



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

Meeting Date: July 10, 2023
Meeting Time: 10:00 AM Pacific Time (US and Canada)
Location: In-Person and Zoom Conference

MST Board of Directors Participation:

The Regular Meeting of the Monterey-Salinas Transit District Board of Directors in-person meeting will be held on July 10, 2023, at 10:00 a.m. at 19 Upper Ragsdale Drive, Suite 100.

Public Participation:

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

<https://us06web.zoom.us/j/84500836234?pwd=aFQ0YUdjZ3Y0eW94WmtRZ1MyY0Vldz09>
and enter the following:

Meeting ID: 845 0083 6234 and Passcode: 652252.

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

Public comments may be made either in person, via Zoom, or via email. Members of the public may attend the Board Meeting in person and request to speak to the Board when the Chair calls for public comment. Persons who wish to make public comment on an agenda item are encouraged to submit comments in writing by email to MST at clerk@mst.org by 3:00 pm on Friday, July 7, 2023; those comments will be distributed to the MST Board of Directors before the meeting. Written comments may be emailed to clerk@mst.com, and should include the subject line: "Public Comment Item # (insert the agenda item number relevant to your comment)."

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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Group: Monterey-Salinas Transit District Board of Directors

Directors:	Anna Velazquez (Chair)	City of Soledad
	Mary Ann Carbone (Vice Chair)	City of Sand City
	Jeff Baron	City of Carmel-by-the-Sea
	Kim Shirley	City of Del Rey Oaks
	Lorraine Worthy	City of Gonzales
	Ariana Rodriguez	City of Greenfield
	Mike LeBarre	City of King City
	Liesbeth Visscher	City of Marina
	Ed Smith	City of Monterey
	Joe Amelio	City of Pacific Grove
	Tony Barrera	City of Salinas
	Dave Pacheco	City of Seaside
	Luis Alejo	County of Monterey
Staff:	Carl Sedoryk	General Manager/CEO
	Lisa Rheinheimer	Assistant General Manager
	Kelly Halcon	Director of HR and Risk Management
	Norman Tuitavuki	Chief Operating Officer
	Michael Kohlman	Chief Information Officer
	Michelle Overmeyer	Director of Planning and Innovation
Counsel:	Michael D. Laredo	DeLay & Laredo

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 2024-01 Recognizing Manny Villareal-Garcia, Intelligent Transportation Systems Technician as Employee of the Month for July 2023. (Michael Kohlman) (Page 7)
- 3-2. Approve Minutes of the MST Board Meeting on June 12, 2023. (Jeanette Alegar-Rocha) (Page 9)
- 3-3. Receive Draft Minutes of the MST Board Operations Performance Committee Meeting on June 12, 2023. (Jeanette Alegar-Rocha) (Page 17)
- 3-4. Receive Report on Lost and Found Items Left on MST Property for the Month of February 2023. (Beronica Carriedo) (Page 21)
- 3-5. Financial Reports – May 2023. (Lori Lee) (Page 23)
 - a) Accept Report of May 2023 Cash Flow Presented in Attachment #1
 - b) Approve May 2023 Disbursements Listed in Attachment #2
 - c) Accept report of May 2023 Treasury Transactions Listed in Attachment #3

End of Consent Agenda

4. RECOGNITIONS AND SPECIAL PRESENTATIONS

- 4-1. July 2023 Employee of the Month – Manny Villareal-Garcia, Intelligent Transportation Systems Technician (Michael Kohlman)

5. PUBLIC HEARINGS

None

6. ACTION ITEMS

- 6-1. Authorize General Manager/CEO to Execute Any and All Agreements with Seaside as the Fort Ord Reuse Authority Environmental Services Cooperative Agreement and Local Redevelopment Authority Successor-in-Interest Accepting Parcel L.2.3 and Parcel L.2.4.1, Northeast Corner of Gigling and 8th Ave. located in former Fort Ord, Monterey County. (Lisa Rheinheimer) (Page 31)
- 6-2. Approve Letter to Honorable Pamela L. Butler, Presiding Judge of the Monterey County Superior Court in Response to a Monterey County Civil Grand Jury Report of Monterey-Salinas Transit. (Carl Sedoryk) (Page 35)

7. REPORTS & INFORMATION ITEMS

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

7-1. General Manager/CEO Monthly Report – May 2023 (Page 57)

7-1.1. Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) Update (Norman Tuitavuki) (Page 91)

7-1.2. Plan's Funded Status/Unfunded Accrued Liability (Andrea Williams) (Page 93)

7-2. Federal Legislative Advocacy Report (Page 95)

7-3. State Legislative Advocacy Update (Page 97)

7-4. Staff Trip Reports – (Pages 101-107)

7-5. Correspondence – None

8. BOARD REPORTS, COMMENTS, AND REFERRALS

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

8-2. Board Member Comments and Announcements.

8-2.1 The APTA TRANSForm Conference and Expo, will be held in Orlando, FL, October 8-11, 2023. Early Registration deadline is August 25, 2023.

8-2.2 MST 50th Anniversary of Transit Service - Friday, Sept. 1, 2023

8-3. Board Member Referrals for Future Agendas.

9. ATTACHMENTS

9-1. The Detailed Monthly Performance Statistics and Disbursement Journal for May 2023 can be viewed online within the GM Report at <http://mst.org/about-mst/board-of-directors/board-meetings/>

10. CLOSED SESSION

Members of the public may address the Board on any matter related to Closed Session. There is a time limit of not more than three minutes for each speaker. The Board will not take action or respond immediately to any public comments presented, but may

choose to follow-up at a later time individually, through staff, or on a subsequent agenda. (Please refer to page 1 of the agenda for instructions)

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

10-1. Conference with Legal Counsel – Anticipated Litigation, Gov. Code §54956.9(d)(2)

Number of cases: 1

Parties: Pacific Rim Co., LLC

Facts & Circumstances (§54956.9(e)(2)): Dissolution of purchase agreement for a portion of undeveloped MST real property located at 280 Reservation Road, Marina.

11. ADJOURN

NEXT SCHEDULED MEETING DATE August 14, 2023 (Cancelled)

10:00 a.m.

NEXT SCHEDULED AGENDA DEADLINE: August 22, 2023

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/>*

**MANNY VILLAREAL-GARCIA
JULY 2023
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, Manny Villareal-Garcia began his career with Monterey-Salinas Transit in June 2016 as an Electronic Technician and then was promoted to his current position as ITS Technician in October 2017, and;

WHEREAS, Manny Villareal-Garcia participates in the design and deployment of critical information systems that provide data and service to MST buses, support vehicles and transit hubs. He recently played a key role in the final phase of the contactless payment implementation; and

WHEREAS, Manny Villareal-Garcia researched, designed, and tested a time-delay system that enables the payment readers to remain powered on during driver break periods in the bus. This workaround addressed driver complaints of payment reader delays in powering up on the buses. This fix will save MST multiple costs, including the actual cost of implementation as well as future maintenance and repair costs.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit District recognizes Manny Villareal-Garcia as Employee of the Month for July 2023; and

BE IT FURTHER RESOLVED that Manny Villareal-Garcia 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 2024-01 this 10th day of July 2023.

Anna Velazquez
Board Chair

Carl G. Sedoryk
Board Secretary

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MEETING OF THE MST BOARD OF DIRECTORS

MEETING MINUTES

June 12, 2023

10:00 am (Pacific)

Present:	Anna Velazquez, Chair	City of Soledad
	Mary Ann Carbone, Vice Chair	City of Sand City
	Jeff Baron	City of Carmel-by-the-Sea
	Kim Shirley	City of Del Rey Oaks
	Lorraine Worthy	City of Gonzales
	Angela Untalon	City of Greenfield
	Liesbeth Visscher	City of Marina
	Ed Smith	City of Monterey
	Joe Amelio	City of Pacific Grove
	Tony Barrera	City of Salinas
	Alexis Garcia-Arrazola	City of Seaside
	Luis Alejo	County of Monterey (late arrival)
Absent:	Mike LeBarre	City of King
Counsel:	Michael D. Laredo	De Lay & Laredo
Staff:	Carl Sedoryk	General Manager/CEO
	Lisa Rheinheimer	Assistant General Manager
	Michael Kohlman	Chief Information Officer
	Norman Tuitavuki	Chief Operating Officer
	Kelly Halcon	Director of HR & Risk Management
	Michelle Overmeyer	Director of Planning and Innovation
	Jeanette Alegar-Rocha	Deputy Secretary/Clerk to the Board
	Andrea Williams	Finance Manager
	Beronica Carriedo	C/S & Community Relations Supervisor
	Cristy Sugabo	Mobility Services Supervisor
	Daniel Bruno	Scheduling Assistant
	Deanna Smith	Civil Rights Officer
	Elena Grigorichina	Operations Specialist
	Emma Patel	Planning Manager
	Ezequiel Rebollar	IT Technician
	Ikuyo Yoneda-Lopez	Marketing & Communications Manager
	Jacqueline Munoz	C/S Representative
	Kaleb Aquino-Lopez	Mobility Specialist
	Matthew Deal	Grants Analyst

Marzette Henderson
Melissa Valadez
Paul Lopez
Scott Taylor
Ursulla Scardina
Vince Dang

Transportation Manager
Human Resources Supervisor
Facilities Manager
IT Manager
Marketing Assistant
Project Management Coordinator

Public:

Anthony Lombardo
Jasmine Mejia-Cortez
Linda Gonzales
Chris Duymich
Joanne Xiao
Tate Baugh

Anthony Lombardo & Associates Inc.
Executive Assistant to Supervisor Luis Alejo
Chief of Staff to Supervisor Luis Alejo
AMBAG
CalTransit
Member of the Public

1. CALL TO ORDER

1-1. Roll Call. (Jeanette Alegar-Rocha)

1-2. Pledge of Allegiance.

Chair Velazquez called the meeting to order at 10:00 a.m. Roll call was taken and a quorum was established. Director Kim Shirley led the pledge of allegiance.

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

Carl Sedoryk reviewed the highlights of the agenda.

Director Alejo arrived at 10:05 a.m.

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Anthony Lombardo from Anthony Lombardo & Associates, Inc., commented on behalf of his client Paul Owahdi, CEO of Pacific Rim Companies (PRC) regarding a purchase agreement of 280 Reservation Road in Marina.

General Counsel Michael Laredo advised that the matter can be added to a future closed session agenda.

3. CONSENT AGENDA

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

3-1. Adopt Resolution 2023-38 Recognizing Alejandra Chavarin, HR Assistant as Employee of the Month for June 2023. (Kelly Halcon) (Page 7)

3-2. Adopt Resolution 2023-39 Recognizing Francisco Castillo, HR Assistant as Employee of the Month for June 2023. (Kelly Halcon) (Page 9)

- 3-3. Approve Minutes of the MST Board Meeting on May 8, 2023. (Jeanette Alegar-Rocha) (Page 11)
- 3-4. Receive Draft Minutes of the MST Board Administrative Performance Committee Meeting on May 8, 2023. (Jeanette Alegar-Rocha) (Page 17)
- 3-5. Financial Reports – April 2023. (Lori Lee) (Page 21)
 - a) Accept Report of April 2023 Cash Flow Presented in Attachment #1
 - b) Approve April 2023 Disbursements Listed in Attachment #2
 - c) Accept report of April 2023 Treasury Transactions Listed in Attachment #3
- 3-6. Receive Report on Lost and Found Items Left on MST Property for the Month of January 2023. (Beronica Carriedo) (Page 29)
- 3-7. Reject Claim by Claimant Pacific Rim Co., LLC. (Lisa Cox) (Page 31)
- 3-8. Reject Claim by Claimant Keith Mitchell. (Lisa Cox) (Page 33)
- 3-9. Authorize the General Manager/CEO to Execute a Contract with Giro Inc. for One Year of System Maintenance in an Amount Not to Exceed \$129,791. (Michael Kohlman) (Page 35)
- 3-10. Authorize the General Manager/CEO to Execute a Contract with Vontas TransitMaster for One Year of System Maintenance in an Amount Not to Exceed \$127,746. (Michael Kohlman) (Page 37)
- 3-11. Receive After Action Report: Monterey County Emergency Operations Center Pineapple Express Winter Storms and Flood Response, March 2023. (Marzette Henderson) (Page 39)

End of Consent Agenda

There were no public comments on the consent agenda.

Director Shirley pulled item 3-3 from the consent agenda for an edit.

Director Amelio pulled 3-5 from the consent agenda for questions.

Director Barrera pulled item 3-11 from the consent agenda for a question.

On a motion by Director Worthy, seconded by Director Barrera, the Board approved all items on the consent agenda with the exception of items 3-3, 3-5, and 3-11. The motion passed unanimously.

Director Shirley requested a correction to agenda item 3-3 Minutes of Board Meeting on May 8, 2023 and have her name to be added to the roll call votes.

Director Amelio asked if there is a minimum in the reserves and if there is an unfunded CalPers liability related to agenda item 3-5 Finance Memo. Carl Sedoryk confirmed there is a minimum in reserves and Kelly Halcon, Director of HR and Risk Management clarified that there is unfunded liability. However, MST's unfunded liability is relatively low.

Director Barrera pulled agenda item 3-11 for further comment and to thank MST staff for services during the March 2023 Winter Storms.

On a motion by Director Barrera, seconded by Director Pacheco, the Board approved items 3-3 with correction noted by Director Shirley, 3-5, and 3-11 on the consent agenda. The motion passed unanimously.

4. RECOGNITIONS AND SPECIAL PRESENTATIONS

- 4-1. Yanelly Martinez – Recognition of 6 Years of Service on MST Board.
(Carl Sedoryk)

The MST Board recognized Yanelly Martinez for her six years of service on the MST Board and for her outstanding contribution to MST and to the entire community from April 2017 to April 2023.

Ms. Martinez was present at the meeting and thanked the Board and staff for the years of mentorship and support during her years of service.

- 4-2. Receive Proclamation from County of Monterey for Emergency Services Provided to Residents of Monterey County. (Luis Alejo /Carl Sedoryk)

The MST Board and staff received a proclamation from the Monterey County Board of Supervisors and the Monterey County Emergency Operations Center (MCEOC) for services provided to residents of Monterey County during the Winter Storms of 2023.

- 4-3. June 2023 Employee of the Month – Alejandra Chavarin, HR Assistant,
(Kelly Halcon)
- 4.4. June 2023 Employee of the Month – Francisco Castillo, HR Assistant,
(Kelly Halcon)

The MST Board recognized Alejandra Chavarin and Francisco Castillo, HR Assistants as the June 2023 Employees of the Month for their outstanding contribution to MST and to the entire community.

Ms. Chavarin and Mr. Castillo were present at the meeting and thanked the Board and staff for the recognition.

- 4-5. 25 Year Service Anniversary – Paul Lopez (Norman Tuitavuki)

The MST Board recognized Paul Lopez, Facilities Manager for 25 years of service and his outstanding dedication and contribution to MST and the entire community.

Mr. Lopez was present at the meeting along with his team and thanked the Board and staff for the recognition.

5. PUBLIC HEARINGS

- 5-1. FY 2024 – FY 2025 Operating and Capital Budget (Lisa Rheinheimer) (Page 47)
- a) Receive Presentation on Proposed FY 2024 – FY 2025 Operating and Capital Budget,
 - b) Conduct Public Hearing to Hear Public Comments on the Proposed FY 2024 – FY 2025 Operating and Capital Budget,
 - c) Adopt Proposed FY 2024 – FY 2025 Operating and Capital Budget,
 - d) Approve Resolution 2023-40 Authorizing the Filing of Federal Grant Applications, and
 - e) Authorize Staff to Apply to the Transportation Agency for Monterey County for Transportation Development Act Local Transportation Funds and State Transit Assistance for FY 2024.

The MST Board received a presentation on the Proposed FY 2024 – FY 2025 Operating and Capital Budget and Chair Velazquez opened a public hearing to receive comments.

Public member Tate Baugh asked if the proposed budget included reinstating transit service to Gilroy, bus stops in the Monterey County area, sidewalk improvements for disabled individuals, and some King City weekend routes. MST staff has Mr. Baugh's contact information to follow-up on his questions. Lisa Rheinheimer, Assistant General Manager, reported that transit service to Gilroy would be reinstated sometime this fall.

On a motion by Director Alejo, seconded by Director Amelio, the Board adopted FY 2024 – FY 2025 Operating and Capital Budget, approved Resolution 2023-40 authorizing the filing of Federal grant applications, and authorized staff to apply to the Transportation Agency for Monterey County for Transportation Development Act Local Transportation Funds and State Transit Assistance Funds for FY 2024. The motion passed unanimously.

6. ACTION ITEMS

None

7. REPORTS & INFORMATION ITEMS

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

- 7-1. General Manager/CEO Monthly Report – April 2023 (Page 55)
- 7-2. Federal Legislative Advocacy Report (Page 93)
- 7-3. State Legislative Advocacy Update (Page 95)
- 7-4. Staff Trip Reports – (Pages 99-135)

Chair Velazquez acknowledged MST staff for speaking at conferences, providing presentations, and receiving awards at conferences.

- **Paul Lopez – Think Transit Conference Speaker**
- **Cristy Sugabo – CalACT Spring Conference Speaker**
- **Kelly Halcon – CalACT Spring Conference Speaker and Award Recipient**
- **Carl Sedoryk – CalACT Spring Conference Speaker**

- 7-5. Correspondence – (Page 137)

8. BOARD REPORTS, COMMENTS, AND REFERRALS

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

Chair Velazquez attended the CTA Spring Legislative Conference in Sacramento, CA on May 16, 2023.

- 8-2. Board Member Comments and Announcements.

Vice Chair Carbone announced a free event in Carmel at 8 pm on Thursday, June 15. A free theater play “Ride the Cyclone” will be shown in honor of veterans.

Director Amelio reminded the Board and staff that June 6 was Normandy Day.

Director Pacheco thanked MST staff for support at the City of Seaside’s Earth Day celebration.

Director Worthy announced the City of Gonzales Youth Council received an All-American City award for its outstanding civic engagement.

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

9. ATTACHMENTS

- 9-1. The Detailed Monthly Performance Statistics and Disbursement Journal for April 2023 can be viewed online within the GM Report at <http://mst.org/about-mst/board-of-directors/board-meetings/>

10. CLOSED SESSION

- 10-1. Conference with Labor Negotiators, Gov. Code § 54957.6: ATU and MSTEA. (Kelly Halcon/Michael D. Laredo)
- 10-2. Conference with real property negotiator pursuant to Government Code Section 54956.8

Property: Parcel L.2.3 and Parcel L.2.4.1, Northeast Corner Gigling and 8th Ave. former Fort Ord, Monterey County

Negotiating parties: Monterey-Salinas Transit (MST) District (Carl G. Sedoryk)

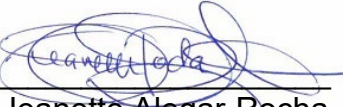
Property owner: Seaside as the Fort Ord Reuse Authority Environmental Services Cooperative Agreement and Local Redevelopment Authority Successor-in-Interest

Under negotiation: Transfer of property to MST, Terms, and Price

Michael Laredo, MST General Counsel, reported that the Board met and had general discussion on both closed session items 10-1 and 10-2 but no reportable action was taken.

11. ADJOURN

With no further business to discuss, Chair Velazquez adjourned the meeting at 12:03 p.m. (Pacific).

Prepared by: 
Jeanette Alegar-Rocha

Reviewed by: 
Carl G. Sedoryk

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Board Operations Performance Committee (BOPC)

Draft Meeting Minutes

June 12, 2023

9:00 a.m.

Present:	Mary Ann Carbone (Chair)	City of Sand City
	Joe Amelio (Vice Chair)	City of Pacific Grove
	Jeff Baron	City of Carmel-by the Sea
	Liesbeth Visscher	City of Marina
	Tony Barrera	City of Salinas
Absent:	Mike LeBarre	City of King
Counsel:	Michael D. Laredo	General Counsel, De Lay & Laredo
Staff:	Carl Sedoryk	General Manager/CEO
	Lisa Rheinheimer	Assistant General Manager
	Norman Tuitavuki	Chief Operating Officer
	Kelly Halcon	Director of HR and Risk Management
	Michael Kohlman	Chief Information Officer
	Michelle Overmeyer	Director of Planning and Innovation
	Jeanette Alegar-Rocha	Clerk to the Board
	Andrea Williams	Finance Manager
	Beronica Carriedo	Customer & Community Relations Supervisor
	Christine Church	Operations Supervisor
	Daniel Bruno	Transit Scheduler
	Emma Patel	Associate Planner
	Ezequiel Rebollar	IT Technician
	Jacqueline Munoz	Customer Service Representative
	Kaleb-Aquino-Lopez	Mobility Specialist
	Lesley VanDalen	Mobility Specialist
	Ikuyo Yoneda-Lopez	Marketing & Communications Manager
	Marzette Henderson	Transportation Manager
	Natalie Flores	Assistant Planner
	Paul Lopez	Facilities Manager
	Scott Taylor	IT Manager
	Steven Bruno	Purchasing Agent
	Ursulla Scardina	Marketing Assistant
	Vince Dang	Project Manager Coordinator
Public:	None	

1. CALL TO ORDER

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

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

There were no public comments.

3. CONSENT AGENDA

- 3-1. Approve Minutes of the Board Operations Performance / BOPC Committee on April 10, 2023. (Jeanette Alegar-Rocha) (Page 5)**

Chair Carbone requested a correction to the year for the meeting minutes of April 10th from 2022 to 2023.

There were no public comments on the consent agenda.

On a motion by Director Barrera, seconded by Director Amelio and carried by the following vote, which was conducted by roll call, the Committee approved the Minutes, with corrected year noted, of the Board Operations Performance Committee of April 10, 2023:

AYES:	4	Amelio, Baron, Barrera, and Carbone
NOES:	0	
ABSENT:	1	LeBarre
ABSTAIN:	1	Visscher

4. ACTION ITEMS

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

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

There were no public comments.

- 4-2. Receive Updates on Better Bus Network. (Michelle Overmeyer)**

Director of Planning and Innovation, Michelle Overmeyer reported on performance results to date of the Better Bus Network.

There were no public comments.

- 4-3. Receive Report on SURF! Transit Fair & Family Fun Day Event. (Lisa Rheinheimer)**

Assistant General Manager, Lisa Rheinheimer reported the SURF! Transit Fair & Family Fun Day Event held on Saturday, June 10th at the Marina Transit Exchange was successful with the support of MST staff and the consultant team. The event was to educate the public, answer questions, and promote enthusiasm about the SURF! project, support public transit, as well as bring together the community. Overall, approximately 150 members of the public attended the event.

There were no public comments.

5. CLOSED SESSION


None.

6. ADJOURN

There being no further business, Chair Carbone adjourned the meeting at 9:41 a.m.

Prepared by:

Jeanette Alegar-Rocha



Reviewed by:

Carl G. Sedoryk



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To: Board of Directors
From: Beronica Carriedo, Customer Service & Community Relations Supervisor
Subject: Disposal of Unclaimed Items Left on MST Property

RECOMMENDATION:

Receive Report on Lost and Found Items Left on MST Property for the Month of February.

FISCAL IMPACT:

There are no fiscal impacts to receiving this report.

POLICY IMPLICATIONS:

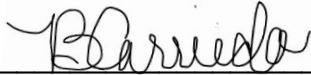

Your Board adopted MST's Disposal of Lost and Found Property Policy.

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.

February 2023: Item(s) with an estimated fair market value of \$100 or more – none.

Prepared by:  Reviewed by: 
Beronica Carriedo Carl G. Sedoryk

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To: Board of Directors
From: Lori Lee, Accountant
Subject: **FINANCIAL REPORTS – MAY 2023**

RECOMMENDATION:

1. Accept report of May 2023 cash flow presented in Attachment #1
2. Approve May 2023 disbursements listed in Attachment #2
3. Accept report of May 2023 treasury transactions listed in Attachment #3

FISCAL IMPACT:

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

Beginning balance May 1, 2023	\$52,196,272
Revenues	9,384,185
Disbursements	<u><4,369,344></u>
Ending balance May 31, 2023	<u><u>\$57,211,113</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 May 2023, using the Board approved FY 2023 Budget, MST had a \$8,832,958 year-to-date surplus to budget on the fixed-route operations and a \$1,225,025 surplus to budget on the MST RIDES operations, resulting in an overall year-to-date surplus of \$10,057,983.

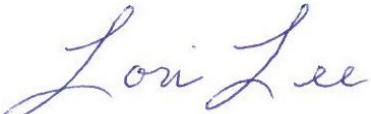
The following fixed-route expenses have negative variances of greater than 5% and have a monetary value greater than \$5,000 as seen in the May Budget vs. Actual reports contained in Attachment #4:

1. Vehicle Maintenance – This 26.7% negative variance can be primarily attributed to consuming a higher amount – or value amount – of parts for MST’s transit buses. In that regard, the year-to-date expenses in this category are actually 21.7% under budget.
2. Miscellaneous Expenses – This 38.8% RIDES negative category variance for the month of May is the result of larger than anticipated fees charged by the state Board of Equalization. These fees fluctuate with the amount of Sales Tax revenue distributed to MST. This year-to-date adjustment is a result of higher revenues received. In that regard, this expense line item will most likely have a negative variance for the remainder of the fiscal year.

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. May 2023 Cash Flow
2. May 2023 Disbursements
3. May 2023 Treasury Transactions
4. May 2023 Budget vs. Actual

PREPARED BY: 
Lori Lee

REVIEWED BY: 
Carl G. Sedoryk

REVENUES & DISBURSEMENTS

CASH FLOW

Beginning balance 05/01/2023		52,196,271.66
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Revenues

Passenger Revenue	177,349.74	
DOD Revenue	2,590.00	
LTF / STA / SGR	3,662,738.35	
Sales Tax	1,021,791.93	
Grants	4,416,414.00	
Interest Income	68,308.33	
Non Transit Revenue	34,992.63	
Total Revenues	9,384,184.98	9,384,184.98

Disbursements

Operations (See Attachment #2)	3,833,887.12	
Capital	535,456.82	
Total Disbursements		(4,369,343.94)

Ending balance 05/31/2023		57,211,112.70
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COMPOSITION OF ENDING BALANCE

Checking - Mechanics Bank	1,305,343.28
Local Agency Investment Fund (LAIF)	27,690,701.81
Money Market - Mechanics Bank MM	24,093,205.28
Money Market - Mechanics Bank	14,413.62
Money Market - LCTOP	2,082,214.97
Money Market - State of Good Repair	1,911,182.29
Money Market - FOR A/Other	94,889.20
Bank of America - Escrow	8,989.75
Petty cash fund, STC Coin Machine, and 2 change funds	10,172.50
Total	57,211,112.70

PAYROLL ACCOUNT

May 05 Payroll & Related Expenses	633,285.87	
May 19 Payroll & Related Expenses	634,338.31	
May 24 Payroll & Related Expenses	2,630.08	
May 31 Payroll & Related Expenses	2,806.74	
PERS & 457	369,791.76	
Garnishments	5,155.82	
PERS Health Insurance	<u>412,318.96</u>	
	2,060,327.54	2,060,327.54

GENERAL ACCOUNT

Disbursements on Attached Summary	2,202,939.78	
Paydown Loans	71,123.66	
Workers Comp. Disbursements	29,681.71	
Interest Expense	2,949.43	
Bank Service Charge	<u>2,321.82</u>	
	2,309,016.40	2,309,016.40
Total Disbursements		<u>4,369,343.94</u>
Less Capital Disbursements & Transfers		(535,456.82)
Operating Disbursements		<u><u>3,833,887.12</u></u>

DISBURSEMENTS SUMMARY:
GENERAL ACCOUNT DISBURSEMENTS
For May 01, 2023 - May 31, 2023

CHECK PRINT DATE	CHECKS	TOTAL
Accounts Payable 05/01/2023	67152 - 67158	31,400.10
Accounts Payable 05/05/2023	67159 - 67213	1,093,397.93
Accounts Payable 05/03/2023	67214 - 67215	141,064.64
Accounts Payable 05/09/2023	67216 - 67223	1,474.18
Accounts Payable 05/12/2023	67224 - 67300	182,824.43
Accounts Payable 05/17/2023	67301 - 67363	223,025.59
Accounts Payable 05/26/2023	67364 - 67494	529,752.91
TOTAL		<u>2,202,939.78</u>

CHECKS \$100,000 AND OVER

VENDOR	BOARD APPROVED	CHECK CHECK	DATE	AMOUNT
MV	Recurring	67193	5/5/23	686,517.54
TRANSPORTATION	Contrac Transportation			
KIMLEYHORN & ASSOCIATES, INC	BRT Surf! Final Design	67185	5/5/23	8,649.00
KIMLEYHORN & ASSOCIATES, INC	Board Approved 12/13/21	67185	5/5/23	232,304.48
KUBA INC	BRT Surf! Final Design	67408	5/26/23	172,560.38
	Board Approved 12/13/21			
KUBA INC	3 years Maintenance/Support	67408	5/26/23	15,616.74
	Board Approved 12/12/22			
KUBA INC	Validator installation	67408	5/26/23	
	Board Approved 12/12/22			

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

VENDOR	GENERAL MANAGER APPROVED	CHECK CHECK	DATE	AMOUNT
SC FUELS	Recurring	67377	5/26/23	61,598.37
	Fuel Purchases			

**TREASURY TRANSACTIONS
FOR MAY 2023**

LAIF ACCOUNT

<u>Date</u>	<u>Account</u>	<u>Description</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
Balance Forward at 05/01/2023					27,690,701.81
Quarterly interest earned 2.74%					27,690,701.81
Local Agency Investment Fund:					
LAIF Treasury Balance at 05/31/2023					27,690,701.81

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 05/01/2023					18,813,282.61
05/03/23	687	AP/Payroll		1,750,000.00	17,063,282.61
05/11/23	687	AP/Payroll		1,000,000.00	16,063,282.61
05/22/23	687	LCTOP	172,122.38		16,235,404.99
05/25/23	687	LCTOP	127,877.62		16,363,282.61
05/26/23	687	AP/Payroll		400,000.00	15,963,282.61
05/26/23	687	LTF	1,482,326.53		17,445,609.14
05/26/23	687	FED 5339	1,832,205.00		19,277,814.14
05/26/23	687	FED TOD	60,255.00		19,338,069.14
05/26/23	687	FED 5307	2,320,876.00		21,658,945.14
05/26/23	687	FED 5307	203,078.00		21,862,023.14
05/26/23	687	STA	1,955,637.82		23,817,660.96
05/26/23	687	SGR	224,774.00		24,042,434.96
05/31/23 Interest 50,770.32					24,093,205.28
MECHANICS MM Balance at 05/31/2023					24,093,205.28

Fixed-Route
MONTEREY-SALINAS TRANSIT DISTRICT
Revenue & Expense - Consolidated
Period: 05/01/23..05/31/23

ATTACHMENT 4
PAGE 1

Fiscal Start Date: 07/01/22
G/L Budget Filter: FY23, Fund Filter: 001|004|005
All amounts are in USD.

Description	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
Revenue						
Passenger Fares	197,612	197,055	557	1,955,529	2,167,605	(212,076)
Special Transit	67,912	43,834	24,078	745,762	482,174	263,588
Cash Revenue	93,986	24,174	69,812	1,022,494	265,914	756,580
Cash Grants & Reimbursement	3,632,094	3,632,094	0	39,953,034	39,953,034	0
Total Revenue	3,991,604	3,897,157	94,447	43,676,819	42,868,727	808,092
Expenses						
Labor	1,411,150	1,540,950	(129,800)	14,378,289	16,950,450	(2,572,161)
Benefits	1,018,631	1,054,559	(35,928)	10,751,200	11,600,149	(848,950)
Advertising & Marketing	3,106	15,559	(12,453)	105,603	171,149	(65,546)
Professional & Technical	35,357	180,925	(145,568)	848,022	1,990,175	(1,142,153)
Outside Services	50,328	54,175	(3,847)	572,889	595,925	(23,036)
Outside Labor	152,316	187,959	(35,643)	1,518,291	2,067,549	(549,258)
Fuel & Lubricants	142,524	351,432	(208,908)	2,354,108	3,865,752	(1,511,644)
Supplies	62,424	114,592	(52,168)	659,397	1,260,512	(601,115)
1 Vehicle Maintenance	101,879	80,417	21,462	692,801	884,587	(191,786)
Marketing Supplies	0	3,167	(3,167)	29,525	34,837	(5,312)
Utilities	65,906	71,521	(5,615)	728,057	786,731	(58,674)
Insurance	107,702	104,167	3,535	1,509,779	1,145,837	363,942
Taxes	8,001	25,922	(17,921)	131,252	285,142	(153,890)
Purchased Transportation	441,692	436,000	5,692	4,129,261	4,796,000	(666,739)
Miscellaneous Expenses	41,349	41,976	(627)	480,450	461,736	18,714
Interfund transfers	0	0	0	0	0	0
Pass Thru/Belief of Others	0	0	0	0	0	0
Interest Expense	5,098	12,000	(6,902)	135,794	132,000	3,794
Leases & Rentals	41,499	45,999	(4,500)	484,937	505,989	(21,052)
Total Operating Expenses	3,688,962	4,321,320	(632,358)	39,509,653	47,534,520	(8,024,867)
Operating Surplus (Deficit)	302,642	(424,163)	726,805	4,167,165	(4,665,793)	8,832,958

RIDES
MONTEREY-SALINAS TRANSIT DISTRICT
Revenue & Expense - Consolidated
Period: 05/01/23..05/31/23

ATTACHMENT 4
PAGE 2

Fiscal Start Date: 07/01/22
G/L Budget Filter: FY23, Fund Filter: 002
All amounts are in USD.

Description	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
Revenue						
Passenger Fares	13,060	15,000	(1,940)	142,015	165,000	(22,985)
Special Transit	4,750	0	4,750	73,661	0	73,661
Cash Revenue	0	0	0	1	0	1
Cash Grants & Reimbursement	557,614	557,614	0	6,133,754	6,133,754	0
Total Revenue	575,425	572,614	2,811	6,349,431	6,298,754	50,677
Expenses						
Labor	8,127	11,750	(3,623)	119,458	129,250	(9,792)
Benefits	7,065	6,207	858	64,853	68,277	(3,424)
Advertising & Marketing	0	417	(417)	0	4,587	(4,587)
Professional & Technical	0	417	(417)	0	4,587	(4,587)
Outside Services	0	0	0	0	0	0
Outside Labor	2,312	6,500	(4,188)	27,263	71,500	(44,237)
Fuel & Lubricants	50,637	78,750	(28,113)	586,809	866,250	(279,441)
Supplies	287	1,709	(1,422)	13,036	18,799	(5,763)
Vehicle Maintenance	0	0	0	0	0	0
Marketing Supplies	0	167	(167)	0	1,837	(1,837)
Utilities	72	120	(48)	744	1,320	(576)
Insurance	0	0	0	0	0	0
Taxes	0	0	0	0	0	0
Purchased Transportation	394,882	450,417	(55,535)	4,109,715	4,954,587	(844,872)
2 Miscellaneous Expenses	22,425	16,161	6,264	202,540	177,771	24,769
Interfund transfers	0	0	0	0	0	0
Pass Thru/Behalf of Others	0	0	0	0	0	0
Interest Expense	0	0	0	0	0	0
Leases & Rentals	0	0	0	0	0	0
Total Operating Expenses	485,806	572,615	(86,809)	5,124,417	6,298,765	(1,174,348)
Operating Surplus (Deficit)	89,619	(1)	89,620	1,225,014	(11)	1,225,025

To: Board of Directors

From: Lisa Rheinheimer, Assistant General Manager

Subject: Real Property Transfer from Seaside to MST at Northeast Corner of Gigling and 8th Avenue in Former Fort Ord

RECOMMENDATION:

Authorize General Manager/CEO to execute any and all agreements with Seaside as the Fort Ord Reuse Authority Environmental Services Cooperative Agreement and Local Redevelopment Authority Successor-in-Interest accepting parcel L.2.3 and parcel L.2.4.1, northeast corner of Gigling and 8th Ave. located in former Fort Ord, Monterey County.

FISCAL IMPACT:

Acceptance of the real property in the former Fort Ord has minimal impact on the budget. The property would be added to MST's list of real property and insured accordingly.

POLICY IMPLICATIONS:

Acceptance of this real property aligns with MST's Strategic Plan. Additionally, MST follows the General Plan of the underlying land use jurisdiction and the zoning designations when considering long-term use of real property.

DISCUSSION:

When the Fort Ord base was closed, public agencies were allowed to request land transfers as part of the Base Realignment and Closure (BRAC) process. In 1997, MST submitted an application for several properties including parcels L.2.3 (24.24 acres) and L.2.4.1 (2.79 acres) totalling 27.03 acres. At the time, MST's plan for development was an intermodal park and ride facility.

In 2007, MST hired BAE to prepare a Land Utilization Plan on all MST properties including parcels L.2.3 and L.2.4.1. Although the report proposes the development of 359 townhouse units as a potential development, the report also notes that this use would far exceed the County's allocation of remaining potable groundwater supply.

Since 2007, other development projects have been proposed in the area, but have not moved forward due to negative public sentiment and other factors.

Since the parcels are located within the County of Monterey jurisdiction (bordering Seaside), the County's General Plan policies and regulations apply. The approved 2010 General Plan identifies the parcels as a Public/Quasi-Public-D-S use with design control and site plan review requirements. The parcels surrounding the location are also designated as Public/Quasi-Public uses. These designations limit potential uses to the following:

21.40.050 - Uses allowed—Use permit required in each case (Chapter 21.74)

- A. Public recreational uses;
- B. Removal of minerals or natural materials for commercial purposes;
- C. Golf courses and country clubs;
- D. Public utility uses and accessory structures;
- E. Public/Quasi-Public uses including hospitals, hospices, churches, cemeteries, firehouses, parks and playgrounds, schools, jails, prisons, detention facilities, convalescent homes, and rehabilitation centers;
- F. Other uses of a similar nature, density and intensity as those listed in this Section;
- G. Legal nonconforming use changed to a use of a similar or more restricted nature;
- H. Legal nonconforming use of a portion of a structure extended throughout the structure (ZA);
- I. Ridgeline development;
- J. Development in the Carmel Valley Floodplain, pursuant to [Section 21.64.130](#) (ZA);
- K. Cottage industries, pursuant to [Section 21.64.095](#) (ZA);
- L. Airports;
- M. Day care centers (ZA);
- N. Solid and liquid waste disposal sites.
- O. Wireless communications facilities, pursuant to [Section 21.64.310](#).

Both properties are undeveloped and the L.2.3. parcel is currently being used by recreationalists as an off-road trail parallel to Gigling Road from 8th Ave. east into the Fort Ord National Monument lands.

The potential to use the properties for a park and ride facility or for townhomes is unlikely to advance due to the General Plan land use restrictions, lack of potable water, and no identified MST plan for a park and ride facility at the location. However, other opportunities may be available and would align with MST plans to review all District-owned properties in FY 24.


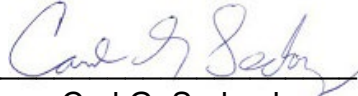
Additionally, the parcels are being transferred under an "Economic Development Conveyance" and as such must conform to the restrictions imposed by the Army's

transfer and any restrictions contained therein. The Army is currently preparing the transfer documents but moves slowly and the transfer is not expected for some time.

Staff recommends approval of this authorization to accept the 2 parcels for future MST use. If approved by the Board, staff will include the parcels in conjunction with the 2-Year Action Plan item to "review excess properties and develop a plan for use. Summer 2024."

ATTACHMENT(S):

None

Prepared by:  Reviewed by: 
Lisa Rheinheimer Carl G. Sedoryk

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To: Board of Directors
From: Carl Sedoryk, General Manager/CEO
Subject: Monterey County Civil Grand Jury Report

RECOMMENDATION:

Approve letter to Honorable Pamela L. Butler, Presiding Judge of the Monterey County Superior Court in response to a Monterey County Civil Grand Jury Report of Monterey-Salinas Transit.

FISCAL IMPACT:

There is no fiscal impact to replying to the Civil Grand Jury Report of MST. However, the Report notes that MST is “serving the community’s transportation needs in efficient and effective ways.”

POLICY IMPLICATIONS:

MST must reply to the findings and recommendations of the Civil Grand Jury report of June 14, 2023 within 90 days, pursuant to Penal Code §933 and §933.05.

DISCUSSION:

The Civil Grand Jury report of MST – TAKE THE BUS: RIDERSHIP AND THE MST FLEET – was released on June 14, 2023.

Initiation of the grand jury investigation was from a complaint they received about questions of ridership and efficiency. According to the report, “The complainant observed large vehicles with few, if any, riders and believed the buses to be fuel-inefficient and a waste of public money.”

The report had 7 findings and 3 recommendations. These findings and Recommendations are found in Attachment 1. Generally, the report is favorable to MST in terms of the initial complaint. Notably, finding 7 found that the public perception that buses are underutilized is not consistent with the reality of logistics and the mandates of a functioning fleet.

The report by Monterey County Civil Grand Jury found the public transportation agency fulfills its mandate to provide for the transportation needs of county residents “in the most cost-effective, safe, innovative and environmentally safe manner possible”, and “applauds the innovative, data-driven decisions of Monterey Salinas Transit’s experienced administrative leadership.”

MST is required to respond to the Civil Grand Jury report within 90 days. A response letter is proposed for Board consideration in Attachment 2. Staff recommends approval of the letter for signature by Board Chair Velazquez.

ATTACHMENT(S):

1. Monterey County Civil Grand Jury Report: TAKE THE BUS: RIDERSHIP AND THE MST FLEET
2. MST Letter in Response to the Monterey County Civil Grand Jury Report

Prepared by: 
Carl G. Sedoryk

TAKE THE BUS: RIDERSHIP AND THE MST FLEET



SUMMARY

In 2022, the Monterey County Civil Grand Jury (CGJ) reviewed a complaint concerning Monterey Salinas Transit (MST). The complainant observed large vehicles with few, if any, riders and believed the buses to be fuel-inefficient and a waste of public money. The complaint indicated that MST, the Transportation Agency for Monterey County (TAMC), and public officials in Pacific Grove and Monterey failed to respond to inquiries.

The CGJ found that MST has a mandate to provide for the transportation needs of Monterey County residents based on the terms dictated by its major funding sources. MST's staff fulfils this mandate in the most cost-effective, safe, innovative, and environmentally safe manner possible. Its routes, fleet, schedules, bus stops, and fares are decided based on ample and accurate data. Its 2022 finances were audited by the independent firm of Eide Bailey ([Opinion Letter, page 52](#)).

Systems are already in place on the MST website to respond to comments, complaints and issues. Public perception, however, presents a challenge. MST could better acknowledge and address observations such as empty buses. Approved procedures direct staff to respond to every comment and complaint received. Detailed logs are maintained which record public contact. However, any complaints submitted via telephone, email, or USPS rather than the website, may have been overlooked. The CGJ did not pursue the complainant's noted lack of response from TAMC or officials of Pacific Grove or Monterey, as the complaint was largely directed at MST. Based on the logistical information provided, the CGJ did not find misuse of public funding related to the issue of empty buses.

BACKGROUND

During the middle of the 20th century, buses were the primary means of local transportation for many Monterey County residents. With the increased availability and affordability of automobiles, most residents stopped taking public transportation. Privately-owned bus companies could no longer operate at a profit and folded.

Monterey-Salinas Transit District was created by State Law AB644 and formed July 1, 2010. The District succeeds Monterey-Salinas Transit Joint Powers Agency, formed in 1981 when the City of Salinas joined the Monterey Peninsula Transit Joint Owners Agency, which was formed in 1972. MST is currently celebrating its 50 years of service to Monterey County.

The routes, schedules, and bus sizes are determined by ridership data collected electronically on every bus in operation. Individuals who regularly take the bus may be unable to drive or are college students, commuters, tourists, and individuals who see the environmental benefits of taking public transportation. Safety concerns also contribute to where routes and bus stops exist.

MST secures several government grants through the Transportation Agency for Monterey County (TAMC). TAMC serves as Monterey County's regional transportation planning agency and is a state designated agency responsible for planning and financial

programming of transportation projects. TAMC funding is also available for air, rail, road, and bridge improvement projects.

The mission of TAMC also includes investigation of new sources of transportation revenue. TAMC informs Monterey County agencies, including public works departments, of these funds and then works with potential recipients to develop their proposals. All recipients are required by law to report on how the funds were spent.

Both MST and TAMC have governing boards composed of county and city officials and appointees. Several individuals serve on both boards, furthering cooperation and communication. Regular public meetings are held and provide oversight into agency priorities and the expenditure of funds. Agendas, minutes, and support documents are posted on the websites of MST and TAMC.

In December 2022, MST introduced the Better Bus Network, which instituted multiple changes in its routes, stops, fares, and schedules. It also recently introduced its first all-electric buses and now operates four electric buses and one electric trolley. MST's 2022 Annual Report was issued in March 2023 and is available at [2022 Annual Report | Monterey-Salinas Transit \(mst.org\)](https://mst.org/2022-Annual-Report)

METHODOLOGY

The CGJ conducted multiple interviews with individuals familiar with the operations of MST, TAMC, and the City of Salinas to gain a wider perspective on their distinct roles in providing public transportation in Monterey County. The CGJ also explored the areas of authority each entity maintains, as well as the limits of funding each must pursue, and the cooperation that exists between MST, TAMC, and municipalities.

The websites of each agency were reviewed as a source of current information and historical content. Supplemental information regarding the bus fleet owned by MST and complaint logs which are nonpublic documents were secured and reviewed.

Several leaders were interviewed as to the cooperation between entities, the use of technology to secure accurate information, and their vision for improving services.

Research was conducted regarding other bus services investigated by Civil Grand Juries throughout California, including an investigation of public transportation in Tulare County (2019-2020).

In addition, members of the CGJ purchased fares, and rode buses in Salinas and on the Monterey Peninsula.

DISCUSSION

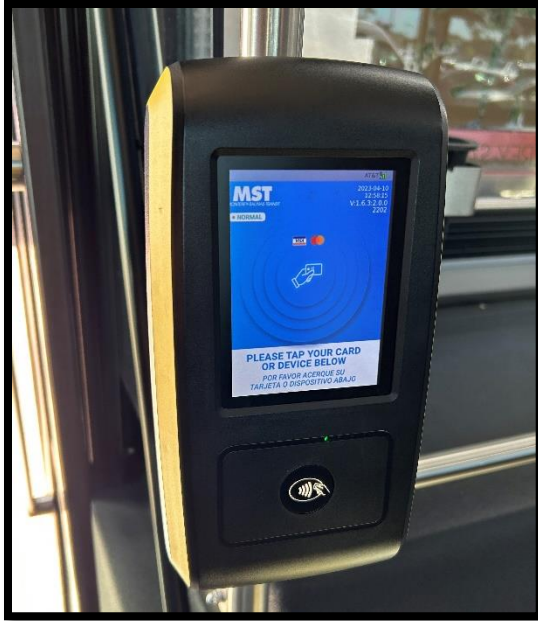
MST has a mandate to provide transportation to the people of Monterey County. This responsibility is accomplished through a variety of services and programs which balance distinct public transportation needs, government mandates, budgetary and personnel limits, and the impact to the environment.

MST's top leadership makes decisions based on data it compiles daily and on information shared through networks such as the [American Public Transportation Association](#). This data provides information used to evaluate current schedules, fleet assignments, and fares. It is also used to project the transportation needs of the future.

The relationship between MST and its funders is effective. For instance, TAMC works to ensure that available funds are known and applied for by all agencies it serves, including MST. Assistance is often given while the applications are being written. Awards of varying amounts are granted and spent as intended. The final reports detail the expenditure and are produced in a timely manner. Inappropriate use of funds was not evident.

Ridership

Ridership data is collected as passengers enter and depart the vehicles.



Fixed route service connects riders with regularly scheduled buses at designated bus stops on routes proven popular by ridership data. The primary users of MST include individuals who do not drive or own a car (disabled, seniors, unlicensed, military, one-car families where the primary wage earner uses the car), others who cannot afford paid parking in congested areas (service workers, seniors, military, college students), and lastly, environmentally conscious individuals who understand the benefits of mass transportation. Most buses are equipped to carry bicycles. MST provides training and education programs on how these groups can best take advantage of MST's programs and transportation services.

MST offers a variety of fare options available through the website, cell phone app, or the bus itself. Its most recent fare option is "Two Dollars for Two Hours," valid anywhere MST goes.

Ridership on mass transportation across the United States saw a dramatic decline due to the COVID pandemic. Monterey County was no exception. During that time, MST followed strict protocols to assure public safety. Many of those COVID protocols are still in place. The closure of many businesses that employed service workers who regularly rode the bus contributed to the decline.

Ridership has been slow to rebound. which caused MST to re-evaluate all its routes, fares, and services. In December 2020, MST announced its Better Bus Network, which restructured many of the routes and eliminated less popular ones.

	2022	2021	2020
Fixed-Route Passengers	1,759,050	1,280,619	3,082,463
% increase/(decrease)	37.36%	-58.45%	-27.86%
RIDES Paratransit Passengers	151,352	124,134	195,762
% increase/(decrease)	21.93%	-36.59%	-4.57%

Ridership is measured electronically when a passenger enters and leaves a bus. A record of each fare is also kept. The location of every bus is tracked by satellite, which then translates that information to when the bus is expected to arrive at a designated stop. Should buses get ahead of schedule, they wait at stops until the correct departure time is reached for that stop. Each bus contains video cameras which document any incident occurring on the bus. The drivers can be in constant communication with the dispatch office should the need arise.

Communication with riders is a high priority, as evidenced by the following paragraph which appears in most MST public memorandums:

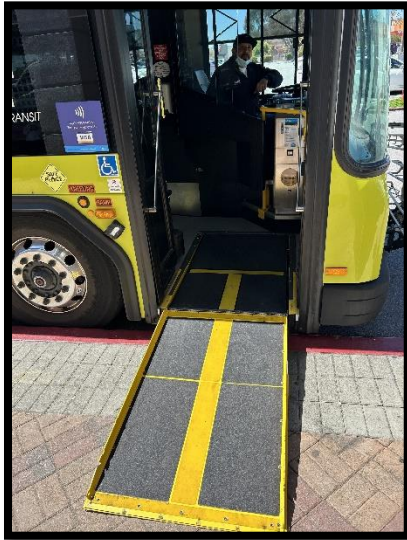
“For more information, visit www.mst.org or call Monterey-Salinas Transit toll-free at 1-888-MST-BUS1 (1-888-678-2871). For RealTime bus arrival information, text “Next” and your four-digit bus stop ID (example, “Next 9103”) to 25370, call 1-888-MST-BUS1 with your four-digit bus stop ID, download the free Transit app, or use Google Maps. Follow MST on Twitter at www.twitter.com/mst_bus for the latest service alerts.”

Several schedule changes were made again on March 18, 2023, and posted on the [MST website](#).

Mobility Services

MST operates a Mobility Services Center located at 15 Lincoln Avenue in Salinas, where it trains seniors, disabled individuals, and volunteers (Navigators) on how to take

advantage of the multiple services MST provides, including Monterey RIDES, fare options, and taxi services.



MST Navigators work side-by-side with MST staff in promoting mobility for individuals with travel challenges, because increased mobility means greater independence and a better quality of life. Navigators can be assigned to community centers or outreach events to help in promoting MST services and mobility programs. Also, Navigators can assist staff in travel training activities, where they may be assigned as a Travel Companion, also known as a "Bus Buddy," to travel with individuals who completed the travel training

program.

Bus Stops

MST owns and manages the bus stops. Safety concerns are of the highest importance when a bus stop is selected. Certain congested locations do not have sufficient space on the sidewalk for a shelter or bench to be installed.

Municipalities paint the bus stop curbs red and ban all other vehicles from using those spaces. It is illegal for vehicles to stand or park in a designated bus stop lane (California Vehicle Code Section 21458).

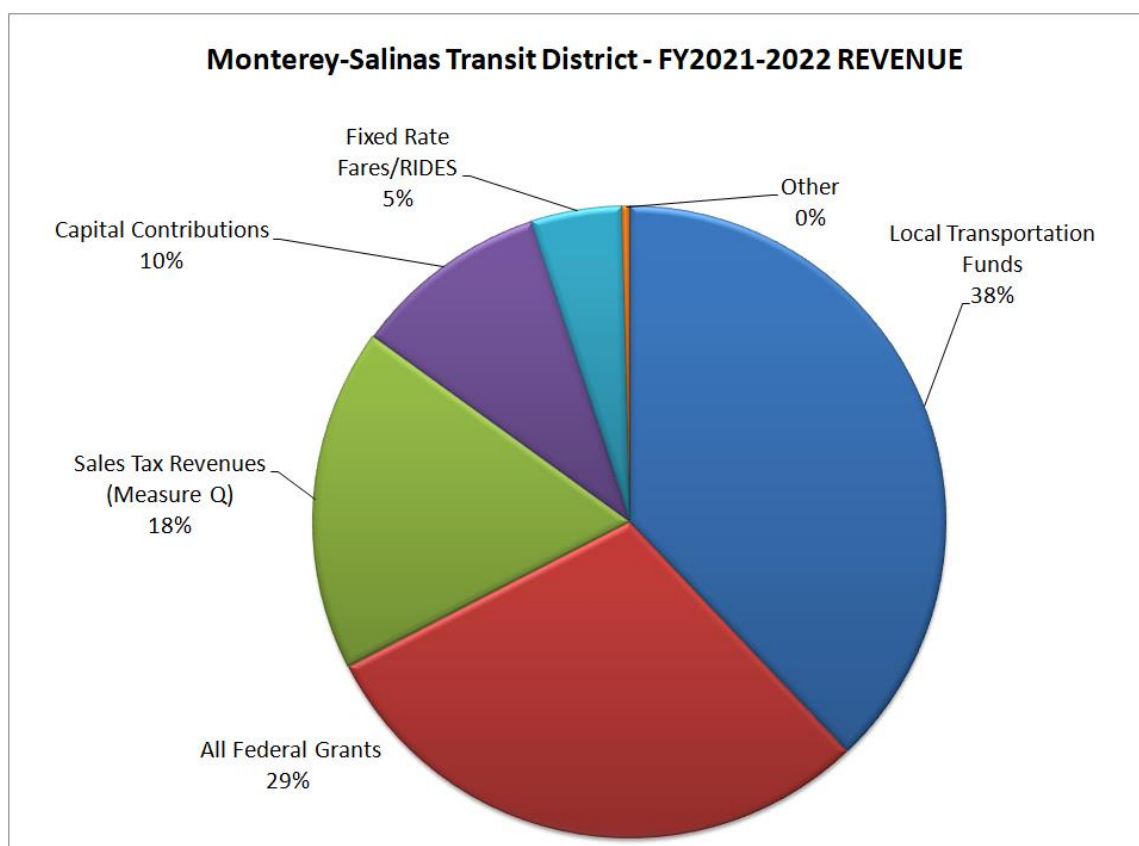
MST drivers and administrators patrol all bus stops. Should individuals decide to reside in an MST shelter, they will be asked to move. If they return later and continue to trespass, MST will remove the shelter and bench, wait a sufficient time for them to move on, and then reinstall the shelter and bench.

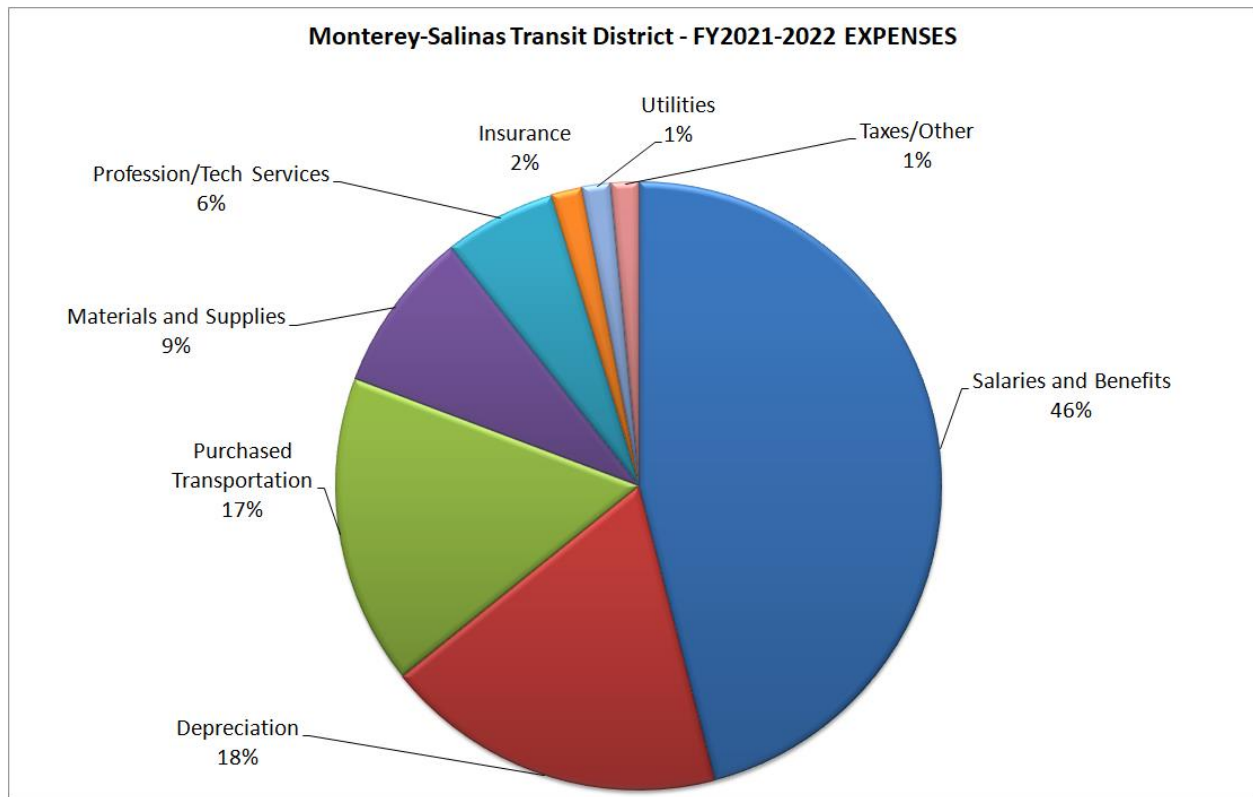
Environmental Impact Reports obligate all new housing and commercial developments to address public transportation amenities. Developers must underwrite the cost of a stop which includes a dedicated pullover lane, ADA compliant curbs and sidewalks, shelters, benches, and posts which contain the MST route information.

Financial Information

Public transportation is highly dependent on subsidies from various government and public sources and could not exist in Monterey County solely on ridership fares.

MST is financed through a combination of local, state and federal grants, Monterey County's Measure Q (sales tax), rider fares, and other monies, including investment interest and ad revenue. Some grants are automatic, while others are competitive. Rider fare revenue accounts for only 5% of total revenue.





The Fleet

According to the MST Board Report of February 2023, MST operates a diverse fleet of 101 diesel and electric buses. The fuel used for the diesel engines is from renewable sources. These buses are assigned to fixed routes and schedules. Under Federal Transit Administration regulations, heavy-duty (big) buses are eligible for replacement at 12 years or 500,000 miles and light duty (small) buses are eligible for replacement at 5 years or 150,000 miles. The State of California Air Resources Board Innovative Clean Transit Rule mandates a 100% Zero Emission bus fleet by 2040. Federal grant programs encourage and incentivize transition to zero emission buses as well.



Electric vehicles have several challenges in Monterey County. The distances of MST's rural routes are beyond the capacity of current batteries, which last for about 135 miles or 5 hours, significantly less than a bio fueled heavy duty bus. Even city routes require the electric vehicles to be rotated before a regular eight-hour shift. More charging stations and larger-capacity batteries are likely in the future.

MST RIDES

MST subcontracts its fleet of smaller buses to MST RIDES for individuals physically unable to use a fixed-route bus line. MST RIDES provides reduced fare, pre-arranged door-to-door paratransit (wheelchair equipped) services. MST RIDES also provides for vans and taxis which comply with the Americans with Disabilities Act. This service is particularly useful for individuals who need transportation to medical appointments.



MST On Call, Dial-A-Ride

MST On Call offers convenient mini-bus service throughout the cities of Gonzales, Greenfield, and Soledad, outside its fixed route service area. MST On Call is custom fit to riders' schedules and neighborhoods. It takes riders anywhere in the MST On Call zone or to a timed transfer with Bus Line 23 which runs to the Transportation Hub in Salinas. Riders call 1-866-663-3278 to set up the service.

Commute with Enterprise Car Rentals

MST connects four or more individuals who have a shared entry and destination point and provides them with a recent-model van or SUV. Riders commute together and save resources. MST provides a \$450 monthly subsidy and riders divide up the remaining cost of the vehicle they chose.

Response to Community Disasters

Whenever and wherever community evacuations are necessary, Monterey County's disaster management team informs MST. Drivers and buses are then made ready for immediate travel. When the evacuation order is given, buses transport residents to safe locations until the threat to their lives and safety subsides, reducing the number of private vehicles on public roads.

The CGJ applauds MST's efforts in providing safe and rapid transportation for residents most recently displaced by wildfires and floods.

Website

MST has an extensive website and phone app. The website has two content sections: information related to bus schedules and fares, and information dealing with the transparency of its operations. The phone app provides real time information on bus schedules and payment options.

Information exists on the website about fare packages, real-time updates on bus schedules and routes, MST RIDES and its training facility, and many other services. In addition, public meeting schedules and information packets are accessible.

A Customer Service Report contact form and telephone number for comments or complaints are both available on the MST website. These are the most effective ways to communicate with MST. A record is created for each contact and reviewed by staff. Comments and complaints remain open until resolved.

Comment Logs

The comment log provides for the following information: a unique number for each complaint, date received, employee name (if relevant), date occurred, bus number, line number, service provider (MST, MST Rides, other), nature of report (improper driving, fare dispute, employee other, full bus/left behind, late, no show), customer statement, employee/agency response, action taken, and invalid concern (Yes/No).

MST's bus drivers are the topic of the majority of the positive comments it receives. Conversely, they are also the topic of most complaints. MST investigates driver issues rigorously. Each bus is equipped with video cameras that drivers do not control.

The CGJ reviewed the comment log from January to November 2022.

Dispelling Perceptions

MST is funded and mandated by law, including the Transportation Development Act of 1971, to provide transportation throughout Monterey County.

Individuals who depend on public transportation and use it regularly understand the routes, schedules, stops, and fares. They also are more aware of how to lodge a complaint or make a positive comment. Others who may never ride an MST bus, however, might not know anything about these procedures. Drivers or pedestrians may see a large bus on a busy street with few or no passengers and conclude that this is a waste of money and harmful to the environment. That impression sticks, unfortunately.



Ridership vacillates throughout the day. However, it is more costly, logistically impractical, and environmentally worse to switch bus sizes when ridership is lower. Smaller buses may not be able to accommodate increased ridership during peak hours.

The CGJ applauds the innovative, data-driven decisions of Monterey Salinas Transit's experienced administrative leadership.

FINDINGS

- F1. MST is managed by staff who administer a wide range of transportation services in Monterey County committed to serving the community's transportation needs in efficient and effective ways.
- F2. The community at large is unaware of the range of services provided by MST, including their training centers to assist vulnerable populations.
- F3. A variety of funding sources contributes to the effective operations of MST.

- F4. MST collects data and disseminates real-time information and services for riders.
- F5. Some complaints not submitted through formal channels may be overlooked, leading to potential frustration for the public.
- F6. There is a lack of electric charging stations throughout the MST service area, limiting the range of electric buses.
- F7. The public perception that buses are underutilized is not consistent with the reality of logistics and the mandates of a functioning fleet.

RECOMMENDATIONS

- R1. MST develop strategies to work with local and state entities to expand the infrastructure needed to keep electric vehicles adequately viable by December 31, 2023.
- R2. MST increase public service awareness regarding ridership levels and available services by September 30, 2023.
- R3. MST enhance opportunities for MST board members, employees, and subcontractors to acknowledge and respond to all comments and complaints by September 30, 2023.

REQUEST FOR RESPONSES

REQUIRED RESPONSES

The following responses are required pursuant to Penal Code sections 933 and 933.05:

From the following governing body within 90 days:

- Monterey Salinas Transit District Board of Directors
Findings F1-F7
Recommendations R1-R3

INVITED RESPONSES

- Transportations Agency for Monterey County (TAMC) Board of Directors
Findings F1-7
Recommendations R1-3
- Monterey-Salinas Transit General Manager / CEO
Findings F1-7
Recommendations R1-3

Reports issued by the Grand Jury do not identify individuals interviewed. Penal Code section 929 requires that reports of the Grand Jury not contain the name of any person or facts leading to the identity of any person who provides information to the Grand Jury.

GLOSSARY

ADA Americans with Disabilities Act

Measure Q Local Transit Funding for Senior Citizens, Veterans and People with Disabilities via Monterey County Sales Tax

MST Monterey Salinas Transit District

TAMC Transportation Agency for Monterey County

BIBLIOGRAPHY

Monterey Salinas Transit website: <https://mst.org/>

Transportation Agency for Monterey County website: <https://www.tamcmonterey.org/>

MST [FY 2022 Annual Financial Report](#) (3/17/2023)

[Tulare County Civil Grand Jury Final Report 2019-2020, pp. 23-25.](#)

[California Vehicle Codes](#)

[Guidebook for Deploying Zero Emissions Transit Buses](#) (TCRP J-11/Task 33)

All photos taken by Grand Jury members



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July 10, 2023

Honorable Pamela L. Butler, Presiding Judge
Monterey County Superior Court
240 Church Street
Salinas, CA 93901

Re: Response to Civil Grand Jury Report of June 14, 2023

Dear Judge Butler:

On behalf of the Monterey-Salinas Transit District (MST) Transit Board of Directors, I am replying to the findings and recommendations of the Civil Grand Jury report of June 14, 2023, pursuant to Penal Code sections 933 and 933.05.

FINDINGS

F1. MST is managed by staff who administer a wide range of transportation services in Monterey County committed to serving the community's transportation needs in efficient and effective ways.

MST Response: Agreed.

F2. The community at large is unaware of the range of services provided by MST, including their training centers to assist vulnerable populations.

MST Response: Monterey-Salinas Transit initiated a 2022 MST Public Transit Non-Rider Survey in December 2022. The primary objective for conducting the survey was to gather information from customers that have not used transit in MST's service area, during the past year. A sampling plan was created to ensure that the overall results of the survey would be statistically valid for the region. A total of 409 completed surveys would have a precision of at least +/-4.8% at the 95% level of confidence. At least two-thirds (70%) of residents are either very or somewhat familiar with the services MST provides.

F3. A variety of funding sources contribute to the effective operations of MST.

MST Response: Agreed.

F4. MST collects data and disseminates real-time information and services for riders.

MST Response: Agreed.

F5. Some complaints not submitted through formal channels may be overlooked, leading to potential frustration for the public.

MST Response: We acknowledge the potential for such outcomes and acknowledge that MST provides ample opportunities for members of the public to provide comments and concerns about services through a wide variety of media including voice, online, social media, in person at customer service centers, and at publicly noticed MST Board meetings, and at public meetings of member jurisdictions.

F6. There is a lack of electric charging stations throughout the MST service area, limiting the range of electric buses.

MST Response: Agreed.

F7. The public perception that buses are underutilized is not consistent with the reality of logistics and the mandates of a functioning fleet.

MST Response: Agreed.

RECOMMENDATIONS

R1. MST develop strategies to work with local and state entities to expand the infrastructure needed to keep electric vehicles adequately viable by December 31, 2023.

MST Response: The MST Board has adopted a state approved Innovative Clean Transit (ICT) Rollout Plan consistent with requirements under the Innovative Clean Transit Rule promulgated by the California Air Resources Board. MST staff is actively involved in advocacy efforts to increase state and federal funds for zero emission infrastructure and continues to apply for funding from a wide variety of sources.

R2. MST increase public service awareness regarding ridership levels and available services by September 30, 2023.

MST Response: MST will continue to promote the availability of our services through social media channels, print, broadcast, and outdoor media advertisements and through increased participation in community events throughout the communities we serve. A wide variety of MST performance and ridership levels are reported monthly at MST Board meetings and are available from the MST website home page at www.mst.org.

R3. Enhance opportunities for MST board members, employees, and subcontractors to acknowledge and respond to all comments and complaints by September 30, 2023.

MST Response: All MST buses have the following interior signage prominently displayed informing passengers how to submit a comment or concern to the attention of MST staff.

MST wants you to have a safe and pleasant ride. Let us know about your experience. We're here to make it a pleasurable one.

MST quiere que tengas un paseo seguro y agradable. Háganos saber acerca de su experiencia. Estamos aquí para que sea una experiencia placentera.

Connect with us.
Conectate con nosotros.

 [MST_BUS](#)
 [montereysalinas.transit](#)
 [mst_bus](#)
 [MontereySalinasTrans](#)
 [mst.org](#)

Descargue la aplicación TransitApp para planificar tus viajes.  Download the TransitApp to plan your trips.

 **1-888-MST-BUS1 (1-888-678-2871)**

MST has recently partnered with our partners at Transit App to allow passengers to rate their ride in real time. The results of the ratings will be summarized and reported to the MST Board of Directors starting in September 2023.

MST provides ample opportunities for members of the public to provide comments and concerns about services through a wide variety of media including voice, online, social media, in person at customer service centers, and at publicly noticed MST Board meetings, and at public meetings of member jurisdictions. A standard operating procedure is in place for MST customer service representatives and other staff to respond to public comments.

Again, thank you for the opportunity to respond to your detailed and thoughtful report.

Sincerely,

Anna Velazquez, Board Chair
Monterey-Salinas Transit District

Cc: Monterey-Salinas Transit Board of Directors
David C. Laredo, MST General Counsel

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To: Board of Directors

From: C. Sedoryk, General Manager/CEO

Subject: Monthly Report – May 2023

Attached is a summary of monthly performance statistics for the Transportation, Maintenance, and Administration departments for the month of May 2023. (Attachments 1 – 5).

Attachment #1 – Dashboard Performance Comparative Statistics – May 2023

Attachment #2 – Transportation Department Monthly Report – May 2023

Attachment #3 – Maintenance Department Monthly Report – May 2023

Attachment #4 – Administration Department Monthly Report – May 2023

Attachment #5 – “Why California Transit Agencies are Rebounding at Such Different Rates” The New York Times

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/>

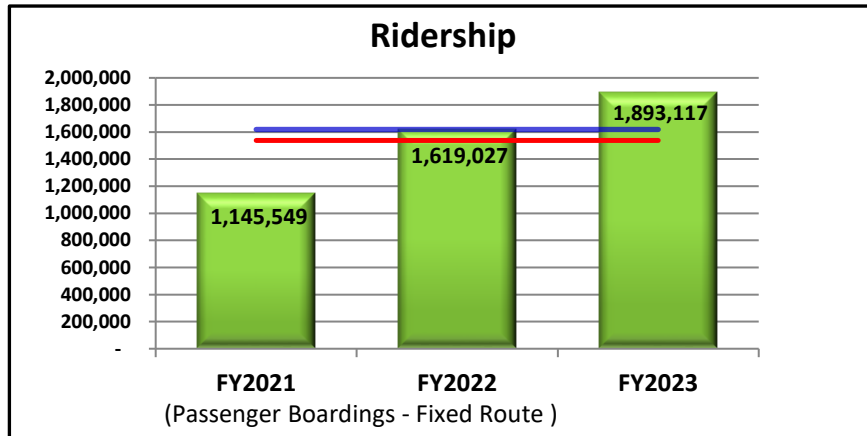
Prepared by: 
Carl G. Sedoryk

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YTD Dashboard Performance Comparative Statistics

July - May

Fiscal Years 2021-2023

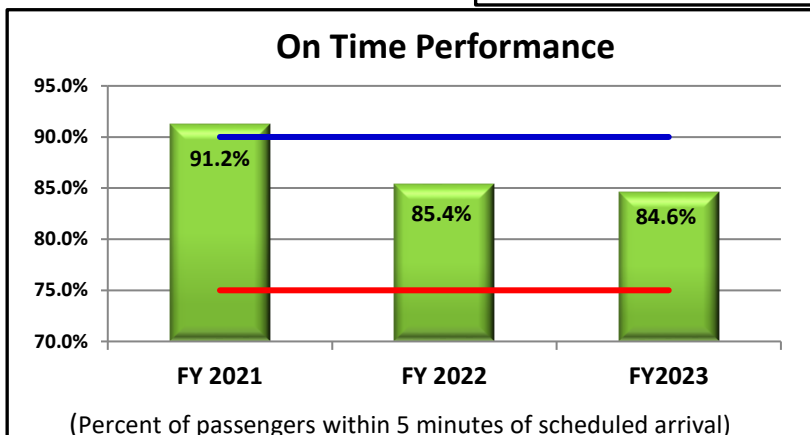
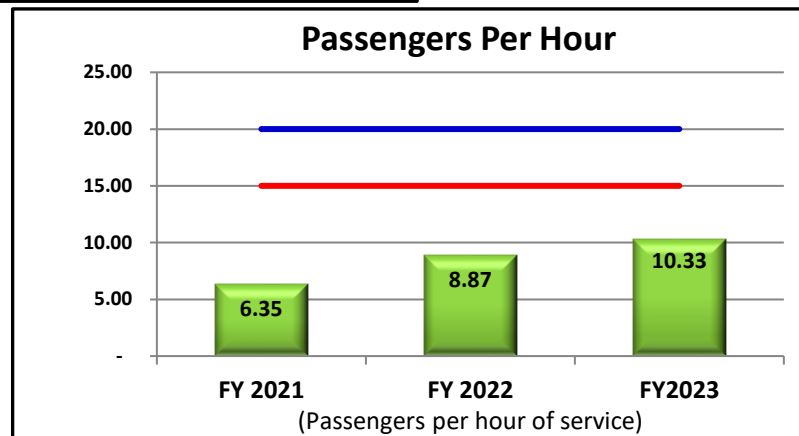


Goal = 1,619,027 passengers

Minimum = 1,538,076 passengers

Goal = 20 passengers p/h

Minimum = 15 passengers p/h

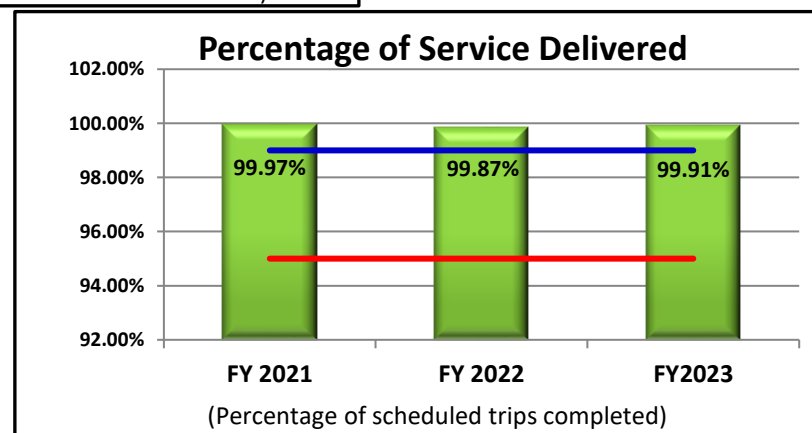


Goal = 90% on time

Minimum = 75% on time

Goal = 99% completed

Minimum = 95% completed

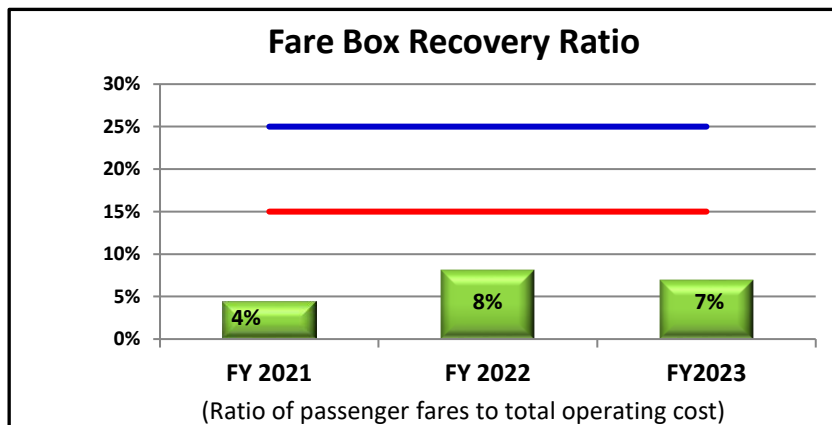


MST Fixed Route

YTD Dashboard Performance Comparative Statistics

July - May

Fiscal Years 2021-2023

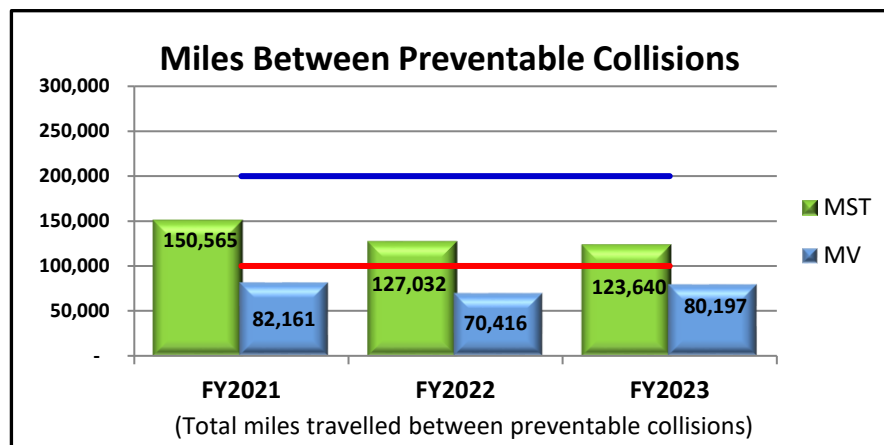
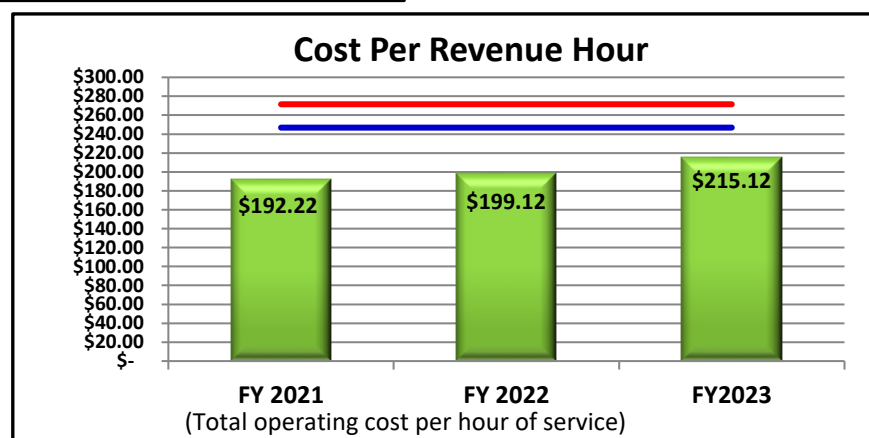


Goal = 25%

Minimum = 15%

Goal = \$246.83 per RH

Maximum = \$271.52 per RH

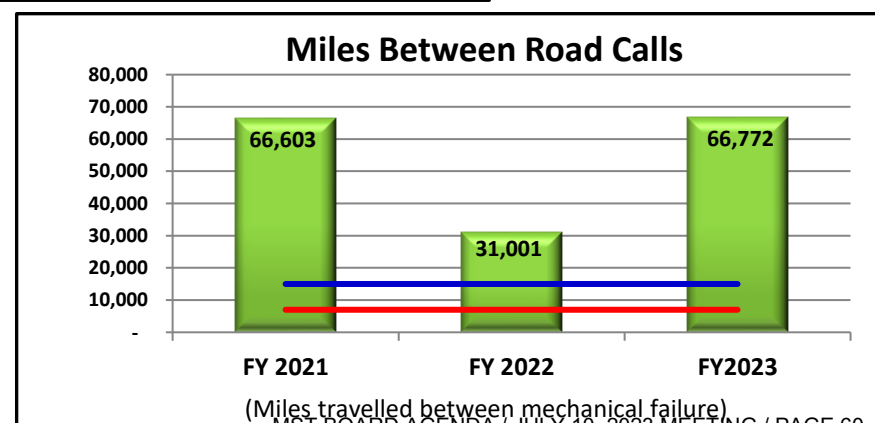


Goal = 200,000 Miles

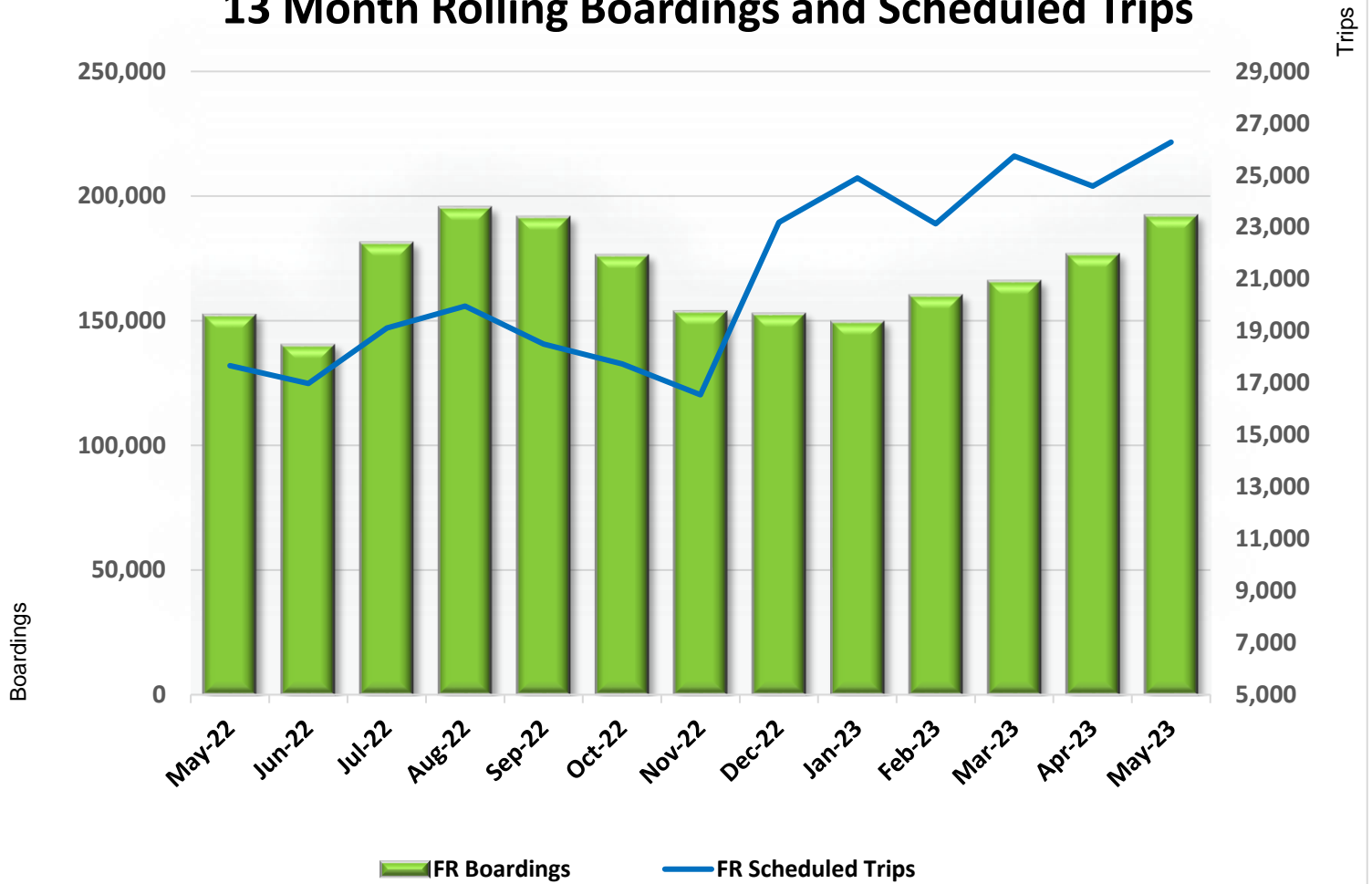
Minimum = 100,000 Miles

Goal = 15,000 Miles

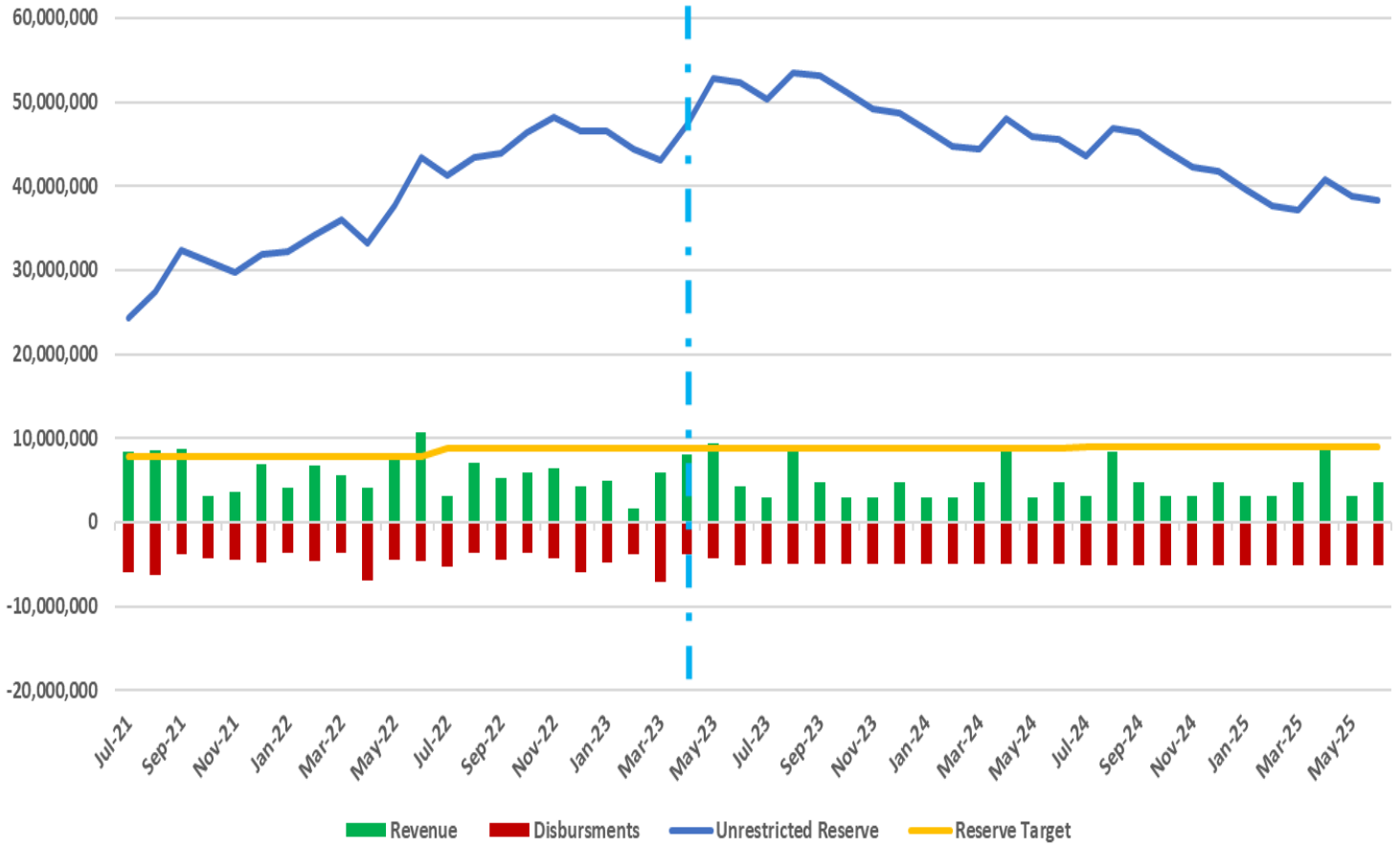
Minimum = 7,000 Miles



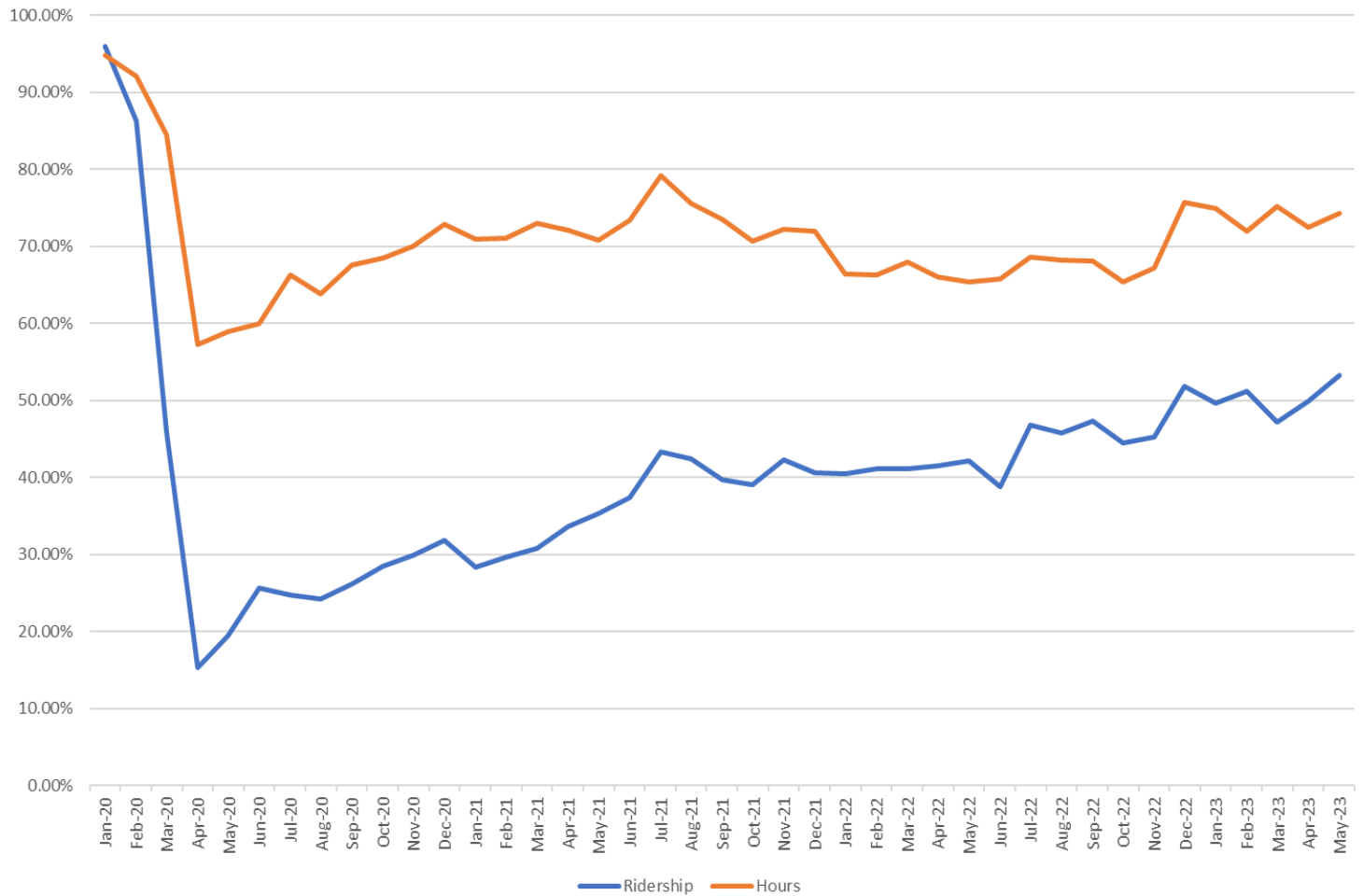
13 Month Rolling Boardings and Scheduled Trips



Cash Flow Projections July 2021 - June 2025



Percent of Monthly Ridership and Revenue Hours from CY17-19 Average

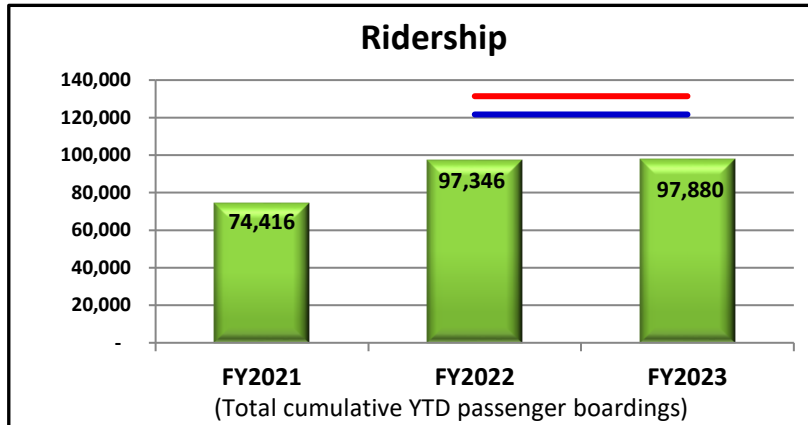


MST RIDES

YTD Dashboard Performance Comparative Statistics

July - May

Fiscal Years 2021-2023

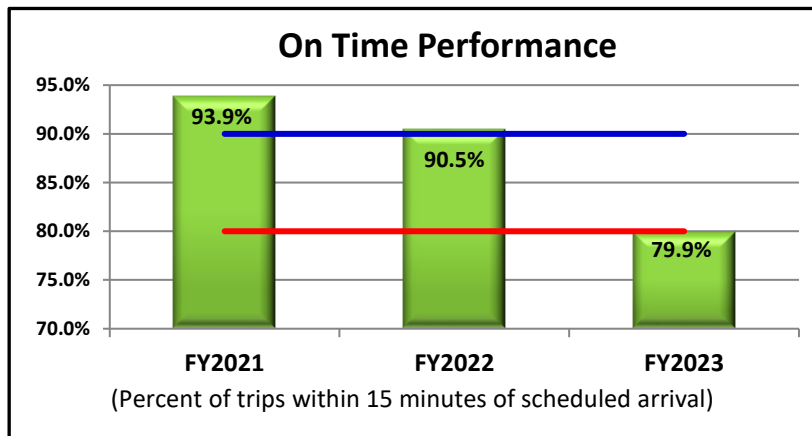
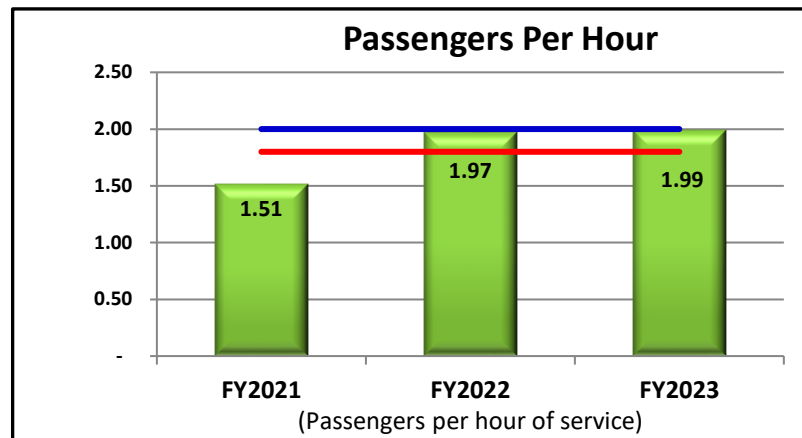


Goal = 121,683
passengers

Maximum = 131,417
passengers

Goal = 2.0
passengers p/h

Minimum = 1.8
passengers p/h

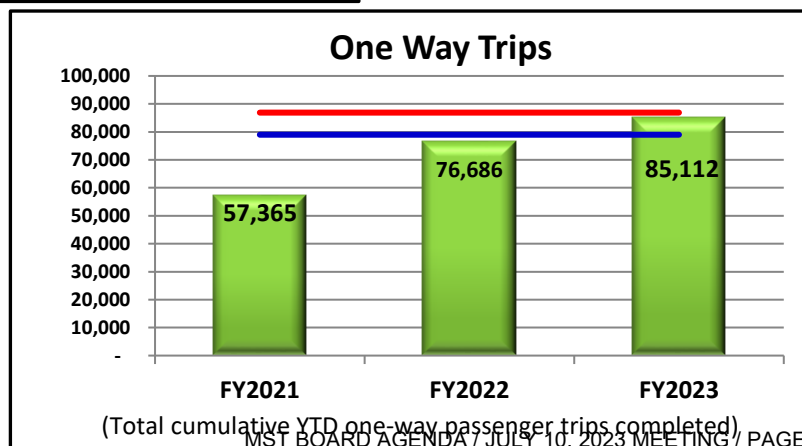


Goal = 90% on time

Minimum = 80% on time

Maximum = 86,885
one-way trips

Goal = 78,987
one-way trips

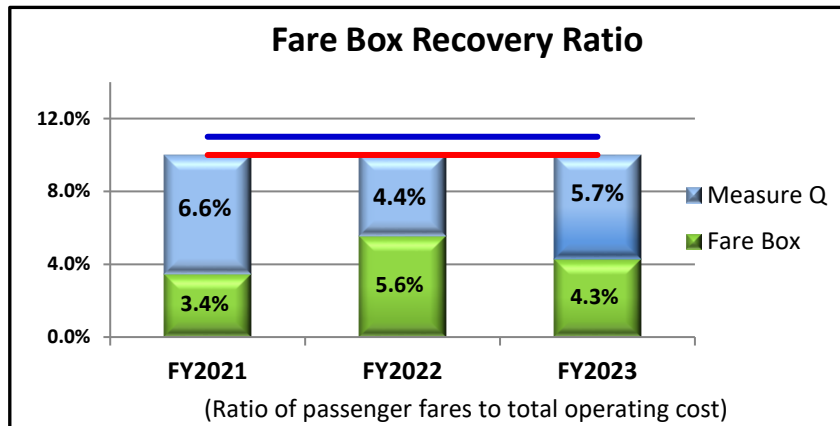


MST RIDES

YTD Dashboard Performance Comparative Statistics

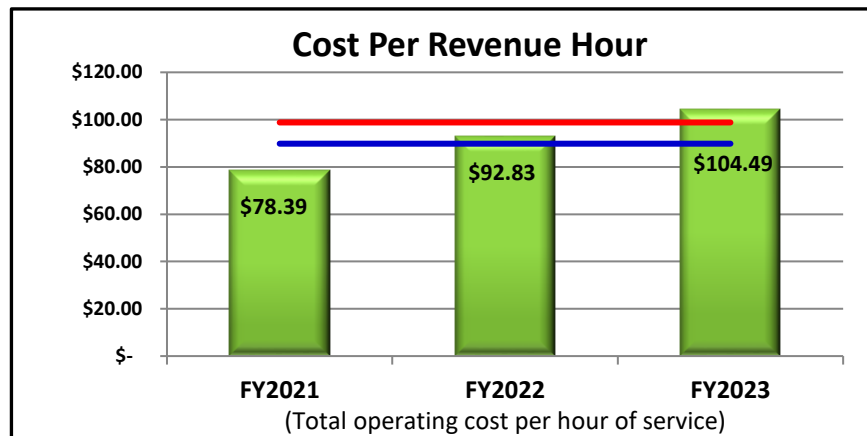
July - May

Fiscal Years 2021-2023



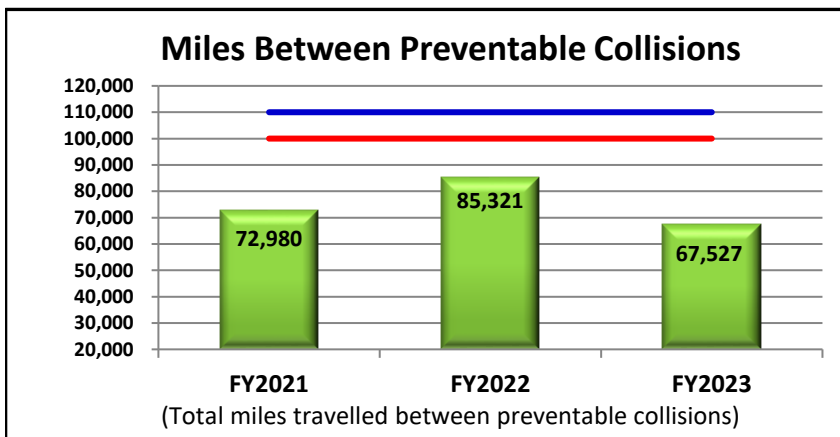
Goal = 11%

Minimum = 10%



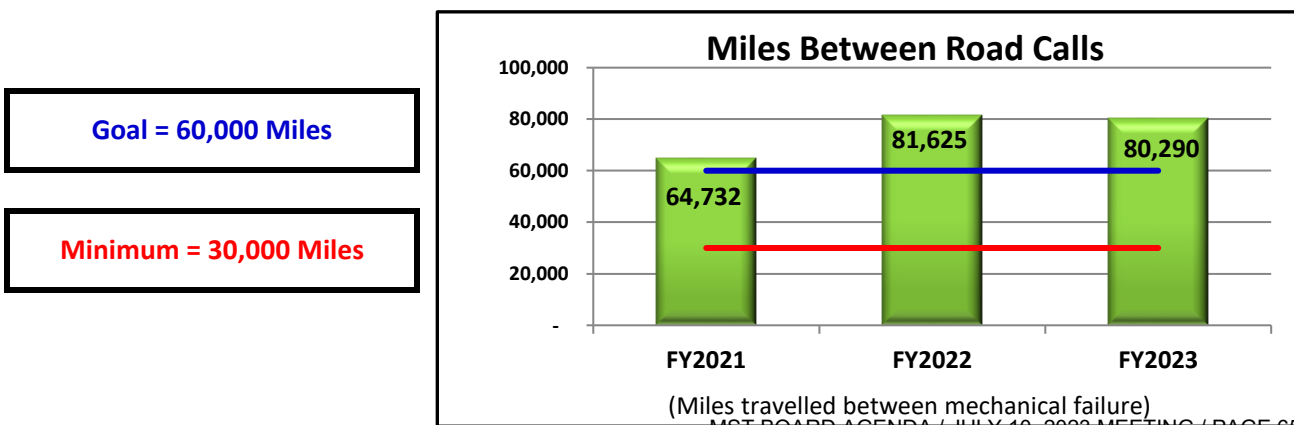
Goal = \$89.82 per RH

Maximum = \$98.80 per RH



Goal = 110,000 Miles

Minimum = 100,000 Miles



Goal = 60,000 Miles

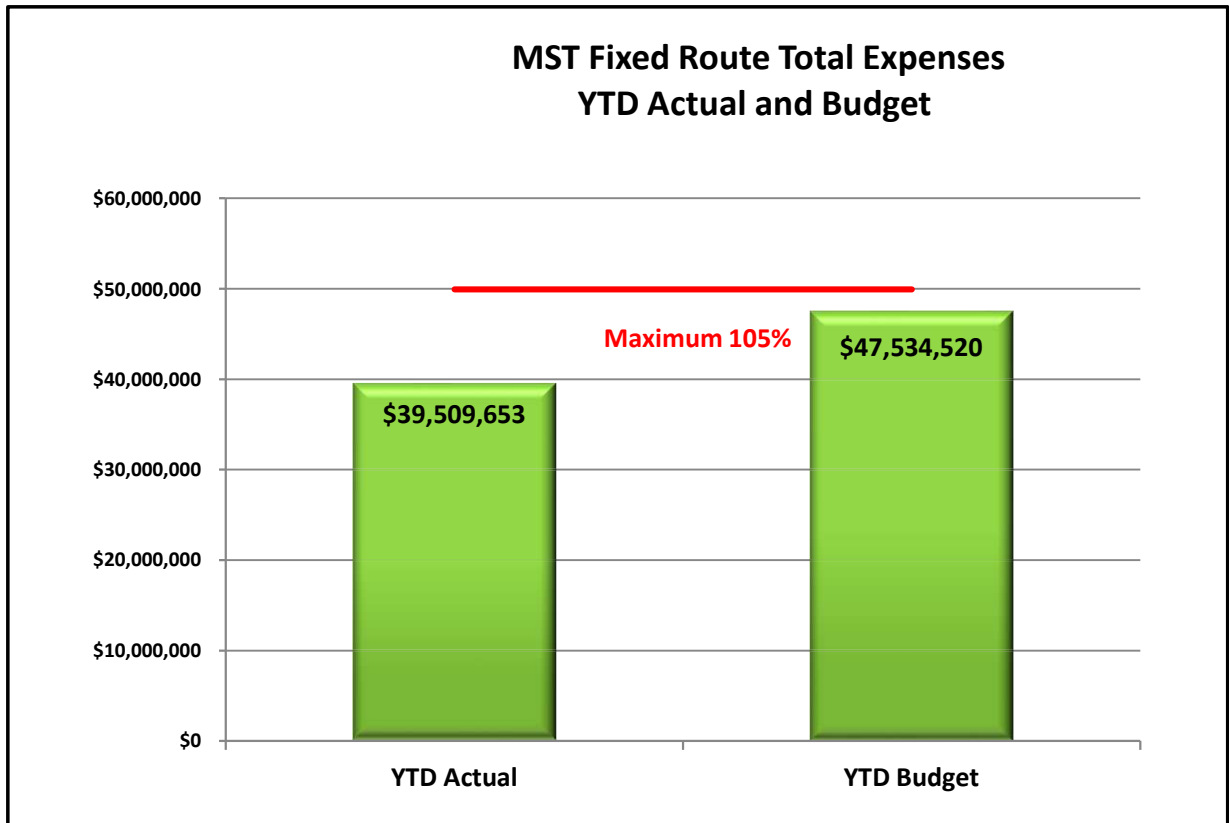
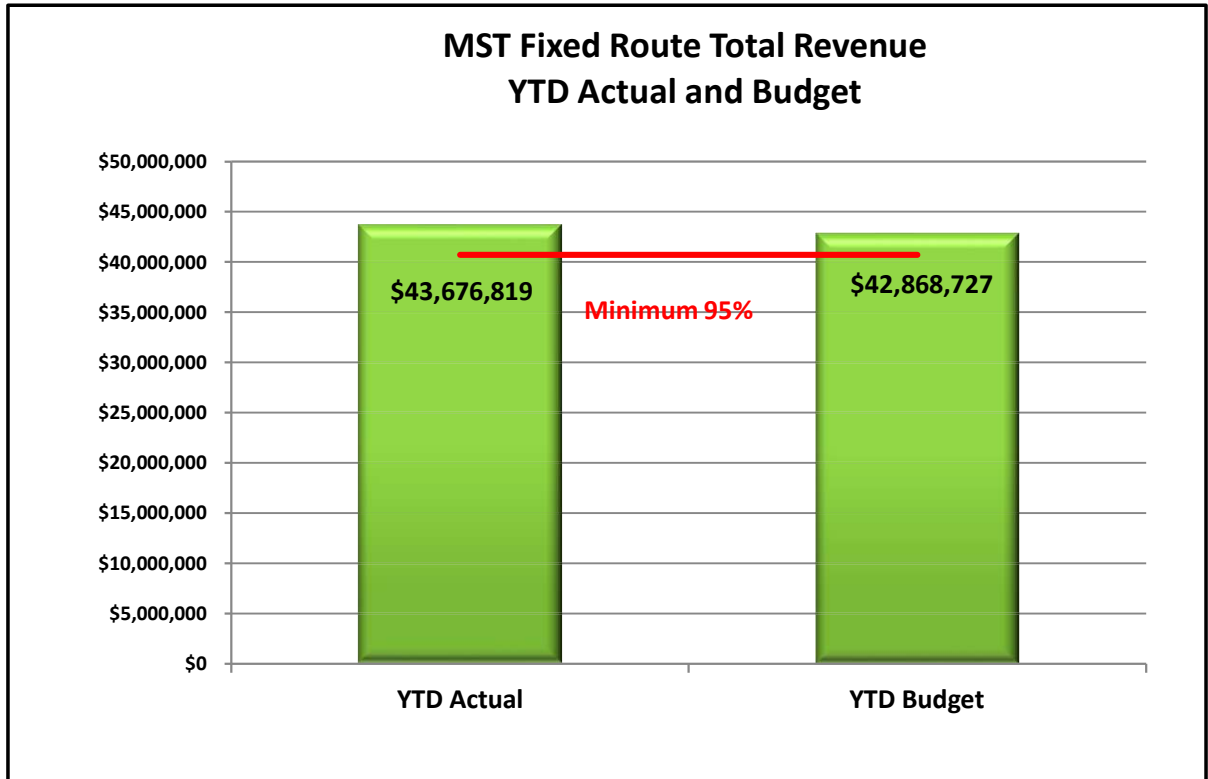
Minimum = 30,000 Miles

MST Fixed Route

Financial Performance Comparative Statistics

July - May

Fiscal Year 2023

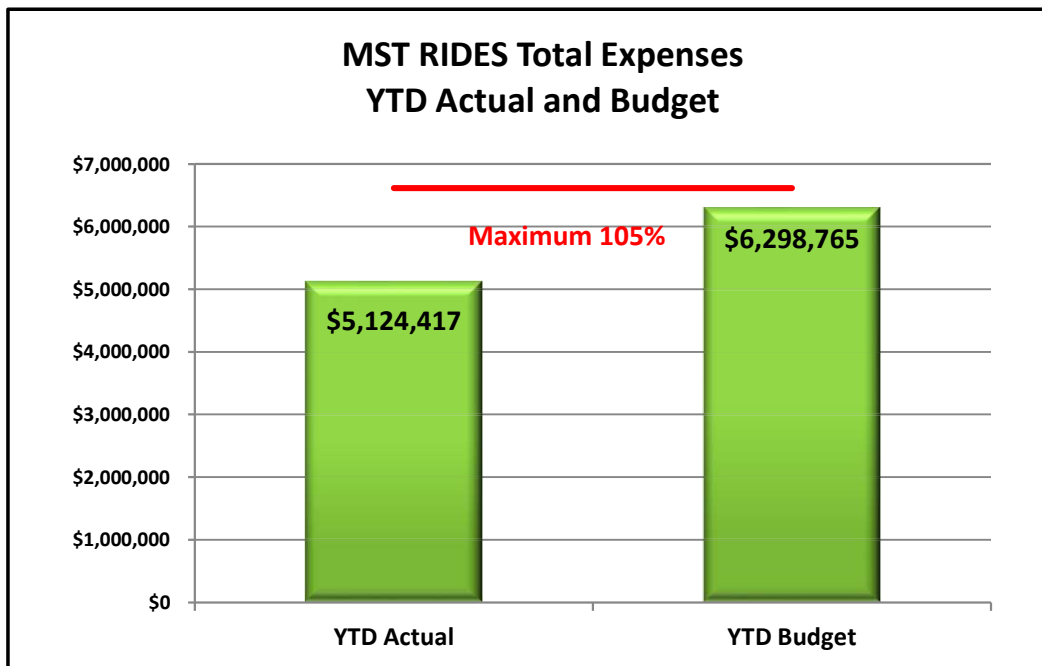
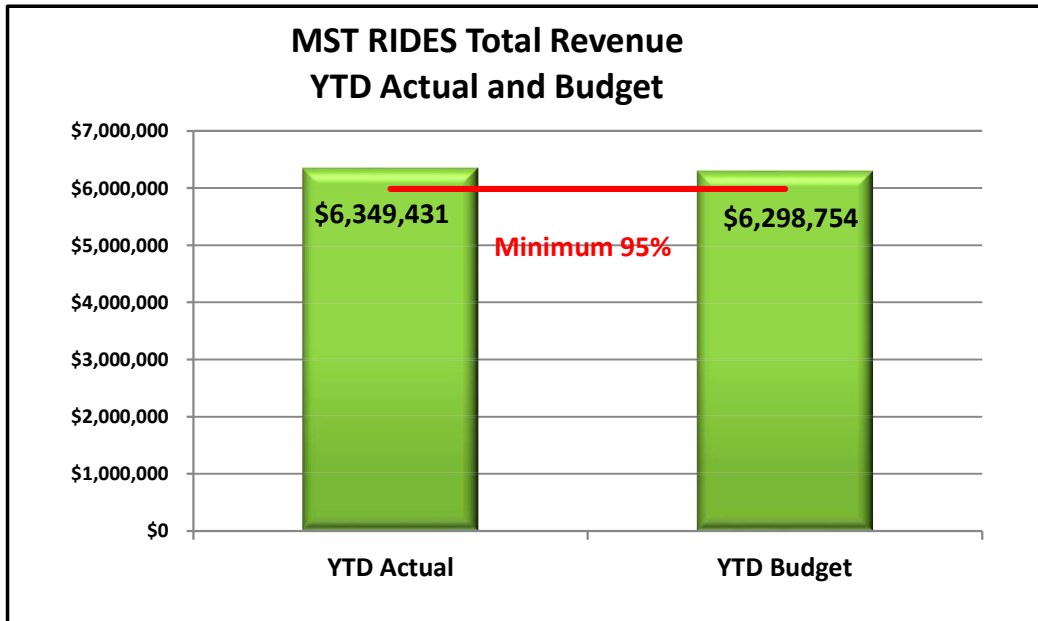


MST RIDES

Financial Performance Comparative Statistics

July - May


Fiscal Year 2023



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Date: June 27, 2023

To: Carl Sedoryk, General Manager / CEO

From:  Norman K. Tuitavuki, Chief Operating Officer

Subject: **Transportation Department Monthly Report – May 2023**

FIXED ROUTE BUS OPERATIONS:

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

MST's boarding statistics indicate ridership was 191,874 in May 2023, which represents a 26.10% increase compared to 2022's ridership of 152,164. For the fiscal year to date, passenger boardings continue to increase overall.

MST's productivity continues to improve monthly. MST's productivity increased from 9.5 passengers per revenue hour in May 2022, to 10.6 passengers per revenue hour in May 2023. This represents an 11.1% productivity improvement compared to May 2022.

Supplemental / Special Services:

- Emergency Transportation Trips (Pajaro): 265

System-Wide Statistics:

- Ridership: 191,874
- Vehicle Revenue Hours: 18,157
- Vehicle Revenue Miles: 296,904
- System Productivity: 10.6 Passengers Per Vehicle Revenue Hour
- One-Way Trips Provided: 26,278

On-Time Performance (OTP): Of 95,589 total time-point crossings sampled for December, the Transit Master™ system recorded 15,323 delayed arrivals to MST's published time points system-wide. As a result, **84%** of all scheduled arrivals arrived on time. (See *MST Fixed-Route Bus ~ On Time Compliance Chart FY 2022 - 2023*.)

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, MST experienced a total of eleven (11) service cancellations in May for both directly operated and contracted services (MV) – compared to ten (10) service cancellations in the previous month, April 2023.

Total Revenue Trips Completed: 26,305			
Reason for Service Cancellation	MST	MV	Totals
Accident (MST)	0	0	0
Service Delay	0	0	0
Mechanical Failure	0	3	3
Other	2	1	3
Passenger Incident	0	0	0
Road Closure/Construction	0	0	0
Staff Shortage	2	2	4
Traffic	1	0	1
Weather	0	0	0
Totals	5	6	11

Documented Occurrences: MST **requires** Coach Operators 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 that often drive changes in policy or standard operating procedures. The following is a comparative summary of reported incidents for May 2022 and May 2023:

Occurrence Type	May 2022	May 2023
Collision: MST Involved	7	8
Employee Injury	0	0
Medical Emergency	0	2
Object Hits Coach	0	3
Passenger Conflict	5	2
Conflict: Passenger VS Passenger	0	0
Passenger Fall	3	4
Passenger Injury	0	2
Other	0	1
Near Miss	0	0
Fuel/fluid Spill	1	2
Unreported Damage	1	3
Totals	17	27

CONTRACTED TRANSPORTATION SERVICES:

MST RIDES ADA / MST Paratransit Program:

Preliminary boarding statistics for the MST RIDES program reflect that for May 2023 there were 9,782 passenger boardings. This is a 6.08% decrease in passenger boardings compared to May 2022, (10,415). For the fiscal year – passenger boardings have increased by 0.6% compared to FY 2022.

- Productivity for May 2023 decreased from 1.91 to 1.83 passengers per hour compared to the previous month, April 2023.
- For May 2023, 81% of all scheduled trips for the MST RIDES program arrived on time, below the expected on-time performance standard.

COMMUNICATIONS CENTER:

In May, MST's Communications Center summoned public safety agencies on eight (8) separate occasions to MST's transit vehicles and facilities:

Agency Type	Incident Type	Number of Responses
Police	Vehicle Accident / Passenger Disturbance / Other	4
Medical	Employee Request / Passenger Request / Other	4
Fire	Employee Request / Passenger Request / Other	0
Totals		8

DEPARTMENT ACTIVITIES:

In May, staff continued their efforts to provide safe, courteous, and reliable public transit service to MST's customers and communities. Some Operations staff members completed training provided by Safe Fleet – MST's onboard video surveillance provider. This training was focused solely on our video surveillance system installed fleetwide.

I met with MST's sales representative from Gillig who provided an update on the status of their production facility, the future of zero-emission buses, and other related topics. Staff spent considerable time in May preparing for MST's Biennial Inspection performed by the California Highway Patrol (CHP). The CHP inspections are scheduled to occur in June.

Throughout May, I attended the following virtual meetings on behalf of MST – providing support, professional guidance, and increasing my knowledge:

- California Transit Association (CTA) Fall Conference Committee
- California Transit Training Consortium (CTTC) Board of Directors Meeting

- CTTC Education Services Committee Meeting
- MST SURF! Busway and Bus Rapid Transit Project
- MST Salinas Operations & Maintenance Facility
- Federal Transit Administration (FTA) "Back to TAM Basics" Webinar
- Zero Emission Bus Resource Alliance (ZEBRA)

Prepared by: Norman K. Tuitavuki
Norman K. Tuitavuki

Reviewed by: Carl G. Sedoryk
Carl G. Sedoryk

ATTACHMENT 3

Date: June 27, 2023

To: Carl Sedoryk, General Manager/CEO

From:  Norman K. Tuitavuki, Chief Operating Officer

Subject: **Maintenance Department Monthly Report – May 2023**

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

Fuel Budget FY2023	Average Fuel Price May 2023	Average Fuel Price FY2023
Biofuel: \$5.40	\$3.27	\$4.10
Gasoline: \$5.40	\$4.46	\$4.72

Period	Revenue Fleet Operating Cost Per Mile	Revenue Fleet Miles Between Major Mechanical Road Calls: ¹
May 2023	\$1.44	40,200
YTD FY 2023	\$1.51	58,352
FY 2022	\$1.32	24,366
FY 2021	\$1.23	54,756

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

DEPARTMENT ACTIVITIES / COMMENTS:

May 2023's cost per gallon for gasoline **increased by 6.1%, an increase of 29 cents per gallon**, and the cost per gallon for biofuel **increased by 13.9%, an increase of 53 cents per gallon** compared to the previous month, April 2023. For FY23, MST increased its budgeted cost per gallon for both biofuel and gasoline based on the prices realized in the previous fiscal year. As a result, the cost per gallon for biofuel and gasoline remains under budget. Fuel prices continue to fluctuate unpredictably. Staff continue to monitor all movement of vehicles to minimize unnecessary fuel usage.

In May, MST traveled 40,200 miles between major mechanical failures with four major mechanical road calls – exceeding the 15,000-mile goal. MST's Maintenance department completed 100% of their scheduled preventive maintenance inspections (PMI) on time. MST has continued to meet or exceed the stated goal within this area of performance.

Staff also spent time preparing for MST's Biennial Inspection performed by the California Highway Patrol (CHP). The inspections are scheduled for June.

In May, I attended two virtual meetings that were specific to Maintenance Operations:

- California Transit Training Consortium (CTTC) Educational Services Committee
- CTTC Quarterly Board Meeting

Prepared by: Norman K. Tuitavuki
Norman K. Tuitavuki

Reviewed by: Carl G. Sedoryk
Carl G. Sedoryk

ATTACHMENT 4

Date: June 27, 2023

To: Carl Sedoryk, General Manager/CEO

From: Lisa Rheinheimer, Assistant General Manager; Michelle Overmeyer, Director of Planning /Innovation, Andrea Williams, Finance Manager; Michael Kohlman, Chief Information Officer; Kelly Halcon, Director of Human Resources/Risk Management; Lisa Cox, Risk and Security Manager; Ikuyo Yoneda-Lopez, Marketing and Communications Manager; Beronica Carriedo, Customer Service and Community Relations Supervisor.

Subject: **Administration Department Monthly Report – May 2023**

The following significant events occurred in Administration work groups for the month of May 2023:

Human Resources

A total employment level for May 2023 is summarized as follows:

Positions	Budget FY23	Actual	Difference
Coach Operators Full-Time	126	105	-21
Operations Staff	35	33	-2
Maintenance	60	56	-4
Administrative	38	35	-3
Total	259	229	-30

*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.

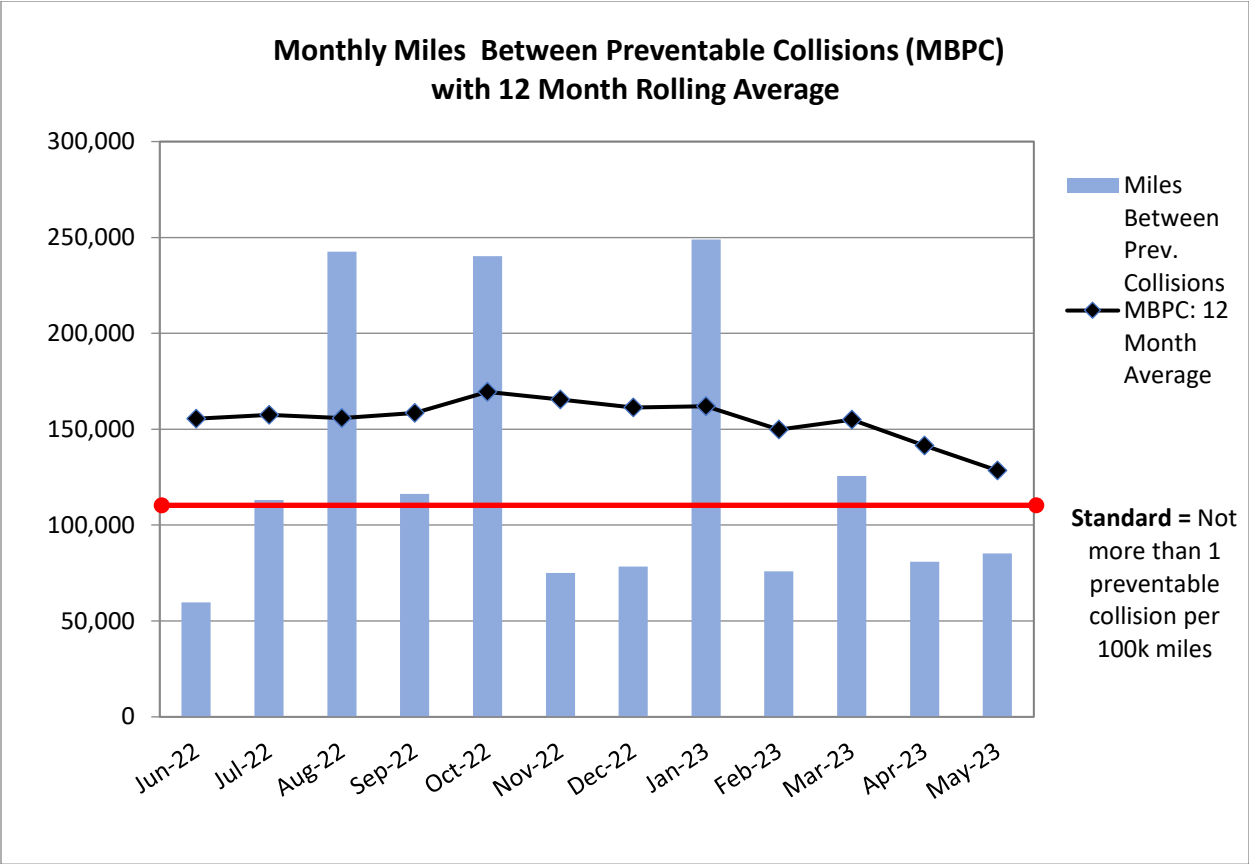
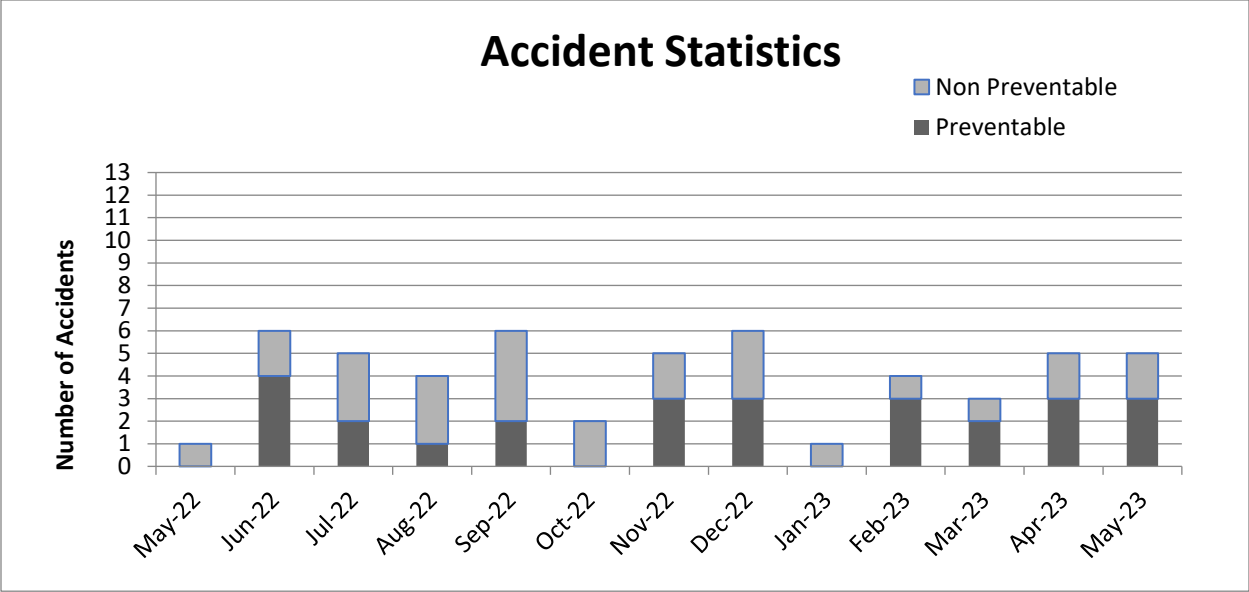
May Worker's Compensation Costs	
<i>Indemnity (paid to employees)</i>	\$15,348.36
<i>Other (includes Legal)</i>	\$4,158.12
<i>Medical includes Case Mgmt, UR, Rx & PT</i>	\$10,175.23
<i>TPA Administration Fee</i>	\$5,708.33
<i>Excess Insurance</i>	\$9,510.75
Total Expenses	\$44,900.79
Reserves	\$1,340,068.32
Excess Reserved	(\$267,913.06)
<i># Ending Open Claims</i>	40

Training

Description	Attendees
Annual Coach Operator Verification of Transit Training	13
Post-Accident/Incident Re-training	5
In-service training: 2021 Gillig Diesel 40' Low Floor Familiarization/Qualification Training	1
Harassment prevention for Transit employees	13
In-service training: 2022-2023 Model Gillig 40'&35' Diesel Low Floor/Quantum	3
National Transit Institute: Public Involvement in Transportation Decision Making	1
In-service training: 2018 BYD K7M 30' Battery Electric Bus Refresher Familiarization Training	1
In-service training: Active Shooter Streaming Video Training Lesson Plan-"Avoid, Deny, Defend"	6
Forklift Certification Training	1
In-service training: Hometown Trolley Familiarization	26
In-service training: 2018 Gillig Model 35' Low Floor	1
Liebert Cassidy Whitmore: Workers Compensation-Managing Employee Injuries, Disability and Occupational Safety	9
Sedgwick: De-Escalation Training for Transit Employees	17
In-Service Training: Shoulders, accident causes, hand truck safety	23
In-Service Training: Review of SOP for Maintenance Utility Daily Service	9
TAPTCO: ELDT Curriculum CDL Preparation	1
National Transit Institute: Transportation Planning Process	1
In-Service Training: GIRO Self Service Bid Web Training	3
Assault Awareness and Prevention for Transit Operators	3
Transit Operations Planning Course	1

Risk Management

Description	May 2023 Preventable		May 2022 Preventable	
	Yes	No	Yes	No
POV Vehicle hits MST Vehicle	1	0	1	0
MST Preventable Accidents	2	2	0	0
TOTAL	3	2	1	0



Customer Service Update

Service Report Type	MST	Other Provider*	# of valid reports	% of reports received**	May 2022	% of reports received**
ADA/RM Request	0	0		0.0%	0	0.0%
Agency Policy	0	0		0.0%	1	0.0%
Bus Stop Amenities	2	0		3.1%	1	2.4%
Carried By	0	0		0.0%	1	0.0%
Discriminatory behavior by employee	0	0		0.0%	0	0.0%
Early Departure	0	0		0.0%	0	0.0%
Employee Other	1	3	*2	6.2%	0	26.8%
Facilities Vandalism	0	0		0.0%	0	0.0%
Fare / Transfer Dispute	0	1	*1	1.5%	6	2.4%
Full Bus / Left Behind	2	0	1	3.1%	0	7.3%
Harassment by Employee	0	0		0.0%	2	0.0%
Improper Driving	2	3	1/*2	7.7%	1	12.2%
Improper Employee Conduct	3	3	*3	9.2%	0	7.3%
Inaccurate Public Information	1	0		1.5%	5	0.0%
Late Arrival	2	9	2/*6	16.9%	1	7.3%
Late Departure	2	0		3.1%	0	4.9%
No Show	1	4	*2	7.7%	0	9.8%
Off Route	0	1	*1	1.5%	0	0.0%
Overcrowding	0	0		0.0%	0	0.0%
Passed By	0	0		0.0%	0	7.3%
Passenger Conduct	0	0		0.0%	0	0.0%
Passenger Injury	0	0		0.0%	4	0.0%
Reasonable Modification	0	0		0.0%	0	0.0%
Request To Add Service	7	0	5	10.8%	2	2.4%
Request To Reduce Service	0	0		0.0%	0	0.0%
Routing	1	0		1.5%	3	0.0%
Service Animal	0	0		0.0%	0	0.0%
Service Other	5	10	1/*7	23.1%	0	9.8%
Service Schedule	0	1	*1	1.5%	0	0.0%
Taxi	0	0		0.0%	3	0.0%
Title VI Complaint	0	0		0.0%	0	0.0%
Unsafe Conditions	1	0		1.5%	0	0.0%
Vehicle Maintenance	0	0		0.0%	0	0.0%
Sub total reports	30	35			33	

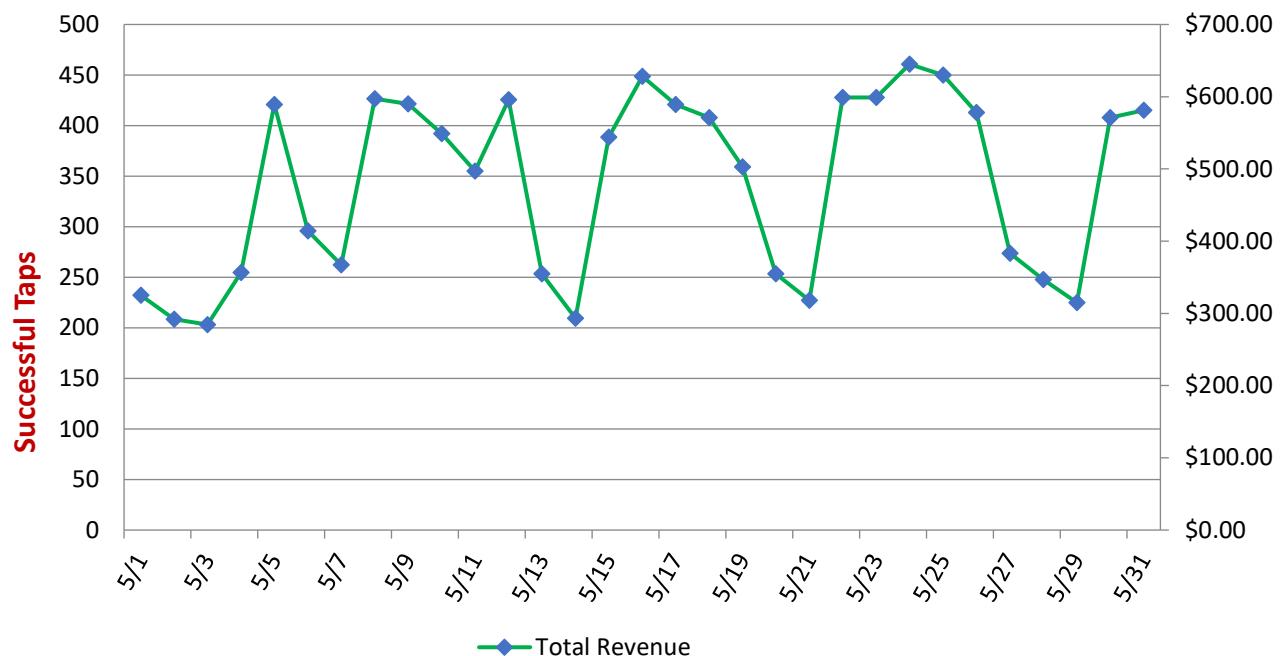
Grand Total MST and *Other Provider	65	100.0%	100.0%
Employee Compliment	1		
Service Compliment	0		

*Operated by MV Transportation or taxi provider

**Numbers may not add up exactly due to rounding

Contactless Tap to Pay

During the month of May, MST received a total of 10,342 contactless taps. The following table shows the number of taps and amount of fares collected during the month:



Since initiating the contactless tap to pay project on May 11, 2021, there have been a total of 185,194 successful taps. Total revenue collected to the end of May from passengers using contactless payment was \$252,921.

Finance Update

General Accounting/Accounts Payable

During the month of May, staff processed timely and accurate payments to vendors, recorded appropriate revenues, and prepared monthly financial reporting and analysis. Throughout the month, staff gathered the information necessary to complete the FY2024-25 draft budget compilations to present to the MST Board at the June meeting.

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 May, staff drafted, followed up on, responded to, and submitted pending applications, requests for reimbursement, and program reporting under the following programs:

- Federal 5307 Traditional
- Federal 5311 & 5311(f) Programs
- Federal 5339 Formula
- Federal 5339 Competitive (Low-No & Bus and Bus Facilities)
- Federal COVID relief funding (CARES, ARPA)
- Low Carbon Transit Operations Program
- Transit and Intercity Rail Capital Program (TIRCP)
- CA SB1 State of Good Repair
- CA SB1 Local Partnership Program
- Federal 5309 Capital Investments Grants
- Clean CA Local Grant Program
- Congressionally Designated Spending
- TAMC RSTP Competitive Grant Program

In addition to attending webinars for future grant opportunities, staff also participated in several meetings regarding current and future projects, bus procurements, and other capital projects. Update meetings with internal staff were ongoing to address status changes to various active or pending grants and requests for reimbursements. Staff also worked internally to provide information for MST's annual financial audit, DBE tracking, and triennial review.

Grants Summary	
Active Grant Funding	\$ 92,285,710
Grant Funds Pending Award	\$ 52,192,497

Procurements and Purchasing

Procurement efforts for the month included reviewing invoices, tracking supply requisition forms, and placing supply orders for each MST facility. Contract extensions exercising pre-determined option terms as agreed to in the original contracts were executed between MST and Goodyear for tire leasing, as well as between MST and Urban Transportation Associates (UTA) for the automatic passenger counters on the buses. A Request for Quotations (RFQ) was issued on Friday, May 19 for Financial

Auditing Services. The deadline to submit quotes in response to this solicitation is Friday, June 16 at 5:00 P.M. MST's contract with Chidlaw Marketing expires at the end of October. A Request for Quotations (RFQ) has been drafted and will be issued at the end of June. In addition, MST's contract with Pacific Claims Management for Workers Compensation Managed Care Services expires on December 31 of this year. A Request for Proposals (RFP) has been drafted and will be issued at the end of June as well.

Information Technology Update

Operations Technology:

- **Contactless Fare System:** Preparation of the back-end systems necessary for a smooth transition from our current SC Soft contactless card readers (PADs) to PADs from KUBA systems has begun. The back-end changes needed by our payments processor (LittlePay) as well as our current PAD vendor (SC Soft) were completed successfully during the final week of May, allowing the transition team to move to the next steps. KUBA received the PADs that will be deployed to MST during the 2nd week of May and MST, KUBA, and ATT have been working together to ensure that the devices are correctly configured and tested ahead of acceptance and the scheduling of their installation. Currently, we remain on target for a July field test and final deployment of the KUBA PADs.

Cybersecurity:

- **Audit and Review of MST Systems:** I.T. continues to conduct an internal review and asset inventory update at the request of the California National Guard Cyber Network Defense unit in preparation for a systems audit preliminarily planned for the 2nd half of 2023. Preparations for that will continue as part of MST's overall Cybersecurity posture and maintenance program.
- **Identity management:** In conjunction with the project to provide expanded email and communications capability to all staff at MST, I.T. has also been in the process of designing and expanding a tiered identity management system, with the goal of providing a simpler and more secure way of sharing and collaborating information within the organization. Due to delays from the vendor assisting with this project, MST remains in a limited-testing phase, with plans to resume deployment later this summer.

Marketing Update

MST RealTime Usage:

2022	Text	RealTime Phone	App Sessions	App Users
May	4,311	766	112,898	2,736
June	4,025	844	97,975	2,536
July	4,037	847	105,717	2,603

August	4,761	871	143,536	3,350
September	5,841	689	161,032	3,341
October	7,947	778	135,989	3,022
November	6,047	771	136,873	3,084
December	6,375	1,030	112,856	2,990

2023	Text	RealTime Phone	App Sessions	App Users
January	4,889	906	157,511	3,190
February	4,746	632	145,138	3,121
March	5,334	801	102,535	3,040
April	5,351	684	89,982	3,250
May	5,864	775	82,072	3,343

Transit App: For the month of May, there were a total of 531 downloads for the Transit App. The top three most popular routes that users tapped from the home screen were:

1. Line Jazz B – 12,202 taps
2. Line Jazz A – 8,737 taps
3. Line 20 – 7,639 taps

Published news stories include the following:

- “California’s ‘Mobility Marketplace’ Completes First Full Year with Few Agencies Ordering Open-Loop Technology So Far” (Mobility Payments, 05/18/2023)
- “Job fair June 7 aims to help storm recovery in Pajaro” (Fox KTVU, 05/24/2023)
- “Ride the FREE Monterey Trolley” (See Monterey, 05/24/2023)
- “Caltrans Awarded \$7.7M Advanced Technology Grant – SCVNews.com” (My News 24x7)
- “Memorial Day weekend marks return of free Monterey Trolley” (The Mercury News, 05/27/2023)

Press releases sent include:

- Monterey-Salinas Transit (MST) Service Changes Go Into Effect Beginning Saturday, May 27th (5/19/2023)
- MST Bus Service on Memorial Day (5/23/2023)

Projects:

The following activities were undertaken during the month:

- SURF! community testimonial video production
- SURF! Transit Fair & Family Fun Day event coordination
- Summer Youth Pass Outreach
- Tabling at the Pacific Grove Gold Old Days Street Festival
- Parent field trip for parents from El Sausal Middle School to Hartnell College main campus using MST

- LCTOP Group Discount Pass Program promotion
- Senior Transit Day at Mobility Services Center
- MST RIDES Ecolane App launch support

External Collaboratives/Meetings/Committees:

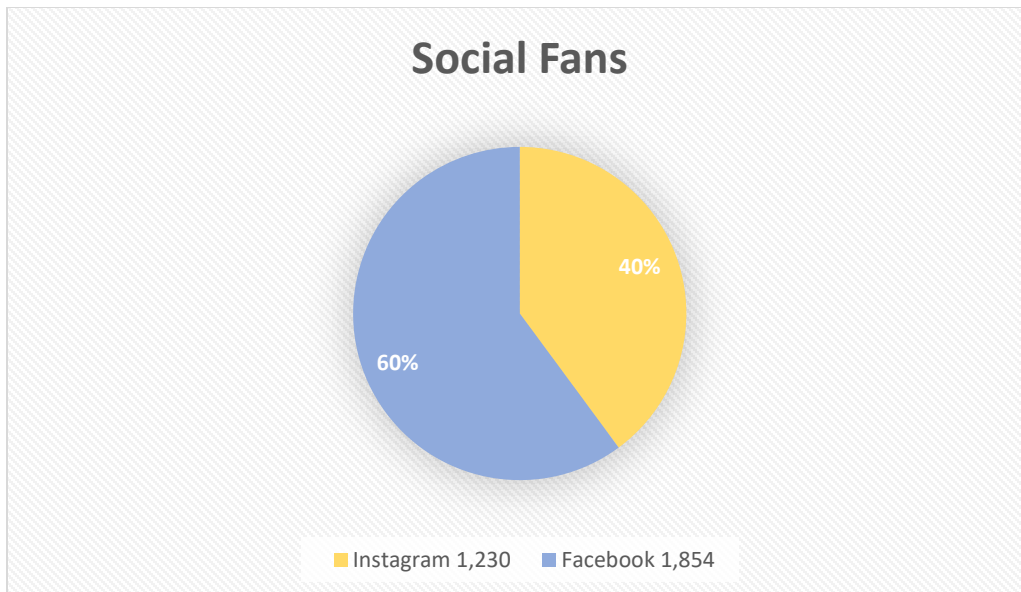
- Cal-ITP Contactless Fare Payment Customer Service and Operations meetings
- SURF! Outreach Coordination and material production meetings
- Senior Transit Day Planning Committee meetings
- CBSM Workgroup
- Senior Transit Day Committee
- Mobility/Travel Training content creation

Social Media:

Posts & Stories created during the month of May:

- MST Go Pass Outlets
- Navigator appreciation
- Survey
- Reel highlighting Utilities Team
 - Gloria Jean Tate Pump Track Grand Opening
 - Trolley Season
 - Senior Transit Day
 - Wave/Trolley 30th Anniversary
 - Memorial Day

Social Media Performance:

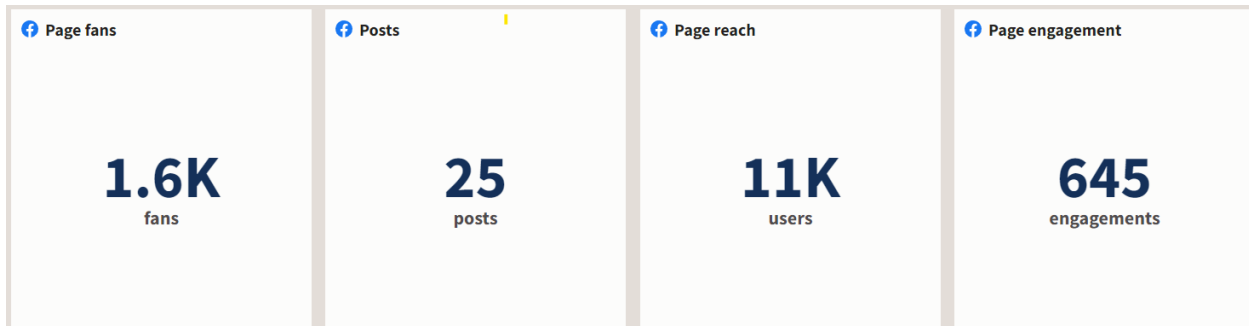


Overview by Social Media Platform:

Instagram



Facebook



Planning Update

Service Planning and Standard Reporting

Throughout the month, planning staff was finalizing work for the May service change to restore trolley service. Customer service reports were responded to throughout the month.

Transit-Oriented Development Planning Study

Work continued work on the Transit-oriented Development (TOD) planning study in support of the *SURF!* Busway and Bus Rapid Transit project. Staff worked with the consultant to review materials for the draft implementation strategy and presentations were given to the TAMC Bicycle and Pedestrian Committee as well as the TAMC Technical Advisor Committee.

Development Review

During the month of May, staff reviewed and commented on development projects and/or proposed ordinances:

- Draft Program Environmental Impact Report (EIR) for the City of Del Rey Oaks Housing Element Update
- Pavement Recycling Facility Project Draft Initial Study/Mitigated Negative Declaration (Del Rey Oaks)
- San Juan Grade Road Sidewalk and Street Light Improvements Project (Salinas)
- Main Street at Lamar Street Pedestrian Enhancements (Salinas)
- Ordinance Repealing Article XIV of Chapter 20 of the Salinas Municipal Code (Prohibition on Cruising)
- New Fort Ord Courthouse Draft Environmental Impact Report (Seaside)

Regional Planning

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. Staff also participated in the Visión Salinas 2040 Steering Committee meeting.

Staff met with a teacher from York School, and the two will partner on a student-led research project to be presented to MST's Board later this year.

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CALIFORNIA TODAY

Why California Transit Agencies Are Rebounding at Such Different Rates

Who rides public transportation has shifted since the onset of the coronavirus pandemic.



By Soumya Karlamangla

June 21, 2023



Remote work is enduring for many office workers, and few major American transit systems have suffered more because of it than Bay Area Rapid Transit. Jim Wilson/The New York Times

In California, already famous for its love of automobiles, our dependence on cars only deepened during the coronavirus pandemic, as millions of people stopped commuting by train or bus.

Bay Area Rapid Transit, which for decades catered to workers headed to downtown San Francisco from the suburbs, has been hit particularly hard by the shift to remote work, and it is now scrambling for ways out of a deep financial hole. The ridership on the 131-mile network these days is only about 35 percent of what it was before the pandemic, according to the American Public Transportation Association.

This dismal rebound isn't universal across California. The San Francisco-focused Muni system, Los Angeles's buses and trains, and the AC Transit bus service based in Oakland have all been doing much better in 2023 so far, carrying closer to two-thirds of their prepandemic ridership.

On the other hand, Caltrain, the Silicon Valley commuter rail service, has been faring even worse than BART, attracting only one-quarter of its former ridership, according to the transportation association.

The variance among these transit systems reveals something about how public transportation functions in our state — and perhaps offers some clues as to its future.

For example, take Los Angeles's sprawling Metro system.

Compared with BART, largely a commuter rail line for affluent workers, the Metro agency in Los Angeles, which offers bus, subway and light rail service, serves a lower-income population that is less likely to be able to work from home or to afford a car. Metro's rebound has been much greater than BART's in part because so many of its customers have no other option.

In April, ridership on buses in Los Angeles — by far the most popular mode of mass transit in the city — was almost 80 percent of what it had been in April 2019, according to agency data. The Mercury News reported last summer that more people were using public transportation in Los Angeles than in the Bay Area, a historic reversal.

Brian D. Taylor, director of the Institute of Transportation Studies at U.C.L.A., noted that public transit had long sought to serve two distinct populations: workers with means, who can be lured out of their cars if public services are convenient enough, and lower-income people who rely on public transit as their only way to get around.

Up until the pandemic, BART was thriving alongside a booming tech industry, making a good case for the power of the first group, Taylor told me. Ridership on BART and Caltrain, which also served technology workers, was growing while other California transit agencies were lagging, he said.

"Then the pandemic hits, and the script flips entirely," Taylor said. "Downtown San Francisco has had the slowest recovery of any downtown in the country, so the shining bright spot of public transit in California suddenly became the biggest Achilles' heel."

He added: "In many ways, L.A. rebounded faster and has recovered more because it didn't have as many affluent riders to lose."

There's also been a shift in the kinds of trips people are making. Instead of commuting to the office in rush hour every morning, people might be more likely to pop out in the middle of the day to run to the grocery store or pick up their children from school, or get on the train to meet friends in the evening.

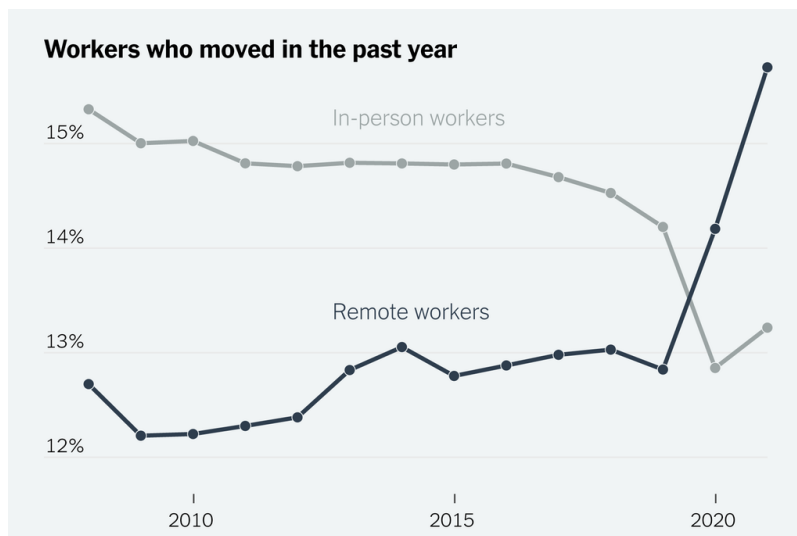
To adapt, BART is planning to shift its schedule to reduce weekday rush-hour service and offer more weekend and evening trips instead.

There's also the question of where a bus or train makes stops. Rail systems tend to serve fewer, more concentrated destinations, while bus systems stretch farther into neighborhoods and reach a more diverse set of locations. BART mainly shuttles people between the suburbs and San Francisco's downtown commercial centers, while the Los Angeles bus system stretches into all pockets of the city.

"It's like a scrambled egg, where people are working and living and going in all different directions," said Ethan Elkind, an environmental law professor at the University of California, Berkeley, who wrote a book on the history of the Los Angeles subway system. "It's a different ridership and a different mix of destinations. And BART really lived and died — and is mostly dying now — by the office environment of downtown San Francisco."

For more:

- Read my article on how transit agencies are trying to reinvent themselves.



The rest of the news

- **Remote work:** Worker mobility has been driven by remote workers who are seeking new housing in either the same metro areas or in other parts of the country. San Francisco, San Jose and Los Angeles are among the major U.S. cities with the highest net losses of remote workers.

- **Return-to-office push:** Employers are trying incentives like \$10 donations to the charity of an employee's choice — and consequences like poor performance evaluations if workers don't make the trek in.

SOUTHERN CALIFORNIA

- **Residential village:** The University of California, San Diego, will start building a 2,400-bed residential village and a large student union this week, The San Diego Union-Tribune reports.
- **Majors assault trial:** The actor Jonathan Majors appeared in a Manhattan courtroom on Tuesday morning at a brief hearing that set an August trial date for his misdemeanor assault case.
- **Potential disbarment:** The lawyer John Eastman, a leading architect of some of former President Donald Trump's efforts to remain in power after the 2020 election, faces possible disbarment in disciplinary proceedings in Los Angeles, The Associated Press reports.
- **Bused migrants:** More than 22,000 migrants have been bused to California from Texas, and Rob Bonta, the California attorney general, said his office was looking into the conditions in which the migrants were transported, The Los Angeles Times reports.
- **Search for Sands:** The search has resumed for the British actor Julian Sands, who was reported missing in January in the San Gabriel Mountains northeast of Los Angeles, CNN Entertainment reports.

CENTRAL CALIFORNIA

- **Budget:** The trustees of the Fresno Unified School District are weighing a 2023-24 budget that tops \$2 billion — an increase of just under \$300 million from the previous school year, The Fresno Bee reports.

NORTHERN CALIFORNIA

- **Mpox:** Public health experts in San Francisco are worried about the potential for another wave of cases of mpox, the disease formerly known as monkeypox, The San Francisco Chronicle reports.



The Fiscalini Ranch Preserve in Cambria. George Rose/Getty Images

Where we're traveling

Today's tip comes from Evelyn Henry, who recommends visiting Cambria on the Central Coast: "Quiet, quaint, full of relaxing places to visit, good food and historical parks close by. Scenery is amazing."

Tell us about your favorite places to visit in California. Email your suggestions to CAtoday@nytimes.com. We'll be sharing more in upcoming editions of the newsletter.

Tell us

We're almost halfway through 2023! What are the best things that have happened to you so far this year? What have been your wins? Or your unexpected joys, big or small?

Tell me at CAToday@nytimes.com. Please include your full name and the city where you live.

And before you go, some good news

Tanishq Mathew Abraham, a 19-year-old from Sacramento, has become one of the world's youngest Ph.D. holders, after successfully defending his dissertation last month, KTXL-TV reports.

Abraham, who studied biomechanical engineering at the University of California, Davis, credited his parents and sister with helping him achieve his goal. (His sister is also gifted: She graduated from U.C. Davis at 16.)

"Without their love and support, I wouldn't be here today," he told the news outlet.

Thanks for reading. I'll be back tomorrow. — Soumya

P.S. Here's today's Mini Crossword.

Briana Scalia and Johnna Margalotti contributed to California Today. You can reach the team at CAtoday@nytimes.com.

Sign up here to get this newsletter in your inbox.

Soumya Karlamangla is the lead writer for the California Today newsletter, where she provides daily insights and updates from her home state. [@skarlamangla](#)

Date: June 28, 2023

To: Carl Sedoryk, General Manager/CEO

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

Subject: Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) Update

This memorandum describes the benefits and advantages of Monterey-Salinas Transit District (MST) member cities joining the Advancing Renewable Hydrogen Economy in California and beyond (ARCHES) initiative. ARCHES is a public-private partnership to create a sustainable statewide clean hydrogen hub in California and beyond, utilizing local renewable resources to produce hydrogen with the objective of fully decarbonizing the regional economy, while prioritizing environmental justice, equity, economic leadership, and workforce development.

The transition to hydrogen as an alternative fuel aligns with MST's Zero Emission Rollout Plan and California's Innovative Clean Transit (ICT) regulation. As a reminder, the ICT regulation requires all California-based transit agencies (of a certain size and location) to fully transition from fossil fuel-powered buses to zero-emission buses by 2040 – that deadline to transition is quickly approaching.

ENVIRONMENTAL SUSTAINABILITY:

Joining ARCHES would allow MST member cities to significantly contribute to environmental sustainability. Hydrogen, as a clean energy source, emits zero greenhouse gases or harmful pollutants when used. By supporting the creation of a hydrogen hub, MST member cities can play a crucial role and show they are reducing carbon emissions.

LOCAL RENEWABLE RESOURCES:

ARCHES emphasizes the use of local renewable resources for producing hydrogen. California boasts an abundant supply of renewable energy sources such as solar, wind, and geothermal power. Joining ARCHES would allow MST member cities (and MST) to leverage these resources to produce hydrogen locally, fostering energy independence and reducing reliance on non-renewable energy sources.

ECONOMIC LEADERSHIP and WORKFORCE DEVELOPMENT:

Joining and participating in ARCHES presents opportunities for MST member cities to position themselves as leaders in the emerging hydrogen economy. The ARCHES initiative focuses on fostering economic growth and job creation through the development of hydrogen-related industries, infrastructure, and technologies.

Membership can attract investments, promote innovation, encourage the growth of a skilled, locally based workforce, and stimulate economic growth and development.

ENVIRONMENTAL JUSTICE AND EQUITY:

ARCHES prioritizes environmental justice and equity, aiming to ensure the benefits of the clean hydrogen economy reach all communities. By joining ARCHES, MST member cities can actively contribute to addressing environmental disparities, particularly in underserved and marginalized communities. ARCHES emphasizes the inclusion of diverse voices, promoting engagement and collaboration with community stakeholders.

In conclusion, joining the ARCHES initiative presents numerous opportunities and benefits for MST member cities and MST. I recommend MST member cities access the ARCHES website, <https://archesh2.org/> to learn more about the initiative and how to join the ARCHES network.

To: Carl Sedoryk, General Manager / CEO

From: Andrea Williams, Finance Manager

Date: June 27, 2023

Subject: Plan's Funded Status/Unfunded Accrued Liability

As a follow-up to a question asked at the June 12, 2023 Board Meeting, I have included the Plan's Funded Status below which includes the unfunded accrued liability as of June 30, 2021. Below is information from MST's most recent Actuarial Valuation report from CalPERS:

Plan's Funded Status

	June 30, 2020	June 30, 2021
1. Present Value of Projected Benefits	\$114,963,935	\$124,613,454
2. Entry Age Accrued Liability	95,442,750	102,355,238
3. Market Value of Assets (MVA)	78,284,473	95,618,489
4. Unfunded Accrued Liability (UAL) [(2) – (3)]	\$17,158,277	\$6,736,749
5. Funded Ratio [(3) / (2)]	82.0%	93.4%

The UAL and funded ratio are assessments of the need for future employer contributions based on the actuarial cost method used to fund the plan. The UAL is the present value of future employer contributions for service that has already been earned and is in addition to future normal cost contributions for active members. The funded ratio, on the other hand, is a relative measure of funded status that allows for comparison between plans of different sizes. For measures of funded status that are appropriate for assessing the sufficiency of plan assets to cover estimated termination liabilities, please see "Hypothetical Termination Liability" in the "Risk Analysis" section.

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Thomas Walters & Associates, Inc.
Washington, DC

June 27, 2023

TO: Carl Sedoryk

FROM: Don Gilchrest

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

Appropriations Process.

A dispute about how much funding to allocate to nondefense funding bills in fiscal year 2024 is threatening the federal appropriations process once again. The recent debt limit package enacted annual spending caps that appropriators thought would give them the basic parameters for the funding bills this year. However, a rebellion by the most conservative members of the House Republican Conference, who want to see discretionary spending decrease to address the federal debt, is causing the House Republican leaders to draft bills at significantly lower levels. Earlier in June, Republican leaders announced allocations that typically cut 25-30 percent in each nondefense bill. In general, the Senate Appropriations Committee is drafting funding bills at the higher levels that were included in the debt limit package.

In the short-term, the House and Senate Appropriations Committees will continue to draft their versions of the 12 annual funding bills during June and July, with the House hoping to also schedule floor consideration during the summer. The different approaches by the House and the Senate will require extensive negotiations in the fall, with delays likely beyond the October 1 deadline when the new fiscal year starts.

FY 2024 Transportation Appropriations

When the House returns from the Independence Day recess, the Appropriations Committee will continue its schedule of marking up bills throughout July, which will include the *FY 2024 Transportation, Housing and Urban Development Appropriations Act*. Under the allocations that were approved by House Republicans, the transportation appropriations measure is in line for a 25 percent cut in spending compared to last year. That net reduction could be mitigated somewhat if the Appropriations Committee opts to offset spending by repurposing previously enacted funding.

On the Senate side, the Appropriations Committee is using an allocation for the transportation funding bill that is one percent higher than last year. Since this approach is very different from the more limited funding in the House bill, it will be very difficult to negotiate a final version of the legislation, which will be needed when the new federal fiscal year begins on October 1. As a result,

it is very likely that a short-term Continuing Appropriations Resolution will be needed to give Congress additional time to finish up the appropriations process.

As the Committees work towards drafting the funding bills, we are continuing to advocate in coordination with the Bus Coalition and the California Transit Association in support of key MST funding priorities. As part of these efforts, we recently contacted the local delegation to request their support for the Bipartisan Congressional Bus Caucus, which advocates for Bus and Bus Facility program funding at FTA.

Climate Change Funding

On June 14, the Treasury Department issued proposed guidance on elective pay and transferability mechanisms from the Inflation Reduction Act that will help local agencies obtain funding through clean energy tax credits. These authorities are important for allowing tax-exempt organizations to benefit from tax credits that incentivize clean energy use and construction. The legislation allows tax-exempt and governmental entities to receive elective payments for 12 clean energy tax credits, including the major Investment and Production Tax credits, as well as tax credits for electric vehicles and charging stations. It also allows businesses not using elective pay to transfer all or a portion of any of 11 clean energy credits to a third-party in exchange for tax-free immediate funds, so that businesses can take advantage of tax incentives if they do not have sufficient tax liability to fully utilize the credits themselves.

Broadband

The White House and the National Telecommunications and Information Administration announced the State Allocations for the \$42.45 Billion BEAD High-Speed Internet Grant Program this week, with formal allocations planned for June 30. California will receive \$1,864,136,508.93 under the program. Under the Bipartisan Infrastructure Law, the state will have 180 days from the date of the formal notice to submit its Initial Proposal describing how it proposes to run the grant program. Once NTIA approves an Initial Proposal, eligible entities will be permitted to request access to at least 20 percent of their allocated funds.

The Broadband Equity, Access, and Deployment Program is being implemented in California by the California Public Utilities Commission (CPUC). Once the state process is finalized and approved by the Federal government, the CPUC will run a competitive grant program to fund unserved and underserved areas of the state.

June 20, 2023

TO: Board of Directors, Monterey-Salinas Transit District
FROM: Matt Robinson, Partner
Michael Pimentel, Legislative Advocate



RE: STATE LEGISLATIVE UPDATE – July 2023

Legislative Update

July 1 marks the start of the 2023-24 Fiscal Year. The Legislature sent Governor Newsom a budget bill on June 15, as constitutionally required, but as of this writing, negotiations continue on the final budget agreement (more on this below). Policy committees have begun hearing bills sent over from the other house and will have until July 14 to hear and report bills to the fiscal committees or the floor. July 14 also marks the start of the Legislature's Summer Recess. The Legislature will reconvene from Summer Recess on August 14 and have a month to finish the first year's business before they adjourn for the interim recess on September 14. The Legislative Calendar, which sets the deadlines for the year and can be viewed [here](#).

Update on State Budget

After months of budget hearings and discussions with stakeholders, including the California Transit Association, the Legislature passed [SB 101 \(Skinner\)](#), a budget bill reflecting *only* the Senate and Assembly's two-party agreement on the FY 2023-24 Budget. The bill proposes significant funding for transit capital and operations above what was initially contemplated in the [Governor's proposed FY 2023-24 Budget](#).

The legislative agreement would restore \$2 billion in General Fund support to the Transit and Intercity Rail Capital Program (TIRCP), returning General Fund investment in the program to \$4 billion total for FY 2023-24 and FY 2024-25 (initially adopted as part of the FY 2022-23 Budget Act). Also, as specified in the FY 2022-23 budget, this funding would flow to regions on a population-based formula for investment in transit and rail capital projects. However, per the Legislature's plan, regions would receive new flexibility to direct up to 100% of this funding to meet the operational needs of agencies in their jurisdiction.

The legislative agreement would also appropriate \$811 million in new, and previously appropriated transit funding for the newly created Zero-Emission Transit Capital Program. This funding would flow through a yet-to-be-determined formula. While the funds allocated for the Zero-Emission Transit Capital Program are proposed for capital projects, these funds will also be flexible and may be applied to operations.

Please see the following detailed breakdown of the sources of Zero-Emission Transit Capital Program funding:

- **\$331 million – Allocated from the Greenhouse Gas Reduction Fund (GGRF)**
 - Zeroes out the Governor's proposed GGRF funding for zero-emission buses and infrastructure, which would be administered by the California Air Resources Board (CARB) and California Energy Commission (CEC), for FY 2022-23 through FY 2025-26, and shifts this funding to the Zero-Emission Transit Capital Program (\$111 million).
 - Includes new General Fund investment for the Zero-Emission Transit Capital Program (\$220 million).
- **\$280 million – Allocated from the Public Transportation Account (PTA)**
 - Zeroes out the previously appropriated PTA funding for Zero-Emission Rail and Transit Demonstrations Projects, administered by the California State Transportation Agency (CalSTA), and shifts this funding to the Zero-Emission Transit Capital Program (\$280 million).
- **\$200 million – Allocated from the General Fund**
 - Zeroes out the previously appropriated General Fund support for Zero-Emission Rail and Transit Demonstrations Projects, administered by CalSTA, and shifts this funding to the Zero-Emission Transit Capital Program (\$100 million).
 - Zeroes out previously appropriated General Fund support for zero-emission buses and infrastructure, administered by CARB and CEC, for FY 2022-23 through FY 2025-26, and shifts this funding to the Zero-Emission Transit Capital Program (\$100 million).
- **\$300 million – Proposed for Investment in Future Years**
 - No funding source has been identified at this time.

With the passage of SB 101, the two houses will continue negotiations with the Governor's Administration on the final budget agreement, which will be sent as a follow-up to SB 101. In years past, these have come in the form of "budget bills jr.," as well as in budget trailer bills.

Part and parcel to a final deal on transit funding are necessary accountability measures. These are still being negotiated between the three parties and could take several weeks to finalize (we believe these will come in the form of trailer bill before the Legislature breaks for summer recess). We understand accountability measures will need to be followed to access flexible capital funding for operations.

The Legislature and Administration are also considering proposed statutory relief measures and other proposals for inclusion that at the very least will:

- Extend provision that temporarily holds harmless transit operators that receive state funding and whose ridership levels have been impacted by COVID-19.
- Extend provisions that temporarily eliminate financial penalties for noncompliance with transit funding efficiency measures in the Transportation Development Act and the State Transit Assistance Program.

- Incorporate the provisions of AB 761 (Friedman and Gonzalez) to create a task force to examine the ways to improve transit and increase ridership in the long term, including reforming the Transportation Development Act.

To read more, see the [Senate Budget Plan](#) / the [Assembly Floor Report](#).

Bills of Interest

SB 304 (Laird) MST Procurement Threshold (MST SPONSOR)

MST's legislative proposal to increase its procurement threshold for simple acquisitions of services, supplies, materials, and equipment – [SB 304 \(Laird\)](#) – passed the Assembly Local Government Committee 8-0 and the Assembly Appropriations Committee on June 21.

AB 96 (Kalra) Autonomous Transit Vehicles

This bill would require a public transit agency to provide written notice to the exclusive employee representative of the workforce affected by autonomous transit vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy the technology for public transit services that would eliminate job functions or jobs of the workforce 10 months before commencing the process, plan, or deployment. The bill would require the public transit employer, following a written request by the exclusive employee representative, to engage in collective bargaining on subjects that include creating plans to train and prepare the affected workforce to fill new positions created by the technology.

AB 316 (Aguilar-Curry) Heavy Duty Autonomous Vehicles

This bill would prohibit the operation of an autonomous vehicle with a gross vehicle weight of 10,001 pounds or more on public roads for testing purposes, transporting goods, or transporting passengers without a human safety operator physically present in the autonomous vehicle at the time of operation and to provide deactivation and collision reports to the Department of Motor Vehicles.

AB 463 (Hart) Electricity Prioritization for Public Transit Vehicles (MST SUPPORT)

This bill would provide transit agencies with priority access to electricity when facing grid disruptions caused by natural or man-made disasters, rolling blackouts, utility company "Public Safety Power Shutoffs" (PSPS), and increasing demand on California's electrical grid. **This bill was held in the Assembly Appropriations Committee.**

AB 557 (Hart) Brown Act – Extension of Existing Authority (MST SUPPORT)

Beginning on January 1, 2024, this bill would extend the existing teleconferencing/remote-meeting authority that can be used when a declared state of emergency is in effect and would also extend the period for a legislative body to make the required findings related to the continuing state of emergency and social distancing from 30 days to 45 days after the first teleconferenced meeting, and every 45 days thereafter, in order to continue to meet.

AB 610 (Holden) Youth Transit Pass Pilot Program: Free Youth Transit Passes

This bill would, upon appropriation of moneys by the Legislature, create the Student Transit Pass Pilot Program for the purposes of awarding grants to transit agencies for

the costs of creating, designing, developing, advertising, distributing, and implementing free student transit passes to persons attending public educational institutions, and persons 18 years of age or younger, providing free transit service to holders of those passes, and administering and participating in the program. Grants would be awarded based on the aggregate enrollment of students at eligible educational institutions within the county served by those transit agencies. The bill would authorize a transit agency to submit a grant application in partnership with one or more public educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program.

AB 761 (Friedman) Transit Transformation Task Force

This bill would require the Secretary of the California State Transportation Agency, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025.

AB 817 (Pacheco) Brown Act (MST SUPPORT)

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

ACA 1 (Aguiar-Curry) Lower-Vote Threshold (MST SUPPORT)

This measure would authorize a local government, including a special district, to impose, extend, or increase a sales and use tax or transactions and use tax imposed, or a parcel tax, for the purpose of funding the construction, rehabilitation, or replacement of public infrastructure, defined to include improvements to transit and streets and highways and projects for the protection of property from the impacts of sea level rise, as well as for affordable housing, if the proposition proposing that tax is approved by 55% of its voters.

To: Carl Sedoryk, General Manager/CEO

From: Norman K. Tuitavuki, COO

Subject: **TRIP REPORT:** California Transit Association (CTA) Spring Legislative Conference 2023

SUMMARY:

The 2023 CTA Spring Legislative Conference was held on May 16, 2023, in Sacramento, California.

GOAL/PURPOSE:

The CTA Spring Legislative Conference was focused on the highest-priority legislative and regulatory efforts undertaken by the CTA on behalf of its California-based transit agency members.

ATTENDEES:

Public transit agencies from across California and transit industry business members from around the world attended the conference. I attended the conference along with MST's Board Chair, Assistant General Manager, and Director of Planning and Innovation.

AGENDA / MEETINGS ATTENDED:

- California Air Resources Board (CARB) Chair – Liane Randolph
- The Path to Securing Transit Operations Funding
- Positioning California to Secure One-Time Federal Investment
- Association Legislative Update – Closing Comments

The keynote speaker, Ms. Randolph, opened the conference where she provided an overview of the work currently underway by CARB staff and her to address zero-emission bus (ZEB) transition issues that transit agencies are currently dealing with. Ms. Randolph also discussed the budget-related issues challenging transit agencies. She commented about ZEB manufacturing being based in California as a strategy to improve and increase employment opportunities.

Senators Durazo and Weiner were joined by Assemblyman Bennet in this session. Together they described their support for securing and protecting public transit-specific funding. They discussed the challenges in the legislature and talked openly about California transit agencies having to innovate to keep existing customers and attract new customers. The “same old way” of operating transit must be reviewed and updated. The legislature seems willing to provide some of the needed funding for transit agencies but with better accountability controls and measures.

California’s Governor Newsome did not propose any additional funding for public transit, but he also did not propose additional reductions to funding. The Governor signaled that he would like to work with CTA and transit agencies to find solutions to the state’s budget shortfalls. The State Transit Assistance (STA) program is forecasted to close the year with approximately \$300 million more than originally projected – good news for transit.

CTA’s Executive Director, Michael Pimentel, and two CTA Legislative Advocates closed the session by providing in-depth updates on key legislation sponsored by or affecting CTA and its members. These include the following:

- AB 463 (Hart): Prioritizing Electricity for Transit Agencies
- AB 719 (Boerner) Medi-Cal Benefits: NEMT and NMT Reimbursement for Public Transit Operators
- AB 96 (Karla): Autonomous Transit Vehicle Technology
- SB 434 (Min): Street Harassment
- SB 617 (Newman): Progressive Design-Build

Submitted by: Norman K. Tuitavuki
Norman K. Tuitavuki

Reviewed by: Carl G. Sedoryk
Carl G. Sedoryk

To: Carl Sedoryk, General Manager/CEO
From: Michelle Overmeyer, Director of Planning and Innovation
Subject: **TRIP REPORT** CTA Spring Legislative Conference 2023

SUMMARY:

The 2023 CTA Spring Legislative Conference was held on May 16, 2023, in Sacramento, California.

GOAL/PURPOSE:

The California Transit Association's Spring Legislative Conference was focused on the top state legislative and budgetary priorities for public transit operators.

ATTENDEES:

Public transit operators from across California and transit industry members.

AGENDA:

- Keynote Address: California Air Resources Board (CARB) Chair – Liane Randolph
- The Path to Securing Transit Operations Funding
- AB 917 Video Imaging for Parking Violations in Transit Zones
- Positioning California to Secure One-Time Federal Investment
- Legislative visit with Senator John Laird

Submitted by: 
Michelle Muller Overmeyer

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To: Carl Sedoryk, General Manager/CEO

From: Lisa Rheinheimer, Assistant General Manager

Subject: **TRIP REPORT:** CTA Legislative Conference and APTA Transit CEOs Seminar

SUMMARY:

The CTA Legislative Conference was held in Sacramento on May 16th. APTA Transit CEOs Seminar was held May 19-21, 2023, in Houston, Texas.

GOAL/PURPOSE:

The CTA Spring Legislative Conference was focused on the top state legislative and budgetary priorities for public transit operators. The 2023 APTA Transit CEOs Seminar was held to bring transit CEOs and Assistant/Deputy CEOs together to discuss important challenges and priorities in the transit industry and amongst top leadership.

ATTENDEES:

Public transit professionals from across California attended the CTA Legislative Conference. Transit CEOs and Assistant/Deputy CEOs from across the US attended the CEOs Seminar.

AGENDA / MEETINGS ATTENDED:

CTA Legislative Conference:

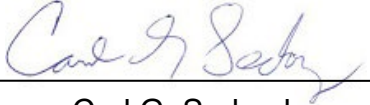
- Keynote Address: California Air Resources Board (CARB) Chair – Liane Randolph
- The Path to Securing Transit Operations Funding
- AB 917 Video Imaging for Parking Violations in Transit Zones
- Positioning California to Secure One-Time Federal Investment

Transit CEOs Seminar:

- Opening Remarks
- Fixes for Today's Transit Challenges: Regaining Ridership, Fiscal Stability, and Front-Line Worker Recruitment
- Transit Workforce Readiness Guide
- Keynote Speaker: Machine Learning and Generative AI
- Public Safety: The Reality & the Narrative
- Tales of the New CEO
- CEO-to-CEO, New and Not-So New – Questions I Always Wanted to Ask
- Deputy CEOs Exclusive: Defining Your Role as Deputy

- Diversity in the C-Suite: Different People or a Different Agency?
- Labor Trends
- Open Mic: What's Keeping You Up at Night?
- The Changing Role of the CEO

Submitted by: 
Lisa Rheinheimer

Reviewed by: 
Carl G. Sedoryk

To: Carl Sedoryk, General Manager/CEO
From: Jason Anderson, Drug and Alcohol Program Coordinator
Subject: Trip Report – Gillig Bus Tour

SUMMARY:

On April 25, 2023, I traveled with staff to the Gillig manufacturing plant in Livermore, CA for a tour. We were also able to see two of our buses on the production line.

GOAL/PURPOSE:

I attended the Gillig tour to gain more knowledge of the Gillig buses.

ATTENDEES:

Jaime Molina, Ed Goodin, and Isidro Corona.

AGENDA:

1. Tour of Gillig facility

Submitted by: 
Jason Anderson

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