Board of Directors Regular Meeting
December 10, 2018

Frank J. Lichtanski Administrative Building
Board Room, First Floor
19 Upper Ragsdale Dr., Suite 100, Monterey 93940
10:00 a.m.

TRANSPORTATION: Ride Line 8 from Monterey Transit Plaza (Munras Gate) at 9:15 a.m. or Sand City Station at 9:30 a.m. Request a taxi voucher from MST Customer Service at the board meeting for your return trip or a trip to the destination of your choice up to $17.00.

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 Board will not take action or respond immediately to any public comments presented, but may choose to follow-up at a later time either individually, through staff, or on a subsequent agenda.

3. 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 2019-12 recognizing Miguel Vargas, Coach Operator as Employee of the Month for December 2018. (Robert Weber) (Page 5)
| 3-3. | Minutes of the regular meeting of November 5, 2018. (Jeanette Alegar-Rocha) (Page 9) |
| 3-6. | Disposal of Property Left On Board Buses. (Sonia Wills) (Page 27) |
| 3-7. | Receive 2019 board calendar and conference schedule. (Jeanette Alegar-Rocha) (Page 29) |
| 3-8. | Adopt Resolution 2019-14 for services rendered by Carolyn Hardy. (Carl Sedoryk) (Page 33) |
| 3-10. | Adopt Resolution 2019-16 CALTIP Boardmember Appointment. (Carl Sedoryk) (Page 37) |
| 3-11. | Update on Federal Drug and Alcohol Program – (Enclosure) (Deanna Smith) (Page 41) |
| 3-12. | Award construction contract to Graniterock in the amount of $93,812 to construct a new JAZZ Bus Rapid Transit station at the corner of Fremont & Hannon Streets in the city of Monterey. (Hunter Harvath) (Page 53) |

End of Consent Agenda

4. **RECOGNITION AND SPECIAL PRESENTATIONS**

4-1. December Employee of the Month – Miguel Vargas, Coach Operator (Robert Weber)

4-2. Retirement – 31 Years of Service – Ben Newman, Risk and Safety Manager, (Kelly Halcon)

4-3. Recognition of Board Member Services- (Carl Sedoryk)
   
   a. Carolyn Hardy
   b. Ken Cuneo

5. **PUBLIC HEARINGS**
6. ACTION ITEMS

6-1. Approve General Manager/CEO Performance Incentive. Gov. Code § 54957. (Kelly Halcon) (Page 55)

6-2. Receive presentation of Thomas Walters & Associates and approve 2018 Federal Legislative Program. (Carl Sedoryk and Don Gilchrest) (Page 57)

6-3. Receive and approve 2018 State Legislative Program. (Hunter Harvath) (Page 63)

6-4. RIDES Special Transport Zone Expansion. (Enclosure) (Alvin Johnson) (Page 69)

6-5. Discuss and Approve proposed January 14 Workshop Agenda. (Carl Sedoryk) (Page 75)

7. REPORTS & INFORMATION ITEMS

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


7-3. State Legislative Advocacy Update – October 2018. (Page 113)

7-4. Staff Trip Reports. (Pages 115-125)

7-5. Correspondence. (Pages 127-133)
   a. Brown Pension Reform-Calpensions
   b. Lime Scooters-City of Marina

8. BOARD REPORTS, COMMENTS & REFERRALS

8-1. Reports on meetings attended by board members at MST expense. (AB 1234) (Page 135)

8-2. Board member comments and announcements.

8-3. Board member referrals for future agendas.

9. CLOSED SESSION

9-1. Conference with Labor Negotiators, Gov. Code §54957.6 – Amalgamated Transit Union (ATU), Local 1225, and MST. (No enclosure) (David Laredo, Kelly Halcon)
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.

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. ATTACHMENTS

10-1. The detailed monthly Performance Statistics and Disbursement Journal for October 2018 can be viewed online within the GM Report at http://mst.org/about-mst/board-of-directors/board-meetings/

11. ADJOURN

NEXT MEETING DATE: January 14, 2019
19 Upper Ragsdale Dr., Monterey, Suite 100

NEXT AGENDA DEADLINE: January 2, 2019

*Dates and times are subject to change.
Please contact MST for accurate meeting date and times or check online at http://mst.org/about-mst/board-of-directors/board-meetings/

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.

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. Requests should be sent to MST – c/o Clerk to the Board, 19 Upper Ragsdale Dr., Suite 200, Monterey, CA 93940 or clerk@mst.org.

888-678-2871 / Free language assistance / Asistencia de Lenguaje Gratuito / Libreng tulong para sa wika / Hỗ trợ ngôn ngữ miễn phí / 무료 언어 지원
MIGUEL VARGAS
DECEMBER 2018
EMPLOYEE OF THE MONTH

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

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

WHEREAS, Miguel Vargas began his career with Monterey-Salinas Transit in August of 2015 as a Coach Operator. In September of 2018, he began his first tour as an Interim Operations Supervisor providing additional support to the day-to-day operation; and

WHEREAS, Miguel Vargas was recently recognized for 2 years of Safe Driving recently; and,

WHEREAS, Miguel Vargas noticed that the right front tire on one of the recently delivered electric BYD buses had been rubbing against the brake line, which had partially worn through the outer protective sleeve. He immediately had the coach placed out of service and notified Maintenance of the defect; and

WHEREAS, Miguel Vargas prevented a very serious incident from occurring with his quick actions. He is an asset to the Operations Department and to his fellow co-workers; and

THEREFORE BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit District recognizes Miguel Vargas as Employee of the Month for December 2018; and

BE IT FURTHER RESOLVED that Miguel Vargas is to be congratulated for his outstanding performance, dedication, and supreme effort toward the success of MST completing its mission.

THE BOARD OF DIRECTORS OF MONTEREY–SALINAS TRANSIT PASSED AND ADOPTED RESOLUTION 2019-12 this 10th day of December 2018.

_______________________    _______________________
Michael LeBarre                           Carl G. Sedoryk
Board Chair                               Board Secretary
BENJAMIN NEWMAN
31 YEARS OF SERVICE

WHEREAS, Ben Newman began his career with Monterey-Salinas Transit District in October of 1987 as a Coach Operator. Over the years, he was promoted into various positions and was awarded the Risk and Security Manager position in April of 2006, and

WHEREAS, Ben Newman has been recognized with multiple attendance, safe driving, leadership and special projects awards throughout his career; and

WHEREAS, Ben Newman was Employee of Month over five different times for outstanding professionalism and dedication to MST. When he was recognized in July of 2009, it was for his assistance with the Salinas Police Department in their initial investigation of an incident where a Coach Operator was injured in the line of duty; and

WHEREAS, Ben Newman helped to reshape and revitalize the risk and safety functions within the Human Resources Department with MST. Over the years, he was able to recover over $500,000.00 in outstanding liability claims through tenacious perseverance and a positive attitude; and,

WHEREAS, after 31 years of service with MST, Ben Newman retired on December 29, 2018.

THEREFORE BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit recognizes and congratulates Ben Newman for his outstanding service to MST; and

BE IT FURTHER RESOLVED the Board of Directors expresses its sincere gratitude to Ben Newman and wishes him continued success, and a satisfying retirement.


_______________________    _______________________
Michael LeBarre                          Carl G. Sedoryk
Board Chair                              Board Secretary
MEETING MINUTES

November 5, 2018

Present:
Carolyn Hardy  City of Carmel-by-the-Sea
Kristin Clark   City of Del Rey Oaks
Robert Bonincontri City of Gonzalez
Yanely Martinez  City of Greenfield
Mike LeBarre    City of King
Frank O’Connell City of Marina
Dan Albert      City of Monterey
Luis Alejo      County of Monterey
Tony Barrera    City of Salinas
Mary Ann Carbone City of Sand City
Dave Pacheco    City of Seaside
Anna Velazquez  City of Soledad

Absent:
Ken Cuneo       City of Pacific Grove

Staff:
Carl Sedoryk    General Manager/CEO
Hunter Harvath  Assistant General Manager
Robert Weber    Chief Operating Officer
Norman Tuitavuki Deputy Chief Operating Officer
Kelly Halcon    Directory of HR & Risk Management
Mark Eccles     Director of Information Technology
Lisa Rheinheimer Director of Planning and Marketing
Jeanette Alegar-Rocha Executive Assistant /Clerk to the Board
Beronica Carriego Community Relations Coordinator
Andrea Williams Accountant and Budget Manager
Michelle Overmeyer Grants Analyst
Alvin Johnson   Contract Transportation Supervisor
Eva Perez       Office Administrator
Mike Butler     Marketing and Customer Service Manager
Cristy Sugabo   Mobility Manager
Claudia Valencia Mobility Specialist
Greg Burchelle  Coach Operator
1. CALL TO ORDER
   1-1. Roll Call.
   1-2. Pledge of Allegiance.

   Chair LeBarre called the meeting to order at 10:00 a.m. The pledge of allegiance was led by Director Barerra.

   1-3. Review Highlights of the agenda.

   Mr. Sedoryk reviewed the highlights of the agenda and informed that MST staff requested to pull action item 6-1 Approve Purchase of Automatic Passenger Counter Vendor Contract.

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

   Director Yanely Martinez’s husband, Luis Torres, personally thanked the MST board and staff for the get well care package and visit while he was in the hospital.

3. CONSENT AGENDA

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


   3-6. Disposal of Property Left On Board Buses. (Sonia Wills).
3-7. Purchase Information Technology Consultants for Audit Services. (Mark Eccles/Sandra Amorim).


End of Consent Agenda

Public Comment – None

Director Albert made the motion to approve all items on the consent agenda and was seconded by director Hardy. The motion passed unanimously.

4. RECOGNITION AND SPECIAL PRESENTATIONS


4-3. 30 Years of Service - Sonia Wills, Customer Service Supervisor. (Lisa Rheinheimer).

4-4. Receive Presentation from Veterans Transition Center For Operation Stand Down (No Enclosure).

5. PUBLIC HEARINGS

None

6. ACTION ITEMS

6-1. Approve Purchase of Automatic Passenger Counters from Dilax with a contract period of up to three (3) years not to exceed $600,000. (Lisa Rheinheimer) (Enclosure).

Public Comment – None

Mr. Sedoryk mentioned during the review of the agenda highlights that MST staff requested to pull action item 6-1 to be discussed at a later date.

6-2. Award a three-year contract to SC Fuels to furnish Ultra Low Sulfur Diesel
Fuel (ULSDF) and Unleaded Gasoline at $3,404,933 for the initial year and Authorize staff to extend the contract for up to two one-year extensions under the same terms. (Sandra Amorim) (Enclosure).

Public Comment – None

**Director Clark made the motion to approve and was seconded by director Alejo. The motion passed unanimously.**

6-3. Approve Contract for Workers Compensation Third Party Administrator Services to Pacific Claims Management. (Kelly Halcon).

Public Comment – None

**Director Albert made the motion to approve and was seconded by director Pacheco. The motion passed unanimously.**

6-4. Approve Purchase of Ten (10) New Mini Buses from Creative Bus Sales. (Sandra Amorim)

Public Comment – None

**Director Barerra made the motion to approve and was seconded by director Carbone. The motion passed unanimously.**

7. **REPORTS & INFORMATION ITEMS**

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


7-4. Staff Trip Reports.

7-5. Correspondence.

Public Comment – None

8. **BOARD REPORTS, COMMENTS & REFERRALS**

8-1. Reports on meetings attended by board members at MST expense. (AB 1234).
Director LeBarre verbally provided feedback on his attendance at the 2018 CTA Fall Conference in Long Beach, CA. He commended MST Staff on having the most professional women in transit.

Director Albert verbally provided feedback on his attendance at the 2018 CTA Fall Conference and commended MST Staff’s knowledge and understanding of intercity Transit.

Director Velazquez verbally provided feedback on her attendance on the 2018 CTA Fall conference in Long Beach, CA and commented on how well connected MST staff is with the CTA network, the importance of transit in rural cities and wanted to add this as a conference workshop topic item to the 2019 Annual Conference.

8-2. Board member comments and announcements.

Carl Sedoryk made a special announcement to the MST Board and Staff recognizing 15 Years of Service - Hunter Harvath, Assistant General Manager.

8-3. Board member referrals for future agendas.

The MST Strategic Planning Workshop will be held January 14, 2019.

9. 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.

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Chair LeBarre announced that Item 9-1 was removed from the closed session agenda.


Public Comment – None

10. RETURN TO OPEN SESSION
10-1. Report on Closed Session and possible action.

Dave Laredo reported that no reportable action was taken; however direction was provided to move item 9-2 as an action item on the December 10 agenda.

11. ATTACHMENTS

11-1. The detailed monthly Performance Statistics and Disbursement Journal for September 2018 can be viewed online within the GM Report at http://mst.org/about-mst/board-of-directors/board-meetings/

12. ADJOURN

There being no further business, Chair LeBarre adjourned the meeting at 11:18 a.m.

PREPARED BY: Jeanette Alegar-Rocha  REVIEWED BY: Carl G. Sedoryk
Board Operations Performance Committee (BOPC)
19 Upper Ragsdale Drive, Suite 200
Monterey, CA 93940

Minutes
November 5, 2018
9:00 a.m.

Present: Albert (Chair), Bonincontri, Carbone, Hardy, Velazquez (Vice-Chair)
Absent: Cuneo
Staff: Carl Sedoryk, General Manager/CEO; Hunter Harvath, Assistant General Manager; Robert Weber, Chief Operating Officer; Lisa Rheinheimer, Director of Planning & Marketing; Mark Eccles, Director of Information Technology; Dave Laredo, De Lay & Laredo; Jeanette Alegar-Rocha, Clerk to the Board; Cristy Sugabo, Mobility Services Manager; Michelle Overmeyer, Grants Analyst; Ezequiel Rebollar, Information Technology Analyst

Public: None

1. Call to order.

Director Albert called the meeting to order at 9:00 a.m. and roll call was taken.

2. Salinas Valley Express Transit Corridor Study. (Lisa Rheinheimer)

Lisa Rheinheimer provided a Powerpoint update on the Salinas Valley Express Transit Corridor Study to the committee.

3. Special Transportation (ST) Zone Expansion. (Alvin Johnson)

Alvin Johnson provided a Powerpoint presentation regarding the Special Transportation Zone Expansion to the committee. His update explained the difference between an ADA client versus a Paratransit client and how the special transportation service is required by the County of Monterey.

4. Free 40’s Update. (Lisa Rheinheimer)

Lisa Rheinheimer provided a Powerpoint presentation to update the committee on the Free 40’s program.
5. Closed session.

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

None

6. Return to open session and report on closed session.

None

7. Staff and Committee member comments, questions, or referrals.

None

8. Adjourn.

There being no further business, the meeting was adjourned at 9:31 a.m.

PREPARED BY: _____________________ REVIEWED BY: _____________________
Jeanette Alegar-Rocha Carl G. Sedoryk
To: Board of Directors

From: Lori Lee

Subject: Financial Reports – October 2018

RECOMMENDATION:

1. Accept report of October 2018 cash flow presented in Attachment #1
2. Approve October 2018 disbursements listed in Attachment #2
3. Accept report of October 2018 treasury transactions listed in Attachment #3

FISCAL IMPACT:

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

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beginning balance October 1, 2018</td>
<td>$9,734,380.47</td>
</tr>
<tr>
<td>Revenues</td>
<td>6,137,797.36</td>
</tr>
<tr>
<td>Disbursements</td>
<td>&lt;4,917,766.29&gt;</td>
</tr>
<tr>
<td>Ending balance October 31, 2018</td>
<td>$10,954,411.54</td>
</tr>
</tbody>
</table>

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 the first four months of FY 2019, a $252,101 surplus on the fixed-route portion of the operations was offset by a nearly equal $255,057 deficit on the MST RIDES operation, resulting with a modest year-to-date surplus of just over $7,000. This negative RIDES variance can be attributed in part to increased demand for paratransit services on weekends in Salinas, which must be provided for free in association with our “Free 40’s” promotion for fixed-route buses in Salinas on weekends. Under the federal Americans with Disabilities Act regulations, when free fares are offered on fixed-
route buses, comparable ADA paratransit trips must also be free. Staff has noted record high passenger boardings on the MST RIDES program.

The following fixed-route expenses have negative variances of greater than 5% or have a monetary value greater than $5,000 as seen in the October Budget vs. Actual reports contained in Attachment #4:

1. **Labor** – This 11.7% negative variance can be partially attributed to the fact that during the month of October, MST was paying 8 new employees while they went through the bus driver training class. However, because they were not done with training, MST fixed-route still was bearing the burden of the unscheduled overtime to ensure all scheduled services were deployed. These trainees will mostly be done by the end of November and should help reduce overtime somewhat. In addition, the annual incentive payments to administrative employees were paid out in October. This only occurs once a year and does not indicate a long term trend of negative variances in this category.

2. **Advertising and Marketing** – This significant 154% negative variance falls under the category of marketing services – usually graphic designers who assist staff with art and layout for MST’s various public image and informational materials. These can occur irregularly throughout the year and are not expended equally each month. For instance, a design consultant is currently working on the MST Annual Report. Once that is produced in January, there will be no more expenses on that project for the remainder of the fiscal year. In addition, it should be noted that while the negative variance measured as a percentage appears significant, the actual dollars spent over budget was $11,183, representing less than one percent (0.3%) of the district’s total expenses for the month.

3. **Outside Services** – At $5,835, this 15.7% negative variance barely breached the $5,000 threshold to be investigated. The largest negative was reported in Building and Equipment Maintenance. Staff will continue to monitor the expenses in this category in the coming months.

4. **Purchased Transportation** – The majority of this 7% negative variance is due to extra hours for MV to cover the operations of electric trolley as it has been experiencing mechanical issues as of late.

5. **Leases & Rentals** – This 17.3% negative variance is attributable to the $8,000 one-time renewal fee required by the US Army Corp of Engineers to renew our lease on US Government property on the former Fort Ord that was used as a temporary maintenance area while constructing the TDA garage at One Ryan Ranch Road. This property may be used on a temporary basis in the future if MST can secure grant funds to reconstruct the Salinas bus facility.
A detail of disbursements can be viewed within the GM Report at http://www.mst.org/about-mst/board-of-directors/board-meetings/

PREPARED BY: ___________________ REVIEWED BY:  ____________________
Lori Lee Carl G. Sedoryk
(REVENUES & DISBURSEMENTS)

CASH FLOW

Beginning balance 10/01/18 9,734,380.47

Revenues

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Revenue</td>
<td>452,365.99</td>
</tr>
<tr>
<td>DOD Revenue</td>
<td>274,750.00</td>
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<tr>
<td>LTF / STA / 5307</td>
<td>3,491,721.29</td>
</tr>
<tr>
<td>Sales Tax</td>
<td>1,075,642.74</td>
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<tr>
<td>Grants</td>
<td>785,565.16</td>
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<tr>
<td>Interest Income</td>
<td>1,032.57</td>
</tr>
<tr>
<td>Non Transit Revenue</td>
<td>56,719.61</td>
</tr>
<tr>
<td><strong>Total Revenues</strong></td>
<td><strong>6,137,797.36</strong></td>
</tr>
</tbody>
</table>

Disbursements

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations (See Attachment #2)</td>
<td>4,201,822.03</td>
</tr>
<tr>
<td>Capital</td>
<td>715,944.26</td>
</tr>
<tr>
<td><strong>Total Disbursements</strong></td>
<td><strong>(4,917,766.29)</strong></td>
</tr>
</tbody>
</table>

Ending balance 10/31/18 10,954,411.54

COMPOSITION OF ENDING BALANCE

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Checking - Rabo Bank</td>
<td>903,135.07</td>
</tr>
<tr>
<td>Local Agency Investment Fund (LAIF)</td>
<td>2,909,117.52</td>
</tr>
<tr>
<td>Money Market - Homeland Security</td>
<td>405,297.38</td>
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<tr>
<td>Money Market - Rabo MM</td>
<td>2,676,858.32</td>
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<tr>
<td>Money Market - PTMISEA</td>
<td>2,255,579.13</td>
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<tr>
<td>Money Market - LCTOP</td>
<td>1,010,577.09</td>
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<tr>
<td>Money Market - Rabo Prop. 1 B</td>
<td>774,315.57</td>
</tr>
<tr>
<td>Bank of America - Escrow</td>
<td>8,986.46</td>
</tr>
<tr>
<td>Petty cash fund, STC Coin Machine, and 2 change funds</td>
<td>10,545.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10,954,411.54</strong></td>
</tr>
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## PAYROLL ACCOUNT

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<tr>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>October 12 Payroll &amp; Related Expenses</td>
<td>761,224.98</td>
</tr>
<tr>
<td>October 26 Payroll &amp; Related Expenses</td>
<td>630,058.94</td>
</tr>
<tr>
<td>PERS &amp; 457</td>
<td>358,933.06</td>
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<tr>
<td>Garnishments</td>
<td>4,913.88</td>
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<tr>
<td>PERS Health Insurance</td>
<td>284,099.55</td>
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<td><strong>Total</strong></td>
<td><strong>2,039,230.41</strong></td>
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## GENERAL ACCOUNT

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<tr>
<th>Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Disbursements on Attached Summary</td>
<td>2,761,994.39</td>
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<tr>
<td>Paydown loans</td>
<td>59,560.38</td>
</tr>
<tr>
<td>Workers Comp. Disbursements</td>
<td>31,424.29</td>
</tr>
<tr>
<td>Interest expense</td>
<td>15,443.83</td>
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<tr>
<td>Bank Service Charge</td>
<td>10,112.99</td>
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<tr>
<td><strong>Total Disbursements</strong></td>
<td><strong>2,878,535.88</strong></td>
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<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Disbursements</td>
<td>4,917,766.29</td>
</tr>
<tr>
<td>Less Capital Disbursements &amp; Transfers</td>
<td>(715,944.26)</td>
</tr>
<tr>
<td><strong>Operating Disbursements</strong></td>
<td><strong>4,201,822.03</strong></td>
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### DISBURSEMENTS SUMMARY:
**GENERAL ACCOUNT DISBURSEMENTS FOR October 01, 2018 - October 31, 2018**

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<thead>
<tr>
<th>VENDOR / DESCRIPTION</th>
<th>CHECKS</th>
<th>AMOUNT</th>
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<tr>
<td>Accounts Payable 10/05/2018</td>
<td>50179 - 50273</td>
<td>1,248,738.48</td>
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<tr>
<td>Accounts Payable 10/08/2018</td>
<td>50274 - 50295</td>
<td>9,317.14</td>
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<tr>
<td>Accounts Payable 10/12/2018</td>
<td>50296 - 50296</td>
<td>256.00</td>
</tr>
<tr>
<td>Accounts Payable 10/16/2018</td>
<td>50297 - 50302</td>
<td>561,934.47</td>
</tr>
<tr>
<td>Accounts Payable 10/19/2018</td>
<td>50303 - 50440</td>
<td>709,459.18</td>
</tr>
<tr>
<td>Accounts Payable 10/26/2018</td>
<td>50441 - 50476</td>
<td>232,289.12</td>
</tr>
</tbody>
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**TOTAL**

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<tr>
<th>CHECKS $100,000 AND OVER</th>
<th>BOARD APPROVED</th>
<th>CHECK NUMBER</th>
<th>CHECK DATE</th>
<th>AMOUNT</th>
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<tbody>
<tr>
<td>BLUESCOPE CONSTRUCTION</td>
<td>TDA Rehab September 19, 2016</td>
<td>50297</td>
<td>10/16/18</td>
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<tr>
<td>SC FUELS</td>
<td>Recurring Expense</td>
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<tr>
<td>CALIF TRANSIT INS POOL</td>
<td>Recurring Expense</td>
<td>50192</td>
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<td>177,159.24</td>
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<tr>
<td>MV TRANSPORTATION</td>
<td>Recurring Expense</td>
<td>50238</td>
<td>10/5/18</td>
<td>864,978.24</td>
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## LAIF ACCOUNT

<table>
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<tr>
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<th>Account</th>
<th>Bank</th>
<th>Deposit</th>
<th>Withdrawal</th>
<th>Balance</th>
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</thead>
<tbody>
<tr>
<td>Balance Forward at 10/01/18</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4,509,117.52</td>
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<tr>
<td>10/16/18</td>
<td>308</td>
<td>Transfer to General Checking</td>
<td>600,000.00</td>
<td>3,909,117.52</td>
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<tr>
<td>10/19/18</td>
<td>308</td>
<td>Transfer to General Checking</td>
<td>1,000,000.00</td>
<td>2,909,117.52</td>
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</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,909,117.52</td>
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</table>

Local Agency Investment Fund:
Quarterly interest earned - 2.16%

LAIF Treasury Balance at 10/31/18

2,909,117.52

## RABOBANK MM ACCOUNT

<table>
<thead>
<tr>
<th>Date</th>
<th>Account</th>
<th>Bank</th>
<th>Deposit</th>
<th>Withdrawal</th>
<th>Balance</th>
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<td>Balance Forward at 10/01/18</td>
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<td>10/02/18</td>
<td>479</td>
<td>LTF</td>
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<tr>
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<td>AP/Payroll</td>
<td>1,425,000.00</td>
<td>783,738.19</td>
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<td>10/09/18</td>
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<td>Military</td>
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<tr>
<td>10/11/18</td>
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<td>AP/Payroll</td>
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<td>293,738.19</td>
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<td>10/17/18</td>
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<td>AP/Payroll</td>
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<td>293,738.19</td>
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<td>10/18/18</td>
<td>308</td>
<td>LAIF Trust Fund</td>
<td>1,000,000.00</td>
<td>1,293,738.19</td>
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<tr>
<td>10/19/18</td>
<td>212</td>
<td>AP/Payroll</td>
<td>650,000.00</td>
<td>643,738.19</td>
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<td>10/31/18</td>
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<td>LTF</td>
<td>1,982,970.54</td>
<td>2,626,708.73</td>
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<tr>
<td>10/31/18</td>
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<td>Military</td>
<td>50,000.00</td>
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<tr>
<td>10/31/18</td>
<td></td>
<td>Interest @ 0.30%</td>
<td>149.59</td>
<td>2,676,858.32</td>
<td></td>
</tr>
</tbody>
</table>

RABO MM Balance at 10/31/18

2,676,858.32
## MONTEREY-SALINAS TRANSIT
### Revenue & Expense - Consolidated
#### Budget vs Actual
For the Period from October 1, 2018 to October 31, 2018
(Amounts are in USD)
(Includes Fund: 001004)
(Includes G/L Budget Name: BUDFY19)

<table>
<thead>
<tr>
<th></th>
<th>Cur Mo. Actual</th>
<th>Cur Mo. Budget</th>
<th>Cur Mo. Variance</th>
<th>YTD Actual</th>
<th>YTD Budget</th>
<th>YTD Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenue</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Fares</td>
<td>-356,346</td>
<td>-316,249</td>
<td>-40,097</td>
<td>-1,296,882</td>
<td>-1,264,996</td>
<td>-31,886</td>
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<tr>
<td>Special Transit</td>
<td>-379,023</td>
<td>-571,644</td>
<td>192,621</td>
<td>-1,665,366</td>
<td>-2,286,576</td>
<td>621,210</td>
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<tr>
<td>Cash Revenue</td>
<td>-37,932</td>
<td>-29,912</td>
<td>-8,020</td>
<td>-220,411</td>
<td>-119,648</td>
<td>-100,763</td>
</tr>
<tr>
<td>Cash Grants &amp; Reimbursement</td>
<td>-2,752,152</td>
<td>-2,753,652</td>
<td>1,500</td>
<td>-11,008,608</td>
<td>-11,014,608</td>
<td>6,000</td>
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<tr>
<td><strong>Total Revenue</strong></td>
<td>-3,625,454</td>
<td>-3,671,467</td>
<td>146,003</td>
<td>-14,191,267</td>
<td>-14,686,828</td>
<td>494,561</td>
</tr>
<tr>
<td><strong>Expenses</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor</td>
<td>1,526,940</td>
<td>1,366,996</td>
<td>159,944</td>
<td>5,515,510</td>
<td>5,467,984</td>
<td>47,526</td>
</tr>
<tr>
<td>Benefits</td>
<td>759,068</td>
<td>881,991</td>
<td>-122,923</td>
<td>3,231,214</td>
<td>3,527,964</td>
<td>-296,750</td>
</tr>
<tr>
<td>Advertising &amp; Marketing</td>
<td>18,617</td>
<td>7,434</td>
<td>11,183</td>
<td>54,328</td>
<td>29,736</td>
<td>24,592</td>
</tr>
<tr>
<td>Professional &amp; Technical</td>
<td>34,178</td>
<td>74,375</td>
<td>-40,197</td>
<td>227,833</td>
<td>297,500</td>
<td>-69,667</td>
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<tr>
<td>Outside Services</td>
<td>42,919</td>
<td>37,084</td>
<td>5,835</td>
<td>153,506</td>
<td>148,336</td>
<td>5,170</td>
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<tr>
<td>Outside Labor</td>
<td>74,978</td>
<td>124,339</td>
<td>-49,361</td>
<td>331,030</td>
<td>497,356</td>
<td>-166,326</td>
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<tr>
<td>Fuel &amp; Lubricants</td>
<td>243,308</td>
<td>307,865</td>
<td>-64,557</td>
<td>963,897</td>
<td>1,231,460</td>
<td>-267,563</td>
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<tr>
<td>Supplies</td>
<td>67,808</td>
<td>86,744</td>
<td>-18,936</td>
<td>263,341</td>
<td>346,976</td>
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<tr>
<td>Vehicle Maintenance</td>
<td>70,204</td>
<td>69,183</td>
<td>1,021</td>
<td>348,777</td>
<td>276,732</td>
<td>72,045</td>
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<td>Marketing Supplies</td>
<td>6,744</td>
<td>2,293</td>
<td>4,451</td>
<td>10,933</td>
<td>9,172</td>
<td>1,761</td>
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<tr>
<td>Utilities</td>
<td>43,085</td>
<td>46,929</td>
<td>-3,844</td>
<td>169,538</td>
<td>187,716</td>
<td>-18,178</td>
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<td>Insurance</td>
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<td>80,148</td>
<td>-1,211</td>
<td>324,815</td>
<td>320,592</td>
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<td>Taxes</td>
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<td>17,633</td>
<td>4,277</td>
<td>71,641</td>
<td>70,532</td>
<td>1,109</td>
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<td>Purchased Transportation</td>
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<td>465,159</td>
<td>32,469</td>
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<td>1,860,636</td>
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<td>46,904</td>
<td>-19,104</td>
<td>147,249</td>
<td>187,616</td>
<td>-40,367</td>
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<td><strong>Interfund transfers</strong></td>
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<td></td>
<td></td>
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<tr>
<td><strong>Total Operating Expenses</strong></td>
<td>3,579,040</td>
<td>3,571,457</td>
<td>-92,417</td>
<td>13,929,166</td>
<td>14,688,828</td>
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<td>63,687</td>
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<td>-262,101</td>
<td>-262,101</td>
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## Revenue

<table>
<thead>
<tr>
<th>Description</th>
<th>Cur Mo. Actual</th>
<th>Cur Mo. Budget</th>
<th>Cur Mo. Variance</th>
<th>YTD Actual</th>
<th>YTD Budget</th>
<th>YTD Variance</th>
</tr>
</thead>
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<tr>
<td>Special Transit</td>
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<tr>
<td>Cash Revenue</td>
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<td>-435,443</td>
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<td>-1,741,772</td>
<td>-1,741,772</td>
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<td><strong>-458,614</strong></td>
<td><strong>-5,002</strong></td>
<td><strong>-1,838,827</strong></td>
<td><strong>-1,834,466</strong></td>
<td><strong>-4,371</strong></td>
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</table>

## Expenses

<table>
<thead>
<tr>
<th>Description</th>
<th>Cur Mo. Actual</th>
<th>Cur Mo. Budget</th>
<th>Cur Mo. Variance</th>
<th>YTD Actual</th>
<th>YTD Budget</th>
<th>YTD Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Labor</td>
<td>13,795</td>
<td>10,473</td>
<td>3,322</td>
<td>45,070</td>
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<td>5,562</td>
<td>1,661</td>
<td>23,941</td>
<td>22,248</td>
<td>1,693</td>
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<td>Advertising &amp; Marketing</td>
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<td>1,668</td>
<td>-1,668</td>
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<tr>
<td>Professional &amp; Technical</td>
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<td>-417</td>
<td>1,668</td>
<td>1,668</td>
<td>-1,668</td>
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<tr>
<td>Outside Services</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outside Labor</td>
<td>5,173</td>
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<td>20,695</td>
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<td>Fuel &amp; Lubricants</td>
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<td>474</td>
<td>474</td>
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<td>Insurance</td>
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</tr>
<tr>
<td>Taxes</td>
<td></td>
<td></td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>Purchased Transportation</td>
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<td>374,490</td>
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<td>Pass Thru/Behalf of Others</td>
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</tr>
<tr>
<td>Interest Expense</td>
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<td></td>
</tr>
<tr>
<td>Leases &amp; Rentals</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td><strong>Total Operating Expenses</strong></td>
<td><strong>566,916</strong></td>
<td><strong>458,614</strong></td>
<td><strong>98,302</strong></td>
<td><strong>2,093,884</strong></td>
<td><strong>1,834,466</strong></td>
<td><strong>259,428</strong></td>
</tr>
<tr>
<td>Operating (Surplus) Deficit</td>
<td>93,301</td>
<td>93,301</td>
<td>265,057</td>
<td>265,057</td>
<td>265,057</td>
<td></td>
</tr>
</tbody>
</table>
To: Board of Directors

From: Sonia Wills, Customer Service Supervisor

Subject: Disposal of unclaimed property left on bus

Per MST’s Disposal of Lost and Found Property Policy adopted on November 13, 2017, lost items listed below which are left on buses, bus benches, at transit centers, at bus stops, and/or which have been turned in to bus or RIDES Operators, Customer Service Representatives, or any MST employee will be held at one of MST’s Customer Service locations for a three (3) month period.

MST makes an attempt to contact the owners of Lost and Found items. The items listed below are unclaimed after 90 days and will be auctioned off per Policy:

Electronic devices: (cell phones, laptops, iPods, iPads, tablets, etc)
1 DVD Player with remote
9 Cell phones
1 Sony voice recorder
1 White headphone in a black case
1 Portable charger
1 Set of ear buds

Wallets/purses and Driver’s License or Identification Cards:
1 Small black and blue coin purse
3 ID’s
1 Wallet
2 Backpacks

Keys, glasses, jewelry, credit cards, cash:
5 Pairs of prescription eyeglasses
2 Keys
2 Pairs of sunglasses

Musical instruments:
None

Skateboards, strollers, and scooters:
None

Umbrellas:
None

Bicycles, bike helmets, and locks:
8 bikes
Briefcases, portfolios, books and backpacks:
William Shakespeare book

Estimated fair market value of $100 or more:
Silver Hydro flask bottle
Green camouflage Nike jacket

Cash to be retained: $76.65

PREPARED BY: ________________  REVIEWED BY: __________________
Sonia Wills                        Carl G. Sedoryk
To: Board of Directors

From: Jeanette Alegar-Rocha, Executive Assistant/Clerk to the Board

Subject: 2019 Board Calendar and Conference Schedule

RECOMMENDATION:

Receive 2019 MST Board Calendar and Conference Schedule.

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

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

DISCUSSION:

Detail has been provided on MST Conferences, delineating which meetings are attended by MST staff and board members or MST staff only. The regularly scheduled meeting of the RTA Board is also included in the calendar for the convenience of those board members who serve on the RTA. All board meetings have been scheduled to accommodate holidays and conferences attended by MST staff and/or board members.

MST Board and Committee meetings are held at 19 Upper Ragsdale Drive, Suite 100, Monterey, CA 93940 unless otherwise noted.

Attachment 1: Calendar Year 2019 Board Calendar and Conference Schedule

PREPARED BY: ____________________    REVIEWED BY: ____________________
Jeanette Alegar-Rocha    Carl G. Sedoryk
# 2019 MST Board Meeting Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 14</td>
<td>MST BOARD MEETING &amp; STRATEGIC PLANNING WORKSHOP</td>
</tr>
<tr>
<td>February 4</td>
<td>MST BOARD MEETING</td>
</tr>
<tr>
<td>March 11</td>
<td>MST BOARD MEETING</td>
</tr>
<tr>
<td>March 17 – 19</td>
<td><em>APTA Legislative Conference, Washington, DC</em></td>
</tr>
<tr>
<td>April 8</td>
<td>MST BOARD MEETING</td>
</tr>
<tr>
<td>April 13- 15</td>
<td><em>APTA Transit CEO Seminar, Washington, DC</em></td>
</tr>
<tr>
<td>May 13</td>
<td>MST BOARD MEETING</td>
</tr>
<tr>
<td>May 19 –22</td>
<td><em>APTA Bus &amp; Paratransit Conference, Louisville, KY</em></td>
</tr>
<tr>
<td>May 22, 2019</td>
<td><em>CTA Spring Legislative Conference, Sacramento, CA</em></td>
</tr>
<tr>
<td>June 10</td>
<td>MST BOARD MEETING</td>
</tr>
<tr>
<td>July 8</td>
<td>MST BOARD MEETING</td>
</tr>
<tr>
<td>August 12</td>
<td>MST BOARD MEETING</td>
</tr>
<tr>
<td>September 9</td>
<td>MST BOARD MEETING</td>
</tr>
<tr>
<td>September 15-19</td>
<td><em>APTA Fare Collection &amp; Revenue Management Summit and TransTech Conference Columbus, OH</em></td>
</tr>
<tr>
<td>October 7</td>
<td>MST BOARD MEETING</td>
</tr>
<tr>
<td>October 13-16</td>
<td><em>APTA Annual Meeting, New York, NY</em></td>
</tr>
<tr>
<td>November 4</td>
<td>MST BOARD MEETING</td>
</tr>
<tr>
<td>November 13 -15</td>
<td><em>CTA Fall Conference &amp; EXPO, Monterey, CA</em></td>
</tr>
<tr>
<td>December 9</td>
<td>MST BOARD MEETING</td>
</tr>
</tbody>
</table>

- MST Meetings in **boldfaced type** do not occur on second Monday of the month.
2019 MST Conference Schedule

March 17 – 19  APTA Legislative Conference, Washington, DC*
April 13 - 15  APTA Transit CEO Seminar, Chicago, IL**
May 19 – 22  APTA Bus & Paratransit Conference, Louisville, KY**
May 22  CTA Spring Legislative Conference, Sacramento, CA**
October 13 -- 16  APTA Annual Meeting, New York, NY*
November 14 -- 15  CTA Fall Conference & EXPO, Monterey, CA*

- Conferences marked “*” are attended by some board members.
- Conference marked “**” are attended by the General Manager/CEO.

2019 RTA Board Meeting Schedule

July 8  RTA BOARD MEETING
CAROLYN HARDY
RESOLUTION 2019-14
APPRECIATION FOR SERVICES RENDERED

WHEREAS, Carolyn Hardy has served on the Board of Directors of Monterey-Salinas Transit from May of 2016 to December of 2018; and

WHEREAS, Carolyn Hardy served on the Monterey-Salinas Transit Facilities and Finance Committees; and

WHEREAS, Carolyn Hardy was a strong advocate for the Devendorf Park Transit Shelter improvements; and

WHEREAS, Carolyn Hardy was a strong advocate for the citizens of Monterey County who depend upon public transportation; and

WHEREAS, Carolyn Hardy remains a staunch advocate of public transportation; and

WHEREAS, Carolyn Hardy has made a substantial and lasting contribution to the improvement of public transportation throughout Monterey County.

THEREFORE, BE IT RESOLVED that the Board of Directors gives Carolyn Hardy its sincerest thanks and best wishes as she leaves the MST Board of Directors.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT PASSED AND ADOPTED RESOLUTION 2019-14 this 10th day of December, 2018.

____________________________     _______________________
Mike LeBarre          Carl G. Sedoryk
Board Chair           Board Secretary
KEN CUNEO
RESOLUTION 2019-15
APPRECIATION FOR SERVICES RENDERED

WHEREAS, Ken Cuneo has served on the Board of Directors of Monterey-Salinas Transit from January of 2017 to December of 2018; and

WHEREAS, Ken Cuneo served on the Monterey-Salinas Transit Human Resources and Marketing Committees; and

WHEREAS, Ken Cuneo served as chair of the Monterey Regional Taxi Authority board of directors; and

WHEREAS, Ken Cuneo was a strong advocate for the citizens of Monterey County who depend upon public transportation; and

WHEREAS, Ken Cuneo remains a staunch advocate of public transportation; and

WHEREAS, Ken Cuneo has made a substantial and lasting contribution to the improvement of public transportation throughout Monterey County.

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


____________________________  _______________________
Mike LeBarre               Carl G. Sedoryk
Board Chair                Board Secretary
To:                  Board of Directors  
From:               C. Sedoryk, General Manager/CEO  
Subject:            Adopt Resolution appointing MST staff to the California Transit Indemnity Pool (CalTIP) Board of Directors  

RECOMMENDATION:

Adopt Resolution 2019-16 appointing MST’s Kelly Halcon, Director of Human Resources/Risk Management, to the Board of Directors of the California Transit Insurance Pool (CalTIP) effective January 1, 2019.

FISCAL IMPACT:

None

POLICY IMPLICATIONS:

The Monterey-Salinas Transit District bylaws require the Board to conduct an annual election of officers and to make required appointments.

DISCUSSION:

At your meeting of March 7, 2016, your board approved Resolution 2016-21, to the CalTIP board FY 2016-2018: Ben Newman, Risk and Security Manager as representative; and Kelly Halcon, Director of Human Resources/Risk Management, as alternate.

For FY 2019, effective January 1, 2019, staff recommends to the CalTIP board of directors the following appointments: Kelly Halcon, Director of Human Resources/Risk Management as the representative. Until MST hires a new Risk Manager, MST will not have an alternate board member.

The attached resolution is required by CalTIP for their records.

Attachment: Resolution 2019-16

SUBMITTED BY Carl G. Sedoryk
RESOLUTION 2019–16

APPROVING APPOINTMENTS TO THE BOARD OF DIRECTORS
OF THE CALIFORNIA TRANSIT INDEMNITY POOL

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit does hereby approve the appointment of the Director of Human Resources/Risk Management to the Board of Directors of the California Transit Indemnity Pool.


_________________________  __________________________
Michael LaBarre               Carl Sedoryk
Chairman                      Secretary

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF MONTEREY–SALINAS TRANSIT this 10th day of December, 2018 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

________________________________________
Jeanette Alegar-Rocha, Board Secretary (Deputy)
To: MST Board of Directors

From: Deanna Smith, Compliance Analyst/DAPM

Subject: FTA Mandated Random Drug Testing Rate Increase

**RECOMMENDATION:**

Receive update on the Federal Transit Administration’s (FTA) mandated increase to its random drug testing rates effective January 1, 2019.

**FISCAL IMPACT:**

Unknown.

**POLICY IMPLICATIONS:**

MST must comply with Federal Transit Administration Drug and Alcohol Program regulations 49 CFR Part 655 to remain eligible to receive federal funding.

**DISCUSSION:**

Effective January 1, 2019, the federal minimum random testing rate for FTA-regulated transit agencies will increase from 25 percent (25%) to 50 percent (50%) of all covered employees (Attachment 1). 49 CFR Part 655.45(b) requires the FTA Administrator to raise the minimum annual random drug testing rate to 50% when Drug and Alcohol Management Information Systems (MIS) data indicates a national positive test rate equal to or greater than 1 percent (1%). This increased testing rate is the result of an increase in the percentage of overall positive drug tests on a national level.

FTA regulations 49 CFR 655.44(b) establish a minimum default testing rate of 50% of covered employees, while allowing FTA the discretion to lower the minimum rate to 25% when the two preceding consecutive calendar years indicate a national positive violation rate of less than 1%.

Since 2007, the random testing rate has been set at 25%; however, recently validated MIS data has confirmed a national random drug testing violation rate of 1.06 percent (1.06%). Per 49 CFR Part 655.45(b), FTA must increase the testing rate back to the default rate of 50% when the violation rate increases to more than 1%. Beginning January 1, 2019, MST’s random pool of covered employees who perform safety-sensitive functions will be tested at this new 50% rate.
To monitor national drug testing rates, FTA looks at the rates of positive test results and the rates of test refusals over the previous two reporting years. This potential increase has been on the radar of all FTA-regulated transit agencies, as the rate of positive drug tests have been slowly increasing every year since 2012, and the one percent threshold was crossed in 2017:

According to FTA data, there are two contributing factors to this steady increase:

1. An overall increase in positive results for THC (cannabis);
2. An overall increase in covered employees’ refusals to take random tests (which are treated as presumptive positives per 49 CFR Part 655).

While the recent legalization of cannabis use (both medical and recreational) at the state level across the United States could easily be correlated to the increase in higher positive test results for THC, FTA data has also confirmed that states that had legalized recreational marijuana generally had lower rates of positive THC test results than those states where recreational marijuana use continues to be a violation of state law.

To ensure that MST covered employees clearly understand that the use of cannabis is prohibited both recreationally and medically – regardless of the passage of Proposition 64 – staff has informed all employees that cannabis remains a prohibited substance for the purposes of DOT/FTA drug and alcohol testing and MST’s Anti-Drug Use and Alcohol Misuse Policy (Policy). MST’s drug and alcohol training modules have also been updated to highlight this prohibition.

In response to this testing rate increase, MST has notified Amalgamated Transit Union 1225 (ATU) and Monterey-Salinas Transit Employee Union (MSTEA) leadership of the change (Attachment 2) and has issued a memo informing all covered employees of the increased random testing rate (Attachment 3). Additionally, MST has taken necessary internal actions to ensure that its random pool is updated to comply with the new rate beginning January 1, 2019, and has updated Addendum C of its Policy to reflect this mandated increase effective January 1, 2019 (Attachment 4).
Attachment 1: FTA Dear Colleague Letter
Attachment 2: ATU/MSTEA Meet and Confer Request
Attachment 3: MST Employee Memo
Attachment 4: Updated Policy Addendum
Dear Colleague:

As mandated by its drug and alcohol regulation, the Federal Transit Administration (FTA) will, effective January 1, 2019, increase the minimum rate of random drug testing from 25 percent to 50 percent of covered employees for employers subject to FTA’s drug and alcohol regulation. This increased random drug testing rate results from a recent uptick in the proportion of violations identified through random drug testing.

The 50 percent random drug testing rate will apply to entities receiving Federal assistance under 49 U.S.C. 5307, 5309, 5311 or 5339, including grantees, subrecipients, and safety-sensitive contractors. The required minimum rate for random alcohol testing is unaffected and will remain at 10 percent for calendar year 2019.

The FTA is required by statute, at 49 U.S.C. 5331(b)(1), to issue regulations establishing a program that requires public transportation operators that receive financial assistance under certain FTA programs to conduct, among other types of testing, random testing of public transportation employees responsible for safety-sensitive functions for the use of a controlled substance in violation of law or a Federal regulation.

The FTA’s implementing regulation for random testing, at 49 C.F.R. 655.45, sets a default that the minimum annual percentage rate for random drug testing must be 50 percent of covered employees. The regulation allows FTA discretion to lower the minimum random drug testing rate from 50 percent to 25 percent where data for the two preceding consecutive calendar years indicate that the reported positive violation rate is less than 1.0 percent. In 2007, this condition was met and FTA exercised its discretion to reduce the random drug testing rate to 25 percent. The rate has remained at 25 percent since then, but FTA’s regulation further mandates that, if the reported positive violation rate relapses back to 1.0 percent or greater, FTA must increase the random drug testing rate back to the default of 50 percent. Per recently validated data reported by the industry for calendar year 2017, the random drug testing violation rate is now 1.06 percent. Accordingly, FTA is required to increase the minimum annual rate for random drug testing to 50 percent. This change will be effective January 1, 2019.

The continued safety of public transportation customers and workers remains FTA’s focus. The FTA is committed to working with you to provide technical assistance in implementing the forthcoming increase in FTA’s random drug testing requirement. If you need additional
Dear Colleague

Page 2

information or assistance, please feel free to contact Henrika Buchanan, Acting Associate Administrator for FTA’s Office of Transit Safety and Oversight, at (202) 366-5010 or Henrika.Buchanan@dot.gov.

Sincerely,

K. Jane Williams
Acting Administrator

cc: Patrice Kelly, Director, Office of Drug and Alcohol Policy and Compliance
MEET AND CONFER

Date: October 29, 2018

To: ATU √ via fax  √ hard copy  √ e-mail

Subject: Increase in Random Drug Testing Rates – ATU/MSTEA covered employees

MST Comments:

Effective January 1, 2019, the federal minimum random testing rate for FTA-regulated transit agencies will increase from 25 percent (25%) to 50 percent (50%) of all covered employees (attachment 1). 49 CFR Part 655.45(b) requires the FTA Administrator to raise the minimum annual random drug testing rate to 50% when Drug and Alcohol Management Information Systems (MIS) data indicates a national positive test rate equal to or greater than 1 percent (1%). This increased testing rate is the result of an increase in the percentage of overall positive drug tests on a national level.

FTA regulations 49 CFR 655.44(b) establishes a minimum default testing rate of 50% of covered employees, while allowing FTA the discretion to lower the minimum rate to 25% when the two preceding consecutive calendar years indicate a national positive violation rate of less than 1%. Since 2007, the random testing rate has been set at 25%; however, recently validated MIS data has confirmed a national random drug testing violation rate of 1.06 percent (1.06%). Per 49 CFR Part 655.45(b), FTA must increase the testing rate back to the default rate of 50% when the violation rate increases to more than 1%. Beginning January 1, 2019, MST’s random pool of covered employees who perform safety-sensitive functions will be tested at this new 50% rate.

ATU Comments:

MSTEA Comments:

Results:

________________________________________  ______________________
Kelly Halcon  Albert Garcia
Director of Human Resources  President
Monterey-Salinas Transit  ATU – Local 1225

Date: __________________
To: MST Safety-Sensitive Employees  
From: Deanna Smith, Compliance Analyst  
Subject: Changes to DOT/FTA Random Drug Testing Rates

The Federal Transit Administration (FTA) has notified all DOT/FTA regulated agencies that it will increase the minimum rate of random drug testing from 25 percent (25%) to 50 percent (50%) beginning January 1, 2019.

The increased testing rate is the result of an increase in the percentage of overall positive drug tests on a national level. FTA regulations 49 CFR 655.4 establish a minimum default testing rate of 50% of covered employees, while allowing FTA the discretion to lower the minimum rate to 25% when the two preceding consecutive calendar years indicate a national positive violation rate of less than 1%.

Since 2007, the random testing rate has been set at 25%; however, recently validated data has confirmed the random drug testing violation rate is now at 1.06% nationally. FTA regulations mandate that the minimum rate must be increased back to the default rate of 50% when the violation rate increases to more than 1%.

Beginning January 1, 2019, MST’s random pool will be tested at this new 50% rate. Any questions regarding this testing rate increase should be directed to MST’s Drug and Alcohol Program Manager (DAPM) or Designated Employer Representative (DER).

Deanna Smith  
Compliance Analyst / DAPM

Authorized Contacts

**DAPM**
Deanna Smith  
Compliance Analyst  
dsmith@mst.org  
831-264-5878

**DER**
Angelina Ruiz  
Human Resources Manager  
aruiz@mst.org  
831-264-5910
ADDENDUM C

ANNUAL RANDOM TESTING RATES

Required minimum FTA/DOT annual random testing rates are posted in the Federal Register annually and are effective for all FTA/DOT regulated entities for the next year. The rates listed below are the current random drug and alcohol testing rates and will be updated if and when the rates are changed.

<table>
<thead>
<tr>
<th>DOT Agency</th>
<th>Current Random Drug Testing Rate</th>
<th>Current Random Alcohol Testing Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Transit Administration (FTA)</td>
<td>50%</td>
<td>10%</td>
</tr>
</tbody>
</table>

Current annual random testing rates can be found on the U.S. Department of Transportation website at [https://www.transportation.gov/odapc/random-testing-rates](https://www.transportation.gov/odapc/random-testing-rates).
To: Board of Directors

From: Hunter Harvath, Assistant General Manager

Subject: New JAZZ Bus Rapid Transit Station at Fremont & Hannon Streets

RECOMMENDATION:

Award construction contract to Graniterock in the amount of $93,812 to construct a new JAZZ Bus Rapid Transit station at the corner of Fremont & Hannon Streets in the city of Monterey.

FISCAL IMPACT:

$93,812. Funds are available from MST’s capital reserves.

POLICY IMPLICATIONS:

Your Board approves purchases in excess of $25,000.

DISCUSSION:

When MST’s award-winning JAZZ Bus Rapid Transit project was constructed in 2012, stops at the corner of Fremont Street and Hannon Streets were not originally included in the project. However, MST was asked by residents of nearby senior housing projects to include JAZZ stops at that location, as a number use the bus with mobility aid devices. Having bus stops closer to the housing area would help the seniors get to MST’s new bus line. As MST has one extra JAZZ shelter in storage, staff recommends that this location would be perfect to be upgraded to feature the JAZZ amenities and theming, as there is plenty of public right-of-way to construct the station without encroaching on private property.

As the city has been working in the area on its major construction project, MST staff cooperated with the city to secure approval to install the JAZZ station pavement, shelter and amenities at this location. Doing the work concurrently with the city’s major construction project would cause less disruption for local businesses and commuters along the corridor. In that regard, staff worked up a scope of work for this project and asked three local construction companies for bids in accordance with MST’s procurement policy. The bids were as follows:

<table>
<thead>
<tr>
<th>Company</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Graniterock</td>
<td>$93,812</td>
</tr>
<tr>
<td>Granite Construction</td>
<td>$116,571</td>
</tr>
<tr>
<td>MHK Construction</td>
<td>$117,777</td>
</tr>
</tbody>
</table>
Staff recommends that your Board awards the low bidder, Graniterock, a contract in the amount of $93,812 to build the JAZZ BRT station at the corner of Fremont and Hannon in the city of Monterey.

SUBMITTED BY:  _____________________ REVIEWED BY:  ____________________

Hunter Harvath                                                   Carl G. Sedoryk
To: Board of Directors

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

Subject: Approve General Manager/CEO Performance Incentive

RECOMMENDATION:

Approve the Incentive Pay for the General Manager/CEO based upon his performance in accordance with achievement of the Board adopted goals and objectives of 4.5%.

FISCAL IMPACT:

Wages are included in the approved FY 2019 Budget.

POLICY IMPLICATIONS:

Your Board approves and negotiates the wages and benefits of the General Manager/CEO.

DISCUSSION:

The General Manager Performance Evaluation Ad Hoc Committee met on September 27, 2018 to discuss the performance of Carl Sedoryk, General Manager/CEO of Monterey-Salinas Transit District. During the discussion, the committee reviewed the comments and scores of the evaluations turned in by MST Board members. The Board Administrative Performance Committee (BAPC) met in closed session on October 8, 2018 to review the summary of the Ad Hoc Committee’s findings and discuss an incentive recommendation based on Mr. Sedoryk’s performance evaluation results. During Closed Session of the MST Board on November 5, 2018, the MST Board reviewed and agreed to the BAPC’s incentive recommendation.

In accordance with Mr. Sedoryk’s contract, The MST Board has the discretion to provide him with a lump sum incentive pay between 0%-5%. The incentive pay does not increase Mr. Sedoryk’s annual base salary. The Ad Hoc committee is recommending the Board approves an incentive of 4.5% in the amount of $9,817.70.

Staff is recommending the Board approves the BAPC’s recommendation of the 4.5% incentive pay. The incentive pay will be paid out on the pay date following the December Board Meeting.

PREPARED BY: __________________ APPROVED BY: _______________________
Kelly Halcon                                                  Carl G. Sedoryk
To: Board of Directors

From: Hunter Harvath, Assistant General Manager

Subject: 2019 Federal Legislative Program

RECOMMENDATION:

1. Receive update on federal legislative issues


FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

Your board adopts an annual legislative program. The recommended 2019 federal legislative program (Attachment) is consistent with our mission of advocating and delivering quality public transportation as a leader within our industry. The 2019 Legislative Program will be presented to federal legislators and their respective staff members and will direct MST positions on legislative matters throughout the year. The Legislative Program is also used as a guideline for supporting, opposing, or watching legislation when time does not permit official MST Board action on specific legislation.

DISCUSSION:

To monitor and guide transit-related legislation in Washington, DC, MST participates in the American Public Transportation Association (APTA) and the Community Transit Association of America (CTAA). In addition, MST is represented by Walters & Associates in Washington, DC. This firm provides analysis, advice, staff support, and advocacy regarding federal issues on our behalf and has successfully assisted MST in seeking additional funding for ongoing capital and operating needs. Don Gilchrest from Thomas Walters & Associates is scheduled to be in attendance at the December 10th meeting of your Board to provide an in-person update on major federal transportation issues. After this presentation staff is requesting that your Board adopt the 2019 Federal Legislative Program.
Attachment: Draft 2019 Federal Legislative Program

SUBMITTED BY: Hunter Harvath
REVIEWED BY: Carl G. Sedoryk
MST 2019 Federal Legislative Program

1F. Engage in cooperative support among partner organizations.
   a. Support the 2019 American Public Transportation Association (APTA), and Community Transit Association of America (CTAA) Legislative Programs.
   b. Support APTA’s recommendations on any federal Infrastructure Initiative that may be enacted into law by Congress and the President. Include transit capital and operating funds as part of any further potential economic stimulus and jobs bills that may be proposed, and relieve local agencies from funding match requirements.
   c. Support the 2019 Federal Legislative Programs for the Transportation Agency for Monterey County (TAMC), the Fort Ord Reuse Authority and MST member-jurisdictions.
   d. Support other partner agency legislative efforts where common interests exist.

2F. Ensure short-term and long-term transit funding stability and expansion.
   a. Oppose any tax reform legislation that would eliminate or reduce the Federal Transit Benefit that was enacted into law at equal levels for parking and transit at the end of 2015.
   b. To ensure a steady stream of needed vehicle and infrastructure funding on an annual basis, seek additional funding for the Federal Transit Administration Section 5339(a) and 5339(b) Bus and Bus Facility formula and competitive capital grant programs.
   c. Seek federal funding for critical transit projects, including but not limited to new buses, bus equipment/facilities, Bus Rapid Transit (BRT), and Intelligent Transportation System (ITS) technology.
   d. Seek maximum annual appropriations for transit programs authorized under the FAST-Act and maintain the guaranteed funding levels and “firewalls” established in current legislation that match transportation revenue to transportation expenditures.
   e. Protect Mass Transit Account funded programs in FAST-Act Authorization against rescission, sequestration or other financial reductions from attempts to solve General Fund imbalance problems with the federal budget. Seek funding from all authorized discretionary and formula funding sources including Section 5310/New Freedoms (NF), Small Transit Intensive Cities (STIC), ITS, the federal mass transit benefit, homeland security, FTA Section 5309 (including
continuation of the Small Starts program), FTA Section 5339(a) and (b), FTA Section 3006(b) (innovative mobility for seniors and disabled), US Department of Agriculture (rural areas), US Department of Health and Human Services (Affordable Care Act), US Department of Defense, US Department of Veterans Affairs, and other programs.

f. Participate in planning, discussions and negotiations for any clean-up legislation that may be required after the passage of FAST Act and, where appropriate, support the APTA Recommendations on the next federal public transportation authorizing law.

g. Support strategies to stabilize and increase transportation funding sources in light of the depletion of the federal highway trust fund and transit trust fund, and advocate for a well-funded, swiftly-implemented, multi-year federal transportation program supported by annual, full-year, on-time appropriations of funding by Congress and apportionments by FTA.

h. Support California receiving its fair share of its contribution to federal transportation funding.

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

j. Promote Intelligent Transportation System (ITS) programs and research as a cost-effective means of addressing transportation needs.

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

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

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

n. Support federal legislative efforts to provide incentives for electric and hybrid-electric buses and infrastructure equivalent or comparable to the alternative fuels tax credit currently available for compressed and liquefied natural gas.

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

a. Encourage legislative and regulatory efficiency.

b. Work to streamline regulations and improve the ability of local and regional agencies to plan and deliver transportation projects and services in a timely, cost-effective manner.
c. Advocate for changes in policies that inhibit MST’s abilities to effectively provide mobility, including inappropriate usage of the 13c provision of the 1964 Federal Transit Act, restrictions of buses based on axle weight, Buy America, and unreasonable spare ratio requirements.

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

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

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

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

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

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

From: Hunter Harvath, Assistant General Manager

Subject: 2019 State Legislative Program

RECOMMENDATION:

1. Receive 2019 State Legislative Update.

2. Adopt 2019 State Legislative Program.

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

Your board adopts an annual legislative program. The recommended 2019 State Legislative Program is consistent with our mission of advocating and delivering quality public transportation as a leader within our industry. The 2019 State Legislative Program will be presented to state legislators and their respective staff members and will direct MST positions on legislative matters throughout the year. The Legislative Program is also used as a guideline for supporting, opposing, or watching legislation when time does not permit official MST Board action on specific legislation.

DISCUSSION:

To monitor and guide transit-related legislation in Sacramento and Washington, DC, MST participates in the California Transit Association (CTA), and the California Association of Coordinated Transit (Cal-ACT). In addition, the General Manager/CEO is chair of the CTA until October of next year and MST staff serves as Treasurer of the CTA and have seats on a variety of CTA committees including State Legislative, Information Technology, Operations, Maintenance, and the newly constructed Human Resources Task Force. And, staff makes regular visits to Sacramento to conduct in-person meetings with legislators representing Monterey County as well as staff members of committees with oversight over transportation issues. Staff will provide brief summary of state legislative activity for 2018 as well as a look ahead to legislative priorities for 2019. Subsequently, staff is requesting that your Board adopt the 2019 State Legislative Program (Attachment).
Attachment: Draft 2019 State Legislative Program

SUBMITTED BY: Hunter Harvath

REVIEWED BY: Carl G. Sedoryk
MST 2019 State Legislative Program

1S. Engage in cooperative support among partner organizations.
   a. Support the 2019 Legislative Programs of the California Transit Association (CTA) and California Association of Coordinated Transportation (CalACT).
   b. Support CTA’s efforts to support legislation and administrative strategies to implement the current “FAST Act” federal transportation authorization legislation in a way that ensures the best possible outcome for transit operators in California.
   c. Support the 2019 State Legislative Programs for the Transportation Agency for Monterey County (TAMC), the Fort Ord Reuse Authority (FORA), and MST member-jurisdictions.
   d. Support other partner agency legislative efforts where common interests exist.
   e. Ensure that state legislative efforts are consistent with and coordinated with the MST federal legislative program.

2S. Support transit-related legislation.
   a. Support legislation and polices that enable transit-supportive development.
   b. Support legislation augmenting programs to fund public transit buses and support vehicles with electric, bio-fuel and other alternative-powered engines.
   c. Support legislation that increases safety for transit employees and customers by increasing penalties against those that commit crimes against an operator of a transit vehicle, against the transit riding public, or against property of transit agencies.

3S. Encourage the state to restore, preserve and augment transportation and transit funding.
   a. Oppose any transfer or expenditure of Transportation Development Act, Public Transportation Account, Traffic Congestion Relief Fund, and other transit funds to state and local agencies for purposes other than those specified in the Act and existing transit funding law. Monitor the effects of 2010 Proposition 22 and Proposition 26 on transit funding.
   b. Educate the public on the value of the recently enacted SB-1, which comprehensively enhances funding for transportation throughout the state, including public transit. Pursue funds that have been disencumbered from other agencies’ cancelled projects. Ensure that funds are maximized for MST and that the region’s authority to decide how to program any new funds is retained. Work with the Governor’s Administration, the Legislature, the California Transportation
Commission, Caltrans and others in key decision-making processes. Seek funding for bus operations, maintenance and administration facilities; new bus purchases; electric charging infrastructure; transit stations; security improvements to property and buses; bus shelters; ticket vending machines; Intelligent Transportation Systems (ITS); Bus Rapid Transit (BRT); and mixed-use transit oriented developments (TODs).

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

d. Support and advocate protecting and maximizing transit’s share of Cap & Trade revenues, including additional ongoing, dedicated revenue for transit from the 40 percent of Cap & Trade funds not continuously appropriated pursuant to existing statute.

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

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

a. Support exemptions for small operators from financially burdensome new legal or regulatory requirements or minimize their impact on small operators.

b. Work with interested transit agencies, regional partners, Caltrans, legislative committee staff, and other stakeholders to review existing metrics for the qualification and distribution of TDA revenues, with the possibility for legislation in 2020 to update TDA law.

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

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

e. Ensure a positive outcome for transit in the California Air Resources Board’s (ARB) proposed Innovative Clean Transit (ICT) regulation. Oppose any ZEB purchase mandate that would place undue burden on transit agencies, and support the provision of new sources of funding to incentivize the adoption of ZEB technology.

f. Support efforts to streamline state-administered federal grant programs to allow funds to be delivered to transit agencies more promptly and/or administered directly by small urban transit operators who already receive and manage federal transit grants, where appropriate.

g. Monitor state implementation of pension reform laws.
h. Support efforts to include certain types of transit projects in CEQA reform measures as they are periodically proposed.

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

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

b. Develop and maintain positive working relationships with elected state representatives including newly elected Governor Newsom, Assemblymembers Rivas and Stone, and Senators Caballero and Monning. Reach out to elected legislative officials during the 2019 session, including those that may be assigned committees with oversight over transportation-related matters.

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

From: Alvin Johnson, Contract Transportation Supervisor

Subject: Approve Expansion of the MST RIDES Special Transportation (ST) Zone Service Area

RECOMMENDATION:

Approve the expansion of the RIDES Special Transportation Zone service area.

FISCAL IMPACT:

Minimal - will depend on ridership.

This project is fully funded by Measure Q dollars.

POLICY IMPLICATIONS:

Your Board approves all program and/or policy changes.

DISCUSSION:

RIDES ST Program History:

Before understanding the MST RIDES ST program, it is important first to understand the MST RIDES ADA program. As mandated by the U.S. Department of Transportation – Federal Transit Administration (FTA) ADA regulations, the MST RIDES ADA Paratransit program is provided to our customers who have a disability that prevents them from using or accessing MST’s regular fixed-route services. As mandated by the FTA - ADA service criteria, the MST RIDES ADA service is provided within a service corridor that extends three quarters (¾) of a mile from any of MST’s regular bus routes. Both the point of departure and the destination of each trip must be within the ADA service corridor.

The MST RIDES ST service is provided in areas that are not mandated by FTA ADA regulations, which include some unincorporated areas within Monterey County that are not currently served by MST’s regular fixed-route transit services.

The MST RIDES ST Service area for North Monterey County currently includes; unincorporated areas within Prunedale, Castroville, and Aromas.
The MST RIDES ST Service area for South Monterey County currently extends one mile on either side of Highway 101 from Salinas to Bradley including the unincorporated communities of San Lucas and San Ardo. An additional $2.00 fare per one way trip is required for passengers receiving services within the RIDES ST zone.

Originally approved by the Monterey County Board of Supervisors, the RIDES ST program began in January of 1996. At the time the service was provided by a local service provider that was under contract with the County of Monterey.

In March of 1996, the County Board of Supervisors approved the transfer of the MST RIDES ADA/ST Paratransit program(s) to Monterey Salinas Transit (MST), which officially assumed operation of the service in July of 1996. However, the RIDES ST program while now operated by MST was done so under a memorandum of understanding with the County of Monterey, which continued to provide funding for the program.

In 2010, MST became a Special District and assumed full control of the RIDES ST program and the responsibility to continue funding the service.

Today’s Situation:

During an audit in late 2016 – early 2017, it was discovered that MST’s contracted service provider (MV Transportation Inc.) had been inadvertently providing services to some passengers that resided outside of both the RIDES ADA and ST Service areas. As this came to light, MST staff initiated measures to correct the oversight by notifying affected passengers of the error and offered each to participate in an alternative program (MST TRIPS) as an option to the RIDES ST service. The MST TRIPS program would reimburse individuals for 40 cents per mile up to 250 miles per month should they opt to have friends or family drive them to their various appointments.

In response to public comment and other concerns expressed by MST’s stakeholders, MST continued to provide services to passengers who had previously been receiving services in these areas; until such time that a comprehensive review of the MST RIDES ST Program could be completed.

Working with an ad hoc Committee appointed by the MST Mobility Advisory Committee (MAC), staff conducted a review of the current program, which included an analysis of:

- Current utilization of the program
- Current and projected population data within the current RIDES ST service area(s), and within in the surrounding areas – outside of the current service area. (Provided by AMBAG)
- Current City limits and the “sphere of influence” of each of the South County Cities.
Additionally, opportunities were provided during this process for public comment during the ad hoc Committee meetings as well during the regularly scheduled meetings of the MAC.

During its September 26, 2018 meeting, the MAC completed its review of the final recommendations provided by its ad hoc committee and recommended that the following modifications to the program be considered by your Board:

- In addition to the ¾ mile ADA - Zone along Highway 68, create a new ST Zone that is two miles on either side of Highway 68 East between Canyon Del Rey/Highway 218 and River Road in Salinas. See Fig. 1
- Expand the South County ST – Zone on Highway 101 South of Salinas to San Lucas from ¼ mile outside of the ADA –Zone to two miles outside of the ADA Zone. See Fig. 2
- Expand the ST – Zone on Highway 101 South of San Lucas to the Monterey County line from one mile either side of Highway 101 to two miles either side of Highway 101. See Fig 3.

Currently the MST RIDES ST Program service area covers approximately 7,000 County residents. If approved by your Board, the expansion of this program’s service area would afford RIDES ST services to an additional 3,500 Monterey County residents.

PREPARED BY: Alvin Johnson REVIEWED BY: Carl G. Sedoryk
Creation of 2-mile ST-Zone outside of ¾ ADA Zone, along Highway 68 from Highway 218(Canyon Del Rey), and River Road in Salinas
Expand ST-Zone from ¼ mile outside of the ¾ mile ADA Zone to 2 miles outside of ¾ ADA Zone along Highway 101 South from Salinas to Sun Lucas.
Expand ST-Zone along Highway 101 South from San Lucas to the Monterey County line, from 1 mile either side of Highway 101 to 2 miles either side of highway 101.

Figure 3
To: Board of Directors

From: Carl Sedoryk, General Manager/CEO

Subject: Proposed January 14 Workshop Agenda

RECOMMENDATION:

Discuss and Approve proposed January 14 Workshop Agenda.

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

None.

DISCUSSION:

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

Attached is a draft agenda based on staff recommendations and input from various board members regarding topics of discussion. Staff will finalize the workshop agenda based on input received at the December 10 board meeting.

Attachment 1: Draft strategic planning workshop agenda

Submitted by: Carl Sedoryk
# Monterey-Salinas Transit District
## Strategic Planning
### January 14, 2019
#### 10:00 a.m. – 12:00 p.m.

## AGENDA

<table>
<thead>
<tr>
<th>I.</th>
<th>YTD Performance and Action Plan Update</th>
<th>Carl Sedoryk</th>
<th>9:00am - 9:30am</th>
</tr>
</thead>
<tbody>
<tr>
<td>II.</td>
<td>Measure Q Updates</td>
<td>Robert Weber Cristy Sugabo</td>
<td>9:30am-9:45am</td>
</tr>
<tr>
<td>III.</td>
<td>South County Study Update</td>
<td>Lisa Rheinheimer</td>
<td>9:45am-10:00am</td>
</tr>
<tr>
<td>IV.</td>
<td>Innovative Clean Transit Rule Compliance Strategy</td>
<td>Carl Sedoryk, Hunter Harvath,</td>
<td>10:00am-10:45am</td>
</tr>
<tr>
<td>V.</td>
<td>MST Role with Emerging Technologies and Mobility Models</td>
<td>Carl Sedoryk</td>
<td>10:45am-11:00am</td>
</tr>
<tr>
<td>VI.</td>
<td>Community Requests for Unfunded Fare Discounts and New Services</td>
<td>Carl Sedoryk / Hunter Harvath</td>
<td>11:00am-11:15am</td>
</tr>
<tr>
<td>VII.</td>
<td>Future of Contracted Services</td>
<td>Carl Sedoryk, Hunter Harvath, Robert Weber, Kelly Halcon</td>
<td>11:15am - 11:45am</td>
</tr>
<tr>
<td>VIII.</td>
<td>Board Education / Development</td>
<td>Carl Sedoryk</td>
<td>11:45am-Noon</td>
</tr>
<tr>
<td>IX.</td>
<td>Adjourn</td>
<td></td>
<td>Noon</td>
</tr>
</tbody>
</table>
To: Board of Directors  
From: C. Sedoryk, General Manager/CEO  
Subject: Monthly Report – October 2018

Attached is a summary of monthly performance statistics for the Transportation, Maintenance, and Administration departments for October 2018.

We continue to see strong ridership in Salinas due to the continuation of free weekend fares. However, these gains are being offset by reduced participation from US Air Force personnel in our Presidio of Monterey transit program resulting from administrative changes within the Air Force that are beyond the control of either MST or Presidio personnel. MST staff is working to re-enroll Air Force personnel, and we should see some increase in boardings in future months.

October 1 - 2, I traveled to Breckenridge, CO to attend the National Conference on Rural Public & Intercity Bus Transportation where on behalf of MST I received the 2018 Federal Transit Administration "Administrator's Award for Outstanding Public Service in Rural Public Transportation."

October 23 - 26, I attended the California Transit Association Annual Conference in Long Beach CA as chair of the Association. In addition to my duties as emcee for the conference, I also participated on a panel discussion regarding zero emission bus implementation challenges.

Attachment #1 – Dashboard Performance Statistics October 2018  
Attachment #2 – Operations Dept. Report – October 2018  
Attachment #3 – Facilities & Maintenance Dept. Report October 2018  
Attachment #4 – Administration Dept. Report – October 2018

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

PREPARED BY: Carl G. Sedoryk
YTD Dashboard Performance Comparative Statistics
October 2018
Fiscal Years 2017-2019

Ridership

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Passenger Boardings</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2017</td>
<td>1,621,902</td>
</tr>
<tr>
<td>FY 2018</td>
<td>1,675,494</td>
</tr>
<tr>
<td>FY 2019</td>
<td>1,608,744</td>
</tr>
</tbody>
</table>

Goal = 1,675,494 passengers
Minimum = 1,591,719 passengers

Passengers Per Hour

<table>
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<tr>
<th>Year</th>
<th>Passengers Per Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2017</td>
<td>16.83</td>
</tr>
<tr>
<td>FY 2018</td>
<td>17.22</td>
</tr>
<tr>
<td>FY 2019</td>
<td>16.26</td>
</tr>
</tbody>
</table>

Goal = 20 passengers p/h
Minimum = 15 passengers p/h

On Time Performance

<table>
<thead>
<tr>
<th>Year</th>
<th>On Time Performance (Percent of passengers within 5 minutes of scheduled arrival)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2017</td>
<td>89.4%</td>
</tr>
<tr>
<td>FY 2018</td>
<td>85.5%</td>
</tr>
<tr>
<td>FY 2019</td>
<td>86.8%</td>
</tr>
</tbody>
</table>

Goal = 90% on time
Minimum = 75% on time

Percentage of Service Delivered

<table>
<thead>
<tr>
<th>Year</th>
<th>Percentage of Service Delivered (Percentage of scheduled trips completed)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2017</td>
<td>99.94%</td>
</tr>
<tr>
<td>FY 2018</td>
<td>99.89%</td>
</tr>
<tr>
<td>FY 2019</td>
<td>99.92%</td>
</tr>
</tbody>
</table>

Goal = 99% completed
Minimum = 95% completed
MST Fixed Route
YTD Dashboard Performance Comparative Statistics
October 2018
Fiscal Years 2017-2019

**Fare Box Recovery Ratio**
(Ratio of passenger fares to total operating cost)

- **Goal = 25%**
- **Minimum = 15%**

**Cost Per Revenue Hour**
(Total operating cost per hour of service)

- **Goal = $147.03 per RH**
- **Maximum = $161.73 per RH**

**Miles Between Preventable Collisions**
(Total miles travelled between preventable collisions)

- **Goal = 200,000 Miles**
- **Minimum = 100,000 Miles**

**Miles Between Road Calls**
(Miles traveled between mechanical failure)

- **Goal = 15,000 Miles**
- **Minimum = 7,000 Miles**
MST RIDES
YTD Dashboard Performance Comparative Statistics
October 2018
Fiscal Years 2017-2019

Ridership

- FY 2017: 40,830
- FY 2018: 44,758
- FY 2019: 53,449

Goal = 46,101 passengers
Maximum = 50,711 passengers

Goal = 2.0 passengers p/h
Minimum = 1.8 passengers p/h

Passengers Per Hour

- FY 2017: 1.48
- FY 2018: 1.48
- FY 2019: 1.94

Goal = 90% on time
Minimum = 80% on time

On Time Performance

- FY 2017: 89.9%
- FY 2018: 89.5%
- FY 2019: 90.6%

One Way Trips

- FY 2017: 35,245
- FY 2018: 37,292
- FY 2019: 44,240

Goal = 38,411 one-way trips
Maximum = 42,252 one-way trips

(Total cumulative YTD passenger boardings)
(Passengers per hour of service)
(Percent of trips within 15 minutes of scheduled arrival)
(Total cumulative YTD one-way passenger trips completed)
MST RIDES
YTD Dashboard Performance Comparative Statistics
October 2018
Fiscal Years 2017-2019

Fare Box Recovery Ratio

- Goal = 11%
- Minimum = 10%

Cost Per Revenue Hour

- Goal = $82.14 per RH
- Maximum = $90.35 per RH

Miles Between Preventable Collisions

- Goal = 110,000 Miles
- Minimum = 100,000 Miles

Miles Between Road Calls

- Goal = 60,000 Miles
- Minimum = 30,000 Miles
MST Fixed Route
Financial Performance Comparative Statistics
Month of October 2018
FY 2017-2019

MST Fixed Route Total Revenue
YTD Actual and Budget

$14,191,267
$14,685,828
Minimum 95%

MST Fixed Route Total Expenses
YTD Actual and Budget

$13,929,166
$14,685,828
Maximum 105%
MST RIDES
Financial Performance Comparative Statistics
Month of October 2018
FY 2017-2019

MST RIDES Total Revenue
YTD Actual and Budget

MST RIDES Total Expenses
YTD Actual and Budget
November 27, 2018

To: Carl Sedoryk, General Manager / C.E.O.

From: Robert Weber, Chief Operating Officer

Cc: MST Board of Directors

Subject: Transportation Department Monthly Report – October 2018

FIXED ROUTE BUS OPERATIONS:

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

Preliminary boarding statistics indicate that ridership decreased by 7.60% in October 2018, (388,492), as compared to October 2017, (420,427). For the Fiscal Year – to date passenger boardings have decreased by 3.98% as compared to last Fiscal Year.

Productivity decreased from October of last year (16.8) to 15.3 passengers per hour in October of this year.

Supplemental / Special Services:

None to report

System Wide Statistics:

- Ridership: 388,492
- Vehicle Revenue Hours: 25,389
- Vehicle Revenue Miles: 414,630
- System Productivity: 15.3 Passengers Per Vehicle Revenue Hour
- One-Way Trips Provided: 36,113

Time Point Adherence: Of 145,933 total time-point crossings sampled for the month of October, the Transit Master™ system recorded 26,130 delayed arrivals to MST’s published time-points system-wide. This denotes that 82.09% of all scheduled arrivals at published time-points were on time. (See MST Fixed-Route Bus ~ On Time Compliance Chart FY 2018 - 2019.)

Note: Service arriving later than 5 minutes beyond the published time point is considered late. The on-time compliance chart (attached) reflects system wide “on-time performance” as a percentage to the total number of reported time-point crossings.
**Cancelled Trips:** As listed below, there were a total of twenty seven (27) cancelled trips for the month of October for both directly operated and contracted services:

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<thead>
<tr>
<th>Category</th>
<th>MST</th>
<th>MV</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accident</td>
<td>2</td>
<td>0</td>
<td>7%</td>
</tr>
<tr>
<td>Mechanical</td>
<td>2</td>
<td>2</td>
<td>15%</td>
</tr>
<tr>
<td>Staffing Shortage</td>
<td>15</td>
<td>0</td>
<td>56%</td>
</tr>
<tr>
<td>Passenger Load</td>
<td>2</td>
<td>0</td>
<td>7%</td>
</tr>
<tr>
<td>Passenger Disturbance</td>
<td>1</td>
<td>0</td>
<td>4%</td>
</tr>
<tr>
<td>Traffic</td>
<td>2</td>
<td>0</td>
<td>7%</td>
</tr>
<tr>
<td>Unknown (^1)</td>
<td>0</td>
<td>1</td>
<td>4%</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>24</td>
<td>3</td>
<td>100%</td>
</tr>
</tbody>
</table>

\(^1\) *Insufficient information available- additional research required.*

**Documented Occurrences:** MST Coach Operators are required to complete an occurrence report for any unusual incident that occurs during their work day. The information provided within these reports is used to identify trends, which often drive changes in policy or standard operating procedures. The following is a comparative summary of reported incidents for the month(s) of October 2017 and 2018:

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<tr>
<th>Occurrence Type</th>
<th>October-17</th>
<th>October-18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision: MST Involved</td>
<td>8</td>
<td>4</td>
</tr>
<tr>
<td>Employee Injury</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Medical Emergency</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Object Hits Coach</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Passenger Conflict</td>
<td>4</td>
<td>16</td>
</tr>
<tr>
<td>Passenger Fall</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Passenger Injury</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Other</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Near Miss</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Fuel / fluid Spill</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Unreported Damage</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>29</strong></td>
<td><strong>34</strong></td>
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CONTRACTED TRANSPORTATION SERVICES:

MST RIDES ADA / ST Paratransit Program:

Preliminary boarding statistics for the MST RIDES program reflect that for the month of October there were 14,353 passenger boardings. This denotes a 16.73% increase in passenger boardings from October of 2017, (12,296). For the Fiscal year to date – passenger boardings have increased by 19.42% over FY 2018.

- Productivity for October of this year was at 1.84 passengers per hour, decreasing from October of 2017 (1.93).
- For the month of October, 90.64% of all scheduled trips for the MST RIDES program arrived on time, increasing from October of 2017 (84.51%).

COMMUNICATIONS CENTER:

In October, MST’s Communications Center summoned public safety agencies on twenty (20) separate occasions to MST’s transit vehicles and facilities:

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<thead>
<tr>
<th>Agency Type</th>
<th>Incident Type</th>
<th>Number Of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Police</td>
<td>Passenger Disturbance / Other</td>
<td>15</td>
</tr>
<tr>
<td>EMS</td>
<td>Passenger Medical Emergency / Injury</td>
<td>5</td>
</tr>
</tbody>
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Robert Weber

ATTACHMENTS:

MST Fixed-Route Bus ~~ On Time Compliance FY 2019
MST Fixed-Route Bus ~~ Boarding Statistics FY 2019
MST Trolley ~~ Boarding Statistics FY 2019
MST RIDES ~~ On Time Compliance FY 2019
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Robert Weber

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MST RIDES ~~ Boarding Statistics FY 2019
Operations Summary Report ~ October 2018
Mobility Management Report ~ October 2018
Date: November 27, 2018
To: C. Sedoryk, General Manager/CEO
From: Hunter Harvath, Assistant General Manager; Andrea Williams, General Accounting & Budget Manager; Mark Eccles, Director of Information Technology; Kelly Halcon, Director of Human Resources/Risk Management; Lisa Rheinheimer, Director of Planning and Marketing; Sonia Wills, Customer Service Supervisor.
Subject: Administration Department Monthly Report – October 2018

The following significant events occurred in Administration work groups for the month of October 2018:

**Human Resources**

A total employment level for October 2018 is summarized as follows:

<table>
<thead>
<tr>
<th>Positions</th>
<th>Budget FY19</th>
<th>Actual</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coach Operators F/T</td>
<td>150</td>
<td>140</td>
<td>-10</td>
</tr>
<tr>
<td>Coach Operators Limited Duty</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>CO Occupational Injuries</td>
<td>1</td>
<td>0</td>
<td>-1</td>
</tr>
<tr>
<td>Operations Staff</td>
<td>34</td>
<td>33</td>
<td>-1</td>
</tr>
<tr>
<td>Maintenance &amp; Facilities</td>
<td>52</td>
<td>53</td>
<td>1</td>
</tr>
<tr>
<td>Administrative (Interns 1 PT)</td>
<td>30</td>
<td>30</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>267</strong></td>
<td><strong>256</strong></td>
<td><strong>-11</strong></td>
</tr>
</tbody>
</table>

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

**October Worker’s Compensation Costs**

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indemnity (paid to employees)</td>
<td>$14,459.13</td>
</tr>
<tr>
<td>Other (includes Legal)</td>
<td>$5,795.31</td>
</tr>
<tr>
<td>Medical includes Case Mgmt, UR, Rx &amp; PT</td>
<td>$11,169.85</td>
</tr>
<tr>
<td>TPA Administration Fee</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>Excess Insurance</td>
<td>$8,765.17</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td><strong>$45,189.46</strong></td>
</tr>
<tr>
<td><strong>Reserves</strong></td>
<td><strong>$1,917,070.07</strong></td>
</tr>
<tr>
<td><strong>Excess Reserved</strong></td>
<td><strong>($1,074,288.02)</strong></td>
</tr>
<tr>
<td><strong># Ending Open Claims</strong></td>
<td>36</td>
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</table>
Training

<table>
<thead>
<tr>
<th>Description</th>
<th>Attendees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Coach Operator Verification of Transit Training</td>
<td>25</td>
</tr>
<tr>
<td>Diversity and Inclusion in the MST Workforce</td>
<td>22</td>
</tr>
<tr>
<td>Post Accident/Incident Re-training</td>
<td>0</td>
</tr>
<tr>
<td>Return to Work Re-training</td>
<td>1</td>
</tr>
<tr>
<td>Harassment Prevention Training for Transit Employees</td>
<td>25</td>
</tr>
<tr>
<td>Libert Cassidy Whitmore: Public Service Understanding the Roles and Responsibilities of Public Employees</td>
<td>8</td>
</tr>
<tr>
<td>Alliance Career Training Solutions: Business Writing and Grammar Skills</td>
<td>1</td>
</tr>
<tr>
<td>Identity Fraud and Impacts on HR/Finance</td>
<td>8</td>
</tr>
<tr>
<td>Alliance Career Training Solutions: Excel Level 3 Training</td>
<td>1</td>
</tr>
<tr>
<td>Alliance Career Training Solutions: Excel Level 2 Training</td>
<td>1</td>
</tr>
<tr>
<td>Maintenance Safety Training: TDA Shop Equipment training BYD technical training</td>
<td>22</td>
</tr>
<tr>
<td>In-service Training: 2018 BYD Zero Emissions Low Floor Bus</td>
<td>10</td>
</tr>
<tr>
<td>AICPA: Auditing, Business Management and Taxes</td>
<td>1</td>
</tr>
<tr>
<td>American Heart Association: Heartsaver CPR/AED</td>
<td>2</td>
</tr>
</tbody>
</table>

Risk Management

<table>
<thead>
<tr>
<th>Description</th>
<th>October 2018 Preventable</th>
<th>October 2017 Preventable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>POV Vehicle hits MST Vehicle</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>MST Preventable Accidents</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1</td>
<td>4</td>
</tr>
</tbody>
</table>

During the month of October there was one minor accident considered preventable.
### Accident Statistics

#### Non-Preventable

<table>
<thead>
<tr>
<th>Month</th>
<th>Accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct-17</td>
<td>10</td>
</tr>
<tr>
<td>Nov-17</td>
<td>7</td>
</tr>
<tr>
<td>Dec-17</td>
<td>4</td>
</tr>
<tr>
<td>Jan-18</td>
<td>1</td>
</tr>
<tr>
<td>Feb-18</td>
<td>0</td>
</tr>
<tr>
<td>Mar-18</td>
<td>0</td>
</tr>
<tr>
<td>Apr-18</td>
<td>1</td>
</tr>
<tr>
<td>May-18</td>
<td>2</td>
</tr>
<tr>
<td>Jun-18</td>
<td>1</td>
</tr>
<tr>
<td>Jul-18</td>
<td>0</td>
</tr>
<tr>
<td>Aug-18</td>
<td>2</td>
</tr>
<tr>
<td>Sep-18</td>
<td>1</td>
</tr>
<tr>
<td>Oct-18</td>
<td>3</td>
</tr>
</tbody>
</table>

#### Preventable

<table>
<thead>
<tr>
<th>Month</th>
<th>Accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct-17</td>
<td>0</td>
</tr>
<tr>
<td>Nov-17</td>
<td>0</td>
</tr>
<tr>
<td>Dec-17</td>
<td>0</td>
</tr>
<tr>
<td>Jan-18</td>
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<tr>
<td>Feb-18</td>
<td>0</td>
</tr>
<tr>
<td>Mar-18</td>
<td>0</td>
</tr>
<tr>
<td>Apr-18</td>
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</tr>
<tr>
<td>May-18</td>
<td>0</td>
</tr>
<tr>
<td>Jun-18</td>
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<td>Jul-18</td>
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</tr>
<tr>
<td>Aug-18</td>
<td>0</td>
</tr>
<tr>
<td>Sep-18</td>
<td>0</td>
</tr>
<tr>
<td>Oct-18</td>
<td>0</td>
</tr>
</tbody>
</table>

---

### Monthly Miles Between Preventable Collisions (MBPC) with 12 Month Rolling Average

- **Miles Between Prev. Collisions**
- **MBPC: 12 Month Average**

**Standard**: Not more than 1 preventable collision per 100k miles
### Customer Service Update – October 2018

<table>
<thead>
<tr>
<th>Service Report Type</th>
<th>MST</th>
<th>Other Provider</th>
<th># of valid reports</th>
<th>% of reports received</th>
<th>October 2017</th>
<th>% of reports received**</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA Compliance</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Agency Policy</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bus Stop Amenities</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>4</td>
<td>4.9%</td>
</tr>
<tr>
<td>Carried By</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Discriminatory behavior by employee</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Early Departure</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>8</td>
<td>9.9%</td>
</tr>
<tr>
<td>Employee Other</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1.3%</td>
<td>8</td>
<td>9.9%</td>
</tr>
<tr>
<td>Facilities Vandalism</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Fare / Transfer Dispute</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1.3%</td>
<td>2</td>
<td>2.5%</td>
</tr>
<tr>
<td>Full Bus / Left Behind</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Harassment by Employee</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Improper Driving</td>
<td>8</td>
<td>3</td>
<td>4/3*</td>
<td>13.9%</td>
<td>10</td>
<td>12.3%</td>
</tr>
<tr>
<td>Improper Employee Conduct</td>
<td>12</td>
<td>2</td>
<td>6/1*</td>
<td>17.7%</td>
<td>11</td>
<td>13.6%</td>
</tr>
<tr>
<td>Inaccurate Public Information</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>1</td>
<td>1.2%</td>
</tr>
<tr>
<td>Late Arrival</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>7.6%</td>
<td>6</td>
<td>7.4%</td>
</tr>
<tr>
<td>Late Departure</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1.3%</td>
<td>2</td>
<td>2.5%</td>
</tr>
<tr>
<td>No Show</td>
<td>5</td>
<td>2</td>
<td>4</td>
<td>8.9%</td>
<td>5</td>
<td>6.2%</td>
</tr>
<tr>
<td>Off Route</td>
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<td>0.0%</td>
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<td>1.2%</td>
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<tr>
<td>Overcrowding</td>
<td>0</td>
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<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Passed By</td>
<td>16</td>
<td>2</td>
<td>4</td>
<td>22.8%</td>
<td>11</td>
<td>13.6%</td>
</tr>
<tr>
<td>Passenger Conduct</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>2.5%</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Passenger Injury</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1.3%</td>
<td>3</td>
<td>3.7%</td>
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<tr>
<td>Reasonable Modification</td>
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<td>0</td>
<td>0</td>
<td>0.0%</td>
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<td>0.0%</td>
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<tr>
<td>Request To Add Service</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>1</td>
<td>1.2%</td>
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<tr>
<td>Request To Reduce Service</td>
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<td>0</td>
<td>0.0%</td>
<td>1</td>
<td>1.2%</td>
</tr>
<tr>
<td>Routing</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>1</td>
<td>1.2%</td>
</tr>
<tr>
<td>Service Animal</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Service Other</td>
<td>12</td>
<td>1</td>
<td>8</td>
<td>16.5%</td>
<td>5</td>
<td>6.2%</td>
</tr>
<tr>
<td>Service Schedule</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2.5%</td>
<td>4</td>
<td>4.9%</td>
</tr>
<tr>
<td>Taxi</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>1</td>
<td>1.2%</td>
</tr>
<tr>
<td>Title VI Complaint</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Unsafe Conditions</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>2.5%</td>
<td>1</td>
<td>1.2%</td>
</tr>
<tr>
<td>Vehicle Maintenance</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

| Total reports MST and *Other Provider| 79  | 100.0%         | 81                 | 100.0%                |

| Employee Compliment                 | 2   | 3              | 3                  |                       |
Customer Service Call Center Report:
During the month of October 2018, MST received a total of 4,509 calls which lasted a total of 98 hours and 8 minutes. The average call duration was one minute and eighteen seconds (1:18). MST received the most number of calls on Wednesday, October 24 at 210. Of the total number of calls, 1,037 (23%) were routed to RealTime bus arrival information. Call volume was heaviest during the weekdays and lightest during the weekends, although average call duration spikes on the weekends due to the fact that there are no customer service representatives on duty. Rather, customers are attempting to get information from MST’s pre-recorded automated system, which appears to take more time.
Finance Update – October 2018

General Accounting/Accounts Payable

During the month of October, staff processed timely and accurate payments to vendors, recorded appropriate revenues, and prepared monthly financial reporting and analysis. In addition, staff prepared and submitted the required annual reporting to the National Transit Database which aids in the appropriation of FTA formula funds to transit agencies.

Payroll

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

Grants

During the month of October, staff assisted with the annual report for National Transit Database and the final financial audit. Update meetings with internal staff were ongoing to address the status of various grants. Local, state and federal quarterly reports were submitted by the end of the month.

Purchasing

During the month of October, staff worked on a number of procurement and inventory management objectives. Parts staff worked diligently placing orders and managing inventory levels at CJW and TDA locations. The inventory value for the month of October was $198,850, which was a 9% increase over the month of September. The increase was due to setting higher minimum inventory levels for fast moving items in an effort to support maintenance activities. Staff continues to define and evaluate the best level of inventory to support Maintenance needs. Staff also worked on several large procurements such as for Workers Compensation Managed Care Services and Automatic Passenger Counters.

Information Technology Update – October 2018

Staff worked with Operations and Maintenance Department personnel in monitoring the Intelligence Transportation Systems (ITS) equipment installed on the vehicles. These include the hardware and software for the Trapeze Automatic Vehicle Location systems on the fixed-route and Paratransit fleets. Staff monitored the Fixed Route Real-Time bus arrival/departure system. Staff worked with the Paratransit fleet contractor regarding the IVR and web booking system.

Staff monitored the Trapeze Group Enterprise Asset Management (EAM) vehicle maintenance system and configured reporting documentation. Staff continued to support the users of the Serenic Navision accounting/payroll system. Staff monitored the functionality of the customer service database. Staff monitored and reconfigured the WiFi systems installed on 15 buses used on the commuter routes.
Staff worked with Giro and MST staff in the ongoing implementation of the latest modules in the Hastus system.

Staff liaised with the County of Monterey Information Technology Department and Trapeze Group regarding the maintenance of the radio/data communications in the MST service area.

Staff monitored and configured the AT&T-managed Voice-Over-Internet Protocol (VOIP) telephone system. Staff worked with AT&T regarding the high speed data system upgrades at the MST locations.

Staff continued to support other MST staff members as needed, proactively ensuring that all were supported fully with their IT requirements. Staff is working on specifications for hardware upgrade requirements needed over the next six months.

Staff attended the California Transit Association (CTA) Annual Conference in Long Beach CA.

Marketing Update – October 2018

### RealTime Usage:

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Text</td>
<td>RealTime Phone</td>
<td>CSR Phone</td>
<td>App Sessions</td>
<td>App Users</td>
</tr>
<tr>
<td>November</td>
<td>5,805</td>
<td>1,321</td>
<td>4,278</td>
<td>107,642</td>
<td>4,932</td>
</tr>
<tr>
<td>December</td>
<td>5,956</td>
<td>1,212</td>
<td>3,913</td>
<td>86,928</td>
<td>4,615</td>
</tr>
<tr>
<td>2018</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>January</td>
<td>5,520</td>
<td>1,193</td>
<td>4,013</td>
<td>99,050</td>
<td>4,711</td>
</tr>
<tr>
<td>February</td>
<td>5,536</td>
<td>1,290</td>
<td>4,028</td>
<td>118,088</td>
<td>4,999</td>
</tr>
<tr>
<td>March</td>
<td>5,758</td>
<td>961***</td>
<td>4,259</td>
<td>115,521</td>
<td>4,994</td>
</tr>
<tr>
<td>April</td>
<td>7,101</td>
<td>751</td>
<td>4,112</td>
<td>129,201</td>
<td>5,451</td>
</tr>
<tr>
<td>May</td>
<td>7,551</td>
<td>886</td>
<td>4,146</td>
<td>121,831</td>
<td>4,638</td>
</tr>
<tr>
<td>June</td>
<td>7,054</td>
<td>951</td>
<td>4,421</td>
<td>117,730</td>
<td>5,332</td>
</tr>
<tr>
<td>July</td>
<td>7,838</td>
<td>1,197</td>
<td>5,204</td>
<td>124,495</td>
<td>5,359</td>
</tr>
<tr>
<td>August</td>
<td>10,196</td>
<td>1,195</td>
<td>5,210</td>
<td>161,709</td>
<td>7,164</td>
</tr>
<tr>
<td>September</td>
<td>10,159</td>
<td>956</td>
<td>4,423</td>
<td>182,161</td>
<td>7,488</td>
</tr>
<tr>
<td>October</td>
<td>9,856</td>
<td>1,037****</td>
<td>4,509</td>
<td>202,154</td>
<td>7,927</td>
</tr>
</tbody>
</table>

Notes:
* RealTime was launched July 24, 2017.
* RealTime phone and Transit App usage is not available for July.
** Due to an AT&T system glitch, there was no phone data recorded from July 20-31 even though calls were received.
*** The number of MST RealTime phone calls received during the month of March was below average. This irregularity was a result of the RealTime phone system being unavailable due to a lost data connection March 17-20. During these four days, there were no RealTime phone calls received. The average daily number of calls received through the RealTime phone system was 31 during the month of March.
Due to an error in the data received through the phone provider, the October data is an estimate based on the total number of calls received through MST’s toll free number.

**Published news stories include the following:** “Crawford Area Transportation Authority earns national award” (GoErie.com, Erie, PA, 10/1/2018), “Between the Sheets: Major issues at play in November elections” (Monterey Herald, 10/5/2018), “Letters to the Editor: Forum on November election” (Monterey Herald, 10/9/2018), “Monterey-Salinas Transit unveils new electric buses on Salinas route” (Monterey County Business Council, 10/19/2018), “SB 1 gas tax funding still on the way in face of challenge on Nov. 6 ballot” (Monterey County Weekly, 10/24/2018), “Ask the candidates – King City council hopefuls sound off on city issues” (King City Rustler, 10/25/2018), “Feud erupts over language of California gas tax measure” (APnews.com, 10/27/2018).

**Press releases sent include:** Media invitation “Monterey-Salinas Transit unveils new electric bus in Salinas Tuesday, October 9, from 3:00 to 4:00 P.M.” (10/2/2018), “Federal Transit Administration presents Monterey-Salinas Transit with an outstanding public transportation service award” (10/3/2018), “Monterey-Salinas Transit unveils new electric buses in Salinas” (10/16/2018).

**Marketing activities:** Staff prepared for the BYD Zero-Emissions Bus Ribbon-Cutting Event in Salinas. Staff continued to prepare graphics for the Salinas Mobility Center. Staff began working on the 2018 Annual Report.

**Community outreach:** staffed information booth at Ciclovia in Salinas; staffed information booth at RAP- Division of Adult Parole meeting in Salinas; staffed information booth at the Monterey County Jail Job & Resource Fair in Salinas; staffed information booth for Gathering for Women in Monterey; staffed information booth at the Monterey County Binational Health Fair in Salinas; staffed information booth at the new senior apartments on Van Buren in Monterey; staffed information booth for City of Salinas Employee Health Fair; staffed information booth for the Harvest Festival in Greenfield; staffed information booth at Premium Packing employee health fair in Castroville; staffed information booth at Salinas Transit Center with Monterey County Elections Department.

**Collaborative/Meeting/Presentations/Committees:** attended MCCVA collaboration meeting in Sand City; attended SCORE collaboration meeting in Camphora; attended our annual Free to Learn kick-off meeting in Monterey; presented to staff from Interim Inc in Salinas.
Overview by Social Media Platform:

Twitter

- Tweets: 206 (-4)
- Followers: 611 (+11)
- Engagement: 28 (-15)
- Traffic: 16 (-4)
Notes: On Twitter, "following" someone means that you will see their tweets (Twitter updates) in your personal timeline. Twitter lets you see who you follow and also who is following you. Followers are people who receive other people's Twitter updates.

A Facebook “fan” is a user who likes a particular Facebook page. Users who “like” a page are able to receive updates from that page's administrator through status updates, posted content, and event invitations. A list of pages a fan has liked will appear on his or her profile page.

“Engagement” is the sum of likes and comments received by all posts.

“Traffic” is the total number of clicks on all the links posted.

Planning Update – October 2018

During the month of October, staff continued to monitor the revenues and expenses for the military partnerships and visited the Presidio approximately one day each week to assist with the program. Revenues received from the federal transit benefit have declined slightly in recent months due to fewer participants in the military programs. Revenues still match expenses but staff is monitoring participation levels closely. Staff has been actively advocating for this program during its Congressional visits to ensure that it continues with the comprehensive tax reform bill that was passed in December 2017.
Staff worked with the Presidio on identifying locations for new bus stop shelters, which have been delivered from the supplier. The Presidio staff is working on the required site work to allow installation of the shelters. As reported in February 2018, only one new shelter had been installed at one of the higher ridership stops.

In October, staff continued work on the Salinas Valley Express Corridor Planning Study with Fehr and Peers consultants.

Throughout the month, staff continued participating in meetings with various local agencies, including the Transportation Agency for Monterey County, Association of Monterey Bay Area Governments, Salinas Valley Chamber of Commerce Government Relations Committee, Monterey Peninsula Chamber of Commerce Government Affairs Committee, Monterey County Business Council, and the Fort Ord Reuse Authority.
Monterey-Salinas Transit
Legislative Update

To: Carl Sedoryk

From: Don Gilchrest

SUMMARY

2018 Federal actions to date of significance to Monterey-Salinas Transit include the following:

- A budget agreement was reached in February that raised the Federal spending caps for FY 2018 and FY 2019 and provided additional funding for FTA.

- Congress enacted legislation in March to provide FY 2018 appropriations, allowing FTA to do a full-year apportionment of MST’s Federal formula funds.

- The third year of the Fixing America’s Surface Transportation Act was implemented, providing the authorization for FTA formula and discretionary grant programs.

- Bipartisan support for transportation funding was continued with House and Senate passage of FY 2019 DOT appropriations bills that must be finalized in the lame Duck Session of Congress. A Continuing Resolution was enacted to fund the Federal government through December 7, 2018.
Numerous meetings and hearings have been held to lay the groundwork for a Federal Infrastructure Initiative, but most work on this issue remains to be done next year.

Congress returned to Washington, DC, after the November elections for a Lame Duck Session of Congress that is tasked with finishing up the FY 2019 funding bill for the Department of Transportation and several other major bills.

Congressional leaders were able to come together to enact numerous bills this year, including a February budget agreement that raised the defense and non-defense discretionary spending caps and ending a budget impasse that threatened an extensive government shutdown. This enabled enactment of an omnibus appropriations measure for FY 2018 in March that included funding for transit programs at the fully authorized levels in the FAST Act, with an additional $800 million provided to FTA from the General Fund. Regular order was also partially restored to the FY 2019 appropriations process with enactment of five out of twelve individual funding bills that cover about 75 percent of the Federal discretionary budget.

However, the year also featured bitter division that resulted in two short Federal government shutdowns and that prevented enactment of some funding bills and other key legislation such as the President’s proposed infrastructure initiative. Seven out of twelve of the FY 2019 appropriations bills - including the DOT measure - remain to be enacted in the Lame Duck Session of Congress. Interim funding was enacted in a Continuing Appropriations Resolution that expires on December 7.

Within this context, we have worked to aggressively advocate MST’s Federal agenda and priorities, including funding for FTA’s transit formulas, capital investment grants, and bus and bus facilities programs. We lobbied these issues with Congressional members, staff, and Administration officials. During APTA’s spring Washington, DC, Legislative Conference, we arranged and attended meetings for then-MST Board Chair Barrera, Vice Chair LeBarre, and MST Staff with Representative Panetta and several Senate offices. The meetings provided Board Members the opportunity to brief Congress on your Federal legislative agenda and discuss pending issues before Congress, including the budget and the infrastructure plan. We also arranged and attended meetings for MST staff to advocate your Federal agenda throughout the year and coordinated our advocacy with the California Transit Association, the Bus Coalition, and APTA.
LEGISLATIVE UPDATE

The following Legislative Update provides additional information on 2018 issues and programs related to your Federal Legislative Agenda and what we can expect as we move into 2019.

2018 LEGISLATIVE ACTIVITY

Budget Agreement/FY 2018 Funding
Congress adjourned at the end of 2017 without enacting a full-year appropriations bill for the DOT or other Federal agencies and that budget impasse continued when Congress re-convened in early 2018, including a brief government shutdown in January when Senate Democrats blocked passage of a short-term Continuing Resolution. Disputes over immigration policy were the immediate cause of the government shutdown, but there were also differences over larger budget issues. Defense hawks in Congress argued that the budget caps on military spending needed to be increased, while Congressional Democrats insisted that non-defense discretionary spending caps needed a commensurate increase as well.

Agreement was finally reached in early February when the House and Senate passed H.R. 1892, the Bipartisan Budget Act of 2018, to extend the Continuing Resolution until March 23 and increase Federal spending caps by $300 billion over FY 2018 and FY 2019. Enactment of this budget agreement gave appropriators the allocations they needed to finish their work and an FY 2018 omnibus appropriations bill was signed into law in March.

The omnibus provided funding for FTA formula programs at the $9.733 billion level authorized by the FAST Act. However, the budget agreement included commitments to provide additional general fund appropriations for a broad range of infrastructure programs. This resulted in an additional $834 million for FTA programs, which was allocated as follows:

- State of Good Repair Formula - $400 million
- Bus Formula Program - $209,104,000
- Bus and Bus Facilities Discretionary - $161,446,000
- Low- or No-Emission Bus Program - $29,450,000
- Bus Testing Center – Altoona - $2,000,000
- Bus Testing Center – Other - $2,000,000

In addition, the Capital Investment Grants (New Starts) program was increased to $2.645 billion and TIGER Grants were increased to $1.5 billion.
FY 2019 Transportation Funding
Congress returned after the election for a Lame Duck Session agenda that included the need to complete the FY 2019 Transportation, Housing and Urban Agencies Appropriations Act (THUD).

On February 12, President Trump released his FY 2019 budget request to Congress to outline spending priorities for the next fiscal year. The budget request proposed the full $9.94 billion authorized in the FAST Act for FTA’s Transit Formula Programs. However, the FTA Capital Investment Program for new starts would have been reduced from $2.413 billion to $1 billion and grants to Amtrak would be reduced by about half. The budget proposed to eliminate funding for the TIGER Grant Program and the passenger rail grants authorized by the FAST Act.

The Senate passed its version of the THUD funding bill on August 1 as part H.R. 6147, a four-bill “minibus” funding measure. The House Appropriations Committee approved H.R. 6072, the FY 2019 Transportation and Housing and Urban Development Appropriations (THUD) Act on May 23, but House leaders opted to go straight to conference with the Senate instead of scheduling the bill for a House vote. Although House and Senate appropriators have been negotiating a final version of the legislation since early September, progress has been slowed by issues unrelated to transportation funding levels, including the President’s insistent that Congress fund his border wall priorities. The immigration debate in the Lame Duck Session has also raised the possibility of a budget impasse on the remaining funding bills and a possible partial government shut-down.

As currently drafted, the DOT appropriations measures would provide the following levels of funding:

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<tr>
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<th>Trump FY19</th>
<th>House FY19</th>
<th>Senate FY19</th>
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<tr>
<td>Urbanized Area Formula</td>
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<td>$4.827 billion</td>
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<tr>
<td>Rural Formula</td>
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<tr>
<td>Bus/Facilities Formula</td>
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<td>$664 million</td>
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<tr>
<td>Bus/Facilities Discretionary</td>
<td>$322 million</td>
<td>$672 million</td>
<td>$513 million</td>
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<tr>
<td>New Starts</td>
<td>$1 billion</td>
<td>$2.613 billion</td>
<td>$2.552 billion</td>
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Infrastructure Initiative
We maintained close contact with the key Congressional Committees regarding President Trump’s infrastructure proposal and worked in coordination with APTA and other stakeholders to support funding that could be used for MST’s public transportation projects. MST has emphasized the importance of direct Federal spending on transit projects, since the private investment envisioned by the Trump proposal would have limited application for public transportation in Monterey County. Senators Feinstein and Harris, Representative Panetta, and key committee members in Congress all continue to express support for direct Federal funding and have found information about specific programs and projects to be helpful.

The President released additional details about his proposed Infrastructure Plan in February as part of the FY 2019 budget proposal. The Plan proposes $200 billion in Federal spending that is intended to leverage up to $1.5 trillion in total spending, with the bulk coming from state and local governments and the private sector. A wide variety of projects could potentially be funded, including: surface transportation, airports, passenger rail, ports and waterways, flood control, water supply, hydropower, water resources, drinking water facilities, wastewater facilities, stormwater facilities, Brownfield and Superfund sites, and rural broadband.

However, Congress gave the White House Infrastructure Plan a critical review, particularly because the lack of a specific financing mechanism hindered development of legislation. As a result, Speaker Ryan (R-WI) adopted a piecemeal approach to infrastructure in the House that included additional funding for public transportation above and beyond the levels provided by the FAST Act.

In July, House Transportation and Infrastructure Committee Chairman Shuster (R-PA) released a discussion draft of legislation that would authorize transportation infrastructure programs and temporarily increase the taxes that go into the Highway Trust Fund. The legislation was intended to address the insolvency of the Trust Fund to provide stability to transportation programs. It was widely understood that the proposal by Chairman Shuster was not likely to be enacted this year, but it provided a significant step forward in the debate over how to pay for transportation infrastructure. The lack of any further progress on this aspect of the Plan ensures that this will be an issue that carries over into 2019.
FAST Act Implementation/Public Transportation Grants
The Fixing America’s Surface Transportation Act (FAST Act) was signed into law at the end of 2015 and includes $305 billion over five years for transportation programs, including $61.1 billion for transit. In addition to increasing funding for FTA formula programs, the FAST Act included a new Bus and Bus Facilities Discretionary Grant Program, and increased the formula take-down for the Small Transit Intensive Cities program, which gives funding to agencies that are providing disproportionately higher levels of service. MST staff have advocated in coordination with CTA and APTA for full implementation of the FAST Act programs and funding levels to provide maximum opportunities for improving public transportation. In addition, we have assisted MST staff with meetings to advocate to FTA officials for funding for your key projects.
2019 OUTLOOK

Infrastructure
Both Senate Majority Leader McConnell (R-KY) and likely House Transportation and Infrastructure Committee Chair DeFazio (D-OR) have expressed a willingness to revisit the President’s proposed Infrastructure Initiative in 2019. MST’s advocacy on this topic continues to stress the importance of new direct Federal spending, instead of solely relying on public-private partnerships or tax incentives.

Transportation Funding
H.R. 1892, the Bipartisan Budget Act of 2018, increased the Federal spending caps for both defense and non-defense discretionary spending in FY 2018 and FY 2019. That deal will expire on October 1, 2019, and if new spending caps are not negotiated then across-the-board funding cuts for Federal agencies would be triggered. In addition, if FY 2019 DOT appropriations are not enacted before the end of the year due to the current disputes between the White House and Congressional Democrats, budget negotiations next year could be greatly complicated.

Defense Communities Infrastructure
H.R. 5515, the FY 2019 Defense Authorization Act, includes a provision that establishes a new Defense Community Infrastructure Pilot Program. The program could be used for a wide variety for projects in communities, including transportation, that support or enhance the mission of a military installation. H.R. 5515 was signed into law on August 13. Potential future actions for MST include advocating for the new program’s funding in the annual appropriations bills and working with the agency on the structure of the program as it is implemented.

FAST Act Reauthorization
The FAST Act reauthorized Federal highway, transit, rail and highway safety programs for FY 2016 – FY 2020. Although the Act will not actually expire until October 1, 2020, Congress and transportation stakeholders will begin the process next year of developing options and recommendations for policy and program changes in the next multi-year surface transportation bill. Areas of interest to MST include the transit funding formulas, the Small Transit Intensive Cities program, bus and bus facility funding and new starts program funding for bus rapid transit projects.

Highway Trust Fund
The Highway Trust Fund is projected to be solvent until the expiration of the FAST Act in 2020, due to the infusion of $70 billion that was transferred to the Fund from a variety of offsetting “pay-fors,” providing the additional funding needed for the five years of the bill. However, the FAST Act does not provide a permanent solution to the HTF recurring shortfalls. The Fund will be out of money in 2022 and future
revenues will not be sufficient to continue current-level transportation spending. It would be unusual for Congress to address this type of problem before it becomes a crisis, but the infrastructure debate expected next year could provide an opportunity to modify or add to the Trust Fund.

Climate Change
The new Democratic majority in the House will give legislation to address climate change a much higher priority next year than has been the case with the current Republican majority. House Democrats are expected to re-establish a select committee to target these issues that Republicans eliminated in 2011, which indicates that comprehensive legislation will be drafted for a floor vote in the House. Public transportation stakeholders will be working to ensure that the many positive contributions of transit will be taken into account and included in whatever package is drafted.

Autonomous Vehicles
DOT is continuing to develop guidance on Preparing for the Future of Transportation: Automated Vehicles 3.0, which will include applications for public transportation. In addition, Congress is likely to revisit legislation next year to establish a regulatory framework for autonomous vehicles that may include preemption of state and local safety regulations and impact data-sharing with local governments.

Trump Administration/Personnel
Senate Majority Leader McConnell (R-KY) has prioritized confirmation of officials nominated by the President to serve in his administration, but the process has been slow and considerable gaps in personnel continue to exist. There are currently 11 transportation-related nominations that have been reported from Committee but not cleared by the full Senate, notably including proposed FTA Administrator Thelma Drake. If these nominations cannot be concluded in the Lame Duck Session, this issue will carry over in 2019.

Debt Ceiling
The Bipartisan Budget Act of 2018 suspended the Federal debt limit until March 1, 2019, ensuring that this will be a contentious issue early next year. House Democratic leaders are proposing to re-establish a rule that would allow Congress to avoid a separate vote on raising the statutory debt ceiling if Congress adopts a budget resolution. Republicans eliminated the rule when they regained the majority in the House in 2011. If the debt limit is not increased, substantial disruption of Federal program would result.
To: Board of Directors

From: Carl Sedoryk, General Manager/CEO

Subject: State Legislative Update

With the defeat of Proposition 6 at the ballot box in November staff has discontinued planning for service reductions.

Staff has been working with the California Transit Association Legislative Committee to develop a list of statewide legislative priorities for the upcoming 2019 legislative session.

Staff has continued to advocate for funding and performance benchmarks to be included in the Air Resources Board Innovative Clean Transit rulemaking.

Submitted by Carl G. Sedoryk
To: Carl Sedoryk – General Manager (CEO)

From: Robert Weber – Chief Operating Officer

Subject: Trip Report – CTA Long Beach

I attended the CTA Annual Conference from October 24-26 held in Long Beach, CA along with several other MST Executive Leadership Team members and Directors’ from MST’s Board of Directors.

I attended the following meetings & sessions:

- CTA Operations Committee Meeting
- Keynote Presentation: Jennifer Granholm: Seeking Opportunity in the Autonomy Economy.
- Products & Services Expo
- Regulatory Realities of New Mobility & Autonomous Vehicles
- On Demand Transit Solutions: Movement of People & Services.
- General Session: Transforming Transit: Redesigning Our Future
- Living In the future: Transit’s Evolution in a World of New, Emerging Modes.
- Mobility-as-a-Service: Integrated, Seamless, Connected.
- Closing Keynote Address: Chief David Brown – Called to Rise

SUBMITTED BY: ___________________ REVIEWED BY: ___________________
Robert Weber Carl G. Sedoryk
To: Carl Sedoryk

From: Lisa Rheinheimer, Director of Planning and Marketing

Subject: TRIP REPORT – October 2018

Between October 24-26, 2018, I attended the California Transit Association’s 53rd Annual Fall Conference & Expo. Aside from the general sessions, I attended the following topic-specific sessions:

- Women Leaders in a Male-Dominated Industry
- Improving your Agency’s Image
- Mobility-as-a-Service: Integrated, Seamless, Connected

I was also a presenter for a session entitled: #Trending – Marketing for the Digital Age: Connecting to Existing and Future Riders.

Overall, the CTA conference was very useful in gaining knowledge and understanding of issues facing MST and the transit industry.

SUBMITTED BY: Lisa Rheinheimer
REVIEWED BY: Carl G. Sedoryk
To: Carl Sedoryk

From: Mark Eccles – Director of Information Technology

Subject: TRIP REPORT – California Transit Association (CTA) Conference

October 2018

I attended the CTA conference on the 24th – 26th October, 2018 in Long Beach. I am a member of the CTA Information Technology Committee and attended the on-site meeting on 24th October. The CTA IT Committee represents the CTA member state transit agencies, by facilitating a formal structure to determine the types and uses of the Intelligent Transportation Systems (ITS) that are in place within California.

I attended several sessions pertaining to the current, new and emerging technologies for internal and external customers and vendors.

SUBMITTED BY:  

Mark Eccles

REVIEWED BY:  

Carl G. Sedoryk
To: Robert Weber – Chief Operating Officer (COO)

From: Norman K. Tuitavuki – Deputy COO

Subject: California Transit Association (CTA) Fall Conference

I attended the CTA Fall Conference in Long Beach from October 24 – October 26, alongside other MST Executive Leadership Team members and Directors’ from MST’s Board.

I attended the following sessions:

- Maintenance Committee Meeting
- Products and Services Showcase
- Best Management Practices in Maintenance
- Technology and Its Impact on Fleet Repairs

I moderated a session, “Building Infrastructure for Zero Emission Buses. I also co-presented at the “Innovation Theater” with Lucerix. Together, we gave a presentation on Lucerix’s Pedestrian Awareness Display (PAD). Additionally, we will be co-presenting the PAD to the CTA Members this month through a scheduled webinar.

SUBMITTED BY: Norman Tuitavuki
REVIEWED BY: Carl G. Sedoryk
Blank Page
To: C. Sedoryk, General Manager/CEO

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

Subject: CTA Fall Conference Trip Report

I attended the CTA Fall Conference in Long Beach, CA from November 24-26, 2018 along with other transit professional representing properties all throughout California.

I was lucky enough to attend four sessions that focused on organizational leadership within the transit industry. The sessions were:

- **Women Leaders in a Male-Dominated Industry** - The session covered how your organization can better help manage motivate and support women advancement in your company.

- **#Trending-Marketing for the Digital Age: Connecting to Existing and Future Riders** - Participants learned how to make your message go viral and how to increase your social media following on multiple platforms.

- **Changing Organizational Culture** - Learned key concepts and approaches of a highly reliable organization that can transform and improve safety and risk mitigation.

- **Shiny Happy People: Building and Shaping Effective Teams** - Discussed how non-traditional technologies and innovations influence organizational and team dynamics. Reviewed the past and future team dynamics and what skill sets and qualities are necessary in our workforce, what we can to do foster them.

During the breaks, I was able to meet and speak with other transit professionals about what projects and tasks they are working on within their organizations. It is always beneficial to talk to others about what their organizations are doing and working to foster ideas for future projects.
To: Carl Sedoryk

From: Hunter Harvath, Assistant General Manager

Subject: TRIP REPORT – October 2018

From Tuesday evening October 23 to Friday morning, October 26, I traveled to Long Beach to participate in the California Transit Association’s Annual Fall Conference and Expo. In addition to the general sessions as well as the trade show, I also attended the following technical sessions:

- Marketing Strategies for Building New Ridership
- On-Demand Solutions: A Movement of People and Services
- Improving Your Agency’s Image
- Mobility-as-a-Service: Integrated Seamless, Connected

I also had the opportunity to ride Long Beach Transit’s new electric buses which were manufactured by BYD, which has just delivered two electric buses to MST. And I was able to observe how a new form of transportation – electric scooters – interfaced with other modes of transit. Scooters have just appeared at CSUMB, Seaside and Marina, and MST is evaluating how to best accommodate them in the transit sphere.

PREPARED BY: Hunter Harvath

REVIEWED BY: Carl G. Sedoryk
Calpensions
CalPERS, CalSTRS and other government pensions

High court to hear Brown pension reform Dec. 5

As he requested, Gov. Brown will get a chance before leaving office to defend a public employee union challenge to his pension reform that some think could result in a ruling allowing pension cuts.

The state Supreme Court yesterday announced oral arguments scheduled Dec. 5 in Los Angeles on a firefighter appeal to allow employees to continue boosting their pensions by purchasing up to five years of “airtime,” credit for years in which they did no work.

If the court finds airtime is a vested right, the court could modify the “California rule” that prevents cuts in the pensions of current workers, limiting most cost-cutting reforms to new unvested hires, which can take decades to yield significant savings.

The airtime case, Cal Fire Local 2881 vs. CalPERS, one of five similar challenges to the pension reform, was fully briefed last January. Brown’s legal office replaced the state attorney general in the defense of the airtime ban.

“As the end of Governor Brown’s term in office draws closer, we respectfully urge the Court to calendar this matter for argument as soon as possible,” the governor’s legal affairs office said in a letter to the Supreme Court last July 6.

The Supreme Court said in September that Cal Fire oral arguments might be held as soon as November. The arguments on Dec. 5 are during the last regularly scheduled week of oral arguments before Gov.-elect Gavin Newsom is sworn in Jan. 7.

“This move was animated in large part by Governor Brown’s deep concern for the fiscal integrity and solvency of public pension systems throughout the state,” said the governor’s legal office letter in July, referring to taking over defense of the reform.

“It was the same concern that motivated him to help develop the Public Employees’ Pension Reform Act of 2013, and sign it into law,” said the letter.

Brown has left a seat vacant on the seven-member Supreme Court for a record 14 months. Former Supreme Court Justice Kathryn Werdegar gave notice in March last year that she would retire in August.

If no appointment is made before Dec. 5, a key vote on pension reform could come from one of the rotating appeals court justices brought up to hear more than 100 cases so far.

The six current members of the Supreme Court are evenly split between three appointees made by Brown, a Democrat, and three appointees made by former Republican governors.

“It’s not something I want to do too quickly,” Brown said in January, one of his few publicly reported remarks about the vacancy. “It’s very important now. I have appointed three. The fourth could be very decisive. So I want to understand how that decisiveness should work.”

Among the speculation is that Brown may appoint an aide he wants to retain as long as possible, wanted a four-year delay in a retention election for the new election by waiting past the September deadline for the ballot this month, or may appoint his wife Anne Gust Brown.

The California rule has been cited as courts overturned several cost-cutting pension reforms approved by voters. For example, a Pacific Grove limit on payments to CalPERS in 2010 and a San Francisco ban on supplemental pension payments in 2011.

In 2012, a superior court overturned a key part of a San Jose measure approved by 69 percent of voters that would have cut the cost of pensions that current workers earn for future work, while protecting pension amounts already earned.

The plan pushed by former San Jose Mayor Chuck Reed, a Democrat, would have given current workers the option of paying more to continue earning the same pension, up to 16 percent of pay, or choosing a less costly pension that would pay less in retirement.

A superior court overturned the option citing the California rule, a series of state court decisions believed to mean the pension promised at hire becomes a “vested right,” protected by contract law, that can only be cut if offset by a comparable new benefit, erasing cost savings.

Reed, now on the board of the bipartisan Retirement Security Initiative pension reform group, said pensions have been losing ground. CalPERS had a debt or funded liability of $90 billion in 2012, when the Brown reform legislation was approved, and $138 billion in 2016.

He said five different lawyers have filed five friend-of-the court briefs outlining five different approaches to modifying the California rule. One of the questions in the Cal Fire case is whether the Supreme Court will rule on vested rights and the California rule.

The Supreme Court summary says the Cal Fire case presents two issues: 1) Was the option to purchase airtime a vested pension benefit (2) and if so, did the legislation ending airtime purchases violate the contracts clause of the state and federal constitutions?

If the court finds that airtime is not a vested benefit, the court might also decide there is no need to rule on whether the airtime ban violates the contracts clauses and the California rule.
“This is the California State Supreme Court and this is a real big issue, and I would be very surprised if they didn’t take the opportunity to be more expansive than narrow,” Reed, a lawyer, said yesterday. “But I’m only guessing.”

Gregg Adam, a Messing Adam & Jasmine attorney for Cal Fire, said “our client is excited that oral argument is scheduled,” and the case has been extensively briefed by the parties and friends of the court.

“A narrow ruling is certainly possible,” Adam said in an email. “The Governor argues additional retirement service credit is not the type of pension benefit that the California Rule protects. If the Court agrees with him, the opinion will be short.

“We hope the Court reaches the larger issue. The benefit was integral to employees’ retirement security. It also encouraged diversity and education in state service. So we think it falls squarely within the category of benefits protected by the California Rule.

“The California Supreme Court has led on this issue and, especially at this time, we’re going to encourage it to continue to do so.

“With respect to Alameda, the Court will determine when it is ready to resolve the issues in that case, which may or may not be affected by any ruling in Cal Fire.”

Alameda County Deputy Sheriff’s Assn. v. Alameda County Employees’ Retirement Assn. was consolidated with similar Contra Costa and Merced county cases challenging a part of the reform that prevents “spiking” by boosting the final pay on which pensions are based.

The Supreme Court designated the Alameda case as the lead for three other similar cases challenging parts of the governor’s reform. The governor’s office had no comment yesterday on the pension cases.

Reporter Ed Mendel covered the Capitol in Sacramento for nearly three decades, most recently for the San Diego Union-Tribune. More stories are at Calpensions.com. Posted 9 Nov 18

This entry was posted on November 9, 2018 at 12:16 am and is filed under California rule. You can follow any responses to this entry through the RSS 2.0 feed. You can skip to the end and leave a response. Pinging is currently not allowed.

3 Responses to “High court to hear Brown pension reform Dec. 5”

moore Says:
November 9, 2018 at 9:50 am
In both Kern and Allen vs. City of Long Beach, the court stated that changes in a pension system that reduces benefits without comparable advantageous off-sets must relate to maintaining the integrity of the pension system. In both cases, there was no claim by the city that the integrity of the pension system was at risk, so the reductions were disallowed.

I believe the court will follow that analysis and examine whether at the time that the state adopted PEPR, did it meet the foundation requirement, that w/o the reductions the pension system was at risk of creating costs and deficits that could not be sustained. I believe that the state legislature met...
that standard and the reductions will be upheld even if the court finds that the employee’s had a vested right to the benefit that was eliminated by PEPRA.

Kern cited several cases wherein it had allowed a reduction of a vested benefit (in one case pensions were reduced from 2/3 of salary to 1/2 and the reduction was approved by the court).

Per Kern and Allen, agencies may now reduce vested benefits by showing that w/o the reductions, the pension system is unsustainable. And that is what the appellate courts that sustained the reductions in the cases before the court have held. Nothing new. JMM

moore Says:
November 9, 2018 at 2:46 pm
The point that I want to make is this: to reduce vested pension or OPRB the city or county must make a factual case to show that if it cannot reduce vested benefits w/o off-sets, the plan is and will become more and more unsustainable. Here in Pacific Grove where the experts showed that by 2020 it will pay 100% plus of annual salary to CalPERS, that is a no brainer, but staff and the city atty. lie about the state of the law because their jobs depend upon them lying. Sonoma county and Palo Alto, the same.

Another thought: if Ca. gov pensions are 70% funded and employees receive that 70% their pensions would exceed social security and other private pensions by four to five times, in other words still grand theft on a grand scale;

moore Says:
November 11, 2018 at 9:10 am
I note a post by ”The Chief Investment Officer” in today’s(Sunday) Index. It claims that the California Rule states that vested benefits may not be reduced w/o off-setting benefits. That is the preface to the rule, the second part is that vested benefits may not be reduced unless the reductions are required to maintain the integrity(sustainability) of the pension system. In the cases cited, there was no evidence, or even a claim that the sustainability of the pension system was in jeopardy (See both Kern and Allen v. City of Long Beach which both state the rule and note the absence of an “not sustainable claim”). JMM
Date: 11/16/2018

To: Carl Sedoryk, General Manager / CEO

From: Robert Weber — Chief Operating Officer

Subject Shared Lime ™ Electric Scooter Service – Impact to Transit Operations

On October 3, 2018 MST received notification from CSUMB that they had allowed the deployment of shared electric scooters provided by the Lime ™ Corporation onto their campus. Additionally, they asked if MST would allow these devices onto MST services. In the weeks that followed, MST completed its evaluation to determine if the District could safely allow these scooters onto our buses, and in the end it was decided that we could allow them as it posed no discernable risk in doing so.

During this period, staff began to notice that Lime ™ scooters began to appear at several of our service stops primarily throughout the Marina area, however some have been seen as far south as Pacific Grove.

On November 9, 2018 MST received a customer comment stating the presence of the scooters was making it difficult for some of our customers (primarily those with disabilities using mobility aids) to safely access MST services.

In response, MST submitted a formal compliant directly to the Lime ™ Corporation on November 13th. The Company did respond on the same day notifying us that the matter would be referred to their local operations team for review. As of this writing, there has been no further response from the Company. Additionally, direction was provided to all MST Coach Operators and Transportation staff that if they see scooters blocking access to our service stops, that they either notify MST Center to arrange to have them moved out of the way, or move them if able.

As of this date this issue still has not been fully resolved. MST is working with the Transportation Agency of Monterey County to develop a model ordinance based on those implemented in other California cities that may be considered for adoption by local cities to control the usage and parking of scooters within the public right of way.

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1 Of significant concern, is that these devices are blocking ADA Access to our service stops, which is in direct conflict with Federal DOT – ADA Regulations.
SEASIDE, Calif. — You don’t have to look far to find a lime scooter in Marina. This fall the app based company dumped an estimated 60 to 100 electric scooters within city limits but without city permission.

"Nobody in Marina knew until they showed up on the streets," said Marina mayor Bruce Delgado.
The mayor said the city is now in talks with Lime about how to curb problems that have ensued since the scooters have arrived.

The electric scooters are dockless, allowing users to check them out on the phone app, use them, and dump them wherever they want. The scooters have stacked up at bus stops, businesses and door steps across the city.

The bright green and black scooters have also been left in the middle of sidewalks creating American's with Disabilities Act issues.

“They can get in the way of people with disabilities or mobility issues attempting to access a bus or even just walking past a bus stop,” said Carl Sedoryk with Monterey Salinas Transit.

Sedoryk said MST was also not warned ahead of the Lime dump.

The e-scooters are picked up and charged by Lime contractors called Juicers, who then return the e-scooters to the street for use. Both MST and the city are trying to get the Juicers to return the scooters to locations that don’t block access or create hazards but the real challenge will be getting users to do the same.

Sedoryk said MST as contacted the Transportation Agency for Monterey County about making striped corrals for the dockless e-scooters but getting people to use them may be difficult.

The e-scooters were first introduced in Monterey County at the California State University Monterey Bay Campus in September. Those scooters have since made their way off campus with lots of them piling up outside of Target. Students would check out an e-scooter for the ride there but would have to uber home after they realized they couldn’t scooter with their purchases.

The electric scooters can also be dangerous. The campus health center reports there were 20 injuries just in the first week the scooters were introduced on campus. Since September the health center estimates it’s treated 60 to 70 Lime related injuries.

Lime is immune to damages from the accidents because before checking out the e-scooters you have to agree to their terms and conditions.

One of those students injured, Adriana Rodriguez is still in a cast a month after her accident on a Lime scooter.

Rodriguez was headed down hill when she could not break and fell off. She fractured her finger, cut open her head and scraped her knee.

“If we knowing leave them in the middle of the sidewalks etc. and somebody gets hurt, you know we’ve got the deep pockets so we would potentially be liable,” Still Marina does not want to get rid of the scooters entirely. “They’re fun and they bring liveliness to the down,” Delgado said. What he does want is more control of where the scooters go and how they are used.

Lime has not returned our multiple requests for comment.
I attended the California Transit Association (CTA) 53rd annual Fall Conference and Expo in Long Beach, CA. from October 24th thru the 26th.

Keynote speaker was former Governor of Michigan, Jennifer Granholm. She gave an inspiring and insightful talk on autonomous electric vehicles and how it will change the way people view transportation and its multiple impacts on our economy and society.

I participated in the following meetings and sessions:

- Food for Thought: Regulatory Realities of New Mobility and AVs
- On-Demand Transit Solutions: A Movement of People and Services
- General Session: Transforming Transit- Redesigning Our Future
- Livin' In the Future: Transit’s Evolution in a World of New, Emerging Modes
- Mobility-as-a-Service: Integrated, Seamless, Connected
- Closing Session: speaker Chief David Brown, Called to Rise, spoke about lessons and insights he learned from his life to highlight the importance of outreach, accountability, and inclusion in all we do.

The conference was very informative. I found all the sessions helpful. The main take away from the different sessions is that, transit as an industry, must lead the upcoming changes in transportation that are already occurring. The time to lead this change is short as business is moving fast into this market and will end up dictating its future unless we assert our inherent authorities to ensure safe, secure, and equitable transit options for all. Equally important is to encourage strong public/private partnerships and work with the private sector to enhance their ability to be successful and increase economic opportunities as we achieve transit’s goal of mobility for all.

Submitted by: Mike LeBarre