MONTEREY-SALINAS TRANSIT BOARD ADMINISTRATIVE PERFORMANCE COMMITTEE
MEETING NOTICE AND AGENDA

November 15, 2021

9:00 AM Pacific Time (US and Canada)

REMOTE CONFERENCE ONLY
Join from PC, Mac, Linux, iOS or Android:
https://us06web.zoom.us/j/84500836234?pwd=aFQ0YUdjd3Y0eW94WmtRZ1Myc0Vldz09

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Passcode: 652252
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MST Board and Committee Agendas

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Public comments may be submitted for any item on the agenda by contacting MST:

Mail: MST, Attn: Clerk to the Board, 19 Upper Ragsdale Dr., Suite 200, Monterey, CA 93940

Website: https://mst.org/contact-us/ ● Email: clerk@mst.org ● Phone: (888) 678-2871

TTY/TDD: 831-393-8111 ● 711 Relay 888-678-2871 / Free language assistance / Asistencia de Lenguaje Gratuito / Libreng tulong para sa wika / Hỗ trợ ngôn ngữ miễn phí / 무료 언어 지원
MST AGENDA & MEETING NOTICE

Group: Board Administrative Performance Committee (BAPC)

Directors:  John Gaglioti  City of Del Rey Oaks
Yanely Martinez  City of Greenfield
Mike LeBarre (Chair)  City of King
David Burnett  City of Marina
Dave Pacheco (Vice Chair)  City of Seaside
Luis Alejo  County of Monterey

Staff:  Carl Sedoryk  General Manager/CEO
Lisa Rheinheimer  Assistant General Manager
Norman Tuitavuki  Chief Operating Officer
Kelly Halcon  Director of HR and Risk Management
Michael Kohlman  Chief Information Officer
Michelle Overmeyer  Director of Planning and Innovation

Date:  November 15, 2021
Time:  9:00 am (Pacific)

The BAPC Committee provides policy direction to the Board and monitor performance in areas of Finance and Budget, Procurement, Legislative, Intergovernmental Relations, Business Development, Planning, Marketing, and Customer Service, Regulatory Compliance, Risk Management, Employee Compensation/Benefit Programs, and Information Technology.

1. CALL TO ORDER

2. PUBLIC COMMENT ON MATTERS NOT ON THE AGENDA

Members of the public may address the Committee 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 Committee 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. CONSENT AGENDA

3-1. Approve Minutes of the Board Administrative Performance Committee of September 13, 2021. (Jeanette Alegar-Rocha) (Page 5)
4. **ACTION ITEMS**

4-1. Review of Administrative Performance. (Carl Sedoryk) (Refer to MST Board Agenda Item 7-1)

4-2. Receive Draft 2022 State Legislative Program and Recommend Approval to the Board of Directors. (Michelle Overmeyer) (Page 9)

4-3. Receive Draft 2022 Federal Legislative Program and Recommend Approval to the Board of Directors. (Carl Sedoryk/Don Gilchrest) (Page 17)

4-4. Receive Preliminary Results of Contracted Transportation Services Request for Proposals (RFP) and Provide Direction. (Norman Tuitavuki/Marzette Henderson) (Page 23)

5. **CLOSED SESSION**

As permitted by Government Code §54957 et seq. of the State of California, the Board of Directors may adjourn to Closed Session to consider specific matters dealing with personnel and/or pending possible litigation and/or conferring with the Board’s Meyers-Millas-Brown Act representative.

6. **ADJOURN**

<table>
<thead>
<tr>
<th>NEXT SCHEDULED MEETING DATE: TBD</th>
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<tbody>
<tr>
<td>9:00 a.m.</td>
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*Dates, times and meeting information are subject to change.

Please contact MST for accurate meeting date, times and meeting information or check online at [http://mst.org/about-mst/board-of-directors/board-meetings/](http://mst.org/about-mst/board-of-directors/board-meetings/)
Board Administrative Performance Committee (BAPC)
ZOOM Teleconference Meeting

Minutes
September 13, 2021
9:00 a.m.

Present:  Mike LeBarre (Chair)  City of King
          Yanely Martinez  City of Greenfield
          David Burnett  City of Marina
          Luis Alejo  County of Monterey

Absent:  John Gaglioti  City of Del Rey Oaks
          Dave Pacheco (Vice Chair)  City of Seaside

Staff:  Carl Sedoryk  General Manager/CEO
        Lisa Rheinheimer  Assistant General Manager
        Norman Tutavuki  Chief Operating Officer
        Kelly Halcon  Director of HR & Risk Management
        Mark Eccles  Director of Information Technology
        Michelle Overmeyer  Director of Planning & Innovation
        Jeanette Alegar-Rocha  Clerk to the Board
        Andrea Williams  General Accounting & Budget Manager
        Ikuyo Yoneda-Lopez  Marketing & Customer Service Manager
        Scott Taylor  IT Manager
        Lisa Cox  Risk and Safety Manager
        Alvin Johnson  Transportation Manager
        Dave Bielsker  Transit Scheduler
        Daniel Bruno  Scheduling Assistant
        Sloan Campi  Planning Manager
        Emma Patel  Associate Planner
        Matthew Deal  Grants Analyst

Counsel:  David Laredo  General Counsel, De Lay & Laredo
          Michael D. Laredo  Assistant Counsel, De Lay & Laredo

Public:  Don Gilchrest  Thomas Walters & Associates
          Douglas Thomsen  MV Transportation
1. CALL TO ORDER

Chair LeBarre called the meeting to order at 9:00 a.m. with roll call taken as the meeting was held via ZOOM teleconference. Directors Alejo, Burnett, LeBarre, and Martinez were present and Directors Gaglioti and Pacheco were absent. A quorum was established.

2. PUBLIC COMMENTS NOT ON THE AGENDA

There were no public comments.

3. CONSENT AGENDA

3-1. Approve Minutes of the Board Administrative Performance Committee of July 12, 2021.

There were no public comments.

Director Alejo made the motion to approve item 3-1 on the consent agenda, which was seconded by Director LeBarre. A roll call vote was taken with 4 votes in favor: Directors Alejo, Burnett, LeBarre and Martinez and two absent: Gaglioti and Pacheco. The motion passed.

4. ACTION ITEMS

4-1. Review of Administrative Performance.

The Committee received a report from Carl Sedoryk on Board agenda item 7-1 MST Administrative Performance.

There were no public comments.

4-2. Receive State Legislative Advocacy Update.

The Committee received an update from Michelle Overmeyer on Board agenda item 7-3 State Legislative Advocacy Update.

There were no public comments.

4-3. Receive Federal Legislative Update. (Carl Sedoryk/Don Gilchrest)

The Committee received an update from Don Gilchrest of Thomas Walters and Associates on Board agenda item 7-2 Federal Legislative Report.

There were no public comments.
5. CLOSED SESSION AND REPORT

5-1. Discuss Incentive Pool for MSTEA and Confidential Unit and Provide Direction.

There were no public comments.

General Counsel, Dave Laredo reported the action by unanimous vote of the Committee members present: Directors Alejo, Burnett, LeBarre, and Martinez, and two were absent: Directors Gaglioti and Pacheco to recommend the Incentive Pool for MSTEA and Confidential Unit to the full Board.

6. ADJOURN

There being no further business, Chair LeBarre adjourned the meeting at 9:46 a.m.

PREPARED BY: Jeanette Alegar-Rochia

REVIEWED BY: Carl G. Sedoryk
To: Board Administrative Performance Committee

From: Michelle Overmeyer, Director of Planning and Innovation

Subject: Receive Draft 2022 State Legislative Program and Recommend Approval to the Board of Directors

Calendar year 2021 legislative advocacy focused on the following themes: COVID relief, monitoring and preparing for the Air Resources Board’s Innovative Clean Transit (ICT) Regulation, and expedited environmental clearance for certain transportation projects. Through participation on the California Transit Association’s (CTA) COVID-19 Transit Crisis Relief Task Force and the State Legislative Committee, staff was able to continue supporting and advocating for legislation that will benefit MST through the pandemic and into recovery.

A summary of action taken on key legislation is provided in the table below.

<table>
<thead>
<tr>
<th>Legislation</th>
<th>Discussion</th>
<th>Disposition</th>
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<tbody>
<tr>
<td>AB 361 (Robert Rivas)</td>
<td>This bill provides continued flexibility to legislative bodies of local agencies to meet remotely via video teleconference during a proclaimed emergency that makes meeting in person unsafe.</td>
<td>Signed by Governor 9/16/21</td>
</tr>
<tr>
<td>AB 476 (Mullin)</td>
<td>A CTA co-sponsored bill supporting “bus-on-shoulder” operations on state highways. The language has been changed to “part-time transit lanes.”</td>
<td>Extended to a 2-year bill and may be acted on in 2022.</td>
</tr>
<tr>
<td>AB 917 (Bloom)</td>
<td>Expands current state law, until January 2027, to authorize transit agencies to use readily available camera technology to discourage illegal parking in transit-only lanes and transit stops by authorizing transit agencies to issue a parking violation under certain conditions.</td>
<td>Signed by Governor 10/8/21</td>
</tr>
<tr>
<td>AB 1260 (Chen)</td>
<td>Proposed expansion of SB 288 (Wiener) for CEQA exemption to include fueling infrastructure for zero emission locomotives.</td>
<td>This bill was held in Senate Appropriations Committee. It may be acted upon in 2022.</td>
</tr>
</tbody>
</table>
SB 44 (Allen)  Streamlines judicial review of transit projects subject to CEQA-based litigation (was proposed for statewide application, but was amended late in the legislative process when the Judiciary Committee made a change limiting it to Los Angeles County only).  Signed by Governor 10/7/21

SB 339 (Wiener)  This is a Road Usage Charge Pilot Program where user fees are tied to VMT and road usage as opposed to gas tax. This bill extends existing law to January 2027 for the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation.  Signed by Governor 9/24/21

SB 674 (Durazo)  A California Jobs Plan to incentivize awarding of contracts to businesses in the state. It went through several iterations and resulted in exclusions of a number of industries so that all that was left was transit and public school transportation contracts. It aims to support the creation and retention of quality, permanent and full-time jobs through transportation-related public contracts.  It is now a 2-year bill and the author will convene a working group with impacted stakeholders.

Looking ahead to the next legislative session, staff continues to work with CTA’s State Legislative Committee. The CTA will adopt its official 2022 legislative program in mid-November, and staff will rely on much of that effort in MST’s State Legislative Program. Additionally, staff participated in the annual Monterey County Interagency Coordination Meeting, a staff-level review of each agency’s proposed programs. This annual meeting ensures peer agencies within Monterey County have consistent plans for advocating for transportation and identifies areas where all partners can join forces to strengthen advocacy efforts.

A new piece of proposed legislation that is currently being vetted through CTA’s committees as a potential CTA-sponsored effort includes permanently extending the sales tax exemption for zero-emission buses purchased by transit operators. This sales tax exemption was first established by AB 784 (Mullin). Transit operators save $30,000-$50,000 per vehicle with AB 784. The current sunset of AB 784 is January 2024. When AB 784 was first presented to the legislature, it was posed as a temporary tax exemption. Making it permanent will likely result in opposition from Department of Finance, and the Legislative Analyst’s Office will need to review the proposed bill. As MST is required to transition to a fully zero-emission fleet to meet the ICT Regulation, this permanent tax exemption could be very helpful in making zero-emission vehicles more affordable, especially since the state voucher amounts have decreased.
On the financial side, staff will be advocating for discretionary state funding for the SURF! Busway and Bus Rapid Transit Project from two major competitive grant programs: 1) Transit and Intercity Rail Capital Program and 2) Active Transportation Program. In addition to the required grant applications, staff has opted to participate in the optional formal meetings with program officials to advocate for state funding on this project to Monterey County.

Staff recommends that your Committee review and provide feedback on MST’s draft 2022 State Legislative Program. The Committee’s input will be incorporated into the final 2022 State Legislative Program that will go to the full Board in December.

ATTACHMENT(S): Draft 2022 State Legislative Program

PREPARED BY: Michelle Overmeyer
REVIEWED BY: Carl G. Sedoryk
MST 20242022 State Legislative Program

1S. Engage in cooperative support among partner organizations.
   a. Support the 20242022 Legislative Programs of the California Transit Association (CTA) and California Association of Coordinated Transportation (CaACT).
   b. Support CTA’s efforts to support legislation and administrative strategies to implement a new federal transportation authorization legislation in a way that ensures the best possible outcome for transit operators in California.
   c. Support the 20242022 State Legislative Programs for the Transportation Agency for Monterey County (TAMC) and MST member-jurisdictions.
   d. Support other partner agency legislative efforts where common interests exist.
   e. Ensure that state legislative efforts are consistent with and coordinated with the MST federal legislative program.

2S. Support transit-related legislation.
   a. Support legislation and polices that enable transit-supportive development.
   b. Support legislation augmenting programs to fund public transit buses and support vehicles with electric, hydrogen, bio-fuel and other alternative-powered engines and energy storage.
   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.
   d. Monitor and support efforts to advance racial justice and transportation equity through state transportation policy.

3S. Encourage the state to restore, preserve and augment transportation and transit funding.
   a. Oppose any transfer or expenditure of Transportation Development Act (TDA), 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. Continue to educate the public on the value of SB-1, which comprehensively enhances funding for transportation throughout the state, including public transit. Pursue 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; electric charging zero-emission bus (ZEB) infrastructure and energy storage; transit stations; security improvements to property and buses; bus shelters; ticket-vending machines; innovative fare payment systems; Intelligent Transportation Systems (ITS); Bus Rapid Transit (BRT); and mixed-use transit oriented developments (TODs).

c. As Caltrans is the designated recipient for some of MST’s federal funds, support legislation and administrative strategies to implement the transit programs in FAST Act and the new transportation bill in a way that ensures prompt distribution of funds to small urban and rural operators to yield the best possible outcome for transit.

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. Participate in the development of California Air Resources Board (CARB) Zero Emission Vehicle Investment Plan criteria and apply for funding as appropriate.

f. Support discussions with the Administration and California State Transportation Agency on implementation of the Governor’s executive orders to address climate change through transportation investments to protect transit agencies from any negative impacts, and work to ensure state and federal funds are made available to achieve the goals outlined in the orders.

g. Advocate for additional state funding to address the adverse funding impact of the COVID-19 pandemic on transit agencies.

h. Support MST member-jurisdictions’ efforts to combat homelessness and advocate for transit funding the help get homeless individuals to jobs, medical appointments, and other essential services.

i. Support efforts to bridge the digital divide by funding capital and operating expenses for broadband and wifi-enabled transit buses.

j. Support legislation to require Medi-Cal managed care plans (MCP) to reimburse public transit agencies for Medi-Cal eligible trips with or without prior MCP approval for the trip.

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. Continue to participate on the California Transit Association’s (CTA’s) Transportation Development Act (TDA) Reform Task Force to review existing
metrics for the qualification and distribution of TDA revenues, with the possibility for legislation in 20242022 to update TDA law.

c. Oppose efforts to mandate benefits or other specific working conditions that would increase MST’s costs and that would be more appropriately addressed through the local collective bargaining process.

d. Monitor ongoing rule-making discussions at the California Air Resources Board (CARB) including AB 32, SB 375 and the state’s “Cap and Trade” program, and oppose additional regulatory requirements that do not have a new, dedicated funding source provided for their implementation.

e. Monitor the California Air Resources Board’s (ARB) CARB’s Innovative Clean Transit (ICT) regulation and support the provision of new sources of funding to incentivize the adoption of ZEB technology and energy storage.

f. 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.

g. Monitor state implementation of pension reform laws.

h. Support efforts to pursue extensions and expansions of statutory and categorical exemptions under the California Environmental Quality Act (CEQA) for transit projects and transit-oriented developments, include certain types of transit projects in CEQA reform measures as they are periodically proposed.

h+i. Monitor and support continued efforts to expand governing boards’ authority to meet virtually during declared emergencies.

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

a. Continue to bring legislators, key Governor Newsom staff and others to MST for a facilities tour and presentation.

b. Develop and maintain positive working relationships with elected state representatives including Governor Newsom, Assemblymembers Rivas and Stone, and Senators Caballero and Laird. Reach out to elected legislative officials during the 20242022 session, including those that may be assigned committees with oversight over transportation-related matters.

c. Continue having MST Board and staff participate in transit-related meetings with elected representatives, key transportation and budget committee members and other officials.

Administrative Performance Committee DRAFT – December-November 15 1443, 20202021
To: Board Administrative Performance Committee

From: Carl Sedoryk, General Manager / CEO
     Don Gilchrest, Thomas Walters & Associates

Subject: Receive Draft 2022 Federal Legislative Program and Recommend Approval to the Board of Directors

MST staff works together with our national, state, and local partners to identify legislative issues important to our region. To inform our federal legislative program, we receive input from our advocacy partners including, but limited to, the American Public Transportation Association, Community Transit Association of America, California Transit Association, California Association for Coordinated Transportation, Transportation Agency for Monterey County, County of Monterey, and The Bus Coalition. Summary of key action items we expect to be included in the proposed Program follows:

- **COVID-19 Relief**: Continue to monitor the disbursement of COVID-19 relief funds and engage Congress and the Administration, as necessary, to address any barriers related to access and use of these funds.

- **Surface Transportation Reauthorization**: If necessary to address inaction in 2021, staff will continue to engage Congress, the Administration, and our state and national partners, among others, to ensure that the next federal surface transportation authorization bill grows California’s transit funding and supports the maintenance and development of a fast and efficient transit network in California.

- **Transportation Appropriations**: Staff will continue to support a minimum appropriation level for federal surface transportation programs equal to, at least, authorized spending levels, and advocate for the highest possible levels of funding for individual highway, rail, project finance, innovation, safety and transit programs.

- **Public Employees’ Pension Reform Act of 2013**: Staff will continue to monitor litigation related to the implementation of the Public Employees’ Pension Reform Act of 2013 by California’s transit agencies; and may support transferring the transit grant certification process under 49 U.S.C. Section 5333(b) [commonly referred to as “Section 13(c)"] of the federal Urban Mass Transportation Act of 1964 from the United States Department of Labor to the United States Department of Transportation, if necessary.
• **Transit Pass Tax Benefits:** Staff will continue to urge Congress to maintain the transit pass tax benefit and will advocate for retaining permanent equal federal income tax treatment for employer-provided transit passes, vanpool and carpool, benefits and parking spaces.

• **Alternative Fuels Tax Credit:** If necessary to address inaction in 2021, staff will continue to support the permanent reinstatement of the Alternative Fuel Tax Credit and will continue to support extending the credit to include electricity and hydrogen, used in transit vehicles as an eligible alternative transportation fuel.

• **Buy America Requirements:** Staff will continue to request that Congress and the United States Department of Transportation create a unified system for complying and requesting waivers for projects receiving several types of USDOT funding.

• **New Mobility:** Staff will continue to engage state and federal decisionmakers to ensure the priorities of our transit agency and original equipment manufacturer members are included in federal policies related to mobility on demand, automated and connected vehicles and infrastructure.

Staff recommends that your Committee review and provide feedback on MST’s draft 2022 Federal Legislative Program. The Committee’s input will be incorporated into the final 2022 Federal Legislative Program that will go to the full Board in December.

**ATTACHMENT(S):** Draft 2022 Federal Legislative Program

**SUBMITTED BY:** [Signature]

Carl G. Sedoryk
MST DRAFT 2022 Federal Legislative Program

1F. Engage in cooperative support among partner organizations.

   a. Support the 2022 American Public Transportation Association (APTA), and Community Transit Association of America (CTAA) Legislative Programs.

   b. Support APTA’s recommendations on any federal Infrastructure initiatives that are proposed or considered by Congress and the President. 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.

   c. Support the 2022 Federal Legislative Programs of the Transportation Agency for Monterey County (TAMC) and MST member-jurisdictions.

   d. Support other partner agency legislative efforts where common interests exist.

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

   a. Ensure a steady stream of needed vehicle and infrastructure funding on an annual basis, seek additional funding for the Federal Transit Administration Section 5339(a) and 5339(b) Bus and Bus Facilities formula and competitive capital grant programs.

   b. Seek federal funding for critical transit projects, including but not limited to new buses, bus equipment/facilities, Bus Rapid Transit (BRT), and zero emission equipment and infrastructure.

   c. Seek maximum annual appropriations for transit programs authorized under surface transportation program legislation.

   d. Protect Mass Transit Account funded programs in surface transportation program authorization legislation 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 but not limited to Section 5310/New Freedoms (NF), Small Transit Intensive Cities (STIC), the federal mass transit benefit, homeland security, FTA Section 5309 (including continuation of the Small Starts program), FTA Section 5339(a) and (b), FTA Section 3006(b) (innovative mobility for seniors and disabled), 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.

   e. Support strategies to 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. Support the APTA recommendations on federal public transportation authorizing law.
f. Support California receiving its fair share of its contribution to federal transportation funding.

g. Oppose efforts to reduce or limit federal formula or discretionary transit funds or to eliminate the federal role of funding public transit operations and capital by deleting the program from the Highway Trust Fund.

h. Seek additional funding for elderly and disabled transportation, including the FTA Section 5310 elderly and disabled transit capital funding program, which under FAST Act incorporates funding for projects formerly eligible under the Section 5317 New Freedoms Program.

i. Oppose any efforts to shift current, expanded, or new transit funds or fuel taxes/fees to non-transportation programs or projects.

j. Support initiatives to develop the workforce necessary to successfully deliver transit services, including continued and expanded funding of regional training consortium programs, which provide advanced transit specific training through local community colleges and similar educational institutions.

k. Support federal legislative efforts to provide incentives for zero-emission buses and charging/storage infrastructure equivalent or comparable to the alternative fuels tax credit currently available for compressed and liquefied natural gas.

l. Support increased public transportation funding to reduce vehicles miles travelled and associated greenhouse gas emissions. Ensure that trust fund and general fund transit programs are protected if carbon fees are implemented at the federal level. Support green energy funding and incentives for zero-emission buses and associated charging/storage infrastructure.

m. Increase the Small Transit Intensive Cities (STIC) set-aside to levels that ensure effectiveness of the program.

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

a. Encourage legislative and regulatory efficiency.

b. Require the Department of Transportation (DOT) to consistently apply the requirement that federal loans be considered local match across all DOT programs.

c. 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.

d. 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, Buy America, and unreasonable spare ratio requirements.

e. Monitor Asset Management, Safety, and Performance requirements on transit agencies being implemented by the Federal Transit Administration and continue
to advocate for exemptions and/or reduced reporting requirements for small operators.

f. Reduce regulatory burden, advocate that any new federal safety regulations should accept the safety programs of public transit agencies that have developed their safety plans/activities as members of large risk pools (e.g., CalTIP).

4F. **Raise MST’s profile and role in federal legislative issues.**

   a. Continue to bring legislators, key staff, and other federal stakeholders to MST for a facilities tour and presentation.

   b. Offer opportunities to educate Congressman Jimmy Panetta and his local and DC staff members about MST and the importance of public transit in the Monterey Bay region, the State of California, and around the entire country.

   c. 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 Administrative Performance Committee

From: Marzette Henderson, Contract Services Manager  
Sandra Amorim, Procurement and Contracts Manager

Subject: Contract Transportation Request for Proposals Procurement

RECOMMENDATION:

Receive update on Monterey-Salinas Transit District’s (MST) Request for Proposal (RFP) # 22-01 MST RIDES ADA & Special Transportation (ST) paratransit services and other dial-a-ride and fixed-route services.

FISCAL IMPACT:

The base contract value (5 years) for purchased transportation at current rates with 3% annual increases is projected to be $43,596,886.

The total contract value with option years (9 years total) at current rates with 3% annual increases is projected to be $82,529,901.

POLICY IMPLICATIONS:

Your Board approves all purchases that exceed $100,000.

DISCUSSION:

The contract with MV Transportation for RIDES ADA & Special Transportation (ST) paratransit services and other dial-a-ride and fixed-route services will expire in July 2022. Anticipating the end of the current contract, staff solicited proposals from qualified service providers to operate and maintain these MST services.

In total, the services detailed in the Request for Proposal (RFP) represent approximately 30-40% of all services offered by MST and require approximately 109,600 annual vehicle revenue hours to operate during Fiscal Year 2021.

The successful service provider(s) will be awarded an exclusive five-year contract(s) to provide the services for the period beginning July 1, 2022, through June 30, 2027, with an option to extend by mutual agreement for up to two (2) two-year periods.
Proposals were due November 2, 2021 and five were received from the following transportation service providers:

1) First Group
2) Keolis
3) MV Transportation, Inc.
4) National Express, LLC.
5) Transdev North America, Inc.

A team of staff and a member of the MST Mobility Advisory Committee (MAC) will rate each proposal on criteria including technical proposal, staff qualifications & experience, financial qualifications, and business references. After the ratings are completed, staff will review the pricing of the highest rated responses and begin negotiations with the bidder that provides the best value and service to MST.

Staff plans to bring a recommendation before the full Board at the December meeting. If the team has not completed the negotiation process before the agenda deadline, staff will provide an update.

ATTACHMENT(S):

None

Prepared by: ___________________________ Reviewed by: ___________________________

Marzette Henderson Carl G. Sedoryk