MONTEREY-SALINAS TRANSIT DISTRICT BOARD OF DIRECTORS
MEETING AGENDA - REVISED

May 10, 2021
Time: 10:00 AM Pacific Time (US and Canada)

Governor Newsom’s COVID-19 Executive Order N-25-20 allows MST to hold meetings via teleconference and to make meetings accessible electronically to protect public health. The May 10, 2021 will be held via Zoom conference. There will be NO physical location of the meeting. The public is asked to use the Zoom app for best reception. There may only be limited opportunity to provide oral comments during the meeting. Persons who wish to make public comment on an agenda item are encouraged to submit comments in writing by email to MST at clerk@mst.org by 3:00 pm on Friday, May 7, 2021; those comments will be distributed to the legislative body before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair. Prior to the meeting, participants should download the Zoom app at: https://zoom.us/download A link to tutorials for use of the Zoom app is: https://support.zoom.us/hc/en-us/articles/206618765-Zoom-Video-Tutorials and https://support.zoom.us/hc/en-us/articles/209743263-Meeting-and-Webinar-Best-Practices-and-Resources

REMOTE CONFERENCE ONLY
Join from PC, Mac, Linux, iOS or Android:
Join Zoom Meeting
https://zoom.us/j/93499251302?pwd=KzhhdGp2SlluS0VkV0VZUGwvWGIrRdz09
Meeting ID: 934 9925 1302
Password: 132854

One tap mobile
+16699006833,,93499251302#,,,,0#,,132854# US (San Jose)
+12532158782,,93499251302#,,,,0#,,132854# US (Tacoma)

Dial by your location
+1 669 900 6833 US (San Jose)
+1 253 215 8782 US (Tacoma)
+1 346 248 7799 US (Houston)
+1 312 626 6799 US (Chicago)
+1 929 205 6099 US (New York)
+1 301 715 8592 US (Germantown)

Meeting ID: 934 9925 1302
Password: 132854

Find your local number: https://zoom.us/u/azpUB9vQ7
MST District Board and Committee Agendas
Accessibility, Language Assistance, and Public Comments

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 District Administration Building at 19 Upper Ragsdale Dr., Suite 200, Monterey, CA 93940 during normal business hours.

Upon request, Monterey-Salinas Transit District will provide written materials in appropriate alternative formats, including disability-related modifications or accommodations, auxiliary aids, or services to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number, description of the requested materials, and preferred alternative format or auxiliary aid or service at least three working days prior to the meeting at the address below.

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

Mail: MST, Attn: Clerk to the Board, 19 Upper Ragsdale Dr., Suite 200, Monterey, CA 93940
Website: https://mst.org/contact-us/ ● Email: clerk@mst.org ● Phone: (888) 678-2871
TTY/TDD: 831-393-8111 ● 711 Relay
888-678-2871 / Free language assistance / Asistencia de Lenguaje Gratuito / Libreng tulong para sa wika / Hỗ trợ ngôn ngữ miễn phí / 무료 언어 지원
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 District 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. (Please refer to page 1 of the agenda for instructions)

3. CONSENT AGENDA

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

3-1. Adopt Resolution 2021-24 recognizing Tiziano “Tim” Minelli, Operations Supervisor as Employee of the Month for May 2021. (Norman Tuitavuki) (Page 7)

3-2. Receive Draft Minutes of the MST Board Operations Performance Committee Meeting on April 12, 2021. (Jeanette Alegar-Rocha) (Page 9)

3-3. Approve Minutes of the MST Board Meeting on April 12, 2021. (Jeanette Alegar-Rocha) (Page 13)

3-4. Receive Report on Lost and Found Items Left on MST Property for the Month of January 2021. (Sonia Wills) (Page 21)

   a) Accept report of March 2021 Cash Flow
   b) Approve March 2021 Disbursements
   c) Accept Report of March 2021 Treasury Transactions

3-6. Receive Draft Minutes of the MAC Committee on March 31, 2021. (Claudia Valencia) (Page 31)

3-7. Appoint Membership of Alejandro Fernandez, Social Worker for the DaVita Dialysis Center to Mobility Advisory Committee (MAC). (Cristy Sugabo) (Page 35)

3-8. Reject Claim by Berriz Law Group on Behalf of Sonia Gomez Garcia and Her Daughter Betsy Clemente Gomez. (Lisa Cox) (Page 39)
3-9. Reject Claim by Megeredchian Law on Behalf of Jose Reyes Limon. (Lisa Cox) (Page 41)

3-10. Reject Claim by Megeredchian Law on Behalf of Miguel Perez. (Lisa Cox) (Page 43)

End of Consent Agenda

4. RECOGNITIONS AND SPECIAL PRESENTATIONS

4-1. Employee of the Month, Tiziano “Tim” Minelli May 2021

4-2. Receive Staff Report on Activities Related to the COVID-19 Pandemic Incident Response and Recovery Planning to Date and Provide Direction, If Needed. (Carl Sedoryk)

4-3. Receive Presentation on the Comprehensive Operational Analysis and Refer to Board Operations Performance Committee. (Michelle Overmeyer) (No Enclosure)

5. PUBLIC HEARINGS

5-1. Receive an Update on the SURF! Busway and Bus Rapid Transit Project and Conduct a Public Hearing on the Project and the Initial Study/ Mitigated Negative Declaration Prepared Pursuant to the California Environmental Quality Act. (Michelle Overmeyer) (Page 43)

   1. Open Public Hearing
      a. Receive an update on the SURF! Busway and Bus Rapid Transit Project
      b. Receive public comment on the project and the draft Initial Study/ Mitigated Negative Declaration prepared pursuant to the California Environmental Quality Act (CEQA).
         i. Open Public Comment
         ii. Close Public Comment
   2. Continue the public hearing to the June 14th MST Board meeting at 10:00 AM for these limited purposes:
      a. Consider findings and adopt the final Initial Study/ Mitigated Negative Declaration:
      b. Approve the Mitigation Monitoring and Reporting Program; and
      c. Approve the project. (Michelle Overmeyer) (Page 45)

6. ACTION ITEMS

   None.

7. REPORTS & INFORMATION ITEMS
The Board will receive and file these reports, which do not require action by the Board.

7-1. General Manager/CEO Report – March 2021 (Page 55)
7-2. Federal Legislative Advocacy Report – March 2021 (Page 89)
7-3. State Legislative Advocacy Update (Page 91)
7-4. Staff Trip Reports – None
7-5. Correspondence – None

8. BOARD REPORTS, COMMENTS, AND REFERRALS

8-1. Reports on Meetings Attended by Board Members at MST Expense. (AB 1234)
8-2. Board Member Comments and MST Announcements.
   a. Contactless Fare Payment Demonstration Update
8-3. Board Member Referrals for Future Agendas.

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. (Please refer to page 1 of the agenda for instructions)

As permitted by Government Code §64956 et seq. of the State of California, the Board of Directors may adjourn to Closed Session to consider specific matters dealing with personnel and/or pending possible litigation and/or conferring with the Board's Meyers-Milius-Brown Act representative.

9-1. Conference with Labor Negotiations; Gov. Code Sections §54956.9 and §54957.7. (Dave Laredo)
   The Board will meet with its negotiators regarding compensation and benefits for the General Manager/CEO.

10. ATTACHMENTS

10-1. The Detailed Monthly Performance Statistics and Disbursement Journal for March 2021 can be viewed online within the GM Report at http://mst.org/about-mst/board-of-directors/board-meetings/

11. ADJOURN
**NEXT MEETING DATE:** June 14, 2021  
REMOTE CONFERENCE ONLY  
ZOOM MEETING  
10:00 a.m.  

**NEXT AGENDA DEADLINE:** June 1, 2021  

*Dates, times and teleconference information are subject to change. Please contact MST for accurate meeting date, times and teleconference information or check online at [http://mst.org/about-mst/board-of-directors/board-meetings/](http://mst.org/about-mst/board-of-directors/board-meetings/)*
TIZIANO “TIM” MINELLI
MAY 2021
EMPLOYEE OF THE MONTH

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

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

WHEREAS, Tim Minelli began his career with Monterey-Salinas Transit District in 1988 as a Coach Operator. He was promoted to an Operations Supervisor in April of 2018. He has previously been recognized as the Employee of the Month in 1999, 2001, 2013 and 2017. He was awarded Employee of Year in 2001 and 2013; and

WHEREAS, Tim Minelli took a leadership role in April of 2021 in communicating and coordinating numerous detours throughout Monterey County. His previous experience as Coach Operator and DOT trainer helped with safely re-routing MST services to avoid detours; and

WHEREAS, Tim Minelli kept MST service running safely and helped with communicating detours and service delays with MST’s passengers.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit District recognizes Tim Minelli as Employee of the Month for May 2021; and

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

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT DISTRICT PASSED AND ADOPTED RESOLUTION 2021-24 this 10th day of May 2021.

____________________________  _____________________________
Dan Albert  Carl G. Sedoryk
Board Chair  Board Secretary
Board Operations Performance Committee (BOPC)
ZOOM Teleconference Meeting

Draft Minutes
April 12, 2021
9:00 a.m.

Present:
Tony Barerra (Vice Chair) City of Salinas
Jeff Baron City of Carmel-by the Sea
Lorraine Worthy City of Gonzales
Anna Velazquez (Chair) City of Soledad

Absent:
Joe Amelio City of Pacific Grove
Mary Ann Carbone City of Sand City

Staff:
Carl Sedoryk General Manager/CEO
Lisa Rheinheimer Assistant General Manager
Norman Tuitavuki Chief Operating Officer
Kelly Halcon Director of HR and Risk Management
Mark Eccles Director of Information Technology
Michelle Overmeyer Director of Planning and Innovation
Jeanette Alegar-Rocha Clerk to the Board
Andrea Williams General Accounting and Budget Manager
Ikuyo Yoneda-Lopez Marketing Manager
Alvin Johnson Transit Manager
Lisa Cox Risk and Safety Manager
Marzette Henderson Contract Services Manager

Counsel: Dave Laredo General Counsel, De Lay & Laredo

1. Call to order.

Chair Velazquez called the meeting of the committee to order at 9:00 a.m.

2. Public comment on matters not on the agenda.

Members of the public may address the Committee on any matter related to the jurisdiction of MST but not on the agenda. There is a time limit of not more than three minutes for each speaker. The Committee will not take action or respond immediately.
Public Comments - None

3. CONSENT AGENDA

3-1. Approve Minutes of the Board Operations Performance / BOPC Committee on February 8, 2021. (Jeanette Alegar-Rocha)

Director Worthy made the motion to approve the minutes which was seconded by Director Barrera. A roll call vote was taken with four voting in favor: Barrera, Baron, Velazquez, and Worthy and two absent: Amelio and Carbone. The motion passed.

4. ACTION ITEMS

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

Carl Sedoryk provided the Committee a review of the MST Operations Performance from the General Manager's report item # 7-1 of the regular Board Agenda.

4-2. Receive Construction Update on the South County Operations and Maintenance Facility Project. (Lisa Rheinheimer) (No Enclosure)

Lisa Rheinheimer provided the Committee an update on the South County Operations and Maintenance Facility construction progress. Ms. Rheinheimer reported that the project remains within budget and on schedule with a target September 2021 substantial completion date.

Public Comments - None

4-3. Receive Update on SURF! Busway and Bus Rapid Transit Project. (Lisa Rheinheimer and Michelle Overmeyer) (No Enclosure)

Lisa Rheinheimer provided the Committee an update on the progress of the SURF! Busway and Bus Rapid Transit Project with a verbal summary on the SURF! public survey results.

Michelle Overmeyer provided the Committee an update on the environmental review of the project. MST is complying with the California Environmental Quality Act (CEQA) at the State level. An Initial Study/Mitigated Negative Declaration (MND) was noticed and is currently in the 30-day public review and comment phase. A public hearing is scheduled at the May 10, 2021 MST Board meeting. MST is complying with NEPA at the Federal level using the technical studies submitted with the CEQA Initial Study which are currently being reviewed by the Federal Transit Agency (FTA).
Chair Velazquez asked if the local jurisdictions and cities were provided the information to post on their websites.

Staff responded that local jurisdictions and cities received the public notice.

Public Comments – None

4-4. Review Draft 5-Year Capital Improvement Program and Provide Comments. (Lisa Rheinheimer)

The Committee received and reviewed the Draft 5-Year Capital Improvement Program presented by Lisa Rheinheimer. Staff will take the CIP to the full Board at the May 10, 2021 meeting for approval in support of the Budget.

Public Comments - None

4-5. Receive Update on South County Service Plan (Michelle Overmeyer) (Board Agenda item 6-2)

The Committee received a summary update from Michelle Overmeyer on the South County Service Plan based on the Fehr and Peers analysis of current service. The Plan will be reviewed with the full Board at the regular board meeting.

Public Comments - None

4-6. Recommend Approval of Low Carbon Transit Operations Program (LCTOP) (Matthew Deal) (Board Agenda item 6-1)

The Committee received an update from Matt Deal on the Low Carbon Transit Operations Program (LCTOP) which will be presented to the full Board at the regular board meeting for approval.

Public Comments – None

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.

No Closed Session

6. ADJOURN

With no further business, Chair Velazquez adjourned the meeting at 9:55 a.m.
MEETING OF THE MST BOARD OF DIRECTORS

MEETING MINUTES

April 12, 2021

Present:  
Jeff Baron  City of Carmel-by-the Sea  
John Gaglioti  City of Del Rey Oaks  
Lorraine Worthy  City of Gonzales  
Yanely Martinez  City of Greenfield  
Mike LeBarre  City of King  
David Burnett  City of Marina  
Dan Albert  City of Monterey  
Joe Amelio  City of Pacific Grove  
Tony Barrea  City of Salinas  
Mary Ann Carbone  City of Sand City  
Dave Pacheco  City of Seaside  
Anna Velazquez  City Soledad  
Luis Alejo  County of Monterey

Absent:  None

Staff:  
Carl Sedoryk  General Manager/CEO  
Lisa Rheinheimer  Assistant General Manager  
Norman Tuitavuki  Chief Operating Officer  
Kelly Halcon  Director of HR and Risk Management  
Mark Eccles  Director of Information Technology  
Michelle Overmeyer  Director of Planning and Innovation  
Andrea Williams  General Accounting, Budget Manager  
Jeanette Alegar-Rocha  Deputy Secretary  
Marzette Henderson  Contract Services Manager  
Lisa Cox  Risk and Safety Manager  
Deanna Smith  Civil Rights Officer  
Ikuyo Yoneda-Lopez  Marketing & Customer Service Manager  
Alvin Johnson  Transportation Manager  
Mike Cargile  Transit Operations Supervisor  
Elena Grigorchina  Operations Analyst  
Matthew Deal  Grants Analyst  
Sloan Campi  Transit Planning Manager  
Emma Patel  Transit Planning Assistant  
David Bielsker  Transit Scheduler
1. CALL TO ORDER

   1-1. Roll Call.

   Chair Albert called the meeting to order at 10:00 a.m. with roll call taken as the meeting was via ZOOM teleconference. A quorum was established.

   1-2. Pledge of Allegiance.

   The pledge of allegiance was led by Chair Albert

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

   General Manager/CEO Carl Sedoryk reviewed the highlights of the agenda.

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

   Public Comment – None

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 2021-22 Recognizing Emma Patel, as Employee of the Month for April 2021. (Sloan Campi)

3-2. Receive Draft Minutes of the MST Board Administrative Performance Committee Meeting on March 8, 2021. (Jeanette Alegar-Rocha)

3-3. Approve Minutes of the MST Board Meeting on March 8, 2021. (Jeanette Alegar-Rocha)

3-4. Receive Report on Lost and Found Items Left on MST Property for the Month of December 2020. (Sonia Wills)

3-5. Financial Reports – February 2021. (Lori Lee)
   a) Accept report of February 2021 Cash Flow
   b) Approve February 2021 Disbursements
   c) Accept Report of February 2021 Treasury Transactions

3-6. Appoint Members to the Measure Q Oversight Committee with Corresponding Terms of Office. (Lisa Rheinheimer)

3-7. Receive Draft Minutes of the Measure Q Oversight Committee Meeting on March 22, 2021. (Jeanette Alegar-Rocha)

3-8. Appoint Jessica McKillip, Madilyn Jacobsen, and Reyna Gross as Members to Mobility Advisory Committee (MAC). (Cristy Sugabo)

3-9. Receive Letter from Measure Q Oversight Committee Reporting that FY 2020 Funds Were Spent on Eligible Expenses. (Lisa Rheinheimer)

End of Consent Agenda

Public Comment – None

Mary Ann Carbone joined at 10:05 a.m.

Director Velazquez asked how the board can support recruiting and outreach efforts for member vacancies related to agenda item #3-8. Cristy Sugabo, MST Mobility Manager, responded that Board members can share the Mobility Advisory Committee link on their individual city of jurisdiction websites.

Director Gaglioti made the motion to approve all items on the consent agenda, which was seconded by Director Velazquez. A roll call vote was taken with 13 voting in favor: Albert, Alejo, Amelio, Barrera, Baron, Burnett, Carbone, Gaglioti, LeBarre, Martinez, Pacheco, Velazquez, and Worthy. The motion passed unanimously.
4. RECOGNITIONS AND SPECIAL PRESENTATIONS

4-1. Employee of the Month, Emma Patel, April 2021. (Sloan Campi)

4-2. Receive Staff Report on Activities Related to the COVID-19 Pandemic Incident Response and Recovery Planning to Date and Provide Direction, If Needed. (Carl Sedoryk)

The MST Board received Staff Report on Activities Related to the COVID-19 Pandemic Incident Response and Recovery Planning to Date.

Director LeBarre suggested additional bus signage on vaccination programs. He commented that City Councils should be educated on vaccine misconceptions. Director LeBarre requested MST Staff send bullet points to Board Members to share with their city councils about MST’s COVID response and vaccination education and incentive programs as an attachment in Board Highlights.

Director Burnett requested statistics on MST Board Member vaccinations rates in preparation for in-person board meetings. Mr. Sedoryk responded that staff will create and send an anonymous survey to the Board.

Director Carbone asked about booster shot requirements. Mr. Sedoryk responded that MST will follow guidelines and put these in place as required.

Director Alejo asked about other things the Board could do to encourage staff to get vaccinated. Mr. Sedoryk responded that Executive and Administrative staff are doing everything possible to encourage staff via communication and incentives to get vaccinated.

Public Comment - None

4-3. 30 Years of Service – Mike Cargile, Transit Operations Supervisor. (Alvin Johnson)

5. PUBLIC HEARINGS

None

6. ACTION ITEMS

6-1. Approve Resolution 2021-23 Authorizing the Certifications and Assurances, Authorized Agent Forms and Execution of the LCTOP Projects for FY 2020/2021. (Matthew Deal)

Public Comment - None

Director Barrera made the motion to approve item 6-1, which was seconded by Director Gaglioti. A roll call vote was taken with 13 voting in favor: Albert,
Alejo, Amelio, Barrera, Baron, Burnett, Carbone, Gaglioti, LeBarre, Martinez, Pacheco, Velazquez, and Worthy. The motion passed unanimously.

6-2. Receive Summary of South County Service Planning and Approve Recommended Service Improvements. (Michelle Overmeyer)

The MST Board received a presentation and summary of South County Planning efforts from Daniel Jacobsen of Fehr and Peers which included a list of service improvement recommendations.

Public Comment - None

Director LeBarre made the motion to approve the service improvements as recommended from the staff report of agenda item 6-2, which was seconded by Director Velazquez. A roll call vote was taken with 13 voting in favor: Albert, Alejo, Amelio, Barrera, Baron, Burnett, Carbone, Gaglioti, LeBarre, Martinez, Pacheco, Velazquez, and Worthy. The motion passed unanimously.

6-3 Review 2nd Draft Strategic Plan – FY 2022-2025, 2 Year Action Plan Draft, and Provide Comment. (Carl Sedoryk)

The MST Board reviewed the Draft 2nd Draft Strategic Plan – FY 2022-2025, 2 Year Action Plan Draft which included comments provided following the March 8, 2021 Board meeting. No action was required.

Public Comment - None

6-4. Adopt New Website Privacy Policy. (Lisa Rheinheimer)

Director Gaglioti made the motion to approve item 6-4, which was seconded by Director Amelio. A roll call vote was taken with 13 voting in favor: Albert, Alejo, Amelio, Barrera, Baron, Burnett, Carbone, Gaglioti, LeBarre, Martinez, Pacheco, Velazquez, and Worthy. The motion passed unanimously.

Public Comment - None

7. REPORTS & INFORMATION ITEMS

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

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

7-1. General Manager/CEO Report – February 2021

7-2. Federal Legislative Advocacy Report – February 2021
7-3. State Legislative Advocacy Update

7-4. Staff Trip Reports – None

7-5. Correspondence – None

8. BOARD REPORTS, COMMENTS, AND REFERRALS

8-1. Reports on Meetings Attended by Board Members at MST Expense. (AB 1234)

8-2. Board Member Comments and Announcements.

8-3. Board Member Referrals for Future Agendas.

9. CLOSED SESSION

Members of the public may address the Board on any matter related to Closed Session. There is a time limit of not more than three minutes for each speaker. The Board will not take action or respond immediately to any public comments presented, but may choose to follow-up at a later time individually, through staff, or on a subsequent agenda. (Please refer to page 1 of the agenda for instructions)

As permitted by Government Code §64956 et seq. of the State of California, the Board of Directors may adjourn to Closed Session to consider specific matters dealing with personnel and/or pending possible litigation and/or conferring with the Board’s Meyers-Milius-Brown Act representative.

9-1. Conference with Real Property Negotiations (§ 54956.8)
   Property: (Parcel # APN 032-171-005)
   Agency Negotiation: (C. Sedoryk)
   Negotiating Parties: (Pacific Rim Companies)
   Under Negotiation: (Price and terms of payment)

Public Comment – Anthony Lombardo, from Lombardi & Associates was present to comment on closed session item 9-1.

9-2. Conference with Legal Counsel; Pending Litigation (Gov. Code § 54956.9 (b) - Edward Gerard v. Monterey-Salinas Transit District, et al Monterey Superior Court, Case No. 19CV002275. (Kelly Halcon)

Public Comment – None

10. REPORT ON CLOSED SESSION ITEMS

   General Counsel, Dave Laredo reported for both items 9-1 and 9-2 that
background was provided to the Board by staff and counsel. General direction was provided by the Board but no action was taken.

11. ATTACHMENTS


12. ADJOURN

With no further business to discuss, Chair Albert adjourned the meeting at 1:03 p.m. (Pacific)

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

From: Sonia Wills, Customer Service Supervisor

Subject: Disposal of Unclaimed Items Left on MST Property

RECOMMENDATION:

Receive report on lost and found items left on MST property for the month of January 2021.

FISCAL IMPACT:

There are no fiscal impacts to receiving this report.

POLICY IMPLICATIONS:

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

DISCUSSION:

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

Items reasonably estimated with a value of greater than $100 shall only be handled by employees wearing personal protective equipment (such as gloves, masks, etc.), and stored in a secure area to limit possible exposure of COVID-19 to MST employees. All wallets/purses with identifying information and Driver’s License or Identification Cards will continue to be retained for 90 days before being disposed. MST makes an attempt to contact the owners of Lost and Found items with identifying information.

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

PREPARED BY: Sonia Wills REVIEWED BY: Carl G. Sedoryk
To: Board of Directors
From: Lori Lee
Subject: FINANCIAL REPORTS – MARCH 2021

RECOMMENDATION:

1. Accept report of March 2021 cash flow presented in Attachment #1
2. Approve March 2021 disbursements listed in Attachment #2
3. Accept report of March 2021 treasury transactions listed in Attachment #3

FISCAL IMPACT:

The cash flow for March 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 March 1, 2021</td>
<td>$17,056,086.66</td>
</tr>
<tr>
<td>Revenues</td>
<td>9,317,517.40</td>
</tr>
<tr>
<td>Disbursements</td>
<td>&lt;4,370,242.18&gt;</td>
</tr>
<tr>
<td>Ending balance March 31, 2021</td>
<td>$22,003,361.88</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 March 2021, using the Board Approved FY 2021 Mid-Year Budget Adjustments, MST had a $2,585,585 year-to-date surplus to budget on the fixed-route operations and a $346,678 surplus to budget on the MST RIDES operations, resulting in an overall year-to-date surplus of $2,932,263.
The following fixed-route expenses have negative variances of greater than 5% and have a monetary value greater than $5,000 as seen in the March Budget vs. Actual reports contained in Attachment #4:

1. Professional & Technical – This 18.5% negative variance for the month of March can be attributed to the correction of a prior month entry between a capital asset account and the consulting services account. The onetime reclassification was needed to align the fiscal year-to-date balances to actual. For the fiscal year, this category remains below budget.

2. Vehicle Maintenance – This 11.1% negative variance can be primarily attributed to consuming a higher amount – or value amount – of parts for MST’s revenue vehicles during the month of March. Overall, for the fiscal year this category remains within budget.

3. Leases & Rentals – This 17.7% negative variance was the result of prior month invoices processed for payment during the month of March for United Site Services. For the fiscal year, this category was 4.7% below budget.

The financial impact of the COVID-19 pandemic began in mid-March 2020 when the agency began ordering sanitizing and cleaning supplies and the Shelter In Place Order was issued by the Monterey County Health Department. During the month of March, MST spent $57,537 on COVID-19 supplies. This amount includes $10,732 for MV bus sanitation for February 2021. This information will be provided for each finance report until the pandemic is over and the fiscal emergency is rescinded.

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

ATTACHMENT(S):

1. March 2021 Cash Flow
2. March 2021 Disbursements
3. March 2021 Treasury Transactions
4. March 2021 Budget vs. Actual

PREPARED BY: ______________________  REVIEWED BY: ___________________
Lori Lee      Carl G. Sedoryk
## CASH FLOW

**Beginning balance 03/01/2021**  
17,056,086.66

### Revenues

- **Passenger Revenue**: 189,852.53
- **DOD Revenue**: 6,425.17
- **LTF / STA / SGR**: 1,367,301.56
- **Sales Tax**: 725,681.20
- **Grants**: 6,966,610.38
- **Interest Income**: 8,386.49
- **Non Transit Revenue**: 53,260.07

  **Total Revenues**: 9,317,517.40

### Disbursements

- **Operations (See Attachment #2)**: 3,292,749.53
- **Capital**: 1,077,492.65

  **Total Disbursements**: (4,370,242.18)

**Ending balance 03/31/2021**  
22,003,361.88

### COMPOSITION OF ENDING BALANCE

<table>
<thead>
<tr>
<th>Account</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Checking - Mechanics Bank</td>
<td>537,236.18</td>
</tr>
<tr>
<td>Local Agency Investment Fund (LAIF)</td>
<td>7,207,974.39</td>
</tr>
<tr>
<td>Money Market - Mechanics Bank MM</td>
<td>3,216,043.30</td>
</tr>
<tr>
<td>Money Market - Mechanics Bank</td>
<td>7,094,188.41</td>
</tr>
<tr>
<td>Money Market - LCTOP</td>
<td>2,144,473.01</td>
</tr>
<tr>
<td>Money Market - State of Good Repair</td>
<td>1,298,758.35</td>
</tr>
<tr>
<td>Money Market - FOR A/Other</td>
<td>485,473.55</td>
</tr>
<tr>
<td>Bank of America - Escrow</td>
<td>8,988.19</td>
</tr>
<tr>
<td>Petty cash fund, STC Coin Machine, and 2 change funds</td>
<td>10,226.50</td>
</tr>
</tbody>
</table>

**Total**  
22,003,361.88
### PAYROLL ACCOUNT

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 12 Payroll &amp; Related Expenses</td>
<td>538,702.54</td>
</tr>
<tr>
<td>March 26 Payroll &amp; Related Expenses</td>
<td>665,577.16</td>
</tr>
<tr>
<td>PERS &amp; 457</td>
<td>313,728.36</td>
</tr>
<tr>
<td>GASB 68 Report</td>
<td>2,250.00</td>
</tr>
<tr>
<td>Garnishments</td>
<td>2,880.62</td>
</tr>
<tr>
<td>PERS Health Insurance</td>
<td>342,262.74</td>
</tr>
<tr>
<td></td>
<td><strong>1,865,401.42</strong></td>
</tr>
</tbody>
</table>

### GENERAL ACCOUNT

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disbursements on Attached Summary</td>
<td>2,365,284.09</td>
</tr>
<tr>
<td>Paydown Loans</td>
<td>65,046.88</td>
</tr>
<tr>
<td>Workers Comp. Disbursements</td>
<td>59,720.38</td>
</tr>
<tr>
<td>Interest Expense</td>
<td>9,026.21</td>
</tr>
<tr>
<td>Reimburse RTA</td>
<td>3,500.00</td>
</tr>
<tr>
<td>Bank Service Charge</td>
<td>2,263.20</td>
</tr>
<tr>
<td></td>
<td><strong>2,504,840.76</strong></td>
</tr>
<tr>
<td>Total Disbursements</td>
<td></td>
</tr>
<tr>
<td>Less Capital Disbursements &amp; Transfers</td>
<td></td>
</tr>
<tr>
<td>Operating Disbursements</td>
<td></td>
</tr>
</tbody>
</table>
## DISBURSEMENTS SUMMARY:
### GENERAL ACCOUNT DISBURSEMENTS FOR March 01, 2021 - March 31, 2021

<table>
<thead>
<tr>
<th>CHECK PRINT DATE</th>
<th>CHECKS</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accounts Payable 03/05/21</td>
<td>58782 - 58931</td>
<td>632,893.74</td>
</tr>
<tr>
<td>Accounts Payable 03/08/21</td>
<td>58932 - 58939</td>
<td>1,200.00</td>
</tr>
<tr>
<td>Accounts Payable 03/19/21</td>
<td>58940 - 59086</td>
<td>1,694,908.15</td>
</tr>
<tr>
<td>Accounts Payable 03/24/21</td>
<td>59087 - 59094</td>
<td>36,282.20</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>2,365,284.09</strong></td>
</tr>
</tbody>
</table>

### CHECKS $100,000 AND OVER

<table>
<thead>
<tr>
<th>VENDOR</th>
<th>BOARD APPROVED</th>
<th>CHECK</th>
<th>CHECK DATE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>DIEDE CONSTRUCTION, INC</td>
<td>South County Facility</td>
<td>58964</td>
<td>3/19/21</td>
<td>791,532.40</td>
</tr>
<tr>
<td>KIMLEY-HORN &amp; ASSOCIATES, INC</td>
<td>BRT Phase II Surf!</td>
<td>58861</td>
<td>3/5/21</td>
<td>112,027.42</td>
</tr>
<tr>
<td>MV TRANSPORTATION</td>
<td>Recurring Expense</td>
<td>59003</td>
<td>3/19/21</td>
<td>563,470.41</td>
</tr>
</tbody>
</table>

### PURCHASES BETWEEN $50,000 AND $99,999

<table>
<thead>
<tr>
<th>VENDOR</th>
<th>GENERAL MANAGER APPROVED</th>
<th>CHECK</th>
<th>CHECK DATE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### CURRENT COVID-19 RELATED ACCUMULATED EXPENSES

<table>
<thead>
<tr>
<th>Description</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expenses paid through 04/16/2021</td>
<td>1,261,955.11</td>
</tr>
<tr>
<td>Payroll and benefits for payperiods 3/7/20-4/2/2021</td>
<td>2,183,022.97</td>
</tr>
<tr>
<td>Paid</td>
<td><strong>3,444,978.08</strong></td>
</tr>
</tbody>
</table>

MV Transportation Inc. - Amendment #7:

<table>
<thead>
<tr>
<th>Description</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>COVID-19 expenses reimbursed to date</td>
<td>108,195.84</td>
</tr>
<tr>
<td>Total MV COVID-19 expenses reimbursed to date</td>
<td><strong>108,195.84</strong></td>
</tr>
</tbody>
</table>

COVID-19 related expenses have been tracked since the beginning of the pandemic. Expenses include personal protective equipment, cleaning supplies, additional janitorial services, and public information materials. Payroll and benefits costs are included under the Families First Coronavirus Response Act (FFCRA or Act), which requires certain employers to provide employees with paid sick leave or expanded family and medical leave for reasons related to COVID-19. Additional expenses include paying standby employees while they remain in a state of readiness, administrative staff time dedicated to COVID-19 response, and costs related to community services.
## LAIF ACCOUNT

<table>
<thead>
<tr>
<th>Date</th>
<th>Account</th>
<th>Description</th>
<th>Deposit</th>
<th>Withdrawal</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Balance Forward at 03/01/2021</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7,200,108.35</td>
</tr>
<tr>
<td>Quarterly interest earned - 0.44%</td>
<td></td>
<td></td>
<td>7,866.04</td>
<td></td>
<td>7,207,974.39</td>
</tr>
</tbody>
</table>

Local Agency Investment Fund:

LAIF Treasury Balance at 03/31/2021

## MECHANICS BANK MM ACCOUNT

<table>
<thead>
<tr>
<th>Date</th>
<th>Account</th>
<th>Description</th>
<th>Deposit</th>
<th>Withdrawal</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Balance Forward at 03/01/2021</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5,570,891.90</td>
</tr>
<tr>
<td>03/04/21</td>
<td>308</td>
<td>AP/Payroll</td>
<td>1,005,000.00</td>
<td></td>
<td>4,565,891.90</td>
</tr>
<tr>
<td>03/19/21</td>
<td>308</td>
<td>AP/Payroll</td>
<td>1,350,000.00</td>
<td></td>
<td>3,215,891.90</td>
</tr>
<tr>
<td>03/31/21</td>
<td></td>
<td>Interest</td>
<td>151.40</td>
<td></td>
<td>3,216,043.30</td>
</tr>
</tbody>
</table>

MECHANICS MM Balance at 03/31/2021

3,216,043.30
<table>
<thead>
<tr>
<th>Category</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>Revenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Fares</td>
<td>137,260</td>
<td>138,299</td>
<td>-1,039</td>
<td>1,184,563</td>
<td>1,244,691</td>
<td>-60,128</td>
</tr>
<tr>
<td>Special Transit</td>
<td>111</td>
<td>6,545</td>
<td>-6,434</td>
<td>44,232</td>
<td>58,905</td>
<td>-14,673</td>
</tr>
<tr>
<td>Cash Revenue</td>
<td>9937</td>
<td>14,747</td>
<td>-4,810</td>
<td>106,421</td>
<td>132,723</td>
<td>-26,302</td>
</tr>
<tr>
<td>Cash Grants &amp; Reimbursement</td>
<td>4,149,058</td>
<td>4,155,439</td>
<td>-6,381</td>
<td>37,418,097</td>
<td>37,398,951</td>
<td>19,146</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>4,296,366</td>
<td>4,315,030</td>
<td>-18,664</td>
<td>38,753,314</td>
<td>38,835,270</td>
<td>-81,956</td>
</tr>
<tr>
<td>Expenses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor</td>
<td>1,160,702</td>
<td>1,240,610</td>
<td>-79,908</td>
<td>10,482,070</td>
<td>11,165,490</td>
<td>-683,420</td>
</tr>
<tr>
<td>Benefits</td>
<td>835,057</td>
<td>876,670</td>
<td>-41,613</td>
<td>7,871,790</td>
<td>7,890,030</td>
<td>-18,240</td>
</tr>
<tr>
<td>Advertising &amp; Marketing</td>
<td>6,222</td>
<td>9,826</td>
<td>-3,604</td>
<td>67,386</td>
<td>88,434</td>
<td>-21,048</td>
</tr>
<tr>
<td>Professional &amp; Technical</td>
<td>105,432</td>
<td>88,986</td>
<td>16,446</td>
<td>521,481</td>
<td>800,874</td>
<td>-279,393</td>
</tr>
<tr>
<td>Outside Services</td>
<td>43,128</td>
<td>47,661</td>
<td>-4,533</td>
<td>402,476</td>
<td>428,949</td>
<td>-26,473</td>
</tr>
<tr>
<td>Outside Labor</td>
<td>124,071</td>
<td>169,749</td>
<td>-45,678</td>
<td>999,216</td>
<td>1,516,325</td>
<td>-517,109</td>
</tr>
<tr>
<td>Fuel &amp; Lubricants</td>
<td>146,771</td>
<td>141,430</td>
<td>5,341</td>
<td>1,097,983</td>
<td>1,272,870</td>
<td>-174,887</td>
</tr>
<tr>
<td>Supplies</td>
<td>48,034</td>
<td>95,516</td>
<td>-47,482</td>
<td>511,389</td>
<td>859,544</td>
<td>-348,255</td>
</tr>
<tr>
<td>Vehicle Maintenance</td>
<td>96,947</td>
<td>87,267</td>
<td>9,680</td>
<td>638,873</td>
<td>785,403</td>
<td>-146,530</td>
</tr>
<tr>
<td>Marketing Supplies</td>
<td>169</td>
<td>2,657</td>
<td>-2,488</td>
<td>5,678</td>
<td>24,003</td>
<td>-18,325</td>
</tr>
<tr>
<td>Utilities</td>
<td>48,059</td>
<td>63,256</td>
<td>-15,197</td>
<td>436,043</td>
<td>569,304</td>
<td>-133,261</td>
</tr>
<tr>
<td>Insurance</td>
<td>110,059</td>
<td>112,943</td>
<td>-2,884</td>
<td>1,006,516</td>
<td>1,016,087</td>
<td>-9,571</td>
</tr>
<tr>
<td>Taxes</td>
<td>12,075</td>
<td>10,158</td>
<td>1,917</td>
<td>77,014</td>
<td>91,422</td>
<td>-14,408</td>
</tr>
<tr>
<td>Purchased Transportation</td>
<td>380,037</td>
<td>382,422</td>
<td>-2,383</td>
<td>3,259,632</td>
<td>3,441,798</td>
<td>-182,166</td>
</tr>
<tr>
<td>Miscellaneous Expenses</td>
<td>24,714</td>
<td>34,618</td>
<td>-9,904</td>
<td>247,642</td>
<td>311,552</td>
<td>-63,920</td>
</tr>
<tr>
<td>Interfund transfers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pass Thru/Behalf of Others</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interest Expense</td>
<td>11,831</td>
<td>15,000</td>
<td>-3,169</td>
<td>122,597</td>
<td>135,000</td>
<td>-12,403</td>
</tr>
<tr>
<td>Leases &amp; Rentals</td>
<td>49,402</td>
<td>41,966</td>
<td>7,436</td>
<td>360,022</td>
<td>377,694</td>
<td>-17,672</td>
</tr>
<tr>
<td>Total Operating Expenses</td>
<td>3,202,711</td>
<td>3,420,745</td>
<td>-218,034</td>
<td>28,107,748</td>
<td>30,775,289</td>
<td>-2,667,541</td>
</tr>
<tr>
<td>Operating Surplus (Deficit)</td>
<td>1,093,655</td>
<td>894,285</td>
<td>199,370</td>
<td>10,645,566</td>
<td>8,059,981</td>
<td>2,585,585</td>
</tr>
</tbody>
</table>
### Revenue

<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>Passenger Fares</td>
<td>18,465</td>
<td>7,663</td>
<td>10,802</td>
<td>79,936</td>
<td>68,967</td>
<td>10,969</td>
</tr>
<tr>
<td>Special Transit</td>
<td>10,926</td>
<td>10,926</td>
<td>12,949</td>
<td></td>
<td>12,949</td>
<td></td>
</tr>
<tr>
<td>Cash Revenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash Grants &amp; Reimbursement</td>
<td>383,173</td>
<td>383,173</td>
<td>3,448,557</td>
<td>3,448,557</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>412,564</strong></td>
<td><strong>390,836</strong></td>
<td><strong>21,728</strong></td>
<td><strong>3,541,441</strong></td>
<td><strong>3,517,524</strong></td>
<td><strong>23,917</strong></td>
</tr>
</tbody>
</table>

### Expenses

<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>Labor</td>
<td>8,680</td>
<td>9,604</td>
<td>-924</td>
<td>81,900</td>
<td>86,436</td>
<td>-4,527</td>
</tr>
<tr>
<td>Benefits</td>
<td>6,184</td>
<td>7,983</td>
<td>-1,799</td>
<td>70,280</td>
<td>71,847</td>
<td>-1,567</td>
</tr>
<tr>
<td>Advertising &amp; Marketing</td>
<td>417</td>
<td>-417</td>
<td>3,753</td>
<td>-3,753</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Professional &amp; Technical</td>
<td>417</td>
<td>-417</td>
<td>3,753</td>
<td>-3,753</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outside Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outside Labor</td>
<td>12,432</td>
<td>9,399</td>
<td>3,033</td>
<td>80,193</td>
<td>84,591</td>
<td>-4,398</td>
</tr>
<tr>
<td>Fuel &amp; Lubricants</td>
<td>37,474</td>
<td>35,307</td>
<td>2,167</td>
<td>305,337</td>
<td>317,763</td>
<td>-12,426</td>
</tr>
<tr>
<td>Supplies</td>
<td>440</td>
<td>2,050</td>
<td>-1,610</td>
<td>3,640</td>
<td>18,450</td>
<td>-14,810</td>
</tr>
<tr>
<td>Vehicle Maintenance</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marketing Supplies</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Utilities</td>
<td>120</td>
<td>120</td>
<td>1,080</td>
<td>1,080</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Insurance</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purchased Transportation</td>
<td>308,460</td>
<td>311,362</td>
<td>-2,902</td>
<td>2,542,174</td>
<td>2,802,258</td>
<td>-260,084</td>
</tr>
<tr>
<td>Miscellaneous Expenses</td>
<td>12,724</td>
<td>14,177</td>
<td>-1,453</td>
<td>113,919</td>
<td>127,593</td>
<td>-13,674</td>
</tr>
<tr>
<td>Interfund transfers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pass Thru/Behalf of Others</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interest Expense</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leases &amp; Rentals</td>
<td></td>
<td></td>
<td></td>
<td>-3,768</td>
<td>-3,768</td>
<td></td>
</tr>
<tr>
<td><strong>Total Operating Expenses</strong></td>
<td><strong>386,513</strong></td>
<td><strong>390,836</strong></td>
<td><strong>-4,323</strong></td>
<td><strong>3,194,763</strong></td>
<td><strong>3,517,524</strong></td>
<td><strong>-322,761</strong></td>
</tr>
<tr>
<td><strong>Operating Surplus (Deficit)</strong></td>
<td><strong>26,051</strong></td>
<td><strong>26,051</strong></td>
<td><strong>346,678</strong></td>
<td><strong>346,678</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
MEETING OF THE MOBILITY ADVISORY COMMITTEE (MAC)

Draft MEETING MINUTES

March 31, 2021

Present: Jessica McKillip ITN Monterey County
Melissa McKenzie The Carmel Foundation
Steven Macias The Blind and Visually Impaired Center
Bobby Merritt Veterans Transition Center
Madelyn Jacobsen Transportation Agency for Monterey County (TAMC)
Erika Estrada AAA-Monterey County Dept. of Social Services
Maureen McEachen Visiting Nurse Association

Absent: Jennifer Ramirez Partnership for Children
Maria Magaña Central Coast Center for Independent Living (CCCIL)
Reyna Gross Alliance on Aging

Staff: Norman Tuitavuki Chief Operating Officer
Kevin Allshouse Mobility Services Coordinator
Claudia Valencia Mobility Specialist
Ruben Gomez Mobility Specialist
Lesley van Dalen Mobility Specialist
Jose Sanchez Barajas Mobility Specialist
Yohana Reyes Assistant Mobility Specialist
Marzette Henderson Contract Services Manager
Lisa Rheinheimer Assistant General Manager
Michelle Overmeyer Director of Planning & Innovation
Jeanette Alegar-Rocha Executive Assistant to the GM/CEO

Public: Douglas Thomson MV Operations Manager
Veronica Contreras MV Coach Operator
Alejandro Fernandez Davita Dialysis
Miranda Taylor AMBAG

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

1-1. **Roll Call**

Chair McKillip called the meeting to order at 1:00 p.m. with roll call taken as the meeting was via Zoom teleconference.

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

Public comment- None

3. **CONSENT AGENDA**

3-1. Approve Minutes of the regular meeting of January 27, 2021.

Member McEachen joined the meeting at 1:05 p.m

4. **MEMBERSHIP**

4-1. Recommend Madilyn Jacobsen to the MST Board of Directors for MAC membership as the primary TAMC representative.

4-2. Recommend Alejandro Fernandez to the MST Board of Directors for MAC membership as the Davita Dialysis representative.

Committee Member McKenzie made a motion to approve items 4-1 and 4-2, which was seconded by Committee Member McEachen. A roll call vote was taken with seven votes in favor; McKillip, Mckenzie, Macias, Merritt, Jacobsen, Estrada, McEachen and three absent; Ramirez, Magaña, Gross. The motion passed unanimously.

5. **PUBLIC HEARING**

5-1. Unmet Transit Needs Public Hearing.

Committee Member Jacobsen presented the Unmet Transit Needs process and Chair McKillip opened the hearing for public comments and testimony. There being no public comments received, Chair McKillip closed the public hearing.

6. **NEW BUSINESS**
6-1. Appoint (1) MAC member to the Measure Q Oversight Committee.

Chair McKillip appointed Committee Member Macias to the Measure Q Oversight Committee.

7. PRESENTATION

7-1. RECEIVE presentation on AMBAG and TMC’s 2021 Title VI/LEP Development Process.

Miranda Taylor from AMBAG and Madilyn Jacobsen from TMC presented the 2021 Title VI/LEP Plan Development Process.

8. REPORTS AND INFORMATION ITEMS

8-1. MV Transit- MST RIDES Service Update (Doug Thomson)

8-2. MST Mobility Programs Updates (Kevin Allshouse)

9. SUBJECT ITEM REQUEST

9-1. VNA Presentation (Maureen McEachen)

10. ANNOUNCEMENTS AND APPRECIATIONS

10-1. Member and staff announcements and appreciations.

11. ADJOURN

With no further business to discuss, Chair McKillip adjourned the meeting at 1:42 p.m.

PREPARED BY: Claudia Valencia

REVIEWED BY: Kevin Allshouse
To: Board of Directors
From: Cristy Sugabo, Mobility Services Manager
Subject: Mobility Advisory Committee Membership

RECOMMENDATION:

Appoint membership of Alejandro Fernandez, Social Worker for the DaVita Dialysis Center to your Mobility Advisory Committee (MAC).

FISCAL IMPACT:

None

POLICY IMPLICATIONS:

Your board appoints members to the MST Mobility Advisory Committee.

DISCUSSION:

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

There are currently five (5) vacancies on the MAC; the Committee recommends that your Board appoint Alejandro Fernandez, Social Worker for DaVita Dialysis Center in Salinas, to fill one of these vacancies.

Approval by your Board of this item shall appoint Alejandro Fernandez to the MST Mobility Advisory Committee.

ATTACHMENT(S):

MAC Committee Members

PREPARED BY: Cristy Sugabo
REVIEWED BY: Carl G. Sedoryk
### MAC Committee Members
May 10, 2021

<table>
<thead>
<tr>
<th>N</th>
<th>MEMBER</th>
<th>ALTERNATE</th>
<th>ORGANIZATION</th>
<th>ADVOCACY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Kathleen Murry-Phillips</td>
<td></td>
<td>Area Agency on Aging</td>
<td>Seniors</td>
</tr>
<tr>
<td>2</td>
<td>Maureen McEachen</td>
<td></td>
<td>Visiting Nurses Association</td>
<td>Nonprofit Health Care Provider</td>
</tr>
<tr>
<td>3</td>
<td>Melissa McKenzie</td>
<td></td>
<td>Carmel Foundation</td>
<td>Senior Services</td>
</tr>
<tr>
<td>4</td>
<td>Bobby Merritt</td>
<td></td>
<td>Veterans Transition Center</td>
<td>Veterans</td>
</tr>
<tr>
<td>5</td>
<td>Maria Magana</td>
<td></td>
<td>Central Coast Center for Independent Living</td>
<td>People with Disabilities</td>
</tr>
<tr>
<td>6</td>
<td>Jennifer Ramirez</td>
<td></td>
<td>Partnership for Children</td>
<td>Children and Youth</td>
</tr>
<tr>
<td>7</td>
<td>Steven Macias</td>
<td></td>
<td>Blind and Visually Impaired Center</td>
<td>Blind and Visually Impaired</td>
</tr>
<tr>
<td>8</td>
<td>Reyna Gross</td>
<td></td>
<td>Alliance on Aging</td>
<td>Seniors</td>
</tr>
<tr>
<td>9</td>
<td>Madilyn Jacobson</td>
<td></td>
<td>Transportation Agency for Monterey County</td>
<td>Transportation Authority</td>
</tr>
<tr>
<td>10</td>
<td>Jessica McKillip</td>
<td>Cheryl Tsuchiura</td>
<td>Independent Transportation Network</td>
<td>Nonprofit Senior Transportation Provider</td>
</tr>
<tr>
<td>11</td>
<td>Alejandro Fernandez</td>
<td></td>
<td>DaVita Dialysis Center, Salinas</td>
<td>Health Care Provider</td>
</tr>
<tr>
<td>12</td>
<td>Vacant</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Vacant</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Vacant</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Vacant</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
To: Board of Directors

From: Lisa Cox, Risk and Security Manager

Subject: Liability Claim Rejection

RECOMMENDATION:

Reject claim by Berriz Law Group on behalf of Sonia Gomez Garcia and her daughter Betsy Clemente Gomez.

FISCAL IMPACT:

Undetermined amount claimed.

POLICY IMPLICATIONS:

None.

DISCUSSION:

The claim was submitted on April 20, 2021 by Berriz Law Group on behalf of Sonia Gomez Garcia and her daughter Betsy Clemente Gomez regarding an incident that occurred on March 6, 2021. Both Sonia Gomez Garcia and her daughter Betsy Clemente Gomez were passengers on an MST bus that was involved in an accident when the driver of another vehicle ran a red light.

It has been determined that the current claim submitted has failed to comply with the California Tort Claims Act and is insufficient. The claimant’s failure to provide a specific claim amount has prompted the recommendation to have this claim rejected in its entirety.

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

PREPARED BY: Lisa Cox

APPROVED BY: Carl G. Sedoryk
To: Board of Directors

From: Lisa Cox, Risk and Security Manager

Subject: Liability Claim Rejection

RECOMMENDATION:

Reject claim by Megeredchian Law on behalf of Jose Reyes Limon.

FISCAL IMPACT:

Excess of $10,000 and is a general/unlimited civil case.

POLICY IMPLICATIONS:

None.

DISCUSSION:

The claim was submitted on April 20, 2021 by Megeredchian Law on behalf of Jose Reyes Limon regarding an incident that occurred on March 6, 2021. Jose Reyes Limon was a passenger on an MST bus that was involved in an accident when the driver of another vehicle ran a red light.

It has been determined that the current claim submitted has failed to comply with the California Tort Claims Act and is insufficient. The claim fails to state the basis of computation of the amount claimed as of the date of the presentation of the claim. Therefore, the insufficient information has prompted the recommendation to have this claim rejected in its entirety.

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

PREPARED BY: Lisa Cox

APPROVED BY: Carl G. Sedoryk
To: Board of Directors

From: Lisa Cox, Risk and Security Manager

Subject: Liability Claim Rejection

RECOMMENDATION:

Reject claim by Megeredchian Law on behalf of Miguel Perez.

FISCAL IMPACT:

Excess of $10,000.00 and is a general/unlimited civil case.

POLICY IMPLICATIONS:

None.

DISCUSSION:

The claim was submitted on April 20, 2021 by Megeredchian Law on behalf of Miguel Perez regarding an incident that occurred on March 6, 2021. Miguel Perez was a passenger on an MST bus that was involved in an accident when the driver of another vehicle ran a red light.

It has been determined that the current claim submitted has failed to comply with the California Tort Claims Act and is insufficient. The claim fails to state the basis of computation of the amount claimed as of the date of the presentation of the claim. Therefore, the insufficient information has prompted the recommendation to have this claim rejected in its entirety.

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

PREPARED BY: Lisa Cox

APPROVED BY: Carl G. Sedoryk
To: MST Board of Directors

From: Michelle Overmeyer, Director of Planning and Innovation

Subject: SURF! Busway and Bus Rapid Transit Project Public Hearing

RECOMMENDATION:

Receive an update on the SURF! Busway and Bus Rapid Transit Project and conduct a public hearing on the project and the Initial Study/ Mitigated Negative Declaration prepared pursuant to the California Environmental Quality Act.

1. Open Public Hearing
   a. Receive an update on the SURF! Busway and Bus Rapid Transit Project
   b. Receive public comment on the project and the draft Initial Study/ Mitigated Negative Declaration prepared pursuant to the California Environmental Quality Act (CEQA).
      i. Open Public Comment
      ii. Close Public Comment

2. Continue the public hearing to the June 14th MST Board meeting at 10:00 AM for these limited purposes:
   a. Consider findings and adopt the final Initial Study/ Mitigated Negative Declaration;
   b. Approve the Mitigation Monitoring and Reporting Program; and
   c. Approve the project.

FISCAL IMPACT:

This action is also necessary to advance grant applications seeking construction funds. The project is funded with T AMC Measure X, State Local Partnership Program (LPP), and Federal 5307 funds through the Plans, Specifications, and Estimates (PS&E) phase. In total, Measure X includes $15 million for this project. MST and T AMC entered into an agreement to fund the current Project Approval and Environmental Documents (PA&ED) phase which includes 35% design plans/engineering.

Approximately $10.1 million in Measure X funds will be used match $40.6 million in future state and federal funding for construction.

Future funding for the construction phase of work will be sought through a State Transit and Intercity Rail Capital Program (TIRCP) and Active Transportation Program (for new bicycle infrastructure) grants as well as federal funding through the Community Project Funding and the Capital Investments Grant (CIG) programs.
The Board adopted FY 2021 Mid-Year Budget Adjustment includes $1.6 M to complete this current PA&ED phase of work. The remainder of the PA&E phase will continue into FY 2022 after July 1, 2021. Currently $15,169,000 of funding of the total $55,800,000 project cost is secured and programmed.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Local Measure X</th>
<th>State</th>
<th>Federal</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LPP</td>
<td>TIRCP</td>
<td>ATP</td>
</tr>
<tr>
<td>PA&amp;ED</td>
<td>$1.5M</td>
<td>$100k</td>
<td></td>
</tr>
<tr>
<td>PS&amp;E</td>
<td>$3.4M</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CON</td>
<td>$10.1M</td>
<td>$25.0M</td>
<td>$1.3M</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$15.0M</td>
<td>$100k</td>
<td>$25.0M</td>
</tr>
</tbody>
</table>

Note: Amounts in bold are secure and programmed while amounts in italics represent future grant applications.

POLICY IMPLICATIONS:

In 2017, the MST Board of Directors adopted a Strategic Plan 2018-2020 which included a goal to provide quality transit and mobility management services. Part of that goal included a tactic to continue planning activities for Highway 1 corridor transit improvements. Furthermore, that commitment was reaffirmed with the Board’s development of the FY 2022-2025 Strategic Plan and 2 Year Action Plan.

This project also aligns and supports partner agency goals including the state’s AB 32’s greenhouse gas (GHG) emissions reduction goals, Air Resources Board Innovative Clean Transit Rule, California Transportation Plan 2050, TAMC’s Measure X funding program and Regional Transportation Plan, AMBAG’s Metropolitan Transportation Plan/Sustainable Communities Strategies and local General Plans.

ENVIRONMENTAL DETERMINATION:

MST is the Lead Agency under the California Environmental Quality Act (CEQA) and has prepared a Mitigated Negative Declaration (MND) for the project. The Initial Study and supporting appendices have been prepared pursuant to CEQA (Public Resources Code, Section 21000, et. Seq.). Staff will prepare responses to comments received during the public comment period and from today’s public hearing and intends to return to your Board for further consideration and action at your meeting of June 14, 2021.

DISCUSSION:

History and Project Overview: Highway 1, in both Monterey and Santa Cruz Counties, is heavily congested during the morning and afternoon peak periods. During congested times, travel speeds are diminished, significant delay results, and long queues form behind breakdown points. The conventional solution to heavy freeway congestion is to add capacity by widening the congested segment. Highway widening is
a considerable challenge for the Monterey portion of Highway 1 due to environmental and cost reasons. A previous estimate for adding HOV lanes to Highway 1 place that cost at approximately $449.5 million in 2017 dollars.

Bus operations in the congested portions of Highway 1 pose a significant challenge for MST in terms of travel time reliability. During peak travel time, especially in the southbound morning direction, travel times can be as low as 9 MPH. Making transit dependable for those riding the bus in these conditions is challenging.

In order to help solve the congestion problem, reduce greenhouse gas emissions, and to increase ridership, public transit must offer an advantage over driving alone especially along corridors with heavy traffic. In MST's 2018 Rider and Community Survey, 15.9% of respondents cited reducing/avoiding traffic congestion or reducing pollution as the reason why they use MST services. Another 6.1% cited parking cost and availability as a reason they ride MST. Similar studies of non-riders have consistently shown that more frequent, direct service is most likely to get people out of their cars and into transit.

In July 2018, MST concluded a Feasibility Study1 which evaluated the possibility of operating buses on highway shoulders in Monterey and the option of operating buses along the Monterey Branch Line, among other scenarios.

The Feasibility Study concluded the following:

a. There is significant Highway 1 traffic congestion in the morning and afternoon
b. Traffic congestion delays MST bus travel time and degrades reliability
c. Traffic congestion will worsen with the ongoing redevelopment of the former Fort Ord.
d. A busway on the Monterey Branch Line could be a good initial busway project – yielding the greatest time savings benefits.

The Monterey Branch Line has been a designated transportation corridor for nearly 150 years. The corridor has a rich history of serving the region's transportation needs. It was built in 1879 and opened to rail traffic for tourism and a robust fishing economy on January 1, 1880; it linked San Francisco to the Hotel Del Monte and Pebble Beach. It branched from the Southern Pacific Coast Line in Castroville. After Highway 1 was built parallel to the Branch Line, gradually rail traffic on the line diminished and it fell into disrepair. Passenger rail service on the line was discontinued in the 1970’s. TAMC purchased the northern portion of the Branch Line from the Union Pacific Railroad in 2003.

Over the last 17 years, TARC has considered transit options within the corridor including a 2014 decision by their Board of Directors to authorize the Rail Policy Committee to send a letter to FTA supporting interim Bus Rapid Transit on the Monterey

---

Branch Line. A chronological timeline of TMC’s Milestones for the Monterey Branch Line is included as Attachment 1.

In October 2019, your board authorized the General Manager/CEO to hire a consulting firm to begin the preliminary engineering phase of the SURF! Busway and Bus Rapid Transit Project (SURF! BRT). The following project details have been developed.

**Project Location:** The project would consist of approximately 6 linear miles of roadway surface dedicated for express busway service (bus rapid transit). The route would begin at MST’s Marina Transit Exchange at Reservation Road and De Forest Road (northern terminus), and end at Contra Costa Street in Sand City ( southern terminus).

The alignment of the busway would be primarily within TMC’s Monterey Branch Line rail corridor, generally located west of Highway 1 between Beach Range Road and the Monterey Peninsula Recreation Trail. Public roadways would be used at both ends of the route as the logical termini. Given the length of the facility and its alignment, the project would be located in the cities of Marina, Seaside, and Sand City, running parallel to Highway 1 next to Fort Ord Dunes State Park; the majority of which is located within the TMC branch line corridor. There is no private right-of-way proposed for the project.

In the future, TAMC and MST may seek to extend the busway lanes southward, across Playa Avenue in Sand City and continuing within the TMC right-of-way all the way to Contra Costa Street. This future extension is discussed for informational and disclosure purposes only, and is not currently being designed, funded or included in any related resource permitting. Any such future project in the TMC right-of-way between Playa Avenue and Contra Costa Street may require subsequent environmental review and/or re-initiation or reevaluation of approvals and permits.

**Project Description:** The project consists of the following primary components:

- A bus-only entry into the TMC right-of-way at Del Monte Boulevard and Palm Avenue in the City of Marina. This element requires upgraded intersection traffic and safety controls, as well as bicycle and pedestrian path improvements along Del Monte Boulevard.
- Two lanes (one in each direction) of dedicated busway road surface within the TMC Monterey Branch Line right-of-way. Work within the TMC right-of-way to construct the bus lanes will require grading, drainage improvements, retaining walls, fencing, recreation trail connections, utility relocations and other necessary improvements to create a safe, dedicated busway.
- A new transit station (5th Street Station) located on MST property near 5th Street east of Highway 1. The station would include bus bays, public parking, drop off area and other amenities.
• A new roundabout in the public right-of-way at California Avenue and Highway 1 southbound ramp in Sand City to better accommodate buses re-entering the public right-of-way.
• A stop at Playa Avenue in Sand City. This segment of the route between the 5th Street Station and Playa Avenue would utilize TAMC corridor right-of-way, where a new signal would be constructed at Playa Avenue with transit signal prioritization capabilities. From this point to Contra Costa Avenue in Sand City, SURF! buses would use Del Monte Boulevard (existing roadway).

The photo simulation below shows a zero-emission bus traveling northbound along the proposed bus-only travel lanes south of 8th Street bridge. Beach Range Road is to the left and State Parks has imminent plans to convert this section of Beach Range Road to regular visitor travel with their campground project whereby cars would travel to the campground and a new bicycle/pedestrian trail will be constructed to the west of the new vehicle access.

State Parks has plans to convert this section of Beach Range Road to vehicle access for the new campground.

Photo Simulation of SURF! BRT on Monterey Branch Line

Project Benefits:

During the development of the project, the project team identified short- and long-term benefits of the SURF! project in several categories:

Environmental
✓ Improves air quality with increased transit use and zero-emission buses
✓ Reduces greenhouse gas emissions, combats Global Climate Change
✓ Reduces microplastics that flow to the Monterey Bay from vehicle tires
✓ Improves access to State Parks and the coast for recreational enjoyment

Traffic Congestion
✓ Increases transit use within the corridor and beyond
✓ Reduces traffic congestion on Highway 1
**Mobility and Transportation Equity**

- Enhances mobility options for all
- Improves and adds one (1) mile of new bicycle trail connections
- Offers affordable transportation options to those who need it most - persons with disabilities, seniors, veterans, students, and the economically disadvantaged
- Connects low-income residents and disadvantaged communities to healthcare, education, and employment

**Transit**

- Improves travel time reliability and frequency for transit riders and attracts new riders
- Enhances transit connections to and from CSUMB, former Fort Ord military neighborhoods, the Dunes, VA DOD Clinic, Seaside, Sand City, Marina and beyond

**Land Use**

- Achieves a higher and better near-term use of the inactive Monterey Branch Line corridor while preserving long-term planning options for future light rail
- Supports transit-oriented development, access to Housing and Community Development funds
- Supports local land use policies and General Plans

**Environmental Clearance:**
At 15% level engineering drawings, a CEQA Notice of Prepare (NOP) of an Environmental Impact Report (EIR) was issued in August 2020, and a public scoping meeting took place the same month. Public comments received were incorporated in the scope of the environmental technical studies.

As design progressed and technical studies were prepared, it became evident that avoidance or mitigation could be incorporated into the project design to ensure the environmental impacts of the project would be less than significant. Working together, the design, environmental, MST and TAMC team were able to refine the project so that environmental impacts would be avoided or mitigated.

Concurrent with preparation of the CEQA document for SURF! BRT, SB 288 (Wiener) was passed at the state. It was developed to help accelerate the state’s recovery from the COVID-19 pandemic by further exempting from the requirements of CEQA certain transit projects that will contribute to a more sustainable and efficient transportation network. The types of projects intended for process under the SB 288 CEQA exemption include transit projects, bicycle-pedestrian projects, and zero-emission charging projects. The SURF! BRT project is an excellent project for an SB
288 exemption. Out of an abundance of caution, however, staff opted not to process the project through the new SB 288 exemption.

The technical studies completed for SURF! BRT indicate that all environmental impacts associated with the project can be mitigated to less than significant levels. As such, only an Initial Study/Mitigated Negative Declaration is required to meet compliance with CEQA.

A Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration was released in March 2021. The NOI also noted the public hearing at the MST May 10, 2021 Board of Directors meeting. The complete environmental studies (IS/MND) was posted to MST’s webpage (https://mst.org/about-mst/planning-development/surf/) and available at the MST administrative office for review. The table below identifies some important information on how the public was informed of availability of the CEQA document and the public hearing.

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 10, 2021</td>
<td>NOI hard copies mailed to interested parties (including County Clerk)</td>
</tr>
<tr>
<td></td>
<td>IS/MND published to MST’s website</td>
</tr>
<tr>
<td>March 11, 2021</td>
<td>NOI published to State Clearinghouse</td>
</tr>
<tr>
<td></td>
<td>NOI published in Monterey County Weekly</td>
</tr>
<tr>
<td>March 12, 2021</td>
<td>NOI emailed to interested parties (including County Clerk)</td>
</tr>
<tr>
<td></td>
<td>The legal notice was posted in MST buses and on the agency’s website.</td>
</tr>
<tr>
<td>March 13, 2021</td>
<td><strong>Start of 30-day public comment period</strong></td>
</tr>
<tr>
<td></td>
<td>NOI published in Monterey Herald and El Sol</td>
</tr>
<tr>
<td>April 12, 2021</td>
<td><strong>End of 30-day public comment period</strong></td>
</tr>
</tbody>
</table>

The project must also comply with the National Environmental Policy Act (NEPA) due to federal funding contribution. NEPA clearance is processed separately from the CEQA document. The Federal Transit Administration is the Lead Agency for NEPA, and they operate on a schedule independent of the CEQA schedule. No board action is required on the NEPA document.

The CEQA 30-day public comment period ended on April 12, 2021. Your board is required to conduct a public hearing on the project and consideration of the MND. Staff will return to your board at a future meeting requesting adoption of the MND and subsequently, project approval.

**ATTACHMENT(S):**
TAMC’s Milestones for the Monterey Branch Line

PREPARED BY: Michelle Overmeyer
REVIEWED BY: Carl G. Sedoryk
TAMC’S MILESTONES FOR THE MONTEREY BRANCH LINE

- **Sept 2003:** TAMC purchases Monterey Branch Line using $9.82 M in State Proposition 116 Rail Bond funding
- **Feb-Mar 2009:** Rail Policy Committee (or Committee) discusses Draft Alternatives Analysis submittal to Federal Transit Administration (FTA), prerequisite for Federal funds
- **Sept-Oct 2009:** Committee recommends TAMC Board select Light Rail as the Locally Preferred Alternative: Cost estimate for Phase 1 (Monterey-Marina): $128.5 M capital; $4.5 M/yr operating
- **2010/11:** Branch Line environmental studies and public outreach phase: Committee approves Light Rail simulation on branch line showing it will not block Window on the Bay; many Monterey residents still oppose
- **March 2010:** Committee recommends TAMC Board request CTC allocate remaining Proposition 116 funds to the Salinas Rail Extension project to avoid losing the funds (of the total $17 M authorized, $9.82 M used to buy MBL)
- **July 2010:** TAMC Chair urges Monterey Mayor not to hold a referendum on Light Rail
- **April 2011:** TAMC submits the Alternatives Analysis to FTA for review
- **May 2011:** Committee receives updated cost info for Light Rail Phase 1: $165 M capital; $3.7 M/yr operations.
- **2011/12:** Committee receives information on draft Small Starts application, preliminary draft EIR
- **April 2012:** FTA requests more information on ridership
- **Oct 2012:** Committee receives updated LRT ridership estimates that confirm prior est. at 2,100 – 2,950 boardings/day
- **Aug 2013:** FTA still has not accepted the light rail Alternatives Analysis; suggests MST initiate low-cost Bus Rapid Transit on Branch Line; cost est.: $30 M
- **Sept 2013:** Committee considers MST request to support low cost busway. Staff report: 

  “The 2010 Monterey Branch Line Alternatives Analysis identified light rail operation between Monterey and Castroville as the preferred alternative for the corridor. However, this project has been put on hold due to federal and local funding constraints. Until funding is identified staff proposes that the Transportation Agency consider short-term uses that will build transit ridership along the corridor in preparation for light rail service.”

- **March 2014:** TAMC Board votes to authorize the Committee to send a letter to FTA supporting interim Bus Rapid Transit on the Monterey Branch Line

  Staff report notes: “TAMC Board selected light rail service as the preferred alternative for the use of the branch line in 2009 and the Monterey Peninsula
Fixed Guideway Study was completed in 2011. TAMC staff supports the express busway for further study but have not had extensive discussions with MST on this proposal. Before a transit easement could occur, staff would need to explore several issues, including the implications of the proposed use of the Monterey Branch Line as match and how that would affect future light rail grant applications. Staff expects to be coordinated with throughout the grant application and study process. If the express busway service is successful, it would help build the case for light rail service in the future.”

- May 2014: MST submits draft application for Very Small Starts Funding to FTA
- March 2015: MST updates Committee on status of Very Small Starts application, seeking state Cap & Trade monies for 50% match
- Dec 2015: TAMC Board Places Highway 1 Busway in Early Draft Transportation Safety and Investment Plan for Public Review
- June 2016: TAMC Board adopts Transportation Safety and Investment Plan with $15 million for Highway 1 Rapid Bus Corridor; places on Nov 2016 ballot
- Nov 2016 Measure X approved by 67.71% of voters
- 2017/18: FTA administration ends Very Small Starts program
- August 2017 In presentation to Committee on Sonoma-Marin Area Rail Transit field trip, Director Hale notes, “SMART is a good model for the Monterey Branch Line project.”
- August 2018: MST gives Committee presentation on Bus on Shoulder/Branch Line study; committee minutes note that: “Director Hale said that this project is a precursor for light rail service.”
- 2018: RPC learns that California State Rail Plan includes near-term money for Santa Cruz to Monterey bus and rail study; long-term for rail service.
- Nov 2018: SB 1 upheld by voters; includes Transit Intercity Rail Capital Improvement Program which could pay for remaining Busway cost, future light rail
- Dec 2018: TAMC approves Rail Network Integration Study scope of work, which will analyze:
  “... Development of improved connections to the proposed extension of passenger rail from the San Francisco Bay Area to the Monterey Bay Area with other rail and transit services, specifically: Extension of Caltrain, Capitol Corridor, and/or Altamont Corridor Express service to Monterey County, Development of a new independent service in the Monterey Bay Area similar to the Sonoma-Marin Area Rail Transit (SMART) system, and New rail service along the Central Coast connecting to Gilroy and San Luis Obispo.”
- April 2019: TAMC Board approves Rail Network Integration Study consultant contract.
- October 2019: MST initiates environmental review of busway on Monterey Branch Line, from Marina thru Sand City
To: Board of Directors

From: C. Sedoryk, General Manager/CEO

Subject: Monthly Report – March 2021

Attached is a summary of monthly performance statistics for the Transportation, Maintenance, and Administration departments for March 2021. (Attachments 1 – 4)

The CEO was appointed to the Board of Directors of the American Public Transportation Association.

The CEO continues to participate in a variety of pandemic recovery task forces including the California Transit Association COVID-19 task force and the Monterey County Community Collaborative Task Force

Attachment #1 – Dashboard Performance Statistics – March 2021
Attachment #2 – Operations Dept. Report – March 2021
Attachment #3 – Facilities & Maintenance Dept. Report – March 2021
Attachment #4 – Administration Dept. Report – March 2021
Attachment #5 – FY 2021 Action Plan Status Update – March 2021

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
MST Fixed Route
YTD Dashboard Performance Comparative Statistics
July - March
Fiscal Years 2019-2021

Ridership

Goal = 2,865,381 passengers
Minimum = 2,722,112 passengers

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

Passengers Per Hour

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

On Time Performance

Goal = 99% completed
Minimum = 95% completed

Percentage of Service Delivered

Goal = 99.95% completed
Minimum = 99.98% completed

(Passenger Boardings - Fixed Route and Military)

(Passengers per hour of service)

(Percent of passengers within 5 minutes of scheduled arrival)

(Percentage of scheduled trips completed)
MST Fixed Route
YTD Dashboard Performance Comparative Statistics
July - March
Fiscal Years 2019-2021

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 = $178.58 per RH
Maximum = $196.43 per RH

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

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

Goal = 15,000 Miles
Minimum = 7,000 Miles

Miles Between Road Calls
(Miles travelled between mechanical failure)

80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
FY 2019
FY 2020
FY 2021
COVID-19 MST Statistics and Projections

13 Month Rolling Boardings and Scheduled Trips

[Graph showing 13 month rolling boardings and scheduled trips, with separate bars for boardings and a line graph for scheduled trips, indicating fluctuations over time.]
MST RIDES
YTD Dashboard Performance Comparative Statistics
July - March
Fiscal Years 2019-2021

Ridership

TX 2019: 115,889
FY 2020: 125,544
FY 2021: 60,393

(1otal cumulative YTD passenger boardings)

Goal = 129,310 passengers
Maximum = 142,241 passengers

Passengers Per Hour

FY 2019: 1.85
FY 2020: 2.06
FY 2021: 1.46

(Passengers per hour of service)

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

On Time Performance

FY 2019: 91.1%
FY 2020: 89.8%
FY 2021: 94.3%

(Percent of trips within 15 minutes of scheduled arrival)

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

One Way Trips

FY 2019: 95,445
FY 2020: 98,714
FY 2021: 46,586

(Total cumulative YTD one-way passenger trips completed)

Maximum = 111,843 one-way trips
Goal = 101,675 one-way trips
MST RIDES
YTD Dashboard Performance Comparative Statistics
July - March
Fiscal Years 2019-2021

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

- FY 2019: Measure Q 7.5%, Fare Box 4.1%, Total 11.6%
- FY 2020: Measure Q 4.0%, Fare Box 6.0%, Total 10.0%
- FY 2021: Measure Q 3.0%, Fare Box 7.0%, Total 10.0%

- Goal = 11%
- Minimum = 10%

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

- FY 2019: $73.50
- FY 2020: $80.44
- FY 2021: $77.26

- Goal = $80.67 per RH
- Maximum = $88.74 per RH

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

- FY 2019: 103,048 miles
- FY 2020: 117,929 miles
- FY 2021: 75,468 miles

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

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

- FY 2019: 68,308 miles
- FY 2020: 91,605 miles
- FY 2021: 65,387 miles

- Goal = 60,000 Miles
- Minimum = 30,000 Miles
MST Fixed Route
Financial Performance Comparative Statistics
July - March
Fiscal Year 2021

MST Fixed Route Total Revenue
YTD Actual and Budget

MST Fixed Route Total Expenses
YTD Actual and Budget
MST RIDES
Financial Performance Comparative Statistics
July - March
Fiscal Years 2019-2021

MST RIDES Total Revenue
YTD Actual and Budget

Minimum 95%

MST RIDES Total Expenses
YTD Actual and Budget

Maximum 105%
ATTACHMENT 2

Date: April 28, 2021

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

From: Norman K. Tuitavuki, Chief Operating Officer

Cc: MST Board of Directors

Subject: Transportation Department Monthly Report – March 2021

FIXED ROUTE BUS OPERATIONS:

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

Preliminary boarding statistics indicate that ridership was 108,182 in March 2021, which represents a 32.96% decrease compared to March 2020’s ridership of 161,371. For the fiscal year to date, passenger boardings have decreased 68.6% from last year.

Productivity decreased from 14.42 passengers per hour in March 2020 to 6.17 passengers per hour in March of this year.

Note: This sharp decline in passenger boardings and productivity is directly attributed to the COVID-19 crisis and the March 18th county-wide shelter in place order.

Supplemental / Special Services:

None

System-Wide Statistics:

- Ridership: 108,182
- Vehicle Revenue Hours: 17,758
- Vehicle Revenue Miles: 264,648
- System Productivity: 6.1 Passengers Per Vehicle Revenue Hour
- One-Way Trips Provided: 19,373

Time Point Adherence: Of 96,888 total time-point crossings sampled for March, the Transit Master™ system recorded 10,182 delayed arrivals to MST’s published time-points system-wide. This denotes that 90% of all scheduled arrivals at published time-points were on time. (See MST Fixed-Route Bus ~ On Time Compliance Chart FY 2020 - 2021.)
**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 of the total number of reported time-point crossings.

**Service Canceled:** As listed below, there were a total of seven (7) service cancellations for March for both directly operated and contracted services:

<table>
<thead>
<tr>
<th>Category</th>
<th>MST</th>
<th>MV</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mechanical Failure</td>
<td>1</td>
<td>0</td>
<td>50%</td>
</tr>
<tr>
<td>Staff Shortage</td>
<td>1</td>
<td>0</td>
<td>50%</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>2</td>
<td>0</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

**Documented Occurrences:** MST Coach Operators are required to complete an occurrence report for any unusual incident that occurs during their workday. 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 March 2020 and 2021:

<table>
<thead>
<tr>
<th>Occurrence Type</th>
<th>March-20</th>
<th>March-21</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision: MST Involved</td>
<td>7</td>
<td>3</td>
</tr>
<tr>
<td>Employee Injury</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Medical Emergency</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Object Hits Coach</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Passenger Conflict</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Passenger Fall</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Passenger Injury</td>
<td>0</td>
<td>0</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>1</td>
<td>1</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>21</strong></td>
<td><strong>9</strong></td>
</tr>
</tbody>
</table>
CONTRACTED TRANSPORTATION SERVICES:

MST RIDES ADA / ST Paratransit Program:

Preliminary boarding statistics for the MST RIDES program reflect that for March 2021 there were 7,182 passenger boardings. This denotes a 31.49% decrease in passenger boardings from March of 2020 when there were 10,484 boardings. For the fiscal year, passenger boardings have decreased by 51.89% over FY 2020.

Note: This scarp decline in passenger boardings is attributed to the COVID-19 crisis and the March 18th county-wide shelter in place order.

- Productivity for March 2021 was 1.5 passengers per hour, decreasing from 1.8 passengers per hour in March 2020.
- For March 2021, 94.4% of all scheduled trips for the MST RIDES program arrived on time, improving from March of 2020, (90.4%).

COMMUNICATIONS CENTER:

In March, MST’s Communications Center summoned public safety agencies on three (3) separate occasions to MST’s transit vehicles and facilities:

<table>
<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>2</td>
</tr>
<tr>
<td>EMS</td>
<td>Passenger Medical Emergency / Injury</td>
<td>1</td>
</tr>
<tr>
<td>Fire Department</td>
<td>Fire Hydrant Leak @ MST Facility</td>
<td>0</td>
</tr>
</tbody>
</table>
March 29, 2021

To: Carl Sedoryk, General Manager/CEO

From: Norman K. Tuitavuki, Chief Operating Officer

Subject: Monthly Maintenance Operations Report: March 2021

This report summarizes the performance and major activities of the Maintenance Department as well as fuel and operating expenses during the month.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel: $2.75</td>
<td>$2.64</td>
<td>$2.09</td>
</tr>
<tr>
<td>Gasoline: $2.85</td>
<td>$3.15</td>
<td>$2.62</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Period</th>
<th>Revenue Fleet: Operating Cost Per Mile:</th>
<th>Revenue Fleet: Miles Between Major Mechanical Road Calls:¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>March: 2021</td>
<td>$1.24</td>
<td>27,838</td>
</tr>
<tr>
<td>YTD: FY 2021</td>
<td>$1.24</td>
<td>63,179</td>
</tr>
<tr>
<td>FY 2020</td>
<td>$1.05</td>
<td>30,571</td>
</tr>
<tr>
<td>FY 2019</td>
<td>$0.93</td>
<td>29,354</td>
</tr>
</tbody>
</table>

¹ Minimum: 7,000 Miles; Goal: 15,000 Miles

Department Activities/Comments:

In March 2021, MST traveled more than 27,000 miles between major mechanical failures – well above the 15,000-mile goal. The Miles Between Road Calls (MBRC) performance above the target goal is expected and can be attributed to the decrease in the overall number of hours and miles MST has traveled in response to the COVID-19 pandemic. MST’s operating cost per mile increased in March – this increase was mostly attributable to staff’s focus on meticulous maintenance inspections and repairs on the fleet and an expensive component replacement. Staff continues to focus their efforts on cleaning, disinfecting, repairing, and maintaining all MST vehicles.
MST’s fuel cost per gallon continues to increase. March’s diesel fuel cost per gallon was below budget; however, the gasoline cost per gallon was .30 cents above budget. While the average cost per gallon for both diesel and gasoline for the fiscal year remains below budget – staff is actively monitoring and using the information to calculate fuel costs for the upcoming fiscal year 2022.

In March, MST continued coordinating the automatic passenger counter (APC) certification process with staff and MST’s contractor, Urban Transportation Associates, Inc. (UTA). I participated in a number of Zero Emission Bus (ZEB) meetings focused on issues related to purchasing diesel-powered buses in the public transportation industry. I coordinated and attended several meetings with MST staff and vendors to discuss ZEB grant applications and opportunities. I met with Hartnell College and other MST employees to continue discussions regarding educational partnerships and employment opportunities. Staff continues focusing their efforts on aligning and implementing Enterprise Asset Management (EAM) projects.

Prepared by: Norman Tuitavuki
Reviewed by: Carl G. Sedoryk
Date: April 27, 2021

To: C. Sedoryk, General Manager/CEO

From: Lisa Rheinheimer, Assistant General Manager; Michelle Overmeyer, Director of Planning/Innovation, Andrea Williams, General Accounting & Budget Manager; Mark Eccles, Director of Information Technology; Kelly Halcon, Director of Human Resources/Risk Management; Sonia Wills, Customer Service Supervisor.

Subject: Administration Department Monthly Report – March 2021

The following significant events occurred in Administration work groups for the month of March 2021:

**Human Resources**

A total employment level for March 2021 is summarized as follows:

<table>
<thead>
<tr>
<th>Positions</th>
<th>Budget FY20</th>
<th>Actual</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coach Operators F/T</td>
<td>126</td>
<td>121</td>
<td>-5</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>37</td>
<td>31</td>
<td>-6</td>
</tr>
<tr>
<td>Maintenance &amp; Facilities</td>
<td>53</td>
<td>48</td>
<td>-5</td>
</tr>
<tr>
<td>Administrative (Interns 1 PT)</td>
<td>31</td>
<td>28</td>
<td>-3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>248</strong></td>
<td><strong>228</strong></td>
<td><strong>-20</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.

**March Worker’s Compensation Costs**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indemnity (paid to employees)</td>
<td>$24,061.03</td>
</tr>
<tr>
<td>Other (includes Legal)</td>
<td>$6,278.30</td>
</tr>
<tr>
<td>Medical includes Case Mgmt, UR, Rx &amp; PT</td>
<td>$29,381.05</td>
</tr>
<tr>
<td>TPA Administration Fee</td>
<td>$5,708.33</td>
</tr>
<tr>
<td>Excess Insurance</td>
<td>$6,583.17</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td><strong>$72,011.88</strong></td>
</tr>
<tr>
<td><strong>Reserves</strong></td>
<td><strong>$842,694.67</strong></td>
</tr>
<tr>
<td><strong>Excess Reserved</strong></td>
<td><strong>0</strong></td>
</tr>
<tr>
<td># Ending Open Claims</td>
<td>33</td>
</tr>
</tbody>
</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>8</td>
</tr>
<tr>
<td>Post-Accident/Incident Re-training</td>
<td>2</td>
</tr>
<tr>
<td>In-Service Training: PPE KIT to prevent COVID-19</td>
<td>1</td>
</tr>
<tr>
<td>Human Trafficking: Modern Day Slavery Training</td>
<td>1</td>
</tr>
<tr>
<td>Return to Work refresher training</td>
<td>2</td>
</tr>
<tr>
<td>American Substance Abuse Professionals: A Supervisor’s guide to substance abuse awareness and reasonable suspicion 2020</td>
<td>13</td>
</tr>
<tr>
<td>In-Service Training: Salinas Street at W. Alisal Successful Right-Hand Turn</td>
<td>7</td>
</tr>
<tr>
<td>Maintenance Safety Training: Prescriptions, OTC Drug abuse, emergency eye wash, housekeeping and harassment prevention</td>
<td>6</td>
</tr>
<tr>
<td>Harassment Prevention for Transit Employees</td>
<td>9</td>
</tr>
<tr>
<td>National Transit Institute: Transitioning from Frontline Employee to Frontline Supervisor</td>
<td>1</td>
</tr>
<tr>
<td>Simulated Powered Learning: Project Management Fundamentals Workshop</td>
<td>2</td>
</tr>
<tr>
<td>DeLay and Laredo: AB 1234 Public Service Ethics Education</td>
<td>1</td>
</tr>
<tr>
<td>New Hire: Drug and Alcohol, EEO and Title VI Training</td>
<td>2</td>
</tr>
<tr>
<td>HIPPA Training: HIPPA Awareness for Business Associates</td>
<td>1</td>
</tr>
<tr>
<td>Liebert, Cassidy Whitmore: Managing COVID-19 Issues: Now and What’s Next</td>
<td>6</td>
</tr>
<tr>
<td>National Transit Institute: Project Management for Transit Professionals</td>
<td>1</td>
</tr>
<tr>
<td>CalACT/CTA: Cal/OSHA COVID-19 Temporary Emergency Standards</td>
<td>1</td>
</tr>
<tr>
<td>Maintenance Safety Training: Back safety, hearing loss myths and facts, ladders and falls accident, fork lift, fire safety and extinguisher use</td>
<td>3</td>
</tr>
<tr>
<td>In-service Training: Giro Self Service Bid Web</td>
<td>1</td>
</tr>
<tr>
<td>Human Trafficking Awareness and Prevention for Transit Employees</td>
<td>1</td>
</tr>
<tr>
<td>In-service Training: MST Personal Protective Equipment for Essential Workers</td>
<td>1</td>
</tr>
<tr>
<td>In-Service Training- Drive safely at all times and accident prevention training left-hand turns</td>
<td>1</td>
</tr>
</tbody>
</table>
## Risk Management

<table>
<thead>
<tr>
<th>Description</th>
<th>March 2021 Preventable</th>
<th>March 2020 Preventable</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>POV Vehicle hits MST Vehicle</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>MST Preventable Accidents</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1</td>
<td>3</td>
</tr>
</tbody>
</table>

### Accident Statistics

![Accident Statistics Chart]

- **Non-Preventable**
- **Preventable**

Participants can view the chart in the original document for a clearer understanding.
Monthly Miles Between Preventable Collisions (MBPC) with 12 Month Rolling Average

Standard = Not more than 1 preventable collision per 100k miles
## Customer Service Update

<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>March 2020</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>1</td>
<td>1.6%</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>0</td>
<td>0.0%</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>Civil Rights Violation</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>2.6%</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>3</td>
<td>4.8%</td>
</tr>
<tr>
<td>Employee Other</td>
<td>1</td>
<td>1</td>
<td>1/1*</td>
<td>5.1%</td>
<td>0</td>
<td>0.0%</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>3</td>
<td>1</td>
<td>1</td>
<td>10.3%</td>
<td>5</td>
<td>8.1%</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>6</td>
<td>2</td>
<td>4</td>
<td>20.5%</td>
<td>8</td>
<td>12.9%</td>
</tr>
<tr>
<td>Improper Employee Conduct</td>
<td>5</td>
<td>3</td>
<td>2/3*</td>
<td>20.5%</td>
<td>12</td>
<td>19.4%</td>
</tr>
<tr>
<td>Inaccurate Public Information</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Late Arrival</td>
<td>0</td>
<td>1</td>
<td>1*</td>
<td>2.6%</td>
<td>4</td>
<td>6.5%</td>
</tr>
<tr>
<td>Late Departure</td>
<td>0</td>
<td>1</td>
<td>1*</td>
<td>2.6%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>No Show</td>
<td>0</td>
<td>1</td>
<td>1*</td>
<td>2.6%</td>
<td>2</td>
<td>3.2%</td>
</tr>
<tr>
<td>Off Route</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Overcrowding</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Passed By</td>
<td>2</td>
<td>0</td>
<td>5.1%</td>
<td>6</td>
<td>9.7%</td>
<td></td>
</tr>
<tr>
<td>Passenger Conduct</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Passenger Injury</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Reasonable Modification</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Request To Add Service</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>7.7%</td>
<td>1</td>
<td>1.6%</td>
</tr>
<tr>
<td>Request To Reduce Service</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Routing</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>2.6%</td>
<td>1</td>
<td>1.6%</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>3</td>
<td>3</td>
<td>2/1*</td>
<td>15.4%</td>
<td>13</td>
<td>21.0%</td>
</tr>
<tr>
<td>Service Schedule</td>
<td>0</td>
<td>1</td>
<td>2.6%</td>
<td>3</td>
<td>4.8%</td>
<td></td>
</tr>
<tr>
<td>Taxi</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</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>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>2</td>
<td>3.2%</td>
</tr>
<tr>
<td>Vehicle Maintenance</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>1</td>
<td>1.6%</td>
</tr>
<tr>
<td>Subtotal reports</td>
<td>24</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Grand Total MST and *Other Provider: 39 reports (100.0%) received in March 2020 (62 reports, 100.0%).

Employee Compliment: 4

Service Compliment:
Customer Service Call Center Report:

During the month of March 2021, MST received a total of 2,306 calls which lasted a total of 81 hours and 11 minutes. The average call duration was two minutes and seven seconds (2:07). MST received the most number of calls on Monday, March 22, at 103. Of the total number of calls, 410 (17%) 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

General Accounting/Accounts Payable
During the month of March, staff processed timely and accurate vendor payments, recorded appropriate revenues, and prepared monthly financial reporting and analysis. Throughout the month, staff gathered the information necessary to prepare the Fiscal Year 2022 & 2023 Budget to present to the Board Administrative Performance Committee (BAPC) in May and then to the Board of Directors in June for final consideration for approval. Additionally, staff is continuing to track all COVID-19 related expenses necessary to claim expense reimbursements from FEMA and CARES in the next coming months.

Payroll
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 March, staff drafted, followed up on, and responded to pending applications and requests for reimbursement under the 5307 Traditional, 5307 CRRSAA, 5307 CARES Act, 5311 CARES Act and FEMA grant programs. In addition to attending several webinars for future grant opportunities, staff also participated in webinars regarding the American Rescue Plan Act, FTA’s Capital Investments Grant program, FEMA grant funding processes, and the CRRSAA grant program. Staff also participated in several meetings regarding current and future projects including bus procurements, SURF! Busway and BRT, South County Operations and Maintenance Facility, the Comprehensive Operational Analysis project, and assisted in drafting the 5-Year Capital Improvement Program. Update meetings with internal staff were ongoing to address status changes to various active or pending grants and requests for reimbursements. Staff also worked on drafting applications for the next round of the CA Cap and Trade’s LCTOP Program, FTA’s Low or No Emissions Grant Program, Federal Local Transportation Priorities, and Federal Member Designated Funding programs.

Purchasing
During the month of March, staff provided support and direction to staff on a variety of procurement concerns. The first is managing internal transactions for ordering and receiving goods and services, and handling procurement data. Staff worked to improve the efficiency of transaction flow, reporting and assisting Project Managers with support for vendor engagement and contracting processes. Staff also worked on large procurements, including an RFP for Universal Mobile Ticketing, Invitation for Bid (IFB) for Oils and Lubricants and an RFP for Financial Audit Services. Staff also spent time reviewing minor agreements for services and products. Staff is currently reviewing the MST Procurement Manual for updates and revisions, and meeting with counsel to develop a procurement training program for staff.

Information Technology Update
Due to the COVID-19 pandemic, staff continued to offer support for remote computer access for administrative employees to continue working from home. This support was for video conference meetings and laptop use, as required.

Staff worked with Operations and Maintenance Department personnel in monitoring and configuration of the (ITS) equipment installed on the vehicles and in the MST Communication Centers. Staff monitored and configured the software for the Trapeze Automatic Vehicle Location (AVL) systems on the fixed-route and Paratransit fleets. Staff monitored and configured the fixed-route real-time bus arrival/departure system. Staff monitored and configured the Trapeze Enterprise Asset Management (EAM) vehicle maintenance system. Staff have delayed the upcoming implementation of the Facilities module, due to the COVID-19 pandemic. Staff continued to support the users of the Serenic Navision accounting/payroll system. Staff monitored and configured the functionality of the customer service database. Staff retrieved the RealTime data text and IVR data for the Customer Service monthly report.

Staff ensured that the Wi-Fi systems installed on 15 buses used on the commuter routes were working as designed. Staff monitored and configured the Giro Hastus run cutting/planning system. Staff worked on the Contactless Fare Payment Demonstration. Staff monitored the AT&T managed Voice-Over-Internet Protocol (VOIP) telephone system.

Staff continued to support other MST staff members as needed, proactively ensuring that all were supported fully with their IT requirements. Staff received over 100 IT support requests via emails and telephone calls that were responded to in a timely manner.

Marketing Update

MST RealTime Usage:

<table>
<thead>
<tr>
<th></th>
<th>Text</th>
<th>RealTime Phone</th>
<th>CSR Phone</th>
<th>App Sessions</th>
<th>App Users</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2020</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>March</td>
<td>5,033</td>
<td>849</td>
<td>3,593</td>
<td>214,912</td>
<td>7,368</td>
</tr>
<tr>
<td>April</td>
<td>1,731</td>
<td>363</td>
<td>2,327</td>
<td>34,426</td>
<td>1,622</td>
</tr>
<tr>
<td>May</td>
<td>2,067</td>
<td>462</td>
<td>2,320</td>
<td>42,906</td>
<td>1,524</td>
</tr>
<tr>
<td>June</td>
<td>2,671</td>
<td>627</td>
<td>2,905</td>
<td>53,533</td>
<td>1,806</td>
</tr>
<tr>
<td>July</td>
<td>2,505</td>
<td>715</td>
<td>3,111</td>
<td>60,189</td>
<td>1,765</td>
</tr>
<tr>
<td>August</td>
<td>1,944</td>
<td>631</td>
<td>2,670</td>
<td>55,239</td>
<td>1,673</td>
</tr>
<tr>
<td>September</td>
<td>2,020</td>
<td>446</td>
<td>2,477</td>
<td>53,881</td>
<td>1,653</td>
</tr>
<tr>
<td>October</td>
<td>2,031</td>
<td>413</td>
<td>2,380</td>
<td>54,396</td>
<td>1,601</td>
</tr>
<tr>
<td>November</td>
<td>1,752</td>
<td>397</td>
<td>1,206*</td>
<td>51,661</td>
<td>1,531</td>
</tr>
<tr>
<td>December</td>
<td>1,758</td>
<td>330</td>
<td>2,087</td>
<td>45,999</td>
<td>1,378</td>
</tr>
<tr>
<td><strong>2021</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>January</td>
<td>1,565</td>
<td>303</td>
<td>1,998</td>
<td>40,466</td>
<td>1,345</td>
</tr>
<tr>
<td>February</td>
<td>1,687</td>
<td>349</td>
<td>2,012</td>
<td>46,488</td>
<td>1,336</td>
</tr>
</tbody>
</table>
March 1,565 410 2,306 50,296 1,432

*For the period between November 16-27, AT&T encountered technical difficulties, and no calls were reported. If the issue can be resolved, data for this period will be updated in a future report.

Published news stories include the following: “Transportation update” (Chamber Connection, 3/9/21), “MST to provide free day pass to get vaccinated” (Chamber Connection, 3/16/21), “Free Day Passes for MST Riders Getting Vaccine; Proof of appointment necessary” (Chamber Connection, 3/23/21).


Projects: Coordinated Driver Appreciation Day festivities, including assembling of 'goody' bags with MST swag and snacks, handed out by MST leadership team & marketing staff to 130 drivers from Clarence J. Wright Operations Division (CJW) and Thomas D. Albert Maintenance & Operations Facility (TDA); supported Human Resources department with creation of an Employee Only Instagram page to help share employee focused information such as COVID-19 and vaccination updates; continue to share information and coordinate sales of Low Carbon Transportation Operations Program (LCTOP) School Pass Program bus passes to school districts within Monterey County; continue to participate in Contactless Fare Payment Demonstration Project preparation discussions; provide support to MST Mobility Services related to the Navigator program, as well as creation of outward facing marketing materials, ongoing management of communication and education related to COVID-19 and safety; continue coordination and support efforts with general updates to community regarding services and resources available through MST.

Collaborative/Meeting/Committees: Collaborated and supported creation of Mobility Department tour videos to be added to YouTube channel, continue to attend meetings via Zoom related to the Contactless Fare Payment Demonstration Project (including related CAL ITP meetings), participated in Active Referral Network (ARN) meeting, as well as monthly MST Employee Townhall meetings.

Social Media Performance:
Overview by Social Media Platform:

New! Twitter

- 62 tweets
- 85 followers
- 66 engagements
- 16 clicks

Facebook

- 33 posts
- 1.4K fans
- 839 engagements
- 3 clicks
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

During the month of March staff efforts continued to be focused on the COVID-19 pandemic.

Work continued on the proposed Surf! Busway and Bus Rapid Transit Project. Staff met weekly with the consultant team. Meetings also took place with staff at FTA Region IX regarding the environmental analysis. A Notice of Intent to Adopt a Mitigated Negative Declaration was issued, and the 30-day public comment period began March 13, 2021.

MST’s Comprehensive Operational Analysis (COA) was underway. The COA is an intensive planning study that will guide the agency in its operation as it recovers from the pandemic. Throughout the month, staff continued to respond to data requested by the consultant. Stakeholder meetings were held with staff from the local cities, as well as our partners at the local colleges and universities, Presidio, Naval Post Graduate School, and others. A rider recruitment survey was available online to solicit passenger participation in upcoming focus groups.

Staff continued working with U.S. Army Garrison Presidio Commander, Col Chhoeung to discuss the future of MST operations on the base. A Memorandum of Understanding was executed on March 31, 2021, allowing MST back onto the base for limited service. Planning staff designed a new route and timetable for the future service restoration.
Staff has completed the necessary manual checks to determine if the Automatic Passenger Counters (APC) installed on MV-operated vehicles are within the 5% accuracy threshold needed for NTD certification. Staff has been performing video review to determine this over the past two months and is ready to begin the NTD certification process in late April. APCs are expected to be fully certified with NTD and therefore allow data to be captured before the deadline of June 30.

Staff has procured ArcGIS software through ESRI and IT is working on installing it on a remote computer system. Once installed, the Planning Manager will begin assembling a comprehensive geodatabase using the current GTFS feed and other data sources.

Throughout the month, staff continued participating in meetings with various local agencies, including the Transportation Agency for Monterey County and Association of Monterey Bay Area Governments.
FY 2021 Project Action Plan Update  
March 31, 2021

   Status: Procurement completed. Delivery expected Spring 2022.

2. Accept delivery of 2 heavy duty battery electric buses (BEB) and install associated charging infrastructure as production schedules allow. June 2021  
   Status: Vehicles scheduled to be delivered May 2021.

3. Complete TIFIA Financing for South County Maintenance Facility. November 2020  
   Status: Complete.

4. Continue construction of South County Maintenance Facility. June 2021  
   Status: Facility under construction and currently ahead of schedule.

5. Complete negotiations of MST Employee Association agreement. September 2020  
   Status: Complete.

   Status: Consultants hired, and work is on schedule to meet state deadline.

   Status: Board adopted plan complete, and implementation is ongoing.

8. Continue partnership programs for Hartnell College, Monterey Peninsula College, and implement Hospitality Employee Programs as needed. July 2020.  
   Status: Hartnell and Monterey Peninsula College programs ongoing. Hospitality Program on hold due to economic downturn with resources redirected to Monterey County Office of Education K-12 partnership.

9. Continue environmental and preliminary engineering and complete documentation for FTA Project Development for the SURF! Busway and Bus Rapid Transit Project. June 2021  
   Status: Project is proceeding on schedule.

10. Procure contactless fare payment and mobile ticketing solution and begin demonstration project. October 2020  
    Status: Project delayed due to COVID related equipment delivery issues and contracting issues between state and financial institutions. Current demonstration go-live is anticipated in May 2021.

11. Conduct fixed facility review for location for new Salinas Operations and Maintenance Facility. March 2021  
    Status: Project postponed.
12. Procure and begin installation of new software applications including Human Resources/Payroll HRIS. January 2021
   Status: Procurement complete, estimated go-live delayed and now scheduled for January 2022.

13. Conduct Market Research including passenger and community survey. July 2020
   Status: Complete.

14. Publish RFP for all purchased transportation services to include Fixed Route, On Call, and RIDES Paratransit service. June 2021
   Status: Project on schedule.

15. Upgrade the MST computer network infrastructure, incorporating current stand-alone servers into a modernized virtual environment, to allow for expansion over a 10-year period. October 2020
   Status: Complete.

16. Complete demolition of FORA building on Quartermaster/5th Ave. June 2021
   Status: Funding allocated, and procurement underway.

17. Conduct comprehensive operational analysis for South County services June 2021
   Status: Complete.
FY 2021 DRAFT Ongoing and Recurring Action Items

1. Continue efforts to ensure passenger and employee safety and security.
2. Continue transit activities within board adopted operational and financial performance standards.
3. Continue efforts to finance and maintain a state of good repair for MST fleet and facilities.
4. Maintain ongoing community partnerships and seek new opportunities as appropriate.
5. Develop and implement service levels, facilities, polices, and procedures appropriate to funding availability and community requirements.
6. Actively participate in state and national trade associations to support issues of local concern.
7. Continue employee training and development opportunities through partnerships with local colleges, universities, and vendors.
8. Provide administrative support in service to Monterey County Regional Taxi Authority and Monterey-Salinas Transit Corporation.
9. Ensure compliance with federal, state, and local regulations, and conduct regular review of policies and practices.
10. Adopt and execute federal and state legislative programs.
11. Continue marketing and community outreach programs to promote MST services and educate the communities we serve regarding the benefits of public transportation.
12. Continue board development activities including educational and policy reviews.
13. Continue to adopt policies and adapt practices to ensure safety and cyber security of MST data and telecommunications systems, networks, and programs.
14. Continue to seek funding from grant sources and extra governmental partnerships to maintain and expand mobility services within the communities we serve.
TO: Carl Sedoryk
FROM: Don Gilchrest

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

**Fiscal Year 2022 Funding**
We are continuing to advocate in coordination with APTA, the California Transit Association, and the Bus Coalition for MST’s funding priorities for the fiscal year 2022 appropriations cycle. We are also working with our local delegation to provide them with budget justifications for their use in supporting key County programs with the Appropriations Committees.

President Biden released a brief outline of his discretionary budget request on April 9. The FY 2022 Biden Budget proposes significant increases in domestic programs such as education, health care and environmental protection. It proposes $769 billion for nondefense discretionary programs, a 16 percent increase, and $753 billion for defense programs, an increase of 1.7 percent.

The Biden Budget release does not include proposals related to the FTA formulas that fund most of the programs of interest to MST, instead focusing on the smaller portion of the budget that is considered discretionary. In those categories, the Department of Transportation would be funded at $25.6 billion, which is a $317 million increase over FY 2021 enacted funding. A few programs at DOT would see significant increases: The Capital Investment Grants/New Starts program would be funded at $2.5 billion, a 23 percent increase. An additional $250 million is proposed for grants to transit agencies to purchase low-and no-emission buses.

Although a more detailed budget submission is needed to help guide the process, Congress has begun the hearings and other steps needed to enact the 12 separate annual appropriations bills by the start of the new fiscal year on October 1.

**Infrastructure**
Following the release of President Biden’s American Jobs Plan, Congressional leaders are weighing their options for moving the $2 trillion infrastructure proposal through to enactment. This process has been delayed as leaders explore the possibility of bipartisan support for the legislation.
So far, Senate Republicans are only offering to support a much smaller $568 billion proposal that they recently released. The Republican plan envisions user fees paying for part of the cost of the new spending and rejects the corporate tax increases proposed in the Biden plan.

Major components in the Republican plan include:

- $299 billion for roads and bridges,
- $61 billion for public transit,
- $20 billion for rail,
- $35 billion for drinking and wastewater,
- $13 billion for safety,
- $17 billion for ports and inland waterways,
- $44 billion for airports,
- $65 billion for broadband, and
- $14 billion for water storage.

The bipartisan Problem Solvers Caucus also released an infrastructure alternative that includes calls for new spending on transportation, freight movement, water, and broadband projects as well as investment to modernize the electric grid. The Caucus plan generally does not specify funding levels for the components of their proposal. Several financing mechanisms are included as possibilities including an increase in the federal gasoline tax and an annual registration fee on fully electric and hybrid vehicles.

Although talks between the parties are ongoing, the significant differences to be resolved indicate that at least part of the plan will be enacted through the expedited budget reconciliation process.

**Surface Transportation Programs**

The House Transportation and Infrastructure Committee is expected to draft a multi-year bill to reauthorize federal surface transportation programs during May. The legislation will build on H.R. 2, the *Moving Forward Act*, which was passed by the House last July, but which was not taken up by the Senate during the 116th Congress. H.R. 2 proposed a $494 billion reauthorization of surface transportation programs, which was then made the core of a larger effort to fund other forms of infrastructure. The overall process in the Senate will be slower than the House but the Environment and Public Works Committee is hoping to draft the highway program provisions by this summer.
To: Board of Directors

From: Michelle Overmeyer, Director of Planning and Innovation

Subject: State Legislative Advocacy Update

California Transit Association’s (CTA) co-sponsored bill AB 917 (Bloom), which would allow transit operators to use cameras on vehicles to help enforce parking violations in transit-only lanes or at transit stops, has passed both the Assembly’s Transportation and Privacy Committees. AB 917 will now be headed to the Assembly floor for a vote.

AB 1486 (Ting) was signed by the Governor in 2019, and it amended the Government Code Surplus Land Act (SLA). AB 1486 became effective January 2020 to impose new requirements on California public agencies. The California Department of Housing and Community Development (HCD) is responsible for implementing the SLA. HCD released its final SLA guidelines in March 2021. It requires local agencies disposing of property to first give notice to certain entities such as other local agencies and affordable housing developers. After January 1, 2021, Government Code (Sec. 54222(a)(1)) requires local agencies to send negotiation summaries to HCD for each surplus land transaction before the agency may dispose of the surplus land. A series of procedural deadlines are outlined for the transactions, and financial penalties may be incurred for violations. Implementation of the SLA may affect the process for MST’s future transactions related to sale or lease of surplus property. Staff has received a briefing from MST General Counsel related to this issue.

Staff is monitoring SB 261 (Allen) as it may impact our region’s Metropolitan Transportation Plan/ Sustainable Communities Strategies (MTP/SCS). Previously approved SB 375 requires the California Air Resources Board (ARB) to set regional greenhouse gas (GHG) reduction targets for the state’s Metropolitan Planning Organizations (AMBAG in our region). Each MPO is required to create a Sustainable Communities Strategies (SCS) within their Metropolitan/Regional Transportation Plan (RTP) that addresses land use, housing and transportation. SB 216 would require ARB to develop new GHG emission reduction targets for the automobile and light truck sector and add new vehicle miles traveled (VMT) reduction targets to the requirements of an SCS. If the SCS is unable to meet the GHG emission reduction target established by ARB, the MPO is required to instead prepare an Alternative Planning Strategy (APS) to the SCS showing how those GHG emission reduction targets would be achieved through alternative development patterns, infrastructure, or additional measures or policies. The bill is well-intended, but questions remain whether the setting of new targets and the establishment of new metrics will drive new outcomes. CTA analysis
predicts that SB 261 will likely lead to more MPOs having to prepare an APS. CTA has raised specific concerns about the new VMT requirements, given that the key drivers of VMT – gas prices, transportation revenues, housing affordability, land-use decisions, and the health of the economy – are well outside the control of MPOs. These realities might threaten access to transit funding programs and transit supportive policies that require projects to be included in an approved SCS. SB 261 is a two-year bill that staff will continue to monitor.