



MONTEREY-SALINAS TRANSIT DISTRICT BOARD OF DIRECTORS MEETING AGENDA

September 13, 2021

Time: 10:00 AM Pacific Time (US and Canada)

Governor Newsom's COVID-19 Executive Order N-29-20 allows MST to hold meetings via teleconference and to make meetings accessible electronically to protect public health.

The September 13, 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, September 10, 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>

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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

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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 2022-04 recognizing Ruben Gomez, Mobility Specialist as Employee of the Month for August 2021. (Cristy Sugabo) (Page 7)
- 3-2. Adopt Resolution 2022-05 recognizing Jarred Augusta, Trainer as Employee of the Month for September 2021. (Lisa Cox) (Page 9)
- 3-3. Receive Draft Minutes of the MST Board Administrative Performance Committee Meeting on July 12, 2021. (Jeanette Alegar-Rocha) (Page 11)
- 3-4. Receive Report on Lost and Found Items Left on MST Property for the Months of March and April 2021. (Sonia Wills) (Pages 15)
- 3-5a&b. Financial Reports – June and July 2021. (Lori Lee) (Pages 17 - 32)
 - a) Accept reports of June and July 2021 Cash Flow
 - b) Approve June and July 2021 Disbursements
 - c) Accept Report of June and July Treasury Transactions
- 3-6. Approve Minutes of the MST Board Meeting on July 12, 2021. (Jeanette Alegar-Rocha) (Page 33)
- 3-7. Approve Resolution 2022-06 Approving the MST Bus Procurement Project and Authorizing the General Manager/CEO to Execute Grant Documents for State Transit Assistance/ State of Good Repair Funds and Authorizing the Execution of Program Certifications and Assurances. (Matt Deal) (Page 41)

- 3-8. Receive Draft Minutes of the MST Board Operations Performance Committee Meeting on August 16, 2021. (Jeanette Alegar-Rocha) (Page 45)
- 3-9. Receive Draft Minutes of the Measure Q Oversight (MQC) Committee Meeting on August 19, 2021. (Jeanette Alegar-Rocha) (Page 49)
- 3-10. Receive Draft Minutes of the Mobility Advisory Committee (MAC) on July 28, 2021. (Claudia Valencia) (Page 53)
- 3-11. Approve Changes to the Mobility Advisory Committee (MAC) Bylaws. (Cristy Sugabo) (Page 57)
- 3-12. Adopt Retirement Resolution 2022-07 Recognizing Francisco Figueroa, Coach Operator, for His 7 Years of Service. (Alvin Johnson) (Page 63)
- 3-13. Adopt Retirement Resolution 2022-08 Recognizing Steven Tingley, Communications Specialist, for His 4 Years of Service. (Alvin Johnson) (Page 65)
- 3-14. Receive Notice of Liability Claim Rejection by Julio Avalos. (Lisa Cox) (Page 67)
- 3-15. Receive Notice of Liability Claim Rejection by Brian Galaz. (Lisa Cox) (Page 69)
- 3-16. Reject Amended Claim by Megeredchian Law on Behalf of Maria D. Aguilar De Ramirez. (Lisa Cox) (Page 71)

End of Consent Agenda

4. RECOGNITIONS AND SPECIAL PRESENTATIONS

- 4-1. August 2021 Employee of the Month – Ruben Gomez
- 4-2. September 2021 Employee of the Month – Jarred Augusta
- 4-3. Retirement – Francisco Figueroa, 7 Years of Service
- 4-4. Retirement – Steven Tingley, 4 Years of Service
- 4-5. Recognition of 25 Years of Service – Agustin Ruelas
- 4-6. 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)
- 4-7. Receive Update on the South County Operations and Maintenance Facility Project. (Lisa Rheinheimer)

5. PUBLIC HEARINGS

- 5-1. Demolition of Former Fort Ord Buildings (Lisa Rheinheimer/Sandra Amorim) (Page 73)
 - 1. Open the Public Hearing on the Project and Accept Public Comments
 - 2. Close Public Hearing
 - 3. Award contract to Randazzo Enterprises in the Amount of \$961,873.00, Authorize General Manager/CEO to Execute Contract for Demolition Services of Former Fort Ord Buildings, and Adopt CEQA Findings/Exemptions Listed in this September 13, 2021 Board Memo under "CEQA and Environmental Determination."

6. ACTION ITEMS

- 6-1. Receive an Update on the Comprehensive Operational Analysis (COA) Draft Network Plan and Provide Feedback. (Michelle Overmeyer) (Page 115)
- 6-2. Receive an Update on the School Pass Program and Approve an Expansion to Allow Individual Schools and Student Organizations to Participate. (Michelle Overmeyer) (Page 155)
- 6-3. Approve MST's COVID Workplace Testing Policy. (Kelly Halcon). (Page 161)

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 – June and July (Page 165)
- 7-2. Federal Legislative Advocacy Report – September 2021 (Page 227)
- 7-3. State Legislative Advocacy Update (Page 229)
- 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.
 - a) The CalACT Autumn Conference in Monterey, CA from October 25-28, 2021. Early fee registration deadline - September 27. Contact Cristy Sugabo for registration.

- b) The CTA Fall Conference in Sacramento, CA from November 2 -4, 2021.
Early fee registration deadline - September 21.

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-Milias-Brown Act representative.

- 9-1. CONFERENCE WITH LEGAL COUNSEL—EXISTING LITIGATION (Gov. Code section 54956.9(d)(1).) Keep Fort Ord Wild; The Open Monterey Project v. Monterey-Salinas Transit, Monterey County Superior Court, Case No. 21CV002192.
- 9-2. CONFERENCE WITH LEGAL COUNSEL—EXISTING LITIGATION (Gov. Code section 54956.9(d)(1).) SNG Evariste, LLC v. Monterey-Salinas Transit, Monterey County Superior Court, Case No. 21CV002572.
- 9-3. Review General Manager/CEO Performance Evaluation Gov. Code § 54957. (Dan Albert)

10. ATTACHMENTS

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

11. ADJOURN

NEXT SCHEDULED MEETING DATE: October 11, 2021

10:00 a.m.

NEXT SCHEDULED AGENDA DEADLINE: September 28, 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/>*

**RUBEN GOMEZ
AUGUST 2021
EMPLOYEE OF THE MONTH**

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

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

WHEREAS, Ruben Gomez began his career with Monterey-Salinas Transit in January of 2017 as a Mobility Specialist. He has provided a high level of support within the Mobility Department. His outstanding efforts were previously recognized when he was awarded Employee of the Month in February of 2019; and

WHEREAS, Ruben Gomez's responsibility within the Mobility department is to provide support for many of the programs administered by MST's Mobility Department. In 2019, he took over the role of administering the TRIPS program which provides transportation options to our seniors, veterans, and persons with disabilities who live outside of MST's service area; and

WHEREAS, Ruben Gomez provided support to the COVID Tracing Unit during the pandemic and continues to do so as needed. He assisted with reviewing bus videos and conducting wellness checks on COVID positive and/or quarantined employees.

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

BE IT FURTHER RESOLVED that Ruben Gomez 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 2022-04 this 13th day of September 2021.

Dan Albert
Board Chair

Carl G. Sedoryk
Board Secretary

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**JARRED AUGUSTA
SEPTEMBER 2021
EMPLOYEE OF THE MONTH**

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

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

WHEREAS, Jarred Augusta began his career with Monterey-Salinas Transit as a Coach Operator in August of 2015. He was later promoted to Trainer in September of 2018; and

WHEREAS, Jarred Augusta ensures that safety is MST's #1 priority. He acts immediately when he identifies safety concerns and addresses those issues through Safety Newsletters, campaigns and safety alert memos; and

WHEREAS, Jarred Augusta has not only taken on more work in the last two months, but he has also assisted in other departments to continue to learn new things and help to pass what he has learned onto other MST employees.

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

BE IT FURTHER RESOLVED that Jarred Augusta 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 2022-05 this 13th day of September 2021.

Dan Albert
Board Chair

Carl G. Sedoryk
Board Secretary

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Board Administrative Performance Committee (BAPC)
ZOOM Teleconference Meeting

Draft Minutes

July 9, 2021
9:00 a.m.

Present:	Mike LeBarre (Chair)	City of King
	Yanely Martinez	City of Greenfield
	David Burnett	City of Marina
	Dave Pacheco (Vice Chair)	City of Seaside
	Luis Alejo	County of Monterey
Absent:	John Gaglioti	City of Del Rey Oaks
Staff:	Carl Sedoryk	General Manager/CEO
	Lisa Rheinheimer	Assistant General Manager
	Norman Tuitavuki	Chief Operating Officer
	Kelly Halcon	Director of HR & Risk Management
	Mark Eccles	Director of Information Technology
	Michelle Overmeyer	Director of Planning & Innovation
	Jeanette Alegar-Rocha	Deputy Secretary
	Andrea Williams	General Accounting & Budget Manager
	Ikuyo Yoneda-Lopez	Marketing & Customer Service Manager
	Marzette Henderson	Contract Services Manager
	Deanna Smith	Civil Rights Officer
	Lisa Cox	Risk and Safety Manager
	Alvin Johnson	Transportation Manager
	Dave Bielsker	Transit Scheduler
Counsel:	David Laredo	General Counsel, De Lay & Laredo
Consultant:	Don Gilchrest	Thomas Walters & Associates

1. **CALL TO ORDER**

Chair LeBarre called the meeting to order at 9:02 a.m. with roll call taken as the meeting was held via ZOOM teleconference. Directors Alejo, Burnett, LeBarre, Martinez, and Pacheco were present and Director Gaglioti was absent. A quorum was established.

2. PUBLIC COMMENTS NOT ON THE AGENDA

Members of the public may address the Committee on any matter related to the jurisdiction of MST but not on the agenda. There is a time limit of not more than three minutes for each speaker. The Committee will not take action or respond immediately to any public comments presented, but may choose to follow-up at a later time, either individually, through staff, or on a subsequent agenda.

Public Comment - None

3. CONSENT AGENDA

- 3-1. Approve Minutes of the Board Administrative Performance Committee of April 12, 2021. (Jeanette Alegar-Rocha)

Public Comment - None

Director Alejo made the motion to approve item 3-1 on the consent agenda, which was seconded by Director Burnett. A roll call vote was taken with 5 votes in favor: Directors Alejo, Burnett, LeBarre, Martinez, and Pacheco and one absent: Gaglioti. The motion passed.

4. ACTION ITEMS

- 4-1. Review of Administrative Performance. (Carl Sedoryk) (Refer to MST Board Agenda Item 8-1)

The Committee received a report from Carl Sedoryk on Board agenda item 8-1 MST Administrative Performance.

Public Comment - None

- 4-2. Receive State Legislative Advocacy Update. (Michelle Overmeyer)

The Committee received an update from Michelle Overmeyer on Board agenda item 8-3 State Legislative Advocacy Update.

Public Comment - None

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

The Committee received an update from Don Gilchrest of Thomas Walters and Associates on Board agenda item 8-2 Federal Legislative Report.

Public Comment - None

- 4-4. Receive July 2021 Progress Update of the MST COVID -19 Recovery Plan. (Michelle Overmeyer) (Refer to MST Board Agenda Item 7-1)

The Committee received a July 2021 Progress Update of the MST COVID-19 Recovery Plan.

Public Comment - None

5. CLOSED SESSION

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

None.

6. COMMENTS AND ANNOUNCEMENTS

None.

7. ADJOURN

There being no further business, Chair LeBarre adjourned the meeting at 9:43 a.m.

PREPARED BY:


Jeanette Alegar-Rocha

REVIEWED BY:


Carl G. Sedoryk

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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 Months of March and April 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.

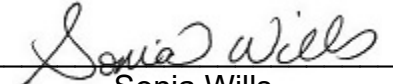
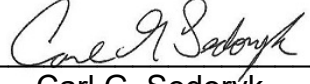
DISCUSSION:

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.

March and April 2021

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

Prepared by:  Sonia Wills
Reviewed by:  Carl G. Sedoryk

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To: Board of Directors
From: Lori Lee
Subject: **FINANCIAL REPORTS – JUNE 2021**

RECOMMENDATION:

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

FISCAL IMPACT:

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

Beginning balance June 1, 2021	\$20,366,243.14
Revenues	10,400,569.19
Disbursements	<u><5,190,824.94></u>
Ending balance June 30, 2021	<u><u>\$25,575,987.39</u></u>

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 June 2021, using the Board Approved FY 2021 Mid-Year Budget Adjustments, MST had a \$2,574,510 year-to-date surplus to budget on the fixed-route operations and a \$610,527 surplus to budget on the MST RIDES operations, resulting in an overall year-to-date surplus of \$3,185,037.

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 June Budget vs. Actual reports contained in Attachment #4:

1. Fuel & Lubricants – This 7.4% fixed route and 16.3% RIDES negative variance for the month of June can be attributed to MST's fuel cost per gallon continuing to increase. 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 2022 fiscal year.
2. Purchased Transportation – This 5.8% negative variance for the month is due to the addition of hours needed to cover operations related to the service changes. For the fiscal year this category is 4.2% below budget.

The financial impact of the COVID-19 pandemic began in mid-June 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 June, MST spent \$30,536 on COVID-19 supplies. This amount includes \$10,844 for MV bus sanitation 2021 services. This information will be provided for each finance report until the pandemic is over.

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

PREPARED BY:  REVIEWED BY: 
Lori Lee Carl G. Sedoryk

(REVENUES & DISBURSEMENTS)**CASH FLOW**

Beginning balance 06/01/2021 20,366,243.14

Revenues

Passenger Revenue	165,203.43	
DOD Revenue	7,704.95	
LTF / STA / SGR	1,552,122.96	
TIFIA Loan Proceeds	1,269,474.34	
Sales Tax	866,904.00	
Grants	6,520,832.13	
Interest Income	6,521.65	
Non Transit Revenue	11,805.73	
Total Revenues	10,400,569.19	10,400,569.19

Disbursements

Operations (See Attachment #2)	3,323,272.12	
Capital	1,867,552.82	
Total Disbursements		(5,190,824.94)

Ending balance 06/30/2021 **25,575,987.39**

COMPOSITION OF ENDING BALANCE

Checking - Mechanics Bank	269,816.28
Local Agency Investment Fund (LAIF)	7,213,859.49
Money Market - Mechanics Bank MM	5,464,306.15
Money Market - Mechanics Bank	8,831,229.50
Money Market - LCTOP	1,783,494.69
Money Market - State of Good Repair	1,508,544.44
Money Market - FOR A/Other	485,521.97
Bank of America - Escrow	8,988.37
Petty cash fund, STC Coin Machine, and 2 change funds	10,226.50
Total	<u>25,575,987.39</u>

PAYROLL ACCOUNT

June 4 Payroll & Related Expenses	533,539.21	
June 18 Payroll & Related Expenses	591,767.85	
PERS & 457	320,382.05	
Garnishments	2,584.32	
PERS Health Insurance	<u>344,941.94</u>	
	1,793,215.37	1,793,215.37

GENERAL ACCOUNT

Disbursements on Attached Summary	3,273,277.03	
Paydown Loans	64,848.52	
Prepaid Interest	2,604.65	
Transfers to RTA	1,000.00	
Workers Comp. Disbursements	44,155.24	
Interest Expense	9,224.57	
Bank Service Charge	<u>2,499.56</u>	
	3,397,609.57	3,397,609.57

Total Disbursements	<u>5,190,824.94</u>
Less Capital Disbursements & Transfers	(1,867,552.82)
Operating Disbursements	<u><u>3,323,272.12</u></u>

DISBURSEMENTS SUMMARY:
GENERAL ACCOUNT DISBURSEMENTS FOR June 01, 2021 - June 30, 2021

CHECK PRINT DATE	CHECKS	TOTAL
Accounts Payable 06/02/2021	59706 - 59746	5,637.14
Accounts Payable 06/11/2021	59747 - 59863	907,812.17
Accounts Payable 06/14/2021	59864 - 59870	1,100.00
Accounts Payable 06/25/2021	59871 - 59963	2,075,829.68
Accounts Payable 06/23/2021	59964 - 59971	35,852.20
Accounts Payable 06/29/2021	59972 - 60019	247,045.84
TOTAL		<u>3,273,277.03</u>

CHECKS \$100,000 AND OVER

VENDOR	BOARD APPROVED	CHECK CHECK	CHECK DATE	AMOUNT
DIEDE CONSTRUCTION, INC	South County Facility Board Approved 12/09/19	59890	6/25/21	1,759,039.47
TRAPEZE SOFTWARE GROUP	Recurring Expense Annual Maintenance	60016	6/29/21	123,623.04
TRAPEZE SOFTWARE GROUP	Recurring Expense Annual Maintenance	60017	6/29/21	119,268.00
MV TRANSPORTATION	Recurring Expense	59826	6/11/21	595,864.47

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

VENDOR	GENERAL MANAGER APPROVED	CHECK CHECK	CHECK DATE	AMOUNT
SC FUELS	Recurring Expense	59943	6/25/21	58,022.93
SC FUELS	Recurring Expense	59944	6/25/21	25,960.60

CURRENT COVID-19 RELATED ACCUMULATED EXPENSES

Expenses paid through 06/11/2021	1,354,710.84
Payroll and benefits for payperiods 3/7/20-7/09/2021	2,462,107.42
Total COVID-19 costs paid	<u>3,816,818.26</u>

MV Transportation Inc. - Amendment #7:	
COVID-19 expenses reimbursed to date	142,223.36
Total MV COVID-19 expenses reimbursed to date	<u>142,223.36</u>

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.

**TREASURY TRANSACTIONS
FOR JUNE 2021**

LAIF ACCOUNT

<u>Date</u>	<u>Account</u>	<u>Description</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
Balance Forward at 06/01/2021					7,207,974.39
Quarterly interest earned - 0.33%			5,885.10		7,213,859.49
Local Agency Investment Fund:					
LAIF Treasury Balance at 06/30/2021					7,213,859.49

MECHANICS BANK MM ACCOUNT

<u>Date</u>	<u>Account</u>	<u>Description</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
Balance Forward at 06/01/2021					9,079,314.68
06/03/21	308	AP/Payroll		850,000.00	8,229,314.68
06/08/21	308	LCTOP	158,723.31		8,388,037.99
06/10/21	308	AP/Payroll		800,000.00	7,588,037.99
06/17/21	308	AP/Payroll		444,000.00	7,144,037.99
06/24/21	308	AP/Payroll		1,680,000.00	5,464,037.99
06/30/21		Interest	268.16		5,464,306.15
MECHANICS MM Balance at 06/30/2021					5,464,306.15

MONTEREY-SALINAS TRANSIT DISTRICT

Revenue & Expense - Consolidated

Budget vs Actual

For the Period from June 1, 2021 to June 30, 2021

(Amounts are in USD)

(Includes Fund: 001|004|005)

(Includes G/L Budget Name: BUDFY21)

	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
Revenue						
Passenger Fares	187,573	138,299	49,274	1,677,616	1,659,588	18,028
Special Transit	9,035	6,545	2,490	69,429	78,540	-9,111
Cash Revenue	12,778	14,747	-1,969	146,043	176,964	-30,921
Cash Grants & Reimbursement	4,149,058	4,155,439	-6,381	49,798,588	49,865,268	-66,680
Total Revenue	4,358,443	4,315,030	43,413	51,691,677	51,780,360	-88,683
Expenses						
Labor	1,191,352	1,240,610	-49,258	14,255,822	14,887,320	-631,498
Benefits	851,388	876,670	-25,282	10,286,943	10,520,040	-233,097
Advertising & Marketing	2,588	9,826	-7,238	77,779	117,912	-40,133
Professional & Technical	42,676	88,986	-46,310	797,407	1,067,832	-270,425
Outside Services	43,322	47,661	-4,339	533,897	571,932	-38,035
Outside Labor	135,329	166,895	-31,566	1,382,429	2,019,864	-637,435
1 Fuel & Lubricants	151,855	141,430	10,425	1,562,916	1,697,160	-134,244
Supplies	52,263	95,516	-43,253	687,364	1,146,192	-458,828
Vehicle Maintenance	58,158	87,267	-29,109	825,092	1,047,204	-222,112
Marketing Supplies		2,667	-2,667	6,435	32,004	-25,569
Utilities	49,046	63,256	-14,210	579,163	759,072	-179,909
Insurance	54,860	112,943	-58,083	1,281,096	1,355,316	-74,220
Taxes	12,537	10,158	2,379	110,498	121,896	-11,398
Purchased Transportation	404,550	382,422	22,128	4,398,457	4,589,064	-190,607
Miscellaneous Expenses	25,602	34,618	-9,016	320,027	415,416	-95,390
Interfund transfers						
Pass Thru/Behalf of Others						
Interest Expense	11,981	15,000	-3,019	159,052	180,000	-20,948
Leases & Rentals	39,745	41,966	-2,221	467,672	503,592	-35,920
Total Operating Expenses	3,127,251	3,417,891	-290,640	37,732,047	41,031,816	-3,299,769
Operating Surplus (Deficit)	1,231,192	897,139	334,053	13,959,630	10,748,544	3,211,086

MONTEREY-SALINAS TRANSIT DISTRICT

Revenue & Expense - Consolidated

Budget vs Actual

For the Period from June 1, 2021 to June 30, 2021

(Amounts are in USD)

(Includes Fund: 002)

(Includes G/L Budget Name: BUDFY21)

	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
Revenue						
Passenger Fares	10,773	7,663	3,110	123,025	91,956	31,069
Special Transit	1,538		1,538	18,683		18,683
Cash Revenue						
Cash Grants & Reimbursement	406,420	383,173	23,247	4,688,006	4,598,076	89,930
Total Revenue	418,730	390,836	27,894	4,829,714	4,690,032	139,682
Expenses						
Labor	5,013	9,604	-4,591	107,528	115,248	-7,720
Benefits	12,433	7,983	4,450	96,759	95,796	963
Advertising & Marketing		417	-417		5,004	-5,004
Professional & Technical		417	-417		5,004	-5,004
Outside Services						
Outside Labor	-13,433	9,399	-22,832	91,777	112,788	-21,011
1 Fuel & Lubricants	41,079	35,307	5,772	416,942	423,684	-6,742
Supplies	781	2,050	-1,269	5,163	24,600	-19,437
Vehicle Maintenance						
Marketing Supplies	120		120	280		280
Utilities	120	120		1,440	1,440	
Insurance						
Taxes						
Purchased Transportation	287,288	311,362	-24,074	3,362,536	3,736,344	-373,808
Miscellaneous Expenses	10,081	14,177	-4,096	136,762	170,124	-33,362
Interfund transfers						
Pass Thru/Behalf of Others						
Interest Expense						
Leases & Rentals						
Total Operating Expenses	343,482	390,836	-47,354	4,219,187	4,690,032	-470,845
Operating Surplus (Deficit)	75,248		75,248	610,527		610,527

To: Board of Directors
From: Lori Lee
Subject: **FINANCIAL REPORTS – JULY 2021**

RECOMMENDATION:

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

FISCAL IMPACT:

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

Beginning balance July 1, 2021	\$25,575,987.39
Revenues	8,424,556.43
Disbursements	<u><6,000,996.11></u>
Ending balance July 31, 2021	<u><u>\$27,999,547.71</u></u>

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 July 2021, using the Board adopted FY 2022 Budget, MST had a \$408,730 year-to-date surplus to budget on fixed-route operations and a \$158,043 surplus to budget on MST RIDES operations, resulting in an overall year-to-date surplus of \$566,773.

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 July Budget vs. Actual reports contained in Attachment #4:

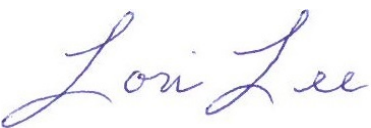
1. Fuel & Lubricants – This 18.7% fixed route negative variance for the month of July can be attributed to MST's fuel cost per gallon continuing to increase. Staff is actively monitoring and using the information to calculate fuel costs for this current fiscal year 2022.
2. Purchased Transportation – This 8.3% negative variance for the month is due to the addition of hours needed to cover operations related to service changes. We anticipate some fluctuations in this category as we continue to adjust service.

The financial impact of the COVID-19 pandemic began in mid-July 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 July, MST spent \$44,636 on COVID-19 supplies. This amount includes \$28,073 for MV bus sanitation services and PPE supplies. This information will be provided for each finance report until the pandemic is over.

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

PREPARED BY: 
Lori Lee

REVIEWED BY: 
Carl G. Sedoryk

(REVENUES & DISBURSEMENTS)**CASH FLOW**

Beginning balance 07/01/2021 25,575,987.39

Revenues

Passenger Revenue	255,295.63	
DOD Revenue	8,113.30	
LTF / STA / SGR	2,079,621.00	
TIFIA Loan Proceeds	2,353,531.72	
Sales Tax	1,178,662.77	
Grants	2,524,340.50	
Interest Income	568.87	
Non Transit Revenue	24,422.64	
Total Revenues	8,424,556.43	8,424,556.43

Disbursements

Operations (See Attachment #2)	4,415,327.20	
Capital	1,585,668.91	
Total Disbursements		(6,000,996.11)

Ending balance 07/31/2021 **27,999,547.71**

COMPOSITION OF ENDING BALANCE

Checking - Mechanics Bank	497,136.01
Local Agency Investment Fund (LAIF)	7,213,859.49
Money Market - Mechanics Bank MM	16,482,550.99
Money Market - Mechanics Bank	9,100.99
Money Market - LCTOP	1,783,553.33
Money Market - State of Good Repair	1,508,594.04
Money Market - FOR A/Other	485,537.93
Bank of America - Escrow	8,988.43
Petty cash fund, STC Coin Machine, and 2 change funds	10,226.50
Total	27,999,547.71

PAYROLL ACCOUNT

July 2 Payroll & Related Expenses	559,999.53	
July 16 Payroll & Related Expenses	591,195.08	
July 30 Payroll & Related Expenses	612,299.11	
PERS & 457	346,630.24	
Garnishments	2,890.65	
PERS Health Insurance	<u>344,284.08</u>	
	2,457,298.69	2,457,298.69

GENERAL ACCOUNT

Disbursements on Attached Summary	3,371,658.04	
Paydown Loans	65,394.41	
ACH Payments	5,428.00	
Clear Voided Checks to Board Member	141.88	
Transfers to RTA	704.01	
Workers Comp. Disbursements	88,991.82	
Interest Expense	8,678.68	
Bank Service Charge	<u>2,700.58</u>	
	3,543,697.42	3,543,697.42
Total Disbursements		<u>6,000,996.11</u>
Less Capital Disbursements & Transfers		(1,585,668.91)
Operating Disbursements		<u><u>4,415,327.20</u></u>

DISBURSEMENTS SUMMARY:
GENERAL ACCOUNT DISBURSEMENTS FOR July 01, 2021 - July 31, 2021

CHECK PRINT DATE	CHECKS	TOTAL
Accounts Payable 07/09/2021	60020 - 60114	2,199,722.44
Accounts Payable 07/12/2021	60115 - 60115	587,934.66
Accounts Payable 07/14/2021	60116 - 60122	1,100.00
Accounts Payable 07/15/2021	60123 - 60123	1,177.12
Accounts Payable 07/23/2021	60124 - 60228	464,411.32
Accounts Payable 07/22/2021	60229 - 60230	17,020.81
Accounts Payable 07/26/2021	60231 - 60292	100,291.69
TOTAL		<u>3,371,658.04</u>

CHECKS \$100,000 AND OVER

VENDOR	BOARD APPROVED	CHECK	CHECK DATE	AMOUNT
DIEDE CONSTRUCTION, INC	South County Facility Board Approved 12/09/19	60040	7/9/21	1,429,582.80
PRISM	Recurring Expense	60087	7/9/21	127,437.00
	Workers Comp Excess Ins			
CALIF TRANSIT INS	Recurring Expense	60031	7/9/21	146,344.50
POOL	Quarterly Insurance			
MV TRANSPORTATION	Recurring Expense	60115	7/12/21	587,934.66

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

VENDOR	GENERAL MANAGER APPROVED	CHECK	CHECK DATE	AMOUNT
ALLIANT INSURANCE SERVICES, INC	Annual Property Insurance Premium	60022	7/9/21	90,336.59
SALINAS YELLOW CAB CO INC	Recurring Expense	60093	7/9/21	53,186.00
SC FUELS	Recurring Expense	60094	7/9/21	65,962.75
SC FUELS	Recurring Expense	60095	7/9/21	28,851.53
SC FUELS	Recurring Expense	60208	7/23/21	93,885.92
SC FUELS	Recurring Expense	60209	7/23/21	57,393.95

CURRENT COVID-19 RELATED ACCUMULATED EXPENSES

Expenses paid through 08/17/2021	1,391,956.71
Payroll and benefits for payperiods 3/7/20-8/13/2021 paid	<u>2,493,277.72</u>
	<u>3,885,234.43</u>
 MV Transportation Inc. - Amendment #7:	
COVID-19 expenses reimbursed to date	<u>180,904.23</u>
Total MV COVID-19 expenses reimbursed to date	<u>180,904.23</u>

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.

**TREASURY TRANSACTIONS
FOR JULY 2021**

LAIF ACCOUNT

<u>Date</u>	<u>Account</u>	<u>Description</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
Balance Forward at 07/01/2021					7,213,859.49
Quarterly interest earned - 0.33%					7,213,859.49
Local Agency Investment Fund:					
LAIF Treasury Balance at 07/31/2021					7,213,859.49

MECHANICS BANK MM ACCOUNT

<u>Date</u>	<u>Account</u>	<u>Description</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
Balance Forward at 07/01/2021					5,464,306.15
07/01/21	308	AP/Payroll		500,000.00	4,964,306.15
07/08/21	308	Homeland Security		209,649.68	4,754,656.47
07/08/21	308	LTF	1,552,128.86		6,306,785.33
07/08/21	308	TIFIA Loan	1,267,100.29		7,573,885.62
07/08/21	308	Fed 5307 CARES	6,212,640.00		13,786,525.62
07/08/21	308	AP/Payroll		2,625,000.00	11,161,525.62
07/12/21	308	AP/Payroll		550,000.00	10,611,525.62
07/15/21	308	AP/Payroll	600,000.00		11,211,525.62
07/30/21	308	TIFIA Loan	2,353,531.11		13,565,056.73
07/30/21	308	LTF	2,079,621.00		15,644,677.73
07/30/21	308	Fed 5339 SCO	837,539.00		16,482,216.73
07/30/21	308	Wire Fee	10.00		16,482,226.73
07/31/21		Interest	324.26		16,482,550.99
MECHANICS MM Balance at 07/31/2021					16,482,550.99

MONTEREY-SALINAS TRANSIT DISTRICT

Revenue & Expense - Consolidated

Budget vs Actual

For the Period from July 1, 2021 to July 31, 2021

(Amounts are in USD)

(Includes Fund: 001|004|005)

(Includes G/L Budget Name: BUDFY22)

	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
Revenue						
Passenger Fares	198,934	172,875	26,059	198,934	172,875	26,059
Special Transit	9,494	49,583	-40,089	9,494	49,583	-40,089
Cash Revenue	22,062	15,841	6,221	22,062	15,841	6,221
Cash Grants & Reimbursement	3,669,092	3,669,092		3,669,092	3,669,092	
Total Revenue	3,899,582	3,907,391	-7,809	3,899,582	3,907,391	-7,809
Expenses						
Labor	1,228,166	1,450,839	-222,673	1,228,166	1,450,839	-222,673
Benefits	938,319	945,305	-6,986	938,319	945,305	-6,986
Advertising & Marketing	4,017	13,667	-9,650	4,017	13,667	-9,650
Professional & Technical	42,698	79,092	-36,394	42,698	79,092	-36,394
Outside Services	43,885	55,466	-11,581	43,885	55,466	-11,581
Outside Labor	129,631	183,749	-54,118	129,631	183,749	-54,118
1 Fuel & Lubricants	259,164	218,316	40,848	259,164	218,316	40,848
Supplies	58,979	118,852	-59,873	58,979	118,852	-59,873
Vehicle Maintenance	60,882	83,517	-22,635	60,882	83,517	-22,635
Marketing Supplies	215	3,084	-2,869	215	3,084	-2,869
Utilities	56,931	68,605	-11,674	56,931	68,605	-11,674
Insurance	77,088	89,617	-12,529	77,088	89,617	-12,529
Taxes	14,971	16,803	-1,832	14,971	16,803	-1,832
2 Purchased Transportation	412,480	380,950	31,530	412,480	380,950	31,530
Miscellaneous Expenses	16,924	33,928	-17,004	16,924	33,928	-17,004
Interfund transfers						
Pass Thru/Behalf of Others						
Interest Expense	11,220	15,300	-4,080	11,220	15,300	-4,080
Leases & Rentals	39,396	54,416	-15,020	39,396	54,416	-15,020
Total Operating Expenses	3,394,967	3,811,506	-416,539	3,394,967	3,811,506	-416,539
Operating Surplus (Deficit)	504,615	95,885	408,730	504,615	95,885	408,730

MONTEREY-SALINAS TRANSIT DISTRICT

Revenue & Expense - Consolidated

Budget vs Actual

For the Period from July 1, 2021 to July 31, 2021

(Amounts are in USD)

(Includes Fund: 002)

(Includes G/L Budget Name: BUDFY22)

	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
Revenue						
Passenger Fares	12,386	9,583	2,803	12,386	9,583	2,803
Special Transit	2,093		2,093	2,093		2,093
Cash Revenue						
Cash Grants & Reimbursement	530,528	530,528		530,528	530,528	
Total Revenue	545,007	540,111	4,896	545,007	540,111	4,896
Expenses						
Labor	9,502	11,375	-1,873	9,502	11,375	-1,873
Benefits	5,977	6,933	-956	5,977	6,933	-956
Advertising & Marketing		417	-417		417	-417
Professional & Technical		417	-417		417	-417
Outside Services						
Outside Labor	7,216	6,500	716	7,216	6,500	716
Fuel & Lubricants	39,668	45,725	-6,057	39,668	45,725	-6,057
Supplies	684	1,709	-1,025	684	1,709	-1,025
Vehicle Maintenance						
Marketing Supplies						
Utilities	120	120		120	120	
Insurance						
Taxes						
Purchased Transportation	303,541	446,309	-142,768	303,541	446,309	-142,768
Miscellaneous Expenses	16,509	16,859	-350	16,509	16,859	-350
Interfund transfers						
Pass Thru/Behalf of Others						
Interest Expense						
Leases & Rentals						
Total Operating Expenses	383,218	536,364	-153,146	383,218	536,364	-153,146
Operating Surplus (Deficit)	161,790	3,747	158,043	161,790	3,747	158,043

MEETING OF THE MST BOARD OF DIRECTORS

MEETING MINUTES

July 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
	Orlando Osornio	City of Salinas (Alternate)
	Mary Ann Carbone	City of Sand City
	Dave Pacheco	City of Seaside
	Anna Velazquez	City Soledad
	Luis Alejo	County of Monterey
Absent:	Tony Barrera	City of Salinas
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
	Ikuyo Yoneda-Lopez	Marketing & Customer Service Manager
	Alvin Johnson	Transportation Manager
	Elena Grigorichina	Operations Analyst
	Matthew Deal	Grants Analyst
	Sloan Campi	Transit Planning Manager
	Emma Patel	Associate Planner
	Scott Taylor	IT Manager
	Ezequiel Rebollar	IT Technician
	Angelina Ruiz	HR Manager

	Lisa Cox David Bielsker Kevin Allshouse Jose Sanchez-Barajas Ruben Gomez Lesley Van Dalen Sandra Amorim Beronica Carriedo Tricia Ferrante	Risk and Safety Manager Transit Scheduler Mobility Coordinator Mobility Specialist Mobility Specialist Mobility Specialist Procurement and Contracts Manager Community Relations Coordinator Trainer
Counsel:	David Laredo Michael D. Laredo	General Counsel, De Lay & Laredo Associate Counsel, De Lay & Laredo
Public:	Douglas Thomsen Debbie Hale Madilyn Jacobsen Peter Meyerhofer Tad Stearn Theresa Wright Todd Muck Kevin Dayton Molly Erickson Brian La Neve Mike Weaver Margaret Davis	MV Transportation Transportation Agency for Monterey County Transportation Agency for Monterey County Kimley-Horn Kimley-Horn Transportation Agency for Monterey County Transportation Agency for Monterey County Salinas Valley and Monterey Chambers of Commerce Stamp / Erickson Law California Native Plant Society Highway 68 Coalition Monterey Peninsula Resident

Apology is made for any misspelling of a name.

1. CALL TO ORDER

- 1-1. Roll Call.
- 1-2. Pledge of Allegiance.
- 1-3. Review Highlights of the agenda. (Carl Sedoryk)

Chair Albert called the meeting to order at 10:00 a.m. and led the pledge of allegiance. General Manager/CEO Carl Sedoryk reviewed the highlights of the agenda. Roll call was taken as the meeting was held via ZOOM teleconference. A quorum was established.

Legal Counsel Dave Laredo proposed an amendment to the closed session agenda based on a letter dated July 12, 2021 received the morning of the Board meeting. Recommendation by Counsel was to add the new item for review by a super majority vote.

Public Comments-

Kevin Dayton from Salinas Valley and Monterey Peninsula Chambers of Commerce in response to the additional item received for closed session 3-1, spoke in support of the SURF! Project.

Mike Weaver, asked to confirm receipt of his public comment letter related to project SURF! sent to the clerk@mst.org. MST staff will send an email to confirm receipt of the letter.

Director Gaglioti made the motion to amend the closed session agenda with a new item for review which was seconded by Director Worthy. A roll call vote was taken with 13 votes in favor; Albert, Alejo, Amelio, Baron, Burnett, Carbone, Gaglioti, LeBarre, Martinez, Osornio, Pacheco, Velazquez, Worthy, and none against. The motion passed.

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)

Public Comment – None

3. CLOSED SESSION

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

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

- 3-1. Pursuant to Government Code Section 54956.9 (d)(2), the Board will confer with legal counsel regarding one matter of significant exposure to litigation as stated on June 28, 2021 by letter from Molly Erickson, STAMP | ERICKSON, Attorneys at Law that a failure of MST to act as demanded will result in judicial challenge.

- 3-2. Pursuant to Government Code Section 54956.9 (d)(2), the Board will confer with legal counsel regarding one new item related existing litigation: Keep Fort Ord Wild; The Open Monterey Project v. Monterey-Salinas Transit, Monterey County Superior Court, Case No. 21CV002192
- 3-3. Review General Manager/CEO Performance Evaluation Gov. Code § 54957.
- 3-4. Return from Closed Session and Report on Item.

General Counsel, Dave Laredo reported that Board was provided background by staff on all closed session items but no reportable action was taken.

4. CONSENT AGENDA

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

- 4-1. Adopt Resolution 2022-01 recognizing Reina Diaz Villanueva, Coach Operator as Employee of the Month for July 2021. (Alvin Johnson)
- 4-2. Receive Draft Minutes of the MST Board Operations Performance Committee Meeting on June 14, 2021. (Jeanette Alegar-Rocha)
- 4-3. Approve Minutes of the MST Board Meeting on June 14, 2021. (Jeanette Alegar-Rocha)
- 4-4. Receive Report on Lost and Found Items Left on MST Property for the Month of March 2021. (Sonia Wills)
- 4-5. Financial Reports – May 2021. (Lori Lee)
 - A. Accept report of May 2021 Cash Flow
 - B. Approve May 2021 Disbursements
 - C. Accept Report of May 2021 Treasury Transactions
- 4-6. Receive Draft Minutes of the MAC Committee on May 26, 2021. (Claudia Valencia)
- 4-7. Receive Update on the August 21st Service Change. (Sloan Campi)

End of Consent Agenda

Public Comment – None

Director Gaglioti made the motion to approve all items on the consent agenda which was seconded by Directed Velazquez. A roll call vote was taken with 13 votes in favor: Albert, Alejo, Amelio, Baron, Burnett, Carbone, Gaglioti, LeBarre, Martinez, Osornio, Pacheco, Velazquez, Worthy, and none against. The motion passed.

1. RECOGNITIONS AND SPECIAL PRESENTATIONS

- 5-1. Employee of the Month, July 2021, Reina Diaz Villanueva (Alvin Johnson)
- 5-2. 20 Years of Service – Mark Eccles, Director of Information Technology. (Carl Sedoryk)
- 5-3. 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)

Public Comment - None

2. PUBLIC HEARINGS

None

3. ACTION ITEMS

- 7-1. Receive July 2021 Progress Update of the MST COVID-19 Recovery Plan. (Michelle Overmeyer)

Public Comment - None

- 7-2. Receive Updated Continuity of Operations Plan (COOP) for Disasters or Other Emergencies. (Norman Tuitavuki)

Public Comment - None

- 7-3. Receive Update on Renewed Academic Year 2021-2022 Partnerships and:
 - A. Authorize the General Manager/CEO to enter into contract with CSUMB for the Fall 2021 semester in an amount not to exceed \$487,500.
 - B. Authorize the General Manager/CEO to enter into contract with Hartnell College for the full 2021-2022 school year in an amount not to exceed \$214,000.
 - C. Authorize the General Manager/CEO to enter into contract with Monterey Peninsula College for the full 2021-2022 school year in an amount not to exceed \$72,000. (Michelle Overmeyer)

Public Comment - None

Director Gaglioti made the motion to approve agenda item 7-3 which was seconded by Directed Worthy. A roll call vote was taken with 13 votes in favor: Albert, Alejo, Amelio, Baron, Burnett, Carbone, Gaglioti, LeBarre, Martinez, Osornio, Pacheco, Velazquez, Worthy, and none against. The motion passed.

- 7-4. SURF! Busway and Bus Rapid Transit Project
 - A. Rescind Board Action of June 14th regarding the SURF! Busway and Bus Rapid Transit Project approving Resolution 2021-25; Rescission will have the following effect to nullify these actions:
 - 1. Approving findings (includes SB 288 statutory exemption) and adopting the final Initial Study/ Mitigated Negative Declaration; and
 - 2. Approving the Mitigation Monitoring and Reporting Program; and
 - 3. Approving the project.
 - B. Receive Public Comments
 - C. Approve Resolution 2022-02 finding the SURF! Busway and Bus Rapid Transit Project exempt from CEQA under the SB 288 statutory exemption.
 - D. Consider and Approve Resolution 2022-03 regarding the SURF! Busway and Bus Rapid Transit Project. This action will have the following effect:
 - 1. Approving findings and adopting the final Initial Study/ Mitigated Negative Declaration; and
 - 2. Approving the Mitigation Monitoring and Reporting Program; and
 - 3. Approving the project. (Michelle Overmeyer)

Director LeBarre made the motion to approve agenda items 7-4a and 7-4b as recommended by staff which was seconded by Directed Amelio. A roll call vote was taken with 13 votes in favor; Albert, Alejo, Amelio, Baron, Burnett, Carbone, Gaglioti, LeBarre, Martinez, Osornio, Pacheco, Velazquez, Worthy, and none against. The motion passed.

Public Comments

Kevin Dayton on behalf of the Salinas Valley and Monterey Peninsula Chambers of Commerce supports the SURF! Project.

Bryan La Neve on behalf of the Monterey Bay Chapter of the California Native Plant Society expressed concerns related to environmental impacts to protected coastal zone habit and endangered plants.

Molly Erickson on behalf of her clients, Keep Fort Ord Wild and The Open Monterey Project commented that the proposed SURF! project would not have any favorable impact to traffic on Highway 1. Ms. Erickson added that MST should focus on the Comprehensive Operational Analysis project in progress.

Mike Weaver commented on the priority to protect the aesthetics of scenic Highway 1 and concerns about the cost of the project.

Margaret Davis commented on behalf of recreational and alternative trails of the Monterey County to rescind the approval of Project SURF!

Director Gaglioti made the motion to approve agenda item 7-4c as recommended by staff which was seconded by Directed Alejo. A roll call vote was taken with 13 votes in favor: Albert, Alejo, Amelio, Baron, Burnett, Carbone, Gaglioti, LeBarre, Martinez, Osornio, Pacheco, Velazquez, and Worthy. The motion passed unanimously.

Director LeBarre made the motion to approve agenda item 7-4d as recommended by staff which was seconded by Directed Gaglioti. A roll call vote was taken with 12 votes in favor: Albert, Alejo, Amelio, Baron, Carbone, Gaglioti, LeBarre, Martinez, Osornio, Pacheco, Velazquez, Worthy, and 1 abstention: Burnett. The motion passed.

4. REPORTS & INFORMATION ITEMS

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

- 8-1. General Manager/CEO Report – May 2021
- 8-2. Federal Legislative Advocacy Report – June 2021
- 8-3. State Legislative Advocacy Update
- 8-4. Staff Trip Reports – None
- 8-5. Correspondence – None

5. BOARD REPORTS, COMMENTS, AND REFERRALS

- 9-1. Reports on Meetings Attended by Board Members at MST Expense.
(AB 1234)
- 9-2. Board Member Comments and Announcements.
 - a) Return to In-Person Meeting in September- Board Meeting
scheduled on September 13, 2021

9-3. Board Member Referrals for Future Agendas.

6. ATTACHMENTS

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

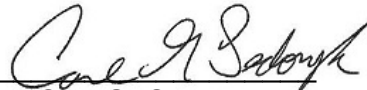
7. ADJOURN

With no further business to discuss, Chair Albert adjourned the meeting at 12:22 p.m. (Pacific)

PREPARED BY:


Jeanette Alegar-Rocha

REVIEWED BY:


Carl G. Sedoryk

To: Board of Directors

From: Matthew Deal, Grants Analyst

Subject: SB1 State Transit Assistance/ State of Good Repair Grant Application

RECOMMENDATIONS:

Approve Resolution 2022-06 approving the MST Bus Procurement Project and authorizing the General Manager/CEO to execute grant documents for State Transit Assistance/ State of Good Repair funds and authorizing the execution of program Certifications and Assurances.

FISCAL IMPACT:

Up to \$853,438 in Senate Bill 1 State Transit Assistance/ State of Good Repair funds would be used to help fund a future bus procurement and to install a back-up generator at the Lichtanski Administrative Building (LAB). These funds are programmed in MST's FY 2022-26 Capital Improvement Program and previously adopted by the Board in June 2021.

POLICY IMPLICATIONS:

The terms of the California Department of Transportation (Caltrans) State of Good Repair Program require that your Board authorize the General Manager/CEO, or designee, to enter into contract with Caltrans.

DISCUSSION:

On April 28, 2017, Governor Brown signed Senate Bill 1 (SB1) (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017. SB1 will provide over \$50 billion in new transportation funding over the next decade to repair highways, bridges and local roads, to make strategic investments in congested commute and freight corridors, and to improve transit service. MST is eligible to receive a substantial amount of funding through the SB1 funded programs.

The State of Good Repair (SGR) Program is funded under SB1 and provides approximately \$105 million annually to transit operators in California for eligible maintenance, rehabilitation, and capital projects. The SGR Program is funded under a portion of the new Transportation Improvement Fee on vehicle registrations due on or after January 1, 2018. The SGR Program investments will lead to cleaner transit vehicle

fleets, increased reliability and safety, and reduced greenhouse gas emissions and other pollutants.

MST is scheduled to receive \$853,438 in Fiscal Year 2021 SGR Program funds. Staff recommends programming these funds to support a future bus procurement that will replace old diesel buses that have met their useful lives. Additionally, the funds would be used to install a back-up generator at the administrative office. To receive these grant funds your Board must approve the attached resolution, which approves the project and authorizes the execution of program certifications and assurances.

ATTACHMENTS:

Resolution 2022-06

Prepared by: 
Matthew Deal

Reviewed by: 
Carl G. Sedoryk

RESOLUTION 2022-06
RESOLUTION AUTHORIZING THE GENERAL
MANAGER/ CHIEF EXECUTIVE OFFICER TO EXECUTE
AGREEMENTS WITH THE CALIFORNIA DEPARTMENT
OF TRANSPORTATION FOR THE STATE TRANSIT
ASSISTANCE STATE OF GOOD REPAIR PROGRAM FOR
MST BUS PROCUREMENT AND GENERATOR

WHEREAS, Monterey- Salinas Transit (MST) is an eligible project sponsor and may receive State Transit Assistance funding from the State of Good Repair Account (SGR) now or sometime in the future for transit projects; and

WHEREAS, Monterey-Salinas Transit would use the Fiscal Year 2021 State Transit Assistant State of Good Repair grant to help fund both a bus procurement and install a generator at the Lichtanski Administrative Building; and

WHEREAS, Monterey-Salinas Transit wishes to delegate authorization to execute the grant agreement and any amendments thereto.

NOW, THEREFORE BE IT RESOLVED, that the Board of Directors of Monterey-Salinas Transit District, authorize the General Manager/CEO, or designee, to execute all grant documents and any amendments thereto with the California Department of Transportation, and

BE IT FURTHER RESOLVED, by the Board of Directors of Monterey-Salinas Transit District that the fund recipient agrees to comply with all conditions and requirements set forth in the Certifications and Assurances document and applicable statutes, regulations, and guidelines for all SGR funded transit capital projects, and

BE IT FURTHER RESOLVED, that the General Manager/CEO is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms, and agreements.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT DISTRICT PASSED AND ADOPTED RESOLUTION 2022-06 this 13th day of September 2021.

Dan Albert
Chairperson

Carl G. Sedoryk
Secretary

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Board Operations Performance Committee (BOPC)
ZOOM Teleconference Meeting

Draft Minutes

August 16, 2021
9:00 a.m.

Present:	Joe Amelio Tony Barrera (Vice Chair) Jeff Baron Mary Ann Carbone Anna Velazquez (Chair) Lorraine Worthy	City of Pacific Grove City of Salinas City of Carmel-by the Sea City of Sand City City of Soledad City of Gonzales
Absent:	None	
Staff:	Carl Sedoryk Lisa Rheinheimer Norman Tuitavuki Kelly Halcon Mark Eccles Michelle Overmeyer Jeanette Alegar-Rocha Scott Taylor Andrea Williams Ikuyo Yoneda-Lopez Beronica Carriedo Alvin Johnson Marzette Henderson Elena Grigorichina Lisa Cox Matt Deal Sloan Campi Emma Patel Dave Bielsker Daniel Aquino	General Manager/CEO Assistant General Manager Chief Operating Officer Director of HR and Risk Management Director of Information Technology Director of Planning and Innovation Clerk to the Board Information Technology Manager General Accounting and Budget Manager Marketing and Customer Service Manager Community Outreach Coordinator Transit Manager Contract Services Manager Operations Analyst Risk and Safety Manager Grants Analyst Planning Manager Associate Planner Transit Scheduler Scheduling Assistant
Counsel:	Michael D. Laredo	Assistant Counsel, De Lay & Laredo
Public:	Daniel Constantino David Schmalz Madilyn Jacobsen	Jarrett Walker + Associates Monterey County Weekly Transportation Agency for Monterey County

1. Call to order.

Chair Velazquez called the meeting of the Committee to order at 9:00 a.m. Roll call was taken and a quorum was established.

2. Public comment on matters not on the agenda.

Members of the public may address the Committee on any matter related to the jurisdiction of MST but not on the agenda. There is a time limit of not more than three minutes for each speaker. The Committee will not take action or respond immediately to any public comments presented, but may choose to follow-up at a later time, either individually, through staff, or on a subsequent agenda.

Public Comments – None

3. CONSENT AGENDA

- 3-1. Approve Minutes of the Board Operations Performance / BOPC Committee on July 9, 2021. (Jeanette Alegar-Rocha)

Public Comments – None

Director Barrera made the motion to approve minutes of the Board Operations Performance Committee of July 9, 2021 which was seconded by Director Amelio. A roll call vote was taken with four voting in favor: Amelio, Barrera, Baron, Velazquez and 2 abstentions: Carbone and Worthy. The motion passed.

4. ACTION ITEMS

- 4-1. Review of Operations Performance. (Carl Sedoryk)

Public Comments – None

Director Carbone asked for more detail on the Transportation Department Monthly Update on documented occurrences for June 2021. Chief Operating Officer, Norman Tuitavuki will follow-up via email.

- 4-2. Receive an Update on the Comprehensive Operational Analysis (COA) Draft Network Plan and Provide Feedback. (Michelle Overmeyer)

Public Comments – None

- 4.3 Receive an Update on the South County Operations and Maintenance Facility Project. (Lisa Rheinheimer)

Public Comments – None

- 4-4. Receive an Update on the Innovative Clean Transit Rule Rollout Plan. (Norm Tuitavuki)

Public Comments – None

- 4-5. Recommend Approval of Monterey-Salinas Transit's COVID Workplace Testing Policy to MST's Board of Directors. (Kelly Halcon)

Public Comments – None

Director Amelio made the motion to recommend approval of Monterey-Salinas Transit's COVID Workplace Testing Policy to the MST Board of Directors which was seconded by Director Baron. A roll call vote was taken with five voting in favor: Amelio, Barrera, Baron, Carbone, Velazquez and 1 vote against: Worthy. The motion passed.

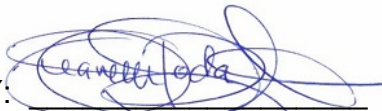
5. Closed Session

None.

6. Adjourn.

With no further business, Chair Velazquez adjourned the meeting at 10:26 a.m.

PREPARED BY:


Jeanette Alegar-Rocha

REVIEWED BY:


Carl G. Sedoryk

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**Measure Q Oversight Committee Meeting
ZOOM Meeting**

Draft Minutes

August 19, 2021
11:00 a.m. (Pacific)

Present:	Sid Williams (Chair) Juan Pablo Lopez (Vice Chair) Fernando Munoz Kevin Dayton Bobby Merritt Steve Macias	Seaside-Marina-Monterey-Urbanized Salinas Urbanized Area County of Monterey Tax Payers Association Mobility Advisory Committee Mobility Advisory Committee
Absent:	Sharlene Hughes	Non-Urbanized Area
Staff:	Carl Sedoryk Lisa Rheinheimer Norman Tuitavuki Jeanette Alegar-Rocha Andrea Williams Cristy Sugabo Kevin Allshouse	General Manager/CEO Assistant General Manager Chief Operating Officer Deputy Secretary General Accounting/Budget Manager Mobility Manager Mobility Coordinator
Counsel:	Michael C. Laredo	De Lay & Laredo

1. Call to Order

Chair Sid Williams called the meeting to order at 11:00 a.m. Roll call was taken with 5 members present: Williams, Lopez, Dayton, Merritt, Macias and 2 absent: Hughes and Munoz. A quorum of the Committee was established.

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 the Committee but not on the agenda. There is a time limit of not more than three minutes for each speaker. The Committee will not take action or respond immediately to any public comments presented, but may choose to follow-up at a later time, either individually, through staff, or on a subsequent agenda.

Public Comment - None

3. Consent Agenda

- 3-1. Approve Measure Q Committee Meeting Minutes of March 22, 2021.
(Jeanette Alegar-Rocha)

Kevin Dayton made the motion to approve item 3-1 which was seconded by Bobby Merritt. A roll call vote was taken. Five members voted in favor: Williams, Lopez, Dayton, Merritt, and Macias. Two members were absent: Hughes and Munoz. The motion passed.

4. PRESENTATIONS

None

5. NEW BUSINESS

- 5-1. Review Measure Q Funded Expenditures Planned as Part of MST's FY 2022 Budget as Adopted by MST Board of Directors.
(Lisa Rheinheimer)

The Oversight Committee received and reviewed the Measure Q funded expenditures planned as part of MST's FY 2022 Budget as adopted by the MST Board of Directors.

Kevin Dayton and the Committee requested it be noted in the minutes that the \$55K budgeted under "Consulting" as a Measure Q expense for FY 2022 will be to convert Taxi Vouchers from paper to an electronic system. The cost of the consulting work will be a benefit to MST by offsetting the cost of a manual and time-consuming process. The project will also benefit Measure Q eligible populations including seniors, veterans and persons with disabilities.

Kevin Dayton and the Committee asked if any of the new MST grant subsidized Innovative Clean Transit (ICT) compliant vehicle purchases will include school buses. Staff responded that school buses are not included.

Fernando Munoz joined at 11:20 a.m.

6. STAFF AND COMMITTEE COMMENTS AND QUESTIONS


Chair Williams opened the discussion for further staff and committee comments:


- **Lopez – No Additional Comments or Questions**
- **Dayton – No Additional Comments or Questions**
- **Munoz – Committee Member Munoz had questions about the MST SURF! project. MST staff will arrange a meeting with Committee Member Munoz to brief him on the project.**

- Merritt – No Additional Comments or Questions
- Macias – No Additional Comments or Questions
- Williams – Announced the Annual Stand Down

7. ADJOURN

There being no further business, Chair Williams adjourned the meeting at 11:37 a.m.

Prepared by: 
Jeanette Alegar-Rocha

Reviewed by: 
Carl Sedoryk

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MEETING OF THE MOBILITY ADVISORY COMMITTEE (MAC)

***Draft* MEETING MINUTES**

July 28, 2021

Present:	Jessica McKillip Jennifer Ramirez Steven Macias Bobby Merritt Madilyn Jacobsen Ron Lee Maria Magaña Alejandro Fernandez Maureen McEachen	ITN Monterey County Partnership for Children The Blind and Visually Impaired Center Veterans Transition Center Transportation Agency for Monterey County (TAMC) AAA-Monterey County Dept. of Social Services Central Coast Center for Independent Living (CCCIL) Davita Dialysis Visiting Nurse Association (VNA)
Absent:	Reyna Gross Melissa McKenzie	Alliance on Aging The Carmel Foundation
Staff:	Cristy Sugabo Kevin Allshouse Claudia Valencia Ruben Gomez Jose Sanchez Barajas Marzette Henderson Lisa Rheinheimer Beronica Carriedo	Mobility Services Manager Mobility Coordinator Mobility Specialist Mobility Specialist Mobility Specialist Contract Services Manager Assistant General Manager Community Relations Coordinator
Public:	Douglas Thomson Tamara McKee Lucy Casarez Meechal Hall Elsa Malispina Heather Adamson	MV Operations Manager Alliance on Aging Alliance on Aging Visiting Nurse Association (VNA) Visiting Nurse Association (VNA) 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. A quorum was established.

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment- None

3. CONSENT AGENDA

3-1. Approve Minutes of the regular meeting of May 26, 2021.

Committee Member Lee made a motion to approve the Minutes and Committee Member Magaña seconded. A roll call vote was taken with eight votes in favor: McKillip, Ramirez, Jacobsen, Macias, Merritt, Lee, Magaña, McEachen, and three absent: Fernandez, Gross, and McKenzie. The motion passed unanimously.

4. MEMBERSHIP

4-1. Accept resignation from Maureen McEachen as member representing Visiting Nurse Association (VNA)

Committee Member Merritt made a motion to accept the resignation of Maureen McEachen as a member representing the Visiting Nurse Association, and Committee Member Jacobsen seconded. A roll call vote was taken with seven votes in favor: McKillip, Ramirez, Jacobsen, Macias, Merritt, Lee, Magaña, one abstention: McEachen, and three absent: Fernandez, Gross, and McKenzie. The motion passed.

Member Fernandez joined the meeting at 1:14 p.m

5. RECOGNITION AND SPECIAL PRESENTATION

5-1. Certificate of Appreciation for Maureen McEachen (Chair)

5-2. VNA Organization Service Presentation (Elsa Milispina)

5-3. CCCIL Organization Service Presentation (Maria Magaña)

5-4. Received a Presentation from AMBAG on the Regional Growth Forecast (Heather Adamson)

6. NEW BUSINESS

- 6-1. Approve the changes to the MAC bylaws and recommend to the MST Board of Directors (Cristy Sugabo)

Committee Member Jacobsen made a motion to accept the changes to the MAC bylaws and recommend to the MST Board of Directors with the edit to list the social services transportation requirements categories in bullets, and Committee Member Lee seconded. A roll call vote was taken with nine votes in favor: McKillip, Ramirez, Jacobsen, Macias, Merritt, Lee, Magaña, McEachen, Fernandez, and two absent: Gross and McKenzie. The motion passed unanimously.

7. REPORTS AND INFORMATION ITEMS

- 7-1. MV Transit- MST RIDES Service Update (Douglas Thomson)

- 7-2. MST Mobility Programs Updates (Kevin Allshouse)

8. SUBJECT ITEM REQUEST

- 8-1. Presentation on Aging and Disability Resource Center (ADRC)

9. ANNOUNCEMENTS AND APPRECIATIONS

- 9-1. Member and staff announcements and appreciations

10. ADJOURN

With no further business to discuss, Chair McKillip adjourned the meeting at 2:28 p.m.

PREPARED BY: *Claudia L. Valencia*
Claudia Valencia

REVIEWED BY: *Kevin Allshouse*
Kevin Allshouse

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To: Board of Directors
From: Cristy Sugabo, Mobility Services Manager
Subject: Mobility Advisory Committee Bylaws

RECOMMENDATION:

Approve Changes to the Mobility Advisory Committee Bylaws.

FISCAL IMPACT:

None

POLICY IMPLICATIONS:

The MST Board of Directors may form a committee to advise the Board on issues related to service planning, operations, the Americans with Disabilities Act (ADA), and unmet transit needs, among others. The Mobility Advisory Committee (MAC) is appointed by the MST Board and provides oversight and input on all MST Mobility activities. In July, the MAC reviewed proposed changes to the MAC bylaws and voted to recommend approval to the MST Board of Directors.


DISCUSSION:

The Transportation Agency for Monterey County's (TAMC) FY2017-2019 Triennial Performance Audit resulted in a recommendation to add language to MST's MAC bylaws that specifically identifies the MAC's role as TAMC's Social Services Transportation Advisory Committee (SSTAC) as stipulated in TAMC's guidelines on the implementation of the Transportation Development Act (TDA).

In addition, MST is expanding the MAC's membership to youth age 15-17. This requires changes to the MAC bylaws to establish the youth member terms of office. Lastly, staff made other minor changes to the MAC bylaws for clarity and to implement best practices. The Attachment includes the changes to the MAC bylaws for Board adoption.

ATTACHMENT:

Mobility Advisory Committee Bylaws

Prepared by: 
Cristy Sugabo

Reviewed by: 
Carl Sedoryk

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BYLAWS
of the
MONTEREY-SALINAS TRANSIT DISTRICT
MOBILITYADVISORY COMMITTEE

Revised
September 13, 2021

Deleted: January 31, 2018

SECTION 1.0: NAME/PROVENANCE:

The Monterey-Salinas Transit District (MST) Mobility Advisory Committee (Advisory Committee) serves in an advisory capacity to, and at the pleasure of, the Monterey-Salinas Transit District Board of Directors.

The Advisory Committee is designated and serves as the Transportation Agency for Monterey County's (TAMC) Social Services Transportation Advisory Committee (SSTAC) as stipulated in the TAMC Transportation Development Act (TDA) guidelines.

SECTION 2.0: MISSION:

The mission of the Advisory Committee is to:

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1. Advise the MST Board of Directors on matters relating to all activities of the Consolidated Transportation Services Agency (CTSA)¹, including the complementary Paratransit service provisions of the Americans with Disabilities Act (ADA).
2. Provide a mechanism for communicating concerns, advice and recommendations between those who rely on MST for their ADA Paratransit needs and/or specialized social service transportation, and the MST Board of Directors.
3. Advise the MST Board of Directors and/or the MST Mobility Department staff, on recommended actions to improve the quality of ADA Paratransit and social services transportation, to include, but not limited to, policies, dispatch, service planning, and field operations.
4. To annually participate in the identification of community transit needs by establishing a short and long-term list of projects which may include new public transportation or specialized transportation services, or expanding existing services.

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SECTION 3.0: MEMBERSHIP:

3.1: Membership Generally:

The MST Board of Directors shall appoint not less than nine (9) and not more than fifteen (15) individuals to the MST Advisory Committee with a majority consisting of one-half plus one of the total active members. MST shall provide a staff representative to the Advisory Committee who shall serve as an ex-officio member. The

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¹ Consolidated Transportation Services Agency (CTSA) – In 2006, the Transportation Agency for Monterey County (TAMC) designated Monterey-Salinas Transit District as the CTSA for Monterey County.

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MST Board of Directors may appoint one (1) or more Board members to serve as ex-officio members of the Advisory Committee.

The Advisory Committee shall consist of individuals chosen to represent key elements of the community, (e.g., disabled, elderly, social service, Veterans, and healthcare agencies) and comply with the Transportation Development Act requirements of PUC 99238 for Social Services Transportation Advisory Council membership requirements as listed below, in such numbers as determined by the Advisory Committee. As much as practicable, the Advisory Committee shall seek a balance among these categories as well as a geographic balance across MST's service area.

Social Services Transportation Advisory Council Membership requirement:

- One representative of potential transit users who is 60 years of age or older
- One representative of potential transit users who is disabled
- Two representatives of the local service providers for seniors, including one representative of social transportation provider if one exists,
- One representative of a local social services provider for persons of limited means
- Two representatives from local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.

In their advisory capacity, members are charged with making suggestions formally through the Committee. The members may identify themselves as members of this assembly, but only the Chair, or designee of the Chair, shall speak specifically for the Advisory Committee.

3.2: Term of Membership

The MST Board of Directors shall appoint individuals to the Advisory Committee for three (3) year terms except for the appointee whose age ranges from 15-17 years old shall serve no more than a one (1) year term. Terms shall be staggered so that, insofar as possible, one-third of appointments shall expire each year. Initial length of terms under these bylaws shall be determined by lot among the members. Members shall be eligible for reappointment.

3.3: Membership Solicitation:

On a continuous basis, MST shall announce and publicize potential vacancies on the Advisory Committee and call for the nomination of persons to serve as members. MST staff shall elicit expressions of interest, process application forms, and compile background information. Individuals may be nominated by organizations, may be self-nominated, or may be nominated by the Advisory Committee itself.

Applicant information shall be provided to the Advisory Committee for review. The Advisory Committee shall review the nominations and recommend appointments on an annual basis to the MST Board of Directors at the Board's December meeting or when/if there becomes a vacancy needing to be filled per section 3.4: Vacancies/Removal below to achieve minimum membership. Advisory Committee terms shall begin in January.

3.4: Vacancies / Removal:

Vacancies may occur upon resignation, disability, or removal by the Advisory Committee for lack of participation or other good cause, as determined by the Advisory Committee by majority vote. Upon the occurrence of a vacancy, the Advisory Committee may nominate a successor to the MST Board of Directors from its existing files of nominees or may call for additional nominations. If the member whose departure caused

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the vacancy was nominated by an organization, that organization may nominate a potential replacement. Vacancies shall be filled only for the unexpired term of the departing member.

SECTION 4.0: OFFICERS:

4.1: Terms and Election of Officers:

During the first meeting of the calendar year, the Advisory Committee shall elect a Chair and Vice Chair to serve for a one (1) year term. The Chair shall preside at all meetings of the Advisory Committee. The Vice-Chair shall perform the duties of the Chair in his or her absence.

If both officers are absent, the majority of the quorum may elect a presiding officer for that meeting. Upon resignation or removal of an officer, a special election shall be held. Ex-officio members of the Advisory Committee are not eligible for election as officers.

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4.2: Duties of Officers:

4.2.1: Chair - The Chair of the Advisory Committee sets meeting agendas, presides over all Advisory Committee meetings, appoints subcommittees and carries out any other duties assigned by the MST Board of Directors. The Chair shall be the primary liaison with MST staff.

4.2.2: Vice Chair - Upon the inability or unwillingness of the Chair to serve, the Vice Chair, shall succeed to the Chair for the remainder of the term. In the temporary absence or incapacity of the Chair, the Vice Chair shall carry out the duties of the Chair.

4.2.3: Members - The Advisory Committee shall select an acting Chair in the absence of both the Chair and the Vice Chair.

4.2.4: Members – Members are required to attend scheduled meetings. Failure to notify MST staff or the Advisory Committee Chair or Vice Chair of non-attendance in a timely manner twice in a 12-month period shall result in being dropped from the Advisory Committee.

SECTION 5.0: STAFF:

MST staff shall serve as primary staff to the Advisory Committee.

SECTION 6.0: ORGANIZATION AND PROCEDURES:

6.1: Meetings.

The Advisory Committee shall meet at a regular time and date agreed upon by a majority of the members to carry out the purpose and duties described above. The meetings shall be open and public in compliance with the Ralph M. Brown Act (Government Code Section 54950 et seq.). The meetings shall be held at a location accessible to persons with disabilities.

6.2: Quorum.

A majority of the voting members shall constitute a quorum for the transaction of business. A majority consists of one-half plus one of the total active members.

6.3: Voting.

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Deleted: 6.7: Reports:¶

In addition to reports and recommendations specifically requested by the MST Board of Directors, the Advisory Committee shall submit a periodic report containing the attendance record of each member, a summary of activities and projects undertaken during the preceding year, and the Advisory Committee's recommendations to the MST Board of Directors on CTSA needs.

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FRANCISCO FIGUEROA 7 YEARS OF SERVICE

WHEREAS, Francisco Figueroa began his career with the Monterey-Salinas Transit District on September 22, 2014, and

WHEREAS, after seven years of service to MST and its customers, Francisco Figueroa retired on September 1, 2021, and

WHEREAS, over his seven years of service to MST, Francisco Figueroa was recognized for three years of Safe Driving, Outstanding Performance, and Excellent Customer Service.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit District recognizes and congratulates Francisco Figueroa for his excellent support and service to MST and our customers, and

BE IT FURTHER RESOLVED the Board of Directors expresses its sincere gratitude to Francisco Figueroa and wishes him success and a satisfying retirement.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT DISTRICT PASSED AND ADOPTED 2022-07 this 13th day of September 2021.

Dan Albert
Board Chair

Carl G. Sedoryk
Board Secretary

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STEVEN TINGLEY 4 YEARS OF SERVICE

WHEREAS, Steven Tingley began his career with the Monterey-Salinas Transit District on September 12, 2016, and

WHEREAS, after 4 years of service to MST and its customers Steven Tingley retired on August 1, 2021, and

WHEREAS, over his 4 years of service to MST, Steven Tingley was recognized for Outstanding Performance, Exemplary Attendance, Safe Driving, and Job Safety.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit District recognizes and congratulates Steven Tingley for his excellent support and service to MST and our customers; and

BE IT FURTHER RESOLVED the Board of Directors expresses its sincere gratitude to Steven Tingley and wishes him success and a satisfying retirement.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT
PASSED AND ADOPTED 2022-08 this 13th day of September 2021.

Dan Albert
Board Chair

Carl G. Sedoryk
Board Secretary

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To: Board of Directors
From: Lisa Cox, Risk and Security Manager
Subject: Liability Claim Rejection

RECOMMENDATION:

Receive Notice of Liability Claim Rejection by Julio Avalos.

FISCAL IMPACT:

Undetermined amount claimed.

POLICY IMPLICATIONS:

None.


DISCUSSION:

The claim was submitted on August 25, 2021 by Julio Avalos regarding an incident that occurred on July 2, 2021. The coach operator was merging into traffic after servicing a bus stop. The coach operator was attempting to go around a vehicle in the right lane making contact with the claimant's vehicle in the left lane.

It has been determined that the current claim submitted has failed to comply with the California tort claims act and is insufficient. The claimant did not provide the estimate of repairs supporting the loss and includes an estimated amount of future loss that accounts for loss of wages and future medical visits. The claimant's failure to provide a specific claim amount has prompted the recommendation to provide a Notice of Insufficiency.

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

PREPARED BY: 
Lisa Cox

APPROVED BY: 
Carl Sedoryk

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To: Board of Directors
From: Lisa Cox, Risk and Security Manager
Subject: Liability Claim Rejection

RECOMMENDATION:

Receive Notice of Liability Claim Rejection by Brian Galaz.

FISCAL IMPACT:

Undetermined amount claimed.

POLICY IMPLICATIONS:

None.

DISCUSSION:

The claim was submitted on July 19, 2021 by Brian Galaz regarding an incident that occurred on May 9, 2021. The claimant's vehicle was parked in an MST bus stop where the curb is painted red. The coach operator misjudged the distance and made contact with the claimant's vehicle.

It has been determined that the current claim submitted has failed to comply with the California tort claims act and is insufficient. The claimant did not provide the estimate of repairs supporting the loss and includes an estimated amount of future loss that accounts for loss of wages and future medical visits. The claimant's failure to provide a specific claim amount has prompted the recommendation to provide a Notice of Insufficiency.

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

PREPARED BY:


Lisa Cox

APPROVED BY:


Carl Sedoryk

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To: Board of Directors
From: Lisa Cox, Risk and Security Manager
Subject: Notice of Rejection-Amended claim

RECOMMENDATION:

Reject amended claim by Megeredchian Law on behalf of Maria D. Aguilar De Ramirez.

FISCAL IMPACT:

Undetermined amount claimed.

POLICY IMPLICATIONS:

None.

DISCUSSION:

On August 30, 2021, MST received an amended claim related to the incident of March 6, 2021. An initial claim was received on May 10, 2021, by Megeredchian Law on behalf of Maria D. Aguilar De Ramirez and a Notice of Insufficiency was mailed on June 16, 2021, with a Notice of Rejection mailed on June 22, 2021.

The claimant 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 most recent claim submitted has failed to comply with the California tort claims act and is insufficient as it includes an estimated amount. The claimant's failure to provide a specific claim amount has prompted the recommendation to have this amended 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:  APPROVED BY: 
Lisa Cox Carl Sedoryk

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To: MST Board of Directors
From: Lisa Rheinheimer, Assistant General Manager
Sandra Amorim, Procurement and Contracts Manager
Subject: Demolition of former Fort Ord Buildings

RECOMMENDATION:

1. Open the Public Hearing on the Project and Accept Public Comments.
2. Close Public Comments.
3. Award contract to Randazzo Enterprises in the amount of \$961,873.00, authorize General Manager/CEO to execute contract for demolition services of former Fort Ord buildings, and adopt CEQA findings/exemptions listed in this September 13, 2021 Board memo under "CEQA and Environmental Determination."

FISCAL IMPACT:

The cost for a contractor to perform demolition services of buildings located on MST-owned and TAMC-owned properties is \$961,873.00. A contingency amount of \$200,000 is prudent given the nature of work involved. The demolition work for the MST building is identified in MST's 5-year Capital Improvement Program and FY 2022 Budget. The work associated with the TAMC buildings is covered under a cost sharing agreement approved in December 2020.

The funding for this demolition work is from FORA-initiated bond sales in June 2020 and totaling \$1,489,700. Additional costs have occurred including testing of hazardous materials, permitting and consultant services. After close out, there may be funding remaining. Any remaining funds will be returned to MST and/or TAMC based on the direct cost of demolition work to each agency.

POLICY IMPLICATIONS:

The MST Board took action in May 2020 to accept the FORA bond funding for blight removal under an agreement with FORA and the City of Marina. MST also entered into an agreement with TAMC to combine TAMC-owned buildings with the MST building into one project for cost savings purposes.

DISCUSSION:

As part of FORA's Base Reuse Plan, it acknowledged¹ that the Army left behind approximately 3,500 buildings that offered little or no use to the civilian community,

¹ <http://fora.org/BuildingRemoval.html>

ranging in age from the 1930s to the late 1980s. These buildings have deteriorated over time, contain various forms of hazardous materials and are frequently target sites for vandalism and illegal dumping in close proximity to various occupied buildings. Jurisdictions see little or no future uses for the remaining dilapidated buildings as it is cost prohibitive to remodel the structures due to hazardous materials, health and safety and building code issues, and engineering challenges.

Since 1996, FORA has removed over 500 World War II (WWII) era wooden structures (approximately 4,000,000 square feet), achieving an approximate 90% building material recycling rate (by weight). Over the course of FORA's building removal program, the potential for job creation and economic recovery through opportunities in deconstruction, building reuse, and recycling were researched, and remediation techniques established that created efficiency and identified cost savings. FORA shared these lessons learned with California State University Monterey Bay (CSUMB) to establish a building removal program for their approximately 330 former Army buildings.

Before the statutory sunset of FORA on June 30, 2020, the FORA Board finalized several priority projects and objectives. One of the final pieces of FORA's work was to remove blight in the area of the former Fort Ord. There are many old, dilapidated buildings which needed removal to eliminate existing blight and to protect health and safety. Not only are the remaining buildings a fire hazard, but they also contain lead-based paints, asbestos, and other hazardous materials. Additionally, there have been recent health and safety issues associated with trespassing and vandalism on the properties and within the buildings. There have been at least three fires in various unoccupied Fort Ord Buildings recently, with one fire occurring within the last year. In the last year these unoccupied TAMC and MST buildings have also been subject to illegal dumping. Photographs of the interior of the MST and TAMC buildings are shown in Attachment 3.

In 2019 and 2020, FORA passed Resolution Nos. 19-13 and 20-02 which initiated the demolition process through the issuance of bonds.² Additional details of FORA's building demolition and removal are available online.³ In February 2020, MST was served with a Summons and Complaint for Validation of Bonds on February 5, 2020. FORA filed a complaint against MST for the purpose of validating the issuance of bonds to remove blight. MST elected to not send any correspondence objecting to the issuance of bonds by FORA for removing blight within the area of former Fort Ord.

MST was the recipient of several pieces of property when the base closed and two have buildings. The most severely blighted MST building is at 5th Street and Quartermaster and identified in the *Building Removal Funding Agreement among the Fort Ord Reuse Authority and the City of Marina, California as Administrator, and the Monterey-Salinas Transit District* (executed June 1, 2020) as building L2.1. Building L2.1 is a 10,128-square foot building which originally housed a bakery and was

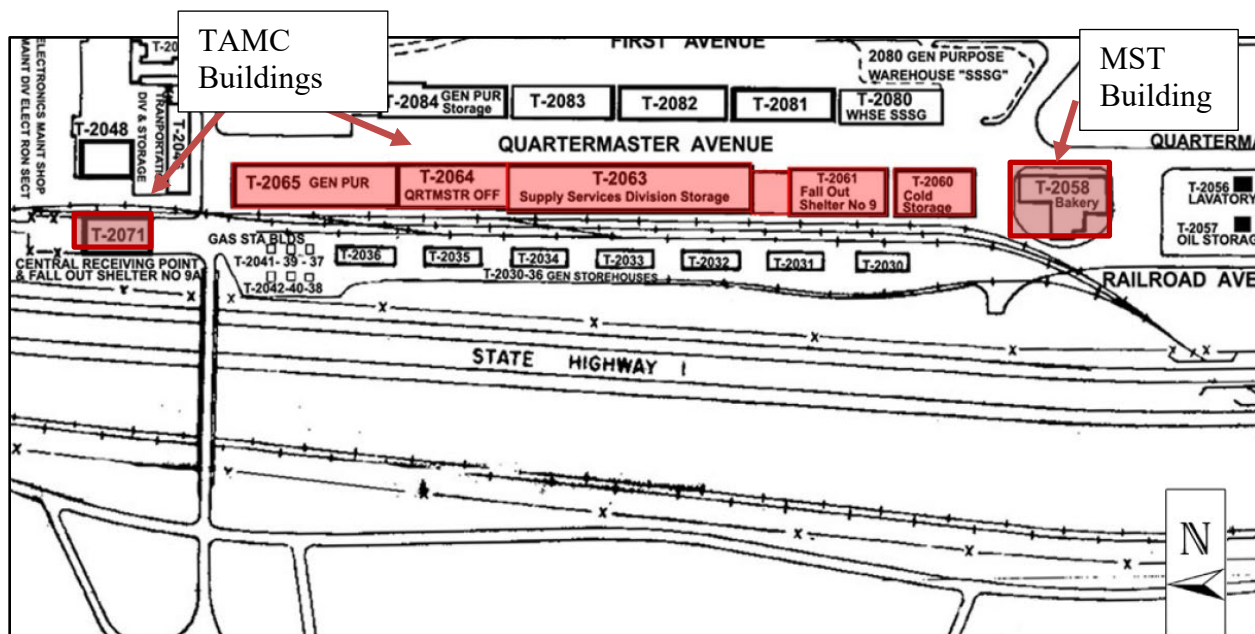
² FORA Resolution No. 19-13 available at: <https://www.fora.org/Reports/Resolutions/2019/19-13.pdf>

FORA Resolution No. 20-02 available at: <https://www.fora.org/Reports/Resolutions/2020/20-02.pdf>

³ More information on the FORA building removal can be found on FORA's Building Removal webpage: <http://fora.org/BuildingRemoval.html>

subsequently used for storage and warehousing. The second MST-owned building included in the bonds for demolition is at the intersection of 7th Street and Colonel Durham Avenue and is identified as building L2.4.3.1 in the *Building Removal Funding Agreement among the Fort Ord Reuse Authority and the City of Marina, California as Administrator, and the Monterey-Salinas Transit District* (executed June 1, 2020). The second building is not slated for removal as a part of this project. The buildings are also listed in Exhibit B of the FORA-approved (May 27, 2020) Indenture of Trust by and among the Fort Ord Reuse Authority, City of Marina, California, and US Bank National Association, as Trustee Dated as of June 1, 2020.

Directly north and adjacent to the 5th Street and Quartermaster MST building are a series of Transportation Agency for Monterey County (TAMC)-owned buildings also slated for demolition from the bond sale. The TAMC buildings are also listed in Exhibit B noted above as L20.16.1 from FORA's action on May 27, 2020. Within the property of L20.16.1, there are two sets of buildings scheduled for removal. The first series of buildings (2060-2065) are located directly to the north of the MST building. This conjoined group of buildings was developed as a portion of Fort Ord's receiving station for Monterey Branch Line stock supply trains as well as storage and fallout shelter, though the buildings are not currently in use. The entire conjoined structure shares a concrete through platform that served as a train loading area for the storage and warehouse use. Combined, these buildings (2060-2065) are 91,159 square feet. The second TAMC building (2071) is located to the north of 8th Street. This 9,504-square-foot, board-form concrete building formerly functioned as a receiving warehouse and, in an emergency, as a fallout shelter, but is currently not in use. The buildings are depicted here:



joint project. There should be some cost savings with this approach. As such, TAMC and MST staff have been coordinating and collaborating to move this project forward.

In preparation for inviting qualified demolition contractors to bid on the work to remove the buildings, MST and TAMC conducted extensive surveys to determine the extent of hazardous materials present in the buildings. Asbestos, lead and polychlorinated biphenyls (PCBs) were found to be present in the buildings which requires special handling by qualified and licensed contractors in removing the hazardous materials. The buildings are currently protected with plywood or mesh barriers to discourage illegal use of the buildings. These buildings are a health and safety issue due past experience with people trespassing on the properties and within the buildings. Both lead and asbestos materials pose significant health hazards to trespassers. MST and TAMC have made every effort to deter access to the buildings and complete removal is the ultimate solution. This constitutes independent grounds warranting demolition of these structures.

If the Board decides to award the bid to Randazzo, MST will issue a notice to proceed and the demolition will take approximately 4 months to complete.

MST issued an Invitation for Bids (IFB) on July 1 with a mandatory job walk on July 22. Bids were due on August 13. There were a total of 5 responsive bids submitted for the project. Two submittals were rejected as non-responsive. A summary of those bids is provided in Attachment 1.

Staff recommends that the Board authorize the General Manager/CEO to execute a contract with the lowest responsive, responsible bidder Randazzo Enterprises.

CEQA AND ENVIRONMENTAL DETERMINATION:

In 2019 and 2020, FORA passed Resolution Nos. 19-13 and 20-02 which initiated the demolition process through the issuance of bonds. Consequently, the CEQA statute of limitations has passed on approval of the demolition activities. Furthermore, demolition of existing structures on the properties owned by MST and TAMC on the former Fort Ord have been adequately addressed in (1) the 1997 Base Reuse Plan Environmental Impact Report (1997 EIR; SCH# 96013022) and (2) the University Villages Specific Plan Environmental Impact Report (Dunes Specific Plan EIR; SCH# 2004091167). Additionally, the project is exempt from CEQA pursuant to CEQA Guidelines Section 15301 and the common sense exemption under CEQA Guidelines Section 15061(b)(3).

1997 FORA Base Reuse Plan EIR⁴

The Fort Ord Base Reuse Plan (BRP) was prepared by the Fort Ord Reuse Authority (FORA) pursuant to the provisions of Senate Bill 899 (Gov. Code Sections 67650-67652), to guide the development of the Former Military Reservation (Fort Ord). Pursuant to CEQA Guidelines, FORA, as the Lead Agency, prepared an environmental impact report which analyzed the impacts of buildout allowed by the Base Reuse Plan. This analysis included the demolition of “existing buildings containing asbestos and lead-based paint.” (See Section 4 of the Fort Ord Reuse Plan EIR at p. 4-83.) Pursuant to the BRP, FORA’s building removal Indenture of Trust identifies areas for future building demolition, which include the Quartermaster and 5th and the 7th Street and Colonel Durham Avenue locations, as well as the TAMC buildings.⁵

MST staff reviewed the Base Reuse Plan EIR and have determined that no Subsequent or Supplemental environmental analysis is required. A “subsequent or supplemental environmental impact report” is required only if “[s]ubstantial changes are proposed in the project” or “occur with respect to the circumstances under which the project is being undertaken” that “require major revisions in the environmental impact report,” or “[n]ew information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.” (CEQA Guidelines § 15162 and Pub. Res. Code § 21166.) None of these circumstances are present here, as the demolition of the buildings previously reviewed under the 1997 EIR will stay the same.

2005 Dunes Specific Plan EIR⁶

The University Villages Specific Plan (Dunes Specific Plan) area encompasses approximately 420 acres and is located on the former Fort Ord military base. The Specific Plan involves the development of residential, retail, office, multiple use, and park uses within the specific plan area in multiple phases. (See Dunes Specific Plan EIR at p. S-1.) The 2005 Specific Plan EIR included the evaluation of “deconstruction and demolition of approximately 943 military structures.” (Ibid.) The EIR identified both the L2.1 and L20.16.1 for demolition as part of the “Opportunity Phase-Commercial/Public Facilities.” (See Dunes Specific Plan EIR, Figure 2-4.) These “Opportunity Phases” within the Specific Plan “would be developed together with their supporting infrastructure...” (See Dunes Specific Plan EIR at p. 2-29.)

After reviewing the Dunes Specific Plan EIR, MST staff determined that demolishing these buildings was previously contemplated and analyzed in the Dunes

⁴ FORA Base Reuse Plan Final EIR available at: <https://www.fora.org/BRP.html>. The BRP Final EIR further acknowledges that “As with the Army’s FEIR and DSEIS, this EIR determines whether the proposed project may have a significant impact on the environment based on physical conditions that were present at the time the decision became final to close Fort Ord as a military base (September 1991). This complies with Section 21083.8.1 of the Public Resources Code and utilizes the extensive research already conducted for the Army’s NEPA documents, which use the same baseline year” (BRP Final EIR, Section 1.2.2, Baseline Determination).”

⁵ Indenture of Trust by and among the Fort Ord Reuse Authority, City of Marina, California, and US Bank National Association, as Trustee Dated as of June 1, 2020. (<http://fora.org/Board/2020/Package/052720BrdPacket-Special.pdf>)

⁶ [Dunes Specific Plan EIR weblink: <https://mst.org/about-mst/board-of-directors/board-meetings/>]

Specific Plan EIR. Because the demolition activities were previously analyzed, no further analysis is required.

CEQA Exemptions

Demolition of the MST structure is also exempt from CEQA pursuant to §15301 Existing Facilities. Section 15301(l) identifies the “demolition and removal” of certain structures to fit within the Existing Facilities exemption. The current building fall under (l)(3), “A store, motel, office, restaurant, and similar small commercial structure if designed for an occupant load of 30 persons or less.”

The L2.1 MST building is a 10,128-square foot building which originally housed a bakery and is currently not in use due to its blighted and hazardous condition. Records show that it was also used most recently as a general warehouse. TAMC building (2071) is located to the north of 8th Street. This 9,504-square-foot, board-form concrete building formerly functioned as a receiving warehouse, but is currently not in use.

Warehousing is defined in the City of Marina’s zoning as a commercial use. (See Marina Municipal Code Section 17.22.030(D).) Occupancy rates for a warehouse are 500 gross square feet per occupant for warehouse facilities (resulting in an occupancy of 20.26 persons for the MST Structure L2.1 and an occupancy rate of 19.01 for TAMC Structure 2071).⁷

The structures are also zoned as Public Facilities (PF), which allows the following uses: information centers, post office, public utility service centers, and wine tasting and sales. These use categories are also consistent with Section 15301, including store, motel, office, restaurant, and similar small commercial structure.

Demolition of the MST and TAMC structures is also exempt under the common sense exemption pursuant to CEQA Guidelines Section 15061(b)(3). MST finds that there is no possibility that the demolition in question may have a significant effect. As outlined below demolition activities have safely occurred for hundreds of buildings within the former Fort Ord, subject to stringent regulatory requirements.

Demolition of these structures is not subject to §15300.2. Exceptions, in that the buildings to be demolished are not an eligible historic resource, and, therefore, the project will not impact historic resources. The MST and TAMC buildings were evaluated for historic significance in 2010. They were evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not an historic resource for the purpose of CEQA. The report reads as follows:

“This evaluation utilized the *California Historic Military Buildings and Structures Inventory* (2000) to assess the proper historic context and potential significance of these military buildings, and found that as generalized support facilities none

⁷ <https://ccpia.org/occupancy-load-signs/>

appear to have held a significant role in the mission of Fort Ord or the development of the Army in California”.

MST Finds that the properties are not located on a site which is included on a list compiled pursuant to 65962.5 of the Government Code.

MST further finds that there is no reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. Over the last nearly 30 years, reuse of the former Fort Ord was and has been a priority for the region. As a part of that reuse and transfer of properties, former military buildings containing hazardous materials including lead-based paints, asbestos, and PCBs were identified for demolition. FORA has removed over 500 World War II (WWII) era wooden structures (approximately 4,000,000 square feet). FORA removed some of the buildings, the City of Marina is removing the stockade building and the bond sale identified additional buildings for demolition. Further, as a part of the University Villages (The Dunes) project, 943 buildings were slated for demolition. Most recently, as part of the “Surplus II” building removal on the Campus Town Project site in 2019/2020, FORA removed 20 buildings, including 18 barracks buildings (including ten rolling-pin buildings and eight hammerhead buildings, totaling approximately 702,200 sf) which contained lead, asbestos, and PCBs.⁸ As discussed above, FORA and others have been demolishing structures for decades now in order to implement the 1997 Base Reuse Plan. Consequently, the demolition of these additional structures does not constitute unusual circumstances.

Furthermore, there is not a reasonable probability of significant impacts. While the project site contains asbestos, lead based paint, and PCB’s, the safe removal of the materials has been successfully completed for 500 similarly situated structures within Fort Ord. Furthermore, existing regulations ensure the safe removal of these materials.

The USEPA regulations under Title 40 CFR Part 61 regulate the removal and handling of ACMs. The statute is implemented by the Monterey Bay Air Resources District (MBARD) Rule 424. The federal Occupational Safety and Health Administration also has a survey requirement under Title 29 CFR that is implemented by Cal/OSHA under Title 8 California Code Regulations. These regulations require facilities to take all necessary precautions to protect employees and the public from exposure to asbestos. The MBARD Asbestos Program regulates the handling of asbestos and operates as a cradle to grave basis through the regulation of all aspects related to the handling of asbestos materials from discovery through removal, transportation, and disposal. The Asbestos Program protects the public from uncontrolled emissions of asbestos through enforcement of the federal Asbestos Standard and Air District Rule 424.⁹ The Program covers most renovation and demolition projects in the North Central Coast Air Basin, and would apply to the MST and TAMC demolition activities. Elements of the Program include survey and notification requirements prior to beginning a project, work practice standards, and disposal requirements.

⁸ <http://fora.org/SurplusII.html>

⁹ MBARD Rule 424: https://www.mbard.org/files/735f60604/Microsoft_Word_-_Rule424111908.pdf

Regulations for Lead-Based Paint (LBP) are contained in the Lead-Based Paint Elimination Final Rule, 24 CFR 33. Additionally, all LBP abatement activities must be in compliance with California Occupational Safety and Health Administration (Cal/OSHA) and Federal OSHA and with the State of California Department of Health Services requirements. Cal/OSHA requires 24-hour notification if more than 100 sf of lead-based paint would be disturbed. Additionally, only LBP-trained and -certified abatement personnel are allowed to perform abatement activities. All LBP removed from structures must be hauled and disposed of by a transportation company licensed to transport this type of material at a landfill or receiving facility licensed to accept the waste. Regulations to manage and control exposure to lead-based paint are also described in CFR Title 29, Section 1926.62 and California Code of Regulations Title 8 Section 1532.1. These regulations cover the demolition, removal, cleanup, transportation, storage, and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, monitoring, and compliance to ensure the safety of construction workers exposed to lead-based materials.

Fluorescent lighting ballasts manufactured prior to 1978, and electrical transformers, capacitors, and generators manufactured prior to 1977, may contain PCBs. In accordance with the Toxic Substances Control Act and other Federal and State regulations, electrical equipment and lighting ballasts that contain PCBs are required to be properly handled and disposed of during demolition of buildings.

As previously analyzed, there are no significant cumulative impacts associated with the demolition. The impacts of the demolition were previously considered and analyzed in the above-mentioned EIRs.

There will also be no damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. Furthermore, given the removal of blighted and deteriorated structures which have been recent sources for illegal dumping, the demolition activities would improve aesthetic conditions in comparison to baseline.

ATTACHMENT(S):

1. Summary of Bids Received
2. Excerpts from the 2010 Historic Survey
3. Photographs of the Interior of the MST and TAMC Structures

PREPARED BY:  REVIEWED BY: 
Lisa Rheinheimer Carl G. Sedoryk

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MST IFB 22-02 Fort Ord Abatement and Demolition Bid Results

1) Integrated Demolition and Remediation Inc.
Anaheim, CA
\$1,950,000.00

2) Central Valley Environmental
Fresno, CA
\$1,464,961.00

3) Demolition Services & Grading
Manteca, CA
\$2,239,065.00

4) Randazzo Enterprises
Salinas, CA
\$961,873.00

5) Resource Environmental
Cerritos, CA
\$1,563,000.00

6) Disaster Kleenup Specialists
Seaside, CA
Did not follow bid format. Nonresponsive

7) Coastwide Environmental

Bid arrived at 12:02 p.m. per Danny Bruno/MST staff. Bid will be returned unopened.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____ Review Code _____ Reviewer _____ Date _____

Page 1 of 6

*Resource Name or # (Assigned by recorder) Map Reference #2

P1. Other Identifier: Fort Ord Building 2071

*P2. Location: ☐ Not for Publication ☒ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County Monterey

*b. USGS 7.5' Quad Marina, CA Date 1947 photorevised 1983

c. Address _____ City _____ Zip _____

d. UTM: Zone _____; _____ mE/ _____ mN

e. Other Locational Data: Directly northwest of the intersection of 8th and 9th Streets, Fort Ord

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This 9,504-square-foot, board-form concrete building formerly functioned as a receiving warehouse and, in an emergency, as a fallout shelter, but is currently not in use. The building has a rectangular footprint and a flat roof (**Photograph 1**). A concrete loading dock with a pair of wood plank sliding doors is centered on the building's south side. The loading dock is fully sheltered by a flat canopy, and flanked to its right by a stair, entry door, and pair of three-light industrial windows. The west side of the building consists of a trio of wide window openings, each with four interconnected three-light windows (**Photograph 2**). The east side of the building includes two receiving bays at its north end and a pair of two-light windows at the south end (**Photograph 3**). The building's north side is largely obscured from the public right-of-way, but appears to only consist of a small loading dock with a ramp and two small window openings (**Photograph 4**). A fenced storage yard extends from the north side.

*P3b. Resource Attributes: (List attributes and codes) (HP34) Military Property

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photo of Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: Primary façade, facing north.

*P6. Date Constructed/Age/Sources:
☒ Historic ☐ Prehistoric ☐ Both
1953, U.S. Army Corps of Engineers

*P7. Owner and Address:
Transportation Agency for Monterey County
55 Plaza Circle
Salinas, CA 93901

*P8. Recorded by:
Polly S. Allen and Greg Rainka
JRP Historical Consulting, LLC
1490 Drew Ave. Suite 110
Davis, CA 95618

*P9. Date Recorded: January 2010

*P10. Survey Type: Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for Monterey Peninsula Light Rail Transit Project, Monterey County, California," 2010.

*Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record
☐ Other (list) _____

DPR 523A (1/95)

*Required Information

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

MST BOARD AGENDA / SEPTEMBER 13, 2021 MEETING / PAGE 84

B10. Significance (continued):

Historical Context

In 1917, the U.S. Army acquired land in the vicinity of what is currently known as East Garrison to use as a training ground for field artillery and cavalry troops stationed at the nearby Presidio of Monterey. It was named the Gigling Reservation after the German immigrant family who previously resided there. This was changed to Camp Ord in 1933 in honor of Major General Edward Otho Cresap Ord, a celebrated Civil War commander who also assisted the U.S. Army Corp of Engineers in the survey of Sacramento and Los Angeles in the mid-19th century.¹

Little development occurred at Camp Ord until 1938, when the WPA funded the construction of a temporary camp about one mile east of the Gigling railroad siding on the Monterey Branch Line of the Southern Pacific Railroad (SPRR). In 1940, with American involvement in World War II imminent, the Army began obtaining large parcels of land to establish a permanent facility at Camp Ord for training ground troops. The Army first acquired 3,777 acres between Marina and the existing camp from the Jacks Corporation. An additional 2,000 acres was purchased later that year between Seaside and the Gigling spur from T.A. Work, a Monterey Peninsula real-estate tycoon. Additionally, 275 acres of land just south of Marina and west of the SPRR was donated to the Army by Monterey County. Accompanying this substantial expansion, Camp Ord was renamed Fort Ord.²

The extensive mobilization effort of the Army facilitated twelve million dollars worth of improvements to the now 28,514-acre base by 1941. The majority of construction at this time was focused in the East Garrison. This included a permanent mess hall complex comprised of nine identical Spanish Revival concrete structures, as well as temporary barracks and storage buildings of wood frame construction. In addition, a number of temporary warehouses and service buildings, including this building, were erected adjacent to the Fort Ord spur of the Monterey Branch Line. The building acted as basic infrastructural support elements, receiving and storing material that was transported on the adjacent Monterey Branch Line.³

After the Japanese attack on Pearl Harbor and the declaration of war by Germany against the United States, the nation formally joined the Allied cause in December 1941. Fort Ord became one of the nation's largest training camps for Army infantry. With a wartime population of more than 50,000, it served as a primary staging area for troops deploying to the Pacific Theater during World War II. Because of the rapid buildup of the period, most of the construction at this time was considered temporary. The simple, wood frame designs facilitated controlled, rapid-paced construction efforts, and were not planned to have a lifespan of more than ten years.

Following the war, Fort Ord was converted into a processing center for returning soldiers. In 1950, the Army began deployment to Korea, and Fort Ord once again emerged as a training and staging area for infantry and personnel, a role which was reprised in the early 1960s with the escalation of the Vietnam War. Funds for the first permanent barracks at Fort Ord were authorized by Congress in 1951, and by 1953 the construction of one thousand housing units was completed. Additional permanent structures were erected during the first years of that decade, including classrooms, a fire station, service clubs, chapels, shop buildings, warehouses, utility plants, a dental clinic, and a dispensary. Though Fort Ord's master plan called for the eventual replacement of all wood frame structures with concrete buildings, this never came to fruition and many of the temporary structures remain.

¹ Michael Swernoff, "A Reconnaissance Cultural Resources Survey of Fort Ord, California," 1982, 3-9; Tri-Services Cultural Resources Research Center (TSCRRC), "Historical and Architectural Documentation Reports for Fort Ord, California (Draft)," November 1992; Fort Ord Army Historian, "Fort Ord Historical Overview" (unpublished manuscript on file at the Monterey County Historical Society).

² TSCRRC, "Historical and Architectural Documentation for Fort Ord"; "Fort Ord Historical Overview."

³ "Fort Ord Historical Overview."

The base continued to expand in the 1980s, and was one of four national bases chosen for stationing the army's new light infantry divisions. Fort Ord supplied troops for the American invasion of Panama in 1989 and served as a major mobilization point for Operation Desert Storm. Despite this continued level of activity, the base was recommended for closure by the Base Realignment and Closure Commission (BRAC) in 1991. The closure was part of a number of base decommissioning that accompanied the end of the Cold War. By 1994, the base was officially closed, and all of its 29,600 acres transferred from military ownership to the Fort Ord Reuse Authority (FORA).⁴

Evaluation

This evaluation utilized the *California Historic Military Buildings and Structures Inventory* (2000) to assess the proper historic context and potential significance of these military buildings, and found that as generalized support facilities none appear to have held a significant role in the mission of Fort Ord or the development of the Army in California.⁵

As a minor component of the continuing infrastructural development of Fort Ord in the early 1950s, this building does not have distinct or important associations related to the theme of military development at the local, state, or national level (Criterion A or 1). The building is not an illustrative representative of military construction or representative of Fort Ord's mobilization mission. Rather, the building was developed as a simple warehouse building that served a basic support role for the activities of the base. The building served a modest purpose, primarily functioning as a receiving warehouse for Monterey Branch Line stock supply trains.

Building 2071 does not appear to be significant for its association with the lives of persons important in local, state or national history (Criterion B or 2). The facility served thousands of stationed infantrymen and personnel for many decades throughout the major conflicts of the twentieth century; however, as a basic service building it lacks direct associations with any significant individuals within this context.

The building does not embody distinctive architectural characteristics of a type, period, or method of construction, nor does it appear to be the work of a master (Criterion C or 3). The warehouse is a utilitarian design that is a common representative of military construction from this era and the building does not convey any significant attributes of military architecture or design. While the building lacks significance, it does retain integrity to its date of construction. Important architectural elements still remain, namely the original window configurations and materials and the loading dock and freight doors.

Lastly, Building 2071 does not appear to be significant as a source (or likely source) of important information regarding history. Military buildings of this design and type are well documented, and this building does not appear to have any likelihood of yielding important information to construction materials, design, or military development in general.

⁴ TSCRRC, "Historical and Architectural Documentation for Fort Ord"; McNaughton, "Fort Ord: A Working History," 11; "Fort Ord Historical Overview."

⁵ JRP Historical Consulting Services, "California Historic Military Buildings and Structures Inventory," Volumes I-III, (prepared for United State Army Corps of Engineers, 2000).

Photographs (continued):



Photograph 2: West side of building, camera facing northeast



Photograph 3: East side of building, camera facing northwest



Photograph 4: North side of building, camera facing west

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____ Review Code _____ Reviewer _____ Date _____

Page 1 of 8

*Resource Name or # (Assigned by recorder) Map Reference #3

P1. Other Identifier: Fort Ord Building 2060-2065

*P2. Location: ☐ Not for Publication ☒ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County Monterey

*b. USGS 7.5' Quad Marina, CA Date 1947 photorevised 1983

c. Address _____ City _____ Zip _____

d. UTM: Zone _____; _____ mE/ _____ mN

e. Other Locational Data: Between 5th and 8th Streets on Quartermaster Ave, Fort Ord.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This conjoined group of buildings was developed as a portion of Fort Ord's receiving station for Monterey Branch Line stock supply trains, though the building is not currently in use. The entire structure shares a concrete through platform that served as a train loading area. The six buildings were originally built in 1941 as temporary structures; two of these remain (2064 and the south end of 2060), while the other four are permanent replacements constructed during the first years of the following decade. Collectively, they have a north-south orientation, and are positioned parallel to the alignment of the Fort Ord railroad spur (the tracks of which have been removed and/or covered with asphalt). Only the west sides of these buildings are visible from the public right-of-way.

Building 2065 (**Photograph 1**) formerly functioned as a general purpose warehouse. It was constructed in 1952 to replace a temporary wood frame building likely serving a similar use. It has an 18,876-square-foot rectangular footprint and concrete block exterior. The flat roof overhangs the receiving platform/dock. Each of the twelve receiving bays has a wood plank sliding door, apart from the northernmost. Its opening has been filled with concrete block. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) (HP34) Military Property

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photo of Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: Building 2065, facing southeast

*P6. Date Constructed/Age/Sources:
☒ Historic ☐ Prehistoric ☐ Both
1941 and 1952, U.S. Army Corps of Engineers

*P7. Owner and Address:
Transportation Agency for Monterey County
55 Plaza Circle
Salinas, CA 93901

*P8. Recorded by:
Polly S. Allen and Greg Rainka
JRP Historical Consulting, LLC
1490 Drew Ave. Suite 110
Davis, CA 95618

*P9. Date Recorded: January 2010

*P10. Survey Type: Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for Monterey Peninsula Light Rail Transit Project, Monterey County, California," 2010.

*Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record
☐ Other (list) _____

DPR 523A (1/95)

*Required Information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

Page 2 of 8

*NRHP Status Code 6Z

*Resource Name or # Map Reference #3

B1. Historic Name: _____

B2. Common Name: _____

B3. Original Use: warehouse B4. Present Use: unoccupied

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alteration, and date of alterations) Portions of the complex were constructed in 1941 as temporary warehouses. In 1952, some of the original structure was removed and replaced with permanent concrete infill. Subsequent alterations, including the infill of some loading bays, unknown.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features: _____

B9. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 2060-2065 does not appear eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it lacks significance. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and are not historical resources for the purpose of CEQA. (see continuation sheet)

B11. Additional Resource Attributes: _____

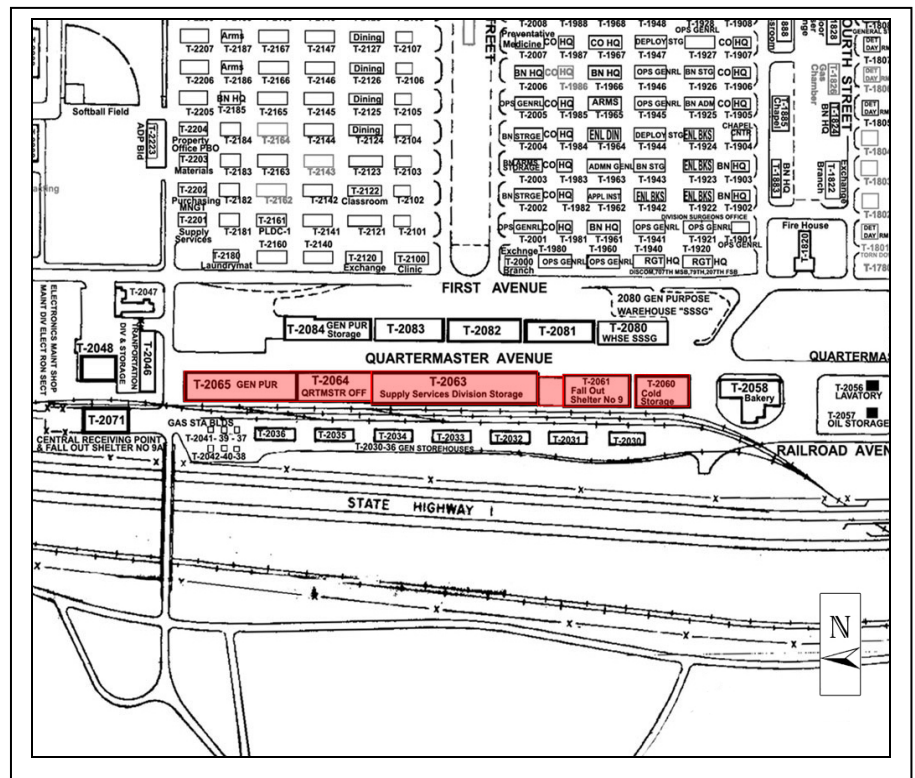
*B12. References: Michael Swernoff, "A Reconnaissance Cultural Resources Survey of Fort Ord, California," 1982; Tri-Services Cultural Resources Research Center (TSCRRC), "Historical and Architectural Documentation Reports for Fort Ord, California (Draft)," November 1992; John S. Garner, "World War II Temporary Military Buildings: A Brief History of the Architecture and Planning of Cantonments and Training Stations in the United States," March 1993; James C. McNaughton, "Fort Ord: A Working History," December 1996; "Fort Ord Historical Overview" (unpublished manuscript on file at the Monterey County Historical Society). Also see footnotes.

B13. Remarks:

*B14. Evaluator: Greg Rainka

*Date of Evaluation: February 2010

(This space reserved for official comments.)



P3a. Description (continued):

Building 2064 (**Photograph 2**) formerly functioned as a general purpose warehouse. The building was constructed in 1941 as a temporary building, evident by its wood frame structure and drop siding. It has a side-gabled roof and an 11,218-square foot rectangular footprint divided into two sections. The north end of the building has a lower roof line, six boarded up window openings, and an entry door. The south end consists of a pair of boarded up square window openings and five receiving bays; two have wood plank sliding doors, two have plywood sliding doors, and one has been boarded up.

Building 2063 (**Photograph 3**) formerly functioned as a general purpose warehouse. It was constructed in 1952 to replace a temporary wood frame building likely serving a similar use. It has a 31,223-square foot rectangular footprint and concrete block exterior. The flat roof overhangs the receiving platform/dock. Each of the nineteen receiving bays has a wood plank sliding door.

Building 2062 (**Photograph 4**) formerly functioned as a general purpose warehouse. It has a 3,600-square foot rectangular footprint and side-gabled roof. A recent asbestos survey performed by Diagnostic Engineering, Inc. estimates that it was built in 1952 of wood frame construction, which is inconsistent with the typical building practices of the time at Fort Ord. Its roof is similar to that of Building 2064, which suggests that it dates to the early 1940s, when temporary, wood frame buildings were being constructed across the base. The visible wall is clad with drop siding, however the type and configuration of the receiving bays and doors have been altered. Currently, there are two large openings with roll up doors, which are not found on any of the other buildings within this group, and therefore make this particular structure difficult to date.

Building 2061 (**Photograph 5**) formerly functioned as a cold storage warehouse, though it doubled as a fallout shelter. It was constructed in 1952 to replace a temporary wood frame building likely serving a similar use. It has a 10,700-square foot rectangular footprint, board-form concrete exterior, and flat roof. The building's visible wall has a boarded up door opening and a four-light industrial window.

Building 2060 (**Photograph 6**) formerly functioned as a cold storage warehouse. Its south end was constructed in 1941 as a temporary building, evident by its wood frame structure and drop siding. The receiving platform is recessed and provides access to two entry doors, one of which is an insulated cold storage door. The other entrance has been boarded up. The north end of the building has a concrete exterior, which suggests that it was constructed around 1952. The flat roof overhangs the receiving platform/dock, and the ten bays consist of either cold storage doors, ventilation louvers, or boarded up openings. Altogether, Building 2060 has a 15,542-square foot rectangular footprint.

B10. Significance (continued):

Historic Context

In 1917, the U.S. Army acquired land in the vicinity of what is currently known as East Garrison to use as a training ground for field artillery and cavalry troops stationed at the nearby Presidio of Monterey. It was named the Gigling Reservation after the German immigrant family who previously resided there. This was changed to Camp Ord in 1933 in honor of Major General Edward Otho Cresap Ord, a celebrated Civil War commander who also assisted the U.S. Army Corp of Engineers in the survey of Sacramento and Los Angeles in the mid-19th century.¹

Little development occurred at Camp Ord until 1938, when the WPA funded the construction of a temporary camp about one mile east of the Gigling railroad siding on the Monterey Branch Line of the Southern Pacific Railroad (SPRR). In 1940,

¹ Michael Swernoff, "A Reconnaissance Cultural Resources Survey of Fort Ord, California," 1982, 3-9; Tri-Services Cultural Resources Research Center (TSCRRC), "Historical and Architectural Documentation Reports for Fort Ord, California (Draft)," November 1992; Fort Ord Army Historian, "Fort Ord Historical Overview" (unpublished manuscript on file at the Monterey County Historical Society).

with American involvement in World War II imminent, the Army began obtaining large parcels of land to establish a permanent facility at Camp Ord for training ground troops. The Army first acquired 3,777 acres between Marina and the existing camp from the Jacks Corporation. An additional 2,000 acres was purchased later that year between Seaside and the Gigling spur from T.A. Work, a Monterey Peninsula real-estate tycoon. Additionally, 275 acres of land just south of Marina and west of the SPRR was donated to the Army by Monterey County. Accompanying this substantial expansion, Camp Ord was renamed Fort Ord.²

The extensive mobilization effort of the Army facilitated twelve million dollars worth of improvements to the now 28,514-acre base by 1941. The majority of construction at this time was focused in the East Garrison. This included a permanent mess hall complex comprised of nine identical Spanish Revival concrete structures, as well as temporary barracks and storage buildings of wood frame construction. In addition, a number of temporary warehouses and service buildings, including this building, were erected adjacent to the Fort Ord spur of the Monterey Branch Line. The building acted as basic infrastructural support elements, receiving and storing material that was transported on the adjacent Monterey Branch Line.³

After the Japanese attack on Pearl Harbor and the declaration of war by Germany against the United States, the nation formally joined the Allied cause in December 1941. Fort Ord became one of the nation's largest training camps for Army infantry. With a wartime population of more than 50,000, it served as a primary staging area for troops deploying to the Pacific Theater during World War II. Because of the rapid buildup of the period, most of the construction at this time was considered temporary. The simple, wood frame designs facilitated controlled, rapid-paced construction efforts, and were not planned to have a lifespan of more than ten years.

Following the war, Fort Ord was converted into a processing center for returning soldiers. In 1950, the Army began deployment to Korea, and Fort Ord once again emerged as a training and staging area for infantry and personnel, a role which was reprised in the early 1960s with the escalation of the Vietnam War. Funds for the first permanent barracks at Fort Ord were authorized by Congress in 1951, and by 1953 the construction of one thousand housing units was completed. Additional permanent structures were erected during the first years of that decade, including classrooms, a fire station, service clubs, chapels, shop buildings, warehouses, utility plants, a dental clinic, and a dispensary. Though Fort Ord's master plan called for the eventual replacement of all wood frame structures with concrete buildings, this never came to fruition and many of the temporary structures remain.

The base continued to expand in the 1980s, and was one of four national bases chosen for the stationing of the army's new light infantry divisions. Fort Ord supplied troops for the American invasion of Panama in 1989 and served as a major mobilization point for Operation Desert Storm. Despite this continued level of activity, the base was recommended for closure by the Base Realignment and Closure Commission (BRAC) in 1991. The closure was part of a spate of base decommissioning that accompanied the end of the Cold War. By 1994, the base was officially closed, and all of its 29,600 acres transferred from military ownership to the Fort Ord Reuse Authority (FORA).⁴

Evaluation

In 1986, the U.S. Department of Defense (DOD) entered into a Programmatic Agreement with the Advisory Council on Historic Preservation and the National Conference of State Historic Preservation Officers stipulating that studies be conducted to document the temporary buildings of the World War II mobilization and construction effort. In 1991, Fort Ord's World War II-era temporary buildings were inventoried and evaluated as part of this agreement, and were determined to be not eligible for the NRHP because they were standard building types featuring simple, utilitarian design elements

² TSCRRRC, "Historical and Architectural Documentation for Fort Ord"; "Fort Ord Historical Overview."

³ "Fort Ord Historical Overview."

⁴ TSCRRRC, "Historical and Architectural Documentation for Fort Ord"; McNaughton, "Fort Ord: A Working History," 11; "Fort Ord Historical Overview."

found across numerous military installations. This building complex, major portions of which are of the World War II temporary construction type, is being re-evaluated because it is no longer under the ownership of the DOD.

This evaluation utilized the *California Historic Military Buildings and Structures Inventory* (2000) to assess the proper historic context and potential significance of these military buildings, and found that as generalized support facilities none appear to have held a significant role in the mission of Fort Ord or the development of the Army in California.⁵

As a minor component of the infrastructural development of Fort Ord during the World War II period, the study property does not have distinct or important associations related to the theme of military development at the local, state, or national level (Criterion A or 1). The building is not an illustrative representative of military construction or representative of Fort Ord's mobilization mission. Rather, the building was developed as a warehouse and receiving building that served a basic support role within the context of the base mission.

Building 2060-2065 does not appear to be significant for its association with the lives of persons important in local, state or national history (Criterion B or 2). The facility served thousands of stationed infantrymen and personnel for many decades throughout the major conflicts of the twentieth century, however as a basic storage and supply building it lacks direct associations with any significant individuals within this context.

The property does not embody distinctive architectural characteristics of a type, period, or method of construction, nor does it appear to be the work of a master (Criterion C or 3). The complex is of a utilitarian design that is a common representative of military construction and does not convey any significant attributes of military architecture or design. As a hybrid of World War II era construction and permanent construction from the Cold War era, the warehouse facility stands as a basic representative of evolving construction techniques that were undertaken at bases across the United States. Although the complex lacks architectural significance, it does retain fair integrity to its periods of construction. Important architectural elements still remain, namely a vast majority of the original windows and sliding doors. That being said, a select few openings have been boarded up and the door openings of Building 2062 appear to have been altered and/or reconfigured.

Lastly, Building 2060-2065 does not appear to be significant as a source (or likely source) of important information regarding history. Military buildings of this design and type are well documented, and this building does not appear to have any likelihood of yielding important information to construction materials, design, or military development in general.

⁵ JRP Historical Consulting Services, "California Historic Military Buildings and Structures Inventory," Volumes I-III, (prepared for United State Army Corps of Engineers, 2000).

Photographs (continued):



Photograph 2: Building 2064, facing southeast



Photograph 3: Building 2063, facing southeast



Photograph 4: Building 2062, facing southeast



Photograph 5: Building 2061, facing southeast

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 8 of 8

*Resource Name or # (Assigned by recorder) Map Reference #3

*Recorded by P.S. Allen and G. Rainka *Date Jan 2010 ☒ Continuation ☐ Update



Photograph 6: Building 2060, facing southeast

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____ Review Code _____ Reviewer _____ Date _____

Page 1 of 7

*Resource Name or # (Assigned by recorder) Map Reference # 4

P1. Other Identifier: Fort Ord Building 2058

*P2. Location: ☐ Not for Publication ☒ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County Monterey

*b. USGS 7.5' Quad Marina, CA Date 1947 photorevised 1983

c. Address _____ City _____ Zip _____

d. UTM: Zone _____; _____ mE/ _____ mN

e. Other Locational Data: Directly southwest of the intersection of Quartermaster Ave. and 5th St., Fort Ord.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This 10,128-sqaure foot building originally housed a bakery, and is currently not in use. Records show that it was also used as a general warehouse and office space. The building was designed as a temporary building and has a T-shaped footprint and composite shingle cross-gabled roof with boxed eaves (**Photograph 1**). The exterior walls rest on a concrete foundation and are clad in drop siding with corner boards. A shed-roof addition is attached to the southwest interior facing corner of the building (**Photograph 2**), and a portion of the north end of the building has a second story with a flat roof (**Photograph 3**). Fenestration includes many six-over-six double-hung wood frame windows, hung singly and in pairs (**Photograph 4**). A concrete ramp accesses large sliding service doors on the south-facing wall (**Photograph 5**). In addition, a flat canopy on the building's south end shelters an entry door, which is a replacement for original sliding doors that have since been removed (**Photograph 6**). An additional entrance, which has been boarded over, is located on the north-facing end of the building (**Photograph 7**). A number of cylindrical vents punctuate the roofline of the building.

*P3b. Resource Attributes: (List attributes and codes) (HP34) Military Property

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photo of Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: Primary
façades, camera facing northeast.

*P6. Date Constructed/Age/Sources:
☒ Historic ☐ Prehistoric ☐ Both
1941, U.S. Army Corps of Engineers

*P7. Owner and Address:
Transportation Agency for Monterey
County
55 Plaza Circle
Salinas, CA 93901

*P8. Recorded by:
Polly S. Allen and Greg Rainka
JRP Historical Consulting, LLC
1490 Drew Ave. Suite 110
Davis, CA 95618

*P9. Date Recorded: January 2010

*P10. Survey Type: Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for Monterey Peninsula Light Rail Project, Monterey County, California," 2010.

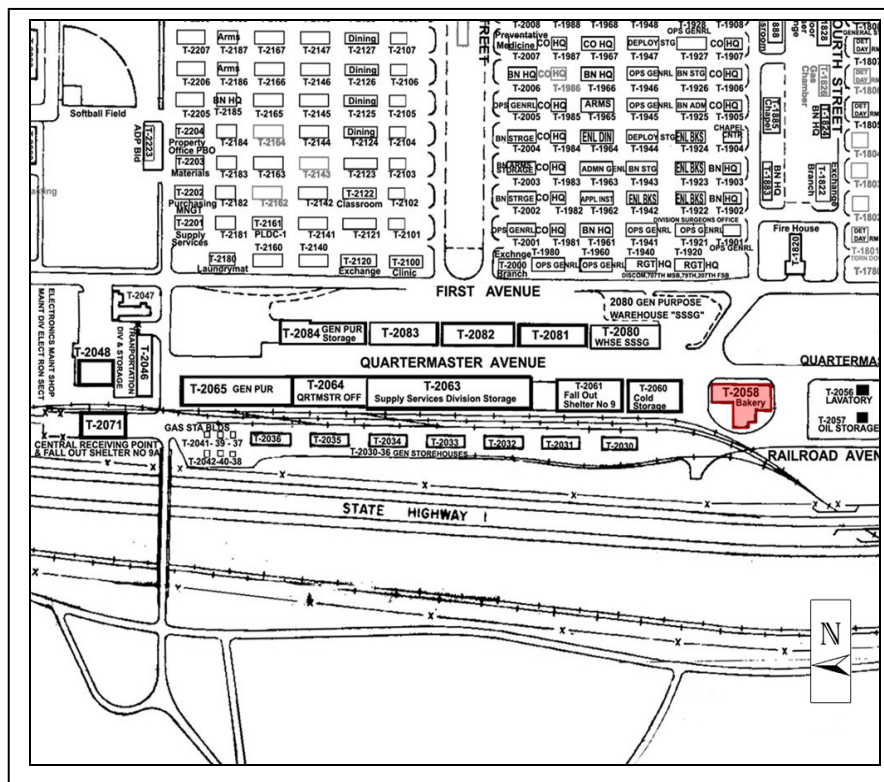
*Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record
☐ Other (list) _____

***Resource Name or # Map Reference # 4**

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Fort Ord Building 2058 does not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it lacks significance. It has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not a historical resource for the purpose of CEQA. (See continuation sheet)

(This space reserved for official comments.)



B10. Significance (continued):

Historic Context

In 1917, the US Army acquired land in the vicinity of what is currently known as East Garrison to use as a training ground for field artillery and cavalry troops stationed at the nearby Presidio of Monterey. It was named the Gigling Reservation after the German immigrant family who previously resided there. This was changed to Camp Ord in 1933 in honor of Major General Edward Otho Cresap Ord, a celebrated Civil War commander who also assisted the Army Corp of Engineers in the survey of Sacramento and Los Angeles in the mid-19th century.¹

Little development occurred at Camp Ord until 1938, when the WPA funded the construction of a temporary camp about one mile east of the Gigling railroad siding on the Monterey Branch Line of the Southern Pacific Railroad (SPRR). In 1940, with American involvement in World War II imminent, the Army began obtaining large parcels of land to establish a permanent facility at Camp Ord for training ground troops. The Army first acquired 3,777 acres between Marina and the existing camp from the Jacks Corporation. An additional 2,000 acres was purchased later that year between Seaside and the Gigling spur from T.A. Work, a Monterey Peninsula real-estate tycoon. Additionally, 275 acres of land just south of Marina and west of the SPRR was donated to the Army by Monterey County. Accompanying this substantial expansion, Camp Ord was renamed Fort Ord.²

The extensive mobilization effort of the Army facilitated twelve million dollars worth of improvements to the now 28,514-acre base by 1941. The majority of construction at this time was focused in the East Garrison. This included a permanent mess hall complex comprised of nine identical Spanish Revival concrete structures, as well as temporary barracks and storage buildings of wood frame construction. In addition, a number of temporary warehouses and service buildings, including this building, were erected adjacent to the Fort Ord spur of the Monterey Branch Line. The building acted as basic infrastructural support elements, receiving and storing material that was transported on the adjacent Monterey Branch Line.³

After the Japanese attack on Pearl Harbor and the declaration of war by Germany against the United States, the nation formally joined the Allied cause in December 1941. Fort Ord became one of the nation's largest training camps for Army infantry. With a wartime population of more than 50,000, it served as a primary staging area for troops deploying to the Pacific Theater during World War II. Because of the rapid buildup of the period, most of the construction at this time was considered temporary. The simple, wood frame designs facilitated controlled, rapid-paced construction efforts, and were not planned to have a lifespan of more than ten years.

Following the war, Fort Ord was converted into a processing center for returning soldiers. In 1950, the Army began deployment to Korea, and Fort Ord once again emerged as a training and staging area for infantry and personnel, a role which was reprised in the early 1960s with the escalation of the Vietnam War. Funds for the first permanent barracks at Fort Ord were authorized by Congress in 1951, and by 1953 the construction of one thousand housing units was completed. Additional permanent structures were erected during the first years of that decade, including classrooms, a fire station, service clubs, chapels, shop buildings, warehouses, utility plants, a dental clinic, and a dispensary. Though Fort Ord's master plan called for the eventual replacement of all wood frame structures with concrete buildings, this never came to fruition and many of the temporary structures remain.

The base continued to expand in the 1980s, and was one of four national bases chosen for stationing the Army's new light infantry divisions. Fort Ord supplied troops for the American invasion of Panama in 1989 and served as a major

¹ Michael Swernoff, "A Reconnaissance Cultural Resources Survey of Fort Ord, California," 1982, 3-9; Tri-Services Cultural Resources Research Center (TSCRRC), "Historical and Architectural Documentation Reports for Fort Ord, California (Draft)," November 1992; Fort Ord Army Historian, "Fort Ord Historical Overview" (unpublished manuscript on file at the Monterey County Historical Society).

² TSCRRC, "Historical and Architectural Documentation for Fort Ord"; "Fort Ord Historical Overview."

³ "Fort Ord Historical Overview."

mobilization point for Operation Desert Storm. Despite this continued level of activity, the base was recommended for closure by the Base Realignment and Closure Commission (BRAC) in 1991. The closure was part of a number of base decommissioning that accompanied the end of the Cold War. By 1994, the base was officially closed, and all of its 29,600 acres transferred from military ownership to the Fort Ord Reuse Authority (FORA).⁴

Evaluation

In 1986, the U.S. Department of Defense (DOD) entered into a Programmatic Agreement with the Advisory Council on Historic Preservation and the National Conference of State Historic Preservation Officers stipulating that studies be conducted to document the temporary buildings of the World War II mobilization and construction effort. In 1991, Fort Ord's World War II-era temporary buildings were inventoried and evaluated as part of this agreement, and were determined to be not eligible for the NRHP because they were standard building types featuring simple, utilitarian design elements found across numerous military installations. This World War II-era temporary building is being re-evaluated because it is no longer under the ownership of the DOD.

This evaluation utilized the *California Historic Military Buildings and Structures Inventory* (2000) to assess the proper historic context and potential significance of these military buildings, and found that as generalized support facilities none appear to have held a significant role in the mission of Fort Ord or the development of the Army in California.⁵

As a minor component of the infrastructural development of Fort Ord during the World War II period, the study property does not have distinct or important associations related to the theme of military development at the local, state, or national level (Criterion A or 1). The building is not an illustrative representative of military construction or representative of Fort Ord's mobilization mission. Rather, the building was developed as a basic service building that served a minor role within the context of the base mission. The building served a modest purpose, functioning as a bakery and warehouse.

Building 2058 does not appear to be significant for its association with the lives of persons important in local, state or national history (Criterion B or 2). The facility served thousands of stationed infantrymen and personnel for many decades throughout the major conflicts of the twentieth century; however, as a basic service building it lacks direct associations with any significant individuals within this context.

The building does not embody distinctive architectural characteristics of a type, period, or method of construction, nor does it appear to be the work of a master (Criterion C or 3). The wood frame building is of a utilitarian design that is a common representative of military construction from this era and the building does not convey any significant attributes of military architecture or design. Although the building lacks architectural significance, it does retain some integrity to its date of construction. Original architectural elements still remain, namely the windows and drop siding. That being said, at least one window and one doorway have been reconfigured, and a few openings have been boarded up with the original material removed.

Lastly, Building 2058 does not appear to be significant as a source (or likely source) of important information regarding history. Military buildings of this design and type are well documented, and this building does not appear to have any likelihood of yielding important information to construction materials, design, or military development in general.

⁴ TSCRRC, "Historical and Architectural Documentation for Fort Ord"; McNaughton, "Fort Ord: A Working History," 11; "Fort Ord Historical Overview."

⁵ JRP Historical Consulting Services, "California Historic Military Buildings and Structures Inventory," Volumes I-III, (prepared for United State Army Corps of Engineers, 2000).

Photographs (continued):



Photograph 2: Shed-roofed extension, facing northeast.



Photograph 3: East wall, facing southwest.



Photograph 4: Northwest-facing corner, facing southeast.



Photograph 5: Unloading ramp on south-facing wall, facing northeast.



Photograph 6: South end, facing northwest.

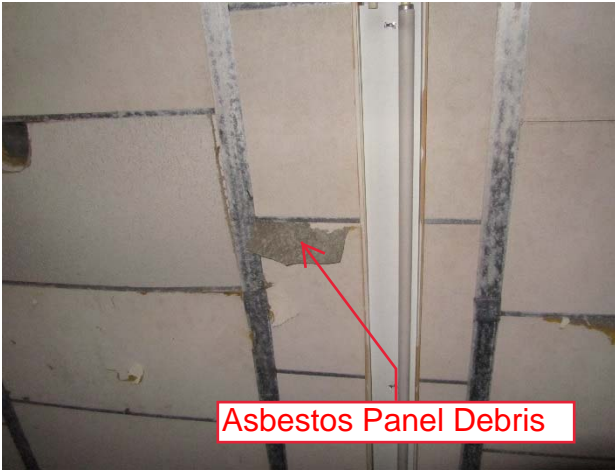
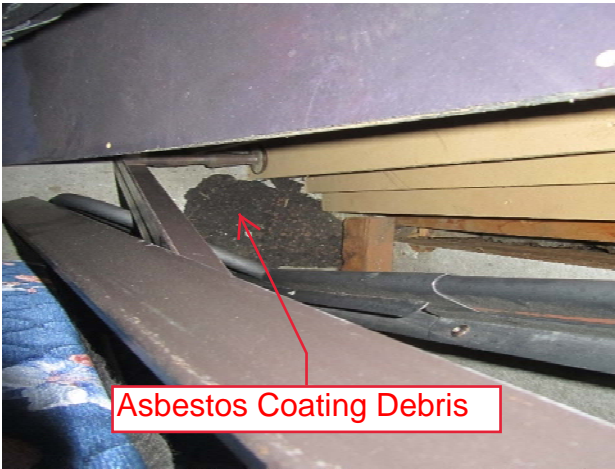


Photograph 7: North end, facing southeast.

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BUILDING 2060
PHOTO DOCUMENTATION

ATTACHMENT 3



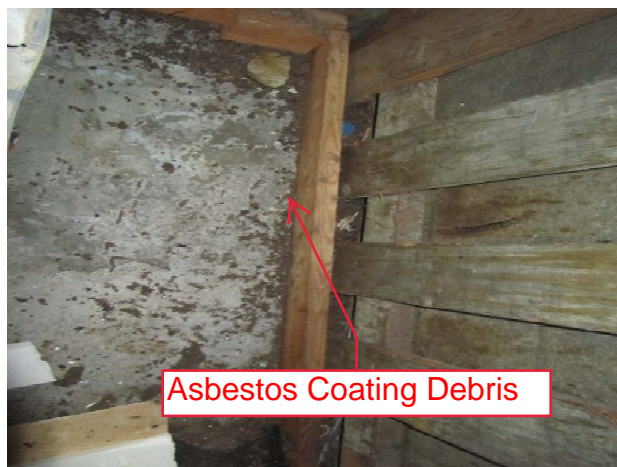
BUILDING 2058 (MST)
PHOTO DOCUMENTATION



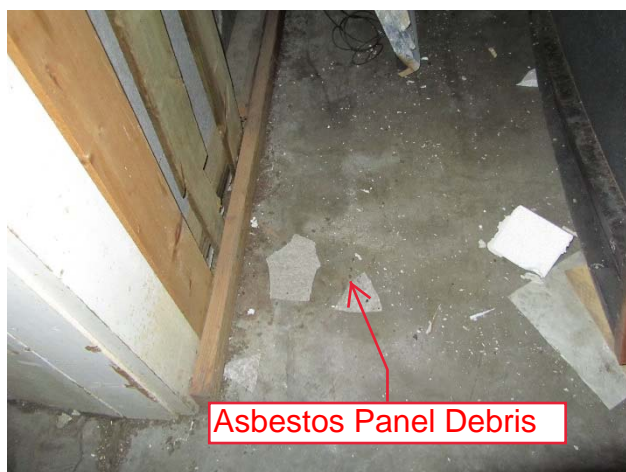
BUILDING 2060
PHOTO DOCUMENTATION



Asbestos Coating



Asbestos Coating Debris



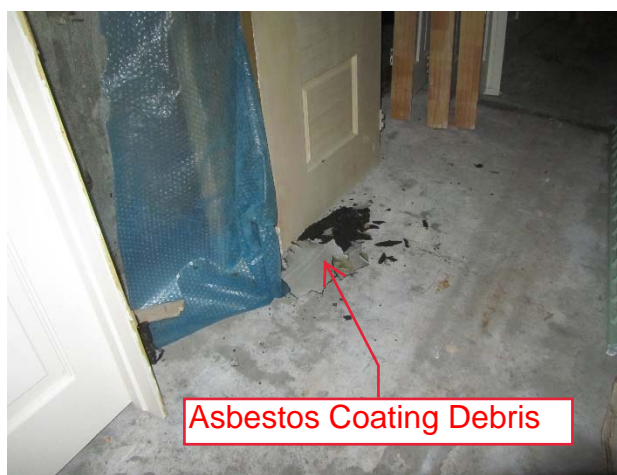
Asbestos Panel Debris



Asbestos Coating Debris



Asbestos Coating

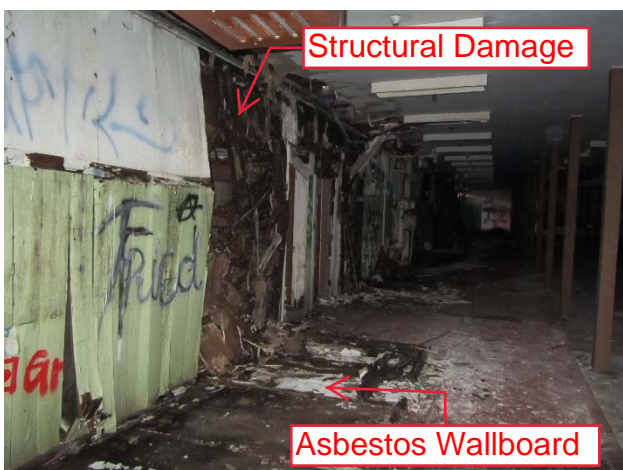
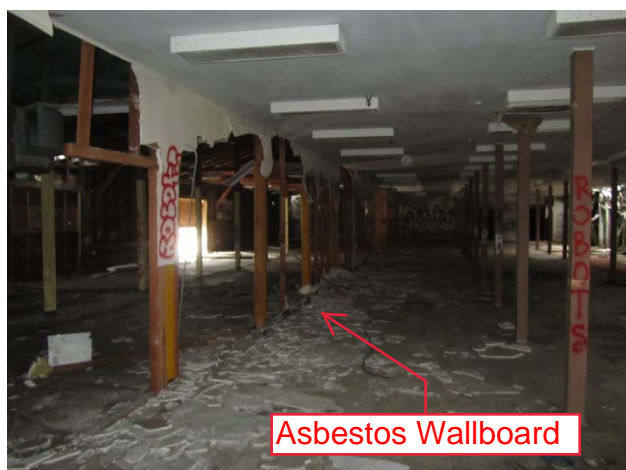
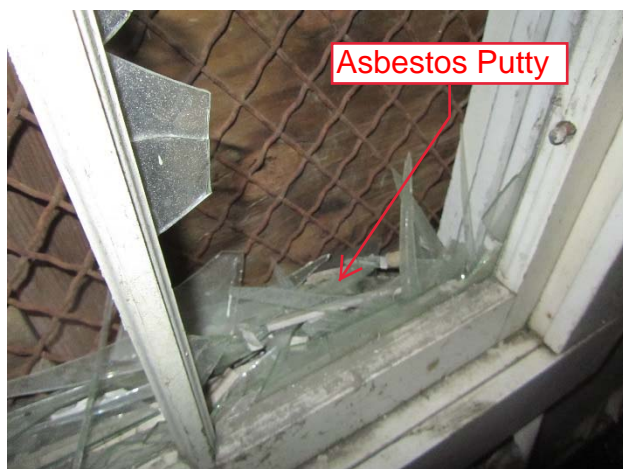
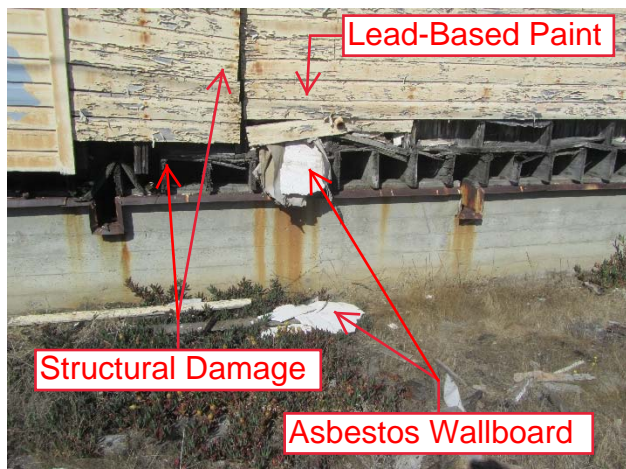


Asbestos Coating Debris

BUILDING 2061
PHOTO DOCUMENTATION



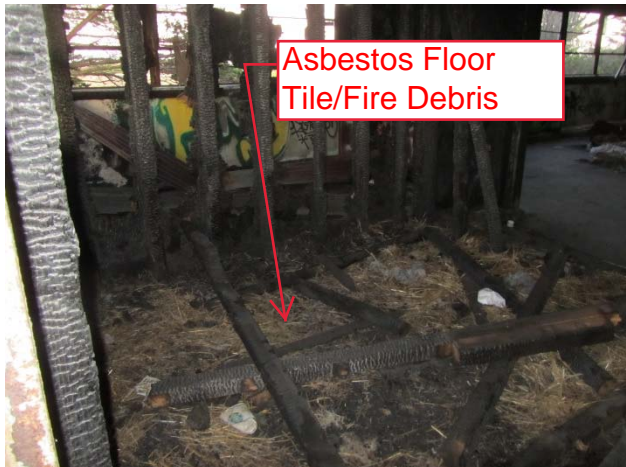
BUILDING 2064
PHOTO DOCUMENTATION



BUILDING 2064
PHOTO DOCUMENTATION



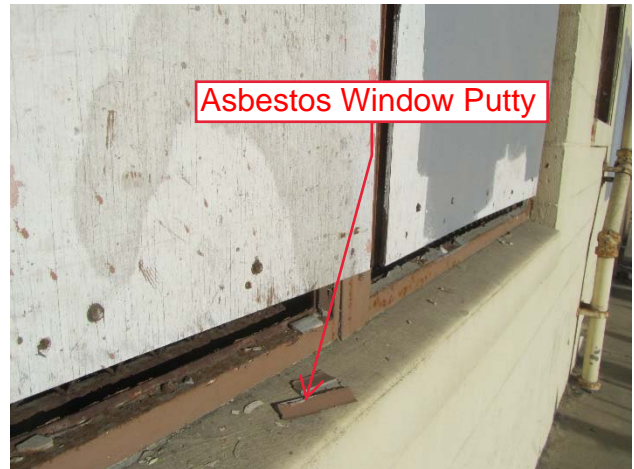
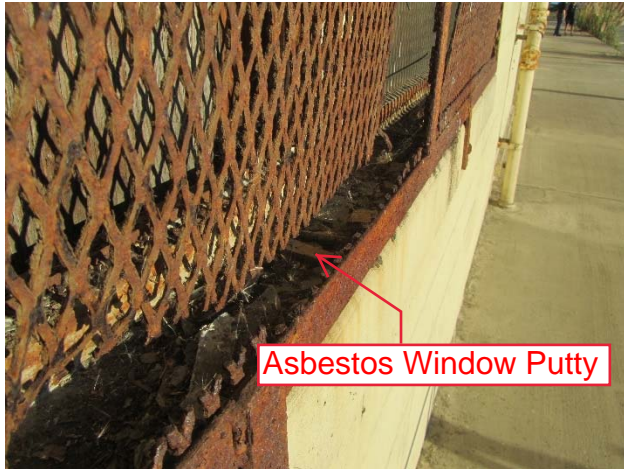
BUILDING 2071
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BUILDING 2063
PHOTO DOCUMENTATION



BUILDING 2065
PHOTO DOCUMENTATION



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To: Board of Directors

From: Michelle Overmeyer, Director of Planning and Innovation

Subject: Draft Network Plan

RECOMMENDATION:

Receive an update on the Comprehensive Operational Analysis (COA) Draft Network Plan and provide feedback.

FISCAL IMPACT:

The Network Plan is being designed under three scenarios to provide options to meet MST's future financial environment.

- Low Scenario - This is the contingency scenario. It assumes either general fund sources (i.e., fares, State, non-pandemic federal funds, etc...) recover very slowly from the pandemic, or insufficient workforce is available to operate at full capacity, or both.
- Medium Scenario - This assumes regular general fund sources recover to pre-pandemic levels by the time MST's federal pandemic recovery funds run out. This funding scenario also aligns with estimates in MST's FY21/22-FY22/23 operating budget and staffing levels.
- High Scenario - This scenario assumes voters approve a new sales tax including 1/8-cent for service increases, or another similarly-sized new source of funding is generated for increased service levels.

POLICY IMPLICATIONS:

MST has not completed a COA in many years, instead relying on various localized service plans to update routes and schedules (e.g., Salinas Area Service Study, Peninsula Area Service Study, Marina Area Service Study, etc...). The intent of the COA is to design the transit network to meet a consistent set of service goals. The COA supports the Board's Strategic Plan that was adopted this year.

At the May 2021 meeting, the Board Operations Performance Committee directed staff to focus the Network Plan on these priorities areas:

- Ridership over coverage: focusing better and more frequent service where more people live and work rather than spreading minimal service to as many areas of the County as possible
- Equity over equality: targeting the areas that have the greatest need for public transit rather than spreading service equally among the population
- Regional balance of transit service: 40% service to Peninsula area, 40% service to Salinas, and the remaining 20% to other areas.

DISCUSSION:

The COA is a year-long comprehensive effort to revamp the entire public transit system in Monterey County. Your board received a Transit 101 presentation in March 2021 to receive an overview of the process. Phase 1 of the community engagement took place in spring 2021. Efforts included: MST rider focused groups, stakeholder meetings, and a telephone survey. A series of six Core Design Workshops took place in mid-June to redesign MST's existing transit network. City and County staff from all planning and engineering departments were invited to participate in the virtual Core Design Workshops led by MST's consultant, Jarrett Walker + Associates. The workshops focused on the Medium scenario described above, with an expected implementation of 2022. A Low scenario and High scenario were also designed during the workshops.

The draft network was presented to your Board Operations Performance Committee in August 2021, and the Draft Network Plan is now available for public review and comment on MST's website <https://mst.org/coa>. The consultant will give your full board a presentation of the Draft Network Plan at the Board meeting. Phase 2 of the community engagement will officially begin in earnest following the September Board meeting. Phase 2 community engagement will include another round of MST rider focused groups, stakeholder meetings, and an online public survey. A community meeting, in English and Spanish, will be held in October 2021.


ATTACHMENT(S):

Draft Network Plan Presentation

PREPARED BY


Michelle Overmeyer

REVIEWED BY


Carl G. Sedoryk



Monterey – Salinas Transit Comprehensive Operational Analysis

Board of Directors Presentation Draft Plan September 13, 2021

Daniel Costantino

JARRETT WALKER + ASSOCIATES

1



Why are we here?

- We are reviewing where and how much service MST provides, and whether that needs to change.
- In June, the Operations Committee provided staff and consultants with direction on how to allocate resources.
- Today we present to you the key features of the resulting Draft Network Plan for your **information and preliminary input**.

A quick note

- A preview of the content in this presentation was provided to the Operations Performance Committee in mid-August, while the plan document was in preparation.
- Minor corrections have been made to certain maps and charts in response to staff review.
- The substance of the plan has not changed.

Plan Direction

- Focus a little more on ridership, a little less on coverage. Aim for **60% Ridership / 40% Coverage**.
- Prioritize coverage that serves the needs of low-income, low-car ownership communities.
- A little more service in Salinas, a little more regional service, and a little less service on the Peninsula.
 - 40% greater Monterey/Seaside urban area
 - 40% Salinas
 - 20% regional

An Important Note!

- This direction was only about the service that MST pays for out of its general funds.
 - This is about services paid for by everybody's taxes, throughout the county.
 - **This is not** about contract services paid for directly by cities, colleges, the military, or anyone else.
 - Measure Q resources would continue to be used for the needs of seniors, veterans and people with disabilities.

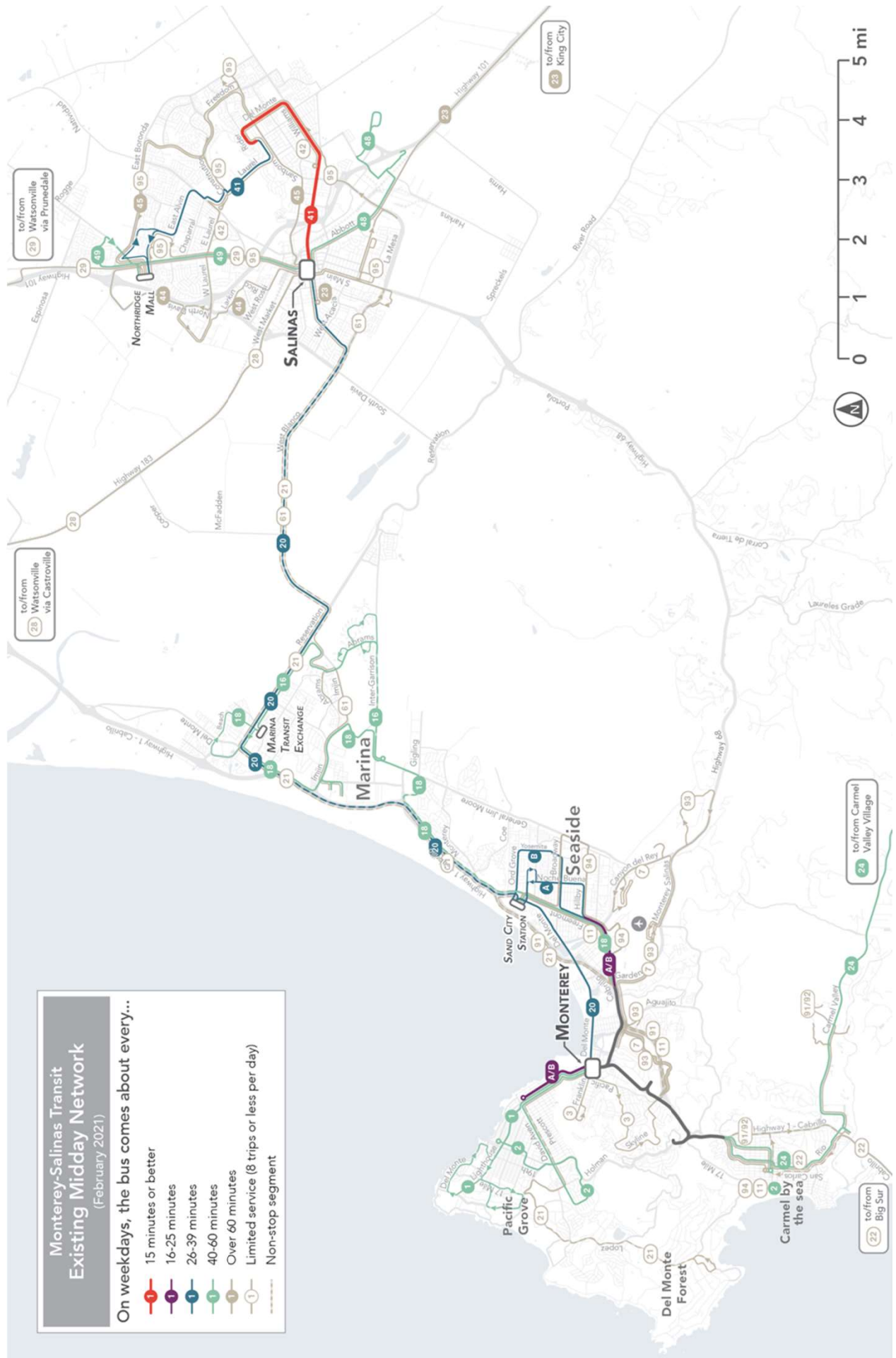
What does this add up to?

- More focus on frequency and legible, direct routes.
- Service increases targeted at low-income communities and high-volume destinations.
- Less service in areas with very low population density.
- A little more service in Salinas and South County, a little less service in the Peninsula.

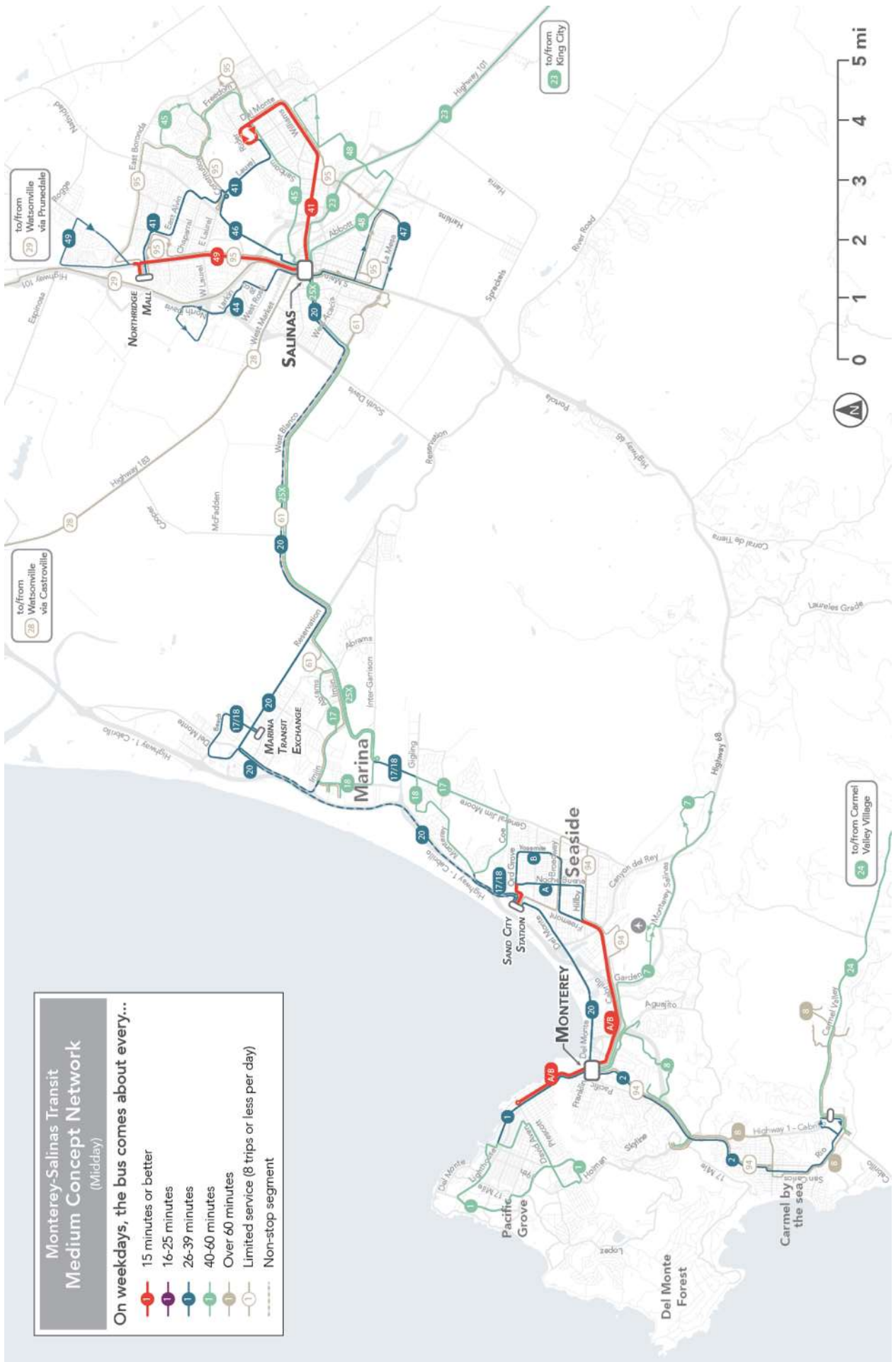
Three Scenarios

- **The medium funding scenario matches MST's expected resources in 2022-2023.**
 - The medium scenario is the most realistic view on what MST could implement out of this plan.
 - This is the network we are focusing most on today, and the one we intend to present to the public and gather detailed input on.
- **Two other scenarios were prepared to help MST adapt to possible future conditions.**
 - The high scenario shows what MST could do with additional service funding, equivalent to another 1/8-cent sales tax.
 - The low scenario is a contingency for what to do in the case of a future fiscal crisis, or other critical resources constraints, requiring a service cut.

Core Network - Existing



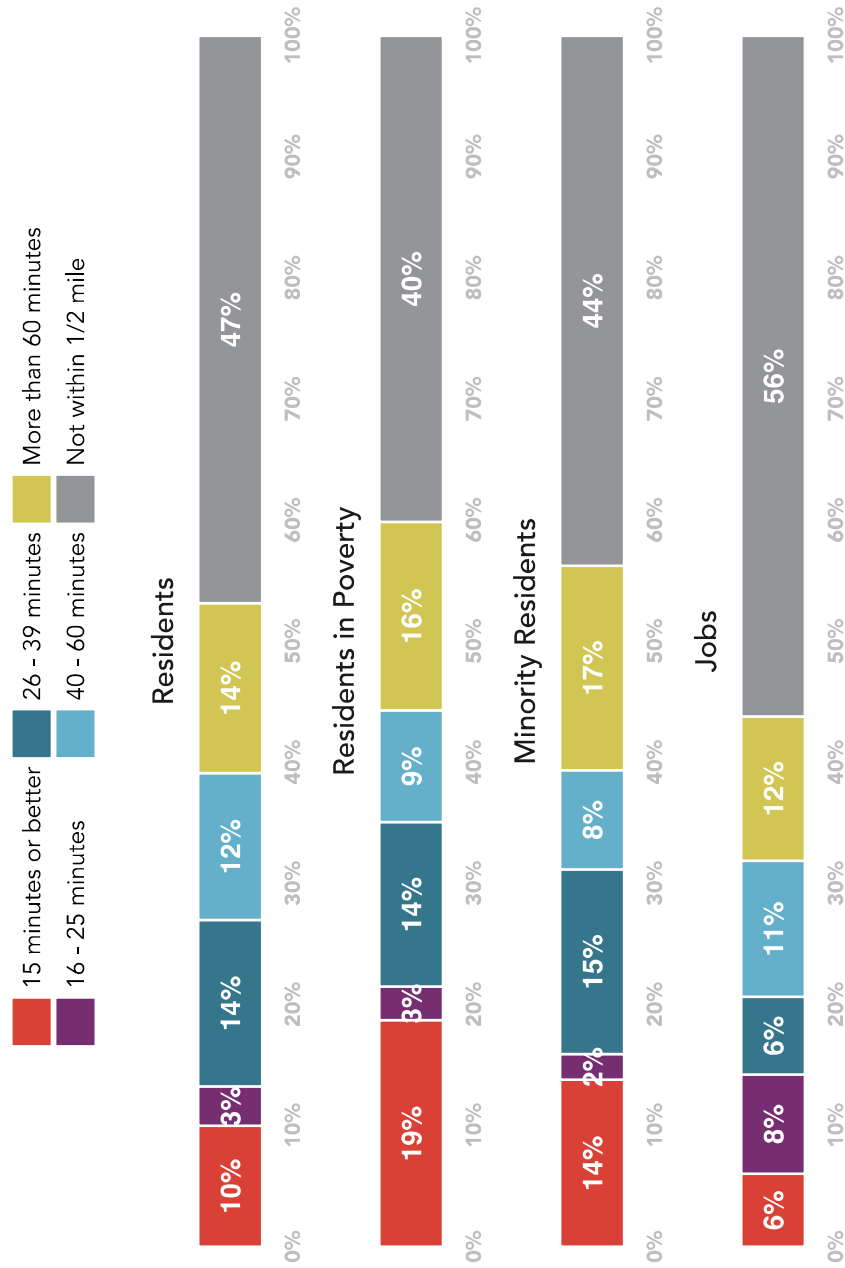
Draft Plan – Medium Scenario



Proximity to Existing Service

Existing Scenario - Weekday at noon

What percentage of Monterey County is near transit that comes every

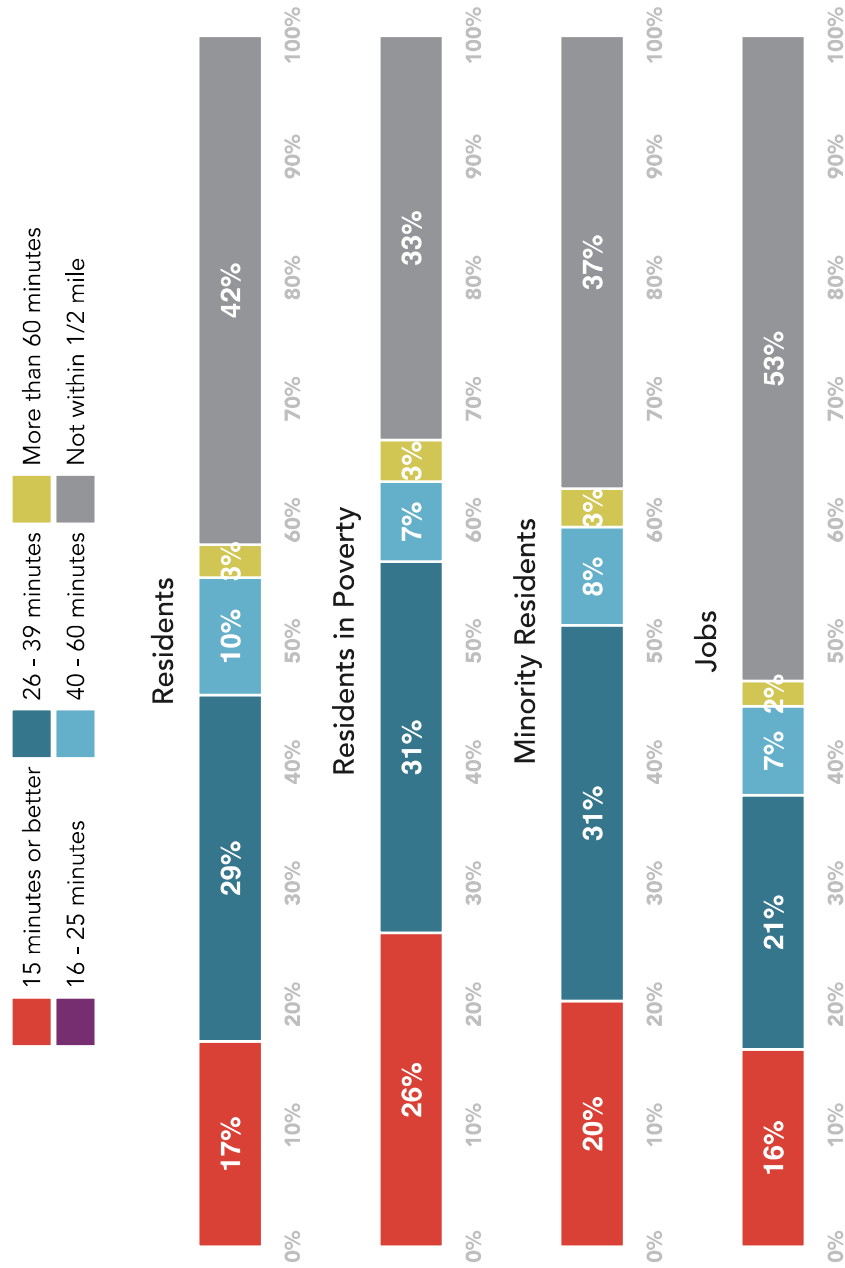


Note: Proximity is measured as being located within 1/2 mile of a bus stop.

Proximity – Medium Scenario

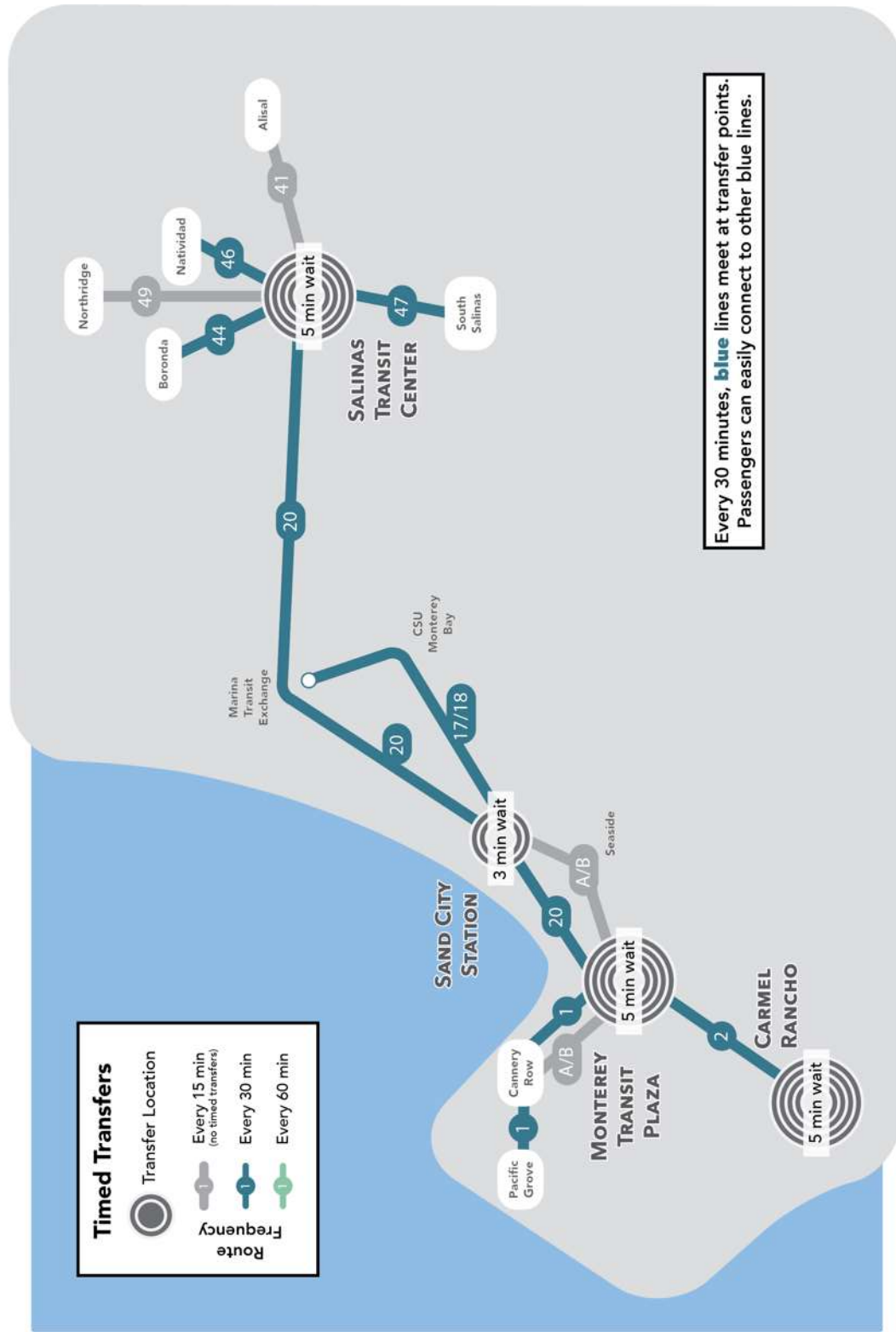
Medium Scenario - Weekday at noon

What percentage of Monterey County is near transit that comes every

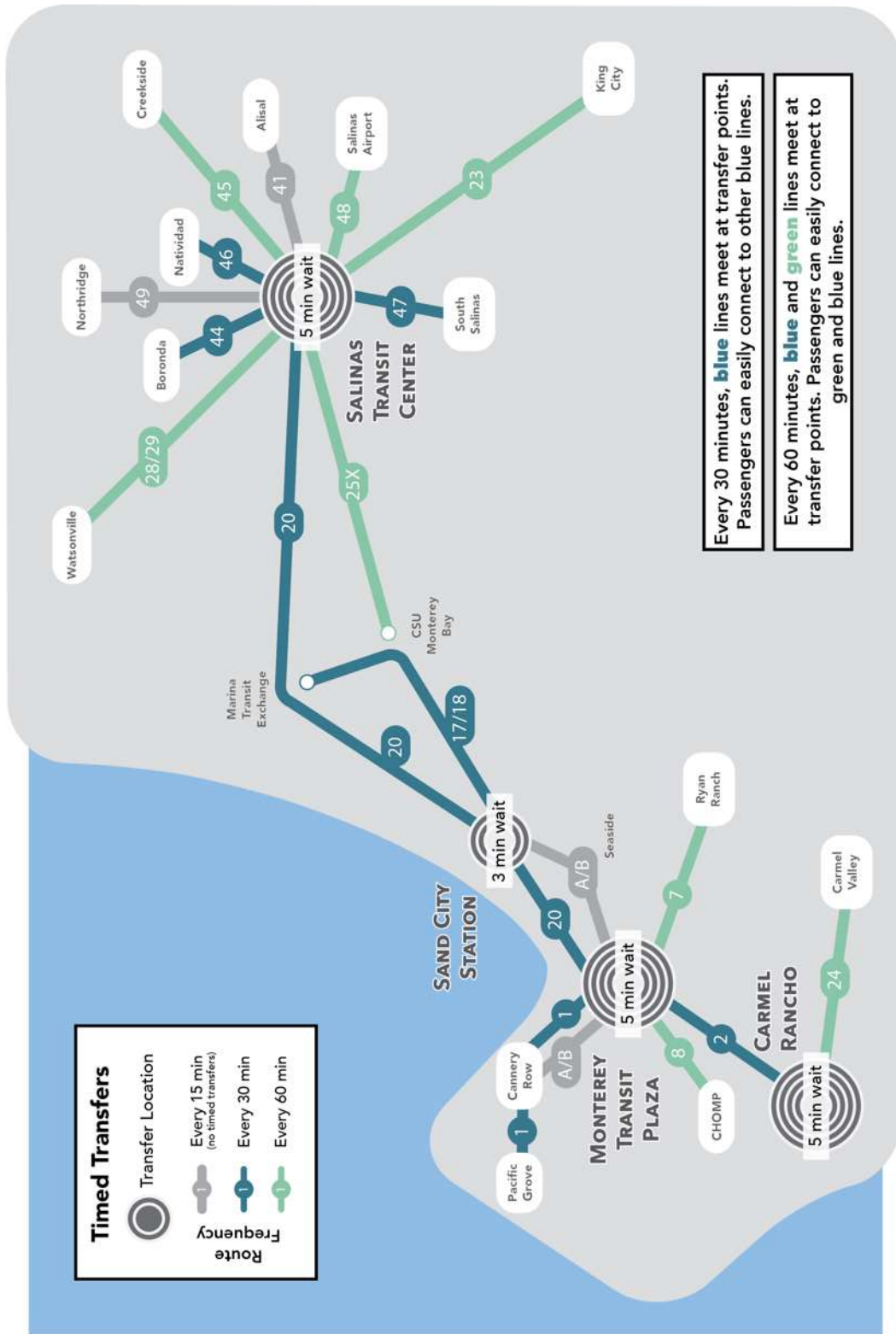


Note: Proximity is measured as being located within 1/2 mile of a bus stop.

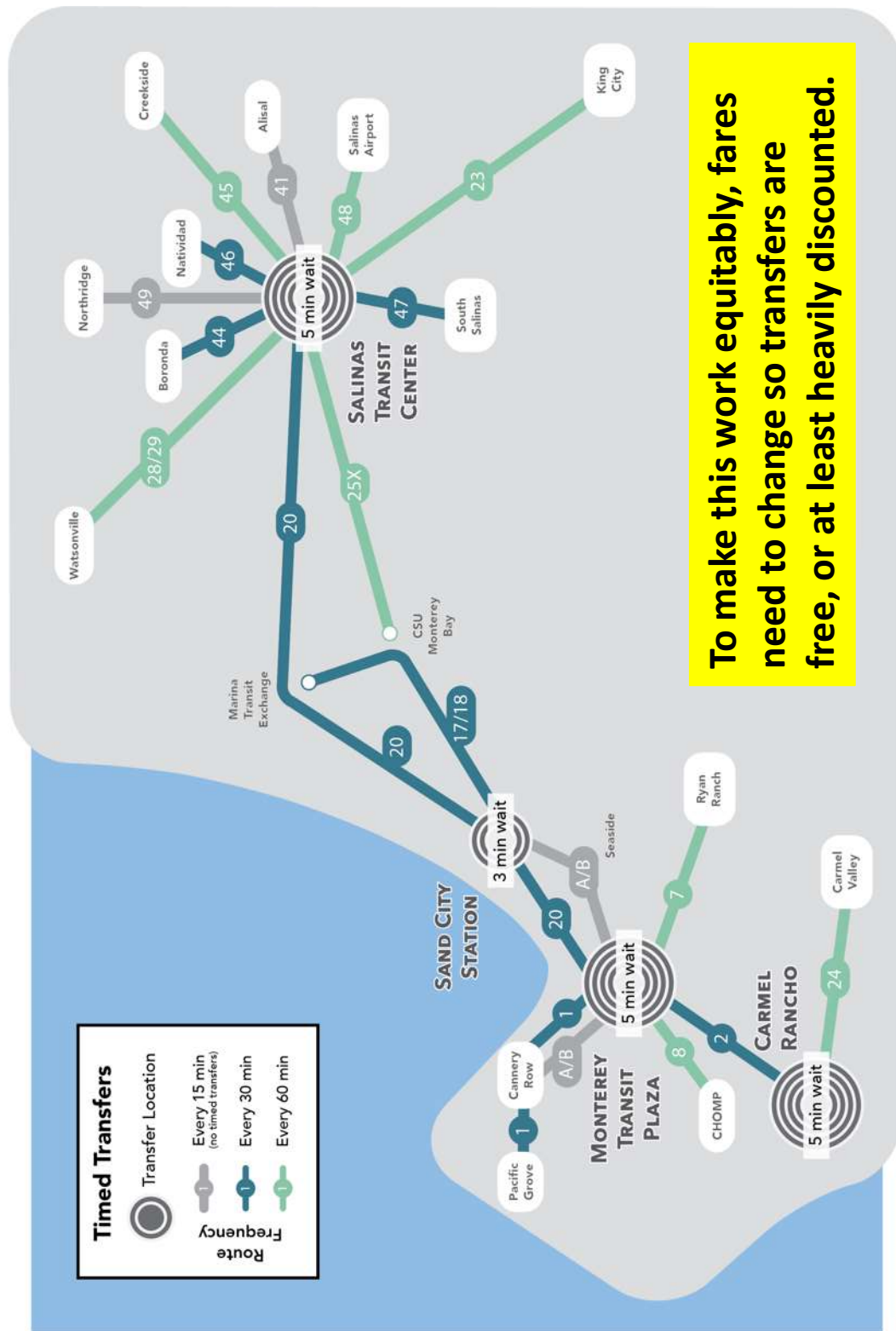
Consistent, timed transfers would make local and regional connections more viable.



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Consistent, timed transfers would make local and regional connections more viable.

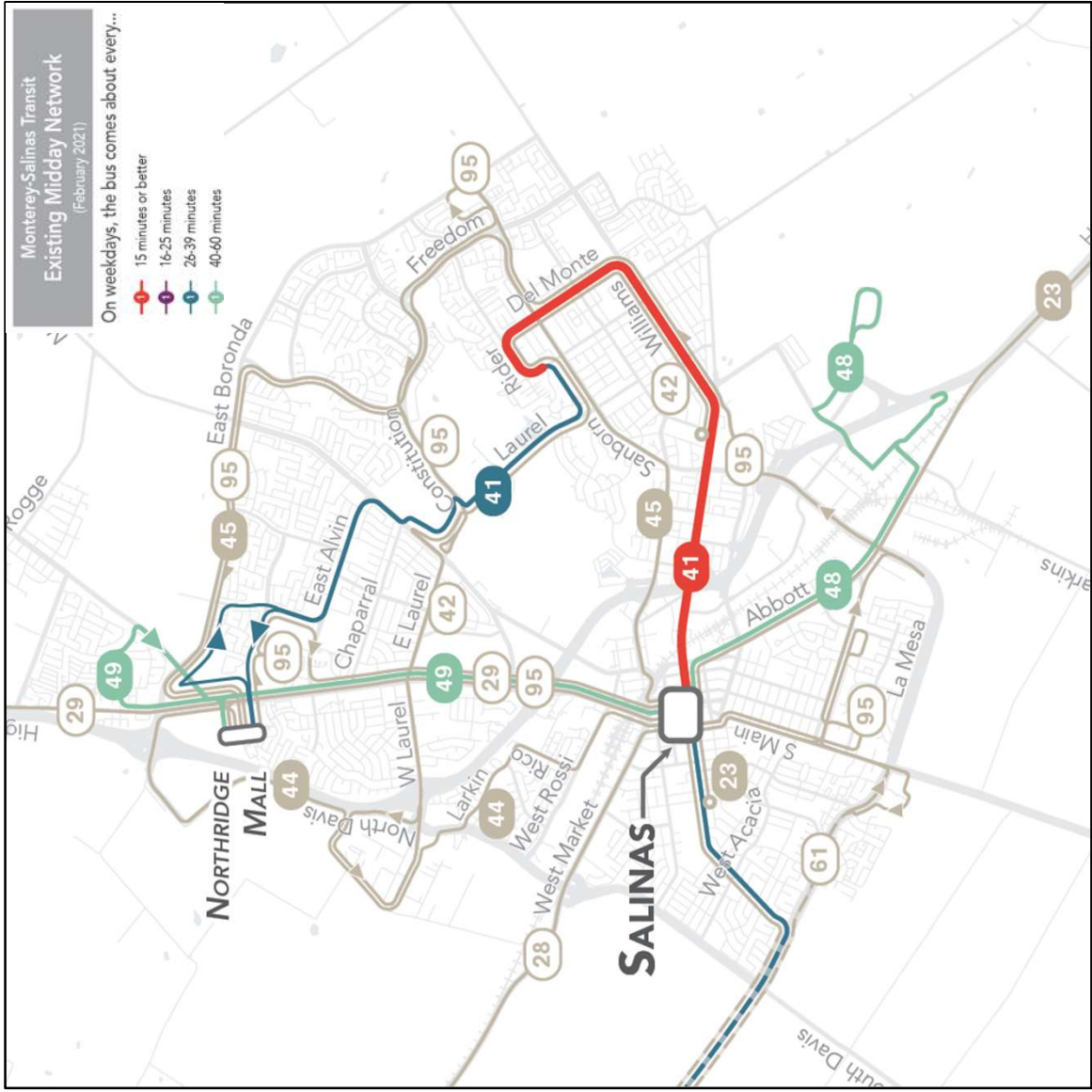


This would create significant door-to-door time savings for many trips.

		Shorter by over 60 min	Shorter by 30 to 60 min	Shorter by 15 to 30 min	Shorter by 5 to 15 min	=	Unchanged							
Carmel Valley	Carmel-by-the-Sea	CSUMB	King City	Marina	Monterey - Downtown	PG - Downtown	Salinas - Alisal	Salinas - Downtown	Salinas - Natividad	Salinas - Northridge	Sand City	Seaside	Soledad	Watsonville
	+ 10 min	-25 min	-65 min	-5 min	+ 10 min	-15 min	=	-5 min	-35 min	-35 min	=	+ 5 min	-55 min	-15 min
Carmel-by-the-Sea			-80 min	-15 min	-5 min	-30 min	-15 min	-15 min	-50 min	-45 min	-15 min	-5 min	-65 min	-25 min
	CSUMB		-85 min	-5 min	-20 min	-15 min	-5 min	-10 min	-45 min	-40 min	-10 min	-15 min	-75 min	-35 min
King City				-60 min	-60 min	-90 min	-40 min	-45 min	-75 min	-80 min	-60 min	-60 min	-35 min	-70 min
	Marina			=	=	-30 min	=	=	-35 min	-30 min	=	=	-50 min	-10 min
		Monterey - Downtown				-15 min	=	=	-35 min	-30 min	=	-5 min	-50 min	-10 min
		Pacific Grove - Downtown					-35 min	-35 min	-70 min	-65 min	-30 min	=	-85 min	-45 min
		Salinas - Alisal						=	-5 min	=	-5 min	-5 min	-35 min	=
		Salinas - Downtown							-25 min	-30 min	=	=	-40 min	=
		Salinas - Natividad								=	-40 min	-40 min	-70 min	-25 min
		Salinas - Northridge Mall									-30 min	-30 min	-95 min	-5 min
		Sand City										=	-50 min	-10 min
		Seaside											-50 min	-10 min
		Soledad											-50 min	-65 min

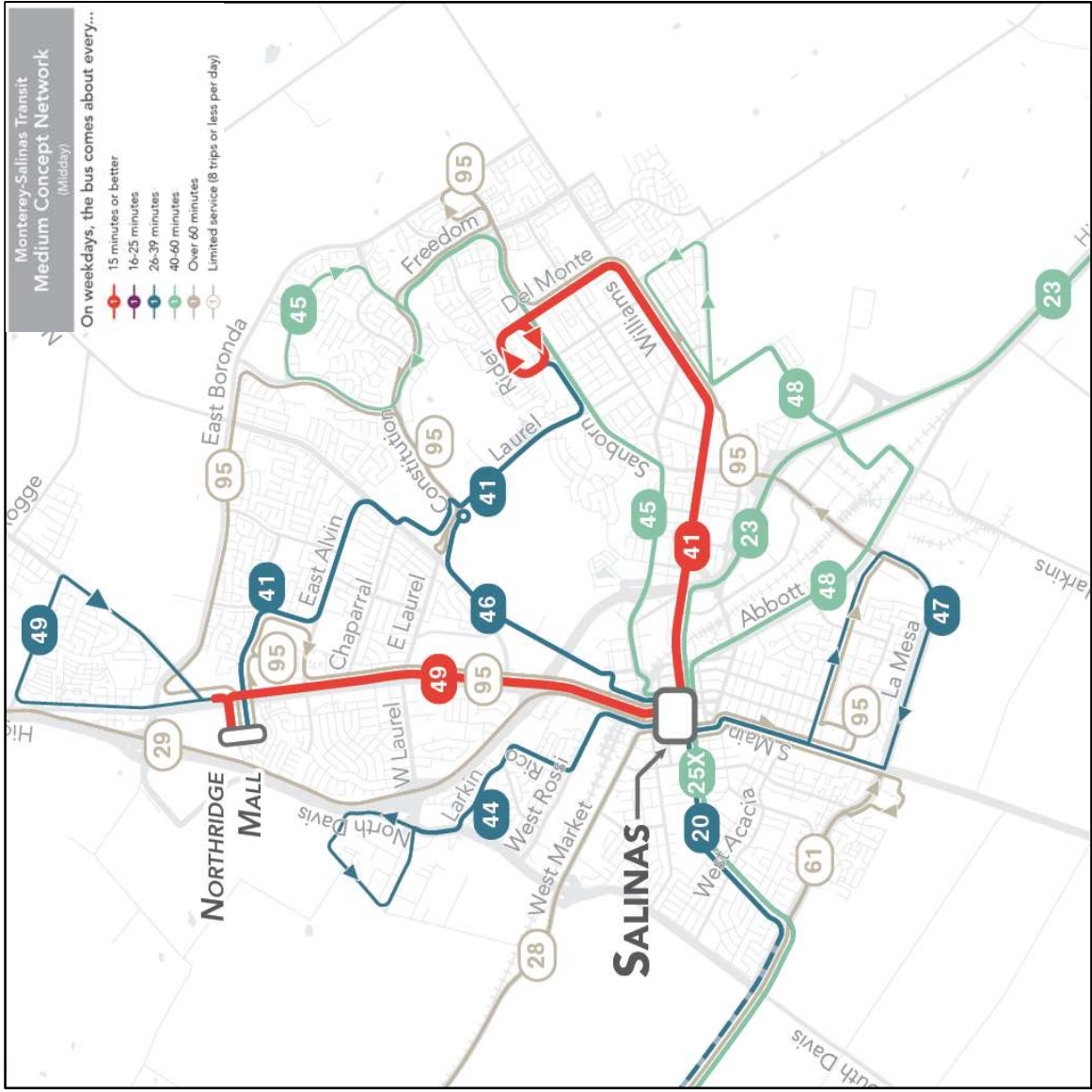
Salinas – Existing Service

- Many routes with very little service.
- Except for Routes 20 and 41, all routes operate once an hour, or less.



Salinas – Medium Scenario

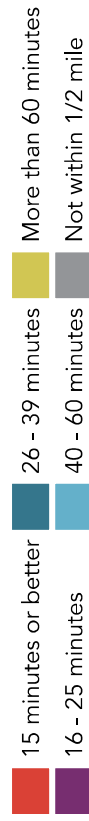
- Higher frequencies nearly everywhere.
- Two routes run every 15 minutes (41 and 49)
- Service every 30 minutes to Boronda, Natividad and South Salinas.
- Timed transfers at Salinas Transit Center.



Salinas - Existing

Existing - Weekday at noon

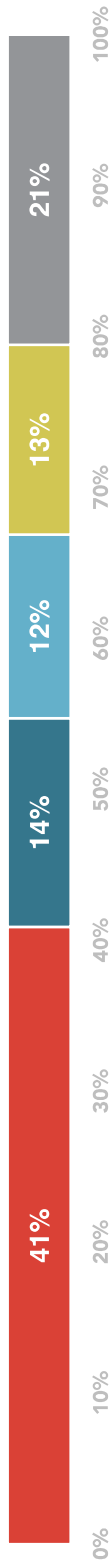
What percentage of Salinas residents are near transit that comes every



Residents



Residents in Poverty



Minority Residents



Jobs

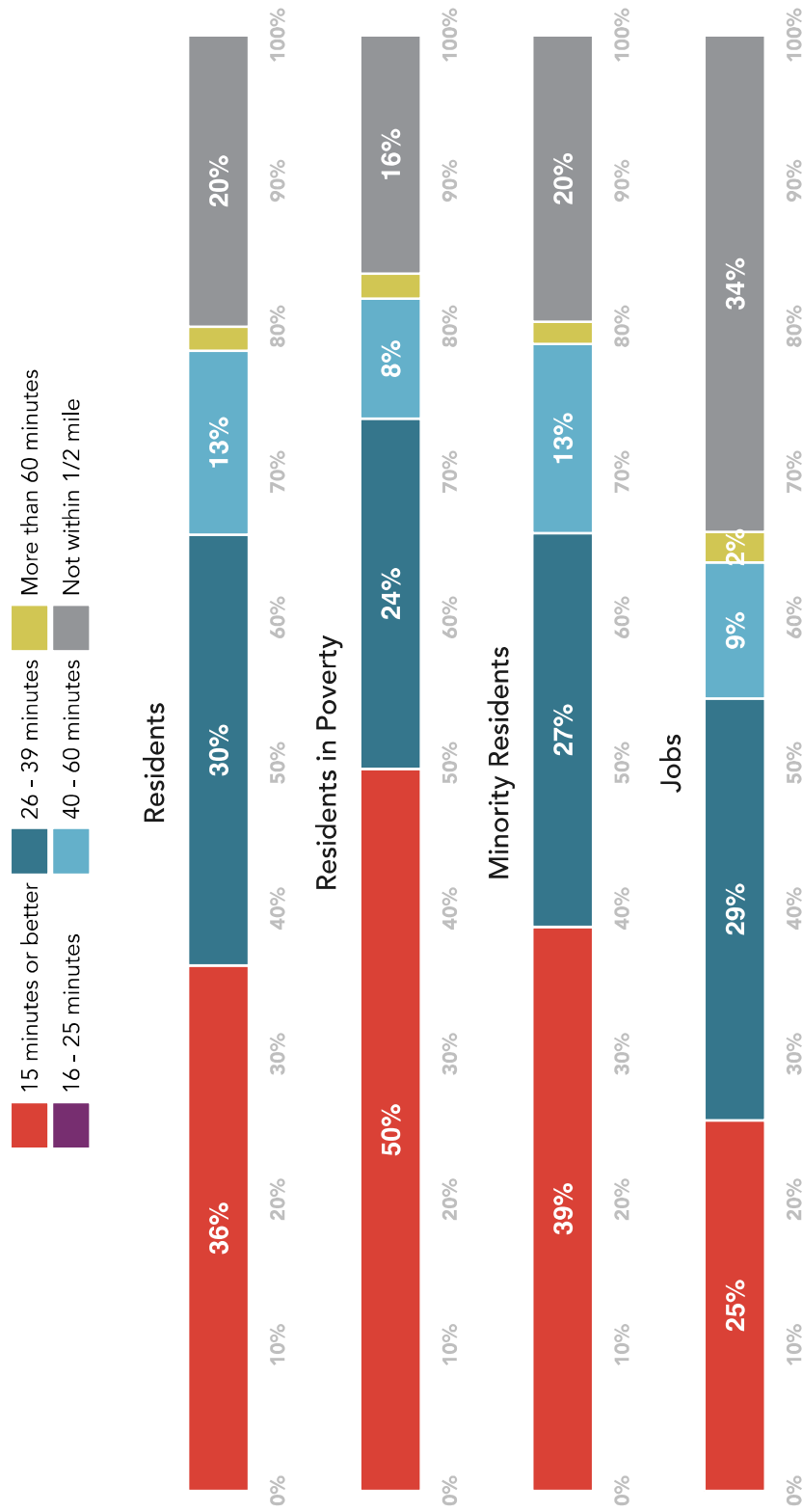


Note: Proximity is measured as being located within 1/2 mile of a bus stop.

Salinas – Medium Scenario

Medium Scenario - Weekday at noon

What percentage of Salinas residents are near transit that comes every



Note: Proximity is measured as being located within 1/2 mile of a bus stop.

Trip Example: North Salinas to South Salinas

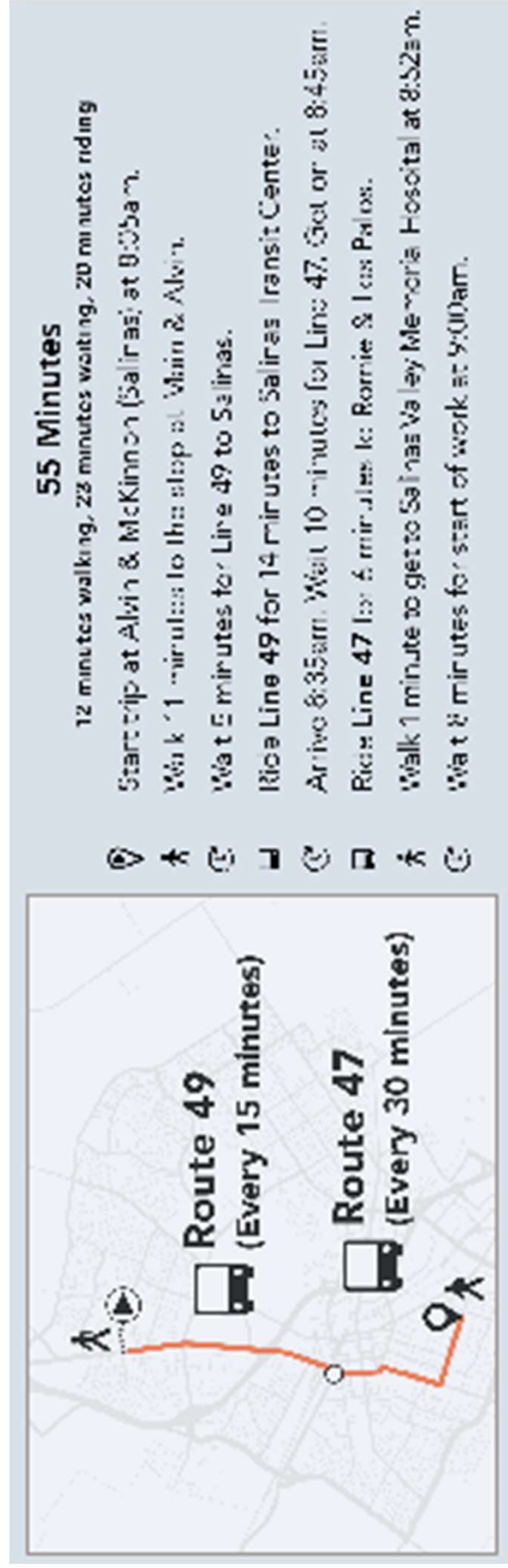
If you lived near North Salinas High School, and you were trying to reach Salinas Valley Memorial Hospital at 9:00 AM, here's how long that would take:



This same trip would take up to 2 hours coming home, because northbound Route 48 arrives at Salinas Transit Center 56 minutes before northbound Route 49.

Trip Example: North Salinas to South Salinas

Here's how that would change under the Draft Plan, in the Medium Scenario:

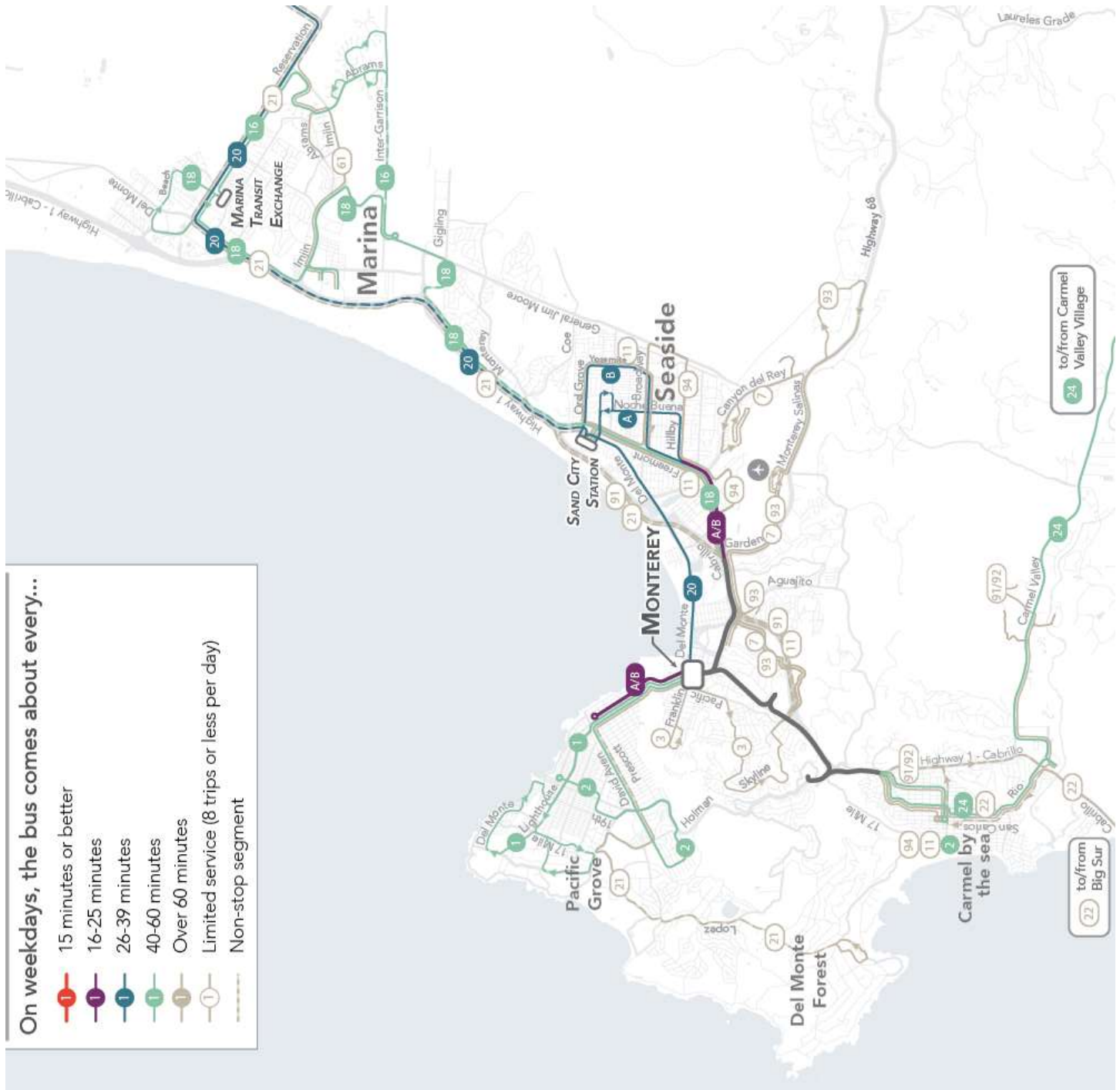


You would save 25 minutes in this direction, and over an hour in the other direction, because it would take the same amount of time in both directions.

This is due to the higher frequency on both routes, compared to existing service. Many trips in Salinas would benefit from generally higher frequencies and timed transfers.

Bay & Peninsula – Existing

- Extremely complex service, with many infrequent and indirect routes.



On weekdays, the bus comes about every...

- 15 minutes or better
- 16-25 minutes
- 26-39 minutes
- 40-60 minutes
- Over 60 minutes
- Limited service (8 trips or less per day)
- Non-stop segment

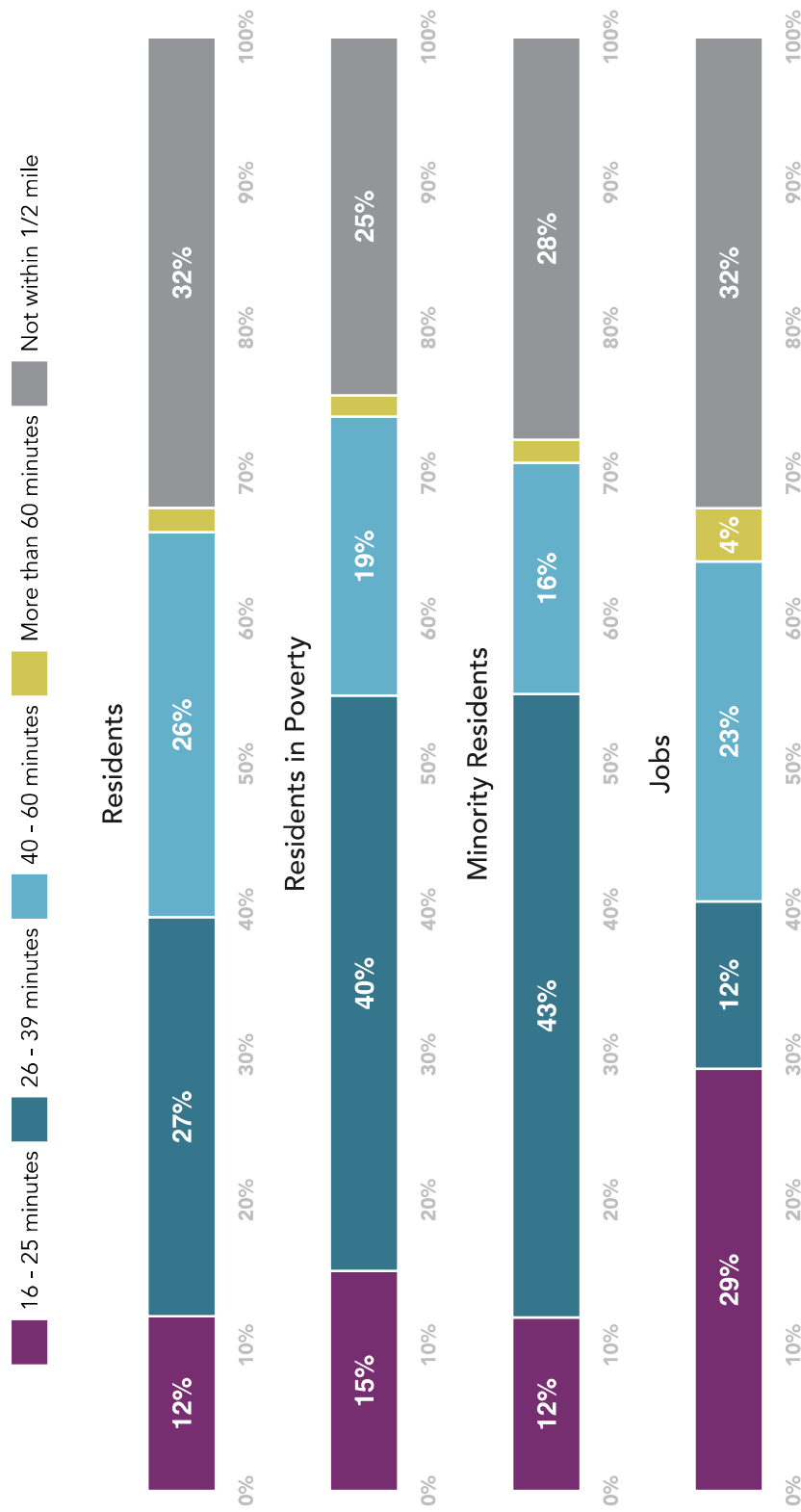
The map shows the Monterey Peninsula with various bus routes. Key locations include Pacific Grove, Monterey, Marina, and Carmel. Major roads like Highway 1 and Highway 68 are shown. A legend in the top left corner explains the route types and frequencies. A detailed inset map of the Monterey area shows specific bus lines and stations, including Sand City Station and the Marina Transit Exchange.

-
- On weekdays, the bus comes about every...**
- 15 minutes or better
 - 16-25 minutes
 - 26-39 minutes
 - 40-60 minutes
 - Over 60 minutes
 - Limited service (8 trips or less per day)
 - Non-stop segment
- The map shows the Monterey Peninsula with various bus routes. Key locations include Pacific Grove, Monterey, Seaside, Marina, and Carmel. Major highways like Highway 1, Highway 17, Highway 20, and Highway 68 are shown. Bus routes are color-coded according to the legend, with red indicating 15 minutes or better service. Specific bus lines like 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100 are shown. The map also includes labels for various landmarks and neighborhoods, such as Del Monte Forest, Carmel by the sea, and Carmel Valley.

Bay & Peninsula – Existing

Existing - Weekday at noon

What percentage of the greater Seaside-Monterey urban area is near transit that comes every

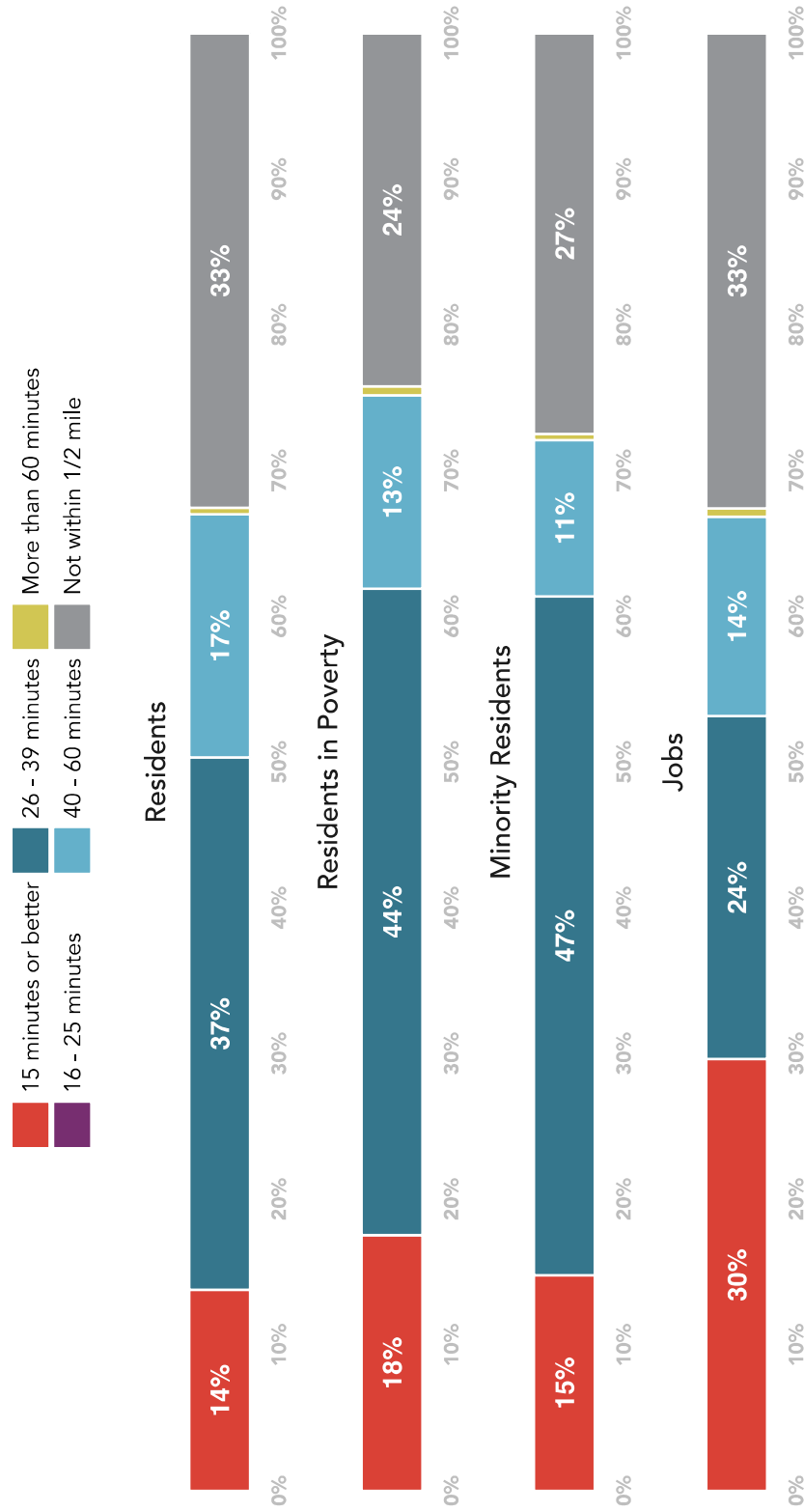


Note: Proximity is measured as being located within 1/2 mile of a bus stop.

Bay & Peninsula – Medium Scenario

Medium Scenario - Weekday at noon

What percentage of the greater Seaside-Monterey urban area is near transit that comes every



Note: Proximity is measured as being located within 1/2 mile of a bus stop.

Trip Example: Seaside to Pacific Grove

If you lived in the middle of Seaside, and you were trying to reach the shopping centers near David & Forest in Pacific Grove, here's how long that would take:



This is shorter than any possible walk (at least 2 hours), but still much over 3 times longer than driving (~30 minutes).

Trip Example: Seaside to Pacific Grove

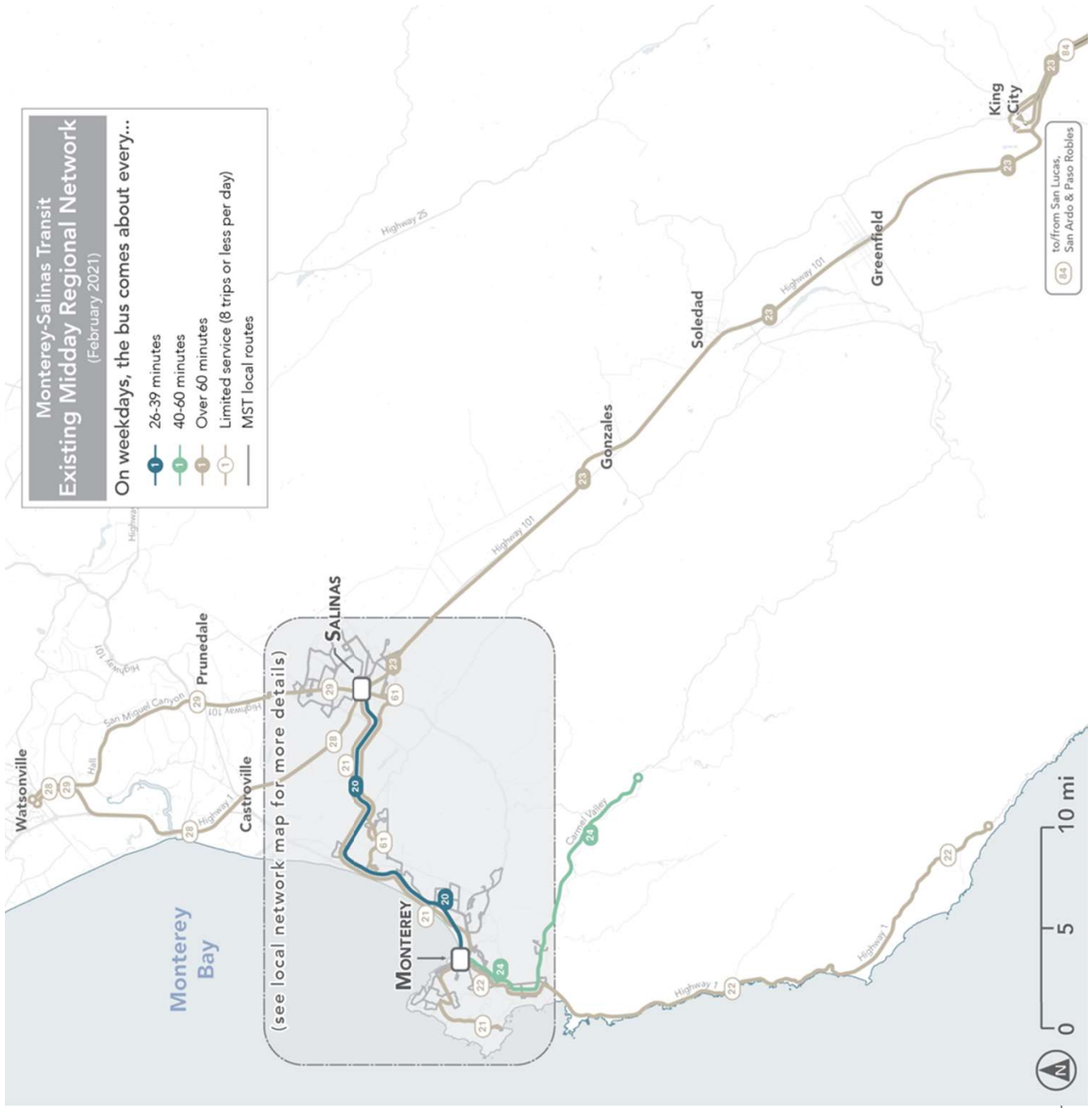
Here's how that would change under the Draft Plan, in the Medium Scenario:



Because frequency improvements are marginal, the gains in travel time are also marginal. Timed transfers will help more on some trips than others.

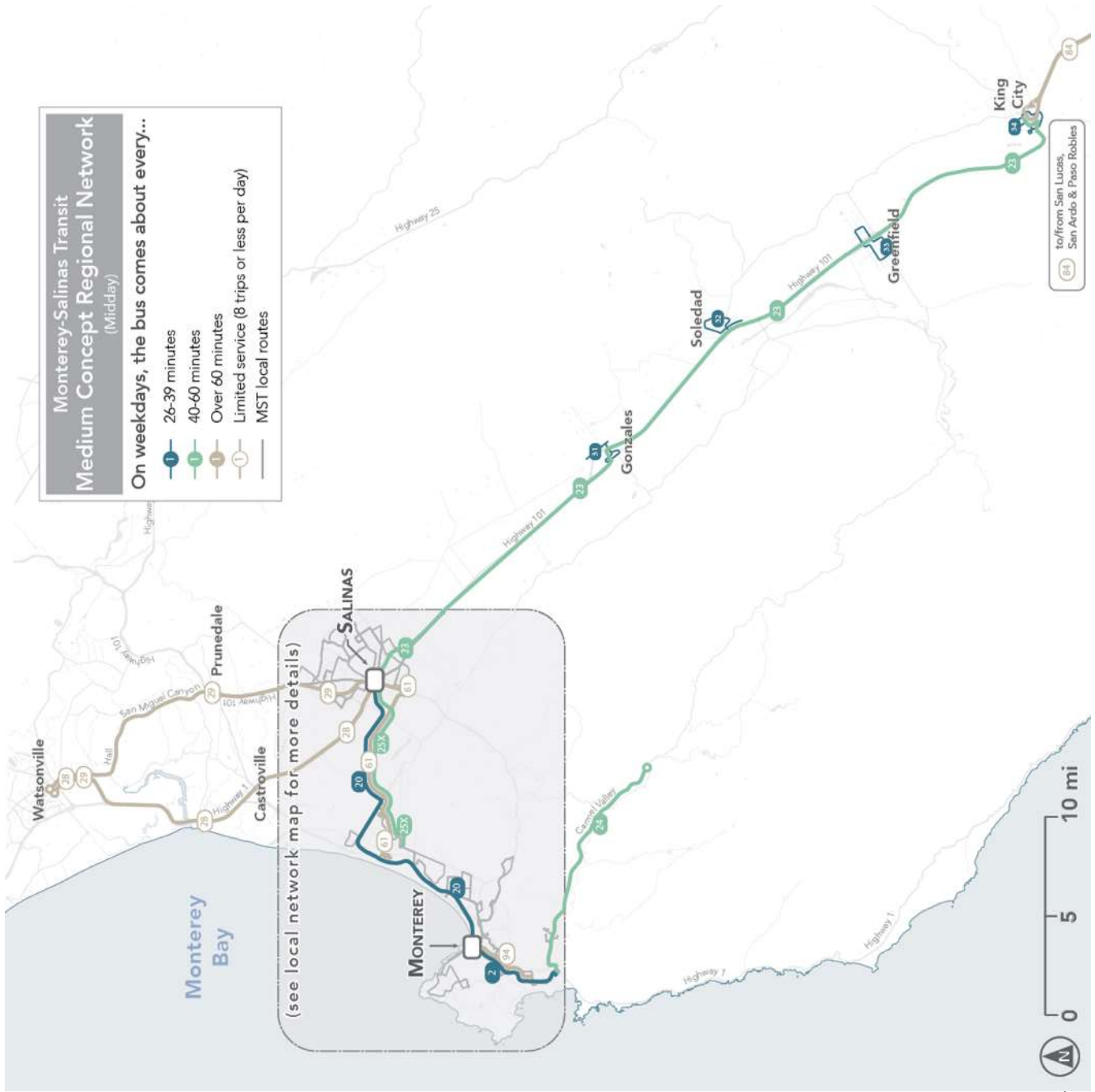
Regional Network - Existing

- Regional routes mostly operate every two hours.
- South County cities have local on-call service with very limited capacity.
- Some routes just 2 or 3 times a day, e.g. Big Sur, Paso Robles.



Regional Network – Medium Scenario

- Route 23 in South County every 60 minutes, on a more direct path.
- South County On-call service is replaced with local circulators, running every 30 minutes.
- Timed connections to and from Watsonville
- Reduced frequency in the Carmel Valley; no service to Big Sur.



Trip Example: Soledad to Watsonville

If you lived in Soledad, and you needed to go to Watsonville in the middle of the day, here's how long that would take:



Trip Example: Soledad to Watsonville

Here's how that would change under the Draft Plan, in the Medium Scenario:



You would save over an hour on this trips, largely due to the timed transfer in Salinas, and partly due to higher frequency and slightly faster routing on Route 23.

Many longer regional trips would benefit from a consistent, short wait at transfer points rather than a random and sometimes very long wait.

Weekend service compared to Weekday service

- Weekend service would remain significantly less than on weekdays.
- Weekend service ends earlier than Weekday service.
- Improvements to weekend service would have required lower frequencies on weekdays, or reductions in coverage in areas with significant low-income populations.

Key Questions for Community Outreach

- Do the proposed changes in this network reflect your values and priorities?
- Would the proposed changes have a positive or negative impact on:
 - you and your family?
 - your neighborhood and community?
 - Monterey County as a whole?
- What should be corrected in the Final Plan?

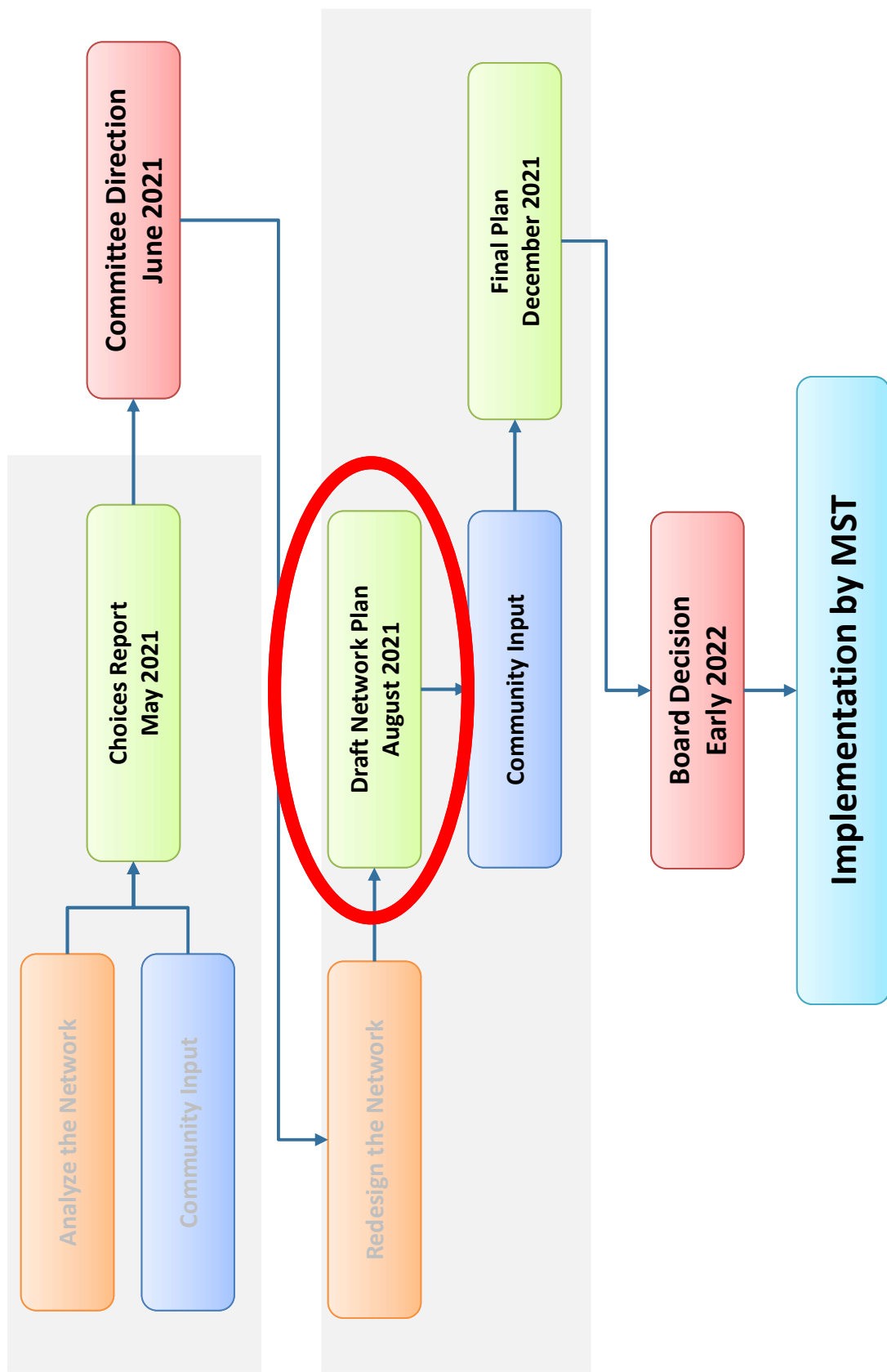
Phase 2 Outreach Process: September and October

- Reaching back out to stakeholders and rider focus groups reached in Phase 1.
- Re-contacting stakeholders who did not respond to Phase 1 of outreach.
- Advertising the public for general public comment.
 - COA website
 - Advertisements on board and at transit centers.
 - Newspaper advertisements
 - Spanish-language radio

Let your people know!

- Learn more about the Draft Plan at <http://mst.org/coa>
- Take the Survey at www.mstcommunitysurvey.com

Next Steps



Thank you!

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To: Board of Directors

From: Michelle Overmeyer, Director of Planning and Innovation

Subject: Expansion of the School Pass Program

RECOMMENDATIONS:

Receive an update on the School Pass Program and approve an expansion to allow individual schools and student organizations to participate.

FISCAL IMPACT:

Up to \$50,000 in COVID recovery funds during Fiscal Year 2022.

POLICY IMPLICATIONS:

Your board sets fare policy.

DISCUSSION:

In July 2020, your board approved implementing the new School Pass Program that leverages a state grant and makes it feasible for school districts to purchase deeply discounted student monthly passes for use on MST's fixed route system. The discount is similar to the campaign MST operated in 2016-2017 during the Highway 68 Roundabout construction, with a monthly pass priced at \$13. Under the School Pass Program, each district can purchase a monthly bus pass at a cost of \$6.50 which is matched by \$6.50 from the state grant. The bus pass is activated on the first day of use and is valid for 31 days on any MST fixed route bus.

To distribute the passes in accordance with the grant requirements for demonstrating benefits to state-defined disadvantaged communities, staff developed a ratio of allocated passes per district based on the number of students in the district and geographic boundaries of the area's state-defined disadvantaged communities. Over the last year, staff has reached out to the school districts via email and phone with varying success. To date, over 3,000 passes have been purchased and are being distributed by school districts. The attachment shows the breakdown and usage by school district. Some school districts purchased their full allocation, others purchased a portion, and other districts declined to participate. Staff received approval from Caltrans to allow the remaining (unsold) passes to be re-distributed for sale among the 24 districts.

The attachment indicates that less than 50% of the passes have been purchased by Monterey County's school districts. Only 1% of passes sold have been activated. In one case, Soledad Unified School District purchased all the bus passes allocated to it, but none have been activated. A large factor in the low usage rate is that most schools were closed for the majority of the 2020-2021 school year. Schools only recently began to re-open for the 2021-2022 school year. Additionally, some districts may have used their own special grants to purchase the bus passes and may have restrictions on which students can benefit. For example, the McKinney-Vento Homeless Assistance Act provides federal funds to assist those experiencing homelessness. If a school district used those special funds, then the bus passes can only be used for students that qualify.

In recent weeks, staff have been contacted by individual schools for access to discounted bus passes. Monterey High School is interested in purchasing the deeply discounted passes to sell on-campus at their student store for *any* student to purchase. Rancho Cielo also contacted MST looking for assistance with transportation, particularly for their students traveling from outside of Salinas. Rancho Cielo was not in the original program, since it is not a school within Monterey County Office of Education and they serve some students that are over 18 years of age. There are also student-serving organizations that may be interested (e.g. Boys and Girls Club, Digital Access, etc.).

Staff will continue to promote and sell the remaining unused passes from the original state grant to the 24 Monterey County school districts. Additionally, staff recommends your board expand and extend the School Pass Program through the 2021-2022 school year by using \$50,000 in MST's COVID-relief funds and opening the eligibility to any school or student organization within Monterey County.

ATTACHMENT:

Summary of School Pass Program

PREPARED BY  REVIEWED BY 
Michelle Overmeyer Carl G. Sedoryk

School Pass Pilot Program 2020-2021

Total number of passes available: 7,692

Total passes sold: 3,105 as of 08/20/2021

School District	Number of Passes Available Through Grant Program	Number of Passes Purchased	Purchased Date	Number of Passes Used	Comment
Carmel Unified School District	152	56	4/7/2021	17	District is not interested in purchasing additional passes
Monterey County Office of Education	619	50	11/18/2020	1	Office of Education not interested in purchasing more
Monterey Peninsula Unified School District	1,457	1,457	10/7/2020	2	District would purchase more if available
Salinas Union High School District	2,443	1,310	10/27/2020	18	District is not interested in purchasing more
Soledad Unified School District	152	152	10/6/2020	0	District would purchase more if available
South Monterey Co. Joint Union High School District	80	80	9/22/2020	2	District would purchase more if available
Gonzales Unified School District	108	0	--	--	District is not interested in purchasing passes
Alisal Union School District	531	0	--	--	District wanted to purchase but never followed up and we've reached out three times
Big Sur Unified School District	5	0	--	--	District not interested in purchasing passes
Bradley Union School District	2	0	--	--	District not interested in purchasing passes

School District	Number of Passes Available Through Grant Program	Number of Passes Purchased	Purchased Date	Number of Passes Used	Comment
Chualar Union School District	16	0	--	--	District not interested in purchasing passes
Graves Unified School District	3	0	--	--	District not interested in purchasing passes
Greenfield Union School District	120	0	--	--	District wanted to purchase but never followed up and we've reached out three times
King City Union School District	83	0	--	--	District not interested in purchasing passes
Lagunita School District	5	0	--	--	District not interested in purchasing passes
Mission Union School District	4	0	--	--	District not interested in purchasing passes
North Monterey County Unified School District	191	0	--	--	District wanted to purchase but never followed up and we've reached out four times
Pacific Grove Unified School District	122	0	--	--	District has never responded back to emails, letters nor voice messages
Salinas City Elementary School District	1,287	0	--	--	Districts checking to see if they have funds to purchase
San Antonio Union School District	4	0	--	--	District not interested in purchasing passes
San Ardo Union School District	4	0	--	--	District not interested in purchasing passes
San Lucas Union School District	4	0	--	--	District not interested in purchasing passes

School District	Number of Passes Available Through Grant Program	Number of Passes Purchased	Purchased Date	Number of Passes Used	Comment
Santa Rita Union School District	155	0	--	--	District has never responded back to emails, letters nor voice messages
Speckles Union School District	93	0	--	--	District not interested in purchasing passes
Washington Union School District	54	0	--	--	District not interested in purchasing passes

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To: Board of Directors

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

Subject: MST's COVID Workplace Testing Policy

RECOMMENDATION:

Approve Monterey-Salinas Transit's COVID Workplace Testing Policy.

FISCAL IMPACT:

No fiscal impact is associated with recommending approval of the Policy.

POLICY IMPLICATIONS:

Your Board approves MST policies that can affect employment of MST employees.

DISCUSSION:

Monterey-Salinas Transit District continues to take a proactive approach to help stop the spread of COVID-19 and to educate our workforce on how to remain safe and healthy during this pandemic. As part of that continued education, MST's COVID Vaccination Unit worked with our private partners to coordinate vaccination opportunities for MST's workforce. Through MST's communication and educational efforts, we currently show that 80% of our workforce is vaccinated. However, only 73% of our frontline employees are vaccinated. Those employees who are not currently vaccinated have been enrolled in a COVID testing program.

With the increase in new variants and related COVID positive cases both within Monterey County and nationwide, MST is concerned for the on-going safety of our employees, their families, and the passengers we serve.

MST frontline employees predominantly live-in areas of the county with the greatest concentration of COVID-19 positivity rates. MST passengers primarily represent disadvantaged populations from low income, minority communities who often lack access to health care, including COVID-19 vaccinations, and who have experiences high rates of COVID infections. Many MST passengers have serious health conditions that make them particularly vulnerable to COVID infections.

MST also serves many senior citizens who depend on MST Fixed route, and MST RIDES mobility services. And while over 80% of senior citizens in Monterey County have received COVID vaccinations, this populations remains extremely

vulnerable to serious side-effects due to Delta variant secondary infections. CDC data show that nearly three-fourths (74 percent) of people who have been hospitalized or have died from COVID-19 after being fully vaccinated have been adults 65 and older.

MST has provided every opportunity and incentive to encourage our employees to get vaccinated for the health and safety of their families, coworkers, and members of the public with whom they interact on a continuing and ongoing basis. In order to get more frontline employees protected, the next step is to mandate vaccinations throughout our workforce. Employees may request a reasonable accommodation from receiving a vaccination Those who have religious or medical reasons/exemption from the mandate for acceptable religious or medical reasons. Those individuals who are granted a reasonable accommodation will be required to engage in weekly COVID testing.


The policy only applies to MST employees. Staff is working with MST contractors to ensure that ensure that any contractors who have regular and continuing contact with MST passengers, and direct employees are vaccinated. A separate policy for contractors may be brought to your board, if needed.

Staff have met and conferred with the elected representatives of both the Amalgamated Transit Union and Monterey Salinas Transit Employee Association. MST employees who refuse to abide by third policy shall be subject to progressive disciplinary actions up to, and including, termination of employment.

The Board Operations Performance Committee reviewed the Testing Policy at their meeting of August 16, 2021, and recommended approval by the MST Board.

ATTACHMENT(S):

COVID Workplace Testing Policy

PREPARED BY: 
Kelly Halcon

REVIEWED BY: 
Carl G. Sedoryk

COVID Workplace Testing Policy

Adopted:

OBJECTIVE:

Workplace health and safety is both an individual and shared responsibility of all personnel working at Monterey-Salinas Transit District (MST). The following policy is essential to the success in keeping MST's employees and passengers safe in accordance with Occupational Safety and Health Administration (OSHA) and Centers for Disease Control and Prevention (CDC) guidelines and to aid in stopping the spread of the COVID virus and future mutations of the virus.

POLICY STATEMENT:

To ensure the safety of all employees, their families and our community, Monterey-Salinas Transit District is enforcing measures designed to prevent the spread of COVID-19 and future mutations of the virus. This policy applies to all employees.

Employee vaccinations

Monterey-Salinas Transit District wants to continue to take a proactive approach in keeping the number of positive COVID cases low and to help stop in the spread of the COVID virus. MST has previously highly encouraged employees to get vaccinated by providing PTO hours and partnered with vaccination providers to help with vaccinating our employees at no cost. Those employees who were unvaccinated were engaged in a monthly COVID testing program.

With low vaccination rates in the United States, the increase of COVID positives, MST believes that our current approach may not be enough to protect our employees, their families, and the passengers that we serve. Effective immediately, MST will be mandating COVID vaccinations for all our current and future employees. Employees who are currently unvaccinated will be given a grace period of 60 days from the implementation of this policy to get vaccinated. They will be required to provide a copy of their vaccination card to the Risk and Security Manager or their designee. Those employees who are currently on a leave of absence upon the implementation this policy will be given notice of the new policy. They will be required to show proof of their vaccination prior to returning to work. All new hires will be required to provide proof of their vaccination upon their first day of work. This notice will be incorporated in new hire offers of employment.

Those employees who have religious and medical reasons for not getting vaccinated at this time, will have the 60 days to seek a reasonable accommodation with our Compliance department. The employees who qualify for a reasonable accommodation will be required to be COVID tested on a weekly basis.

Any employee who refuses to comply with this policy will be disciplined up to and including termination of their employment.

Testing for COVID-19

All employees, who have not been vaccinated, are required to undergo weekly tests for COVID-19. Employees, who have been vaccinated, are encouraged to join the COVID testing program but are not required to. Testing will be applied in a consistent, non-discriminatory manner, in accordance with all laws and regulations at the local, state, and federal level.

The COVID-19 tests shall be tests that have been approved by the FDA. MST will partner with outside testing labs to provide COVID-19 tests to employees at no cost to the employee. However, employees who would like to seek testing on their own, are encouraged to do so at a free testing site.

The testing period will be open on Monday of each week and all test results must be submitted to MST's Risk and Security Manager by the Friday of each week. Failure to comply with the testing program will lead to disciplinary action up to and including termination of employment.

[See attached testing protocol]

Paid time to Test for ATU employees

All non-vaccinated ATU employees will be required to adhere to the above testing policy and protocol. For those employees, who engage in testing on site, will be paid (15) fifteen minutes for testing. For those employees, who engage in testing off site at a place of their choosing will be paid (30) thirty minutes. To get paid, an employee will need to complete a UTW form and provide their test result and form to the MST's designated COVID tester for approval of pay. MST's designated tester will submit the approved UTW to payroll for payment.

To: Board of Directors

From: C. Sedoryk, General Manager/CEO

Subject: Monthly Report – June and July 2021

Attached is a summary of monthly performance statistics for the Transportation, Maintenance, and Administration departments for fiscal year end June 2021 and performance statistics for July 2021. (Attachments 1 – 6)

On June 16th staff met with Assembly Member Mark Stone and State Senator John Laird regarding the SURF! Busway and Bus Rapid Transit Project.

On June 23rd the CEO made a presentation on the contactless fare payment system at the Intelligent Transportation North American Mobility as a Service conference.

On June 26th staff met with Zac Commins Legislative Assistant/Economic Policy Adviser for Senator Alex Padilla to discuss MST projects eligible for Congressionally Directed spending.

Attachment #1 – Dashboard Performance Statistics – June and July 2021

Attachment #2 – Operations Dept. Report – June and July 2021

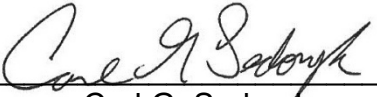
Attachment #3 – Facilities & Maintenance Dept. Report – June and July 2021

Attachment #4 – Administration Dept. Report – June and July 2021

Attachment #5 – FY 2021 Action Plan Status Update – June 2021

Attachment #6 – Washington Post Article

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

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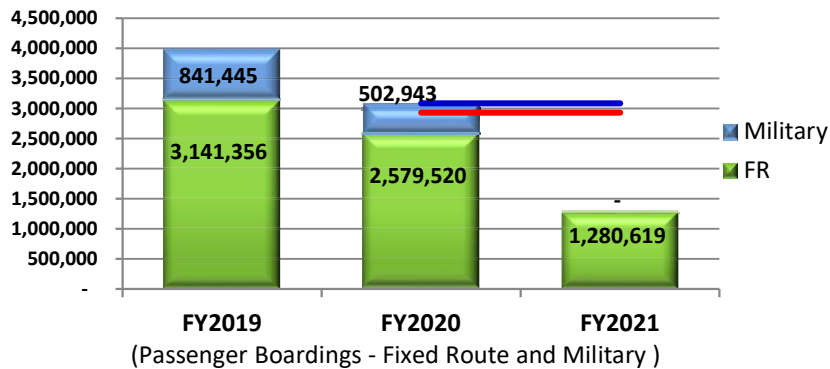
MST Fixed Route

YTD Dashboard Performance Comparative Statistics

July - June

Fiscal Years 2019-2021

Ridership



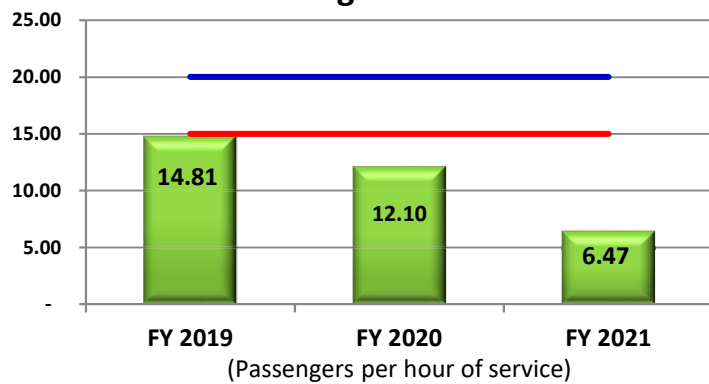
Goal = 3,082,463
passengers

Minimum = 2,928,340
passengers

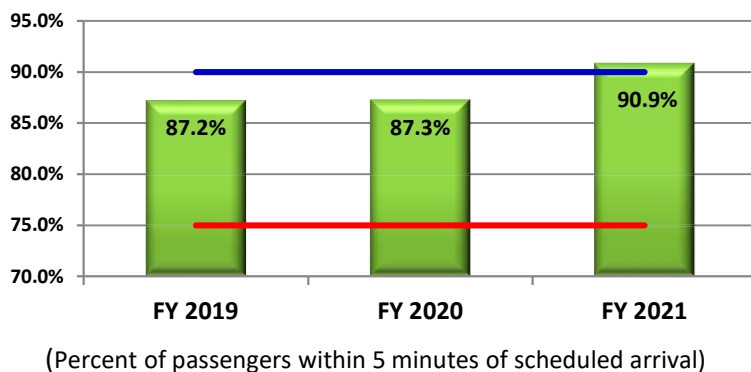
Goal = 20 passengers p/h

Minimum = 15 passengers p/h

Passengers Per Hour



On Time Performance



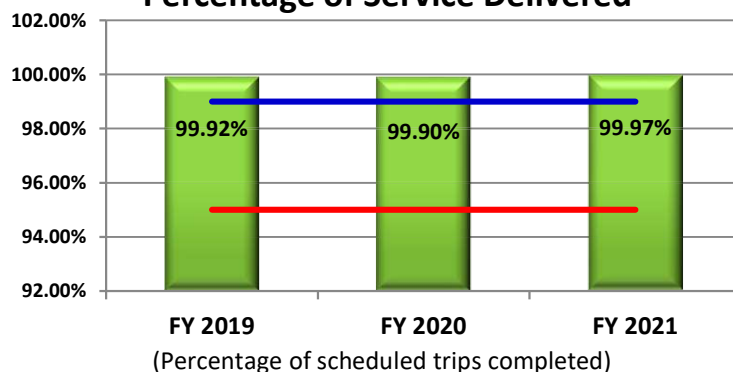
Goal = 90% on time

Minimum = 75% on time

Goal = 99% completed

Minimum = 95% completed

Percentage of Service Delivered

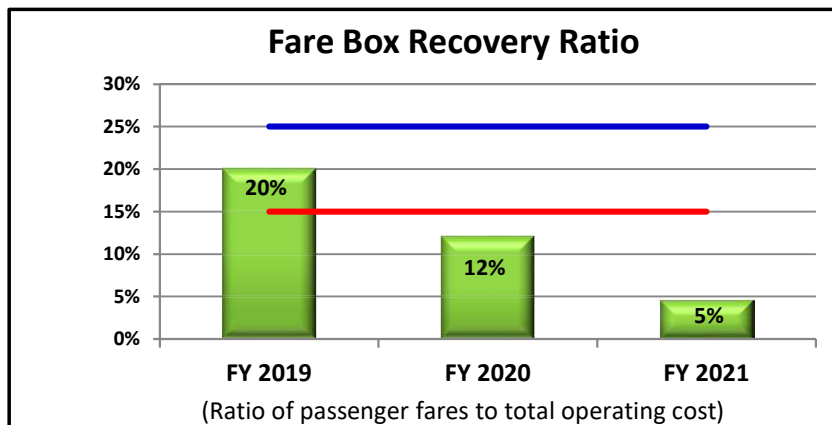


MST Fixed Route

YTD Dashboard Performance Comparative Statistics

July - June

Fiscal Years 2019-2021

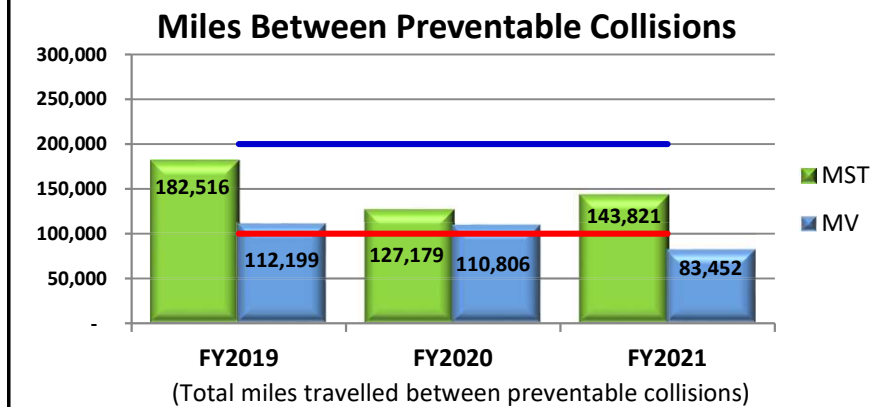
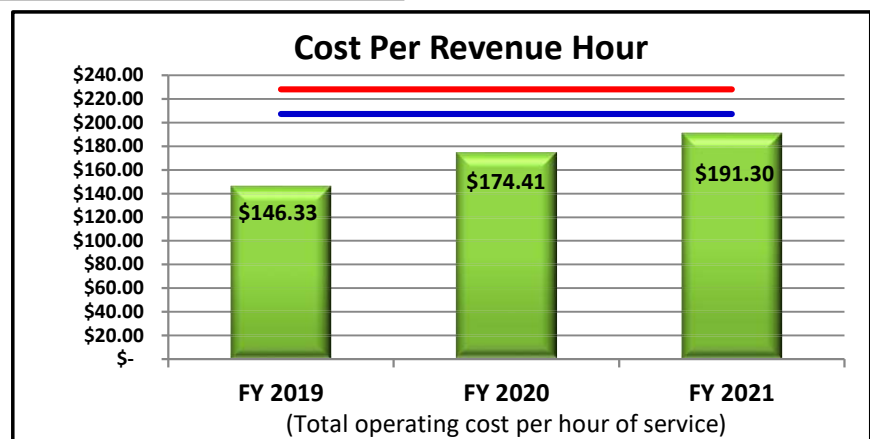


Goal = 25%

Minimum = 15%

Goal = \$207.33 per RH

Maximum = \$228.07 per RH

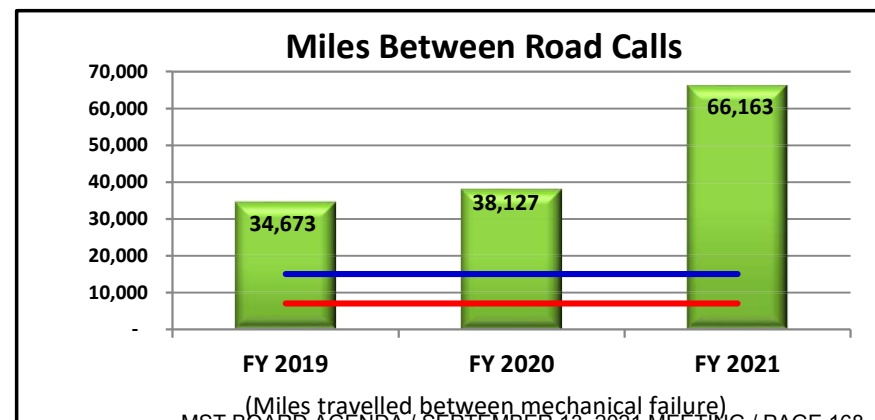


Goal = 200,000 Miles

Minimum = 100,000 Miles

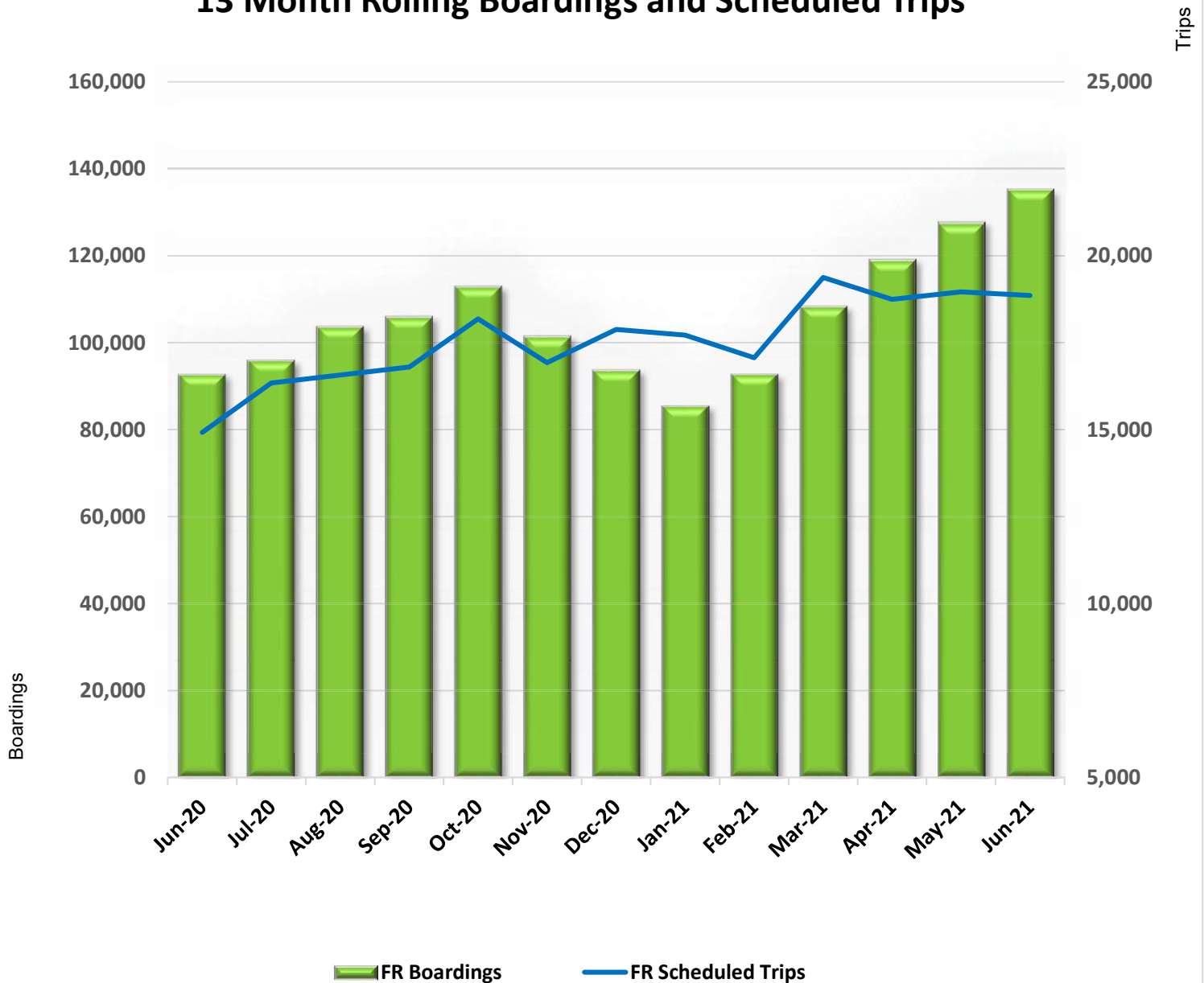
Goal = 15,000 Miles

Minimum = 7,000 Miles

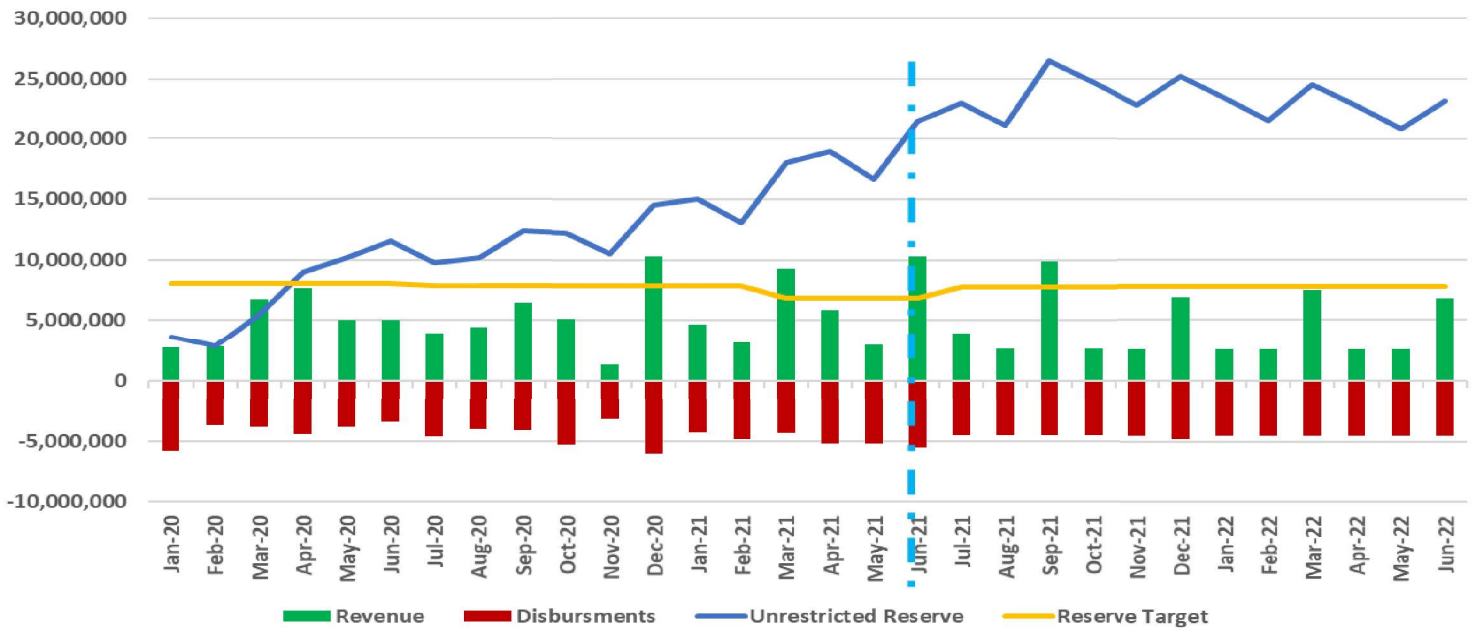


COVID-19 MST Statistics and Projections

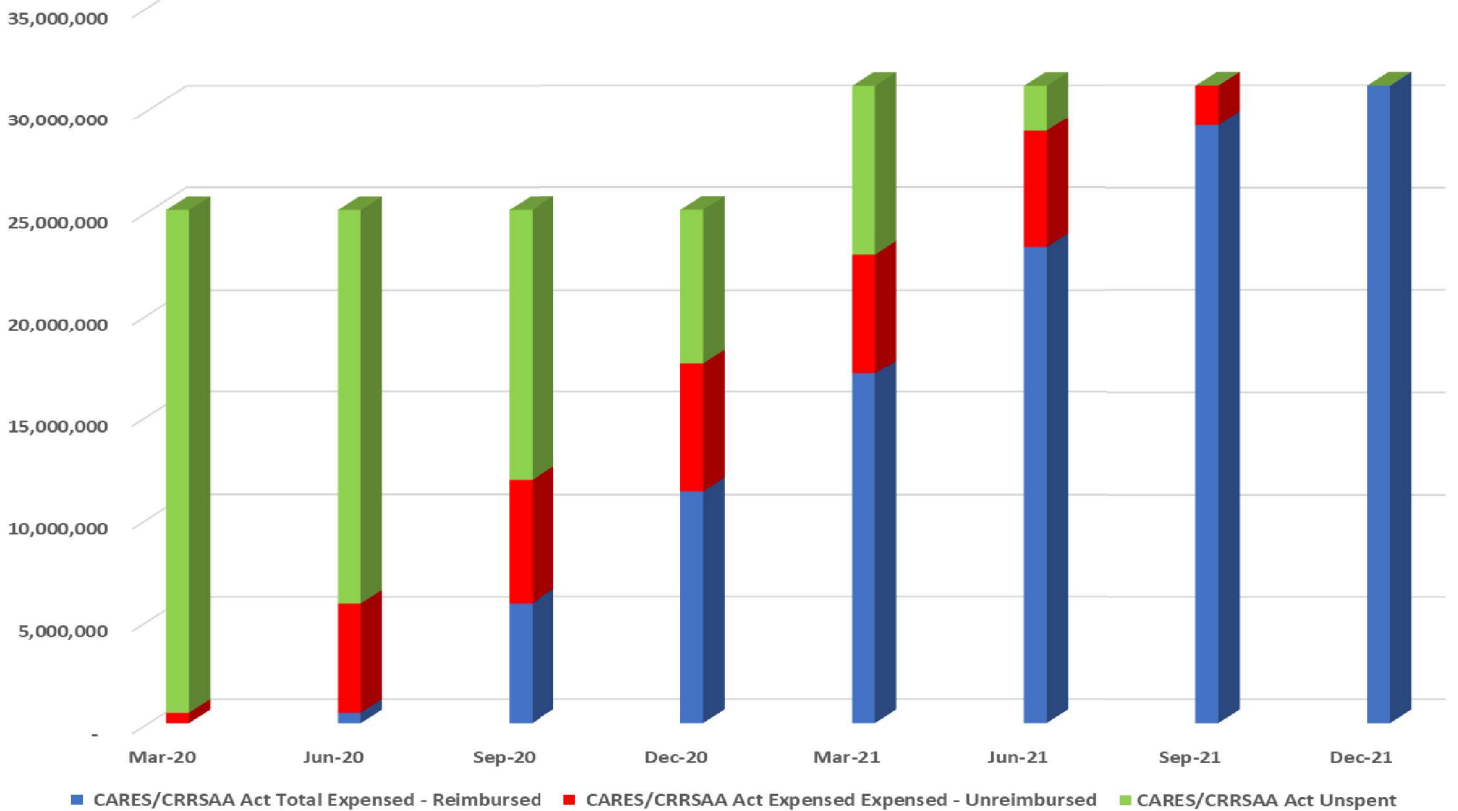
13 Month Rolling Boardings and Scheduled Trips



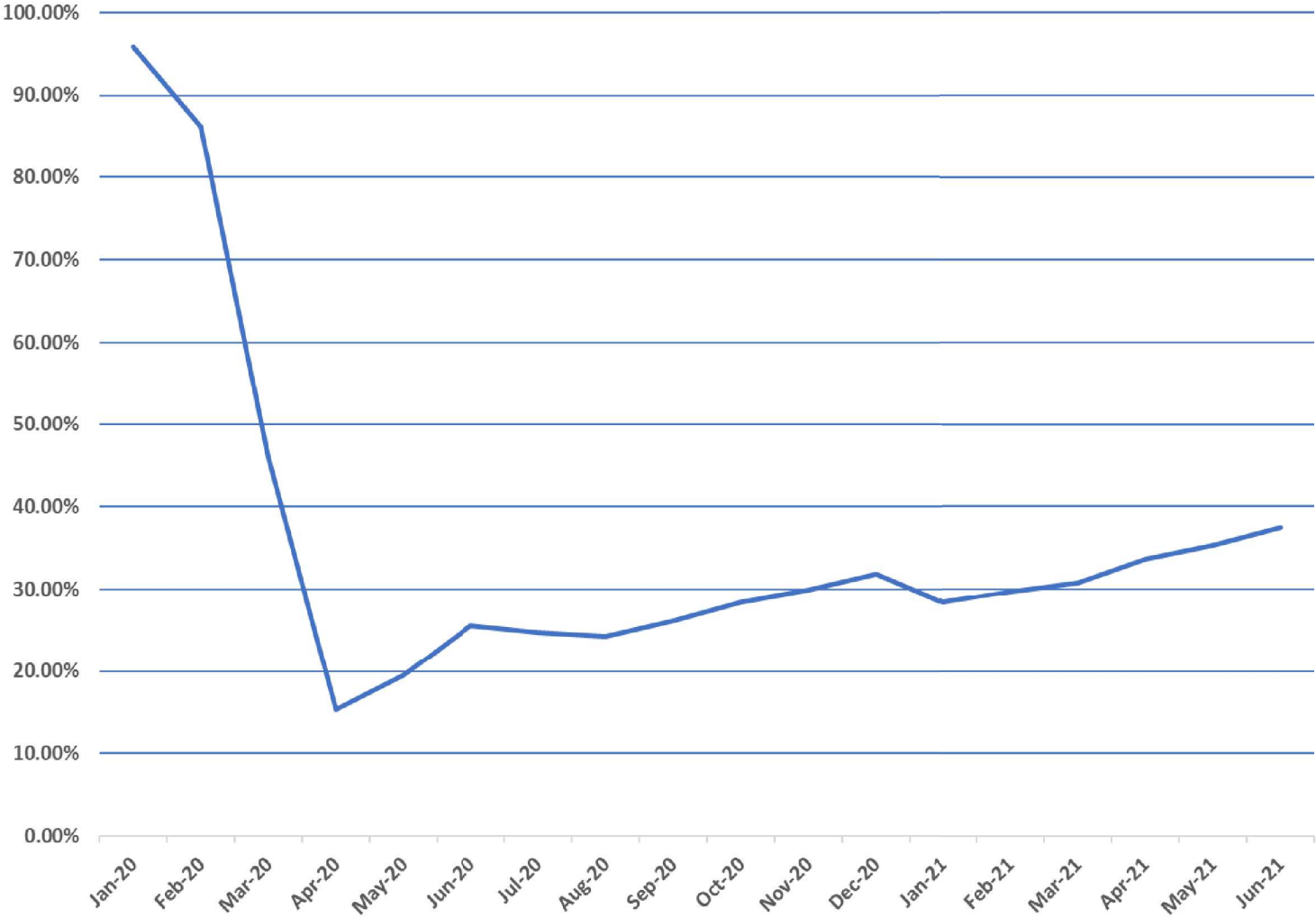
Cash Flow Projections Jan 20 - June 22



CARES/CRRSAA Act Funds



Percent of Monthly Ridership from CY17-19 Average

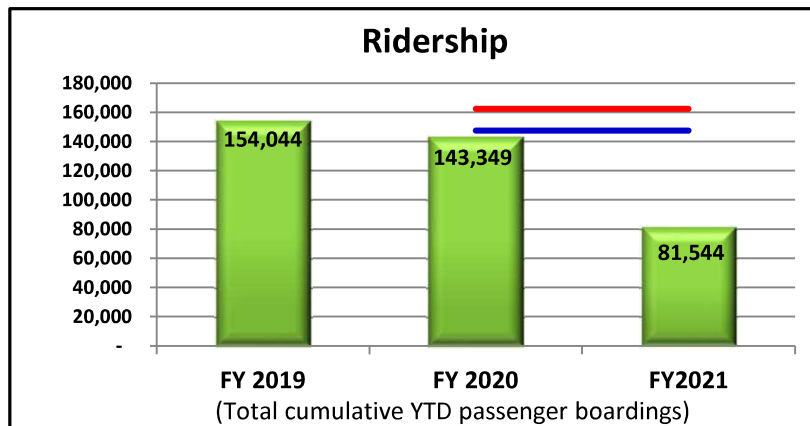


MST RIDES

YTD Dashboard Performance Comparative Statistics

July - June

Fiscal Years 2019-2021

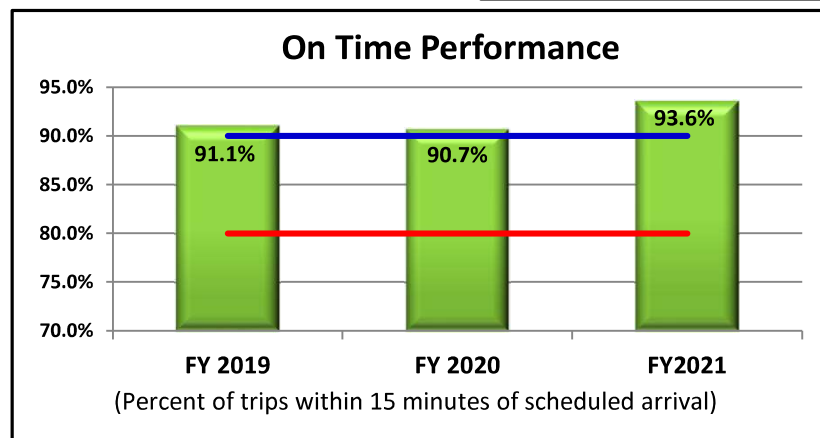
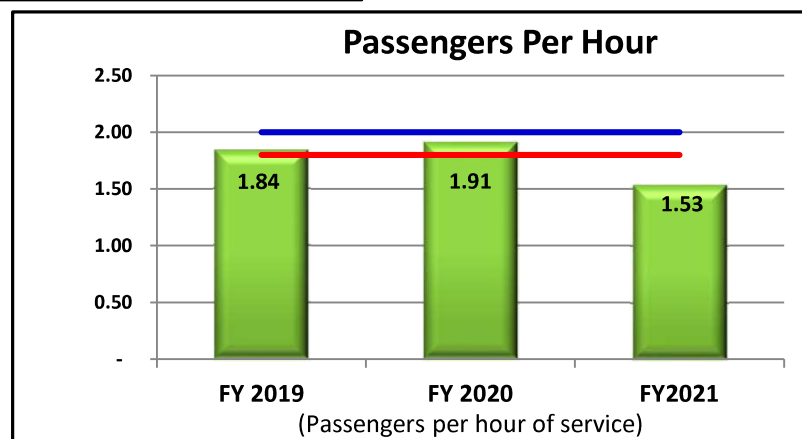


**Goal = 147,649
passengers**

**Maximum = 162,414
passengers**

**Goal = 2.0
passengers p/h**

**Minimum = 1.8
passengers p/h**

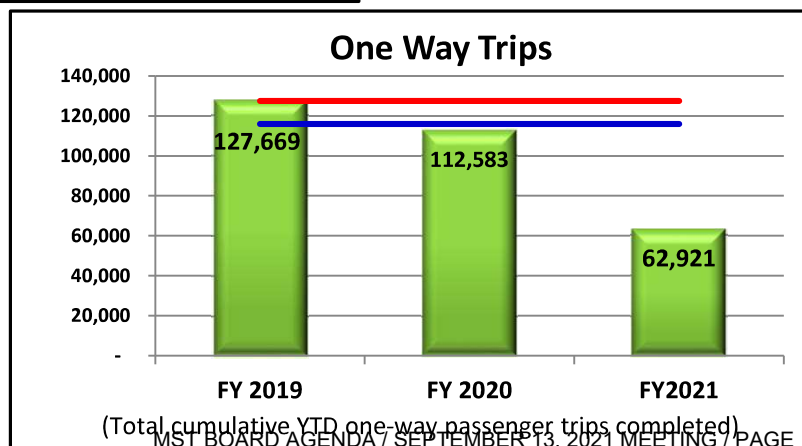


Goal = 90% on time

Minimum = 80% on time

**Maximum = 127,557
one-way trips**

**Goal = 115,960
one-way trips**

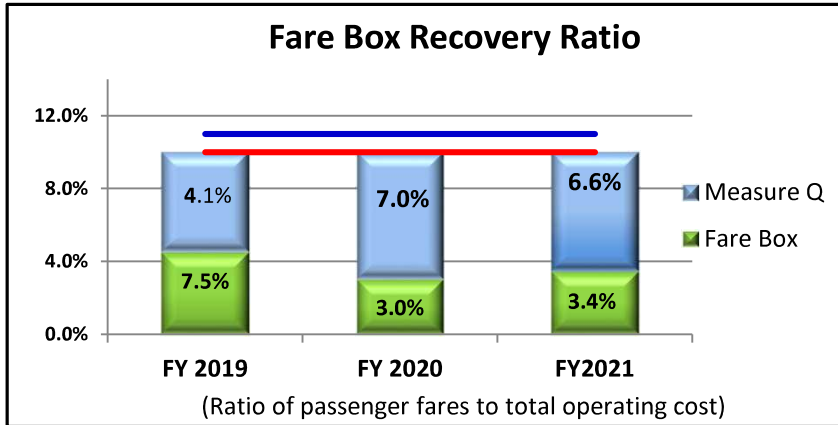


MST RIDES

YTD Dashboard Performance Comparative Statistics

July - June

Fiscal Years 2019-2021

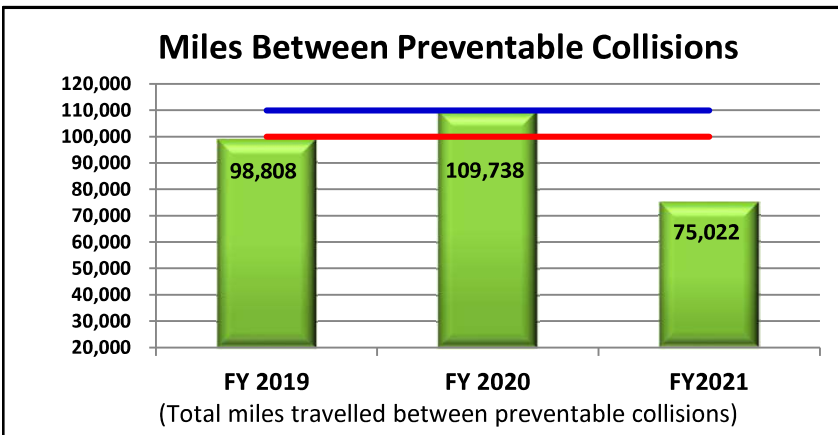
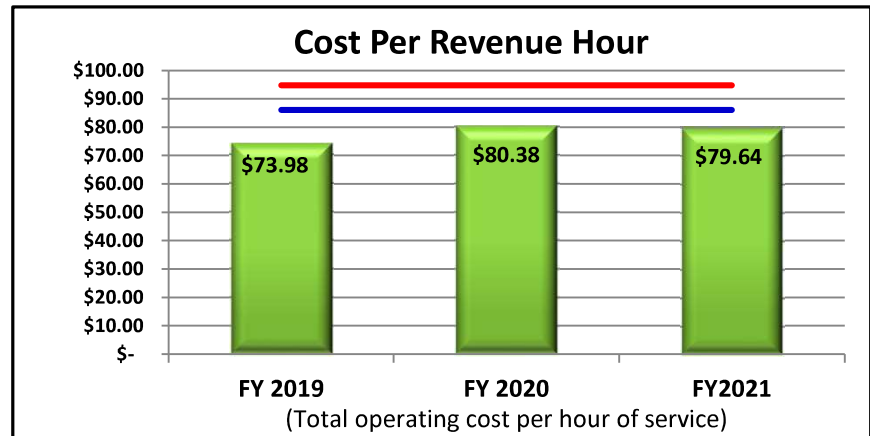


Goal = 11%

Minimum = 10%

Goal = \$86.13 per RH

Maximum = \$94.74 per RH

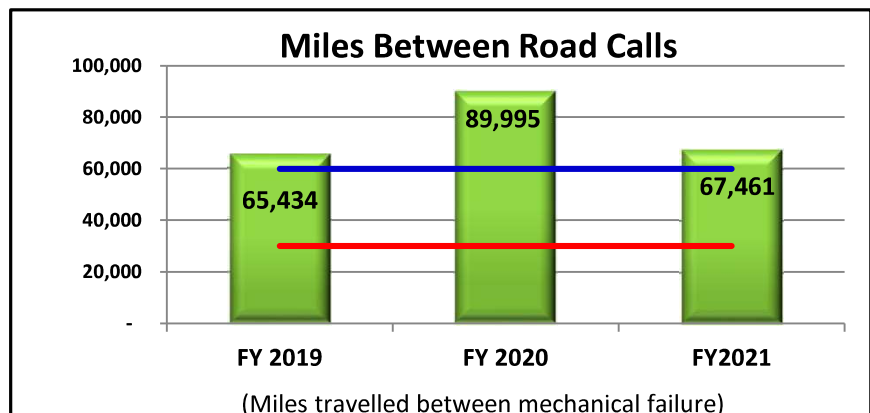


Goal = 110,000 Miles

Minimum = 100,000 Miles

Goal = 60,000 Miles

Minimum = 30,000 Miles

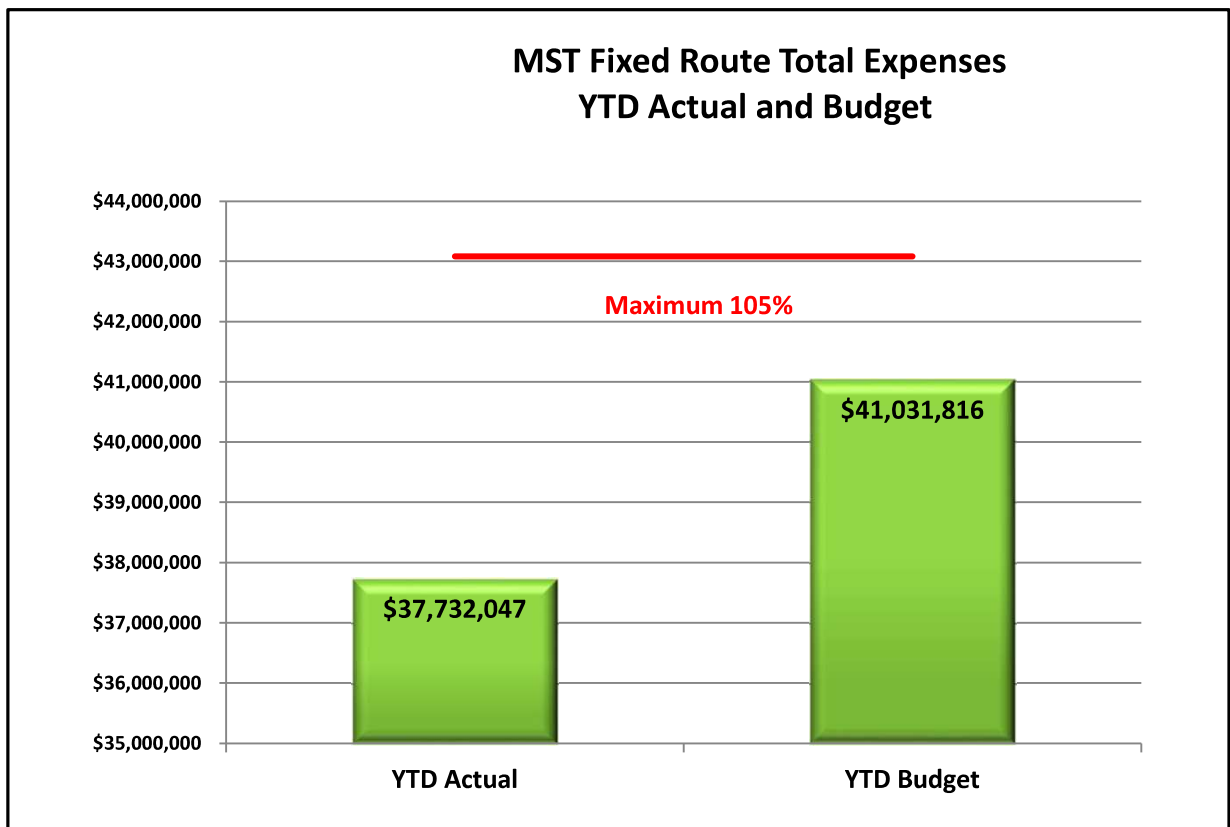
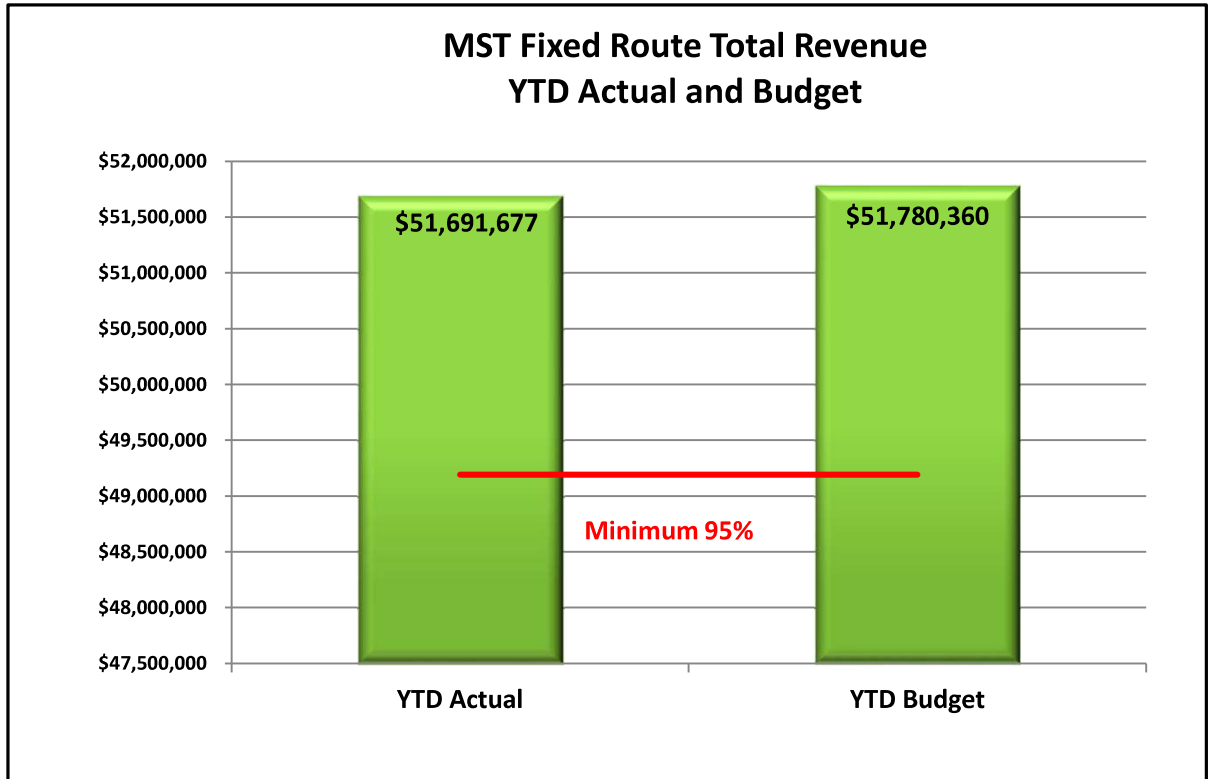


MST Fixed Route

Financial Performance Comparative Statistics

July - June

Fiscal Year 2021

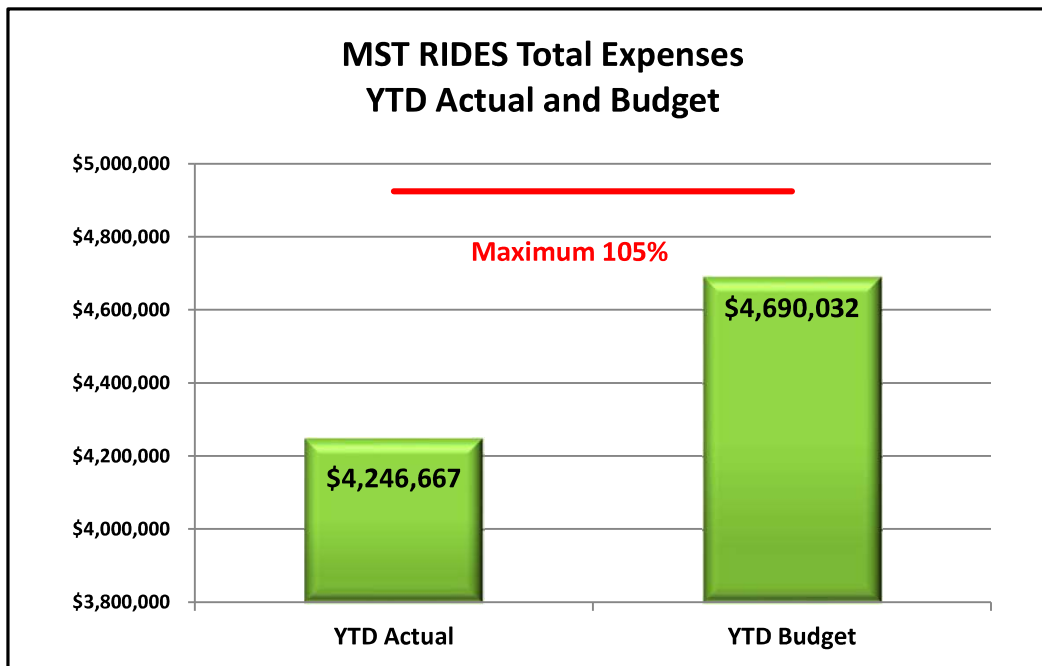
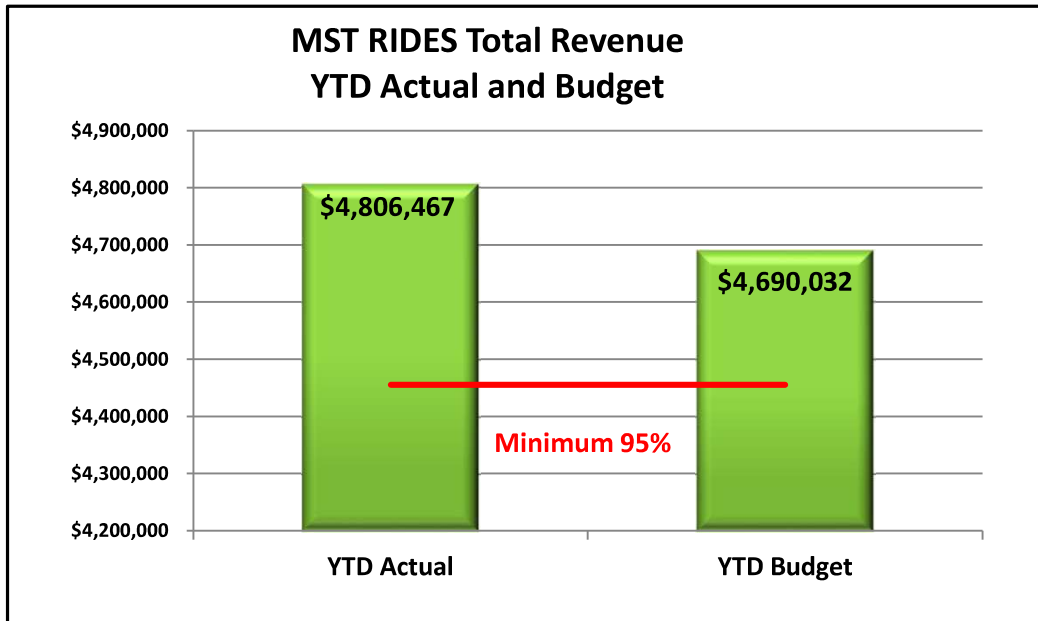


MST RIDES

Financial Performance Comparative Statistics

July - June

Fiscal Years 2019-2021



MST Fixed Route

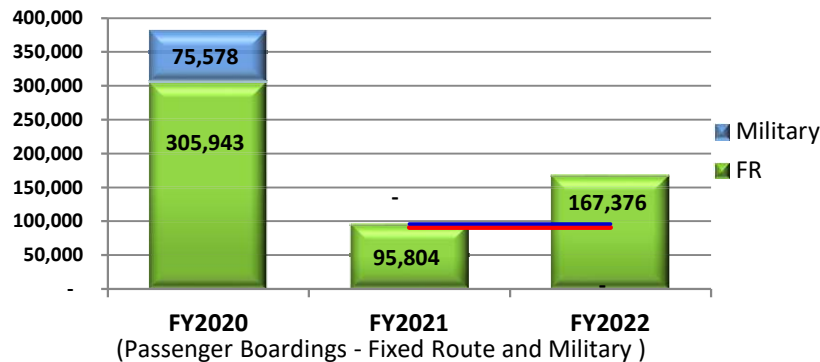
YTD Dashboard Performance Comparative Statistics

July

Fiscal Years 2020-2022

ATTACHMENT 1b
July 2021

Ridership



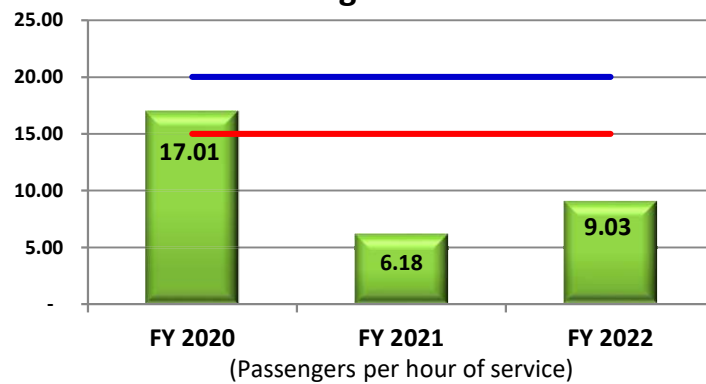
Goal = 95,804 passengers

Minimum = 91,014 passengers

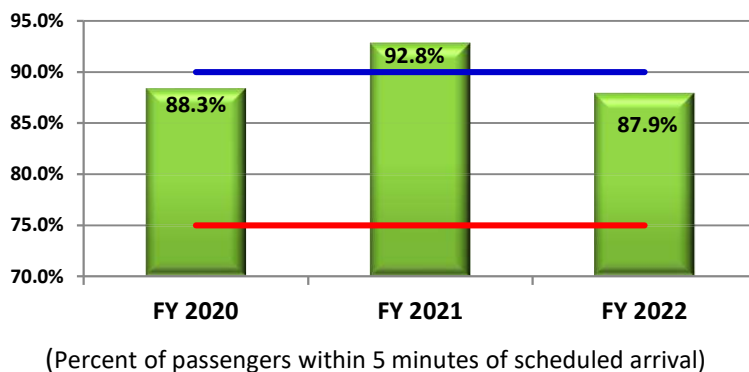
Goal = 20 passengers p/h

Minimum = 15 passengers p/h

Passengers Per Hour



On Time Performance



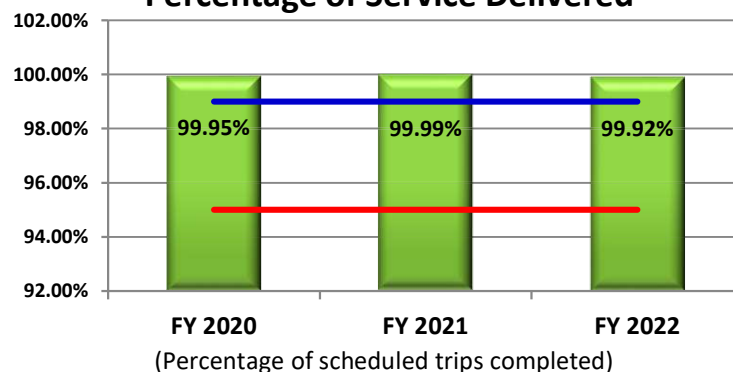
Goal = 90% on time

Minimum = 75% on time

Goal = 99% completed

Minimum = 95% completed

Percentage of Service Delivered

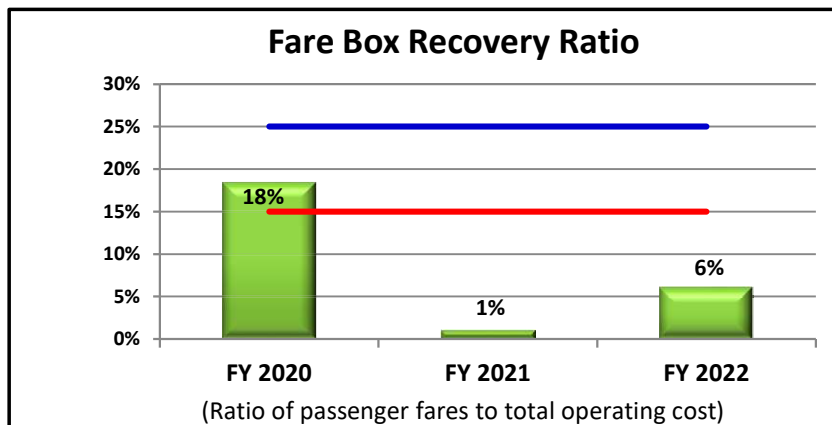


MST Fixed Route

YTD Dashboard Performance Comparative Statistics

July

Fiscal Years 2020-2022

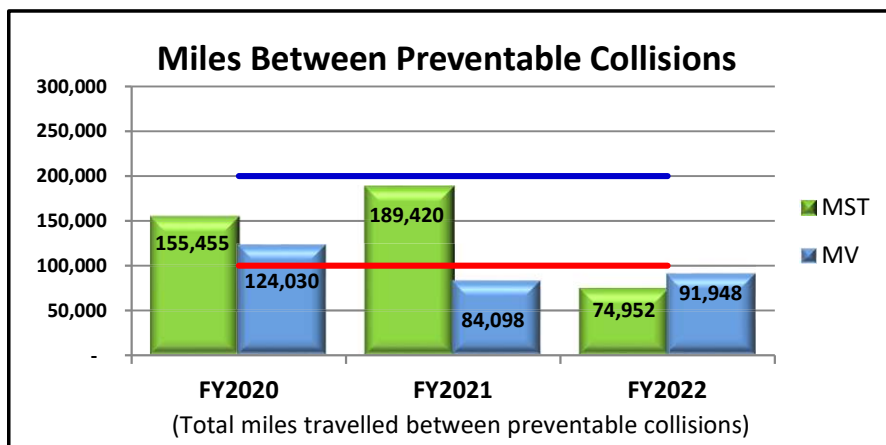
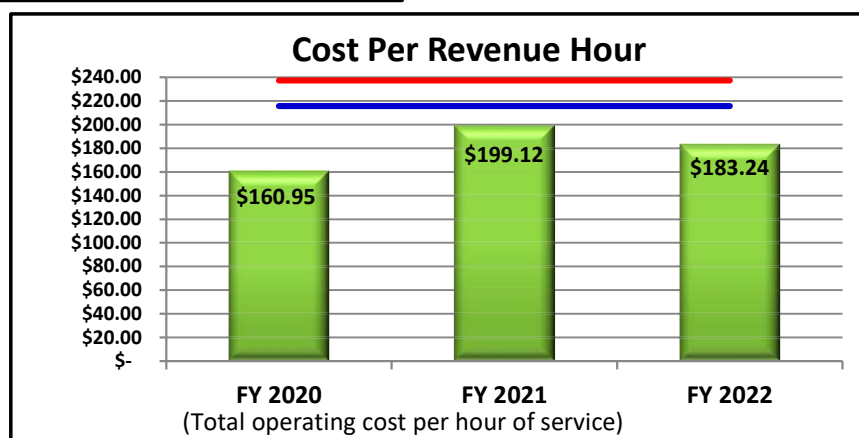


Goal = 25%

Minimum = 15%

Goal = \$215.79 per RH

Maximum = \$237.36 per RH

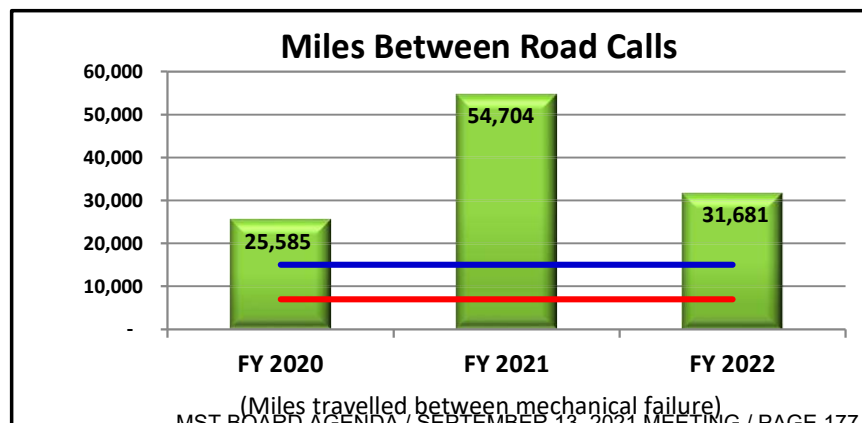


Goal = 200,000 Miles

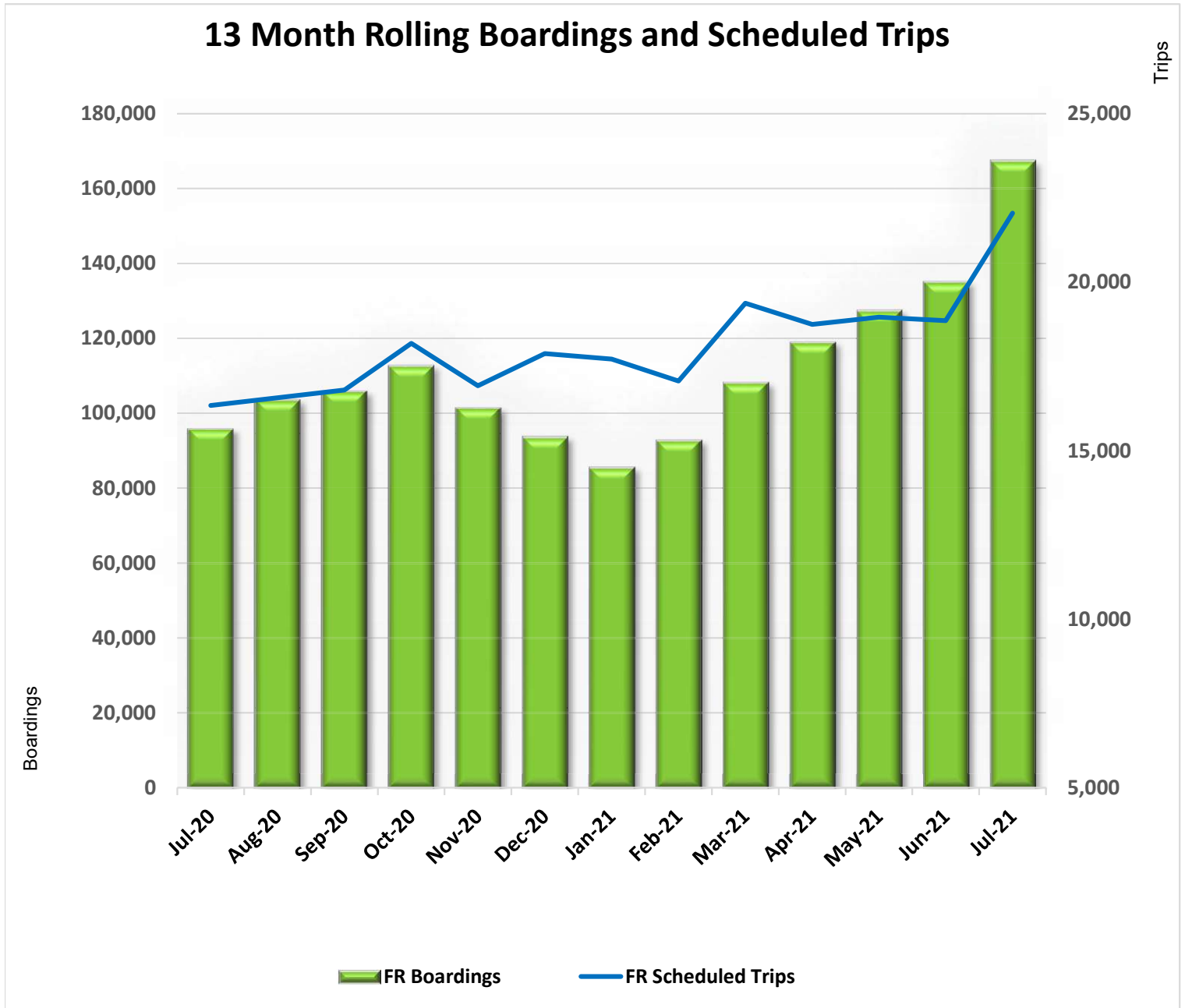
Minimum = 100,000 Miles

Goal = 15,000 Miles

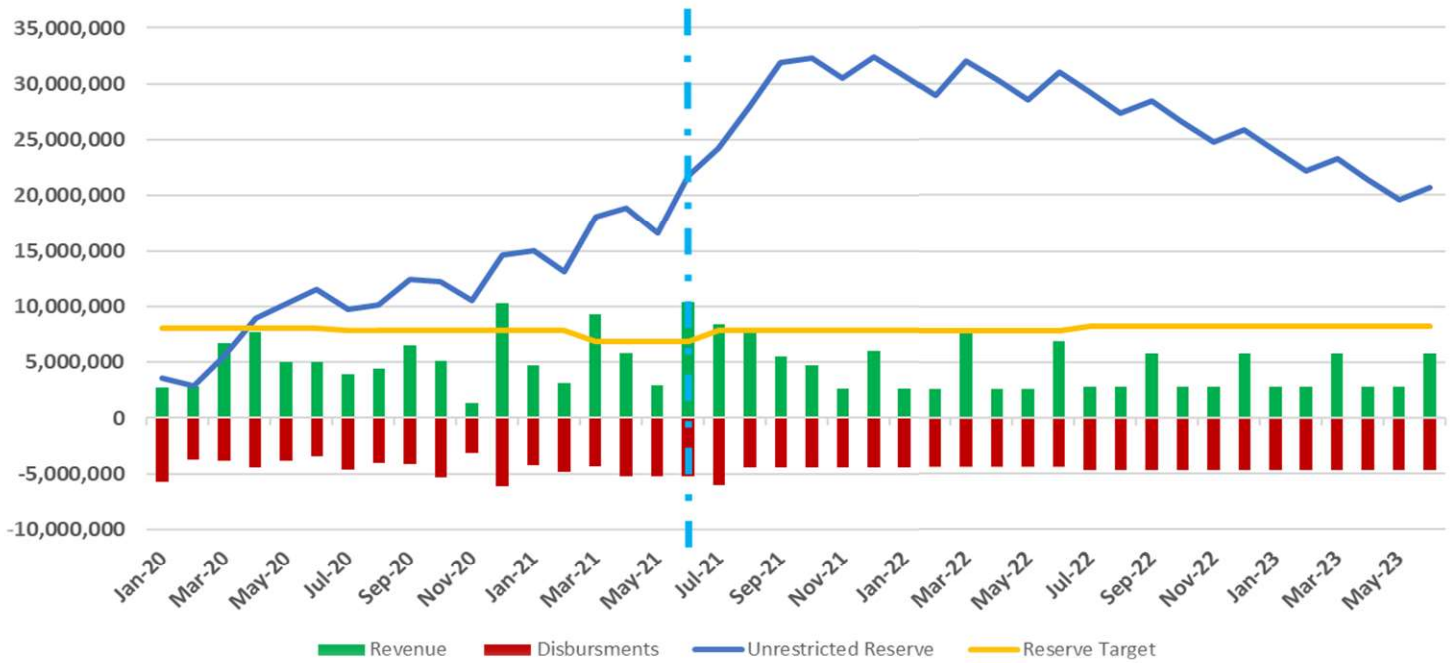
Minimum = 7,000 Miles



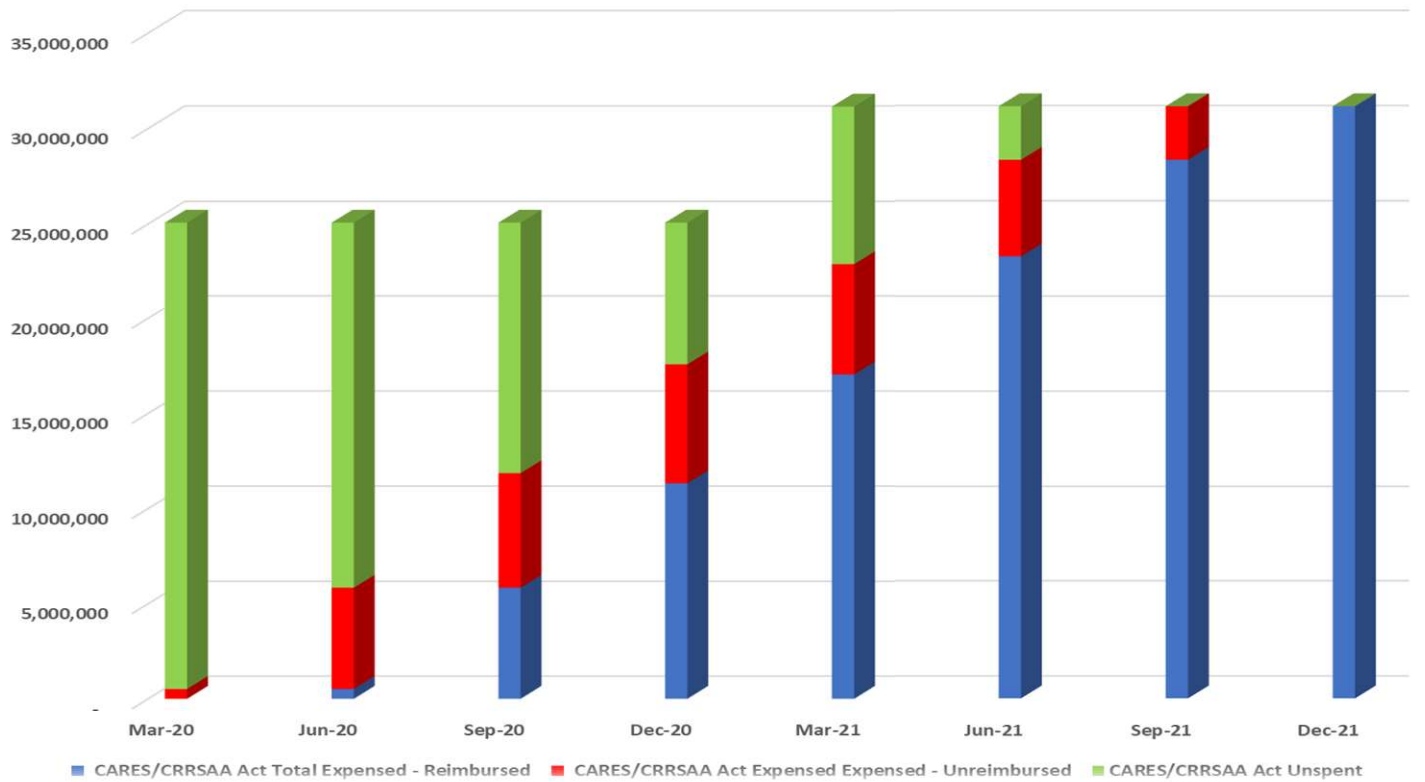
COVID-19 MST Statistics and Projections



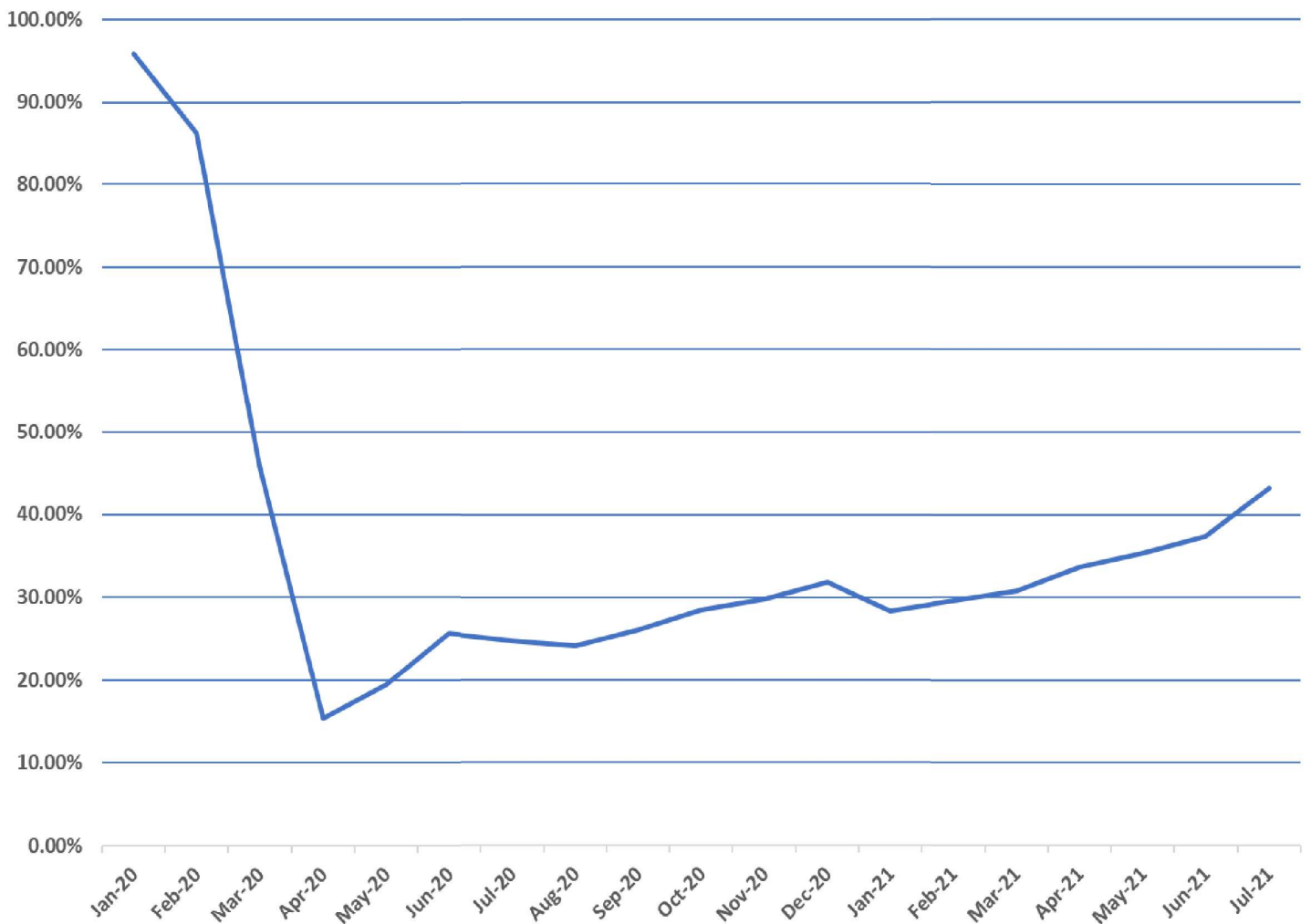
Cash Flow Projections Jan 2020 - June 2023



CARES/CRRSAA Act Funds



Percent of Monthly Ridership from CY17-19 Average

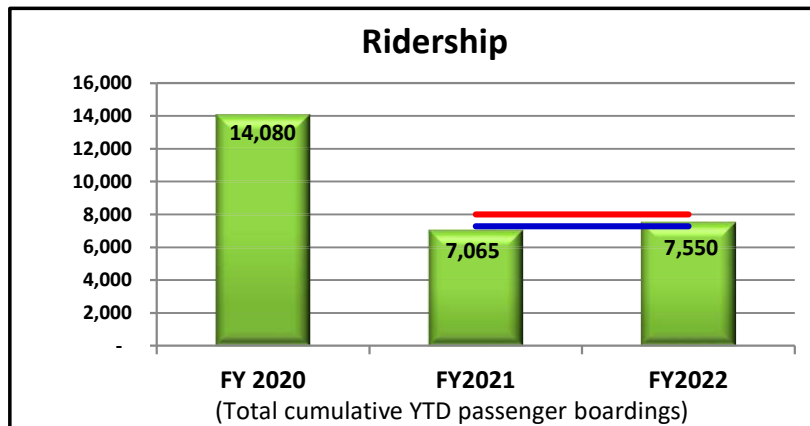


MST RIDES

YTD Dashboard Performance Comparative Statistics

July

Fiscal Years 2020-2022

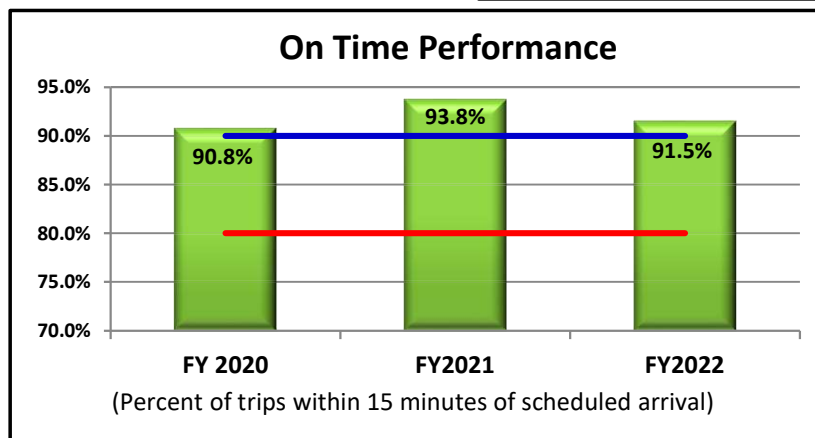
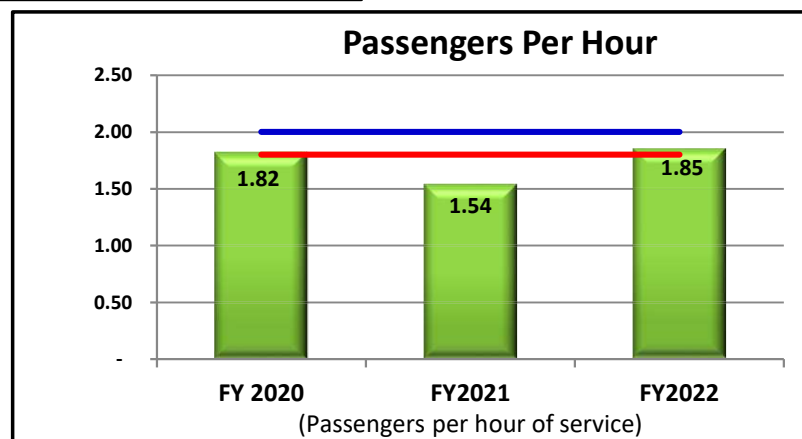


**Goal = 7,277
passengers**

**Maximum = 8,005
passengers**

**Goal = 2.0
passengers p/h**

**Minimum = 1.8
passengers p/h**

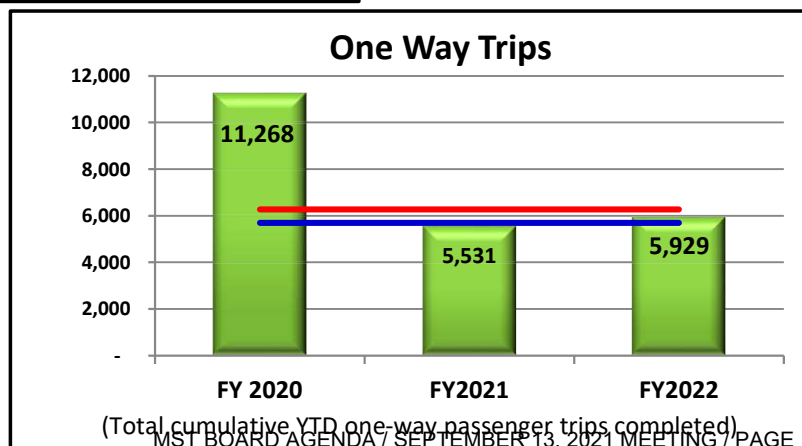


Goal = 90% on time

Minimum = 80% on time

**Maximum = 6,267
one-way trips**

**Goal = 5,697
one-way trips**

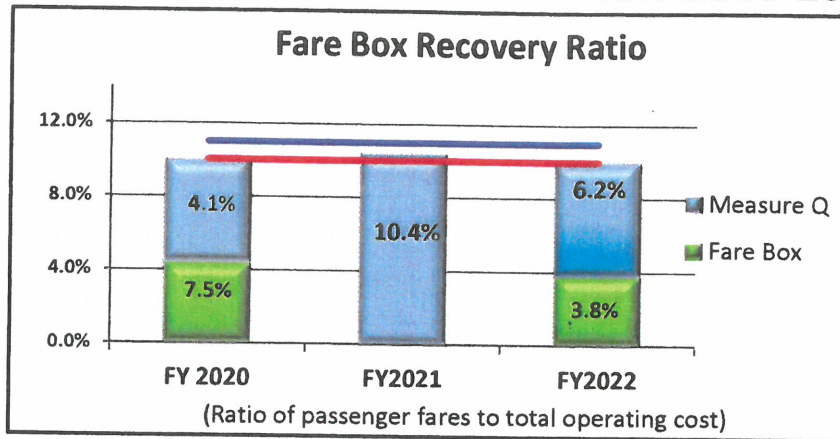


MST RIDES

YTD Dashboard Performance Comparative Statistics

July

Fiscal Years 2020-2022

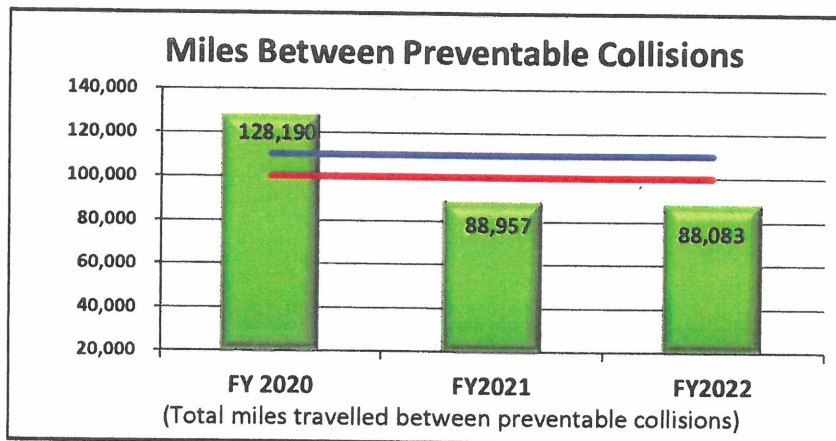
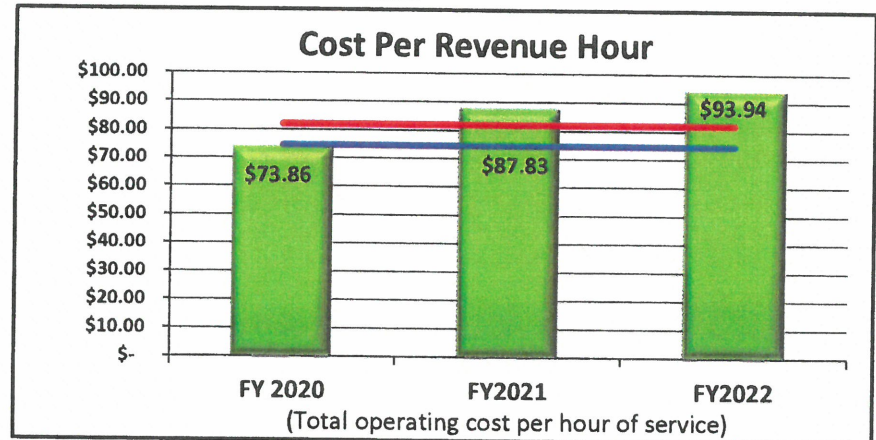


Goal = 11%

Minimum = 10%

Goal = \$74.53 per RH

Maximum = \$81.98 per RH

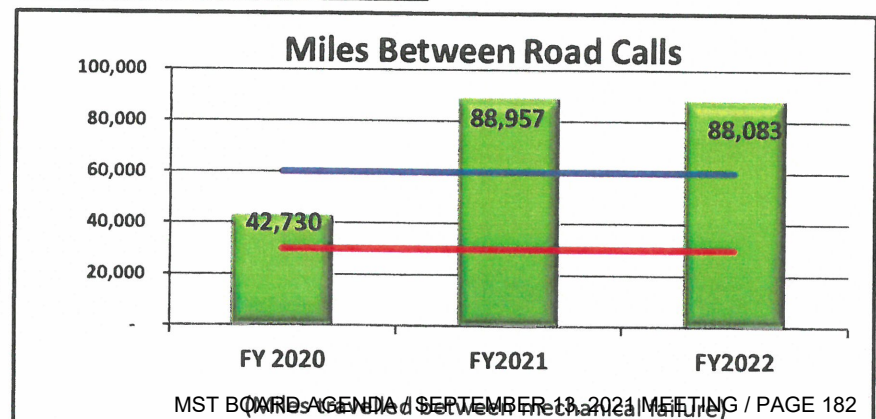


Goal = 110,000 Miles

Minimum = 100,000 Miles

Goal = 60,000 Miles

Minimum = 30,000 Miles

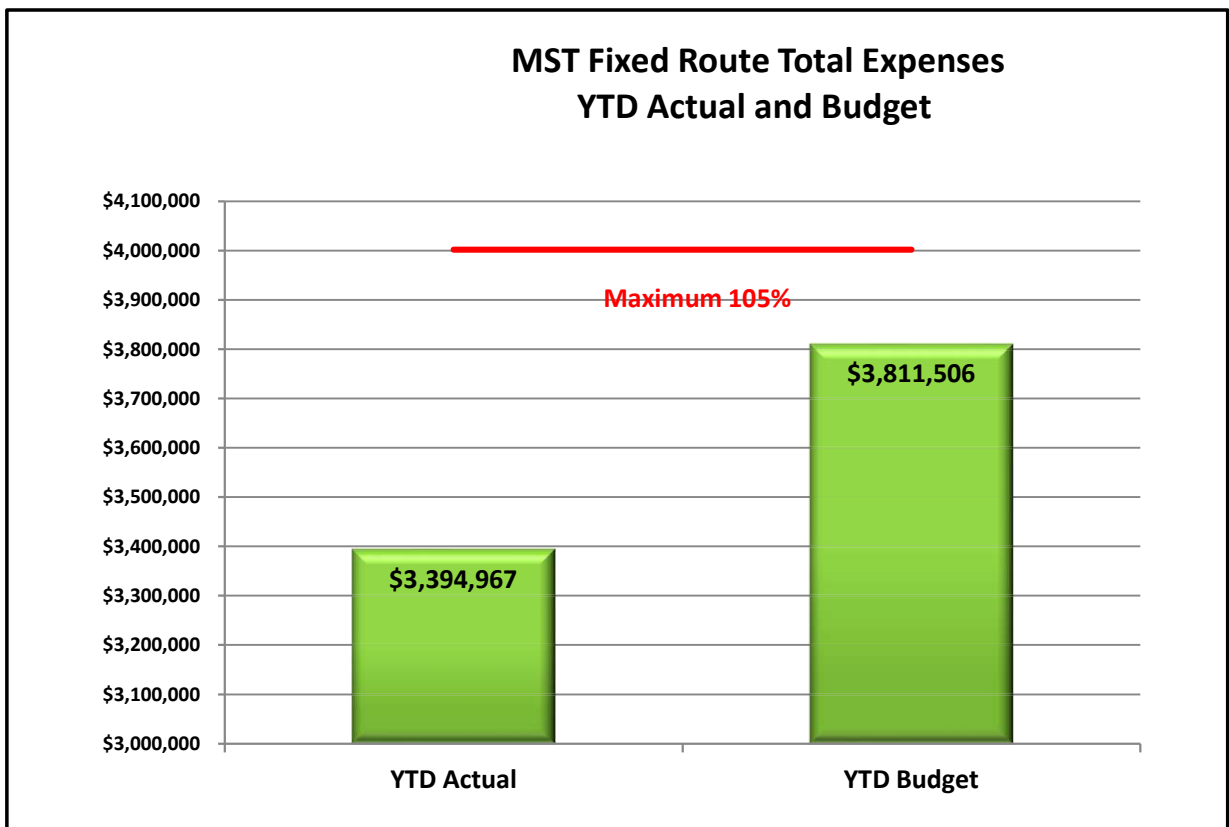
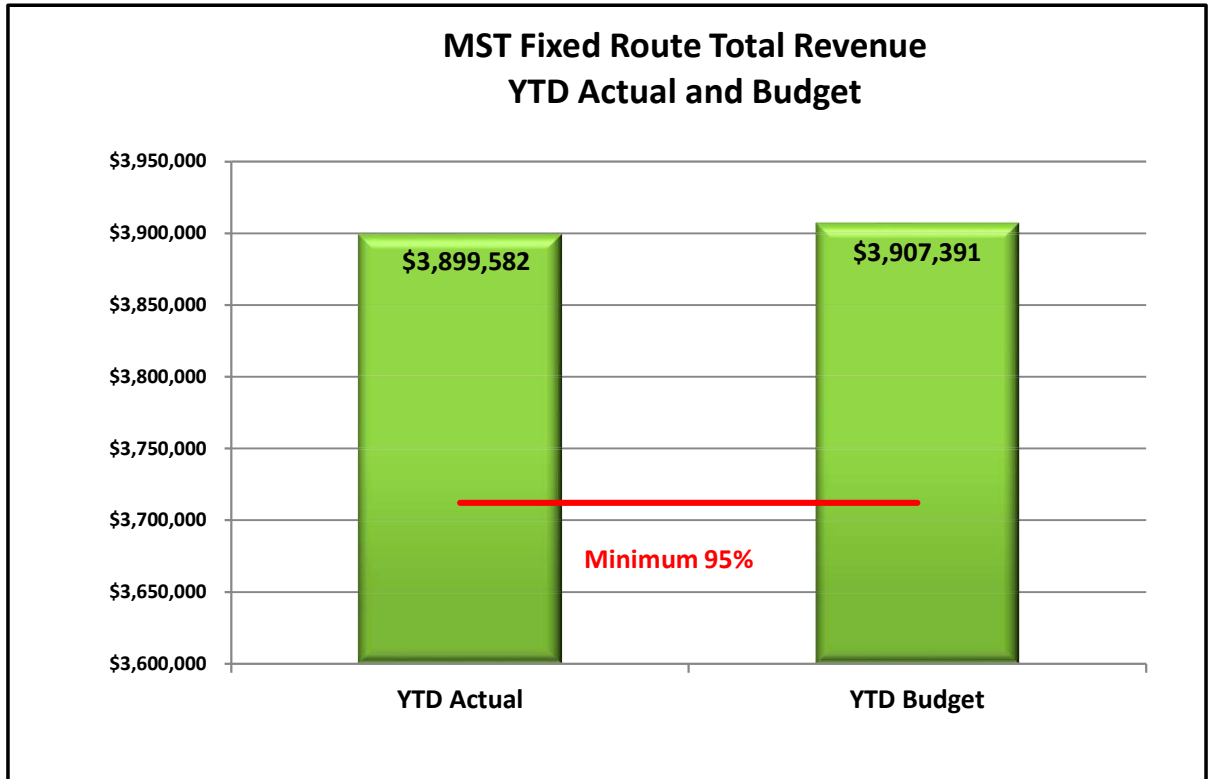


MST Fixed Route

Financial Performance Comparative Statistics

July

Fiscal Year 2022

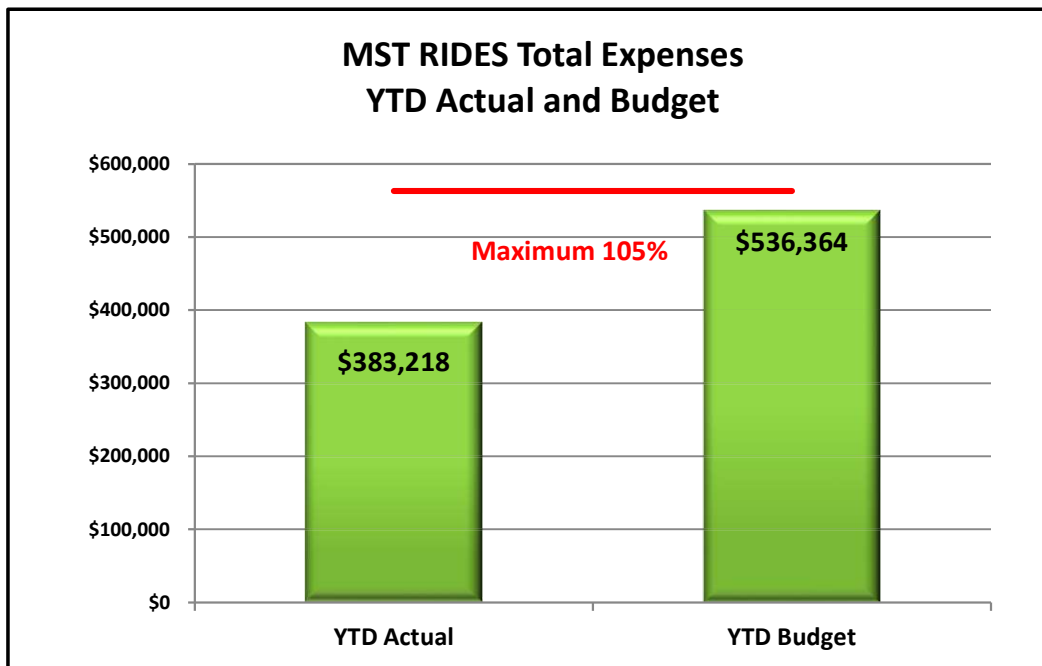
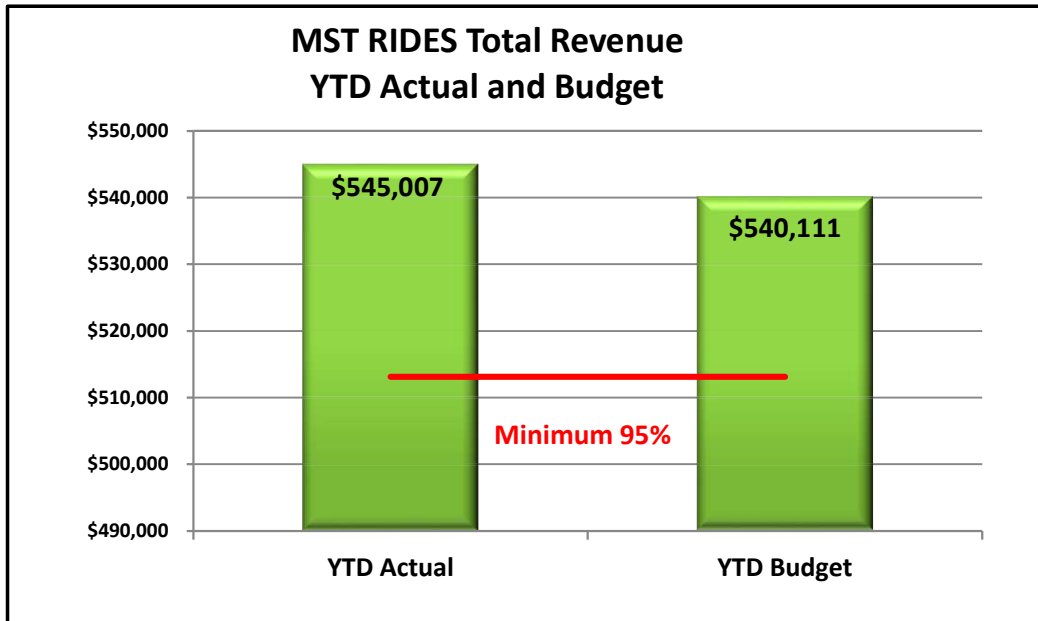


MST RIDES

Financial Performance Comparative Statistics


July

Fiscal Year 2022



Date: July 27, 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 – June 2021**

FIXED ROUTE BUS OPERATIONS:

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

Preliminary boarding statistics indicate ridership reached 135,070 in June 2021, which represents an 46% increase compared to June 2020's ridership of 92,576. For the fiscal year to date, passenger boardings continue to increase as the effects from the pandemic begin to ease.

Month over month, MST's productivity has improved. Productivity increased from 6.5 passengers per hour in June 2020 to 7.8 passengers per hour in June of this year.

Supplemental / Special Services:

Line 22 – Big Sur: 593 Boardings

System-Wide Statistics:

- Ridership: 135,070
- Vehicle Revenue Hours: 17,263
- Vehicle Revenue Miles: 258,510
- System Productivity: 7.8 Passengers Per Vehicle Revenue Hour
- One-Way Trips Provided: 18,860

Time Point Adherence: Of 135,070 total time-point crossings sampled for June, the Transit Master™ system recorded 14,363 delayed arrivals to MST's published time-points system-wide. This denotes that **87%** 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 four (4) service cancellations in June for both directly operated and contracted services:

Total Trips Completed: 24,953			
Category	MST	MV	%
Accident	0	0	0
Accident – non-MST	1	0	33%
Mechanical Failure	1	0	33%
Unknown	0	0	0
Staff Shortage	1	1	33%
Totals	3	1	100.00%

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 June 2020 and 2021:

Occurrence Type	June-20	June-21
Collision: MST Involved	4	1
Employee Injury	0	1
Medical Emergency	0	0
Object Hits Coach	2	0
Passenger Conflict	6	2
Passenger Fall	4	2
Passenger Injury	2	1
Other	1	2
Near Miss	0	0
Fuel / fluid Spill	1	1
Unreported Damage	0	1
Totals	20	11

CONTRACTED TRANSPORTATION SERVICES:

MST RIDES ADA / ST Paratransit Program:

Preliminary boarding statistics for the MST RIDES program reflect that for June 2021 there were 7,128 passenger boardings. This denotes a 10% increase in passenger boardings compared to June of 2020 when there were 6,475 boardings. For the fiscal year – passenger boardings have decreased by 43% compared to FY2020.

Note: The decline in passenger boardings is attributed to the COVID-19 pandemic.

- Productivity for June 2021 was 1.63 passengers per hour, a slight change compared to the previous month (May 2021).
- For June 2021, 90% of all scheduled trips for the MST RIDES program arrived on time, meeting the expected 90% standard.

COMMUNICATIONS CENTER:


In June, MST's Communications Center summoned public safety agencies on seven (7) separate occasions to MST's transit vehicles and facilities:

Agency Type	Incident Type	Number of Responses
Police	Vehicle Accident / Passenger Disturbance / Other	5
Medical	Employee Request / Passenger Request / Other	2
Fire	Employee Request / Passenger Request / Other	0

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Date: August 30, 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 – July 2021**

FIXED ROUTE BUS OPERATIONS:

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

Preliminary boarding statistics indicate ridership reached 167,376 in July 2021, which represents a 75% increase compared to July 2020's ridership of 95,804. For the fiscal year to date, passenger boardings continue to increase as the effects from the pandemic begin to ease; however, recent concerns related to the pandemic may negatively affect MST's ridership.

Month over month, MST's productivity has improved. Productivity increased from 6.2 passengers per hour in July 2020 to 9.0 passengers per hour in July of this year. This represents a 46% improvement.

Supplemental / Special Services:

Line 22 – Big Sur: 690 Boardings
Line 950 – Trolley: 28,092 Boardings

System-Wide Statistics:

- Ridership: 167,376
- Vehicle Revenue Hours: 18,527
- Vehicle Revenue Miles: 270,613
- System Productivity: 9.0 Passengers Per Vehicle Revenue Hour
- One-Way Trips Provided: 22,045

Time Point Adherence: Of 167,376 total time-point crossings sampled for July, the Transit Master™ system recorded 20,268 delayed arrivals to MST's published time-points system-wide. This denotes that **88%** of all scheduled arrivals at published time-points arrived on time. (See *MST Fixed-Route Bus ~ On Time Compliance Chart FY 2021 - 2022.*)

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 ten (10) service cancellations in July for both directly operated and contracted services:

Total Trips Completed: 24,953			
Category	MST	MV	%
Accident	0	1	10%
Accident – non-MST	0	0	0
Mechanical Failure	2	0	20%
Unknown	0	1	10%
Staff Shortage	6	0	60%
%Totals	8	2	100%

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 July 2020 and 2021:

Occurrence Type	July-20	July-21
Collision: MST Involved	2	4
Employee Injury	0	1
Medical Emergency	2	0
Object Hits Coach	1	0
Passenger Conflict	5	3
Passenger Fall	1	5
Passenger Injury	0	0
Other	0	0
Near Miss	1	0
Fuel / fluid Spill	2	0
Unreported Damage	0	3
Totals	14	16

CONTRACTED TRANSPORTATION SERVICES:

MST RIDES ADA / ST Paratransit Program:

Preliminary boarding statistics for the MST RIDES program reflect that for July 2021 there were 7,550 passenger boardings. This denotes an 6.86% increase in passenger boardings compared to July of 2020, (7,065). For the Fiscal year – passenger boardings have increased by 6.86% compared to FY2021.

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 July 2021 was 1.58 passengers per hour, decreasing from 1.63 passengers per hour compared to the previous month (June 2021).
- For July 2021, 92% of all scheduled trips for the MST RIDES program arrived on time, exceeding the expected 90% standard.

COMMUNICATIONS CENTER:

In July, MST's Communications Center summoned public safety agencies on six (6) separate occasions to MST's transit vehicles and facilities:

Agency Type	Incident Type	Number of Responses
Police	Vehicle Accident / Passenger Disturbance / Other	5
Medical	Employee Request / Passenger Request / Other	1
Fire	Employee Request / Passenger Request / Other	0

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Date: July 27, 2021

To: Carl Sedoryk, General Manager/CEO

From: **NKT** Norman K. Tuitavuki, Chief Operating Officer

Subject: **Maintenance Department Monthly Report – June 2021**

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

FY21 Fuel Budget:	Average Fuel Price June 2021:	Average Fuel Price: FY2021
Diesel: \$2.75	\$2.92	\$2.27
Gasoline: \$2.85	\$3.66	\$2.84

Period:	Revenue Fleet: Operating Cost Per Mile:	Revenue Fleet: Miles Between Major Mechanical Road Calls:¹
June: 2021	\$1.36	41,801
YTD: FY 2021	\$1.23	54,756
FY 2020	\$1.05	30,571
FY 2019	\$0.93	29,354

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

Department Activities/Comments:

In June 2021, MST traveled nearly 55,000 miles between major mechanical failures – well above the 15,000 mile goal and another great achievement. The Miles Between Road Calls (MBRC) performance above the target goal is can mostly 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 slightly to \$1.36 cents per mile from \$1.15 per mile in the of June 2021. Staff continues to focus their efforts on cleaning, disinfecting, repairing, and maintaining all MST vehicles.

MST's June 2021, fuel cost per gallon continues to rise. June's cost per gallon for diesel increased by .17 cents. The June cost per gallon for gasoline increased by .24 cents. Staff continues to track fuel costs and strives to increase fuel efficiencies where possible.

The Maintenance Manager and staff continues supporting the King City construction project by attending and contributing to the areas of his responsibility. The Maintenance frontline employees continued executing the Acceptance procedures for the new Gillig ZEB and worked closely with Gillig to schedule maintenance specific training.

Additionally, the Maintenance department continues supporting MST's efforts to implement its Enterprise Asset Management (EAM) system for the Facilities Department. This system will enable MST to improve employee scheduling, organize the work order process, and help streamline many other processes and procedures.

Prepared by: Norman K. Tuitavuki Reviewed by: Carl G. Sedoryk
Norman Tuitavuki Carl G. Sedoryk

Date: August 30, 2021

To: Carl Sedoryk, General Manager/CEO

From: **NKT** Norman K. Tuitavuki, Chief Operating Officer

Subject: **Maintenance Department Monthly Report – July 2021**

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

FY21 Fuel Budget:	Average Fuel Price July 2021:	Average Fuel Price: FY2022
Diesel: \$3.40	\$2.99	\$2.99
Gasoline: \$3.40	\$3.76	\$3.76

Period:	Revenue Fleet: Operating Cost Per Mile:	Revenue Fleet: Miles Between Major Mechanical Road Calls:¹
July: 2021	\$1.10	25,026
YTD: FY 2022	\$1.10	25,026
FY 2021	\$1.23	54,756
FY 2020	\$1.05	30,571

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

Department Activities/Comments:

In July 2021, MST traveled 25,026 miles between major mechanical failures – well above the 15,000-mile goal. MST has continued to meet or exceed the stated Goal within this area of performance.

The miles traveled between major mechanical road calls decreased to 25,026 from 41,801 miles in June 2021. As MST began operating more service, we saw an increase in the number of road calls. This overall increase in road calls was expected and resulted in an expected decrease in the miles traveled between major mechanical road calls.

MST's operating cost per mile decreased to \$1.10 per mile from \$1.36 per mile in June 2021. Staff continues to focus their efforts on cleaning, disinfecting, repairing, and maintaining all MST vehicles.

MST's June 2021, fuel cost per gallon continues to rise. July's cost per gallon for gasoline increased by .10 cents. July's cost per gallon for diesel increased by .07 cents – an expected price increase as MST switched from petroleum-based diesel to renewable diesel.

MST's transition to renewable diesel is another example of MST's commitment to reduce greenhouse gas emissions, dependence on non-renewable fossil fuels, and contributing to a healthier planet. Renewable diesel performs similarly to petroleum-based diesel but burns cleaner and has fewer negative effects on our environment compared to petroleum-based diesel fuel. Staff continues to track fuel costs and strives to increase fuel efficiencies where possible.

In July, MST's Maintenance frontline employees completed specific training on Gillig Zero Emissions Buses (ZEB). I attended (virtually) the Zero Emission Bus Resource Alliance (ZEBRA) Conference. The Conference included updates on ZEB technology, ZEB frontline training, and other important ZEB-related issues transit agencies are facing.

Last, staff attended a workgroup meeting with the California Air Resources Board (CARB) and other California public transit agencies to discuss the Fiscal Year (FY) 2021-22 Long-Term Heavy-Duty Investment Strategy. The Strategy, built upon previous years' work, is required under Senate Bill 1403, the California Clean Truck, Bus, and Off Road Vehicle and Equipment Technology Program (Lara, Chapter 370, Statutes of 2018), and includes an update on school buses operating throughout the State. This meeting allowed attendees to comment and provide input to the CARB for consideration and possible incorporation into the upcoming FY 2021-22 Funding Plan for Clean Transportation Incentives.

Prepared by: Norman K. Tuitavuki
Norman Tuitavuki

Reviewed by: Carl G. Sedoryk
Carl G. Sedoryk

ATTACHMENT 4a

Date: July 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; Ikuyo Yoneda-Lopez, Marketing and Customer Service Manager; and Sonia Wills, Customer Service Supervisor.

Subject: **Administration Department Monthly Report – June 2021**

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

Human Resources

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

Positions	Budget FY21	Actual	Difference
Coach Operators F/T	126	118	-8
Coach Operators Limited Duty	0	0	0
CO Occupational Injuries	1	0	-1
Operations Staff	37	31	-6
Maintenance & Facilities	53	47	-6
Administrative (Interns 1 PT)	31	31	0
Total	248	227	-21

*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.

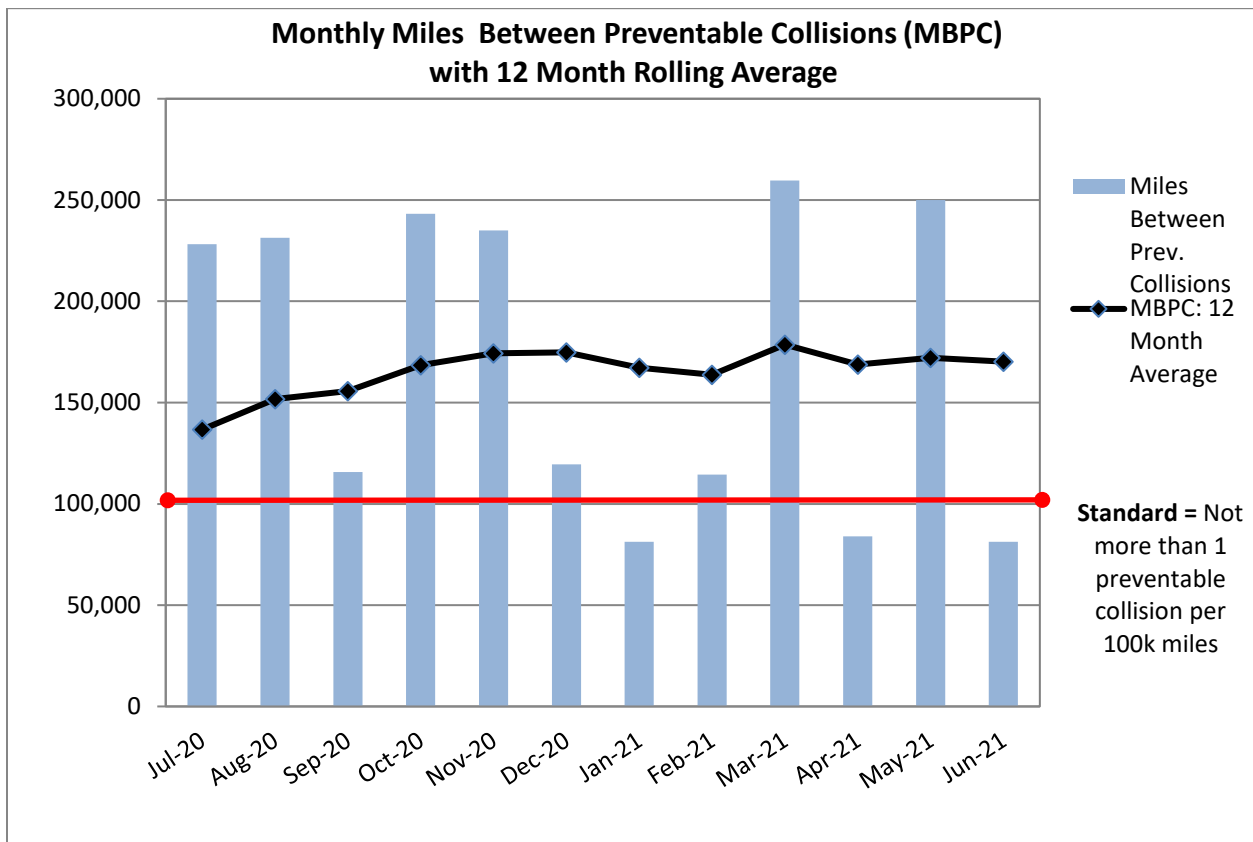
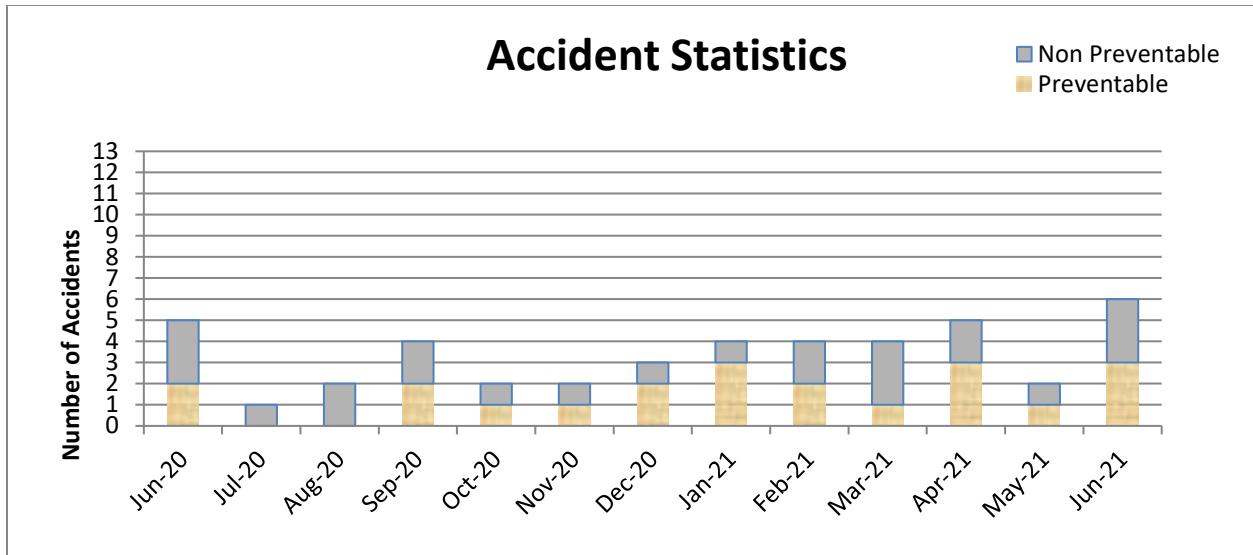
<i>June Worker's Compensation Costs</i>	
<i>Indemnity (paid to employees)</i>	\$16,451.98
<i>Other (includes Legal)</i>	\$10,245.44
<i>Medical includes Case Mgmt, UR, Rx & PT</i>	\$18,646.79
<i>TPA Administration Fee</i>	\$5,708.33
<i>Excess Insurance</i>	\$6,583.17
<i>Total Expenses</i>	<i>\$57,635.71</i>
<i>Reserves</i>	<i>\$775,793.21</i>
<i>Excess Reserved</i>	<i>(0)</i>
<i># Ending Open Claims</i>	<i>30</i>

Training

Description	Attendees
Annual Coach Operator Verification of Transit Training	18
Post-Accident/Incident Re-training	4
In-Service Training: 2021 Gillig Zeb Battery Electric Bus	32
In-Service Training: HomeTown Trolley Bus Familiarization	90
Return to Work refresher training	1
In-Service Training: Salinas Street at W. Alisal Successful Right-Hand Turn	18
In-service Training: BYD Familiarization	5
Harassment Prevention for Transit Employees	23
Maintenance Safety In-Service Training: Transit System Security	22
Maintenance Safety In-Service Training: Gillig Zeb Charging Station	12
Human Trafficking: Modern Day Slavery	5
FEMA: ICS200-Basic Incident Command System for Initial Response	1
American Heart Association: CPR/AED	1
Libert Cassidy Whitmore: Maximizing Supervisor Skills for First Line Supervisor Part 2	3
In-Service Training: Gillig Zeb Orientation Training	7
Accident Investigation Refresher Training for Interim Supervisors	1
Libert Cassidy Whitmore: Maximizing Supervisor Skills for First Line Supervisor Part 1	3
FEMA: ICS 100-Introduction to Incident Command System	1

Risk Management

Description	June 2021 Preventable		June 2020 Preventable	
	Yes	No	Yes	No
POV Vehicle hits MST Vehicle	0	3	0	3
MST Preventable Accidents	3	0	2	0
TOTAL	3	3	2	3



Customer Service Update

Service Report Type	MST	Other Provider*	# of valid reports	% of reports received**	June 2020	% of reports received**
ADA Compliance	0	0		0.0%	0	0.0%
Agency Policy	0	0	1	0.0%	0	0.0%
Bus Stop Amenities	0	0		0.0%	0	0.0%
Carried By	0	0		0.0%	0	0.0%
Discriminatory behavior by employee	0	0		0.0%	1	2.5%
Early Departure	0	0		0.0%	0	0.0%
Employee Other	5	2	2/1*	13.0%	3	7.5%
Facilities Vandalism	0	0		0.0%	0	0.0%
Fare / Transfer Dispute	3	0	1	5.6%	1	2.5%
Full Bus / Left Behind	3	1	2/1*	7.4%	0	0.0%
Harassment by Employee	0	0		0.0%	0	0.0%
Improper Driving	3	1	1	7.4%	6	15.0%
Improper Employee Conduct	4	3	3*	13.0%	2	5.0%
Inaccurate Public Information	0	0		0.0%	0	0.0%
Late Arrival	2	0	2	3.7%	2	5.0%
Late Departure	0	0		0.0%	1	2.5%
No Show	0	1		1.9%	0	0.0%
Off Route	0	0		0.0%	0	0.0%
Overcrowding	0	0		0.0%	6	15.0%
Passed By	2	2	1/2*	7.4%	4	10.0%
Passenger Conduct	2	0		3.7%	0	0.0%
Passenger Injury	1	0	1*	1.9%	1	2.5%
Reasonable Modification	0	0		0.0%	0	0.0%
Request To Add Service	5	0	5	9.3%	1	2.5%
Request To Reduce Service	0	0		0.0%	0	0.0%
Routing	0	0		0.0%	2	5.0%
Service Animal	0	0		0.0%	0	0.0%
Service Other	8	5	3/4*	24.1%	10	25.0%
Service Schedule	0	1		1.9%	0	0.0%
Taxi	0	0		0.0%	0	0.0%
Title VI Complaint	0	0		0.0%	0	0.0%
Unsafe Conditions	0	0		0.0%	0	0.0%
Vehicle Maintenance	0	0		0.0%	0	0.0%
Sub total reports	38	16				
Grand Total MST and *Other Provider		54		100.0%	40	100.0%
Employee Compliment	1	2			1	

Service Compliment

*Operated by MV Transportation or taxi provider

**Numbers may not add up exactly due to rounding

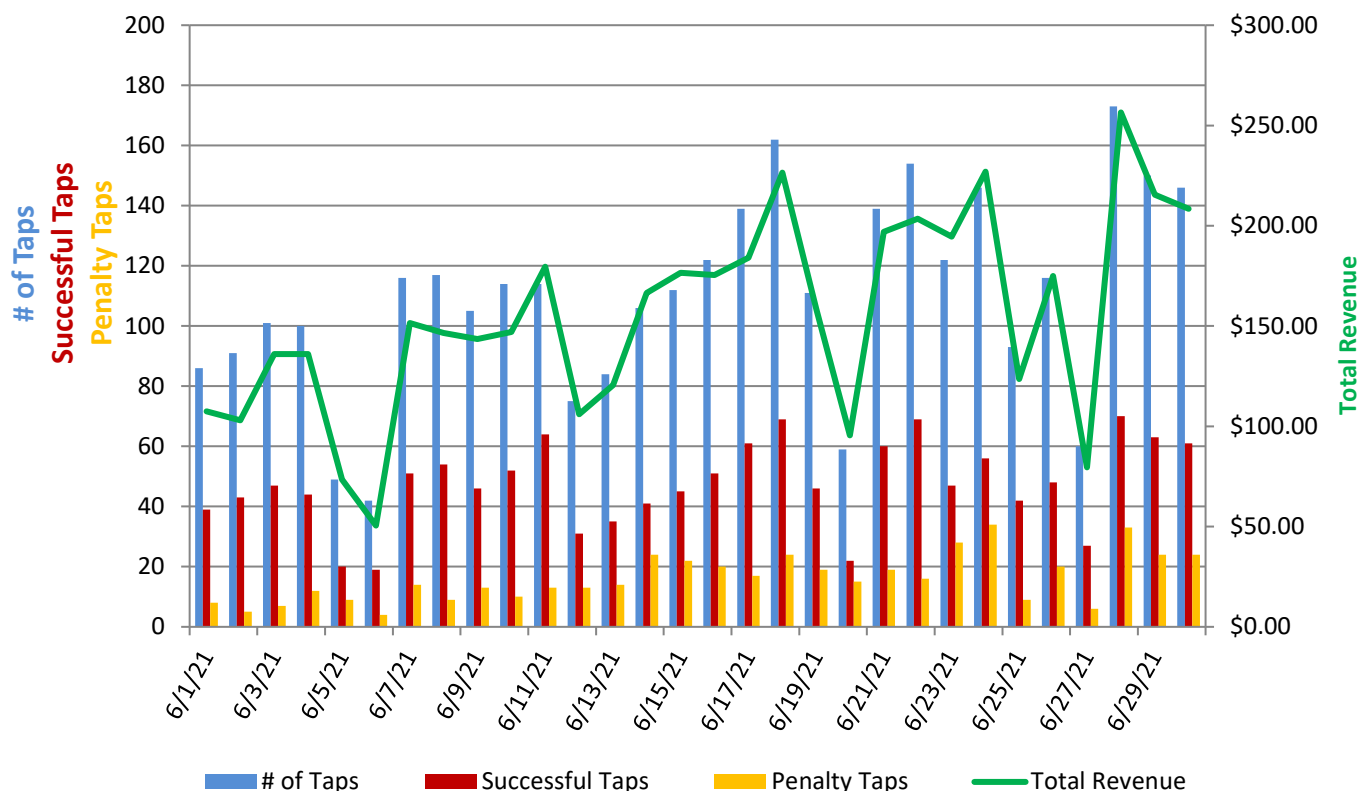
Customer Service Call Center Report:

In late May, MST's phone system was upgraded by AT&T because they were not in compliance with 9-1-1 requirements. After the upgrade was completed, staff noticed that the normal call report which showed incoming call statistics was no longer available. MST's Information Technology group was informed by AT&T that there would be no changes with the upgrade; however, this was not the case. The new call tree (operated by AT&T's new subcontractor), with the new program does not generate any reports. Staff has been working with the new vendor to see what reports, if any can be generated that would capture information on daily calls received.

Contactless Fare Payment Demonstration "Tap to Pay":

During the month of June, MST received a total of 3,304 taps. There were 1,423 successful journeys where the passenger tapped on when they boarded and again when they got off. There were 485 penalty taps where the customer only tapped on and did not tap off, resulting in a \$3.50 per non-tap penalty fare being assessed.

Contactless Tap to Pay Report June 2021



Finance Update

General Accounting/Accounts Payable

During the month of June, staff processed timely and accurate payments to vendors, recorded appropriate revenues, and prepared monthly financial reporting and analysis. Throughout the month, staff gathered and compiled information in preparation of MST's June 30th fiscal year-end close and annual interim portion of the Audit to be performed by EideBailly, LLP remotely during the first week of August. Additionally, staff is continuing to track all COVID-19 related expenses necessary to claim expense reimbursements from federal aid in the 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 June, 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, 5311(f) CARES Act, 5311 CRRSAA, LCTOP, 5311 Traditional, 5311(f) Traditional, 5339 Bus and Bus Facilities, TIFIA programs, RAISE program, and 5307 ARP Act. In addition to attending several webinars for future grant opportunities, staff also participated in webinars regarding the RAISE and TOD Planning Grant Programs. Staff also participated in several meetings regarding current and future projects including bus procurements and the South County Operations and Maintenance Facility. 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 applications for the Federal RAISE Grant Program and Federal Capital Investments Grants programs.

Purchasing

During the month of June, staff provided support and direction to staff on a variety of procurement activities. The first is managing internal transactions for ordering and receiving goods and services, and handling procurement data. Staff worked to improve the efficiency of transactional flow, reporting, and assisting project managers with support for vendor engagement and contracting processes. Staff also worked on large procurements, including Enterprise Resourcing Planning (ERP) software, and including an RFP for Universal Mobile Ticketing, Invitation for Bids for Demolition and Hazardous Materials Removal of former Fort Ord buildings. 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. Staff met with various non-profits to review surplus vehicles and identify those that may be donated to aid in providing services for the public good.

Information Technology Update

Due to the COVID-19 pandemic, staff continued to offer support for remote computer access for administrative employees who had agreements in place to work from home. This support was for video conference meetings and laptop configuration, as required.

Staff worked with Operations and Maintenance Department personnel in monitoring and configuration of the Intelligent Transportation Systems (ITS) equipment installed on all 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 information.

Staff monitored and configured the Trapeze Enterprise Asset Management (EAM) vehicle maintenance system. Staff have restarted the implementation of the Facilities module, which had been delayed 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 SMS text and IVR data for the Customer Service monthly report. Staff ensured that the WiFi systems installed on 15 buses used on the commuter routes were working as designed. Staff monitored and configured the Giro Hastus run cutting/scheduling system.

Staff completed the state-mandated upgrade to the AT&T-managed Voice-Over-Internet Protocol (VOIP) telephone system.

Staff worked on the Contactless Fare Payment Demonstration Program, that went live in May 2021. Staff are monitoring the system to ensure that it is operating as designed.

Staff continued to support other MST staff members as needed, proactively ensuring that all were supported fully with their IT requirements. Staff received over 130 IT support-related emails and telephone calls that were responded to in a timely manner.

Marketing Update

MST RealTime Usage:

2020	Text	RealTime Phone	CSR Phone	App Sessions	App Users
May	2,067	462	2,320	42,906	1,524
June	2,671	627	2,905	53,533	1,806
July	2,505	715	3,111	60,189	1,765
August	1,944	631	2,670	55,239	1,673
September	2,020	446	2,477	53,881	1,653

October	2,031	413	2,380	54,396	1,601
November	1,752	397	1,206*	51,661	1,531
December	1,758	330	2,087	45,999	1,378
2021					
January	1,565	303	1,998	40,466	1,345
February	1,687	349	2,012	46,488	1,336
March	1,565	410	2,306	50,296	1,432
April	2,111	463	2,468	61,562	1,631
May	2,349	164**	2,379	65,897	1,770
June	2,671	598	N/A	62,839	1,699

**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.*

***For the period between May 5-26, MST was in the process of upgrading the telephone system, and therefore, no calls were reported.*

Published news stories include the following: “Transportation Update” (Monterey Chamber of Commerce Business Roundtable, 6/8/21), “Sacramento Light Rail on track for new payment technology” (Techwire, 6/11/21), “Monterey-Salinas Transit hosts welcome-back event” (Monterey County Business Council, 6/25/21), “Monterey-Salinas Transit to host welcome back event at Conference Center” (Monterey Herald, 6/28/21), “Monterey-Salinas Transit to host welcome back event at Conference Center” (Monterey Herald, 6/29/21), “Monterey County first in state to launch new bus fare technology” (Monterey Herald, 6/29/21).

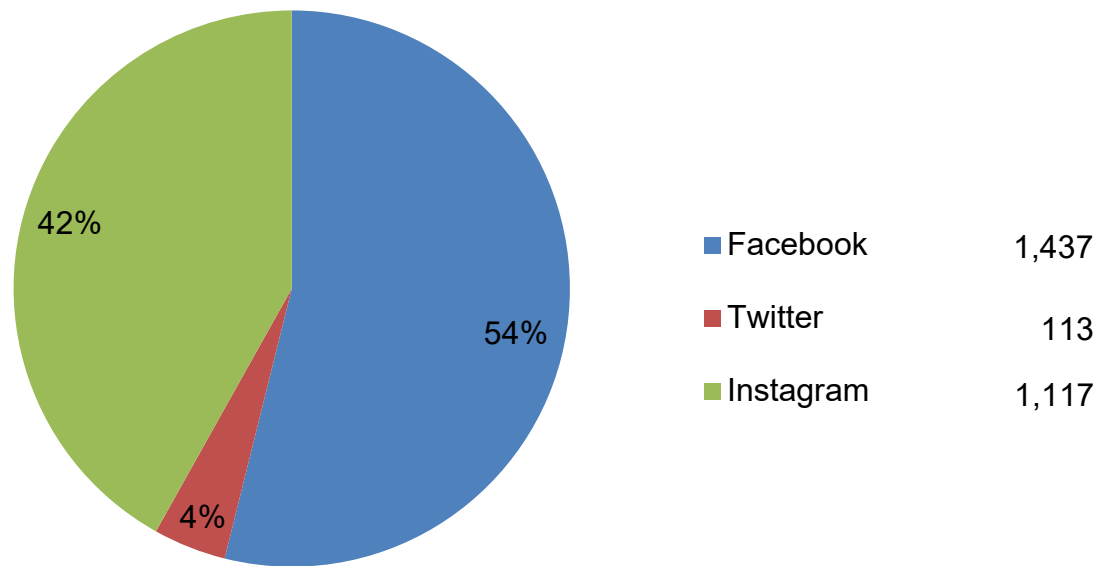
Press releases sent include: “Future SURF! Busway Cruises Toward Reducing Travel Times for Monterey Peninsula Commuters” (6/07/2021), “MST to Host Welcome Back Event at Monterey Conference Center, Tuesday, June 29th” (6/22/2021), “MST Bus Service on Independence Day” (6/29/2021).

Projects: Continued to support Human Resources department with posting of vaccination clinics and testing sites in Monterey County on Employee Only Instagram page, as well as, sharing on other social media pages; provided marketing support to MST Mobility Services related to MAC Committee, Navigator Program, and other Mobility services offered; assisted with the planning and execution of MST events (internal and external); supported agency initiatives and projects including Contactless Fare Payment demonstration; and maintained ongoing communication with partners and the community through press releases, social media, and signage.

Collaborative/Meeting/Committees: Welcome Back Event Planning Committee, Planning Department meetings, Contactless Fare Payment project meetings, COVID Recovery Team meeting, South County Operations and Maintenance Facility Ribbon Cutting meetings, HOME Collaborative, MST Board Meeting, Marketing, Outreach, Customer Service team meeting, Mobility Outreach meeting, as well as monthly MST Employee Townhall meeting.

Social Media Performance:

Social Fans



Overview by Social Media Platform:

New! Twitter



Facebook



Instagram



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 June, staff efforts continued to be focused on the COVID-19 pandemic. The August 21st service change was being developed to prepare for the return of university and college services.

Work continued on coordinating with the two local community colleges, as well as CSUMB. Staff finalized the 2021-2022 school year contracts for college free fare programs with Hartnell and MPC. Coordination with CSUMB was underway for a fall 2021 service contract.

Work continues on South County service and infrastructure planning for the realignment of Line 23 and establishment of four South County circulator routes within each of the cities. The circulator routes were checked by the safety team this month and

staff is expected to receive a cost estimate on necessary infrastructure improvements to install new bus stops to service the circulators. In the interim, implementation of infrastructure associated with the Line 23 will be prioritized to support opening and beginning operations from the new South County Operations and Maintenance Facility.

MST received provisional certification of the Automatic Passenger Counters on the Motor Bus Purchased Transportation fleet (these are the MV operated vehicles) in June 2021 by the National Transit Database. MST staff have been collaborating with UTA, the contracted provider of the Automatic Passenger Counters, to work towards full certification.

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.

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ATTACHMENT 4b

Date: August 31, 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 – July 2021**

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

Human Resources

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

Positions	Budget FY22	Actual	Difference
Coach Operators F/T	126	118	-8
Coach Operators Limited Duty	0	0	0
CO Occupational Injuries	(1)	(0)	(-1)
Operations Staff	33	30	-3
Maintenance & Facilities	55	48	-7
Administrative (Interns 1 PT)	36	30	-6
Total	251	226	-25

*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.

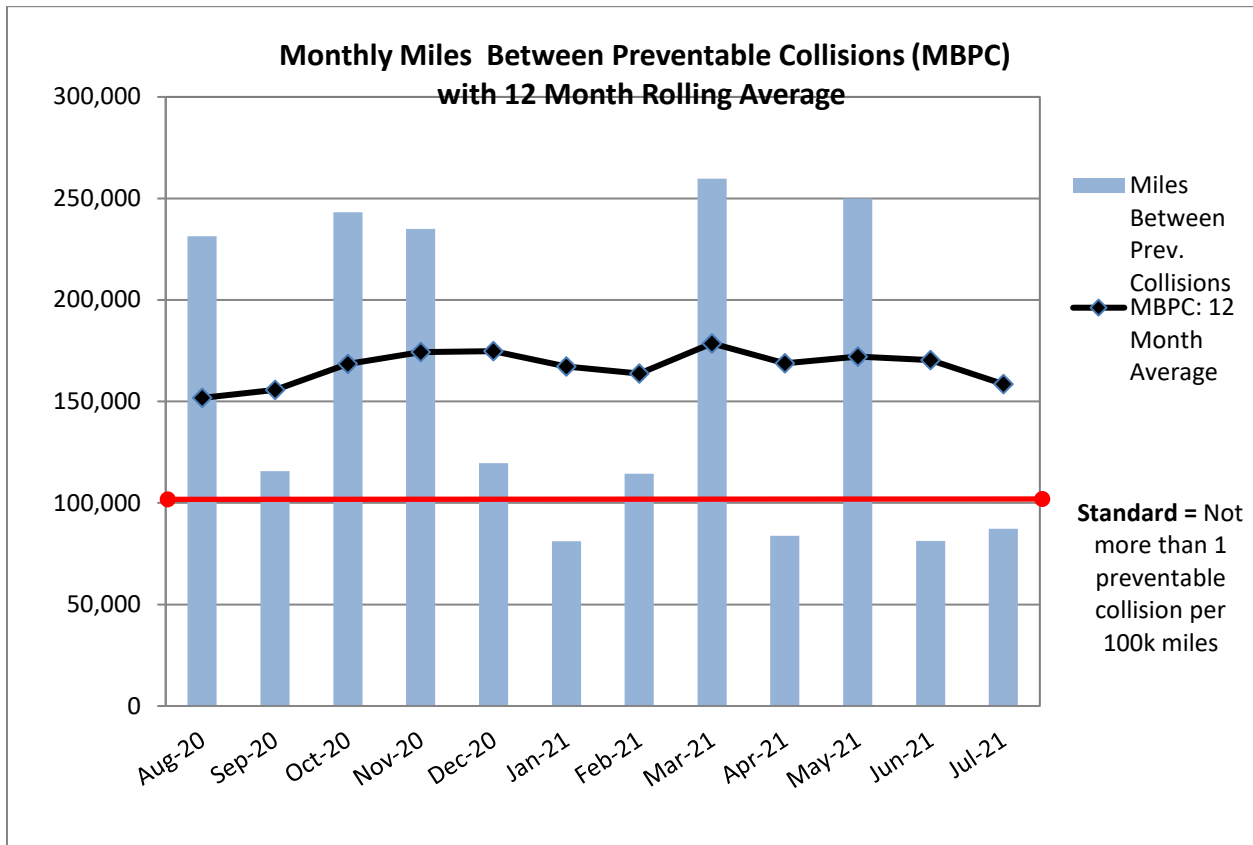
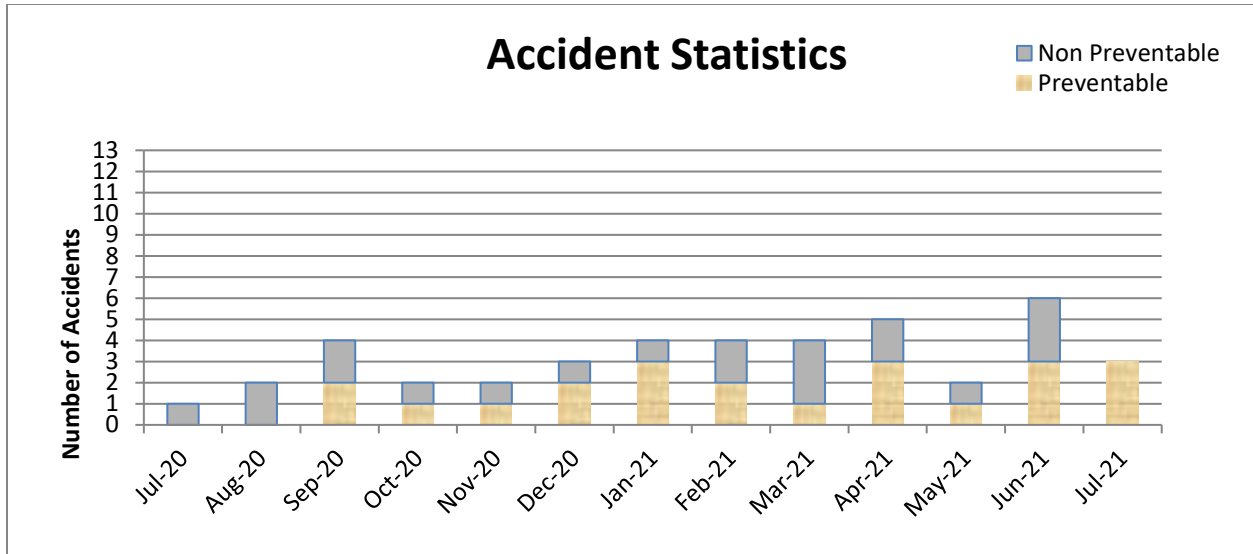
<i>July Worker's Compensation Costs</i>	
<i>Indemnity (paid to employees)</i>	\$52,479.30
<i>Other (includes Legal)</i>	\$15,296.10
<i>Medical includes Case Mgmt, UR, Rx & PT</i>	\$20,007.45
<i>TPA Administration Fee</i>	\$5,708.33
<i>Excess Insurance</i>	\$8,917.75
<i>Total Expenses</i>	<i>\$102,408.93</i>
<i>Reserves</i>	<i>\$735,361.80</i>
<i>Excess Reserved</i>	<i>(0)</i>
<i># Ending Open Claims</i>	<i>34</i>

Training

Description	Attendees
Annual Coach Operator Verification of Transit Training	10
Post-Accident/Incident Re-training	3
In-Service Training: 2021 Gillig Zeb Battery Electric Bus	80
In-Service Training: HomeTown Trolley Bus Familiarization	2
Return to Work refresher training	1
In-Service Training: Salinas Street at W. Alisal Successful Right-Hand Turn	10
In-service Training: BYD Familiarization	6
Harassment Prevention for Transit Employees	13
Maintenance Safety In-Service Training: Cancers, food and your mood, three point contact	11
Libert Cassidy Whitmore: The future is now-embracing generational diversity and succession planning	1
In-Service Training: Gillig Zeb Orientation Training	7
In-Service Training: Forklift	6
EEO Policy and Compliant Procedure	2
Drug and Alcohol Policy	2

Risk Management

Description	July 2021 Preventable		July 2020 Preventable	
	Yes	No	Yes	No
POV Vehicle hits MST Vehicle	0	0	0	1
MST Preventable Accidents	3	0	0	0
TOTAL	3	0	0	1



Customer Service Update – July 2021

Service Report Type	MST	Other Provider*	# of valid reports	% of reports received**	July 2020	% of reports received**
ADA Compliance	2	0	2	3.3%	1	1.8%
Agency Policy	0	0		0.0%	2	3.5%
Bus Stop Amenities	2	0		3.3%	0	0.0%
Carried By	0	0		0.0%	0	0.0%
Discriminatory behavior by employee	0	0		0.0%	0	0.0%
Early Departure	0	0		0.0%	1	1.8%
Employee Other	0	1	1*	1.7%	2	3.5%
Facilities Vandalism	0	0		0.0%	0	0.0%
Fare / Transfer Dispute	1	0		1.7%	2	3.5%
Full Bus / Left Behind	0	0		0.0%	1	1.8%
Harassment by Employee	0	0		0.0%	0	0.0%
Improper Driving	5	2	1/2*	11.7%	3	5.3%
Improper Employee Conduct	5	3	4/1*	13.3%	8	14.0%
Inaccurate Public Information	0	0		0.0%	1	1.8%
Late Arrival	0	0		0.0%	2	3.5%
Late Departure	0	1	1*	1.7%	0	0.0%
No Show	0	3	1*	5.0%	1	1.8%
Off Route	0	0		0.0%	1	1.8%
Overcrowding	0	0		0.0%	1	1.8%
Passed By	3	2	2*	8.3%	7	12.3%
Passenger Conduct	1	0	1	1.7%	0	0.0%
Passenger Injury	1	0	1	1.7%	2	3.5%
Reasonable Modification	0	0		0.0%	0	0.0%
Request To Add Service	9	0	8	15.0%	2	3.5%
Request To Reduce Service	0	0		0.0%	0	0.0%
Routing	1	0	1	1.7%	2	3.5%
Service Animal	0	0		0.0%	0	0.0%
Service Other	4	10	1/3*	23.3%	18	31.6%
Service Schedule	0	3	1*	5.0%	0	0.0%
Taxi	0	1	1*	1.7%	0	0.0%
Title VI Complaint	0	0		0.0%	0	0.0%
Unsafe Conditions	0	0		0.0%	0	0.0%
Vehicle Maintenance	0	0		0.0%	0	0.0%
Sub total reports	34	26				
Grand Total MST and *Other Provider		60		100.0%	57	100.0%
Employee Compliment	2	4			2	

Service Compliment

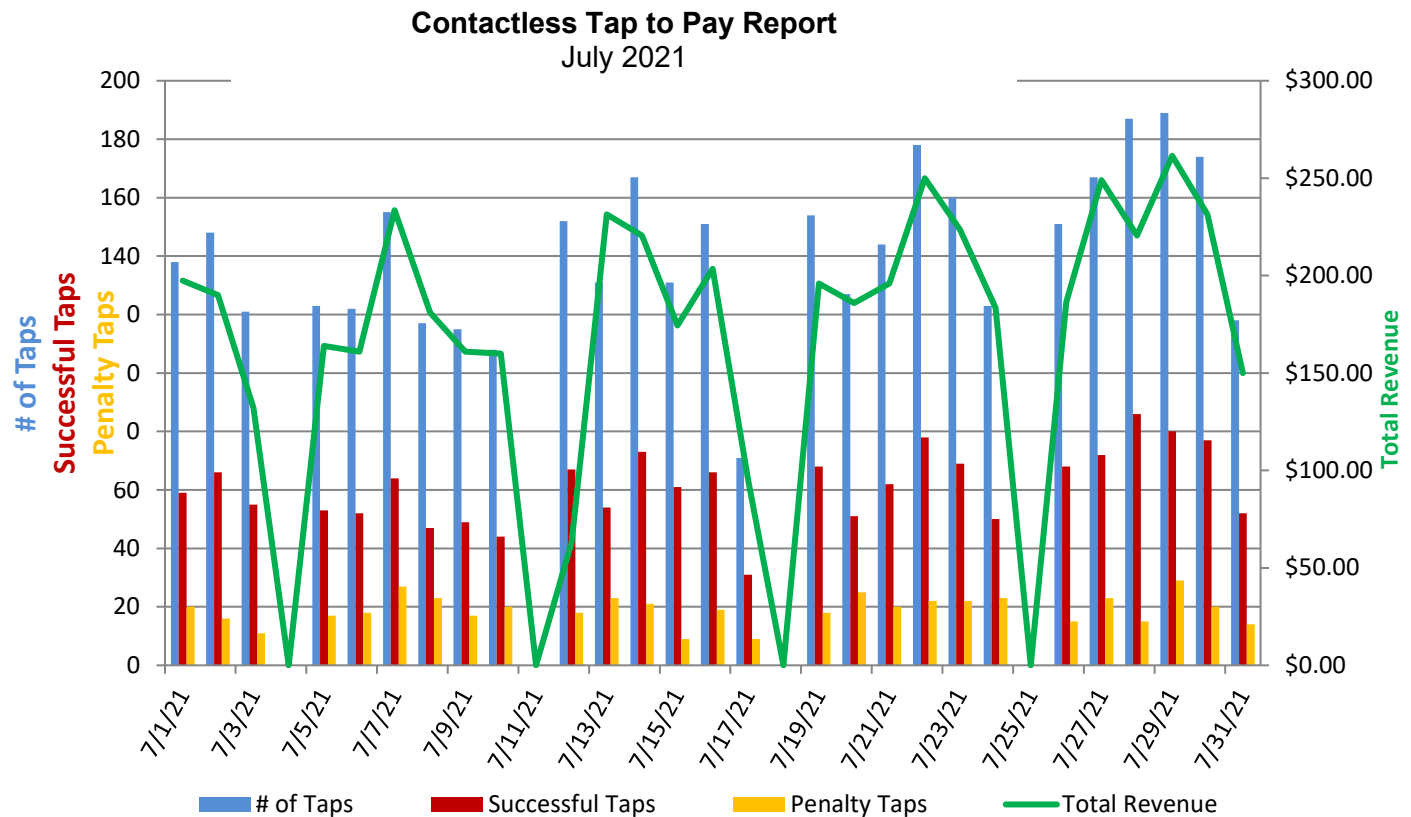
*Operated by MV Transportation or taxi provider

**Numbers may not add up exactly due to rounding

Contactless Tap to Pay:

During the month of July, MST received a total of 3,822 taps. There were 1,654 successful journeys where the passenger tapped on when they boarded and again when they got off. There were 514 penalty taps where the customer only tapped on and did not tap off, resulting in a \$3.50 penalty fare being assessed.

Starting July 4, MST launched Free Fare Sundays systemwide and will run until September 5. Since launching the demonstration project on May 11, there have been a total of 8,267 taps, of which 3,567 trips were successful. Total revenue collected to the end of July from passengers using contactless payment \$5,102.00. The numbers are steadily increasing and it is staff's hope that as passengers get used to using the new technology, this will be their preferred method of payment.



Finance Update

General Accounting/Accounts Payable

During the month of July, staff processed timely and accurate payments to vendors, recorded appropriate revenues, and prepared monthly financial reporting and analyses. Accounting is now in FY2022 and will simultaneously continue to reconcile and analyze general ledger accounts for both FY2021 and FY2022. During the month of July, staff provided EideBailly, LLP (the CPA firm conducting our annual audit) remotely with the information necessary to complete the interim portion of the FY2021 Financial Audit. The remainder of the audit will be completed in the next months. Additionally, staff is tracking all COVID-19 related expenses necessary to claim expense reimbursements from CARES, and CRRSSA in the coming months.

Payroll

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

Grants

During the month of July, staff drafted, followed up on, responded to, and submitted pending applications and requests for reimbursement under the 5307 Traditional, 5307 CRRSAA, 5307 CARES Act, 5311 CARES Act, 5311(f) CARES Act, 5311 CRRSAA, LCTOP, 5311 Traditional, 5311(f) Traditional, 5339 Bus and Bus Facilities, TIFIA programs, RAISE program, and 5307 ARP Act. In addition to attending several webinars for future grant opportunities, staff also participated in webinars regarding the RAISE and Areas of Persistent Poverty Planning Grant Programs. Staff also participated in several meetings regarding current and future projects including bus procurements and the South County Maintenance and Operations Facility. 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 applications for the Federal RAISE Grant Program, Federal Capital Investments Grants program, and Areas of Persistent Poverty Planning Grant Program.

Purchasing

During the month of July, staff provided support and direction to staff on a variety of procurement activities. The first is managing internal transactions for ordering and receiving goods and services, and handling procurement data. Staff worked to improve the efficiency of transactional flow, reporting, and assisting project managers with support for vendor engagement and contracting processes. Staff also worked on large procurements, including Enterprise Resource Planning (ERP) software, and including an RFP for Universal Mobile Ticketing, Invitation for Bids for Demolition and Hazardous

Materials Removal, and an RFP for Contract Transportation. Staff also spent time reviewing minor agreements for services and products. Staff also responded to requests by MST's auditors that were on site for internal compliance. 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 emergency, 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 configuration, if required.

Staff worked with Operations and Maintenance Departments in monitoring and configuration of the Intelligent Transportation Systems (ITS) equipment installed on the vehicles and in the MST Communication Centers. Staff monitored and configured the software for the Trapeze Transit Manager 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 equipment. Staff ensured that the WiFi systems installed on 15 buses used on the commuter routes were working as designed.

Staff monitored and configured the Trapeze Enterprise Asset Management (EAM) vehicle maintenance system. Staff has restarted the implementation of the Facilities module, which had been delayed 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 monitored and configured the Giro Hastus run cutting/planning system.

Staff worked closely with vendors for the computer and telecommunication systems installs for the South County Maintenance and Operations site in King City.

Staff worked on the Contactless Fare Payment Demonstration Program, that went live in May 2021. Staff are monitoring the system to ensure that it is operating as designed.

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-related emails and telephone calls that were responded to in a timely manner.

Marketing Update

MST RealTime Usage:

2020	Text	RealTime Phone	CSR Phone	App Sessions	App Users
July	2,505	715	3,111	60,189	1,765
August	1,944	631	2,670	55,239	1,673

September	2,020	446	2,477	53,881	1,653
October	2,031	413	2,380	54,396	1,601
November	1,752	397	1,206*	51,661	1,531
December	1,758	330	2,087	45,999	1,378
2021					
January	1,565	303	1,998	40,466	1,345
February	1,687	349	2,012	46,488	1,336
March	1,565	410	2,306	50,296	1,432
April	2,111	463	2,468	61,562	1,631
May	2,349	164**	2,379	65,897	1,770
June	2,671	598	N/A	62,839	1,699
July	N/A	550	N/A	69,264	1,895

**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.*

***For the period between May 5-26, MST was in the process of upgrading the telephone system, and therefore, no calls were reported.*

Transit App: For the month of July, there were a total of 364 downloads for the Transit App.

In late May, MST's phone system was upgraded by AT&T because they were not in compliance with 9-1-1 requirements. After the upgrade was completed, staff noticed that the normal call report which showed incoming call statistics was no longer available. MST's Information Technology group was informed by AT&T that there would be no changes with the upgrade; however, this was not the case. The new call tree (operated by AT&T's new subcontractor), with the new program does not generate any reports. Staff has been working with the new vendor to see what reports, if any can be generated that would capture information on daily calls received.

Published news stories include the following: "Monterey Salinas Transit brings back free trolley rides" (KSBW, 7/5/21), "Contactless payments are more than a COVID response for public transit" (Smartcitiesdive.com, 7/6/21), "Monterey-Salinas Transit OKs bus lane from Marina to Sand City next to Highway 1" (Monterey Herald, 7/14/21), "Correction – Transportation" (Member 2 Member Chamber Newsletter, 7/14/21), "Monterey-Salinas Transit approves SURF! bus lane" (Monterey County Business Council, 7/16/21), "A lawsuit aims to halt a new Monterey-Salinas transit project" (Monterey County Weekly, 7/22/21), "Letters to the Editor -- Regarding proposed new MST line along Highway 1" (Monterey Herald, 7/27/21).

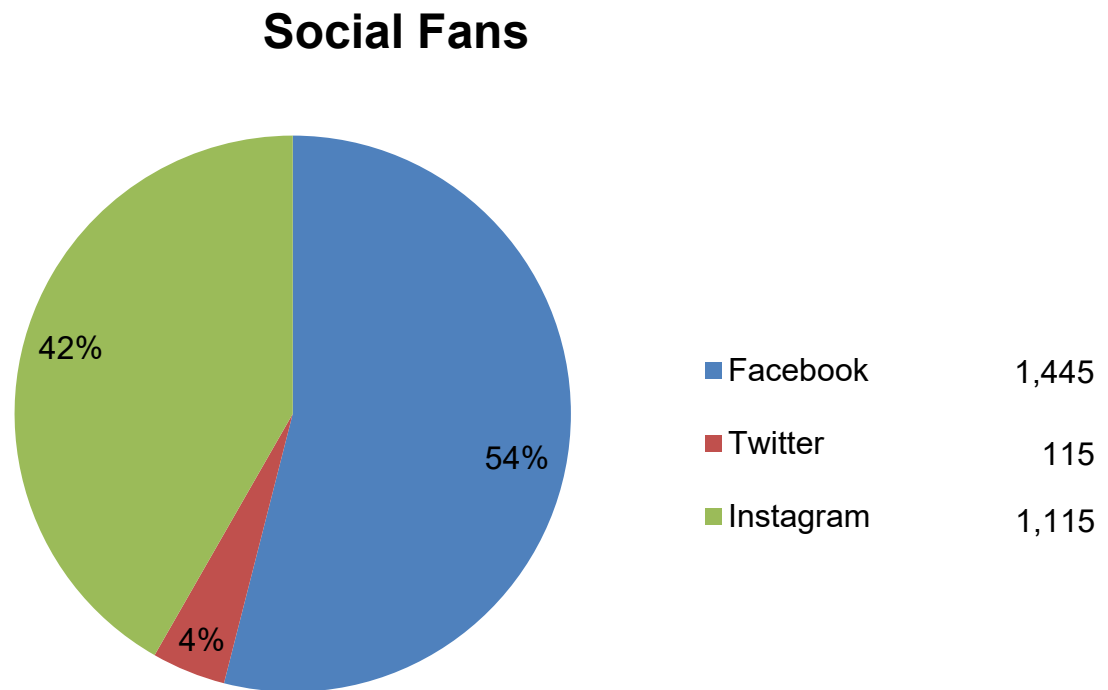
Press releases sent include: No Press Releases sent out.

Projects: Continue to support Human Resources department with posting of vaccination clinics and testing sites in Monterey County on Employee Only Instagram page, as well as, sharing on other social media pages; continue to reach out to school

districts regarding the School Pass Pilot Program, monitor performance of Contactless Fare Payment Demonstration Project, assist Square Cash App team with creation of marketing tools, coordinate and plan South County Operations and Maintenance Facility Ribbon Cutting event.

Collaborative/Meeting/Committees: Participated in walkthrough of new South County Operations and Maintenance Facility; attended planning meetings for the South County Operations and Maintenance Facility (SCOMF) Ribbon Cutting event; attended MST Board Meeting, Marketing, Outreach and Customer Service Team meeting, Mobility Outreach meeting, as well as monthly MST Employee Townhall meeting. Continue to attend recurring meetings related to the Contactless Fare Payment Demonstration Project, Comprehensive Operational Analysis, MST Service Delivery Working Group, and COVID EOC Sub Committee meetings.

Social Media Performance:

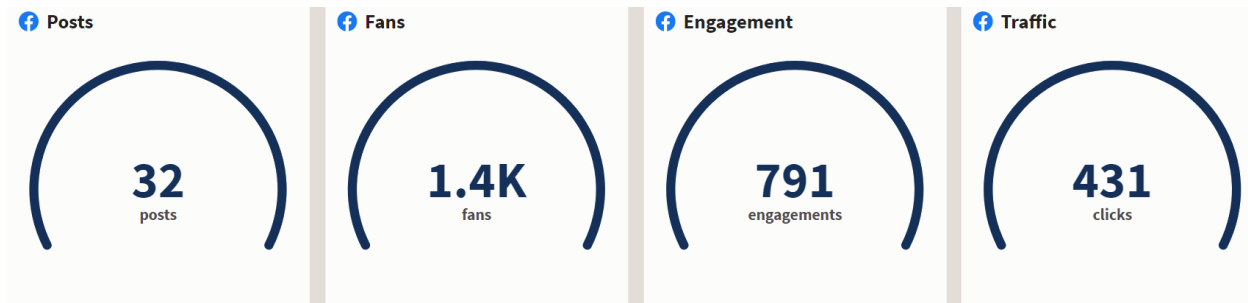


Overview by Social Media Platform:

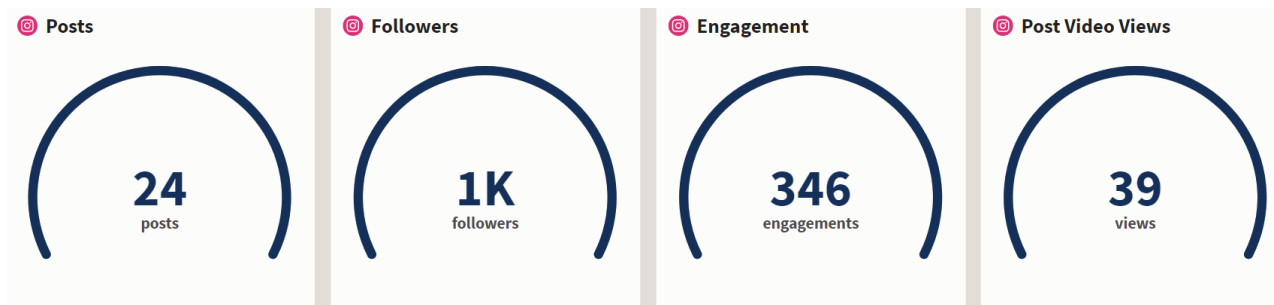
New! Twitter



Facebook



Instagram



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 July, staff efforts continued to be focused on the COVID-19 pandemic. The August 21st service change was being finalized in preparation for the return of university and college services and to adjust schedules to match staffing levels.

Work continued on coordinating with the two local community colleges, as well as CSUMB. Staff met with leaders at MPC and Hartnell to discuss the future of their respective free fare programs once the state grant expires. The fall 2021 service contract with CSUMB was finalized and executed by all parties.

Work continued South County Planning, despite staffing shortage. The Planning Department is reviewing scopes of work to install bus stops in the four South County Cities for the realignment of Line 23 and establishment of South County circulator fixed route lines. The intent of this review is to obtain a cost estimate from each of the cities and to enter into an agreement for work to be performed. Staff also began preliminary planning and scheduling for Line 23 and Line 84 to shift operations to the South County Maintenance Facility once open.

Staff have been in contact with UTA to discuss the data yield issues with the Automatic Passenger Counters (APCs). Per NTD's instruction, data from the APCs must be validated at a higher rate than it is currently in order to obtain full certification. Staff is now reporting APC figures to NTD as opposed to General Farebox (GFI) figures. Staff is working with UTA to come up with solutions to improve the quality of the data.

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.

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**FY 2021 Project Action Plan Update
June 30, 2021**

1. Complete procurement of 7 heavy duty diesel buses and 9 minibuses. December 2020.
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: Complete. Vehicles delivered and placed into service.
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 with ribbon-cutting planned for October 11, 2021.
5. Complete negotiations of MST Employee Association agreement. September 2020
Status: Complete
6. Complete Innovative Clean Transit Rule Zero Emission Bus Plan. June 2021
Status: Consultants hired, and work is on schedule to meet deadline.
7. Develop and begin phased implementation Pandemic Service and Financial Recovery Plan to complement. July 2020
Status: Board adopted a plan 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 COVID related 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: Completed preliminary engineering and environmental documentation.
10. Procure contactless fare payment and mobile ticketing solution and begin demonstration project. October 2020
Status: Demonstration went live May 2021. Staff will provide results to date in September and seek direction to continue with technology in October 2021.

11. Conduct fixed facility review for location for new Salinas Operations and Maintenance Facility. March 2021
Status: Project postponed due to loss of Capital and Facilities Project Manager.
12. Procure and begin installation of new software applications including Human Resources/Payroll HRIS. January 2021
Status: Procurement complete and installation process in progress. Estimated go-live scheduled for January 1, 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: RFP delayed and will be published August 2021.
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; procurement completed with demolition scheduled for Fall 2021.
17. Conduct comprehensive operational analysis for South County services June 2021
Status: Complete.

Cities are turning to supercharged bus routes to more quickly and cheaply expand transit services

The plans reveal a debate about the role of transit investment: Should it aim to help people traverse urban sprawl or reshape it?

By [Ian Duncan](#)

Today at 7:00 a.m. EDT

  52

Cities looking to boost their transit options are giving special fast bus routes a fresh look — an effort buoyed by hundreds of millions of dollars in [coronavirus](#) relief funds that could get another boost if Congress passes an infrastructure package.

The Federal Transit Administration last year awarded \$375 million to help build the lines, known as bus rapid transit (BRT) — the largest sum in a decade, according to agency records. In a pipeline of almost 50 transit projects seeking federal investment in the coming years, 34 are for the bus lines. Eighteen projects under construction or in planning phases shared \$185 million in funds from the most recent coronavirus relief package.

The lines take the humblest form of public transit, the city bus, and supercharge it using a combination of technology, road redesigns and route planning tweaks. The bus projects are gaining steam as federal transportation officials prioritize modes of transportation seen as more friendly to the environment in a battle against climate change.

Some transportation experts are skeptical because many lines that are dubbed BRTs involve only limited upgrades to bus service. They say those kinds of lines are not likely to tame urban sprawl or lure suburban drivers out of their cars.

Many of the projects are in major cities and have costs in the hundreds of millions of dollars. But transit agency leaders say the advanced bus lines — with the prospect of driving local economic development in ways regular buses struggle to do — are particularly appealing in smaller urban areas and the less dense communities that dominate the American landscape where subways and light rails are hard to justify.

The Capital District Transportation Authority, which serves Albany and nearby cities in New York, opened its first BRT line in 2011, then another in November. It is aiming to have a third in service by 2023.

Carm Basile, the agency's chief executive, said he faced calls for years to build a light rail system, an option he said was not feasible for the region. But as the agency rolled out its BRT lines, the calls for a rail system have disappeared.

"This is rail on wheels," he said. "It's a fraction of the cost, and it is much more suitable to smaller, midsized urban areas."

Details of a \$1 trillion infrastructure package being assembled by President Biden and a bipartisan group of senators have not been disclosed, but an outline calls for an additional \$48.5 billion for transit — the largest federal transit investment ever, according to the White House. Much of the money would likely be dedicated to a maintenance backlog, but experts expect part of the money used for expansion to be directed at BRT projects.

In practice, bus rapid transit has come to encompass a range of services. The most elaborate systems involve dedicated busways with stops that mimic a light-rail station and facilities to buy tickets on the street, as well as speeds that can rival rail. But many such bus lines in the United States are more basic, largely involving stops that are further apart and technology that changes stop lights to green as buses approach.

Some warn that betting on a form of transit well suited to America's road-dominated cities and suburbs could be counterproductive: an unhappy middle way that offers modestly better service and does not promote the kind of denser communities that allow transit to thrive.

"The extent to which BRT is used for its flexibility and to conform to non-transit friendly surroundings, we're wasting our money," said Beth Osborne, director of advocacy group Transportation for America. "That's where BRT gets us in trouble. It's on the roadway, and the roadway is still being built for a spread-out transportation system."

Legislation passed by the House this month would increase the size of projects that qualify for an FTA program often used to help build BRT systems and increase the amount of federal funds projects could receive. It also opens the door to new kinds of bus projects that use highway express lanes as a way of reaching regions poorly served by transit.

The provisions were supported by the Community Transportation Association of America, which represents smaller transit operators, and pitched by a bipartisan group of Georgia and Florida House members to boost transit in suburban districts.

Scott Bogren, executive director of CTAA, said the wider definition acknowledges the reality of American geography.

"Conceptually, the evangelists — the BRT purists — I know exactly where they're coming from," he said. "In a perfect world I might tend to agree with them, but so many communities are operating within landscapes that don't fit that perfect world but could benefit from the operational improvements and service improvements that BRT can create."

The idea for BRT was developed in Brazil in the 1970s and imported to the United States, with a line opening in Pittsburgh that decade. But despite the concept's history, disputes remain about which systems truly qualify as BRT.

The Federal Transit Administration has adopted a broad definition that encompasses projects that upgrade a transportation corridor but do not necessarily have dedicated lanes or roads for the buses.

Annie Weinstock, president of consulting firm BRT Planning International, said the label should apply only to lines that fit specific criteria: The buses have their own lanes or travel on dedicated roads; passengers pay their fare before they board; stations have raised platforms so there is no need to step up onto the bus; and intersections are designed to prioritize bus movement.

Some lines in the United States fit that narrower definition, including those in Eugene, Ore., and in Cleveland, where the HealthLine bus route has been used to spur revitalization in the city.

In Minneapolis and St. Paul, officials hope to open a new BRT line every year to build a network of about 20. That region is mixing different kinds of BRT lines to help provide connections to a light-rail system.

“It’s not a blanket package that you have to do the same things every time,” said Charles Carlson, director of Bus Rapid Transit Projects at Metro Transit, which serves the Twin Cities. “Instead, it’s a toolbox where you can tailor the solution.”

The 21-station Gold Line, for example, would operate mostly in dedicated bus lanes following Interstate 94. The FTA recommended the project receive \$100 million in federal funds in the coming budget year. But other projects largely rely on existing roads.

In the Albany region, BRT lines have spaced-out stations and technology to prioritize buses at intersections, but lack many advanced features. Basile said the agency cannot justify the costs.

Nonetheless, he said the lines are 25 percent faster than regular buses. Before the pandemic, ridership on the region's first route reached 4 million passengers a year — 25 percent higher than the old bus line, the agency said.

"That's what you promote to people," Basile said. "The value to them is I can get them where they want to go a little quicker."

There are indications that BRT lines can promote some of the density long associated with rail routes. A new analysis of job and residential growth by researchers at the University of Arizona examined areas around BRT stations in 11 cities between 2013 and 2019. In each case, they found areas close to the stations accounted for a significant share of regional growth.

In Cuyahoga County, home to Cleveland, two-thirds of new jobs were located within about a block of a HealthLine station, although Arthur C. Nelson, who co-authored the analysis, said the region is an exceptional case. It is not clear whether the new lines spurred the growth or whether they were established in areas already primed to grow, but Nelson said experts generally have found that investments in transit promote density and growth.

"I suspect the level of private investment depends on the quality of the BRT," Nelson said. "Cleveland's is considered the nation's best and probably most expensive, but others have made solid investments to build systems that attract development."

Jacksonville, the largest city by land areas in the contiguous United States, has 45 miles of BRT lines serving 47 stations and is working on another 12-mile route. Nathaniel P. Ford Sr., chief executive of the Jacksonville Transportation Authority, said the city has seen \$1.6 billion in residential and commercial permit requests within a half-mile of its BRT lines, a sign they are attracting investment.

"We are seeing greater density around these corridors," he said. "In the meantime, the bus rapid transit network is suitable for our community."

Updated July 21, 2021

Transportation, infrastructure and the pandemic

How we travel

Unruly passengers: Bad behavior is straining the system for keeping peace in the sky

Flight delays: Amid delays and cancellations, key senator questions airline bosses over \$54 billion in pandemic aid

More stories

Downed jetliner: Wreckage from TWA Flight 800 to be destroyed 25 years after crash

Airline grounded: FAA grounds Hawaiian cargo airline after its Boeing 737 crashed into the ocean

Getting around Washington

Maryland toll lanes: Board's reversal revives Maryland plan for toll lanes on part of Beltway, I-270

New station: Metro board members back temporary ban after arrest for a sex or firearms offense

Thomas Walters & Associates, Inc.
Washington, DC

August 27, 2021

TO: Carl Sedoryk

FROM: Don Gilchrest

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

FY 2022 Budget Resolution/Budget Reconciliation

The House voted on August 24 to adopt a procedural rule to move forward with S. Con. Res. 14, the *FY 2022 Budget Resolution*. This was a key vote to begin the budget reconciliation process and comes after extensive negotiations by House leaders to resolve differences within the Democratic Caucus over how to proceed. Speaker Pelosi (D-CA) initially planned to schedule a vote on adopting the rule for the budget resolution Monday night, but that vote was postponed because ten moderate House members were in opposition as a protest of the Speaker's decision to delay enactment of the Senate infrastructure legislation. House leaders eventually agreed to guarantee a vote on the Senate infrastructure legislation by September 27, which paved the way for passage of the rule.

Under the rule, the budget resolution is "deemed" to have passed the House, which allows them to draft a \$3.5 trillion budget reconciliation package to implement major aspects of President Biden's domestic policy agenda, which may include immigration reform, Medicare expansion, paid family and medical leave, a SALT cap adjustment, measures to combat the effects of climate change, and other efforts to help families and lower-income workers. Of particular interest to MST is the possibility that the budget reconciliation legislation could provide an additional \$41 billion for transportation, above and beyond the funding in the bipartisan Senate infrastructure bill.

Now that the House and the Senate have both passed the identical budget resolution, the various congressional committees will begin to draft the budget reconciliation provisions under their jurisdiction. Floor consideration of the reconciliation package is expected in mid-September.

FY 2022 Appropriations Bills

The House and Senate are facing an October 1 start of the new fiscal year deadline for drafting the 12 annual appropriations bills needed to fund federal discretionary spending programs in fiscal year 2022. These bills are distinct from the budget reconciliation process, which provides an additional legislative vehicle for adjusting tax or spending provisions of law.

We are continuing to lobby for key MST spending priorities in the transportation appropriations bill in coordination with the Bus Coalition, APTA, and the California Transit Association. The House passed its version of the *FY 2022 Transportation, Housing and Urban Development Appropriations Act* on July 29. The Senate Appropriations Committee has not drafted its version of the bill yet but has included it on the Committee schedule for September. If rapid progress is not made in September on appropriations, Congress will fall back to enacting a short-term Continuing Appropriations Resolution that would keep the federal government operating under interim funding.

Senate Bipartisan Infrastructure Legislation

The Senate voted on August 10 to pass H.R. 3684, the *Infrastructure Investment and Jobs Act*, by a vote of 69-30. This legislation would reauthorize surface transportation and water programs and provide about \$550 billion of new funding for roads, bridges, water systems, broadband, passenger rail, transit, and other infrastructure. We lobbied for Senate approval of the legislation in coordination with other public transportation advocates.

As passed by the Senate, H.R. 3684 includes \$41.1 billion for transit above the current baseline funding levels. Funding to public transportation agencies through Federal Transit Administration formulas would be increased from \$10.15 billion per year to \$16.692 billion by fiscal year 2026. Bus and Bus Facility programs would see significant increases, including a total of \$5.6 billion for no- or low-emission buses. The Capital Investment Grants Program/New Starts would receive \$8 billion of guaranteed funding with an additional \$15 billion authorized for possible future appropriations.

The next step for the bipartisan infrastructure package is for the House to pass it so it can be sent to the President for his signature. However, House Democrats have been divided on the timing of bringing it up for a vote in the House. Although they support the bipartisan infrastructure legislation, progressives are insisting that President Biden's other domestic policy agenda must be enacted first through a \$3.5 trillion budget reconciliation bill. They want the Senate infrastructure bill to be delayed so that they can use it as leverage. Moderates were insisting on passing the infrastructure package immediately and were threatening to not support the budget resolution that is needed to begin the budget reconciliation process. In order to obtain moderate votes for the FY 2022 Budget Resolution, an agreement was reached to guarantee a House vote on the infrastructure bill no later than September 27.

To: Board of Directors

From: Michelle Overmeyer, Director of Planning and Innovation

Subject: State Legislative Advocacy Update

SB 674 (Durazo) was introduced in February of this year. This bill would create the California Jobs Plan Act of 2021, which sets the goal of supporting the creation of equitable high-quality transportation and related manufacturing and infrastructure jobs in the state. The author is aiming to address vulnerable groups who have historically been disproportionately impacted by economic downturns and yet left out of recovery efforts.

The bill has gone through various amendments, and it now applies to special districts like MST and other public transit operators in the state. While the intentions of the bill are worth noting, and it does have strong support in the Legislature, there have been problematic provisions. It was placed on Suspense File in the Appropriations Committee in mid-August. Amendments were taken to the bill in the Assembly Appropriations Committee. They corrected an erroneous reference to “Federal Transportation Agency” (instead of “Federal Transit Administration”); and extended the sunset date by one year to account for language included in the bill to delay implementation of the bill’s core requirements until December 2022.

The Assembly Appropriations Committee also imposed additional amendments on the bill to limit its scope and to eliminate the most immediate impacts to transit agencies and the individual procurement processes we oversee. This is a positive development. As the bill’s core requirements apply to a “covered public contract” issued by a “relevant public agency,” the elimination of “local transportation agencies” from the definition of “relevant public agency” eliminates the need for transit agencies to require contractors to submit a California or US Jobs Plan in their bids and eliminates the application of scoring preference for jobs creation/retention and living wages by transit agencies. Staff still sees some other potential impacts to the industry. One being the bill’s core provisions still apply to Caltrans and contracts they oversee, which we anticipate impacting MST procurements that have grants overseen by Caltrans (e.g., FTA 5311, LCTOP), as Caltrans is still included in the definition of “relevant public agency.”

Staff is also monitoring AB 361 (Rivas, Robert). When the COVID-19 pandemic started, legislative bodies of local agencies across the state struggled to conduct their meetings in compliance with the Ralph M. Brown Act’s public accessibility requirements, while still abiding by stay-at-home orders. As a result, Governor Newsom signed Executive Orders N-25-20, N-29-20, and N-35-20 to grant local legislative bodies the flexibility to meet remotely during the COVID-19 pandemic. Unfortunately, those

Executive Orders only apply to the current health pandemic and do not contemplate future health, fire, flood, or other unforeseen emergencies. This bill, until January 1, 2024, would provide continued flexibility to legislative bodies of local agencies – like MST’s board of directors – to meet remotely via video teleconference during a proclaimed state of emergency or local emergency that makes meeting in person unsafe. Specifically, this bill would waive the requirements of Government Code Section 54953(b)(3) if a legislative body:


- Holds a meeting for the purpose of proclaiming or ratifying a local emergency
- Holds a meeting during a proclaimed state of emergency or declared local emergency, and state or local officials have imposed or recommended measures to promote social distancing.
- Holds a meeting during a declared local emergency and the legislative body determines by majority vote that, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

Under this bill, the agenda must identify and include an opportunity for all persons to attend via a call-in option or an internet-based service option. The legislative body cannot require public comments to be submitted in advance of the meeting and must provide an opportunity for the public to address the legislative body and offer comment in real time.

AB 361 (Rivas, Robert) is on the senate floor and is expected to pass, and subsequently, be signed by Governor Newsom as an urgency item to go into effect immediately thereafter.

AB 1260 (Chen) builds on SB 288 to exempt from CEQA the construction or maintenance of infrastructure to charge or refuel zero-emission trains and has the potential to expand to include buses. It failed to move out of committee in late August.

On Monday, August 23, 2021, staff met with the State’s Chief Deputy Secretary for Rail and Transit to discuss the SURF! Busway and Bus Rapid Transit project. The state has released the discussion draft guidelines for the Transit and Intercity Rail Capital Program (TIRCP). The program guidelines will be finalized later this year, and the state will issue a call for projects. Since the inception of the program, the state has awarded \$5.8 Billion to 74 projects. The current state budget has \$500-\$600 Million available for TIRCP. Governor Newsom continues to work with the Legislature to enact a comprehensive transportation package that includes significant investments in transportation infrastructure. The state legislators need to reach a deal on the high-speed rail project to advance additional funding (\$2.5 Billion) to TIRCP.

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