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**TRANSIT DISTRICT MEMBERS:**

*City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Gonzales • City of Greenfield  
City of King • City of Marina • City of Monterey • City of Pacific Grove • City of Salinas  
City of Sand City • City of Seaside • City of Soledad • County of Monterey*

**Board of Directors Regular Meeting  
December 8, 2014**

Monterey Bay Unified Air Pollution Control District  
Board Room, 3<sup>rd</sup> Floor  
24580 Silver Cloud Ct., Monterey

**10:00 a.m.**

**TRANSPORTATION:** Ride Line 8 from Monterey Transit Plaza (Munras Gate) at 9:15 a.m. or Sand City Station at 9:30 a.m. Request a taxi voucher from MST Customer Service for your return trip. (Good for a \$17 one-way trip).

**The Regular Meeting of the Monterey-Salinas Transit Corporation will immediately follow this meeting of the MST Board of Directors.**

**1. CALL TO ORDER**

- 1-1. Roll Call.
- 1-2. Pledge of Allegiance.

**2. CONSENT AGENDA**

- 2-1. Review highlights of the agenda. (Carl Sedoryk)

*These items will be approved by a single motion. Anyone may request that an item be discussed and considered separately.*

- 2-2. Adopt Resolution 2015-16 recognizing Beronica Carriedo, Mobility Trainer, as Employee of the Month for December 2014. (Tom Hicks) (pg. 5)
- 2-3. Disposal of Property left aboard buses. (Sonia Bannister) (pg. 7)
- 2-4. Minutes of the regular meeting of November 10, 2014. (Deanna Smith) (pg. 9)
- 2-5. Financial Report – October 2014. (Angela Dawson) (pg. 15)
- 2-6. Adopt Resolution of Appreciation 2015-17 recognizing Alan Cohen. (Carl Sedoryk) (pg. 23)

- 2-7. Adopt Resolution of Appreciation 2015-18 recognizing Alvin Edwards. (Carl Sedoryk) (pg. 25)
- 2-8. Adopt Resolution of Appreciation 2015-19 recognizing Terry Hughes. (Carl Sedoryk) (pg. 27)
- 2-9. Adopt Resolution of Appreciation 2015-20 recognizing Randy Hurley. (Carl Sedoryk) (pg. 29)
- 2-10. Receive 2015 MST Board Calendar. (Deanna Smith) (pg. 31)

End of Consent Agenda

### **3. SPECIAL PRESENTATIONS**

- 3-1. December Employee of the Month – Beronica Carriedo, Mobility Trainer. (Tom Hicks)
- 3-2. Resolution of Appreciation – Alan Cohen, Board Member. (Carl Sedoryk)
- 3-3. Resolution of Appreciation – Alvin Edwards, Board Member. (Carl Sedoryk)
- 3-4. Resolution of Appreciation – Terry Hughes, Board Member. (Carl Sedoryk)
- 3-5. Resolution of Appreciation – Randy Hurley, Board Member. (Carl Sedoryk)

### **4. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA**

*Members of the public may address the Board on any matter related to the jurisdiction of MST but not on the agenda. There is a time limit of not more than three minutes for each speaker. The Board will not take action or respond immediately to any public comments presented, but may choose to follow-up at a later time, either individually, through staff, or on a subsequent agenda.*

### **5. COMMITTEE REPORTS**

*No action required unless specifically noted.*

- 5-1. Finance Committee Minutes of November 10, 2014. (Deanna Smith) (pg. 35)

### **6. MAJOR PROCUREMENTS**

- 6-1. Authorize upgrade to Giro Hastus Software Version 2014. (Mark Eccles) (pg. 39)

**7. PUBLIC HEARINGS**

**8. UNFINISHED BUSINESS**

**9. NEW BUSINESS**

- 9-1. Receive Federal Legislative Update. (No enclosure) (Don Gilchrest)
- 9-2. Receive State Legislative Update. (No enclosure) (Carl Sedoryk)
- 9-3. Adopt Calendar Year 2015 Legislation Program. (Hunter Harvath) (pg. 43)
- 9-4. Discuss January Strategic Planning Session. (Carl Sedoryk) (pg. 53)

**10. REPORTS & INFORMATION ITEMS**

*The Board will receive and file these reports, which do not require action by the Board.*

- 10-1. General Manager/CEO Report – October 2014. (pg. 57)
- 10-2. Washington D. C. Lobbyist Report – November 2014. (pg. 75)
- 10-3. State Legislative Advocacy Update – November 2014. (pg. 77)
- 10-4. Staff Trip Reports. (pg. 95)
- 10-5. Correspondence. (pg. 101)
- 10-6. Staff Announcements.

**11. COMMENTS BY BOARD MEMBERS**

- 11-1. Reports on meetings attended by board members at MST expense (AB1234).
  - 11-1.1 View California Transit Association conference opening video.
- 11-2. Board member Comments and Announcements.
- 11-3. Board member Referrals for future agendas.

**12. ATTACHMENTS**

- 12-1. Detailed monthly Performance Statistics and Disbursement Journal, October 2014.

Attachments can be found online within the GM Report at:  
<http://www.mst.org/about-mst/board-of-directors/board-meetings/>

13. CLOSED SESSION
14. RETURN TO OPEN SESSION
15. ADJOURN

***NEXT MEETING DATE:*** January 12, 2015 – Strategic Planning Workshop - 9:00 a.m.

*Monterey Bay Unified Air Pollution Control District Board Room, 3<sup>rd</sup> Floor*

***NEXT AGENDA DEADLINE:*** December 17, 2014

*Materials related to an item on this agenda submitted to the Board after distribution of the agenda packet are available for public inspection at the Monterey-Salinas Transit Administration office at 1 Ryan Ranch Road, Monterey, CA during normal business hours.*

*Upon request, MST will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service at least three working days prior to the meeting. Requests should be sent to Deanna Smith, MST, One Ryan Ranch Road, Monterey, CA 93940 or [dsmith@mst.org](mailto:dsmith@mst.org).*

**BERONICA CARRIEDO  
NOVEMBER 2014  
EMPLOYEE OF THE MONTH**

WHEREAS, each month Monterey-Salinas Transit recognizes an outstanding employee as Employee of the Month; and

WHEREAS, the Employee of the Month is recognized for their positive contribution to MST and to the entire community; and

WHEREAS, Beronica Carriedo began her career with Monterey-Salinas Transit District as a Mobility Trainer in February of 2010. She was previously recognized for Employee of Month in September of 2013 for exceptional performance while performing mobility training to the senior and disabled communities; and

WHEREAS, Beronica Carriedo was instrumental in coordinating the efforts of volunteers for the Measure Q campaign during her own personal time. She helped organize phone banks and door-to-door campaigning in support of the measure; and

WHEREAS, Beronica Carriedo's continued efforts have helped to raise community awareness of MST services among members of the senior and disabled community in Monterey County; and

THEREFORE, BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit recognizes Beronica Carriedo as Employee of the Month for December 2014; and

BE IT FURTHER RESOLVED that Beronica Carriedo is to be congratulated for her excellent work at Monterey-Salinas Transit.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT  
PASSED AND ADOPTED RESOLUTION 2015-16 this 8<sup>th</sup> day of December, 2014.

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Libby Downey  
Chairperson

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Carl G. Sedoryk  
Secretary

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To: Board of Directors  
From: Sonia Bannister, Customer Service Supervisor  
Subject: Disposal of unclaimed property left on bus

St. Vincent De Paul (P.G.)

1 backpack	1 purse	1 shaver
1 book	2 pairs of sunglasses	1 CD
5 pairs of eyeglasses	1 set of ear phones	1 pair of shorts
1 pair of shoes	1 bracelet	1 pill box
1 hat	2 wallets	1 blood pressure cuff
2 eyeglass cases	3 cell phones	1 cloth bag
5 jackets	1 sweater	
1 iron	1 lunch bag	
1 pair of pants	1 kindle	

To be disposed

5 keys	1 notebook
1 diabetic kit	1 coffee mug
1 hair brush	1 photo
1 bag of used clothes	1 WalMart cloth bag
7 credit cards	1 bottle of prescription medicine

MST makes an attempt to contact the owners of Lost and Found items. If the items are unclaimed after 30 days, they are added to the above list. None of the items listed above match those lost by Mr. Finke.

PREPARED BY:  REVIEWED BY:   
Sonia Bannister Carl Sedoryk

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**MST BOARD OF DIRECTORS**

Monterey Bay Unified Air Pollution Control District  
24580 Silver Cloud Ct., Monterey

**Minutes**

November 10, 2014  
10:00 a.m.

**1. CALL TO ORDER**

1-1. Roll call

1-2. Pledge of Allegiance

**Chair Downey called the meeting to order at 10:05 a.m. Roll Call was taken and board alternate for the City of Carmel-by-the-Sea, Carrie Theis, led the Pledge of Allegiance.**

<b>Present:</b>	Fernando Armenta	County of Monterey
	Carrie Theis	City of Carmel-by-the-Sea (alternate)
	Tony Barrera	City of Salinas
	Kristin Clark	City of Del Rey Oaks
	Alan Cohen	City of Pacific Grove
	Libby Downey	City of Monterey
	Alvin Edwards	City of Seaside
	Randy Hurley	City of Greenfield
	Maria Orozco	City of Gonzales
	Frank O'Connell	City of Marina
	David Pendergrass	City of Sand City
	Patricia Stephens	City of Soledad

<b>Absent:</b>	Terry Hughes	City of King
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<b>Staff:</b>	Carl Sedoryk	General Manager/CEO
	Hunter Harvath	Asst. General Manager/Finance & Administration
	Michael Hernandez	Asst. General Manager/COO
	Kelly Halcon	Director of Human Resources & Risk Management
	Mark Eccles	Director of Information Technology
	Robert Weber	Director of Transportation Services
	Tom Hicks	CTSA Manager
	Andrea Williams	General Accounting & Budget Manager
	Zoe Shoats	Marketing Manager
	Deanna Smith	Executive Assistant/Clerk to the Board
	Alex Lorca	De Lay & Laredo
	Miriam Gutierrez	MST Customer Service Representative

**Public:** Mary Ann Jackson MV Transportation, Inc.  
Georgina Bettencourt MV Transportation, Inc.  
Ken Walker ATU

*Apology is made for any misspelling of a name.*

## **2. CLOSED SESSION**

- 2-1. General Manager Performance Evaluation, Gov. Code (§54957(b)). (Enclosure) (K. Halcon)
- 2-2. Conference with property negotiators. (Parcel # APN 259-011-067, 003-171-024, 002-248-009-010, 173-121-015, 032-171-005, L.2.1, 1.2.4.3, L.2.4.2, L.2.2.1, L.2.2.2, L.2.3, L.2.4.1). (No enclosure) (C. Sedoryk)
- 2-3. Workers' Compensation Settlement Authorization. Belinda Butler vs. Monterey-Salinas Transit. (Enclosure) (Kelly Halcon)

Director Armenta requested that Public Comment be placed before Closed Session for future agendas.

## **3. RETURN TO OPEN SESSION**

- 3-1. Report on Closed Session and possible action.

No reportable action was taken.

## **4. CONSENT AGENDA**

- 4-1. Review highlights of the agenda.

Mr. Sedoryk reviewed the highlights of the agenda, noting consideration of the General Manager's contract renewal and incentive payment, and the purchase of RIDES buses.

- 4-2. Adopt Resolution 2015-15 recognizing Randy Ascencio, Intermediate Mechanic, as Employee of the Month for November 2014.
- 4-3. Disposal of Property left aboard buses.
- 4-4. Minutes of the regular meeting of October 6, 2014.
- 4-5. Financial Report – September 2014.
- 4-6. Approve job description and 3-year employment agreement for the General Manager/CEO.
- 4-7. Approve General Manager/CEO performance incentive.
- 4-8. Approve Purchase of RIDES Buses.

Director Barrera pulled agenda item 4-8 and thanked Assistant General Manager/COO, Michael Hernandez, for his work ethic and many accomplishments. Chair Downey stated that she agreed with Director Barrera's recognition.

Public Comment – none.

**Director Armenta made a motion to approve the Consent Agenda and was seconded by Director Edwards. The motion passed unanimously.**

## **5. SPECIAL PRESENTATIONS**

5-1. November Employee of the Month – Randy Ascencio, Intermediate Mechanic.

Mr. Ascencio was not present for the presentation.

## **6. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA**

Marlene Huckelbery stated that America is a consumer-oriented country, and the customer should always be right. She is a low income individual and recently lost her MST bus pass. When she requested a replacement, she was told that MST would not issue a new pass without payment. MST staff will follow up with Ms. Huckelbery.

Olivia Hernandez, a CSUMB student and MST rider, stated that the cuts to Line 17 make it difficult to get to school and back. She stated that many students live off campus and rely on this line.

Virginia from the Transportation Agency for Monterey County introduced herself and announced the upcoming public hearings to discuss unmet transit needs in Monterey County. Flyers were made available to members of the public.

## **7. COMMITTEE REPORTS**

## **8. MAJOR PROCUREMENTS**

## **9. PUBLIC HEARINGS**

## **10. UNFINISHED BUSINESS**

## **11. NEW BUSINESS**

11-1. Receive update on Sales Tax Measure and provide direction.

Mr. Sedoryk congratulated and thanked everyone who supported the Measure Q campaign and specifically thanked MST employees who donated their personal time to getting out the vote. Measure Q passed with a 72.5% approval. Sales tax revenues are projected to be approximately \$6.5 million per year, with quarterly installments beginning April 2015.

The Finance Committee met this morning and discussed recommendations for developing a process for appointing members to a seven-member Citizen Oversight Committee, and developing a 15-year spending plan for Measure Q revenues.

The committee recommended that the board begin developing a process for appointing members to a Citizen Oversight Committee, adopting a 15-year spending plan, and adopting a short range transit plan, with all preparations to begin after official election results have been certified.

Director Edwards asked if Line 17 could benefit from Measure Q sales tax revenue. Mr. Sedoryk stated that Line 17 is funded directly by CSUMB and that sales tax revenue must be used to support services for seniors, veterans, and people with disabilities.

Director Barrera requested that MST staff contact CSUMB directly regarding Line 17 and follow up with Olivia Hernandez. He would like a report back on CSUMB's response.

Public Comment – none.

**Director Orozco made a motion to approve the Finance Committee's recommendations and was seconded by Director Hurley. The motion passed unanimously.**

## **12. REPORTS & INFORMATION ITEMS**

12-1. General Manager/CEO Report – September 2014.

12-2. Washington D. C. Lobbyist Report – October 2014.

12-3. State Legislative Advocacy Update – October 2014. (

12-4. TAMC Highlights – October 2014.

12-5. Staff Trip Reports.

12-6. Correspondence.

12-7. Staff Announcements.

Public Comment – none.

## **13. COMMENTS BY BOARD MEMBERS**

13-1. Reports on meetings attended by board members at MST expense (AB1234).

Libby Downey provided a verbal report on her attendance at the APTA Annual Meeting and the Rural Public and Intercity Bus Transportation Conference. She was impressed with the National Geographic keynote speaker, Andrew Evans, who rode public transit from Washington to Antarctica in 2009. She also attended a session on public sector ethics, and advised board members to pay for their own food and alcohol when dining with vendors and lobbyists.

Tony Barrera provided a verbal report on his attendance at the APTA Annual Meeting, noting that vandalism of bus shelters is a problem that all transit agencies face. He stated that it was recommended by the APTA Legislative Committee that board members and transit agency staff attend meetings with their legislators on Capitol Hill.

Pat Stephens provided a written report on her attendance at the APTA Annual Meeting. The report will be added to the online agenda. She thanked Kelly Halcon, Carl Sedoryk, and Hunter Harvath for guiding her through all of the activities at the conference.

#### 13-2. Board member Comments and Announcements.

Director Edwards thanked the board and staff of MST, stating that this meeting may be his last depending on the final outcome of recent elections. Chair Downey thanked Director Edwards for his contribution during his time on the MST board.

Director Cohen thanked the board for their common sense approach on most issues. He will miss serving on the board and has appreciated the opportunity.

Director Hurley will no longer represent the City of Greenfield on the MST Board.

Director Armenta congratulated MST for hosting the recent Rural Public and Intercity Bus Conference and is looking forward to the upcoming California Transit Association's meeting in Monterey.

Mr. Sedoryk introduced Mary Ann Jackson, the new General Manager of MV Transportation, Inc., and thanked Georgina Bettencourt for her interim support. He announced that MST's new electric trolley was outside and all board members who wished to take a ride may do so directly after the meeting. At this time, members of the public may not ride the trolley.

#### 13-3. Board member Referrals for future agendas.

### 14. ATTACHMENTS

#### 14-1. Detailed monthly Performance Statistics and Disbursement Journal, September 2014.

Attachments can be found online within the GM Report at:  
<http://www.mst.org/about-mst/board-of-directors/board-meetings/>

**15. ADJOURN**

**There being no further business, Chair Downey adjourned the meeting at 11:29 a.m.**

Prepared by:   
Deanna Smith, Deputy Secretary

To: Board of Directors  
From: Angela Dawson  
Subject: Financial Reports – October 2014

**RECOMMENDATION:**

1. Accept report of October 2014 cash flow presented in Attachment #1
2. Approve October 2014 disbursements listed in Attachment #2
3. Accept report of October 2014 treasury transactions listed in Attachment #3

**FISCAL IMPACT:**

The cash flow for October is summarized below and is detailed in Attachment #1.

Beginning balance October 1, 2014	\$10,330,861.32
Revenues	3,836,387.15
Disbursements	<u>&lt;4,237,065.92&gt;</u>
Ending balance October 31, 2014	<u>\$9,930,182.55</u>

**POLICY IMPLICATIONS:**

Disbursements are approved by your Board each month and are shown in Attachment #2. Treasury transactions are reported to your Board each month, and are shown in Attachment #3.

A detail of disbursements can be viewed within the GM Report at <http://www.mst.org/about-mst/board-of-directors/board-meetings/>

Prepared by:

  
Angela Dawson

Reviewed by:

  
Hunter Harvath

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**(REVENUES & DISBURSEMENTS)****CASH FLOW**

Beginning balance October 1, 2014 10,330,861.32

## Revenues

Passenger Revenue	490,891.63	
DOD Revenue	128,898.00	
LTF / STA / 5307	2,468,564.26	
Grants	665,848.00	
TAMC Loan/Rabo LOC advance	-	
Non Transit Revenue	82,185.26	
<b>Total Revenues</b>		<b>3,836,387.15</b>

## Disbursements

Operations (See Attachment #2)	4,073,827.39	
Capital	163,238.53	
<b>Total Disbursements</b>		<b>(4,237,065.92)</b>

Ending balance October 31, 2014 **9,930,182.55**

**COMPOSITION OF ENDING BALANCE**

Checking - First National Bank	-
Checking - Rabo Bank	416,508.85
Checking(s) - Wells Fargo Bank	5,662.05
Local Agency Investment Fund (LAIF)	42,667.77
Money Market - Homeland Security	865,666.51
Money Market - Rabo MM	8,631.40
Money Market - PTMISEA	7,587,970.81
Money Market - Rabo Prop. 1 B	906,028.10
Bank of America - Escrow	8,977.14
Petty cash fund, STC Coin Machine, and 2 change funds	8,750.00
RBC Wealth - Fuel Hedging	79,319.92
<b>Total</b>	<b><u>9,930,182.55</u></b>

**PAYROLL ACCOUNT**

October 3 Payroll & Related Expenses	496,347.06	
October 17 Payroll & Related Expenses	586,064.34	
October 31 Payroll	418,571.21	
Pers & 457	195,646.86	
Garnishments	5,440.98	
Payroll adj	65.86	
	<hr/>	
	1,702,136.31	1,702,136.31

**GENERAL ACCOUNT**

Disbursements on Attached Summary	2,271,635.37	
Paydown loan	-	
Workers Comp. Disbursements	71,451.05	
Interest expense	-	
Bank Service Charge/Armored Car	13,243.19	
RBC-Fuel Hedge Margin Calls	153,600.00	
Transfer from WFB	25,000.00	
	<hr/>	
	2,534,929.61	2,534,929.61

Total Disbursements	<hr/>	4,237,065.92
Less Capital Disbursements & Transfers		(163,238.53)
		<hr/>
Operating Disbursements		<u>4,073,827.39</u>

**DISBURSEMENTS SUMMARY:****GENERAL ACCOUNT DISBURSEMENTS FOR October 1, 2014 - October 31, 2014**

<b>VENDOR / DESCRIPTION</b>	<b>CHECKS</b>	<b>AMOUNT</b>
Accounts Payable 10/03/14	36239 - 36317	979,813.82
Accounts Payable 10/10/14	36318 - 36355	336,695.22
Accounts Payable 10/17/14	36356 - 36398	418,941.90
Accounts Payable 10/21/14	36399 - 36410	6,419.18
Accounts Payable 10/24/14	36411 - 36495	526,765.25
Accounts Payable 10/28/14	36496	3,000.00
<b>TOTAL</b>		<b><u>2,271,635.37</u></b>

**CHECKS \$100,000 AND OVER**

<b>VENDOR / DESCRIPTION</b>	<b>BOARD APPROVED</b>	<b>CHECK NUMBER</b>	<b>CHECK DATE</b>	<b>AMOUNT</b>
PERS-Health Ins	Recurring Expense	36289	10/03/14	236,517.10
City of Salinas	CA030717-Salinas Train Stat	36293	10/03/14	536,167.47
Trapeze Software	September 9, 2013	36301	10/03/14	128,060.82
MV Transportation	Recurring Expense	36385	10/17/14	372,832.40
MV Transportation	Recurring Expense	36462	10/24/14	205,320.78

TREASURY TRANSACTIONS  
FOR OCTOBER 2014

**LAIF ACCOUNT**

<u>Date</u>	<u>Account</u>	<u>Bank</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
Balance Forward at 10/01/14					42,644.25
Transfer to checking for payroll					-
Local Agency Investment Fund:					
Interest earned	-	0.261%	23.52		23.52
LAIF Treasury Balance at 10/31/14					42,667.77

**RABOBANK MM ACCOUNT**

<u>Date</u>	<u>Account</u>	<u>Bank</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
Balance Forward at 10/01/14					409,939.53
10/03/14		To P/R		400,000.00	9,939.53
10/07/14		LTF	1,428,693.12		1,438,632.65
10/10/14		To A/P		500,000.00	938,632.65
10/16/14		To A/P		350,000.00	588,632.65
10/16/14		To P/R		550,000.00	38,632.65
10/22/14		LTF	1,039,886.81		1,078,519.46
10/23/14		To A/P		500,000.00	578,519.46
10/31/14		To P/R		570,000.00	8,519.46
10/31/14		Interest @ 0.25%	111.94		8,631.40
RABO MM Balance at 10/31/14					8,631.40

# ATTACHMENT #4

*Fixed Route*

## MONTEREY - SALINAS TRANSIT

### Revenue & Expense - Consolidated

Budget vs Actual

For the Period from October 1, 2014 to October 31, 2014

(Amounts are in USD)

(Includes Fund: 001)

(Includes G/L Budget Name: BUDFY15)

	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
<b>Revenue</b>						
Passenger Fares	-372,401	-386,484	14,084	-1,570,337	-1,545,938	-24,399
Special Transit	-227,817	-258,796	30,979	-940,356	-1,035,185	94,828
Cash Revenue	-29,346	-31,167	1,820	-137,943	-124,667	-13,276
Cash Grants & Reimbursement	-1,945,887	-1,933,386	-12,501	-8,309,563	-7,733,544	-576,019
<b>Total Revenue</b>	<b>-2,575,451</b>	<b>-2,609,833</b>	<b>34,382</b>	<b>-10,958,199</b>	<b>-10,439,333</b>	<b>-518,866</b>
<b>Expenses</b>						
Labor	1,360,317	1,002,298	358,018	4,438,917	4,009,194	429,724
Benefits	580,234	643,615	-63,381	2,430,528	2,574,460	-143,933
Advertising & Marketing	5,981	10,000	-4,019	10,163	40,000	-29,837
Professional & Technical	31,312	33,858	-2,546	183,356	135,433	47,923
Outside Services	19,406	20,283	-878	76,499	81,133	-4,634
Outside Labor	56,472	63,210	-6,738	229,778	252,838	-23,061
Fuel & Lubricants	410,450	283,008	127,442	1,266,651	1,132,030	134,621
Supplies	43,678	55,564	-11,886	216,070	222,254	-6,184
Vehicle Maintenance	56,977	59,650	-2,673	280,083	238,600	41,483
Marketing Supplies	1,143	2,500	-1,357	15,219	10,000	5,219
Utilities	33,079	31,292	1,787	139,213	125,169	14,044
Insurance	32,276	32,252	24	125,515	129,008	-3,493
Taxes	19,414	20,070	-656	65,332	80,281	-14,949
Purchased Transportation	429,598	317,584	112,014	1,623,026	1,270,336	352,690
Miscellaneous Expenses	25,898	20,328	5,570	85,848	81,313	4,536
Pass Thru/Behalf of Others				536,167		536,167
Interest Expense	143	2,167	-2,024	143	8,667	-8,524
Leases & Rentals	11,924	12,154	-230	42,497	48,617	-6,120
<b>Total Operating Expenses</b>	<b>3,118,301</b>	<b>2,609,833</b>	<b>508,468</b>	<b>11,765,007</b>	<b>10,439,334</b>	<b>1,325,673</b>
<b>Operating (Surplus) Deficit</b>	<b>542,850</b>	<b>0</b>	<b>542,850</b>	<b>806,808</b>	<b>0</b>	<b>806,807</b>

# MONTEREY - SALINAS TRANSIT

## Revenue & Expense - Consolidated

Budget vs Actual

For the Period from October 1, 2014 to October 31, 2014

(Amounts are in USD)

(Includes Fund: 002)

(Includes G/L Budget Name: BUDFY15)

RIDES

	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
<b>Revenue</b>						
Passenger Fares	-36,953	-26,245	-10,709	-126,883	-104,979	-21,904
Special Transit						
Cash Revenue						
Cash Grants & Reimbursement	-236,203	-236,203	0	-944,810	-944,810	0
<b>Total Revenue</b>	<b>-273,156</b>	<b>-262,447</b>	<b>-10,709</b>	<b>-1,071,693</b>	<b>-1,049,789</b>	<b>-21,904</b>
<b>Expenses</b>						
Labor	6,354	3,919	2,435	18,562	15,675	2,887
Benefits	2,558	2,381	177	9,826	9,522	304
Advertising & Marketing						
Professional & Technical		167	-167		667	-667
Outside Services						
Outside Labor	2,996	4,292	-1,296	10,624	17,167	-6,543
Fuel & Lubricants	38,472	39,583	-1,111	164,071	158,333	5,737
Supplies	400	875	-475	800	3,500	-2,700
Vehicle Maintenance		1,000	-1,000		4,000	-4,000
Marketing Supplies						
Utilities						
Insurance						
Taxes						
Purchased Transportation	211,521	209,898	1,622	874,756	839,592	35,164
Miscellaneous Expenses		333	-333	284	1,333	-1,049
Interest Expense						
Leases & Rentals						
<b>Total Operating Expenses</b>	<b>262,301</b>	<b>262,447</b>	<b>-146</b>	<b>1,078,923</b>	<b>1,049,789</b>	<b>29,133</b>
<b>Operating (Surplus) Deficit</b>	<b>-10,855</b>	<b>0</b>	<b>-10,855</b>	<b>7,229</b>	<b>0</b>	<b>7,229</b>

## **APPRECIATION FOR SERVICES RENDERED BY ALAN COHEN**

WHEREAS, Alan Cohen has served on the Board of Directors of Monterey-Salinas Transit from October of 2009 to December of 2014; and

WHEREAS, Alan Cohen has served on the Human Resources and Marketing Committees; and

WHEREAS, Alan Cohen was supportive of MST's efforts to enact a special countywide sales tax to support transit services for veterans, seniors, and persons with disabilities; and

WHEREAS, Alan Cohen was a strong advocate for the citizens of the City of Pacific Grove who depend upon public transportation; and

WHEREAS, Alan Cohen remains a staunch advocate of public transportation; and

WHEREAS, Alan Cohen has made a substantial and lasting contribution to the improvement of public transportation throughout Monterey County;

THEREFORE, BE IT RESOLVED that the Board of Directors gives Alan Cohen its sincerest thanks and best wishes as he leaves the MST Board of Directors.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT  
PASSED AND ADOPTED RESOLUTION 2015-17 this 8th day of December, 2014.

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Libby Downey  
Chairman

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Carl G. Sedoryk  
Secretary

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**APPRECIATION FOR SERVICES RENDERED  
BY ALVIN EDWARDS**

WHEREAS, Alvin Edwards has served on the Board of Directors of Monterey-Salinas Transit from February of 2011 to December of 2014; and

WHEREAS, Alvin Edwards has served on the Planning/Operations and Human Resources Committees; and

WHEREAS, Alvin Edwards was supportive of MST's efforts to enact a special countywide sales tax to support transit services for veterans, seniors, and persons with disabilities; and

WHEREAS, Alvin Edwards was a strong advocate for the citizens of the City of Seaside who depend upon public transportation; and

WHEREAS, Alvin Edwards remains a staunch advocate of public transportation; and

WHEREAS, Alvin Edwards has made a substantial and lasting contribution to the improvement of public transportation throughout Monterey County;

THEREFORE, BE IT RESOLVED that the Board of Directors gives Alvin Edwards its sincerest thanks and best wishes as he leaves the MST Board of Directors.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT  
PASSED AND ADOPTED RESOLUTION 2015-18 this 8th day of December, 2014.

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Libby Downey  
Chairperson

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Carl G. Sedoryk  
Secretary

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## **APPRECIATION FOR SERVICES RENDERED BY TERRY HUGHES**

WHEREAS, Terry Hughes has served on the Board of Directors of Monterey-Salinas Transit from December of 2012 to December of 2014; and

WHEREAS, Terry Hughes has served on the Finance and Planning/Operations Committees; and

WHEREAS, Terry Hughes was supportive of MST's efforts to enact a special countywide sales tax to support transit services for veterans, seniors, and persons with disabilities; and

WHEREAS, Terry Hughes was a strong advocate for the citizens of the City of King who depend upon public transportation; and

WHEREAS, Terry Hughes remains a staunch advocate of public transportation; and

WHEREAS, Terry Hughes has made a substantial and lasting contribution to the improvement of public transportation throughout Monterey County;

THEREFORE, BE IT RESOLVED that the Board of Directors gives Terry Hughes its sincerest thanks and best wishes as he leaves the MST Board of Directors.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT  
PASSED AND ADOPTED RESOLUTION 2015-19 this 8<sup>th</sup> day of December, 2014.

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Libby Downey  
Chairman

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Carl G. Sedoryk  
Secretary

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## **APPRECIATION FOR SERVICES RENDERED BY RANDY HURLEY**

WHEREAS, Randy Hurley has served on the Board of Directors of Monterey-Salinas Transit from January of 2013 to November of 2014; and

WHEREAS, Randy Hurley has served on the Facilities and Marketing Committees; and;

WHEREAS, Randy Hurley was supportive of MST efforts to enact a special countywide sales tax to support transit services for veterans, seniors and persons with disabilities; and,

WHEREAS, Randy Hurley was a strong advocate for the citizens of the City of Greenfield who depend upon public transportation; and

WHEREAS, Randy Hurley remains a staunch advocate of public transportation; and

WHEREAS, Randy Hurley has made a substantial and lasting contribution to the improvement of public transportation throughout Monterey County;

THEREFORE BE IT RESOLVED that the Board of Directors gives Randy Hurley its sincerest thanks and best wishes as he leaves the MST Board of Directors.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT  
PASSED AND ADOPTED RESOLUTION 2015-20 this 8th day of December, 2014.

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Libby Downey  
Chairman

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Carl G. Sedoryk  
Secretary

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To: Board of Directors  
From: Deanna Smith, Executive Assistant/Clerk to the Board  
Subject: Receive 2015 Board Calendar

**RECOMMENDATION:**

Receive 2015 MST Board Calendar.

**FISCAL IMPACT:**

None.

**POLICY IMPLICATIONS:**

Article V(a) of the MST Bylaws state that "Regular meetings of the Board shall be held the second Monday of each month throughout the year commencing at the hour of 10:00am in the Monterey-Salinas Transit, Thomas D. Albert Division Conference Room at One Ryan Ranch Road, Monterey, California 93940. Regular meetings may also be held on other days, at other times, and places as the business of the Monterey-Salinas Transit District ("District") requires."

**DISCUSSION:**

This year, regularly scheduled meeting of the RTA Board have been added the calendar for the convenience of those board members who serve on the RTA. All board meetings have been scheduled to accommodate holidays and conferences attended by MST staff and/or board members.

A Draft Strategic Planning Workshop agenda will be presented for discussion at the December 8, 2014, meeting of your board, and this agenda includes a discussion regarding establishing a new board committee structure. For this reason, a committee schedule for 2015 is not attached at this time, but will be included after this discussion takes place in January.

Attachment 1: Calendar Year 2015 Board Meeting Schedule

Prepared by:  Reviewed by: 

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## Attachment 1

### 2015 MST and RTA Board Meeting Schedule and Calendar

January 12	MST STRATEGIC PLANNING SESSION – 9:00AM
January 26	<i>RTA BOARD MEETING</i>
<b>February 2</b>	REGULAR MEETING
February 7-10	APTA CEO Seminar, Phoenix, AZ
<b>March 2</b>	REGULAR MEETING
March 8-10	APTA Legislative Conference, Washington, DC
April 13	REGULAR MEETING
April 27	<i>RTA BOARD MEETING</i>
May 3-6	APTA Bus & Paratransit Conference, Fort Worth, TX
May 11	REGULAR MEETING
June 8	REGULAR MEETING
July 13	REGULAR MEETING
July 27	RTA BOARD MEETING
August 10	REGULAR MEETING
September 14	REGULAR MEETING
October 4-7	APTA Annual Meeting, San Francisco, CA
October 12	REGULAR MEETING
October 26	RTA BOARD MEETING
November 9	REGULAR MEETING
November 18-20	CTA Fall Conference & EXPO, Pasadena, CA
December 14	REGULAR MEETING

\*Meetings in **boldfaced type** do not occur on second Monday of the month.

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**MST Finance Committee**

Monterey Bay Unified Air Pollution Control District  
Board Room, 3<sup>rd</sup> Floor, 24580 Silver Cloud Ct., Monterey

**Minutes**

November 10, 2014  
9:00a.m.

**Present:** Directors: O'Connell, Armenta, Beach, Stephens

**Absent:** Director Hughes

**Staff:** Carl Sedoryk, General Manager/CEO, Kelly Halcon, Director of Human Resources; Mike Hernandez; Asst. GM/COO; Hunter Harvath, Asst. GM of Finance and Administration; Alex Lorca, General Counsel; Deanna Smith, Clerk to the Board

**Public:** None

**1. Call to order.**

Director O'Connell called the meeting to order at 9:00a.m. and roll call was taken. Director O'Connell requested that item # 5 be moved to the bottom of the agenda.

**2. Public comment on matters not on the agenda.**

No public comment.

**3. Receive update on FY 2014 preliminary results.**

Mr. Harvath presented the preliminary results on the FY 2014 budget and handed out a budget detail. Final revenues came in \$68,445 over expenditures. Reserves were 21.1% of FY 2014 Operating expenses.

**4. Receive update on FY 2015 YTD preliminary results.**

Mr. Harvath passed out a YTD FY 2015 budget detail and stated that fare revenues were adjusted more accurately for FY 2015. YTD actual revenues and expenses are on track with budget numbers. Director O'Connell moved to item #6.

**5. Receive update on fuel hedging program and provide direction.**

Jeff Linwood of Linwood Capital, LLC, joined the meeting via telephone to discuss the current status and future projections of MST's fuel hedging program. After his presentation, the committee determined that they would refer their questions and comments to Mr. Sedoryk.

**Director O'Connell made a motion to bring back the fuel hedging discussion at the next meeting and was seconded by Director Stephens. The motion passed unanimously.**

**6. Discuss financial impact of the results of the Nov. 4<sup>th</sup> Measure Q Election.**

Mr. Sedoryk stated that Measure Q passed with a 72.5% approval. Sales tax revenues are projected to be approximately \$6.5 million per year, with quarterly installments beginning April 2015. Staff requests board direction on the following preparatory activities: 1) Develop a process for appointing members to a seven-member Citizen Oversight Committee; and 2) Develop a 15-year spending plan for Measure Q revenues.

Mr. Sedoryk recommends developing a 15-year plan for implementation in FY 2016 as well as a five-year short term spending plan with 3-5 year reviews.

Director O'Connell recommends waiting until the election results are certified before beginning any formal planning.

**Director Stephens made a motion to recommend that the board begin developing a process for appointing members to a Citizen Oversight Committee and developing a 15-year spending plan and a short range transit plan, with preparations to begin after official election results have been certified. Director Armenta seconded the motion and the motion passed unanimously.**

Mr. Harvath suggested a mid-FY 2015 budget review to address the additional sales tax revenue that will begin in April of 2015.

**7. Discuss Cash Balance Reserve Policy and provide direction.**

Mr. Harvath stated that federal transit funds are still overdue with some funds up to one and one-half years late. MST's current 20.3% reserve is on paper only; it is not a cash reserve as the monies are used to provide cash flow when federal and state funds are not deposited in a timely manner.

Staff provided a handout with examples of other transit agencies' cash reserve policies. Staff would like direction on developing a cash reserve that could be used specifically for cash flow issues, avoiding the need to reduce other reserves.

**Director Stephens made a motion to recommend that the board come back to the Finance Committee and board in April to determine the percentage of cash**

**reserves that reflect outstanding federal revenue and was seconded by Director Theis. The motion passed unanimously.**

Director O'Connell moved to item #5.

**8. Adjourn.**

**There being no further business, Director O'Connell adjourned the meeting at 10:01 a.m.**

Prepared by:



Deanna Smith, Deputy Secretary

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To: Board of Directors  
From: M. Eccles, Director of Information Technology  
Subject: Hastus Runcutting/Scheduling/Payroll Software Upgrade

**RECOMMENDATIONS:**

Authorize the General Manager/CEO to execute a contract with Giro for the Hastus Runcutting/Scheduling/Payroll upgrade to version 2014, purchase additional modules to increase functionality of the process, and authorize the annual maintenance payments for four years for a total cost not to exceed \$1,350,000.

**FISCAL IMPACT:**

Cost for the project not to exceed \$1,350,000. The funding is available from Prop 1B State of California Bonds and future year operational funds for the annual maintenance fees.

**POLICY IMPLICATIONS:**

Your Board approves transactions greater than \$25,000.

**DISCUSSION:**

Each year MST spends approximately \$14,000,000 in labor and fuel costs to provide fixed-route bus services. MST staff must perform complex calculations in order to provide the maximum amount of service to the community for the least amount of cost and rely on a variety of software tools to accomplish these tasks. In October 2004, MST implemented the Hastus Runcutting software system (version 2005). The system is used to assign MST drivers efficiently to the MST bus schedules. In September 2007, MST implemented the additional functionality of Hastus-DDAM software which allowed for a seamless integration with the Hastus Runcutting software and the Serenic / Navision payroll system.

The current version of the software has been enhanced to include functionality that was unavailable at the initial installation. This includes the Google Transit automatic configuration and export. At this time, MST staff manually enters GPS co-ordinates for all of the bus stops served by MST to send out to passengers. The upgraded system will automatically interface with Google mapping software co-ordinates to achieve this task. Also, the Hastus product has reached its end-of-life compatibility with the new Microsoft Operating System software, as well as the Microsoft SQL database system. New computer hardware will need to be purchased to increase overall security for the MST computer network.

The optional modules will enable the MST Scheduling staff to utilize the software system integration to allow the computer software to manage the functions that are currently completed by a manual process thus saving time to streamline the bus and driver scheduling operations and payroll functions. Drivers will also be able to bid online for their new “runs” as opposed to the manual process currently in place. There will also be some costs for integration of data between other MST software systems.

Due to the complex and proprietary nature of the system software, MST does not have the ability to retain the services of another vendor for this service, nor does it have the internal staffing to maintain the system. Also, with the additional four-year maintenance agreement MST is eligible to receive software updates that enhance functionality at no additional cost.

MST staff has also negotiated a reduced module cost for the overall project, saving just under \$50,000. The timeline for completion of the project is over one year; therefore, MST would like to start the upgrade process early in 2015.

Cost (including a Sales Tax component) associated with the upgrade and added functionality is:

Hastus/DDAM upgrade	\$ 375,000
Five Additional Modules	\$ 400,665
Maintenance for 4 years	\$ 420,560
Computer Hardware	\$ 25,000
Contingency 10% (Integration)	\$ 122,055
<b>Total</b>	<b>\$1,343,280</b>



Approval of this item will allow staff to contract with Giro for the upgrade, maintenance, and support of the Hastus Runcutting/Scheduling and DDAM payroll system. Failure to approve this item will leave MST staff without the tools necessary to provide efficient scheduling and allocation of resources and will result in less service to our customers.

PREPARED BY:  REVIEWED BY:   
Mark Eccles Carl Sedoryk

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To: Board of Directors

From: Hunter Harvath, Assistant General Manager for Finance & Administration

Subject: 2015 Legislative Program

**RECOMMENDATIONS:**

Receive update on state and federal legislative issues and approve the proposed Monterey-Salinas Transit 2015 Legislative Program.

**FISCAL IMPACT:**

The 2015 Legislative Program would advocate preservation of existing transportation funding and increased funding for priority projects.

**POLICY IMPLICATIONS:**

Your board adopts an annual legislative program. The recommended legislative program for 2015 (attachment) is consistent with our mission of advocating and delivering quality public transportation as a leader within our industry. The 2015 Legislative Program will be presented to state and federal legislators and their respective staff members and will guide MST positions on legislative matters throughout the year. The Legislative Program is also used as a guideline for supporting, opposing, or watching legislation when time does not permit official MST Board action on specific legislation.

**DISCUSSION:**

To monitor and guide transit-related legislation in Sacramento and Washington, DC, MST participates in the California Transit Association (CTA), the California Association of Coordinated Transit (Cal-ACT), the Community Transit Association of America (CTAA), and the American Public Transportation Association (APTA). In addition, MST is represented by Walters & Associates in Washington, DC. This firm provides analysis, advice, staff support, and advocacy regarding federal issues on our behalf and has successfully assisted MST in seeking additional funding for ongoing capital and operating needs.

While 2014 saw the official expiration of the two-year transportation authorization funding bill known as “Moving Ahead for Progress in the 21<sup>st</sup> Century” (MAP-21), Congress voted to extend the legislation until May of 2015. The implementation of MAP-21 resulted in substantial revisions to the way transportation funding is

apportioned amongst transit operators around the country as well as to states which administer transit programs for some small urban and rural areas. MST has realized less federal operating and capital funding under the MAP-21 than under previous bills for MST's day-to-day operations, and fewer capital formula funds for use in purchasing assets like vehicles and equipment, acquiring property, and constructing buildings and other infrastructure. The bill has also eliminated the New Freedom and Jobs Access Reverse Commute programs that provided funding for specific programs designed for the elderly, persons with disabilities, and low-income jobs. And, with Caltrans releasing Section 5310 grant applications October 1, 2014, MST has learned that this revenue source has been capped at \$300,000 maximum per transit agency for projects benefiting ADA-populations and seniors.

As MAP-21 is providing less funding overall to MST, the authorization legislation also directs the Federal Transit Administration (FTA) to draft official directives and guidance that require the establishment of federal standards for safety, asset management, and overall performance, which have the potential to increase costs for the agency. In coordination with APTA, MST has been an active participant in the public comment process FTA follows as it develops and finalizes these standards, rules and regulations.

While the MAP-21 authorization was extended until May 2015, Congress appropriated only 2½ months of FY 15 funding (through December 11, 2014) for virtually all governmental agencies, including the Department of Transportation (which includes the Federal Transit Administration). In that regard, the FTA has refused to issue partial-year apportionments of MST's federal funds, thereby creating cash-flow concerns for the District. With Congress currently in a lame-duck session and about to shift complete control to the Republican party in January, staff will be traveling to Washington, DC, several times this winter to meet with legislative staff on transit-related issues, including advocacy for the remaining 9½ months of appropriations for FY 2015, a long-term transportation authorization legislation, and restoring the federal transit benefit to support MST's military partnership programs. Federal dollars continue to be crucial to both operating needs (e.g., fuel, wages, etc.) as well as capital project delivery, particularly for the replacement of buses, MST's Bus Rapid Transit (BRT) program, and development of transit centers and other infrastructure.

At the state level, MST will focus on ensuring that essential capital needs are funded by advocating for the timely issuance of state "Cap & Trade" formula funds and competitive grant programs. MST will continue to monitor the outcome of the November 2010 passage of Proposition 22, which was designed to protect funding for transit, as well as other local funds, from raids by the state legislature and governor to help balance the general fund budget. Staff will also continue working closely with key representatives of Caltrans Division of Mass Transportation to ensure that transit funds administered by that agency are distributed to local transit agencies promptly, effectively and equitably.

While staff will monitor these important issues in Sacramento as the year progresses, MST will endeavor to maintain positive working relationships with our state delegation and will communicate with representatives of the Brown Administration to advocate streamlining state administered federal grant programs, where appropriate. This approach would allow federal funds to be managed more directly by small urban transit operators who, like MST, already receive and manage federal transit grants.

In order to maximize our legislative effectiveness in 2015, MST will continue to be involved closely with CTA and Cal-ACT at the state level and APTA and CTAA at the federal level. Additionally, MST shares a number of the same legislative objectives as TAMC, the Fort Ord Reuse Authority, and the MST member-jurisdictions and will continue to work closely with a number of those agencies on the development of our respective FY 2015 legislative programs.

Attachment: Proposed MST 2015 Legislative Program

PREPARED BY:  HUNTER HARVATH  
HUNTER HARVATH

REVIEWED BY:  CARL G. SEDORYK  
CARL G. SEDORYK

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# **MST 2015 Legislative Program**

## **State Issues**

### **1S. Engage in cooperative support among partner organizations.**

- a. Support the 2015 Legislative Programs of the California Transit Association (CTA) and California Association of Coordinated Transportation (CalACT).
- b. Support CTA's federal transportation re-authorization recommendations for the "post MAP-21" legislation currently under consideration by Congress. Support the 2015 State Legislative Programs for the Transportation Agency for Monterey County (TAMC), the Fort Ord Reuse Authority (FORA), and MST member-jurisdictions.
- c. Support other partner agency legislative efforts where common interests exist.
- d. Ensure state legislative efforts are consistent with and coordinated with the MST federal legislative program.

### **2S. Support transit-related legislation.**

- a. Support legislation and policies that enable transit supportive development.
- b. Introduce and/or support legislation creating pilot programs to fund public transit buses and support vehicles with electric, bio-fuel-powered and other alternative-powered engines.
- c. Support legislation that increases safety for transit employees and customers by increasing penalties against those that commit crimes against an operator of a transit vehicle, against the transit riding public, or against property of transit agencies.

### **3S. Encourage the state to restore, preserve and augment transportation and transit funding.**

- a. Oppose any transfer or expenditure of Transportation Development Act, Public Transportation Account, Traffic Congestion Relief Fund, and other transit funds to state and local agencies for purposes other than those specified in the Act and existing transit funding law. Monitor the effects of 2010 Proposition 22 and Proposition 26 on transit funding.
- b. Support and advocate fair and equitable transportation program funding and project criteria and allocation formulas for funds from transportation and housing bond measures that were passed on the 2006 General Election Ballot, including any remaining funds that have been disencumbered from other agencies' cancelled projects. Ensure that funds are maximized for MST and that the

region's authority to decide how to program any new funds is retained. Work with the Governor's Administration, the Legislature, the California Transportation Commission, Caltrans and others in key decision-making processes. Seek funding for bus operations, maintenance and administration facilities; new bus purchases; transit stations; security improvements to property and buses; bus shelters; ticket vending machines; Intelligent Transportation Systems (ITS); Bus Rapid Transit (BRT); and mixed-use transit oriented developments (TODs).

- c. Support and advocate legislation to reform or make changes to the Transportation Development Act, specifically regarding funding eligibility, including extending or making permanent the State Transit Assistance efficiency criteria exemption and exempting lease payments for construction projects funded through Certificates of participation (COP) from operating costs included in farebox recovery ratio calculations, and regarding streamlining administrative procedures
- d. Support and advocate protecting and maximizing transit's share of Cap & Trade revenues, including additional ongoing, dedicated revenue for transit from the 40 percent of Cap & Trade funds not continuously appropriated pursuant to existing statute.
- e. Support enactment of comprehensive long-term transit funding programs to: increase operating revenue; create new transit capital funding programs; enact transit-supportive development funding; add revenue needed to comply with air quality requirements.

**4S. Support reductions in burdensome legal and/or regulatory requirements.**

- a. Support exemptions for small operators from financially burdensome new legal or regulatory requirements or minimize their impact on small operators.
- b. Oppose efforts to mandate benefits or other specific working conditions that would increase MST's costs and would be more appropriately addressed through the local collective bargaining process.
- c. Monitor ongoing rule-making discussions at the California Air Resources Board including AB 32, SB 375 and the state's new "Cap and Trade" program, and oppose additional regulatory requirements that do not have a new, dedicated funding source provided for their implementation.
- d. Support efforts to streamline state-administered federal grant programs to allow funds to be delivered to transit agencies more promptly and/or administered directly by small urban transit operators who already receive and manage federal transit grants, where appropriate.
- e. Support efforts to pursue a change in state statute to increase the allowable weight on transit bus axles.
- f. Monitor state implementation of pension reform laws.



**5S. Raise MST's profile and role in state legislative issues.**

- a. Continue to bring legislators, key Governor Brown staff and others to MST for a facilities tour and presentation.
- b. Maintain positive working relationships with newly elected state representatives including Governor Brown, Assemblymembers Alejo and Stone, and Senators Monning and Canella.
- c. Continue having MST Board and staff participate in transit-related meetings with elected representative, key transportation and budget committee members and other officials.

# **MST 2015 Legislative Program**

## **Federal Issues**

### **1F. Engage in cooperative support among partner organizations.**

- a. Support the 2015 American Public Transportation Association (APTA), and Community Transit Association of America (CTAA) Legislative Programs.
- b. Support APTA's federal transportation re-authorization recommendations for the "post MAP-21" legislation currently under consideration by Congress.
- c. Support the 2015 Federal Legislative Programs for the Transportation Agency for Monterey County (TAMC), the Fort Ord Reuse Authority and MST member-jurisdictions.
- d. Support other partner agency legislative efforts where common interests exist.
- e. Participate in TAMC efforts to gain federal funding for fixed-guideway service within the Monterey Bay region.

### **2F. Ensure short-term and long-term transit funding stability and expansion.**

- a. Support legislation that provides parity between the Federal Transit Benefit for parking and transit at a level that is at least equal to that established in the American Recovery and Reinvestment Act of 2009 and Section 727 of the Tax Relief, Unemployment Insurance Reauthorization, and Job Creation Act of 2010 (P.L. 111-312).
- b. To ensure a steady stream of needed vehicle and infrastructure funding on an annual basis, seek additional funding for the Federal Transit Administration Section 5339 Bus and Bus Facility capital grant program.
- c. Seek federal funding for critical transit projects, including but not limited to new buses, bus equipment/facilities, Bus Rapid Transit (BRT), and Intelligent Transportation System (ITS) technology.
- d. Seek maximum annual appropriations for transit programs and maintain the guaranteed funding levels and "firewalls" established in current legislation that match transportation revenue to transportation expenditures.
- e. Protect Mass Transit Account funded programs in MAP-21 Authorization against rescission, sequestration or other financial reductions from attempts to solve General Fund imbalance problems with the federal budget. Seek funding from all authorized discretionary and formula funding sources including Section 5310/New Freedoms (NF), Small Transit Intensive Cities (STIC), ITS, the federal mass transit benefit, homeland security, FTA Section 5309 (including continuation of the Small Starts and Very Small Starts programs), FTA Section 5339, US Department of Agriculture (rural areas), US Department of Health and

Human Services (Affordable Care Act), US Department of Defense, US Department of Veterans Affairs, and other programs.

- f. Participate in planning, discussions and negotiations for the next federal transportation reauthorization and support the APTA Recommendations on federal public transportation authorizing law.
- g. In the next federal reauthorization legislation, stabilize and increase transportation funding sources in light of the depletion of the federal highway trust fund and transit trust fund, and advocate for a well-funded, swiftly-implemented, multi-year federal transportation program supported by annual, full-year, on-time appropriations of funding by Congress and apportionments by FTA.
- h. Support California receiving its fair share of its contribution to federal transportation funding.
- i. Oppose efforts to reduce or limit federal formula or discretionary transit funds.
- j. Promote Intelligent Transportation System (ITS) programs and research as a cost-effective means of addressing transportation needs.
- k. Seek additional funding for elderly and disabled transportation, including the FTA Section 5310 elderly and disabled transit capital funding program, which under MAP-21 incorporates funding for projects formerly eligible under the Section 5317 New Freedoms Program.
- l. Oppose any efforts to shift current, expanded, or new transit funds or fuel taxes/fees to non-transportation programs or projects.
- m. Include transit capital and operating funds as part of any further potential economic stimulus and jobs bills that may be proposed, and relieve local agencies from funding match requirements.

**3F. Support reductions in burdensome legal and/or regulatory requirements.**

- a. Encourage legislative and regulatory efficiency.
- b. Work to streamline regulations and improve the ability of local and regional agencies to plan and deliver transportation projects and services in a timely, cost-effective manner.
- c. Advocate for changes in policies that inhibit MST's abilities to effectively provide mobility, including inappropriate usage of the 13c provision of the 1964 Federal Transit Act, restrictions of buses based on axle weight, and unreasonable spare ratio requirements.
- d. Monitor Asset Management, Safety and Performance requirements on transit agencies being implemented by the Federal Transit Administration and advocate for exemptions and/or reduced reporting requirements for small operators.

**5F. Raise MST's profile and role in federal legislative issues.**

**DRAFT**

- a. Continue to bring legislators, key staff and other federal stakeholders to MST for a facilities tour and presentation.
- b. Continue having MST Board and staff participate in transit-related meetings with federal elected representatives, key transportation and budget committee members and other officials.

To: Board of Directors  
From: Carl Sedoryk, General Manager/CEO  
Subject: Discuss Strategic Planning Workshop Agenda

**RECOMMENDATION:**

Receive draft Strategic Planning Workshop Agenda and provide input.

**FISCAL IMPACT:**

None.

**POLICY IMPLICATIONS:**

None.

**DISCUSSION:**

For the past dozen years, your Board has held a strategic planning workshop in January in lieu of a traditional board meeting. During these meetings staff provides updates on progress made towards strategic goals, and your Board provides input and direction on any tactical changes that may be required.

Attached is a draft agenda with staff-recommended topics of discussion. Staff will finalize the workshop agenda based on input received at the December 8 board meeting.

Attachment 1: Draft Strategic Planning Workshop agenda

Prepared by: 

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## **ATTACHMENT 1**

### **Monterey-Salinas Transit Strategic Planning Workshop December 8, 2014 9:00 a.m. – 12:00 p.m.**

#### **DRAFT Proposed Agenda**

- 1. Review of Agenda.** (Carl Sedoryk)
- 2. Discuss Organizational Progress.**
  - 2-1. Review progress towards Strategic Goals and Annual Action Plan. (Executive Leadership Team)
  - 2-2. Receive performance update and provide direction on performance measures. (Carl Sedoryk)
- 3. Receive Update on Status of Major Capital Projects.**
  - 3-1. Capital Budget update. (Hunter Harvath)
  - 3-2. Capital Project schedule update. (Mike Hernandez)
- 4. Discuss Board Structure and Protocols.**
  - 4-1. Receive presentation on alternative Board committee structure and provide direction. (Carl Sedoryk)
  - 4-2. Receive presentation on board discussion/public hearing protocol and provide direction. (Carl Sedoryk)
- 5. Non-agricultural Vanpools.**
  - 5-1. Discuss MST Involvement in Non-agricultural Vanpool Programs and Provide Direction. (Hunter Harvath)
- 6. Measure Q Update and Planning.**
  - 6-1. Discuss establishing Measure Q Citizen Oversight Committee and provide direction. (Carl Sedoryk)
  - 6-2. Discuss establishing a short and long-range spending plan for Measure Q revenues. (Carl Sedoryk)

**7. Proposed “Transit Champion” Award.**

7-1. Receive presentation on proposed Transit Champion Award and provide direction. (Carl Sedoryk)

**8. Closing Remarks from Board members.**

**9. Adjourn.**



To: Board of Directors

From: C. Sedoryk, General Manager/CEO

Subject: Monthly Report – October 2014

Attached are a summary of monthly performance statistics for the Transportation, Maintenance, and Administration departments for October 2014 (Attachments 1-4).

From October 10 – 14 I attended the American Public Transit Association (APTA) Annual Meeting and EXPO in Houston where I participated in a variety of APTA business meetings, training workshops, and the trade show which featured hundreds of products. At the meeting, I was nominated and elected to a leadership position on the Executive Committee of the APTA board of directors. I participated in a panel discussion regarding mobility management strategies including partnerships with nontraditional transit providers, and the impact of new ride-sourcing technologies including Uber, Lyft and Bridj. I was also part of a panel discussion entitled “Trends in Public Perceptions of Public Transportation” that focused on the changing demographic, social, and mobility trends and their impact on public transportation.

From October 26 – 31 MST hosted the 21st National Conference on Rural Public and Intercity Bus Transportation along with the Annual Conference of the California Association of Coordinated Transportation and the International ADA/Paratransit conference at the Monterey Plaza Hotel. I participated in a panel discussion on community partnerships and showcased the many partnerships that MST has created with local universities, colleges, non profits, businesses, and military installations to improve service to our community.

Attachment #1 – Dashboard Performance Statistics

Attachment #2 – Operations Dept. Report – October 2014

Attachment #3 – Facilities & Maintenance Dept. Report – October 2014

Attachment #4 – Administration Dept. Report – October 2014

A complete detail of Monthly Performance Statistics can be viewed within the GM Report at <http://www.mst.org/about-mst/board-of-directors/board-meetings/>

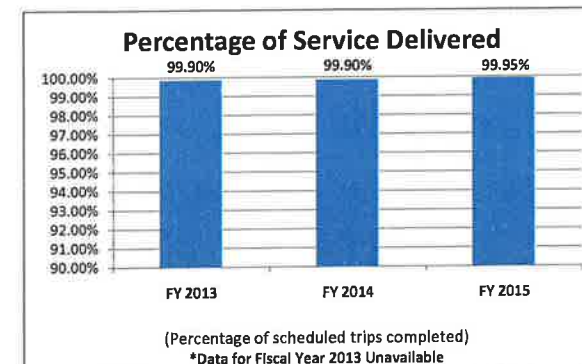
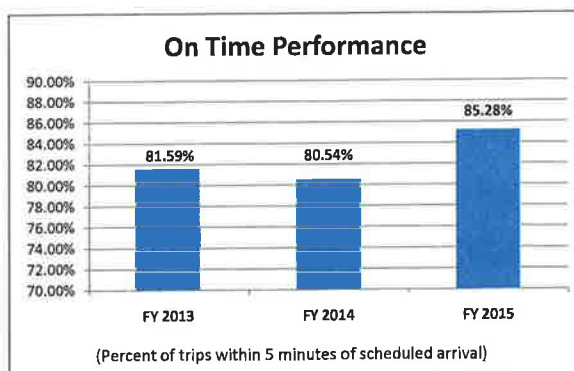
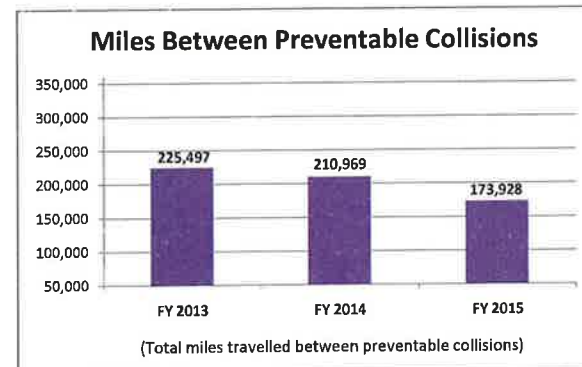
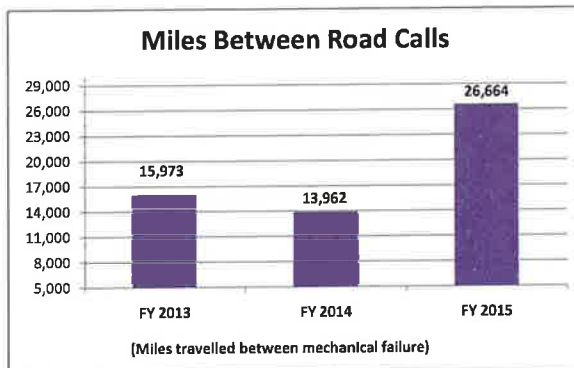
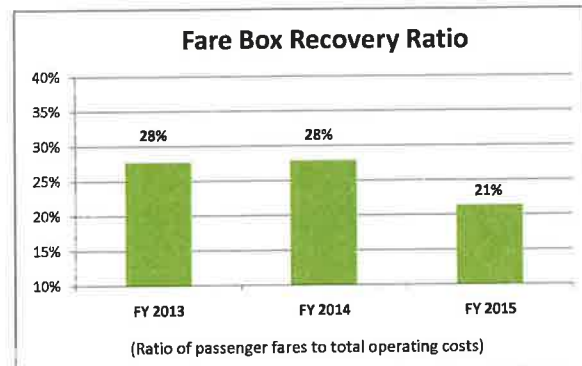
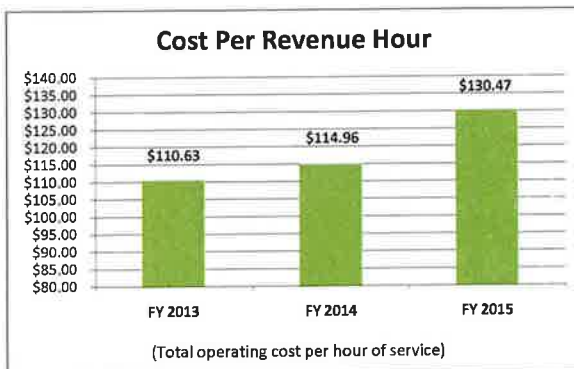
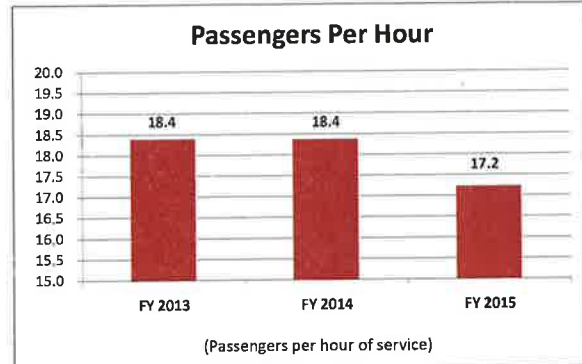
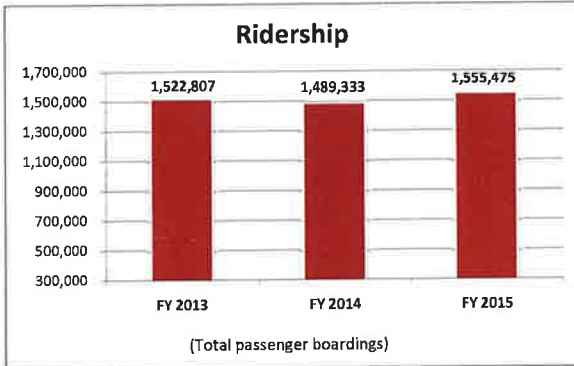
PREPARED BY: Carey Salovey

# MST Fixed Route

## YTD Dashboard Performance Comparative Statistics

### Months of July - October

### Fiscal Years 2013-2015

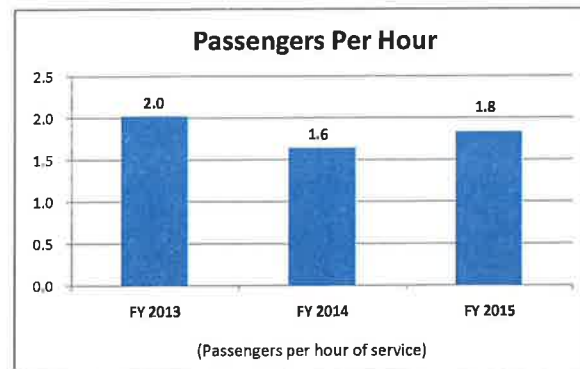
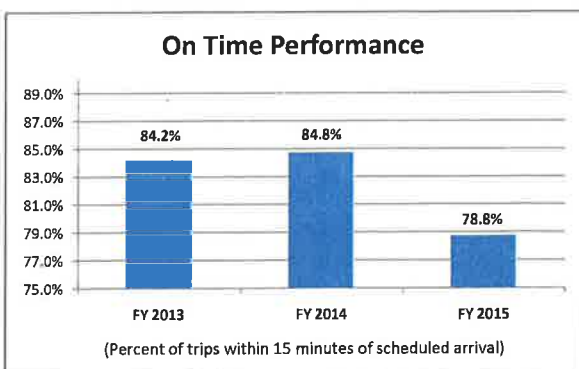
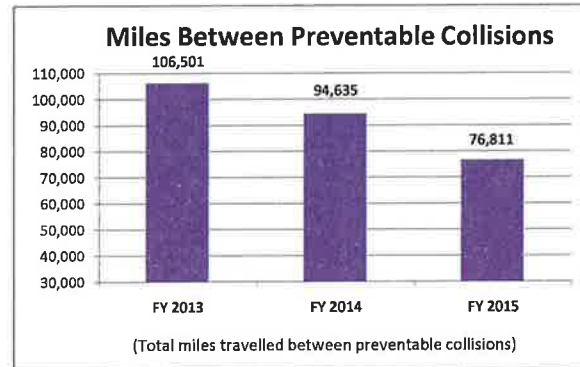
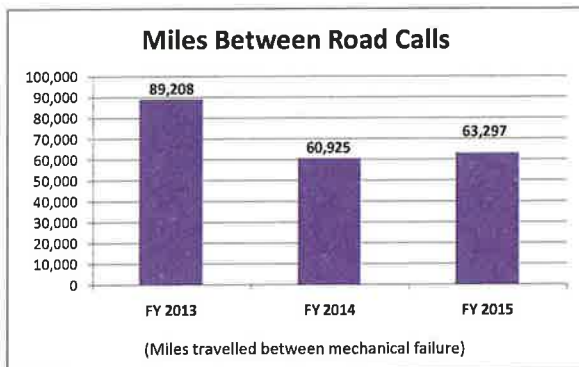
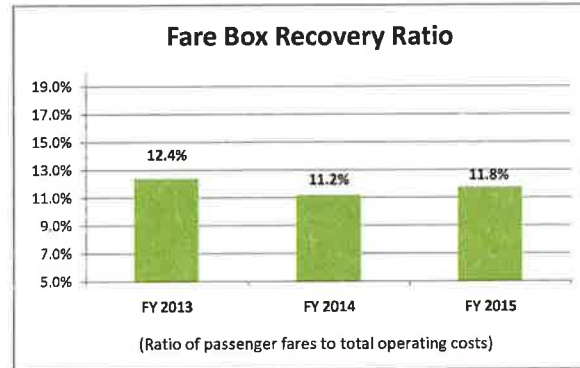
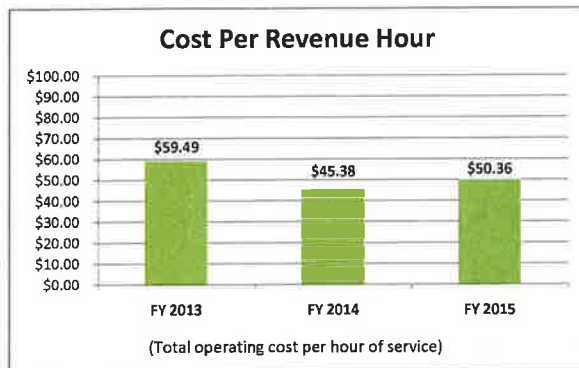
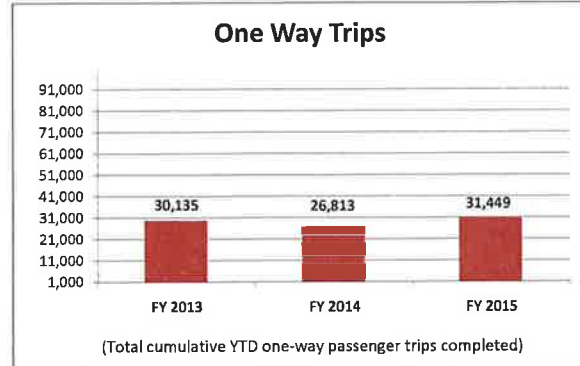
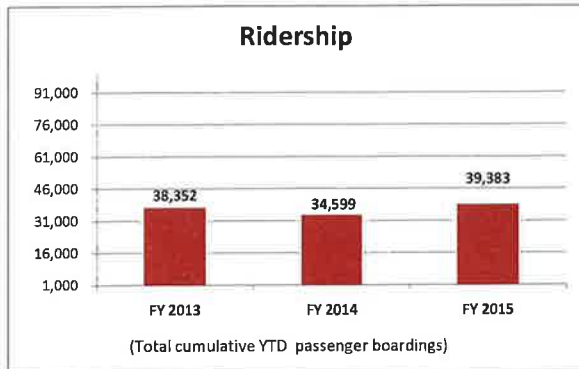


# MST RIDES

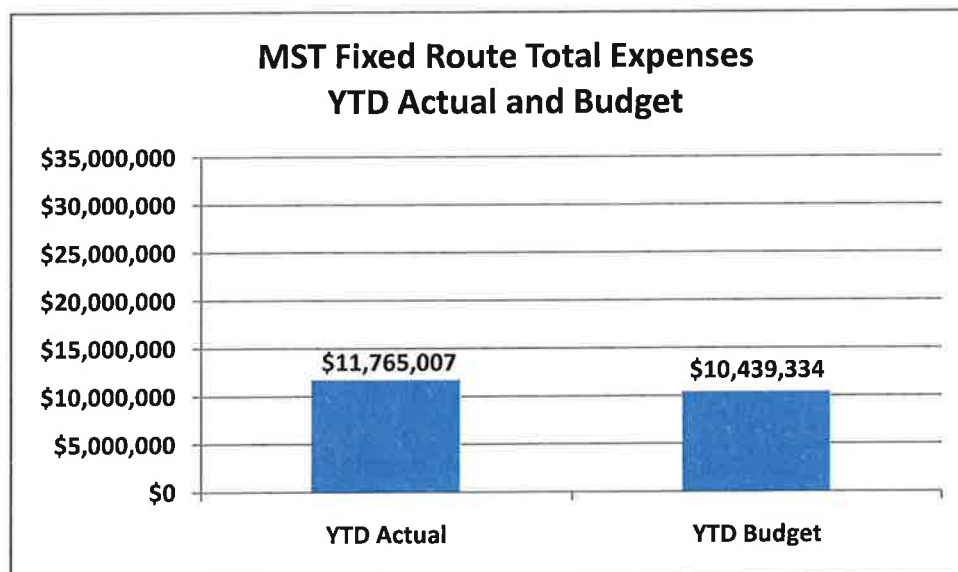
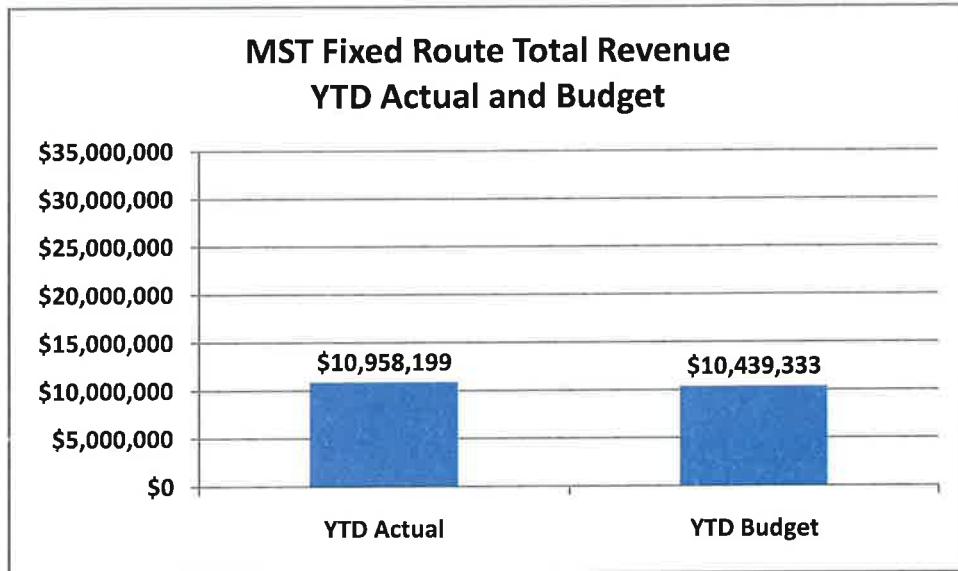
## YTD Dashboard Performance Comparative Statistics

### Months of July - October

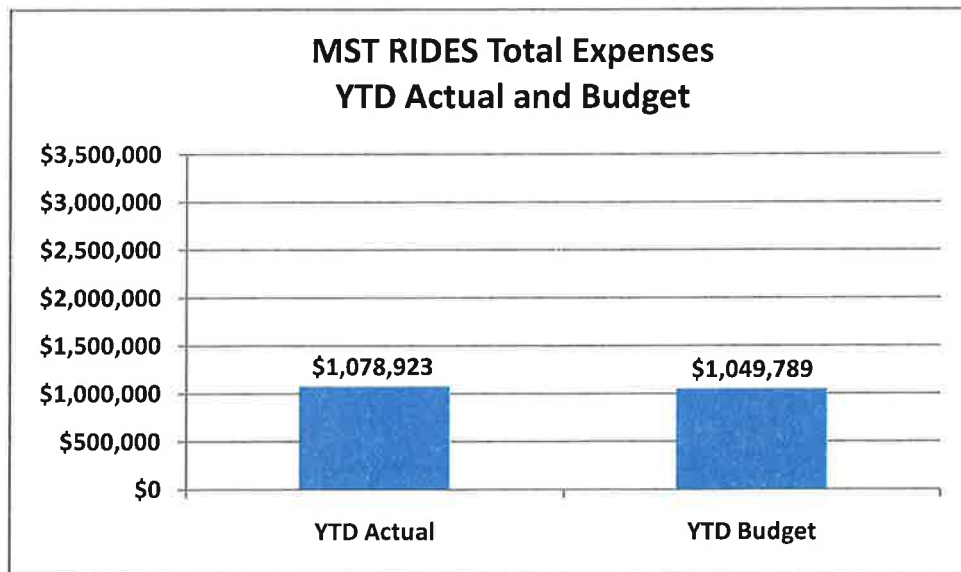
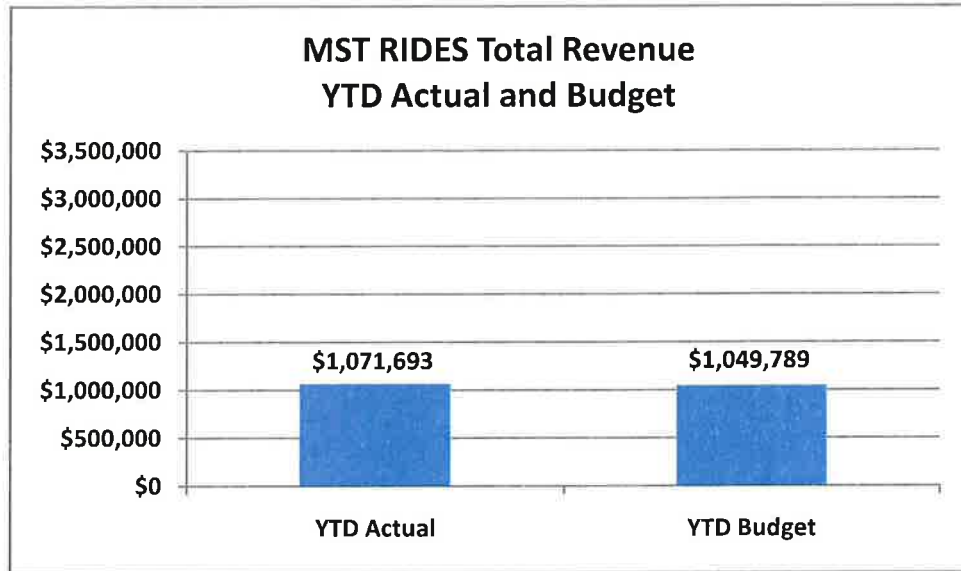
### Fiscal Years 2013-2015



**MST Fixed Route**  
**Financial Performance Comparative Statistics**  
**July through October**  
**Fiscal Year 2015**



**MST RIDES**  
**Financial Performance Comparative Statistics**  
**July through October**  
**Fiscal Year 2015**



## ATTACHMENT 2

November 20, 2014

To: Mike Hernandez, Assistant General Manager / C.O.O.  
From: Robert Weber, Director - Transportation Services  
Cc: MST Board of Directors  
Subject: **Transportation Department Monthly Report – October 2014**

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### **FIXED ROUTE BUS OPERATIONS:**

#### **System Wide Service: (Fixed Route & On Call Services):**

Preliminary boarding statistics indicate that ridership increased by 4.44% in October 2014, (400,812), as compared to October 2013, (346,704).

Productivity increased slightly from 16.8 passengers per hour (October 2013), to 17.0 PPH in October of this year.

#### **Supplemental / Special Services:**

10/10/14: MST provided special services from the Greenfield area to / from the Monterey Symphony held at Sherwood Hall in Salinas. The service transported 70 passengers during this event.

#### **System Wide Statistics:**

- Ridership: 400,812
- Vehicle Revenue Hours: 23,476
- Vehicle Revenue Miles: 379,027
- System Productivity: 17.0 Passengers Per Vehicle Revenue Hour
- One-Way Trips Deployed: 33,480

**Time Point Adherence:** Of 129,151 total time-point crossings sampled for the month of October, the TransitMaster™ system recorded 19,497 delayed arrivals to MST's published time-points system-wide. This denotes that **84.90%** of all scheduled arrivals at published time-points were on time. (*See MST Fixed-Route Bus ~ On Time Compliance Chart FY 2015.*)

Service arriving later than 5 minutes beyond the published time point is considered late. The on-time compliance chart, (attached), reflects system wide “on-time performance” as a percentage to the total number of reported time-point crossings.

**Cancelled Trips:** As listed below, there were a total of 13 cancelled trips for the month of October for both directly operated and contracted services:

<b>Total Trips Deployed: 33,480</b>			
<b>Category</b>	<b>MST</b>	<b>MV</b>	<b>%</b>
Accident	3	0	23.08%
Mechanical Failure	2	1	15.38%
Incident / Other	1	3	38.46%
Passenger Load	1	0	7.69%
Equipment Shortage	0	1	7.69%
Traffic	0	1	7.69%
<b>Totals</b>	<b>7</b>	<b>6</b>	<b>100.00%</b>

**Documented Occurrences:** MST Coach Operators are required to complete an occurrence report for any unusual incident that occurs during their work day. The information provided within these reports is used to identify trends, which often drive changes in policy or standard operating procedures. The following is a comparative summary of reported incidents for the month(s) of October 2013 and 2014:

<b>Occurrence Type</b>	<b>October-13</b>	<b>October-14</b>
Collision: MST Involved	5	5
Medical Emergency	3	0
Object Hits Coach	3	0
Passenger Conflict	6	4
Passenger Fall	3	9
Passenger Injury	1	0
Other	3	6
Near Miss	0	0
Fuel / fluid Spill	2	2
Unreported Damage	0	1
<b>Total Occurrences</b>	<b>26</b>	<b>27</b>

### **CONTRACTED SERVICES:**

#### **MST RIDES ADA / ST Paratransit Program:**

Preliminary boarding statistics for the MST RIDES program reflect that for the month of October there were 10,086 passenger boardings. This denotes a 8.13% increase in passenger boardings from October of 2013, (9,328).



- For the month of October, 82.04 % of all scheduled trips for the MST RIDES Program arrived on time, decreasing from 86.47 % in October of 2013.
- Productivity for October of this year was at 2.18 passengers per hour, which has increased from October of 2013, (1.87).

#### **COMMUNICATIONS CENTER:**

In October, MST's Communications Center summoned public safety agencies on *fifteen* (15) separate occasions to MST's transit vehicles and facilities:

<b>Agency Type</b>	<b>Incident Type</b>	<b>Number Of Responses</b>
Police	Passenger Incident / Other	11
Emergency Medical Services	Medical Emergency	4

Robert Weber

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### ATTACHMENT 3

November 20, 2014

To: Carl G. Sedoryk, General Manager/CEO

From: Michael Hernandez, Assistant General Manager/COO

Subject: Monthly Maintenance Report for October 2014

This monthly report summarizes information about fuel prices and the activities of the Maintenance and Facilities Departments during the past month.

<b>FY15 Fuel Budget:</b>	<b>Average Fuel Price: October</b>	<b>Average Fuel Price: FY2015</b>
Diesel: \$3.60	<b>\$2.99</b>	\$3.19
Gasoline: \$3.90	<b>\$3.00</b>	\$3.32

<b>Fleet Status:</b>	<b>Operating Cost Per Mile:</b>	<b>* Miles Between Road Calls:</b>
<b>October 2014:</b>	<b>\$1.06</b>	<b>33,537</b>
FY2015 - YTD:	\$1.15	26,664
FY2014:	\$1.20	13,962 YTD

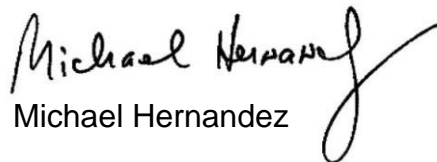
\* Goal: 7,000 Miles

#### Department Activities/Comments:

There were 11 road calls during the month of October, nine were categorized as "major mechanical" and two were related to minor mechanical or other non-mechanical issues. The highest road calls were for electrical issues. Miles between major mechanical road calls continue to trend significantly higher than in FY14.

In October repairs were completed on several vehicles that were out of service for an extended period of time: coach 4501 due to extensive front end accident damage and coach 1808 for electrical and body repairs.

An exterior painting project started at MST's TDA facility in October; the project was completed in November.

  
Michael Hernandez

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## ATTACHMENT 4

Date: December 8, 2014

To: C. Sedoryk, General Manager/CEO

From: Hunter Harvath, Assistant General Manager – Finance & Administration;  
Angela Williams, General Accounting & Budget Manager; Mark Eccles,  
Director of Information Technology; Kelly Halcon, Director of Human  
Resources/Risk Management; Zoe Shoats, Marketing Manager; Sonia  
Bannister, Customer Service Supervisor.

Subject: **Administration Department** Monthly Report – October 2014

The following significant events occurred in Administration work groups for the month of October 2014:

### Human Resources

A total employment level for October 2014 is summarized as follows:

Positions	Budget FY15	Actual	Difference
Coach Operators / Trainees	133	137	4
C/O on Long Term Leave *	3	0	-3
Coach Operators Limited Duty	1	1	0
Operations Staff	28	29	1
Maintenance & Facilities	44	42	-2
Administration (Interns 2 PT)	25	25	0
<b>Total</b>	234	234	0

\*Total budget numbers do not include the C/O on Long Term Leave as those numbers are already reflected in the Coach Operators/Trainees number.

<b>October Worker's Compensation Costs</b>	
<i>Indemnity (paid to employees)</i>	\$21,508.31
<i>Other (includes Legal)</i>	\$5,820.24
<i>Medical includes Case Mgmt, UR, Rx &amp; PT</i>	\$39,477.94
<i>TPA Administration Fee</i>	\$5,000.00
<i>Excess Insurance</i>	\$7,341.08
<b>Total Expenses</b>	<b>\$79,147.57</b>
<b>Reserves</b>	<b>\$1,451,753.04</b>
<b>Excess Reserved</b>	<b>(\$523,243.82)</b>
<i># Ending Open Claims</i>	41

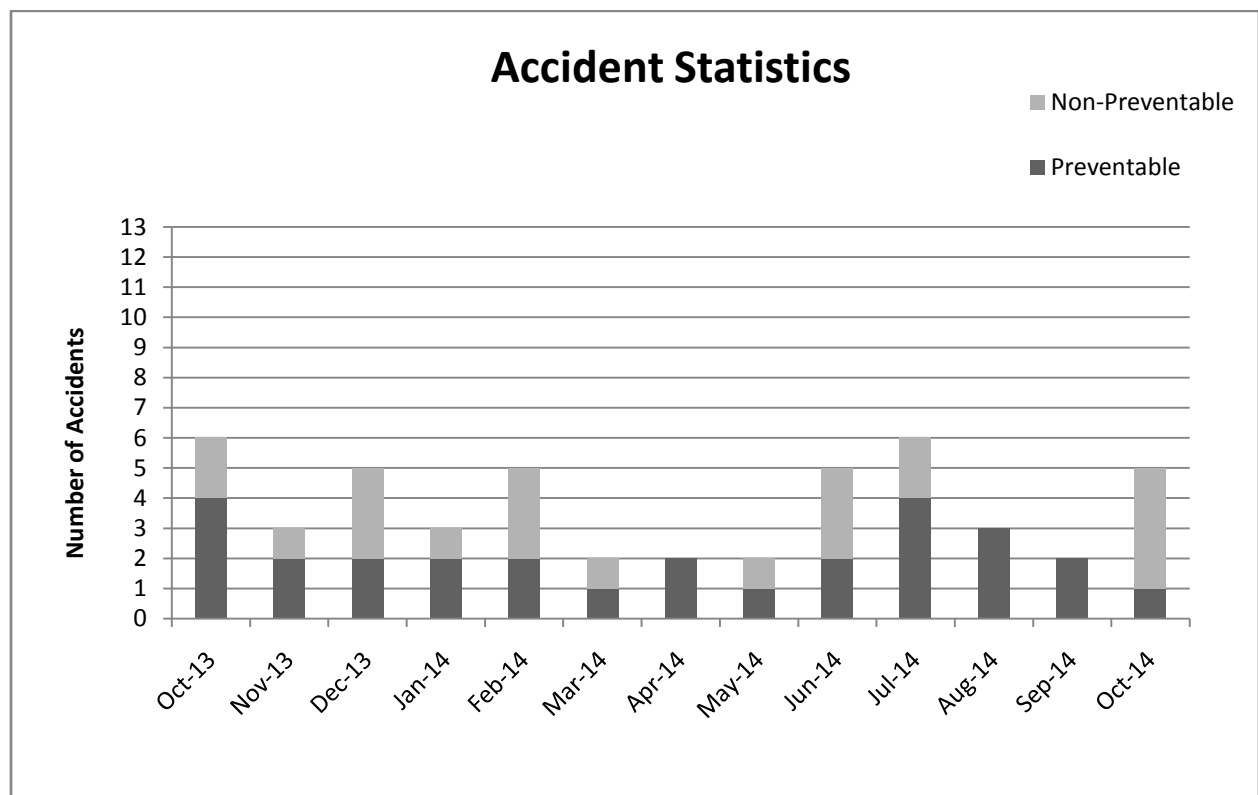
## Training

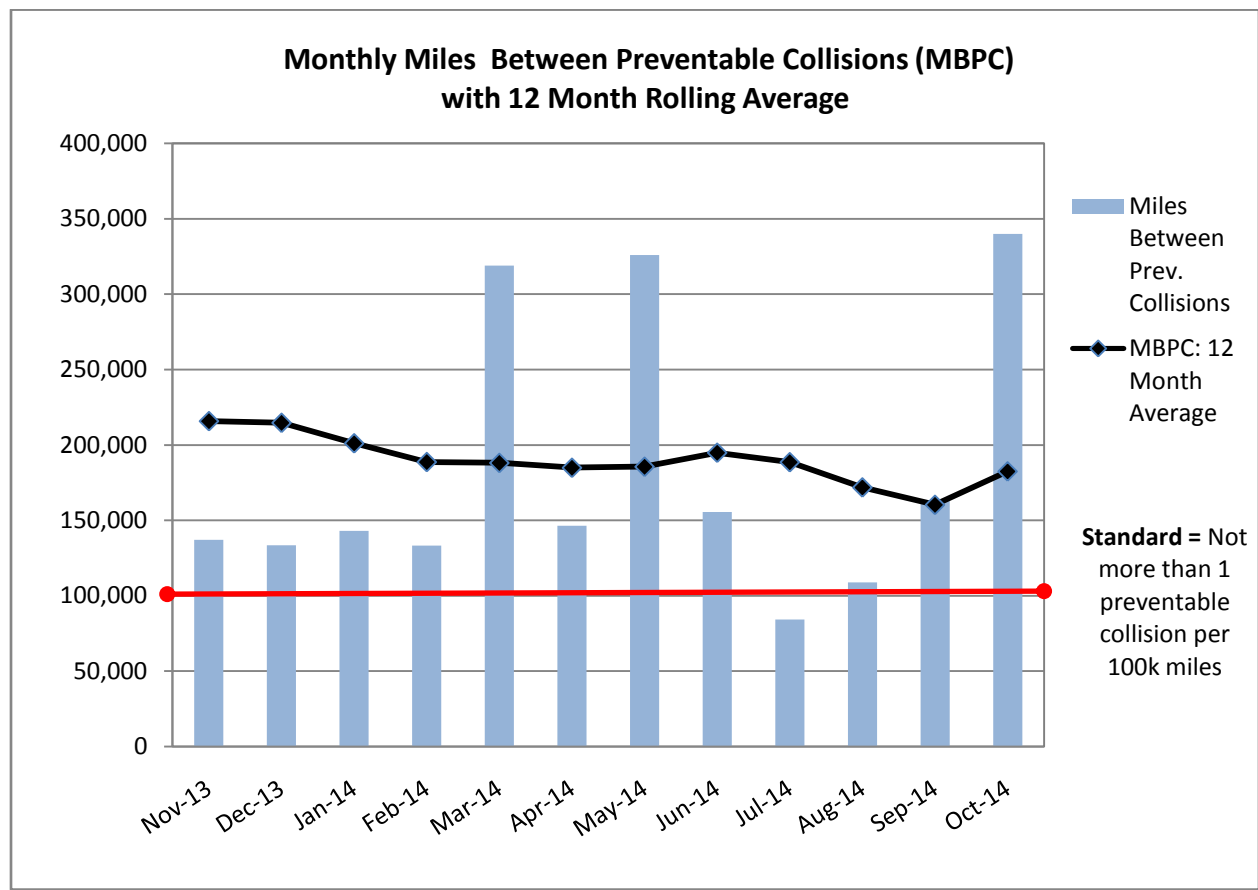
Description	Attendees
Annual VTT Training	15
Line Instructor Training	0

## Risk Management Update

Description	October 2014 Preventable		October 2013 Preventable	
	Yes	No	Yes	No
Vehicle hits bus	0	4	0	0
Bus hit stationary object	1	0	5	0
<b>TOTAL</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>0</b>

During the month of October, there was 1 preventable collision. A coach's mirror clipped a service stop pole causing minimal damage.





There were \$60,315.61 claim recoveries during this period and no claims paid.

### Customer Service Update

Service Report Type	MST	*Other Provider	# of valid reports	% of reports received	October '13	% of reports received
Improper Driving	4	3		17.1%	7	12.5%
Request To Add Service	0	0		0.0%	2	3.6%
Passed By	2	3		12.2%	6	10.7%
Improper Employee Conduct	2	0	1	4.9%	3	5.4%
Bus Stop Amenities	2	0		4.9%	2	3.6%
Late Arrival	1	5		14.6%	1	1.8%
Fare / Transfer Dispute	1	0		2.4%	4	7.1%
No Show	1	3	1	9.8%	4	7.1%
Full bus/left behind	0	0		0.0%	1	1.8%

ADA Compliance	0	0		0.0%	3	5.4%
Service Other	5	4	1	22.0%	8	14.3%
Passenger Conduct	1	0		2.4%	0	0.0%
Early Departure	0	0		0.0%	3	5.4%
Passenger Injury	0	0		0.0%	2	3.6%
Off Route	0	0		0.0%	1	1.8%
Employee Other	1	2		7.3%	4	7.1%
Request to reduce service	0	0		0.0%	1	1.8%
Service Schedule	1	0		2.4%	1	1.8%
Agency Policy	0	0		0.0%	2	3.6%
Overcrowding	0	0		0.0%	1	1.8%
<b>Total Complaints</b>	<b>21</b>	<b>20</b>		<b>100.0%</b>	<b>56</b>	<b>100.0%</b>
Employee Compliment	0	1			3	
Service Compliment	0	0			1	

## Finance Update

### **General Accounting/Accounts Payable**

During the month of October, staff processed timely and accurate payments to vendors, recorded appropriate revenues, and prepared monthly financial reporting and analysis. In addition, staff compiled and submitted the Government Compensation Report and the Transit Operators Financial Transactions Report to the State Controller's Office on time.

### **Payroll**

Third quarter tax returns completed and filed. Routine changes and adjustments to payroll records were maintained along with filing of all federal, state, and retirement reports and payments on a timely basis. Payroll continued to provide hours and earnings reports upon request to MST departments.

### **Grants**

During the month of October, staff attended the Federal Transit Administration's Transit Award and Management System (TrAMS) training in San Francisco, the Rural & Intercity Transit Conference in Monterey, and a Caltrans 5310 Grant Workshop in Modesto. Staff completed a joint application for a Caltrans Planning Grant with Santa Cruz METRO. State and Federal quarterly reports were submitted on time by the end of October.

### **Purchasing**

During the month of October, staff was busy with parts replenishment and managing inventory. Inventory value increased to \$204,528, an 11% increase as purchases for new engines and large component failures increased. Parts staff is trying to mitigate the large component failures by working with Maintenance supervisory staff to evaluate other lower cost options. The Parts department is also currently recruiting to fill a staff position that will be left open by an upcoming retirement.



## **IT Update**

Staff monitored and configured the hardware and software for the impending upgrade to the Trapeze Group TransitMaster system. Staff monitored the Trapeze Enterprise Asset Management (EAM) vehicle maintenance system and evaluated the test site for the upcoming EAM system upgrade. Staff continued to support the users of the Serenic Navision accounting/payroll system. Staff configured biweekly data for the GIRO DDAM timekeeping system. Staff monitored the functionality of the Customer Service database.

Staff liaised with the County of Monterey Information Technology department regarding the new radio hardware to be installed in Santa Cruz County to extend data/radio coverage to include San Jose, Paso Robles, and other outlying areas of service. Staff continued working on the configuration of the virtual computer system. Staff configured the Exchange email server.

Staff worked with Maintenance Department and MV Transportation installing AVL equipment into replacement contractor vehicles. Staff continued to support MST staff as needed, proactively ensuring MST staff was supported fully with their IT needs.

## **Marketing and Sales Update**

Published news stories include: "Monterey County becomes 'work ready' community" (Monterey County Herald, 10/1/14); "Between the Sheets: November elections offer new opportunities for progress" (Monterey County Herald, 10/3/14); "Agency adds taxi inspection spots" (The Californian, 10/5/14); "Letters: Q will provide critical MST funds" (Monterey County Herald, 10/7/14); "More merchants on board with Ciclovía Salinas II" (The Californian, 10/8/14); "We Could Car Less: Traveling by train is worth a try" (The Californian, 10/12/14); "Watsonville wants bigger bus depot" (Santa Cruz Sentinel, 10/24/14); "Races heading down the homestretch" (The Californian, 10/27/14); "MST announces service on Lines 29 and 56" (The Californian, 10/30/14); "CSUMB police log: Reported sexual assault in dorm" (The Californian, 10/30/14).

Press releases sent include: "Modifications to MST Lines 29 and 56" (10/30/14).

Marketing activities: Continued work on preparations for special events, including the upcoming Ciclovía Salinas and Monterey Bay Business Expo; ordered fare media; continued work on redesign of trolley theme for the upcoming wireless power transfer electric trolley project; continued collaborating with staff on the outreach and education efforts for the proposed sales tax; managed MST website content, Facebook page, and Twitter account.

## **Planning**

During the month of October, MST staff coordinated with staff from CSUMB to plan for changes to routes that serve the university. As these services are funded 100% by the university, CSUMB requested changes involving a new line and expanded hours of operations during the evening and nighttime. CSUMB also requested less frequent

service on Line 17. The changes to bus lines were scheduled for implementation in early November.

Staff continues to monitor the revenues and expenses for the military partnerships after implementation of the July 19th Presidio reductions that were required because Congress allowed the expanded federal transit benefit to be reduced by nearly 50% effective December 2013. Revenues received from the federal transit benefit have stabilized during the last three months, so that revenues match expenses.

Staff continued discussions with a representative of Greyhound Bus Lines to further define the parameters surrounding a future interline agreement that would enable passengers to transfer seamlessly between the two transportation operators. The Greyhound bus station is scheduled to move to the Salinas Intermodal Center after the City of Salinas completes renovations currently under construction.

Staff met with Santa Cruz Metro to discuss the possibility of adding a bus stop in Soquel on Line 78 to better serve that community. Staff is also pursuing a new Memorandum of Agreement with Santa Cruz Metro for reciprocal use of bus facilities in both counties for mutual benefit.

Route planning efforts concluded with the implementation of improvements to Lines 29 and 56 on October 6<sup>th</sup>. Line 29 now better serves the community of Santa Rita in north Salinas along North Main Street and Harrison Road. Line 56, which is funded by a federal Jobs Access Reverse Commute grant, was extended to the Northridge area of Salinas at the request of several military passengers.

Staff continued participation with TAMC's Marina-Salinas Multimodal Corridor planning team, the Salinas Downtown Vibrancy planning process, and the new FORA Regional Urban Design Guidelines effort as well in meetings with various local agencies, including Monterey Symphony Education Committee, Monterey County Convention & Visitors Bureau, Salinas Valley Chamber of Commerce, Transportation Agency for Monterey County, Monterey County Workforce Investment Board, Association of Monterey Bay Area Governments, and the Monterey County Hospitality Association.

MST staff met with the City of Monterey staff to further discuss the planning process for the proposed renovation and expansion of the MST facility at Ryan Ranch Road. In addition, during the month staff traveled to the APTA Conference and Expo in Houston and attended the 21<sup>st</sup> National Conference on Rural Public and Intercity Bus Transportation in Monterey.

**Monterey-Salinas Transit**  
*Washington, D.C. Office*

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November 24, 2014

TO: Carl Sedoryk

FROM: Thomas P. Walters

The following report summarizes actions taken on behalf of Monterey-Salinas Transit in November.

**FY 2015 Budget**

The Lame Duck session began on November 12, and the House and Senate Appropriations Committees have been working to put together the final version of an omnibus appropriations bill to fund the government for the remainder of FY 2015. The current Continuing Resolution provides the authority for Federal agencies and programs to operate at FY 2014 levels until December 11. While both Majority and Minority Leadership in the House and Senate continue to support the omnibus approach, President Obama's decision to use executive actions to address immigration-related issues has dramatically complicated the situation. More conservative factions in both the House and Senate are seeking ways to respond to the President's action, including utilizing the appropriations process. This could lead to a strategy of funding the Federal government through a series of short-term CRs until President Obama acquiesces, which could seriously disrupt funding streams to State and local governments for many programs. Another government shutdown is not out of the question. The Appropriations Committees are expected to release the omnibus package when Congress returns after Thanksgiving in the first week of December, and more should be known about the end-game strategy at that point.

**Transportation Funding**

Although none of the 12 appropriations bills were sent to the President for his signature, the House and Senate Appropriations Committees continued to draft their bills throughout the year. The full House passed its version of the FY 2015 THUD Appropriations Act on June 10 and the Senate Appropriations Committee approved its draft on June 5. Both bills would continue the FTA formula programs at \$8.595 billion, the same level as last year. The Senate bill would provide \$2.163 billion for FTA's Capital Investment Program, which is \$472 million more than the House. The Senate bill also includes \$550 million for TIGER infrastructure grants, compared to only \$100 million in the House bill.

### **Surface Transportation Legislation Reauthorization**

The Moving Ahead for Progress in the 21st Century (MAP-21) Act expired on September 30. However, Congress passed H.R. 5021, the *Highway and Transportation Funding Act of 2014*, to shore up the Highway Trust Fund in August, and included provisions that extended legislative authority for highway and transit programs through May 31, 2015. Senate Environment and Public Works Committee Chair Boxer continues to press for a multi-year MAP-21 reauthorization, but the post-election lame duck session of Congress is not expected to take up this issue.

### **Tax Extenders Legislation**

The tax-writing committees in Congress and impacted stakeholders are optimistic that action on “tax extenders” will occur during the Lame Duck Session. Legislation to address the mass transit tax benefit to set pre-tax benefits for rail and bus commuters at the same level as pre-tax parking benefits has been in this mix. Providing parity for transit is important for MST’s military commuter service routes.

There are three main approaches that are shaping up as possibilities:

- 1) Most business interests and other stakeholders would prefer a two-year extension of the entire package of 55 tax provisions. This would be similar to the approach that has been taken in the past. It is also in keeping with the approach initiated by the Senate Finance Committee, which passed a tax-extendors package back in April. A two-year bill is necessary, because it would cover 2014 retroactively and 2015 prospectively.
- 2) The House Republican Majority has taken a different approach on tax extenders legislation this year, opting to renew them on an individual basis and making them permanent, rather than simply extending for one or two years.
- 3) The most likely option is a hybrid approach under development that would extend most of the tax breaks, but also include permanent extension of several provisions favored by the House.

### **Lobbying Strategies & Opportunities**

Because of the fluid agenda for the Lame Duck Session, including issues that could easily spill over into early next year, we have recommended additional Washington, DC, meetings for MST staff in order to maintain your advocacy message during this time when so many transportation issues are in play. These meetings will supplement our efforts in Washington, DC, to weigh in on behalf of MST on tax, transportation and budget issues through our direct contacts with Congress and the Administration. In addition, this will allow MST to maintain the momentum of its lobbying agenda as Congress takes up Surface Transportation Reauthorization legislation and other issues next year.

TPW:dwg

To: Board of Directors  
From: C. Sedoryk, General Manager/CEO  
Subject: State Legislative Update – October 2014

Attached are the FY 2014-2015 State Budget Highlights and 2014 calendar year-end State Legislative Summary as provided by the California Transit Association.

ATTACHMENT 1: 2014-15 State Budget Highlights

ATTACHMENT 2: 2014 Year-End Legislative Summary

ATTACHMENT 3: 2015 State Legislative Program Summary

Prepared by: 

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## 2014-15 State Budget Highlights

Governor Brown signed the 2014 Budget Act, SB 852 (Leno) [Chapter 25, Statutes of 2014], and accompanying budget trailer bills on June 20, 2014. The Governor's office conveys the 2014 Budget Act as "a multiyear plan that is balanced, pays down budgetary debt from past years [and] saves for a rainy day..." The Fiscal Year (FY) 2014-15 budget package includes total state spending of \$152.3 billion with an expected \$2.1 billion in reserves.

### **Budget Impact on Transportation**

**State Transit Assistance Program Funding:** The "gas tax swap" mandated that the State Transit Assistance (STA) program is funded solely from the sales tax on diesel fuel. Specifically, the swap made the retail sale of diesel fuel subject to additional sales and use tax. Therefore, sales of diesel fuel are subject to the statewide sales tax rate of 7.50 percent and any applicable local district tax rates. This is often referred to as the "base" tax rate. The swap also added an additional sales and use tax rate to diesel fuel, referred to as the diesel tax "increment." Effective July 1, 2014, the increment sales and use tax rate is 1.75 percent. Of the base sales tax rate of 7.50 percent, 4.75 percent is used for transportation purposes. Half of the base revenues go to transit agencies through the STA program, and the other half is available for appropriation from the Public Transportation Account (the majority of which funds the state's three intercity rail corridors). Additionally, the revenue derived from the tax increment is deposited in the STA program.

At the enactment of the FY 2014-15 Budget Act, the Department of Finance estimated diesel sales tax revenue of approximately \$379.4 million flowing through the State Transit Assistance (STA) program in FY 2014-15, which was up by approximately \$6.3 million above the January budget estimate of \$373.1 million. Additionally, the Budget Act appropriates \$25 million in Cap and Trade revenues to the STA program for projects that reduce greenhouse gas (GHG) emissions (more information on the Cap and Trade items below).

**Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA):** At the end of FY 2013-14, approximately \$800 million in Proposition 1B PTMISEA funds were available for appropriation to the STA program, as well as an additional \$160 million for the state's three intercity rail corridors. The FY 2014-15 Budget Act appropriates \$793 million in PTMISEA for transit and \$160 million for intercity rail. The remaining \$7 million in STA funds will be set aside for Caltrans administration of the program in future years. Because these are bond funds, they will be available to transit and intercity rail agencies once the state has determined an appropriate time to sell bonds in order to finance the proposed projects. Bond sales traditionally occur twice a year in the spring and fall.

**Cap and Trade:** The enacted budget appropriates \$630 million from the Greenhouse Gas Reduction Fund (GGRF) to a variety of programs in the transportation universe. The budget provides a mix of formula funding competitive grants, and direct allocations to agencies to implement the goals of AB 32, as follows:

- \$25 million to the STA program for direct funding to transit agencies for operations and capital projects that reduce GHG emissions.
- \$25 million to the California State Transportation Agency (CalSTA) for a competitive grant program for transit and intercity rail capital projects that reduce GHG emissions.
- \$130 million to the Strategic Growth Council for a competitive grant program for projects that provide affordable housing near transit and that implement sustainable communities strategies consistent with SB 375.

- \$200 million to the Air Resources Board for low-carbon transportation projects, including zero- and near zero-emission bus deployment projects.
- \$250 million to the High-Speed Rail Authority for construction of the first phase of the high-speed rail project, including work on the blended system.

In addition to the FY 2014-15 enacted budget, the Governor signed SB 862 [Committee on Budget and Fiscal Review, Chapter 36, Statutes of 2014], which establishes a long-term, ongoing funding program for Cap and Trade revenues. Briefly, beginning in FY 2015-16, 60 percent of the funding from the GGRF would be distributed using a percentage-based allocation method, as follows:

- 5 percent to the STA program for direct funding to transit agencies for operations and capital projects that reduce GHG emissions.
- 10 percent to the California State Transportation Agency (CalSTA) for a competitive grant program for transit and intercity rail capital projects that reduce GHG emissions.
- 20 percent to the Strategic Growth Council for a competitive grant program for projects that provide affordable housing near transit and that implement sustainable communities strategies consistent with SB 375.
- 25 percent to the High-Speed Rail Authority for construction of the first phase of the high-speed rail project, including work on the blended system.

The remaining 40 percent would be appropriated by the Legislature and the Governor for any mix of programs deemed to provide the state with the best path forward to meet the goals of AB 32.

More detailed information on the elements of SB 862 and Cap and Trade opportunities for transit are attached to this report. Please see *Overview of 2014 Cap and Trade Legislation and Opportunities for Public Transit: Implementing 2014-15 Appropriations and a Long-Term Cap and Trade Funding Program*.

**Early Loan Repayments:** The FY 2014-15 Budget Act includes \$351 million in early loan repayments originally borrowed from the Highway Users Tax Account and scheduled for repayment in 2021. Of the amount proposed for repayment, \$100 million would go to cities and counties, \$237 million would be repaid to Caltrans for highway rehabilitation and maintenance projects, \$9 million would be used for active transportation projects, and \$5 million for environmental mitigation.

Please contact Legislative Advocate Matt Robinson at 916-446-4656 with any questions about our 2014-15 State Budget Highlights.



## **Overview of 2014 Cap and Trade Legislation and Opportunities for Public Transit: Implementing 2014-15 Appropriations and a Long-Term Cap and Trade Funding Program**

In 2011 California's Air Resources Board (ARB) adopted a Cap and Trade regulation, expected to help California achieve the goals of AB 32 (the California Global Warming Solutions Act of 2006), which include reducing the greenhouse gas emissions that contribute to climate change. The Cap and Trade program sets a limit on the total greenhouse gas (GHG) emissions that can be emitted by specific sources within the state; those emitters that anticipate exceeding their cap must purchase additional allowances through this market-based system. The ARB conducts auctions for these allowances, and the revenue generated is available for appropriation by the Legislature.

On June 15, the California Legislature approved the 2014-15 Budget Bill and related trailer bills that support the overall Budget.

In the 2014-15 Budget Bill (SB 852), the Legislature authorized \$872 million in one-time/ budget year expenditures for the Cap and Trade program for various transit, sustainable communities, and low-carbon transportation programs that reduce greenhouse gas emissions.

Additionally, the Legislature approved SB 862, the Cap and Trade trailer bill, which establishes long-term funding programs from the Cap and Trade program for transit and sustainable communities & affordable housing, as well as for high-speed rail. In total, SB 862 dedicates 60 percent of ongoing Cap and Trade auction revenues, beginning in 2015-16, to these programs. The remaining 40 percent of the available funding is not dedicated for any specific program, but left to the discretion of future Legislatures to meet certain objectives in any future fiscal year.

For example, in 2014-15, the Legislature appropriated about \$200 million for low-carbon transportation, which includes zero emission and near-zero emission bus deployment. In 2015-16, the Legislature could make a determination that it sees better greenhouse gas reduction opportunities through bus rapid transit programs and could shift funding to another program that better supports bus rapid transit development. Similarly, the Legislature could fund *any other* GHG-reducing program from this 40% pot. (And, that means we have an opportunity to continue our advocacy for an even more robust transit funding program, as these funds are not locked in place in the statute just sent to the Governor.)

Following is a detailed overview of funding programs available to transit agencies throughout the state, and the amount of revenue dedicated to each program in 2014-15 and beyond. To help facilitate a review of the budget and trailer bills, specific bill and page citations have been included. (In the coming weeks, the Administration, the Legislature, and stakeholders will work on a technical cleanup bill to address drafting errors in SB 862; we preview some of that content in our analysis, below.)

Please note that all the programs discussed below require compliance with state guidelines on the measurement and reduction of GHG emissions, pursuant to direction that the Air Resources Board, in consultation with the California Environmental Protection Agency, shall develop funding guidelines for administering agencies that receive appropriations from the greenhouse gas reduction fund to ensure the requirements of AB 32 are met. The guidelines shall include a component for how administering agencies should maximize benefits for disadvantaged communities, as first described in SB 535 and to be further defined by the California Environmental Protection Agency.

The ARB is further directed to provide an opportunity for public input prior to finalizing these guidelines; we will be working with our Legislative and Executive Committees to determine an advocacy approach to this guideline-setting process, with the goal of reducing administration burden on our agencies as they seek funds from these programs.

#### **2014-15 ONE-TIME APPROPRIATIONS**

The 2014-15 Budget Bill (SB 852) appropriates specified dollar amounts to four programs in which transit agencies are direct recipients or for which transit agencies are eligible applicants. For one of these programs, the funding eligibility and program administration details will clearly be determined in 2014-15 by the additional guidelines and program management procedures called for in the long-term trailer bill (SB 862), as further detailed below. In other words, while the long-term trailer bill sets out percentages of all Cap and Trade dollars that this program will receive, for when those funds start to flow in 2015-16, the budget year appropriation will *also* be subject to these program rules – which we believe the Administration's agencies and departments will endeavor to set up and run in 2014-15. For the other three programs, it is less clear that SB 862 program procedures will prevail; rather, it appears that existing administrative procedures and rules will govern how these funds flow in 2014-15.

One of the transit appropriations in the Budget Bill (SB 852) will clearly be subject to the programs and procedures called for in the long-term trailer bill (SB 862):

- \$25 million is allocated according to the State Transit Assistance program statutes, but funds must be spent on transit services that meet the GHG-reduction goals of AB 32 and be further subject to the procedures and guidelines set up in SB 862's **Low Carbon Transit Operations Program**; see below for details (SB 852, Pages 116-117).

While these two appropriations in the Budget Bill (SB 852) *seem* to be subject only to existing programs and procedures, we also believe the Administration *intends* on making the 2014-15 funds subject to the new program details to be developed in the long-term Trailer Bill (SB 862):

- \$24.791 million is available for **transit and intercity rail capital programs** for allocation by the California Transportation Commission until June 30, 2016, and available for encumbrance and liquidation until June 30, 2020 (SB 852, Page 132).
- \$129.201 million is available for transfer to the Department of Transportation, the Department of Housing and Community Development, the Department of Conservation, and the Natural Resources Agency for **support costs and local assistance associated with administering the affordable housing and sustainable communities program** (SB 852, Pages 40-41).

And, this appropriation will clearly be subject to existing ARB rules and regulations (there is no counterpart in SB 862 for this program):

- \$197.266 million is available to the ARB for its low carbon transportation programs, which includes rebates to consumers for electric vehicle purchases, but also includes **zero emission and near-zero emission transit bus deployment programs** (SB 852, Page 275).

## LONG-TERM PERCENTAGE ALLOCATIONS

This section of our analysis describes in further detail the three programs for which transit agencies are direct recipients and/ or for which transit agencies are eligible applicants. All references in the remainder of this analysis are to the long-term trailer bill (SB 862).

## TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

### Overview

The Trailer Bill (SB 862) continuously appropriates 10 percent of all Cap and Trade revenues throughout the life of the Cap and Trade program, beginning in 2015-16, to the Transit and Intercity Rail Capital Program (Page 17, Lines 30-34). As written, the program will fund capital improvements and operational investments that will reduce greenhouse gas emissions and modernize intercity, commuter, and urban rail systems (Page 37, Line 14 through Page 29, Line 18).

We have already worked with legislative leadership staff and the Governor's Administration to obtain agreement on a technical clean-up bill that would add bus transit to these provisions, as was the stated intent of legislative leaders when they passed this bill.

The policy objectives of the Program are to (Page 37, Lines 19-23):

- Reduce greenhouse gas emissions;
- Expand and improve rail service to increase ridership;
- Integrate the rail service of the state's various rail operators; and,
- Improve rail safety.

The technical clean-up bill will add references to bus transit in these policy objectives.

### Program Management

The California State Transportation Agency (CalSTA) will develop and adopt Program guidelines, evaluate applications based on the established guidelines, and prepare a list of projects recommended for funding. The California Transportation Commission shall award grants to applicants using the list prepared by CalSTA (Page 37, Lines 24-30).

In evaluating applications, CalSTA will consider:

- The cobenefits of projects that support implementation of sustainable communities strategies through one or more of the following:
  - (A) Reducing auto vehicle miles traveled through growth in rail ridership.
  - (B) Promoting housing development in the vicinity of rail stations.
  - (C) Expanding existing rail and public transit systems.
  - (D) Implementing clean vehicle technology.
  - (E) Promoting active transportation.
  - (F) Improving public health.
- The project priorities developed through the collaboration of two or more rail operators and any memoranda of understanding between state agencies and local or regional rail operators (Page 38, Lines 13-31).

### Eligible Projects

In order to be eligible for funding under the Program, a project must demonstrate that it will reduce greenhouse gas emissions (Page 38, Lines 6-8). The Program has a disadvantaged community investment goal of 25 percent (Page 38, Lines 9-12). Projects eligible for funding under the program currently include (Page 37, Lines 31-38 and Page 38, Lines 1-5):

- Rail capital projects, including acquisition of rail cars and locomotives, that expand, enhance, and improve existing rail systems and connectivity to existing and future rail systems, including the high-speed rail system;
- Intercity and commuter rail projects that increase service levels, improve reliability, and decrease travel times;
- Rail integration implementation, including integrated ticketing and scheduling systems, shared-use corridors, related planning efforts, and other service integration initiatives; and,
- Bus rapid transit and other bus transit investments to increase ridership and reduce greenhouse gas emissions.

We are attempting to ensure the technical clean-up bill will add additional references to bus transit in these descriptions of eligible projects (e.g., bus systems may want to apply for integrations funds, as well).

Eligible applicants under the program shall be public agencies, including joint powers agencies, that operate existing or planned regularly scheduled intercity or commuter passenger rail service or urban rail transit service (Page 38, Line 32).

We have already worked with legislative leadership staff and the Governor's Administration to obtain agreement on a technical clean-up bill that would add bus transit agencies to this list of eligible applicants.

### Public Participation

The bill directs the California State Transportation Agency to conduct at least two public workshops on draft program guidelines containing selection criteria prior to adoption and directs the Agency to post the draft guidelines on its Internet Web site at least 30 days prior to the first public workshop (Page 39, Lines 8-14).

This gives us another opportunity to influence the implementation details, reduce administrative burden on our agencies, etc. We will be working with our Legislative and Executive Committees to determine the details of our advocacy efforts in this regard.

## **LOW CARBON TRANSIT OPERATIONS PROGRAM**

### Overview

The Trailer Bill (SB 862) continuously appropriates 5 percent of all Cap and Trade revenues throughout the life of the Cap and Trade program, beginning in 2015-16, to the Low Carbon Transit Operations Program (Page 17, Lines 35-40 and Page 18, Lines 1-2). The Program will provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility (Page 39, Lines 22-25). Funding would flow according to the State Transit Assistance program formula (Page 39, Lines 26-29, which reference Page 17, Lines 39-40 and Page 18, Lines 1-2 – a cross-reference to the existing STA program statutes).

### Program Management

Caltrans, in coordination with the Air Resources Board (ARB), shall develop guidelines that describe the methodologies transit agencies shall use to demonstrate that proposed expenditures will meet specified criteria (see Eligible Projects, below), and establish the reporting requirements for documenting ongoing compliance (Page 40, Lines 18-23).

A transit agency shall submit the following information to Caltrans before seeking funds (Page 40, Lines 28-35):

- A list of proposed expenses based on anticipated funding levels; and,
- Documentation showing that Program criteria have been met.

Before funding is released by the Controller, Caltrans and ARB shall determine the eligibility, in whole or in part, of the proposed list of expenditures (Page 40, Lines 36-39 and Page 41, Lines 1-2). Once a determination has been made, Caltrans notifies the Controller of approved expenditures for each transit agency, and the amount of the allocation for each transit agency determined to be available at the time of approval (Page 41, Lines 3-6). The recipient transit agency shall provide annual reports to Caltrans (Page 41, Lines 7-11).

### Eligible Projects

Funding in the Program must be expended to provide transit operating or capital assistance that meets all of the following criteria (Page 39, Lines 37-39):

- Supports new or expanded bus or rail services, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities (Page 40, Lines 1-4); and,
- A transit operator must demonstrate that each expenditure directly enhances or expands transit service to increase mode share and that each expenditure reduces greenhouse gas emissions (Page 40, Lines 5-9).

For transit agencies whose service areas include disadvantaged communities at least 50 percent of the total funding must be used for projects or services that meet the above requirements and benefit the disadvantaged communities (Page 40, Lines 10-17).

### Public Participation

The bill does not direct Caltrans or the California State Transportation Agency to conduct any sort of public participation process on the development of the guidelines overseeing this program.

We will be requesting clear statutory direction that such a public process must be undertaken.

## **AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM**

### Overview

The Trailer Bill (SB 862) continuously appropriates 20 percent of all Cap and Trade revenues throughout the life of the Cap and Trade program, beginning in 2015-16, to the Affordable Housing and Sustainable Communities Program (Page 18, Lines 3-10). The Program will reduce greenhouse gas emissions through projects that implement land use, housing, transportation & agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives, including the following (Page 34, Lines 16-36):

- Reduce air pollution;
- Improve conditions in disadvantaged communities;
- Support or improve public health and other cobenefits;
- Improve connectivity and accessibility to jobs, housing, and services;
- Increase options for mobility, including the implementation of the Active Transportation Program;
- Increase transit ridership;
- Preserve and developing affordable housing for lower income households; and,
- Protect agricultural lands to support infill development.

### Program Management

The Strategic Growth Council (Council) is responsible for the development and administration of the Program (Page 34, Lines 16-22). Prior to awarding funds, in coordination with ARB, the Council must develop guidelines and selection criteria for the Program (Page 36, Lines 11-15). The Council shall incorporate comments from local governments and regional agencies (Page 36, Lines 24-28). The Council is required to coordinate with the metropolitan planning organizations and other regional agencies to identify and recommend projects for funding (Page 37, Lines 4-7).

### Eligible Projects

In order to receive funding from the Program, a project must demonstrate that it will achieve a reduction in greenhouse gas emissions, support implementation of an adopted or draft sustainable communities strategy or a regional plan that includes policies & programs to reduce greenhouse gas emissions, and is consistent with the state planning priorities. Projects eligible for funding pursuant to the program include (Page 34, Lines 37-40 and Page 35, Lines 1-37):

- Intermodal, affordable housing projects that support infill and compact development;
- Transit capital projects and programs supporting transit ridership;
- Active transportation capital projects that qualify under the Active Transportation Program, including pedestrian and bicycle facilities and supportive infrastructure, including connectivity to transit stations;
- Noninfrastructure-related active transportation projects that qualify under the Active Transportation Program, including activities that encourage active transportation goals;
- Transit-oriented development projects, including affordable housing and infrastructure at or near transit stations or connecting those developments to transit stations;
- Capital projects that implement local complete streets programs;
- Other projects or programs designed to reduce greenhouse gas emissions and other criteria air pollutants by reducing automobile trips and vehicle miles traveled within a community;
- Acquisition of easements or other approaches or tools that protect agricultural lands that are under pressure of being converted to nonagricultural uses;
- Planning to support implementation of a sustainable communities strategy.

The bill sets a goal for the Program of spending 50 percent of available revenues in disadvantaged communities (Page 36, Lines 4-10). Also, no less than half of the funding available must be spent on affordable housing projects (Page 18, Lines 7-10).

#### Public Participation

The bill directs the Council, prior to adoption of the guidelines and the selection criteria, to conduct at least two public workshops to receive and consider public comments. One workshop shall be held at a location in northern California and one workshop shall be held at a location in southern California (Page 36, Lines 16-20).

This gives us another opportunity to influence the implementation details, reduce administrative burden on our agencies, etc. We will be working with our Legislative and Executive Committees to determine the details of our advocacy efforts in this regard.

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This analysis was prepared by the California Transit Association, on June 17, 2014.

Please contact Executive Director Joshua W. Shaw ([josh@caltransit.org](mailto:josh@caltransit.org)) or Legislative Advocate Matt Robinson ([matt@caltransit.org](mailto:matt@caltransit.org)) if you have any questions, or call 916-446-4656.

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November 11, 2014

To: All Members of the California Transit Association  
Fm: Joshua W. Shaw, Executive Director  
Matt Robinson, Legislative Advocate  
Sabrina Means, Legislative and Regulatory Advocate

**RE: 2014 YEAR-END LEGISLATIVE SUMMARY**

The second half of the 2013-2014 Legislative Session was a successful year for the Association, as all four of the Association's sponsored bills were signed by the Governor. Perhaps our most significant accomplishment of 2014 was the tremendous effort to secure a permanent new source of funding for public transit through Cap and Trade, which will enable transit to play an important role in helping California achieve its long term goal to reduce greenhouse gas emissions statewide. Furthermore, our advocacy efforts this year resulted in the appropriation of the remaining Prop 1B Public Transit Modernization, Improvement, Service Enhancement Account (PTMISEA) funds for both transit (\$793 million) and intercity rail (\$160 million), and an appropriation of \$100 million in transit safety funds through the Transit System Safety, Security & Disaster Response Account (TSSSDRA).

In addition to securing new revenues, our ongoing advocacy mission is to protect existing transit funds, in particular essential State Transit Assistance (STA) funds. As a result of the "gas tax swap", the STA is reliant solely on diesel sales tax revenues (and as a result is subject to market fluctuations year over year). In Fiscal Year (FY) 2013-14, the STA was funded at \$408 million. In FY 2014-15, the STA program is estimated be approximately \$379 million.

In addition to our work in acquiring funds for transit agencies from California's Cap and Trade program and engaging with responsible state agencies in the program's development, the Association pursued several other priorities this past year. A key focus of the Association's efforts included our work with stakeholders at the state and federal level to continue our pursuit of a long-term solution to state and federal axle-weight limits for transit buses. In 2014, we actively participated in the oversight of a national study on bus weight limitations, being conducted through the Transit Cooperative Research Program under the Transportation Research Board of the National Academy of Sciences. It is our vision that this study, expected to be published at the end of 2014, will greatly aid us on our path to finding a solution to the conflict between axle-weight limits, cross-cutting state and federal regulations affecting the weight of transit buses, and the impact all of this has on the state's infrastructure. While the national bus weight study is being completed this year, our Association was successful in passing legislation, AB 1720 (Bloom) [Chapter 263, Statutes of 2014], which provides an additional year allowing transit systems to procure buses under the temporary provisions provided by our previously sponsored legislation.

Similarly, the Association was successful in passing legislation to extend, for an additional year, the temporary exemption for transit employees from the Public Employees' Pension Reform Act of 2013 (PEPRA). Last year we worked with representatives of both our state and federal governments to find a solution to the PEPRA/13(c) issue, which had blocked federal transit grants from flowing to California transit agencies. The Association sponsored legislation in 2013, signed by the Governor, to provide a one-year exemption from PEPRA, while litigation is proceeding at the federal level to determine whether PEPRA is in compliance with Section 13(c) of the Federal Transit Act. Our sponsored legislation this year, AB 1783 (Jones-Sawyer) [Chapter 724, Statutes of 2014], extends that exemption, recognizing that the litigation is still unresolved.

ATTACHMENT 1

The Association also took action on several other important pieces of legislation impacting transit this year. Our 2014 Legislative Summary reviews the significant transit-related legislation the Association tracked and/or lobbied during the latter half of the 2013-2014 Legislative Session. Additionally, we include a budget summary and the latest STA estimates from the California State Controller. Our 2014 Legislative Summary is categorized as follows:

- Enacted Legislation – Identifies and describes our Association's highest-priority legislation signed into law by the Governor in 2014.
- 2014-15 State Budget – Describes the Budget's impact on public transportation and the State Transit Assistance (STA) Program, and Proposition 1B allocations.
- Key Legislation by Issue Area – Identifies the most significant transit-related legislation considered by the Association's Legislative Committee during the 2014 Legislative Session, whether enacted or not, organized by issue area.

A complete matrix of all other bills we identified as having some impact on transportation in general can be found on our website [www.caltransit.org](http://www.caltransit.org). Please contact Legislative Advocate Sabrina Means or Legislative Advocate Matt Robinson at (916) 446-4656 if you have any questions regarding any portion of this Legislative Summary.

# **California Transit Association**

## **Summary of 2014 Enacted High-Priority Legislation**

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### **AB 1720 (Bloom) Transit Bus Weight Limits**

Extends for one year, until January 1, 2016, existing provisions in law that allow public transit systems to procure buses of the same (or lesser) weight than those they are replacing, and/or buses that fulfill a need based on findings approved by the governing board.

### **AB 1783 (Jones-Sawyer) PEPRA Exemption for Transit Employees**

Extends the provisions in AB 1222 (Bloom and Dickinson) [Chapter 527, Statutes of 2013] temporarily exempting employees covered by 13(c) of the Federal Transit Act from the state's Public Employees' Pension Reform Act (PEPRA).

### **AB 2445 (Chau) Transportation Fee Authorization for Community College Districts and Campuses**

Clarifies current law and practice, specifying that a community college district is authorized to enter into a contract for the provision of public transportation services if a majority of the students and employees of that district, or campus of that district, as appropriate, approve the payment of the fee.

### **AB 2707 (Chau) Three Position Bike Racks on Transit Buses**

Authorizes 40-foot transit buses to be equipped with a front-mounted bicycle rack that extends up to 40 inches from the front body of the bus when fully deployed, and limits the handlebars of a bicycle that is being transported on such a rack from extending more than 46 inches from the front of the bus.

### **SB 628 (Beall) Enhanced Infrastructure Financing Districts**

Authorizes the creation of "enhanced" Infrastructure Financing Districts (eIFD) by a local agency to fund the construction of infrastructure projects, including: highways, interchanges, ramps & bridges, arterial streets, parking facilities, and transit facilities; transit priority projects; and projects that implement a sustainable communities strategy.

**SB 785 (Wolk) and SB 1433 (Hill) Design-Build**

SB 785 extends the design-build procurement method for transit agencies, cities & counties, and certain special districts until 2025 and combines each local agencies' authority into one set of statutes for easier interpretation of the law. SB 1433 extends the ability for transit operators to utilize the design-build procurement method for the delivery of public works projects until January 1, 2017.

**SB 962 (Leno) Advanced Mobile Communications Devices**

Requires that smart phones sold in California on or after January 1, 2015 include a feature that can render the device inoperable when it is not in the possession of the rightful owner.

**SB 1077 (DeSaulnier) Road User Charge Task Force**

Establishes the Road Usage Charge (RUC) Technical Advisory Committee within the California Transportation Commission to study RUC alternatives to the gas tax and to make recommendations to Caltrans, CalSTA, and the CTC on the design of a pilot program. The bill would require the Transportation Agency, based on the recommendations of the task force, to develop and implement a pilot program by January 1, 2017.

**SB 1204 (Lara) California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program**

Creates the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, and requires the program to fund zero and near-zero emission truck, bus and off-road vehicle equipment and technology development, demonstration, pre-commercial and early deployment programs from money appropriated from AB 32 Cap and Trade auction revenues.

**SB 1236 (Monning) Enforcement for Public Transit Safety**

Authorizes transit agencies statewide to designate employees, or contracted security officers, to enforce specific prohibited acts, as defined in state law, when these violations occur on transit properties.

**SB 1368 (Wolk) Local Agency Ownership of Park and Ride Lots**

Allows the CTC to relinquish a park and ride lot to a joint powers authority (JPA) or transit district.

## 2015 STATE LEGISLATIVE PROGRAM – SUMMARY OF NEW / ACTION ITEMS

The following summarizes the highest priority policy goals the California Transit Association will pursue in 2015, including sponsored legislation we will seek.

- **Vehicle Weight Limits:** Sponsor legislation to address weight limits for buses over 20,500 lbs./axle starting January 1, 2016, when current statute, as provided by AB 1720 [Chapter 263, Statutes of 2014], is repealed.
- **Transportation Development Act (TDA) Reform:** Pursue legislation to reform or make changes to TDA, specifically regarding funding eligibility, including extending or making permanent the STA efficiency criteria exemption, and, exempting lease payments for construction projects funded through Certificates of Participation (COP) from operating costs included in farebox recovery ratio calculations. The legislation may address broader aspects of TDA reform, as well, such as streamlining administrative procedures.
- **Transit Funding from Cap and Trade:** Pursue, in coordination with legislative leadership staff and the Governor's Administration, a technical clean-up bill that would add bus transit to the eligibility provisions of the Transit and Intercity Rail Capital Program created in SB 862 [Chapter 36, Statutes of 2014]. Protect existing long-term Cap and Trade revenue allocated to transit through the Low-Carbon Transit Operations Program, the Transit and Intercity Rail Capital Program, and the Affordable Housing and Sustainable Communities Program; and, Seek additional ongoing, dedicated revenue for transit from the 40 percent of Cap and Trade funds not continuously appropriated pursuant to existing statute.
- **Decriminalization of Youth Fare Evasion:** Sponsor legislation authorizing transit systems statewide to incorporate administrative adjudication for fare evasion by minors.
- **Enforcement of Priority Seating for People with Disabilities:** Sponsor legislation enabling transit systems to post signage warning riders that they may incur a fine if they don't yield their specially designated seats to people with disabilities, and grant statewide authority for local agencies and/or law enforcement to levy these fines.
- **Bond Funding: Proposition 1A Rail Transit and Proposition 1B Public Transit Modernization, Improvement, Service Enhancement Account (PTMISEA) and Transit System Safety, Security, Disaster Response Account (TSSSDRA) Funding:** Monitor and/or actively pursue if necessary the remaining allocation of the \$950 million in regional rail connectivity funds provided by the Proposition 1A High-Speed Rail bond to all program recipients. Monitor the allocation of the remaining amount of appropriated PTMISEA funds, and seek continued significant annual appropriations and allocations from the TSSSDRA program to keep up with transit capital needs.
- **Transportation / Transit Funding:** Advocate for a comprehensive state transportation funding solution, providing funding to all modes, including highways, roads, and transit capital & operations. Support efforts to lower the constitutionally-mandated vote threshold for local revenue measures funding transportation.
- **Pension Reform and Health Care Reform:** Monitor and respond as appropriate to state efforts regarding pension reform and health care, including the implementation of AB 1783 (Jones-Sawyer) [Chapter 724, Statutes of 2014] relative to PEPR/13(c).
- **Zero Emission Bus Procurements:** Ensure a positive outcome for transit in the California Air Resources Board (ARB) Advanced Clean Transit Initiative.
- **MAP-21 Implementation:** Support legislation and administrative strategies to implement MAP-21, or the next authorization bill, in a way that ensures the best possible outcome for transit.

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November 20, 2014

To: Carl Sedoryk

From: Hunter Harvath, AICP – Assistant General Manager – Finance & Administration

**Subject: TRIP REPORT – October 2014**

From October 11<sup>th</sup> to 14<sup>th</sup>, I traveled to Houston to participate in the 2014 American Public Transportation Association Annual Conference and EXPO. Every three years, APTA hosts an “EXPO” trade show where hundreds of vendors have displays of their products, vehicles and services. While at the Annual Conference and EXPO, I also attended the APTA Legislative Committee and Small Operators Committee meetings and a session entitled “Linking Transit & Land Use: Building & Sustaining Transit-Oriented Communities.” In addition, I participated as a speaker on a panel discussion arranged by *BUSRide Magazine* regarding Bus Rapid Transit to describe MST’s experiences with its recently completed JAZZ BRT project.

Hunter Harvath

November 4, 2014

To: C. Sedoryk, General Manager/CEO

From: K. Halcon, Director of Human Resources/Risk Management

**Subject: TRIP REPORT – October 2014**

I attended the **APTA/EXPO** in Houston, Texas from October 13-14, 2013 along with other transit employees representing transit agencies throughout United States.

I was sent specifically to attend the EXPO portion of the conference. The APTA EXPO Conference only occurs once every three years and all the transit vendors come to set up shop with all their transit products. You tasked me with exploring the option of a bus simulator to use in our Coach Operator Training Program.

I was able to track down three different vendors they produced bus driving simulators and to view two of the three I found. One in particular, FAAC, had a great product that could be programmed with different scenarios. Our Board Member, Patricia Stephens, was able to test drive the product. The simulator records the simulation and the individual as they are running the program. Board Member Stephens was able to review her driving results in a real time environment. The product itself has great potential and can be used outside of the new hire training program such as re-training for those drivers who are had a preventable accident. While MST was able to obtain some prices quotes of products, it would be nice to see these products in use at other transit facilities and know exactly how they are used.

In the last five months MST has been looking into upgrading the bus system cameras. The systems we are currently using have been in place since 2004. While in Houston, I was able to drop by the booths two camera system vendors we have been trying to decide between. I had the vendors give a demonstration of their products to Board member Stephens and explained MST was in the process of looking into upgrading our systems and why. Both vendors have a great product.

At the end of Tuesday, I caught a flight back home. It would have been nice to have one additional day since; I did not have the chance to view what was upstairs. There were so many great products on the floor just not enough time to view everything.

I also attended the **21<sup>st</sup> National Conference on Rural Public and Intercity Bus Transportation** on October 26-29, 2014 in Monterey. MST served as the host agency for the conference. I was tasked as a Room Monitor for three sessions at the conference and a speaker at another session. The three sessions I was a Room Monitor for were:

- Hiring and Training for a Great Staff
- Bus Safety and Emergency Management in Rural Transit Systems



- Providing Access to Health Care in Rural Transit

I presented at the How Technology Enhances Rural and Intercity Bus Customer Service, Safety and Security session. It was a great opportunity to highlight all the technological device MST uses on a daily basis for safety and security purposes. In talking with other transit providers after my presentation, I found that we are ahead of our times using multiple resources for our safety and security program. Although we may find times that we become frustrated with the technology that we have in place, we are still light years ahead of some of our peers who may only be using one mode of technology to protect all of their safety and security needs.

Kelly Halcon

November 19, 2014

To: C. Sedoryk, General Manager/CEO

From: L. Rheinheimer, Director of Planning and Development

**Subject: TRIP REPORT – October 2014**

I attended the **APTA/EXPO** in Houston, Texas from October 13-14, 2014 along with other MST transit employees as well as those representing transit agencies throughout United States.

I was sent specifically to attend the EXPO portion of the conference. The APTA EXPO Conference only occurs once every three years and all the transit private sector vendors display their transit products.

I was able to visit many of the vendors with products including bus stop shelters, fareboxes, vehicles, and training simulators. I also attended a mini workshop about public engagement from a representative of TriMet in Portland, Oregon.

Lisa Rheinheimer

November 10, 2014

To: Carl Sedoryk

From: Michelle Muller Overmeyer, Grants and Compliance Analyst

**Subject: TRIP REPORT – October 2014**

As a recipient of federal funds, MST is required to maintain an account through the Federal Transit Administration (FTA) online grant database. FTA is undergoing a major update to the outdated system and is introducing the new system, TrAMS, in a series of classroom trainings held across the country. From October 8-9, 2014, I attended the local FTA TrAMS course held in San Francisco. The course covered information necessary for preparing and managing federal grant applications in the new system. The course provided an educational opportunity to increase my understanding of FTA regulations and requirements relevant to my job duties (i.e., grants management).

Michelle Overmeyer

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55-B Plaza Circle, Salinas, CA 93901-2902 • Tel: (831) 775-0903 • Website: [www.tamcmonterey.org](http://www.tamcmonterey.org)

November 12, 2014

Carl Sedoryk  
General Manager, CEO  
Monterey-Salinas Transit  
One Ryan Ranch Road  
Monterey, CA 93940

**RE: Monterey-Salinas Transit Designation as the Consolidated Transportation Services Agency for Monterey County**

Dear Mr. Sedoryk:

Please accept this letter as confirmation that Monterey-Salinas Transit has been designated as the Consolidated Transportation Services Agency (CTSA) for Monterey County. The Transportation Agency made this designation on July 26, 2006 by Resolution 2006-15 of the Transportation Agency Board of Directors, which is enclosed for documentation purposes.

If you have any questions please do not hesitate to contact Virginia Murillo of my staff at 831-775-4415.

Sincerely,

Debra L. Hale  
Executive Director

Enclosure

**RESOLUTION NO. 2006-15**

**DESIGNATING MONTEREY-SALINAS TRANSIT AS THE CONSOLIDATED  
TRANSPORTATION SERVICE AGENCY (CTSA) FOR MONTEREY COUNTY,  
SUBJECT TO APPROVAL OF THE MONTEREY-SALINAS TRANSIT BOARD OF  
DIRECTORS**

**WHEREAS**, the Transportation Agency, pursuant to the Social Services Transportation Improvement Act (AB120, 1979, as amended by SB826, 1988), required all Regional Transportation Planning Agency's (RTPA's)/County Transportation Commissions in California to develop an inventory of providers of public and private non-profit social service transportation services, and to develop an action plan for the coordination and improvement of these services; and,

**WHEREAS**, the law further required that each transportation commission designate a Consolidated Transportation Services Agency (CTSA) to implement the action plan; and,

**WHEREAS**, the Monterey County Transportation Commission designated itself as the CTSA for Monterey County; and,

**WHEREAS**, the Transportation Agency has consulted with the Social Services Transportation Advisory Council (SSTAC) regarding the need for an agency to coordinate and consolidate transportation services in Monterey County and the cities therein; and,

**WHEREAS**, on June 8, 2006, the Social Services Transportation Advisory Council, approved a motion recommending that the Board of Directors designate Monterey-Salinas Transit as the CTSA.

**THEREFORE BE IT RESOLVED**, the Transportation Agency for Monterey County designates Monterey-Salinas Transit agency as the Consolidated Transportation Service Agency, subject to approval by the Monterey-Salinas Transit Board of Directors.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 26<sup>th</sup> day of July 2006, by the following vote:

**AYES:** A. Chavez, L. Calcagno, B. Lindley, D. Jones, D. Potter, M. Cunningham,  
J. Edelen, J. Gumke, S. Kleber, G. Wilmot, J. Lutes, K. Morgan, R. Rubio  
G. Gerbrandt

**NOES:** None

**ABSENT:** J. Huerta, C. Della Sala, R. Schenk

  
\_\_\_\_\_  
**W.B. "BUTCH" LINDLEY, CHAIR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**

  
\_\_\_\_\_  
**DEBRA L. HALE, EXECUTIVE DIRECTOR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

# PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

MONDAY, NOVEMBER 10, 2014 | VOLUME 72, NO. 22

## Sun Metro Launches Brio Rapid Transit Service

**S**un Metro in El Paso, TX, is already reporting daily ridership of between 1,800 and 2,000 since the introduction of service on Brio, its new rapid transit system, which the agency kicked off at the end of October with a launch party. State, local, and national representatives attended the ceremonies.

The Mesa Street corridor, the first of four Brio routes, features 22 stations located about a mile apart. Construction on the line also included landscaping at each of the stops, along with ongoing work to improve the pedestrian experience along the corridor.

"We have dedicated nearly six years to analyzing, designing, and building what we believe will revolutionize

public transportation in our community," said Sun Metro Director Jay Banasiak. "Mesa Brio is just the beginning of what's to come for El Paso. Our ongoing objective is

provide a first-class transportation system that moves our family, friends, and neighbors to get to work, to school, to visit each other and back. It is also a system that supports our economic development, reduces our traffic congestion, and helps improve our community's air quality."

In a statement, FTA Acting Administrator Therese McMillan said, "We are proud to be a partner in bringing this bus rapid transit line to El Paso to connect residents with employment, education, and economic opportunities in the Mesa Street corridor, and improve transportation options for the region. This is the kind of project we'd like to see more of."

Brio operates with 10 low floor, 60-foot articulated vehicles from New Flyer, powered by compressed natural gas. Amenities include three doors

**SUN METRO** CONTINUED ON PAGE 5



Passengers fill the platform on opening day for Mesa Brio service.

## Public Transit Measures Win

**V**oters across the U.S. approved 15 of the 25 public transit-related measures that appeared on the

Nov. 4 ballot. Factoring in these wins with other votes earlier this year, public transportation prevailed at the ballot box by more than 71 percent in 2014, or 41 out of 58 measures, as tracked by the Center for Transportation Excellence.

These measures will represent more than \$6 billion in state and

local public transit investments.

"While American voters have become more discerning on what issues to support with their tax dollars, citizens continued to vote to overwhelmingly support public transportation ballot initiatives because it helps to grow their communities," said APTA President & CEO Michael Melaniphy. "These votes serve as affirmation of the strong bipartisan support



Photo by Mitchell Wood

### BALLOT MEASURES

CONTINUED ON PAGE 7

## Congressional Balance Shifts to GOP

**AS THE VOTES** in the midterm elections were tallied, Republicans won control of the U.S. Senate and strengthened their majority in the House of Representatives. Here is a rundown of a few key individual races by select congressional committees engaged in public transportation legislation:

### House

#### Transportation & Infrastructure

Incumbent Rep. Nick Rahall (D-WV), ranking member of the committee, lost his bid

for re-election to Republican challenger Evan Jenkins. Rep. Tim Bishop (D-NY) lost to GOP challenger and state Sen. Lee Zeldin and Rep. Steve Southerland (R-FL) lost to Democratic challenger Gwen Graham.

Two T&I committee members previously announced their retirements. The seat vacated by Rep. Tom Petri (R-WI) went to Republican state Sen. Glenn Grothman and the seat held by Rep. Gary Miller (R-CA) was won by Pete Aguilar, Democratic mayor of Redlands.

### Appropriations

Three committee members previously announced their retirements.

The seat vacated by Rep. Frank Wolf (R-VA) was won by Republican state Del. Barbara Comstock; Rep. Tom Latham (R-IA) will be succeeded by Republican David Young, former chief of staff for Sen. Chuck Grassley (R-IA); and the seat previously held by Ed Pastor (D-AZ) will go to former state Rep. Ruben Gallego, a Democrat.

**CONGRESS** CONTINUED ON PAGE 3

## A Panoramic View of Fall Foliage

Amtrak returned its historic "Great Dome" car to its Adirondack service for six weeks this fall, providing passengers vivid views of the foliage in Upstate New York. In partnership with New York State DOT and the National Park Service Trails and



Monterey County Board of Supervisors

# Resolution

**Resolution No.: 14-219**

Resolution proclaiming August 28, 2014 "**Senior Day** )  
**Resource Fair**" at the Monterey County Fair.....)

**WHEREAS**, Monterey County Seniors are a vital part of our community; and

**WHEREAS**, access to beneficial services is essential to Monterey County seniors' health and wellbeing; and

**WHEREAS**, The **Senior Day Resource Fair** provides Monterey County seniors with important information on the wealth of community resources from many non-profit and governmental organizations such as Legal Services for Seniors, Meals-on-Wheels, Loaves, Fishes & Computers, Alliance on Aging, Alzheimer's Association, Carmel Foundation, VNA, the Lion's Club, California Highway Patrol's "Age Well, Drive Smart" Program, CSUMB's Osher Lifelong Learning, Monterey County Office of Military Veterans, The County of Monterey Area Agency on Aging, Monterey County's Multipurpose Senior Services program (MSSP), Monterey-Salinas Transit and more; and

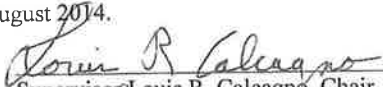
**WHEREAS**, many for profit businesses give their expertise to benefit our seniors, including Central Coast Senior Services, Valley Hearing Center, Ordway Drug, Big Heart In-Home Chef, PG Travel, The Walgreen Company and Lifeline Medical Alert; and


**WHEREAS**, the Monterey County Fair celebrates all of the generations that make Monterey County such a special place to live.

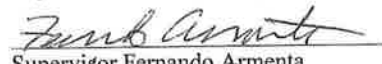
**NOW, THEREFORE, BE IT RESOLVED**, that the Monterey County Board of Supervisors, on behalf of the County and all citizens thereof, hereby declares its recognition of the vital role seniors play in our community and its support of "**Senior Day Resource Fair at the Monterey County Fair**," August 28, 2014.


**PASSED AND ADOPTED** on this 26<sup>th</sup> day of August 2014.

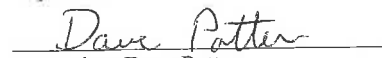


  
Supervisor Louis R. Calcagno, Chair

  
Supervisor Simon Salinas, Vice Chair

  
Supervisor Fernando Armenta

  
Supervisor Jane B. Parker

  
Supervisor Dave Potter



that public transit initiatives enjoy throughout the country. Voters place great value in public transit and are willing to vote to tax themselves to invest in their communities."

Below are results from Election Day.

In both Maryland and Wisconsin, voters statewide approved constitutional amendments protecting transportation funds from non-transportation uses.

Two measures passed in San Francisco. A charter amendment that would use \$23 million from the general fund for transportation measures—three-quarters of which would support the San Francisco Municipal Railway—passed with 61 percent of the vote. Proposition A, authorizing \$500 million in general obligation bonds for transportation purposes, received 71 percent of the vote.

"Through the passage of Prop. A, voters have affirmed the importance in improving transportation in our city," said Ed Reiskin, director of transportation, San Francisco Municipal Transportation Agency. "This is a great first step in securing much-needed investment to create safer, more attractive transportation options for San Franciscans today and for the future of our city."

Two other California counties approved sales tax measures for public transportation by the required two-thirds vote. Monterey County passed a one-eighth cent sales tax with 72 percent in favor, while Alameda County voters, by a 70 percent to 30 percent margin, doubled the size of its tax from one-half cent to 1 cent.

"The success of this measure means that Monterey-Salinas Transit (MST) will achieve fiscal sustainability during these uncertain times and receive over \$6.5 million annually for 15 years to

continue a host of popular and well-utilized services for veterans, seniors, and persons with disabilities," said MST General Manager/Chief Executive Officer Carl Sedoryk. "For the first time, our county has come together to overwhelmingly pass a transportation measure that required a two-thirds supermajority to win. It is both gratifying and humbling to know that such a large percentage of the residents of Monterey County are so supportive of meeting the mobility needs of some of the most vulnerable members of our community."

In San Bruno, 67 percent of voters approved modifying an ordinance to raise height restrictions from 50 feet to 90 feet for buildings around the city's Caltrain commuter rail station.

Almost three-quarters of voters in suburban Clayton County, GA—74 percent—voted for a 1-cent sales tax to fund its participation in the Metropolitan Atlanta Rapid Transit Authority (MARTA).

"Officially welcoming Clayton County to our transit system is an incredible anniversary present for MARTA as we celebrate 35 years of combined bus and rail service in metro Atlanta," said MARTA General Manager/Chief Executive Officer Keith T. Parker. "Starting as soon as March 2015, we look forward to bringing affordable, reliable, and customer-focused transit service to the citizens of Clayton County."

Seattle voters approved Proposition 1, which will support improved King County Metro Transit bus service with a \$60 car fee and a 0.1 percent sales tax increase.

"It's good news that we can improve Seattle service, where 43 percent of people

heading to work already take transit," said King County Metro Transit General Manager Kevin Desmond. "This favorable vote should be seen as a building block to achieve a real regional approach to transit funding that can ensure we are able to meeting the growing demands of all people of King County."

Sixty percent of voters statewide in Rhode Island approved \$35 million in Mass Transit Hub Infrastructure Bonds, which will fund public transportation infrastructure.

Four Michigan municipalities—Bay City, home of the Bay Metropolitan Transportation Authority, as well as Wexford County, Genesee County, and Spring Lake Township—all approved property tax measures to support public transportation.

Sales tax measures in three Florida counties—Alachua, Pinellas, and Polk—all fell to defeat, along with similar ballot issues in New Mexico's Dona Ana and Sierra counties, Wichita, KS, and two measures in Kansas City, MO. Other losses included a Massachusetts vote to repeal a provision in a 2013 law that would have increased the gas tax annually to match the growth in the consumer price index; a property tax measure in Addison Township, MI; a bond for urban rail in Austin, TX; and a statewide measure in Louisiana that would have established a state infrastructure bank.

CFTE will review lessons learned from public transit's electoral campaigns in 2014 at a webinar Nov. 10 at 3 p.m. To register, visit [www.cfte.org](http://www.cfte.org).

## Grassroots Digital Campaign Honored

APTA's "Voices for Public Transit" digital grassroots outreach campaign recently received national recognition at the PR News Digital Awards. The campaign, part of the association's "Where Public Transportation Goes, Community Grows" national advocacy initiative, received honorable mentions in four categories: digital marketing campaign, online community, cause marketing, and public affairs campaign. APTA leaders pose in front of the special "selfie" photo backdrop

on display during the Annual Meeting & EXPO. Accepting the awards are, from left, Rose Sheridan, vice president-marketing and communications, APTA; Jennifer Kalczuk, external relations manager, The Rapid, Grand Rapids, MI, and chair of the APTA Marketing and Communications Committee; Morgan Lyons, assistant vice president of communications and community engagement, Dallas Area Rapid Transit, and vice chair, APTA Marketing and Communications Committee; and Mantill Williams, director, advocacy communications, APTA.



Photo by Mitchell Wood



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**TRANSIT DISTRICT MEMBERS:**

*City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Gonzales • City of Greenfield  
City of King • City of Marina • City of Monterey • City of Pacific Grove • City of Salinas  
City of San Jose • City of Seaside • City of Soledad • County of Monterey*

**Monterey-Salinas Transit Corporation  
Regular Meeting  
December 8, 2014**

Monterey Bay Unified Air Pollution Control District  
Board Room, 3<sup>rd</sup> Floor  
24580 Silver Cloud Ct., Monterey

**Immediately Following Regular Meeting of MST Board of Directors**

**1. CALL TO ORDER**

1-1. Roll call.

**2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA**

*Members of the public may address the Board on any matter related to the jurisdiction of MST but not on the agenda. There is a time limit of not more than three minutes for each speaker. The Board will not take action or respond immediately to any public comments presented, but may choose to follow-up at a later time, either individually, through staff, or on a subsequent agenda.*

**3. REPORTS AND INFORMATION ITEMS**

3-1. General Manager's Report. (No enclosure) (Carl Sedoryk)

**4. ADJOURN**

*Materials related to an item on this agenda submitted to the Board after distribution of the agenda packet are available for public inspection at the Monterey-Salinas Transit Administration office at 1 Ryan Ranch Road, Monterey, CA during normal business hours.*

*Upon request, MST will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service at least three working days prior to the meeting. Requests should be sent to Deanna Smith, MST, One Ryan Ranch Road, Monterey, CA 93940 or dsmith@mst.org.*