



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

Date: October 9, 2023
Time: 9:00 AM Pacific Time (US and Canada)
Location: In-Person and Zoom Conference

MST Administrative Performance Committee Participation:

The Board Administrative Performance Committee in-person meeting will be held on October 9, 2023 at 9:00 AM at 19 Upper Ragsdale Drive, Suite 100.

Public Participation:

Public participation for the Regular Board Meeting is available in-person at 19 Upper Ragsdale Drive, Suite 100, as well as virtually via Zoom, telephone, and email. To participate virtually, click

<https://us06web.zoom.us/j/84500836234?pwd=aFQ0YUdj3Y0eW94WmtRZ1Myc0Vldz09> and enter the following:

Meeting ID: 845 0083 6234 and Passcode: 652252.

To attend by telephone, dial (669) 900-6833 same Meeting ID: 845 0083 6234 and Passcode: 652252.

Public comments may be made either in person, via Zoom, or via email. Members of the public may attend the Committee Meeting in person and request to speak to the Committee when the Chair calls for public comment. Persons who wish to make public comment on an agenda item are encouraged to submit comments in writing by email to MST at clerk@mst.org by 3:00 pm on Friday, October 6, 2023; those comments will be distributed to the MST Board of Directors before the meeting. Written comments may be emailed to clerk@mst.com, and should include the subject line: "Public Comment Item # (insert the agenda item number relevant to your comment)."

Accessibility, Language Assistance, Public Comments – MST Board & Committee Agendas, Public Hearings, Pre-bids, Other Public Meetings

Agendas and materials related to an item on this agenda submitted to the Committee after distribution of the agenda packet are available for public inspection at the Monterey-Salinas Transit Administration Building at 19 Upper Ragsdale Dr., Suite 200, Monterey, CA, 93940 during normal business hours. Agendas and other informational materials related to this meeting may be requested within 72 hours of the meeting date.

Upon request, Monterey-Salinas Transit will provide written materials in appropriate alternative formats, including disability-related modifications or accommodations, 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, description of the requested materials, and preferred alternative format or auxiliary aid or service at least three working days prior to the meeting at the address below.

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

Group: Board Administrative Performance Committee (BAPC)

Directors: Lorraine Worthy (Chair) City of Gonzales
Dave Pacheco (Vice Chair) City of Seaside
Arianna Rodriguez City of Greenfield
Ed Smith City of Monterey
Kim Shirley City of Del Rey Oaks
Luis Alejo County of Monterey

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

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

1. CALL TO ORDER

2. PUBLIC COMMENTS 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 / BAPC Committee on July 10, 2023. (Jeanette Alegar-Rocha) (Page 5)

4. ACTION ITEMS

4-1. Review of Monthly Report – August 2023. (Refer to MST Board Agenda Item 7-1) (Carl Sedoryk)

4-2. Receive an Update on State Legislative Activities and Review the Initial Draft 2024 State Legislative Program. (Michelle Overmeyer/ Matt Robinson) (Page 7)

- 4-3. Receive an Update on Federal Legislative Activities and Review the Initial Draft 2024 Federal Legislative Program. (Carl Sedoryk/Don Gilcrest)
(Page 13)
- 4-4. Receive Result of Monterey-Salinas Transit District's Actuarial Report on MST's Workers' Compensation and Liability Programs. (Kelly Halcon)
(Page 19)

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-Milias-Brown Act representative.

6. ADJOURN

NEXT SCHEDULED MEETING DATE

December 11, 2023 9:00 a.m.

Dates, times and **teleconference information are subject to change.*

*Please contact MST for accurate meeting date, times and **teleconference** information or check online at <http://mst.org/about-mst/board-of-directors/board-meetings/>*

Board Administrative Performance Committee (BAPC)

Meeting Minutes

July 10, 2023

9:00 a.m.

Present:	Dave Pacheco (Vice Chair) Kim Shirley Ariana Rodriguez Ed Smith Luis Alejo	City of Seaside City of Del Rey Oaks City of Greenfield City of Monterey County of Monterey
Absent:	Lorraine Worthy (Chair)	City of Gonzales
Staff:	Carl Sedoryk Lisa Rheinheimer Norman Tuitavuki Kelly Halcon Michael Kohlman Michelle Overmeyer Jeanette Alegar-Rocha Andrea Williams Beronica Carriedo Ezequiel Rebollar Ikuyo Yoneda-Lopez Jacqueline Munoz Lisa Cox Marzette Henderson Matthew Deal Scott Taylor Vince Dang	General Manager/CEO Assistant General Manager Chief Operating Officer Director of HR and Risk Management Chief Information Officer Director of Planning & Innovation Clerk to the Board Finance Manager C/S & Community Relations Supervisor IT Technician Marketing & Customer Service Manager Customer Service Representative Risk and Safety Manager Transportation Manager Grants Analyst IT Manager Project Management Coordinator
Counsel:	Michael D. Laredo	De Lay & Laredo
Public:	Matt Robinson Michael Pimentel Don Gilchrest Chris Duymich	Shaw, Yoder, Antwih, Schmelzer & Lange Shaw, Yoder, Antwih, Schmelzer & Lange Thomas Walters & Associates AMBAG

1. CALL TO ORDER

Vice Chair Pacheco called the meeting to order at 9:03 a.m., with roll call taken. A quorum was established.

2. CONSENT AGENDA

- 3-1 Approve Minutes of the Board Administrative Performance / BAPC Committee on May 8, 2023. (Jeanette Alegar-Rocha.

On a motion by Director Shirley, seconded by Director Smith, and carried by the following vote, the Committee approved the Minutes of the Board Administrative Performance Committee Meeting on May 8, 2023.

AYES:	5	Alejo, Pacheco, Rodriguez, Shirley, and Smith
NOES:	0	
ABSENT:	1	Worthy
ABSTAIN:	0	
RECUSE:	0	

3. ACTION ITEMS

- 4-1. Review of Administrative Performance. (Refer to MST Board Agenda Item 7-1) (Carl Sedoryk)
- 4-2. Update on State Legislative Activities. (Michelle Overmeyer/ Matt Robinson)

The Committee received an update on State legislative activities from State legislative advocates, Matt Robinson and Michael Pimentel of Shaw, Yoder, Antwih, Schmelzer & Lange.

- 4-3. Update on Federal Legislative Activities. (Carl Sedoryk/Don Gilcrest)


The Committee received an update on Federal legislative activities from Federal legislative advocate Don Gilcrest of Thomas Walters & Associates.

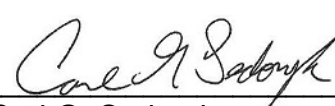
4. CLOSED SESSION

None.

5. ADJOURN

There being no further business, Vice Chair Pacheco adjourned the meeting at 9:30 a.m.

Prepared by: 
Jeanette Alegar-Rocha
Deputy Secretary/Clerk to the Board

Reviewed by: 
Carl G. Sedoryk
General Manager/CEO

To: Board Administrative Performance Committee

From: Michelle Overmeyer, Director of Planning & Innovation
Matt Robinson, Shaw Yoder Antwih Schmelzer & Lange (SYASL)

Subject: State Legislative Activities and Draft 2024 State Legislative Program

RECOMMENDATION:

Receive an update on State legislative activities and review the initial draft 2024 State Legislative Program.

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

The Board adopts an annual legislative program. The recommended 2024 State Legislative Program is consistent with the mission of advocating and delivering quality public transportation as a leader within our community and industry. The 2024 State Legislative Program will be presented to representatives in the State Legislature and their respective staff members and will direct MST positions on legislative matters throughout the year. The State Legislative Program is used as a guideline for supporting, opposing, or watching legislation when time does not permit official MST Board action on specific legislation.

DISCUSSION:

MST staff works together with our national, state, and local partners to identify legislative issues important to our region. To inform our state legislative program, we receive input from our advocacy partners including, but not limited to, California Transit Association (CTA), California Association for Coordinated Transportation, Transportation Agency for Monterey County, and County of Monterey.

In October 2022, the full board authorized a contract with Shaw Yoder Antwih Schmelzer & Lange (SYASL) for legislative advocacy services. SYASL has worked closely with staff over the last year to implement the 2023 State Legislative Program,

including successfully advancing MST's proposal for increasing its contracting thresholds. SB 304 (Laird) was signed by Governor Newsom this past July.

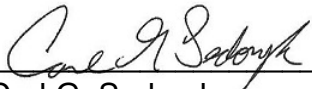
Calendar year 2023 legislative advocacy focused on the following themes: legislative relief as transit operators recover from pandemic-related declines in ridership, continuing to monitor and prepare for the Air Resources Board's Innovative Clean Transit (ICT) Regulation, and expedited procedures to better deliver transportation projects. Through participation on the CTA's State Legislative Funding Subcommittee, staff was able to continue supporting and advocating for legislation that will benefit MST through the pandemic recovery, including the passage of AB 102 and SB 125 which will bring \$52 Million to the Monterey region to fund operations and capital investments in transit. The draft 2024 State Legislative Program will continue much of the same advocacy as in 2023.

Staff recommends that your Committee review and provide feedback on MST's draft 2024 State Legislative Program. The Committee's input will be incorporated into an updated draft that will return to your Committee in December before final approval by the full Board.

ATTACHMENT(S):

Draft 2024 State Legislative Program

Prepared by: 
Michelle Overmeyer
Director of Planning & Innovation

Reviewed by: 
Carl G. Sedoryk
General Manager/CEO

MST 2024 State Legislative Program

1S. Engage in cooperative support among partner organizations.

- a. Support the 2024 Legislative Programs of the California Transit Association (CTA) and California Association of Coordinated Transportation (CalACT).
- b. Support CTA's efforts to support legislation and administrative strategies to implement ~~a new federal transportation authorization legislation~~ the Infrastructure Investment and Jobs Act (IIJA) in a way that ensures the best possible outcome for transit operators in California.
- c. Support the 2024 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. Sponsor legislation to increase MST's contracting thresholds for services, supplies, equipment, and materials to align with FTA allowances and other California transit districts.~~
- a. Support legislation and policies that enable transit-supportive development.
- b. Support legislation augmenting programs to fund public transit buses and support vehicles with electric, hydrogen, renewable 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, Greenhouse Gas Reduction Fund, 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.

- b. Continue to educate the public on the value of SB1, 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 State Transportation Agency (CalSTA), the California Transportation Commission, Caltrans, the California Air Resources Board (CARB), the California Energy Commission (CEC), and others in key decision-making processes. Seek funding for bus operations, maintenance and administration facilities; new bus purchases; zero-emission bus (ZEB) infrastructure and energy storage; transit stations; security improvements to property and buses; bus shelters; 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 the ~~bipartisan Infrastructure Investment and Jobs Act (IIJA)~~ 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 CARB's Zero Emission Vehicle Investment Plan Funding Plan for Clean Transportation Incentives and the CEC's Clean Transportation Investment Plan criteria and apply for funding as appropriate.
- f. Support discussions with the Administration and CalSTA on implementation of the Governor's executive orders and Climate Action Plan for Transportation Infrastructure (CAPTI) process 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. ~~Protect the capital and operations funds committed to transit agencies through the TIRCP and the Zero-Emission Transit Capital Program, and participate in SB 125 implementation efforts, including funding guideline implementation and the work of the transit recovery task force. Advocate for additional state funding to address the adverse funding impact of the COVID-19 pandemic on transit agencies, with a focus on additional state funding for operations and extensions to existing statutory relief.~~
- h. Support MST member-jurisdictions' efforts to combat homelessness and advocate for transit funding ~~the~~ to help get homeless individuals to jobs, medical appointments, and other essential services. Additionally, work with CTA to

expand homelessness funding to require consideration of transit availability for future project sites.

- i. Support efforts to bridge the digital divide by funding capital and operating expenses for broadband and Wi-Fi-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. Support legislation to streamline procurement and contracting processes, such as establishing or maintaining design-build, progressive design-build, and construction manager/general contractor methods for transit agencies. ~~Continue to participate on the CTA's TDA Reform Task Force to review existing metrics for the qualification and distribution of TDA revenues, with the possibility for legislation in 2023 or 2024 to update TDA law.~~
- c. Oppose efforts to mandate benefits, mandated collective bargaining over single subjects, or other specific working conditions that would increase MST's costs and that would be more appropriately addressed through the normal local collective bargaining process.
- d. Monitor ongoing rule-making discussions at the 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 CARB's Innovative Clean Transit (ICT) regulation, including the planned imposition of ZEB purchase requirements on small transit agencies in 2025, 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.

- i. Monitor and support continued efforts to expand governing boards' authority to meet virtually.

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

- a. Continue to bring legislators, key Governor Newsom staff, and state commissions, boards, agencies and department members and others to MST for facility and project tours, site visits and presentations.
- b. Develop and maintain positive working relationships with MST's state legislative delegation, legislators assigned to committees with oversight on transportation, local government environmental, and budget issues, as well as Governor Newsom and his administration, during the ~~2023-2024~~ 2024-2025 Legislative Session.
- 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 October 9, 2023

To: Board Administrative Performance Committee

From: Carl Sedoryk, CEO
Don Gilchrest, Thomas Walters and Associates

Subject: Federal Legislative Activities and Draft 2024 Federal Legislative Program

RECOMMENDATION:

Receive an update on Federal legislative activities and review the initial draft 2024 Federal Legislative Program.

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

The Board adopts an annual legislative program. The recommended 2024 Federal Legislative Program is consistent with the mission of advocating and delivering quality public transportation as a leader within our community and industry. The 2024 Federal Legislative Program will be presented to representatives in the US Legislature and their respective staff members and will direct MST positions on legislative matters throughout the year. The Federal Legislative Program is used as a guideline for supporting, opposing, or watching legislation when time does not permit official MST Board action on specific legislation.

DISCUSSION:

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 not limited to, the American Public Transportation Association, Community Transportation Association of America, California Transit Association, Transportation Agency for Monterey County, and County of Monterey.

In April 2019, the board authorized a 5-year contract with Thomas Walters and Associates, and its principal Don Gilchrest, for legislative advocacy services. Mr. Gilchrest has worked closely with staff over the last year to implement the 2023 Federal

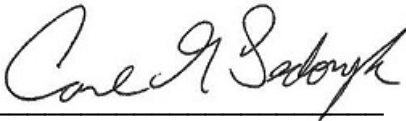
Legislative Program, including \$3.0M in Community Project Funding for zero-emission buses and preconstruction activities for a micro-grid, and support for a \$22.1M Capital Investment Grant awarded by the Federal Transit Administration in FY 2023.

Calendar year 2023 legislative advocacy focused on the following themes: Ensure short-term and long-term transit funding stability and expansion; Support reductions in burdensome legal and/or regulatory requirements; and, raise MST's profile and role in federal legislative issues. The draft 2024 Federal Legislative Program will continue much of the same advocacy as in 2023.

Staff recommends that your Committee review and provide feedback on MST's draft 2024 Federal Legislative Program. The Committee's input will be incorporated into an updated draft that will return to your Committee in December before final approval by the full Board.

ATTACHMENT(S):

Draft 2024 Federal Legislative Program

Prepared by: 
Carl G. Sedoryk
General Manager/CEO

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MST 2024 Federal Legislative Program

1F. Engage in cooperative support among partner organizations.

- a. Support the 2024 American Public Transportation Association (APTA), and Community Transit Association of America (CTAA) Legislative Programs.
- b. Work in coordination with APTA and other public transportation advocates to support federal pandemic recovery or 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 2024 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 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.
- 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 facilities tours and briefings.
- b. Offer opportunities to educate Representative Jimmy Panetta and Representative Zoe Lofgren and their local and DC staff members about MST and the importance of public transit in the Monterey County 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.

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To: Board Administrative Performance Committee
From: Kelly Halcon, Director of Human Resources/Risk Management
Subject: Receive Result of Draft Actuarial Report

RECOMMENDATION:

Receive result of Monterey-Salinas Transit District's actuarial report on MST's Workers' Compensation and Liability programs.

FISCAL IMPACT:

Indicators point to a combined decrease of \$300,000 in pre-funding for both programs.

POLICY IMPLICATIONS:

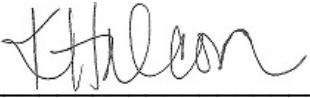
None

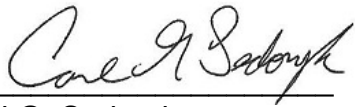
DISCUSSION:

Monterey-Salinas Transit is required to complete an actuarial report every three years on our Workers' Compensation and Liability programs. Currently, both programs are self-insured (SIR). The Workers' Compensation program's SIR is at \$350,000 and the Liability program SIR is at \$250,000. When a claim comes in on either of these programs, MST is required to fund each claim up to the SIR.

On a monthly basis, MST uses general operating money to fund the accounts used to pay our expenses on claims associated with the above-mentioned programs. An actuarial report informs MST of how much we would need to fund these accounts to comply with the Office of Self-Insured Plans (OSIP) regulations. MST contracted with SGRisk to complete the actuarial report. SGRisk determined that MST's total reserves decreased by about \$300,000 since 2021, with about \$200,000 attributable to the liability program and the remaining \$100,000 attributable to the workers' compensation program.

ATTACHMENT(S): None

Prepared by: 
Kelly Halcon
Director of HR & Risk Management

Reviewed by: 
Carl G. Sedoryk
General Manager/CEO