker's Comp	1,373,821	1,373,821	0.0%
502101 Holiday Pay	253,355	257,265	1.5%
502103 Floating Holiday	44,200	49,111	11.1%
502109 Sick Leave	535,516	589,177	10.0%
502111 Vacation	1,190,096	1,278,953	7.5%
502121 Other Paid Absence	107,427	135,032	25.7%
502251 Phys. Exam - Renewal	7,722	6,072	-21.4%
502253 Driver Lic Renewal	3,617	2,700	-25.4%
502999 Other Fringe Benefits	14,000	14,868	6.2%
<b>Totals</b>	<b>7,146,618</b>	<b>7,810,334</b>	<b>9.3%</b>
<b>SERVICES</b>			
503011 Accting/Audit Fees	218,350	118,500	-45.7%
503012 Admin/Bank Fees	193,200	194,700	0.8%
503031 Prof/Tech Services	249,921	209,725	-16.1%
503032 Legislative Services	70,000	70,000	0.0%
503033 Legal Services	5,000	10,000	100.0%
503034 Pre-Emp Physicals	13,335	12,250	-8.1%
503041 Temp Help	87,115	26,995	-69.0%
503161 Custodial Services	76,502	81,311	6.3%
503162 Uniforms/Laundry	47,912	38,497	-19.7%
503171 Security Services	274,244	311,113	13.4%
503221 Classified Ads	6,786	7,000	3.2%
503222 Legal Ads	6,300	7,000	11.1%
503225 Graphics Services	29,000	32,000	10.3%
503351 Building Repair - Out	22,031	28,741	30.5%
503352 Equip Repair - Out	124,331	122,233	-1.7%
503353 Rev Veh Repair - Out	174,862	175,000	0.1%
503354 Other Veh Repair - Out	68,400	70,000	2.3%
503361 Waste Oil Disposal	2,880	3,084	7.1%
503363 Haz Waste Disposal	21,252	16,619	-21.8%
<b>Totals</b>	<b>1,691,421</b>	<b>1,534,768</b>	<b>-9.3%</b>

**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET  
CONSOLIDATED EXPENSES**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>PURCHASED TRANSPORTATION</b>			
503405 Contract Transp	400	400	0.0%
503406 Contract/Paratransit	2,293,930	2,477,444	8.0%
503407 Contract/Hwy 17	412,827	-	-100.0%
Totals	<u>2,707,157</u>	<u>2,477,844</u>	-8.5%
<b>MOBILE MATERIALS &amp; SUPPLIES</b>			
504011 Fuels & Lubricants	77,709	83,609	7.6%
504012 Fuels & Lubricants - Rev Veh	828,350	960,660	16.0%
504021 Tires & Tubes	150,642	150,000	-0.4%
504161 Body Shop Supplies	2,500	2,500	0.0%
504181 Upholstery Supplies	5,000	7,500	50.0%
504191 Rev Vehicle Parts	570,718	603,885	5.8%
504192 Inventory Adjustment	-	-	0.0%
Totals	<u>1,634,919</u>	<u>1,808,154</u>	10.6%
<b>OTHER MATERIALS &amp; SUPPLIES</b>			
504205 Freight Out	2,930	2,650	-9.6%
504211 Postage & Mailing	15,342	19,662	28.2%
504213 Mktg/Graphics Supp	4,120	3,331	-19.2%
504214 Promotional Items	5,275	5,275	0.0%
504215 Printing	93,894	98,411	4.8%
504217 Photo Supp/Process	8,387	11,692	39.4%
504311 Office Supplies	55,484	71,012	28.0%
504315 Safety Supplies	13,632	17,005	24.7%
504317 Cleaning Supp/Veh	25,025	30,025	20.0%
504319 Custodial Supplies	53,166	31,689	-40.4%
504409 Repair/Maint Supply	24,975	26,737	7.1%
504413 Electrical Supplies	11,529	15,523	34.6%
504415 Plumbing Supplies	8,448	11,831	40.0%
504417 Mechanical Supplies	9,465	9,944	5.1%
504419 Landscaping Supplies	5,679	5,968	5.1%
504421 Non-Inventory Parts	50,000	50,000	0.0%
504511 Small Tools	10,064	12,463	23.8%
504515 Employee Tool Repl	3,000	3,000	0.0%
504517 Tool Allowance	7,260	8,580	18.2%
Totals	<u>407,675</u>	<u>434,798</u>	6.7%
<b>UTILITIES</b>			
505011 Gas & Electric	137,979	143,362	3.9%
505021 Water & Garbage	91,255	104,084	14.1%
505031 Telecommunications	60,818	72,275	18.8%
Totals	<u>290,052</u>	<u>319,721</u>	10.2%

**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET  
CONSOLIDATED EXPENSES**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>CASUALTY &amp; LIABILITY COSTS</b>			
506011 Insurance - Property	53,835	60,000	11.5%
506015 Insurance - PL/PD	65,000	80,000	23.1%
506017 Ins-Veh- Phys Damage	-	9,079	0.0%
506021 Insurance - Other	20,000	20,000	0.0%
506123 Settlement Costs	100,000	250,000	150.0%
506127 Repair - District Prop	11,750	11,750	0.0%
506128 Legal Expense	-	-	0.0%
506129 Other Prof Fees	46,000	30,000	-34.8%
506999 Other Casualty Exp	500	500	0.0%
Totals	297,085	461,329	55.3%
<b>TAXES</b>			
507051 Fuel Tax	8,725	9,000	3.2%
507201 Licenses & Permits	8,419	16,943	101.2%
507999 Other Taxes	19,507	14,050	-28.0%
Totals	36,651	39,993	9.1%
<b>MISC EXPENSE</b>			
509011 Dues/Subscriptions	44,989	60,714	35.0%
509081 Advertising-Promo	46,200	46,400	0.4%
509101 Incentive Program	12,000	13,500	12.5%
509121 Employee Training	42,050	47,920	14.0%
509123 Travel	53,847	56,950	5.8%
509125 Local Meeting Expense	5,041	5,875	16.5%
509127 Board Fees	13,200	13,200	0.0%
509150 Contributions	200	200	0.0%
509999 Other Misc Expense	-	-	0.0%
Totals	217,527	244,759	12.5%
<b>LEASES &amp; RENTALS</b>			
512011 Facility Lease	500,433	521,111	4.1%
512061 Equipment Rental	22,187	16,629	-25.1%
Totals	522,620	537,740	2.9%

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**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET  
CONSOLIDATED EXPENSES**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
SERVICE ADDITION RESERVE	150,000	150,000	0.0%
PERSONNEL TOTAL	17,714,380	19,298,894	8.9%
NON-PERSONNEL TOTAL	7,955,107	7,859,106	-1.2%
<b>DEPARTMENT TOTALS</b>	<b>25,669,481</b>	<b>27,308,000</b>	<b>6.4%</b>
TRANSFER TO CAPITAL	428,519	-	-100.0%
PASS-THROUGH PROGRAMS	450,000	450,000	0.0%
<b>TOTAL OPERATING EXPENSE</b>	<b>26,548,000</b>	<b>27,758,000</b>	<b>4.6%</b>

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**ADMINISTRATION**

**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**

**Administration - 1100**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>LABOR</b>			
501021 Other Salaries	328,470	353,646	7.7%
501023 Other OT	1,600	1,800	12.5%
<b>Totals</b>	<b>330,070</b>	<b>355,446</b>	<b>7.7%</b>
<b>FRINGE BENEFITS</b>			
502011 Medicare/SS	4,058	5,118	26.1%
502021 Retirement	28,909	29,579	2.3%
502031 Medical Ins	28,984	33,324	15.0%
502041 Dental Ins	8,347	10,662	27.7%
502045 Vision Ins	2,010	2,524	25.6%
502051 Life Ins	1,182	1,373	16.2%
- 502060 State Disability	736	516	-29.9%
502061 Disability Ins	7,481	11,029	47.4%
502071 State Unemployment	978	1,428	46.0%
502081 Worker's Comp	64,316	64,316	0.0%
502101 Holiday Pay	4,393	4,516	2.8%
502103 Floating Holiday	9,000	9,600	6.7%
502109 Sick Leave	17,571	18,062	2.8%
502111 Vacation	32,442	32,740	0.9%
502121 Other Paid Absence	3,500	4,000	14.3%
502999 Other Fringe Benefits	500	624	24.8%
<b>Totals</b>	<b>214,407</b>	<b>229,411</b>	<b>7.0%</b>
<b>SERVICES</b>			
503012 Admin/Bank Fees	100	100	0.0%
503031 Prof/Tech Services	25,020	25,000	-0.1%
503032 Legislative Services	70,000	70,000	0.0%
503034 Pre-Emp Physicals	-	-	0.0%
503041 Temp Help	6,508	2,784	-57.2%
503222 Legal Ads	2,300	3,000	30.4%
503352 Equip Repair - Out	7,240	6,710	-7.3%
<b>Totals</b>	<b>111,168</b>	<b>107,594</b>	<b>-3.2%</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>			
504011 Fuels & Lubricants	300	700	133.3%
<b>Totals</b>	<b>300</b>	<b>700</b>	<b>133.3%</b>
<b>OTHER MATERIALS &amp; SUPPLIES</b>			
504211 Postage & Mailing	9,000	13,000	44.4%
504215 Printing	7,000	11,000	57.1%
504217 Photo Supp/Process	-	100	1.0%
504311 Office Supplies	8,100	10,000	23.5%
<b>Totals</b>	<b>24,100</b>	<b>34,100</b>	<b>41.5%</b>

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**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**  
**Administration - 1100**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>UTILITIES</b>			
505011 Gas & Electric	17,808	19,000	6.7%
505021 Water & Garbage	3,520	3,800	8.0%
505031 Telecommunications	14,380	14,600	1.5%
<b>Totals</b>	<b>35,708</b>	<b>37,400</b>	<b>4.7%</b>
<b>TAXES</b>			
507201 Licenses & Permits	-	-	0.0%
507999 Other Taxes	-	-	0.0%
<b>Totals</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>
<b>MISC EXPENSE</b>			
509011 Dues/Subscriptions	23,500	28,000	19.1%
509101 Incentive Program	6,780	7,900	16.5%
509121 Employee Training	-	-	0.0%
509123 Travel	44,100	47,200	7.0%
509125 Local Meeting Expense	2,000	2,475	23.8%
509127 Board Fees	13,200	13,200	0.0%
<b>Totals</b>	<b>89,580</b>	<b>98,775</b>	<b>10.3%</b>
<b>EASES &amp; RENTALS</b>			
512011 Facility Lease	272,000	265,000	-2.6%
512061 Equipment Rental	-	2,000	0.0%
<b>Totals</b>	<b>272,000</b>	<b>267,000</b>	<b>-1.8%</b>
<b>PERSONNEL TOTAL</b>	<b>544,477</b>	<b>584,857</b>	<b>7.4%</b>
<b>NON-PERSONNEL TOTAL</b>	<b>532,856</b>	<b>545,569</b>	<b>2.4%</b>
<b>DEPARTMENT TOTALS</b>	<b>1,077,333</b>	<b>1,130,426</b>	<b>4.9%</b>

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FINANCE

SANTA CRUZ METRO FY 00-01 OPERATING BUDGET

Finance - 1200

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>LABOR</b>			
501021 Other Salaries	326,984	340,054	4.0%
501023 Other OT	1,000	1,000	0.0%
Totals	<u>327,984</u>	<u>341,054</u>	4.0%
<b>FRINGE BENEFITS</b>			
502011 Medicare/SS	3,007	2,846	-5.4%
502021 Retirement	27,475	28,456	3.6%
502031 Medical Ins	40,228	40,188	-0.1%
502041 Dental Ins	10,582	11,956	13.0%
502045 Vision Ins	2,666	2,903	8.9%
502051 Life Ins	1,442	1,729	19.9%
502060 State Disability	971	688	-29.1%
502061 Disability Ins	7,612	5,858	-23.0%
502071 State Unemployment	1,304	1,904	46.0%
502081 Worker's Comp	32,865	32,865	0.0%
502101 Holiday Pay	4,408	4,324	-1.9%
502103 Floating Holiday	6,000	6,100	1.7%
502109 Sick Leave	17,633	17,294	-1.9%
502111 Vacation	33,976	35,738	5.2%
502121 Other Paid Absence	3,000	3,000	0.0%
502999 Other Fringe Benefits	500	624	24.8%
Totals	<u>193,669</u>	<u>196,473</u>	1.4%
<b>SERVICES</b>			
503011 Accting/Audit Fees	68,000	68,000	0.0%
503012 Admin/Bank Fees	193,100	194,600	0.8%
503031 Prof/Tech Services	11,473	17,500	52.5%
503033 Legal Services	-	-	0.0%
503041 Temp Help	5,000	1,000	-80.0%
503351 Building Repair - Out	-	-	0.0%
503352 Equip Repair - Out	1,000	1,000	0.0%
Totals	<u>278,573</u>	<u>282,100</u>	1.3%
<b>MOBILE MATERIALS &amp; SUPPLIES</b>			
504011 Fuels & Lubricants	325	325	0.0%
Totals	<u>325</u>	<u>325</u>	0.0%
<b>OTHER MATERIALS &amp; SUPPLIES</b>			
504211 Postage & Mailing	315	315	0.0%
504215 Printing	1,350	1,350	0.0%
504311 Office Supplies	4,824	5,000	3.6%
Totals	<u>6,489</u>	<u>6,665</u>	2.7%
<b>UTILITIES</b>			
505031 Telecommunications	1,525	1,600	4.9%
Totals	<u>1,525</u>	<u>1,600</u>	4.9%

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# SANTA CRUZ METRO FY 00-01 OPERATING BUDGET

Finance - 1200

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>CASUALTY &amp; LIABILITY COSTS</b>			
506011 Insurance - Property	53,835	60,000	11.5%
506015 Insurance - PL/PD	65,000	80,000	23.1%
506017 Ins-Veh- Phys Damage	-	9,079	100.0%
506021 Insurance - Other	20,000	20,000	0.0%
506129 Other Prof Fees	-	-	0.0%
Totals	<u>138,835</u>	<u>169,079</u>	<u>21.8%</u>
<b>TAXES</b>			
507999 Other Taxes	25	-	-100.0%
Totals	<u>25</u>	<u>-</u>	<u>-100.0%</u>
<b>MISC EXPENSE</b>			
509011 Dues/Subscriptions	1,670	2,000	19.8%
509123 Travel	500	500	0.0%
509999 Other Misc Expense	-	-	0.0%
Totals	<u>2,170</u>	<u>2,500</u>	<u>15.2%</u>
<b>LEASES &amp; RENTALS</b>			
512061 Equipment Rental	-	-	0.0%
Totals	<u>-</u>	<u>-</u>	<u>0.0%</u>
PERSONNEL TOTAL	521,653	537,527	3.0%
NON-PERSONNEL TOTAL	427,942	462,269	8.0%
DEPARTMENT TOTALS	<u>949,595</u>	<u>999,796</u>	<u>5.3%</u>

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**PLANNING & MARKETING**

**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**

**Planning & Marketing - 1300**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>LABOR</b>			
501021 Other Salaries	492,316	522,152	6.1%
501023 Other OT	5,700	1,700	-70.2%
<b>Totals</b>	<b>498,016</b>	<b>523,852</b>	<b>5.2%</b>
<b>FRINGE BENEFITS</b>			
502011 Medicare/SS	5,061	4,713	-6.9%
502021 Retirement	42,325	43,878	3.7%
502031 Medical Ins	79,853	73,272	-8.2%
502041 Dental Ins	20,894	24,026	15.0%
502045 Vision Ins	5,264	5,835	10.8%
502051 Life Ins	2,656	2,825	6.4%
502060 State Disability	1,784	1,290	-27.7%
502061 Disability Ins	12,109	16,360	35.1%
502071 State Unemployment	2,445	3,570	46.0%
502081 Worker's Comp	11,810	11,810	0.0%
502101 Holiday Pay	5,968	6,603	10.6%
502103 Floating Holiday	3,400	3,436	1.1%
502109 Sick Leave	22,781	26,413	15.9%
502111 Vacation	57,521	59,418	3.3%
502121 Other Paid Absence	3,000	8,804	193.5%
502131 Uniform Allowance	-	-	0.0%
502999 Other Fringe Benefits	250	312	24.8%
<b>Totals</b>	<b>277,121</b>	<b>292,565</b>	<b>5.6%</b>
<b>SERVICES</b>			
503031 Prof/Tech Services	17,928	20,000	11.6%
503034 Pre-Emp Physicals	-	-	0.0%
503041 Temp Help	18,000	10,000	-44.4%
503225 Graphics Services	29,000	32,000	10.3%
503352 Equip Repair - Out	799	1,500	87.7%
<b>Totals</b>	<b>65,727</b>	<b>63,500</b>	<b>-3.4%</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>			
504011 Fuels & Lubricants	325	325	0.0%
<b>Totals</b>	<b>325</b>	<b>325</b>	<b>0.0%</b>
<b>OTHER MATERIALS &amp; SUPPLIES</b>			
504211 Postage & Mailing	4,337	4,337	0.0%
504213 Mktg/Graphics Supp	200	200	0.0%
504214 Promotional Items	5,000	5,000	0.0%
504215 Printing	62,514	63,500	1.6%
504217 Photo Supp/Process	4,740	6,037	27.4%
504311 Office Supplies	7,039	9,109	29.4%
<b>Totals</b>	<b>83,830</b>	<b>88,183</b>	<b>5.2%</b>
<b>UTILITIES</b>			
505031 Telecommunications	7,500	7,500	0.0%
<b>Totals</b>	<b>7,500</b>	<b>7,500</b>	<b>0.0%</b>

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**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**  
**Planning & Marketing - 1300**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>TAXES</b>			
507201 Licenses & Permits	1,344	1,400	4.2%
Totals	<u>1,344</u>	<u>1,400</u>	4.2%
<b>MISC EXPENSE</b>			
509011 Dues/Subscriptions	1,131	1,300	14.9%
509081 Advertising-Promo	46,200	46,400	0.4%
509101 Incentive Program	300	300	0.0%
509125 Local Meeting Expense	1,601	2,400	49.9%
509150 Contributions	200	200	0.0%
Totals	<u>49,432</u>	<u>50,600</u>	2.4%
<b>LEASES &amp; RENTALS</b>			
512061 Equipment Rental	5,300	4,200	-20.8%
Totals	<u>5,300</u>	<u>4,200</u>	-20.8%
PERSONNEL TOTAL	775,137	816,417	5.3%
NON-PERSONNEL TOTAL	213,458	215,708	1.1%
DEPARTMENT TOTALS	<u><u>988,595</u></u>	<u><u>1,032,125</u></u>	4.4%

HRD

**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**  
**Human Resources - 1400**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>LABOR</b>			
501021 Other Salaries	226,231	258,710	14.4%
501023 Other OT	3,000	3,300	10.0%
Totals	<u>229,231</u>	<u>262,010</u>	<u>14.3%</u>
<b>FRINGE BENEFITS</b>			
502011 Medicare/SS	3,784	4,152	9.7%
502021 Retirement	19,167	21,510	12.2%
502031 Medical Ins	32,503	33,984	4.6%
502041 Dental Ins	9,462	8,516	-10.0%
502045 Vision Ins	2,439	2,002	-17.9%
502051 Life Ins	1,252	1,373	9.7%
502060 State Disability	708	516	-27.1%
502061 Disability Ins	5,271	8,020	52.2%
502071 State Unemployment	978	1,428	46.0%
502081 Worker's Comp	8,842	8,842	0.0%
502101 Holiday Pay	2,983	3,284	10.1%
502103 Floating Holiday	5,700	6,000	5.3%
502109 Sick Leave	11,931	13,135	10.1%
502111 Vacation	21,230	23,155	9.1%
502121 Other Paid Absence	3,000	3,000	0.0%
502999 Other Fringe Benefits	11,000	11,124	1.1%
Totals	<u>140,250</u>	<u>150,041</u>	<u>7.0%</u>
<b>SERVICES</b>			
503031 Prof/Tech Services	27,275	32,500	19.2%
503034 Pre-Emp Physicals	13,335	12,250	-8.1%
503041 Temp Help	7,235	750	-89.6%
503221 Classified Ads	6,786	7,000	3.2%
503352 Equip Repair - Out	650	650	0.0%
Totals	<u>55,281</u>	<u>53,150</u>	<u>-3.9%</u>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>			
504011 Fuels & Lubricants	700	1,000	42.9%
Totals	<u>700</u>	<u>1,000</u>	<u>42.9%</u>
<b>OTHER MATERIALS &amp; SUPPLIES</b>			
504211 Postage & Mailing	90	110	22.2%
504215 Printing	3,650	2,000	-45.2%
504217 Photo Supp/Process	200	250	25.0%
504311 Office Supplies	4,050	5,000	23.5%
Totals	<u>7,990</u>	<u>7,360</u>	<u>-7.9%</u>
<b>UTILITIES</b>			
505031 Telecommunications	2,800	2,800	0.0%
Totals	<u>2,800</u>	<u>2,800</u>	<u>0.0%</u>

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**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**  
**Human Resources - 1400**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>MISC EXPENSE</b>			
509011 Dues/Subscriptions	2,535	2,760	8.9%
509101 Incentive Program	-	-	0.0%
509121 Employee Training	19,650	24,370	24.0%
509123 Travel	4,200	4,200	0.0%
509125 Local Meeting Expense	1,140	500	-56.1%
Totals	27,525	31,830	15.6%
PERSONNEL TOTAL	369,481	412,051	11.5%
NON-PERSONNEL TOTAL	94,296	96,140	2.0%
DEPARTMENT TOTALS	463,777	508,191	9.6%

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IT

**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**  
**Information Technology - 1500**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>LABOR</b>			
501021 Other Salaries	145,912	231,264	58.5%
501023 Other OT	1,800	1,800	0.0%
<b>Totals</b>	<b>147,712</b>	<b>233,064</b>	<b>57.8%</b>
<b>FRINGE BENEFITS</b>			
502011 Medicare/SS	2,208	3,773	70.9%
502021 Retirement	12,081	19,326	60.0%
502031 Medical Ins	16,283	26,220	61.0%
502041 Dental Ins	3,518	5,978	69.9%
502045 Vision Ins	880	1,452	65.0%
502051 Life Ins	626	1,016	62.3%
502060 State Disability	367	344	-6.3%
502061 Disability Ins	3,247	7,206	121.9%
502071 State Unemployment	489	952	94.7%
502081 Worker's Comp	1,926	1,926	0.0%
502101 Holiday Pay	1,781	3,033	70.3%
502103 Floating Holiday	3,000	6,600	120.0%
502109 Sick Leave	7,123	12,133	70.3%
502111 Vacation	12,513	21,051	68.2%
502121 Other Paid Absence	2,000	2,000	0.0%
502999 Other Fringe Benefits	250	624	149.6%
<b>Totals</b>	<b>68,292</b>	<b>113,633</b>	<b>66.4%</b>
<b>SERVICES</b>			
503031 Prof/Tech Services	30,000	-	-100.0%
503041 Temp Help	-	-	0.0%
503352 Equip Repair - Out	39,500	46,100	16.7%
<b>Totals</b>	<b>69,500</b>	<b>46,100</b>	<b>-33.7%</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>			
504011 Fuels & Lubricants	240	500	108.3%
<b>Totals</b>	<b>240</b>	<b>500</b>	<b>108.3%</b>
<b>OTHER MATERIALS &amp; SUPPLIES</b>			
504211 Postage & Mailing	-	150	0.0%
504215 Printing	-	125	0.0%
504311 Office Supplies	12,550	15,500	23.5%
<b>Totals</b>	<b>12,550</b>	<b>15,775</b>	<b>25.7%</b>
<b>UTILITIES</b>			
505011 Gas & Electric	-	-	0.0%
505031 Telecommunications	7,000	7,000	0.0%
<b>Totals</b>	<b>7,000</b>	<b>7,000</b>	<b>0.0%</b>
<b>MISC EXPENSE</b>			

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**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**  
**Information Technology - 1500**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
509011 Dues/Subscriptions	8,670	16,650	92.0%
509121 Employee Training	20,400	20,750	1.7%
509123 Travel	1,150	1,150	0.0%
Totals	30,220	38,550	27.6%
PERSONNEL TOTAL	216,004	346,697	60.5%
NON-PERSONNEL TOTAL	119,510	107,925	-9.7%
DEPARTMENT TOTALS	335,514	454,622	35.5%

Counsel

**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**

Counsel - 1700

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>LABOR</b>			
501021 Other Salaries	186,753	184,870	-1.0%
501023 Other OT	3,500	3,500	0.0%
<b>Totals</b>	<b>190,253</b>	<b>188,370</b>	<b>-1.0%</b>
<b>FRINGE BENEFITS</b>			
502011 Medicare/SS	3,236	2,962	-8.5%
502021 Retirement	16,195	15,334	-5.3%
502031 Medical Ins	20,232	34,824	72.1%
502041 Dental Ins	5,270	7,362	39.7%
502045 Vision Ins	1,333	1,755	31.7%
502051 Life Ins	789	865	9.6%
502060 State Disability	471	344	-27.0%
502061 Disability Ins	4,225	5,718	35.3%
502071 State Unemployment	652	952	46.0%
502081 Worker's Comp	3,036	3,036	0.0%
502101 Holiday Pay	2,601	2,369	-8.9%
502103 Floating Holiday	4,900	4,900	0.0%
502109 Sick Leave	9,618	9,478	-1.5%
502111 Vacation	15,235	14,286	-6.2%
502121 Other Paid Absence	2,000	3,159	58.0%
502999 Other Fringe Benefits	250	312	24.8%
<b>Totals</b>	<b>90,043</b>	<b>107,656</b>	<b>19.6%</b>
<b>SERVICES</b>			
503031 Prof/Tech Services	1,000	2,000	100.0%
503033 Legal Services	5,000	10,000	100.0%
503041 Temp Help	4,000	4,000	0.0%
<b>Totals</b>	<b>10,000</b>	<b>16,000</b>	<b>60.0%</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>			
504011 Fuels & Lubricants	300	300	0.0%
<b>Totals</b>	<b>300</b>	<b>300</b>	<b>0.0%</b>
<b>OTHER MATERIALS &amp; SUPPLIES</b>			
504211 Postage & Mailing	100	100	0.0%
504215 Printing	300	300	0.0%
504217 Photo Supp/Process	500	500	0.0%
504311 Office Supplies	2,100	2,100	0.0%
<b>Totals</b>	<b>3,000</b>	<b>3,000</b>	<b>0.0%</b>
<b>UTILITIES</b>			
505031 Telecommunications	600	600	0.0%
<b>Totals</b>	<b>600</b>	<b>600</b>	<b>0.0%</b>
<b>CASUALTY &amp; LIABILITY COSTS</b>			

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# SANTA CRUZ METRO FY 00-01 OPERATING BUDGET

Counsel - 1700

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
506123 Settlement Costs	100,000	250,000	150.0%
506129 Other Prof Fees	46,000	30,000	-34.8%
506999 Other Casualty Exp	500	500	0.0%
Totals	<u>146,500</u>	<u>280,500</u>	91.5%
TAXES			
507201 Licenses & Permits	55	55	0.0%
Totals	<u>55</u>	<u>55</u>	0.0%
MISC EXPENSE			
509011 Dues/Subscriptions	6,000	8,000	33.3%
509121 Employee Training	2,000	2,800	40.0%
509123 Travel	3,150	3,150	0.0%
Totals	<u>11,150</u>	<u>13,950</u>	25.1%
PERSONNEL TOTAL	280,296	296,026	5.6%
NON-PERSONNEL TOTAL	171,605	314,405	83.2%
DEPARTMENT TOTALS	<u><u>451,901</u></u>	<u><u>610,431</u></u>	35.1%

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# FACILITIES MAINTENANCE

## SANTA CRUZ METRO FY 00-01 OPERATING BUDGET

### Facilities Maintenance - 2200

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>LABOR</b>			
501021 Other Salaries	528,016	579,435	9.7%
501023 Other OT	16,000	17,571	9.8%
Totals	544,016	597,006	9.7%
<b>FRINGE BENEFITS</b>			
502011 Medicare/SS	3,249	3,363	3.5%
502021 Retirement	44,985	48,821	8.5%
502031 Medical Ins	106,017	98,484	-7.1%
502041 Dental Ins	24,674	28,088	13.8%
502045 Vision Ins	6,141	6,822	11.1%
502051 Life Ins	2,912	3,181	9.2%
502060 State Disability	2,255	1,720	-23.7%
502061 Disability Ins	13,520	18,203	34.6%
502071 State Unemployment	3,097	4,760	53.7%
502081 Worker's Comp	40,969	40,969	0.0%
502101 Holiday Pay	7,427	7,260	-2.2%
502103 Floating Holiday	2,800	2,800	0.0%
502109 Sick Leave	27,799	29,041	4.5%
502111 Vacation	67,345	69,905	3.8%
502121 Other Paid Absence	9,000	9,000	0.0%
502131 Uniform Allowance	-	-	0.0%
502999 Other Fringe Benefits	250	312	24.8%
Totals	362,440	372,729	2.8%
<b>SERVICES</b>			
503031 Prof/Tech Services	14,200	16,200	14.1%
503041 Temp Help	6,097	3,000	-50.8%
503161 Custodial Services	7,516	7,841	4.3%
503162 Uniforms/Laundry	6,676	3,436	-48.5%
503171 Security Services	3,435	3,113	-9.4%
503225 Graphics Services	-	-	0.0%
503351 Building Repair - Out	11,183	15,884	42.0%
503352 Equip Repair - Out	20,588	23,519	14.2%
503361 Waste Oil Disposal	2,880	3,084	7.1%
503363 Haz Waste Disposal	20,832	15,482	-25.7%
Totals	93,407	91,559	-2.0%
<b>MOBILE MATERIALS &amp; SUPPLIES</b>			
504011 Fuels & Lubricants	965	833	-13.7%
Totals	965	833	-13.7%
<b>OTHER MATERIALS &amp; SUPPLIES</b>			
504205 Freight Out	430	50	-88.4%
504213 Mktg/Graphics Supp	2,863	2,274	-20.6%
504215 Printing	1,655	1,411	-14.7%
504217 Photo Supp/Process	297	155	-47.8%
504311 Office Supplies	2,095	2,303	9.9%
504315 Safety Supplies	3,963	4,727	19.3%

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# SANTA CRUZ METRO FY 00-01 OPERATING BUDGET

## Facilities Maintenance - 2200

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
504319 Custodial Supplies	30,495	12,568	-58.8%
504409 Repair/Maint Supply	21,818	23,418	7.3%
504413 Electrical Supplies	7,182	9,863	37.3%
504415 Plumbing Supplies	5,826	7,654	31.4%
504417 Mechanical Supplies	7,487	7,838	4.7%
504419 Landscaping Supplies	1,985	2,105	6.0%
504511 Small Tools	2,551	3,502	37.3%
Totals	<u>88,647</u>	<u>77,868</u>	-12.2%
UTILITIES			
505011 Gas & Electric	4,416	5,000	13.2%
505021 Water & Garbage	2,990	3,200	7.0%
505031 Telecommunications	6,212	5,412	-12.9%
Totals	<u>13,618</u>	<u>13,612</u>	0.0%
CASUALTY & LIABILITY COSTS			
506127 Repair - District Prop	1,000	1,000	0.0%
Totals	<u>1,000</u>	<u>1,000</u>	0.0%
TAXES			
507201 Licenses & Permits	5,659	6,859	21.2%
Totals	<u>5,659</u>	<u>6,859</u>	21.2%
MISC EXPENSE			
509011 Dues/Subscriptions	483	404	-16.4%
509101 Incentive Program	340	340	0.0%
509123 Travel	-	200	0.0%
Totals	<u>823</u>	<u>944</u>	14.7%
LEASES & RENTALS			
512011 Facility Lease	-	-	0.0%
512061 Equipment Rental	5,368	5,543	3.3%
Totals	<u>5,368</u>	<u>5,543</u>	3.3%
PERSONNEL TOTAL	906,456	969,735	7.0%
NON-PERSONNEL TOTAL	209,487	198,218	-5.4%
DEPARTMENT TOTALS	<u><u>1,115,943</u></u>	<u><u>1,167,953</u></u>	4.7%

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WATSONVILLE TRANSIT CENTER

SANTA CRUZ METRO FY 00-01 OPERATING BUDGET

WTC - 2400

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>SERVICES</b>			
503031 Prof/Tech Services	-	-	0.0%
503041 Temp Help	1,963	1,227	-37.5%
503161 Custodial Services	19,020	22,420	17.9%
503162 Uniforms/Laundry	350	350	0.0%
503171 Security Services	14,000	15,500	10.7%
503351 Building Repair - Out	4,032	4,895	21.4%
503352 Equip Repair - Out	1,656	1,785	7.8%
503363 Haz Waste Disposal	420	460	9.5%
<b>Totals</b>	<b>41,441</b>	<b>46,637</b>	<b>12.5%</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>			
504011 Fuels & Lubricants			0.0%
<b>Totals</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>
<b>OTHER MATERIALS &amp; SUPPLIES</b>			
504213 Mktg/Graphics Supp	50	50	0.0%
504315 Safety Supplies	476	700	47.1%
504319 Custodial Supplies	6,086	7,147	17.4%
504409 Repair/Maint Supply	1,274	848	-33.4%
504413 Electrical Supplies	2,073	2,012	-2.9%
504415 Plumbing Supplies	799	1,509	88.9%
504417 Mechanical Supplies	1,103	911	-17.4%
504419 Landscaping Supplies	100	108	8.0%
504511 Small Tools	747	1,125	50.6%
<b>Totals</b>	<b>12,708</b>	<b>14,410</b>	<b>13.4%</b>
<b>UTILITIES</b>			
505011 Gas & Electric	11,928	13,788	15.6%
505021 Water & Garbage	7,108	8,652	21.7%
505031 Telecommunications	372	317	-14.8%
<b>Totals</b>	<b>19,408</b>	<b>22,757</b>	<b>17.3%</b>
<b>CASUALTY &amp; LIABILITY COSTS</b>			
506127 Repair - District Prop	250	250	0.0%
<b>Totals</b>	<b>250</b>	<b>250</b>	<b>0.0%</b>
<b>TAXES</b>			
507201 Licenses & Permits	106	106	0.0%
<b>Totals</b>	<b>106</b>	<b>106</b>	<b>0.0%</b>
<b>LEASES &amp; RENTALS</b>			
512061 Equipment Rental	600	600	0.0%
<b>Totals</b>	<b>600</b>	<b>600</b>	<b>0.0%</b>

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**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**  
**WTC - 2400**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
PERSONNEL TOTAL	-	-	0.0%
NON-PERSONNEL TOTAL	74,513	84,760	13.8%
DEPARTMENT TOTALS	<u>74,513</u>	<u>84,760</u>	<u>13.8%</u>

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SANTA CRUZ METRO CENTER

SANTA CRUZ METRO FY 00-01 OPERATING BUDGET

Santa Cruz Metro Center - 2500

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>SERVICES</b>			
503041 Temp Help	1,963	1,978	0.8%
503161 Custodial Services	2,850	3,050	7.0%
503162 Uniforms/Laundry	2,256	936	-58.5%
503171 Security Services	132,980	180,160	35.5%
503351 Building Repair - Out	3,401	3,426	0.7%
503352 Equip Repair - Out	590	493	-16.4%
503353 Rev Veh Repair - Out	552	-	-100.0%
503363 Haz Waste Disposal	-	552	0.0%
<b>Totals</b>	<b>144,592</b>	<b>190,595</b>	<b>31.8%</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>			
504011 Fuels & Lubricants			0.0%
<b>Totals</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>
<b>OTHER MATERIALS &amp; SUPPLIES</b>			
504213 Mktg/Graphics Supp	250	50	-80.0%
504315 Safety Supplies	943	908	-3.7%
504319 Custodial Supplies	14,105	7,068	-49.9%
504409 Repair/Maint Supply	1,432	1,717	19.9%
504413 Electrical Supplies	1,924	3,258	69.3%
504415 Plumbing Supplies	1,623	2,343	44.4%
504417 Mechanical Supplies	625	899	43.8%
504419 Landscaping Supplies	100	161	61.0%
504511 Small Tools	1,247	1,997	60.1%
<b>Totals</b>	<b>22,249</b>	<b>18,401</b>	<b>-17.3%</b>
<b>UTILITIES</b>			
505011 Gas & Electric	17,057	17,172	0.7%
505021 Water & Garbage	18,430	20,748	12.6%
505031 Telecommunications	468	593	26.7%
<b>Totals</b>	<b>35,955</b>	<b>38,513</b>	<b>7.1%</b>
<b>CASUALTY &amp; LIABILITY COSTS</b>			
506127 Repair - District Prop	250	250	0.0%
<b>Totals</b>	<b>250</b>	<b>250</b>	<b>0.0%</b>
<b>TAXES</b>			
507201 Licenses & Permits	1,205	7,668	536.3%
507999 Other Taxes	6,500	-	-100.0%
<b>Totals</b>	<b>7,705</b>	<b>7,668</b>	<b>-0.5%</b>
<b>LEASES &amp; RENTALS</b>			
512011 Facility Lease		7,176	0.0%
512061 Equipment Rental	537	762	41.9%
<b>Totals</b>	<b>537</b>	<b>7,938</b>	<b>1378.2%</b>

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**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**  
**Santa Cruz Metro Center - 2500**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
PERSONNEL TOTAL	-	-	0.0%
NON-PERSONNEL TOTAL	211,288	263,365	24.6%
DEPARTMENT TOTALS	<u>211,288</u>	<u>263,365</u>	<u>24.6%</u>

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SCOTTS VALLEY TRANSIT CENTER

SANTA CRUZ METRO FY 00-01 OPERATING BUDGET

Scotts Valley Transit Center - 2600

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>SERVICES</b>			
503031 Prof/Tech Services	2,500	2,500	0.0%
503041 Temp Help	1,472	1,256	-14.7%
503161 Custodial Services	47,116	48,000	1.9%
503162 Uniforms/Laundry	-	250	0.0%
503171 Security Services	17,769	33,280	87.3%
503351 Building Repair - Out	3,415	4,536	32.8%
503352 Equip Repair - Out	1,457	1,945	33.5%
503363 Haz Waste Disposal	-	125	0.0%
<b>Totals</b>	<b>73,729</b>	<b>91,892</b>	<b>24.6%</b>
<b>OTHER MATERIALS &amp; SUPPLIES</b>			
504213 Mktg/Graphics Supp	757	757	0.0%
504315 Safety Supplies	550	550	0.0%
504319 Custodial Supplies	480	2,906	505.4%
504409 Repair/Maint Supply	451	754	67.2%
504413 Electrical Supplies	350	390	11.4%
504415 Plumbing Supplies	200	325	62.5%
504417 Mechanical Supplies	250	296	18.4%
504419 Landscaping Supplies	3,494	3,594	2.9%
504511 Small Tools	2,419	2,739	13.2%
<b>Totals</b>	<b>8,951</b>	<b>12,311</b>	<b>37.5%</b>
<b>UTILITIES</b>			
505011 Gas & Electric	10,234	7,788	-23.9%
505021 Water & Garbage	4,236	2,880	-32.0%
505031 Telecommunications	461	353	-23.4%
<b>Totals</b>	<b>14,931</b>	<b>11,021</b>	<b>-26.2%</b>
<b>CASUALTY &amp; LIABILITY COSTS</b>			
506127 Repair - District Prop	250	250	0.0%
<b>Totals</b>	<b>250</b>	<b>250</b>	<b>0.0%</b>
<b>TAXES</b>			
507051 Fuel Tax	725	-	-100.0%
507201 Licenses & Permits	-	725	0.0%
507999 Other Taxes	12,957	14,000	8.0%
<b>Totals</b>	<b>13,682</b>	<b>14,725</b>	<b>7.6%</b>
<b>LEASES &amp; RENTALS</b>			
512061 Equipment Rental	150	350	133.3%
<b>Totals</b>	<b>150</b>	<b>350</b>	<b>133.3%</b>

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**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**  
**Scotts Valley Transit Center - 2600**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
PERSONNEL TOTAL	-	-	0.0%
NON-PERSONNEL TOTAL	111,693	130,549	16.9%
DEPARTMENT TOTALS	<u>111,693</u>	<u>130,549</u>	16.9%

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ADA

**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**  
**Paratransit Program - 3100**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>SERVICES</b>			
503011 Accting/Audit Fees	150,000	50,000	-66.7%
Totals	150,000	50,000	-66.7%
<b>PURCHASED TRANS.</b>			
503406 Contract/Paratransit	2,293,930	2,477,444	8.0%
Totals	2,293,930	2,477,444	8.0%
<b>OTHER MATERIALS &amp; SUPPLIES</b>			
504211 Postage & Mailing	200	100	-50.0%
504215 Printing	1,400	500	-64.3%
504311 Office Supplies	-	100	0.0%
Totals	1,600	700	-56.3%
<b>MISC EXPENSE</b>			
509081 Advertising-Promo	-	-	0.0%
Totals	-	-	0.0%
PERSONNEL TOTAL	-	-	0.0%
NON-PERSONNEL TOTAL	2,445,530	2,528,144	3.4%
DEPARTMENT TOTALS	2,445,530	2,528,144	3.4%

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OPERATIONS

SANTA CRUZ METRO FY 00-01 OPERATING BUDGET

Operations - 3200

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>LABOR</b>			
501021 Other Salaries	904,028	1,078,828	19.3%
501023 Other OT	144,920	45,000	-68.9%
<b>Totals</b>	<b>1,048,948</b>	<b>1,123,828</b>	<b>7.1%</b>
<b>FRINGE BENEFITS</b>			
502011 Medicare/SS	3,716	4,112	10.7%
502021 Retirement	81,664	91,525	12.1%
502031 Medical Ins	115,121	115,265	0.1%
502041 Dental Ins	29,687	33,214	11.9%
502045 Vision Ins	7,469	8,131	8.9%
502051 Life Ins	4,249	4,402	3.6%
502060 State Disability	3,050	1,978	-35.1%
502061 Disability Ins	22,633	34,126	50.8%
502071 State Unemployment	3,832	5,474	42.8%
502081 Worker's Comp	134,455	134,455	0.0%
502101 Holiday Pay	14,334	13,856	-3.3%
502103 Floating Holiday	6,000	6,400	6.7%
502109 Sick Leave	50,394	55,424	10.0%
502111 Vacation	128,289	141,996	10.7%
502121 Other Paid Absence	11,000	11,000	0.0%
502131 Uniform Allowance	-	-	0.0%
502251 Phys. Exam - Renewal	528	462	-12.5%
502253 Driver Lic Renewal	384	220	-42.7%
502999 Other Fringe Benefits	700	624	-10.9%
<b>Totals</b>	<b>617,505</b>	<b>662,664</b>	<b>7.3%</b>
<b>SERVICES</b>			
503031 Prof/Tech Services	500	4,000	700.0%
503041 Temp Help	3,850	-	-100.0%
503162 Uniforms/Laundry	1,330	500	-62.4%
503171 Security Services	106,060	79,060	-25.5%
503352 Equip Repair - Out	4,000	4,200	5.0%
<b>Totals</b>	<b>115,740</b>	<b>87,760</b>	<b>-24.2%</b>
<b>PURCHASED TRANS.</b>			
503405 Contract Transp	400	400	0.0%
503407 Contract/Hwy 17	412,827	-	-100.0%
<b>Totals</b>	<b>413,227</b>	<b>400</b>	<b>-99.9%</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>			
504011 Fuels & Lubricants	200	200	0.0%
<b>Totals</b>	<b>200</b>	<b>200</b>	<b>0.0%</b>
<b>OTHER MATERIALS &amp; SUPPLIES</b>			
504211 Postage & Mailing	800	800	0.0%
504213 Mktg/Graphics Supp	-	-	0.0%
504214 Promotional Items	-	-	0.0%

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# SANTA CRUZ METRO FY 00-01 OPERATING BUDGET

## Operations - 3200

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
504215 Printing	13,000	14,000	7.7%
504217 Photo Supp/Process	2,000	4,000	100.0%
504311 Office Supplies	9,176	12,000	30.8%
504315 Safety Supplies	-	500	0.0%
504317 Cleaning Supp/Veh	-	-	0.0%
504511 Small Tools	100	100	0.0%
Totals	<u>25,076</u>	<u>31,400</u>	<u>25.2%</u>
 UTILITIES			
505011 Gas & Electric	17,500	19,000	8.6%
505021 Water & Garbage	27,950	29,000	3.8%
505031 Telecommunications	10,000	17,000	70.0%
Totals	<u>55,450</u>	<u>65,000</u>	<u>17.2%</u>
 CASUALTY & LIABILITY COSTS			
506011 Insurance - Property	-	-	0.0%
506015 Insurance - PL/PD	-	-	0.0%
506021 Insurance - Other	-	-	0.0%
506129 Other Prof Fees	-	-	0.0%
Totals	<u>-</u>	<u>-</u>	<u>0.0%</u>
 MISC EXPENSE			
509011 Dues/Subscriptions	600	500	-16.7%
509101 Incentive Program	3,560	3,940	10.7%
509121 Employee Training	-	-	0.0%
509123 Travel	-	-	0.0%
509125 Local Meeting Expense	200	200	0.0%
Totals	<u>4,360</u>	<u>4,640</u>	<u>6.4%</u>
 LEASES & RENTALS			
512011 Facility Lease	34,694	34,161	-1.5%
512061 Equipment Rental	6,200	300	-95.2%
Totals	<u>40,894</u>	<u>34,461</u>	<u>-15.7%</u>
 PERSONNEL TOTAL			
	1,666,453	1,786,492	7.2%
 NON-PERSONNEL TOTAL			
	654,947	223,861	-65.8%
 DEPARTMENT TOTALS			
	<u>2,321,400</u>	<u>2,010,353</u>	<u>-13.4%</u>

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**BUS OPERATORS**

**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**

**Bus Operators - 3300**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>LABOR</b>			
501011 Bus Operator Pay	4,791,437	5,222,383	9.0%
501013 Bus Operator OT	669,521	723,404	8.0%
<b>Totals</b>	<b>5,460,958</b>	<b>5,945,787</b>	<b>8.9%</b>
<b>FRINGE BENEFITS</b>			
502011 Medicare/SS	47,230	48,000	1.6%
502021 Retirement	358,603	449,510	25.4%
502031 Medical Ins	786,040	825,157	5.0%
502041 Dental Ins	207,864	248,094	19.4%
502045 Vision Ins	51,333	60,143	17.2%
502051 Life Ins	28,802	31,007	7.7%
502060 State Disability	21,563	15,652	-27.4%
502061 Disability Ins	198,952	272,913	37.2%
502071 State Unemployment	28,146	43,316	53.9%
502081 Worker's Comp	979,511	979,511	0.0%
502101 Holiday Pay	185,496	188,521	1.6%
502109 Sick Leave	274,810	314,202	14.3%
502111 Vacation	580,059	633,395	9.2%
502121 Other Paid Absence	42,927	63,069	46.9%
502131 Uniform Allowance	1,587	-	-100.0%
502251 Phys. Exam - Renewal	5,148	4,290	-16.7%
502253 Driver Lic Renewal	2,288	1,760	-23.1%
502999 Other Fringe Benefits	-	-	0.0%
<b>Totals</b>	<b>3,800,359</b>	<b>4,178,540</b>	<b>10.0%</b>
<b>SERVICES</b>			
503034 Pre-Emp Physicals	-	-	0.0%
503162 Uniforms/Laundry	2,250	4,025	78.9%
<b>Totals</b>	<b>2,250</b>	<b>4,025</b>	<b>78.9%</b>
<b>PERSONNEL TOTAL</b>	<b>9,261,317</b>	<b>10,124,327</b>	<b>9.3%</b>
<b>NON-PERSONNEL TOTAL</b>	<b>2,250</b>	<b>4,025</b>	<b>78.9%</b>
<b>DEPARTMENT TOTALS</b>	<b>9,263,567</b>	<b>10,128,352</b>	<b>9.3%</b>

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**FLEET MAINTENANCE**

**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**

**Fleet Maintenance - 4100**

ACCOUNT	FY 98-99 ACTUAL	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>LABOR</b>				
501021 Other Salaries	1,364,300	1,691,574	1,902,189	12.5%
501023 Other OT	58,115	99,000	15,954	-83.9%
<b>Totals</b>	<b>1,422,415</b>	<b>1,790,574</b>	<b>1,918,143</b>	<b>7.1%</b>
<b>FRINGE BENEFITS</b>				
502011 Medicare/SS	10,570	15,021	23,499	56.4%
502024 Retirement	170,682	153,817	160,876	4.6%
502031 Medical Ins	191,187	261,302	287,748	10.1%
502041 Dental Ins	46,782	71,937	81,356	13.1%
502045 Vision Ins	12,925	18,121	19,726	8.9%
502051 Life Ins	7,338	9,008	9,240	2.6%
502060 State Disability	6,592	6,950	4,644	-33.2%
502061 Disability Ins	22,534	45,233	59,984	32.6%
502071 State Unemployment	3,880	9,216	12,852	39.5%
502081 Worker's Comp	192,716	96,091	96,091	0.0%
502101 Holiday Pay	16,803	23,964	23,499	-1.9%
502103 Floating Holiday	3,200	3,400	3,275	-3.7%
502109 Sick Leave	64,633	95,856	93,995	-1.9%
502111 Vacation	222,012	241,486	247,269	2.4%
502121 Other Paid Absence	56,564	28,000	28,000	0.0%
502131 Uniform Allowance	-	-	-	0.0%
502251 Phys. Exam - Renewal	929	2,046	1,320	-35.5%
502253 Driver Lic Renewal	128	945	720	-23.8%
502999 Other Fringe Benefits	42	300	312	4.0%
<b>Totals</b>	<b>1,029,517</b>	<b>1,082,693</b>	<b>1,154,406</b>	<b>6.6%</b>
<b>SERVICES</b>				
503031 Prof/Tech Services	281	2,500	2,500	0.0%
503034 Pre-Emp Physicals	-	-	-	0.0%
503041 Temp Help	34,792	31,027	1,000	-96.8%
503162 Uniforms/Laundry	24,127	35,050	29,000	-17.3%
503222 Legal Ads	-	4,000	4,000	0.0%
503352 Equip Repair - Out	33,731	46,851	34,331	-26.7%
503353 Rev Veh Repair - Out	145,904	174,310	175,000	0.4%
503354 Other Veh Repair - Out	44,600	68,400	70,000	2.3%
<b>Totals</b>	<b>283,435</b>	<b>362,138</b>	<b>315,831</b>	<b>-12.8%</b>
<b>MOBILE MATERIALS &amp; SUPPLIES</b>				
504011 Fuels & Lubricants	61,415	74,354	79,426	6.8%
504012 Fuels & Lubricants - Rev Veh	476,944	828,350	960,660	16.0%
504021 Tires & Tubes	89,680	150,642	150,000	-0.4%
504161 Body Shop Supplies	1,918	2,500	2,500	0.0%
504181 Upholstery Supplies	7,243	5,000	7,500	50.0%
504191 Rev Vehicle Parts	494,696	570,718	603,885	5.8%
504192 Inventory Adjustment	59,126	-	-	0.0%
<b>Totals</b>	<b>1,191,022</b>	<b>1,631,564</b>	<b>1,803,971</b>	<b>10.6%</b>

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**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**

**Fleet Maintenance - 4100**

ACCOUNT	FY 98-99 ACTUAL	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>OTHER MATERIALS &amp; SUPPLIES</b>				
504205 Freight Out	1,906	2,500	2,600	4.0%
504211 Postage & Mailing	127	500	750	50.0%
504215 Printing	1,061	3,000	4,200	40.0%
504217 Photo Supp/Process	477	600	600	0.0%
504311 Office Supplies	8,428	5,550	9,900	78.4%
504315 Safety Supplies	11,721	7,700	9,620	24.9%
504317 Cleaning Supp/Veh	25,847	25,000	30,000	20.0%
504319 Custodial Supplies	551	2,000	2,000	0.0%
504421 Non-Inventory Parts	69,236	50,000	50,000	0.0%
504511 Small Tools	4,568	3,000	3,000	0.0%
504515 Employee Tool Repl	1,084	3,000	3,000	0.0%
504517 Tool Allowance	7,219	7,260	8,580	18.2%
<b>Totals</b>	<b>132,225</b>	<b>110,110</b>	<b>124,250</b>	<b>12.8%</b>
<b>UTILITIES</b>				
505011 Gas & Electric	46,543	59,036	61,614	4.4%
505021 Water & Garbage	15,691	27,021	35,804	32.5%
505031 Telecommunications	11,832	9,500	14,500	52.6%
<b>Totals</b>	<b>74,066</b>	<b>95,557</b>	<b>111,918</b>	<b>17.1%</b>
<b>CASUALTY &amp; LIABILITY COSTS</b>				
506127 Repair - District Prop	(30,138)	10,000	10,000	0.0%
<b>Totals</b>	<b>(30,138)</b>	<b>10,000</b>	<b>10,000</b>	<b>0.0%</b>
<b>TAXES</b>				
507051 Fuel Tax	7,207	8,000	9,000	12.5%
507201 Licenses & Permits	15	50	130	160.0%
<b>Totals</b>	<b>7,222</b>	<b>8,050</b>	<b>9,130</b>	<b>13.4%</b>
<b>MISC EXPENSE</b>				
509011 Dues/Subscriptions	667	400	1,100	175.0%
509101 Incentive Program	325	1,020	1,020	0.0%
509121 Employee Training	240	-	-	0.0%
509123 Travel	53	522	300	-42.5%
509125 Local Meeting Expense	-	-	200	0.0%
<b>Totals</b>	<b>1,285</b>	<b>1,942</b>	<b>2,620</b>	<b>34.9%</b>
<b>LEASES &amp; RENTALS</b>				
512011 Facility Lease	165,993	193,739	214,774	10.9%
512061 Equipment Rental	5,011	4,032	2,874	-28.7%
<b>Totals</b>	<b>171,004</b>	<b>197,771</b>	<b>217,648</b>	<b>10.1%</b>
<b>PERSONNEL TOTAL</b>	<b>2,451,932</b>	<b>2,873,267</b>	<b>3,072,548</b>	<b>6.9%</b>
<b>NON-PERSONNEL TOTAL</b>	<b>1,830,121</b>	<b>2,417,132</b>	<b>2,595,368</b>	<b>7.4%</b>
<b>DEPARTMENT TOTALS</b>	<b>4,282,053</b>	<b>5,290,399</b>	<b>5,667,916</b>	<b>7.1%</b>

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Retirees

**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**  
**Retired Employee Benefits - 9005**

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>FRINGE BENEFITS</b>			
502031 Medical Ins	247,099	281,004	13.7%
502041 Dental Ins	36,672	51,490	40.4%
502045 Vision Ins	8,720	12,595	44.4%
502051 Life Ins	7,348	7,128	-3.0%
Totals	<u>299,839</u>	<u>352,217</u>	17.5%
PERSONNEL TOTAL	299,839	352,217	17.5%
NON-PERSONNEL TOTAL	-	-	0.0%
DEPARTMENT TOTALS	<u><u>299,839</u></u>	<u><u>352,217</u></u>	17.5%

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SCCIC

SANTA CRUZ METRO FY 00-01 OPERATING BUDGET  
 SCCIC/COPS - 700

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>SERVICES</b>			
503011 Accting/Audit Fees	350	500	42.9%
503012 Admin/Bank Fees	-	-	0.0%
<b>Totals</b>	<b>350</b>	<b>500</b>	<b>42.9%</b>
<b>OTHER MATERIALS &amp; SUPPLIES</b>			
504211 Postage & Mailing	25	25	0.0%
504311 Office Supplies	25	25	0.0%
<b>Totals</b>	<b>50</b>	<b>50</b>	<b>0.0%</b>
<b>TAXES</b>			
507999 Other Taxes	25	50	100.0%
<b>Totals</b>	<b>25</b>	<b>50</b>	<b>100.0%</b>
<b>MISC EXPENSE</b>			
509123 Travel	175	200	14.3%
<b>Totals</b>	<b>175</b>	<b>200</b>	<b>14.3%</b>
<b>PERSONNEL TOTAL</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>
<b>NON-PERSONNEL TOTAL</b>	<b>600</b>	<b>800</b>	<b>33.3%</b>
<b>DEPARTMENT TOTALS</b>	<b>600</b>	<b>800</b>	<b>33.3%</b>

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S RTP

**SANTA CRUZ METRO FY 00-01 OPERATING BUDGET**  
Short Range Transit Plan - 9014

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
SERVICES			
503031 Prof/Tech Services	43,750	43,750	0.0%
Totals	43,750	43,750	0.0%
PERSONNEL TOTAL	-	-	0.0%
NON-PERSONNEL TOTAL	43,750	43,750	0.0%
DEPARTMENT TOTALS	43,750	43,750	0.0%

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MASTF

SANTA CRUZ METRO FY 00-01 OPERATING BUDGET  
MASTF - 9021

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM	% CHANGE FROM FY 99-00
<b>SERVICES</b>			
503031 Prof/Tech Services	25	25	0.0%
Totals	25	25	0.0%
<b>OTHER MATERIALS &amp; SUPPLIES</b>			
504214 Promotional Items	250	250	0.0%
504215 Printing	25	25	0.0%
504217 Photo Supp/Process	50	50	0.0%
504311 Office Supplies	-	-	0.0%
Totals	325	325	0.0%
<b>MISC EXPENSE</b>			
509123 Travel	50	50	0.0%
509125 Local Meeting Expense	100	100	0.0%
Totals	150	150	0.0%
PERSONNEL TOTAL	-	-	0.0%
NON-PERSONNEL TOTAL	500	500	0.0%
DEPARTMENT TOTALS	500	500	0.0%

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ROUTE ANALYSIS

SANTA CRUZ METRO FY 00-01 OPERATING BUDGET  
Service Realignment

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM
SERVICES		
503031 Prof/Tech Services	43,750	43,750
Totals	<u>43,750</u>	<u>43,750</u>
PERSONNEL TOTAL	-	-
NON-PERSONNEL TOTAL	43,750	43,750
DEPARTMENT TOTALS	<u><u>43,750</u></u>	<u><u>43,750</u></u>

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FIXED GUIDEWAY STUDY

SANTA CRUZ METRO FY 00-01 OPERATING BUDGET  
Fixed Guideway Study - 9031

ACCOUNT	FY 99-00 REVISED	FY 00-01 PRELIM
SERVICES		
503031 Prof/Tech Services	450,000	450,000
Totals	450,000	450,000
 PERSONNEL TOTAL	-	-
 NON-PERSONNEL TOTAL	450,000	450,000
 DEPARTMENT TOTALS	<u>450,000</u>	<u>450,000</u>



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT  
 FY 2000-2001 PRELIMINARY BUDGET  
 CAPITAL IMPROVEMENT PROGRAM**

PROJECT	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	DISTRICT SHARE	TOTAL
Consolidated Operating Facility	\$ 6,483,816			\$ 1,620,954	\$ 8,104,770
Urban Bus Replacement	\$ 6,080,473			\$ 1,520,118	\$ 7,600,591
ADA Paratransit Vehicles	\$ 230,000			\$ 57,500	\$ 287,500
Yield Signs for Buses (CO)				\$ 33,000	\$ 33,000
Bus Stop Improvements				\$ 161,139	\$ 161,139
Farebox Replacement	\$ 800,000			\$ 200,000	\$ 1,000,000
MIS Computer System (CO)	\$ 104,000			\$ 200,000	\$ 304,000
Benches with Bike Storage - MBUAPCD (CO)			\$ 30,000		\$ 30,000
Radio Replacement				\$ 12,000	\$ 12,000
Facilities Repair & Improvements				\$ 150,000	\$ 150,000
Machinery/Equipment Repair & Improvements				\$ 150,000	\$ 150,000
Non-Revenue Vehicle Replacement - Bi-fuel			\$ 30,000	\$ 100,000	\$ 130,000
Office Equipment				\$ 37,000	\$ 37,000
<b>TOTAL CAPITAL PROJECTS</b>	<b>\$13,698,289</b>	<b>\$ -</b>	<b>\$ 60,000</b>	<b>\$ 4,241,711</b>	<b>\$ 18,000,000</b>

CO = Carryover Project

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**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT  
FY 2000-2001 PRELIMINARY BUDGET  
CAPITAL IMPROVEMENT PROGRAM**

**CAPITAL PROGRAM FUNDING**

Federal Grants	\$ 13,698,289
State Grants	\$ -
Local Grants	\$ 60,000
STA Funding	\$ 787,198
Transfer from Operating Budget	\$ -
District Reserves	\$ 3,454,513
<b>TOTAL CAPITAL FUNDING</b>	<b>\$ 18,000,000</b>

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# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

**DATE:** March 17, 2000  
**TO:** Board of Directors  
**FROM:** Kim Chin, Manager of Planning and Marketing  
**SUBJECT: CONSIDER SERVICE PLANNING ISSUES RELATED TO TITLE VI CIVIL RIGHTS**

## I. RECOMMENDED ACTION

Staff recommends that the Board direct staff to:

1. Incorporate consideration of routes falling below District performance standards into the System Redesign Study.
2. Work with Cabrillo College as part of the development of their Transportation Management Plan to provide more direct service from non-minority areas to the campus.
3. Place a high priority on considering peak-hour capacity increases on routes that have consistent overloads, as identified in the Title VI report as well as in the forthcoming Bus Evaluation Study, when funding becomes available.

## II. SUMMARY OF ISSUES

- Title VI of the Civil Rights Act of 1964 states: "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." (U.S. DOT UMTA C4702.1 May 26, 1988)
- The Federal Transit Administration has outlined specific reporting requirements that must be submitted once every three years, to ensure that we are in compliance with Title VI requirements. The most recent report was due and was submitted in the fall of 1999. The full report is not included here for the sake of brevity.
- The FTA regulations "recommend" that transit providers "Establish procedures for developing and maintaining local standards for compliance with Title VI" and "establish internal guidelines for making determinations of compliance with Title VI as part of local decisionmaking processes and continuing project management and contract administration responsibilities."
- In addition, the Title VI guidelines require the District to "review and take action in all cases in which the service to minority areas does not meet the stated service policy

or standards of the grantee” and also to “compare the average performances for each route in the transit system to the grantee’s service policies and standards, and take action on the observed differences.”

- When the District did a Short Range Transit Plan every year, the Title VI analysis was discussed in the Plan. Because we no longer do the plan update every year, it is necessary that the Board review the Title VI Report’s findings separately.
- The report compares service provided to minority and non-minority areas, using census tracts as the basis for comparison.
- Although there are definite areas for improvement, the assessment shows that service to minority areas is generally comparable to or better than service to non-minority areas.

### III. DISCUSSION

District staff completed the 1999 report, with the assistance of Pacific Transit Management (PTM) Corporation of Berkeley. PTM was brought in to conduct bilingual onboard origin/destination and opinion surveys, and analyze the results of the surveys.

The report finds that, in general service provided to minority areas compares favorably to service to non-minority areas.

However, the report identifies several areas for improvement. They are as follows.

1. A number of routes experience overloads. Routes serving UCSC are impacted, as well as Routes 35 San Lorenzo Valley, 71 Watsonville/Santa Cruz, and 91 Commuter Express. The consultant recommends the use of larger buses, and increased monitoring of buses on routes serving UCSC to prevent “caravanning” of buses.
2. The District’s advisory committees, the Metro Accessible Services Transit Forum, the Metro Users’ Group, and the Elderly/Disabled Transportation Advisory Committee, have a low minority representation, even though minorities are encouraged to apply, and some meetings are held in Watsonville to encourage participation from that (minority) area. However, perhaps more could be done to encourage membership and participation by minorities.

As mentioned above, PTM conducted a survey of bus riders in both minority and non-minority areas. One goal of the survey was to determine the top three destinations from both minority and non-minority census tracts.

In accordance with Title VI regulations, no effort is made to determine whether individual riders are “minority” or “non-minority.” Instead, riders are grouped according to where they began their trip – in a census tract that is either classified “minority” or “non-minority.” A minority

census tract is one that has a percentage of minorities equal to or greater than the percentage of minorities in the county.

The top three destinations were as follows.

Top Three Destinations

<u>Minority</u>	<u>Non-Minority</u>
1. Downtown Santa Cruz	1. Downtown Santa Cruz
2. Green Valley at Freedom	2. UCSC
3. Cabrillo College	3. Cabrillo College

A summary of some of the key indicators is shown below.

	Avg. No. Weekday Trips per Route	Avg. Load Factor	Avg. Passengers per Hour	Avg. Travel Time per Trip (Min.)	Avg. No. of Transfers Required	Cost (fare) per Passenger Mile
Minority Areas	24.9	0.460	33.9	45.0	.2	\$.41
Non-Minority Areas	23.9	0.454	33.4	43.3	.6	\$.46

These key indicators can be used to assess how well the District has done in planning service to minority areas.

For example, the survey determined how many transfers were needed for minority and non-minority area passengers to reach their destinations. On an average, minority-area riders had to make one transfer on one trip in five. In contrast, passengers originating in a non-minority area had to transfer on three trips in five. Given the fact that the top three destinations indicate that most of the destinations are a long distance from the origin, the District has done very well in planning service to minimize the need to make transfers from minority origins to destinations. Given that "transfers" do not exist in our system and passengers must pay an additional fare to transfer, the lower rate of transfers from minority areas means that the average cost of the ride to the minority-origin passenger is lower than the cost to non-minority origin passengers.

The summary also shows that more trips per route are provided in minority areas. The load factor and average passengers per hour of service are greater in minority areas, showing a higher rate of utilization.

PTM notes in its report that even though most non-minority census tracts are closer to Cabrillo than the minority census tracts, the travel times are longer from non-minority areas. The consultant suggests that the District provide more direct service to Cabrillo from non-minority areas.

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A brief summary of the "opinion" part of the survey is found in Attachment B, on page 10 of the PTM report.

**IV. FINANCIAL CONSIDERATIONS**

There are no financial considerations.

**V. ATTACHMENTS**

**Attachment A:** PTM Report

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Attachment A

PTM Report

10-A-1

# Title VI Civil Rights Compliance Report

## Chapters IV-2.c (1) – (2)

Prepared by:

Pacific Transit Management Corporation  
1627 Spruce Street  
Berkeley, CA 94709-1615

(510) 644-0943

December 14, 1999

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## Chapter IV 2.c.(1) Level of Service

Minority communities have been identified by census tracts. Levels of service to these areas have been measured by the number of trips per weekday, vehicle load factors, and passengers per hour.

### (a) Sample Size

Data for ten non-minority and fourteen minority census tracts were gathered for this analysis. In all, twenty-four of the forty-four census tracts in the Santa Cruz Metropolitan Transit District service area are discussed in the following section.

### (b) Transit Service Inventory

The following table lists each of the census tracts studied (ten non-minority and fourteen minority) for this analysis and the bus routes that serve them:

Tract	Minority?	Route
1003	No	1B - University via Lower Bay 1H - University via High 1L - University via Laurel 1W - University via Walnut 12A - University East Side direct 12B - University East Side direct 41 - Bonny Doon
1006	No	1B - University via Lower Bay 1H - University via High 1L - University via Laurel 1W - University via Walnut 2 - Western Drive 3A - Lighthouse 3B - Mission 3N - Mission Night 12A - University East Side direct 12B - University East Side direct 40 - Davenport 41 - Bonny Doon
1012	No	2 - Western Drive 3B - Mission 3N - Mission Night 40 - Davenport
1013	No	4 - Harvey West 30 - Scotts Valley/Graham Hill 31 - Scotts Valley/Santa Cruz via Hwy 17

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Tract	Minority?	Route
1203	No	33 - Lompico SLV/Felton Faire 34 - South Felton 35 - San Lorenzo Valley to Santa Cruz 35A - San Lorenzo Valley 36 - Valley/Santa Cruz Express
1207	No	30 - Scotts Valley/Graham Hill 31 - Scotts Valley/Santa Cruz via Hwy 17 33 - Lompico SLV/Felton Faire 34 - South Felton 35 - San Lorenzo Valley to Santa Cruz 35A - San Lorenzo Valley 36 - Valley/Santa Cruz Express
1209	No	30 - Scotts Valley/Graham Hill 31 - Scotts Valley/Santa Cruz via Hwy 17 35 - San Lorenzo Valley to Santa Cruz 35A - San Lorenzo Valley 36 - Valley/Santa Cruz Express
1214	No	63 - Dominican Hospital 65 - Live Oak via 30th 66 - Live Oak via 17th 69 - 41st Ave 69N - Cabrillo Night 69W - Watsonville 70 - Santa Cruz/Cabrillo 71 - Watsonville 91 - Commuter Express
1217	No	7N - Beach Night 51 - Soquel/Clares 52 - Capitola/Soquel 54 - Aptos - La Selva 60 - Soquel 63 - Dominican Hospital 65 - Live Oak via 30th 66 - Live Oak via 17th 67 - Live Oak via East Cliff 69 - 41st Ave 69N - Cabrillo Night 69W - Watsonville 81 - Capitola Mall 91 - Commuter Express
1218	No	51 - Soquel/Clares 52 - Capitola/Soquel 54 - Aptos - La Selva 69N - Cabrillo Night 69W - Watsonville

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Tract	Minority?	Route
1004	Yes	1B - University via Lower Bay 1H - University via High 1L - University via Laurel 1W - University via Walnut 41 - Bonny Doon
1008	Yes	6 - Seabright 7N - Beach Night 8 - Emeline 30 - Scotts Valley/Graham Hill 31 - Scotts Valley/Santa Cruz via Hwy 17 35 - San Lorenzo Valley to Santa Cruz 35A - San Lorenzo Valley 36 - Valley/Santa Cruz Express 65 - Live Oak via 30th 66 - Live Oak via 17th 67 - Live Oak via East Cliff 69 - 41st Ave 69N - Cabrillo Night 69W - Watsonville 70 - Santa Cruz/Cabrillo 71 - Watsonville 91 - Commuter Express
1010	Yes	1B - University via Lower Bay 1H - University via High 1L - University via Laurel 1W - University via Walnut 2 - Western Drive 3A - Lighthouse 3B - Mission 3N - Mission Night 4 - Harvey West 6 - Seabright 7 - Beach 7N - Beach Night 8 - Emeline 9 - Stroke Center 30 - Scotts Valley/Graham Hill 31 - Scotts Valley/Santa Cruz via Hwy 17 35 - San Lorenzo Valley to Santa Cruz 35A - San Lorenzo Valley 36 - Valley/Santa Cruz Express 40 - Davenport 41 - Bonny Doon 65 - Live Oak via 30th 66 - Live Oak via 17th

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Tract	Minority?	Route
		67 - Live Oak via East Cliff 69 - 41st Ave 69N - Cabrillo Night 69W - Watsonville 70 - Santa Cruz/Cabrillo 71 - Watsonville 91 - Commuter Express
1101	Yes	79 - East Lake
1102	Yes	71 - Watsonville 73 - Airport/Buena Vista 79 - East Lake
1103	Yes	69W - Watsonville 71 - Watsonville 72 - Corralitos 73 - Airport/Buena Vista 75 - Green Valley 79 - East Lake 81 - Capitola Mall 91 - Commuter Express
1104	Yes	69W - Watsonville 71 - Watsonville 72 - Corralitos 73 - Airport/Buena Vista 75 - Green Valley 79 - East Lake 81 - Capitola Mall 91 - Commuter Express
1105	Yes	69W - Watsonville 71 - Watsonville 72 - Corralitos 73 - Airport/Buena Vista 75 - Green Valley 81 - Capitola Mall 91 - Commuter Express
1106	Yes	69W - Watsonville 71 - Watsonville 72 - Corralitos 73 - Airport/Buena Vista 75 - Green Valley 81 - Capitola Mall 91 - Commuter Express

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Tract	Minority?	Route
1107	Yes	71 - Watsonville 72 - Corralitos 73 - Airport/Buena Vista 75 - Green Valley 81 - Capitola Mall
1201	Yes	35 - San Lorenzo Valley to Santa Cruz 40 - Davenport
1223	Yes	54 - Aptos - La Selva
1225	Yes	71 - Watsonville 72 - Corralitos 73 - Airport/Buena Vista 75 - Green Valley 79 - East Lake
2001	Yes	79 - East Lake

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## (c) Route Performance

The following table presents the inbound and outbound trips per weekday, average load factor, the District's passengers per hour standard for the type of route, average actual passengers per hour, and percent of standard passengers per hour for the bus routes serving non-minority census tracts:

Route	Weekday Trips	Load Factor (standard = 1:1.25)	Pax/Hour Standard	Pax/Hour Actual	% of standard
1B - University via Lower Bay	28	0.66	30	44.3	147.7%
1H - University via High	48	0.621	30	48.7	162.3%
1L - University via Laurel	150	0.996	30	81.6	272.0%
1W - University via Walnut	24	0.907	30	84.5	281.7%
2 - Western Drive	14	0.295	20	33.5	167.5%
3A - Lighthouse	12	0.241	20	26.1	130.5%
3B - Mission	26	0.366	30	43.3	144.3%
3N - Mission Night	6	0.158	30	18.8	62.7%
4 - Harvey West	25	0.352	20	41.6	208.0%
7N - Beach Night	8	0.333	30	24	80.0%
12A - University East Side Direct	6	0.814	30	49.5	165.0%
12B - University East Side Direct	5	0.437	30	26.7	89.0%
30 - Scotts Valley/Graham Hill	16	0.532	20	23.4	117.0%
31 - Scotts Valley/Santa Cruz via Hwy 17	12	0.28	20	14.1	70.5%
33 - Lompico SLV/Felton Faire	3	0.436	15	31.6	210.7%
34 - South Felton	6	0.344	20	24	120.0%
35 - San Lorenzo Valley to Santa Cruz	53	0.655	30	32.1	107.0%
35A - San Lorenzo Valley	19	0.499	30	27.5	91.7%
36 - Valley/Santa Cruz Express	4	0.268	30	17.2	57.3%
40 - Davenport	8	0.426	15	20	133.3%
41 - Bonny Doon	8	0.316	15	12	80.0%
51 - Soquel/Clares	8	0.115	20	9.9	49.5%
52 - Capitola/Soquel	13	0.235	20	18.2	91.0%
54 - Aptos - La Selva	29	0.566	20	28	140.0%
60 - Soquel	6	0.144	15	10	66.7%
63 - Dominican Hospital	12	0.208	20	15.3	76.5%
65 - Live Oak via 30th	26	0.429	30	33.6	112.0%
66 - Live Oak via 17th	33	0.607	30	49.6	165.3%
67 - Live Oak via East Cliff	27	0.431	30	35.6	118.7%
69 - 41st Ave	52	0.387	30	50.1	167.0%
69N - Cabrillo Night	13	0.29	30	30.8	102.7%
69W - Watsonville	25	0.738	30	48.8	162.7%
70 - Santa Cruz/Cabrillo	35	0.509	30	43.5	145.0%
71 - Watsonville	67	0.781	30	42.7	142.3%
81 - Capitola Mall	16	0.349	30	22.7	75.7%
91 - Commuter Express	17	0.627	30	39.4	131.3%
Average:	23.9	0.454		33.4	129.0%

10-A-8

The following table presents the inbound and outbound trips per weekday, average load factor, the District's passengers per hour standard for the type of route, average actual passengers per hour, and percent of standard passengers per hour for the bus routes serving minority census tracts:

Route	Weekday Trips	Load Factor (standard = 1:1.25)	Pax/Hour Standard	Pax/Hour Actual	% of standard
1B - University via Lower Bay	28	0.66	30	44.3	147.7%
1H - University via High	48	0.621	30	48.7	162.3%
1L - University via Laurel	150	0.996	30	81.6	272.0%
1W - University via Walnut	24	0.907	30	84.5	281.7%
2 - Western Drive	14	0.295	20	33.5	167.5%
3A - Lighthouse	12	0.241	20	26.1	130.5%
3B - Mission	26	0.366	30	43.3	144.3%
3N - Mission Night	6	0.158	30	18.8	62.7%
4 - Harvey West	25	0.352	20	41.6	208.0%
6 - Seabright	26	0.186	20	17.6	88.0%
7 - Beach	12	0.158	30	30.2	100.7%
7N - Beach Night	8	0.333	30	24	80.0%
8 - Emeline	11	0.298	20	22.6	113.0%
9 - Stroke Center	2	0.043	20	5.9	29.5%
12A - University East Side Direct	6	0.814	30	49.5	165.0%
12B - University East Side Direct	5	0.437	30	26.7	89.0%
30 - Scotts Valley/Graham Hill	16	0.532	20	23.4	117.0%
31 - Scotts Valley/Santa Cruz via Hwy 17	12	0.28	20	14.1	70.5%
35 - San Lorenzo Valley to Santa Cruz	53	0.655	30	32.1	107.0%
35A - San Lorenzo Valley	19	0.499	30	27.5	91.7%
36 - Valley/Santa Cruz Express	4	0.268	30	17.2	57.3%
40 - Davenport	8	0.426	15	20	133.3%
41 - Bonny Doon	8	0.316	15	12	80.0%
54 - Aptos - La Selva	29	0.566	20	28	140.0%
65 - Live Oak via 30th	26	0.429	30	33.6	112.0%
66 - Live Oak via 17th	33	0.607	30	49.6	165.3%
67 - Live Oak via East Cliff	27	0.431	30	35.6	118.7%
69 - 41st Ave	52	0.387	30	50.1	167.0%
69N - Cabrillo Night	13	0.29	30	30.8	102.7%
69W - Watsonville	25	0.738	30	48.8	162.7%
70 - Santa Cruz/Cabrillo	35	0.509	30	43.5	145.0%
71 - Watsonville	67	0.781	30	42.7	142.3%
72 - Corralitos	26	0.495	15	31.8	212.0%
73 - Airport/Buena Vista	13	0.481	20	31.9	159.5%
75 - Green Valley	30	0.515	20	32.2	161.0%
79 - East Lake	13	0.441	20	21	105.0%
81 - Capitola Mall	16	0.349	30	22.7	75.7%
91 - Commuter Express	17	0.627	30	39.4	131.3%
Average:	24.9	0.460		33.9	131.5%

10-A-9

(d) Route Performance in Minority Areas

**Trips per Weekday:**

The Santa Cruz Metropolitan Transit District provides several rural communities in its service area with peak hour service. For example, Route 41 to Bonny Doon has two outbound trips in the morning and two inbound trips in the afternoon. Traditional headways for these sorts of routes would not adequately describe the services they provide. As such, this analysis compares the number of trips per weekday rather than traditional headways.

The average number of trips per weekday on bus routes serving minority areas, 24.9, is slightly higher than the overall average of 22.6.

**Load Factor:**

Overall, bus service in minority areas conforms to the Santa Cruz Metropolitan Transit District's load factor standards. The average load factor (the ratio of the number of seats on a vehicle to the number of passengers) for all routes serving minority areas is 1:0.460, well below the District standard of 1:1.25.

Some routes in minority areas, however, surpass the District's load factor standard. Routes 1H, 1L, 1W, and 12A, all of which serve the University of California at Santa Cruz campus, experience occasional overloads. Surveyors working from January to March of 1999 recorded 28 instances where buses on these routes were overloaded. Route 1L is the most frequently overloaded route, and has carried loads as high as 1:1.933.

Routes 35, 71, and 91 have also been overloaded on occasion. Route 35 tends to be overcrowded during the school-term midday runs between 2:30 and 3:00 due to additional high school students returning home from school. On routes 71 and 91, overcrowding occurs primarily during the peak commute times and is not severe (at most 30% above the load factor standard).

**Passengers per Hour:**

The number of passengers per hour on buses serving minority areas is high, with routes averaging 131.5% of the District standard volume. (As the passengers per hour standard varies for routes in urban collector, urban local and rural routes, we standardized the data by determining what percent of its standard each route carries.) Despite carrying more passengers per hour than the District's standards, buses in minority areas are not unduly overcrowded. For those routes above the District's passengers per hour standard, average load factors are below 1:1. This suggests that routes in minority areas have large numbers of boardings and alightings.

The bus routes that serve the University of California at Santa Cruz have both high passengers per hour and heavy load factors. Passengers complain about the overcrowding and report that full buses occasionally pass them by at bus stops. Outbound headways along the main campus corridor are currently down to at least one bus every 8 minutes.

10-A-10



The District should consider, at minimum, increasing the size of the buses on these routes provided they can operate effectively on the long, steep grade up to the campus. In addition, passengers report "bunching" problems, particularly close to the end of the route. The District should review its operations to ensure that buses maintain their schedules throughout the route.

In addition, both routes 71 and 91, two routes that run between downtown Watsonville and downtown Santa Cruz, also have high numbers of passengers per hour and heavy load factors when headed toward Santa Cruz. Because the problems associated with routes 71 and 91 are focused in the Watsonville to Santa Cruz direction, minority communities in the Watsonville area may be more heavily impacted by overcrowding than communities in Santa Cruz. However, it must be noted that these differences are likely due to circumstances beyond the control of the District. Santa Cruz is a major employment center for the County, while Watsonville provides an abundance of low-income housing. It is not surprising, therefore, that commute-hour buses heading from Watsonville to Santa Cruz are more crowded than those heading in the opposite direction.

To relieve the overcrowding, in December 1999, the District added two inbound early morning trips on Route 91 and one late night outbound trip on route 71. The District anticipates providing additional service as funding becomes available.

(e) System-wide Route Performance

The majority of bus routes in the Santa Cruz Metropolitan Transit District, including those listed above, serve both minority and non-minority census tracts. As such, the problem areas described in section (d) apply to both minority and non-minority census tracts.

Routes 33, 34, 51, 52, 60, and 63 serve only non-minority areas. Buses on these routes conform to the District's performance standards.

## Chapter IV 2.(2) Quality of Service

### (a) – (b) Methodology

Ten non-minority and ten minority census tracts were surveyed to determine travel patterns and gather opinions about bus services. Bus riders waiting at stops within the targeted census tract were asked questions about trip purpose, origin, destination, time to access transit services, mode of access, transfers, and opinions about the service. Questionnaires were available in English and Spanish. (The survey instruments are attached as Appendices.) In some of the more rural routes, surveyors on board the bus administered the questionnaire to riders who boarded the bus within the target census tract.

### (c) Travel Patterns and Opinions

#### **Travel Patterns:**

Origins and destinations for bus passengers are widely scattered throughout Santa Cruz County. This reflects the dispersed nature of development in the area. However, both Santa Cruz and Watsonville have distinct downtown commercial and retail neighborhoods. In addition, the University of California at Santa Cruz and Cabrillo College campuses generate significant bus ridership. Not surprisingly, the primary destinations for many of the surveyed bus riders included these destinations. However, the remainder of the County contains dispersed residences, schools, retail outlets, and employment sites.

The top three destinations for all of the surveyed riders were downtown Santa Cruz, UC Santa Cruz, and Cabrillo College. For non-minority census tracts, the top three destinations remained the same. In the minority areas, downtown Santa Cruz was still the most frequently cited destination. The Green Valley Road and Freedom Boulevard area of Watsonville and Cabrillo College were the second and third most popular destinations, respectively.

#### **Opinions:**

Overall, bus riders seem to be satisfied with bus services. Of the approximately 170 riders who gave their opinions about the service, eighty-five rated the service either fair or better. Riders' primary complaints are predictable: passengers want more frequent service, longer hours of operation, and more weekend and holiday service. Some riders complained that the buses were late, crowded, or slow. Other issues raised by a few riders (fewer than five) include: comfort, improper or illegible signage, more bike racks, rude bus drivers, problems with timed transfers, and inconvenient schedules.

Both praise and complaints were evenly divided between non-minority and minority areas. However, riders in non-minority areas more often requested more frequent service and longer operating hours. More riders in minority areas stated that the buses were late.

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## (d) Travel Time, Transfers, and Cost

## 1 Average Peak Hour Travel Times

The following tables present the peak hour travel time from the centroids of the surveyed census tracts to the three most popular destinations for minority and non-minority areas. Travel times were calculated by adding the average reported access time from the survey to the on-board trip duration and transfer times from route schedules.

Minority Census Tracts										
Tract	Centroid	Downtown Santa Cruz			Green Valley x Freedom			Cabrillo College		
		On-Board	Access	Transit Time	On-Board	Access	Transit Time	On-Board	Access	Transit Time
1004	UCSC	22	3	25	85	3	88	70	3	73
1008	Water x Ocean	5	13	18	60	13	73	25	13	38
1010	Metro Center	5	13	18	65	13	78	15	13	28
1102	Crestview	70	9	79	10	9	19	36	9	45
1104	Watsonville TC	46	6	52	12	6	18	20	6	26
1105	Green Valley x Main	41	11	52	14	11	25	15	11	26
1106	Airport x Freedom	59	3	62	3	3	6	19	3	22
1107	Airport x Freedom	59	6	65	3	6	9	19	6	25
1201	Davenport PO	33	11	44	98	11	109	68	11	79
1225	Pioneer x Green Valley	72	8	80	10	8	18	38	8	46
	Averages	41	8	50	36	8	44	33	8	41

Non-Minority Census Tracts										
Tract	Centroid	Downtown Santa Cruz			UCSC			Cabrillo College		
		On-Board	Access	Transit Time	On-Board	Access	Transit Time	On-Board	Access	Transit Time
1003	Bay x Nobel	15	3	18	9	3	12	48	3	51
1006	Bay x Mission	12	6	18	12	6	18	45	6	51
1012	Hwy. 1 x Almar	10	6	16	22	6	28	42	6	48
1013	Encinal @ Goodwill	10	6	16	28	6	34	45	6	51
1203	Hwy 9 x Lomond	60	9	69	80	9	89	95	9	104
1207	Felton Faire	38	10	48	58	10	68	68	10	78
1209	SVTC	25	13	38	45	13	58	55	13	68
1214	Capitola Rd x 7 <sup>th</sup>	13	6	19	45	6	51	29	6	35
1217	Capitola Mall	18	7	25	38	7	45	15	7	22
1218	Capitola Village	33	5	38	65	5	70	11	5	16
	Averages	23	7	31	40	7	47	45	7	52

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## 2 Number of Transfers

The following tables list the number of transfers necessary to reach the top three most traveled destinations from each of the surveyed census tracts.

Minority Census Tracts				
		Downtown Santa Cruz	Green Valley x Freedom	Cabrillo College
Tract	Centroid	Transfers	Transfers	Transfers
1004	UCSC	0	1	1
1008	Water x Ocean	0	0	0
1010	Metro Center	0	0	0
1102	Crestview	0	0	0
1104	Watsonville TC	0	0	0
1105	Green Valley x Main	0	0	0
1106	Airport x Freedom	0	0	0
1107	Airport x Freedom	0	0	0
1201	Davenport PO	0	1	1
1225	Pioneer x Green Valley	1	0	1
	Averages	0.1	0.2	0.3

Non-Minority Census Tracts				
		Downtown Santa Cruz	UCSC	Cabrillo College
Tract	Centroid	Transfers	Transfers	Transfers
1003	Bay x Nobel	0	0	1
1006	Bay x Mission	0	0	1
1012	Hwy. 1 x Almar	0	1	1
1013	Encinal@Goodwill	0	1	1
1203	Hwy 9 x Lomond	0	1	1
1207	Felton Faire	0	1	1
1209	SVTC	0	1	1
1214	Capitola Rd x 7th	0	1	0
1217	Capitola Mall	0	1	0
1218	Capitola Village	1	2	0
	Averages	0.1	0.9	0.7

10-A-14

## 3 Total Cost of Trip

The following tables list the total cost of each trip from the centroid of each surveyed census tract to the three most popular destinations. The cost is based on the full price adult fare.

<b>Minority Census Tracts</b>				
		<b>Downtown Santa Cruz</b>	<b>Green Valley x Freedom</b>	<b>Cabrillo College</b>
<b>Tract</b>	<b>Centroid</b>	<b>Fare</b>	<b>Fare</b>	<b>Fare</b>
1004	UCSC	\$1.00	\$2.00	\$2.00
1008	Water x Ocean	\$1.00	\$1.00	\$1.00
1010	Metro Center	\$1.00	\$1.00	\$1.00
1102	Crestview	\$1.00	\$1.00	\$1.00
1104	Watsonville TC	\$1.00	\$1.00	\$1.00
1105	Green Valley x Main	\$1.00	\$1.00	\$1.00
1106	Airport x Freedom	\$1.00	\$1.00	\$1.00
1107	Airport x Freedom	\$1.00	\$1.00	\$1.00
1201	Davenport PO	\$1.00	\$2.00	\$2.00
1225	Pioneer x Green Valley	\$2.00	\$1.00	\$2.00
	<b>Averages</b>	<b>\$1.10</b>	<b>\$1.20</b>	<b>\$1.30</b>

<b>Non-Minority Census Tracts</b>				
		<b>Downtown Santa Cruz</b>	<b>UCSC</b>	<b>Cabrillo College</b>
<b>Tract</b>	<b>Centroid</b>	<b>Fare</b>	<b>Fare</b>	<b>Fare</b>
1003	Bay x Nobel	\$1.00	\$1.00	\$2.00
1006	Bay x Mission	\$1.00	\$1.00	\$2.00
1012	Hwy. 1 x Almar	\$1.00	\$2.00	\$2.00
1013	Encinal@Goodwill	\$1.00	\$2.00	\$2.00
1203	Hwy 9 x Lomond	\$1.00	\$2.00	\$2.00
1207	Felton Faire	\$1.00	\$2.00	\$2.00
1209	SVTC	\$1.00	\$2.00	\$2.00
1214	Capitola Rd x 7th	\$1.00	\$2.00	\$1.00
1217	Capitola Mall	\$1.00	\$2.00	\$1.00
1218	Capitola Village	\$2.00	\$3.00	\$1.00
	<b>Averages</b>	<b>\$1.10</b>	<b>\$1.90</b>	<b>\$1.70</b>

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## 4 Cost per Mile

The following tables list the cost per mile of each trip from the centroid of each surveyed census tract to the three most popular destinations for minority and non-minority areas. The cost of each trip is based on the full price adult fare. Mileage is calculated as route miles.

Minority Census Tracts										
Tract	Centroid	Downtown Santa Cruz			Green Valley x Freedom			Cabrillo College		
		Fare	Miles	Cost/ Mile	Fare	Miles	Cost/ Mile	Fare	Miles	Cost/ Mile
1004	UCSC	\$1.00	4.3	\$0.23	\$2.00	22.56	\$0.09	\$2.00	10.74	\$0.19
1008	Water x Ocean	\$1.00	0.81	\$1.23	\$1.00	17.45	\$0.06	\$1.00	5.63	\$0.18
1010	Metro Center	\$1.00	0.25	\$4.00	\$1.00	18.26	\$0.05	\$1.00	6.44	\$0.16
1102	Crestview	\$1.00	19.17	\$0.05	\$1.00	0.91	\$1.10	\$1.00	12.73	\$0.08
1104	Watsonville TC	\$1.00	20.66	\$0.05	\$1.00	2.67	\$0.37	\$1.00	14.32	\$0.07
1105	Green Valley x Main	\$1.00	17.39	\$0.06	\$1.00	1.58	\$0.63	\$1.00	9.7	\$0.10
1106	Airport x Freedom	\$1.00	17.44	\$0.06	\$1.00	0.81	\$1.23	\$1.00	11.02	\$0.09
1107	Airport x Freedom	\$1.00	17.44	\$0.06	\$1.00	0.81	\$1.23	\$1.00	11.02	\$0.09
1201	Davenport PO	\$1.00	11.08	\$0.09	\$2.00	29.34	\$0.07	\$2.00	17.52	\$0.11
1225	Pioneer x Green Valley	\$2.00	20.17	\$0.10	\$1.00	2.96	\$0.34	\$2.00	13.75	\$0.15
	Averages	\$1.10	12.87	\$0.59	\$1.20	9.74	\$0.52	\$1.30	11.29	\$0.12

Non-Minority Census Tracts										
Tract	Centroid	Downtown Santa Cruz			UCSC			Cabrillo College		
		Fare	Miles	Cost/ Mile	Fare	Miles	Cost/ Mile	Fare	Miles	Cost/ Mile
1003	Bay x Nobel	\$1.00	2.04	\$0.49	\$1.00	2.26	\$2.26	\$2.00	8.75	\$0.23
1006	Bay x Mission	\$1.00	1.12	\$0.89	\$1.00	3.18	\$3.18	\$2.00	7.83	\$0.26
1012	Hwy. 1 x Almar	\$1.00	1.67	\$0.60	\$2.00	5.97	\$0.34	\$2.00	8.38	\$0.24
1013	Encinal @ Goodwill	\$1.00	1.63	\$0.61	\$2.00	5.93	\$0.34	\$2.00	8.34	\$0.24
1203	Hwy 9 x Lomond	\$1.00	15.75	\$0.06	\$2.00	20.05	\$0.10	\$2.00	22.43	\$0.09
1207	Felton Faire	\$1.00	9.26	\$0.11	\$2.00	13.56	\$0.15	\$2.00	15.97	\$0.13
1209	SVTC	\$1.00	6.13	\$0.16	\$2.00	10.43	\$0.19	\$2.00	12.84	\$0.16
1214	Capitola Rd x 7 <sup>th</sup>	\$1.00	2.28	\$0.44	\$2.00	6.58	\$0.30	\$1.00	4.98	\$0.20
1217	Capitola Mall	\$1.00	4.07	\$0.25	\$2.00	8.37	\$0.24	\$1.00	3.06	\$0.33
1218	Capitola Village	\$2.00	5.78	\$0.35	\$3.00	10.08	\$0.30	\$1.00	2.3	\$0.43
	Averages	\$1.10	4.97	\$0.40	\$1.90	8.64	\$0.74	\$1.70	9.49	\$0.23

ID-A-14

(e) Comparison of Quality of Service

**Average Peak Hour Travel Time:**

On average, travelers from minority and non-minority areas take the same amount of time to access transit services: eight and seven minutes, respectively.

The average peak hour travel times to the three most-traveled destinations are comparable between the minority and non-minority areas. Trips from minority areas to the top three destinations average 45 minutes. Trips to the most popular destinations from non-minority areas average 43.3 minutes.

Because two of the top three destinations are shared by all travelers, it is possible to compare average peak hour trip durations from minority and non-minority areas to the same destination. Travelers from minority census tracts spend a substantially longer time in transit to downtown Santa Cruz than do travelers from non-minority areas. This is due to the fact that most of the minority census tracts are geographically far from downtown Santa Cruz rather than inferior bus service to minority areas.

Travelers from minority areas can reach Cabrillo College more quickly than travelers from non-minority areas. However, the non-minority centroids are closer to the college than minority centroids. This suggests that the Santa Cruz Metropolitan Transit District should consider providing more direct routes from non-minority areas to Cabrillo College.

**Transfers:**

Travelers from non-minority areas must make more transfers to reach the three most popular destinations than travelers from minority areas. Travelers from non-minority areas average .6 transfers, while travelers from minority areas average .2 transfers.

The average number of transfers necessary to reach downtown Santa Cruz is the same from minority and non-minority areas (.1). However, trips from minority areas to Cabrillo College average .3 transfers while trips from non-minority areas average .7 transfers. When analyzed in combination with the average peak hour travel times, it appears that travelers from non-minority census tracts must spend a significant period of time transferring between buses to reach Cabrillo College. As such, the Santa Cruz Metropolitan Transit District should review its routes and schedules to improve timed transfers to the college.

**Total Cost of Trip**

The number of transfers determined the cost of each trip. According to the Santa Cruz Metropolitan Transit District's fare structure, the full price adult fare for direct trips is \$1. Each additional transfer costs \$1. Travelers whose trips require two or more transfers can purchase a day pass for \$3.

Because the total cost of each trip is derived from the number of transfers, the analysis of transfers described above applies to total trip cost as well. Travelers from minority areas pay less than travelers from non-minority areas due to the District's more direct routes.

10-A-17

However, bus riders can purchase monthly passes for \$40. For frequent riders, the use of the monthly pass can result in significant savings. In addition, seniors, youth, and disabled riders are eligible for discounted fares. These discount passes may equalize the real cost of bus travel between minority and non-minority communities, depending on the percentage of riders from each area that use the passes.

**Cost per Mile**

The average cost per mile from minority and non-minority areas to the most popular destinations is \$0.41 and \$0.46, respectively.

The cost per mile for trips originating in minority areas to downtown Santa Cruz is \$0.59 compared to \$0.40 for trips from non-minority areas. By omitting the trip data from the centroid of census tract 1010, the Metro Center in downtown Santa Cruz, the cost per mile from minority areas drops to \$0.21. This per mile cost is closer to what would be expected for the longer, direct trips from the minority census tracts near Watsonville.



# Appendices

10-A-19

# Santa Cruz Metropolitan Transit District Passenger Survey

November - December 1999

Survey Location: \_\_\_\_\_  
 Census Tract #: \_\_\_\_\_ Minority Tract? Yes \_\_\_\_\_ No \_\_\_\_\_

Hola, estoy haciendo esta pequeña encuesta para la compañía de autobuses Metro. Estamos tratando de mejorar el servicio haciéndolo más directo. También queremos saber si servimos a las áreas de minorías y no-minorías del Condado, de una manera igual y justa. ¿Puede contestar las siguientes preguntas? Solo tomará unos minutos.

1. ¿Cuál es el propósito del viaje que está haciendo ahora? (“¿A dónde va?”)
- |  |                  |                           |
|--|------------------|---------------------------|
| _____ Trabajo                            | _____ De compras | _____ Médico/Dentista     |
| _____ Hogar                              | _____ Escuela    | _____ Recreación o social |
| _____ Otro (especifique por favor) _____ |                  |                           |

2. ¿De qué lugar viene Usted? (No necesariamente donde abordó el autobús.)

\_\_\_\_\_

Por favor especifique; edificios importantes, escuela, hospital, centro comercial ó cruce de calles ó domicilio

\_\_\_\_\_

¿De qué Ciudad ó Comunidad?

3. ¿Cómo llegó a la primera parada de autobús?
- |                 |                  |
|-----------------|------------------|
| _____ Caminando | _____ Bicicleta  |
| _____ Auto      | _____ Otro _____ |

\_\_\_\_\_

(Especifique)

4. ¿Cuánto tiempo le tomó llegar a la parada de autobús en el viaje (de su casa, trabajo, o el punto de origen que identificó en la pregunta No. 2?)

- |                      |                         |
|----------------------|-------------------------|
| _____ 0 - 2 minutos  | _____ 11 - 20 minutos   |
| _____ 3- 5 minutos   | _____ Más de 20 minutos |
| _____ 6 - 10 minutos |                         |



5. ¿Cuál es el destino final de éste viaje?

\_\_\_\_\_

Por favor especifique; edificios importantes, escuela, hospital, centro comercial ó cruce de calles ó domicilio

\_\_\_\_\_

¿De qué Ciudad ó Comunidad?

6. ¿Cuántas veces transbordará en su viaje para llegar a su destino?
- |               |               |                 |
|---------------|---------------|-----------------|
| _____ Ninguna | _____ Una vez | _____ Dos ó más |
|---------------|---------------|-----------------|

7. ¿Qué opina acerca del servicio de autobús? (Continúe en el reverso si es necesario)

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

10-A-20

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

**DATE:** March 17, 2000  
**TO:** Board of Directors  
**FROM:** Kim Chin, Manager of Planning and Marketing  
**SUBJECT:** CONSIDER APPROVAL OF BUS EVALUATION STUDY

Public Hearing 9:00 a.m. at Board meeting of March 17.

## I. RECOMMENDED ACTION

Staff recommends that the Board conduct a public hearing on the Bus Evaluation Study and approve the report, subject to minor modifications if necessary.

## II. SUMMARY OF ISSUES

- The District conducted a comprehensive System Redesign in 1990, in order to reduce service system-wide by 28%. After an initial drop in ridership, passenger levels began to increase in the mid-1990's, and ridership is now approximately 7% higher than the highest pre-earthquake ridership high point.
- In August 1999, the Board reviewed the Request for Proposals and Scope of Work, and approved the consultant rankings in September.
- Nelson/Nygaard the first-ranked firm, was selected as the study consultant.
- The purpose of the Bus Evaluation study is to capture a "snapshot" of current ridership levels and route performance.
- No route or service modification recommendations are to be made by the consultant.
- Doug Langille of Nelson/Nygaard will present the study's findings at the March 17 Board meeting.

## III. DISCUSSION

The purpose of the Bus Evaluation study was to capture, to the extent possible given the available funding, the District's current route performance, in terms of passenger loads, ridership by time of day, and schedule adherence. The amount of the grant (\$43,750, with \$35,000 in FTA funds and a \$8,750 local share) funded an onboard study of approximately 75% of the route network, as well as a few additional tasks.

The consultant initially met with the Service Review Committee, composed of District staff and United Transportation Union (UTU) representatives. The Committee and the consultant decided how to prioritize the routes being surveyed.

The consultant then developed a questionnaire to be completed by all bus operators and Operations Supervisors, giving their opinions and suggestions about service, and the consultant also staffed a table in the Operations ready room at pullout and at peak shift change times, in order to speak with bus operators about the study and gather any information on potential areas of concern. District staff and a representative of the study team met with the Metro Accessible Service Transit Forum (MASTF) and the Metro Users Group (MUG) to inform them of the study and gather input.

In addition to the onboard data gathering, the consultant was also charged with two additional tasks: determining where new planned developments will necessitate additional transit service in the near future, and determining how, when, and to what extent class scheduling at UCSC and Cabrillo affects ridership and causes transit overloads.

While the consultant's effort captures a comprehensive look at current route performance, the majority of the work lies ahead: determining how to comprehensively redesign the route network to better serve the District's existing and potential ridership. This task will be taken up in-house, initially by the Service Review Committee, with guidance and input from MUG and MASTF. As specific proposals emerge, public review and comment will be solicited, with the final decision at the Board level.

#### **IV. FINANCIAL CONSIDERATIONS**

The District's share (\$8,750) of this grant-funded project was previously budgeted for this fiscal year, so no new appropriation of funds is required.

#### **V. ATTACHMENTS**

Attachment A: Study Timeline  
Attachment B: Bus Evaluation Study Draft Final Report

Attachment A

**Bus System Evaluation Study and Project Timeline**

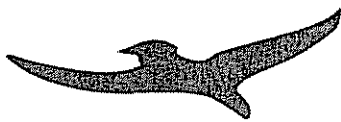
Jan-Feb 1999	Develop RFP for Consultant Services.
Feb. 11, 1999	Meet with Service Review to discuss RFP.
April 20, 1999	Forward RFP draft to General Manager for Review.
June 1, 1999	Ad placed in "Passenger Transport." RFP Advertised and sent out.
June 11, 1999	Pre-Proposal Conference.
June 23, 1999	5:00 p.m. Deadline for submittal of Proposals.
June 24- June 25, 1999	Review Proposals, Set up Interviews.
June 30, 1999	Conduct Interviews, Rank Providers.
July 16, 1999	Board review of consultant rankings.
August 20, 1999	Board selection of consultant.
August 23, 1999	Consultant gathers and reviews existing data, begins preparation of methodology and survey instruments, hires and trains personnel for surveys, etc.
September 22, 1999	Service Review Meeting.
September 24, 1999	Completion of Task 1 (data review and summarization).
October 6, 1999	Service Review Follow-up Meeting
October 21, 1999	Completion of Task 2 (meetings with Advisory Groups).
October 8, 1999	Consultant submits to Metro draft methodology and fully developed plan for accomplishing study, including survey instruments, for Metro approval (Task 3).
October 15, 1999	Metro approves consultant's study methodology and survey instruments

Attachment A Continued

October 22, 1999	On-Board Data gathering begins (Task 4).
November 19, 1999	Consultant issues memorandum of findings regarding future demand for transit service (Task 5).
November 19, 1999	Consultant issues memorandum describing effect of class scheduling at UCSC and Cabrillo on transit overloads (Task 6).
December 3, 1999	Data collection ends.
December 3, 1999- December 30, 1999	Data tabulation, summarization.
February 1, 2000	Consultant's written report of findings to Metro.
March 2, 2000	Packet Deadline for Consultant's draft report.
March 17, 2000	Consultant conducts Public Hearing, final Board approval.
March 24, 2000	Consultant's revision of final report, if required by Board.

## Attachment B: Bus Evaluation Study

# Santa Cruz Metropolitan Transit District



**METRO**

## 1999 Comprehensive Bus Evaluation Final Report

February 2000

Submitted by:

 **nelson\nygaard**  
consulting associates



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# CHAPTER 1. INTRODUCTION

---

The 1999 Comprehensive Bus Evaluation Study is primarily a data collection project to provide the Santa Cruz Metropolitan Transit District (SCMTD) with an updated data base for short term service planning purposes.

METRO has an ongoing process for the annual collection of bus operating data. System-wide ridership counts are conducted on each route by METRO operators on a quarterly basis. Both weekday and weekend counts are conducted. In addition, onboard ride checks are conducted by two Transit Surveyors. The Transit Surveyors conduct an annual 100% count of every route on weekday and weekend service days. The Transit Surveyors record boardings and alightings on a stop by stop basis and record arrival times at time points for each METRO bus trip. Trip by trip load factors and schedule adherence measures are calculated from the annual ride check data collected by the Transit Surveyors. Operator Count and Transit Surveyor ride check data are summarized in an annual Service And Ridership Summary.

METRO has recognized that some of their current detailed trip by trip data may not be sufficiently current. This has resulted in "data gaps" for specific trips. It has also been recognized that where data gaps exist, more current ridership, load factor and schedule adherence data should be gathered. A more complete and current, detailed data base provides a more objective foundation for both short term and near term service planning. In response to this concern, the key objective of the 1999 Comprehensive Bus Evaluation Study is to:

- Identify existing data gaps and to collect ridership and schedule adherence data on those trips where data is not current and on trips where recent or known overload and schedule adherence problems have been identified.

A secondary objective of the study is to:

- Summarize new service requirements for existing and proposed developments, shopping and business areas, employment centers, education institutions and major trip generators.

Within the scope of the study, a base of 900 bus service hours was established for onboard ride check data collection. Candidate trips were identified and prioritized for onboard ride check data collection. The initial identification of ridership and schedule adherence data gaps and ride check priorities was summarized in Technical Memorandum #1: Ridership and Running Time Gaps. This list was finalized in consultation with METRO management and operations staff. In recognition that a 100% ride check sample was not feasible, priorities were established through the METRO Service Review Committee. Onboard ride checks were

conducted over a three week period from October 25 to November 14, 1999. Where data was incomplete, additional ridechecks were carried out on January 22, 23, 25 and 26, 2000.

The secondary objective of the study was accomplished through Task 5 and 6 activities. Task 5 identified potential requirements for transit service based on five year development trends within the County and on enrollment projections for both the University of California at Santa Cruz (UCSC) and Cabrillo College. The findings of this task were presented in the Task 5 Technical Memorandum: Existing and Short Term Future Unmet Demand for Transit Service. Task 6 focused on the identification of hourly and daily class enrollment fluctuations at both UCSC and Cabrillo College. The findings of this task were initially summarized in Task 6 Technical Memorandum: UCSC and Cabrillo College Class Schedules Impact on Transit Ridership.

The 1999 Comprehensive Bus Evaluation Study Final Report includes revised Task 5 and 6 summaries based on METRO staff input as well as the results of the Task 4 route-by-route ride check. Chapter 2 outlines the process for identifying data gaps and the prioritization of trips for ride check surveys. Chapter 3 provides a brief overview of the Operator/Supervisor outreach process. Chapter 4 provides a summary of Task 5 and Task 6 findings. Chapter 5 provides a detailed ride check summary by route and by trip. Overload and schedule adherence problems are identified by route. Chapter 6 provides a brief summary of study findings that have implications for METRO transit service.

# CHAPTER 2. ONBOARD DATA COLLECTION METHODOLOGY AND THE ESTABLISHMENT OF RIDE CHECK PRIORITIES

---

## INTRODUCTION

The primary focus of the 1999 Comprehensive Bus Evaluation Study was to provide METRO with updated ridership, overload and schedule adherence data for service evaluation and planning purposes. The majority of study resources and efforts were focused on this goal. This included a process that:

- established a goal for onboard survey coverage of 75% of total weekday and weekend service hours
- the identification of specific METRO trips lacking current passenger load and schedule adherence data
- the establishment of specific trip priorities for onboard ride checks
- the finalization of ride check protocols and an onboard survey schedule
- onboard data collection, and
- the tabulation and summary of ridership and schedule adherence data

## THE ESTABLISHMENT OF A RIDE CHECK SURVEY STRATEGY AND BUS SERVICE HOUR COVERAGE GOALS

Through consultation with METRO staff, both a data collection strategy and an onboard survey coverage goal were established. A full onboard ride-check strategy was established as the means of effectively collecting detailed boarding and alighting data by individual bus stop and arrival time data at all time points. METRO established a goal for onboard survey coverage of 75% of total weekday and weekend service hours.

To achieve an onboard survey goal of 75% of METRO bus service hours, a target of 900 onboard survey hours was established. The 900 hours of survey coverage was based on a combined total of 713 bus service hours per weekday and 460 bus service hours per weekend

(totaling 1,173 bus service hours). Nine hundred survey hours represents approximately 76% of the total single weekday and weekend bus service hours.

Within the 900 survey hour limit, candidate trips for surveying had to be identified and prioritized so that the best use of the allotted hours could be made. A total of 820 METRO bus trips were surveyed.

## IDENTIFICATION AND PRIORITIZATION OF CANDIDATE TRIPS FOR RIDE CHECK COVERAGE

An initial list of candidate trips for possible ride check coverage was established through the identification of specific trips not included in the Operator/Research Count Summaries for FY 97/98. Trip specific data was reviewed from the Operator and Research Count Summaries and compared with existing trips listed in the Fall METRO HEADWAYS (September 16, 1999 through December 8, 1999). All weekday and weekend trips listed in the Fall METRO HEADWAYS and not recorded in the Operator and Research Count Summaries for FY 97/98 were included in a preliminary list of possible candidate trips. This initial list was supplemented with an additional list of specific trips identified in the Service & Ridership Summaries for FY 97/98 with overload and/or schedule adherence problems. These initial lists were presented to METRO staff for review in Technical Memorandum #1: Ridership and Running Time Data Gaps.

Further input into possible candidate trips for ride check coverage was requested:

- at a meeting of the Metro Accessible Services Transit Forum on September 16, 1999,
- at a meeting of the Metro Users' Group on November 17, 1999,
- at a meeting with the Service Review Committee on September 22, 1999,
- through an Operators/Supervisors outreach forum held on September 30, 1999, and
- from an Operator/Supervisor Survey distributed to all operators and supervisors on September 30, 1999.

At the September 22, 1999 meeting, members of the Service Review Committee were asked to identify specific trips that they felt needed to be covered with onboard ride checks. The Service Review Committee was felt to be a critical source of input. This is an operations/planning committee that continually reviews schedule and service design issues brought to their attention by both the public and METRO Operators. The Service Review Committee has a working understanding of current overload and schedule adherence problems. Through the Operator and Supervisor Surveys, all Operators and Supervisors were given an opportunity to identify trips for the Nelson\Nygaard ride checks. This gave an opportunity for a broader base of input into the establishment of a final list of candidate trips.

A final list of candidate trips was presented to METRO staff and members of the Service Review Committee at a meeting on October 6, 1999. At this meeting, Committee members prioritized trips into Primary and Secondary Tier categories. It was agreed that Nelson\Nygaard would assign ride check survey hours to Primary Tier trips initially, and assign any remaining ride check survey hours to Secondary Tier trips.

A final prioritized list was reviewed by METRO planning staff and was used to create the ride check survey assignments and shifts.

## RIDE CHECK PROTOCOLS AND SURVEY STRATEGY

Nelson\Nygaard staff reviewed the prioritized list of candidate trips and METRO trip assignment to specific blocks. Ride check surveyor shifts were established to maximize the actual onboard service coverage per surveyor shift. Additional trips were added to fill otherwise unproductive gaps in surveyor shifts. To minimize deadheading, efforts were also made to ensure that surveyors began and finished their individual shifts at the same location. A final set of surveyor trip assignment sheets was sent to METRO Planning staff for review and comment.

Existing METRO ride check survey sheets were used and combined for each surveyor assignment. A sample copy is included in Appendix I. The ride check survey sheets are designed to record trip departure times, arrival times at time points and boardings and alightings at each bus stop along the surveyed route. From the raw data collected in the field:

- total boardings per trip were recorded, and
- passenger load ratios and measures of on time performance were calculated.

The actual onboard survey work was conducted during the period from October 25 to November 14, 1999. During the first week of surveying, efforts were focused on trips serving the Watsonville area to ensure data collection before the seasonal agricultural labor force was reduced in November. METRO staff had indicated that loads in the Watsonville generally decrease as the agricultural work force is reduced at this time of year.

## DATA TABULATION AND SUMMARIZATION

Existing METRO service standards and bus capacity information was used in the calculation of passenger load ratios and schedule adherence.

Passenger load ratios for each trip were calculated by dividing the maximum recorded load by the capacity of the bus type assigned to the specific trip. METRO uses a range of bus sizes in its fixed route service. Fixed route bus sizes range from 25 to 40 feet in length and seated capacities range from 17 to 47. METRO formally assigns specific bus types to specific trips

based on anticipated passenger load requirements. Bus assignments are coordinated through block assignments.

Passenger overload problems were identified for trips where the maximum load ratio exceeded:

- 1.0 passengers per bus seat for service that operated on highways, and
- 1.25 passengers per bus seat for all other fixed route service.

Under current METRO service performance standards, a maximum desirable load factor is 1.25. Any load factor exceeding 1.25 is considered an overload. METRO's maximum policy capacity is 1.50. At this point operators are required to pass up passengers. Although there is no Board-approved service standard defining highway load factors, load factors exceeding 1.00 on trips operating on highways have also been identified. This is based on a general transit industry safety practice of not operating with standing loads at higher highway speeds.

Under current METRO performance standards a trip is considered "on time" if it arrives either by its scheduled arrival time at the end point of the trip, or within five minutes of its scheduled arrival. From the Nelson\Nygaard ride check survey any trip arriving at its end point later than five minutes was documented as having a schedule adherence problem. The total number of minutes late was recorded for each late trip.

Ride check data is summarized by trip and by route in Chapter 5.



# CHAPTER 3. OPERATOR/SUPERVISOR OUTREACH

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Operator and Supervisor involvement in the identification of candidate trips for the Nelson\Nygaard ride check survey is considered critical. Both Operators and Supervisors can identify trips that are experiencing emergent overload or schedule adherence problems that may not have been recorded on the most recent Transit Surveyor ride checks.

Operator and Supervisor input was collected in two ways:

- an Operator and Supervisor Outreach Session held at the METRO Operations Facility on September 30, 1999, and
- Operator and Supervisor Surveys placed in Operations mail slots on September 30, 1999.

## OPERATOR/SUPERVISOR OUTREACH SESSION

A member of the Nelson\Nygaard consulting team was available in the METRO Operators lounge area from initial AM pull out through the end of the PM pull out on September 30, 1999 to discuss the study work scope and to document any trips identified by Operations staff for ride check coverage. Prior to the Outreach Session, notices had been placed at Dispatch indicating the time and intention of the Session.

The Outreach Session was not as an effective method of obtaining input as initially expected. Many Operators did not have extra time prior to their scheduled pull out to discuss candidate trips. The Session did facilitate the discussion of the study objectives and introduce the purpose of the Operator and Supervisor Surveys. The Session was also an opportunity to notify Operators that Nelson\Nygaard ride check staff would be riding the system and collecting ridership and schedule adherence data.

At the outreach session, Operators did identify trips on Routes 35 , 66, and 69W for ride check coverage.

## OPERATOR AND SUPERVISOR SURVEYS

With input from the Service Review Committee, separate survey questionnaires were designed for Operators and Supervisors. Copies of the questionnaires are provided in Appendix II.

Although the primary purpose of the Operator and Supervisor Surveys was to identify candidate trips for ride checks through the identification of trips experiencing overload and

schedule adherence problems, additional questions pertaining to pass-ups, maximum load points, key demand origins and destinations, and surplus running times were asked.

Questionnaires were placed directly in the mail slots of 170 Operators and 13 Supervisors on September 30, 1999. The cover instructions requested a response date of October 6, 1999.

Twenty (12%) Operators and one (8%) Supervisor returned questionnaires. While information was not provided to all questions, a significant number of trips with regular overload and schedule adherence problems were identified as candidate trips. In some cases individual trips or all trips associated with a particular route were identified as problem trips. Problem trips were identified on Routes 1B, 1H, 1L, 1W, 2, 3A, 3B, 4, 8, 12, 30, 35, 42, 54, 59, 66, 69L, 69W, 70, 71, 75 and 91. Trips on Routes 1, 35 and 71 were identified most frequently by survey respondents as having overload and/or schedule adherence problems.

Trips on the Route 1 were identified:

- with overload problems by 10 (50%) respondents, and
- with schedule adherence problems by 6 (28%) respondents.

Trips on the Route 71 were identified:

- with overload problems by 8 (38%) respondents, and
- with schedule adherence problems by 8 (38%) respondents.

Trips on the Route 35 were identified:

- with overload problems by 4 (19%) respondents, and
- with schedule adherence problems by 4 (19%) respondents.

All specific trips or 'Blocks' of trips identified in the Survey responses were included in the final candidate list for prioritization and consideration for ride check coverage. All returned questionnaires will be forwarded to METRO Planning staff for consideration in the service planning process. The responses to those questions not directly related to the 1999 Comprehensive Bus Evaluation Study provide valuable background information regarding factors influencing specific route performance.

# CHAPTER 4. EXISTING AND SHORT-TERM FUTURE UNMET DEMAND

---

## INTRODUCTION

The objective of this chapter is to identify the trends of future transit trip attractors in the METRO service area and to project the potential demand for transit service they may generate. Task 5 identifies future transit trips that will be generated from development projects. Task 6 indicates transit usage by students at University of California at Santa Cruz (UCSC) and from Cabrillo College.

The first section of this chapter presents the Task 5 analysis on future developments in the METRO service area. These developments include residential, commercial, retail, and educational facilities. The educational facilities covered are grammar schools through high schools and the UCSC and Cabrillo College satellite locations. Based on transit use and the amount of development being planned, general geographic areas are prioritized for additional transit service in the future.

The second section of this chapter provides Task 6 trends on when students take classes at UCSC and Cabrillo College. The start times of classes are good indicators of when students will be arriving at campus. Since there will be an increase in enrollment at both campuses, there will also be an increased demand for transit service to the campuses.

The final section is a summary of the findings of the first two sections. The documents contained in Appendix 3 that are referred to in this chapter are intended to provide specific information for future planning.

## FUTURE DEVELOPMENTS

The purpose of this section is to prioritize the geographic areas within the METRO based on the amount of developments in each area. When development projects are proposed to a city or county, they often are not built as proposed. Developments may be reduced in size and scope or may not be approved at all, because of environmental reasons, public demand, or funding. Due to this uncertain nature of the development industry, only those developments that have already been approved or are under construction at the time of writing are analyzed for future transit use. Developments in the conceptual stage and not yet approved or under construction are listed separately for informational purposes.

The four geographic areas of development in the METRO service area are presented in a table format and numbered as Figure 4-1 through Figure 4-4. The four areas listed include:

- Capitola area including the City of Capitola, Aptos (Cabrillo College) and Soquel

- Santa Cruz area including the City of Santa Cruz, State-owned land used for the University of California at Santa Cruz (UCSC) campus and the new Seymour Center at Long Marine Laboratory
- Scotts Valley area, including the City of Scotts Valley, the future site of the Cabrillo College satellite campus, and unincorporated area near Scotts Valley, and
- Watsonville area, including the expansion of the Cabrillo College Watsonville Center.

These developments are residential, commercial/retail sites, or educational facilities that have been approved and/or are under construction at the time of this study. A projected daily number of transit trips is provided for each development, and each site is ranked as a priority (low, medium or high) for future transit needs. A subsection for developments that are not yet approved or under construction lists those developments for informational purposes. It does not provide an analysis for the number of transit trips these developments may generate.

The last subsection provides an overview of how future METRO service areas might be prioritized for additional transit service. The intent is to make general recommendations, and not to provide a definitive recommended list of priorities for future METRO service.

## Methodology

In the following subsection, each of the four development areas has a figure which lists the developments in the area that are expected. The following subsections explain how the data is represented for each column of the four figures in the next subsection. The locations of development were provided by the planning departments in the cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville, the unincorporated areas of the County of Santa Cruz, the public information office of UCSC, and the President's Office at Cabrillo College.

All school districts in the METRO service area were asked to provide information on future school sites. Watsonville area has two new sites. There is also a new elementary school that is in the planning stages in the Watsonville area, that was not included in this summary because it is still in the conceptual stage and the location has not been determined. This information was also requested from the Santa Cruz City Schools, and the San Lorenzo Valley Unified School District; however, there are no schools approved or under construction in these districts at the time of the responses.

## Location

The location of each development is noted with the actual address or cross streets, city or jurisdiction, name of development if applicable, number of units or square feet of development, and type of development. The types of developments are homes, apartments, commercial/industrial/retail space and educational facilities. There is a soccer field in the

Watsonville area that is included in that figure for informational purposes; no projections for the number of transit trips are made.

### **Projected Number of Residents or Employees**

The projected number of residents and employees is based on planning standards of 2.5 residents per residential unit and one employee per 1,000 square feet of commercial development. Projections of increased students at UCSC are provided by the public information office, and for Cabrillo College it is provided by the Office of Institutional Research. Projections for the daily number of visitors to the new Seymour Center (east of Natural Bridges beach) are from the executive director of the Friends of Seymour Center. The new high school in Watsonville is projected by the City to have 2,200 students and is expected to open by 2002.

### **Average Transit Mode Share**

The source for the average mode share for transit use is the "Santa Cruz Area Employee Transportation Survey, Spring/Summer 1995", provided by the Santa Cruz Area Transportation Management Association. The transit mode shares for each jurisdiction are as follows: Capitola 3.3%; Santa Cruz 2.1%; Scotts Valley 2.2%; Watsonville 2.0%; and unincorporated County areas 2.4%.

The Watsonville transit mode split from the Transportation Survey was originally indicated as 0.5% in the Employee Transportation Survey. Since commuter survey data tends to focus on employees who work in offices, factories or retail businesses, it usually does not reflect the commute patterns of agricultural employees. According to the planning department in the City of Watsonville, the demographics of the area indicate that there is a significant number of agricultural employees living and working in the Watsonville area. Therefore, the mode share for transit use in the Watsonville area was increased to 2.4% to more accurately represent the true employee characteristics of the Watsonville area and to provide consistency with the other areas transit mode shares. This is the same transit mode share for the unincorporated County areas, as indicated above by the Employee Transportation Survey.

The transit mode share used for UCSC and Cabrillo College students is 18%. This is from the Spring 1997 Modal Mix Study provided by UCSC and represents all passenger trips made on METRO into the UCSC campus. Although the Spring 1997 Modal Mix Study did not measure transit use on the Cabrillo College campus, it is used for Cabrillo College to provide consistency in college transit mode usage.

The transit mode share for high school students is 30%. The School Transportation News (a national school transportation clearing house of information) indicates that 54% of all K - 12 students in the country ride "yellow school buses." This does not include public transit buses. Factoring in those high school students who drive, get rides from friends or parents or walk /bike to school, the average mode share for transit use for suburban high school students is estimated at 30%

### **Projected Number of Transit Trips per Day**

The projected number of transit trips per day is calculated from the projected number of residents and/or employees in each development multiplied by the transit mode share percentage for that area. This is then multiplied by the average number of transit trips taken per day per person. The number of transit trips used per transit rider per day is two trips, and this is multiplied by the previous figure to result in the projected trips per day. The average number of two transit trips per day per person is from the 1990 National Personal Transportation Survey conducted by the Federal Department of Transportation.

### **Current Transit Service Available**

"Currently served" indicates if there is SCMTD service within approximately 1/4 mile of the development. In transit planning, 1/4 mile is used to determine if the transit stop can be accessed by most transit users. Many people will not walk more than 1/4 mile to get to a transit stop, although some will.

### **Transit Service Needed in the Future**

The priority for service needed in the future is indicated as high, medium or low. This is not intended as a projection for the specific level of future of service needed for each development, but rather as an indicator for prioritizing which of these new development areas should be analyzed in the future to determine if any transit service will be needed.

### **Future Developments in the METRO Service Area**

This section lists future developments in the METRO service area.

For future transit service planning, the last subsection provides a list of the developments that have not yet been approved. A general prioritization is provided in the following summary subsection.

Capitola Area Developments

There are three developments that are reported in the Capitola area, including the City of Capitola, Aptos (Cabrillo College) and Soquel. These developments will add a projected 1,614 employees, residents and students to the area, and a projected demand of 547 additional daily transit trips. Most of these projected trips will be generated from the 1,330 additional students that are expected to enroll in the Cabrillo College main campus in Aptos. This area has the fewest developments at the time of writing, and is a low priority compared to the other areas.

FIGURE 4-1  
CAPITOLA AREA DEVELOPMENTS

Location	Projected # of Residents, Employees, and/or Students	Average Transit Mode Share	Projected # of Transit Trips/Day from Developments	Current Transit Service Available	Priority for Future Transit Service
1435 41" Ave. @ Alameda Ave, Capitola, Best Western Hotel, 54 rooms. 39,000 square feet (s.f.)	39	3.3%	3	Yes. 60 minute frequency on #67 on 41" Street, 60 minute frequency on 51, 52, 59, 65 & 66 w/in 3 blocks	Low Priority
Hilltop Road near Old San Jose Road, Soquel unincorporated county area. "Tan Heights", 30 homes	75	2.4%	4	Yes. #60 provides three trips a day	Low Priority
Cabrillo College. Aptos campus. increased enrollment in the next 5 years	1,330	18%	479	Yes. 30 - 60 minute service on #s 69W, 81, 69N, 71, 69, 91, 70, & 54	High Priority
Total for Capitola Area	1,444		486		Low Priority

### Santa Cruz Area Developments

The Santa Cruz area includes the City of Santa Cruz, State-owned land used for the UCSC campus and the new Seymour Center at Long Marine Laboratory. The Santa Cruz area has eighteen developments that will add a projected 5,432 additional employees, residents and students, and will generate a projected additional 1,627 transit trips a day. Most of these additional projected transit trips will be generated from the Seymour Center at Long Marine Laboratory, which is west of Natural Bridges Beach, and from the additional enrollment expected at UCSC. There is no service currently to the Long Marine Laboratory, except the UCSC shuttle from the campus; with an estimated 80,000 visitors per year expected after the March 2000 opening, there may be demand for METRO service to that area. The METRO routes to UCSC may have increased load factors from the 4,000 additional students expected by 2005, and additional service will probably be needed.

With the additional trips generated from UCSC development, the Santa Cruz area overall is considered a medium priority for future additional transit service. The UCSC development if considered separately, is a high priority, and the remaining Santa Cruz area is considered a low priority due to the existing transit service available.

**FIGURE 4-2**  
**SANTA CRUZ AREA DEVELOPMENTS**

Location	Projected # of Residents, Employees, and/or Students	Average Transit Mode Share	Projected # of Transit Trips/Day from Developments	Current Transit Service Available	Priority for Future Transit Service
155 Chestnut Street, Santa Cruz, 95 units + 9,000 SF retail	247	2.1%	10	Yes. 12 minute frequency on #1 (during school) and every 30 minutes non-school term	Low Priority
115 Cliff Street, Santa Cruz, 32 SRQ units above a bowling alley	80	2.1%	3	Yes. Hourly frequency on #7	Low Priority
219 Fern Street, Santa Cruz, 7 SRQ units	18	2.1%	1	Yes. Hourly frequency on #4	Low Priority
250 Grandview Ave @ Mission, Santa Cruz, 72 units	180	2.1%	8	Yes. Hourly frequency on #2	Low Priority
1438 N. Branciforte Ave., Santa Cruz, 10 homes	25	2.1%	1	Yes. Hourly frequency on #8	Low Priority
518 Second Street, Santa Cruz, 15 units	38	2.1%	2	Yes. Hourly frequency on #7	Low Priority
121 Main Street, Santa Cruz, 8 units	20	2.1%	1	Yes. Hourly frequency on #7	Low Priority



FIGURE 4-2 (CONT.)  
SANTA CRUZ AREA DEVELOPMENTS

Location	Projected # of Residents, Employees, and/or Students	Average Transit Mode Share	Projected # of Transit Trips/Day from Developments	Current Transit Service Available	Priority for Future Transit Service
415 Washington Street, Santa Cruz. 4 units	10	2.1%	0	Yes 3 blocks from METRO Center	Low Priority
943 Hanover Street, Santa Cruz. 11 homes	28	2.1%	1	Yes 15 minute frequency on #69	Low Priority
Laurel & Chestnut, Santa Cruz, 96 apartments	240	2.1%	10	Yes Three blocks away from the Santa Cruz METRO Center	Low Priority
2155 Delaware Ave., Santa Cruz. 44,000 SF Santa Cruz Biotech	45	2.1%	2	Yes. Service every 40 minutes on #3B and 3A	Low Priority
1201 Shaffer Road, Santa Cruz. 60,000 SF, Raytech	60	2.1%	3	Yes. Hourly service on #2	Low Priority
111 River Street, Santa Cruz. 85,200 SF, Mini storage, minimal traffic generated from this type of development	2	2.1%	0	Yes Hourly service on #4	Low Priority
2650 Mission Street, Santa Cruz. 60,830 SF, mini-storage, minimal traffic generated from this type of development	2	2.1%	0	Yes. Hourly service on #2	Low Priority
1509 Ocean Street, Santa Cruz. Hampton Inn 46-room hotel	10	2.1%	0	Yes. 30 minute frequency on #35/35A. hourly service on #8	Low Priority
200 Harvey West Blvd., Santa Cruz, 27,000 SF commercial space	27	2.1%	1	Yes. Hourly service on #1	Low Priority
Seymour Center at Long Marine Laboratory (UCSC) at Terrace Point (west of Natural Bridges State Beach in Santa Cruz), State owned land, Seymour Center public education center is scheduled to open March 2000.	400 visitors/day average including students	18%	144	No. although the Long Marine Lab Shuttle runs about every 50 minutes. 7:30 am - 4:30 pm, from UCSC.	High Priority
UCSC. projected increased enrollment in the next five years	4,000	18%	1,440	Yes 10 - 60 minute service on #s 1B, 1H, 1L, 1W, hourly service on # 12, and hourly service on 91	High Priority
Santa Cruz Area Total	5,432		1,627		Medium Priority

**Scotts Valley Area Developments**

The Scotts Valley area includes the City of Scotts Valley, the future site of the Cabrillo Satellite Campus and the unincorporated area near Scotts Valley. The Scotts Valley area has eight developments that have been approved or are under construction at the time of writing. There will be a projected additional 749 employees, residents and students and a projected increased demand of 113 transit trips per day. The Scotts Valley area is considered a low priority for additional future transit service compared to other areas with higher numbers of projected additional daily transit trips.

**FIGURE 4-3  
SCOTTS VALLEY AREA DEVELOPMENTS**

Location	Projected # of Residents, Employees, and/or Students	Average Transit Mode Share	Projected # of Transit Trips/Day from Developments	Current Transit Service Available	Priority for Future Transit Service
210 Mt. Hermon Road, Scotts Valley, Rite Aid Pharmacy, 17, 475 square feet	18	2.2%	1	Yes. 1 hour frequency on #s 30, 31, & 36, 30 minutes frequency on #35	Medium Priority
La Cuesta (near Mt. Hermon), Scotts Valley. "Torrey Oaks", 11 homes and condos	28	2.2%	1	Yes. #s 30 & 31 provide service every hour	Medium Priority
4301 & 4303 Scotts Valley Drive, Scotts Valley, 26 apartments	65	2.2%	3	Yes. 1 hour frequency on #s 30, 31, & 36, 30 minutes frequency on #35	Medium Priority
Kathy Lane @ Scotts Valley Drive, Scotts Valley, 34 townhouses	85	2.2%	4	Yes. 1 hour frequency on #s 30, 31, & 36, 30 minutes frequency on #35	Medium Priority
Glen Canyon @ Mt. Hermon, Scotts Valley, 61 townhomes and apartments	153	2.2%	7	Yes. 1 hour frequency on #s 30, 31, & 36, 30 minutes frequency on #35	Medium Priority
Graham Hill Road @ Sims Road, unincorporated county area near Scotts Valley. "Graham Hill Estates", 60 homes	150	2.4%	7	Yes. #s 30 & 31 provide service every hour	Medium Priority
Cabrillo College, Scotts Valley area future satellite campus, enrollment in the next 5 years	250	18%	90	Unknown, due to undetermined location of satellite campus	Medium Priority
<b>Scotts Valley Area Total</b>	<b>749</b>		<b>113</b>		<b>Low Priority</b>

### Watsonville Area Developments

Watsonville area is experiencing an increase in the number of housing units, and its Cabrillo College Watsonville Center is expected to have significant increases in enrollment (an estimated 700 additional students in the next five years according to the Office of Institutional Research). The number of additional residents, employees and students from this added development is 5,053, and the projected number of additional transit trips they will generate per day is 1,641. The Watsonville area is rated as a high priority for future additional transit service. One reason for this is that many of the future developments have either no transit service or only hourly service, most of which is regional and not local. The other reason is that the new high school of 2,200 projected students and the Cabrillo College Watsonville Center with 700 additional students will require more local transit service.

Many of the additional transit trips are expected to be generated from the new high school and the additional enrollment at the Cabrillo College Watsonville Center. There is an elementary school in the conceptual stage planned on the Ohlone Parkway, and another elementary school planned for the current Adult School on Rodriquez; however, elementary school do not usually generate the demand for many transit trips like high schools or colleges. The new soccer field information is provided for future transit planning purposes and due to the recreational use of these types of facilities, a projection for future transit use is not provided.

**FIGURE 4-4**  
**WATSONVILLE AREA DEVELOPMENTS**

Location	Projected # of Residents, Employees, and/or Students	Average Transit Mode Share	Projected # of Transit Trips/Day from Developments	Current Transit Service Available	Priority for Future Transit Service
Harkins Slough Road @ Ohlone Parkway. Watsonville, "Bay Breeze", 114 homes	285	2.4%	14	No Transit Service	Medium Priority
Harkins Slough Road near Ohlone Parkway. Watsonville, "Sunset Cove". 120 homes	300	2.4%	14	No Transit Service	Medium Priority
327 Errington Road, Watsonville, 120 apartments	300	2.4%	14	No Transit Service	High Priority
East Lake @ Wagner Ave. Watsonville. new elementary school	school use. no numbers available yet	unknown	unknown	Yes. #s 78 & 79 provide service every hour	Low Priority

FIGURE 4-4 (CONT.)  
WATSONVILLE AREA DEVELOPMENTS

Location	Projected # of Residents, Employees, and/or Students	Average Transit Mode Share	Projected # of Transit Trips/Day from Developments	Current Transit Service Available	Priority for Future Transit Service
Ramsey Park, Watsonville, "Soccer Central"	recreational use, no projection for visitor transit usage	unknown	unknown	Yes. #s 71 & 72 provides hourly service	Low Priority
Green Valley Road (old hospital site), Watsonville, "Northgate", 80 apartments, office space, & retail	200 residents 100 employees	2.4%	14	Yes. #s 71 & 72 provide service every ½ hour	Low Priority
350 Anna Street, Watsonville, industrial	40	2.4%	2	Yes #23 hourly service	Medium Priority
Stewart Avenue, Watsonville, 60 apartments	150	2.4%	7	Yes. #78 on weekend every 2 hours #79 Weekday, hourly service	Low Priority
Green Valley Road @ Hope, Watsonville, "Green Valley Highlands", 31 homes	78	2.4%	4	Yes. #s 72 & 75 provides hourly service	Low Priority
New Millennium High School, Harkins Slough Road, west of Highway 1, 2,200 students	2,200	30%	1,320	No transit service.	High priority
New elementary school, 550 Rodriguez Street (currently an Adult School), 600 - 800 students	700	unknown	unknown	Yes #69W provides hourly service	Low Priority
Cabrillo College Watsonville Center, projected increased enrollment in the next 5 years	700	18%	252	Yes Near Watsonville Center, #s 69W, 71, 72, 73, 75, 78, 79, 81, 91	High Priority
Watsonville Area Total	5,053		1,641		High Priority

### Conceptual Developments

Figure 4-5 lists the developments that are not yet approved or under construction, as reported by the jurisdictions listed in the methodology section. The location is listed in the "location" column, along with the known size and type of the development.

The second column "Development Status" indicates where in the process of approval the development is at the time of writing.

The third column "Current Transit Service Available" indicates if there is METRO service within approximately 1/4 mile from the proposed development site, which routes serve that area, and the approximate frequency of service they provide.

There are three potential developments of the 25 reported that do not currently have METRO service. One is in Scotts Valley and two are in Watsonville. The remaining potential development sites (88% of the potential developments) all have METRO service within 1/4 mile.

This figure is provided for future transit planning purposes and is not an indication of definitive development.

**FIGURE 4-5**  
**CONCEPTUAL DEVELOPMENTS**

Location	Development Status	Current Transit Service Available
Clares Street @ Wharf Road, Capitola. Bed & Breakfast. "Rispin Mansion", 26 rooms	Draft Environmental Impact Report in Preparation	Yes. Eight trips a day provided by # 51
School Projects, Capitola. 1) Soquel Union Elementary school may build @ Jade Street Park/45th avenue 2) Soquel Union Elementary School may enlarge the New Brighton Middle School at its present site.	"Under Consideration"	Yes. Hourly service on #s 51, 52, and 59
809 bay Avenue @ Hill Street, Capitola. "Capitola Crossings" retail/office development. 72,000 s.f. retail space. 13,400 s.f. office space	"Project approved but in litigation"	Yes. Hourly service on # 52
Mt. Hermon Road, Scotts Valley. "Skypark Commercial/Towncenter", 50,000 s.f. retail, 20,000 s.f. cineplex, 30 homes, 30 apartments/condominiums	"In conceptual review"	Yes. # 30 provides hourly service and # 35 provides 30 minute service
Santa's Village Road, Scotts Valley. "Polo Ranch". 40 homes	"submitted" for approval	Yes #s 30 and 31 provide service approximately every hour
Glenwood Drive, Scotts Valley, "Glenwood", 74 homes	"submitted" for approval	No transit service nearby
Pajaro Lane, Watsonville. "Corralitos Cottages". 100 condos/townhouses/apartments	"concept only"	Yes # 71 provides 30 minute average service, and #'s 72, 73, and 75 provide hourly service

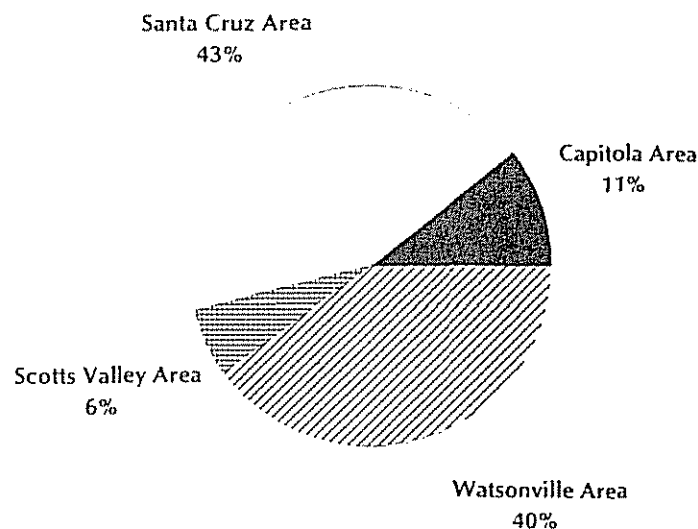
FIGURE 4-5 (CONT.)  
CONCEPTUAL DEVELOPMENTS

Location	Development Status	Current Transit Service Available
"Buena Vista Annexation". Buena Vista Road @ Manfre Road, Watsonville area. 1,200 residential units (homes, townhomes and apartments), and an extended care facility	"area plan being developed; annexation pending"	Yes. On Highway 1, adjacent to this potential development, is served hourly by # 73
108 Green Valley Road, Watsonville, 60 apartments	"concept only"	Yes #s 71 & 72 provide service every ½ hour
Longview, between Pennsylvania Drive & Auto Center Drive, Watsonville, "Fiorovich", 12 homes	"Submitted; on hold till completion of Area Plan"	Yes. Hourly service on 69W
Auto Center Drive 2 Longview, Watsonville, 60 apartments	"submitted; on hold till completion of Area Plan"	Yes. Hourly service on 69W
351 Anna Street, Watsonville, 6 acres of industrial use	"concept only"	Yes. Hourly service on #73
Loma Preita @ Green Valley Road, Watsonville, 6 acres retail commercial use	"concept only"	Yes. Hourly service on #75
East Lake @ Wagner, Watsonville, 365 homes and apartments	"EIR under preparation"	Yes. Hourly service on #s 78 and 79.
Errington Road, Watsonville, "Franceschi", 600 homes	"concept only"	No transit service nearby
Harkins Slough @ Ramsey Park, Watsonville, 30 apartments	"concept only"	Yes. Hourly service #s 69W, 71 & 72
Errington Road, Watsonville, "Bay Breeze", 144 homes	"EIR under preparation"	No transit service nearby
East Lake @ Wagner, Watsonville, Public Park, 9 acres	"concept only"	Yes. Hourly service on #s 78 and 79.
25 Loma Prieta, Watsonville, "Cherry Blossom", 32 homes	"City Council Approval Pending"	Yes. # 75 provides service every 30 minutes
Mattison Lane, Capitola area, County unincorporated land, "the Grove", 15 homes	"submitted"	Yes. On Highway 1, adjacent to this potential development, is served hourly by #s 69W and 63
Soquel Drive @ Atherton Drive (near Cabrillo College), Capitola area, unincorporated, 58 homes	"submitted"	Yes. Service provided by #s 81, 69N, 71, 69, 91, and 70 approximately every 30 minutes
Capitola Road @ Jose Ave., Capitola area, "Santos", 16 homes	"submitted"	Yes. Service provided by #s 69, 69N and 69W every 30 to 60 minutes
Gross Road @ Virgil Lane, Capitola area, "Rodeo Creek", 10 homes	"submitted"	Yes. Hourly service provided by #s 60, 81 and 91
Trout Gulch @ Soquel Drive, Aptos, "Aptos Village Commons", 35,000 s. f. commercial, 16 dwelling	"submitted"	Yes. Hourly service provided by # 54, and 30 minute service provided on #71
Soquel Avenue @ Chanticleer Ave., Capitola area, 115,000 s.f commercial development	"submitted"	Yes. Hourly service provided by #63

### Future Developments in the METRO Service Area Summary

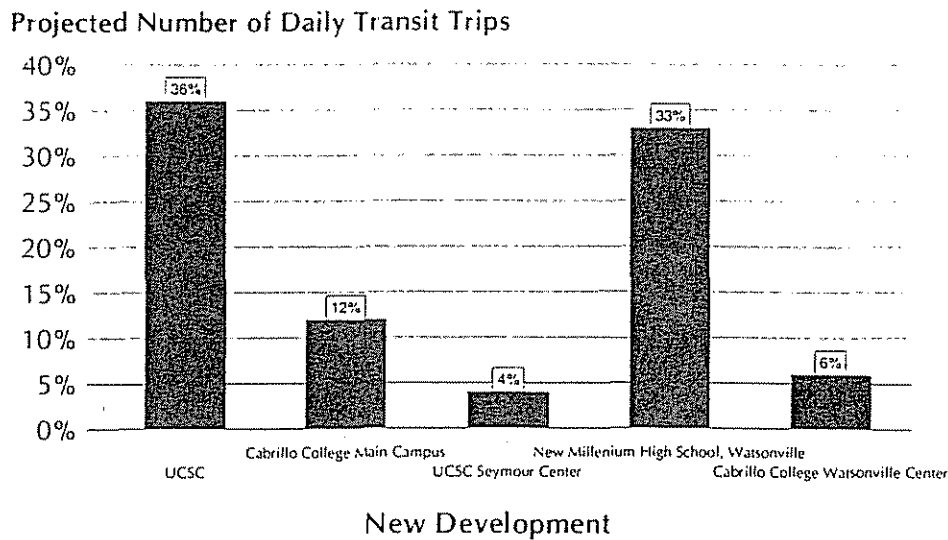
The future development in the next five years will contribute a projected 12,678 additional residents, employees and students. The Santa Cruz area will have the greatest (43%) increase from development. However, this is mainly due to the increased enrollment projections at UCSC. Watsonville area has a large (40%) increase in the number of additional residents, employees and students, due to the new high school and the increased enrollment at the growing Cabrillo College Watsonville Center. The distribution of this development in the four areas in the SCMTD service area is as shown below:

**FIGURE 4-6**  
**DISTRIBUTION OF ADDITIONAL RESIDENTS, EMPLOYEES AND STUDENTS PROJECTED FROM FUTURE DEVELOPMENT**



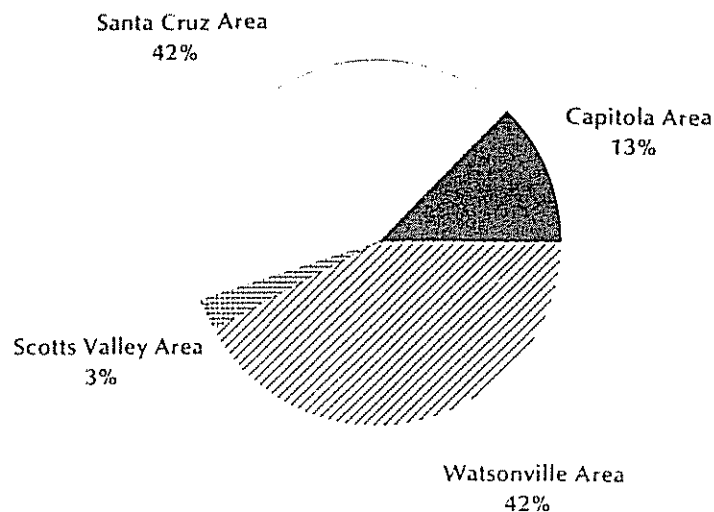
There is a projected 3,967 additional transit trips per day generated by these new developments. Additional student enrollment will comprise most of the increased demand for transit service. The Watsonville area with the new high school and the increased Cabrillo College Watsonville Center enrollment will comprise 42% of the demand for additional daily transit trips. The Santa Cruz area, with the additional UCSC enrollment and the enlargement of the Seymour Center, will comprise 42% of the demand for additional daily transit. The projects in Figure 4-7 below represent 92% of the future METRO trip demand.

**FIGURE 4-7**  
**PROJECTS THAT WILL GENERATE THE GREATEST NUMBER**  
**OF ADDITIONAL DAILY METRO TRIPS**



All of the projected trips will be distributed in the following areas:

**FIGURE 4-8**  
**DISTRIBUTION OF PROJECTED ADDITIONAL TRANSIT TRIPS**  
**RESULTING FROM FUTURE DEVELOPMENTS**





### Future Transit Service Priorities

The highest priority is the Watsonville area, due to the projected high number of additional daily METRO trips and the lack of local transit service for the projected numbers of additional residents, employees and students in that area.

The second highest priority is the Santa Cruz area, but more specifically UCSC and the Seymour Center, due to the projected increased enrollment. Most of the remaining developments in the Santa Cruz area have local and regional transit service.

The third priority is the Capitola area, due to the increasing enrollment projections for Cabrillo College Main Campus in Aptos.

The last priority is the Scotts Valley area, which has smaller developments which are generally close to current transit service.

## UCSC AND CABRILLO COLLEGE CLASS SCHEDULES IMPACT ON TRANSIT RIDERSHIP

The objective of this section is to identify the current peak periods of transportation demand at UCSC and at Cabrillo College, so METRO can make informed decisions about service levels and schedules.

College class schedules can cause enormous surges in transportation demand. Enrollment at both campuses and their satellite locations is growing in the next five years, as was explained in the previous section. The demand at peak periods will continue to increase at the campuses in the next five years.

The first sub-section identifies the method of data collection used. The data sources include reports from personnel contacted at the two colleges. The second sub-section indicates the weekday trends for the peak enrollment times at UCSC. The third sub-section provides the weekday trends for peak enrollment times for Cabrillo College. The last sub-section provides a summary of what peak times and days additional bus capacity may be needed for the two colleges based on enrollment data provided by the colleges.

### Method of Data Collection

To gather data, phone calls were made and e-mails were sent out to the personnel listed below. A website search of each college provided the initial personnel contacts at the colleges. Through telephone interviews, information was gathered and additional contacts were made.

Each section below details the sources of information for each campus.

## University of California, at Santa Cruz (UCSC)

### Data Sources:

- Academic Scheduling of Classes and Classrooms 02/16/1999 – a policy guide that lists peak times of enrollment, from the Registrar's Office at UCSC
- Large Lecture Spring 2000 – list of classrooms scheduled by day, and class hour and the total capacity of each classroom, from the Registrar's office at UCSC (Appendix III)
- Enrollment submittal for UC Office of the President, June 1999 – provides UCSC enrollment projections for 1999 and 2000
- Hourly Traffic Volumes through Both Campus Gates – 10/5/98 through 10/7/98, averaged every hour, a report from Larry Pageler, Transportation Analyst for the Transportation and Parking Services office at UCSC (Appendix 3)
- Enrollment Projections for 2005 provided telephonically by the Public Information Office at UCSC

### UCSC Personnel Contacted:

- Larry Pageler, Transportation Analyst, Transportation and Parking Service Office, UCSC
- Greta Gil, Interim Computer Resource Specialist, Office of the Registrar, UCSC
- Margie Claxton, Scheduling Office in the Registrar's Office, UCSC

## Cabrillo College

### Data Sources:

- Schedule Pattern of Classes, Fall 1999 – which tracks classes based upon morning, afternoon and evening hours, provided by the Office of Institutional Research
- Enrollment projections through 2010 provided by the Office of Institutional Research

### Cabrillo College Personnel Contacted:

- Gloria Garing, Director of Admissions and Records
- Jing Juan, Director of Institutional Research

- Terrence Willett, Research Technician, Office of Institutional Research
- Nichole Temple, Admissions and Records Office
- Sharon Spence, Department Assistant, Instruction Department

## Peak Times During the Week

### UCSC

Classes at UCSC tend to be held either on Mondays, Wednesdays and Fridays or on Tuesdays and Thursdays. Each of these two schedules has class starting and ending at different times. This is because the Monday, Wednesday and Friday classes are shorter due to classes being held over three days during the week. Classes held on Tuesdays and Thursdays tend to be longer because they are held only on two days.

The Registrar's Office, which schedules all classes, defines "prime time" on Mondays, Wednesdays and Fridays as 9:30 am - 3:10 pm, and on Tuesdays and Thursdays as 10:00 am - 3:45 pm. The class times and days are set and provided by the Registrar's Office. Scheduling is based on the following priorities in descending order of importance:

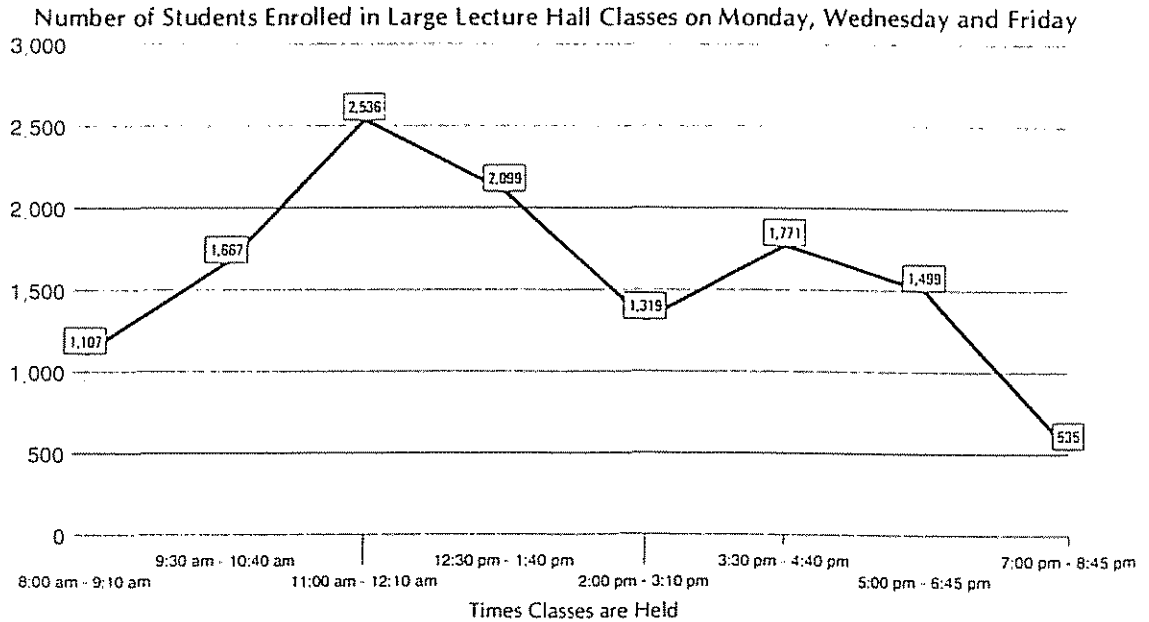
- Maximizing campus space utilization
- Maximizing the ability of students to graduate by offering the most classes within the available space, and
- Pedagogical quality of the class being scheduled.

Pedagogical quality refers to the nature of the course. For example, courses that have a lab, such as biology, must be scheduled in a classroom that has a lab.

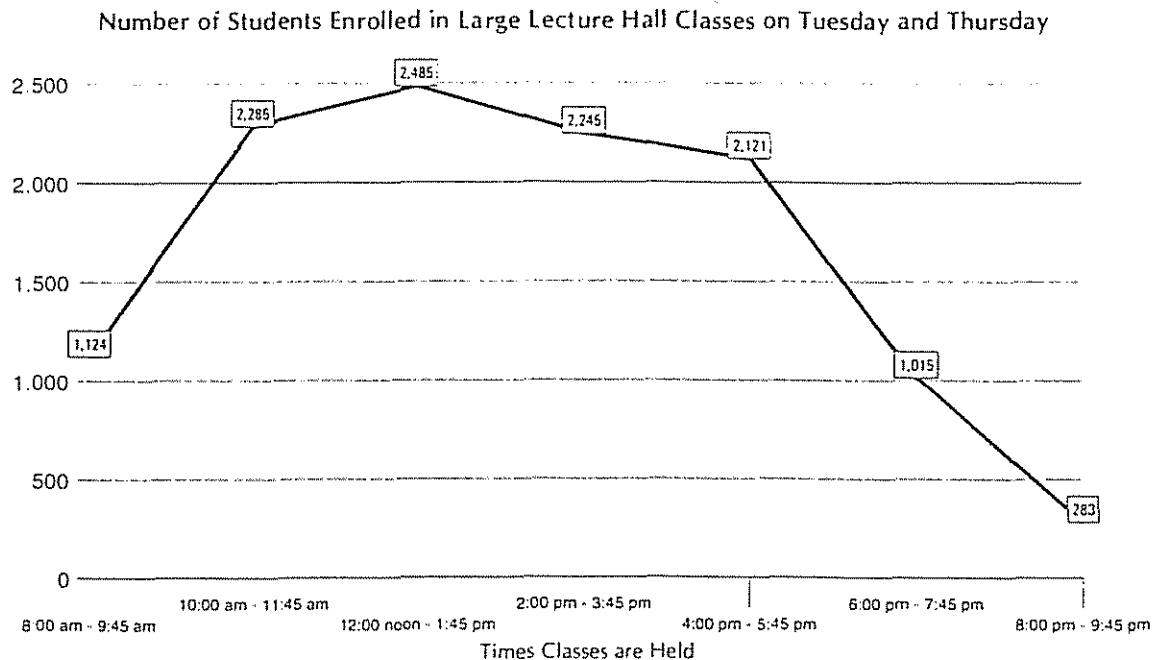
The peak times of the week are presented as follows. Figure 4-9 shows when and how many students are attending large lecture hall classes in Fall 1999 on Mondays, Wednesdays and Fridays schedule. Figure 4-10 shows when and how many students are attending class in Fall 1999 on Tuesdays and Thursdays schedule. This is based on the large lecture hall classes, which tend to generate the most amount of traffic from students according to the Registrar's Office. The times the classes are scheduled are provided by UCSC.

The peak enrollment time during Mondays, Wednesdays and Fridays is at 11:00 am, with 20% of Mondays, Wednesdays and Fridays enrollment scheduled then. This is followed by another peak at 12:30 pm, with 17% of the Mondays, Wednesdays and Fridays enrollment occurring. The peak enrollment time on Tuesdays and Thursdays begins at 10:00 am and finishes when most students get out of class at 5:45 pm.

**FIGURE 4-9**  
**UCSC SPRING 2000 CLASS ENROLLMENT TRENDS ON MONDAY,  
WEDNESDAY AND FRIDAY SCHEDULE**



**FIGURE 4-10**  
**UCSC SPRING 2000 ENROLLMENT TRENDS ON TUESDAYS AND THURSDAYS SCHEDULE**



### UCSC Summary

The peak period of enrollment at UCSC begins at 11:00 am on Mondays, Wednesdays and Fridays and ends at about 1:40 pm. On Tuesdays and Thursdays, the peak starts at 10:00 am, with most of the students getting out of class at 5:45 pm. However, this may not be an indicator of when the students use METRO to get to campus. Many students arrive earlier than class begins and leave later than class ends to study in the Library or to socialize on campus. In addition, some students may choose to leave the campus and return later if there is a sufficient break between early and late classes. Some students may make several trips to UCSC per day.

The projected total UCSC enrollment for the 1999-2000 year is 11,150 students and for 2000-2001 it is 11,635 per the document of Enrollment submittal for the UC Office of the President, June 1999. According to the UCSC Public Information Office, enrollment is expected to reach about 15,000 by 2005.

When planning for service in the future, traffic counts and enrollment projections, in addition to class schedule and survey data, are most useful, since they show total traffic patterns, not just those of the students. The hourly total traffic volumes show that the highest peak traffic counts are at approximately 6:00 PM each day. Traffic counts from 1998 are included in

Appendix 3 along with the Large Lecture Spring 2000 class schedule for future planning purposes. These traffic counts indicate vehicles both arriving and departing through the two main gates to UCSC. The traffic volume figures reflect the peak hour counts for the morning, mid-day and the evening. Additional data is available upon request from Larry Pageler at the Transportation and Parking Services Office at UCSC.

## Cabrillo College

Cabrillo College has class patterns similar to UCSC. Figures 4-11, 4-12 and 4-13 summarize the Fall 1999 class enrollment information received from Cabrillo College. The enrollment information (see Appendix 3) provides class enrollment by time of day for each day of the week, based on class start times provided by Cabrillo College. For the benefit of determining peak enrollment trends, the data is categorized into broader class starting times, and is presented for classes which are held on Monday and Wednesday, classes held on Tuesday and Thursday, and Friday class schedules in Figures 4-11 to 4-13 (see Appendix 3 for detailed enrollment information).

The major difference between the UCSC class schedule and the Cabrillo College class schedule is that there are relatively few students taking classes on Fridays at Cabrillo College. The classes are mostly scheduled for the same time slots on both the Mondays and Wednesdays and the Tuesdays and Thursdays schedules. There are slight differences so these two schedules are broken out as two different figures. The Friday classes have less than 5% of the total enrollment and this enrollment pattern is shown in Figure 4-13 for informational purposes. This small enrollment probably does not impact METRO service.

The peak times of day for the Monday and Wednesday schedule are shown in Figure 4-11. The peak times of day for the Tuesday and Thursday schedule is shown in Figure 4-12. The peak period of enrollment for both class schedules begins at 8:00 am and tapers off after the classes starting at 12:40 pm get out at 2:10 pm. Students who have 8:00 classes tend to continue with classes until 2:10 pm. There is a lull in enrollment between 2:10 pm when the daytime peak enrollment ends, and 6:00 pm when the evening peak enrollment begins. About 12% of the students arrive for evening classes at 6:00 pm, and get out of class at about 9:10 pm.

## Cabrillo College Summary

The peak period of daytime enrollment at Cabrillo College begins at 8:00 am Monday through Thursday and ends around 2:10 pm. The evening peak enrollment is almost as big and begins at 6:00 pm with those students leaving class at about 9:10 pm.

The Fall enrollment at the Main Campus is projected to be 13,626 in 2000, 13,831 in 2001, and about 15,000 by 2005 according to the Office of Institutional Research at Cabrillo College. For future route planning, the Watsonville Center Fall enrollment is projected to be 856 in 2000 and 1,027 in 2001. The growth of each campus is highlighted in the previous development section.

FIGURE 4-11  
CABRILLO COLLEGE FALL 1999 CLASS ENROLLMENTS – MONDAYS AND WEDNESDAYS

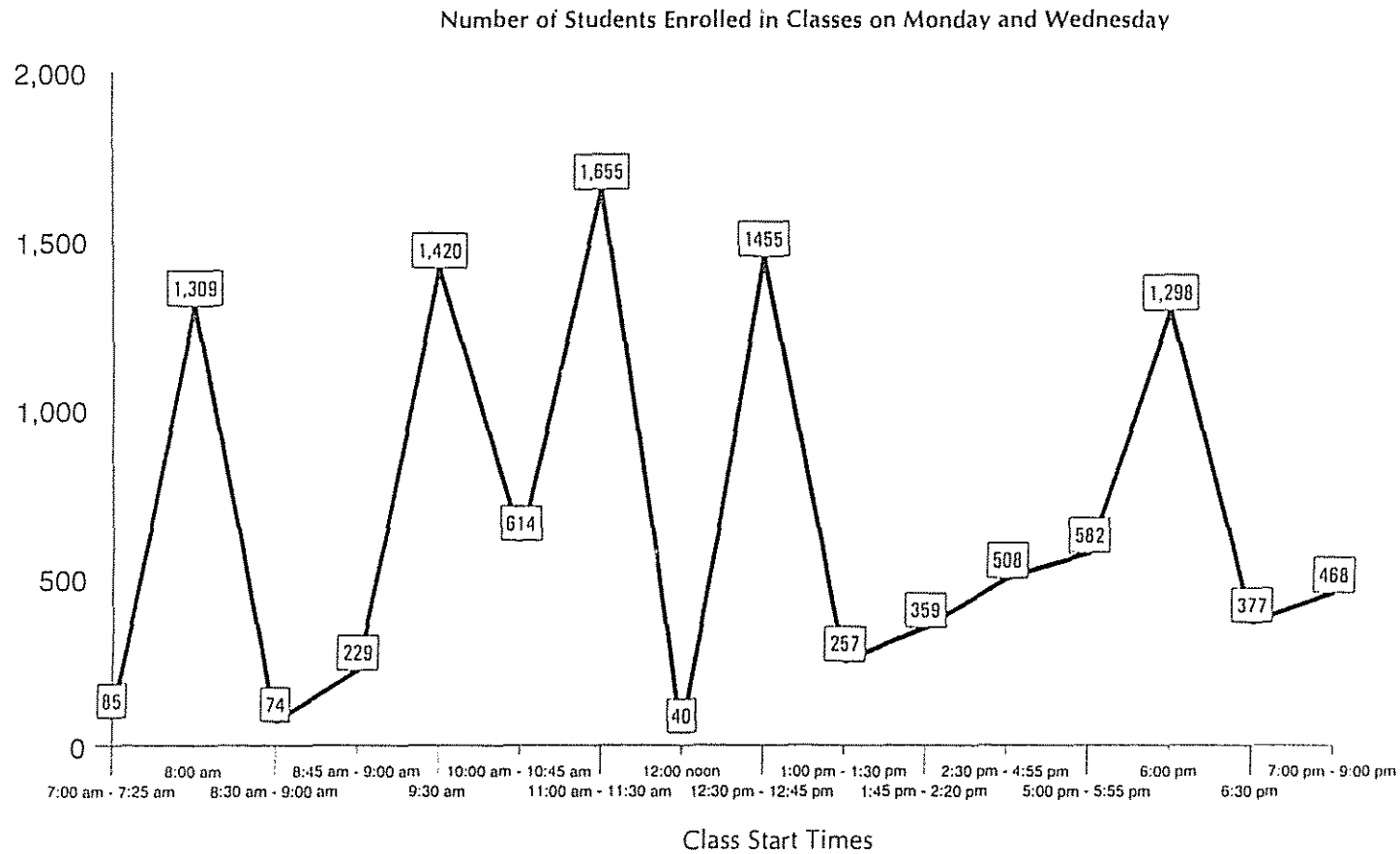
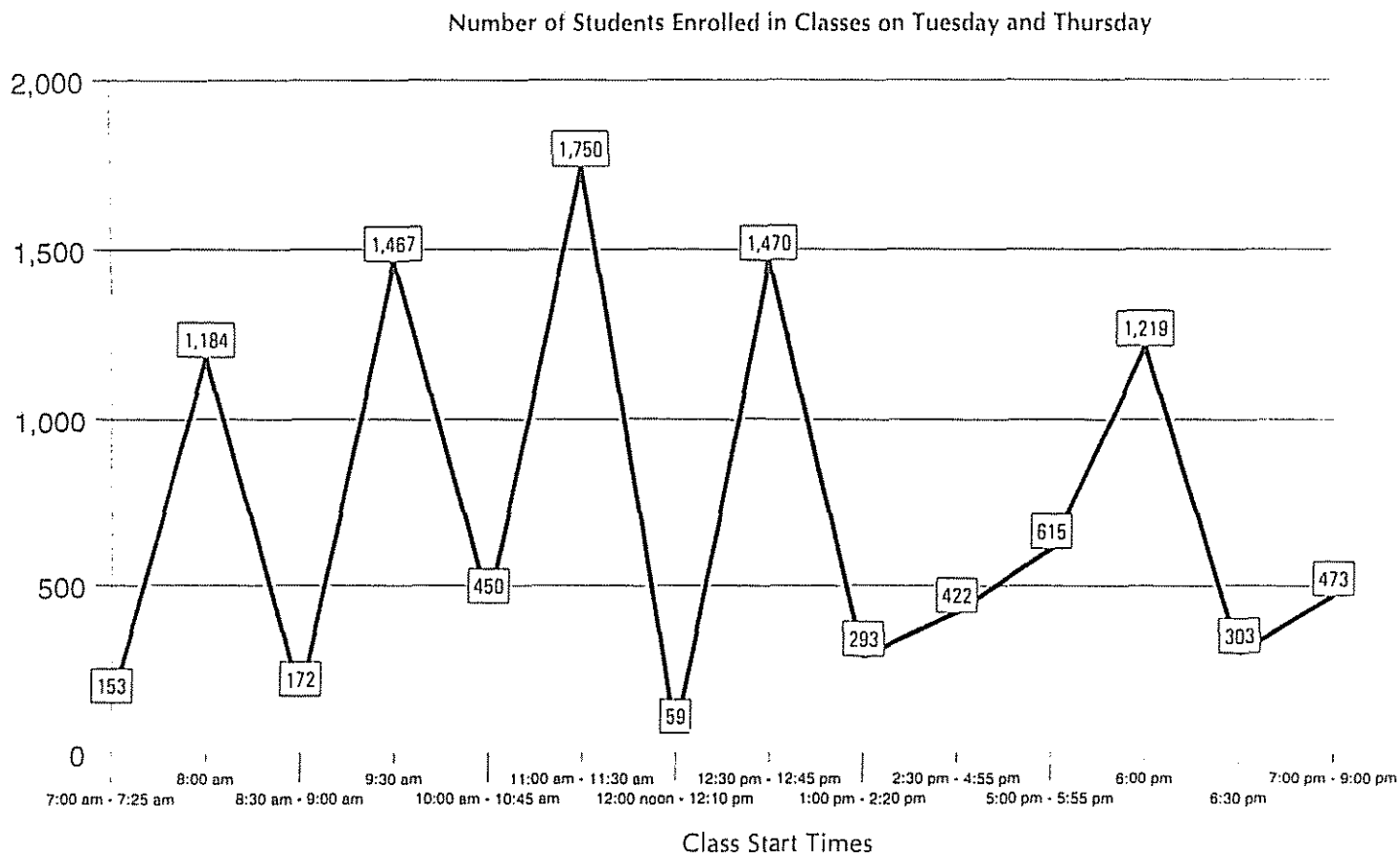
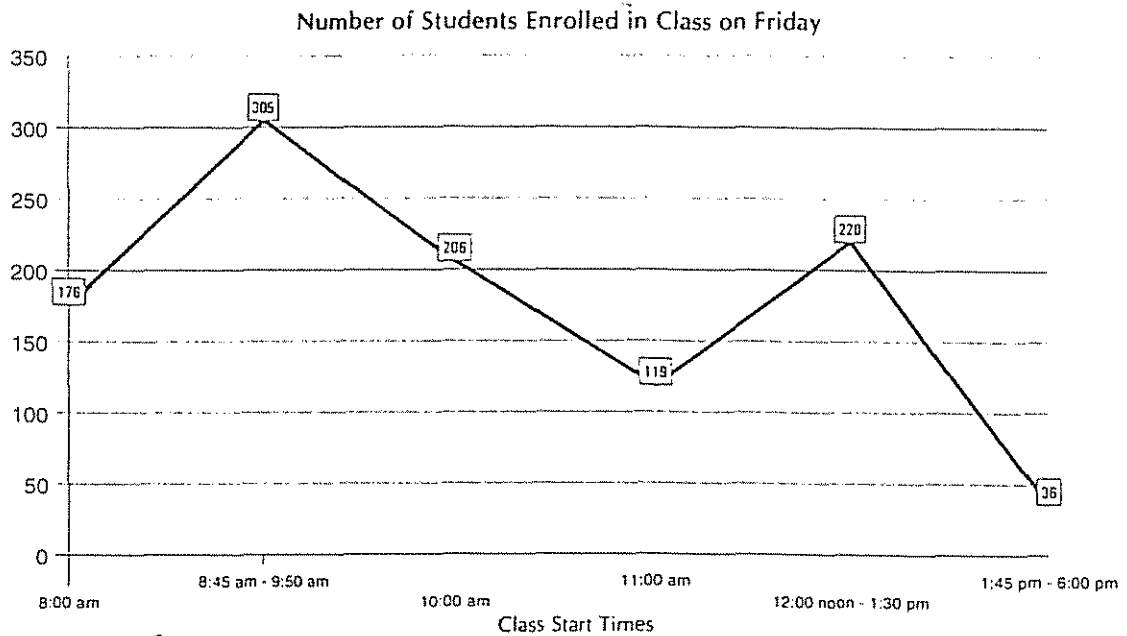


FIGURE 4-12  
CABRILLO COLLEGE FALL 1999 CLASS ENROLLMENTS – TUESDAYS AND THURSDAYS





**FIGURE 4-13**  
**CABRILLO FALL COLLEGE 1999 CLASS ENROLLMENTS – FRIDAYS**



## SUMMARY OF UCSC AND CABRILLO COLLEGE ENROLLMENT PATTERNS

The peak enrollment times at the two colleges in METRO service area are as follows in Figure 4-14.

**FIGURE 4-14**  
**PEAK PERIODS OF ENROLLMENT**

	Monday	Tuesday	Wednesday	Thursday	Friday
UCSC	11:00 am - 1:40 pm	10:00 am - 5:45 pm	11:00 am - 1:40 pm	10:00 am - 5:45 pm	11:00 am - 1:40 pm
Cabrillo College	8:00 am - 2:10 pm 6:00 pm - 9:10 pm	8:00 am - 2:10 pm 6:00 pm - 9:10 pm	8:00 am - 2:10 pm 6:00 pm - 9:10 pm	8:00 am - 2:10 pm 6:00 pm - 9:10 pm	No peak times

The future enrollment projections show that there will be an increase of about 4,000 students at UCSC over the next five years. The overall transit usage is 18% for students, faculty and staff. Undergraduate transit use for commuting students (not living on campus) is approximately 23%.

Cabrillo College is projected to have the same type of enrollment increases (approximately 4,000 more students), but this is over the next 10 years. In comparison with UCSC, Cabrillo College will have about one-half the total enrollment increases. But by 2005 each college is projected to have about 15,000 students enrolled at each.

Considering the transit mode use at UCSC and the increases in enrollment, the above peak periods of enrollment may be more critical for UCSC than for Cabrillo College and will require additional service capacity in order to accommodate the increases in students, faculty and staff. Students at community colleges tend to rely more on their cars because they are often adults returning to school or are part-time students who go to classes in between their full-time work.

Increased enrollment at both UCSC and Cabrillo College will impact bus loads and schedule adherence. This will be especially true on the Route 1. Current Route 1 ridership trends reflect UCSC transit travel patterns. While overall passenger loads will increase, current peak loads will become especially heavy and capacity will have to be increased at those times when heavy loads are currently being experienced. Peak loads could shift if there are significant changes in class scheduling. A shift in the start time for the first class or the finish time of the last afternoon class could shift the times when METRO experiences peak loads.

## SUMMARY OF FUTURE INCREASED TRANSIT DEMAND

This section summarizes the key findings of the development section and the college student enrollment section of this chapter. The areas that will have the greatest increase in transit demand from developments, what will create this demand and the implications of future college student enrollment are summarized below.

The areas that will generate the greatest increase in demand for METRO service will be the Watsonville area and the Santa Cruz area. The area that will need the most additional transit service in the future is projected to be the Watsonville area due to development and the lack of local transit. The Santa Cruz area will need additional transit service because of increased enrollment at UCSC and the new Seymour Center. The developments that will generate a projected 92% of the future demand for additional transit service are as follows in descending order of magnitude:

- UCSC, due to increased enrollment,
- New Millennium High School in Watsonville,

- Cabrillo College Main Campus in Aptos, due to increased enrollment,
- Cabrillo College Watsonville Center, due to significant facility development and increases in enrolment, and
- UCSC Seymour Center due to lack of METRO service to this site the grand opening of the new visitor facilities in March 2000.

As is noted above, college student enrollment is projected to be the greatest generator of increased transit demand in the future. UCSC is expected to have double the enrollment increases as Cabrillo College Main Campus and both campuses will need additional transit service during their peak hours of enrollment which are listed in Figure 4-14.

# CHAPTER 5. RESULTS OF ON-BOARD RIDE CHECK

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## INTRODUCTION

This chapter presents the results of an on-board passenger ridecheck and on-time performance survey. The chapter is divided into three sections: weekday, Saturday, and Sunday data. Each section is further divided into route tables and summaries. The data in the tables is categorized into total boardings, load ratio (or overload ratio), and schedule adherence by trip. Below each table, there are summaries which note trends and patterns in the route and problematic trips based upon the given data. Some route tables only have data for one recorded trip. These trips were surveyed because of the interlining of buses from the first and second tier trips targeted for ride checks. The surveyors stayed on the bus for these particular trips and recorded data.

A ridecheck was conducted in conjunction with an on-time performance survey between the dates of October 25 and November 14 of 1999. Additional ride checks were conducted on January 22, 23, 25 and 26, 2000. Boarding, alighting, load and schedule adherence data was recorded at every stop on roughly 76% of all service hours. Altogether, Nelson\Nygaard recorded data for 900 hours of operating service. The ridecheck data was collected on 820 METRÖ bus trips. The data collected over the survey period is combined to create a one day "snapshot" of activity in the SCMTD transit system.

Trends, patterns, and problematic trips are depicted in the route summaries based upon guidelines set by SCMTD. For load ratios, the maximum desirable load is 1.25 (1 for highway routes). Any load above this ratio is mentioned in the summaries. The SCMTD maximum load ratio is 1.5. Any load above this is also particularly noted. Trends in total boardings are noted on a per route basis. Any peaks in ridership are mentioned. The on-time performance summaries only note late trips (any trip which arrives to a timepoint or endpoint more than 5 minutes late).

## WEEKDAY RIDE CHECK

### Route 1B

Route #	1B University/Lower Bay		Day:	Weekday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:30 a.m.	81	1.87	LATE	18
8:30 a.m.	51	1.50	On Time	N/A
10:30 a.m.	53	1.17	On Time	N/A
11:30 a.m.	20	0.30	On Time	N/A
12:30 p.m.	31	0.47	On Time	N/A
1:30 p.m.	96	1.33	On Time	N/A
2:30 p.m.	54	0.77	LATE	8
3:30 p.m.	21	0.37	On Time	N/A
4:30 p.m.	75	1.60	On Time	N/A
5:30 p.m.	30	0.43	On Time	N/A
8:45 p.m.	55	1.07	On Time	N/A

### SUMMARY

- Ride checks were conducted on 11 Route 1B trips

### Boardings and Overload Trends

- Total boardings ranged from 20 to 96 passengers
- Heaviest loads were recorded from 7:30 a.m. to 10:30 a.m.
- 4 trips exceeded the maximum load standard of 1.25 (36.4%)
- 3 trips exceeded the maximum policy load standard of 1.50 (27.3%)
- 6 trips had standing loads (54.5%)

### Schedule Adherence

- 9 trips ran on time (82.0%)
- 2 trips ran late (18.0%)

## Route 1H

Route #	1H University/High	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:55 a.m.	35	0.93	On Time	N/A
8:25 a.m.	14	0.33	On Time	N/A
8:55 a.m.	101	2.33	LATE	8
9:25 a.m.	42	0.60	On Time	N/A
10:25 a.m.	101	1.97	On Time	N/A
11:25 a.m.	56	1.43	On Time	N/A
11:55 a.m.	115	1.87	On Time	N/A
12:25 p.m.	20	0.30	On Time	N/A
12:55 p.m.	26	0.40	On Time	N/A
1:25 p.m.	86	1.93	On Time	N/A
1:55 p.m.	74	1.77	On Time	N/A
2:25 p.m.	39	0.73	On Time	N/A
2:55 p.m.	42	1.03	LATE	6
3:25 p.m.	77	1.53	LATE	9
3:55 p.m.	72	1.53	LATE	6
5:25 p.m.	59	1.20	On Time	N/A
5:55 p.m.	70	0.87	On Time	N/A
6:25 p.m.	43	0.87	On Time	N/A

### SUMMARY

- Ride checks were conducted on 18 Route 1H trips

### Boardings and Overload Trends

- Total boardings ranged from 14 to 115 passengers
- Heaviest loads were during the late morning and most of the afternoon
- 8 trips exceeded the maximum load standard of 1.25 (44.4%)
- 7 trips exceeded the maximum policy load standard of 1.50 (38.8%)
- 10 trips had standing loads (55.5%)

### Schedule Adherence

- 14 trips ran on time (77.7%)
- 3 trips ran late (16.7%)

Route 1L

Route #	1L University/Laurel	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
6:25 a.m.	11	0.27	On Time	N/A
7:10 a.m.	9	0.27	On Time	N/A
7:32 a.m.	12	0.30	On Time	N/A
7:40 a.m.	25	0.57	On Time	N/A
8:10 a.m.	28	0.70	On Time	N/A
8:21 a.m.	12	0.37	On Time	N/A
8:40 a.m.	27	0.77	On Time	N/A
8:47 a.m.	47	1.27	LATE	7
9:02 a.m.	37	0.83	On Time	N/A
9:10 a.m.	77	1.87	On Time	N/A
9:22 a.m.	37	0.97	On Time	N/A
9:40 a.m.	48	1.47	On Time	N/A
9:47 a.m.	43	1.27	On Time	N/A
10:02 a.m.	90	1.80	On Time	N/A
10:10 a.m.	18	0.47	On Time	N/A
10:40 a.m.	83	1.97	LATE	7
10:47 a.m.	41	0.90	On Time	N/A
11:02 a.m.	43	1.17	On Time	N/A
11:10 a.m.	51	0.87	On Time	N/A
11:32 a.m.	44	0.63	On Time	N/A
11:40 a.m.	8	0.13	On Time	N/A
11:47 a.m.	53	0.97	On Time	N/A
12:02 p.m.	123	1.80	LATE	8
12:10 p.m.	85	1.77	On Time	N/A
12:32 p.m.	58	0.90	On Time	N/A
12:47 p.m.	27	0.43	On Time	N/A
1:02 p.m.	88	1.83	LATE	6
1:10 p.m.	69	1.17	On Time	N/A
1:32 p.m.	132	2.30	On Time	N/A
1:40 p.m.	92	2.00	On Time	N/A
1:47 p.m.	64	1.17	On Time	N/A
2:02 p.m.	38	0.77	On Time	N/A
2:40 p.m.	54	0.90	On Time	N/A

Route #	1L University/Laurel	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
2:47 p.m.	67	1.57	On Time	N/A
3:02 p.m.	108	2.00	On Time	N/A
3:10 p.m.	101	1.83	On Time	N/A
3:32 p.m.	80	1.30	On Time	N/A
3:47 p.m.	71	1.67	On Time	N/A
4:10 p.m.	72	1.20	On Time	N/A
4:32 p.m.	30	0.83	On Time	N/A
4:40 p.m.	58	1.37	On Time	N/A
4:47 p.m.	82	2.33	On Time	N/A
5:10 p.m.	65	1.47	On Time	N/A
5:32 p.m.	10	0.23	On Time	N/A
5:40 p.m.	61	1.30	On Time	N/A
7:15 p.m.	82	1.30	On Time	N/A
7:30 p.m.	89	1.67	On Time	N/A
8:00 p.m.	87	2.07	On Time	N/A
8:15 p.m.	29	0.73	On Time	N/A
9:00 p.m.	56	1.07	On Time	N/A
9:15 p.m.	50	0.93	On Time	N/A
9:55 p.m.	14	0.43	On Time	N/A
10:30 p.m.	111	2.00	On Time	N/A

## SUMMARY

- Ride checks were conducted on 53 Route 1L trips

### Boardings and Overload Trends

- Total boardings ranged from 8 to 132 passengers
- Heavy loads were recorded throughout the service time period
- 24 trips exceeded the maximum load standard of 1.25 (45.3%)
- 16 trips exceeded the maximum policy load standard of 1.50 (30.2%)
- 29 trips had standing loads (54.7%)

### Schedule Adherence

- 49 trips ran on time (92.5%)
- 4 trips ran late (7.5%)



## Route 1W

Route #	1W University/Walnut		Day:	Weekday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
10:17 a.m.	51	0.69	On Time	N/A
11:17 a.m.	19	0.46	On Time	N/A
12:17 p.m.	25	0.57	On Time	N/A
2:17 p.m.	90	1.83	On Time	N/A
3:17 p.m.	37	0.54	On Time	N/A
4:17 p.m.	58	1.11	On Time	N/A
5:17 p.m.	56	0.91	On Time	N/A
6:17 p.m.	97	1.80	On Time	N/A

### SUMMARY

- Ride checks were conducted on 8 Route 1W trips

### Boardings and Overload Trends

- Total boardings ranged from 19 to 97 passengers
- 2 trips exceeded the maximum load standard of 1.25 (25.0%)
- These two trips also exceeded the maximum policy load standard of 1.50 (25.0%)
- 3 trips had standing loads (37.5%)

### Schedule Adherence

- All 8 trips ran on time (100.0%)

## Route 1Y

Route #	1Y University Shuttle	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:40 a.m.	14	0.29	On Time	N/A
7:50 a.m.	12	0.29	On Time	N/A
8:20 a.m.	5	0.08	On Time	N/A
8:45 a.m.	22	0.50	On Time	N/A
9:33 a.m.	24	0.55	On Time	N/A
10:23 a.m.	43	0.61	On Time	N/A
11:06 a.m.	11	0.18	On Time	N/A
11:23 a.m.	32	0.63	On Time	N/A

### SUMMARY

- Ride checks were conducted on 8 Route 1Y trips

### Boardings and Overload Trends

- Total boardings ranged from 5 to 53 passengers
- No trips exceeded the maximum load standard of 1.25
- No trips had standing loads

### Schedule Adherence

- All eight trips ran on time (100.0%).

## Route 2

Route #	2 Mission/Western		Day:	Weekday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:20 a.m.	17	0.31	On Time	N/A
8:20 a.m.	20	0.23	On Time	N/A
9:20 a.m.	13	0.17	On Time	N/A
10:20 a.m.	13	0.23	On Time	N/A
11:20 a.m.	5	0.09	On Time	N/A
12:20 p.m.	17	0.26	On Time	N/A
1:20 p.m.	21	0.40	On Time	N/A
2:20 p.m.	12	0.17	On Time	N/A
3:20 p.m.	16	0.34	On Time	N/A
4:20 p.m.	11	0.26	On Time	N/A
5:20 p.m.	20	0.37	On Time	N/A

### SUMMARY

- Ride checks were conducted on 11 Route 2 trips

### Boardings and Overload Trends

- Total boardings ranged from 5 to 21 passengers
- No trips exceeded the maximum load standard of 1.25
- No trips had standing loads

### Schedule Adherence

- All 11 trips ran on time (100.0%)

## Route 3A

Route #	3A Mission/Lighthouse		Day:	Weekday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
8:00 a.m.	18	0.26	On Time	N/A
9:00 a.m.	25	0.63	On Time	N/A
10:00 a.m.	17	0.26	On Time	N/A
11:00 a.m.	18	0.34	On Time	N/A
12:00 p.m.	17	0.26	LATE	11
1:00 p.m.	22	0.29	LATE	10
2:00 p.m.	20	0.40	LATE	7
4:00 p.m.	11	0.17	On Time	N/A
5:00 p.m.	10	0.23	On Time	N/A
6:00 p.m.	7	0.14	LATE	6

### SUMMARY

- Ride checks were conducted on 10 Route 3A trips

### Boardings and Overload Trends

- Total boardings ranged from 7 to 25 passengers
- No trips exceeded the maximum load standard of 1.25
- No trips had standing loads

### Schedule Adherence

- 6 trips ran on time (60.0%)
- 4 trips ran late (40.0%)

## Route 3B

Route #	3B Mission/Natural Bridges		Day:	Weekday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:40 a.m.	17	0.40	On Time	N/A
8:40 a.m.	38	0.80	On Time	N/A
9:40 a.m.	17	0.29	On Time	N/A
10:40 a.m.	8	0.17	On Time	N/A
11:40 a.m.	12	0.26	On Time	N/A
12:40 p.m.	26	0.49	On Time	N/A
1:40 p.m.	19	0.31	On Time	N/A
2:40 p.m.	23	0.40	On Time	N/A
4:40 p.m.	23	0.40	On Time	N/A
5:40 p.m.	12	0.20	On Time	N/A
6:40 p.m.	12	0.23	On Time	N/A
7:40 p.m.	10	0.23	On Time	N/A

### SUMMARY

- Ride checks were conducted on 12 Route 3B trips

### Boardings and Overload Trends

- Total boardings ranged from 8 to 39 passengers
- No trips exceeded the maximum load standard of 1.25
- No trips had standing loads

### Schedule Adherence

- All 12 trips ran on time (100.0%)

## Route 4 IN

Route #	4 Harvey West Park	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
9:45 a.m.	21	0.37	On Time	N/A
10:45 a.m.	17	0.34	On Time	N/A
11:45 a.m.	24	0.49	LATE	11
12:45 p.m.	21	0.43	LATE	11
1:45 p.m.	9	0.23	On Time	N/A
2:45 p.m.	10	0.14	LATE	6
5:45 p.m.	7	0.14	On Time	N/A

### SUMMARY

- Ride checks were conducted on 7 Route 4 IN trips

### Boardings and Overload Trends

- Total boardings ranged from 7 to 21 passengers
- No trips exceeded the maximum load standard of 1.25
- No trips had standing loads

### Schedule Adherence

- 4 trips ran on time (57.1%)
- 3 trips ran late (42.9%)

## Route 4 OUT

Route #	4 Harvey West Park		Day:	Weekday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
8:45 a.m.	17	0.46	On Time	N/A
4:45 p.m.	7	0.20	On Time	N/A

### SUMMARY

- Ride checks were conducted on 2 Route 4 OUT trips

### Boardings and Overload Trends

- Total boardings were 7 and 17 passengers
- No trips exceeded the maximum load standard of 1.25
- No trips had standing loads

### Schedule Adherence

- Both trips ran on time (100.0%)

Route 6

Route #	6 Seabright	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
6:50 a.m.	7	0.17	On Time	N/A
8:50 a.m.	14	0.27	On Time	N/A
9:50 a.m.	7	0.10	On Time	N/A
10:50 a.m.	5	0.10	On Time	N/A
11:50 a.m.	9	0.17	On Time	N/A
12:50 p.m.	5	0.17	On Time	N/A
1:50 p.m.	19	0.43	On Time	N/A
2:50 p.m.	9	0.17	On Time	N/A
3:50 p.m.	11	0.33	On Time	N/A
4:50 p.m.	12	0.27	On Time	N/A

SUMMARY

- Ride checks were conducted on 10 Route 6 trips

Boardings and Overload Trends

- Total boardings ranged from 5 to 19 passengers
- No trips exceeded the maximum load standard of 1.25
- No trips had standing loads

Schedule Adherence

- All 10 trips ran on time (100.0%)



Route 7

Route #	7 Beach	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
9:20 a.m.	6	0.11	On Time	N/A
10:20 a.m.	3	0.09	On Time	N/A
11:20 a.m.	5	0.11	On Time	N/A
12:20 p.m.	4	0.09	On Time	N/A
2:20 p.m.	13	0.23	On Time	N/A
3:20 p.m.	12	0.26	On Time	N/A
5:20 p.m.	11	0.29	On Time	N/A
6:20 p.m.	7	0.23	On Time	N/A
10:40 p.m.	20	0.31	On Time	N/A

SUMMARY

- Ride checks were conducted on 9 Route 7 trips

Boardings and Overload Trends

- Total boardings ranged from 3 to 13 passengers
- No trips exceeded the maximum load standard of 1.25
- No trips had standing loads

Schedule Adherence

- All 9 trips ran on time (100.0%)

**Route 8**

Route #	8 Emeline/Morrissey		Day:	Weekday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
9:30 a.m.	19	0.37	On Time	N/A
11:30 a.m.	17	0.23	On Time	N/A
12:30 p.m.	22	0.53	On Time	N/A
1:30 p.m.	31	0.53	On Time	N/A
2:30 p.m.	46	0.63	LATE	8
3:30 p.m.	21	0.37	LATE	6
4:30 p.m.	27	0.40	On Time	N/A
5:30 p.m.	12	0.23	On Time	N/A

**SUMMARY**

- Ride checks were conducted on 8 Route 8 trips

**Boardings and Overload Trends**

- Total boardings ranged from 12 to 43 passengers
- No trips exceeded the maximum load standard of 1.25
- No trips had standing loads

**Schedule Adherence**

- 6 trips ran on time (75.0%)
- 2 trips ran late (25.0%)

## Route 9

Route #	9 Stroke Center	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
2:15 p.m.	15	0.32	On Time	N/A

### SUMMARY

- A ride check was conducted on 1 Route 9 trips

### Boardings and Overload Trends

- Total boardings were 15 passengers
- This trip did not exceeded the maximum load standard of 1.25
- No standing load was recorded

### Schedule Adherence

- This trip ran on time

Route 30

Route #	30 Scotts Valley/ Graham Hill	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
12:20 p.m.	27	0.43	On Time	N/A
1:20 p.m.	41	0.57	On Time	N/A
2:20 p.m.	60	1.20	On Time	N/A
3:20 p.m.	33	0.57	On Time	N/A
4:20 p.m.	31	0.47	On Time	N/A
5:20 p.m.	26	0.43	On Time	N/A

SUMMARY

- Ride checks were conducted on 6 Route 30 trips

Boardings and Overload Trends

- Total boardings ranged from 26 to 60 passengers
- No trips exceeded the maximum load standard of 1.25
- 1 trip had standing loads (16.7%)

Schedule Adherence

- All trips ran on time (100.0%)

## Route 31

31 Scotts Valley/Santa Cruz via Hwy.					
Route #	17	Day:	Weekday		
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late	Variation
7:00 a.m.	14	0.17	On Time	N/A	2
8:20 a.m.	13	0.30	On Time	N/A	2
9:20 a.m.	7	0.10	On Time	N/A	2
10:20 a.m.	18	0.20	On Time	N/A	2
11:20 a.m.	11	0.20	On Time	N/A	1

### SUMMARY

- Ride checks were conducted on 5 Route 31 trips

### Boardings and Overload Trends

- Total boardings ranged from 7 to 11 passengers
- No trips exceeded the maximum highway load standard of 1.00
- No trips had standing loads

### Schedule Adherence

- All trips ran on time (100.0%)

Route 35 IN

Route #	35 San Lorenzo Villy to Santa Crz		Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late	Variation
8:30 a.m.	12	0.34	On Time	N/A	8
9:30 a.m.	12	0.26	On Time	N/A	1
10:27 a.m.	18	0.31	On Time	N/A	5
1:02 p.m.	29	0.66	On Time	N/A	3
1:27 p.m.	33	0.66	On Time	N/A	5
3:27 p.m.	41	0.97	On Time	N/A	5
4:10 p.m.	49	1.11	On Time	N/A	3
4:35 p.m.	24	0.57	On Time	N/A	1
6:00 p.m.	15	0.14	On Time	N/A	3
8:02 p.m.	30	0.51	On Time	N/A	3

SUMMARY

- Ride checks were conducted on 10 Route 35 IN trips

Boardings and Overload Trends

- Total boardings ranged from 12 to 49 passengers
- 1 trip exceeded the maximum highway load standard of 1.00 (10.0%)
- 1 trip had a standing load (10.0%)

Schedule Adherence

- All trips ran on time (100.0%)

Route 35 OUT

35 Santa Cruz to Scotts Valley Drive/San Lorenzo Valley					
Route #			Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late	Variation
12:30 p.m.	28	0.43	On Time	N/A	5
1:00 p.m.	25	0.29	On Time	N/A	3
2:30 p.m.	58	1.20	LATE	9	5
3:00 p.m.	45	0.80	On Time	N/A	3
3:30 p.m.	42	0.51	On Time	N/A	1
5:00 p.m.	62	1.77	On Time	N/A	3
5:30 p.m.	38	0.63	On Time	N/A	5

SUMMARY

- Ride checks were conducted on 7 Route 35 OUT trips

Boardings and Overload Trends

- Total boardings ranged from 25 to 62 passengers
- 2 trips exceeded the maximum highway load standard of 1.00 (28.6%)
- 2 trips had standing loads (28.6%)

Schedule Adherence

- 6 trips ran on time (85.7%)
- 1 trip ran late (14.3%)

**Route 35A OUT**

35 Santa Cruz to Scotts Valley Drive/San Lorenzo Valley					
Route #	Day		Weekday		
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late	Variation
6:00 a.m.	24	0.40	On Time	N/A	4
8:25 a.m.	28	0.63	On Time	N/A	2
7:00 a.m.	46	0.77	On Time	N/A	4
12:00 p.m.	24	0.43	On Time	N/A	4
7:25 p.m.	42	0.89	LATE	9	4
9:45 p.m.	46	0.97	On Time	N/A	4

**SUMMARY**

- Ride checks were conducted on 6 Route 35A OUT trips

**Boardings and Overload Trends**

- Total boardings ranged from 24 to 46 passengers
- No trips exceeded the maximum highway load standard of 1.00
- No trips had standing loads

**Schedule Adherence**

- 5 trips ran on time (83.3%)
- 1 trip ran late (16.7%)



## Route 36

Route #	36 Valley/Santa Cruz Express	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
5:45 a.m.	18	0.53	On Time	N/A

### SUMMARY

- A ride check was conducted on 1 Route 36 trip

### Boardings and Overload Trends

- There were 18 boardings on this trip
- This trip did not exceed the maximum highway load standard of 1.00

### Schedule Adherence

- This trip ran on time

## Route 40

Route #	40 Davenport/North Coast Beaches	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
6:05 a.m.	19	0.40	On Time	N/A
3:10 p.m.	35	0.63	On Time	N/A

### SUMMARY

- Ride checks were conducted on 2 Route 40 trips

### Boardings and Overload Trends

- Total boardings were 19 and 35 passengers
- No trips exceeded the maximum highway load standard of 1.00
- No trips had standing loads

### Schedule Adherence

- Both trips ran on time

## Route 42

Route #	42 Davenport/Bonny Doon	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
10:00 a.m.	20	0.60	On Time	N/A

### SUMMARY

- A ride check was conducted on 1 Route 42 trip

### Boardings and Overload Trends

- There were 20 boardings on this trip
- This trip did not exceed the maximum highway load standard of 1.00

### Schedule Adherence

- This trip ran on time

**Route 51**

Route #	51 Soquel/Clares	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:30 a.m.	17	0.56	On Time	N/A
8:30 a.m.	3	0.07	On Time	N/A
10:30 a.m.	2	0.07	On Time	N/A
11:30 a.m.	2	0.07	On Time	N/A
1:30 p.m.	5	0.10	On Time	N/A
2:30 p.m.	6	0.10	On Time	N/A
3:30 p.m.	4	0.13	On Time	N/A
5:30 p.m.	2	0.07	On Time	N/A

**SUMMARY**

- Ride checks were conducted on 8 Route 51 trips

**Boardings and Overload Trends**

- Total boardings ranged from 17 passengers
- No trips exceeded the maximum load standard of 1.25
- No trips had standing loads

**Schedule Adherence**

- All 8 trips ran on time (100.0%)

Route 52

Route #	52 Capitola/Soquel	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
6:50 a.m.	9	0.27	On Time	N/A
7:50 a.m.	6	0.20	On Time	N/A
8:50 a.m.	8	0.27	On Time	N/A
9:50 a.m.	10	0.17	On Time	N/A
10:50 a.m.	19	0.50	On Time	N/A
11:50 a.m.	8	0.23	On Time	N/A
12:50 p.m.	14	0.30	On Time	N/A
1:50 p.m.	12	0.23	On Time	N/A
2:50 p.m.	42	1.23	On Time	N/A
3:50 p.m.	6	0.13	On Time	N/A
4:50 p.m.	14	0.30	On Time	N/A
5:50 p.m.	2	0.03	On Time	N/A
6:50 p.m.	12	0.30	On Time	N/A

SUMMARY

- Ride checks were conducted on 13 Route 52 trips

Boardings and Overload Trends

- Total boardings ranged from 2 to 42 passengers
- No trips exceeded the maximum load standard of 1.25
- 1 trip had a standing load (7.7%)

Schedule Adherence

- All 13 trips ran on time (100.0%)

## Route 54

Route #	54 Aptos/La Selva Beach	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:30 a.m.	51	0.63	On Time	N/A
8:30 a.m.	35	0.57	On Time	N/A
9:30 a.m.	39	0.80	On Time	N/A
10:30 a.m.	31	0.40	On Time	N/A
11:30 a.m.	41	0.67	On Time	N/A
12:30 p.m.	85	1.13	On Time	N/A

### SUMMARY

- Ride checks were conducted on 6 Route 54 trips

### Boardings and Overload Trends

- Total boardings ranged from 39 to 85 passengers
- No trips exceeded the maximum load standard of 1.25
- 1 trip had a standing load (16.7%)

### Schedule Adherence

- All 6 trips ran on time (100.0%)

## Route 60

Route #	60 Soquel	Day: ...	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
9:30 a.m.	10	0.17	On Time	N/A
12:30 p.m.	7	0.13	On Time	N/A
4:30 p.m.	5	0.10	On Time	N/A

### SUMMARY

- Ride checks were conducted on 3 Route 60 trips

### Boardings and Overload Trends

- Total boardings ranged from 5 to 10 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

### Schedule Adherence

- All 3 trips ran on time (100.0%)

## Route 63

Route #	63 Dominican	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
6:50 a.m.	12	0.30	On Time	N/A
8:05 a.m.	6	0.13	On Time	N/A
9:05 a.m.	7	0.20	On Time	N/A
10:05 a.m.	12	0.33	On Time	N/A
11:05 a.m.	6	0.13	On Time	N/A
12:05 p.m.	18	0.43	On Time	N/A
1:05 p.m.	16	0.37	On Time	N/A
2:05 p.m.	8	0.20	On Time	N/A
3:05 p.m.	22	0.50	On Time	N/A
4:05 p.m.	6	0.10	LATE	8
5:05 p.m.	4	0.07	LATE	6
6:05 p.m.	10	0.20	On Time	N/A

### SUMMARY

- Ride checks were conducted on 12 Route 63 trips

### Boardings and Overload Trends

- Total boardings ranged from 4 to 22 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

### Schedule Adherence

- 10 trips ran on time (83.3%)
- 2 trips ran late (16.7%)



Route 65 IN

Route #	65 Live Oak via 30th		Day:	Weekday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
6:40 a.m.	20	0.57	On Time	N/A
7:40 a.m.	14	0.29	On Time	N/A
8:40 a.m.	21	0.54	On Time	N/A
9:40 a.m.	9	0.20	On Time	N/A
10:40 a.m.	12	0.31	On Time	N/A
11:40 a.m.	16	0.29	On Time	N/A
12:40 p.m.	25	0.43	On Time	N/A
1:40 p.m.	14	0.23	On Time	N/A
2:40 p.m.	16	0.29	On Time	N/A
3:50 p.m.	35	1.09	On Time	N/A
4:50 p.m.	9	0.17	On Time	N/A
5:50 p.m.	13	0.29	On Time	N/A
6:50 p.m.	13	0.23	On Time	N/A

SUMMARY

- Ride checks were conducted on 13 Route 65 IN trips

Boardings and Overload Trends

- Total boardings ranged from 9 to 35 passengers
- No trips exceeded the maximum load standard of 1.25
- 1 trip had a standing load (7.7%)

Schedule Adherence

- All trips ran on time (100.0%)

Route 65 OUT

Route #	65 Live Oak via 30th		Day:	Weekday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
6:40 a.m.	8	0.20	On Time	N/A
7:40 a.m.	19	0.37	On Time	N/A
8:40 a.m.	22	0.43	On Time	N/A
9:40 a.m.	17	0.37	On Time	N/A
10:40 a.m.	24	0.46	On Time	N/A
11:40 a.m.	15	0.26	On Time	N/A
12:40 p.m.	23	0.51	On Time	N/A
2:40 p.m.	28	0.49	On Time	N/A
3:40 p.m.	34	0.74	On Time	N/A
5:40 p.m.	27	0.63	On Time	N/A
6:40 p.m.	8	0.20	On Time	N/A

SUMMARY

- Ride checks were conducted on 11 Route 65 OUT trips

Boardings and Overload Trends

- Total boardings ranged from 8 to 34 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

Schedule Adherence

- All trips ran on time (100.0%)

Route 66 IN

Route #	66 Live Oak via 17th		Day:	Weekday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:00 a.m.	40	1.03	On Time	N/A
8:00 a.m.	36	0.77	On Time	N/A
9:00 a.m.	40	0.97	On Time	N/A
10:00 a.m.	30	0.60	On Time	N/A
11:00 a.m.	24	0.54	On Time	N/A
12:00 p.m.	25	0.60	On Time	N/A
1:00 p.m.	21	0.40	On Time	N/A
2:00 p.m.	25	0.37	On Time	N/A
4:10 p.m.	27	0.37	On Time	N/A
5:10 p.m.	21	0.37	On Time	N/A
6:10 p.m.	17	0.37	On Time	N/A
7:00 p.m.	9	0.17	On Time	N/A
7:35 p.m.	10	0.26	On Time	N/A
8:35 p.m.	13	0.31	On Time	N/A
10:40 p.m.	7	0.14	On Time	N/A

SUMMARY

- Ride checks were conducted on 15 Route 66 IN trips

Boardings and Overload Trends

- Total boardings ranged from 7 to 40 passengers
- No trips exceeded the maximum load standard of 1.25
- 1 trip had a standing load (6.7%)

Schedule Adherence

- All trips ran on time (100.0%)

Route 66 OUT

Route #	66 Live Oak via 17th	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:00 a.m.	17	0.43	On Time	N/A
8:00 a.m.	14	0.29	On Time	N/A
9:00 a.m.	23	0.46	On Time	N/A
10:00 a.m.	19	0.40	On Time	N/A
11:00 a.m.	17	0.29	On Time	N/A
12:00 p.m.	24	0.54	On Time	N/A
1:00 p.m.	24	0.43	On Time	N/A
2:00 p.m.	25	0.57	On Time	N/A
3:00 p.m.	29	0.54	On Time	N/A
4:00 p.m.	36	0.77	On Time	N/A
5:00 p.m.	29	0.66	On Time	N/A
6:00 p.m.	19	0.49	On Time	N/A
7:00 p.m.	23	0.60	On Time	N/A
8:00 p.m.	17	0.43	On Time	N/A
9:00 p.m.	19	0.40	On Time	N/A
10:00 p.m.	22	0.51	On Time	N/A

SUMMARY

- Ride checks were conducted on 16 Route 66 OUT trips

Boardings and Overload Trends

- Total boardings ranged from 14 to 36 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

Schedule Adherence

- All trips ran on time (100.0%)

Route 67 IN

Route #	67 Live Oak via East Cliff		Day:	Weekday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:15 a.m.	14	0.37	On Time	N/A
8:20 a.m.	30	0.77	On Time	N/A
9:20 a.m.	16	0.37	On Time	N/A
10:20 a.m.	11	0.29	On Time	N/A
11:20 a.m.	16	0.37	On Time	N/A
12:20 p.m.	9	0.14	On Time	N/A
1:20 p.m.	19	0.31	On Time	N/A
3:20 p.m.	18	0.31	On Time	N/A
4:30 p.m.	20	0.43	On Time	N/A
6:30 p.m.	7	0.17	On Time	N/A
7:30 p.m.	3	0.09	On Time	N/A

SUMMARY

- Ride checks were conducted on 11 Route 67 IN trips

Boardings and Overload Trends

- Total boardings ranged from 3 to 30 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

Schedule Adherence

- All trips ran on time (100.0%)

**Route 67 OUT**

Route #	67 Live Oak via East Cliff	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
8:20 a.m.	17	0.40	On Time	N/A
9:20 a.m.	11	0.23	On Time	N/A
10:20 a.m.	29	0.71	On Time	N/A
11:20 a.m.	22	0.43	On Time	N/A
12:20 p.m.	22	0.51	On Time	N/A
1:20 p.m.	34	0.77	On Time	N/A
2:20 p.m.	32	0.63	On Time	N/A
3:20 p.m.	15	0.29	On Time	N/A
4:20 p.m.	33	0.71	On Time	N/A
5:20 p.m.	23	0.51	On Time	N/A
6:20 p.m.	18	0.51	On Time	N/A

**SUMMARY**

- Ride checks were conducted on 11 Route 67 OUT trips

**Boardings and Overload Trends**

- Total boardings ranged from 11 to 34 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

**Schedule Adherence**

- All trips ran on time (100.0%)

Route 69 IN

Route #	69 Cabrillo/Capitola Rd. Santa Cruz		Day:	Weekday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:00 a.m.	29	0.90	On Time	N/A
7:15 a.m.	20	0.63	On Time	N/A
7:45 a.m.	15	0.37	On Time	N/A
8:00 a.m.	30	0.90	On Time	N/A
8:15 a.m.	24	0.77	On Time	N/A
8:45 a.m.	30	0.63	On Time	N/A
9:15 a.m.	11	0.33	On Time	N/A
9:45 a.m.	8	0.17	On Time	N/A
10:00 a.m.	20	0.57	On Time	N/A
10:15 a.m.	9	0.27	On Time	N/A
10:45 a.m.	16	0.27	On Time	N/A
11:00 a.m.	12	0.33	On Time	N/A
11:15 a.m.	14	0.33	On Time	N/A
11:45 a.m.	13	0.37	On Time	N/A
12:00 p.m.	12	0.40	On Time	N/A
12:45 p.m.	9	0.20	On Time	N/A
1:00 p.m.	36	1.03	LATE	12
1:15 p.m.	13	0.30	On Time	N/A
1:45 p.m.	21	0.47	LATE	13
2:00 p.m.	22	0.53	LATE	7
2:15 p.m.	17	0.34	On Time	N/A
2:45 p.m.	12	0.26	On Time	N/A
3:00 p.m.	30	0.71	LATE	6
3:15 p.m.	19	0.53	LATE	7
3:45 p.m.	11	0.33	On Time	N/A
4:15 p.m.	24	0.77	On Time	N/A
4:45 p.m.	27	0.67	On Time	N/A
5:00 p.m.	22	0.70	LATE	7
5:15 p.m.	26	0.73	LATE	9
6:00 p.m.	11	0.30	On Time	N/A
6:30 p.m.	9	0.30	On Time	N/A
7:00 p.m.	4	0.10	On Time	N/A

## SUMMARY

- Ride checks were conducted on 32 Route 69 IN trips

### Boardings and Overload Trends

- Total boardings ranged from 4 to 36 passengers
- No trips exceeded the maximum load standard of 1.25
- 1 trip had a standing load (3.1%)

### Schedule Adherence

- 25 trips ran on time (78.1%)
- 7 trips ran late (21.9%)



Route 69 OUT

Route #	69 Capitola Road/Cabrillo	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
6:17 a.m.	3	0.07	On Time	N/A
6:52 a.m.	4	0.13	On Time	N/A
7:07 a.m.	11	0.30	On Time	N/A
7:22 a.m.	7	0.23	On Time	N/A
7:52 a.m.	18	0.53	On Time	N/A
8:07 a.m.	19	0.43	On Time	N/A
8:22 a.m.	17	0.40	On Time	N/A
8:52 a.m.	11	0.23	On Time	N/A
9:07 a.m.	11	0.30	On Time	N/A
9:22 a.m.	10	0.30	On Time	N/A
9:52 a.m.	8	0.20	On Time	N/A
10:07 a.m.	16	0.43	On Time	N/A
10:22 a.m.	10	0.20	On Time	N/A
10:52 a.m.	11	0.37	On Time	N/A
11:10 a.m.	20	0.47	On Time	N/A
11:22 a.m.	20	0.50	On Time	N/A
12:07 p.m.	22	0.47	On Time	N/A
12:22 p.m.	17	0.40	On Time	N/A
12:52 p.m.	19	0.43	On Time	N/A
1:07 p.m.	28	0.83	On Time	N/A
1:22 p.m.	37	1.07	On Time	N/A
1:52 p.m.	10	0.33	On Time	N/A
2:07 p.m.	18	0.47	On Time	N/A
2:22 p.m.	32	0.87	On Time	N/A
2:52 p.m.	22	0.67	On Time	N/A
3:07 p.m.	44	1.20	LATE	8
3:22 p.m.	43	0.90	On Time	N/A
4:07 p.m.	18	0.57	On Time	N/A
4:22 p.m.	24	0.63	On Time	N/A
4:52 p.m.	14	0.33	On Time	N/A
5:07 p.m.	24	0.80	On Time	N/A
6:07 p.m.	24	0.43	On Time	N/A
6:22 p.m.	13	0.40	On Time	N/A

## SUMMARY

- Ride checks were conducted on 33 Route 69 OUT trips

### Boardings and Overload Trends

- Total boardings ranged from 3 to 44 passengers
- No trips exceeded the maximum load standard of 1.25
- 2 trip had standing loads (6.1%)

### Schedule Adherence

- 32trips ran on time (97.0%)
- 1 trips ran late (3.0%)

Route 69N IN

Route #	69N Cabrillo/Capitola Rd. /Santa Cruz	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:10 p.m.	37	1.03	On Time	N/A
8:10 p.m.	15	0.40	On Time	N/A
9:10 p.m.	28	0.60	On Time	N/A
9:40 p.m.	8	0.20	On Time	N/A
10:10 p.m.	10	0.23	On Time	N/A

SUMMARY

- Ride checks were conducted on 5 Route 69N IN trips

Boardings and Overload Trends

- Total boardings ranged from 8 to 37 passengers
- No trips exceeded the maximum load standard of 1.25
- 1 trip had a standing load (20.0%)

Schedule Adherence

- All 5 trips ran on time (100.0%)

## Route 69N OUT

Route #	69N Capitola Rd./Cabrillo	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:30 p.m.	16	0.37	On Time	N/A
8:35 p.m.	21	0.67	On Time	N/A
9:00 p.m.	9	0.20	On Time	N/A
9:30 p.m.	8	0.13	On Time	N/A

### SUMMARY

- Ride checks were conducted on 4 Route 69N OUT trips

### Boardings and Overload Trends

- Total boardings ranged from 8 to 21 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

### Schedule Adherence

- All 4 trips ran on time (100.0%)

Route 69W IN

Route #	69W Capitola Road to Santa Cruz	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:50 a.m.	84	1.31	LATE	7
8:50 a.m.	58	0.80	On Time	N/A
10:50 a.m.	40	0.86	On Time	N/A
11:50 a.m.	25	0.34	On Time	N/A
12:50 p.m.	40	0.63	On Time	N/A
1:50 p.m.	36	0.51	On Time	N/A
2:50 p.m.	60	0.80	LATE	8
3:50 p.m.	29	0.60	On Time	N/A
4:50 p.m.	22	0.40	On Time	N/A
5:50 p.m.	35	0.63	On Time	N/A

SUMMARY

- Ride checks were conducted on 10 Route 69W IN trips

Boardings and Overload Trends

- Total boardings ranged from 22 to 84 passengers
- 1 trip exceeded the maximum load standard of 1.25 (10.0%)
- 1 trip had a standing load (10.0%)

Schedule Adherence

- 8 trips ran on time (80.0%)
- 2 trips ran late (20.0%)

**Route 69W OUT**

Route #	69W Capitola Road to Watsonville	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
6:37 a.m.	37	0.69	On Time	N/A
9:37 a.m.	34	0.51	On Time	N/A
10:37 a.m.	29	0.49	On Time	N/A
11:37 a.m.	74	1.31	On Time	N/A
12:37 p.m.	47	0.89	On Time	N/A
2:37 p.m.	66	0.83	On Time	N/A
3:37 p.m.	69	1.34	On Time	N/A
4:37 p.m.	81	1.63	LATE	13
5:37 p.m.	44	0.77	On Time	N/A
6:37 p.m.	40	0.54	On Time	N/A

**SUMMARY**

- Ride checks were conducted on 10 Route 69W OUT trips

**Boardings and Overload Trends**

- Total boardings ranged from 29 to 81 passengers
- 3 trips exceeded the maximum load standard of 1.25 (30.0%)
- 1 trip exceeded the maximum policy load standard of 1.50 (10.0%)
- 3 trips had standing loads (30.0%)

**Schedule Adherence**

- 9 trips ran on time (90.0%)
- 1 trip ran late (10.0%)

Route 70 IN

Route #	70(IN) Santa Cruz/Cabrillo	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
8:05 a.m.	13	0.26	On Time	N/A
11:35 a.m.	6	0.14	On Time	N/A
12:05 p.m.	21	0.46	On Time	N/A
12:35 p.m.	38	0.86	On Time	N/A
1:05 p.m.	20	0.51	On Time	N/A
1:35 p.m.	21	0.37	On Time	N/A
2:05 p.m.	42	1.03	On Time	N/A
2:35 p.m.	12	0.23	On Time	N/A
3:05 p.m.	8	0.20	On Time	N/A
3:35 p.m.	33	0.89	On Time	N/A
4:05 p.m.	26	0.57	On Time	N/A
4:35 p.m.	13	0.34	On Time	N/A
5:05 p.m.	9	0.26	On Time	N/A

SUMMARY

- Ride checks were conducted on 13 Route 70 IN trips

Boardings and Overload Trends

- Total boardings ranged from 6 to 42 passengers
- No trips exceeded the maximum load standard of 1.25
- 1 trip had a standing load (7.7%)

Schedule Adherence

- All 13 trips ran on time (100.0%)

**Route 70 OUT**

Route #	70 Santa Cruz/Cabrillo		Day:	Weekday
Trip Time	Total Boardings		Schedule Adherence	Minutes Late
7:30 a.m.	27	0.63	On Time	N/A
9:00 a.m.	22	0.60	On Time	N/A
10:00 a.m.	17	0.37	On Time	N/A
10:30 a.m.	20	0.51	On Time	N/A
11:00 a.m.	17	0.43	On Time	N/A
11:30 a.m.	14	0.31	On Time	N/A
12:00 p.m.	28	0.69	On Time	N/A
12:30 p.m.	25	0.57	On Time	N/A
1:00 p.m.	23	0.57	On Time	N/A
1:30 p.m.	23	0.60	LATE	6
2:00 p.m.	9	0.23	On Time	N/A
2:30 p.m.	22	0.46	On Time	N/A
3:00 p.m.	18	0.37	LATE	12
3:30 p.m.	18	0.34	On Time	N/A
4:00 p.m.	22	0.54	On Time	N/A
4:30 p.m.	14	0.29	On Time	N/A

**SUMMARY**

- Ride checks were conducted on 16 Route 70 OUT trips

**Boardings and Overload Trends**

- Total boardings ranged from 9 to 28 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

**Schedule Adherence**

- 14 trips ran on time (87.5%)
- 2 trips ran late (12.5%)



Route 71 IN

Route #	71 Watsonville to Santa Cruz		Day:	Weekday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:40 a.m.	81	1.37	On Time	N/A
8:10 a.m.	61	0.95	On Time	N/A
8:40 a.m.	42	0.46	On Time	N/A
10:40 a.m.	71	0.94	On Time	N/A
11:10 a.m.	64	0.74	LATE	6
11:40 a.m.	56	1.20	On Time	N/A
1:40 p.m.	78	1.09	On Time	N/A
2:10 p.m.	66	1.00	On Time	N/A
4:10 p.m.	50	0.82	On Time	N/A
4:40 p.m.	79	0.67	LATE	20
5:10 p.m.	41	0.57	On Time	N/A
5:40 p.m.	34	0.54	LATE	11
7:30 p.m.	16	0.31	On Time	N/A
8:10 p.m.	12	0.18	On Time	N/A
8:30 p.m.	28	0.36	On Time	N/A

SUMMARY

- Ride checks were conducted on 15 Route 71 IN trips

Boardings and Overload Trends

- Total boardings ranged from 16 to 81 passengers
- 1 trip exceeded the maximum load standard of 1.25 (6.7%)
- 3 trips had a standing standing load (20.0%)

Schedule Adherence

- 12 trips ran on time (80.0%)
- 3 trips ran late (20.0%)

**Route 71 OUT**

Route #	71 Santa Cruz to Watsonville		Day:	Weekday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
6:45 a.m.	51	0.68	On Time	N/A
9:45 a.m.	68	0.91	LATE	6
12:45 p.m.	75	0.91	On Time	N/A
3:45 p.m.	73	0.77	LATE	15
5:15 p.m.	70	1.14	On Time	N/A
5:45 p.m.	81	1.40	On Time	N/A
6:45 p.m.	46	0.85	LATE	12

**SUMMARY**

- Ride checks were conducted on 7 Route 71 OUT trips

**Boardings and Overload Trends**

- Total boardings ranged from 46 to 81 passengers
- 1 trip exceeded the maximum load standard of 1.25 (14.3%)
- 2 trips had standing loads (28.6%)

**Schedule Adherence**

- 4 trips ran on time (57.1%)
- 3 trips ran late (42.9%)

Route 72

Route #	72 Corralitos	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
6:40 a.m.	34	0.73	On Time	N/A
7:40 a.m.	28	0.37	On Time	N/A
8:40 a.m.	22	0.47	On Time	N/A
9:40 a.m.	31	0.47	On Time	N/A
10:40 a.m.	29	0.57	On Time	N/A
11:40 a.m.	20	0.37	On Time	N/A
12:40 p.m.	26	0.40	LATE	6
1:40 p.m.	40	0.60	LATE	9
2:40 p.m.	28	0.27	On Time	N/A
3:40 p.m.	53	0.90	On Time	N/A
4:40 p.m.	22	0.30	On Time	N/A
5:15 p.m.	26	0.47	On Time	N/A

SUMMARY

- Ride checks were conducted on 12 Route 72 trips

Boardings and Overload Trends

- Total boardings ranged from 20 to 53 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

Schedule Adherence

- 10 trips ran on time (83.3%)
- 2 trips ran late (16.7%)

**Route 73**

Route #	73 Airport/Buena Vista	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:15 a.m.	30	0.60	On Time	N/A
8:15 a.m.	17	0.27	On Time	N/A
9:15 a.m.	20	0.37	On Time	N/A
10:15 a.m.	27	0.53	On Time	N/A
11:15 a.m.	32	0.60	On Time	N/A
12:15 p.m.	27	0.47	On Time	N/A
1:15 p.m.	34	0.70	On Time	N/A
2:15 p.m.	32	0.50	LATE	7
3:15 p.m.	57	1.03	On Time	N/A
5:15 p.m.	19	0.47	On Time	N/A
6:15 p.m.	7	0.23	On Time	N/A

**SUMMARY**

- Ride checks were conducted on 11 Route 73 trips

**Boardings and Overload Trends**

- Total boardings ranged from 7 to 57 passengers
- No trips exceeded the maximum load standard of 1.25
- 1 trip has a standing load (9.1%)

**Schedule Adherence**

- 10 trips ran on time (90.9%)
- 1 trip ran late (9.1%)

Route 75

Route #	75 Green Valley	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:09 a.m.	35	0.53	On Time	N/A
8:09 a.m.	19	0.40	On Time	N/A
9:09 a.m.	23	0.63	On Time	N/A
10:09 a.m.	15	0.23	On Time	N/A
11:09 a.m.	34	0.63	On Time	N/A
12:09 p.m.	23	0.37	On Time	N/A
1:09 p.m.	43	0.60	On Time	N/A
2:09 p.m.	22	0.37	On Time	N/A
3:09 p.m.	69	1.10	On Time	N/A
4:09 p.m.	62	1.13	LATE	11
6:09 p.m.	25	0.50	On Time	N/A

SUMMARY

- Ride checks were conducted on 11 Route 75 trips

Boardings and Overload Trends

- Total boardings ranged from 15 to 69 passengers
- No trips exceeded the maximum load standard of 1.25
- 2 trips had standing loads (18.2%)

Schedule Adherence

- 10 trips ran on time (90.9%)
- 1 trip ran late (9.1%)

Route 79

Route #	79 East Lake	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
6:51 a.m.	13	0.30	On Time	N/A
7:51 a.m.	11	0.17	On Time	N/A
8:51 a.m.	11	0.37	On Time	N/A
9:51 a.m.	17	0.37	On Time	N/A
10:51 a.m.	8	0.20	On Time	N/A
11:51 a.m.	17	0.30	On Time	N/A
12:51 p.m.	8	0.17	On Time	N/A
1:51 p.m.	28	0.53	LATE	7
2:51 p.m.	14	0.40	On Time	N/A
3:51 p.m.	21	0.37	On Time	N/A
4:51 p.m.	13	0.40	On Time	N/A
5:51 p.m.	10	0.33	On Time	N/A

SUMMARY

- Ride checks were conducted on 12 Route 79 trips

Boardings and Overload Trends

- Total boardings ranged from 8 to 28 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

Schedule Adherence

- 11 trips ran on time (91.6%)
- 1 trips ran late (8.4%)

Route 81 OUT

Route #	81 Capitola Mall/Watsonville	Day:	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
10:30 a.m.	10	0.21	On Time	N/A
11:30 a.m.	12	0.26	On Time	N/A
12:30 p.m.	35	0.64	On Time	N/A
1:30 p.m.	20	0.36	On Time	N/A
2:30 p.m.	26	0.62	On Time	N/A
3:30 p.m.	8	0.18	On Time	N/A
6:30 p.m.	14	0.33	On Time	N/A
7:30 p.m.	7	0.18	On Time	N/A

SUMMARY

- Ride checks were conducted on 8 Route 81 OUT trips

Boardings and Overload Trends

- Total boardings ranged from 46 to 82 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

Schedule Adherence

- All 8 trips ran on time (100.0%)

Route 81 IN

Route #	81 Watsonville/Capitola Mall	Day	Weekday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
10:30 a.m.	26	0.39	On Time	N/A
11:30 a.m.	18	0.30	On Time	N/A
12:30 p.m.	22	0.44	On Time	N/A
1:30 p.m.	16	0.22	On Time	N/A
2:30 p.m.	17	0.24	On Time	N/A
3:30 p.m.	16	0.26	On Time	N/A
7:30 p.m.	4	0.07	On Time	N/A

SUMMARY

- Ride checks were conducted on 7 Route 81 IN trips

Boardings and Overload Trends

- Total boardings ranged from 4 to 26 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

Schedule Adherence

- All 7 trips ran on time (100.0%)



Route 91 IN

Route #	91 Commuter Exp to Santa Cruz		Day	Weekday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
6:05 a.m.	45	0.76	On Time	N/A
8:30 a.m.	58	1.15	On Time	N/A
3:20 p.m.	18	0.26	On Time	N/A
5:30 p.m.	24	0.44	On Time	N/A
6:30 p.m.	11	0.22	On Time	N/A

SUMMARY

- Ride checks were conducted on 5 Route 91 In trips

Boardings and Overload Trends

- Total boardings ranged from 11 to 58 passengers
- 1 trip exceeded the maximum load standard of 1.00 (20.0%)
- 1 trip had a standing load (16.6%)

Schedule Adherence

- All 5 trips ran on time (100.0%)

## Route 91 OUT

Route #	91 Commuter Exp to Watsonville		Day:	Weekday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:35 a.m.	35	0.70	LATE	6
9:30 a.m.	17	0.24	On Time	N/A
2:20 p.m.	16	0.28	On Time	N/A
4:20 p.m.	36	0.63	LATE	8
5:05 p.m.	33	0.42	LATE	8

### SUMMARY

- Ride checks were conducted on 5 Route 91 OUT trips

### Boardings and Overload Trends

- Total boardings ranged from 16 to 36 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

### Schedule Adherence

- 2 trips ran on time (40.0%)
- 3 trips ran late (60%)

## SATURDAY RIDE CHECK

### Route 1B

Route #	1B University/Lower Bay	Day:	Saturday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
1:40 p.m.	74	0.87	LATE	14
3:40 p.m.	78	1.00	LATE	8
5:40 p.m.	34	0.43	LATE	8
6:40 p.m.	52	1.20	On Time	N/A
7:45 p.m.	44	0.83	On Time	N/A
8:45 p.m.	45	0.63	On Time	N/A

### SUMMARY

- Ride checks were conducted on 6 Route 1B trips

### Boardings and Overload Trends

- Total boardings ranged from 34 to 78 passengers
- No trips exceeded the maximum load standard of 1.25
- 1 trip had a standing load (16.6%)

### Schedule Adherence

- 3 trips ran on time (50.0%)
- 3 trips ran late (50%)

## Route 1H

Route #	1H University/High	Day:	Saturday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
4:25 p.m.	53	1.06	On Time	N/A

### SUMMARY

- A ride check was conducted on 1 Route 1H trip

### Boardings and Overload Trends

- Total passenger load was 53
- This trip did not exceed the maximum load standard of 1.25
- This trip had a standing load

### Schedule Adherence

- This trip ran on time

Route 1L

Route #	1L University/Laurel		Day:	Saturday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
2:30 p.m.	45	0.83	On Time	N/A
4:30 p.m.	41	0.60	On Time	N/A
5:10 p.m.	61	1.17	On Time	N/A
5:30 p.m.	93	1.57	On Time	N/A
5:55 p.m.	87	1.47	On Time	N/A
6:25 p.m.	62	1.27	LATE	11
7:00 p.m.	87	1.73	On Time	N/A
7:15 p.m.	50	1.13	LATE	7
7:30 p.m.	51	0.90	On Time	N/A
8:00 p.m.	55	0.93	On Time	N/A
8:15 p.m.	58	1.17	On Time	N/A
8:30 p.m.	63	1.07	On Time	N/A
9:00 p.m.	68	1.30	On Time	N/A
9:15 p.m.	73	0.97	LATE	9
9:30 p.m.	51	0.83	On Time	N/A
10:00 p.m.	77	1.93	On Time	N/A
10:35 p.m.	96	1.67	On Time	N/A
11:15 p.m.	68	1.57	On Time	N/A

SUMMARY

- Ride checks were conducted on 18 Route 1L trips

Boardings and Overload Trends

- Total boardings ranged from 41 to 96 passengers
- 8 trips exceeded the maximum load standard of 1.25 (44.4%)
- 5 trips exceeded the maximum policy load standard of 1.50 (27.8%)
- 12 trips had standing loads (66.6%)

Schedule Adherence

- 15 trips ran on time (83.3%)
- 3 trips ran late (26.7%)

## Route 3B

Route #	3B Mission/Natural Bridges	Day:	Saturday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
6:40 p.m.	9	0.17	On Time	N/A

### SUMMARY

- A ride check was conducted on 1 Route 3B trip

### Boardings and Overload Trends

- Total passenger load was 9
- This trip did not exceed the maximum load standard of 1.25

### Schedule Adherence

- This trip ran on time

## Route 7

Route #	7 Beach	Day:	Saturday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
3:20 p.m.	14	0.23	On Time	N/A
5:20 p.m.	4	0.13	On Time	N/A
6:20 p.m.	10	0.23	On Time	N/A

### SUMMARY

- Ride checks were conducted on 3 Route 7 trips

### Boardings and Overload Trends

- Total boardings ranged from 4 to 14 passengers
- No trips exceeded the maximum load standard of 1.25

### Schedule Adherence

- All 3 trips ran on time (100.0%)

## Route 7N

Route #	7N Beach Night/Capitola Mall		Day:	Saturday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:30 p.m.	22	0.43	On Time	N/A
8:30 p.m.	37	0.93	LATE	6
9:30 p.m.	17	0.27	On Time	N/A
10:40 p.m.	16	0.33	On Time	N/A

### SUMMARY

- Ride checks were conducted on 4 Route 7N trips

### Boardings and Overload Trends

- Total boardings ranged from 16 to 37 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

### Schedule Adherence

- 3 trips ran on time (75.0%)
- 1 trip ran late (25.0%)



## Route 35A OUT

Route #	35A Out		Day:	Saturday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late	Variation
7:30 a.m.	44	1.11	On Time	N/A	3
8:30 a.m.	39	0.80	On Time	N/A	7
10:30 a.m.	16	0.20	On Time	N/A	1
11:30 a.m.	28	0.31	LATE	6	1
12:00 p.m.	22	0.34	On Time	N/A	4
12:30 p.m.	18	0.29	On Time	N/A	1
1:30 p.m.	17	0.20	On Time	N/A	1
2:30 p.m.	23	0.37	LATE	8	3
3:00 p.m.	34	0.60	On Time	N/A	4
3:30 p.m.	31	0.54	LATE	6	1
4:00 p.m.	29	0.60	On Time	N/A	4
5:30 p.m.	38	0.69	On Time	N/A	6
6:00 p.m.	12	0.14	On Time	N/A	4
7:30 p.m.	27	0.51	On Time	N/A	4
8:30 p.m.	24	0.54	LATE	7	4
9:30 p.m.	26	0.57	On Time	N/A	3
9:30 p.m.	17	0.34	On Time	N/A	4

### SUMMARY

- Ride checks were conducted on 17 Route 35A OUT trips

### Boardings and Overload Trends

- Total boardings ranged from 12 to 44 passengers
- 1 trip exceeded the maximum highwayload standard of 1.00 (5.8%)
- 1 trip had a standing load (5.8%)

### Schedule Adherence

- 13 trips ran on time (76.4%)
- 4 trips ran late (23.6%)

## Route 35 IN

Route #		35 In Santa Cruz		Day: Saturday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late	Variation
6:55 a.m.	29	0.46	On Time	N/A	11
7:35 a.m.	20	0.34	On Time	N/A	7
8:34 a.m.	43	0.34	On Time	N/A	2
9:50 a.m.	33	0.57	LATE	7	11
10:30 a.m.	43	0.66	On Time	N/A	1
10:32 a.m.	19	0.40	On Time	N/A	2
12:30 p.m.	19	0.34	On Time	N/A	1
1:02 p.m.	27	0.51	On Time	N/A	3
1:30 p.m.	34	0.57	On Time	N/A	1
2:02 p.m.	38	0.69	On Time	N/A	3
2:30 p.m.	34	0.49	On Time	N/A	1
3:02 p.m.	23	0.37	On Time	N/A	3
4:30 p.m.	23	0.46	On Time	N/A	1
5:02 p.m.	23	0.43	On Time	N/A	3
8:02 p.m.	23	0.43	On Time	N/A	3
8:23 p.m.	34	0.31	On Time	N/A	2
10:23 p.m.	34	0.17	On Time	N/A	2

### SUMMARY

- Ride checks were conducted on 17 Route 35 IN trips

### Boardings and Overload Trends

- Total boardings ranged from 19 to 43 passengers
- No trips exceeded the maximum load standard of 1.00
- There were no standing loads

### Schedule Adherence

- 16 trips ran on time (94.1%)
- 1 trip ran late (5.9%)

## Route 40

Route #	40 Davenport/North Coast Beaches	Day:	Saturday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
11:00 a.m.	21	0.43	LATE	7

### SUMMARY

- A ride check was conducted on 1 Route 40 trip

### Boardings and Overload Trends

- Total passenger load was 21
- This trip did not exceed the maximum highway load standard of 1.0

### Schedule Adherence

- This trip ran late

## Route 41

Route #		41 Bonny Doon		Day: Saturday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late	
9:30 a.m.	13	0.43	On Time	N/A	
1:15 p.m.	20	0.67	On Time	N/A	

### SUMMARY

- Ride checks were conducted on 2 Route 41 trips

### Boardings and Overload Trends

- Boardings were 13 and 20 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

### Schedule Adherence

- Both trips ran on time (100.0%)

## Route 54

Route #	54 Aptos/La Selva Beach	Day:	Saturday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
12:30 p.m.	34	0.43	On Time	N/A
2:30 p.m.	22	0.43	On Time	N/A
4:30 p.m.	19	0.40	On Time	N/A
6:30 p.m.	9	0.17	On Time	N/A

### SUMMARY

- Ride checks were conducted on 4 Route 54 trips

### Boardings and Overload Trends

- Total boardings ranged from 9 to 34 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

### Schedule Adherence

- All 4 trips ran on time (100%)

Route 59

Route #	59 Capitola/Soquel		Day:	Saturday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
12:00 p.m.	7	0.14	On Time	N/A
2:00 p.m.	13	0.34	On Time	N/A
4:00 p.m.	6	0.14	On Time	N/A
6:00 p.m.	11	0.26	On Time	N/A

SUMMARY

- Ride checks were conducted on 4 Route 59 trips

Boardings and Overload Trends

- Total boardings ranged from 6 to 13 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

Schedule Adherence

- All 4 trips ran on time (100.0%)

Route 65 IN

Route # 65 In Live Oak via 30th			Day: Saturday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
10:40 a.m.	22	0.46	On Time	N/A
11:40 a.m.	14	0.34	On Time	N/A
12:40 p.m.	16	0.26	On Time	N/A
1:40 p.m.	26	0.43	On Time	N/A
2:40 p.m.	32	0.71	On Time	N/A
3:40 p.m.	19	0.46	On Time	N/A
4:40 p.m.	24	0.43	LATE	6
5:40 p.m.	22	0.43	On Time	N/A
6:40 p.m.	13	0.29	On Time	N/A

SUMMARY

- Ride checks were conducted on 9 Route 65 IN trips

Boardings and Overload Trends

- Total boardings ranged from 13 to 32 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

Schedule Adherence

- 8 trips ran on time (88.9%)
- 1 trip ran late (11.1%)

Route 65 OUT

Route #	65 Out Live Oak via 30th		Day:	Saturday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
11:40 a.m.	12	0.26	On Time	N/A
12:40 p.m.	20	0.29	LATE	10
1:40 p.m.	17	0.37	On Time	N/A
2:40 p.m.	14	0.26	On Time	N/A
3:40 p.m.	20	0.49	On Time	N/A
4:40 p.m.	16	0.34	On Time	N/A
5:40 p.m.	19	0.40	On Time	N/A
6:40 p.m.	15	0.40	On Time	N/A

SUMMARY

- Ride checks were conducted on 8 Route 65 OUT trips

Boardings and Overload Trends

- Total boardings ranged from 12 to 20 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

Schedule Adherence

- 7 trips ran on time (87.5%)
- 1 trip ran late (12.5%)



## Route 66 IN

Route #	66 In Live Oak via 17th	Day:	Saturday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
11:00 a.m.	5	0.13	On Time	N/A
12:00 p.m.	23	0.70	On Time	N/A
1:00 p.m.	23	0.57	On Time	N/A
2:00 p.m.	22	0.43	On Time	N/A
3:00 p.m.	28	0.63	On Time	N/A
4:00 p.m.	27	0.87	On Time	N/A
5:00 p.m.	17	0.37	On Time	N/A
6:00 p.m.	19	0.27	On Time	N/A
7:00 p.m.	22	0.57	On Time	N/A
7:35 p.m.	31	0.73	On Time	N/A
8:35 p.m.	12	0.40	On Time	N/A
9:35 p.m.	13	0.37	On Time	N/A

### SUMMARY

- Ride checks were conducted on 12 Route 66 IN trips

### Boardings and Overload Trends

- Total boardings ranged from 5 to 31 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

### Schedule Adherence

- All 12 trips ran on time (100.0%)

Route 66 OUT

Route #	66 Out Live Oak via 17th		Day:	Saturday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
10:00 a.m.	15	0.29	On Time	N/A
11:00 a.m.	13	0.26	On Time	N/A
12:00 p.m.	14	0.29	On Time	N/A
1:00 p.m.	22	0.60	On Time	N/A
2:00 p.m.	30	0.63	On Time	N/A
3:00 p.m.	30	0.57	On Time	N/A
4:00 p.m.	30	0.60	On Time	N/A
5:00 p.m.	15	0.37	On Time	N/A
6:00 p.m.	30	0.54	LATE	6
7:00 p.m.	19	0.51	On Time	N/A
8:00 p.m.	15	0.37	On Time	N/A
9:00 p.m.	16	0.40	On Time	N/A
10:00 p.m.	12	0.31	On Time	N/A

SUMMARY

- Ride checks were conducted on 13 Route 66 OUT trips

Boardings and Overload Trends

- Total boardings ranged from 12 to 30 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

Schedule Adherence

- 12 trips ran on time (92.3%)
- 1 trips ran late (7.7%)

Route 67 OUT

Route #	67 Out Live Oak via East Cliff		Day:	Saturday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
11:20 a.m.	12	0.23	On Time	N/A
12:20 p.m.	18	0.37	On Time	N/A
1:20 p.m.	19	0.43	On Time	N/A
2:20 p.m.	9	0.23	On Time	N/A
3:20 p.m.	29	0.63	On Time	N/A
4:20 p.m.	25	0.63	On Time	N/A
5:20 p.m.	14	0.31	On Time	N/A
6:20 p.m.	15	0.31	On Time	N/A

SUMMARY

- Ride checks were conducted on 8 Route 67 OUT trips

Boardings and Overload Trends

- Total boardings ranged from 9 to 29 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

Schedule Adherence

- All 8 trips ran on time (100.0%)

## Route 69A IN

Route #	69A In Capitola Rd. to Santa Cruz	Day:	Saturday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
3:20 p.m.	30	0.71	On Time	N/A

### SUMMARY

- A ride check was conducted on 1 Route 69A IN trip

### Boardings and Overload Trends

- Total passenger load was 30
- This trip did not exceed the maximum load standard of 1.25

### Schedule Adherence

- This trip ran on time

## Route 69A OUT

Route #	69A Out Capitola Rd. to Watsonville	Day:	Saturday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
2:07 p.m.	40	0.74	On Time	N/A

### SUMMARY

- A ride check was conducted on 1 Route 69A OUT trip

### Boardings and Overload Trends

- Total passenger load was 40
- This trip did not exceed the maximum load standard of 1.25

### Schedule Adherence

- This trip ran on time

## Route 69W IN

Route #	69W In Capitola Rd. to Santa Cruz	Day:	Saturday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
12:50 p.m.	46	0.71	LATE	12
5:50 p.m.	39	0.71	On Time	N/A

### SUMMARY

- Ride checks were conducted on 2 Route 69W IN trips

### Boardings and Overload Trends

- Boardings were 39 and 46 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

### Schedule Adherence

- 1 trip ran on time (50.0%)
- 1 trip ran late (50.0%)

## Route 69W OUT

Route #	69W Out Capitola Road to Watsonville	Day:	Saturday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
11:37 a.m.	47	0.77	On Time	N/A
4:37 p.m.	68	0.94	On Time	N/A

### SUMMARY

- Ride checks were conducted on 2 Route 69W OUT trips

### Boardings and Overload Trends

- Boardings were 47 and 68 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

### Schedule Adherence

- Both trips ran on time (100.0%)

Route 71 OUT CRESTVIEW

Route #	71 Watsonville via Crestview		Day:	Saturday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
6:15 a.m.	40	0.62	On Time	N/A
7:15 a.m.	44	0.77	On Time	N/A
8:15 a.m.	40	0.59	On Time	N/A
9:15 a.m.	28	0.56	On Time	N/A
10:15 a.m.	58	0.77	On Time	N/A
11:15 a.m.	68	0.80	LATE	7
12:15 p.m.	55	0.62	On Time	N/A
1:15 p.m.	81	1.05	On Time	N/A
2:15 p.m.	44	0.54	On Time	N/A
3:15 p.m.	70	1.00	LATE	8
4:15 p.m.	57	0.72	On Time	N/A
5:15 p.m.	54	0.82	On Time	N/A
7:15 p.m.	43	0.64	On Time	N/A
8:15 p.m.	27	0.59	On Time	N/A

SUMMARY

- Ride checks were conducted on 14 Route 71 OUT trips

Boardings and Overload Trends

- Total boardings ranged from 27 to 81 passengers
- 2 trips exceeded the maximum highway load standard of 1.00 (14.3%)
- 2 trips had standing loads (14.3%)

Schedule Adherence

- 12 trips ran on time (85.7%)
- 2 trips ran late (14.3%)



**Route 71 OUT CLIFFORD**

Route #	71 Watsonville via Clifford	Day:	Saturday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:45 a.m.	43	0.67	On Time	N/A
8:45 a.m.	28	0.33	On Time	N/A
10:45 a.m.	74	0.92	On Time	N/A
11:45 a.m.	73	0.87	On Time	N/A
12:45 p.m.	39	0.62	On Time	N/A
1:45 p.m.	56	0.72	On Time	N/A
2:45 p.m.	80	1.23	On Time	N/A
3:45 p.m.	47	0.59	On Time	N/A
4:45 p.m.	45	0.54	On Time	N/A
5:45 p.m.	42	0.74	On Time	N/A
6:45 p.m.	24	0.44	LATE	12
7:45 p.m.	41	0.74	On Time	N/A
8:45 p.m.	23	0.46	On Time	N/A
9:45 p.m.	48	0.80	On Time	N/A
10:45 p.m.	57	1.03	On Time	N/A

**SUMMARY**

- Ride checks were conducted on 15 Route 71 OUT trips

**Boardings and Overload Trends**

- Total boardings ranged from 23 to 74 passengers
- 2 trips exceeded the maximum load standard of 1.00 (13.3%)
- 2 trips had standing loads (13.3%)

**Schedule Adherence**

- 14 trips ran on time (93.3%)
- 1 trip ran late (6.7%)

Route 71 IN CRESTVIEW

Route #	71 Santa Cruz via Crestview	Day:	Saturday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
6:05 a.m.	60	1.23	On Time	N/A
7:10 a.m.	38	0.62	On Time	N/A
8:10 a.m.	46	0.64	On Time	N/A
9:10 a.m.	39	0.56	On Time	N/A
10:10 a.m.	55	0.77	On Time	N/A
11:10 a.m.	48	0.59	On Time	N/A
12:10 p.m.	52	0.87	On Time	N/A
1:10 p.m.	51	0.56	On Time	N/A
2:10 p.m.	46	0.69	On Time	N/A
3:10 p.m.	33	0.41	On Time	N/A
4:10 p.m.	41	0.62	On Time	N/A
5:10 p.m.	35	0.51	LATE	7
6:10 p.m.	31	0.59	On Time	N/A
7:00 p.m.	55	0.67	LATE	16
8:00 p.m.	19	0.23	On Time	N/A
9:00 p.m.	15	0.18	On Time	N/A

SUMMARY

- Ride checks were conducted on 16 Route 71 IN trips

Boardings and Overload Trends

- Total boardings ranged from 15 to 60 passengers
- 1 trip exceeded the maximum highway load standard of 1.00 (6.3%)
- 1 trip had a standing load (6.3%)

Schedule Adherence

- 14 trips ran on time (87.5%)
- 2 trips ran late (12.5%)

**Route 71 IN CLIFFORD**

Route #	71 Santa Cruz via Clifford		Day:	Saturday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
6:40 a.m.	49	1.03	On Time	N/A
7:40 a.m.	38	0.89	On Time	N/A
8:40 a.m.	51	0.92	On Time	N/A
9:40 a.m.	49	0.62	On Time	N/A
10:40 a.m.	68	1.13	On Time	N/A
11:40 a.m.	62	0.87	On Time	N/A
12:40 p.m.	58	0.69	On Time	N/A
1:40 p.m.	58	1.08	On Time	N/A
2:40 p.m.	56	0.59	On Time	N/A
3:40 p.m.	62	0.82	LATE	8
4:40 p.m.	43	0.41	On Time	N/A
5:40 p.m.	30	0.51	On Time	N/A
7:30 p.m.	22	0.41	On Time	N/A
8:30 p.m.	21	0.33	On Time	N/A
9:30 p.m.	22	0.56	On Time	N/A

**SUMMARY**

- Ride checks were conducted on 15 Route 71 IN trips

**Boardings and Overload Trends**

- Total boardings ranged from 21 to 68 passengers
- 3 trips exceeded the maximum highway load standard of 1.00 (20.0%)
- 3 trips had standing loads (20.0%)

**Schedule Adherence**

- 14 trips ran on time (93.3%)
- 1 trip ran late (6.7%)

## SUNDAY RIDE CHECK

### Route 1B

Route #	1B University/Lower Bay	Day:	Sunday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
8:45 a.m.	11	0.20	On Time	N/A
9:45 a.m.	16	0.37	On Time	N/A
10:45 a.m.	19	0.33	On Time	N/A
11:45 a.m.	43	0.70	On Time	N/A
12:45 p.m.	29	0.60	On Time	N/A
2:45 p.m.	55	0.87	On Time	N/A
4:45 p.m.	62	1.08	On Time	N/A

### SUMMARY

- Ride checks were conducted on 7 Route 1B trips

### Boardings and Overload Trends

- Total boardings ranged from 11 to 62 passengers
- No trips exceeded the maximum load standard of 1.25
- One trip had a standing load (14.3%)

### Schedule Adherence

- All 7 trips ran on time (100%)

**Route 1H**

Route #	1H University/High	Day:	Sunday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
10:25 a.m.	22	0.40	On Time	N/A
11:25 a.m.	14	0.30	On Time	N/A
12:25 p.m.	50	0.73	On Time	N/A
1:25 p.m.	33	0.63	On Time	N/A
2:25 p.m.	15	0.28	On Time	N/A
3:25 p.m.	37	0.67	On Time	N/A
5:25 p.m.	34	0.74	On Time	N/A

**SUMMARY**

- Ride checks were conducted on 7 Route 1H trips

**Boardings and Overload Trends**

- Total boardings ranged from 14 to 50 passengers
- No trips exceeded the maximum load standard of 1.25
- No trips had a standing load

**Schedule Adherence**

- All 7 trips ran on time (100.0%)

## Route 1L

Route #	1L University/Laurel		Day:	Sunday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
10:05 a.m.	16	0.20	On Time	N/A
11:05 a.m.	35	0.73	On Time	N/A
11:55 a.m.	14	0.27	On Time	N/A
12:00 p.m.	77	2.13	On Time	N/A
12:10 p.m.	15	0.30	On Time	N/A
12:35 p.m.	16	0.30	On Time	N/A
12:55 p.m.	23	0.50	On Time	N/A
1:15 p.m.	20	0.40	On Time	N/A
1:55 p.m.	41	0.80	On Time	N/A
2:15 p.m.	70	0.97	On Time	N/A
2:55 p.m.	56	0.87	On Time	N/A
3:10 p.m.	20	0.40	On Time	N/A
3:35 p.m.	54	0.73	On Time	N/A
3:55 p.m.	29	0.57	On Time	N/A
4:10 p.m.	45	1.03	On Time	N/A
4:55 p.m.	28	0.77	On Time	N/A
6:10 p.m.	70	1.30	On Time	N/A

### SUMMARY

- Ride checks were conducted on 17 Route 1L trips

### Boardings and Overload Trends

- Total boardings ranged from 14 to 80 passengers
- 2 trips exceeded the maximum load standard of 1.25 (11.7%)
- 1 trip exceeded the maximum policy load standard of 1.50 (5.9%)
- 3 trips had standing loads (17.6%)

### Schedule Adherence

- All 17 trips ran on time (100.0%)

## Route 3B

Route #	3B Mission/Natural Bridges	Day:	Sunday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
10:40 a.m.	8	0.20	On Time	N/A
11:40 a.m.	13	0.23	On Time	N/A
12:40 p.m.	9	0.17	On Time	N/A
1:40 p.m.	6	0.13	On Time	N/A
2:40 p.m.	17	0.30	On Time	N/A
4:40 p.m.	13	0.30	On Time	N/A

### SUMMARY

- Ride checks were conducted on 6 Route 3B trips

### Boardings and Overload Trends

- Total boardings ranged from 6 to 17 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

### Schedule Adherence

- All 6 trips ran on time (100.0%)

Route 4

Route #	4 Harvey West Park		Day:	Sunday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
10:45 a.m.	5	0.13	On Time	N/A
2:45 p.m.	13	0.34	On Time	N/A

SUMMARY

- Ride checks were conducted on 2 Route 4 trips

Boardings and Overload Trends

- Boardings were 5 and 13 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

Schedule Adherence

- Both trips ran on time (100%)



Route 7

Route #	7 Beach	Day:	Sunday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
4:20 p.m.	8	0.20	On Time	N/A

SUMMARY

- A ride check was conducted on 1 Route 7 trip

Boardings and Overload Trends

- There were 8 boardings on this trip
- This trip did not exceed the maximum load standard of 1.25

Schedule Adherence

- This trip ran on time

Route 40

Route #	40 North Coast Beaches	Day:	Sunday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
3:30 p.m.	32	0.50	On Time	N/A

SUMMARY

- A ride check was conducted on 1 Route 40 trip

Boardings and Overload Trends

- There were 32 boardings on this trip
- This trip did not exceed the maximum load standard of 1.25

Schedule Adherence

- This trip ran on time

## Route 41

Route #	41 Bonny Doon	Day:	Sunday	
<b>Trip Time</b>	<b>Total Boardings</b>	<b>Load Ratio</b>	<b>Schedule Adherence</b>	<b>Minutes Late</b>
5:15 p.m.	22	0.29	On Time	N/A

### SUMMARY

- A ride check was conducted on 1 Route 41 trip

### Boardings and Overload Trends

- There were 22 boardings on this trip
- This trip did not exceed the maximum load standard of 1.25

### Schedule Adherence

- This trip ran on time

Route 54

Route #	54 Aptos/La Selva Beach		Day:	Sunday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
11:30 a.m.	27	0.50	On Time	N/A
1:30 p.m.	17	0.23	On Time	N/A
3:30 p.m.	27	0.33	On Time	N/A
5:30 p.m.	17	0.47	On Time	N/A

SUMMARY

- Ride checks were conducted on 4 Route 54 trips

Boardings and Overload Trends

- Total boardings ranged from 17 to 27 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

Schedule Adherence

- All 4 trips ran on time (100.0%)

## Route 59

Route #	59 Capitola/Soquel	Day:	Sunday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
1:00 p.m.	1	0.03	On Time	N/A

### SUMMARY

- A ride check was conducted on 1 Route 59 trip

### Boardings and Overload Trends

- There was 1 boarding on this trip
- This trip did not exceed the maximum load standard of 1.25

### Schedule Adherence

- This trip ran on time

Route 60

Route #	60 Soquel	Day:	Sunday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
11:00 a.m.	1	0.03	On Time	N/A
3:00 p.m.	3	0.07	On Time	N/A

SUMMARY

- Ride checks were conducted on 2 Route 60 trips

Boardings and Overload Trends

- Boardings were 1 and 3 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

Schedule Adherence

- Both trips ran on time (100.0%)

Route 69

Route #	69 Cabrillo/Capitola Rd. Santa Cruz	Day:	Sunday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
4:50 p.m.	29	0.47	On Time	N/A

SUMMARY

- A ride check was conducted on 1 Route 69 trip

Boardings and Overload Trends

- There were 29 boardings on this trip
- This trip did not exceed the maximum load standard of 1.25

Schedule Adherence

- This trip ran on time

Route 69A IN

Route #	69A Capitola Road to Santa Cruz		Day:	Sunday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
9:20 a.m.	30	0.77	On Time	N/A
12:20 p.m.	55	0.56	On Time	N/A
2:20 p.m.	51	1.17	On Time	N/A
4:20 p.m.	25	0.57	On Time	N/A
5:20 p.m.	24	0.77	On Time	N/A

SUMMARY

- Ride checks were conducted on 5 Route 69A IN trips

Boardings and Overload Trends

- Total boardings ranged from 24 to 55 passengers
- No trips exceeded the maximum load standard of 1.25
- 1 trip had a standing load (20.0%)

Schedule Adherence

- All 5 trips ran on time (100.0%)



**Route 69A OUT**

Route #		69A Capitola Road to Watsonville		Day:	Sunday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late	
8:07 a.m.	13	0.33	On Time	N/A	
1:07 p.m.	35	0.77	On Time	N/A	
3:07 p.m.	50	1.13	On Time	N/A	
4:07 p.m.	55	1.20	On Time	N/A	
6:07 p.m.	20	0.43	On Time	N/A	

**SUMMARY**

- Ride checks were conducted on 5 Route 69A OUT trips

**Boardings and Overload Trends**

- Total boardings ranged from 13 to 55 passengers
- No trips exceeded the maximum load standard of 1.25
- 2 trips had standing loads (40.0%)

**Schedule Adherence**

- All 5 trips ran on time (%)

**Route 69W IN**

Route #	69W Capitola Road to Santa Cruz		Day:	Sunday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
11:45 a.m.	68	1.43	On Time	N/A
1:50 p.m.	54	0.87	On Time	N/A
2:50 p.m.	36	0.73	On Time	N/A

**SUMMARY**

- Ride checks were conducted on 3 Route 69W IN trips

**Boardings and Overload Trends**

- Total boardings ranged from 36 to 68 passengers
- 1 trip exceeded the maximum load standard of 1.25 (33.3%)
- 1 trip had a standing load (33.3%)

**Schedule Adherence**

- All three trips ran on time (100%)

**Route 69W OUT**

Route #	69W Capitola Road to Watsonville	Day:	Sunday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
10:37 a.m.	32	0.60	On Time	N/A
12:37 p.m.	44	0.80	On Time	N/A
1:37 p.m.	51	1.20	On Time	N/A
2:37 p.m.	53	0.93	On Time	N/A
3:37 p.m.	90	1.23	LATE	6
5:37 p.m.	42	1.00	On Time	N/A
6:37 p.m.	20	0.37	On Time	N/A

**SUMMARY**

- Ride checks were conducted on 7 Route 69W OUT trips

**Boardings and Overload Trends**

- Total boardings ranged from 20 to 90 passengers
- No trips exceeded the maximum load standard of 1.25
- 2 trips had standing loads (28.6%)

**Schedule Adherence**

- 6 trips ran on time (85.7%)
- 1 trip ran late (14.3%)

## Route 72

Route #	72 Corralitos		Day: Sunday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
11:40 a.m.	28	0.56	On Time	N/A
1:40 p.m.	11	0.10	On Time	N/A
3:40 p.m.	29	0.39	On Time	N/A
4:40 p.m.	13	0.13	On Time	N/A
5:40 p.m.	16	0.31	On Time	N/A

### SUMMARY

- Ride checks were conducted on 5 Route 72 trips

### Boardings and Overload Trends

- Total boardings ranged from 11 to 29 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

### Schedule Adherence

- All 5 trips ran on time (100.0%)

## Route 73

Route #	73 Airport/Buena Vista	Day	Sunday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
11:15 a.m.	37	0.77	LATE	6
12:15 p.m.	9	0.17	On Time	N/A
1:15 p.m.	28	0.63	On Time	N/A
2:15 p.m.	12	0.20	On Time	N/A
3:15 p.m.	36	0.70	On Time	N/A

### SUMMARY

- Ride checks were conducted on 5 Route 73 trips

### Boardings and Overload Trends

- Total boardings ranged from 9 to 37 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

### Schedule Adherence

- 4 trips ran on time (80.0%)
- 1 trip ran late (20.0%)

## Route 75

Route #	75 Green Valley	Day:	Sunday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
11:09 a.m.	44	0.80	On Time	N/A
12:09 p.m.	36	0.63	On Time	N/A
1:09 p.m.	27	0.33	On Time	N/A
2:09 p.m.	45	0.77	On Time	N/A
3:09 p.m.	58	1.03	On Time	N/A
4:09 p.m.	36	0.83	On Time	N/A
5:09 p.m.	37	0.67	On Time	N/A
6:09 p.m.	31	0.67	On Time	N/A
7:09 p.m.	34	0.80	On Time	N/A
8:09 p.m.	13	0.30	On Time	N/A

### SUMMARY

- Ride checks were conducted on 10 Route 75 trips

### Boardings and Overload Trends

- Total boardings ranged from 13 to 58 passengers
- No trips exceeded the maximum load standard of 1.25
- 1 trip had a standing load (10.0%)

### Schedule Adherence

- All 10 trips ran on time (100.0%)

Route 78

Route #	78 East Lake/Fairgrounds		Day:	Sunday
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
10:55 a.m.	5	0.17	On Time	N/A
12:55 p.m.	11	0.30	On Time	N/A
2:55 p.m.	7	0.20*	On Time	N/A

SUMMARY

- Ride checks were conducted on 3 Route 78 trips

Boardings and Overload Trends

- Total boardings ranged from 5 to 11 passengers
- No trips exceeded the maximum load standard of 1.25
- There were no standing loads

Schedule Adherence

- All 3 trips ran on time (100.0%)

## Route 91 IN

Route #	91 Commuter Express to Santa Cruz	Day:	Sunday	
Trip Time	Total Boardings	Load Ratio	Schedule Adherence	Minutes Late
7:15 a.m.	19	0.60	On Time	N/A

### SUMMARY

- A ride check was conducted on this Route 91 trip

### Boardings and Overload Trends

- There were 19 boardings on this trip
- This trip did not exceed the maximum highway load standard of 1.00

### Schedule Adherence

- The one trip ran on time



# CHAPTER 6. SUMMARY

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The objectives of the 1999 Comprehensive Bus Evaluation Study were met. The key study objectives were to:

- Identify existing data gaps and to collect ridership and schedule adherence data on those trips where data is not current and on trips where recent or known overload and schedule adherence problems have been identified, and
- Summarize new service requirements for existing and proposed developments, shopping and business areas, employment centers, education institutions and major trip generators.

Within the scope of the study, a base of 900 bus service hours was established for onboard ride check data collection. Ride checks were conducted on 820 individual METRO bus trips. The majority of the ride checks were conducted during the period October 25, 1999 to November 14, 1999. Where data was incomplete, additional ride checks were carried out on January 22, 23, 25 and 26, 2000.

The results of the ride check surveys are summarized in Chapter 5. Development trends and UCSC and Cabrillo College enrollment data affecting short term future METRO service requirements are summarized in Chapter 4.

## BOARDING AND PASSENGER LOAD TRENDS

Figure 6-1 summarizes trips by route that exceed either the maximum highway load standard of 1.00 or the general service maximum load standard of 1.25. Figure 6-2 summarizes trips by route that had standing loads. The load ratio and on time performance information is listed for each trip that exceeds the specific load standards.

From the analysis of boarding and load data, the majority of trips were below the applicable maximum load standard. Of the 820 surveyed trips:

- 7612 trips (93.0%) had maximum passenger loads below the load standard of 1.00 for highway service or 1.25 for general transit service
- 59 trips (7.0%) exceeded the maximum load standard of 1.00 for highway service or 1.25 for general transit service
- 35 trips (4.3%) exceeded the 1.50 maximum load policy standard
- 108 trips (13.2%) had standing loads

Trips exceeding the maximum load standards were recorded on Routes 1B, 1H, 1L, 1W, 30, 35, 69W, and 71.

The ride check data illustrates a significant overload problem on the Route 1 series. Of the 153 Route 1 trips surveyed:

- 45 trips (29.4%) exceeded the maximum load standard of 1.25
- 32 trips (20.9%) were at or exceeded the maximum policy load standard of 1.50
- 5 trips (3.3%) had a maximum load maximum load ratio of 2.00 or more
- 65 trips (42.5%) had standing loads

**FIGURE 6-1**  
**SUMMARY OF TRIPS WITH PASSENGER OVERLOAD PROBLEMS**

Trip Time	Load Ratio	Minutes Late
<b>Route 1B</b>		
<b>Weekday Trips</b>		
7:30 a.m.	1.87	18
8:30 a.m.	1.50	On Time
1:30 p.m.	1.33	On Time
4:30 p.m.	1.60	On Time
<b>Route 1H</b>		
<b>Weekday Trips</b>		
8:55 a.m.	2.33	8
10:25 a.m.	1.97	On Time
11:25 a.m.	1.43	On Time
11:55 a.m.	1.87	On Time
1:25 p.m.	1.93	On Time
1:55 p.m.	1.77	On Time
3:25 p.m.	1.53	9
3:55 p.m.	1.53	6
<b>Route 1L</b>		
<b>Weekday Trips</b>		
8:47 a.m.	1.27	7
9:10 a.m.	1.87	On Time
9:40 a.m.	1.47	On Time
9:47 a.m.	1.27	On Time
10:02 a.m.	1.80	On Time
10:40 a.m.	1.97	7
12:02 p.m.	1.80	8
12:10 p.m.	1.77	On Time
1:02 p.m.	1.83	6
1:32 p.m.	2.30	On Time
1:40 p.m.	2.00	On Time
2:47 p.m.	1.57	On Time
3:02 p.m.	2.00	On Time
3:10 p.m.	1.83	On Time
3:32 p.m.	1.30	On Time
3:47 p.m.	1.67	On Time
4:40 p.m.	1.37	On Time
4:47 p.m.	2.33	On Time
5:10 p.m.	1.47	On Time
5:40 p.m.	1.30	On Time
7:15 p.m.	1.30	On Time
7:30 p.m.	1.67	On Time
8:00 p.m.	2.07	On Time
10:30 p.m.	2.00	On Time

FIGURE 6-1 (CONT.)  
SUMMARY OF TRIPS WITH PASSENGER OVERLOAD PROBLEMS

Trip Time	Load Ratio	Minutes Late
<b>Saturday Trips</b>		
5:30 p.m.	1.57	On Time
5:55 p.m.	1.47	On Time
6:25 p.m.	1.27	11
7:00 p.m.	1.73	On Time
9:00 p.m.	1.30	On Time
10:00 p.m.	1.93	On Time
10:35 p.m.	1.67	On Time
11:15 p.m.	1.57	On Time
<b>Sunday Trips</b>		
12:00 p.m.	2.13	On Time
6:10 p.m.	1.30	On Time
<b>Route 1W</b>		
<b>Weekday Trips</b>		
2:17 p.m.	1.83	On Time
6:17 p.m.	1.80	On Time
<b>Route 30</b>		
<b>Weekday Trips</b>		
2:20 p.m.	1.20	On Time
<b>Route 35 IN</b>		
<b>Weekday Trips</b>		
4:10 p.m.	1.11	On Time
<b>Route 35 OUT</b>		
<b>Weekday Trips</b>		
2:30 p.m.	1.20	9
5:00 p.m.	1.77	On Time
<b>Route 35A OUT</b>		
<b>Saturday Trips</b>		
7:30 a.m.	1.11	On Time
<b>Route 69W IN</b>		
<b>Weekday Trips</b>		
7:50 a.m.	1.31	7
<b>Sunday Trips</b>		
11:45 a.m.	1.43	On Time
<b>69W OUT</b>		
<b>Weekday Trips</b>		
11:37 a.m.	1.31	On Time
3:37 p.m.	1.34	On Time
4:37 p.m.	1.63	13
<b>71 IN</b>		
<b>Weekday Trips</b>		
7:40 a.m.	1.37	On Time

**FIGURE 6-2**  
**SUMMARY OF TRIPS WITH STANDING LOADS**

Trip Time	Load Ratio	Minutes Late
<b>Route 1B</b>		
<b>Weekday Trips</b>		
7:30 a.m.	1.87	18
8:30 a.m.	1.50	On Time
10:30 a.m.	1.17	On Time
1:30 p.m.	1.33	On Time
4:30 p.m.	1.60	On Time
8:45 p.m.	1.07	On Time
<b>Saturday Trips</b>		
6:40 p.m.	1.20	On Time
<b>Sunday Trips</b>		
4:45 p.m.	1.08	On Time
<b>Route 1H</b>		
<b>Weekday Trips</b>		
8:55 a.m.	2.33	8
10:25 a.m.	1.97	On Time
11:25 a.m.	1.43	On Time
11:55 a.m.	1.87	On Time
1:25 p.m.	1.93	On Time
1:55 p.m.	1.77	On Time
2:55 p.m.	1.03	6
3:25 p.m.	1.53	9
3:55 p.m.	1.53	6
5:25 p.m.	1.20	On Time
<b>Saturday Trips</b>		
4:25 p.m.	1.06	On Time
<b>Route 1L</b>		
<b>Weekday Trips</b>		
8:47 a.m.	1.27	7
9:10 a.m.	1.87	On Time
9:40 a.m.	1.47	On Time
9:47 a.m.	1.27	On Time
10:02 a.m.	1.80	On Time
10:40 a.m.	1.97	7
11:02 a.m.	1.17	On Time
12:02 p.m.	1.80	8
12:10 p.m.	1.77	On Time
1:02 p.m.	1.83	6
1:10 p.m.	1.17	On Time
1:32 p.m.	2.30	On Time
1:40 p.m.	2.00	On Time
1:47 p.m.	1.17	On Time
2:47 p.m.	1.57	On Time
3:02 p.m.	2.00	On Time
3:10 p.m.	1.83	On Time

FIGURE 6-2 (CONT.)  
SUMMARY OF TRIPS WITH STANDING LOADS

Trip Time	Load Ratio	Minutes Late
3:32 p.m.	1.30	On Time
3:47 p.m.	1.67	On Time
4:10 p.m.	1.20	On Time
4:40 p.m.	1.37	On Time
4:47 p.m.	2.33	On Time
5:10 p.m.	1.47	On Time
5:40 p.m.	1.30	On Time
7:15 p.m.	1.30	On Time
7:30 p.m.	1.67	On Time
8:00 p.m.	2.07	On Time
9:00 p.m.	1.07	On Time
10:30 p.m.	2.00	On Time
<b>Saturday Trips</b>		
5:10 p.m.	1.17	On Time
5:30 p.m.	1.57	On Time
5:55 p.m.	1.47	On Time
6:25 p.m.	1.27	11
7:00 p.m.	1.73	On Time
7:15 p.m.	1.13	7
8:15 p.m.	1.17	On Time
8:30 p.m.	1.07	On Time
9:00 p.m.	1.30	On Time
10:00 p.m.	1.93	On Time
10:35 p.m.	1.67	On Time
11:15 p.m.	1.57	On Time
<b>Sunday Trips</b>		
12:00 p.m.	2.13	On Time
4:10 p.m.	1.03	On Time
6:10 p.m.	1.30	On Time
<b>Route 1W</b>		
<b>Weekday Trips</b>		
2:17 p.m.	1.83	On Time
4:17 p.m.	1.11	On Time
6:17 p.m.	1.80	On Time
<b>Route 30</b>		
<b>Weekday Trips</b>		
2:20 p.m.	1.20	On Time
<b>Route 35 IN</b>		
<b>Weekday Trips</b>		
4:10 p.m.	1.11	On Time
<b>Route 35 OUT</b>		
<b>Weekday Trips</b>		
2:30 p.m.	1.20	9
5:00 p.m.	1.77	On Time

FIGURE 6-2 (CONT.)  
SUMMARY OF TRIPS WITH STANDING LOADS

Trip Time	Load Ratio	Minutes Late
<b>Route 35A OUT</b>		
Saturday Trips		
7:30 a.m.	1.11	On Time
<b>Route 52</b>		
Weekday Trips		
2:50 p.m.	1.23	On Time
<b>Route 54</b>		
Weekday Trips		
12:30 p.m.	1.13	On Time
<b>Route 65 IN</b>		
Weekday Trips		
3:50 p.m.	1.09	On Time
<b>Route 66 IN</b>		
Weekday Trips		
7:00 a.m.	1.03	On Time
<b>Route 69 IN</b>		
Weekday Trips		
1:00 p.m.	1.03	12
<b>Route 69 OUT</b>		
Weekday Trips		
1:22 p.m.	1.07	On Time
3:07 p.m.	1.20	8
<b>Route 69A IN</b>		
Sunday Trips		
2:20 p.m.	1.17	On Time
<b>Route 69A OUT</b>		
Sunday Trips		
3:07 p.m.	1.13	On Time
4:07 p.m.	1.20	On Time
<b>Route 69N IN</b>		
Weekday Trips		
7:10 p.m.	1.03	On Time
<b>Route 69W IN</b>		
Weekday Trips		
7:50 a.m.	1.31	7
Sunday Trips		
11:45 a.m.	1.43	On Time
<b>Route 69W OUT</b>		
Weekday Trips		
11:37 a.m.	1.31	On Time
3:37 p.m.	1.34	On Time
4:37 p.m.	1.63	13

FIGURE 6-2 (CONT.)  
SUMMARY OF TRIPS WITH STANDING LOADS

Trip Time	Load Ratio	Minutes Late
<b>Sunday Trips</b>		
1:37 p.m.	1.20	On Time
3:37 p.m.	1.23	6
<b>Route 70 IN</b>		
<b>Weekday Trips</b>		
2:05 p.m.	1.03	On Time
<b>Route 71 IN</b>		
<b>Weekday Trips</b>		
7:40 a.m.	1.37	On Time
11:40 a.m.	1.20	On Time
1:40 p.m.	1.09	On Time
2:10 p.m.	1.00	On Time
<b>Saturday Trips</b>		
6:05 a.m.	1.23	On Time
6:40 a.m.	1.03	On Time
10:40 a.m.	1.13	On Time
1:40 p.m.	1.08	On Time
<b>Route 71 OUT</b>		
<b>Weekday Trips</b>		
5:15 p.m.	1.14	On Time
5:45 p.m.	1.40	On Time
<b>Saturday Trips</b>		
1:15 p.m.	1.05	On Time
3:15 p.m.	1.00	8
2:45 p.m.	1.23	On Time
10:45 p.m.	1.03	On Time
<b>Route 72</b>		
<b>Weekday Trips</b>		
3:15 p.m.	1.03	On Time
<b>Route 75</b>		
<b>Weekday Trips</b>		
3:09 p.m.	1.10	On Time
4:09 p.m.	1.13	11
<b>Sunday Trips</b>		
3:09 p.m.	1.03	On Time
<b>Route 91 IN</b>		
<b>Weekday Trips</b>		
8:30 a.m.	1.15	On Time



## SCHEDULE ADHERENCE TRENDS

Figure 6-3 summarizes trips (by route) that ran more than 5 minutes late at their final destination. Included in the tables are an indication of how late the trip ran late and the trip load factor. Of the 820 trips surveyed:

- 745 trips (91.0%) ran on time
- 75 trips (9.0%) ran late
- From the time check data collected on the 820 trips, the overall on-time performance of the system is quite good.

Late trips were recorded on Routes 1B, 1H, 1L, 3A, 4 7N, 8, 35, 35A, 40, 63, 65, 69, 69W, 70, 71, 72, 73, 75, 79 and 91. Trends are not readily apparent. Late trips occur throughout the service day and occur both on weekdays and Saturdays. It is also interesting to note from the data summarized in Figure 6-2, there is not a strong relationship between on time performance and heavy passenger loads. This would suggest that specific on-route incidents or traffic congestion may impact schedule adherence on particular trips. The only consistent running time problem to note is that 3 of the 5 Route 91 outbound trips surveyed ran late.

**FIGURE 6-3**  
**SUMMARY OF TRIPS WITH SCHEDULE ADHERENCE PROBLEMS**

Trip Time	Minutes Late	Load Ratio
<b>Route 1B</b>		
<b>Weekday Trips</b>		
7:30 a.m.	18	1.87
2:30 p.m.	8	0.77
<b>Saturday Trips</b>		
1:40 p.m.	14	0.87
3:40 p.m.	8	1.00
5:40 p.m.	8	0.43
<b>Route 1H</b>		
<b>Weekday Trips</b>		
8:55 a.m.	8	2.33
2:55 p.m.	6	1.03
3:25 p.m.	9	1.53
3:55 p.m.	6	1.53
<b>Route 1L</b>		
<b>Weekday Trips</b>		
8:47 a.m.	7	1.27
10:40 a.m.	7	1.97
12:02 p.m.	8	1.80
1:02 p.m.	6	1.83
<b>Saturday Trips</b>		
6:25 p.m.	11	1.27
7:15 p.m.	7	1.13
9:15 p.m.	9	0.97
<b>Route 3A</b>		
<b>Weekday Trips</b>		
12:00 p.m.	11	0.26
1:00 p.m.	10	0.29
2:00 p.m.	7	0.40
6:00 p.m.	6	0.14
<b>Route 4 IN</b>		
<b>Weekday Trips</b>		
11:45 a.m.	11	0.49
12:45 p.m.	11	0.43
2:45 p.m.	6	0.14
<b>Route 7N</b>		
<b>Weekday Trips</b>		
8:30 p.m.	6	0.93
<b>Route 8</b>		
<b>Weekday Trips</b>		
2:30 p.m.	8	0.63
3:30 p.m.	6	0.37
<b>Route 30</b>		
<b>Saturday Trips</b>		
9:50 a.m.	7	0.57

FIGURE 6-3 (CONT.)  
SUMMARY OF TRIPS WITH SCHEDULE ADHERENCE PROBLEM

Trip Time	Minutes Late	Load Ratio
<b>Route 35 OUT</b>		
Weekday Trips		
2:30 p.m.	9	1.20
<b>Route 35A OUT</b>		
Weekday Trips		
7:25 p.m.	9	0.89
Saturday Trips		
11:30 a.m.	6	0.31
2:30 p.m.	8	0.37
3:30 p.m.	6	0.54
8:30 p.m.	7	0.54
<b>Route 40</b>		
Saturday Trips		
11:00 a.m.	7	0.43
<b>Route 63</b>		
Weekday Trips		
4:05 p.m.	8	0.10
5:05 p.m.	6	0.07
<b>Route 65 IN</b>		
Saturday Trips		
4:40 p.m.	6	0.43
<b>Route 65 OUT</b>		
Saturday Trips		
12:40 p.m.	10	0.29
<b>Route 66 OUT</b>		
Saturday Trips		
6:00 p.m.	6	0.54
<b>Route 69 IN</b>		
Weekday Trips		
1:00 p.m.	12	1.03
1:45 p.m.	13	0.47
2:00 p.m.	7	0.53
3:00 p.m.	6	0.71
3:15 p.m.	7	0.53
5:00 p.m.	7	0.70
5:15 p.m.	9	0.73
<b>Route 69 OUT</b>		
Weekday Trips		
3:07 p.m.	8	1.20
<b>Route 69W IN</b>		
Weekday Trips		
7:50 a.m.	7	1.31
2:50 p.m.	8	0.80
Saturday Trips		
12:50 p.m.	12	0.71

FIGURE 6-3 (CONT.)  
SUMMARY OF TRIPS WITH SCHEDULE ADHERENCE PROBLEM

Trip Time	Minutes Late	Load Ratio
<b>Route 69W OUT</b>		
Weekday Trips		
4:37 p.m.	13	1.63
Sunday Trips		
3:37 p.m.	6	1.23
<b>Route 70 OUT</b>		
Weekday Trips		
1:30 p.m.	6	0.60
3:00 p.m.	12	0.37
<b>Route 71 IN</b>		
Weekday Trips		
11:10 a.m.	6	0.74
4:40 p.m.	20	0.67
5:40 p.m.	11	0.54
Saturday Trips		
5:10 p.m.	7	0.51
7:00 p.m.	16	0.67
3:40 p.m.	8	0.82
<b>Route 71 OUT</b>		
Weekday Trips		
9:45 a.m.	6	0.91
3:45 p.m.	15	0.77
6:45 p.m.	12	0.85
Saturday Trips		
11:15 a.m.	7	0.80
3:15 p.m.	8	1.00
6:45 p.m.	12	0.44
<b>Route 72</b>		
Weekday Trips		
12:40 p.m.	6	0.40
1:40 p.m.	9	0.60
<b>Route 73</b>		
Weekday Trips		
2:15 p.m.	7	0.50
Sunday Trips		
11:15 a.m.	6	0.77
<b>Route 75</b>		
Weekday Trips		
4:09 p.m.	11	1.13
<b>Route 79</b>		
Weekday Trips		
1:51 p.m.	7	0.53
<b>Route 91 OUT</b>		
Weekday Trips		
7:35 a.m.	6	0.70
4:20 p.m.	8	0.63
5:05 p.m.	8	0.42

## DEVELOPMENT AND POTENTIAL DEMAND TRENDS

From the review of future development and UCSC and Cabrillo enrollment trends, there will be an increased requirement for METRO bus services in response to:

- UCSC, due to increased enrollment,
- New Millennium High School in Watsonville,
- Cabrillo College Main Campus in Aptos, due to increased enrollment,
- Cabrillo College Watsonville Center, due to significant facility development and increases in enrollment, and
- UCSC Seymour Center due to lack of METRO service to this site the grand opening of the new visitor facilities in March 2000.

## SUMMARY REMARKS

From this limited snapshot of 820 METRO trips the systems appears to be performing well. Ninety-three percent of the trips surveyed in the Nelson\Nygaard ride check had recorded maximum passenger loads below the maximum load standard of 1.00 for highway service or 1.25 for general transit service. Ninety-one percent of the trips ran on time. However, load problems were apparent on the Route 1 series.

UCSC students and staff will continue to be a major market for METRO service. As enrollment increases, passenger overload and schedule adherence problems on the Route 1 will be amplified. Through time there will be a continued requirement to increase bus capacity at critical times on Route 1. Given anticipated increases in traffic congestion in the UCSC area, it may be more appropriate to increase bus size rather than add additional buses. Given the passenger loads, Route 1 may be an appropriate candidate for the operation of articulated buses.

Increased traffic congestion throughout the County will continue to have a negative impact on general transit operations and in particular, schedule adherence. Increased running time and service hours will have to be added to those routes experiencing chronic schedule adherence problems.

METRO currently has a more ambitious performance data collection effort than many transit agencies. While many transit agencies rely on Operator ridership counts and/or data collected through electronic fare box systems, few agencies have staff dedicated to annual ride checks. However, the fact that METRO required an update of their performance data base suggests that the annual ride check program is not keeping up with changing operating conditions.

As demand increases and traffic conditions change, there may be a requirement to increase transit surveyor resources to respond more readily to problem trips identified by the Service

Review Committee. The annual 100% ride check conducted by the transit surveyors provides a valued and comprehensive data base for transit planning purposes. While this program should continue, additional transit survey resources could be assigned to the more real time ride check needs identified by the Service Review Committee. Problem trips could be identified for more immediate ride check attention. Fresh data and trend data could be collected to support responsive, service planning initiatives. Ride checks could be conducted on various routes at specific times or during specific seasons.

As demand and traffic congestion increases, the role of, and challenges for operating METRO will increase. There will be a continued requirement to strategically increase bus capacity where overloads continually occur and to increase bus running times where service continually runs late. Fixes to these problems become critical if METRO is going to both maintain its current demand base and to attract new riders. Ongoing, targeted ride check data collection is required to support planning improvements to these basic service quality and reliability problems.

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**Appendix 1**

**ON-BOARD PASSENGER RIDECHECK FORM**

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By \_\_\_\_\_ Date \_\_\_\_/\_\_\_\_/\_\_\_\_ Depart \_\_\_\_\_ AM PM Block \_\_\_\_\_

Surveyor JL DM Weather \_\_\_\_\_ Bus \_\_\_\_\_

STOP	STREET	CROSS STREET	TIMEPOINTS	ON	OFF	ON BD	COURTESY STOPS/P.L./COMMENTS
01	METRO CENTER		17				
10	CEDAR	CATHCART					
20	WALNUT	CENTER					
30		CHESTNUT					
40		CALIFORNIA					
50	MISSION	OTIS					
60*		RIGG					*
70		LAUREL					
90	BAY	MISSION (FS)	24				
100		KING					
110		ESCALONA					
120		IOWA					
130		MEDER					
140	COOLIDGE	HIGH					
150		CARRIAGE HOUSE					
160	HAGAR	PARKING LOT					
170		FIELD HOUSE EAST					
180		STEINHART					
190	MCLAUGHLIN	HAGAR (CROWN)					
200		COLLEGE 10, 9					
210		APPLIED SCIENCES	35				
220	HELLER	MCLAUGHLIN					
230		PORTER/COLLEGE 8					
240		FAMILY HOUSING					
250		STUDENT APTS					
260	EMPIRE GRADE	BEFORE ARBORETUM					
270	HIGH	WESTERN DR					
280	BAY	HIGH					
290*		MEDER					*
300		NOBEL					
310		KING					
320*		MISSION (NS)					*
330	MISSION	BAY/TRESCOVY	45				
340		LAURENT					



009 ROUTE 01W UNIVERSITY via WALNUT WEEKDAY

2

Day \_\_\_\_\_ Date \_\_\_\_/\_\_\_\_/\_\_\_\_ Depart \_\_\_\_\_ AM PM Block \_\_\_\_\_

Surveyor JL DM Weather \_\_\_\_\_ Bus \_\_\_\_\_

STOPI STREET	CROSS STREET	TIMEPOINTS	ON	OFF	ON BD	COURTESY STOPS/P.L./COMMENTS
3501 MISSION	LAUREL					
3601	RIGG					
3701 WALNUT	CALIFORNIA					
3801	CHESTNUT					
3901	CENTER					
4001 CEDAR	LINCOLN					
4101 METRO CENTER		157				

10/06/99

TOTALS \_\_\_\_\_

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**Appendix 2**

**OPERATOR'S AND SUPERVISOR'S QUESTIONNAIRES**

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# OPERATOR'S QUESTIONNAIRE

## INTRODUCTION

Nelson/Nygaard Consulting Associates has been contracted by SCMTD to collect operational data regarding transit route performance. In particular we are interested in identifying service situations where there may not be enough service capacity to meet demand and where there may not be enough running time built into schedules. We will be identifying specific trips by route where additional ridership volume and schedule adherence information must be collected through on board ride checks. We will be conducting these ride checks in late October and early November.

Before finalizing our list of trips for additional ride check data collection we want to hear from the operators. Operators know their routes and the conditions that influence service quality. Please take the time to consider our Operator Questionnaire and provide us with some valuable first hand input to identify those trips that need additional on board ride checks.

Operator participation in this survey is strictly voluntary and your input is certainly appreciated.

*Respondent Name (Optional):* \_\_\_\_\_

**PLEASE RETURN TO DISPATCH BY OCTOBER 6, 1999.**



















# SUPERVISOR'S QUESTIONNAIRE

## INTRODUCTION

Nelson/Nygaard Consulting Associates has been contracted by SCMTD to collect operational data regarding transit route performance. In particular we are interested in identifying service situations where there may not be enough service capacity to meet demand and where there may not be enough running time built into schedules. We will be identifying specific trips by route where additional ridership volume and schedule adherence information must be collected through on board ride checks. We will be conducting these ride checks in late October and early November.

Before finalizing our list of trips for additional ride check data collection we want to hear from the Supervisors. Supervisors are front-line problem solvers and know where operators are having crush loads, pass ups and running on time. Please take the time to consider our Supervisor Questionnaire and provide us with some valuable first hand input to identify those trips that need additional on board ride checks.

Supervisor participation in this survey is strictly voluntary and your input is certainly appreciated.

*Respondent Name (Optional):* \_\_\_\_\_

**PLEASE RETURN TO DISPATCH BY OCTOBER 6, 1999.**

















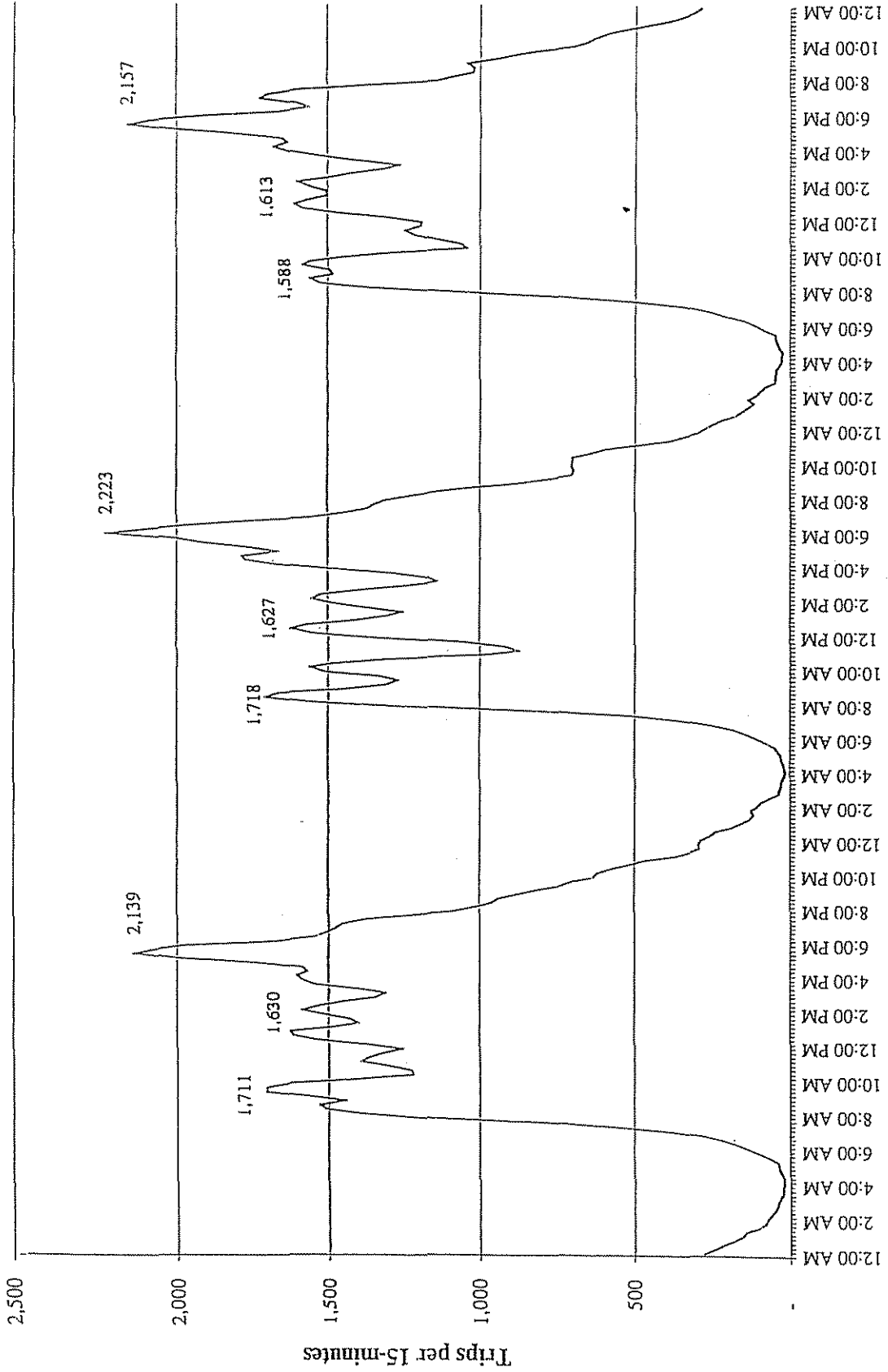
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Appendix 3

**UCSC HOURLY TRAFFIC VOLUMES,  
LARGE LECTURE ENROLLMENTS – SPRING 2000,  
AND FALL 1999 CABRILLO COLLEGE ENROLLMENT  
BY TIME AND DAY**

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Hourly Total Traffic Volumes through Both Campus Gates,  
 10/5/98 - 10/7/98 (Monday - Wednesday)  
 (averaged every 15-minutes)



UCSC

Fall 1999 Cabrillo College enrollment by time and day

Time Class	Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
Morning	655	9	9	9	9			36
Morning	700		9	9	12	12		42
Morning	725	29	57	29	57			172
Morning	750	49		49		49		147
Morning	755		11		11	6		28
Morning	800	602	594	597	556	121	31	2501
Morning	815	6	6	6	6			24
Morning	820					10		10
Morning	825			19				19
Morning	830	27	35	28	35		129	254
Morning	845					31	34	65
Morning	855	33		33		34		100
Morning	900	88	51	75	51	190	373	828
Morning	930	686	729	708	738	50	8	2919
Morning	950	13	13	13	13			52
Morning	1000	94	64	99	76	155	27	515
Morning	1005	18	10	18	10			56
Morning	1010	3		3		30	19	55
Morning	1015	5						5
Morning	1020	133	127	108	83	15		466
Morning	1030	26	24	41	16	6		113
Morning	1045	20	7	20	7			54
Morning	1100		8		15	17		40
Morning	1105	33	15	33	15	33		129
Morning	1110	791	848	756	791	69		3255
Morning	1120	13		29				42
Morning	1130		16	4	5			25
<b>Morning Total</b>		<b>2678</b>	<b>2633</b>	<b>2686</b>	<b>2506</b>	<b>828</b>	<b>621</b>	<b>11952</b>

Fall 1999 Cabrillo College enrollment by time and day

Time Class	Time	Mondays	Tuesdays	Wednesday	Thrusdays	Fridays	Saturdays	Total
Afternoon	1200	3	34		9	25		71
Afternoon	1205	15		15				30
Afternoon	1210	4	12	3	4	3	29	55
Afternoon	1215					24		24
Afternoon	1220					18		18
Afternoon	1225			17				17
Afternoon	1230	39	33	38	33			143
Afternoon	1235		14		14			28
Afternoon	1240	673	668	680	655	41		2717
Afternoon	1245	15						15
Afternoon	1300	72	43	69	42	62	43	331
Afternoon	1305	15						15
Afternoon	1310	15						15
Afternoon	1315	14		14		23		51
Afternoon	1320	8		8		19		35
Afternoon	1330	15	10	27	10	5	53	120
Afternoon	1345		12		12			24
Afternoon	1350		5					5
Afternoon	1400	36	67	37	52	16		208
Afternoon	1410	63	14	53	26			156
Afternoon	1415			22				22
Afternoon	1420	79	82	69	59			289
Afternoon	1430	141	147	172	134			594
Afternoon	1440	21		21				42
Afternoon	1450	36	10	36	10			92
Afternoon	1500	58	43	48	40			189
Afternoon	1510	13	27	13	27			80
Afternoon	1515	12	42	12	42			108
Afternoon	1530		29		29			58
Afternoon	1540	38		38				76
Afternoon	1600	88	20	43	35			186
Afternoon	1610	20	7	6	7			40
Afternoon	1650		2	2				4
Afternoon	1655	7						7
<b>Afternoon Total</b>		<b>1500</b>	<b>1321</b>	<b>1443</b>	<b>1240</b>	<b>256</b>	<b>125</b>	<b>5865</b>

Fall 1999 Cabrillo College enrollment by time and day

Time Class	Time	Mondays	Tuesdays	Wednesday	Thursdays	Fridays	Saturdays	Total
Evening	1700	105	97	24	65			291
Evening	1710	10						10
Evening	1715	33	8	8	8			57
Evening	1720	96	174	131	148			549
Evening	1730	37	35	115	29			216
Evening	1745	13	15	3	21			52
Evening	1750				14			14
Evening	1755			10				10
Evening	1800	580	641	718	578	20		2537
Evening	1820		15					15
Evening	1825		13					13
Evening	1830	255	104	122	139	6		626
Evening	1840		32					32
Evening	1900	159	140	159	97			555
Evening	1910	13	78	13	30			134
Evening	1930				14			14
Evening	1940	61	85	39	63			248
Evening	2000		10		16			26
Evening	2010	12	15		15			42
Evening	2055	12	8		20			40
Evening	2400					8		8
<b>Evening Total</b>		<b>1386</b>	<b>1470</b>	<b>1549</b>	<b>1257</b>	<b>34</b>	<b>0</b>	<b>5489</b>
<b>Grand Total</b>		<b>5564</b>	<b>5424</b>	<b>5471</b>	<b>5003</b>	<b>1098</b>	<b>746</b>	<b>23306</b>

Data are duplicated in that a student who is enrolled in an 8:00 class that meets Monday, Wednesday, and Friday will be counted once in each day for that time and the same student can be counted twice if s/he takes two separate courses in a day regardless of whether s/he stays on campus or leaves the campus in between classes. Classes with To Be Arranged (TBA) meeting times are not included. Many of these TBA classes are short-term or meet off campus and are relatively infrequent so that their exclusion should have little influence on the data.

prepared by  
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# Large Lecture Spring 2000

Room	Classroom 2	TA Med Theat. M110	Edw/Mar 206	Thimann 3	Classroom 1	Oaks 105	AppSci 152	Kresgo 321	Steven 150	Merrill 102	Thimann 1	NISciAx 101	College 240	Steven 175	Kresgo 327	SSI 110	SSI 71	SSI 75	Port 144	Port 148	Cowl. 131	Kre 4
Capacity	473	391	271	234	179	179	155	155	148	128	103	92	91	90	90	80	80	80	64	64	58	3
Monday, Wednesday, Friday																						
8-9:10	Chem 1N (F)						Biol 20L(M)	Cmpe 3	Econ 11B				Econ 101									
9:30-10:40			Biol 80M	Phys 6C	Eart 8		Cmpe 16		Amst 1		Phys 002	Cmps 111		Lit 80C	Psyc 167	Anth 154	Chem 7L (F)	Ling 80C	Poli 161			Ltam 103A
11:00-12:10	Chem 1C			Ocea 80A	Biol 100	Socy 104	Cmps 12B	Arth 10D	Econ 113	Lit 1	Eart 80H	Bioc 100C		Poli 70			Chem 112N (F)	Amst 80A	Lit 80X	Ltam 102B	Ling 140	Ps 6
12:30-1:40		Educ 92C	Math 11B	Socy 80E		Phil 28	His 25B	Wmst 1B (MW 12:30-2:15)		Math 3	Eart 7	Biol 292 (M), Biol 294 (W), Biol 291C (F)	Lit 61R	Math 23A				Poli 120c x/ Lgst	Arth 105B	Ltbr 104B		
2:00-3:10			Socy 105B	Biol 20B			Chem 80B	Wmst 1B cont'd.		Psyc 2	Phys 5B		Cmmu 80F	Lit 61D	Cmpe 100/L							
3:30-4:40			Math 2B	Math 19B	Math 11C	Math 11A			His 30C	Math 22	Phys 7B	Envs 290 (M 3:30-5:15) Astr 292 (W 3:30-5:15)	Film 160 (MW 3:30-6:30)				Math 21	Math 23B		Socy 111	Amst 104B	Ltbr 109C (MW 3:30-5:15)





# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

**DATE:** March 17, 2000  
**TO:** Board of Directors  
**FROM:** Les White, General Manager  
**SUBJECT:** CONSIDERATION OF AMENDING BUS ACQUISITION GRANTS TO REFLECT 40-FOOT CNG VEHICLES.

## I. RECOMMENDED ACTION

That the Board authorize Metro staff to file amendments to the current bus acquisition grants to reflect the purchase of 40-foot, compressed natural gas powered buses.

## II. SUMMARY OF ISSUES

- Metro currently has grant funding for the acquisition of 14 each 40-foot diesel transit coaches and 10 each 60-foot articulated diesel transit coaches.
- Metro currently operates a diesel-powered fleet of buses.
- The California Air Resources Board has recently adopted new emission standards for transit buses in California.
- In 1993, the District undertook an alternative fuel study
- One of the recommendations made when the Board adopted the alternative fuel study was to reconsider the use of alternative fuels when a new facility was being designed and it was economically and technologically feasible.
- With the construction of the MetroBase facility, it will be possible to implement compressed natural gas as the propulsion source for District Transit coaches.
- The implementation of compressed natural gas will put the District in compliance with the standards established by the California Air Resources Board.

## III. DISCUSSION

At the present time, diesel is the primary fuel source for the District's fleet of buses. The only exception to this is the 4 smaller 25-foot Champion buses. The remainder of the District's 110 buses are propelled by diesel. In 1993 the District contracted with the firm of Booz-Allen and Hamilton Inc., to conduct the investigation of alternative fuels. At that time the results of the study were that the District was not in the position to move to alternative fuels. This was primarily due to the fact that the District did not have a fuel site for diesel fuel. The District operating budget was under very tight constraints and the capital cost to put an alternative

fueling structure in place was not available. When the Board of Directors adopted the report, a recommendation to reconsider the use of alternative fuels when a new facility was being designed was included.

In November 1999, Metro hired the firm of Waterleaf Architecture & Interiors to design the new MetroBase project. At the current level of the design process, it is timely for the Board of Directors to select the primary propulsion source which vehicles operating out of the MetroBase facility will utilize.

The California Air Resources Board has adopted new regulations which will have the long-term requirement for near zero bus emissions in California. The California Air Resources Board proposal is structured to encourage transit agencies to voluntarily purchase cleaner alternative fuel buses in order to reduce emissions of NOX and PM. The rule allows transit agencies to choose between two paths of compliance. An agency can move to a clean diesel path or utilize an alternative fuel strategy. The alternative fuel strategy provides immediate NOX and PM emissions benefits. On a long-term basis, the NOX emissions are somewhat equivalent. The PM emissions benefits are greater due to inherently low in-use PM emissions from alternative fuel buses.

Currently the District has funding in place for the purchase of 24 diesel powered buses. Of these buses, 14 are 40-foot standard diesel coaches, and 10 are 60-foot articulated coaches. The funding for these vehicles is currently provided for in grant contracts. Staff recommends that in order to implement a CNG strategy, amendments be filed with the Federal Transit Administration and the Santa Cruz County Regional Transportation Commission to identify the buses to be purchased as 40-foot, standard compressed natural gas powered vehicles. It is anticipated that the additional unit cost per bus will be approximately \$50,000 and therefore, the grant amendment would adjust the budget to recognize this cost. The result would be the financial ability under the current grant contracts to purchase approximately 23 40-foot compressed natural gas powered transit buses. Delivery of these vehicles would be scheduled to coincide with the opening of the MetroBase Facility.

In addition to amending the existing grant applications, a CNG strategy would also require the District to make application for funding for the replacement of the remaining diesel coaches in the fleet. The majority of the diesel fleet at Metro is currently beyond its useful life and eligible for Federal participation for replacement. The exception to this is the 30 coach fleet of low-floor New Flyers delivered in 1998 and the 10 coach fleet of rehabilitated Gillig vehicles delivered in 2000. The Federally identified retirement date for the 30 New Flyer diesels is 2010 and the Federally identified retirement date for the 10 rehabilitated Gillig coaches is 2007. The Board could direct staff to explore opportunities for premature retirement or exchange with another transit property in order to remove these diesel coaches from the fleet at an earlier time.

It is important to recognize that additional funding for the capital replacement activity for the diesel transit fleet will need to be identified as a part of the action taken by the Board of Directors in adopting a CNG strategy.

#### **IV. FINANCIAL CONSIDERATIONS**

The adoption of a CNG strategy will increase the cost of each standard transit coach purchase by approximately \$50,000 over the diesel price. The MetroBase project budget currently contains just over \$2,000,000 for the purpose of installing a full service CNG fueling facility.

#### **V. ATTACHMENTS**

**Attachment A: Approved Grants for Buses Summary**

## APPROVED GRANTS FOR BUSES

Grant	Buses Approved	Funding	Unit Costs	Diesel/ 40 Foot	CNG/ 40 Foot
CA-90-X873	8 40-foot	\$2,500,000	\$ 312,500	8	6.7
CA-90-X873	2 40 foot	\$ 790,694	\$ 395,347	2	2.1
CA-90-X902	4 40 foot	\$1,217,666	\$ 304,417	4	3.2
FY 99-00 CMAQ	10 60-foot	\$4,181,841	\$ 418,184	13	11.2
	24	<b>Number of Buses</b>		27	23.2

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: March 17, 2000  
TO: Board of Directors  
FROM: Mark J. Dorfman, Assistant General Manager  
SUBJECT: FIVE-YEAR CAPITAL/OPERATING PLAN

## I. RECOMMENDED ACTION

**Staff is requesting that the Board of Directors adopt the Five Year Capital/Operating Plan for the District.**

## II. SUMMARY OF ISSUES

- The Transit District needs to update the Capital and Operating Program for the next five years.
- Attachments have been provided for the Board to analyze Operating Expenses, Revenues, and Capital Expenses for the next five years.

## III. DISCUSSION

The purpose of this staff report is to provide the Board of Directors with a Five Year Projection of Operating Costs; a Five Year Projection of Capital Funding that staff expects to be available, a Five Year Capital Expenditure Program living with our funding projections; and a Five Year Capital Expenditure Program, assuming an aggressive State and Federal Legislative Program.

Attachment A is the calculation of the unobligated Fund Balance. This number becomes the starting point for all of the fiscal planning that will be discussed today. Based upon the numbers provided by Finance the District will have \$1,976,210 in reserves on June 30, 2000.

Attachment B is the Five Year Projection of Operating Costs. The current year budget is shown in the first column. The second column shows the Operating Budget that is being used for TDA claims purposes elsewhere on today's agenda. This figure is approximately \$750,000 greater than the numbers presented at the workshop last month. The remaining four years are increased by an inflation rate that is shown in the last column of the table. Assumptions contained in this table include both Sales Tax and TDA will grow at a rate of 4%. Benefits are projected at 5%. On the Expense side, most expenses are expected to grow at 3% per year, labor costs at 4%, and Paratransit in the last four years at 12%. ADA Paratransit continues to provide some of the most uncertainty in the District's budget process. While 12% growth exceeds that of most budget items, it is well below the recent growth being experienced.

All current service, including the TDA Supplemental service is included as baseline. Additionally, this scenario limits expansion to approximately \$150,000 of new service in each of the out years throughout the period. This would not allow for any major increases in Highway 17 or University services without some infusion of new revenues. Local share for grants is derived from STA funds. Operating Costs will increase from \$27.7 million in FY 99-00 to \$32.2 million in FY 04-05. The five year Operating Budget is out of balance by about \$493,809. Should Paratransit costs exceed the 12% figure budgeted, it could absorb the service expansion funding.

Attachment C shows the expected flow of revenues, both Capital and Operating, into the District over the next five years. The assumptions used for FTA funding are the amounts contained in TEA-21 with some growth in the last year. The use of Operating funds has been straight lined at \$505,614 for each of the five years, totaling \$2.5 million for the five year period. This five year plan continues the use of federal funds for operating purposes. The remaining \$4.4 million is available for Capital expenses. The Capital Plan also estimates STP/CMAQ funds in the amount of \$1.2 million per year. This is an aggressive estimate, but is slightly less than the projection used in the last year's plan. It is based upon the projections of funding availability from the SCCRTC, and an assumption of a 30% share to the District. STA funding is conservatively estimated at \$700,000 for each of the years in the plan. This funding is used as local share to match grants and to purchase locally funded items. Also, in the fifth year of the plan, \$1,484,000 of SB45 funding is projected. This assumes that the District will receive 28% of the estimated \$5.3 million that would come to the area. Total Capital Funds available total \$17,170,399.

Attachment D is the Five Year Spending Plan for Capital Needs that can be funded from the revenues shown in Attachment C. An assumption is made in this plan that MetroBase is fully funded and not part of the Capital needs for the next five years. Another assumption used in the development of Capital Expenses is that the Board will be moving to a Compressed Natural Gas Fleet. This will result in less buses purchased as the cost to purchase them will be greater. The priorities used in spending these funds is to first replace buses, then purchase Paratransit vans, address some bus stop rehabilitation needs, continue to improve MIS equipment, purchase support equipment, non-revenue vehicles, and miscellaneous local capital. This does not meet all of the needs of the District, but is an attempt to deal with the most pressing needs based upon the available funds. Assuming that the District continues on a Diesel fuel path, this plan will allow for the purchase of 20 forty-foot buses, 13 Highway 17 buses, 28 paratransit vans, \$750,000 of bus stop rehabilitation, \$316,128 of Bus Stop Shelters, \$424,515 of MIS equipment, \$144,471 of support equipment, \$451,869 of non-revenue vehicles, and \$400,000 of miscellaneous local capital. The total Capital Program totals \$17,242,519.

Attachment E is a Five Year Projection of Anticipated and Earmark Funds. This funding projection totals \$32,545,399. The primary areas of increase are \$7,500,000 in Federal Earmark Funds (\$1,500,000 per year), \$6,000,000 of State Earmark Funds, and some additional local matching funds.

Attachment F is a Five Year Spending Plan that assumes a State and Federal Earmark Funding Program. This would entail seeking out and receiving earmarks or other special funds to fund these items. The estimated amounts are what District staff feels could be generated. Using similar priorities from Attachment D, we are able to buy 24 forty-foot buses, 16 buses for Highway 17 and 31 paratransit vans. This program allows for the expenditure of \$440,600 for bus stop shelters, \$2.15 million for bus stop rehabilitation, \$4,791,389 for an AVL/Radio System, \$405,101 for MIS equipment, \$188,906 for support equipment, \$510,796 in non-revenue vehicles, \$400,000 for miscellaneous local capital, and \$6.0 million for an expansion of METRO Center. The total funds expended under this aggressive program total \$32,469,729.

Last week, the Board approved the selection of CNG as a future fuel source for the District. Attachment G shows what the District will be able to fund under the CNG Strategy.

#### IV. FINANCIAL CONSIDERATIONS

The considerations for the Board to consider are whether the Operating and Capital Budgets fit within their priorities, and whether the balance between Capital and Operating priorities are valid. There is always flexibility between budgets to accommodate different scenarios.

#### V. ATTACHMENTS

Attachment A	Reserve Fund Balance Calculation
Attachment B	Five Year Projection of Operating Costs
Attachment C	Five Year Projection of Anticipated Revenues
Attachment D	Five Year Projection of Capital Costs – Anticipated Revenues
Attachment E	Five Year Projection of Anticipated + Earmark Revenues
Attachment F	Five Year Projection of Capital Costs – Anticipated + Earmark Revenues
Attachment G	Impact of CNG Decision on Bus Purchases



## RESERVE CALCULATION

Available Net Assets at June 30, 1999	\$ 10,033,982	
Transfer from Operating Budget, FY 99-00	\$ 450,519	
FY 99-00 STA Allocation	<u>\$ 781,410</u>	
Reserve Balance, FY 99-00		\$ 11,265,911
Less Cash Flow Reserve	\$ (2,600,000)	
Less Worker's Compensation Reserves	\$ (430,000)	
Less Insurance Reserve	<u>\$ (75,000)</u>	
Reserve Balance Available, FY 99-00		\$ 8,160,911
District Funded Capital Projects, FY 99-00	\$ (627,640)	
District Share of Current Projects with Approved Grant Funding	\$ (1,545,061)	
District Share of MetroBase Grants	<u>\$ (4,012,000)</u>	
Estimated Balance Available for New Projects at June 30, 2000		<u>\$ 1,976,210</u>
Adjusted Fund Balance at June 30, 2000		\$ 1,976,210

**YE YEAR PROJECTION OF OPERATING COSTS**

	FY 99-00	FY 00-01	FY 01-02	FY 02-03	FY 03-04	FY 04-05	
<b>REVENUE</b>							
Passenger Fares	\$ 3,058,053	\$ 3,141,801	\$ 3,204,637	\$ 3,291,680	\$ 3,380,463	\$ 3,471,023	2%
Service Improvement	\$ -	\$ -	\$ 22,500	\$ 22,500	\$ 22,500	\$ 22,500	
Spec Transit Fares	\$ 1,653,000	\$ 1,686,060	\$ 1,719,781	\$ 1,754,177	\$ 1,789,260	\$ 1,825,046	2%
Paratransit Fares	\$ 200,000	\$ 216,000	\$ 241,920	\$ 270,950	\$ 303,464	\$ 339,880	12%
Purch Transp Rev/Hwy 17	\$ 795,309	\$ 811,215	\$ 827,439	\$ 843,988	\$ 860,868	\$ 878,085	2%
Advertising Income	\$ 134,000	\$ 158,000	\$ 175,000	\$ 180,000	\$ 180,000	\$ 180,000	0%
Rent Income	\$ 95,400	\$ 137,000	\$ 137,000	\$ 137,000	\$ 137,000	\$ 137,000	0%
Interest Income	\$ 770,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	0%
Sales Tax	\$ 13,900,000	\$ 14,734,000	\$ 15,470,700	\$ 16,244,235	\$ 17,056,447	\$ 17,909,269	5%
TDA Funds	\$ 4,674,062	\$ 4,997,213	\$ 5,247,074	\$ 5,509,427	\$ 5,784,899	\$ 6,074,144	5%
TDA Supplement	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	0%
FTA Sec 5303	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	0%
FTA Sec 5307	\$ 505,614	\$ 505,614	\$ 505,614	\$ 505,614	\$ 505,614	\$ 505,614	0%
FTA Sec 5311	\$ 39,697	\$ 39,697	\$ 39,697	\$ 39,697	\$ 39,697	\$ 39,697	0%
Other Grant Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0%
Other Income	\$ 52,865	\$ 11,400	\$ 11,400	\$ 11,400	\$ 11,400	\$ 11,400	0%
Pass Through Funds	\$ 450,000	\$ 450,000	\$ -	\$ -	\$ -	\$ -	0%
<b>TOTAL PROJ REVENUE</b>	<b>\$ 26,548,000</b>	<b>\$ 27,758,000</b>	<b>\$ 28,472,762</b>	<b>\$ 29,680,669</b>	<b>\$ 30,941,613</b>	<b>\$ 32,263,657</b>	
<b>EXPENSE</b>							
Payroll	\$ 12,698,356	\$ 13,798,098	\$ 14,350,022	\$ 14,924,023	\$ 15,520,984	\$ 16,141,823	4%
Retirement	\$ 785,221	\$ 908,815	\$ 945,168	\$ 982,974	\$ 1,022,293	\$ 1,063,185	4%
Med/Dent/Vision/Life/LTD	\$ 2,649,494	\$ 2,987,654	\$ 3,137,037	\$ 3,293,889	\$ 3,458,583	\$ 3,631,512	5%
Workers Comp	\$ 1,373,821	\$ 1,373,821	\$ 1,415,036	\$ 1,457,487	\$ 1,501,211	\$ 1,546,248	3%
Payroll Taxes	\$ 180,562	\$ 206,866	\$ 215,141	\$ 223,746	\$ 232,696	\$ 242,004	4%
Other Benefits	\$ 26,920	\$ 23,640	\$ 24,113	\$ 24,595	\$ 25,087	\$ 25,589	2%
Services	\$ 1,691,421	\$ 1,534,768	\$ 1,580,811	\$ 1,628,235	\$ 1,677,082	\$ 1,727,395	3%
Fuels & Lubes	\$ 906,059	\$ 1,044,269	\$ 1,075,597	\$ 1,107,865	\$ 1,141,101	\$ 1,175,334	3%
Other Mobile Materials	\$ 158,142	\$ 160,000	\$ 164,800	\$ 169,744	\$ 174,836	\$ 180,081	3%
Rev Vehicle Parts	\$ 570,718	\$ 603,885	\$ 622,002	\$ 640,662	\$ 659,881	\$ 679,678	3%
Materials & Supplies	\$ 407,675	\$ 434,798	\$ 447,842	\$ 461,277	\$ 475,116	\$ 489,369	3%
Utilities	\$ 290,052	\$ 319,721	\$ 329,313	\$ 339,192	\$ 349,368	\$ 359,849	3%
Casualty & Liability	\$ 197,085	\$ 211,329	\$ 217,669	\$ 224,199	\$ 230,925	\$ 237,853	3%
Settlement Costs	\$ 100,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	0%
Other Misc/Taxes	\$ 254,578	\$ 285,152	\$ 293,707	\$ 302,518	\$ 311,593	\$ 320,941	3%
Leases & Rentals	\$ 522,620	\$ 537,740	\$ 553,872	\$ 570,488	\$ 587,603	\$ 605,231	3%
Hwy 17 Program	\$ 412,827	\$ -	\$ -	\$ -	\$ -	\$ -	3%
Contract Paratransit	\$ 2,293,930	\$ 2,477,444	\$ 2,774,737	\$ 3,107,706	\$ 3,480,630	\$ 3,898,306	12%
Service Improvement/98-99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4%
TDA Supplement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4%
Service Improvement/99-00	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	4%
Service Improvement/00-01	\$ -	\$ 150,000	\$ 156,000	\$ 162,240	\$ 168,730	\$ 175,479	4%
Service Improvement/01-02	\$ -	\$ -	\$ 150,000	\$ 156,000	\$ 162,240	\$ 168,730	4%
Service Improvement/02-03	\$ -	\$ -	\$ -	\$ 150,000	\$ 156,000	\$ 162,240	4%
Service Improvement/03-04	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 156,000	4%
New Programs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4%
Subtotal Oper Expense	\$ 25,669,481	\$ 27,308,000	\$ 28,702,864	\$ 30,176,840	\$ 31,735,960	\$ 33,236,846	
Studies/Prog - Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0%
Transfer to Capital	\$ 428,519	\$ -	\$ -	\$ -	\$ -	\$ -	0%
Pass Through Programs	\$ 450,000	\$ 450,000	\$ -	\$ -	\$ -	\$ -	0%
Alloc to Cap Reserve	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0%
Alloc to Wkr Comp Res	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0%
Alloc to Insur Reserve	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0%
Reductions to Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	3%
COF Savings	\$ -	\$ -	\$ -	\$ -	\$ (1,000,000)	\$ (1,000,000)	
<b>TOTAL PROJ EXPENSE</b>	<b>\$ 26,548,000</b>	<b>\$ 27,758,000</b>	<b>\$ 28,702,864</b>	<b>\$ 30,176,840</b>	<b>\$ 30,735,960</b>	<b>\$ 32,236,846</b>	
Projected Revenue	\$ 26,548,000	\$ 27,758,000	\$ 28,472,762	\$ 29,680,669	\$ 30,941,613	\$ 32,263,657	
Projected Expense	\$ 26,548,000	\$ 27,758,000	\$ 28,702,864	\$ 30,176,840	\$ 30,735,960	\$ 32,236,846	
Balance (Deficit)	\$ -	\$ 0	\$ (230,102)	\$ (496,171)	\$ 205,653	\$ 26,812	
Cumulative Balance (Def)	\$ -	\$ 0	\$ (230,102)	\$ (726,273)	\$ (520,620)	\$ (493,809)	
Paratransit Percentage	9%	9%	10%	10%	11%	12%	

FIVE YEAR PROJECTION OF REVENUES

	FY 00-01	FY 01-02	FY 02-03	FY 03-04	FY 04-05	TOTALS
Santa Cruz UZA	1,285,723	1,389,784	1,493,316	1,597,800	1,693,668	7,460,291
Watsonville UZA	551,109	595,713	640,091	684,877	725,970	3,197,760
Subtotal	1,836,832	1,985,497	2,133,407	2,282,677	2,419,638	10,658,051
Used for Operating	505,614	505,614	505,614	505,614	505,614	2,528,070
Formula Capital Available (5307)			715,793	1,777,063	1,914,024	4,406,880
STP Funds	450,000	450,000	450,000	450,000	450,000	2,250,000
CMAQ Funds	750,000	750,000	750,000	750,000	750,000	3,750,000
SB 45 Funds					1,484,000	1,484,000
Subtotal External Funding	1,200,000	1,200,000	1,915,793	2,977,063	4,598,024	11,890,880
Air District AB 2766 Funds	100,000	100,000	100,000	75,000	75,000	450,000
Car Moyer Air Funds	200,000	90,000	50,000	60,000	130,000	530,000
Subtotal Air District Funds	300,000	190,000	150,000	135,000	205,000	980,000
Formula Capital from STA			178,948	444,266	478,506	1,101,720
STP/CMAQ Local Share from STA	155,473	155,473	155,473	155,473	155,473	777,364
100% Local Capital from STA						
Remainder available from STA	544,527	544,527	365,579	100,262	66,021	1,620,916
Subtotal STA Funding	700,000	700,000	700,000	700,000	700,000	3,500,000
20% General Fund Formula						
20% General Fund Match for SB 45					371,000	371,000
STP/CMAQ General Fund						
100% Local Capital General Fund	428,519					428,519
Subtotal General Fund	428,519				371,000	799,519
Total Capital Funds	2,628,519	2,090,000	2,765,793	3,812,063	5,874,024	17,170,399
Capital Spending Plan	2,643,908	2,086,253	2,851,102	3,621,934	6,039,322	17,242,519
Unfunded Balance	(15,389)	3,747	(85,309)	190,129	(165,298)	
Cumulative Balance	(15,389)	(11,642)	(96,951)	93,178	(72,121)	

FIVE YEAR PROJECTION OF CAPITAL COSTS - CONSTRAINED

	FY 00-01		FY 01-02		FY 02-03		FY 03-04		FY 04-05		TOTALS
	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	
Consolidated Operating Facility											
Low Floor Buses - 40 Foot	2	723,060	1	372,376	3	1,150,642	2	790,107	12	4,882,862	7,919,047
Low Floor Buses - 35 Foot											
Low Floor Buses - 60 Foot											
Highway 17 Buses - Enhanced	3	1,134,648	3	1,168,687	2	802,499	4	1,653,147	1	425,685	5,184,667
Paratransit Vans	6	333,720	5	285,443	5	295,036	8	486,220	4	250,403	1,651,822
Bus Shelters					20	94,412	25	121,555	20	100,161	316,128
Bus Stop Rehabilitation	14	140,000	10	100,000	15	150,000	16	160,000	20	200,000	750,000
AVL/Radio System											
Farebox System											
MIS Equipment	4	88,992	3	68,746	4	94,412	4	97,244	3	75,121	424,515
Support Equipment					3	70,809	2	48,622	1	25,040	144,471
Non-revenue Vehicles	5	133,488			4	113,294	6	175,039	1	30,048	451,869
Miscellaneous Local Capital	9	90,000	9	90,000	8	80,000	9	90,000	5	50,000	400,000
<b>Total</b>		<b>2,643,908</b>		<b>2,086,253</b>		<b>2,851,102</b>		<b>3,621,934</b>		<b>6,039,322</b>	<b>17,242,519</b>
Available		2,628,519		2,090,000		2,765,793		3,812,063		5,874,024	17,170,399
Surplus/Shortfall		(15,389)		3,747		(85,309)		190,129		(165,298)	(72,121)
Balance		(15,389)		(11,642)		(96,951)		93,178		(72,121)	

FIVE YEAR PROJECTION OF ANTICIPATED + EARMARK REVENUES

	FY 00-01	FY 01-02	FY 02-03	FY 03-04	FY 04-05	TOTALS
Santa Cruz UZA	1,285,723	1,389,784	1,493,316	1,597,800	1,693,668	7,460,291
Watsonville UZA	551,109	595,713	640,091	684,877	725,970	3,197,760
Subtotal	1,836,832	1,985,497	2,133,407	2,282,677	2,419,638	10,658,051
Used for Operating	505,614	505,614	505,614	505,614	505,614	2,528,070
Formula Capital Available (5307)	-	-	715,793	1,777,063	1,914,024	4,406,880
STP Funds	450,000	450,000	450,000	450,000	450,000	2,250,000
CMAQ Funds	750,000	750,000	750,000	750,000	750,000	3,750,000
SB 45 Funds	-	-	-	-	1,484,000	1,484,000
Federal Earmark Funds	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
State Earmark Funds	-	1,000,000	-	5,000,000	-	6,000,000
Subtotal External Funding	2,700,000	3,700,000	3,415,793	9,477,063	6,098,024	25,390,880
Air District AB 2766 Funds	100,000	100,000	100,000	75,000	75,000	450,000
Car Mover Air Funds	200,000	80,000	30,000	40,000	150,000	500,000
Subtotal Air District Funds	300,000	190,000	150,000	135,000	205,000	900,000
Formula Capital from STA	-	-	178,948	444,266	478,506	1,101,720
STP/CMAQ Local Share from STA	155,473	155,473	155,473	155,473	155,473	777,364
100% Local Capital from STA	-	-	-	-	-	-
Remainder available from STA	544,527	544,527	365,579	100,262	66,021	1,620,916
Subtotal STA Funding	700,000	700,000	700,000	700,000	700,000	3,500,000
20% General Fund Formula	-	-	-	-	-	-
20% General Fund Match for SB 45	-	-	-	-	371,000	371,000
STP/CMAQ General Fund	-	-	-	-	-	-
100% Local Capital General Fund	428,519	-	-	-	-	428,519
Local Match Federal Earmark	375,000	375,000	375,000	375,000	375,000	1,875,000
Local Match State Earmark	0	0	0	0	0	0
Subtotal General Fund	803,519	375,000	375,000	375,000	746,000	2,674,519
Total Capital Funds	4,503,519	4,965,000	4,640,793	10,687,063	7,749,024	32,545,399
Capital Spending Plan	4,467,896	5,153,345	4,661,254	10,689,765	7,497,469	32,469,729
Unfunded Balance	(15,389)	3,747	(85,309)	190,129	(165,298)	
Cumulative Balance	(15,389)	(11,642)	(96,951)	93,178	(72,121)	

FIVE YEAR PROJECTION OF CAPITAL COSTS - ANTICIPATED + EARMARK REVENUES

	FY 00-01		FY 01-02		FY 02-03		FY 03-04		FY 04-05		TOTALS
	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	
Consolidated Operating Facility											
Low Floor Buses - 40 Foot	10	3,615,300	-	-	3	1,150,642	-	-	11	4,475,957	9,241,899
Low Floor Buses - 35 Foot											
Low Floor Buses - 60 Foot											
Highway 17 Buses - Enhanced			8	3,116,500			4	1,702,742	4	1,702,742	6,521,983
Paratransit Vans	5	278,100	5	286,443	4	236,029	10	607,775	7	438,206	1,846,552
Bus Shelters					20	94,412	30	145,866	40	200,323	440,600
Bus Stop Rehabilitation	45	450,000	40	400,000	40	400,000	45	450,000	45	450,000	2,150,000
AVL/Radio System					0.5	2,360,290	0.5	2,431,099			4,791,389
Farebox System											
MIS Equipment	2	44,496	4	91,662	3	70,809	3	72,933	5	125,202	405,101
Support Equipment			3	68,746	3	70,809	1	24,311	1	25,040	188,906
Non-revenue Vehicles			4	109,994	7	198,264	6	175,039	0		483,298
Miscellaneous Local Capital	8	80,000	8	80,000	8	80,000	8	80,000	8	80,000	400,000
METRO Center Expansion			1	1,000,000			5	5,000,000			6,000,000
<b>Total</b>		<b>4,467,896</b>		<b>5,153,345</b>		<b>4,661,254</b>		<b>10,689,765</b>		<b>7,497,469</b>	<b>32,469,729</b>
Available		4,503,519		4,965,000		4,640,793		10,687,063		7,749,024	32,545,399
Surplus/Shortfall		35,623		(188,345)		(20,461)		(2,702)		251,555	75,670
Balance		35,623		(152,722)		(173,183)		(175,885)		75,670	

# IMPACT OF CNG DECISION ON BUS PURCHASES

## Compressed Natural Gas Strategy

		Model Year	Replacement Date
30	New Flyer Low Floor	1998	2010
10	Gillig Rehabs	2000	2007
23	CNG 40 Footers	2003	2015
63	Total		

40	Fleet Left to Replace
----	-----------------------

33	Anticipated Revenue
----	---------------------

40	Anticipated + Earmark
----	-----------------------

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

**DATE:** March 17, 2000  
**TO:** Board of Directors  
**FROM:** Mark J. Dorfman, Assistant General Manager  
**SUBJECT:** CONSIDER AUTHORIZATION TO APPLY FOR CARL MOYER FUNDS

## I. RECOMMENDED ACTION

**The purpose of this report is to request authorization to apply for \$250,000 in Carl Moyer Program funds from the Monterey Bay Unified Air Pollution Control District for CNG costs related to the purchase of five (5) buses., and to request that the Air District reallocate the Carl Moyer fund so that up to \$250,000 would be available for grants toward purchase of CNG transit buses.**

## II. SUMMARY OF ISSUES

- The Board of Directors is considering the adoption of Compressed Natural Gas as the propulsion system for future bus orders.
- The Monterey Air Pollution Control District has allocated \$77,412 of its \$281,412 in Moyer Funds to vehicular projects, with the remainder to agricultural pump projects. To enable Moyer funding for \$250,000 of the incremental cost of Metro CNG buses, the Board of Directors should first request the Air District to reallocate its Moyer program for this purpose. Actual applications for Moyer grants must be submitted no later than May first.
- The Air District has applied for \$330,000 for Moyer grant funding next year.

## III. DISCUSSION

At the Board Workshop, staff of the Monterey Bay Unified Air Pollution Control District informed the Board of Directors of the availability of Carl Moyer funds to assist with the conversion of diesel buses to Compressed Natural Gas. If the Board of Directors adopts a Compressed Natural Gas strategy for future bus procurements, this program could be an important source of funding.

Currently there are \$281,412 in unused Moyer funds administered by the Monterey Bay Area Unified Air Pollution Control District. With a cost differential of \$50,000 per bus, the transit district could apply for \$250,000 toward the incremental cost of purchase of these five (5) CNG buses. Next year, the Air District has applied for an additional \$330,000 in Carl Moyer funds. As part of the recommendation, staff is asking that a request be made to the Air District to reallocate its Carl Moyer program to allow application by the transit district for these five



vehicular projects. Last month, due to these funds facing expiration, the Air District allocated \$204,000 of the Moyer fund to agricultural pump projects.

Normally, Moyer funds reimburse only the non-federal share of the differential cost of CNG. This would typically amount to \$10,000 per bus. The Transit District is requesting reimbursement of the full amount of the differential as these buses have already been funded and no additional federal funding is available without causing a reduction in the number of buses. Staff from the Monterey Bay Unified Air Pollution Control District is seeking clarification from the Air Resources Board as to whether full increment funding is eligible due to the special circumstances faced by the Transit District. Should full incremental funding not be eligible, \$10,000 per bus, or \$50,000 in Moyer funds could be awarded for the five buses. Air District staff will be available at the March 10, 2000 meeting should there be any questions regarding the program.

#### **IV. FINANCIAL CONSIDERATIONS**

If approved by the Air District Board of Directors, Moyer grant funding for this program would provide up to \$250,000 to fund the incremental cost of CNG for five (5) buses.

#### **V. ATTACHMENTS**

**Attachment A:** Carl Moyer Clean Air Technologies Fact Sheet



## Carl Moyer Clean Engine Incentive Program

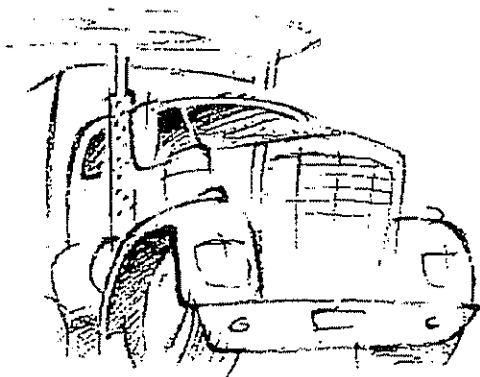
*This page updated March 1999.*

California's 1998-99 budget contains \$25 million to improve the state's air quality by replacing or rebuilding heavy-duty diesel engines that emit high levels of nitrogen oxide (NOx) with new clean-technology engines. Some engines powered by other fuels may also qualify. The incentive program is named for the late Dr. Carl Moyer, in recognition of his work in air quality and his efforts to bring about this program.

The Carl Moyer Program is administered by the California Environmental Protection Agency's Air Resources Board (ARB). Funds are distributed through local air districts. Incentives, in the form of grants for private companies or public agencies operating heavy-duty engines in California, will cover an incremental portion of the cost of cleaner on-road, off-road, marine and locomotive engines. About 525,000 heavy-duty diesel trucks are driven throughout the state, with another 680,000 diesel-fueled engines used in construction and agriculture. Together, diesel engines contribute about 40% of all NOx emissions from mobile sources. NOx is one of the main contributors to ground-level ozone, one of the most health-damaging components of smog.

### What equipment qualifies?

Generally, on-road heavy-duty engines qualifying for the Moyer Program are those powering vehicles (trucks and buses) over 14,000 pounds gross vehicle weight. Qualifying off-road equipment includes construction and farm equipment such as combines, cranes, graders, and tractors; marine vessels and locomotives; stationary agricultural equipment; forklifts; and airport ground support equipment.



Moyer Program grants offset the incremental cost of purchasing cleaner engines. For example, a company may be able to buy a new truck for \$100,000 which meets the state's minimum emission standards, or buy a lower-emission truck for \$125,000. The offsetting cost (\$25,000) is available through the Moyer Program in order to buy the lower-emission truck. This framework is used to determine grants for off-road and other equipment; and for retrofitting or repowering existing engines.

### Background

Diesel engines are getting cleaner with the use of cleaner fuels and new technology. New engine emission standards and agreements with industry that will be phased in from 2001

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through 2010 will result in still lower diesel emissions. The Moyer Program, by encouraging emission reductions beyond those required by law, regulation, or other agreements, accelerates progress to reduce air emissions and helps the state meet federally-mandated clean-air deadlines.

## Other Benefits

Cleaner diesel engines and alternative fuel engines are available now, either for new equipment and engines or through repowering or retrofitting older engines. Cleaner diesel and alternative fuel technology will likely be the dominant choice for complying with future emission standards. For businesses considering the Moyer Program, cleaner engines can, in some cases, mean improved fuel economy and reduced fuel costs. Participation also signals to the local community a commitment to environmental improvement. The Moyer Program will be particularly beneficial to companies needing to reduce diesel emissions at trucking yards or shipping terminals in heavily populated areas.

## Summary

The Moyer Program is an incentive-based program which taps into available new environmental technologies to help the state advance clean air goals.

Through this program, California can implement incentive-based reductions in diesel engine emissions that are called for in the State Implementation Plan (SIP), the state's "roadmap" for meeting federal clean-air mandates. The Moyer Program provides the added benefit of bringing California cleaner air sooner than otherwise called for by law or regulation and helps the state's air districts reach clean-air goals in time to meet federal deadlines.

Together with other incentive-based measures, the Moyer Program has the potential to reduce NOx emissions, and can do so cost effectively for between \$5,000 and \$12,000 per ton. By comparison, controls on stationary sources cost between \$10,000 - \$20,000 per ton.

The \$25 million budgeted for the Moyer Program is available in the form of grants through local air districts over the next two fiscal years. However, since distribution of funds will begin in 1999 on a "first-come, first-served" basis in some districts, it is recommended that those interested in the program contact their local air district immediately. Success with reducing air pollutants through this program could lead to additional grant funds in the future.

## For more information...

Carl Moyer Program grants are issued locally by air pollution control districts and air quality management districts in California. Call ARB toll free at 800-242-4450 (regular business hours) or 800-END-SMOG (after hours) to get the phone number of a local district contact.

You may obtain this document in an **alternative format** by contacting the ARB's ADA Coordinator at (916) 322-4505 (voice), (916) 324-9531 (TDD, Sacramento area), or (800) 700-8326 (TDD, outside Sacramento).

\*\*\*\*\*

*Dr. Carl Moyer (1937-97) spent his life seeking practical solutions to environmental and air quality problems, particularly through the development of clean-air technologies. Moyer was sought after by government agencies, industry and environmental groups as a consultant on low-emission technologies, alternative fuels, emissions controls, and many other clean air technologies. He was known for his ability to*

*draw disparate groups into agreement on air quality issues and championed incentive programs as a way to make clean-air gains.*

Top of page

The Carl Moyer Program

Mobile Source Program

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*A department of the California Environmental Protection Agency*

14-A-3

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: March 17, 2000  
TO: Board of Directors  
FROM: Mark J. Dorfman, Assistant General Manager  
SUBJECT: CONSIDERATION OF AWARD OF RADIO SERVICES CONTRACT  
(RFP 99-10)

## I. RECOMMENDED ACTION

**The purpose of this communication is to request Board approval of the Rankings shown in Attachment A and to authorize the General Manager to negotiate and execute a contract for Radio Services with Day Wireless of Salinas, California.**

## II. SUMMARY OF ISSUES

- The existing contract for the provision of maintenance service for the District's Radio System is up for consideration.
- On January 27, 2000, the District issued proposals for Radio Services Contract.
- Three proposals were received for the work.
- A Selection Committee reviewed the proposals submitted to the District.
- It is recommended that the Board approve the rankings shown in Attachment A, and that a contract be negotiated and executed with Day Wireless for the provision of Radio Services.

## III. DISCUSSION

The Transit District has a contract to maintain our radio equipment. The contract is up and cannot be renewed, so an RFP for these services was developed. The current firm providing this service to the District is Day Wireless. On January 27, 2000, Requests for Proposals were issued and sent to nine (9) vendors. Proposals were received from three (3) firms on February 28, 2000.

An evaluation committee composed of Tom Stickel (Manager of Fleet Maintenance), Bryant Baehr (Manager of Operations), and David Konno (Manager of Facilities Maintenance) met and interviewed each of the three firms. Attachment A shows the rankings for the three (3) firms who responded to the RFP.

The committee recommended that Day Wireless of Salinas, California be ranked as the number one firm and that the General Manager proceed to negotiate and execute a contract with Day Wireless. The contract is for a one year period with options for up to four (1) one year extensions at costs not to exceed the CPI for the Bay Area. Based upon the current equipment

owned by the District the monthly cost for the contract is \$2,669 per month. The proposal submitted contains per unit costs that will be used to adjust the monthly billings up or down based upon equipment changes.

**IV. FINANCIAL CONSIDERATIONS**

Funds are contained in the operating budget for these services.

**V. ATTACHMENTS**

Attachment A: Proposal Ranking

ATTACHMENT A

PROPOSAL RANKING  
RFP 99-10  
Radio Services Contract

1. Day Wireless  
Salinas, CA
2. Telepath  
Freemont, CA
3. Peninsular Communications  
Marina, CA

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: March 10, 2000  
TO: Board of Directors  
FROM: David J. Konno, Manager of Facilities Maintenance  
SUBJECT: CONSIDERATION OF AWARD OF BID 99-13  
FOR SCOTTS VALLEY TRANSIT CENTER JANITORIAL SERVICES

## I. RECOMMENDED ACTION

**Staff is recommending that the Board of Directors authorize the General Manager to execute the following contract on behalf of the District: Janitorial Services- SVTC with Ampac.**

## II. SUMMARY OF ISSUES

- During the past months the Purchasing Office received bids for the services outlined above.
- It is requested that the Board approve these awards and authorize the General Manager to execute the necessary contracts to procure these services.

## III. DISCUSSION

Project consists of providing janitorial services to the Scotts Valley Transit Center's public restrooms, lobby, passenger's waiting area, and emptying the trash and recycling receptacles in the parking lot. An Invitation for Bids was sent out to 10 janitorial contractors on January 14, 2000. The District received three responses. On February 15, 2000 bids were opened and Ampac was the apparent low bid. Having met all of the requirements of the District's bid package, staff recommends the award to Ampac of Pacific Grove. The low bid was for a monthly fee of \$2,000 per month to provide janitorial services. Additional hours will be charged at \$12.00 per hour. This is a requirements-type contract with the cost determined by the units of service consumed.

## IV. FINANCIAL CONSIDERATIONS

Low bid was received from Ampac for the sum of \$2,000.00 a month. Funds are available within the operating budget.

## V. ATTACHMENTS

Attachment A: Bid results



ATTACHMENT A- BID RESULTS

BID RESULTS 99-13  
SVTC JANITORIAL SERVICES  
03/07/00

Item Description	Ampac Building Maint. Pacific Grove, CA	Mosley Properties Santa Cruz, CA	Bewley's Cleaning Capitola, CA
Janitorial Services Monthly Fee	\$ 2,000.00	\$ 2720.50	\$ 2,950.00
Additional Hours	\$ 12.00	No Bid	\$ 18.00

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# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: March 17, 2000  
TO: Board of Directors  
FROM: Mark J. Dorfman, Assistant General Manager  
SUBJECT: CONSIDERATION OF CONTRACT WITH NATIONWIDE AUCTION SYSTEM FOR DISPOSAL OF DISTRICT PERSONAL PROPERTY

## I. RECOMMENDED ACTION

**District staff is recommending that the Board authorize the General Manager to enter into a contract with Nationwide Auction Systems for the disposal of excess vehicles.**

## II. SUMMARY OF ISSUES

- The Board has declared excess a number of non-revenue vehicles that require disposal.
- Nationwide Auction Systems is an auction company which disposes of property at a fee of seven percent (7%) of the gross sales proceeds for vehicles, twenty percent (20%) of the gross sales proceeds for miscellaneous property.
- There is a need to dispose of these vehicles in a timely manner.

## III. DISCUSSION

The District owns seven (7) vehicles which have been taken out of service and declared excess by Board action on September 17, 1999, and January 21, 2000. (Attachment A) In the past the District has worked with other local units of government to dispose of vehicles. This was done because the District retired vehicles so infrequently.

In checking with other local agencies, we were informed that many of them use Nationwide Auction Systems. They are a licensed vehicle dealer with locations nationwide. The northern California facility is located in Benicia, CA. Nationwide auctions vehicles for the County and City of Santa Cruz, Valley Transit Authority (VTA), Long Beach Transit, P.G. & E., Pacific Bell, and other private companies. Nationwide holds their auctions on the second and fourth Saturdays of the month. Nationwide will transport the vehicles to their facility for auction.

The only other company to respond to the District's inquiries does a once-yearly auction at the City yard, which is held in late summer. Nationwide claims in their brochures to return approximately 30% more revenue than other liquidation methods. Due to limited space, the District desires to remove these vehicles as soon as possible. It is therefore recommended that the Board authorize the General Manager to enter into a contract with Nationwide Auction Systems for the disposal of excess vehicles

#### IV. FINANCIAL CONSIDERATIONS

Nationwide charges a fee of seven (7) percent of the gross sales proceeds for vehicles and twenty (20) percent of the gross sales proceeds for miscellaneous property.

#### V. ATTACHMENTS

Attachment A: VEHICLES READY FOR DISPOSAL

ATTACHMENT A

VEHICLES READY FOR DISPOSAL

Vehicle #	Description	Condition
892	Ford one ton van	Poor, heavy rust
896	Chev. Pop top van w/ passenger lift	Poor
897	Chev. Pop top van w/ passenger lift	Poor
8001	Ford sedan	Poor, rust damage
8002	Ford sedan	Poor, rust damage
8011	Dodge half ton van	Poor
910	Dodge/Care Concept conversion van w/ramp	Engine inoperative

17-A-1

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: March 10, 2000  
TO: Board of Directors  
FROM: Margaret Gallagher, District Counsel  
SUBJECT: CONSIDER RESPONSE TO GRAND JURY INQUIRY REGARDING METROBASE

## I. RECOMMENDED ACTION

To authorize the execution and mailing of the cover letter to the Grand Jury by Jan Beautz, Metro Chair, and to authorize the inclusion of the attached responses and supporting documentation to the Grand Jury inquiry.

## II. SUMMARY OF ISSUES

- The Grand Jury has asked Metro to respond to six questions and to include supporting documentation.
- A response has been prepared and is attached.

## III. DISCUSSION

On January 25, 2000, Metro received the attached letter from the Grand Jury. Apparently, a complaint has been received by the Grand Jury regarding MetroBase and its proposed location on the Westside of Santa Cruz. The letter has set forth the following six questions and asked for responses:

- 1) Has there been public forum on this matter? If so, please specify and provide copy of the board minutes.
- 2) Has an environmental impact report been completed?
- 3) What process was used and what standards were applied to obtain approval for the placement of the proposed bus garage?
- 4) Has a traffic analysis been completed for the impacts to Swift and Delaware Avenues and surrounding access roads?
- 5) To what extent has public participation been solicited during the decision-making process?
- 6) Has there been final approval given for the garage, and when is the anticipated start-date for construction?

After researching the questions the attached response was prepared with assistance from Celia Scott, Metro Consultant, Leslie White, General Manager, and Mark Dorfman, Assistant General Manager. The supporting documentation is contained in two binders and can be reviewed at the Metro's administrative offices.

1B-1

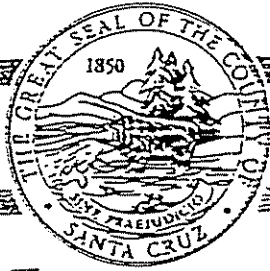
IV. FINANCIAL CONSIDERATIONS

None.

V. ATTACHMENTS

Attachment A: Letter from Grand Jury dated January 20, 2000.

Attachment B: Proposed cover letter and response to Grand Jury Letter from Metro.



COUNTY OF SANTA CRUZ

GRAND JURY

GOVERNMENTAL CENTER

ORIG: file

CC: Mark, Les

FILE TO: ?

P.O. BOX 542 701 OCEAN STREET  
 SANTA CRUZ, CALIFORNIA 95061  
 (408) 454-2099

RECEIVED

JAN 25 2000

January 20, 2000

Mr. Leslie White, General Manager  
 Santa Cruz Metropolitan Transit District  
 230 Walnut Avenue  
 Santa Cruz CA 95060

Dear Mr. White:

The 1999-2000 Civil Grand Jury of Santa Cruz County has received a complaint regarding the proposed placement of a bus garage at Swift and Delaware Avenues.

The following questions are respectfully submitted for your response:

1. Has there been public forum on this matter? If so, please specify and provide copy of board minutes.
2. Has an environmental impact report been completed?
3. What process was used and what standards were applied to obtain approval for the placement of the proposed bus garage?
4. Has a traffic analysis been completed for the impacts to Swift and Delaware Avenues and surrounding access roads?
5. To what extent has public participation been solicited during the decision-making process?
6. Has there been final approval given for the garage, and when is the anticipated start-date for construction?

Please provide copies of documentation supporting the approval of the bus garage project. This should include copies of minutes showing reading, discussion, and actions on project plans.

Thank you for your timely response to this request for information

Sincerely,

Al Richard, Foreperson

18-A-1

*Santa Cruz Metropolitan  
Transit District*

March 9, 2000



Al Richard  
P.O. Box 742  
701 Ocean Street  
Santa Cruz, California 95061

RE: Grand Jury Inquiry of Santa Cruz Metropolitan Transit District MetroBase

Dear Mr. Richard:

I am in receipt of your letter dated January 20, 2000, which was directed to Leslie White, general manager, wherein you ask the Santa Cruz Metropolitan Transit District (Metro) to respond to six questions about its MetroBase Project. As you are aware Metro has operated public transit services in the County of Santa Cruz since 1969. Today Metro operates 47 routes including the highly successful Highway 17 service. To maintain these routes 106 buses, 174 operators, 24 mechanics, and 92 administrative personnel are required. You should be aware that the demand for transit services is increasing. On the UC Santa Cruz routes alone, Metro routinely passes students during peak periods because the demand exceeds Metro's current ability to supply transit services. It is anticipated that demand for public transit service will continue to increase. In 1999, the Santa Cruz County Regional Transportation Commission received public input on the results of a comprehensive Major Transportation Investment Study (MTIS) for Santa Cruz County. As a result of this study, funding was identified to support Metro providing 350,000 revenue service hours by the year 2015, an increase over its current 215,000 service hours.

In 1995, a Final Report for Santa Cruz Facilities Consolidation Study was prepared for the Metro by Gannett Fleming. The study concluded that the Metro's dispersed administrative, operations, and maintenance facilities should be consolidated on one site not only because the Metro would conserve financial resources resulting in savings of approximately 2 million dollars per year but also because such consolidation would better facilitate communication among the Metro departments. The current facilities (seven separate sites including two leased parking lots) are inadequate and inefficient, particularly when attempting to increase revenue service hours in accordance with the MTIS. The \$2 million in savings will be redirected to support the service identified in the MTIS.

I am attaching responses to your questions together with supporting documentation. I am available to meet with you and the Grand Jury or I can provide



additional written materials should you request. If you have further questions or concerns, please do not hesitate to contact me.

At this time a special meeting of the Board of Directors is scheduled to discuss MetroBase and to receive public input regarding issues connected to the MetroBase Project on March 29, 2000, at 7:00 p.m. at the new Santa Cruz Police Station.

Very truly yours,

Jan Beautz  
Chair, Board of Directors  
Santa Cruz Metropolitan  
Transit District

GRAND JURY INQUIRY ATTACHMENT  
RESPONSES TO QUESTIONS

1. Question: Has there been public forum on this matter? If so, please specify and provide copy of board minutes.

Response:

It has been the intention of the Metro Board of Directors to have as much public participation as possible regarding the Consolidated Facility Project. To date, there have been more than forty open public meetings in which some aspect of the project has been discussed and there will be many more. As you are aware Metro is a local public agency and, as such, it is required to hold regular open public meetings. In the past, the Metro Board of Directors met once a month at a regular meeting and also met through committees at open meetings after duly noticed agendas had been posted. Currently, the Board meets twice a month. Most of the issues related to MetroBase have been discussed at one of these regularly scheduled open meetings of the Board of Directors or at one of their committee meetings after proper posting of the agendas. The Board of Directors also has held two workshops (February 26, 1999, and February 11, 2000). At both of those meetings public input was solicited for discussion purposes regarding MetroBase. Additionally, most of the funding for the MetroBase Project has been obtained from the federal or state governments through grants. This funding was pursued through submission of an application by Metro after noticed public hearings. Specific public hearings, non-grant related, have also been held by Metro's Board of Directors on various issues connected to MetroBase. These hearings have primarily related to environmental issues for the preferred site, at Delaware and Swift on the westside of the City of Santa Cruz. The public hearings were noticed through newspaper advertisements as well as by posting of the agendas. Since 1995, the following MetroBase issues were discussed at properly noticed public meetings or public hearings of the Metro's Board of Directors:

Date of Meeting	MetroBase Issue Discussed	Result
01-20-95 (Public Hearing & Regular Open Meeting)	Consider Authorization to File FTA Section 3 Grant Application for Reconstruction of Santa Cruz Metropolitan Transit District's Earthquake Damaged Facilities (Public Hearing)	A Resolution was passed allowing the general manager to file an application for the grant.
03-10-95 (Policy and Finance Committee)	Status Report on Consolidation Study	Committee directed Staff to clarify that in-house maintenance capabilities will remain the same.

03-17-95 (Regular Open Meeting)	Status Report on Consolidation Study	Discussion Purposes Only.
03-17-95 (Regular Open Meeting)	Adopt Resolution Authorizing execution of Grant Agreement with Department of Transportation for FTA Section 3 Funds for Environmental Analysis and Engineering for Consolidation of District Facilities.	Resolution Adopted to execute grant agreement.
04-21-95 (Regular Open Meeting)	Consider Approval of Phase I & II of District's Consolidation Study	Board discussed Phase I & Phase II & adopted them.
06-09-95 (Policy & Finance Committee)	Consider Approval of Phase III and IV of the District's Consolidation Study for Public Review	The Committee recommended that a Special Board Meeting be held on Thursday June 15, 1995, at 11:00am to tour the proposed Westside site and staff meet with Santa Cruz City Council to discuss site.
06-15-95 (Special Open Meeting)	Tour of the Preferred Site	Tour completed.
06-16-95 (Regular Open Meeting)	Consider approval of Phase III and IV of the District's Consolidation Study. Selection of Preferred Alternative	Board discussed drafts Phase III & IV and adopted them, and adopted Alternative I, West Side Industrial Area Site as the preferred alternative and authorized staff to proceed with Initial Study/Environmental Assessment Phase on the preferred alternative.
07-14-95 (Policy and Finance Committee)	Final Report on Consolidation Study	Committee recommended Board adopt the Consolidation Study.
07-21-95 (Regular Open Meeting)	Accept Final Report on Consolidation Study	Report accepted.

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12-08-95 (Policy and Finance Committee)	Consider Authorization to Release Initial Study/Environmental Assessment of the Consolidation Project	Committee recommended that Board authorize release of report and solicit public participation.
12-15-95 (Regular Open Meeting)	Consider Authorization to release Initial Study/Environmental Assessment of the Consolidation Project for Public Review	Board authorized staff to Release Initial Study for Public Review to solicit input.
01-10-96 (Public Hearing)	To Receive input from the Public on the Metro's Consolidation Project re: Negative Declaration	Public Input Received.
01-19-96 (Public Hearing and Regular Open Meeting)	Consider Adoption of Negative Declaration for the Consolidated Project (Public Hearing)	Board delayed consideration of the Negative Declaration for the Consolidated Project until February. Staff was directed to provide additional analysis re: noise and storm water run-off.
02-09-96 (Policy & Finance Committee)	Consider Resolution for Adoption of Negative Declaration for the Consolidation Project located on Swift Street in Santa Cruz, California	Information re: noise & water quality was provided. Committee directed staff to provide the additional information to the Board of Directors.
02-16-96 (Regular Open Meeting)	Consider Resolution for Adoption of Negative Declaration and Approval of Monitoring Program for the Consolidation Project located on Swift Street in Santa Cruz, California (APN 003-032-01, 003-081-01, 009-081-13)	Board adopted the Resolution approving The Negative Declaration with Mitigations and Monitoring programs as listed in the staff report And requested a Finding Of No Significant Impact from the Federal Transit Administration per NEPA for the Consolidated Project. Additionally, that study includes the fact that

		the Metro is in compliance with the City of Santa Cruz Code in regard to noise levels.
03-15-96 (Public Hearing and Regular Open Meeting)	Consider Resolution Authorizing the Filing of Section 3 Grant Application to the Federal Transit Administration for Reconstruction/ Consolidation of Santa Cruz Metropolitan Transit District's Earthquake Damaged Facilities (Public Hearing)	Resolution Authorizing the filing of the Grant Application was approved.
03-15-96 (Regular Open Meeting)	Consider Selection of Real Estate Appraisal For Consolidation Project	Board selected Paul Miller for Appraisal services.
04-19-96 (Regular Open Meeting)	Consider Approval of Implementation Schedule/ Actions for Consolidation Project	Implementation Schedule/ Action For Consolidation Project was Approved; Staff was Directed to include in the schedule the necessary permits.
05-17-96 (Regular Open Meeting)	Discussion Regarding Integrated Schedule Consolidation Project	Schedule reviewed, accepted, and filed.
11-14-97 (Policy and Finance Committee)	Consider Authorizing the Secretary/General Manager to Submit to the SCCRTC Project Study Reports for Proposed Projects to be Included in the 1998 Transportation Improvement Program	The Committee Reviewed the issue and directed staff to schedule a public hearing for the 11-21-97 meeting & that all employees be notified.
11-21-97 (Public Hearing and Regular Open Meeting)	Consider Authorizing the Secretary/General Manager to Submit to the SCCRTC Project Study Reports for Proposed Projects to be Included in the 1998 Transportation Improvement Program	Authorization was given to submit an application to fund the Consolidation Project and the Purchase of buses and paratransit vehicles.

12-12-97 (Policy and Finance Committee)	Consider Approval of Grant Application to The Federal Transit Administration for Consolidation of Public Transit Facilities	Committee Recommended that Board of Directors adopt the Resolution authorizing the General Manager to file Amended Grant Application.
12-19-97 (Public Hearing & Regular Open Meeting)	Consider Amended Grant Application to the Federal Transit Administration for Consolidation of Public Transit Facilities	Board adopted Resolution authorizing General Manager to file Amended Grant Application.
01-16-98 (Public Hearing & Regular Open Meeting)	Consider Approval of Federal Transit Administration Program of Projects and Adoption of Resolution Authorizing the Submittal of FTA Operating and Capital Grant Application	Resolution passed Approving Program of Projects and Authorizing submittal Of FTA Operating Capital Grant Application.
02-20-98 (Public Hearing and Regular Open Meeting)	Consider Approval of Amended Section 5307 Program of Projects and Resolution Authorizing Submittal of FTA Operating and Capital Grant Application	Board approved Submittal of Amended Section 5307 Program of Projects and Resolution.
07-31-98 (Public Hearing & Special Open Meeting)	Consider Adoption of the Addendum to the Adopted 1996 Negative Declaration/ Categorical Exclusion by Resolution No. 98-7-5;	Board adopted the 1998 Addendum to the Negative Declaration.
07-31-98 (Public Hearing & Special Open Meeting)	Consider Adoption of the Revised Site Plan For the Consolidated Operating Facility by Resolution No. 98-7-6	Adopted conceptual Site plan.

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09-11-98 (Policy and Finance Committee)	Review of Community Outreach Regarding Consolidated Operating Facility (COF)	Policy and Finance Committee recommended that the Board authorize the General Manager to issue a Request for Proposals to obtain service for community outreach activities associated with the District's Consolidated Operating Facility.
09-18-98 (Regular Open Meeting)	Consider Issuance of Request for Proposal for Community Outreach Regarding Consolidated Operating Facility (COF)	Board of Directors authorized Metro's General Manager to issue RFP to obtain service for community outreach program associated with the District's Consolidated Operating Facility.
02-26-99 (Board Workshop & Special Open Meeting)	Discussion of Five Year Capital/ Operating Plan	Discussion Purposes Only.
02-26-99 (Board Workshop)	Discussion of Consolidated Operating Facility Project	Discussion Purposes Only.
04-16-99 (Regular open Meeting)	Consider declaring Property at the Watsonville Transit Center as surplus	Board declared WTC as surplus.
04-16-99 (Regular Open Meeting)	Consider authorization to Approve Consultant Rankings for Outreach Consultant Service (98-32) & to Authorize Negotiations	Authorize staff to begin Negotiations with two Firms selected for Outreach Consultant Services and report Back to provide a report to the Board.
05-21-99	Consider Contracts for Outreach Consulting Services	Approved the general Manager to enter into Contracts with APEX & JB and Associates for outreach services.

07-02-99 (Personnel/ Special Projects Committee Meeting)	Status Report on Consolidated Operating Facility (COF)	Discussion Purposes Only.
08-13-99 (Special Open Meeting)	Consider Consolidation Operating Facility Project Status	Discussion Purposes Only.
08-20-99 (Regular Open Meeting)	Consider Consolidated Operating Facility Project Status including sale of Watsonville Maintenance & Operations Facility located on 25 Sakata Lane, Watsonville, California	Board took the following actions: 1. Watsonville MOF declared surplus 2. Staff to work out the appraisal for the property & establish it for sale 3. Staff to make any effort to accommodate City of Watsonville's Redevelopment Agency's desires.
09-17-99 (Regular Open Meeting)	Consider Ranking of Architectural and Engineering Consultant Proposals for MetroBase	Board of Directors adopted the ranked order as proposed by the interview committee.
10-15-99 (Regular Open Meeting)	Consider Request for Public Art Coordination for MetroBase	Board of Directors Authorized Metro staff to request Public Art Coordinator for the MetroBase Project and to request that City's art committee work with Director Arthur on the project to ensure Metro input.
11-12-99 (Special Meeting/ Agenda Review Work Session)	MetroBase Design Contract Status	Staff was directed to have an outside estimator review the project and budget and to return with an architect contract at the earliest date.



11-12-99 (Special Meeting/ Agenda Review Work Session)	Consideration of the Purchase of a Right-of-Way from Union Pacific for the MetroBase Project	Discussion Purposes Only. Director Beiers requested a better map of the project.
11-19-99 (Regular Open Meeting)	Consideration of Correspondence from J.R. Parish	Discussed proposal for purchase of Watsonville MOF; Rejected it.
11-19-99 (Regular Open Meeting)	Consideration of the Purchase of a Right-of-Way from Union Pacific for the MetroBase Project	The Board of Directors authorized General Manager to execute a Letter of Understanding with Union Pacific for a non-exclusive easement across Union Pacific property.
12-03-99 (Special Open Meeting)	Consideration and Approval of Contract With Waterleaf Architecture and Interior LLC Architectural and Engineering Services for the MetroBase Project	Board approved Waterleaf Contract for Architectural Services.
02-11-00 (Workshop)	Presentation & Discussion of Issues Related to the MetroBase Project a. Drainage Ditch Relocation Project for the Site b. Drainage Ditch Setback Requirements' Affect on Design c. Project Schedule d. Choice of Fuel System (CNG, Diesel, other) e. Articulated Buses vs. 40' Buses f. Discussion of Outreach Meeting (2000)	Discussion Purposes Only.
02-18-00 (Regular Open Meeting)	Consideration of Agreement with Pacific, Gas and Electric Company for Engineering & Investigation Research for Gas & Electric Service Requirements for MetroBase at the Lipton Property Site	Board approved agreement with PG&E.
03-10-00 (Regular Open Meeting)	Consideration of Amending Bus Acquisition Grants to Reflect 40; CNG Powered Vehicles	Board to determine fuel source for buses.
03-29-00 (Special Meeting)	MetroBase Discussion Issues: Siting Design Operational	Board to gather public comment regarding siting, design, and operational issues for MetroBase.

2. Question: Has an environmental impact report been completed?

Response:

A Negative Declaration (1996) and an Addendum (1998) to the Negative Declaration have been prepared. Metro is planning to prepare an environmental impact report. In December 1995, the Board of Directors authorized the release of the draft Initial Study/Environmental Assessment of the Westside site for review. Issues studied in the report included traffic, drainage, water quality, visual impacts, noise, and neighborhood compatibility. The Initial Study/Environmental Assessment found that the project would not have a significant effect on the environment with the implementation of certain mitigation measures contained in the report. The public comment period was from December 19, 1995, through January 17, 1996. During this time the Initial Study/Environmental Assessment was circulated to the public and all required public agencies.

In addition to scheduling a public hearing on the Initial Study/Environmental Assessment for January 19, 1996, at 9:00am, the Board of Directors also scheduled an informal public hearing on January 10, 1996, at 7:00pm in the Public Library. Metro staff provided notification of these hearings in the following ways: a) publishing public hearing notices in the Santa Cruz Sentinel once a week for three weeks; b) posting public hearing notices on the vacant proposed site; and c) notifying by mail residents and businesses adjacent or close to the project.

At the meeting on January 19, 1996, after conducting a public hearing, the Board determined that more time was needed to review the materials and additional information regarding noise and water quality was requested.

As a result of the Board's information request, additional ambient noise monitoring studies were conducted. It was determined that bus noise levels would be in the median noise level. With regard to the water quality issue, the draft Initial Study/Environmental Assessment contained a list of 20 proposed Best Management Procedures to prevent pollution of storm water and downstream water quality degradation.

On February 16, 1996, the Metro Board of Directors approved a Negative Declaration with mitigations and a monitoring program for the MetroBase Project.

An Initial Study was prepared in June 1998 for an Addendum to the previously adopted Negative Declaration and concluded that the changes in the proposed project were minor and did not raise new issues about the project's significant effect upon the environment.

In July 1998, the Addendum to the Negative Declaration was reviewed by the Board of Directors. The Addendum included a revised conceptual site plan that provided for the relocation of the administration offices on Delaware Avenue. The parcel fronting on Swift Street (approximately 1.4 acres) was deleted and a parcel fronting on Delaware Street (approximately 5 acres) was added. This revision to the 1996 plan became necessary when the parcel fronting on Swift Street was sold and subsequently developed. Bus access would be restricted to Swift Street adjacent to the Union Pacific Railroad to avoid driving by residents' homes.

In order to solicit public input on the project, Metro implemented the following notification measures for the public hearing scheduled for July 31, 1998, on the Addendum:

- 1) Metro published a notice of this item in the Santa Cruz Sentinel once a week for three consecutive weeks.
- 2) Metro posted a notice of this agenda item near and around the proposed project site.
- 3) Metro notified by mail the residents and businesses adjacent to or close by the project, including those on Swift Street between Mission and Chase, Mission Street between Swift and Natural Bridges Drive, Delaware between Swift and Natural Bridges Drive, as well as those along Heath, Jeter, Ingalls and McPherson Streets. (Metro extended the distribution of the public notice well beyond the legal requirement of 300 feet.)
- 4) Metro notified by mail the owners of record of the properties located within 300 feet of the project.
- 5) Metro circulated the Addendum and the 1998 Initial Study, even though it was not required by law to do so, to various inter-governmental review agencies for comments, including the County Planning Department; all city planning departments; the Air District; AMBAG; SCCRTC; the California Coastal Commission; and the Santa Cruz City Water Department.
- 6) Metro gave copies of the document to the Santa Cruz Public Library and the Garfield Park Library for public review purposes.
- 7) Metro posted the document on the Internet at METRO online at:  
<http://www.scmtd.com/COF/environmental.pdf>.

At the July 31, 1998, meeting the Board of Directors, after a public hearing, adopted the 1998 Addendum to the Adopted Negative Declaration (Resolution No. 98-7-5) and adopted the conceptual site plan dated 1998 for the Consolidated Facility located on Delaware Avenue between Swift Street and Natural Bridges Drive (Resolution No. 98-7-6).

Further, as part of the action by the Board to adopt the site plan, staff was directed to do the following:

- a) Add a mitigation monitoring program for air quality and noise effects to the neighborhood from buildings and operations of the consolidated facility.  
(Contact Monterey Bay Area Unified Air Pollution Control District to obtain their opinion regarding air quality monitoring);
- b) Prepare a landscape plan that makes use of berms and fences to reduce noise and vegetative materials to screen the facility and assist in absorbing exhaust from buses on-site
- c) Explore the possibilities of increasing the setback along the relocated creek;
- d) Design and construct a ventilation system in the bus start-up area that will ventilate exhaust into the drainage system to be filtered and cleaned;
- e) Investigate the possibility of having staff cars, employee vehicles, and delivery trucks utilize the Mission Street Extension for access to the facility as well as explore the usage of employee van pools to and from the facility;
- f) Provide a timeline that shows when the project will be forwarded to the City of Santa Cruz and when the public will have an opportunity for input into the project at the City.
- g) Hold a consultation with the Department of Fish and Game and the Coastal Commission Staff.
- h) Respond to the concerns raised at the July 31, 1998 public hearing.

In December 1999, Metro contracted with Waterleaf Interior and Architecture for the design of the MetroBase. The WaterLeaf contract includes the preparation of an environmental impact report. Metro will be preparing an environmental impact report even though Metro has already prepared extensive environmental documents for the site. Metro intends to amplify on the previously prepared environmental documents taking into account neighborhood concerns. As required by CEQA, full public and public agency review and participation will take place. Currently, Metro's consultants are assembling a Notice of Preparation (NOP) as required by CEQA. The NOP will circulate for 30 days. During this thirty-day period a scoping meeting will be held after notice to obtain public input on the issues contained in the NOP and any other issues that are of concern or interest.

3. Question: What process was used and what standards were applied to obtain approval for the placement of the proposed bus garage?

Response:

The process Metro is utilizing for the MetroBase Project began in 1995 with the commissioning of a consolidation study which resulted in the Lipton Site being identified as the preferred site. During that same process a feasibility study regarding consolidation of Metro's facilities was reviewed and analyzed. Since that time numerous public meetings and public hearings have been held to discuss issues related to the MetroBase project. Please review responses to Questions #1 and #2. Through this process a myriad of issues related to MetroBase at the Westside site have been analyzed and evaluated.

4. Question: Has a traffic analysis been completed for the impacts to Swift and Delaware Avenues and surrounding access roads?

Response:

A traffic study was completed as part of the environmental assessment for the project in 1996 and updated in 1998. The traffic study concluded that the MetroBase would be located on and/or near streets with adequate capacity to handle anticipated bus and support vehicle traffic. The study also concluded that the new facility would not have a significant effect on traffic patterns.

The project site, which is zoned industrial, is located on 20 acres surrounded by industrial uses on Delaware Avenue, which is designated as a two-lane arterial street in the City of Santa Cruz General Plan. Automobile access for the proposed new facility would be provided via Swift Street to a driveway off Delaware Avenue. Bus and delivery service vehicle access would be restricted to the Union Pacific Railroad right-of-way from Swift Street to the northern project site boundary. Swift Street is a two-lane collector street. Almost all access to these two roadways would be from Mission Street.

Delaware and Swift streets were constructed to handle the maximum build-out of the West Side industrial area. The current volume of traffic on Delaware is 3250 daily trips east of Swift Street and 3530 daily trips west of Swift Street. The current volume of traffic on Swift Street is 3500 daily trips north of Delaware and 2500 daily trips west of Delaware. The proposed MetroBase Project will generate a total of 933 daily trips (this includes bus and employee traffic). The additional 933 trips that will be generated by this project are well below the design capacity of Swift and Delaware Streets.

The traffic study found that Delaware Avenue and Swift Street both currently operate at a "Level of Service A". Level of service A is defined as free flowing/with insignificant

18-13-14

delays. The intersection of Delaware Avenue and Swift Street currently operates at a "Level of Service B". Level of service B is defined as stable operation/minimal delays. The additional 933 daily trips that would be generated by the new facility would not change the level of service on these streets or at the intersection.

In order to minimize the impacts of the increased traffic that will be generated as a result of this project, Metro will implement transportation demand management measures. The transportation demand management measures will include: coordination of employee vanpools; provision of secure bicycle parking facilities for employees; use of electric bikes for short trips, issuance of bus passes to employees; provision of employee shower and lunch area. In addition, Caltrans will complete the Mission Street road-widening project prior to the completion of the new facility. The Mission Street widening project will modify signal timing at Swift Street for coordination with other intersections, which will help to reduce the traffic impacts on the surrounding area.

It is anticipated that an additional traffic study will be prepared and reviewed by Metro, the City of Santa Cruz, other public agencies, and the public as part of the EIR to be prepared.

5. Question: To what extent has public participation been solicited during the decision-making process?

Response:

Public participation has been solicited throughout the process to date and will continue be a major part of the project. The Board of Directors has directly solicited participation from the neighbors of the preferred site through mailings and postings. Please see responses to Questions #1 and #2. Metro has retained the services of two consultants, JB and Associates and APEX Strategies to solicit public input and to disseminate information about the project. Additionally, Metro has established a specific website for the project through which the public can receive answers to "Frequently Asked Questions" and send comments, concerns, and suggestions to Metro via e-mail. Metro's website address is <http://www.scmttd.com/metrobase>.

6. Question: Has there been final approval given for the garage, and when is the anticipated start-date for construction?

Response:

Legally, final approval awaits completion and certification of the EIR. At this point Metro does not own the site so before construction can begin, the site must be

purchased. Additionally, all necessary City of Santa Cruz and Coastal Commission permits needed to begin construction must be procured. I am attaching the current project schedule for your review.

I have also attached for your review and consideration the Board agendas, Board reports, and Board minutes for the above-entitled matters. Currently, a public hearing on the MetroBase is scheduled for the evening of March 29, 2000, at 7:00pm at the Santa Cruz Police Station.

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: March 17, 2000  
TO: Board of Directors  
FROM: Mark Dorfman, Assistant General Manager  
SUBJECT: CONSIDERATION OF RESOLUTIONS AUTHORIZING SUBMITTAL  
OF FY00-01 STA AND TDA CLAIMS

## I. RECOMMENDED ACTION

**Adopt resolutions authorizing staff to submit claims to the Santa Cruz County Regional Transportation Commission for FY2000-2001 State Transit Assistance (STA) and Transportation Development Act (TDA) funds.**

## II. SUMMARY OF ISSUES

- The SCCRTC apportioned \$4,997,213 in TDA funds and \$787,198 in STA funds to SCMTD for FY 2000-2001.
- The TDA funds will be used for operating costs. The STA funds will be used to pay for various capital projects.
- The amount of STA/TDA funds available may change in the final California FY 2000-2001 budget. If the amount changes, SCMTD will submit an amended claim.

## III. DISCUSSION

At its meeting of February 3, 2000, the Santa Cruz County Regional Transportation Commission apportioned \$4,997,213 in TDA funds and \$787,198 in STA funds to SCMTD for FY 2000-2001.

Under existing law (PUC Section 99314.6), STA funds cannot be allocated for operating purposes unless the operator meets a set of efficiency standards relating to cost per revenue mile or cost per revenue vehicle hour. The SCMTD will claim the funds for capital purposes since we will not meet the qualifying criteria for operations FY 2000-2001.

Since California's statewide budget has not yet been approved, the final amount of STA/TDA funds available for apportionment to transit operators may change. If the final budget amount of STA/TDA funds available for Santa Cruz County changes, the SCMTD will submit an amended claim to the SCCRTC.



#### IV. FINANCIAL CONSIDERATIONS

If the SCCRTC approves these claims, a total of \$5,784,411 in TDA/STA money will be available to the SCMTD in FY 2000-2001.

#### V. ATTACHMENTS

Attachment A: Resolution Authorizing Submittal of FY 00-01 STA Claim

Attachment B: Resolution Authorizing Submittal of FY 00-01 TDA Claim

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

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

RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
SANTA CRUZ METROPOLITAN TRANSIT DISTRICT  
AUTHORIZING AMENDED CLAIM TO THE  
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION  
FOR STATE TRANSIT ASSISTANCE FUNDS

WHEREAS, the State Controller is authorized under Section 99313 of the Public Utilities Code to allocate State Transit Assistance (STA) funds to regional transportation planning agencies and county transportation commissions; and

WHEREAS, in accordance with the Sections 99313 and 99314 et al of the Public Utilities Code, the Santa Cruz Metropolitan Transit District is authorized to submit a claim for STA operating funds to the Santa Cruz County Regional Transportation Commission; and

WHEREAS, the Santa Cruz Metropolitan Transit District's proposed expenditures are in conformity with the Regional Transportation Plan; and

WHEREAS, the level of passenger fares and charges is sufficient to enable the Santa Cruz Metropolitan Transit District to meet the fare revenue requirements of Public Utilities Code Section 99268.2(b); and

WHEREAS, the Santa Cruz Metropolitan Transit District is not precluded by any contract entered into on or after June 28, 1979, from employing part-time drivers or from contracting with common carriers of persons operating under a franchise or license; and

WHEREAS, the sum of the Santa Cruz Metropolitan Transit District's allocations from the State Transit Assistance fund and from the Local Transportation Fund does not exceed the amount the Santa Cruz Metropolitan Transit District is eligible to receive during the 2000-2001 fiscal year. Such funding, however, shall not relieve the Santa Cruz Metropolitan Transit District of its responsibility pursuant to Section 6735 of the California Code of Regulations, Title 21, Chapter 3; and

WHEREAS, the Santa Cruz Metropolitan Transit District has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244; and

19-A-1

WHEREAS, the Santa Cruz Metropolitan Transit District is making full use of federal funds available under the Intermodal Transportation Efficiency Act of the 21<sup>st</sup> Century, as amended:

NOW, THEREFORE, BE IT RESOLVED, that the General Manager of the Santa Cruz Metropolitan Transit District is authorized to submit a claim in the amount of \$787,198 for FY 2000-2001. Said claim is attached hereto as Exhibit A and by this reference is incorporated as part of this resolution.

PASSED AND ADOPTED this 17<sup>th</sup> day of March 2000 by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

APPROVED \_\_\_\_\_

JAN BEAUTZ  
Chairperson

ATTEST \_\_\_\_\_

LESLIE R. WHITE  
General Manager

APPROVED AS TO FORM:

\_\_\_\_\_  
MARGARET GALLAGHER  
District Counsel

19-A-2

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

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

RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
SANTA CRUZ METROPOLITAN TRANSIT DISTRICT  
AUTHORIZING CLAIM TO THE  
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION  
FOR TRANSPORTATION DEVELOPMENT ACT FUNDS

WHEREAS, in accordance with Article 1, Section 99210 of the Public Utilities Code the Santa Cruz Metropolitan Transit District is a transit operator; and

WHEREAS, in accordance with Article 1, Section 99214 of the Public Utilities Code the Santa Cruz County Regional Transportation Commission is the Transportation Planning Agency for Santa Cruz County; and

WHEREAS, in accordance with Article 4, Section 99260(a) of the Public Utilities Code, claims may be filed with the transportation planning agency by transit operators for the support of public transportation systems;

NOW, THEREFORE, BE IT RESOLVED, that the Santa Cruz Metropolitan Transit District is authorized to submit a claim for funds to the Santa Cruz County Regional Transportation Commission for the support of public transit services in Santa Cruz County; and

NOW, THEREFORE, BE IT RESOLVED, that the General Manager of the Santa Cruz Metropolitan Transit District is authorized to submit a claim in the amount of \$4,997,213 for Transit Operations for the 2000-2001 fiscal year. Said claim is attached hereto as Exhibit A, and by this reference is incorporated as part of the resolution.

Resolution No. \_\_\_\_\_

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PASSED AND ADOPTED this 17<sup>th</sup> day of March 2000, by the following vote:

AYES: Directors -

NOES: Directors -

ABSTAIN: Directors -

ABSENT: Directors -

APPROVED \_\_\_\_\_  
JAN BEAUTZ  
Chairperson

ATTEST \_\_\_\_\_  
LESLIE R. WHITE  
General Manager

APPROVED AS TO FORM:

\_\_\_\_\_  
MARGARET GALLAGHER  
District Counsel

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: March 17, 2000  
TO: Executive Director, SCCRTC  
FROM: General Manager, SCMTD  
SUBJECT: FY 2000-2001 PUBLIC TRANSPORTATION CLAIM DISBURSEMENT REQUIREMENT

Disbursement of the Santa Cruz Metropolitan Transit District's FY 2000-2001 claims for TDA funds (\$4,997,213) and STA funds (\$787,198) is requested as follows:

1. TDA FUNDING FOR FY 2000-2001

<u>Disbursement Schedule</u>	<u>Operating Funds</u>	<u>Total Disbursement</u>
First Quarter	\$ 1,249,303.25	\$ 1,249,303.25
Second Quarter	\$ 1,249,303.25	\$ 1,249,303.25
Third Quarter	\$ 1,249,303.25	\$ 1,249,303.25
Fourth Quarter	<u>\$ 1,249,303.25</u>	<u>\$ 1,249,303.25</u>
	\$ 4,997,213.00	\$ 4,997,213.00

2. STA FUNDING FOR FY 2000-2001

<u>Disbursement Schedule</u>	<u>Capital Funds</u>	<u>Total Disbursement</u>
First Quarter	\$ 196,799.50	\$ 196,799.50
Second Quarter	\$ 196,799.50	\$ 196,799.50
Third Quarter	\$ 196,799.50	\$ 196,799.50
Fourth Quarter	<u>\$ 196,799.50</u>	<u>\$ 196,799.50</u>
	\$ 787,198.00	\$ 787,198.00

This schedule will prevent the District from going into a deficit cash position. The STA funds will be used to fund transit projects included in the District Transportation Improvement Program.

**PUBLIC TRANSPORTATION CLAIM  
FISCAL YEAR 2000-2001**

**TO:** SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION  
1523 Pacific Avenue  
Santa Cruz, CA 95060

**FROM:** SANTA CRUZ METROPOLITAN TRANSIT DISTRICT  
370 Encinal Street, Suite 100  
Santa Cruz, CA 95060

This applicant, the Santa Cruz Metropolitan Transit District, qualified pursuant to Section 992033 of the Public Utilities Code and hereby requests, in accordance with Article 4, Section 6630 of the California Code of Regulations that its amended claim be approved in the amount of:

**TDA Funding:**

Four million, nine hundred ninety-seven thousand, two hundred thirteen dollars (\$4,997,213).

**STA Funding:**

Seven hundred eighty-seven thousand, one hundred ninety-eight dollars (\$787,198).

For fiscal year 2000-2001 to be drawn from the local transportation trust fund of the following respective county in the following respective amount:

<u>COUNTY</u>	<u>PURPOSE</u>	<u>AMOUNT</u>
Santa Cruz	Transportation Development Act	\$4,997,213
Santa Cruz	State Transit Assistance Funds	<u>\$ 787,198</u>
		\$5,784,411

When approved, please transmit this amended claim to the appropriate District for payment. Approval of the claim and payment by the County Auditor to this operator is subject to such monies being on hand and available for distribution, and to the provisions that such monies shall be used only in accordance with the terms of the approved annual financial plan.

**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT**

**BY:** \_\_\_\_\_  
LESLIE R. WHITE  
General Manager

**DATE:** March 20, 2000

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19-B-4