MONTEREY-SALINAS TRANSIT DISTRICT BOARD OF DIRECTORS
MEETING AGENDA AND NOTICE

Meeting Date: March 11, 2024
Meeting Time: 10:00 AM Pacific Time (US and Canada)
Location: In-Person and Zoom Conference

MST Board of Directors Participation:

The Regular Meeting of the Monterey-Salinas Transit District Board of Directors in-person meeting will be held on March 11, 2024, at 10:00 a.m. 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=aFQ0YUdj3Y0eW94WmtRZ1My0Vldz09 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. Warning to public speakers: MST is committed to civility and is mindful of its responsibility to protect the work environment. To assure civility in its public meetings, the public is encouraged to engage in respectful dialog that supports freedom of speech and values diversity of opinion. Failure to engage in respectful dialog will forfeit the speaker’s right to participate in Public Comment. Members of the public may attend the Board Meeting in person and request to speak to the Board 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, March 8, 2024; 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).”
Agendas and 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 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/](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
1. CALL TO ORDER

1-1. Roll Call.

1-2. Pledge of Allegiance.

1-3. Review Highlights of the agenda. (Carl Sedoryk)

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 public is encouraged to engage in respectful dialog that supports freedom of speech and values diversity of opinion. Failure to engage in respectful dialog will result in speakers being muted or required to leave. 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. (Please refer to page 1 of the agenda for instructions)
3. **CONSENT AGENDA**

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

3-1. Adopt Resolution 2024-17 Recognizing Steven Bruno, Purchasing Agent as Employee of the Month for March 2024. (Manager) (Page 7)

3-2. Approve Minutes of the MST Board Meeting on February 12, 2024. (Jeanette Alegar-Rocha) (Page 9)

3-3. Receive Draft Minutes of the MST Board Operations Performance Committee Meeting on February 12, 2024. (Jeanette Alegar-Rocha) (Page 17)

3-4. Receive Report on Lost and Found Items Left on MST Property for the Month of October 2023. (Beronica Carriedo) (Page 21)

   a) Accept Report of January 2024 Cash Flow Presented in Attachment 1,
   b) Approve January 2024 Disbursements Listed in Attachment 2, and

3-6. Authorize the General Manager/CEO to Enter into a Five-Year Contract with Thomas Walters & Associates, Inc. for Federal Legislative Consulting Services, in an Amount not to Exceed $270,000, or $54,000/year. (Steven Bruno) (Page 35)

3-7. Reject Claim for Insufficiency by the Claimant Maria Barona Garcia. (Lisa Cox) (Page 37)

3-8. Authorize the General Manager/CEO to Purchase Four (4) Ford Trucks at the Lowest Price/Best Options Available at the Time of Purchase Utilizing the CA Department of General Services (DGS) Contract #1-22-23-20F in an Amount not to Exceed $347,800. (Norman K. Tuitavuki) (Page 39)

3-9. Authorize the General Manager/CEO to Purchase 19 Bus Stop Shelters from Tolar Manufacturing at the Lowest Price/Best Options Available at the Time of Purchase Utilizing the Morongo Basin Transit Authority (MBTA) CalACT RFP Contract #21-01 in an Amount not to Exceed $254,495. (Norman K. Tuitavuki) (Page 41)

3-10. Receive Draft Minutes of the Mobility Advisory Committee Meeting on January 31, 2024. (Ruben Gomez) (Page 43)

3-11. Appoint Membership to the Mobility Advisory Committee (MAC). (Cristy Sugabo) (Page 47)
4. PUBLIC HEARINGS

None

5. ACTION ITEMS

5-1. Select an Option to Support the Alliance on Aging’s Request for Free or Reduced Cost Bus Passes. (Norman K. Tuitavuki) (Page 49)

5-2. Receive Update on the SURF! Busway and Bus Rapid Transit Project. (Lisa Rheinheimer) (Page 53)

5-3. Receive an Update on the First Year of the Better Bus Network. (Michelle Overmeyer/Emma Patel) (Page 59)

5-4. Approve Extension of the School Pass Program. (Michelle Overmeyer) (Page 77)

6. RECOGNITIONS AND SPECIAL PRESENTATIONS

6-1. March 2024 Employee of the Month – Steven Bruno, Purchasing Agent (Andrea Williams) (Finance Manager)

6-2. 25-Year Service Anniversary – Hector Martinez, Coach Operator. (Marzette Henderson)


6-4. Staff Recognition of Coach Operator Recruitment and Hiring Efforts. (Carl Sedoryk) (Page 79)

7. REPORTS & INFORMATION ITEMS

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

7-1. General Manager/CEO Monthly Report – January 2024 (Page 81)

7-2. Federal Legislative Advocacy Report (Page 83)

7-3. State Legislative Advocacy Update (Page 87)

7-4. Staff Trip Reports – (Pages 91-103)

7-5. Correspondence – (Page 105)

8. BOARD REPORTS, COMMENTS, AND REFERRALS
8-1. Reports on Meetings Attended by Board Members at MST Expense. (AB 1234)

8-2. Board Member Comments and Announcements.

8-3. Board Member Referrals for Future Agendas.

9. ATTACHMENTS


10. CLOSED SESSION

Members of the public may address the Board on any matter related to Closed Session. 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 individually, through staff, or on a subsequent agenda. (Please refer to page 1 of the agenda for instructions)

As permitted by Government Code §64956 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.

10-1. Conference with Legal Counsel under § 54956.9(d)(2): Existing Litigation (Maria Arevalo Martinez; Jorge Luis Razo [Executive Facility Services]; Monterey Superior Court & Case # 24CV000557)

11. ADJOURN

<table>
<thead>
<tr>
<th>NEXT SCHEDULED MEETING DATE</th>
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<tbody>
<tr>
<td>April 15, 2024, 10:00 a.m.</td>
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<th>NEXT SCHEDULED AGENDA DEADLINE:</th>
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<td>April 2, 2024</td>
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*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/
WHEREAS, each month Monterey-Salinas Transit District 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, Steven Bruno began his career with Monterey-Salinas Transit as a Purchasing Agent in June of 2022. In his current position he has taken on the task of organizing procurement and contracts files, and;

WHEREAS, Steven Bruno helped to finalize the recently adopted Procurement Policy. He finalized the subsequent Procurement Manual followed by leading three (3) training sessions to ensure MST staff conforms to federal and state procurement rules and;

WHEREAS, Steven Bruno’s contributions have successfully assisted MST in resolving nearly all corrective actions needed in procurement documentation to address Federal Transit Administration review.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit District recognizes Steven Bruno as Employee of the Month for March 2024; and

BE IT FURTHER RESOLVED that Steven Bruno is to be congratulated for his outstanding performance, dedication, and supreme effort toward the success of MST in fulfilling its mission.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT DISTRICT PASSED AND ADOPTED RESOLUTION 2024-17 this 11th day of March 2024.

____________________________ ___________________________
Anna Velazquez Carl G. Sedoryk
Board Chair Board Secretary
MEETING OF THE MST BOARD OF DIRECTORS

MEETING MINUTES
February 12, 2023
10:00 am (Pacific)

Present:  
Anna Velazquez, Chair  City of Soledad  
Mary Ann Carbone, Vice Chair  City of Sand City  
Jeff Baron  City of Carmel-by-the-Sea  
Kim Shirley  City of Del Rey Oaks  
Lorraine Worthy  City of Gonzales  
Ariana Rodriguez  City of Greenfield  
Carlos DeLeon  City of King  
Liesbeth Visscher  City of Marina  
Ed Smith  City of Monterey  
Joe Amelio  City of Pacific Grove  
Orlando Osornio  City of Salinas  
Dave Pacheco  City of Seaside  
Luis Alejo  County of Monterey

Absent:  None

Counsel:  Michael D. Laredo  De Lay & Laredo

Staff:  Carl Sedoryk  General Manager/CEO  
Lisa Rheinheimer  Assistant General Manager  
Norman Tuitavuki  Chief Operating Officer  
Michael Kohlman  Chief Information Officer  
Kelly Halcon  Director of HR & Risk Management  
Michelle Overmeyer  Director of Planning and Innovation  
Jeanette Alegar-Rocha  Deputy Secretary/Clerk to the Board  
Andrea Williams  Finance Manager  
Daniel Bruno  Scheduling Assistant  
David Bielsker  Transit Scheduler  
Deanna Smith  Civil Rights Officer  
Elena Grigorchina  Operations Specialist  
Emma Patel  Planning Manager  
Ezequiel Rebollar  IT System Engineer  
Jacob Huggins  IT Specialist  
Kevin Allshouse  Contract Services Manager
1. CALL TO ORDER
   1-1. Roll Call. (Jeanette Alegar-Rocha)
   1-2. Pledge of Allegiance.

   Chair Velazquez called the meeting to order at 10:12 a.m. Roll call was taken and a quorum was established. Director Visscher led the pledge of allegiance.

   1-3. Review Highlights of the agenda. (Carl Sedoryk)

   Carl Sedoryk, General Manager/CEO, reviewed the highlights of the agenda. Under action items, #5-1 SURF! Busway and Bus Rapid Transit Project Update, staff will be providing this update on a monthly basis going forward. Staff requested to pull item #5-2 Inactive Bus Stop Removal Policy based on discussion and further review by the Board Operations Performance Committee. This item will be coming back to the full Board at later date.

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

   Sal Cardinelli commented on the loss of on-street parking located at the bus stop near the corner of Fremont and Broadway located in Seaside, CA.

   Lawrence Walker, Vice-President of Student Services at Monterey Peninsula College (MPC) thanked the Board and staff for establishing Line 8 at their campus to meet the needs of students and the community.

   Lorna Moffett commented on Measure X funding for rides from Carmel Valley.

3. CONSENT AGENDA

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

   3-1. Adopt Resolution 2024-15 Recognizing Humberto Hernandez, Coach Operator as Employee of the Month for February 2024. (Marzette
3-2. Approve Minutes of the MST Board Meeting on December 11, 2023. (Jeanette Alegar-Rocha) (Page 9)

3-3. Receive Minutes of the MST Board Administrative Performance Committee Meeting on December 11, 2023. (Jeanette Alegar-Rocha) (Page 17)

3-4. Approve Minutes of the MST Board Meeting on January 8, 2024. (Jeanette Alegar-Rocha) (Page 21)

3-5a&b. Financial Reports – November and December 2023. (Lori Lee) (Page 29)
a) Accept Report of November and December 2023 Cash Flow Presented in Attachment #1
b) Approve November and December 2023 Disbursements Listed in Attachment #2
c) Accept Report November and December 2023 Treasury Transactions Listed in Attachment #3

3-6. Receive Report on Lost and Found Items Left on MST Property for the Month of September 2023. (Beronica Carriedo) (Page 53)


3-8. Receive Minutes of the Mobility Advisory Committee Meeting on November 29, 2023. (Ruben Gomez) (Page 63)

3-9. Reappoint Measure Q Oversight Committee Members Sid Williams and Kevin Dayton to a New 3-Year Term. (Lisa Rheinheimer) (Page 67)

3-10 Declare Eight (8) Heavy-Duty Bus Tire Rims as Surplus, No Longer Needed by MST for Transit Operations and Authorize Staff to Sell Said Items as Surplus Equipment. (Norman K. Tuitavuki) (Page 69)

End of Consent Agenda

There were no public comments on the Consent Agenda.

On a motion by Director Carbone, seconded by Director Pacheco and carried by the following roll call vote, the Board approved all items on the consent agenda:

AYES: 12 Alejo, Amelio, Baron, Carbone, DeLeon, Osornio, Pacheco, Rodriguez, Shirley, Visscher, Velazquez, and Worthy

NOES: 0
4. PUBLIC HEARINGS

None

5. ACTION ITEMS

5-1. Receive Progress Update on the SURF! Busway and Bus Rapid Transit Project and Authorize General Manager/CEO to Execute an Agreement with the Transportation Agency for Monterey County (TAMC) for Use of the Monterey Branch Line for SURF! Busway Construction and Long-Term Transit Operations. (Lisa Rheinheimer) (Page 71)

Director Smith arrived at 10:40 a.m.

Lorna Moffett commented that funding can be better applied to other projects such as purchasing smaller vehicles or electric buses. Ms. Moffet asked if the train tracks will be removed.

Ms. Rheinheimer responded that in the majority of the railroad corridor, tracks will remain in place. There are several locations that will be paved over and other limited locations where the tracks will be removed.

On a motion by Director Amelio, seconded by Director Pacheco and carried by the following vote, the Board approved item 5-1:

AYES: 13 Alejo, Amelio, Baron, Carbone, DeLeon, Osornio, Pacheco, Rodriguez, Shirley, Smith, Visscher, Velazquez, and Worthy
NOES: 0
ABSENT: 0
ABSTAIN: 0
RECUSE 0

5-2. Approve Inactive Bus Stop Removal Policy. (Michelle Overmeyer) (Page 79)

Action Item #5-2 was pulled from the agenda, for further review by the Board Operations Performance Committee.

6. RECOGNITIONS AND SPECIAL PRESENTATIONS

6-1. February 2024 Employee of the Month – Humberto Hernandez, Coach Operator. (Marzette Henderson)
The MST Board recognized Humberto Hernandez, Coach Operator, as the February 2024 Employee of the Month for his outstanding contribution to MST and the entire community.

6-2. 25-Year Service Anniversary – Humberto Hernandez, Coach Operator.  
    (Marzette Henderson)

The MST Board recognized Humberto Hernandez, Coach Operator, for his 25-year Service Anniversary and for his outstanding contribution to MST and the entire community.

6-3. 25-Year Service Anniversary – Reymund Rivera, Coach Operator.  
    (Marzette Henderson)

The MST Board recognized Reymund Rivera, Coach Operator, for his 25-year Service Anniversary and for his outstanding contribution to MST and the entire community.

7. REPORTS & INFORMATION ITEMS

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

7-1. General Manager/CEO Monthly Report – December 2023 (Page 85)
7-2. Federal Legislative Advocacy Report (Page 95)
7-3. State Legislative Advocacy Update (Page 97)
7-4. Staff Trip Reports – (Pages 101-119)
7-5. Correspondence – (Pages 121-123)

8. BOARD REPORTS, COMMENTS, AND REFERRALS

8-1. Reports on Meetings Attended by Board Members at MST Expense.  
    (AB 1234)
8-2. Board Member Comments and Announcements.

Chair Velazquez commented on the Alliance on Aging memo from staff (page 89) and asked to bring this back for consideration at the March 11th Board meeting and Director Alejo concurred.

Chair Velazquez requested data in Monterey County related to fentanyl impacts.

8-3. Board Member Referrals for Future Agendas.
9. ATTACHMENTS


10. CLOSED SESSION

Members of the public may address the Board on any matter related to Closed Session. 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 individually, through staff, or on a subsequent agenda. (Please refer to page 1 of the agenda for instructions)

10-1. Conference with Real Property Negotiator Pursuant to Government Code Section 54956.8. (No Enclosure)
Property: Parcel L.2.4.3.1 and Parcel L.2.4.3.2, Southwest Corner 7th and Colonel Durham Former Fort Ord, City of Seaside
Negotiating Parties: Monterey-Salinas Transit (MST) District (Carl G. Sedoryk)
Property Owner: Monterey-Salinas Transit
Interested party: City of Seaside
Under negotiation: Transfer of Property to Seaside, Terms and Price

Michael Laredo, MST General Counsel, reported that the Board met and discussed closed session item 10-1. General direction was provided and the item will be returned to the Board in closed session at a future meeting.

10-2. Conference with Labor Negotiators, Gov. Code § 54957.6: MSTEA and MST. (Kelly Halcon) (No Enclosure)

Michael Laredo, MST General Counsel, reported that the Board met and discussed closed session item 10-2. The Board elected to open negotiations.

10-3. Conference with Legal Counsel under § 54956.9(d)(2): Threat of Litigation Based on One Demand (Executive Facility Services; Court & Case # not assigned)

Michael Laredo, MST General Counsel, reported that the Board met and discussed closed session item 10-3. The Board provided general direction with no reportable action.

As permitted by Government Code §64956 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.

11. ADJOURN

With no further business to discuss, Chair Velazquez adjourned the meeting at 11:45 a.m. p.m. (Pacific).

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

Reviewed by: _________________________
Carl G. Sedoryk
General Manager/CEO
# Board Operations Performance Committee (BOPC)

*Draft Meeting Minutes*

February 12, 2023  
9:00 a.m.

<table>
<thead>
<tr>
<th>Present:</th>
<th>City of Sand City</th>
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</thead>
<tbody>
<tr>
<td>Mary Ann Carbone (Chair)</td>
<td>Joe Amelio (Vice Chair)</td>
</tr>
<tr>
<td>Jeff Baron</td>
<td>Liesbeth Visscher</td>
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<table>
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<tr>
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<th>City of King</th>
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<tr>
<td>Carlos DeLeon</td>
<td>Orlando Osornio</td>
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<tr>
<th>Counsel:</th>
<th>General Counsel, De Lay &amp; Laredo</th>
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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Carl Sedoryk</td>
<td>General Manager/CEO</td>
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<tr>
<td>Lisa Rheinheimer</td>
<td>Assistant General Manager</td>
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<tr>
<td>Norman Tuitavuki</td>
<td>Chief Operating Officer</td>
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<tr>
<td>Kelly Halcon</td>
<td>Director of HR and Risk Management</td>
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<td>Michael Kohlman</td>
<td>Chief Information Officer</td>
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<tr>
<td>Michelle Overmeyer</td>
<td>Director of Planning and Innovation</td>
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<td>Jeanette Alegar-Rocha</td>
<td>Clerk to the Board</td>
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<td>Andrea Williams</td>
<td>Finance Manager</td>
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<tr>
<td>Daisy Chaidez</td>
<td>C/S/Communications Specialist</td>
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<tr>
<td>Christine Church</td>
<td>Communications Systems Supervisor</td>
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<tr>
<td>David Bielsker</td>
<td>Transit Scheduler</td>
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<td>Deanna Smith</td>
<td>Civil Rights Officer</td>
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<td>Emma Patel</td>
<td>Planning Manager</td>
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<td>Ezequiel Rebollar</td>
<td>IT System Engineer</td>
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<tr>
<td>Lisa Cox</td>
<td>Risk &amp; Safety Manager</td>
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<tr>
<td>Marzette Henderson</td>
<td>Transportation Manager</td>
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<tr>
<td>Matthew Deal</td>
<td>Grants Analyst</td>
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<tr>
<td>Natalie Flores</td>
<td>Assistant Planner</td>
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<tr>
<td>Paul Lopez</td>
<td>Facilities Manager</td>
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<tr>
<td>Scott Taylor</td>
<td>IT Manager</td>
</tr>
<tr>
<td>Steven Bruno</td>
<td>Purchasing Agent</td>
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<tr>
<td>Vince Dang</td>
<td>Project Manager Coordinator</td>
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1. CALL TO ORDER

Board Operations Performance Committee Chair, Mary Ann Carbone called the meeting of the Committee to order at 9:00 a.m. Roll was taken and a quorum was established.

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

There were no public comments.

3. CONSENT AGENDA

3-1. Approve Minutes of the Board Operations Performance / BOPC Committee on November 13, 2023. (Jeanette Alegar-Rocha) (Page 5)

There were no public comments on the consent agenda.

On a motion by Director Amelio, seconded by Director Visscher and carried by the following vote, the Committee approved all items on the consent agenda:

AYES: 4  Amelio, Baron, Carbone, and Visscher
NOES: 0
ABSENT: 2  DeLeon and Osornio
ABSTAIN: 0

4. ACTION ITEMS

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

A review of operations performance was provided to the Committee by Carl Sedoryk, General Manager/CEO.

There were no public comments.

4-2. Receive Update on the SURF! Project. (Refer to Regular Board Agenda Item 5-1) (Lisa Rheinheimer)

The Committee received an update on the MST SURF! Project.

There were no public comments.

4-3. Receive Inactive Bus Stop Removal Policy. (Refer to Regular Board Agenda Item 5-2) (Michelle Overmeyer)

The Committee received the draft Inactive Bus Stop Removal Policy, provided comment and recommended the item be pulled from the February regular agenda to allow further discussion.

There were no public comments.
4-4. Receive Better Bus Network One (1) Year Report. (No Enclosure)  
(Michelle Overmeyer)

The Committee received the Better Bus Network One (1) Year Report.

There were no public comments.

5. CLOSED SESSION

None.

6. ADJOURN

There being no further business, Chair Carbone adjourned the meeting at 10:09 a.m.

Prepared by:________________ Review by:___________________
Jeanette Alegar-Rocha Carl G. Sedoryk
Deputy Secretary/Clerk to the Board General Manager/CEO
To: Board of Directors

From: Beronica Carriedo, Customer Service & Community Relations Supervisor

Subject: Disposal of Unclaimed Items Left on MST Property

RECOMMENDATION:

Receive report on lost and found items left on MST property for the month of October 2023.

FISCAL IMPACT:

There are no fiscal impacts to receiving this report.

POLICY IMPLICATIONS:

Your Board adopted MST’s Disposal of Lost and Found Property Policy.

DISCUSSION:

Per MST’s revised Disposal of Lost and Found Property policy during shelter in place adopted on April 6, 2020, MST shall suspend collection and storage of lost personal items with an estimated value of less than $100. Unless prohibited by law, lost, and found personal items with an estimated value of less than $100 shall be treated as potentially hazardous and disposed of immediately. These items include but are not limited to umbrellas, articles of clothing, pill containers, glasses, etc.

All wallets/purses with identifying information and Driver’s License or Identification Cards will continue to be retained for 90 days before being disposed. MST makes an attempt to contact the owners of Lost and Found items with identifying information.

Item(s) with an estimated fair market value of $100 or more found in October: None

Prepared by: __________________  Reviewed by: ______________________
Beronica Carriedo              Carl G. Sedoryk
C/S & Community Relations Supervisor              General Manager/CEO
To: Board of Directors

From: Lori Lee, Accountant

Subject: FINANCIAL REPORTS – JANUARY 2024

RECOMMENDATION:

1. Accept report of January 2024 cash flow presented in Attachment 1,

2. Approve January 2024 disbursements listed in Attachment 2, and

3. Accept report of January 2024 treasury transactions listed in Attachment 3.

FISCAL IMPACT:

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

<table>
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<th>Amount</th>
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<td>$61,049,776</td>
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<tr>
<td>Revenues</td>
<td>4,351,201</td>
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<tr>
<td>Disbursements</td>
<td>&lt;5,322,600&gt;</td>
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Ending balance January 31, 2024 $60,078,377

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.

DISCUSSION:

By the end of January 2024, using the Board approved FY 2024 Budget, MST had a $4,245,527 year-to-date surplus to budget on fixed-route operations and a $647,089 surplus to budget on MST Rides operations, resulting in an overall year-to-date surplus of $4,892,616.
Fixed-Route: Revenue & Expense and RIDES: Revenue & Expense reports can be viewed within the new Monthly Report under D.c.2 and D.c.3, respectively.

ATTACHMENT(S):

1. January 2024 Cash Flow
2. January 2024 Disbursements
3. January 2024 Treasury Transactions
4. January 2024 Detail of Disbursements

Prepared By: _____________
Lori Lee
Accountant

Reviewed by: ___________________
Carl G. Sedoryk
General Manager/CEO
REVENUES & DISBURSEMENTS

CASH FLOW

Beginning balance 01/01/2024 61,049,775.63

Revenues

<table>
<thead>
<tr>
<th>Revenue</th>
<th>Amount</th>
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<tr>
<td>Passenger Revenue</td>
<td>347,966.74</td>
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<td>DOD Revenue</td>
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<tr>
<td>LTF / STA / SGR</td>
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<td>Sales Tax</td>
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<td>Grants</td>
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<td>Workers Comp Reimbursement</td>
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<td>Interest Income</td>
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<td>Non Transit Revenue</td>
<td>25,255.80</td>
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<td><strong>Total Revenues</strong></td>
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Disbursements

<table>
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<th>Disbursement</th>
<th>Amount</th>
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<tr>
<td>Operations (See Attachment #2)</td>
<td>4,395,231.89</td>
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<tr>
<td>Capital</td>
<td>927,368.50</td>
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<tr>
<td><strong>Total Disbursements</strong></td>
<td><strong>(5,322,600.39)</strong></td>
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Ending balance 01/31/2024 60,078,377.22

COMPOSITION OF ENDING BALANCE

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<td>Checking - Mechanics Bank</td>
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<td>Local Agency Investment Fund (LAIF)*</td>
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<td>Money Market - Mechanics Bank MM**</td>
<td>22,303,332.94</td>
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<td>Money Market - Mechanics Bank**</td>
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<td>Money Market - LCTOP**</td>
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<td>Money Market - State of Good Repair**</td>
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<td>Money Market - FORA/Other**</td>
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<td>Bank of America - Escrow</td>
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<td>Petty cash fund, STC Coin Machine, and 2 change funds</td>
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<td><strong>Total</strong></td>
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* LAIF interest bearing at 4.00% calculated quarterly

** Money market accounts annual percentage interest earned at 4.28%
PAYROLL ACCOUNT

January 12 Payroll Expenses 694,935.22
January 26 Payroll Expenses 663,485.11
PERS & 457 394,395.56
Garnishments 6,003.18
PERS Health Insurance 451,336.56

2,210,155.63  2,210,155.63

GENERAL ACCOUNT

Disbursements (Attached Summary) 2,105,093.72
Paydown Loans 17,596.65
Workers Comp. Disbursements 983,623.33
CDTFA Payments 2,574.00
Interest Expense 1,710.90
Bank Service Charge 1,846.16

3,112,444.76  3,112,444.76

Total Disbursements 5,322,600.39

Less Capital Disbursements & Transfers (927,368.50)

Operating Disbursements 4,395,231.89
## DISBURSEMENTS SUMMARY:
### GENERAL ACCOUNT DISBURSEMENTS
For January 01, 2024 - January 31, 2024

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<th>CHECK PRINT DATE</th>
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<td>Accounts Payable 01/09/2024</td>
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<td>Accounts Payable 01/12/2024</td>
<td>69959 - 70090</td>
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<td>Accounts Payable 01/26/2024</td>
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<td>Accounts Payable 01/31/2024</td>
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### CHECKS $150,000 AND OVER

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<td>Recurring</td>
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<td>1/12/24</td>
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### PURCHASES BETWEEN $50,000 AND $149,999

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## LAIF ACCOUNT

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<th>Withdrawal</th>
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<td>Quarterly interest earn.</td>
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Local Agency Investment Fund:

LAIF Treasury Balance at 01/31/2024: 28,442,674.22

## MECHANICS BANK MM ACCOUNT

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<th>Account</th>
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<td>Interest</td>
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Interest rate: 4.28%

MECHANICS MM Balance at 01/31/2024: 22,303,332.94
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1/19/2024 Total: 304,137.19
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To: Board of Directors

From: Steven Bruno, Purchasing Agent

Subject: Federal Legislative Consulting Services

RECOMMENDATION:

Authorize the General Manager/CEO to enter into a five-year contract with Thomas Walters & Associates, Inc. for federal legislative consulting services, in an amount not to exceed $270,000, or $54,000/year.

FISCAL IMPACT:

Federal legislative consulting services are included in the FY2024/25 Budget. All services will be covered in Board-adopted Budgets in future years. These services will be paid for using non-federal sources.

POLICY IMPLICATIONS:

Your Board approves purchases over $150,000. MST’s Procurement Policy, as well as best practices in procurement, allow for contracts to be awarded if a Request for Proposals (RFP) results in the result of a single proposal if the evaluation team determines that the potential contractor is responsive and responsible, and a price analysis is conducted to determine that the proposed cost is fair and reasonable. A review committee evaluated the proposals received in response to a Request for Proposals and determined that Thomas Walters & Associates, Inc. is a responsible contractor. In addition, a price analysis was conducted and it was determined that the proposed price is fair and reasonable.

DISCUSSION:

Since March of 1997, MST has utilized the services of professional legislative consultants in Washington, DC to assist with various federal policy and fiscal matters. Thomas Walters & Associates has been MST’s legislative consultant for most of those 27 years and has worked with Congressional legislators and staff to ensure that MST’s major capital projects, operations, and funding priorities have received attention, support, and financial backing. In addition, Thomas Walters & Associates provides Executive branch advocacy on behalf of MST, especially with the Federal Transit Administration, which grants MST annual operating assistance and capital funds. Over the years, staff of Thomas Walters & Associates has assisted Monterey-Salinas Transit in receiving federal funding and competitive grants.
In December of 2023, MST published a Request for Proposals for Federal Legislative Consulting Services. Thomas Walters & Associates, Inc. was the only potential contractor to submit a proposal. After thorough evaluation of their proposal, MST’s evaluation team awarded Thomas Walters & Associates, Inc. 98.7 points out of a possible 100. Prior to receipt of the proposal, an Independent Cost Estimate (ICE) was prepared. This ICE was then used to conduct a price analysis, in which it was found that Thomas Walters & Associates, Inc. did in fact offer a fair and reasonable price. Their proposed cost came in at $16,260 lower per year than what was estimated.

Staff recommends that the Board authorize the General Manager/CEO to enter into a five-year contract with Thomas Walters & Associated, Inc. in an amount not to exceed $270,000, or $54,000/year.

ATTACHMENT(S):

None.

Prepared by: Steven Bruno
Purchasing Agent

Reviewed by: Carl G. Sedoryk
General Manager/CEO
To: Board of Directors
From: Lisa Cox, Risk and Security Manager
Subject: Notice of Insufficiency

RECOMMENDATION:

Reject Claim for Insufficiency by the Claimant Maria Barona Garcia.

POLICY IMPLICATIONS:

None.

DISCUSSION:

On February 7, 2024, MST received a claim alleging an incident that occurred on January 28, 2024. The claimant states the bus arrived at Northridge mall and a passenger who was using a walker told her to go in front of her. The bus driver did not see the claimant getting off the bus and deployed the ramp. The claimant states she tripped, and she now has pain in her knees, side and back.

It has been determined the claim submitted has failed to comply with the California Tort Claims Act and is insufficient as the claimant failed to provide an amount to resolve the claim and failed to provide any documentation of a loss. These factors have prompted the recommendation to reject this claim of insufficiency.

The above claim is under investigation. If any Board member desires further information on this claim, they may request it be discussed in closed session.

Prepared by: ______________________  Approved by: ______________________
Lisa Cox                                              Carl G. Sedoryk
Risk and Security Manager                             General Manager/CEO
To:        Board of Directors
From: Norman K. Tuitavuki, Chief Operating Officer
Subject: Authorize the Purchase of Four (4) Ford Trucks

RECOMMENDATION:

Authorize the General Manager/CEO to purchase four (4) Ford trucks at the lowest price/best options at the time of purchase utilizing the CA Department of General Services (DGS) Contract #1-22-23-20F in an amount not to exceed $347,800.

FISCAL IMPACT:

Not to exceed $347,800. These vehicles are identified in the Capital Improvement Program. However, the cost is $159,619 more than what is programmed in the CIP. The trucks did not include the cost of additional equipment needed and did not reflect the overall increase in vehicle costs being experienced in the market.

The table below identifies the funding sources for this purchase including increasing amounts noted in bold below:

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POLICY IMPLICATIONS:

As of January 1, 2024, your Board authorizes all purchases that exceed $150,000.

DISCUSSION:

MST’s Facilities department is responsible for cleaning, maintaining, and repairing MST’s bus stops, customer amenities, transfer stations, MST-owned properties, and facilities. The department requires a fleet of service trucks with special
equipment that enables our frontline employees to complete their work safely and efficiently. Five (5) of the eight (8), or 63%, of the service trucks in the department’s fleet have reached or exceeded their useful life and are eligible for replacement.

MST has identified funding to purchase four (4) service trucks. MST received a price quote from the authorized and approved California DGS vendor located in Sacramento, California. The California DGS contract enables authorized California agencies, such as MST, to purchase goods and services at competitive rates, usually much lower than purchasing directly from vendors. Purchasing through the California DGS enables agencies to dramatically reduce costs and time normally spent through traditional procurement processes. Purchasing through the California DGS contract is an authorized procurement tool. It should be noted that the sales tax from this purchase will be received in Monterey County.

Staff recommends the Board approve the DGS vendor quote received and authorize the General Manager/CEO to purchase four (4) Ford trucks utilizing the California Department of General Services (DGS) Contract #1-22-23-20F, not to exceed $347,800 for all four (4) vehicles.

Prepared by: __________________
Norman K. Tuitavuki
Chief Operating Officer

Reviewed by: _____________________
Carl G. Sedoryk
General Manager/CEO
To: Board of Directors

From: Norman K. Tuitavuki, Chief Operating Officer

Subject: Transit Bus Stop Shelters Order from Tolar Manufacturing

RECOMMENDATION:

Authorize the General Manager/CEO to purchase 19 bus stop shelters from Tolar Manufacturing at the lowest price/best options available at the time of purchase utilizing the Morongo Basin Transit Authority (MBTA) CalACT RFP Contract #21-01 in an amount not to exceed $254,495.

FISCAL IMPACT:

Not to exceed $254,495. The funding for this entire purchase will come from part of the Clean California grant ($570,500) awarded to MST and included in the Board-approved Capital Improvement Program for FY 2023/24.

POLICY IMPLICATIONS:

As of January 1, 2024, your Board approves all purchases that exceed $150,000.

DISCUSSION:

The State of California recently awarded a “Clean California Transit” Grant to MST in the amount of $570,500. This grant will enable MST to upgrade, improve, and beautify several MST transit bus stops and amenities within our service region.

Staff recommends the Board authorize the General Manager/CEO to purchase 19 bus stop shelters from Tolar Manufacturing at the lowest price/best options available at the time of purchase utilizing the Morongo Basin Transit Authority (MBTA) CalACT RFP Contract #21-01 in an amount not to exceed $254,495. Purchasing from the MBTA CalACT RFP is an authorized procurement tool that dramatically reduces the procurement timeline and ensures MST receives the lowest price/best option.

Prepared by: Norman K. Tuitavuki
Chief Operating Officer

Reviewed by: Carl G. Sedoryk
General Manager/CEO
EETING OF THE MOBILITY ADVISORY COMMITTEE (MAC)

DRAFT MEETING MINUTES

January 31, 2024
1:00 pm (Pacific)

Present: Jessica McKillip  ITN Monterey County
          Steven Macias  The Blind and Visually Impaired Center
          Aaron Hernandez  Transportation Agency for Monterey County (TAMC)
          Reyna Gross  Alliance on Aging
          Diana Jimenez  AAA-Monterey County Dept. of Social Services
          Maria Magaña  Central Coast Center for Independent Living (CCCIL)
          Jennifer Ramirez  Partnership for Children
          Bobby Merritt  Veterans Transition Center

Absent: Alejandro Fernandez  DaVita Dialysis
         Leticia Garcia  The Carmel Foundation
         Maria Magaña  Central Coast Center for Independent Living (CCCIL)

Staff: Norman Tuitavuki  Chief Operating Officer
       Kevin Allhouse  Contract Services Manager
       Cristy Sugabo  Mobility Services Manager
       Ruben Gomez  Mobility Coordinator
       Michelle Overmeyer  Director of Planning/Innovation
       Scott Taylor  Information Technology Manager
       Ezequiel Rebollar  IT Technician
       Michael Kohlman  Chief Information Officer
       Matthew Deal  Grants Analyst
       David Cox  MV Operations Manager
       Emma Patel  Planning Manager
       Deanna Smith  Civil Rights Officer
       Marzette Henderson  Transportation Manager

Public: None

An apology is made for any misspelling of a name.
1. CALL TO ORDER

1-1. Roll Call

Chair Macias called the meeting to order at 1:01 p.m. A quorum was established. Member Fernandez, Garcia, and Magaña were noted as absent.

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

There were no public comments.

3. CONSENT AGENDA

3-1. Approve Minutes of the Regular Meeting of November 29, 2023 (Cristy Sugabo) (page 6)

On a motion by Committee Member Jimenez, seconded by Committee Member Ramirez, and carried by the following vote, the Committee approved the Minutes of the Regular Meeting of November 29, 2023:

AYES: 6 Macias, Merritt, Hernandez, Gross, Jimenez, and Ramirez
NOES: 0
ABSENT: 3 Fernandez, Garcia, and Magaña
ABSTAIN: 0
RECUSE: 0

4. NEW BUSINESS AND ACTION ITEMS

4-1. Election of Chair and Vice-Chair for 2024 (Steven Macias)

On a motion by Committee Member Jimenez, seconded by Committee Member Merritt, and carried by the following vote, the Committee approved to appoint Committee Member Macias as Chair and Committee Member Ramirez as Vice Chair for 2024:

AYES: 6 Macias, Merritt, Hernandez, Gross, Jimenez, and Ramirez
NOES: 0
ABSENT: 3 Fernandez, Garcia, and Magaña
ABSTAIN: 0
RECUSE: 0
5. MEMBERSHIP

5-1. Recommend Aaron Hernandez to the MST Board of Directors for MAC Membership as the representative of TAMC. (Steven Macias)

5-2. Recommend Reyna Gross to the MST Board of Directors for the MAC Membership as the representative of Alliance on Aging. (Steven Macias)

On a motion by Committee Member Merritt, seconded by Committee Member Jimenez carried by the following vote, the Committee approved items 5-1 and 5-2:

AYES: 6  Macias, Merritt, Hernandez, Gross, Jimenez, and Ramirez

NOES: 0

ABSENT: 3  Fernandez, Garcia, and Magaña

ABSTAIN: 0

6. PRESENTATIONS

6-1. VTC Update Presentation. (Bobby Merritt)

The Committee received a presentation on the Veterans Transition Center of California from Bobby Merrit, Permanent Supportive Housing Liaison for VTC.

Committee Member McKillip joined the meeting at 1:07 p.m. (Pacific Time).

7. REPORTS AND INFORMATION ITEMS

7-1. MV Transit-MST RIDES Service Update (David Cox)

The Committee received a report from David Cox, General Manager of MV Transportation, on the MST RIDES transit service.

7-2. MST Mobility Programs Updates (Cristy Sugabo)

The Committee received an update from Cristy Sugabo, MST Mobility Manager, on MST Mobility Programs.

8. SUBJECT ITEM REQUEST

Committee Member Hernandez requested information on the circulator bus services in the South County cities.
Committee Member Jimenez requested information on bus services in the North County cities.

9. **ANNOUNCEMENTS AND APPRECIATION**

Kevin Allshouse, Contract Services Manager mentioned that taxi services may expand in the South County cities and that he will provide more information at the next meeting.

Committee Member Gross mentioned that the Alliance on Aging provides support to seniors who need help with Medicare and tax preparation. Also, the Alliance on Aging is starting a social gathering event that will offer free lunch, live music, and access to resources.

10. **ADJOURN**

With no further business to discuss, Chair Macias adjourned the meeting at 1:50 p.m. (Pacific Time).

PREPARED BY: Ruben Gomez

REVIEWED BY: Cristy Sugabo
To: Board of Directors

From: Cristy Sugabo, Mobility Services Manager

Subject: Mobility Advisory Committee Membership

RECOMMENDATION:

Appoint membership to the Mobility Advisory Committee (MAC).

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

Your Board appoints members to the MST Mobility Advisory Committee.

DISCUSSION:

The Mobility Advisory Committee (MAC) is a standing advisory committee of the MST Board of Directors. It makes recommendations to MST staff and your Board regarding the transportation needs of seniors, veterans, persons with disabilities, low-income, youth, and isolated populations. The Committee acts as a liaison between MST and these communities to assure that their constituents and clients have input into the MST service planning process.

There are currently seven vacancies on the MAC. The Committee met in January and recommended the appointment of Aaron Hernandez, Transportation Planner for the Transportation Agency for Monterey County, and Reyna Gross, Community Outreach and Benefits Manager for the Alliance on Aging.

Approval by your Board of this item shall appoint Aaron Hernandez and Reyna Gross to the MST Mobility Advisory Committee.

ATTACHMENT(s):

MAC Committee Roster January 31, 2024

Prepared By: Cristy Sugabo
Mobility Manager

Reviewed By: Norman K. Tuitavuki
Chief Operating Officer
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<td>Alejandro Fernandez</td>
<td>Health Care Provider</td>
</tr>
<tr>
<td>4</td>
<td>Steven Macias</td>
<td>Blind and Visually Impaired Center</td>
</tr>
<tr>
<td>5</td>
<td>Jennifer Ramirez</td>
<td>Children and Youth</td>
</tr>
<tr>
<td>6</td>
<td>Bobby Merritt</td>
<td>Veterans</td>
</tr>
<tr>
<td>7</td>
<td>Maria Magana</td>
<td>Persons with Disabilities</td>
</tr>
<tr>
<td>8</td>
<td>Jessica McKillip</td>
<td>Nonprofit Senior Transportation Provider</td>
</tr>
<tr>
<td>9</td>
<td>Aaron Hernandez</td>
<td>Transportation Authority</td>
</tr>
<tr>
<td>10</td>
<td>Reyna Gross</td>
<td>Seniors</td>
</tr>
<tr>
<td>11</td>
<td>Vacant</td>
<td></td>
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<tr>
<td>12</td>
<td>Vacant</td>
<td></td>
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<tr>
<td>13</td>
<td>Vacant</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Vacant</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Vacant</td>
<td></td>
</tr>
</tbody>
</table>

Note: Members noted in italics are recommended for re-appointment. There are currently no alternate members identified.
To: Board of Directors  
From: Norman K. Tuitavuki, Chief Operating Officer  
Subject: Alliance on Aging Request for Bus Transit Passes

RECOMMENDATION:

Select an option to support the Alliance on Aging’s request for free or reduced cost bus passes.

FISCAL IMPACT:

Dependent on Board-Adopted Recommendation

POLICY IMPLICATIONS:

Your Board Sets Fare Policy

DISCUSSION:

At the December 11, 2023 MST Board meeting, a representative from the Alliance on Aging requested free bus transit passes from MST through Measure Q funding. The representative stated that the Transportation Agency for Monterey County (TAMC) no longer provided funding to the Alliance through Measure X for the purchase of these passes. The Alliance distributed these passes to eligible community members through their agency.

The Transportation Agency for Monterey County (TAMC) administers the Measure X program which includes funding specific services (copied directly from TAMC’s website):

Senior & Disabled Transportation Services

*Investment Plan Funding: $15 million*

Increase transportation services for older adults and persons with disabilities to support their ability to live independently in their homes and communities by funding non-profit transportation to support seniors and persons with disabilities.

The Senior & Disabled Transportation Services Program is part of the Regional Safety, Mobility and Walkability Measure X Program. Measure X allocates $15 million over 30 years to this program, which is approximately $500,000 per year.
As spelled out in the Policies & Project Descriptions for the Transportation Safety & Investment Plan:

1. **The purpose of this program is to increase transportation services for seniors and persons with disabilities to support their ability to live independently in their homes and communities.**
2. **This program will fund non-profit transportation to support seniors and persons with disabilities.**
3. **This program provides the following benefits:** Give seniors more transportation options. Support independent travel by people with disabilities. Provide safer and more reliable senior transportation services.

The intent of this program is to fund projects, programs, and operations that meet these goals.

Measure Q funding is specifically for seniors who are 65 years or older, veterans, and persons with disabilities. MST is the designated agency that operates all programs funded through Measure Q. MST currently offers discounted fares on fixed-route buses for people who are:

- 18 years and under
- 65 years and older
- Individuals with disabilities
- Medicare Card holders
- MST RIDES Paratransit Eligibility cardholders
- Veterans, Veteran’s spouse/caregiver
- Special Humanitarian Parolee

MST also offers discounts through its Group Discount Program. The Program is based on the number of GoPasses an organization orders. MST’s group discounts offered include:

- **25% discount** – when purchasing 5-20 monthly GoPasses
- **35% discount** – when purchasing 21 or more monthly GoPasses
- **50% discount** – on monthly GoPasses for residential complexes serving the elderly and persons with disabilities when purchasing upfront for a full year, for all residents of that complex.

**RECOMMENDATION:**

Purchasing passes through Measure Q and gifting them to the Alliance is not an authorized use of the funding. As outlined above, MST offers deep discounts through various programs to eligible individuals and entities. Staff recommends this Board consider and approve one of the following two options:

**Option 1:** Provide a letter of support from MST to TAMC – recommending TAMC fund the Alliance’s program for transit bus passes.
**Option 2:** Expand MST’s Group Discount Program (50% off monthly GoPasses) by adding non-profit Human Services entities (such as the Alliance on Aging) to the Program.

**ATTACHMENT(S):**

None.

Prepared by: **Norman K. Tuitavuki**  
Chief Operating Officer

Reviewed by: **Carl G. Sedoryk**  
General Manager/CEO
To: MST Board of Directors
From: Lisa Rheinheimer, Assistant General Manager
Subject: SURF! Busway and Bus Rapid Transit Project

RECOMMENDATION:

Receive update on the SURF! Busway and Bus Rapid Transit Project.

FISCAL IMPACT:

As of March 2024, the SURF! Project budget remains at $78M. This amount includes all phases of work. The Project is fully funded from federal, state, and regional/local grants restricted to the SURF! Project only. The most up-to-date SURF! Budget is included in the Attachment.

In late February, MST’s independent cost estimator and the Graniterock-Myers team updated estimated construction costs based on the 95% design milestone. When finalized, this amount will become the basis for the guaranteed maximum price amount in the construction contract.

POLICY IMPLICATIONS:

The Board has included the SURF! Project in its strategic goals since 2019.

DISCUSSION:

A summary of SURF! Project updates including highlights, budget, schedule, scope, outreach, and risks can be found in the Attachment. This standard reporting format will be used to report progress as the Project moves forward.

ATTACHMENT(S):

SURF! Busway and Bus Rapid Transit Project Update

Prepared by: Lisa Rheinheimer
Reviewed by: Carl G. Sedoryk
Assistant General Manager
General Manager/CEO
SURF! Busway & Bus Rapid Transit
Project Update

Highlights

The Project continues to make progress towards an anticipated start of construction in fall 2024. Key accomplishments this past month include:

- The construction management oversight services contract was executed and the Notice to Proceed letter was issued. Consulting works has begun.
- The Marina Tree Committee recommended approval of a tree removal permit.
- MST, PG&E, and TAMC conducted a site visit at Playa and California in Sand City for utility relocations and new power connections associated with the project.
- FTA shared results of their risk review of the Project at the 65% design milestone with an overall positive analysis of cost, scope, and schedule.
- MST SURF! website pages updated: www.mst.org

Project Budget

Update:

Federal, State, and local grants awarded for the SURF! Project match anticipated costs. Indications in the economy point to a stabilization of construction costs after three years of higher-than-average increases as reported by the CA Construction Cost Index.

<table>
<thead>
<tr>
<th>Grant Funding Secured</th>
<th>Amount</th>
<th>Project Costs</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Capital Investment Grant (CIG)</td>
<td>$22.1M</td>
<td>Env./Preliminary Design</td>
<td>$2.4M</td>
</tr>
<tr>
<td>Federal 5307 Formula</td>
<td>$69K</td>
<td>CIG Support Services</td>
<td>$396K</td>
</tr>
<tr>
<td>Earmark from Senator John Laird</td>
<td>$2.5M</td>
<td>Final Design</td>
<td>$5.2M</td>
</tr>
<tr>
<td>Transit &amp; Intercity Rail Capital (TIRCP)</td>
<td>$25.0M</td>
<td>CM/GC* PreCON Services</td>
<td>$932K</td>
</tr>
<tr>
<td>State Local Partnership Program</td>
<td>$100K</td>
<td>Construction Oversight</td>
<td>$5.7M</td>
</tr>
<tr>
<td>TAMC – Measure X</td>
<td>$27.4M</td>
<td>Construction*</td>
<td>$56.0M</td>
</tr>
<tr>
<td>MST General Fund</td>
<td>$852K</td>
<td>Enviro Mitigations*</td>
<td>$901K</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$78.0M</strong></td>
<td><strong>Contingency</strong></td>
<td><strong>$6.0M</strong></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$78.0M</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
*Information is current as of March 1, 2024. Future construction costs are subject to change with market conditions or changes in scope of work. Numbers are rounded. CM/GC is construction management/general contractor.*

**Project Schedule**

**Update:**

The current Project schedule identifies meeting the following key milestones before construction begins in fall 2024:

- **March 2024**  Submit additional required documents to FTA at 95% design milestone
- **April 2024**  Coastal Development Permits from Sand City and Marina, various permits from Caltrans and the jurisdictions for grading, construction, building, misc. There are nearly 40 permits/agreements needed.
- **May 2024**  Long lead items contract
- **June 2024**  Coastal Development Permit from California Coastal Commission
- **Aug. 2024**  Allocation from California Transportation Commission for $25M TIRCP
- **Sept. 2024**  Construction contract award
- **Oct. 2024**  Construction mobilization begins

**Project Scope**

**Design Progress:**

1. Fall 2023 - 95% design plans were submitted to Sand City, Seaside, and Marina for review. The MST design team is working through Cities’ comments as well as preparing additional information as requested.

**Regulatory and Permitting:**

1. **Coastal Development Permit:** MST staff and consulting team will have submitted a fourth (4th) response to Coastal Commission staff by the March 11th meeting. Coastal staff had additional questions and revised Coastal Commission jurisdiction boundaries for MST to address in this latest submission.

2. **City of Marina:** MST staff is working through the tree removal permit and coastal development permit process. The Marina Tree Committee recommended approval of a tree removal permit to their Planning Commission after conducting a site visit at the future 5th Street Station on February 10th and hearing the matter
a second time on February 26th. The boundaries of the Marina Coastal zone area reduced when the Coastal Commission retained their original jurisdiction as noted above.

3. **City of Sand City:** Staff is working through the coastal development permit approval process. A reimbursement agreement was to be executed to restart Sand City staff review of the project.

4. **Caltrans Encroachment Permit:** MST staff and design team continue to work with Caltrans through the permitting process for locations where the busway and Caltrans right-of-way intersect and overlap.

5. **Federal Transit Administration:** In late March, MST staff will submit additional required documentation to support a Small Starts Grant Agreement for the project.

### Project Outreach:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4,280</td>
<td>Community members reached</td>
</tr>
<tr>
<td>139</td>
<td>Meetings where MST staff attended, presented at, or otherwise shared SURF! Project information within our community</td>
</tr>
<tr>
<td>50</td>
<td>Letters of support from community organizations and residents</td>
</tr>
</tbody>
</table>

### Risks:

California Coastal Commission Coastal Development Permit – MST’s application to the Central Coast office was submitted on March 31, 2023. To date, MST has spent over $300,000 on consultant work to prepare and respond to Central Coast staff requests for additional information. To date and at the Commission staff’s request, MST has analyzed 6 different alternatives to the MST Board-approved Project. All alternatives proposed by Coastal Commission staff result in greater impacts to environmentally sensitive habitat areas and to aesthetics.
To: Board of Directors

From: Michelle Overmeyer, Director of Planning and Innovation
      Emma Patel, Planning Manager

Subject: Better Bus Network Report

RECOMMENDATION:

Receive an update on the first year of the Better Bus Network.

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

Your Board has adopted a goal to provide quality transit and mobility management services. Implementation of the Better Bus Network as approved by the Board supports this goal.

DISCUSSION:

Following a two-year planning and public engagement process, MST redesigned its transit system. The Better Bus Network took effect December 10, 2022. The attached report highlights changes in service delivery and consumption over the first year. Staff will provide a presentation on key findings from the first year of the Better Bus Network.

ATTACHMENT(S):

Better Bus Network: One Year Update

Prepared by: Michelle Overmeyer
Director of Planning and Innovation
Reviewed by: Carl G. Sedoryk
General Manager/CEO
Better Bus Network: One Year Update

March 2024
Better Bus Network Overview

On December 10, 2022, the Better Bus Network took effect. The last full system review was over two decades ago in the late 1990’s and many shifts and changes have taken place in and around Monterey County since then. The key choices the MST Board of Directors made in redesigning the network were to favor:

- Ridership over coverage
- Equity over equality
- Regional balance

Prior to the Better Bus Network, most MST lines operated at very low frequencies with meandering routes, resulting in trips taking a very long time, even when point A and B were nearby. Since the late 1990’s, there have been important shifts where people work and live. The Better Bus Network focuses on better and more frequent service where more people live and work rather than spreading minimal service to as many areas of the County as possible. Despite Salinas having the largest population and job center in Monterey County, only 35% of MST service was allocated to Salinas. The Better Bus Network focused on providing 40% of service to Salinas, 40% of service to the Peninsula, and the remaining 20% to other areas. The pandemic brought more focus onto equity issues as ridership declines were considerably less steep in areas historically underrepresented. As such, the Better Bus Network targeted areas that had the greatest need for public transit rather than spreading service equally among the population.

Ridership

In the first year of the Better Bus Network, there were 2,333,889 passengers and ridership increased by 25.8%. The most utilized routes in the system were:

- **Line 41 – Salinas – Alisal – Northridge,**
- **Line 20 – Monterey – Salinas,** and
- **Jazz B – Aquarium/Sand City via Broadway.**

During the COVID-19 pandemic, ridership dropped drastically, which proved to be a temporary anomaly. Ridership has quickly increased as we emerged from the pandemic and has continued to increase rapidly under the Better Bus Network. In December 2022, MST ridership was approximately 51% of pre-pandemic volumes and as of December 2023, ridership was approximately 64% of pre-pandemic volumes.
Time Between Key Locations

Prior to the Better Bus Network, many routes operated at low frequencies with nearly half of all lines operating once an hour or less. Infrequent travel options make it difficult to get anywhere in a reasonable amount of time. Previously, trips between Monterey and Carmel Valley, Sand City and Carmel, and South County and Hartnell College were all one seat trips that now require a transfer. Although the total time of a trip from Sand City to Carmel increased by 16%, the frequency of these trips increased significantly from only three morning and three evening trips to half hourly service all day long. The frequency of trips from Monterey to Carmel Valley stayed the same and the total time increased, but on-time performance increased to over 75% most months, resulting in more reliable service. The total time of a trip from South County to Hartnell College main campus decreased slightly and frequency was increased on weekends, but service directly to Hartnell College is no longer available. Passengers can make a 16-minute walk to campus from Salinas Transit Center or transfer quickly to Line 20.

Table 1: Sample Comparison of Travel Options

<table>
<thead>
<tr>
<th></th>
<th>Monterey --&gt; Carmel Valley</th>
<th>Sand City --&gt; Carmel</th>
<th>South County --&gt; Hartnell</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BBN Routing</strong></td>
<td>Line 5 to Line 24</td>
<td>Jazz A to Line 5</td>
<td>Line 23 to walk or Line 20</td>
</tr>
<tr>
<td><strong>Prior Year Routing</strong></td>
<td>Line 24</td>
<td>Line 11</td>
<td>Line 23</td>
</tr>
<tr>
<td><strong>BBN Frequency</strong></td>
<td>Hourly / 11 daily trips</td>
<td>Half Hourly / 27 weekday trips</td>
<td>Hourly / 17 weekday trips</td>
</tr>
<tr>
<td><strong>Prior Year Frequency</strong></td>
<td>Hourly / 13 weekday trips</td>
<td>Less than once an hour / 6 daily trips</td>
<td>Hourly (Weekday) / 15 weekday trips</td>
</tr>
<tr>
<td><strong>BBN Total Time</strong></td>
<td>55 minutes</td>
<td>47 minutes</td>
<td>1 hour 36 minutes</td>
</tr>
<tr>
<td><strong>Prior Year Total Time</strong></td>
<td>49 minutes</td>
<td>40 minutes</td>
<td>1 hour 41 minutes</td>
</tr>
<tr>
<td><strong>Change in Time</strong></td>
<td>12% Increase</td>
<td>16% Increase</td>
<td>10% Decrease</td>
</tr>
</tbody>
</table>
Line 24 Crossroads Carmel-Carmel Valley Analysis

Ridership along Line 24 decreased by 63% in the first year of the Better Bus Network. However, routing has significantly changed. Prior to the Better Bus Network, Line 24 began in Monterey at the Monterey Transit Plaza and presently, Line 24 begins in Carmel at Carmel Rancho. Prior to the Better Bus Network, Monterey Transit Plaza and Carmel 6th / Mission were the most popular outbound boarding locations and Crossroads Shopping Center and Carmel 6th / Mission were the most popular inbound boarding locations. Although Line 24 no longer serves Monterey Transit Plaza and Carmel 6th / Mission, Line 5 Monterey-Carmel Rancho serves these locations and continues to connect with Line 24 at Carmel Rancho. Combined ridership on Line 5 and Line 24 are 135% higher than ridership on the previous Line 24.

Figure 3 Monterey to Carmel Valley Average Weekday Boardings
Line 20 Monterey-Salinas Analysis

Ridership along Line 20 has increased by 36% in the first year of the Better Bus Network and continues to be one of the most utilized routes systemwide. The top boarding and alighting location is at the Salinas Transit Center. In the year before the Better Bus Network, there was a daily average of 151 boardings and 146 alightings at Salinas Transit Center on weekdays. During the first year of the Better Bus Network, ridership increased to 196 boardings and 190 alightings. Excluding timepoint locations, Del Monte / Palm in the Westbound direction has been the most popular boarding location with 30 daily average weekday boardings pre-Better Bus Network and 34 daily average weekday boardings during the Better Bus Network.

Figure 4 Line 20 Monterey-Salinas Average Weekday Boardings
Line 1 Monterey-PG via Asilomar Analysis

Ridership along Line 1 has increased by 15% in the first year of the Better Bus Network. Monterey Transit Plaza continues to be the most popular location for boardings and alightings. In the year before the Better Bus Network, there were a daily average of 27 boardings and 20 alightings on weekdays. During the first year of the Better Bus Network ridership increased to 44 boardings and 35 alightings. Line 1 had the second highest transfer pass requests systemwide with 23% of passengers requesting a transfer.
South County Fixed Route Circulators

In early 2021, the South County Service Plan was adopted, which recommended shifting the South County On-Call services to fixed route circulator lines in each of the South County cities in order for MST to meet the demands of the growing communities. The circulator lines will provide service throughout each city and allow for connections to Lines 23 and 23X. The King City circulator, Line 34 – King City is the first of the South County circulators to be implemented, and it started with the Better Bus Network. Circulator lines for Gonzales and Soledad are almost at the final design milestone and will be the next circulators implemented. Greenfield will follow sometime in the future.

General public On-Call service continued during the first year of the Better Bus Network. On-Call ridership dropped in Gonzales by 7.7% but increased in Greenfield by 24.8% and Soledad by 11%.

The local service in King City has changed with the Better Bus Network. King City general public On-Call previously served the City of King City and the unincorporated area of Pine Canyon. Line 34 was designed to focus on the incorporated city. Line 34 had 5,431 passengers in the first year of the Better Bus Network. Ridership on Line 34 was 32.8% lower than ridership on King City On-Call.

![South County On-Call/Circulator Ridership](image)

*Figure 6 South County Ridership*
Cancellations

A total of 308,018 trips were operated during the Better Bus Network and only 520 trips were cancelled, resulting in 99.8% of trips operated and 0.2% of trips cancelled. MST has been facing a driver shortage and 48.5% of cancelled trips, or 252 trips, were cancelled due to the driver shortage. Other reasons for cancelled trips can range from mechanical issues to hazardous road conditions. Line 43 Salinas-South Main via SVMH had the most cancellations with an average of six (6) cancelled trips per month. Line 59 Salinas-Gilroy, which began service on October 30, 2023, and Line 61 Salinas-VA DOD Clinic had no cancellations and all other routes had an average of three (3) or fewer cancellations per month.
Transfers

Since the Better Bus Network, passengers can enjoy two (2) hours on MST services for the price of a single ticket. Customers paying with cash must request a transfer upon boarding the first bus and it’s good for free boarding for the next two (2) hours. Transfers accounted for 18.9% of all boardings systemwide. Transfer boardings on each line ranged from 10% to 26%. Line 24 Crossroads Carmel-Carmel Valley and Line 96 Salinas-Airport Business Center had the highest percent of transfer boardings. Transfers were issued most frequently on Line 5 Monterey-Carmel Rancho where 35% of passengers requested a transfer. Each month, an average of 26,000 transfers are issued and used 34,000 times. On average, each transfer is used 1.3 times.

Figure 9 Transfers Issued and Used

Transfers Issued and Used
Tap-to-Ride Boardings

In May 2021, MST began offering contactless fare payment technology on its buses. In the first year of the Better Bus Network, “Tap-to-Ride” boardings increased by 101% from 59,268 boardings made the prior year to 119,054 boardings made in the first year of the Better Bus Network. When using the contactless payment option, fare capping allows passengers to pay per ride until they reach hourly, daily, weekly, or monthly fare caps, after which they ride for free for the remainder of the period. To qualify for benefits like fare capping, the same payment method must be used on all trips. An average of 23% of trips each month are capped and an average of 37% of unique riders hit some sort of cap each month.
Vanpool

In September 2022, MST partnered with Commute with Enterprise to offer a vanpool option to Monterey County commuters. MST supports the vanpool program by offering a $450 monthly subsidy to lessen the financial burden for participants and encourage participation. There were 23 vanpools enrolled in October 2022 and there were still 23 vanpools in December 2023. The total vanpool ridership in 2023 was 58,477. Passengers travelled as far south as the Arroyo Grande – Grover Beach – Pismo Beach area and as far north as the San Francisco – Oakland area. The most popular area for trips is the Monterey area where 43% of trips took place.
Title VI Systemwide Service Standards

MST has documented within this Title VI Program the steps it has taken, and will continue to take, to ensure its transit services are provided without discrimination on the basis of race, color, or national origin. In addition to Title VI protections, MST affirms its commitment to operate without discrimination against any other class of persons protected by federal or state law.

In accordance with 49 CFR 21.9 and guidance provided in Federal Transit Administration (FTA) Circular 4702.1B Chapter IV, service standards and policies are required for fixed route services. Some of these service standards were reviewed in the performance of the first year of the Better Bus Network.

Vehicle Loads

MST aims to maintain vehicle loads at or below 125% of seated capacity on all its services. In 2023, average weekday vehicle loads stayed below the 125% threshold. The 7:26 am trip on Jazz B had the highest average vehicle loads at 92% of seated capacity.

On-Time Performance

MST defines on-time performance in two ways:

**At timepoints along each route.** A trip is considered on time if the vehicle departs the timepoint no earlier than 1 minute before the scheduled time, and no later than 5 minutes after the scheduled time. MST aims for on-time performance of 80% of all departures at timepoints.

**At timed transfer points.** Routes that make timed transfers are considered to be on-time at the transfer point if the vehicle arrives no later than 2 minutes before the next “pulse” departure time. MST aims for on-time performance of 95% of all arrivals at timed transfer points.

In 2023, MST had an overall on-time performance of 84%, meeting the service standard of 80%. There were 25 routes, or 76% of routes, that met the service standard. For timed transfer points, MST evaluates Marina Transit Exchange, Monterey Transit Plaza, Sand City Station, Salinas Transit Center, Carmel Rancho, and Northridge Mall. The annual on-time performance at the transfer points ranged from 77%-85% and an overall average of 82% on-time. This indicates MST did not meet its time transfer point target of 95%. Barriers to meeting the time transfer point target include the increase of area-wide traffic congestion, noticeable on the Line 20 which is consistently one of the
top two most heavily used routes and the second highest in terms of service hours provided. Delays to Line 20 affect the agency’s overall timed transfer target.

Service Availability

MST provides service that meets transit needs throughout Monterey County. Its ability to provide service can be constrained by the availability of resources and the distribution of population and jobs throughout the County. The Better Bus Network shifted agency priorities, and the table below indicates key standards are exceeded in terms of service availability.

Table 2: Monterey County Residents within ½ Mile of Fixed Route Service

<table>
<thead>
<tr>
<th>Target</th>
<th>Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>50% of all Monterey County residents</td>
<td>75% of all Monterey County residents</td>
</tr>
<tr>
<td>65% of residents of the Salinas Urbanized Area</td>
<td>93% of residents of the Salinas Urbanized Area</td>
</tr>
<tr>
<td>65% of residents of the Seaside-Monterey Urbanized Area</td>
<td>88% of residents of the Seaside-Monterey Urbanized Area</td>
</tr>
<tr>
<td>50% of all low-income Monterey County residents, defined as residents living in household with an income below 150% of the federal poverty guidelines</td>
<td>82% of all low-income Monterey County residents, based on 2021 American Community Survey (ACS) data</td>
</tr>
</tbody>
</table>

Customer Service Reports

As passengers have become more familiar with the Better Bus Network, customer service reports have decreased. Public comments fell in the following general categories:

- Change of routing,
- More service to Pacific Grove,
- Request for bus stop amenities like bus shelters or new bus stops, and
- Modifications to schedule timetables.

During the first three weeks of the Better Bus Network, 21 customer service reports had been received and by January 2023, this number dropped to 12 reports in the month.
What’s Next

Overall, the Better Bus Network has seen an increase in ridership, which continues to grow. Service is more frequent and reliable, exceeding overall on-time performance measures. The $2 for 2 hours of service fare is used by many riders who make use of the free transfers. On-time performance at timed transfer locations has not yet met the minimum standard of 95%. To fully meet the objectives of the Better Bus Network, the remaining South County fixed route circulators must be implemented and Line 47 Hartnell-Alisal Campus must be reinstated. Additionally, MST staff continues to work with staff from various cities to implement additional bus stops at key locations in the service area to improve access.
To: Board of Directors

From: Michelle Overmeyer, Director of Planning and Innovation

Subject: Extension of School Pass Program

RECOMMENDATION:

Approve extension of the School Pass Program.

FISCAL IMPACT:

Up to $25,000 in MST general fund to match $25,000 in revenue from participating youth organizations.

POLICY IMPLICATIONS:

Your Board sets fare policy.

DISCUSSION:

The price of a monthly bus pass is $70, and a 50% discount is applied for the following categories of customers:

- 18 years and under
- 65 years and older
- Individuals with disabilities
- Medicare Card holders
- MST RIDES Paratransit Eligibility card holders
- Veterans, Veteran’s spouse/caregiver
- Special Humanitarian Parole

In April 2020, your Board approved the allocation of $50,000 in Low Carbon Transit Operations Program (LCTOP) grant funds toward monthly youth passes for fixed route bus service. Later that same year, your Board established the School Pass Program with a monthly rate of $13 per pass to extend the capacity of the LCTOP grant. The proposed discount was similar to the campaign MST operated in 2016-2017 when the Highway 68 Roundabout was under construction, with a monthly pass priced at $13.

Under the School Pass Program, the LCTOP grant contributed $6.50 per pass and participating school districts would contribute $6.50 per pass. In September 2021,
your Board approved expanding the School Pass Program beyond school districts
within Monterey County Office of Education. For example, Rancho Cielo, Digital Nest,
and individual school sites had expressed interest in purchasing the discounted monthly
passes outside of their school district liaison. Schools with the most demand for reduced
pricing passes have been Monterey Peninsula School District, Salinas Union High
School District, and Monterey High School.

The LCTOP grant has come to an end, but interest remains from participating
school districts, individual schools, and youth organizations. Staff recommends that the
Board authorize extending the School Pass Program. The following are some options
provided for your consideration:

Option 1: Permanently continue the School Pass Program regardless of grant
funding. A $13 monthly pass will be sold to eligible participants and MST
contributes $6.50 per pass using general funds. Based on past demand from the
schools, up to $25,000 in MST funds would be needed for the remainder of
FY2023-24. This amount is not included in the adopted MST operating budget
but there is adequate reserve funding available to cover the cost. This option also
directs staff to budget for the anticipated amount in future budgets.

Option 2: Permanently continue the School Pass Program but at a higher cost to
eligible schools/participants. Under this option, the $13 monthly pass would
continue but eligible schools/participants would pay $13 per pass instead of
$6.50 per pass. No MST general funds would be used.

ATTACHMENT(S):

None.

Prepared by: Michelle Overmeyer     Reviewed by: Carl G. Sedoryk
Director of Planning and Innovation    General Manager/CEO
To: Board of Directors

From: C. Sedoryk, General Manager/CEO

Subject: Staff Recognition of Coach Operator Recruitment and Hiring Efforts

Since 2020, MST has struggled with attracting and retaining enough coach operators to meet budgeted service levels. On February 26, 2023, an interdepartmental team representing Human Resources, Operations, and Executive Leadership was convened to brainstorm ideas to streamline and improve the hiring process.

Many ideas were presented including hiring incentives, streamlined testing, and training programs, sharing responsibilities between departments, increased resources devoted to training, and increased community outreach. A goal was set to achieve a net increase of 10 coach operators within a year.

Through these efforts and free news coverage, the Human Resources department extended job offers to 34 applicants. On February 13, 2024, 23 new Coach Operators started at MST, the largest single class in the history of MST. This not only met but exceeded the goal set by the interdepartmental team. The following employees are recognized for their contributions to achieving this momentous milestone:

<table>
<thead>
<tr>
<th>Alejandro Chavarin</th>
<th>Jarred Augusta</th>
<th>Melissa Valadez</th>
</tr>
</thead>
<tbody>
<tr>
<td>Courtney Neff</td>
<td>Jason Anderson</td>
<td>Norman Tuitavuki</td>
</tr>
<tr>
<td>Daniel Merillana</td>
<td>Kelly Halcon</td>
<td>Patrick Lewis</td>
</tr>
<tr>
<td>Deanna Smith</td>
<td>Lisa Cox</td>
<td>Sonjé Dayries</td>
</tr>
<tr>
<td>Emmanuel Dimas</td>
<td>Marc Friddle</td>
<td>Tim Minelli</td>
</tr>
<tr>
<td>Francisco Castillo</td>
<td>Marzette Henderson</td>
<td>Sherman Upshaw</td>
</tr>
</tbody>
</table>

Prepared by: Carl G. Sedoryk
To: Board of Directors

From: C. Sedoryk, General Manager/CEO

Subject: Monthly Report – January 2024

The Monthly Report focuses on the areas of People, Planet, and Performance. Under the category of “Performance,” we have included data in the areas of operations, maintenance of fleet and facilities, and finance.

**Fixed-Route Performance Summary:**

<table>
<thead>
<tr>
<th>SERVICE DELIVERED</th>
<th>SERVICE QUALITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership</td>
<td>On-Time Passenger Departures</td>
</tr>
<tr>
<td></td>
<td>166,053</td>
</tr>
<tr>
<td>Passengers/Vehicle Revenue Hour</td>
<td>166,193</td>
</tr>
<tr>
<td>Revenue Miles</td>
<td>On-Time Time Points</td>
</tr>
<tr>
<td></td>
<td>294,427</td>
</tr>
<tr>
<td>One-Way Trips Operated</td>
<td>Delayed Time Points</td>
</tr>
<tr>
<td></td>
<td>25,131</td>
</tr>
</tbody>
</table>

**Systemwide Service:**

Boardings reported for the month of January show ridership to be 24.6% higher than in January of 2023, when 149,420 boardings were reported. Over that same timeframe, the amount of revenue hours operated increased by 1.6%, resulting in a 22.7% increase in productivity, from 8.7 Passengers Per Hour (PPH) last January to 10.6 PPH this January.

**Seasonal Service:**

No seasonal service was operated in January.

**MST RIDES Performance Summary:**

<table>
<thead>
<tr>
<th>SERVICE DELIVERED</th>
<th>SERVICE QUALITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership</td>
<td>On-Time Passenger Departures</td>
</tr>
<tr>
<td></td>
<td>7,175</td>
</tr>
<tr>
<td>Passengers/Vehicle Revenue Hour</td>
<td>1.67</td>
</tr>
<tr>
<td>Revenue Miles</td>
<td>Percent On-Time Departures</td>
</tr>
<tr>
<td></td>
<td>89%</td>
</tr>
<tr>
<td>One-Way Trips Operated</td>
<td>Delayed Time Points</td>
</tr>
<tr>
<td></td>
<td>93,183</td>
</tr>
</tbody>
</table>

**ATTACHMENT(S):**


Prepared by: Carl G. Sedoryk
TO: Carl Sedoryk
FROM: Don Gilchrest

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

**Budget Agreement**

Congress is struggling to bring to completion the budget agreement for fiscal year 2024 appropriations. Under the current Continuing Resolution, funding authority for federal discretionary programs will begin to expire this Friday. Since none of the 12 annual appropriations bills have been enacted yet, Congress must take immediate action to pass this legislation or else risk a shut-down of the federal government. As a backstop, another extension of short-term funding authority is being prepared for consideration.

The appropriations endgame is proceeding with Speaker Johnson (R-LA) experiencing substantial opposition from conservative House Republicans, which has put his leadership role in a precarious position. On several occasions recently, the Speaker has had to rely on votes from Democratic members to move legislation forward. It is likely that any deal that he is able to negotiate with Democratic leaders will alienate a large portion of the House Republican Conference. Although there is bipartisan support for the overall spending levels in the budget agreement, the possibility of a revolt against Speaker Johnson is always in the background, which is leading to uncertainty in the budget negotiations.

The Agriculture, Energy-Water, Military Construction-VA and Transportation-HUD bills are scheduled to expire on March 1, so they are the focus for immediate action. Although Congressional Leaders appear to be close to releasing the details of this first batch of spending bills, last minute delays have arisen because of disputes over legislative riders that may be added. President Biden is convening a meeting today with Congressional leaders to attempt to break the deadlock.

**Transportation Funding**

Although it remains to be seen how the Appropriations Committees will allocate the funding, the budget agreement is expected to prevent many of the cuts to transportation grant programs that
were proposed by the House version of the *FY 2024 Transportation, Housing and Urban Development Appropriations Act* when it was drafted last year.

Funding for transportation grant programs was a point of contention in the annual appropriations process throughout last year as Congress attempted to draft the bills for fiscal year 2024. The spending reductions for transportation programs that were proposed were significant, with approximately $7 billion of cuts to competitive transportation grants and rail/transit programs. MST’s local delegation members are continuing to aggressively support federal grant opportunities as the final transportation bill is drafted by the House and the Senate Appropriations Committees.

The five-year *Bipartisan Infrastructure Law* that was enacted in 2021 is also providing substantial funding for transportation programs, and that funding has not been impacted so far by the disputes in the annual appropriations process. However, the additional funds that MST is supporting in the annual appropriations legislation would provide important opportunities in the areas of multimodal programs, buses, and FTA Capital Investment grants.

The following chart summarizes the impact of the pending versions of the appropriations bills on proposed funding for several priority programs:

<table>
<thead>
<tr>
<th>Program</th>
<th>FY 2023 Enacted</th>
<th>FY 2024 House</th>
<th>FY 2024 Senate</th>
</tr>
</thead>
<tbody>
<tr>
<td>RAISE Local and Regional Project</td>
<td>$2.3 billion</td>
<td>$1.5 billion</td>
<td>$2.3 billion</td>
</tr>
<tr>
<td>Regional Project Assistance Grants</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Consolidated Rail Grants</td>
<td>$1.56 billion</td>
<td>$1.25 billion</td>
<td>$1.57 billion</td>
</tr>
<tr>
<td>Amtrak</td>
<td>$6.85 billion</td>
<td>$5.27 billion</td>
<td>$6.85 billion</td>
</tr>
<tr>
<td>FTA Capital Investment Grants</td>
<td>$4.24 billion</td>
<td>$1.99 billion</td>
<td>$4.05 billion</td>
</tr>
<tr>
<td>Bus/Bus Facilities</td>
<td>$2.26 billion</td>
<td>$2.08 billion</td>
<td>$2.29 billion</td>
</tr>
</tbody>
</table>
**Congressional Projects**

We are expecting the House and Senate Appropriations Committees to announce the guidance and deadlines for fiscal year 2025 member project requests sometime in early- or mid-March. The House Community Project Funding process and the Senate Congressionally Directed Spending process for the next fiscal year cannot proceed until the current year appropriations bills are completed, which we expect in early March. In the meantime, we are coordinating with your staff and your local delegation to prepare to request support for MST’s priorities.

Senator Butler has announced that she will be accepting Congressionally Directed Spending requests until March 12. Senator Padilla, Representative Panetta, and Representative Lofgren have not yet released their guidance or deadlines for the projects that they will consider.
February 21, 2024

TO: Board of Directors, Monterey-Salinas Transit District

FROM: Matt Robinson, Partner
      Michael Pimentel, Legislative Advocate

RE: STATE LEGISLATIVE UPDATE – March 2024

Legislative Update
January 31 marked the two-year bill deadline for the Legislature, meaning bills introduced in the first year of the two-year session had to move from the first house to the second house by the deadline. For new bills under consideration in 2024, legislators had until February 16 to introduce them. In total, there were 1,505 bills introduced in the Assembly and 619 bills introduced in the Senate, many of them “spot” bills. Policy committees, as well as budget subcommittees, should pick up steam in mid-March. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available here.

New Leader in State Senate
On February 5, 2024, a new leader in the California State Senate was sworn in. Senate President pro Tempore Mike McGuire (D-Healdsburg) took the gavel from then-current Senate President pro Tempore Toni Atkins (D-San Diego) during the day’s floor session. Shortly after taking over as pro Tem, Senator McGuire announced his leadership team and committee chairs. We note several relevant appointments below:

- Senate Majority Leader - Senator Lena A. Gonzalez (D-Long Beach)
- Senate Transportation Committee Chair - Senator Dave Cortese (D-San Jose)
- Senate Appropriations Committee Chair - Senator Anna M. Caballero (D-Merced)
- Senate Budget and Fiscal Review Committee Chair - Senator Scott D. Wiener (D-San Francisco)
- Senate Budget Subcommittee #2 on Resources, Environmental Protection and Energy Chair Senator Josh Becker (D-Menlo Park)
- Senate Budget Subcommittee #5 on Corrections, Public Safety, Judiciary, Labor and Transportation Chair Senator Aisha Wahab (D-Hayward)
- Senate Local Government Committee (New Committee) Chair - Senator María Elena Durazo (D-Los Angeles)

The full list of leadership appointments, committee chairs, and committee rosters is available here.
California Transportation Commission Elects New Leaders, Speaker Rivas Appoints New Commissioner

At its January meeting, the California Transportation Commission elected Carl Guardino as its Chair and Darnell Grisby as its Vice Chair. Guardino was appointed by Governor Arnold Schwarzenegger to a four-year term on the Commission in 2007, reappointed twice by Governor Jerry Brown, and in 2019 and 2023, Governor Gavin Newsom appointed him to his fourth and fifth consecutive four-year terms. He has served as Commission Vice Chair since 2022. Grisby was appointed by Governor Gavin Newsom to a four-year term on the Commission in 2021.

On February 1, Assembly Speaker Robert Rivas (D-Salinas) appointed Robert Tiffany to a four-year term on the Commission. Tiffany is a former Supervisor for the County of San Benito and replaces Commissioner Joe Lyou, an appointee of former Assembly Speaker Anthony Rendon (D-Lakewood), whose term expired in 2024.

Transit Transformation Task Force

As we previously reported, on December 19, 2023, California State Transportation Agency (CalSTA) convened the Transit Transformation Task Force for its kick-off meeting. The meeting, which was open to the public and industry stakeholders, featured member introductions, an update on Task Force structure and schedule, and public comment. The Task Force will next convene on February 29, 2024. The Task Force, of which MST CEO Carl Sedoryk is a member, is charged with delivering a report of findings and recommendations to the Legislature by October 31, 2025. The Task Force is subject to the state’s open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials will be available on CalSTA’s website.

Bills of Interest

SB 960 (Wiener) Complete Streets Projects on the State Highway System

This bill would require all transportation projects funded or overseen by Caltrans to provide “comfortable, convenient, and connected complete streets facilities” unless exempt pursuant to the bill and would require the State Highway Operation and Protection Program (SHOPP) asset management plan to prioritize the implementation of “comfortable, convenient, and connected facilities” for pedestrians, bicyclists, and transit users on all projects in the program. The bill would require the CTC to adopt 4-year and 10-year objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit facilities on the state highway system. The bill would require Caltrans and CTC to use the updated asset management plan and to guide the selection of transit priority projects for the SHOPP.

This bill would define “transit priority project” as a roadway design, operations, and enforcement action, treatment, or project that helps transit buses and other transit vehicles avoid traffic congestion, reduce signal delays, and move more predictably and reliably. The bill would require Caltrans to adopt a policy on transit priority projects for state and local highways and require Caltrans to take certain actions to streamline the approval of transit priority projects. The bill would require Caltrans to establish 4-year and 10-year targets for the fast and reliable movement of transit vehicles on state
highways. Finally, this bill would require the Caltrans to establish a process to streamline the approval of pedestrian facilities, traffic calming improvements, bicycle facilities, and transit priority projects at locations where a local highway is above, below, or otherwise intersects with, a conventional state highway.

**AB 817 (Pacheco) Brown Act (MST WATCH)**
The Brown Act casts a wide net when it comes to defining legislative bodies to include any “commission, committee, board, or other body of a local agency, whether permanent or temporary, decision-making or advisory.” This bill would provide flexibility for advisory bodies that can take no action, or establish policy on behalf of a local elected body by allowing them to continue to meet remotely without having to follow the specific quorum, location notification, and accessibility requirements required by the Brown Act.

**AB 2286 (Aguiar-Curry) Heavy-Duty Autonomous Vehicles**
The bill would prohibit the operation of an autonomous vehicle with a gross vehicle weight of 10,001 pounds or more on public roads for testing purposes, transporting goods, or transporting passengers without the presence of a human operator. The bill would require the Department of Motor Vehicles, by January 1, 2030, or 5 years after commencement of testing, whichever occurs later, to submit a report to the Legislature evaluating the performance of autonomous vehicle technology and its impact on public safety and employment in the transportation sector. The Legislature would be required to conduct an oversight hearing to review the report. The bill would prohibit the Department of Motor Vehicles from issuing a deployment permit for use of a heavy-duty autonomous vehicles without an operator earlier than one year after the oversight hearing and only after express authorization of the Legislature and Governor. This bill is almost identical to AB 316 (Aguiar-Curry), which was vetoed by Governor Newsom in 2023.

**AB 2503 (Lee) CEQA Exemptions for Railroad Electrification**
This bill would exempt from the requirements of CEQA railroad electrification projects and railroad siding projects.

**AB 2719 (Wilson) Transit Vehicle Inspections**
This bill would authorize a public transit agency to request that the California Highway Patrol conduct an annual inspection and certification of its fleet. The bill would exempt any public transit agency vehicle that has been certified through that inspection from the requirement to stop at a roadside inspection (weigh station).

**AB 2824 (McCarty) Transit Employee Assaults (MST SUPPORT)**
Currently a spot bill, this legislation will be amended to enhance penalties for individuals who commit assault or battery against a public transit operator or employee. This bill also allows transit agencies to prohibit individuals convicted of assault or battery from entering transit facilities and vehicles using a more streamlined process. This bill is co-sponsored by the Amalgamated Transit Union (ATU) and California Transit Association (CTA).
To: Carl Sedoryk, General Manager/CEO

From: Kevin Allshouse, Contract Services Manager

Subject: TRIP REPORT: California Transit Association's 58th Annual Conference & Expo - November 15-17, 2023

SUMMARY:

The California Transit Association's 58th Annual Conference & Expo was held in Pasadena, California from November 15-17, 2023.

GOAL/PURPOSE:

The 2023 California Transit Association was designed for California public transportation professionals and offers a platform for participation in workshops, and opportunities to connect with industry peers and vendors. The keynote speakers and educational sessions provided insights into transit technology, equity, community development, funding and financial strategies, safety and security, and workforce enhancement.

ATTENDEES:

Public transit industry professionals nationally and throughout the state attended the conference.

AGENDA / MEETINGS ATTENDED:

Wednesday November 15, 2023

- **Welcome and Opening Keynote Q&A with Van Jones** - The keynote speaker, Van Jones, shared his experience reaching across the aisle to form partnerships to tackle some of the country’s greatest challenges.

- **The Human Element: Enhancing the Paratransit Rider and Provider Experience**– Utilizing technology to improve the paratransit experience benefits not only the passenger, but can also improve the experience for operators, dispatchers, and administrative staff as well. This session saw presentations from James Cox, of The Routing Company, Tiffani Scott, from Paratransit, Inc., and Robert Williams, from Golden Empire Transit District, each providing examples for how technology has improved services for their customers.

- **Reimagining Public Transit with COA’s** – Panelists Lauren Gradia, from Marin Transit, Michael Tree, from Santa Cruz Metro, and Michelle Overmeyer spoke about their agency’s experiences using the COA process to expand services. They discussed
some of the successes and challenges with the process, including why it’s so important to engage with the community to seek feedback about the services people want.

- **California’s Budget Act of 2023-24: One-Time Funding, New Accountability Workshop** – CalSTA provided attendees with the opportunity to learn about the $5.1 billion state funding for transit capital projects and service retention and expansion, its eligible uses, and the accountability and reporting requirements that will govern ongoing access.

*Thursday, November 16, 2023*

- **Power in Diversity: Building a Better Future Together General Session and Plenary Panel** – Executives from leading national organizations that support diversity through education, professional development, and advocacy in the transportation industry discussed the resources available to transit professionals from diverse backgrounds to grow in California’s transit industry and the roles transit executives must play in developing diverse teams at all levels of their organizations.

- **Transit Agency Partnerships to Respond to Emergencies, Disasters, and Large Planned Events** – Panelists from California agencies discussed the background for their respective mutual aid agreements with local jurisdictions to support collaboration and preparations during emergency response efforts.

- **Built for Speed: Transit Priority on Streets and Highways** – The panelists for this session discussed their projects implementing transit priority for their vehicles. For instance, Marlon Flournoy, from the California Department of Transportation, spoke about the 2 mile Van Ness Bus Rapid Transit project, which involved multiple transit operators, and which ultimately saved 25% in travel time, and a 13% increase in ridership in just the first week.

*Friday, November 11, 2023*

1. **ARCHES Workshop: What Does It Mean for Transit?**

2. **Keynote Speaker: Jennifer Pahlka- Founder and Former Executive Director, Code for America; Former US Deputy Chief Technology Officer:** closing remarks

The 2023 CTA Conference & Expo provided an invaluable platform for knowledge-sharing, networking, and fostering the growth of bus technologies within the transportation industry.

Submitted by: [Signature]
Kevin Allshouse
Contract Services Manager

Reviewed by: [Signature]
Norman Tuitavuki
Chief Operating Officer
To: Carl Sedoryk, General Manager/CEO
From: Paul Lopez, Facilities Manager
Subject: TRIP REPORT: California Transit Association’s 58th Annual Conference & Expo - November 15-17, 2023

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ATTENDEES:

Public transit industry professionals nationally and throughout the state attended the conference.

AGENDA / MEETINGS ATTENDED:

Wednesday November 15th, 2023

1. Welcome and Opening Keynote Q&A with Van Jones - The keynote speaker, Van Jones, was interviewed and shared his experience with social and environmental justice and developing strategies to align one’s priorities with others we typically don’t agree with.

2. Mandate to Implementation: State strategies to support ZE Regulatory Compliance: Encouraging the deployment of zero-emission vehicles (ZEVs) across all modes is one of California's primary policies for meeting air quality standards and reducing greenhouse gas emissions to address climate change. California’s transit agencies are mandated to transition to these technologies under the California Air Resources Board’s Innovative Clean Transit, In-Use Locomotive, and Commercial Harbor craft regulations, creating opportunities and challenges for resource-constrained agencies and staff. This panel will highlight the various non-incentive policies, tools, and resources the State of California has developed to help agencies meet their transition goals.
3. **State of the US. Transit Bus Market**: The COVID-19 pandemic and resulting supply chain issues and inflation created unprecedented challenges for the U.S. transit bus market. As the global economy and transit agencies continue to recover from the pandemic, bus manufacturers face still additional challenges driven by federal and state laws and regulations. This panel will explore the state of the U.S. transit bus market, issues of continued concern for bus manufacturers, and the steps bus manufacturers and transit agencies can take together to support a healthy and robust market in our country.

*Thursday, November 16th:*

1. **Embracing Open Loop Payments**: Open-loop payment systems allow people to conduct transactions between different financial institutions without requiring them to be a member or hold a specific account; for transit, this means that riders can use their own credit or debit card to pay to ride instead of having to purchase a region- or agency-specific transit pass or ticket. These systems can be convenient and time-saving for riders, can increase equity by improving access to transit, and may even save agencies money.

2. **Built for Speed Transit Priority on Streets and Highways** Transit priority designates preferential or exclusive use of parts of a street for transit vehicles on streets and highways with high motor vehicle volume, using either dedicated and marked lanes at all times or during peak hours with high congestion. Establishing transit priority can improve on-time performance, transit efficiency, and sometimes even traffic flow, which can all lead to an increase in rider preference for using transit over single vehicles. This panel explores the statutory and regulatory tools available to transit agencies to advance transit priority projects as well as the ways that transit agencies can help build the case for transit priority in their regions using ridership data, customer surveys, and community and rider engagement efforts.

*Friday, November 17th:*

1. **Workshop-ARCHES What Does It Mean**: On October 13th United States Department of Energy announced the award of up to $1.2 billion in funding to California’s Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES), a statewide public-private partnership led by the Governor’s Office of Business and Economic Development, the University of California, the California State Building Trades Council, and the Renewables 100 Policy Institute.

   The funding, which flows from the $7 billion identified in the federal Infrastructure Investment and Jobs Act for Regional Clean Hydrogen Hubs, will support hydrogen production in California as well as the development and expansion of markets to use the fuel. With California transit agencies leading the heavy-duty sector on the use of hydrogen to transition to a zero-emission future, ARCHES success has the power to accelerate and transform our industry’s adoption of cleaner technologies. This workshop, hosted in partnership with key officials from the ARCHES consortium, will provide attendees with the opportunity to learn
about the successful ARCHES application, what it means for California transit agencies, and the next steps.

2. **Closing Keynote Jennifer Pahlka:** Jennifer Pahlka is the author of *Recoding America* and a pioneer in making government work for people in the digital age. In 2010, she founded Code for America, a national nonprofit that brings the principles and practices of the digital era to government. While US Deputy Chief Technology Officer in the Obama White House from 2013-2014, she helped found the United States Digital Service (USDS), which brings world-class technologists and designers to government to improve digital service delivery. She is the winner of the Skoll Award for Social Entrepreneurship, the David Packard Award, the Oxford Internet Institute’s Technology and Society Award, and the National Democratic Institute’s Democracy Award, and was selected by *Wired* magazine as one of the people who have most shaped technology and society in the past 25 years. Her 2012 TED Talk, “Coding a Better Government,” has been viewed over 1M times. She served on the Defense Innovation Board. She holds fellowships with Ashoka, the National Academy of Public Administration, and the Volcker Alliance.

The 2023 CTA Conference & Expo provided an invaluable platform for knowledge-sharing, networking, and fostering the growth of bus technologies within the transportation industry.

Submitted by: [Signature]
Paul Lopez
Facilities Manager

Reviewed by: [Signature]
Norman K. Tuitavuki
Chief Operating Officer
To: Carl Sedoryk, General Manager/CEO

From: Yohana Reyes, Mobility Specialist

Subject: TRIP REPORT: California Transit Association’s 58th Annual Conference & Expo - November 15-17, 2023

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ATTENDEES:

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AGENDA / MEETINGS ATTENDED:

Wednesday November 15, 2023

- **Welcome and Opening Keynote Q&A with Van Jones** - The keynote speaker, Van Jones, was interviewed and shared his experience with social and environmental justice.
- **The Human Element: Enhancing the Paratransit Rider and Provider Experience** – Finding avenues for empowering dynamic, flexible, increased access, and further transit quality overall for dispatch, drivers, and riders.
- **The State of the U.S. Transit Bus Market** – Panelists discussed issues of continued concern for bus manufacturers, and the steps bus manufacturers and transit agencies can take together to support a healthy and robust market in our country.
- **Centering DEIA in Agency Management and Decision Making** – Panilist addressed access issues both in the workplace and for riders using surveys,
focus groups, and leadership training. The panelist discussed what they learned from the different forms of collecting data and their inputs.

Thursday, November 16, 2023

- **Power in Diversity: Building a Better Future Together General Session and Plenary Panel** – Executives from leading national organizations that support diversity through education, professional development, and advocacy in the transportation industry discussed the resources available to transit professionals from diverse backgrounds to grow in California’s transit industry and the roles transit executives must play in developing diverse teams at all levels of their organizations.

- **Innovative Practices to Keep Workers and Riders Safe** – Addressed safety issues and concerns that riders, community members, and employees across California perceive. Discussed solutions for groups that are often most vulnerable in transit: women, LGBTQ, people with disabilities, people of color, and youth,

- **Built for Speed: Transit Priority on Street and Highways** – The panel discussed the statutory and regulatory tools available to transit agencies to advance transit projects. Also, discussed ideas on how agencies can help build the case for transit priority in their regions using ridership data, customer surveys, and community engagement.

Friday, November 11, 2023

- **ARCHES Workshop: What Does It Mean for Transit?** – Provided information about the application process, what it means for California, and the next steps.

- **Keynote Speaker: Jennifer Pahlka- Founder and Former Executive Director, Code for America; Former US Deputy Chief Technology Officer**: closing remarks.

This was the first time attending the CTA conference and it was a wonderful experience that provided an insight into the transportation industry. It is a great platform for networking, and learning about other transportation agencies, and their technologies.

Reviewed by: _____________

Norman K. Tuitavuki
Chief Operating Officer
To: Carl Sedoryk
From: Michael Kohlman, Chief Information Officer
Subject: TRIP REPORT CTA Fall Conference & Expo, Nov 15-17th 2023

SUMMARY:

The California Transit Association Fall Conference and Exposition is the annual gathering for California transit agencies to discuss and collaborate on ways to address the public transportation challenges that exist in our state and in the U.S..

GOAL/PURPOSE:

This conference provided both a broad perspective on transit solutions throughout all departments as well as more focused perspectives that impact information technology. As such I was able to observe and discuss a number of current and potential solutions for MST with both peers as well as key vendors.

ATTENDEES:

A broad spectrum of transit operators and professionals from across California.

AGENDA:

- Cyber Security: Vehicles and Infrastructure
- Embracing Open Payments
- Advancing Equity through Fare Structures
- Advocacy and Public Transit: Case Studies in Successful Campaigning
- The State of the U.S. Transit Bus Market
- Several one-on-one discussions with current and potential vendors

Submitted by: Michael Kohlman
Chief Information Officer
To: Carl Sedoryk
From: Scott Taylor, Information Technology Manager
Subject: TRIP REPORT CTA Fall Conference & Expo, Nov 15-17th 2023

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A broad spectrum of transit operators and professionals from across California.

AGENDA:

- Cyber Security: Vehicles and Infrastructure
- Embracing Open Payments
- Built for Speed: Transit Priority on Streets and Highways
- Several one-on-one discussions with current and potential vendors

Submitted by: Scott Taylor
IT Manager
To: Carl Sedoryk  
From: Pat Lewis, Fleet Maintenance Superintendent  
Subject: TRIP REPORT: CTA Fall Conference & Expo, Nov 15-17th 2023

**SUMMARY:**

The California Transit Association Fall Conference and Exposition is the annual gathering for California transit agencies to discuss and collaborate on ways to address the public transportation challenges that exist in our state and the U.S.

**GOAL/PURPOSE:**

This conference provided both a broad perspective on transit solutions throughout all departments as well as more focused perspectives that impact information technology. As such I was able to observe and discuss several current and potential solutions for MST with both peers as well as key vendors.

**ATTENDEES:**

Public transit industry professionals nationally and throughout the state attended the conference.

**AGENDA:**

- Maintenance Committee Meeting  
- Operations Committee Meeting  
- Welcome and Opening Keynote Q&A with Van Jones  
- From Mandates to Implementation: Strategies to support ZE Regulatory Compliance–Encouraging the deployment of Zero Emission Buses (BEB’)  
- The State of the U.S. Transit Bus Market –  
- California’s Budget Act of 2023-24: One-Time Funding, New Accountability Workshop  
- Power in Diversity: Building a Better Future Together General Session Transit  
- Agency Partnerships to Respond to Emergencies, Disasters, and Large Planned Events  
- Advocacy and Public Transit: Case Studies in Successful Campaigning  
- ARCHES Workshop: What Does It Mean for Transit?  
- Keynote Speaker: Jennifer Pahlka- Founder and Former Executive Director, Code for America; Former US Deputy Chief Technology Officer

Submitted by: [Signature]

Pat Lewis
MAY THE NEW YEAR BRING YOU HEALTH & HAPPINESS PEACE & PROSPERITY LOVE & LAUGHTER
The Chong family,

Kinder and kinder.

In each point of your life,
new years bring + fulfill new


en family. We hope the

you shared with her and

Thank you for the kindness
shown to her by your team.

with gratitude for the care

and help, thank you. We look back
with great pride in you + your

As we begin the new year


Dean MST Ricks,