



**TRANSIT DISTRICT MEMBERS:**

City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Gonzales • City of Greenfield  
City of King • City of Marina • City of Monterey • City of Pacific Grove • City of Salinas  
City of Sand City • City of Seaside • City of Soledad • County of Monterey

## **REVISED**

### **Board of Directors Regular Meeting**

**Monday, January 14, 2013**

MST Conference Room  
One Ryan Ranch Road, Monterey

**10:00 a.m.**

**FREE TRANSPORTATION:** Ride from Monterey Transit Plaza (Munras Gate) at 9:30 a.m. or Sand City Station at 9:45 a.m. Request a Free Taxi voucher from MST Customer Service for your return trip. (Taxi Voucher good for a \$17 one-way trip).

#### **1. CALL TO ORDER**

- 1-1. Roll call.
- 1-2. Pledge of Allegiance.

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

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

#### **3. CLOSED SESSION**

*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-Millias-Brown Act representative.*

- 3-1. General Manager/CEO Performance Evaluation, Gov. Code § 54957 (b). (No enclosure) (Kelly Halcon)

**3-2. Conference with Legal Counsel – Litigation, Existing Litigation, Gov. Code**

§ 54956.9(c). Monterey-Salinas Transit v. County of Monterey.  
(No enclosure) (Carl Sedoryk)

**4. RETURN TO OPEN SESSION**

- 4-1. Report on Closed Session and possible action.

**5. CONSENT AGENDA**

- 5-1. Review highlights of Agenda. (Carl Sedoryk)

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

- 5-2. Adopt Resolution 2013-17 recognizing Alvin Johnson, Operations Supervisor, as Employee of the Month for January, 2013. (Robert Weber) (pg. 1)
- 5-3. Disposal of property left aboard buses. (Sonia Bannister) (pg. 3)
- 5-4. Minutes of the regular meeting of December 17, 2012. (Deanna Smith) (pg. 5)
- 5-5. Financial Report – November, 2012. (Angela Dawson) (pg. 17)
- 5-6. Adopt Resolution 2013-18 recognizing Michelle Overmeyer, Grants and Compliance Analyst, as Employee of the Year. (Hunter Harvath) (pg. 25)
- 5-7. Receive update on Department of Labor (DOL) Certification of Grants. (Carl Sedoryk) (pg. 27)

End of Consent Agenda

**6. SPECIAL PRESENTATIONS**

- 6-1. January Employee of the Month – Alvin Johnson, Operations Supervisor. (Robert Weber)
- 6-2. Employee of the Year – Michelle Overmeyer, Grants and Compliance Analyst. (Hunter Harvath)
- 6-3. General Manager's Excellence Award – Zoe Shoats, Marketing Manager. (Carl Sedoryk)
- 6-4. 25 Years of Service – Patrick Hilliard, Coach Operator. (Michael Hernandez)
- 6-5. Strategic Plan Update. (Carl Sedoryk) (pg. 51)

## **7. COMMITTEE REPORTS**

*No action required unless specifically noted.*

7-1. Legislative Policy Committee Minutes from December 17, 2012.  
(Deanna Smith) (pg. 53)

7-2. Mobility Advisory Committee (ADAPTR) minutes from October 10, 2012.  
(Cristy Sugabo) (pg. 57)

## **8. BIDS/PROPOSALS**

## **9. PUBLIC HEARINGS**

## **10. UNFINISHED BUSINESS**

10-1. Authorize staff to execute an exclusive Five (5) Year Service Agreement with MV Public Transportation Inc. to operate MST RIDES ADA & Special Transportation Paratransit Services, & Other Fixed Route, On Call, & Trolley Services. (Robert Weber) (pg. 61)

10-2. Receive update on Military Partnerships and provide direction to Staff.  
(Hunter Harvath) (pg. 67)

10-3. Receive update on 599 Lighthouse Avenue. (No enclosure)  
(Hunter Harvath)

## **11. NEW BUSINESS**

## **12. REPORTS & INFORMATION ITEMS**

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

12-1. General Manager/CEO Report – November, 2012. (pg. 73)

12-2. Washington D. C. Lobbyist report – December, 2012. (pg. 115)

12-3. State Legislative Advocacy Update – December, 2012. (pg. 117)

12-4. Staff trip reports. (pg. 121)

12-5. Correspondence. (pg. 123)

## **13. COMMENTS BY BOARD MEMBERS**

13-1. Reports on meetings attended by Board Members at MST expense  
(AB1234).

13-2. Board Member Comments and Announcements.

13-3. Board Member Referrals for future agendas.

**14. ATTACHMENTS**

14-1. Disbursement Journal for November, 2012. (pg. 125)

**15. ADJOURN**

**NEXT MEETING DATE:** February 4, 2013 in MST Conference Room

**NEXT AGENDA DEADLINE:** January 22, 2013

*Materials related to an item on this agenda submitted to the Board after distribution of the agenda packet are available for public inspection at the Monterey-Salinas Transit Administration office at 1 Ryan Ranch Road, Monterey, CA during normal business hours.*

*Upon request, MST will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including 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 and brief description of the requested materials and preferred alternative format or auxiliary aid or service at least 5 days before the meeting. Requests should be sent to Deanna Smith, MST, One Ryan Ranch Road, Monterey, CA 93940 or [dsmith@mst.org](mailto:dsmith@mst.org).*

**ALVIN JOHNSON  
JANUARY 2013  
EMPLOYEE OF THE MONTH**

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

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

WHEREAS, Alvin Johnson began his career as a Coach Operator in October of 2004. Three years later he began working as an Interim Operations Supervisor and was later promoted to Operations Supervisor in July of 2008; and

WHEREAS, Alvin Johnson has been recognized with several Safety and Attendance awards during his career. As a Coach Operator, he received distinguished recognition as a excellent Line Instructor. For his above standard performance, he has been recognized twice previously as Employee of the Month in June of 2008 and January of 2011; and

WHEREAS, Alvin Johnson continues to provide outstanding support and assistance to several departments within the district. He is regarded among his co-workers to a “team player” assisting other Operations Supervisors with their workload or to provide solutions with difficult situations; and

THEREFORE BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit recognizes Alvin Johnson as Employee of the Month for January 2013; and

BE IT FURTHER RESOLVED that Alvin Johnson is to be congratulated for his excellent work at Monterey-Salinas Transit.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT  
PASSED AND ADOPTED RESOLUTION 2013-17 this 14<sup>th</sup> day of January, 2013.

  
\_\_\_\_\_  
Maria Orozco  
Chairman

  
\_\_\_\_\_  
Carl G. Sedoryk  
Secretary

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To: Board of Directors  
From: Sonia Bannister, Customer Service Supervisor  
Subject: Disposal of unclaimed property left on bus

St. Vincent De Paul

2 shirts	2 books	1 jacket
1 sweatshirt	1 lunch box	2 sunglasses
2 backpacks	2 wallets	1 eyeglass
1 make-up pouch	3 cell phones	
1 binder	1 hat	

To be disposed

1 backpack	3 credit cards	2 pairs of socks
2 coffee mugs	2 cell phones	1 jacket
2 pairs of eyeglasses	1 binder	3 keys
2 wallets	1 pair of shorts	

MST makes an attempt to contact the owners of Lost and Found items. If the items are unclaimed after 30 days, they are added to the above list.

PREPARED BY:  REVIEWED BY:   
Sonia Bannister Carl Sedoryk

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**BOARD OF DIRECTORS**  
**MINUTES OF THE REGULAR MEETING**  
MONTEREY-SALINAS TRANSIT  
November 5, 2012

**1. Call to Order**

1-1. Roll call.

1-2. Pledge of Allegiance.

Chair Orozco called the meeting to order at 10:09 a.m. Roll call was taken and the pledge of allegiance followed.

Chair Orozco conducted a Swearing in Ceremony for Terry Hughes, the new MST Board representative from The City of King.

Chair Orozco, at the approval of the Board, moved to Agenda Item #6, Public Comments.

<b>Present:</b>	Fernando Armenta	County of Monterey
	Tony Barrera (alt)	City of Salinas
	Victoria Beach	City of Carmel-by-the-Sea
	Kristin Clark	City of Del Rey Oaks
	Alan Cohen	City of Pacific Grove
	Libby Downey	City of Monterey
	Alvin Edwards	City of Seaside
	Terry Hughes	City of King
	Frank O'Connell	City of Marina
	Maria Orozco	City of Gonzales
	David Pendergrass	City of Sand City
	Patricia Stephens	City of Soledad

<b>Absent:</b>	Yvette Gonzalez	City of Greenfield
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<b>Staff:</b>	Carl Sedoryk	General Manager/CEO
	Zoe Shoats	Marketing Analyst
	Michael Hernandez	Asst. General Manager/COO
	Kelly Halcon	Director of Human Resources & Risk Management
	Hunter Harvath	Asst. General Manager/Finance & Administration
	Deanna Smith	Executive Assistant to the GM/CEO
	Robert Weber	Director of Transportation Services
	Dave Laredo	General Counsel/De Lay & Laredo
	Michelle Overmeyer	Grants Analyst

Mark Eccles	Director of IT
Tom Hicks	CTSA Manager
Heidi Quinn	De Lay & Laredo

**Others:**

Margaret Osborne	Seaside
Phillip Soriano	Salinas
Claudia Hudson	ATU International
Cam Lu	ATU President Local 1225
Heller Chappel	Marina
Mike Rouse	Salinas
Jimmy Jimenez	Castroville
Eugene Dabrill	S.V.
Frederick Thompson	Salinas
Tony Valladares	Salinas
Albert Garcia	Salinas
Rich Deal	City of Monterey
Jim Fink	Del Rey Oaks
Mario Torabbeigi	Monterey
Mori Torabbeigi	Monterey

***Apology is made for any misspelling of a name.***

## **2. CLOSED SESSION**

Dave Laredo, MST General Counsel, read the items to be discussed under Closed Session. Members of the public were advised that the Board would meet in Closed Session for approximately thirty (30) minutes.

### **2-1. Public Comment on Matters on Closed Session Agenda.**

Claudia Hudson, representative from Amalgamated Transit Union (ATU) International, requested that MST not take the extreme measure of cutting service in response to the ATU's objection to the certification of funds resulting from their opposition to the language of the Public Retirement Pension Reform Act of 2013 (PEPRA). She requested that MST disregard the law until the ATU, the Department of Labor (DOL), and the State of California negotiate and come to agreeable terms. She requested a copy of MST's Comprehensive Annual Financial Report (CAFR).

### **2-2 General Manager/CEO Performance Evaluation, Gov. Code § 54957 (b). (No Enclosure) (Kelly Halcon)**

### **2-3. Conference with Labor Negotiators, Gov. Code § 54957.6. Amalgamated Transit Union, Local 1225; Monterey-Salinas Transit Employee Association; MST. (No Enclosure) (D. Laredo, K. Halcon)**

### **2-4. Conference with Legal Counsel – Litigation, Existing Litigation, Gov. Code § 54956.9 (a). W. Rose v. Monterey-Salinas Transit. (Monterey Superior Court Case No. M110370) (Enclosure) (Kelly Halcon)**

- 2-5. Conference with Legal Counsel – Litigation, Gov. Code § 54956.9 (a). M. Bautch v. Monterey-Salinas Transit. (Monterey Superior Court Case No. M118538) (Enclosure) (K. Halcon)

### **3. RETURN TO OPEN SESSION**

- 3-1. Report on Closed Session and possible action.

Mr. Laredo stated that the Board discussed only Closed Session Item 2-3. No reportable action was taken.

Public Comment

None.

Close Public Comment

Chair Orozco moved to Agenda Item #11-2.

### **4. CONSENT AGENDA**

- 4-1 Review highlights of Agenda. (Carl Sedoryk)
- 4-2 Adopt Resolution 2013-12 recognizing Michelle Overmeyer, Grants and Compliance Analyst, as Employee of the Month for December, 2012. (Hunter Harvath)
- 4-3 Disposal of property left aboard buses. (Sonia Bannister)
- 4-4 Minutes of the regular meeting of November 5, 2012. (Deanna Smith)
- 4-5 Financial Report – October, 2012. (Kathy Matthews)
- 4-6 Adopt Resolution of Appreciation 2013-13 recognizing Susan Kleber. (Carl Sedoryk)
- 4-7 Adopt Resolution of Appreciation 2013-14 recognizing Sergio Sanchez. (Carl Sedoryk)
- 4-8 Receive 2013 Board Meeting Calendar and Committee Schedule. (Deanna Smith)
- 4-9 Adopt Resolution 2013-15 recognizing Phillip Soriano, Coach Operator, for 14 Years of Service. (Michael Hernandez)
- 4-10 Adopt Resolution 2013-16 recognizing Maureen McEachen, Mobility Advisory Committee member, for her distinguished service. (Tom Hicks)
- 4-11 Authorize staff to submit letter of interest in Ex officio membership to the Monterey County Commission on Disabilities. (Robert Weber)

Public Comment

None.

Close Public Comment

**Director Clark made a motion to approve the Consent Agenda and was seconded by Director Armenta. The motion carried unanimously.**

## **5. SPECIAL PRESENTATIONS**

- 5-1 December Employee of the Month – Michelle Overmeyer, Grants and Compliance Analyst. (Hunter Harvath)

Hunter Harvath recognized Michelle Overmeyer as Employee of the Month.

- 5-2 Resolution of Appreciation – Susan Kleber, Board Member. (Carl Sedoryk)

Susan Kleber was not present.

- 5-3 Resolution of Appreciation – Sergio Sanchez, Board Member. (Carl Sedoryk)

Sergio Sanchez was not present.

- 5-4 Retirement- Phillip Soriano, Coach Operator. (Michael Hernandez)

Michael Hernandez recognized Phillip Soriano for his excellent service to MST and the entire community and for his fourteen (14) years of service with MST.

- 5-5 Distinguished Service – Maureen McEachen, Mobility Advisory Committee member. (Tom Hicks)

Maureen McEachen was not present.

- 5-6 Receive Bus Rapid Transit construction update and provide direction to staff. (Carl Wulf)

Carl Wulf presented and update on the Bus Rapid Transit construction project.

Hunter Harvath provided a PowerPoint presentation detailing a complaint received from the owners of a rug business about to open on Lighthouse Avenue in Monterey, in front of which a JAZZ bus shelter has been placed. The location is one of MST's busiest bus stops and riders have requested a shelter at this location for many months. The shelter location was approved by the City of Monterey through its Architectural Review Commission during the project approval process.

Public Comment

Patrick Stafford of Mahoney and Associates stated that he helped the business owners obtain the property being discussed. He believes the shelter obstructs the view of the storefront and requests that another location be identified.

Mario Torabbeigi, one of the owners of the business under discussion, stated that he and his brother chose this building because of its good visibility. They believe the shelter impedes their building's visibility; they also were not informed by the City of Monterey at the time they obtained their business license that a shelter was going to be installed.

Jeff Congden, the owner of the building under discussion, stated that the business owners would not have leased the property if the shelter had been in front of the building. He stated that he was not notified that a bus shelter was going to be installed in front of his property.

#### Close Public Comment

Director Armenta requested that the item be postponed and discussed at a future Board meeting. Mr. Sedoryk recommended moving forward with the shelter placement as originally approved, as MST has in its possession all necessary permits and has received many complaints from riders that they are exposed to the elements at this stop. If, at a future time, it is determined that MST must move the shelter they will do so.

**Director Downey made a motion that the shelter not be placed in front of the business in question unless the business owners approve, and that a bench be installed in place of the shelter. There was no second to the motion and the motion failed.**

**Director Beach made a motion to re-establish the stop and install the JAZZ shelter while continuing to work with the business owners to establish possible design modifications that would be amenable to all parties, and that the results of this effort be presented at the January 14 Board meeting. The motion was seconded by Director Edwards. The motion passed 11-1 with Director Downey opposed.**

#### **6. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA**

Jim Fink stated that sanitation facilities should be provided at all MST bus stations and at Park & Ride facilities. He stated that there is one MV driver who does not adhere to the posted schedule for Line 25.

There being no further comments, Chair Orozco moved to Agenda Item #2, Closed Session.

#### **7. COMMITTEE REPORTS**

*No action required unless specifically noted.*

7-1 Finance Committee Minutes from November 5, 2012. (Deanna Smith)

- 7-2 Mobility Advisory Committee Minutes from September 26, 2012.  
(Christy Sugabo)

Public Comment

None.

Close Public Comment

## **8. BIDS/PROPOSALS**

- 8-1 Authorize purchase of South County Radio and Data Range Expansion hardware and software. (Mark Eccles)

**Director Stephens made a motion to approve the purchase of South County Radio and Data Range Expansion hardware and software and was seconded by Director Armenta. The motion carried unanimously.**

- 8-2 Authorize Traffic Signal Priority System Purchase. (Mark Eccles)

**Director Edwards made a motion to authorize the purchase of a Traffic Signal Priority System and was seconded by Director Armenta. The motion carried unanimously.**

- 8-3 Award 5 Year Service Agreement to MV Public Transportation to provide MST RIDES ADA & Special Transportation Paratransit Services and other Fixed Route, On Call, & Trolley Services. (Robert Weber)

Robert Weber clarified that at this time, MST staff is not requesting the Board's approval to award a contract to MV Public Transportation, but is rather requesting to negotiate with MV Public Transportation.

**Director Stephens made a motion that the item be postponed and moved to the January 14 Board meeting and, at that time, that staff have specific data related to MV's service and quality history over the term of its previous contract with MST for Board review. The motion was seconded by Director Clark and carried unanimously.**

## **9. PUBLIC HEARINGS**

- 9-1 Conduct Public Hearing and adopt the FY 2013 Program of Projects, authorizing the filing of grant applications with the Federal Transit Administration and Caltrans. (Michelle Overmeyer)

Michelle Overmeyer provided information on the FY 2013 Program of Projects.

Public Comment

None.

Close Public Comment

**Director Edwards made a motion to adopt the FY 2013 Program of Projects and authorize the filing of appropriate grant applications with the Federal Transit Administration and Caltrans. The motion was seconded by Director Beach and carried unanimously.**

## **10.UNFINISHED BUSINESS**

10-1 Authorize MST Trolley Electrification Project. (Michael Hernandez)

**Director Pendergrass made a motion to authorize MST to enter into a contract with Wireless Advanced Vehicle Electrification, Inc. for a wireless trolley electrification project and was seconded by Director Edwards. The motion carried unanimously.**

10-2 Authorize staff to allocate accessible taxis to interested parties.  
(Tom Hicks)

Public Comment

Claudia Hudson requested information on whom the accessible taxis serve.

Close Public Comment

Tom Hicks stated that the vehicles are available to the general public and also serve customers of the Senior Voucher program and those with disabilities.

**Director Armenta made a motion to authorize the General Manager/CEO to allocate accessible taxis to interested taxicab companies who have met the requirements of RFQ 13-04, and who are in compliance with RTA regulations and was seconded by Director Edwards. The motion carried unanimously.**

10-3 Receive update on MST military partnerships and direct staff to modify service levels. (No Enclosure) (Hunter Harvath)

Hunter Harvath stated that since the agenda was mailed, MST has been able to secure funding to maintain all military lines with the exception of service reductions to Line 79 between Monterey to San Jose and Line 73 between Monterey and Prunedale.

## **11.NEW BUSINESS**

11-1 Receive update on state and federal legislative issues and adopt MST 2013 Legislative Program. (Hunter Harvath)

**Director Armenta made a motion to approve the 2013 Legislative Program with recommended changes and additions by the Legislative Committee:**

Amend the language of Item 4S (b) to read: "Oppose efforts to mandate benefits or other specific working conditions that would increase MST's costs and would be more appropriately addressed through the local collective bargaining process."

Add to the State Legislative Program the following items:

1. The MST Legislative Committee shall meet quarterly to address legislative issues of particular importance to MST.
2. The MST Board shall participate more actively with CTA and APTA on legislative issues of particular importance to MST.
3. MST staff shall allocate necessary funds in the FY 2013 Budget to accommodate increased participation in CTA and APTA legislative meetings.
4. MST staff shall, within the next two months, request a proposal from John Arriaga of Arriaga and Associates to provide legislative advocacy services for MST, and the proposal shall be brought back to the MST Legislative Committee to consider recommending his services to be approved by the MST Board.

**Director Armenta's motion was seconded by Director Edwards and the motion carried unanimously.**

- 11-2 Review possible service modifications that may be needed by reason of interruption of federal revenues due to objections raised by ATU to the U.S. Department of Labor's processing of Section 13(c) certification.  
(No Enclosure) (Hunter Harvath)

Mr. Sedoryk stated that shortly after Thanksgiving, MST received notification that ATU International had filed an objection to MST's application for federal operating funds in excess of \$3 million. ATU is objecting to language within AB 340 (PEPRA), recently signed into law by the State of California and Governor Brown, which they believe limits their collective bargaining rights. As a result of this objection, the Department of Labor will not certify the funds for release to MST. The funds are used to operate MST's system including coach operator wages, fuel, supplies and other critical operating needs. The funds are a reimbursement for funds already spent and represent approximately six (6) months of federal operating funds and approximately twenty-five to thirty percent of MST's annual operating budget. Since notice of the objection, MST has had numerous meetings with ATU International and the federal DOL, acting in good faith to help resolve this issue. Without these funds, MST will not be able to provide its current level of transit services to the community and is proposing implementing its approved "Service Reduction Emergency Plan" to implement a Sunday level of service for all services on a daily basis beginning on January 5, 2013. This service level reduction would also result in a reduction in staff levels. MST staff remains hopeful they will be able to convince the DOL to release funds to MST, thereby averting the impending service and staff reductions.



Mr. Harvath stated that notices of impending service reductions will be immediately placed in the Salinas Californian, El Sol, and Monterey County Herald newspapers, in card cards on all MST buses, and in Press Releases to media outlets throughout Monterey County. A series of Public Hearing will be held the first week of January. MST is also considering the possibility of needing long-term service reductions in the event that the dispute is not resolved in a timely manner.

#### Public Comment

Claudia Hudson requested that MST disregard PEPRA until federal and state governments resolve this issue.

#### Close Public Comment

**Director Downey made a motion to authorize the General Manager/CEO to implement the proposed Emergency Sunday Schedule, if necessary, in response to the DOL's refusal to certify grant funds for MST operations and was seconded by Director Clark.**

Director Armenta requested that matters of this gravity be presented to the Board in advance of Board meetings. **He requested adding to the motion that a summary report, detailing the ATU's objection and all subsequent responses and actions taken, be prepared and submitted to the Board.**

**Director Pendergrass requested adding to the motion the Board's direction to staff to continue working with MST's lobbyists to help resolve the issue.**

**Directors Downey and Clark accepted the additions to the motion to read:**

**"The MST Board authorizes the General Manager/CEO to implement the proposed Emergency Sunday Schedule, if necessary, in response to the DOL's refusal to certify grant funds for MST operations; requests that staff prepare a summary report, detailing the ATU's objection and all subsequent responses and actions taken, and submit to the Board; and requests that staff to continue working with MST's lobbyists to help resolve the issue."**

**The motion carried unanimously.**

- 11-3 Review, provide direction and take action regarding reductions in labor force (RIF) affecting ATU, MSTE and/or unrepresented employees; Delegate to GM/CEO Sedoryk authority to meet & confer on the RIF and to issue layoff notices. (No Enclosure) (Dave Laredo)

General Counsel, Dave Laredo, reported that as a result of the proposed reductions in service, staff reductions will be necessary. He stated that MST should act

in good faith and notify affected employees of possible reductions in workforce as soon as possible.

Director Downey stated that she expects administrative staff to be included in workforce reductions.

Director Stephens requested that the Board be informed of progress throughout the week.

#### Public Comment

Claudia Hudson requested that MST not comply with the PEPRA law, and instead wait until the issue is resolved at the federal and state level.

Eric Petersen asked if MST could borrow the funds to cover their operations expenses.

#### Close Public Comment

Dave Laredo stated that he does not advise MST to violate state law. Hunter Harvath stated that MST has no more borrowing power at this time.

**Director Clark made a motion to authorize the General Manager/CEO to announce possible reductions in workforce as a result of proposed service reductions, and to meet and confer with representatives of ATU Local #1225 and MSTEA. The motion was seconded by Director Edwards. The motion carried unanimously.**

Chair Orozco moved to Agenda Item #4, Consent Agenda.

### 12.REPORTS & INFORMATION ITEMS

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

12-1 General Manager/CEO Report – October, 2012.

12-2 Washington D. C. Lobbyist report – November, 2012.

12-3 State Legislative Advocacy Update – November, 2012.

12-4 Staff trip reports.

12-5 Correspondence.

#### Public Comment

None.

Close Public Comment

### **13.COMMENTS BY BOARD MEMBERS**

- 13-1 Reports on meetings attended by Board Members at MST expense (AB1234).
- 13-2 Board Member Comments and Announcements.
- 13-3 Board Member Referrals for future agendas.

### **14.ATTACHMENTS**

- 14-1 Disbursement Journal for October, 2012.

### **15.CONTINUED CLOSED SESSION**

*The Board of Directors may adjourn to Closed Session to consider matters listed under Agenda Items 2-2 through 2-5 that were continued to this time.*

The Board did not meet in Closed Session to discuss Agenda Items 2-2 through 2-5.

### **16.ADJOURN**

**There being no further business, Chair Orozco adjourned the meeting at 12:59 p.m.**

***NEXT MEETING DATE:*** January 14, 2013 in MST Conference Room

***NEXT AGENDA DEADLINE:*** December 20, 2012

*Materials related to an item on this agenda submitted to the Board after distribution of the agenda packet are available for public inspection at the Monterey-Salinas Transit Administration office at 1 Ryan Ranch Road, Monterey, CA during normal business hours.*

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To: Board of Directors  
From:  
Subject: Financial Reports – November 2012

**RECOMMENDATION:**

1. Accept report of November 2012 cash flow presented in Attachment #1
2. Approve November 2012 disbursements listed in Attachment #2
3. Accept report of November 2012 treasury transactions listed in Attachment #3
4. Accept November 2012 financial statements listed in Attachment #4


**FISCAL IMPACT:**

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

Beginning balance November 1, 2012	\$ 3,503,723.26
Revenues	4,743,342.00
Disbursements	<u>&lt;2,942,819.84&gt;</u>
Ending balance November 30, 2012	<u>\$ 5,304,245.42</u>

**POLICY IMPLICATIONS:**

Disbursements are approved by your Board each month and are shown in Attachment #2. Detail of the disbursements is attached at Agenda Item #14-1. Treasury transactions are reported to your Board each month, and are shown in Attachment #3.

Prepared by: Angela K. Dawson Reviewed By: 

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**(REVENUES & DISBURSEMENTS)****CASH FLOW**

Beginning balance November 1, 2012		\$ 3,503,723.26
Revenues		
Passenger Revenue	449,220.48	
DOD Revenue	138,550.00	
LTF / STA / 5307	1,957,067.71	
Grants	1,160,323.00	
TAMC Loan/Rabo LOC advance	1,000,000.00	
Non Transit Revenue	38,180.81	
Total Revenues		4,743,342.00
Disbursements		
Operations (See Attachment #2)	2,594,812.03	
Capital	348,007.81	
Total Disbursements		(2,942,819.84)
Ending balance November 30, 2012		<u><u>\$ 5,304,245.42</u></u>

**COMPOSITION OF ENDING BALANCE**

Checking - First National Bank	\$ 4,399.33
Checking - Rabo Bank	339,811.34
Checking(s) - Wells Fargo Bank	11,716.87
Local Agency Investment Fund (LAIF)	42,437.27
Money Market - Homeland Security	876,722.17
Money Market - Rabo MM	2,043,077.45
Money Market - Rabo Prop. 1 B	1,834,816.52
Bank of America - Escrow	58,406.47
Petty cash fund, STC Coin Machine, and 2 change funds	10,250.00
Rabobank-RTA	82,608.00
<b>Total</b>	<u><u>\$ 5,304,245.42</u></u>

## PAYROLL ACCOUNT

November 2 Payroll & Related Expenses	439,241.30	
November 16 Payroll & Related Expenses	438,977.46	
November 30 Payroll	383,170.64	
Payroll taxes	0.00	
Pers	0.00	
Garnishments	7,684.96	
	<u>1,269,074.36</u>	1,269,074.36

## GENERAL ACCOUNT

Disbursements on Attached Summary	1,608,842.72	
Paydown loan	-	
Workers Comp. Disbursements	51,201.21	
Interest expense	1,629.17	
Bank Service Charge/Armored Car	12,072.38	
	<u>1,673,745.48</u>	\$1,673,745.48
Total Disbursements		<u>2,942,819.84</u>
Less Capital Disbursements & Transfers		<u>(348,007.81)</u>
Operating Disbursements		<u><u>\$2,594,812.03</u></u>



**DISBURSEMENTS SUMMARY:**  
**GENERAL ACCOUNT DISBURSEMENTS FOR November 1, 2012 - November 30, 2012**

<b>VENDOR / DESCRIPTION</b>	<b>CHECKS</b>	<b>AMOUNT</b>
Accounts Payable 11/05/12	30199	479,981.34
Accounts Payable 11/06/12	30200 - 30211	204,477.67
Accounts Payable 11/09/12	30212 - 30299	265,423.69
Accounts Payable 11/16/12	30312 - 30376	159,330.31
Accounts Payable 11/26/12	30377 - 30379	4,085.00
Accounts Payable 11/29/12	30380 - 30432	495,544.71
<b>TOTAL</b>		<b><u>1,608,842.72</u></b>

**CHECKS \$100,000 AND OVER**

<b>VENDOR / DESCRIPTION</b>	<b>BOARD APPROVED</b>	<b>CHECK NUMBER</b>	<b>CHECK DATE</b>	<b>AMOUNT</b>
Pavex Construction	May 14, 2012	30199	11/05/12	479,981.34
Pers - Health	Recurring Expense	30210	11/06/12	203,551.44
Coast Oil	Recurring Expense	30228	11/09/12	109,368.87
Pavex Construction	May 14, 2012	30386	11/28/12	333,464.12

TREASURY TRANSACTIONS  
FOR NOVEMBER 2012

**LAIF ACCOUNT**

<u>Date</u>	<u>Account</u>	<u>Bank</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
	Balance Forward at 11/01/12				42,437.27
	Transfer to checking for payroll				0.00
	Local Agency Investment Fund: Interest earned -				0.00
	LAIF Treasury Balance at 11/30/12				42,437.27

**RABOBANK MM ACCOUNT**

<u>Date</u>	<u>Account</u>	<u>Bank</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
	Balance Forward at 11/01/12				500,978.73
					500,978.73
11/02/12	To P/R			500,000.00	978.73
11/14/12	STA		637,276.00		638,254.73
11/15/12	To P/R & A/P			637,000.00	1,254.73
11/16/12	Mobility manage		12,533.00		13,787.73
11/16/12	Travel trainer		28,202.00		41,989.73
11/16/12	BRT		81,140.00		123,129.73
11/16/12	TAMC loan		800,000.00		923,129.73
11/20/12	To A/P			200,000.00	723,129.73
11/30/12	LTF		1,319,791.71		2,042,921.44
11/30/12	Fee			30.00	2,042,891.44
11/30/12	Interest @ 0.56%		186.01		2,043,077.45
	RABO MM Balance at 11/30/12				2,043,077.45

MONTEREY - SALINAS TRANSIT  
Revenue & Expense - Consolidated

Budget vs Actual

For the Period from November 1, 2012 to November 30, 2012

(Amounts are in USD)

(Includes Fund: 001)

(Includes G/L Budget Name: BUDFY13)

	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance	Total Year Budget	YTD Actual Var to Bud
<b>Revenue</b>								
Passenger Fares	(432,186)	(508,333)	76,147	(2,221,734)	(2,541,667)	319,933	(6,100,000)	3,878,266
Special Transit	(166,831)	(236,946)	70,115	(924,926)	(1,184,731)	259,804	(2,843,355)	1,918,427
Cash Revenue	(40,039)	(17,613)	(22,427)	(189,763)	(88,063)	(101,700)	(211,350)	21,587
Cash Grants & Reimbursement	(1,863,180)	(1,629,263)	(233,927)	(9,356,461)	(8,146,266)	(1,209,196)	(19,551,036)	10,195,575
<b>Total Revenue</b>	<b>(2,502,237)</b>	<b>(2,392,145)</b>	<b>(110,091)</b>	<b>(12,691,885)</b>	<b>(11,960,725)</b>	<b>(731,160)</b>	<b>(28,705,741)</b>	<b>16,013,856</b>
<b>Expenses</b>								
Labor	1,215,063	932,479	282,584	4,572,176	4,662,395	(90,219)	11,189,748	(6,617,572)
Benefits	705,625	571,278	134,347	2,797,712	2,856,388	(58,676)	6,866,331	(4,057,619)
Advertising & Marketing	16,627	3,333	13,294	25,132	16,667	8,465	40,000	(14,868)
Professional & Technical	43,445	32,682	10,763	165,489	163,410	2,079	392,185	(226,696)
Outside Services	17,521	17,667	(146)	87,854	88,333	(480)	212,000	(124,146)
Outside Labor	49,824	45,746	4,078	216,538	228,729	(12,192)	548,950	(332,412)
Fuel & Lubricants	268,701	292,656	(23,955)	1,465,001	1,463,280	1,722	3,511,871	(2,046,870)
Supplies	52,325	40,375	11,950	253,776	201,875	51,902	484,500	(230,723)
Vehicle Maintenance	60,630	46,663	13,966	284,515	233,313	51,202	559,850	(275,435)
Marketing Supplies	5,029	1,667	3,362	18,276	8,333	9,943	20,000	(1,724)
Utilities	25,780	20,083	5,696	128,840	100,417	28,424	241,000	(112,160)
Insurance	36,055	32,202	3,853	184,779	161,006	23,771	386,419	(201,840)
Taxes	14,336	16,344	(2,007)	88,823	81,719	7,104	196,125	(107,302)
Purchased Transportation	266,231	266,031	2,200	1,462,610	1,330,153	132,457	3,192,367	(1,729,757)
Miscellaneous Expenses	11,147	11,042	105	56,196	55,208	988	132,500	(76,304)
Pass Thru/Behalf of Others				81,763		81,763		81,763
Interest Expense	1,629		1,629	22,456		22,456		22,456
Leases & Rentals	6,355	6,954	(600)	30,128	34,771	(4,643)	83,450	(53,322)
<b>Total Operating Expenses</b>	<b>2,798,221</b>	<b>2,337,200</b>	<b>461,021</b>	<b>11,942,064</b>	<b>11,685,998</b>	<b>256,065</b>	<b>28,046,396</b>	<b>(16,104,333)</b>
<b>Operating (Income) Loss</b>	<b>295,984</b>	<b>(54,945)</b>	<b>350,930</b>	<b>(749,822)</b>	<b>(274,727)</b>	<b>(475,095)</b>	<b>(659,345)</b>	<b>(90,477)</b>

MONTEREY - SALINAS TRANSIT  
Revenue & Expense - Consolidated  
Budget vs Actual

For the Period from November 1, 2012 to November 30, 2012

(Amounts are in USD)  
(Includes Fund: 002)

(Includes G/L Budget Name: BUDFY13)

	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance	Total Year Budget	YTD Actual Var to Bud
<b>Revenue</b>								
Passenger Fares	(29,765)	(25,900)	(3,865)	(171,092)	(129,500)	(41,592)	(310,800)	139,709
Special Transit								
Cash Revenue	(262,805)	(262,805)	0	(1,314,023)	(1,314,023)	0	(3,153,654)	1,839,631
Cash Grants & Reimbursement	(292,570)	(288,705)	(3,865)	(1,485,114)	(1,443,523)	(41,592)	(3,464,454)	1,979,340
<b>Total Revenue</b>								
<b>Expenses</b>								
Labor	4,252	3,520	732	17,530	17,602	(72)	42,245	(24,715)
Benefits	3,185	1,408	1,778	11,777	7,041	4,736	16,898	(5,121)
Advertising & Marketing								
Professional & Technical	766		766	3,832		3,832		3,832
Outside Services								
Outside Labor	2,562	1,398	1,164	7,631	6,988	642	16,772	(9,141)
Fuel & Lubricants	35,635	54,864	(19,249)	219,284	274,418	(55,134)	658,604	(439,320)
Supplies		858	(858)	800	4,292	(3,492)	10,300	(9,500)
Vehicle Maintenance		1,250	(1,250)		6,250	(6,250)	15,000	(15,000)
Marketing Supplies								
Utilities		680	(680)		3,400	(3,400)	8,160	(8,160)
Insurance								
Taxes								
Purchased Transportation	224,000	224,623	(623)	1,132,239	1,123,115	9,124	2,695,475	(1,563,237)
Miscellaneous Expenses		83	(83)		417	(417)	1,000	(1,000)
Pass Thru/Benefit of Others								
Interest Expense								
Leases & Rentals								
<b>Total Operating Expenses</b>	<b>270,402</b>	<b>286,705</b>	<b>(16,303)</b>	<b>1,393,092</b>	<b>1,443,523</b>	<b>(50,430)</b>	<b>3,464,454</b>	<b>(2,071,362)</b>
<b>Operating (Income) Loss</b>	<b>(22,168)</b>	<b>0</b>	<b>(22,168)</b>	<b>(92,022)</b>	<b>0</b>	<b>(92,022)</b>	<b>0</b>	<b>(92,022)</b>

**MICHELLE OVERMEYER  
EMPLOYEE OF THE YEAR  
2012**

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

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

WHEREAS, Michelle Overmeyer started her career with Monterey-Salinas Transit District as a Grants and Compliance Analyst in January of 2011. She applies from many grants that may apply toward operational and/or capital needs for the agency; and

WHEREAS, Michelle Overmeyer has exhibited an excellent attention to detail and exceptional follow through when applying for these much needed funds, which now total more than 50 active grants; and

WHEREAS, Michelle Overmeyer was instrumental in MST being awarded grants for \$5 million in capital funding to purchase new buses, \$1.8 million for a innovative Wireless Power Transfer Electric Trolley program, and \$350,000 from the Monterey Bay Unified Air Pollution Control District to complete funding for the Jazz BRT; and

THEREFORE BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit recognizes Michelle Overmeyer as Employee of the Year for 2012; and

BE IT FURTHER RESOLVED that Michelle Overmeyer is to be congratulated for her excellent work at Monterey-Salinas Transit.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT  
PASSED AND ADOPTED RESOLUTION 2013-18 this 14<sup>th</sup> day of January, 2013.

  
\_\_\_\_\_  
Maria Orozco  
Chairman

  
\_\_\_\_\_  
Carl G. Sedoryk  
Secretary

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To: Board of Directors

From: C. Sedoryk, General Manager/CEO

Subject: Receive report on timeline of events related to US Department of Labor conflicts with California Public Employee Pension Reform Act (PEPRA)

At the December 17, 2012 Board meeting your Board directed staff to prepare a summary report, detailing the Amalgamated Transit Union's (ATU) objection to Monterey-Salinas Transit Federal operating assistance grants and all subsequent responses and actions taken, and submit to the Board.

As background information: during a typical year, MST utilizes passenger fares, state sales tax and fuel tax revenues to fund operations between July 1<sup>st</sup> and December 31<sup>st</sup>, then utilizes federal fuel tax revenues to supplement operating funds from January 1 – June 30<sup>th</sup>. As MST does not have a local source of funding, the timely receipt of federal funds near the calendar year end is critical for cash flow purposes. Further, it is important to note that federal law requires to the US Department of Labor (DOL) to certify that it has no objections to a grantee receiving federal transit funds before the Federal Transit Administration (FTA) can release funds to a grantee.

The following is a time line of significant events related to objections made by the Amalgamated Transit Union to the US Department of Labor proposed certifications for the receipt of federal operating assistance and the subsequent negotiations and resolution of the matter. Also I have attached for your review correspondence between MST, ATU and the DOL regarding this matter.

**Timeline of Significant Events:**

**September 12** - Governor Brown enrolls PEPRA into law to take effect January 1, 2013

**October 12** - ATU notifies California Transit Association members of potential conflict between PEPRA and Federal Transit Act labor protections. (Attachment 1)

**October 15** - FTA announces half year apportionments of federal transit funds.

**October 29**- MST submits application for federal funds.

**November 2**- Dept of Labor issues referral for MST operating assistance grant.

**November 5** - MST staff provides PEPRA update to MST Board of Directors including concerns stated by ATU in October 12<sup>th</sup> letter.

**November 16** - Amalgamated Transit Union sends objection letter to DOL (Attachment 2)

**November 30** - MST staff meets with ATU Local 1225 leadership to discuss PEPRA.

**November 30** - DOL issues response supporting ATU objection (Attachment 3)

**December 5** - MST staff meets with DOL and ATU in Washington DC.

**December 10** - MST / ATU negotiating team meet and declare need for DOL mediation.

**December 14** – MST issues response to DOL and ATU objections. (Attachment 4)

**December 17** - MST / ATU negotiating teams meet with DOL mediator.

**December 17** – MST Board authorizes implementation of emergency service reductions.

**December 20** - MST/ATU negotiating teams meet with DOL mediator and develop a joint stipulation of facts and opinions (Attachment 5)

**December 21**- DOL issues grant certification. (Attachment 6)

**December 28** - FTA notifies MST that grant has been awarded.

As a result of the receipt of the required DOL certifications MST anticipates receipt of the federal operating funds on January 7, 2013 and is not required to implement an emergency service reduction at this time. However because Congress did not authorize a full year's apportionment for the 2013 federal fiscal year, the federal funds that will be received from the current grant will only last through March 31, 2013. At that time we may be subject to a similar complaints and objections to federal funding for the remainder of the federal fiscal year from April 2013 through September 2013.

Meanwhile MST staff intends to work with the California Transit Association, State of California Department of Labor, US DOL and ATU to develop a near term resolution to the perceived conflicts between PEPRA and federal transit law. In the event that a resolution to this issue is not forthcoming, staff is working on the development of a service plan that removes federal funding from the operating budget and plans to share this plan with your Board at the meeting of March 4<sup>th</sup>, 2013.

This summary does not include the numerous emails and verbal communications between MST staff and members of our state and federal legislative delegation, state and federal transit associations and their consultants, various state agencies and CalPERS. I would like to thank the extra efforts of MST Assistant General Manager Hunter Harvath, Director of Human Resources Kelly Halcon, Legal Counsel David Laredo, and our legislative advocate in Washington DC, Don Gilchrest for their assistance in the resolution of this matter.

PREPARED BY: 





## AMALGAMATED TRANSIT UNION

5025 WISCONSIN AVE., N.W. WASHINGTON, D.C. 20016-4139  
(202) 537-1645 FAX (202) 244-7824

October 12, 2012

### VIA FIRST CLASS MAIL

Joshua Shaw  
Executive Director  
California Transit Association  
Suite 1000  
1415 L Street  
Sacramento, CA 95814

Dear Mr. Shaw:

The undersigned writes on behalf of various constituent locals of the Amalgamated Transit Union in California regarding an urgent matter involving the application of the new Public Employees' Pension Reform Act of 2013, AB 340 (Furutani), Stats. 2012, Chapter 296 ("PEPRA"), which if not immediately remedied will jeopardize California Transit Agencies' continued eligibility to receive up to \$1,115,178,307 of federal assistance from the Federal Transit Administration in fiscal year 2013 and beyond. See attached Apportionment of Federal Transit Funds by Urbanized Area in California.

For many decades now, California transit agencies have received billions of federal assistance from the Federal Transit Administration, U.S. Department of Transportation, to improve and operate their transit systems. Federal transit law requires the U.S. Department of Labor to certify certain employee protective terms and conditions to which these transit agencies are bound for the benefit of mass transit employees before federal funds are released to a transit agency.

More specifically, Section 13(c) requires that certified employee protections include, among other things, provisions necessary for "the preservation of rights, privileges, and benefits (including continuation of pension rights and benefits) under existing collective bargaining agreements or otherwise [and] the continuation of collective bargaining rights[.]" 49 U.S.C. 5333(b)(2)(A), (B).

In circumstances where state law materially affect the rights or interests of employees protected by Section 13(c), interested labor unions are given the opportunity to object to the DOL's certification addressing a FTA grant which is a precondition to the FTA's release of federal funds. 29 C.F.R. Part 215.3. Indeed, federal transit law does not permit the Secretary of Labor to certify a grantee's employee protection agreements where workers previously enjoyed collective bargaining rights but those rights were subsequently diminished or eliminated altogether by state law. See generally *Amalgamated Transit Union v. Donovan*, 767 F.2d 939 (D.C. Cir. 1985).

Recently, in response to the enactment of Massachusetts legislation that abolished the health care plan for Massachusetts Bay Transportation Authority employees and amended the terms of the transit system's retirement plan, the DOL found that the new law prevented MBTA from complying with the express provisions of Section 13(c) as it precludes collective bargaining between the MBTA and its employees over mandatory subjects of bargaining. *DOL's June 23, 2011, Response to Objections for MBTA grant*. The DOL ruling specifically stated that "[t]he state law appears to have removed mandatory and/or traditional subjects of collective bargaining from the consideration of the parties and may prevent the MBTA from continuing the collective bargaining rights of employees, as required by Section 13(c)(2) of the Federal Transit Act." Thus, unless remedied, the DOL could not certify protective terms and conditions.

Equally relevant, in connection with pending transit agencies' grants in Michigan, the DOL found that several recently enacted state laws (e.g., Public Acts 4, 54, 152, and 63) diminished or eliminated collective bargaining rights protected by Section 13(c). The DOL stated that "for many transit recipients in Michigan where a collective bargaining relationship exists with represented transit employees, [] these Public Acts impact that relationship and therefore may render a grantee ineligible for federal assistance under 5333(b) 49 U.S.C." *DOL's August 16, 2012, Cover Letter to Referral for Michigan DOT grant*.

As you are aware, on September 12, 2012, California Governor Brown signed AB 340 which will apply to all public employers and public pension plans on and after January 1, 2013. The implementation of this law will undermine federally protected collective bargaining rights and collective bargaining agreements and thus pose severe consequences on transit agencies' eligibility to receive federal funds under Section 13(c) of the Federal Transit Act, now codified as 49 U.S.C. Section 5333(b).

Among other mandates, the new Pension Reform law will require the following:

- Raise the minimum retirement ages;
- Reduce pension benefits for new public employees;
- Impose new formulas for calculating pensions for new public employees;
- Impose various measures designed to avoid pension spiking; and
- Adjust the compensation cap annually and requires certain contributions from employees to equal to one-half of normal costs of the plan.

The new law only exempts the University of California and stand alone, independent requirement plans offered by charter cities and counties that do not participate in the CalPERS or the 1937 Act County Requirement System requirements. Thus, the majority of California transit agencies' pension plans appear to be covered by PEPRA.

Consistent with the U.S. DOL's rulings mentioned above, because PEPRA removes or limits mandatory and/or traditional subjects of collective bargaining from negotiations by the parties, this new law will prevent many transit agencies from continuing the collective bargaining rights of

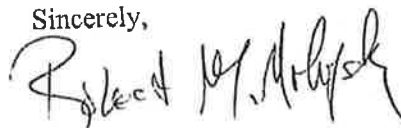
Joshua Shaw  
Page 3 of 3  
October 12, 2012

employees, as required by Section 13(c)(2) of the Federal Transit Act, 49 U.S.C. 5333(b)(2)(B). In short, these transit agencies will stand to lose billions of federal dollars unless action is taken immediately to address this problem.

We would like to meet with you as soon as possible to discuss a solution. If you have any questions, please do not hesitate to contact the undersigned or Associate General Counsel Jessica Chu at 202-537-1645.

We look forward to hearing your response.

Sincerely,



Robert A. Molofsky  
ATU Special Counsel

Attachment

yre/1

c:

D. Armijo, AC Transit  
M. Wiley, Sacramento RTD  
M. Burns, Santa Clara  
Valley Transportation  
D. DeMartino, San Joaquin RTD  
K. Hamm, Fresno  
C. Sedoryk, Monterey-Salinas Transit  
M. Scanlon, San Mateo Cnty.  
Transit District  
L. Jackson, Long Beach PTC  
A. Leahy, Los Angeles Cnty. MTA  
L. Rubio, Riverside Transit Agency  
M. Oglesby, SunLine Transit Agency  
P. Jablonski, San Diego Metropolitan  
Transit System  
G. Crunican, San Francisco Bay Area  
Rapid Transit  
D. Mulligan, Golden Gate Bridge  
Highway & Transportation District  
R. Ramacier, Central Contra Costa  
Transit Authority  
M. Victoria, Omnitrans  
L. Hanley, Int'l. President ATU

W. McLean, ATU  
Y. Salazar, ATU  
A. Withington, ATU  
C. Hudson, ATU  
Y. Williams, Local 192  
M. Guerra, Local 256  
L. Springer, Local 265  
A. Wagner, Local 276  
R. Steitz, Local 1027  
C. Lu, Local 1225  
N. Silver, Local 1277  
J. Gotcher, Local 1309  
A. Bryant, Local 1555  
R. Smith, Local 1574  
R. Messier, Local 1575  
F. Woody, Local 1605  
J. Caldwell, Local 1704  
B. Lunch, Esq.  
E. Bissen, Esq.  
W. Flynn, Esq.  
B. Broad, Esq.  
J. Lund, DOL  
A. Comer, DOL

Apportionment of Federal Transit Funds by Urbanized Area in California	
MAP-21 UZA Apportionment, FY 2013	
Urbanized Area	Total
Antioch, CA	10,998,203
Arroyo Grande-Grover	877,370
Bakersfield, CA	7,970,788
Camarillo, CA	1,455,016
Chico, CA	2,361,559
Concord, CA	46,903,403
Davis, CA	3,310,493
Delano, CA	1,606,008
El Centro-Calexico, CA	3,191,649
El Paso de Robles (Paso-Atascad)	1,469,545
Fairfield, CA	2,820,890
Fresno, CA	11,366,862
Gilroy-Morgan Hill, CA	1,629,103
Hanford, CA	2,652,016
Hemel, CA	3,479,052
Lompoc, CA	1,791,011
Los Angeles-Long Beach, CA	409,819,193
Madera, CA	1,756,539
Manteca, CA	1,880,210
Merced, CA	2,759,270
Mission Viejo-Lake Fort Clemente, CA	14,772,650
Modesto, CA	5,054,945
Napa, CA	1,740,742
Indio-Cathedral City, C	4,813,571
Lancaster-Palmdale, C	15,588,770
Livermore, CA	1,680,888
Lodi, CA	1,730,933
Oxnard, CA	12,125,073
Petaluma, CA	1,249,467
Porterville, CA	1,995,550
Redding, CA	1,799,931
Reno, NV--CA	5,748,880
Sacramento, CA	35,157,752
Salinas, CA	4,440,529
San Diego, CA	96,998,335
San Francisco-Oakland, CA	245,196,164
San Jose, CA	67,881,806
San Luis Obispo, CA	2,449,921
Santa Barbara, CA	5,525,235
Santa Clarita, CA	5,348,760
Santa Cruz, CA	4,367,154
Santa Maria, CA	3,729,728
Santa Rosa, CA	5,135,644
Seaside-Monterey, CA	3,066,345
Simi Valley, CA	2,874,475
Stockton, CA	11,564,088
Thousand Oaks, CA	6,262,862
Tracy, CA	2,018,132
Turlock, CA	2,302,036
Vacaville, CA	2,360,341
Vallejo, CA	3,830,967
Victorville-Hesperia, CA	3,919,129
Visalia, CA	4,231,235
Watsonville, CA	1,957,667
Woodland, CA	1,410,156
Yuba City, CA	2,372,733
Yuma, AZ--CA	2,377,533
<b>Subtotal</b>	<b>1,115,178,307</b>

**AMALGAMATED TRANSIT UNION**

5025 WISCONSIN AVE., N.W. WASHINGTON, D.C. 20016-4139  
(202) 537-1645 FAX (202) 244-7824

November 16, 2012

**VIA FACSIMILE**

John Lund  
Deputy Assistant Secretary  
Office of Labor-Management Standards  
U.S. Department of Labor  
Room N5112  
200 Constitution Avenue, NW  
Washington, DC 20210

Re: **OBJECTIONS TO REFERRAL TERMS**  
FTA Application  
Monterey-Salinas Transit  
Operating Assistance for FY 2013  
(CA-90-Z022)

Dear Mr. Lund:

The undersigned writes on behalf of, and as special "Section 13(c)" counsel for, Amalgamated Transit Union Locals 265 and 1225 in response to a November 2, 2012, electronic transmission from the Office of Labor-Management Standards regarding the above grant application and the employee protections which are to attach in connection therewith pursuant to the labor requirements of the Federal Public Transportation Act, 49 U.S.C. §5333(b).

Regarding ATU Local 1225, the Department of Labor envisions issuing a certification action permitting award of the operating assistance sought here on the basis of the prior contractual acceptance of the July 23, 1975, National Section 13(c) Employee Protection Agreement by the Monterey-Salinas Public Transit System Joint Powers Agency d/b/a Monterey-Salinas Transit (MST)(which formerly operated as "Monterey Peninsula Transit") and the local union. It is, of course, understood that Local 1225's endorsement of the National has not operated as a waiver of its interest arbitration rights under Paragraph (9) of the November 18, 1974, Section 13(c) Agreement between the parties, which remains in full force and effect. Indeed, Paragraph (9) of the 1974 Agreement is to be included in the Paragraph (4) Addendum to the National Agreement as applied here.

John Lund  
Page 2 of 6  
November 16, 2012

Relative to the interests of those represented by ATU Local 265, the DOL proposes to base its certification action upon the terms and conditions set forth in the January 3, 2011, Unified Protective Arrangement ("UPA").

Please be advised that the Union objects to the proposed certification action because the following "raises material issues that may require alternative employee protections" and/or there have been "changes in legal or factual circumstances that may materially affect the rights or interests of employees." 29 C.F.R. § 215.3(d)(3)(i),(ii). As explained more fully below, there has been a change in California law that will remove or limit certain mandatory and/or traditional subjects of collective bargaining in violation of Section 13(c) requirements.

On September 12, 2012, California Governor Brown signed the Public Employees' Pension Reform Act of 2013, AB 340 (Furutani), Stats. 2012, Chapter 296 ("PEPRA"), which will apply to all public employers and public pension plans on and after January 1, 2013. Among other mandates, the new Pension Reform law will require participating employers to unilaterally implement changes to retirement benefits without first bargaining with their employee representative(s) by:

- Raising the minimum retirement ages;
- Reducing pension benefits for new public employees;
- Imposing new formulas for calculating pensions for new public employees;
- Imposing various measures designed to avoid pension spiking; and
- Adjusting the compensation cap annually and requiring certain contributions from employees to equal to one-half of the normal costs of the plan.<sup>1/</sup>

Moreover, the new law only exempts the University of California and stand alone, independent requirement plans offered by charter cities and counties that do not participate in the CalPERS or the 1937 Act County Requirement System requirements. Thus, there is no doubt that this law will impact MST employees' pension benefits.<sup>2/</sup>

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<sup>1/</sup> For more information regarding AB 340, please see the following links:

- For the text of AB 340:  
[http://www.leginfo.ca.gov/pub/11-12/bill/asm/ab\\_0301-0350/ab\\_340\\_bill\\_20120912\\_chaptered.pdf](http://www.leginfo.ca.gov/pub/11-12/bill/asm/ab_0301-0350/ab_340_bill_20120912_chaptered.pdf)
- For the CA Senate Analysis of AB 340:  
[http://www.leginfo.ca.gov/pub/11-12/bill/asm/ab\\_0301-0350/ab\\_340\\_cfa\\_20120831\\_125720\\_se\\_n\\_floor.html](http://www.leginfo.ca.gov/pub/11-12/bill/asm/ab_0301-0350/ab_340_cfa_20120831_125720_se_n_floor.html)
- For the CalPERS Analysis of AB 340:  
<http://www.calpers.ca.gov/eip-docs/employer/program-services/guide-pension-ref.pdf>

<sup>2/</sup> Among others, the following transit systems represented by various ATU local unions also  
(continued...)

Under California law, collective bargaining over retirement/pension benefits specifically, including changes in CalPERS benefits, is a mandatory subject of bargaining.<sup>2/</sup> For decades, MST has contracted with CalPERS to provide pension benefits to its employees. CalPERS provides a defined benefit pension plan which, prior to the passage of AB 340, offered a variety of benefit options over which public agencies and their unions were permitted to bargain. Cal. Gov. Code Sec. 20000 et seq. As a result of such negotiations, MST employees represented by ATU currently receive a "2% at 55" pension (in other words, an annual pension, beginning at age 55, equal to 2% of the employee's "final compensation" multiplied by his or her number of years of service, with actuarial

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<sup>2/</sup>(...continued)  
provide public pension plans covered by AB 340: Alameda-Contra Costa Transit; Sacramento Regional Transit District; Santa Clara Valley Transportation; San Joaquin Regional Transit District; Los Angeles County Metropolitan Transit Authority; Riverside Transit Agency; SunLine Transit Agency; Bay Area Rapid Transit; San Mateo County Transit District; Golden Gate Bridge Highway and Transportation District; Central Contra Costa Transit Authority; and Omnitrans.

<sup>3/</sup> MST is a "special district" and its bargaining obligation arises under the Meyers-Milias-Brown Act (MMBA). Under California Government Code section 3504, the scope of representation for MMBA jurisdictions includes "all matters relating to employment conditions and employer-employee relations, including, but not limited to, wages, hours, and other terms and conditions of employment . . ." (Gov. Code sec. 3504.) The phrase "wages, hours, and other terms and conditions of employment" has been liberally construed consistent with federal precedent, from which the language was drawn." *Int'l Assoc. of Fire Fighters Union v. Pleasanton*, 56 Cal. App. 3d 959, 968 (1976). California courts have applied federal precedent in cases interpreting the scope language in the MMBA. *Fire Fighters Union v. City of Vallejo*, 12 Cal.3d 608 (1974) (California Supreme Court found that the language "wages, hours, and other terms and conditions of employment" was a term of art that the California Legislature had taken directly from the NLRA and its interpretive cases.)

Jurisdiction over purported unfair labor practices in MMBA jurisdictions falls under the California Public Employment Relations Board (PERB). PERB has long determined that PERS benefits are within the scope of representation. *Clovis Unified School District*, PERB Decision No. 1504 (December 18, 2002). In reaching this decision, PERB relied on well-established federal precedent that retirements benefits are a mandatory subject of bargaining. PERB cited *Inland Steel Company*, 77 NLRB 1 (1948), enforced 170 F.2d 247 (7<sup>th</sup> Cir. 1948), cert denied, 336 U.S. 960 (1949), for the well established proposition that pension benefits are "wages" under a broad interpretation of section 9(a) of the NLRA because such benefits accrue to employees due to their employment relationship; i.e., they simply comprise another form of compensation for employees' personal services. In *Clovis*, PERB held that a change in PERS benefits is a mandatory subject of bargaining, as PERS benefits both require employer and employee contributions to the applicable fund and so embody both deferred wages and a reduction of employees' wages.

adjustments for earlier or later retirement dates), with "final compensation" based on their final year of employment. For employees hired on or before June 30, 2011, MST pays all of the employee share of required contributions; for employees hired after that date, MST pays 50% of the employee share.

Prior to the passage of AB 340, bargaining parties could, and frequently did, negotiate over the selection of one of five benefit formulas for non-safety employees: 2% at 55; 2.5% at 55; 2.7% at 55; 2% at 60; and 3% at 60. "Final compensation" could be calculated with respect to the final year of employment or the final three years of employment, and improvements in the pension formula could be made on the basis of both past and future service, or future service only, all subject to collective bargaining. Furthermore, the parties were permitted to negotiate over the employer "pick-up" of part or all of what CalPERS terms the "employee share" of required contributions, as well as over a variety of other benefit options, including whether or not to allow employees to purchase credited service ("airtime"). *See attached relevant portions of the collective bargaining agreements between MST and Local 1225.* Negotiations over all these benefit features have been central to public sector collective bargaining in California for decades, allowing parties to trade off various changes in pension benefits for other economic items of importance.

AB 340, however, has stripped ATU and other unions representing transit employees of the right to negotiate over any of these critical aspects of their pension benefits. Indeed, the parties can no longer negotiate the benefit formula, definition of final compensation, applicability of the formula to past and/or future service, the employer pick-up, or other benefit features, effectively putting an end to collective bargaining relative to the core subject of retirement benefits.

Thus, under AB 340, pension benefits for current employees are effectively "frozen" and no benefit improvements (over a very low cost threshold) can be negotiated after December 31, 2012. And the benefit features for "new" employees (those hired on or after January 1, 2013) are now entirely determined by statute: for new employees, the formula is fixed at "2% at 62"; all compensation is measured with respect to the final three years of employment; amendments related to benefit accruals are restricted to future service; the employee share is increased, and employers are prohibited from picking up any part of it. Furthermore, for both current and new employees, AB 340 prohibits the purchase of airtime after December 31, 2012. AB 340 eliminates all discretionary authority with respect to these matters, thus relieving transit agencies of the duty to bargain over them.

Based on the foregoing, the implementation of this law will undermine federally protected collective bargaining rights and collective bargaining agreements and thus pose severe consequences on MST's eligibility to receive federal funds under Section 13(c) of the Federal Transit Act, now codified as 49 U.S.C. Section 5333(b). More specifically, Section 13(c) requires that certified employee protections include, among other things, provisions necessary for "the preservation of rights,



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privileges, and benefits (including continuation of pension rights and benefits) under existing collective bargaining agreements or otherwise [and] the continuation of collective bargaining rights[.]” 49 U.S.C. 5333(b)(2)(A), (B).

Indeed, Paragraph (3) of the July 23, 1975, National Section 13(c) Employee Protection Agreement here states “[a]ll rights, privileges, and benefits (including pension rights and benefits) of employees covered by this agreement (including employees having already retired) under existing collective bargaining agreements or otherwise . . . shall be preserved and continued.” Additionally, Paragraph (4) requires “[t]he collective bargaining rights of employees covered by this agreement . . . shall be preserved and continued.”

Federal transit law does not permit the Secretary of Labor to certify a grantee's employee protection agreements where workers previously enjoyed collective bargaining rights but those rights were subsequently diminished or eliminated altogether by state law. *See generally Amalgamated Transit Union v. Donovan*, 767 F.2d 939 (D.C. Cir. 1985).

For example, recently, in response to the enactment of Massachusetts legislation that abolished the health care plan for Massachusetts Bay Transportation Authority employees and amended the terms of the transit system's retirement plan, the DOL found that the new law prevented MBTA from complying with the express provisions of Section 13(c) as it precludes collective bargaining between the MBTA and its employees over mandatory subjects of bargaining. *DOL's June 23, 2011, Response to Objections for MBTA Grants ((MA-70-X001)#1, (MA-15-X008), and (MA-04-0049))*. The DOL ruling specifically stated that “[t]he state law appears to have removed mandatory and/or traditional subjects of collective bargaining from the consideration of the parties and may prevent the MBTA from continuing the collective bargaining rights of employees, as required by Section 13(c)(2) of the Federal Transit Act.”

Equally relevant, in connection with pending transit agencies' grants in Michigan, the DOL found that several recently enacted state laws (e.g., Public Acts 4, 54, 152, and 63) diminished or eliminated collective bargaining rights protected by Section 13(c). The DOL stated that “for many transit recipients in Michigan where a collective bargaining relationship exists with represented transit employees, [ ] these Public Acts impact that relationship and therefore may render a grantee ineligible for federal assistance under 5333(b) 49 U.S.C.” *DOL's August 16, 2012, Cover Letter to Referral for Michigan DOT Grant (MI-04-0052)#2*.

For the aforementioned reasons, the continuation of collective bargaining rights cannot be satisfied here because PEPPRA removes or limits mandatory and/or traditional subjects of collective bargaining from negotiations by the parties. In sum, this new law will prevent many transit agencies, including MST, from continuing the collective bargaining rights of employees, as required by Section 13(c)(2) of the Federal Transit Act, 49 U.S.C. 5333(b)(2)(B). Accordingly, in order for

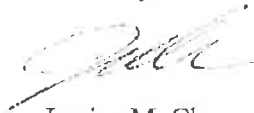
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the protective terms and conditions to be "fair and equitable", the DOL must now take the necessary action to ensure that the rights afforded to employees under Section 13(c) are, and will continue to be, protected.

\* \* \*

If the Department of Labor should determine it needs further detail in order to make a determination as to the validity of the foregoing objections, please provide us with prompt written notice of the information desired. Otherwise, we will look forward to notification as to the "status of [our] objections" by no later than Thursday, November 29, 2012. See November 2, 2012, referral at p. 2.

Sincerely,



Jessica M. Chu  
Associate General Counsel

Enclosures

yre

c: Y. Williams, Local 192  
M. Guerra, Local 256  
L. Springer, Local 265  
A. Wagner, Local 276  
R. Steitz, Local 1027  
C. Lu, Local 1225  
N. Silver, Local 1277  
J. Gotcher, Local 1309  
A. Bryant, Local 1555  
R. Smith, Local 1574  
R. Messier, Local 1575  
F. Woody, Local 1605  
J. Caldwell, Local 1704  
D. Garcia, Local 1756

L. Hanley, ATU  
W. McLean, ATU  
A. Withington, ATU  
C. Hudson, ATU  
B. Broad, Esq.  
B. Lunch, Esq.  
M. Rosenberg, Esq.  
B. Ross, Esq.  
J. Lund, DOL  
A. Comer, DOL  
D. Marchant, DOL  
M. Overmeyer, Monterey-Salinas  
Transit

h. Introductory, Seasonal, Limited Duty Employees. Paragraph f (Monthly MST Contribution) shall not apply to any introductory, seasonal or limited duty employee. Unless otherwise required by law, MST shall not make any contribution to the IRS Section 125 employee benefits plan for any introductory employee, seasonal employee, or limited duty employee.

i. Employees on a Leave of Absence. For each ATU employee on a leave of absence of less than thirty (30) days, MST shall continue its contribution in accord with paragraph d above. (This provision shall not apply to introductory employees, seasonal employees, or limited duty employees.) During any leave of absence of thirty (30) days or longer, MST shall cease all contributions to the IRS Section 125 employee benefits plan on behalf of that employee. Paragraph d shall not apply to any ATU employee on a leave of absence of thirty (30) days or longer. Each employee taking any leave of absence of thirty (30) days or longer shall bear full responsibility for all costs (100%) of benefits under the IRS Section 125 employee benefit.

#### **ARTICLE 14. RETIREMENT - PERS**

a. MST shall make sufficient contributions to maintain the benefits provided under the pre-existing PERS contract during the life of this Agreement. MST shall pay 100% of the PERS contribution for the employer. Except as provided by paragraph b, MST shall fund the full employee share of PERS actuarial contributions. Any balance or deficit in the PERS account shall accrue in favor of or against MST.

b. The MST PERS contract shall be amended, however, to add the provisions of Section 21024 "Military Service Credit as Public Service" to allow any MST employee an election to purchase from PERS up to four (4) years of service credit for any continuous active military service prior to MST employment. All rules and limitations which govern this provision shall be as determined by PERS. Any and all costs incurred by reason of this election shall be paid in full by the affected employee, and shall not be paid by MST.

#### **• BASIC WAGE POLICY SECTION**

#### **ARTICLE 15. BASIC WAGE RATES**

a. All wage rates in effect under the prior contract shall apply to hours worked prior to the October 31, 1998, pay period.

- i. Employees on a Leave of Absence. For each employee on a leave of absence of less than thirty (30) days, MST shall continue its contribution in accord with paragraph d above. (This provision shall not apply to limited duty employees.) During any leave of absence of thirty (30) days or longer, or for any unpaid personal leave not covered by FMLA/CFRA, MST shall cease all contributions to the IRS Section 125 employee benefits plan on behalf of that employee. Paragraph d shall not apply to any employee on a leave of absence of thirty (30) days or longer. Each employee taking any leave of absence of thirty (30) days or longer shall bear full responsibility for all costs (100%) of benefits under the IRS Section 125 employee benefit.

#### ARTICLE 14. RETIREMENT - PERS

- a. MST shall make sufficient contributions to maintain the benefits provided under the pre-existing PERS contract during the life of this Agreement, provided that MST shall modify the PERS to 2% @ 55, with single year compensation calculation, and military service credit, as soon as each coverage change can be implemented by PERS following ratification of this Agreement. MST shall pay 100% of the PERS contribution for the employer. Except as provided by paragraph b, MST shall fund the full employee share of PERS actuarial contributions. Any balance or deficit in the PERS account shall accrue in favor of or against MST.

MST shall continue to evaluate the following coverage options available through PERS, although each of the following is NOT included:

- Cost of Living Increase of 3% (\$21335)
- Post-Retirement Survivor (\$21628)
- 3rd Level 1959 Survivor Benefit (\$21573)

MST and ATU shall meet and confer on the addition of these items and other possible PERS enhancements during the term of this contract, but the decision to add one or more of these shall be made at the sole discretion of the MST board.

## • BASIC WAGE POLICY SECTION

### ARTICLE 15. BASIC WAGE RATES

- a. Effective the first full pay period beginning in October 2001, Wage Table A shall take effect.
- b. The Basic Wage Range for Limited Duty Employees shall be set forth in Article 55, only.
- c. Trainees shall be paid ten dollars and seventy cents (\$10.70). MST may increase Trainee wages above the minimum without ATU consent.
- d. For the wage step plans attached to this Article, step 1 is the entry level and introductory period. An employee shall advance to Step 2 at the beginning of the first pay period following one thousand (1,000) hours worked in Step 1, advance to Step 3 after two thousand (2,000) hours worked in Step 2, advance to Step 4 after three thousand (3,000) hours worked in Step 3, and advance to Step 5 after four thousand (4,000) hours worked in Step 4.

The changed criteria for step advancement (changed from days in step to hours worked) shall apply only prospectively, and shall take effect on or before March 1, 2002. This change shall not affect any retroactive wage calculation under this Article.

ARTICLE 14.	RETIREMENT - PERS	1/19/2005	a. MST shall make sufficient contributions to maintain the benefits provided under the pre-existing PERS contract during the life of this Agreement; provided that MST shall modify the PERS to 2% @ 55, with single year compensation calculation, and military service credit, Section 21571, 1959 Survivor Allowance-First Level, as soon as each coverage change can be implemented by PERS following ratification of this Agreement. MST shall pay 100% of the PERS contribution for the employer. Except as provided by paragraph b, MST shall fund the full employee share of PERS actuarial contributions. Any balance or deficit in the PERS account shall accrue in favor of or against
ARTICLE 14.	RETIREMENT - PERS	1/19/2005	b. MST shall pay 100% of the PERS contribution for the employer. MST shall fund the full employee share of PERS actuarial contributions. Any balance or deficit in the PERS account shall accrue in favor of or against MST.
ARTICLE 14.	RETIREMENT - PERS	1/19/2005	MST shall continue to evaluate the following coverage options available through PERS, although each of the following is NOT included:  Cost of living increase of 3% (\$21335) Post Retirement Survivor (§21628) 3rd Level 1959 Survivor Benefit (§21573)
ARTICLE 14.	RETIREMENT - PERS	1/19/2005	c. MST and ATU shall meet and confer on the addition of these items and other possible PERS enhancements during the term of this contract, but the decision to add one or more of these shall be made at the sole discretion of the MST board. As soon as the coverage change can be implemented by PERS following ratification of this Agreement, the following will be implemented and paid by MST.
ARTICLE 14.	RETIREMENT - PERS	1/19/2005	•Section 21548, Pre-Retirement Optional Settlement 2 Death Benefit

#### ARTICLE 14. RETIREMENT - PERS

a. MST shall make sufficient contributions to maintain the benefits provided under the pre-existing PERS contract during the life of this Agreement:

- 2% @ 55, with single year compensation calculation
- Military Service Credit
- Section 21571, 1959 Survivor Allowance – First Level

b. MST shall pay 100% of the PERS contribution for the employer. MST shall fund the full employee share of PERS actuarial contributions. Any balance or deficit in the PERS account shall accrue in favor of or against MST.

c. As soon as the coverage change can be implemented by PERS following ratification of this Agreement, the following will be implemented and paid by MST.

- Section 21548, Pre-Retirement Optional Settlement 2 Death Benefit

#### **ARTICLE 14. RETIREMENT - PERS**

a. MST shall make sufficient contributions to maintain the benefits provided under the pre-existing PERS contract during the life of this Agreement:

- 2% @ 55, with single year compensation calculation
- Military Service Credit
- Section 21571, 1959 Survivor Allowance – First Level

b. (1) As to employees with a date of hire on or before June 30, 2011, MST shall pay 100% of the PERS contribution for the employer. MST shall fund the full employee share of PERS actuarial contributions. Any balance or deficit in the PERS account shall accrue in favor of or against MST.

(2) As to employees with a date of hire after June 30, 2011, MST shall pay 100% of the PERS contribution for the employer. MST shall fund 50% of the employee share of PERS actuarial contributions and the employee shall fund 50%.

c. As soon as the coverage change can be implemented by PERS following ratification of this Agreement, the following will be implemented and paid by MST.

- Section 21548, Pre-Retirement Optional Settlement 2 Death Benefit



U.S. Department of Labor

Office of Labor-Management Standards  
Washington, D.C. 20210



November 30, 2012

Jessica M. Chu, Associate Counsel  
Legal Department  
Amalgamated Transit Union  
5025 Wisconsin Avenue, NW  
Washington, DC 20016

Michelle Overmeyer  
Monterey-Salinas Transit  
One Ryan Ranch Road  
Monterey, CA 93940

Re: RESPONSE TO OBJECTIONS TO  
EMPLOYEE PROTECTION TERMS FOR  
PENDING FTA GRANT APPLICATION  
Monterey-Salinas Transit  
FY 13 Operating Assistance  
CA-90-Z022

Dear Ms. Chu and Ms. Overmeyer:

This is in response to Ms. Chu's letter of November 16, 2012, in which she registers certain objections to the Proposed Terms for Employee Protection Certification contained in the Department's referral letter of November 2, 2012, concerning the above referenced Federal Transit Administration grant application. Pursuant to Department Guidelines (29 CFR Part 215), the objections were timely received.

The Amalgamated Transit Union has objected to the Department of Labor's (Department's) proposed certifications based on its belief that the newly enacted Public Employees' Pension Reform Act of 2013, AB 340 (Furutani), Stats. 2012, Chapter 296 (PEPRA) raises material issues that may require alternative employee protections under 49 U.S.C. 5333(b) and/or concerns changes in legal or factual circumstances that may materially affect the rights or interests of employees represented by the ATU. Specifically, the ATU alleges that PEPRA affects the ability of Monterey-Salinas Transit (MST) to satisfy the rights of ATU represented employees under 49 U.S.C. 5333(b)(2)(A), which requires the preservation of rights, privileges, and benefits (including

continuation of pension rights and benefits) under existing collective bargaining agreements or otherwise; 49 U.S.C. 5333(b)(2)(B), which requires the continuation of collective bargaining rights; and Paragraphs (3) and (4) of the referred July 23, 1975 National (Model) Agreement negotiated between the American Public Transit Association and transit employee labor organizations, which additionally requires protections similar to those of 49 U.S.C. 5333(b)(2)(A) and (B).

The Department has reviewed the objections concerning the newly enacted PEPRA and has determined that PEPRA constitutes a change in legal or factual circumstances that may materially affect the rights or interests of employees represented by the ATU. See 29 CFR 215.3(d)(3)(ii). The state law appears to have removed mandatory and/or traditional subjects of collective bargaining from the consideration of the parties and may prevent MST from continuing the collective bargaining rights of employees, as required by Section 13(c)(2) of the Federal Transit Act, codified as 49 U.S.C. 5333(b)(2)(B). Therefore, pursuant to the Guidelines at 29 CFR 215.3, the Department has determined that certain of the ATU's objections are sufficient.

Consequently, under the provisions of the Department's Guidelines, MST and the ATU **are directed to engage in good faith negotiations and/or discussions for a period not to exceed** December 31, 2012, to seek a mutually acceptable resolution of the issues concerning the continuation of collective bargaining between MST and the labor organizations representing its employees in the face of the recently enacted PEPRA. The Department requests that the parties negotiate a mutually acceptable accommodation of all relevant sections of PEPRA. Without opining on the adequacy of any potential accommodations, the parties may consider accommodations that include, but are not limited to, an agreement concerning mandatory subjects of collective bargaining, a protocol for influencing the determination of collective bargaining subjects over which the parties no longer have direct or complete control, and/or other accommodations of the newly enacted sections of PEPRA to the collective bargaining process.

During the negotiation period, the Department's resources are available for technical assistance and mediation. The Department will monitor the progress of negotiations and, pursuant to its Guidelines, may suggest alternative protective arrangements for consideration of the parties. Should the parties resolve these issues and reach agreement, the Department will review the agreement to ensure that it meets statutory requirements and, if so, will issue a final certification on the basis of the agreement.

In order to ensure good faith negotiations as contemplated in the Department's Guidelines at 29 CFR 215.3, the ATU should immediately contact MST and make such proposals as are appropriate under the Department's negotiating

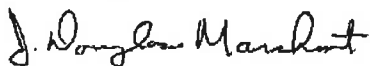
directive described above. In the event that MST chooses not to negotiate or does not respond to the ATU's initial proposal in a timely manner, the Department may deny certification on the basis of the ATU's objections. Any party(ies) who choose(s) not to negotiate or accept(s) an existing proposal in settlement of this matter should so inform the opposing party(ies) and the Department. Alternatively, if the opportunity to negotiate is declined or ignored, the ATU should submit a statement confirming its attempts to contact MST in lieu of a final proposal and supporting statements.

**For any issues not resolved through negotiations, the parties are to prepare final proposals covering the unresolved issues, along with supporting statements, which are to be submitted to the Department by January 2, 2013, the first business day after negotiations are completed.**

**Although the Department's Guidelines permit an interim certification within five (5) days of the end of negotiations, such is not anticipated in this case due to the substantial possibility that the parties' failure to negotiate a statutorily sufficient resolution to the issues in this matter may render MST ineligible for the receipt of Federal funds. See the Department's Guidelines at 29 CFR 215.39(h).**

If you have any questions or need any additional information, you may contact me by phone at (202) 693-1227, by FAX at (202) 693-1342, or by e-mail at [Marchant.J@dol.gov](mailto:Marchant.J@dol.gov).

Sincerely,



J. Douglas Marchant  
Project Representative

Enclosures

cc: Scheryl Portee/FTA  
Leslie Rogers/FTA Region IX  
Sonia Bannister/MSEA  
Wesley Toy/SCCEAA  
Ray Cobb/IBEW  
Mary Kay Henry/SEIU  
David L. Neigus/IAM  
James P. Hoffa/IBT  
Bonnie Morr, c/o Cara McGint/UTU  
Erika A. Diehl/UTU  
Paul Knupp/Guerrieri, Clayman, Bartos & Parcelli  
Richard Edelman/O'Donnell, Schwartz & Anderson





# MST

MONTEREY-SALINAS TRANSIT

## TRANSIT DISTRICT MEMBERS:

City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Gonzales • City of Greenfield  
 City of King • City of Marina • City of Monterey • City of Pacific Grove • City of Salinas  
 City of San Clemente • City of Seaside • City of Soledad • County of Monterey

December 14, 2012

J. Douglas Marchant  
 Team Leader  
 U. S. Department of Labor, OLMS  
 Division of Statutory Programs  
 200 Constitution Avenue, N.W.  
 District of Columbia, 20001

**Re: RESPONSE TO OBJECTIONS TO EMPLOYEE PROTECTION TERMS FOR  
 PENDING FTA GRANT APPLICATION:**  
 Monterey-Salinas Transit FY 13 Operating Assistance CA-90-Z022

Dear Mr. Lund:

Thank you for taking the time to meet with me and my staff on December 5, 2012 to discuss issues related to the Department of Labor's determination that the newly enacted Public Employees' Pension Reform Act of 2013, AB 340 (Furutani), Stats. 2012, Chapter 296 (PEPRA) constitutes a change in legal or factual circumstances that may materially affect the rights or interests of employees represented by the Amalgamated Transit Union per 29 CFR 215.3(d)(3)(ii). The DOL has taken the position that the state law appears to have removed mandatory and/or traditional subjects of collective bargaining from the consideration of the parties and may prevent MST from continuing the collective bargaining rights of employees as required by Section 13(c)(2) of the Federal Transit Act, codified as 49 U.S.C. 5333(b)(2)(B).

At our meeting, we provided information to illustrate that MST has a collective bargaining agreement with ATU that is valid through September 30, 2013. MST believes that PEPRA makes no material changes to the benefits of current employees covered by the MST-ATU Agreement. At the conclusion of our meeting, the parties agreed to continue to meet and confer in good faith and to continue to research the details of PEPRA to determine what actual effects the new law will have on current MST employees represented by the Amalgamated Transit Union.

Since December 5, 2012, MST met with representative of the ATU on December 10<sup>th</sup> and we are scheduled to meet again on the morning of December 17<sup>th</sup>. ATU contends that as a result of

PEPRA, pension benefits for current employees are effectively "frozen" and no benefit improvements can be negotiated after December 31, 2012. ATU further contends that benefit features for new employees hired after January 1, 2013, are now entirely determined by state law. ATU also claims that PEPRA severely curtailed the collective bargaining process over traditional subjects of bargaining.

ATU has suggested that the "only option to protect the collective bargaining rights" would be for MST to join ATU in seeking a prompt enactment of an amendment to PEPRA that exempts all transit worker pension plans from the provisions of PEPRA by filing a joint letter to the California Governor's Office, the California Attorney General's Office and the California Secretary of Labor urging immediate action to support the amendment; filing a joint letter to the California Public Employees' Retirement System (CalPERS) to delay implementation of PEPRA until the amendment is enacted; and filing a joint petition to the California Transit Association to request its support of the amendment.

MST believes that AB 340 (Furitani), as modified by AB 197 (Buchanan, Chapter 297, Statutes of 2012), which made technical cleanup changes to PEPRA allows collective bargaining related to the impact of changes related to the legislation, including the following:

- Employers may negotiate optional benefits for existing employees and new members, with the exception of optional benefits that are specifically prohibited, e.g., 12-month final compensation period or the 3% at 50 benefit formula for new members.
- Employee contributions for new members may exceed 50% of normal cost if agreed through the collective bargaining process, as long as: (1) the employer does not contribute at a greater rate for non-represented, managerial or supervisory employees than for represented employees who are in related retirement membership classifications; (2) the employee contribution rate is not increased in the absence of an MOU; and (3) the employer does not use impasse procedures to increase an employee contribution rate above the rate required by AB 340
- Employers may continue to negotiate Employer Paid Member Contributions for existing employees.
- Employers may negotiate new defined contribution plans
- Employers may propose and negotiate the sharing of the "employer's contribution" subject to reaching an agreement. Prior to 2018, cost sharing of the employer's contribution can only be required for represented employees by agreeing to specific terms in a collective bargaining agreement. If an employer has already negotiated cost-sharing

agreements above the 50 percent of normal cost rate, the negotiated contribution rates may continue.

- Employers may negotiate an agreement inconsistent with Government Code Section 20516 if it is incorporated into an MOU and is not part of the employer's contract with CalPERS. Employers may negotiate and implement cost sharing by individual bargaining unit (eliminating the previous restriction that cost sharing could only be implemented within the classifications of miscellaneous, fire, and police.)
- As of Jan. 1, 2018, the employer, only after meeting and conferring and exhausting impasse procedures, may unilaterally impose an employee contribution rate of up to 50 percent of normal cost employee contribution rate, but not exceeding 8 percent of pay for non-safety members.

Notwithstanding our interpretation of PEPRA, MST acknowledges the implementation guidance from the state on this matter has been particularly abstract and difficult to understand and appreciates that there may be different interpretations of the impacts of AB 340 on the collective bargaining process. Since the newly elected state legislature was seated on December 3<sup>rd</sup>, two alternative bills have been presented to provide greater ability to negotiate benefits under PEPRA, including SB 13 (McLeod) and SB 24 (Walters). Further, efforts are being made by representatives of transit labor unions to introduce legislation to provide an exemption to PEPRA.

For these reasons MST believes it is premature for the Department of Labor to determine that PEPRA has removed mandatory and/or traditional subjects of collective bargaining from the consideration of the parties, or that MST is prevented from continuing the collective bargaining rights of employees, as required by Section 13(c)(2) of the Federal Transit Act, codified as 49 U.S.C. 5333(b)(2)(B).

MST staff agrees to join ATU to seek prompt enactment of an amendment to PEPRA that exempts transit worker pension plans from the provisions of PEPRA by filing a joint letter to the California Governor's Office, the California Attorney General's Office and the California Secretary of Labor urging immediate action to support the amendment; filing a joint letter to the California Public Employees' Retirement System (CalPERS) to delay implementation of PEPRA until the amendment is enacted; and, filing a joint petition to the California Transit Association to request its support of the amendment but makes no representations or guarantees that MST's support for this position will lead to the enactment of such legislation. With this agreement, Monterey-Salinas Transit District (MST) requests that the Department of Labor provide certification of federal grants made to MST for the federal fiscal year ending September 30, 2013.

MST provides assurances that it shall continue to collectively bargain in good faith all mandatory and/or traditional subjects of collective bargaining rights as required by law and shall not violate any present or subsequent federal, state or municipal law in a manner consistent with Article 52, Non-Contravention of Laws, of the existing contractual agreement between MST and ATU. MST staff would also like to draw the parties' attention to Article 51 (a) Mutual Recognition, Cooperation and Commitment to Quality, of our current agreement with ATU. This article states that ATU recognizes that the business of MST is advantageous to its employees and that ATU shall assist MST in any reasonable manner to the end that unjust burdens are removed. The article further states that MST and ATU are mutually committed to providing quality service to the public, and to maintain a respectful and cooperative-labor management relationship.

To that end MST must insist that while MST works jointly with ATU to advocate for enactment of legislation that that exempts all transit worker pension plans from the provisions of PEPR A , the ATU shall rescind and withdraw its complaint regarding Monterey-Salinas Transit FY 13 Operating Assistance CA-90-Z022 and represent that it shall not oppose MST's applications for federal assistance through the remainder of our current contractual agreement which end on September 30, 2013.

MST has scheduled negotiations with the US DOL and ATU representatives for the morning of Monday, December 17, 2012, at 8:00 a.m. to discuss this matter further. Please be aware the MST Board of Directors shall convene its regular board meeting on Monday, December 17, at 10:00 a.m., with an agenda item to be discussed for action as to whether a service reduction and associated reduction in force (RIF) shall be necessary and authorized by reason of the threatened loss of operating revenue should the Department of Labor determine that MST is not eligible for immediate receipt of federal operating funds due to their belief that the implementation of PEPR A removes mandatory and/or traditional subjects of collective bargaining from the consideration of the parties and prevents the continuation of collective bargaining rights of employees. In order to avoid a reduction in force MST will need to receive notice from the Department of Labor that it will allow certification of our federal grants no later than Friday December 21, 2012.

Sincerely,



Carl Sedoryk  
General Manager/CEO

cc: John Lund, Department Of Labor, Julie Chapman, California Department of Human Resources, Jessica Chu, Amalgamated Transit Union



Joint Stipulation of Facts and Positions by  
Amalgamated Transit Union Local 1225 and Monterey-Salinas Transit (MST)  
December 20, 2012

1. The grant currently under consideration is an operating assistance grant (CA-90-Z022), to provide "funding for the operations of fixed-route transit services for the fiscal year ending June 30, 2013." MST has advised the DOL that this grant covers expenses incurred during the period July 1, 2012, through December 31, 2012.
2. Pursuant to Section 13(c) of the Federal Transit Act, now codified as 49 U.S.C. Section 5333(b), MST and ATU Local 1225 have entered into Section 13(c) Agreements dated November 18, 1974, and July 23, 1975, which have served as the bases of DOL's certifications addressing MST grants.
3. Public Employees' Pension Reform Act of 2013 (PEPRA) becomes effective January 1, 2013.
4. For decades, MST has contracted with CalPERS to provide pension benefits to its employees represented by ATU Local 1225.
5. Incorporated herein by reference are the ATU's November 16, 2012, Objections to DOL Referral Terms for MST Grant (CA-90-Z022); DOL's November 30, 2012, Response to ATU Objections; and MST's December 14, 2012, Response to Objections.
6. MST staff has agreed to join ATU to seek prompt enactment of an amendment to PEPRA that exempts transit worker pension plans from the provisions of PEPRA by filing a joint letter to the California Governor's Office, the California Attorney General's Office and the California Secretary of Labor urging immediate action to support the amendment; filing a joint letter to CalPERS to delay implementation of PEPRA until the amendment is enacted; and, a joint petition to the California Transportation Association to request its support of the amendment but makes no representation or guarantees that MST's support for this position will lead to the enactment of such legislation.
7. Notwithstanding PEPRA, for the duration of the collective bargaining agreement between MST and ATU Local 1225, which expires on September 30, 2013, the pension benefit formula for current employees (i.e., hired and vested into the PERS system prior to December 31, 2012) remains in effect.
8. Notwithstanding PEPRA, for the duration of the collective bargaining agreement, MST is required to pay 100% of the PERS contributions for employees hired before June 30, 2011, and to fund 50% of the employees' share of PERS contribution for employees hired after June 30, 2011.
9. On December 6, 2012, MST has sought from CalPERS an "impaired MOU" variance which, if granted, will delay implementation of PEPRA's prohibition of employer paid member contributions for new employees hired January 1, 2013, or thereafter, for the term of the labor

agreement. PEPRA's other pension benefit terms, including regarding the pension benefit formula, would be operable.

10. It is the parties' understanding that the prohibition in PEPRA on future service airtime credit purchases does not prohibit purchases of qualified service credit.

11. As of January 1, 2013, collective bargaining over pension benefits for employees hired January 1, 2013, and thereafter is determined by statute: among other provisions, the benefit formula is fixed at 2% at 62; all compensation is measured with respect to the final three years of employment; the employee share of the cost of the benefit is set by statute and the employers are prohibited from picking any part of the employees' share.

12. PEPRA sets terms and conditions affecting pension rights and benefits of current and new public employees as defined in that Act.

13. MST proposes that it would seek not to hire new employees, not previously vested with CalPERS or comparable plans, and thus exempt from PEPRA's definition of new employees, during the term of the labor agreement, but that it would meet and confer with the Union should it become necessary to so hire.

14. ATU responded that, with PEPRA in effect, such negotiations/proposals would fall short of meeting statutory requirements under Section 13(c).

**U.S. Department of Labor****Office of Labor-Management Standards  
Washington, D.C. 20210**

December 21, 2012

Leslie Rogers,  
Regional Administrator  
Federal Transit Administration, Region IX  
201 Mission Street, Suite 2210  
San Francisco, California 94105

Re: FTA Application  
Monterey-Salinas Transit  
FY 13 Operating Assistance  
CA-90-Z022

Dear Mr. Rogers:

This is in reply to the request from your office that we review the above-captioned application for a grant under Title 49 of the U.S. Code, Chapter 53.

Monterey-Salinas Transit (MST) (which formerly operated as "Monterey Peninsula Transit") and Amalgamated Transit Union (ATU) Local 1225 have previously agreed to become party to the agreement executed on July 23, 1975, by the American Public Transit Association and transit employee labor organizations. In addition, the parties have agreed that paragraph (9) of their November 18, 1974 protective agreement, executed in connection with an earlier grant application, shall be included as the addendum to the July 23, 1975 agreement pursuant to paragraph (4) thereof. The terms and conditions of the July 23, 1975 agreement provide protections to employees represented by the union which satisfy the requirements of 49 U.S.C., Section 5333(b) for operating assistance.

In addition, the January 3, 2011 Unified Protective Arrangement (UPA) provides to transportation related employees in the service area of the project protections satisfying the requirements of the Federal transit law, 49 U.S.C., Section 5333(b). Additional employees of MST, represented by the Monterey-Salinas Employee Association (MSEA); the employees of the Santa Cruz Metropolitan Transit District, represented by the Service Employees International Union (SEIU) and the United Transportation Union (UTU); the

employees of the Santa Clara Valley Transportation Authority, represented by ATU Local 265, the SEIU and the Santa Clara County Engineers and Architects' Association (SCCEAA); the employees of the San Luis Obispo Regional Transit Authority (SLORTA), represented by the International Brotherhood of Teamsters (IBT) Local 381; and the employees of Peninsula Joint Powers Board operating Caltrain in the service area of the project, represented by the International Brotherhood of Electrical Workers (IBEW), the International Association of Machinists (IAM), the Brotherhood of Locomotive Engineers (BLE), the Brotherhood of Maintenance of Way Employees (BMWEE), the Sheet Metal Workers International Association (SMWIA), the United Transportation Union (UTU), the Brotherhood of Railway Signalmen (BRS), the National Conference of Firemen and Oilers/SEIU (IBF&O), the Transportation Communications International Union (TCU) (including the Joint Council of Carmen, Helpers, Coach Cleaning & Apprentices (Carmen) and the American Railway and Airway Supervisors (ARASA)), the American Train Dispatchers Association (ATDA), and the International Brotherhood of Boilermakers and Blacksmiths (Boilermakers), shall be considered third party beneficiaries in accordance with condition (3) below. MST, by executing the Department of Transportation's (DOT) contract of assistance, accepts the terms and conditions of the UPA.

The Department has received a Joint Stipulation of Facts and Positions (Joint Statement), dated December 20, 2012, from MST and the ATU in which the parties jointly recognize certain facts and circumstances involving this grant and the newly enacted Public Employees' Pension Reform Act of 2013, AB 340 (Furutani), Stats. 2012, Chapter 296 (PEPRA). Discussions with the parties convened by the Department and the Joint Statement has informed the Department of unique facts and circumstances in this particular grant which allows the parties to meet their 13(c) obligations. Among these facts and circumstances is Section 7522.30 of PEPRA, which allows employee-employer pension contributions determined in an existing joint memorandum of understanding (MOU) to remain unchanged for the term of the MOU, in this instance until September 30, 2013. Additionally, the instant grant is for Fiscal Year 2013 operating assistance which, in this case, is reimbursable by FTA well before the expiration of the MOU and MST's fiscal year end, both of which coincide. Neither the Department, nor the parties, represent that these unique facts and circumstances will be extant or applicable to further MST grants or to grants involving other transit agencies.

Accordingly, the Department of Labor makes the certification called for under the statute with respect to the instant projects on condition that:

1. This letter and the terms and conditions of the above employee protective arrangements, shall be made applicable to the instant project and made part of the contract of assistance, by reference;
2. The term "project" as used in the above arrangements shall be deemed to cover and refer to the instant project;
3. The protective arrangements certified by the Secretary of Labor are intended for the primary and direct benefit of transit employees in the service area of the project. These employees are intended third-party beneficiaries to the employee protective arrangements referenced in the grant contract between the U.S. Department of Transportation and Monterey-Salinas Transit (MST), and the parties to the contract so signify by executing that contract. **Such transit employees are also third-party beneficiaries to the protective arrangements incorporated in any subsequent contract(s) of assistance between the Grantee and any Recipient(s).** Employees not represented by any labor organization, or if so represented through their representative on their behalf, may assert claims with respect to the protective arrangements under this provision. This clause creates no independent cause of action against the United States Government;
4. Disputes over the interpretation, application and enforcement of the terms and conditions of the certified protective arrangements, including those disputes arising out of this letter of certification, shall be resolved in accordance with the procedures specified in the aforementioned certified arrangements; and
5. Employees of mass transportation providers in the service area of the project who are not represented by a union designated above shall be afforded substantially the same levels of protections as are afforded to the employees represented by the unions under the above referenced protective arrangements and this certification. Such protections include procedural rights and remedies as well as protections for individual employees affected by the project.

Should a dispute remain after exhausting any available remedies under the protective arrangements and absent mutual agreement to utilize any other final and binding resolution procedure, any party to the dispute may submit the controversy to final and binding arbitration. With respect to a dispute involving a union not designated above, if a component of its parent union is already subject to a protective arrangement, the arbitration procedures of that arrangement will be applicable. If no component of its parent union is subject to the arrangements, the Recipient or the union may request the American Arbitration Association to furnish an arbitrator and administer a final and binding resolution of the dispute under its Labor Arbitration Rules. If the employees are not represented by a union for purposes of collective bargaining, the Recipient or employee(s) may request the Secretary of Labor to designate a neutral third party or appoint a staff member to serve as arbitrator and render a final and binding determination of the dispute.

Sincerely,

*Ann Comer*

Ann Comer, Chief  
Division of Statutory Programs

cc: Scheryl Portee/FTA  
Michelle Overmeyer/Monterey-Salinas Transit  
Jessica M. Chu/ATU  
Sonia Bannister/MSEA  
Wesley Toy/SCCEAA  
Ray Cobb/IBEW  
Mary Kay Henry/SEIU  
David L. Neigus/IAM  
James P. Hoffa/IBT  
Bonnie Morr, c/o Cara McGint/UTU  
Paul Knupp/Guerrieri, Clayman, Bartos & Parcelli  
Richard Edelman/O'Donnell, Schwartz & Anderson



Digitally signed by Denise Diminico  
DN: cn=Denise Diminico, o=DHS, ou=Division of Statutory  
Programs, ou=US Department of Labor,  
email=Denise.Diminico@dhs.gov, c=US  
Date: 2012.12.21 16:34:09 -0500

50 H

To: Board of Directors  
From: Carl Sedoryk  
Subject: Strategic Planning Workshop Update and Presentation

**RECOMMENDATIONS:**

Receive update on Monterey-Salinas Transit Performance and provide direction on strategic planning workshop.

**FISCAL IMPACT:**

None.

**POLICY IMPLICATIONS:**

Your board adopts a Strategic Plan every three years and conducts a strategic planning workshop on an annual basis.

**DISCUSSION:**

The Monterey-Salinas Transit District Board of Directors adopted a Strategic Plan for the Fiscal Years 2011 – 2013. Each year your Board periodically your board receives updates on progress to date in achieving the goals and objectives laid out in the plan. As the current strategic plan expires on June 30, 2013 staff has began a process of conducting a facilitated workshop to develop an updated strategic plan for the fiscal years 2014 – 2016. As part of this process the Board chair has formed an ad hoc strategic planning committee comprised of board members, Cohen, Clark, and Orozco to discuss the format and content of the next strategic planning workshop. Working together with strategic planning consultant Steve Alexander, the Board Committee has developed a questionnaire that is to be completed by the Board members and returned to our consultant in preparation for the workshop.

During the development of the questionnaire the strategic planning committee felt that it would be useful for Board members to receive a presentation on MST funding and performance. At your Board January 14<sup>th</sup> Board meeting staff will provide a presentation on MST performance, accomplishments and challenges. Upon completion of the presentation staff will distribute the strategic planning questionnaire to your Board and seek further input on board expectations regarding the next steps in the strategic planning process.

Board members may find it useful to review the most current version of the MST Strategic Plan which may be found in your Board Resource guide, on the Board resources page of the MST website at <http://www.mst.org/about-mst/board-of-directors/board-access/> , or by contacting MST staff for a copy.

Prepared by: 



**Legislative Policy Committee**  
December 17, 2012  
**Minutes**

**Present:** Directors: Armenta, Barrera, Clark, Downey, Pendergrass

**Absent:** None.

**Staff:** Carl Sedoryk, Hunter Harvath, Mike Hernandez, Deanna Smith, Don Gilchrest, Mark Eccles, Heidi Quinn

**1. Call to order**

Director Armenta called the meeting to order at 9:02 a.m.

**2. Public comment on matters not on the agenda**

None.

**3. Federal Legislative Update – Sedoryk/Gilchrest**

Carl Sedoryk directed Committee Members to page 76 of the MST Board agenda which includes MST's Draft FY 2013 Federal Legislative Program. He introduced Don Gilchrest, MST's federal lobbyist, who provided an update on federal funding and legislative issues.

Congress is operating under a continuing resolution for federal funding, which expires on March 27, 2013, with current programs and funding remaining at previous levels until new appropriations bills are written; it is possible that the continuing resolution will be extended to the end of the year. If a compromise on the federal debt limit is not realized, sequestration may kick in on January 2, 2013, and some federal funding will be cut. The Highway Trust Fund is exempt from sequestration cuts, but New Starts and Small Starts programs, funded out of general fund revenue, would be affected.

MAP-21, authorizing federal highway transit and safety programs, provides stable and predictable transit funding, but will expire at the end of FY 2014. The rewriting of new FY 2015 legislation is currently being worked on and MST staff is actively participating in this process. MAP-21 modifies, consolidates, and repeals many previous programs, but essentially provides the same level of funding overall with a

slight increase for inflation. FTA does intend to run the Very Small Starts Program, from which MST has previously received funds.

Mr. Sedoryk has been assigned as one of five individuals in the country to sit on the APTA Reauthorization Task Force as the representative for small urban and rural areas in developing national goals for the next authorization bill.

#### **4. State Legislative Update – Sedoryk/Harvath**

Carl Sedoryk stated that the FY 2013 budget did not include retaining a State lobbyist, but staff has been maintaining close contact with state and local legislators and other local agencies to ensure that our programs are in sync with their programs.

Hunter Harvath directed Committee Members to page 73 of the MST Board agenda which details MST's Draft FY 2013 State Legislative Program. Of note is Item 2S (a). In most cases, the State of California does not allow transit fares to be used as assurance for bond repayment; Mr. Harvath is working with State Senator Bill Monning and other state transit agencies to get an exception to this limitation. MST has received information that this exception would be advantageous, as federal and state funding is not controlled by MST; therefore is not a reliable source for securing bonds.

Item 2S (c) refers to legislation that would allow a "bus-on-shoulder" experimental program that has been implemented in San Diego, CA and Chicago, IL. It allows buses to use the shoulder lane at speeds of no more than 35 miles per hour during times of severe congestion when traffic is moving at speeds of less than 35 miles per hour. The primary concerns are safety issues which are dealt with at the planning stages.

To date, MST has received \$7 million out of almost \$30 million of capital funds. MST staff is working with Caltrans to make sure MST receives all available remaining funds. Mr. Harvath is serving as one of seven members on a working group of small urban and rural operators and Caltrans to assist Caltrans in increasing the efficiency with which they distribute funds to public transit agencies.

Director Clark asked if MST staff believes that state legislative issues have been sufficiently addressed without a state lobbyist. Mr. Sedoryk stated that given state funding availability over the last year, and looking forward to 2013, he and Mr. Harvath have been able to successfully deal with legislative issues and did save money by eliminating this budget item. He stated that it might be advantageous to readdress this issue in future budget preparations or if we are able to obtain support for the legislation we are currently seeking.

Director Downey called attention to Item 4S (b), stating that she opposes the language opposing state mandates on collective bargaining processes, and that she believes MST can use all the help they can get with this issue. Mr. Sedoryk stated that this simply limits the state's ability to mandate issues typically decided at the local level.

**Director Downey requested amending for approval by the MST Board the language of Item 4S (b) to read: “Oppose efforts to mandate benefits or other specific working conditions that would increase MST’s costs and would be more appropriately addressed through the local collective bargaining process.”**

**Director Armenta requested adding to the State Legislative Program the following items:**

- 1. The MST Legislative Committee shall meet quarterly to address legislative issues of particular importance to MST.**
- 2. The MST Board shall participate more actively with CTA and APTA on legislative issues of particular importance to MST.**
- 3. MST staff shall allocate necessary funds in the FY 2013 Budget to accommodate increased participation in CTA and APTA legislative meetings.**
- 4. MST staff shall, within the next two months, request a proposal from John Arriaga of Arriaga and Associates to provide legislative advocacy services for MST, and the proposal shall be brought back to the MST Legislative Committee to consider recommending his services to be approved by the MST Board.**

**Director Pendergrass made a motion to recommend adopting the Draft FY 2013 Federal and State Legislative Program with suggested changes to Item 4S (b), and to recommend the Board approve the additional four items put forward by Director Armenta. The motion was seconded by Director Clark. The motion carried unanimously.**

Director Clark stated that Congressman Farr has requested that the MST Board and staff contact him locally as opposed to travelling to Washington, DC. Mr. Sedoryk suggested revisiting the suggestion to schedule a Legislative breakfast with state officials.

Director Downey is concerned with the additional expense of sending MST Board members to additional meetings in Washington, DC and Sacramento, CA. She also stated that the MST Board and Legislative Committee already addressed the issue of retaining state legislative advocate, and the FY 2013 Budget was developed based on the decision of the Board at that time.

The Committee and staff discussed the importance and effectiveness of attending more meetings in Washington, DC with Board members. Director Downey asked to have Mr. Gilchrest provide his recommendation.

Mr. Gilchrest emphasized that he believes meeting with Legislators in Washington, DC in March is not the most effective use of MST’s time or money. He believes MST Board members may find the APTA conference in March to be a beneficial conference to attend, and meeting with Congressman Farr at that time is plausible, but that it is not the best time to schedule meetings with legislators in general.

Mr. Sedoryk stated that topics discussed at APTA are beneficial for Board members and that the MST Board Chair has typically chosen two or more Board members to attend.

## **5. Adjourn**

There being no further business, Director Armenta adjourned the meeting at 10:03 a.m.

Prepared by:



Deanna Smith, Deputy Secretary

MOBILITY ADVISORY COMMITTEE  
**ADA PARATRANSIT SUBCOMMITTEE (ADAPTR)**  
October 10, 2012  
**Minutes**

*Description: ADAPTR is responsible for providing the Mobility Advisory Committee with advice and guidance in matters related to the MST ADA Paratransit (RIDES) Program.*

**1. CALL TO ORDER**

Vice-Chair Diana Seay called the meeting to order at 1:05 p.m. in the conference room of the Monterey Mobility Management Center, 150 Del Monte Ave. Monterey.

**Present:** Diana Seay, Consumer  
Rena Weaver, Blind & Visually Impaired Center  
Eugenia (Genie) Jimenez (Alternate), Alliance on Aging

**Absent:** George Redmon, Consumer

**Staff:** Cristy Sugabo, Senior Mobility Specialist  
Lance Atencio, MV Staff  
Tom Hicks, CTSA Manager

**2. CONSENT AGENDA**

2.1 Minutes of the regular meeting of June 13, 2012.

**Member Rena Weaver moved to approve items on the consent agenda. Member Genie Jimenez seconded, and the motion carried unanimously.**

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

None.

#### **4. UNFINISHED BUSINESS**

None.

#### **5. NEW BUSINESS**

5.1 Due to conflicts in schedules, the ADAPT-R subcommittee discussed and decided to change the subcommittee's meeting date and time to even months on the second Thursday from 2:00PM to 3:30PM.

**Member Rena Weaver Wyant moved to recommend to the Mobility Advisory Committee that the proposed change of meeting date and time be adopted. Member Genie Jimenez seconded, and the motion carried unanimously.**

5.2 The subcommittee reviewed the October nominations for RIDES Employee of the Month. The committee did not have a nominee for the month of October.

5.3 Vice Chair Diana Seay informed the committee that member Britney Furter resigned from the committee due to conflict in schedule. In addition, the committee was informed that member Brandy Abend expressed to Staff that due to current personal situation she is prevented from participating in future meetings, however, will follow-up with Staff once she decides to participate again.

#### **6. REPORTS AND INFORMATION ITEMS**

6.1 ADAPTR-MAC liaison, Rena Weaver Wyant reported to the committee that the MAC met on September 26, 2012. Due to the absence of the Chair and Vice Chair, acting Chair Andy Cook commenced the meeting.

Ms. Wyant informed the subcommittee that MV Staff, Brent Boardman attended the meeting. Mr. Boardman informed the committee of his promotion to General Manager for MV Transportation in Spokane and that he will be relocating to Washington State.

Ms. Wyant informed the subcommittee that the MAC committee nominated Ms. Nancy Budd to MST Board of Directors for MAC membership.

Ms. Wyant informed the subcommittee that Suzanne Gibbs, a member of the public attended the meeting to inform the committee

about her experiences with the MST RIDES Program and the MST fixed-route bus services.

Ms. Wyant informed the subcommittee that the MAC reviewed the consultant's Organizational Meeting Report and focused on initial tasks for action and consideration as recommended by the consultant.

Ms. Wyant informed the committee that MAC member Monique King presented to the committee about Interim's program for adults living with mental illness. In addition, Ms. Wyant was to present as well, however, her allocated time for presentation was given to Ms. Suzanne Gibbs to provide information to the committee regarding unmet transportation needs.

Ms. Wyant informed the committee that TAMC will have a public hearing on unmet transportation needs at the next MAC meeting on November 28, 2012.

## **7. CTSA UPDATES**

7.1 Mr. Hicks informed the committee that the MST Board of Directors directed Staff to publish a Requested for Proposals for a contractor to provide small-bus fixed-route, trolley, and MST RIDES services. The current contract is held by MV Transportation. In addition, MAC member Kathleen Murray-Phillips and Maureen McEachen volunteered to participate on the review committee.

7.2 Mr. Hicks informed the committee that MST purchased six new MV-1 accessible taxis and a solicitation for leases with local taxi companies is in process. The lease contract will require taxi companies to participate in the taxi voucher programs for seniors and persons with disabilities.

## **8. MST RIDES UPDATES**

8.1 MV Staff, Lance Atencio confirmed Mr. Brent Boardman's promotion to General Manager for MV Transportation in Spokane. Replacing Mr. Boardman is Dan Corber, one of MV's employees in the Bay Area, whose main duty is to oversee MV's RIDES taxi contract.

Mr. Atencio informed the committee that MV is bidding on a new contract with MST; the previous contract with MST lasted a total of nine years.

Mr. Atencio informed the committee that MV transportation contracted with Serra Cab to provide RIDES services. Serra Cab's fleet includes one accessible and two ambulatory taxis.

**9. ANNOUNCEMENT**

None.

**10. ADJOURN**

There being no further business, the meeting was adjourned at 2:25P.M.

Prepared by:   
Christy Sugabo  
Senior Mobility Specialist

Reviewed by:   
Tom Hicks  
CTSA Manager



To: Board of Directors

From: R. Weber – Director, Transportation Services

Subject: Execute contract with MV Public Transportation Inc. to operate MST RIDES ADA & Special Transportation Paratransit Services, & Other Fixed Route, On Call, & Trolley Services. (*Deferred from the December 17, 2012 Board of Director's Meeting*)

**RECOMMENDATION:**

Authorize staff to execute an exclusive five (5) year service agreement with MV Public Transportation Inc. to provide the following services:

- 1) MST RIDES - Annual Service Hours = Approximately 60,000 to Include:
  - ADA Paratransit Services
  - Special Transportation (ST) Program
  - Special (Out of County) Medical Trips
- 2) Other Services - Annual Service Hours = Approximately 56,000 to include:
  - Select Fixed Route Services
  - On Call Services (Public Dial-A-Ride)
  - Trolley Services

**FISCAL IMPACT:**

Approximately \$29,004,233 over five (5) years. The operating expense for these services is funded by:

- Local transportation funds
- State Transit Assistance Funds
- Federal Section 5307
- Federal Job Access Reverse Commute - Section 5316
- Federal New Freedoms - Section 5317

**POLICY IMPLICATIONS:**

Your board approves all Contracts that are valued at, or above \$25,000.

It has been MST's practice to utilize private transportation providers to operate the following types of MST service:

- Demand Response (On Call and RIDES programs)
- Seasonal (Seasonal Trolley Services, 22-Big Sur)
- Demonstration Projects (Limited funding)
- Other services as deemed appropriate (lack of manpower, equipment, or financial requirements)

## DISCUSSION:

On August 15, 2012, staff published an RFP to seek proposals from qualified service providers to operate the aforementioned MST services. On October 24 2012, staff received proposals from four (4) different firms; American Logistics Corporation, McDonald Transit, MV Public Transportation Inc., and National Express.

A scoring Committee comprised of MST staff personnel and a member of MST's Mobility Advisory Committee evaluated the following elements of each proposal submitted:

- **Technical Proposal:** *(Proposal Quality & Content: Ability to meet or exceed MST's requirements as expressed in the submitted proposal)*
- **Qualifications & Experience:** *(Financial Qualifications, Business references, Project Manager & Staff Qualifications & Experience.)*
- **Price Proposal:** *(Overall cost of the proposal as submitted, which includes each firms best and final offer.)*
- **California Labor Code – Section 1072:** *(Firms willingness to retain displaced public transit workers for a period of 90-days)*

Each firm could be awarded a maximum of 100 points based upon the established scoring criteria. The following represents the final scores awarded to each firm:

Firm	Home Office	Final Score
MV Public Transportation Inc	Dallas Texas	94.25
McDonald Transit	Forth Worth, Texas	85.25
National Express	Cincinnati, Ohio	84.00
American Logistics	Santa Ana, CA	71.50

Staff shall present a comprehensive overview of the scoring process and the financial comparison of each submitted proposal at the January 14, 2013 Board meeting.

### **Price Proposals:**

The RFP was structured to allow interested service providers to submit bids for any or all of the following options:

**Bidding Option 1:** Includes: MST's RIDES services only.

**Bidding Option 2:** Includes other Fixed Route, On Call, and Trolley services only.

**Bidding Option: 3:** All Services.

Each firm was given the opportunity to submit a single bid, or multiple bids. The following represents the six initial cost proposals that were submitted by the competing firms. The following represents the cost of these services over a five (5) year period:

<b>BIDDING OPTION 1: MST RIDES ADA / ST SERVICE ONLY</b>	
American Logistics Corporation	\$22,786,700
MV Public Transportation Inc	\$16,974,174
<b>BIDDING OPTION 2: FIXED ROUTE, ON CALL &amp; TROLLEY SERVICE ONLY</b>	
MV Public Transportation Inc	\$17, 547,822
<b>BIDDING OPTION 3: <u>ALL</u> SERVICES</b>	
McDonald	\$33,530,900
MV Public Transportation Inc	\$29,126,722
National Express	\$29,124,947

As MV Public Transportation Inc. received the highest overall score during the evaluation period, the firm was asked to submit their best and final offer. The company has since responded and has submitted their final five year cost of **\$29,004,233** to operate all services as specified within the RFP.

Based upon the final evaluation of each written and cost proposal submitted, MV Public Transportation has demonstrated that their firm is the best-qualified and most cost effective respondent based upon the evaluation criteria.

Upon your Board's authorization, staff shall execute an exclusive five-year service agreement with MV Public Transportation Inc. The contract shall go into effect on July 18, 2013 and shall expire on July 17, 2018. There is an option to extend this contract by mutual agreement for up to (2) two, (2) two-year periods. If exercising this option is beneficial to MST, staff shall bring this matter back to the Board for action.

**Note:** As per your Board's request, attached please find a brief summary of MV Transportation's key performance data for its MST operation.

PREPARED BY:  REVIEWED BY:   
Robert Weber Carl Sedoryk

Attachment:

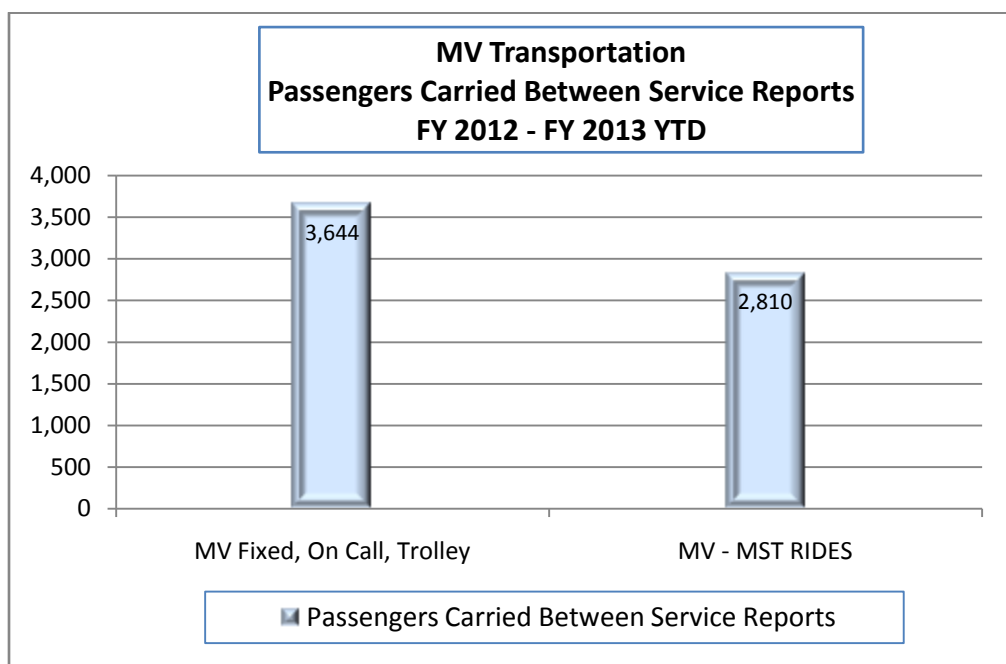
MV Transportation Key Performance Data

## ATTACHMENT 1

### MV Transportation Key Performance Data

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#### CUSTOMER SERVICE:



#### RIDES - ON TIME PERFORMANCE:

Over the past three years the MST RIDES program, on average, carries more than 108,000 passengers per year. More than 85% of those passengers were delivered on-time.

FY10	86.6%
FY11	86.3%
FY12	85.1%
FY13 YTD	84.1%
<b>Average:</b>	<b>85.5%</b>

**SAFETY:**

MV Transportation's accident rate for its Monterey County Division between 2010 – 2012 has averaged one (1) preventable collision every 194,666 miles. The industry as a whole strives to have one or less preventable collisions for every 100,000 miles traveled.

**Miles Between Preventable Collisions**

2010	201,000
2011	203,000
2012	180,000
<b><i>Average</i></b>	<b><i>194,666</i></b>

To: Board of Directors

From: Hunter Harvath, Assistant General Manager – Finance & Administration

Subject: Military Partnerships Transit Service Update

**RECOMMENDATIONS:**

1. Receive update on MST's Military Partnerships.
2. Authorize staff to renegotiate terms of Memoranda of Understanding with Presidio of Monterey, Naval Postgraduate School and Fort Hunter Liggett.
3. Approve introduction of Line 78 Presidio-Santa Cruz Express.

**FISCAL IMPACT:**

Military Partnerships were budgeted to provide \$2,131,800 in revenue to the agency in fiscal year 2013. These funds were to be generated through the Department of Defense (DoD) version of the federal transit benefit: the Transportation Incentive Program (TIP) for the Navy and the Mass Transit Benefit for the Army. A one-year demonstration project costing \$260,640, Line 78 Presidio-Santa Cruz Express is 100% funded through a federal Section 5316 Jobs Access Reverse Commute grant and State of California Toll Credits.

**POLICY IMPLICATIONS:**

Your board approves major (in excess of \$25,000) partnerships to provide transit services in the community.

**DISCUSSION:**

MST currently has three active partnerships with local military installations (see fact sheet in Attachment 1), which fund – wholly or in part – eleven bus routes serving Monterey, Santa Clara and San Luis Obispo Counties. While they serve primarily enlisted and civilian Department of Defense personnel, these bus lines are also open to the general public outside of the gates of the military installations.

**Naval Postgraduate School**

In September of 2008, MST began its first military partnership, which now provides transit service on two bus lines connecting areas of the former Fort Ord, Seaside and Marina to the Naval Postgraduate School. Boardings average approximately 2,000 per month on the two NPS-funded lines.

### **Presidio of Monterey**

Based on the NPS model, MST entered into a second, much larger partnership with the Presidio of Monterey in July of 2010. At its peak, the Presidio partnership included ten bus lines but now has been reduced to seven as of January 7, 2013, due to funding concerns. Approximately 40,000 boardings per month are logged on Presidio bus lines.

### **Fort Hunter Liggett**

MST's third military partnership began in December of 2010 with Fort Hunter Liggett and includes two bus lines, one of which involves selected trips that are subcontracted to San Luis Obispo Regional Transit Authority for better operational efficiency. Due to the long distances traveled by these two bus lines, federal transit benefit funds generated by Fort Hunter Liggett passengers are augmented by federal Section 5311(f) grants targeted at rural inter-city bus transportation. These grants were awarded by Caltrans to MST to provide this first ever inter-county link between Monterey and San Luis Obispo Counties through sparsely-populated agricultural areas of the region. Since implementation, ridership on these lines has grown to average approximately 2,000 per month.

### **Funding Issues**

Each partnership was formalized through separate memoranda of understanding, which spelled out terms of bus operations and payments, including minimum numbers of participants required to maintain the transit services. When these partnerships were developed, the federal transit benefit was set at a maximum of \$230 per employee per month as a part of the American Recovery and Reinvestment Act (ARRA), which provided sufficient funding levels for the three programs. As of December 31, 2011, Congress cut the federal transit benefit to \$125 per person per month, which jeopardized the short-term financial viability of at least one of MST's three military partnerships – that with the Presidio – and raised longer-term concerns regarding the other two partnerships.

In response to the 45% reduction of the federal transit benefit, MST staff conducted repeated visits to Washington, DC, to advocate for restoring the ARRA-level transit benefit and assisted the American Public Transportation Association in developing a broad-based coalition of lawmakers who supported this position. While these year-long efforts were ultimately successful, resulting in the increase of the transit benefit to \$240 per person per month as part of the "fiscal cliff" legislation passed on the final day of the 112<sup>th</sup> Congress, there did not seem to be a way to recoup a year's worth of lost revenue retroactively. As such, staff worked with the Presidio and Fort Hunter Liggett to trim, where possible, high-cost and/or low productivity trips over the past year, which has resulted in a reduction in both the number of transit lines as well as in overall vehicle revenue hours involved in the partnership.

While 5311(f) grant funds temporarily support up to 55% of the operating cost of the two Fort Hunter Liggett lines and while the more modest NPS program can likely be adjusted to meet available funding, the largest of the three partnerships – the Presidio –



is most at risk of having its expenses exceed anticipated revenues. Originally set by the Presidio MOU in FY 2010 at \$165 per person per month with a minimum of 600 participants, MST has only collected \$125 per person per month during 2012 – a reduction of 25% in revenue per person. And, in addition to this benefit cut enacted by Congress during 2012, the federal government has also in the past year changed the way transit benefit funds flow to MST. Prior to October 2012, MST received individual transit benefit checks for all enrolled participants on a quarterly basis, allowing the agency to confirm that sufficient revenues were being received to support the programs. As of October, transit checks were replaced by VISA debit cards, which must be processed each month by participants at a point-of-sale machine located on base. Funds are loaded onto the VISA debit cards on the 10<sup>th</sup> of each month and, if not used, are deleted on the 9<sup>th</sup> of the following month. Therefore, if participants don't remember to process their cards each month, that revenue is lost by MST forever and cannot be recouped. For the first two months of the VISA-based system (November & December 2012), revenues are trending down by approximately 50% from the former transit check-based system, which has compounded the pre-existing 25% loss in revenue that resulted from Congress' reduction in the federal transit benefit as of December 31, 2011.

Despite the one-year increase of the transit benefit to \$240, there still may not be enough participants with the new VISA-based payment systems to fully fund the Presidio program as its current level of service. Furthermore, MST anticipates the Naval Postgraduate School and Fort Hunter Liggett to also transfer from the transit check format to the VISA-based system in the coming year. Given the experience with the Presidio and its decrease in participation using the VISA debit cards over the last two months, the NPS and/or the Fort Hunter Liggett programs may also not be financially sustainable over the long term. In addition, Congress has only authorized the \$240 benefit level through the end of calendar year 2013, after which, the benefit will again drop to \$125 per person per month without additional legislative action. In light of these fiscal uncertainties, staff is requesting authorization from your Board to enter into discussions with its military partners about renegotiating terms of their respective MOU's to ensure the long-term financial viability of these programs. If agreements cannot be reached with the military partner(s), then further reductions – or outright elimination – of some or all of these transit lines may be required. If granted negotiating authority by your Board, staff will return with modified terms of the MOU(s) for your consideration and adoption in the near future. In addition, staff has begun discussions with legislative advocates and staffers to find a more permanent fix for Department of Defense participants in the federal transit benefit that would support long-term fiscal sustainability of military transit partnerships here in Monterey County and elsewhere around the country.

### **Line 78 Presidio-Santa Cruz Express**

MST was successful in securing federal funding through the Jobs Access Reverse Commute program (Section 5316) to support a new commute-hour service between Santa Cruz and the Presidio of Monterey, with stops at Cabrillo Community College and Park & Ride lots in Soquel and north Monterey County. Line 78 will

operate 7 days a week with one round trip in the morning and one round trip in the evening. Scheduled to begin in early February, MST will continue to pursue ongoing funding for this one-year demonstration project in the coming months as demand for the service is demonstrated.

Attachment: Monterey-Salinas Transit Military Commuter Service factsheet

PREPARED BY:  HUNTER HARVATH  
REVIEWED BY:  CARL G. SEDORYK

# Monterey-Salinas Transit Military Commuter Service

MST has undertaken innovative partnerships with the US Army and Navy to offer public transportation to and from local military installations through The Department of Defense (DoD) version of the federal transit benefit: the Transportation Incentive Program (TIP) for the Navy and the Mass Transit Benefit for the Army. The DoD has implemented the programs under Executive Order 13150 for its members. The purpose of the program is to offset commuting costs to active duty military members and DoD civilian employees, to reduce pollution and traffic congestion, conserve the environment

and expand transportation alternatives. With the American Recovery and Reinvestment Act, the federal transit benefit was raised to be on par with the federal parking benefit -- \$230 per month. At the end of 2011, Congress allowed the expanded transit benefit to expire, reducing it by 45% to its pre-ARRA level of \$125. **MST is requesting support for legislation that would restore the federal transit benefit to a level on par with that of the parking benefit for Department of Defense and Department of Homeland Security uniformed and civilian employees.**



## Background

In 2008, the US Army and Navy approached MST to explore ways to address severe parking problems at several Monterey area military installations. Every weekday thousands of DoD civilian employees and military personnel commute to military installations in the Monterey area; however, on-base parking facilities are extremely limited. Due to existing space constraints, the military is unable to construct substantial parking facilities to accommodate the tremendous number of vehicles that travel to the military installations each day. Future construction of critical program and educational facilities will only exacerbate the situation, as hundreds of parking spaces will be removed.

## Participation

There is no cost to qualified applicants as the program is funded entirely through the Department of Transportation. The enrollment process is easy: applicants simply use the application supplied through the Presidio or NPS webpage to complete a voucher request. Once the voucher request has been approved, applicants are qualified to receive a MST All Zone Pass each month.



## Status

Since the partnerships began, 16 new commuter bus routes have been developed and implemented. Every weekday, the routes transport active duty service members and DoD civilian employees between communities around Monterey, Santa Clara and San Luis Obispo Counties and the military installations. Since the program began in July of 2009, ridership has climbed from nearly 7,000 riders to approximately 45,000 riders per month. During 2010, MST established its third military partnership with Fort Hunter Liggett, located in rural southern Monterey County and implemented 2 additional bus lines to help transport active duty and civilian military personnel who live the cities of Salinas, King City and Greenfield in Monterey County and Paso Robles and San Miguel in San Luis Obispo County to their job sites on Fort Hunter Liggett. In 2011 and 2012, MST received grants that will enable further expansion of bus service to the military facilities, including new service between the Presidio of Monterey and Santa Cruz County, and has applied for another grant to meet transportation needs between the Fort Hunter Liggett and San Jose.

## Benefits

These cooperative partnerships between the military and MST have resulted in substantial benefits to uniformed personnel, DoD civilian employees as well as the entire community at large. Program participants can use their transit passes on weekends and holidays for free transportation throughout the entire MST route network, which extends over nearly 300 square miles in Monterey, Santa Cruz, Santa Clara and San Luis Obispo Counties. Dependents of program participants receive a 35% discount on their monthly transit passes, resulting in an annual savings of as much as \$800. As the routes are open to the public, all members of the community have new public transit options to get them to work, school, shopping and other appointments and activities. From an environmental point of view, Monterey County has benefited from a substantial reduction in vehicle miles traveled (VMT) on congested roadways, thus reducing the regional carbon footprint and pollution from auto emissions. In fact, MST's military commuter service has helped eliminate congestion, has reduced VMT by more than 2.5 million miles per year and saved enlisted servicepersons and civilian employees approximately \$500,000 per year in saved fuel costs alone for their cars. This savings can then be used to buy household necessities and other day-to-day expenditures rather than paying for fuel to commute to work at military installations in private vehicles. Furthermore, nearly 30 new bus drivers were hired to staff the new military commuter routes during a period of severe unemployment and economic crisis.



## Award-Winning Partnerships

MST's military partnerships have won prestigious awards highlighting the innovative strategies for addressing traffic congestion and parking shortages on and around military bases and improving quality of life for enlisted personnel, their families, and the civilian DoD employees that support their missions. MST and the Presidio of Monterey were among nine teams and garrisons from Korea to California to Maryland to have earned recognition in the 2010 Secretary of the Army Quality of Life awards and the Army Community of Excellence – Exemplary Practice Award. The awards recognize improvements in the areas of environment, services, and facilities and the overall working and living conditions of the installation and efforts to provide the best support possible to Army Service Members, Family Members and Retirees. Secretary of the Army John McHugh recognized the U.S. Army Garrison, Presidio of Monterey which earned the award for a small installation for successfully teaming with Monterey-Salinas Transit by utilizing the Mass Transportation Benefit Program and the Transportation Incentive Program to promote transit use to and from the base. The garrison addressed customer requirements, alleviated parking constraints, reduced pollution and traffic congestion, helped preserve the environment, expanded transportation alternatives and created a safer, more cost-effective mode of transportation for their community. Locally, the Transportation Agency for Monterey County honored all three of MST's military partnerships (Naval Postgraduate School, Presidio of Monterey and Fort Hunter Liggett) with its 2011 Transportation Excellence Award.





To: Board of Directors  
From: C. Sedoryk, General Manager/CEO  
Subject: Monthly Report – November 2012

Attached are the most recent monthly statistics and the reports from the Administration and Operations/Maintenance Departments.

I attended the California Transit Association Annual Conference in Palm Springs, CA, November 7 – November 9 where I attended meetings of the CTA Executive Committee and attended a variety of educational sessions including: Regional Transit Training Consortiums, Bus Axle Weight Limitations, Transit Marketing Initiatives, Transportation Tax Initiatives, Federal Title VI Guidance Workshop, and Innovations in Safety. I also attended a products and services showcase which introduced me to new products and technologies.

During the month I conducted MST orientation meetings with City of Salinas Council member Tony Barerra, and participated in several conference calls regarding federal transportation funding issues.

Attachment #1 – Operations Department Report November, 2012

Attachment #2 – Facilities & Maintenance Department Report November, 2012

Attachment #3 – Administration Department Report November, 2012

PREPARED BY: 

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# ATTACHMENT 1

January 3, 2013

To: M. Hernandez, Assistant General Manager / C.O.O.  
From: R. Weber, Director of Transportation Services  
Cc: MST Board of Directors  
Subject: **Transportation Department Monthly Report – November 2012**

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## **FIXED ROUTE BUS OPERATIONS:**

### **System Wide Service: (Fixed Route & DART Services):**

Preliminary boarding statistics indicate that ridership decreased by 10.30% in November 2012, (302,289), as compared to November 2011, (336,982). Fiscal year-to-date, this represents an 8.47% decrease in passenger boardings for the same period last year.

Productivity decreased slightly from 16.5 passengers per hour (November 2011), to 15.9 PPH in November of this year.

### **Trolley Services:**

**MST CSUMB “OTTER” Trolley:** The service transported 1,127 passengers in November of this year – representing a 19.89% increase from November of 2011. (940). Year to date, boardings on this service have increased by 54.98% over last year.

### **Supplemental / Special Services:**

- Special Services to / from the Monterey bay Aquarium: 451 Passenger Boardings
- Holiday Parade of lights: 181 ( Decreased by 45.97% from last year’s event – 335)

### **System Wide Statistics:**

- Ridership: 302,289
- Vehicle Revenue Hours: 18,937
- Vehicle Revenue Miles: 314,807
- System Productivity: 15.96 Passengers Per Vehicle Revenue Hour
- Scheduled One-Way Trips: 28,353

**Time Point Adherence:** Of 105,605 total time-point crossings sampled for the month of November, the TransitMaster™ system recorded 19,796 delayed arrivals to MST’s published time-points system-wide. This denotes that **81.28%** of all scheduled arrivals at published time-points were on time. (See *MST Fixed-Route Bus ~~ On Time Compliance Chart FY 2013.*)

Service arriving later than 5 minutes beyond the published time point is considered late. The on-time compliance chart, (attached), reflects system wide “on-time performance” as a percentage to the total number of reported time-point crossings.

**Trips With 10 or More Standees:** There were forty nine (49) reported trips with 10 or more standees for the month of November. (See *Operations Summary report for further information*)

**Cancelled Trips:** As listed below, there were a total of forty four (44) cancelled trips for the month of November for both directly operated and contracted services.

Reason	MST	MV Transportation	% Of All Missed
Collision	1		2.27%
Extended Boardings	2		4.55%
Mechanical	6	1	15.91%
Other	3		6.82%
Staffing Shortage	8		18.18%
Traffic	23		52.27%
<b>Totals</b>	<b>43</b>	<b>1</b>	<b>100%</b>

**Note:** The overwhelming majority of the cancelled trips due to traffic occurred on the Jazz A & B lines. (Construction along the Fremont / Lighthouse corridors.)

**Documented Occurrences:** MST Coach Operators are required to complete an occurrence report for any unusual incident that occurs during their work day. The information provided within these reports is used to identify trends, which often drive changes in policy or standard operating procedures. The following is a comparative summary of reported incidents for the month(s) of November 2011 and 2012:

Occurrence Type	November-11	November-12
Collision: MST Involved	8	8
Medical Emergency	1	4
Object Hits Coach	2	0
Passenger Conflict	6	9
Passenger Fall	6	3
Passenger Injury	0	0
Employee Injury	0	0
Other	2	1
Near Miss	0	0
Unreported Damage	0	1
Fuel / Fluid Spill	4	3
<b>Total Occurrences</b>	<b>29</b>	<b>29</b>

### **CONTRACTED SERVICES:**

#### **MST RIDES ADA / ST Paratransit Program:**

Preliminary boarding statistics for the MST RIDES program reflect that for the month of November there were 8,817 passenger boardings. This represents a 7.04% decrease in



passenger boardings from November of 2011, (9,485). Fiscal year-to-date, this represents a 0.30% decrease in passenger boardings for the same period last year.

- For the month of November, 84.11 % of all scheduled trips for the MST RIDES Program arrived on time, decreasing slightly from 84.62 % in November of 2011. (See *MST RIDES ~~ On Time Compliance Chart FY 2013.*)
- Productivity for November of this year was at 1.87 passengers per hour, decreasing slightly from 2.00 in November of 2011.

#### **COMMUNICATIONS CENTER:**

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

<b>Agency Type</b>	<b>Incident Type</b>	<b>Number Of Responses</b>
Police	Passenger Incident / Other	3
Emergency Medical Services	Medical Emergency	3

Robert Weber

#### **ATTACHMENTS:**

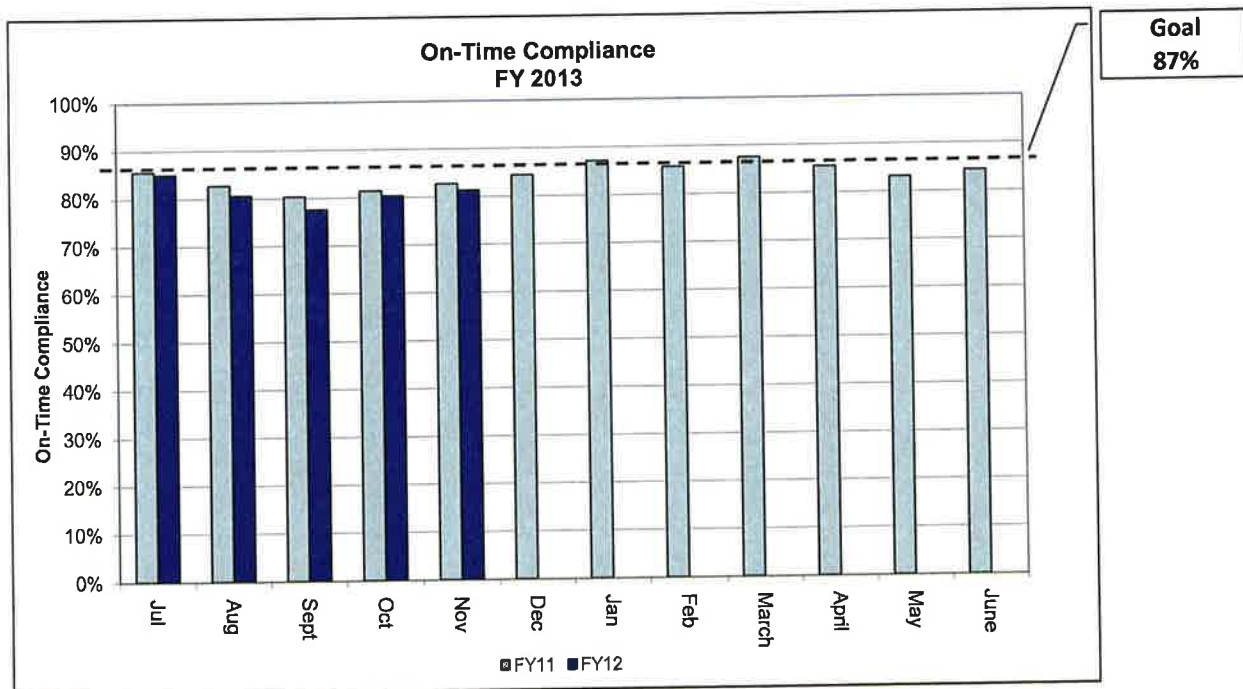
MST Fixed-Route Bus ~~ On Time Compliance FY 2013.  
MST Fixed-Route Bus ~~ Boarding Statistics FY 2013.  
MST Trolley Service ~~ Boarding Statistics FY 2013  
MST RIDES ~~ On Time Compliance FY 2013  
MST RIDES ~~ Boarding Statistics FY 2013

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**MST FIXED ROUTE  
ON-TIME COMPLIANCE FY 2013**

November 2012  
Data Sampled: 89.0%

MONTH	FY 12 ON-TIME PERFORMANCE	FY13 TIME POINT COUNT	FY13 DELAYED ARRIVALS 5 + MINUTES	FY13 ON-TIME PERFORMANCE
Jul	85.60%	112,901	16,924	85.01%
Aug	82.73%	118,703	23,061	80.57%
Sept	80.32%	103,589	23,236	77.57%
Oct	81.41%	117,410	23,085	80.34%
<b>Nov</b>	<b>82.72%</b>	<b>105,605</b>	<b>19,769</b>	<b>81.28%</b>
Dec	84.35%			
Jan	87.15%			
Feb	85.72%			
March	87.51%			
April	85.42%			
May	83.09%			
June	84.32%			
<b>Total</b>	<b>N/A</b>	<b>558,208</b>	<b>106,075</b>	<b>N/A</b>
<b>YTD Average</b>	<b>82.56%</b>	<b>111,642</b>	<b>21,215</b>	<b>80.95%</b>



## MST FIXED ROUTE BOARDINGS

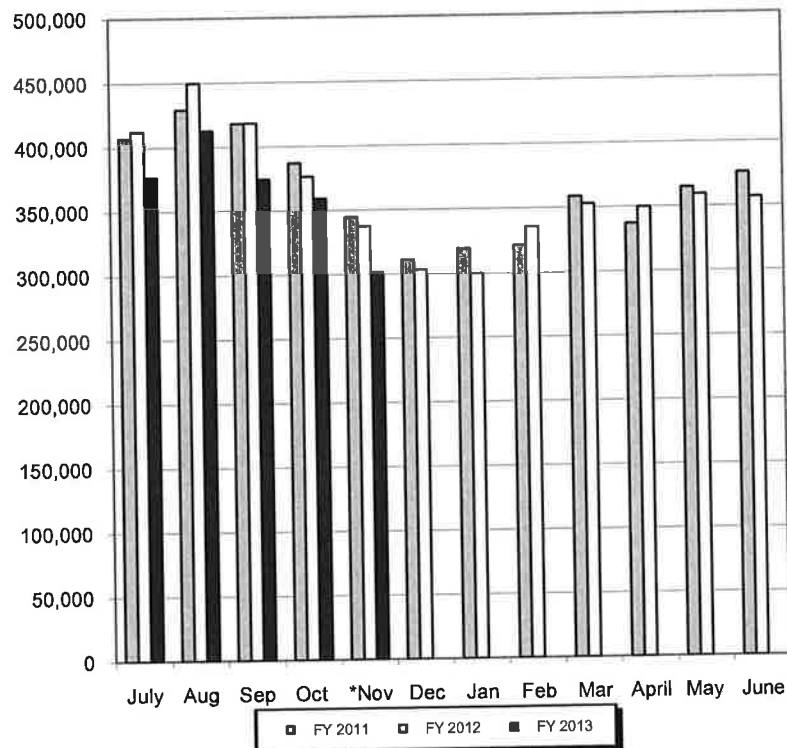
### FY 2013 Monthly Boardings

MONTH	FY 2011	FY 2012	FY 2013	% CHANGE
July	406,623	412,265	376,143	-8.76%
Aug	429,204	449,737	412,721	-8.23%
Sep	418,155	418,519	374,624	-10.49%
Oct	386,961	376,475	359,319	-4.56%
<b>*Nov</b>	<b>343,922</b>	<b>336,982</b>	<b>302,289</b>	<b>-10.30%</b>
Dec	311,123	303,533		
Jan	319,097	300,008		
Feb	321,023	335,131		
Mar	358,403	352,760		
April	337,070	349,659		
May	364,594	359,081		
June	375,977	356,688		
<b>TOTAL</b>	<b>4,372,152</b>	<b>4,350,838</b>	<b>1,825,096</b>	
YTD Avg.	396,973	398,796	365,019	<b>-8.47%</b>
YTD Comparison	1,984,865	1,993,978	1,825,096	<b>-8.47%</b>

**\* Preliminary**

*Boardings are inclusive of all On Call, Trolley, & Fixed Route Services*

### MONTHLY RIDERSHIP



**MST FIXED ROUTE BUS Program**  
**Comparative Statistics**  
**FY 2012 - FY 2013**

MONTH	INPUT of Resources				OUTPUT				END PRODUCT	
	TOTAL EMPLOYEES		OPERATING COST		VEHICLE REVENUE MILES		VEHICLE REVENUE HOURS		TOTAL BOARDINGS (UNLINKED TRIPS)	
	FY 2012	FY 2013	FY 2012	FY 2013	FY 2012	FY 2013	FY 2012	FY 2013	FY 2012	FY 2013
JUL	248.0	239.0	\$2,235,897	\$2,077,305	384,558	331,733	24,255	20,744	412,265	376,143
AUG	247.0	238.0	\$2,468,451	\$2,530,163	398,293	346,018	25,072	21,691	449,737	412,261
SEP	247.0	237.0	\$2,546,233	\$2,283,628	364,818	332,918	22,733	19,508	418,519	374,624
OCT	246.0	236.0	\$2,699,738	\$2,248,167	348,283	358,531	21,791	20,750	363,043	359,095
NOV	245.0	209.5	\$2,461,771	\$2,798,221	325,718	314,807	20,415	18,937	336,982	302,289
DEC	245.0		\$2,970,950		343,596		21,498		303,533	
SUBTOTAL			\$15,383,040		2,165,266		135,764		2,284,079	
JAN	246.0		\$2,548,070		340,723		21,204		300,008	
FEB	245.0		\$2,365,990		341,628		20,589		335,131	
MAR	243.0		\$2,447,505		371,888		22,324		352,760	
APR	239.5		\$2,393,934		354,627		21,074		346,096	
MAY	241.0		\$2,387,915		345,334		18,131		359,081	
JUN	241.0		\$2,072,600		329,001		20,326		356,688	
TOTAL	-	-	\$29,599,054	\$11,937,484	4,248,467	1,684,007	259,412	101,630	4,333,843	1,824,412
AVERAGE	244.5	231.9	\$2,466,588	\$2,387,497	354,039	336,801	21,618	20,326	361,154	364,882

MONTH	Service Efficiency		Cost Efficiency		Service Effectiveness Measures				Cost Effectiveness	
	VEHICLE REVENUE HRS/ EMPLOYEE		COST/ REVENUE HOUR		BOARDINGS/ REVENUE MILE		BOARDINGS/ REVENUE HOUR		COST/ UNLINKED TRIP	
	FY 2012	FY 2013	FY 2012	FY 2013	FY 2012	FY 2013	FY 2012	FY 2013	FY 2012	FY 2013
JUL	97.8	86.8	\$92.18	\$100.14	1.07	1.13	17.0	18.1	\$5.42	\$5.52
AUG	101.5	91.1	\$98.45	\$116.65	1.13	1.19	17.9	19.0	\$5.49	\$6.14
SEP	92.0	82.3	\$112.01	\$117.06	1.15	1.13	18.4	19.2	\$6.08	\$6.10
OCT	88.6	87.9	\$123.89	\$108.35	1.04	1.00	16.7	17.3	\$7.44	\$6.26
NOV	83.3	90.4	\$120.59	\$147.76	1.03	0.96	16.5	16.0	\$7.31	\$9.26
DEC	87.7		\$138.20		0.88		14.1		\$9.79	
SUBTOTAL										
JAN	86.2		\$120.17		0.88		14.1		\$8.49	
FEB	84.0		\$114.92		0.98		16.3		\$7.06	
MAR	91.9		\$109.64		0.95		15.8		\$6.94	
APR	88.0		\$113.60		0.98		16.4		\$6.92	
MAY	75.2		\$131.70		1.04		19.8		\$6.65	
JUN	84.3		\$101.97		1.08		17.5		\$5.81	
TOTAL										
AVERAGE	84.1	87.6	\$114.10	\$117.46	1.10	1.08	17.7	18.0	\$6.83	\$6.54

Note - All statistics include contracted-out service.  
 \* - Preliminary data for current year.

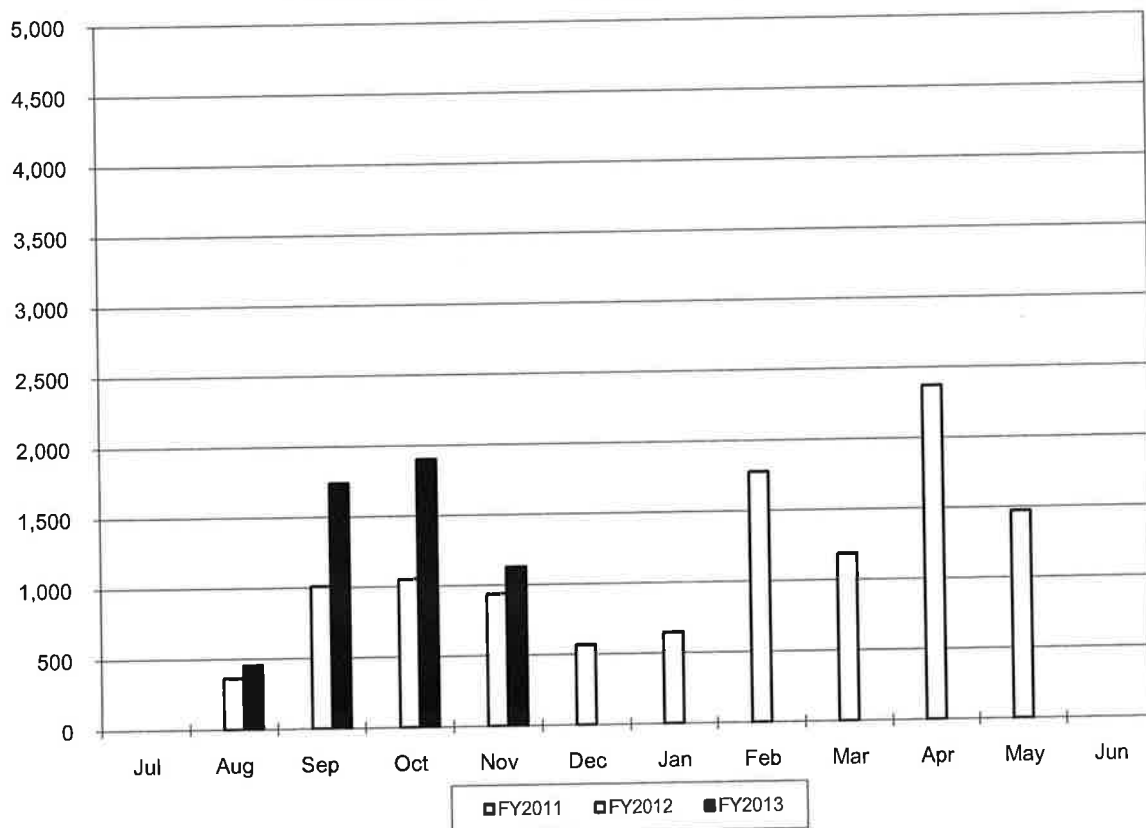
# MST CSUMB "OTTER" TROLLEY

## FY 2013 Monthly Boardings

Did Not Operate

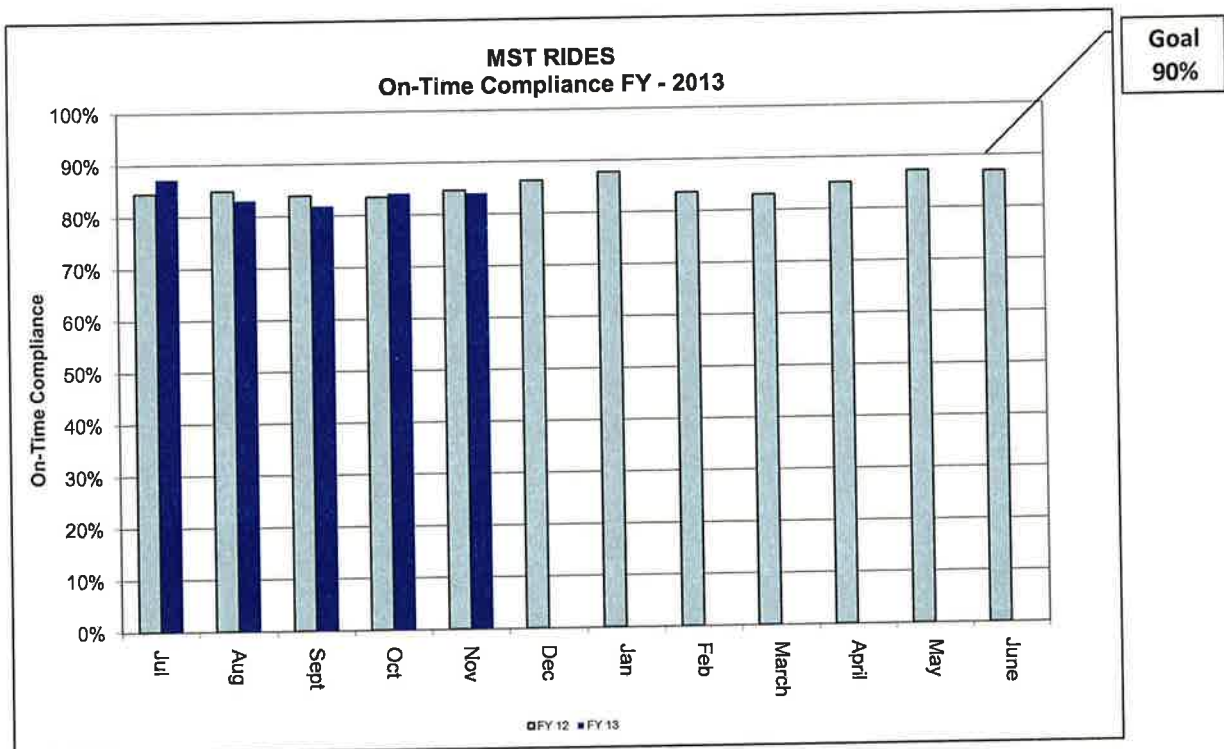
MONTH	FY2011	FY2012	FY2013	% CHANGE
Jul				
Aug		368	460	25.00%
Sep		1,010	1,738	72.08%
Oct		1,054	1,901	80.36%
<b>Nov</b>		<b>940</b>	<b>1,127</b>	<b>19.89%</b>
Dec		573		
Jan		652		
Feb		1,778		
Mar		1,190		
Apr		2,372		
May		1,473		
Jun				
Total Ridership		11,410	5,226	
YTD Average		843	1,188	40.96%
YTD Comparison		3,372	5,226	54.98%

### CSUMB TROLLEY MONTHLY RIDERSHIP



**MST RIDES  
ON TIME COMPLIANCE FY - 2013**

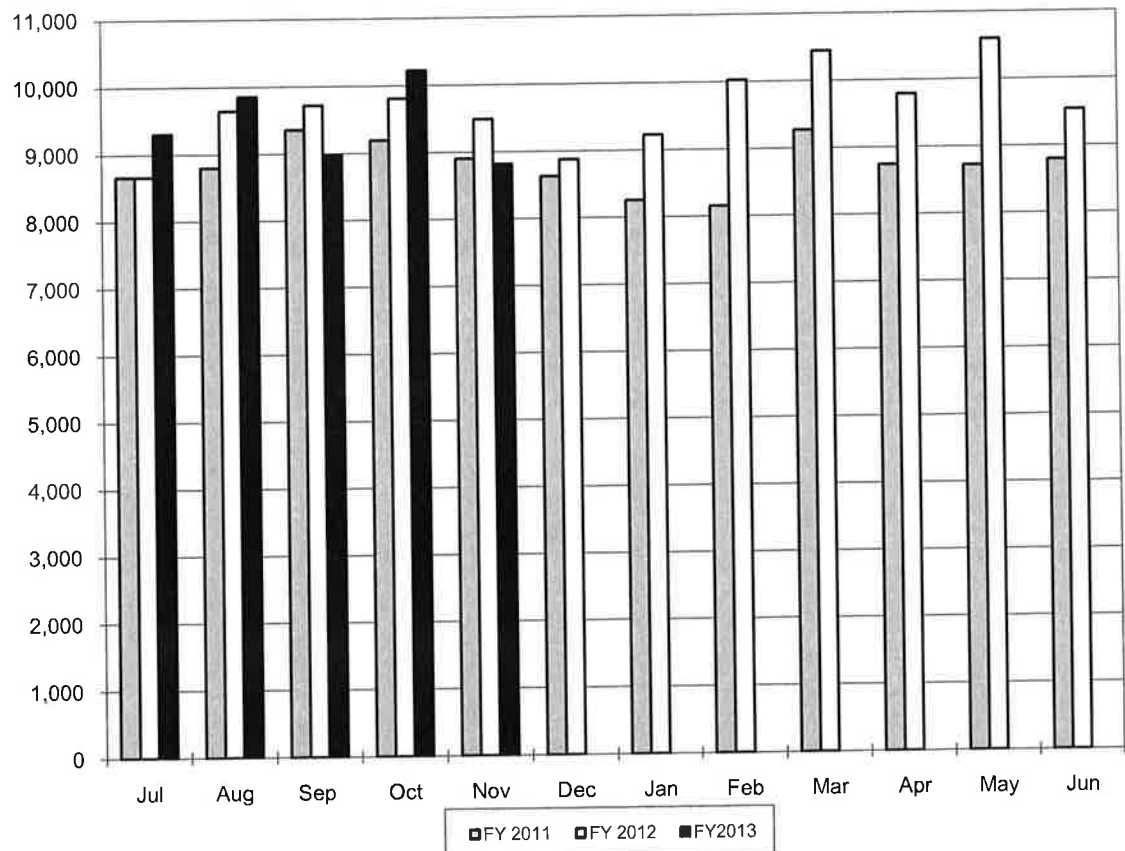
MONTH	FY 12	FY 13
Jul	84.47%	87.30%
Aug	84.92%	83.13%
Sept	83.95%	81.93%
Oct	83.48%	84.24%
Nov	<b>84.62%</b>	<b>84.11%</b>
Dec	86.36%	
Jan	87.73%	
Feb	83.61%	
March	83.00%	
April	85.10%	
May	87.22%	
June	86.97%	
<b>YTD Average</b>	<b>84.29%</b>	<b>84.14%</b>



## **MST RIDES Program Monthly Boardings**

<b>MONTH</b>	<b>FY 2011</b>	<b>FY 2012</b>	<b>FY2013</b>	<b>% CHANGE</b>
Jul	8,663	8,665	9,302	7.35%
Aug	8,794	9,638	9,848	2.18%
Sep	9,354	9,718	8,982	-7.57%
Oct	9,189	9,807	10,220	4.21%
<b>Nov</b>	<b>8,900</b>	<b>9,485</b>	<b>8,817</b>	<b>-7.04%</b>
Dec	8,626	8,874		
Jan	8,253	9,225		
Feb	8,155	10,022		
Mar	9,266	10,440		
Apr	8,739	9,788		
May	8,720	10,592		
Jun	8,793	9,534		
<b>Total Ridership</b>	<b>105,452</b>	<b>115,788</b>	<b>47,169</b>	
<b>YTD Average</b>	<b>8,980</b>	<b>9,463</b>	<b>9,434</b>	<b>-0.30%</b>
<b>YTD Comparison</b>	<b>44,900</b>	<b>47,313</b>	<b>47,169</b>	<b>-0.30%</b>

### **MST RIDES MONTHLY RIDERSHIP**





**MST RIDES Program  
Comparative Statistics  
FY 2012 - FY 2013**

MONTH	INPUT of Resources				OUTPUT				END PRODUCT	
	TOTAL EMPLOYEES		OPERATING COST		VEHICLE REVENUE MILES		VEHICLE REVENUE HOURS		TOTAL BOARDINGS (UNLINKED TRIPS)	
	FY 2012	FY 2013	FY 2012	FY 2013	FY 2012	FY 2013	FY 2012	FY 2013	FY 2012	FY 2013
JUL	46.0	48.0	\$220,118	\$273,154	83,056	86,716	4,428	5,085	8,665	9,302
AUG	46.0	50.0	\$217,185	\$296,671	87,416	90,898	5,210	5,175	9,638	9,848
SEP	46.0	50.0	\$217,506	\$274,339	87,833	85,758	4,972	4,150	9,718	9,253
OCT	46.0	50.0	\$237,001	\$278,526	91,668	103,260	5,160	4,580	9,807	10,222
NOV	54.0	50.0	\$221,259	\$270,402	76,581	87,916	4,534	4,476	9,483	8,817
DEC	55.0		\$224,592		84,841		4,894		8,874	
SUBTOTAL			\$1,337,661		511,395		29,198		56,185	
JAN	55.0		\$198,658		83,948		4,860		9,225	
FEB	55.0		\$222,262		90,154		5,091		10,022	
MAR	55.0		\$230,044		95,058		5,233		10,440	
APR	55.0		\$222,174		89,013		5,070		9,788	
MAY	55.0		\$256,448		93,776		5,574		10,592	
JUN	55.0		\$201,171		86,770		5,095		9,534	
TOTAL	330	248	\$2,668,418	\$1,393,092	1,050,114	454,548	60,121	23,466	115,786	47,442
AVERAGE	51.9	49.6	\$222,368	\$278,618	87,510	90,910	5,010	4,693	9,649	9,488

MONTH	Service Efficiency		Cost Efficiency		Service Effectiveness Measures				Cost Effectiveness	
	VEHICLE REVENUE HR/ EMPLOYEE		COST/ REVENUE HOUR		BOARDINGS/ REVENUE MILE		BOARDINGS/ REVENUE HOUR		COST/ UNLINKED TRIP	
	FY 2012	FY 2013	FY 2012	FY 2013	FY 2012	FY 2013	FY 2012	FY 2013	FY 2012	FY 2013
JUL	96.3	105.9	\$49.71	\$53.72	0.10	0.11	2.0	1.8	\$25.40	\$29.37
AUG	113.3	103.5	\$41.69	\$57.33	0.11	0.11	1.8	1.9	\$22.85	\$30.13
SEP	108.1	83.0	\$43.75	\$66.11	0.11	0.11	2.0	2.2	\$22.38	\$29.65
OCT	112.2	91.6	\$45.93	\$60.81	0.11	0.10	1.9	2.2	\$24.17	\$27.25
NOV	84.0	89.5	\$48.80	\$60.41	0.12	0.10	2.1	2.0	\$23.33	\$30.67
DEC	89.0		\$45.89		0.10		1.8		\$25.31	
SUBTOTAL										
JAN	88.4		\$40.88		0.11		1.9		\$21.53	
FEB	92.6		\$43.66		0.11		2.0		\$22.18	
MAR	95.1		\$43.96		0.11		2.0		\$22.03	
APR	92.2		\$43.82		0.11		1.9		\$22.70	
MAY	101.3		\$46.01		0.11		1.9		\$24.21	
JUN	92.6		\$39.48		0.11		1.9		\$21.10	
TOTAL	-	-	-	-	-	-	-	-	-	-
AVERAGE	96.5	94.6	\$44.38	\$59.37	0.11	0.10	1.9	2.0	\$23.05	\$29.36

Note - All statistics include contracted-out service.

\* - Preliminary Data

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# Operations Summary Report

*Fixed Route Services*

*November 2012*

# Fixed Route Operations Summary Report November 2012

Service Delivered		Service Quality	
Ridership	302,089	On-time Time Points	85,038
Passengers / Vehicle Revenue Hour	16.0	Delayed Time Points	19,585
Revenue Miles	314,807.0	On-time Passenger Boardings	250,989
One-way Trips Scheduled	28,353	Percent On-time Boardings	83%

## Systemwide Service:

Boardings continue to show a decline in ridership over last year, having decreased 10.4% this month compared to last November. However with revenue hours operated having decreased by 7.2%, productivity (measured in passengers per hour ) fell only 3.4%.

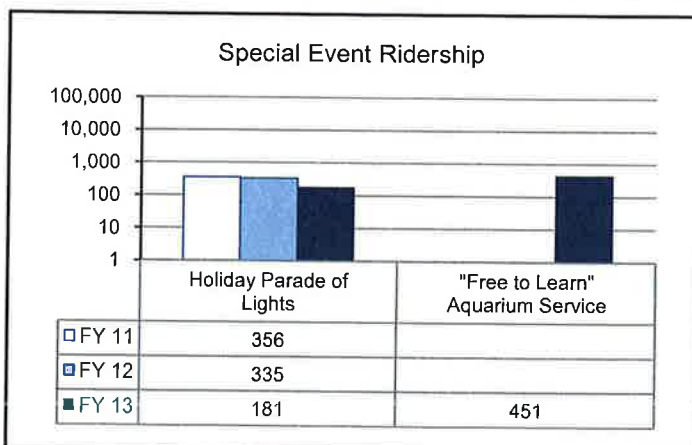
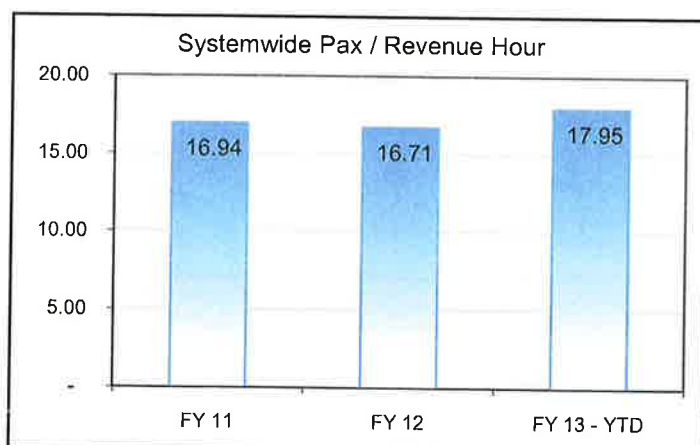
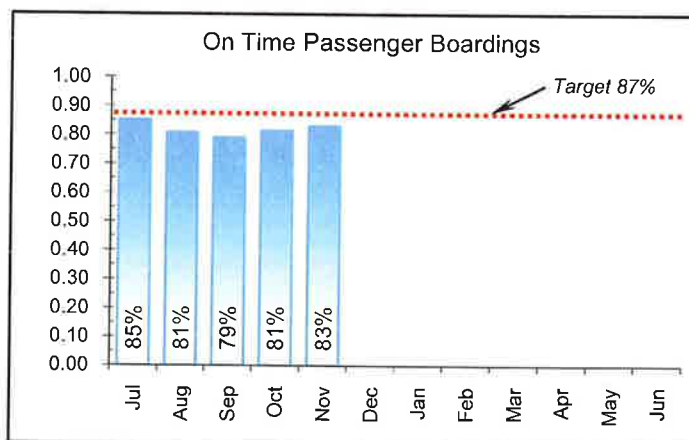
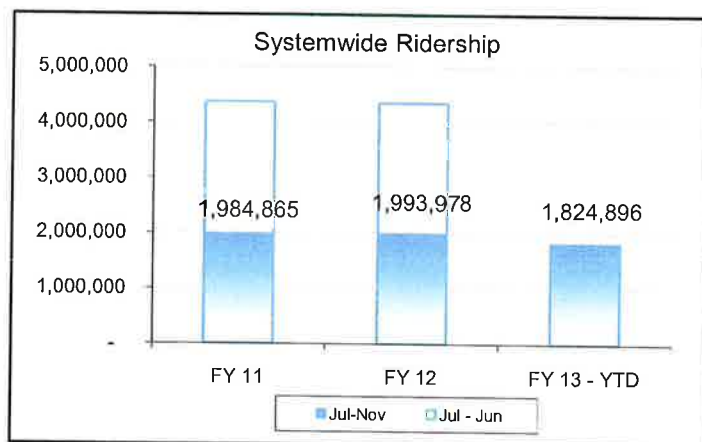
Year to date numbers (July-November) show an 8.5% drop in boardings compared to the same timeframe last year, but since revenue hours decreased by 11%, the net result is a 2.9% increase in productivity.

## Seasonal Service:

The CSUMB Otter Trolley continued operation, carrying 1,127 passengers, which represents a 19.9% increase over the 940 passenger boardings it had last November.

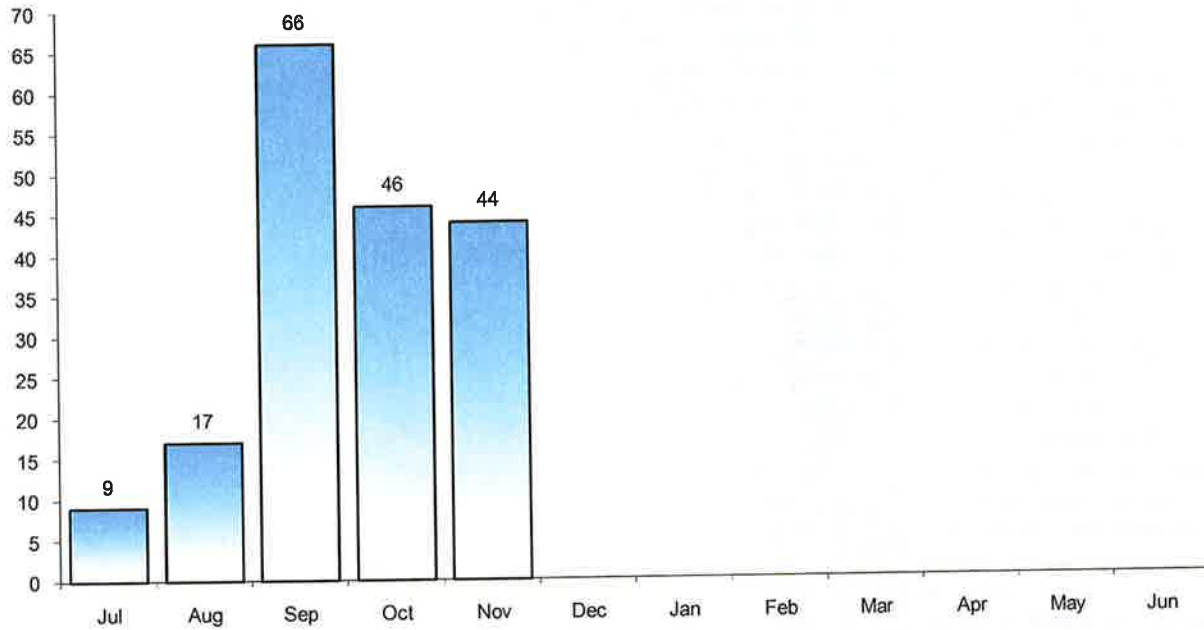
## Supplemental Service:

Supplemental service operated on lines 23 and 27, transporting a total of 451 passengers to the Monterey Bay Aquarium, for the "Free to Learn" series. Additionally supplemental service operated on line 43 carrying 181 passengers during the Salinas Holiday Parade of Lights, a sharp decline from previous years.

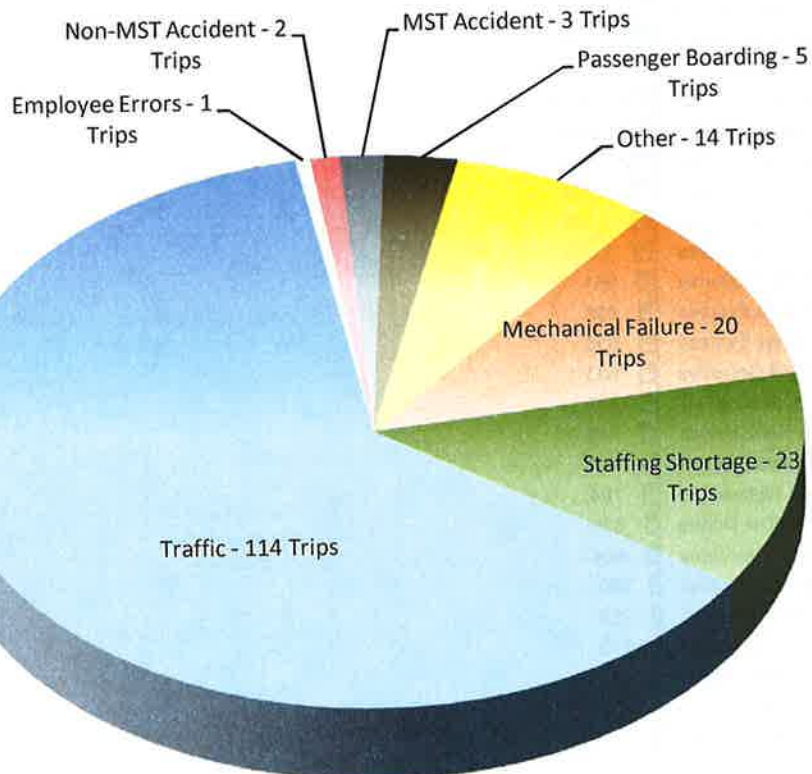


## Fixed Route Operations Summary Report November 2012

### Cancelled Trips by Month

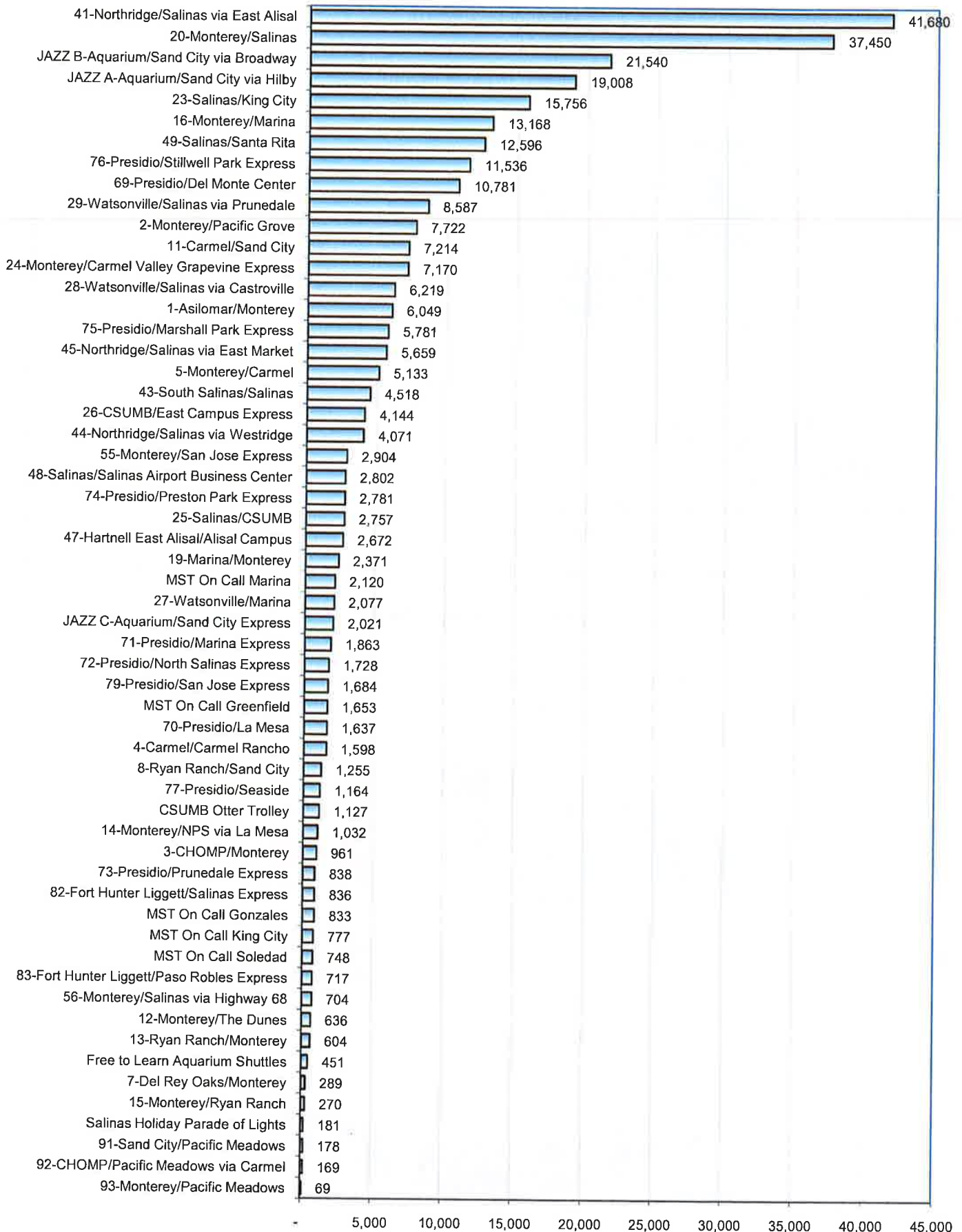


### Cancelled Trips by Category



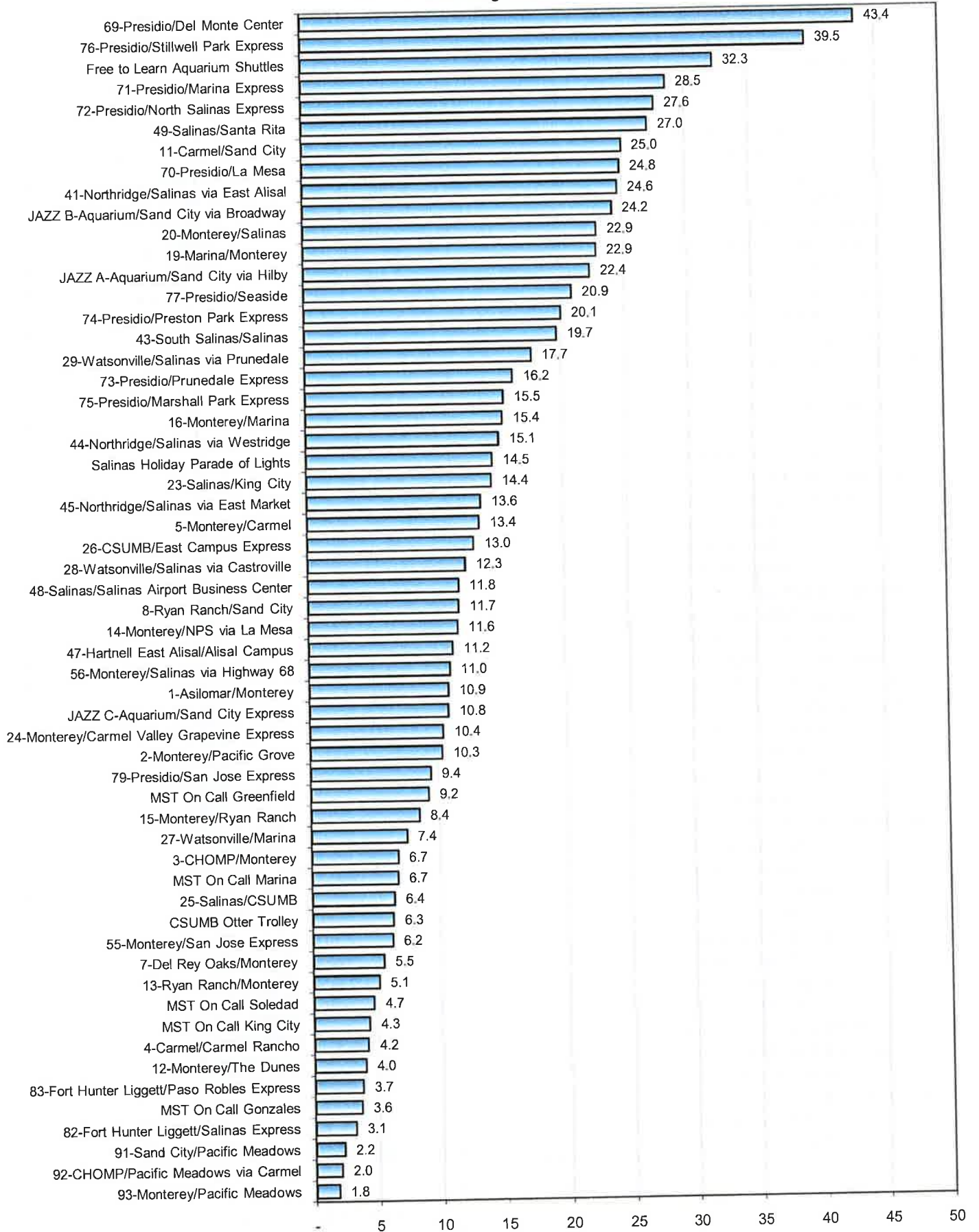
# Ridership by Line - November 2012

## Total Passengers

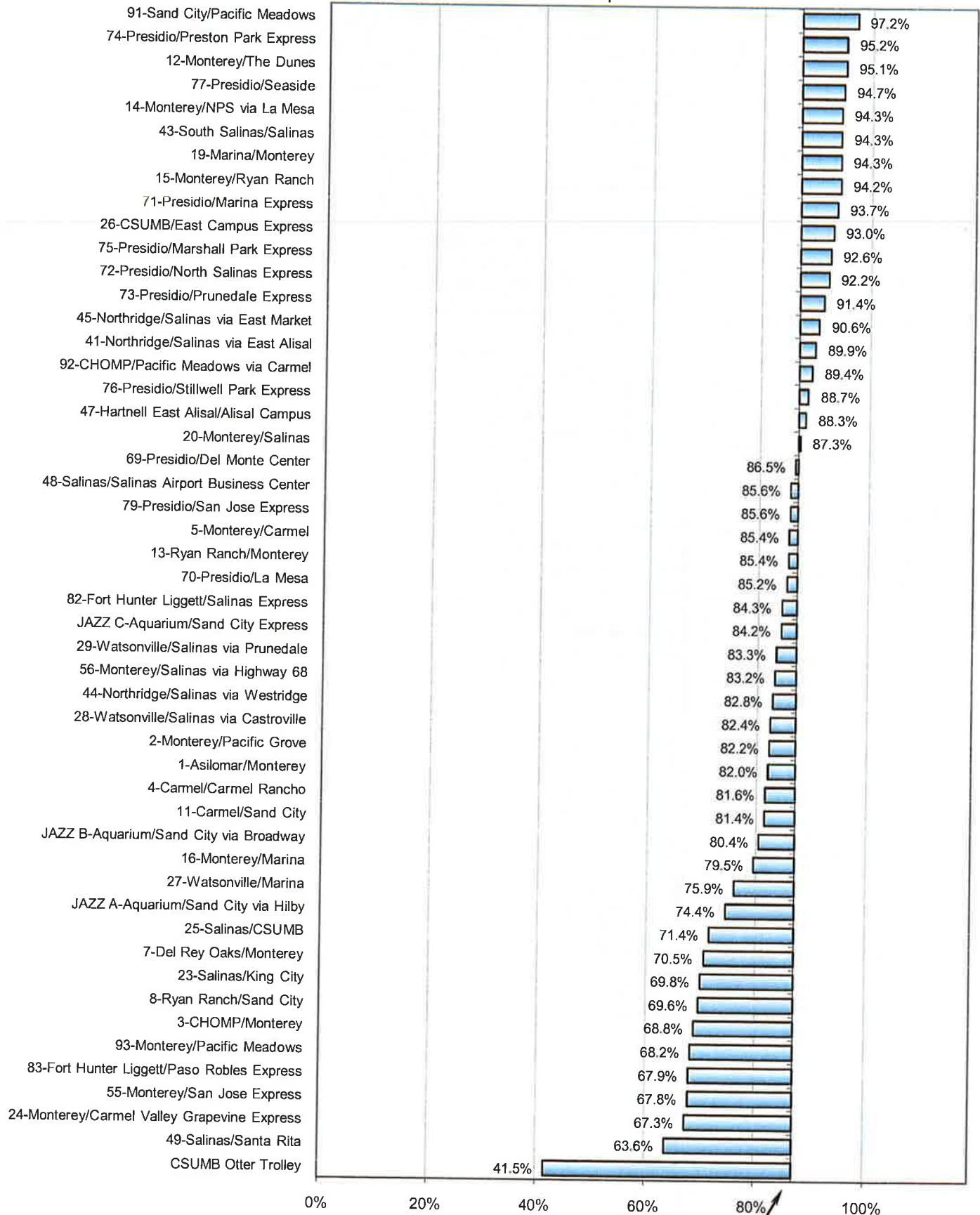




# Productivity by Line - November 2012 Passengers Per Hour



# Schedule Adherence by Line - November 2012 Percent On-time Timepoints



87% adherence standard



# November 2012

Systemwide Ridership: 302,289  
 Systemwide Revenue Hours: 18937:05  
 Systemwide Revenue Miles: 314,807.0

<b>Primary Routes</b>	<b>Ridership</b>	<b>VRHrs</b>	<b>VRMi</b>	<b>Pax/Hr</b>	<b>% Riders</b>	<b>% Hrs</b>
1-Asilomar/Monterey	6,049	556:54	5,515.9	10.86	2.0%	2.9%
JAZZ A-Aquarium/Sand City via Hilby	19,008	850:20	9,724.2	22.35	6.3%	4.5%
JAZZ B-Aquarium/Sand City via Broadway	21,540	891:44	9,790.9	24.16	7.1%	4.7%
JAZZ C-Aquarium/Sand City Express	2,021	186:40	2,238.0	10.83	0.7%	1.0%
41-Northridge/Salinas via East Alisal	41,680	1694:38	17,855.0	24.60	13.8%	8.9%
<b>Total</b>	<b>90,298</b>	<b>4180:16</b>	<b>45,124.0</b>	<b>21.6</b>	<b>29.9%</b>	<b>22.1%</b>

<b>Local Routes</b>	<b>Ridership</b>	<b>VRHrs</b>	<b>VRMi</b>	<b>Pax/Hr</b>	<b>% Riders</b>	<b>% Hrs</b>
2-Monterey/Pacific Grove	7,722	750:16	10,194.3	10.29	2.6%	4.0%
3-CHOMP/Monterey	961	142:51	1,719.7	6.73	0.3%	0.8%
4-Carmel/Carmel Rancho	1,598	381:50	4,352.9	4.19	0.5%	2.0%
5-Monterey/Carmel	5,133	382:16	5,270.5	13.43	1.7%	2.0%
7-Del Rey Oaks/Monterey	289	52:30	914.4	5.50	0.1%	0.3%
8-Ryan Ranch/Sand City	1,255	106:50	1,673.5	11.75	0.4%	0.6%
11-Carmel/Sand City	7,214	288:56	4,177.5	24.97	2.4%	1.5%
13-Ryan Ranch/Monterey	604	118:20	1,962.0	5.10	0.2%	0.6%
15-Monterey/Ryan Ranch	270	32:00	610.0	8.44	0.1%	0.2%
16-Monterey/Marina	13,168	856:15	15,738.7	15.38	4.4%	4.5%
26-CSUMB/East Campus Express	4,144	319:00	5,268.0	12.99	1.4%	1.7%
43-South Salinas/Salinas	4,518	229:20	2,282.0	19.70	1.5%	1.2%
44-Northridge/Salinas via Westridge	4,071	270:15	3,178.4	15.06	1.3%	1.4%
45-Northridge/Salinas via East Market	5,659	416:54	4,990.1	13.57	1.9%	2.2%
47-Hartnell East Alisal/Alisal Campus	2,672	238:00	1,954.0	11.23	0.9%	1.3%
48-Salinas/Salinas Airport Business Center	2,802	238:00	3,422.0	11.77	0.9%	1.3%
49-Salinas/Santa Rita	12,596	466:08	4,442.6	27.02	4.2%	2.5%
91-Sand City/Pacific Meadows	178	80:00	1,116.0	2.23	0.1%	0.4%
92-CHOMP/Pacific Meadows via Carmel	169	84:20	798.0	2.00	0.1%	0.4%
93-Monterey/Pacific Meadows	69	38:51	468.9	1.78	0.0%	0.2%
<b>Total</b>	<b>75,092</b>	<b>5492:52</b>	<b>74,533.5</b>	<b>13.7</b>	<b>24.8%</b>	<b>29.0%</b>

<b>Regional Routes</b>	<b>Ridership</b>	<b>VRHrs</b>	<b>VRMi</b>	<b>Pax/Hr</b>	<b>% Riders</b>	<b>% Hrs</b>
19-Marina/Monterey	2,371	103:42	1,780.0	22.86	0.8%	0.5%
20-Monterey/Salinas	37,450	1634:47	31,606.8	22.91	12.4%	8.6%
23-Salinas/King City	15,756	1091:20	31,616.4	14.44	5.2%	5.8%
24-Monterey/Carmel Valley Grapevine Express	7,170	689:14	14,409.8	10.40	2.4%	3.6%
25-Salinas/CSUMB	2,757	430:59	10,216.8	6.40	0.9%	2.3%
27-Watsonville/Marina	2,077	279:20	7,366.0	7.44	0.7%	1.5%
28-Watsonville/Salinas via Castroville	6,219	505:01	12,858.6	12.31	2.1%	2.7%
29-Watsonville/Salinas via Prunedale	8,587	485:23	8,867.7	17.69	2.8%	2.6%
55-Monterey/San Jose Express	2,904	467:40	13,893.0	6.21	1.0%	2.5%
56-Monterey/Salinas via Highway 68	704	64:00	1,265.2	11.00	0.2%	0.3%
<b>Total</b>	<b>85,995</b>	<b>5751:26</b>	<b>133,880.3</b>	<b>15.0</b>	<b>28.4%</b>	<b>30.4%</b>

**Military Express Routes**

	Ridership	VRHrs	VRMi	Pax/Hr	% Riders	% Hrs
12-Monterey/The Dunes	636	159:40	2,744.0	3.98	0.2%	0.8%
14-Monterey/NPS via La Mesa	1,032	88:40	858.0	11.64	0.3%	0.5%
69-Presidio/Del Monte Center	10,781	248:39	2,243.6	43.36	3.6%	1.3%
70-Presidio/La Mesa	1,637	66:00	734.0	24.80	0.5%	0.3%
71-Presidio/Marina Express	1,863	65:20	1,040.0	28.52	0.6%	0.3%
72-Presidio/North Salinas Express	1,728	62:40	1,200.0	27.57	0.6%	0.3%
73-Presidio/Prunedale Express	838	51:40	1,114.0	16.22	0.3%	0.3%
74-Presidio/Preston Park Express	2,781	138:42	2,440.1	20.05	0.9%	0.7%
75-Presidio/Marshall Park Express	5,781	373:20	5,176.0	15.48	1.9%	2.0%
76-Presidio/Stillwell Park Express	11,536	292:20	3,578.0	39.46	3.8%	1.5%
77-Presidio/Seaside	1,164	55:40	732.0	20.91	0.4%	0.3%
79-Presidio/San Jose Express	1,684	179:20	6,268.0	9.39	0.6%	0.9%
82-Fort Hunter Liggett/Salinas Express	836	266:04	10,516.0	3.14	0.3%	1.4%
83-Fort Hunter Liggett/Paso Robles Express	717	192:08	6,889.6	3.73	0.2%	1.0%
<b>Total</b>	<b>43,014</b>	<b>2240:13</b>	<b>45,533.3</b>	<b>19.2</b>	<b>14.2%</b>	<b>11.8%</b>

**MST On Call**

	Ridership	VRHrs	VRMi	Pax/Hr	% Riders	% Hrs
MST On Call Marina	2,120	316:40	4,289.0	6.69	0.7%	1.7%
MST On Call Gonzales	833	230:00	1,760.0	3.62	0.3%	1.2%
MST On Call Greenfield	1,653	180:00	2,163.0	9.18	0.5%	1.0%
MST On Call King City	777	180:00	1,824.0	4.32	0.3%	1.0%
MST On Call Soledad	748	160:00	2,761.0	4.68	0.2%	0.8%
<b>Total</b>	<b>6,131</b>	<b>1066:40</b>	<b>12,797.0</b>	<b>5.7</b>	<b>2.0%</b>	<b>5.6%</b>

**Seasonal / Supplemental**

	Ridership	VRHrs	VRMi	Pax/Hr	% Riders	% Hrs
CSUMB Otter Trolley	1,127	179:12	2,372.8	6.29	0.4%	0.9%
Free to Learn Aquarium Shuttles	451	13:59	473.6	32.25	0.1%	0.1%
Salinas Holiday Parade of Lights	181	12:27	92.5	14.54	0.1%	0.1%
<b>Total</b>	<b>1,759</b>	<b>205:38</b>	<b>2,938.9</b>	<b>8.6</b>	<b>0.6%</b>	<b>1.1%</b>

## ATTACHMENT 2

January 2, 2013

To: Carl G. Sedoryk, General Manager/CEO

From: Michael Hernandez, Assistant General Manager/COO

Subject: Monthly Maintenance Report for November 2012

This monthly report summarizes information about fuel prices and the activities of the Maintenance/Facilities Departments during the month of October. Detailed statistical information is also attached.

### Fuel Prices:

<b>Budget:</b> Diesel: \$3.60 Gas: \$4.00	<b>Nov. Low</b>	<b>Nov. High</b>	<b>Oct. Average</b>	<b>Nov. Average</b>	<b>% Change</b>
Diesel:	\$3.36	\$3.43	\$3.64	\$3.41	-6.3%
Gasoline:	\$3.37	\$3.42	\$3.97	\$3.39	-14.6%

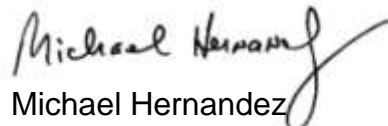
### Fleet Status:

<b>Road Call Rate</b> <b>Goal: 7,000 Miles</b>	<b>Miles Between Road Calls:</b>	<b>Operating Cost Per Mile:</b>	
November:	10,419	November:	\$1.18
FY13 - Year to Date:	15,484	FY2013 - Year To Date:	\$1.18

### Comments:

In November there were a total of 28 road calls of which 26 were maintenance related. The highest road call category was for engine issues. Several of the 2000 series Gillig coaches were sent to Cummins West for warranty work prior to the expiration of engine warranties at the end of November.

The Sand City Station opened for service on November 12<sup>th</sup>, after a three month effort to complete construction and shelter installation at several Jazz bus stops at this location and other Jazz bus stops along Fremont Street in Monterey. Facilities staff also installed one shelter at the CSUMB library.

  
Michael Hernandez

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**November 2012**  
**MST Operated Fixed Route Bus Fleet - Summary Information**

Fleet Series	Manufacturer Model/Year	Quantity	Engine	Fuel Type	MPG	Average Life To Date Miles
1101 - 1121	Gillig Phantom 2000	21	Cummins ISM 280 HP	ULSD Diesel	4.4	566,824
1122 - 1129	Gillig Phantom 2003	8	Detroit DC Series 50 ERG	ULSD Diesel	4.0	379,117
1701 - 1712	Gillig Low-floor 2002	12	Cummins ISM 280 HP	ULSD Diesel	4.4	413,594
1713 - 1724	Gillig Low-floor 2003	12	Detroit DC Series 50 ERG	ULSD Diesel	4.2	339,833
1725 - 1729	Gillig Low-floor 2007	5	Cummins ISM 280 HP	ULSD Diesel	3.8	178,134
1801 - 1804	Gillig Suburban 2002	4	Cummins ISM 280 HP	ULSD Diesel	4.7	644,035
1805 -1808	Gillig Suburban 2003	4	Detroit DC Series 50 ERG	ULSD Diesel	4.5	569,206
2001 - 2010	Gillig Low-floor 2007	10	Cummins ISM 280 HP	ULSD Diesel	4.0	215,098
4501 - 4504	MCI D4500 2009, 2010, 2012	4	Cummins ISM 480 HP	ULSD Diesel	5.4	161,138

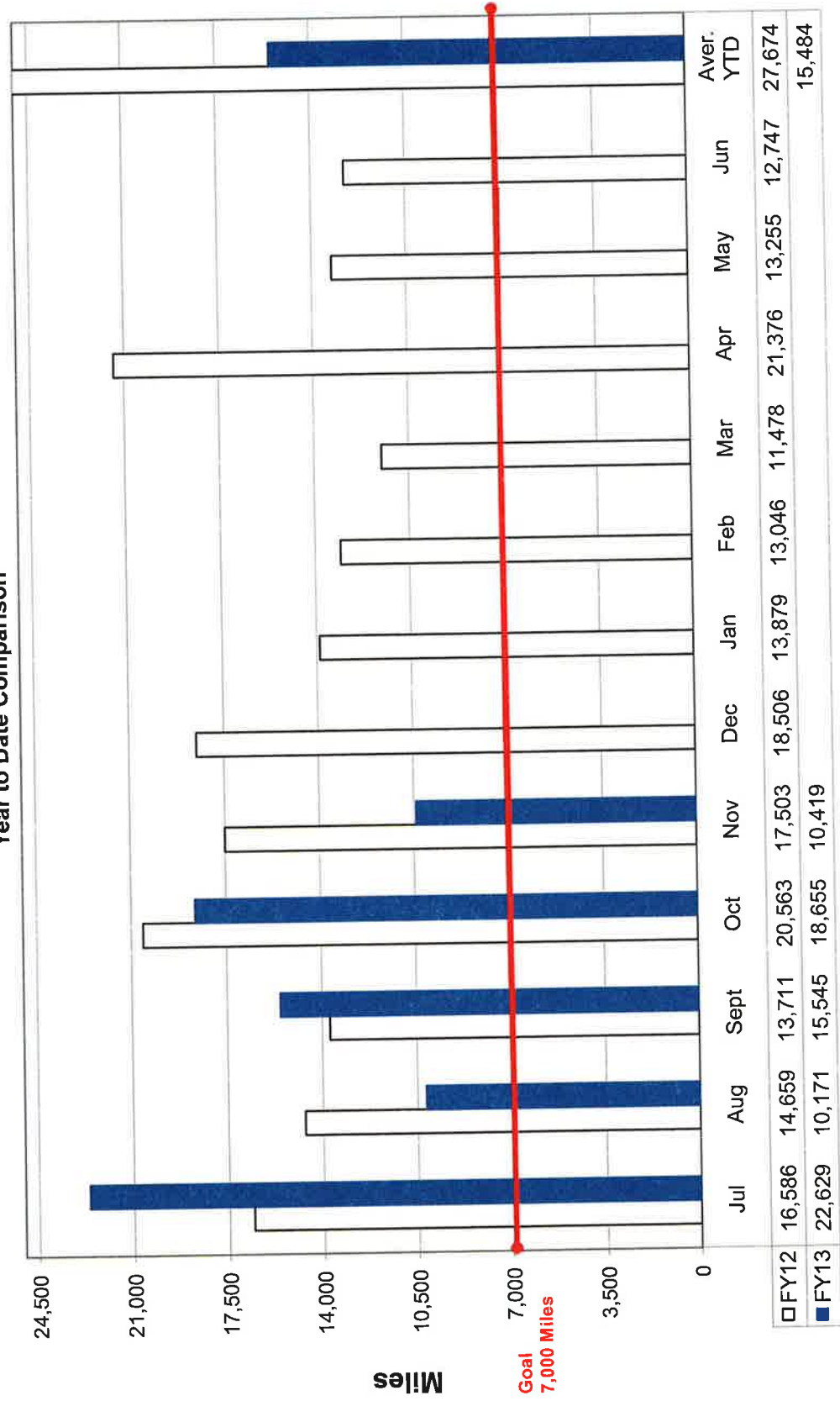
**Total Revenue Vehicles: 80**

Historical Fleet: Bus 80	Model: Fageol Twin Coach 1948	Fleet Size: Gasoline Powered	1
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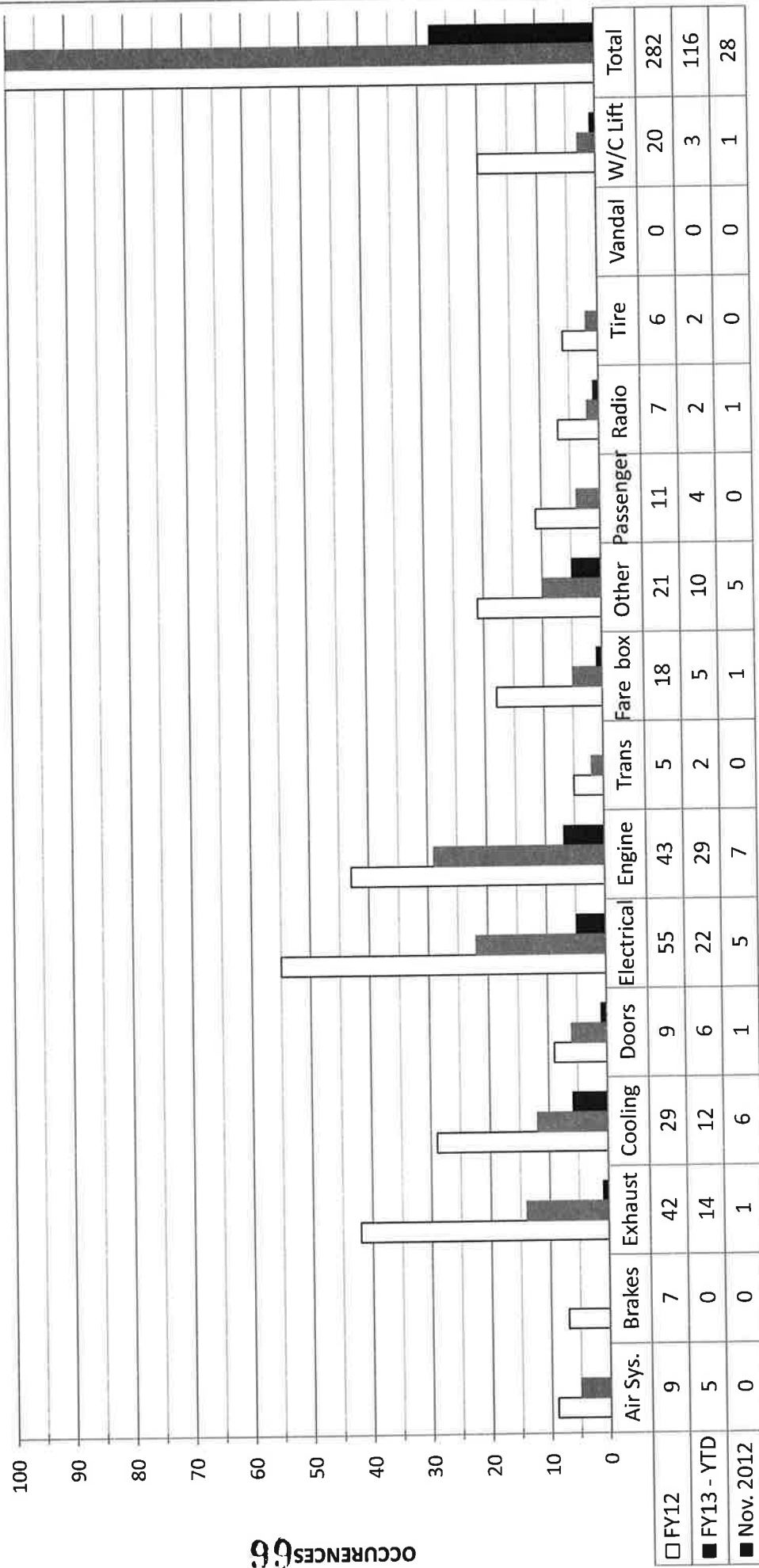
	Revenue Diesel Fleet	Non-Revenue Fleet
Miles:	270,881	27,985
Gallons:	62,132	1,437
Average Miles Per Gallon:	4.4	19.5

Inventory Value	
Fuel, Coolant & Lubricants	\$79,457
Parts & Supplies:	\$194,250
Total Value:	\$273,707

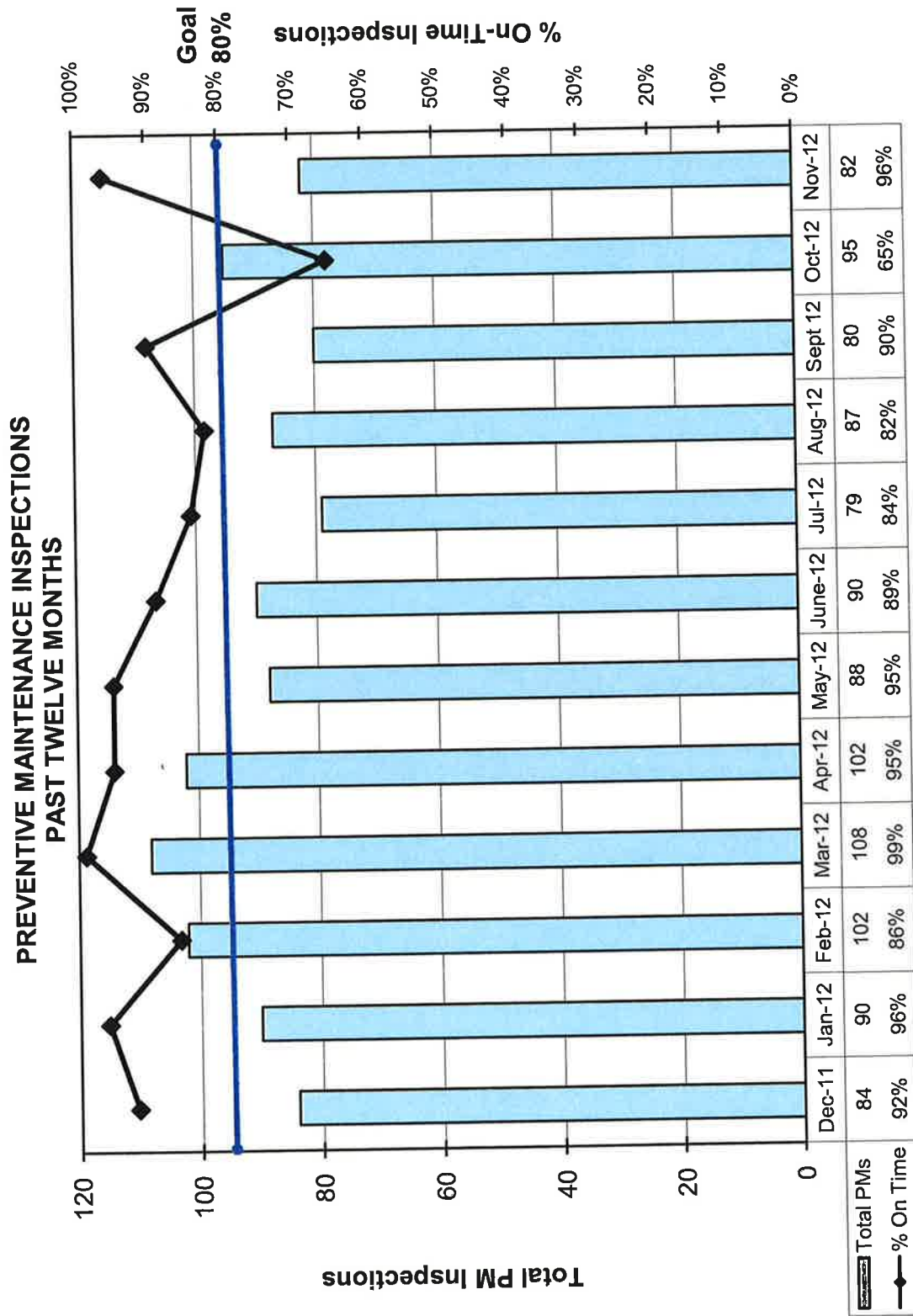
# Miles Between Roadcalls FY12 vs. FY13 Year to Date Comparison



**ALL ROAD CALLS - BY CATEGORY  
FY 2012 & 2013  
CUMULATIVE YEAR-TO-DATE**



\* "Other" category includes: Fluid leaks, Lights, Windshield Wipers other items.



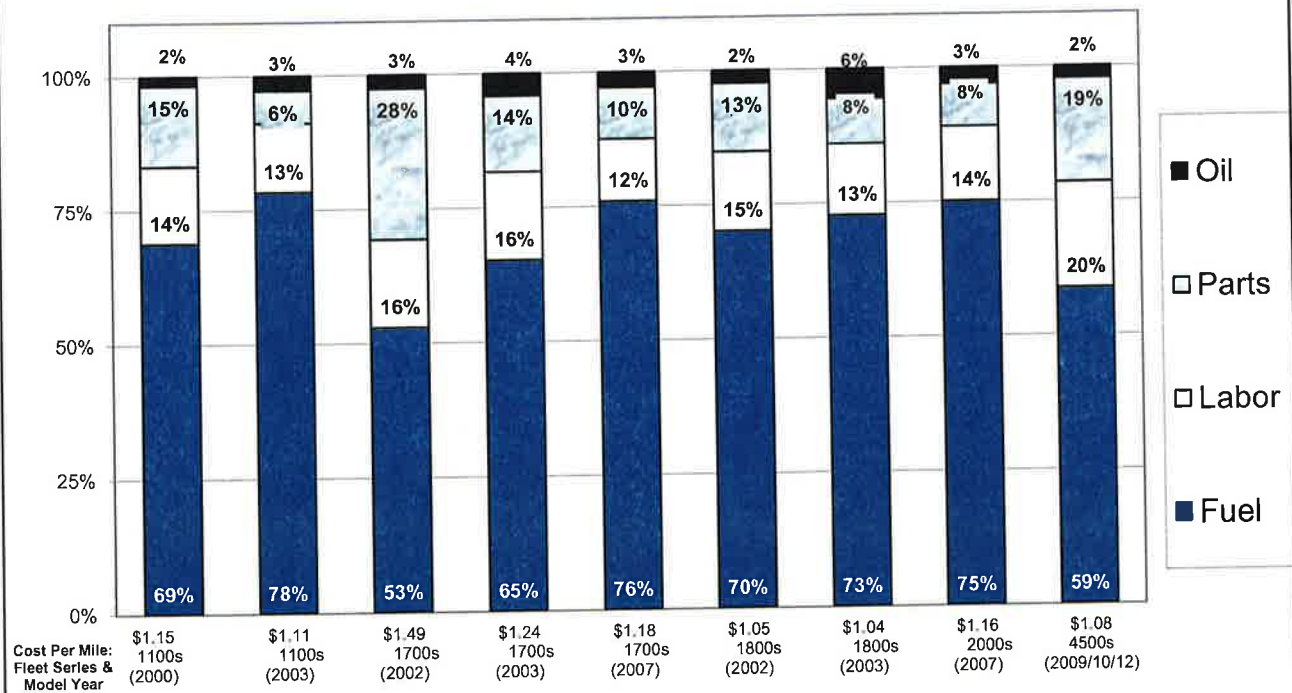


## Clean Diesel Fleet - November 2012

Fleet Series & Model Year	Labor	Parts	Fuel	Oil/Fluid	TOTAL COST	MILES	Cost Per Mile
1101-21 (2000)	\$10,168	\$10,611	\$48,745	\$1,214	<b>\$70,738</b>	61,548	<b>\$1.15</b>
1122-29 (2002)	\$3,084	\$1,459	\$18,851	\$658	<b>\$24,051</b>	21,663	<b>\$1.11</b>
1701-12 (2002)	\$9,400	\$16,099	\$30,370	\$1,453	<b>\$57,321</b>	38,523	<b>\$1.49</b>
1713-24 (2003)	\$6,964	\$5,971	\$27,594	\$1,754	<b>\$42,284</b>	34,163	<b>\$1.24</b>
1725-29 (2007)	\$2,105	\$1,735	\$13,790	\$518	<b>\$18,148</b>	15,328	<b>\$1.18</b>
1801-04 (2002)	\$3,623	\$3,116	\$17,249	\$593	<b>\$24,580</b>	23,446	<b>\$1.05</b>
1805-08 (2003)	\$2,938	\$1,855	\$16,056	\$1,219	<b>\$22,069</b>	21,143	<b>\$1.04</b>
2001-10 (2007)	\$4,814	\$2,752	\$26,064	\$1,052	<b>\$34,683</b>	30,005	<b>\$1.16</b>
4501-04 (2009/10/12)	\$5,311	\$5,219	\$15,866	\$593	<b>\$26,990</b>	25,062	<b>\$1.08</b>
<b>Total Nov. 2012:</b>	<b>\$48,407</b>	<b>\$48,817</b>	<b>\$214,586</b>	<b>\$9,054</b>	<b>\$320,863</b>	<b>270,881</b>	<b>\$1.18</b>

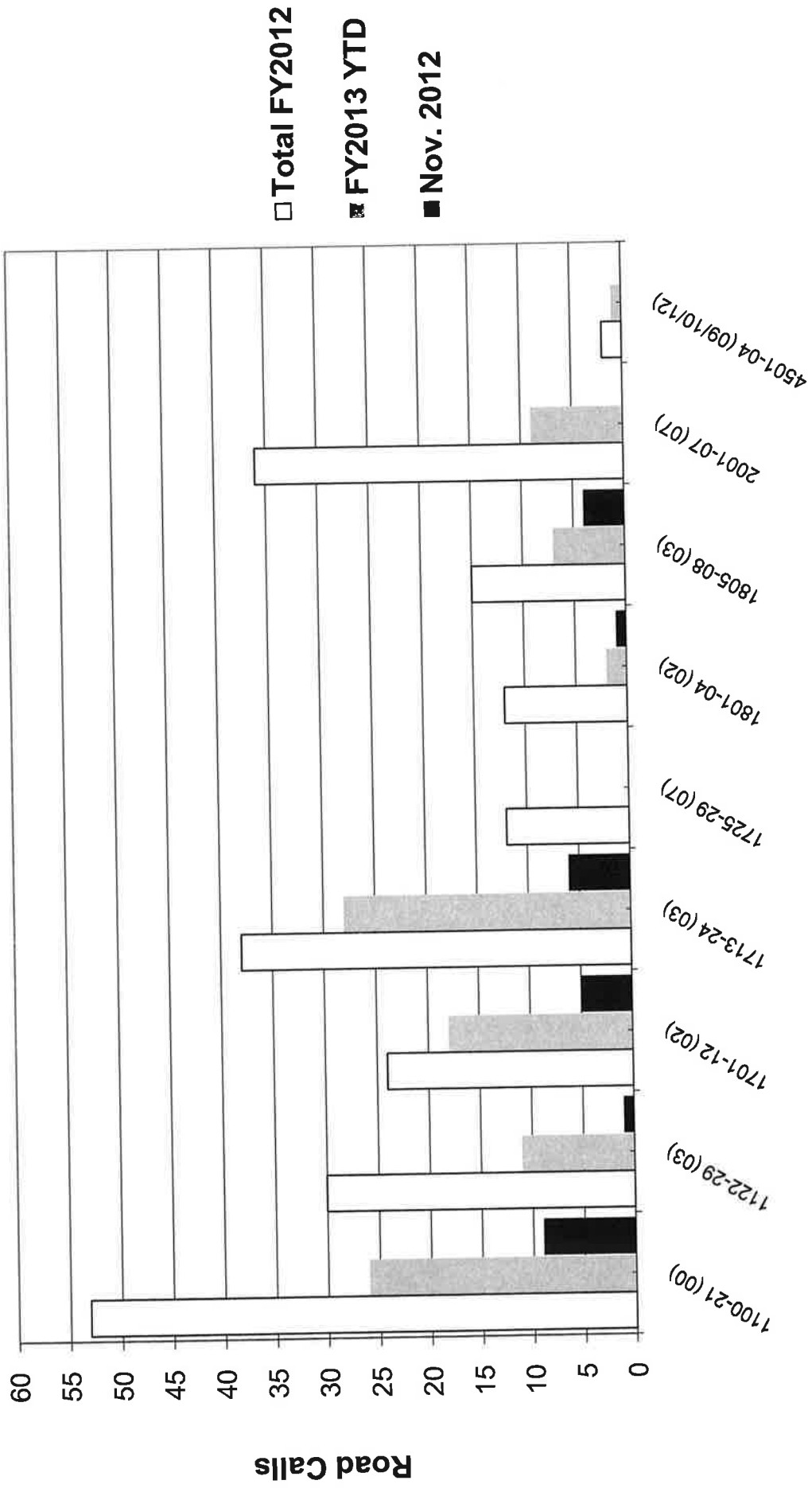
	Labor:	Parts:	Fuel:	Oil:	Cost Per Mile:
<b>November Revenue Fleet - Cost Per Mile:</b>	<b>\$0.18</b>	<b>\$0.18</b>	<b>\$0.79</b>	<b>\$0.03</b>	<b>\$1.18</b>
<b>FY13 Cost Per Mile:</b>	<b>\$0.17</b>	<b>\$0.16</b>	<b>\$0.81</b>	<b>\$0.04</b>	<b>\$1.18</b>

### Revenue Fleet: Operating Cost Per Mile November 2012



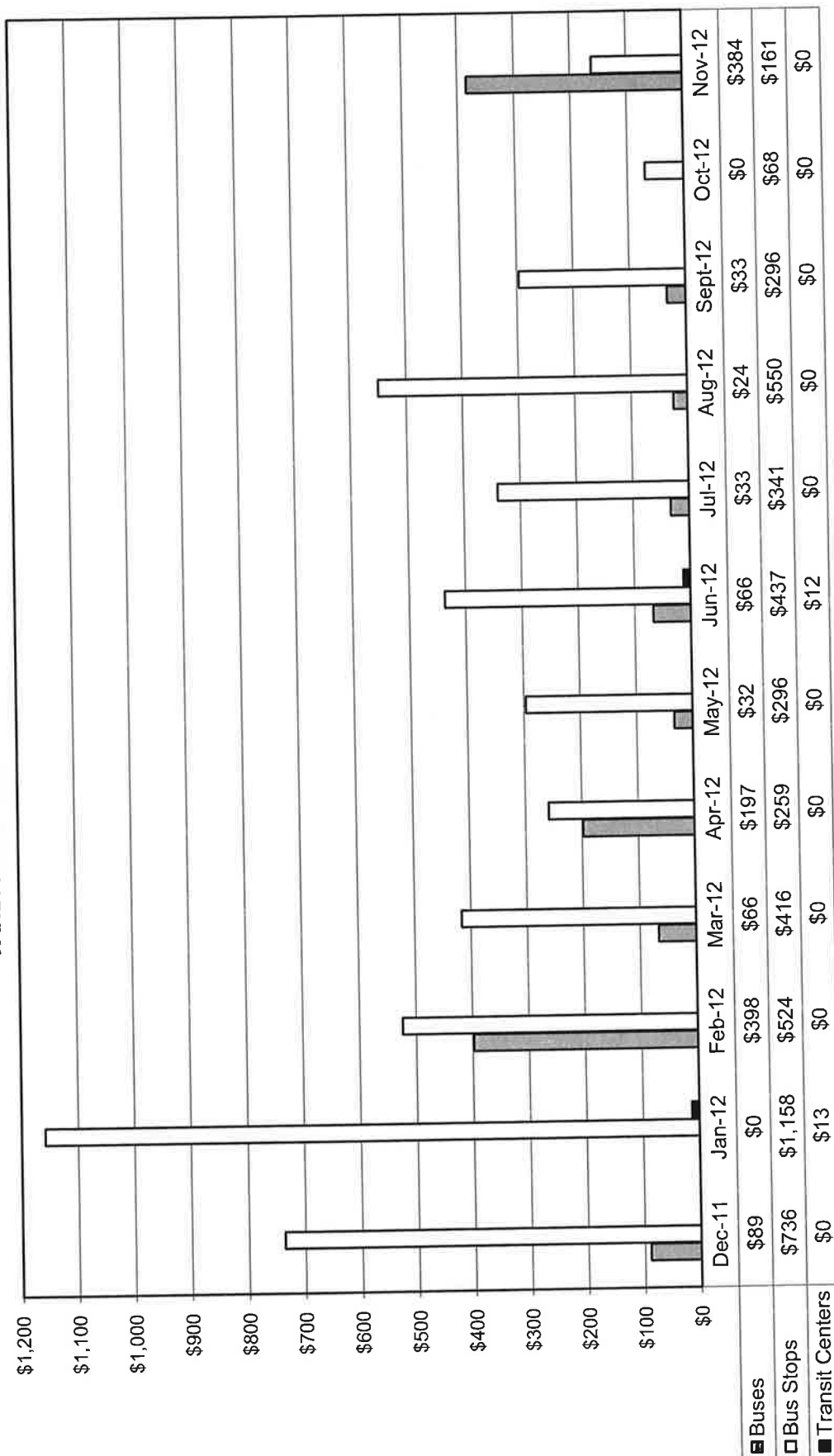
# MECHANICAL ROAD CALLS BY BUS SERIES

Total Miles: 270,881      November Roadcalls: 26



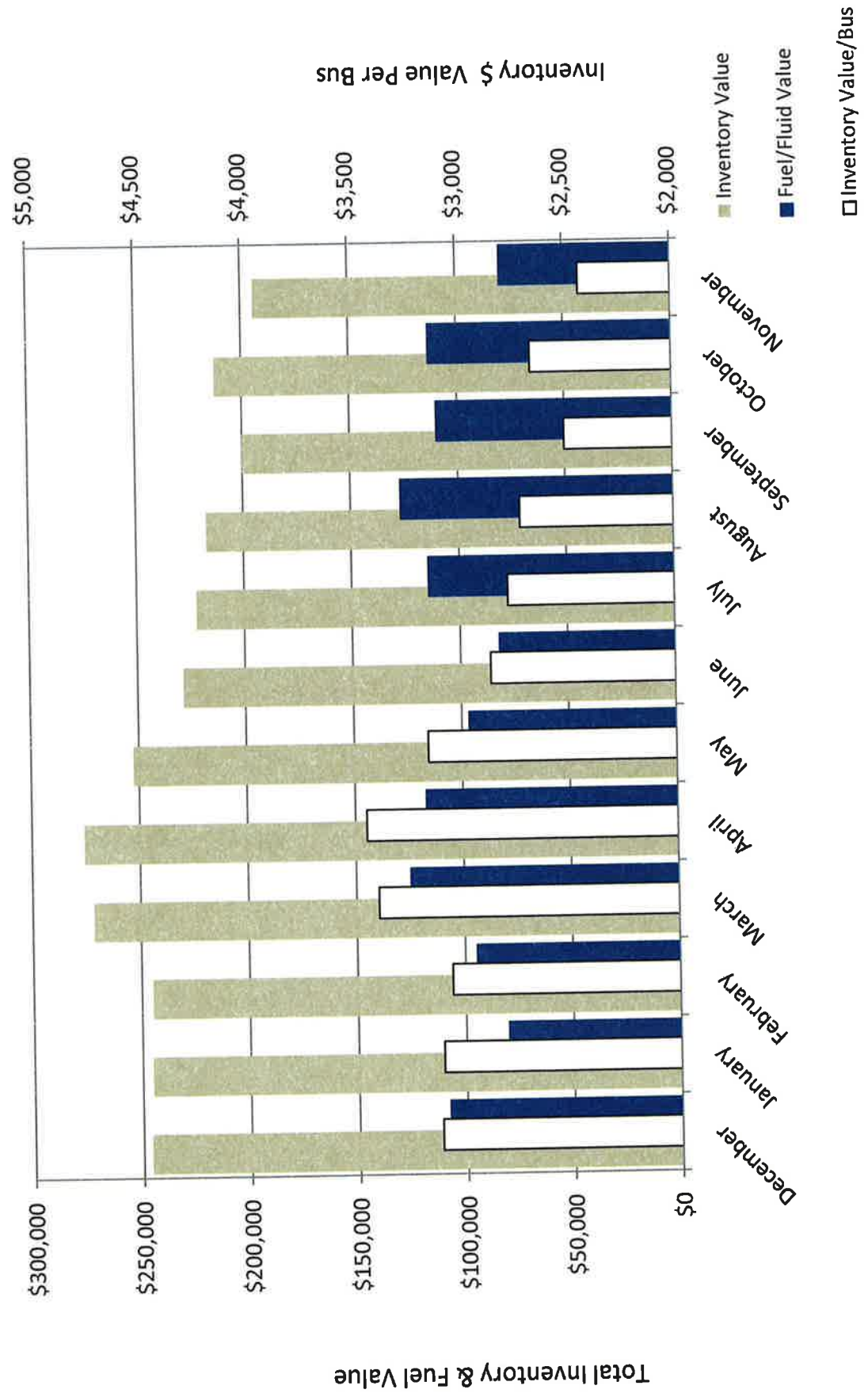
Bus Series & Model Year

# VANDALISM COSTS: PAST 12 MONTHS

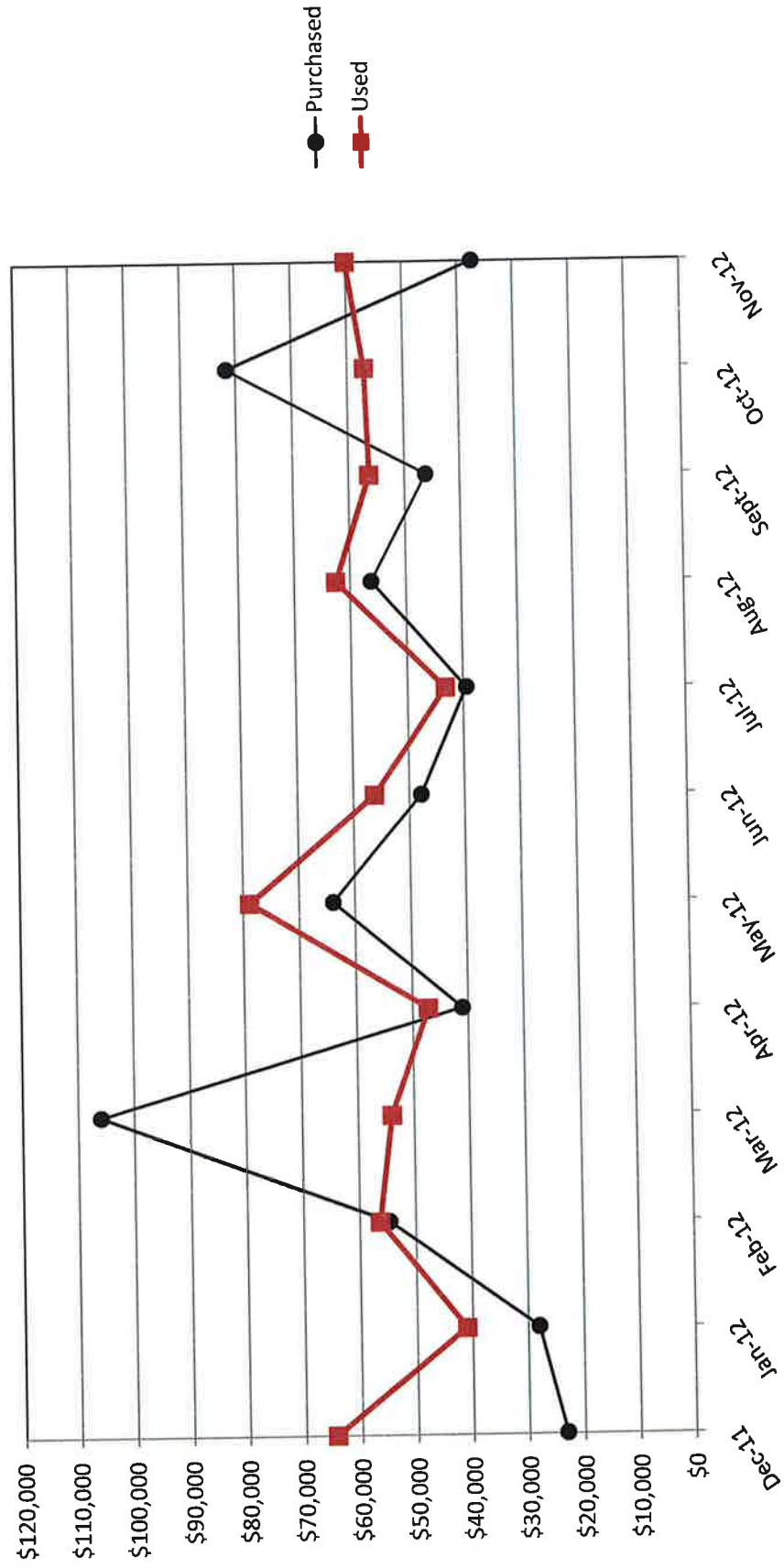


# 12 Month Rolling Parts Inventory, Fuel & Fluids Value: Nov. 2012

**Total Parts Inventory: \$194,250    Value Per Bus: \$2,428    Fuel Inventory: \$79,457**

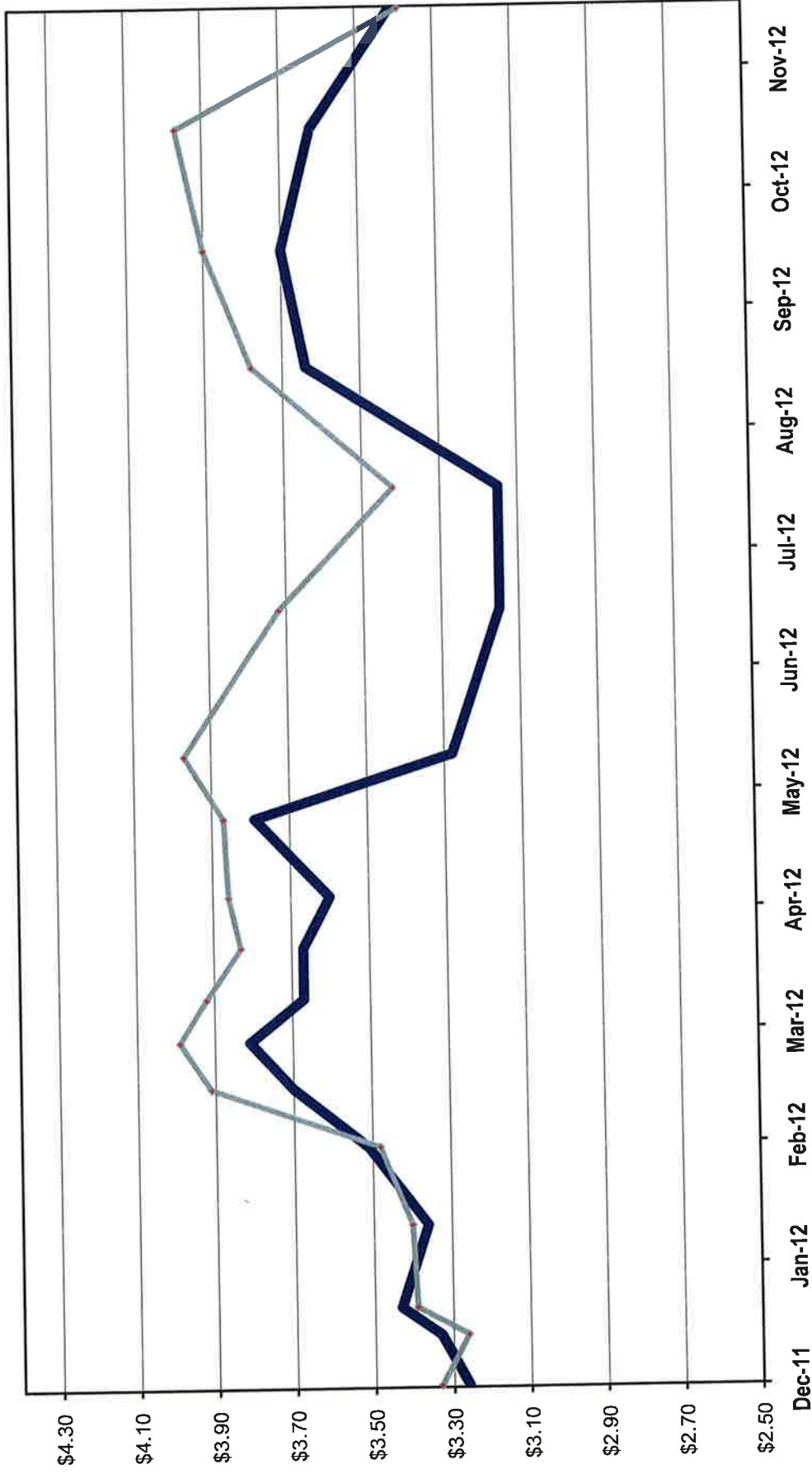


## Fleet Maintenance Inventory Purchases & Parts Usage Past 12 Months



# 12 Month Rolling Fuel Cost - As of November 30, 2012

— Diesel — Gasoline



52 Week Average:

Diesel: \$3.50

Gasoline: \$3.69

FY 2013 Fuel Budget:  
 Diesel 3.60 Gallon  
 Gasoline \$4.00 Gallon

### ATTACHMENT 3

Date: January, 2013

To: C. Sedoryk, General Manager/CEO

From: Hunter Harvath, Assistant General Manager Finance & Administration; Mark Eccles, Director Information Technology; Kathy Williams, General Accounting Manager; Kelly Halcon, Director of Human Resources/Risk Management; Tom Hicks, CTSA Manager; Sonia Bannister, Office Administrator; Zoe Shoats, Marketing Analyst

Subject: **Administration Department** Monthly Report November, 2012

The following significant events occurred in Administration work groups for the month of November 2012:

#### Human Resources

A total employment level for November 2012 is summarized as follows:

<b>Positions</b>	<b>Budget FY13</b>	<b>Actual</b>	<b>Difference</b>
Coach Operators / Trainees	138	124	-14
C/O on Long Term Leave *	2*	0	-2
Coach Operators Limited Duty	2	0	-2
Operations Staff	25	25	0
Maintenance & Facilities	43	39	-4
Administration (Interns 2 PT)	22	21.5	-0.5
<b>Total</b>	<b>232</b>	<b>209.5</b>	<b>-22.5</b>

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

<b>November Worker's Compensation Costs</b>	
<i>Indemnity (paid to employees)</i>	\$15,903.88
<i>Other (includes Legal)</i>	\$6,759.41
<i>Medical includes Case Mgmt, UR, Rx &amp; PT</i>	\$28,182.17
<i>TPA Administration Fee</i>	\$4,000.00
<i>Excess Insurance</i>	\$5,550.08
<b>Total Expenses</b>	<b>\$60,395.54</b>
<b>Reserves</b>	<b>\$1,302,789.72</b>
<b>Excess Reserved</b>	<b>(\$374,201.83)</b>
<i># Ending Open Claims</i>	49

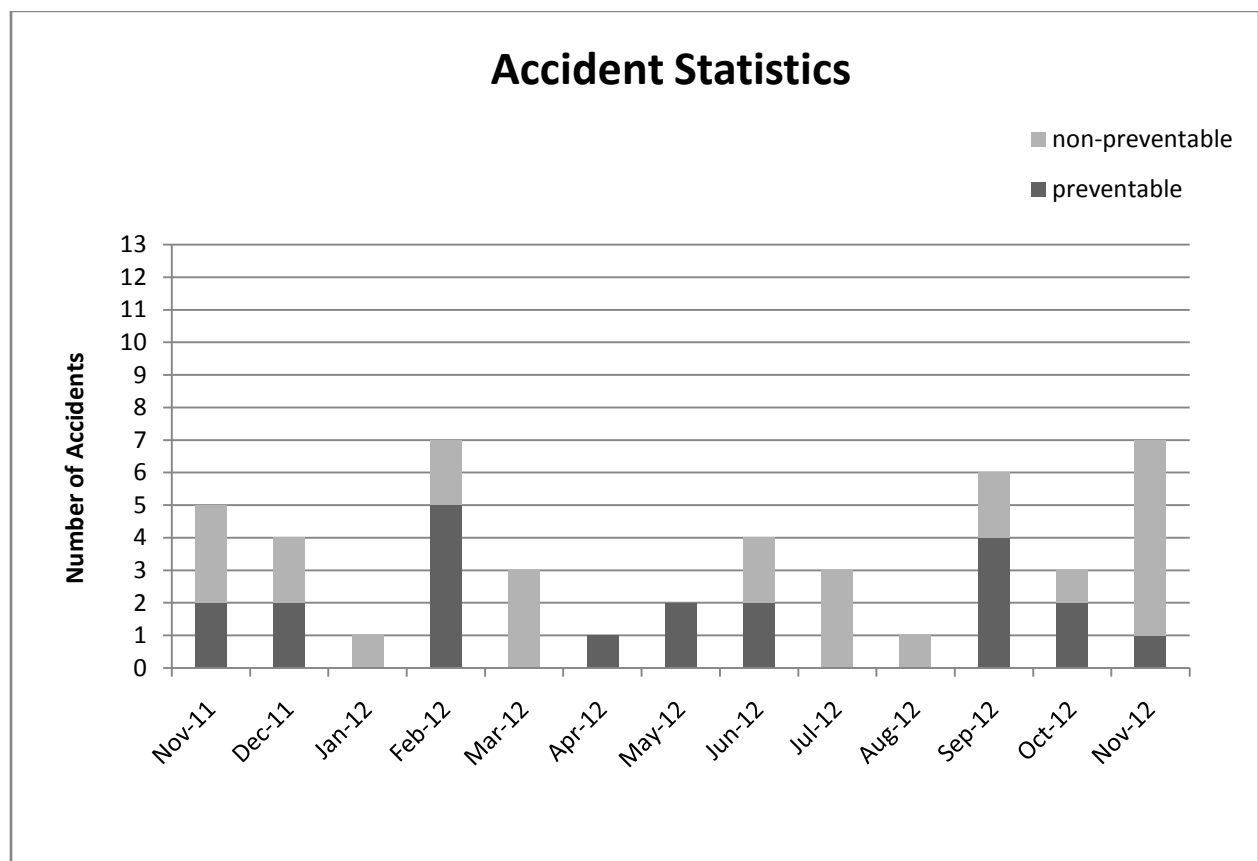
## Training

Description	Attendees
Annual VTT Training	11

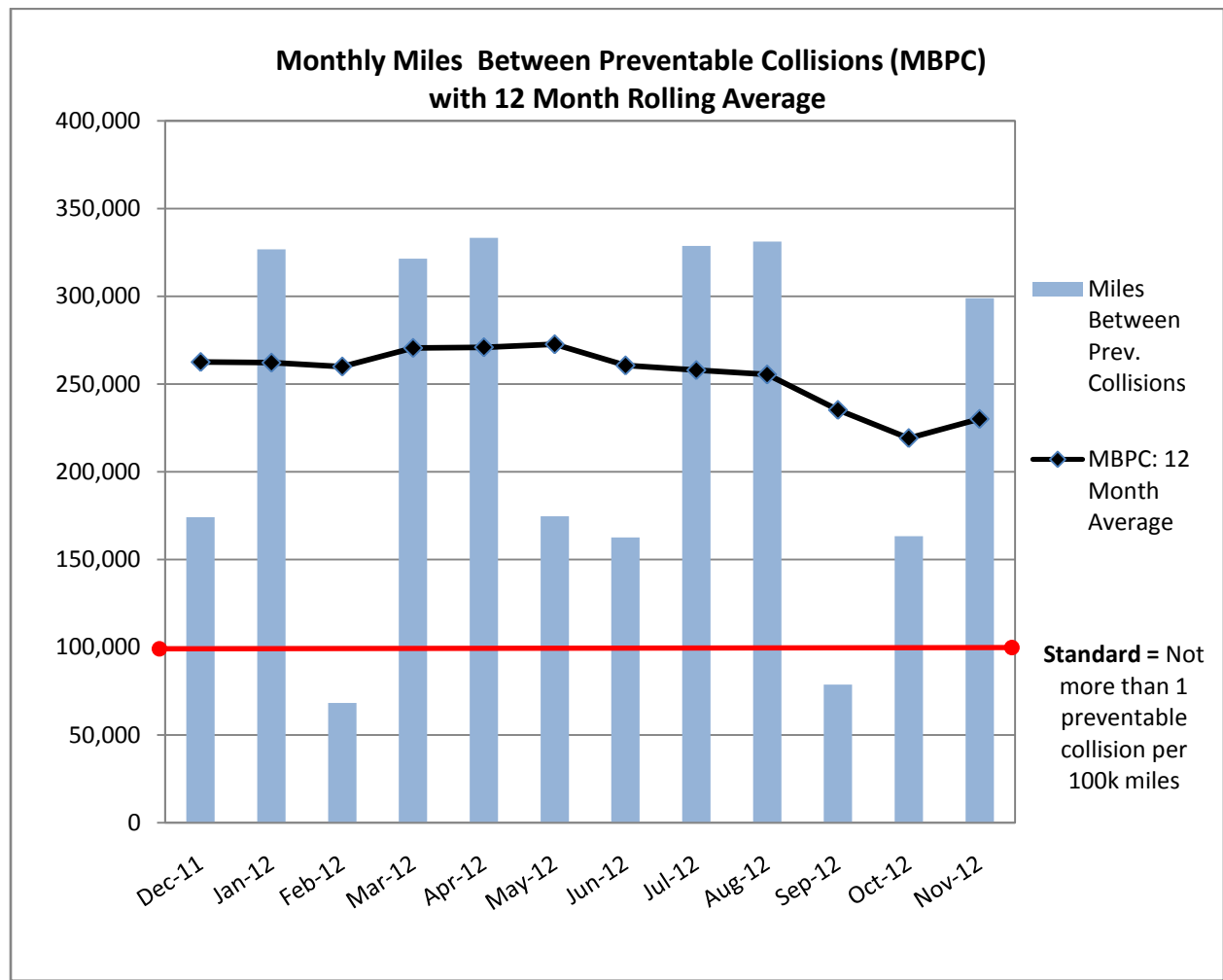
## Risk Management Update

Description	November 2012 Preventable		November 2011 Preventable	
	Yes	No	Yes	No
Vehicle hits Bus	0	6	0	4
Bus hits object	1	0	2	0
<b>TOTAL</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>4</b>

During the month of November 2012 there was 1 preventable collision.







**There were \$1,521.00 claim recoveries during this period and no claims paid.**

### **Customer Service Update**

Service Report Type	Nov '12	%		Nov '11	%
			Valid		
Employee Compliment	2	5.88%		1	1.82%
Service Compliment	0	0.00%		1	1.82%
Improper Driving	6	17.65%		14	25.45%
Improper Employee Conduct	3	8.82%	1	10	18.18%
Late Arrival	0	0.00%		6	10.91%

Passed By	1	2.94%	1	5	9.09%
No Show	2	5.88%	2	4	7.27%
Request To Add Service	1	2.94%		4	7.27%
Early Departure	0	0.00%		3	5.45%
Inaccurate Public Information	1	2.94%	1	3	5.45%
Bus Stop Amenities	1	2.94%		2	3.64%
Passenger Injury	1	2.94%		1	1.82%
Overcrowding	0	0.00%		1	1.82%
ADA Compliance	3	8.82%	2	0	0.00%
Fare / Transfer Dispute	2	5.88%	1	0	0.00%
Agency Policy	2	5.88%		0	0.00%
Service Other	5	14.71%	3	0	0.00%
Discriminatory behavior by employee	1	2.94%	1	0	0.00%
Passenger Conduct	2	5.88%		0	0.00%
Service Schedule	1	2.94%		0	0.00%
	<b>34</b>	<b>100.00%</b>		<b>55</b>	<b>100.00%</b>

Two “Employee Compliment” reports received in November.

- Ms. Andrews complimented MST’s webpage for its nice design and MST system.
- Angel Mehran (DLI Instructor) complimented Coach Operator Nischal for always being helpful and is always on time.

Of the five “Service Other” reports that were submitted by customers in November, staff investigations found that three were valid complaints, involving MST contracted service.

- A female passenger on an MV vehicle felt unsafe riding with a male driver late at night with the cabin lights turned off. Drivers have since been instructed to leave the cabin lights on for passenger safety.
- An MV dispatcher failed to schedule a passenger pickup. The dispatcher is new to the position and has since been re-trained.
- The MV dispatcher gave inaccurate schedule information almost causing a passenger to miss the train at Diridon Station in San Jose.

Of the two “No Show” reports that were submitted by customers, both incidents were found to be valid. Both line 55 and 2X left Monterey Transit Plaza earlier than time posted.

## **Finance Update**

### **General Accounting**

During the month of November, staff continued to work on deadlines relating to financial reporting. Staff continues to work on financial statements on a regular basis.

### **Payroll/Accounts Payable**

Payroll and Accounts Payable continue their duties and meeting their deadlines.

### **Grants/Compliance**

During the month of November, staff participated in the Wireless Power Transfer Trolley Electrification project kickoff meeting in Monterey, participated in Americans with Disabilities Act (ADA) webinars, and worked with FTA staff to process a grant application.

### **Purchasing/Inventory**

Staff is working to keep track of costs, reduce inventory levels and find alternate methods of securing what is necessary while securing products at the lowest total cost. Staff is currently negotiating and renewing contracts, issuing RFP's and IFB's as needed for various projects that MST requires.

## **IT Update**

Staff configured and repaired the Trapeze Group Transitmaster system software and hardware. Staff continued to monitor and configure software and hardware for the Trapeze Enterprise Asset Management (EAM) Maintenance system. Staff continued to support and monitor the Serenic Navision Financial system. Staff continued to configure data for the GIRO DDAM Timekeeping system. Staff updated software components of MST workstations. Staff continued developing functionality of the Customer Service and RIDES databases. Staff kept the MST web page updated and made the appropriate changes as required. Staff liaised with vendors regarding the BRT Real-time signs installations.

Staff continued to support MST staff as needed, proactively ensuring MST staff was supported fully with their IT needs.

## **Marketing and Sales Update**

Published news stories include: "Liquid Borders: Lawyers tussle over the role of Peninsula mayors' authority in the desal mess" (Monterey County Weekly, 11/1/12); "Lighthouse Avenue motorists can expect delays from construction" (Monterey County Herald, 11/7/12); "Salinas bus riders note ongoing work in Monterey" (The Californian, 11/7/12); "MST holiday schedule; Bus stop upgrades cause closures" (Monterey County

Business Council's Friday Facts, 11/9/12); "Holiday schedules for Veterans Day" (Monterey County Herald, 11/9/12); "LaHood to appear at opening of MST high-tech shelter" (Monterey County Herald, 11/9/12); "Delay in Lighthouse Avenue construction project" (KION, 11/9/12); "He's studying computer software engineering at CSUMB" (Monterey County Herald, 11/11/12); "MST construction project halts for one week" (Monterey County Herald, 11/11/12); "MST construction in Monterey to take 3 more weeks" (KION, 11/12/12); "Monterey BRT offers fast, innovative transit service" (FastLane: The Official Blog of the U.S. Secretary of Transportation); "Ray LaHood jazzed about MST's rapid-transit Monterey Jazz lines" (Bicycling Monterey, 11/13/12); "New Calif. BRT shelter opens" (Metro Magazine, 11/13/12); "Website offers data on public officials' pay" (Monterey County Business Council's Friday Facts, 11/16/12); "Del Piero backers gave Landwatch even more" (The Carmel Pine Cone, 11/16/12); "LaHood welcomes 'JAZZ' BRT to Monterey-Salinas Transit" (Passenger Transport" (11/16/12); "Feds spend big \$\$\$ on JAZZ buses, shelters" (The Carmel Pine Cone, 11/23/12); "Aquarium invites county residents for a free visit" (The Californian, 11/25/12); "New buses jazz up busy route" (The Californian, 11/25/12); "MST awarded \$3.7 million in Caltrans grants" 11/30/12); "Aquarium offers free admission to locals" (The Carmel Pine Cone, 11/30/12); "APTA creates authorization task force to prepare for next transportation bill" (Passenger Transport, 11/30/12).

Press releases sent include: "Continued bus stop upgrades on Lighthouse Ave cause closures" (11/7/12); "MST bus service on Veterans Day" (11/7/12); U.S. Transportation Secretary LaHood To Celebrate New Bus Rapid Transit Service in Monterey, CA" (Sent by the U.S. Department of Transportation on 11/9/12); "U.S. Transportation Secretary LaHood Celebrates New Bus Rapid Transit Service in Monterey, CA" (Sent by the U.S. Department of Transportation on 11/12/12); "MST provides limited bus service Thanksgiving Day" (11/16/12); "JAZZ bus stops on N. Fremont and in downtown Monterey open Saturday" (11/16/12); "MST awarded \$3.7 million in grants from Caltrans" (11/26/12).

Marketing activities: Delivered Rider's Guides to Monterey Visitors' Center; submitted MST photographs for APTA photo contest; coordinated U.S. Secretary of Transportation Ray LaHood's dedication of Sand City Station and MST's JAZZ BRT line with FTA staff, MST staff, outside vendors, and the media; posted car card with Veterans' Day bus schedules; continued work on MST's 2012 annual report to include reviewing stories, and refining design direction; decorated an MST Trolley for the Salinas Holiday parade of Lights; met with IT and HR to determine function and organization of the employee access portion of the MST website; met with mobility department and an outside vendor to aide in their grant-funded marketing efforts; created car card with 2013 MST board meeting dates; served on Monterey County Convention & Visitor's Bureau's Marketing Committee; managed MST website content and Facebook page; coordinated delivery of printed promotional materials.

## Mobility Programs Update

The CTSA Manager initiated several short-term projects in conjunction with a JARC Mobility Management grant set to expire on December 31, 2012. These projects include a redesign of the MST Mobility website, public education videos about MST's mobility programs, production of printed materials, and new signs for the sides of RIDES buses advertising the MST free Travel Training Program and the MST volunteer Navigators Program.

The Mobility Specialists continued setting up special taxi voucher programs for seniors and persons with disabilities in areas affected by recent MST fixed-route changes. These locations include the Montecito housing complex in East Salinas and the Casa Nova housing project in Monterey along the new BRT route. Staff also met with staff and residents at both facilities on numerous occasions to explain the taxi voucher program and field questions about MST services in general.

MST Navigators provided shopping assistance for customers on Line 92 by carrying grocery bags on to and off the bus. The Navigators also staffed Host Centers at Pacific Meadows, Sally Griffin Center, Scholze Park Center and Carmel Foundation to answer questions about MST fixed-route services and mobility programs

	<b>TOTAL</b>	<b>PREVIOUS</b>	<b>YTD</b>
Total person trained (including RIDES assessments):	23	707	730
Total # people contacted during public presentations:	41	684	725
Total persons otherwise contacted:	55	375	430
Total volunteer Navigator service hours:	28	543	571

<b>RIDES Program Report</b>	
New applications received	36
Recertification applications received	11
Incomplete applications	8
Approved applications	47
Applications denied	0
Certifications deactivated	70
<b>Total active customers</b>	<b>2926</b>

## Planning Update

During the month of November, staff continued planning for the next schedule change set for January 2013, focusing on efforts to retime the Line 24 Carmel Valley Grapevine Express to improve on-time performance. Before the next schedule change becomes effective, staff also implemented a more immediate fix to provide better

access between Monterey Peninsula College and downtown Monterey at approximately 9pm. Staff continued planning and construction efforts on the JAZZ Fremont/Lighthouse Bus Rapid Transit program with a particular focus on issues related to Lighthouse Avenue again this month.

Staff continued working with MST's military partners at the Presidio of Monterey, Naval Postgraduate School and Fort Hunter Liggett on improving transportation services to these facilities as well as the new automated ticket machine installation initiative currently under way to accommodate the Department of Defense's new federal transit benefit distribution program. Staff continued planning and implementation efforts with Monterey Bay Aquarium Staff on its "Free to Learn" program offering free admission and transportation to minority and disadvantaged residents of the Salinas Valley and Pajaro Valley. Staff began planning efforts with River Road wineries for a potential Grapevine Express route in that grape-growing area of Monterey County. And, staff continued planning and development of the new Santa Cruz Express line, to be funded by a federal Jobs Access Reverse Commute grant and State of California toll credits.

Staff convened a kickoff meeting for the electric trolley project with team partners from Utah, the city of Monterey, and the Monterey Bay Aquarium. Staff participated in consultations with the Department of Labor and representatives of transit worker unions regarding the dispute over public agency retirement reform passed by the state of California in September of 2012. Staff attended meetings with TAMC, AMBAG and counterparts from Santa Cruz and San Benito Counties regarding the update to the Metropolitan Transportation Plan and the Regional Transportation Plan. Staff attended the Monterey County Business Council's 2012 Economic Forum as well as the Monterey County Hospitality Association's annual awards program honoring excellence in the local visitor industry. Staff was interviewed on the "Your Town" public access TV and radio program to give an update on MST's projects and initiatives. In addition, staff traveled to Palm Springs to participate in the 47<sup>th</sup> Annual Fall Conference and Expo of the California Transit Association.

**Monterey-Salinas Transit**  
*Washington, D.C. Office*

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January 3, 2013

TO: Carl Sedoryk

FROM: Thomas P. Walters

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

- Briefed Congressional staff on Department of Labor negotiations and requested assistance with removing objection to FTA operating funds.
- Participated in MST Legislative Committee meeting to assist in the drafting of proposed Federal agenda.
- Participated in MST Board meeting to advise on Federal agenda and update on legislative issues.
- Provided drafting assistance on point papers and fact sheets.
- Provided updates to MST on transportation and appropriations legislation.

TPW:dwg

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To: Board of Directors

From: Carl Sedoryk, General Manager/CEO

Subject: State Legislative Advocacy Update

During the month staff worked with the California Transit Association to finalize Association the Legislative Agenda for 2013. The following summarizes the highest priority policy goals the California Transit Association will pursue in 2013.

**New / Action Items for 2013 include:**

**Vehicle Weight Limits:** Pursue technical cleanup of AB 1706 (Eng) [Chapter 771, Statutes of 2012] bill language to address weight limits for buses over 20,500 lbs. /axle in 2013 and 2014 as necessary. Design a long-term legislative solution for enactment in 2015.

**Transportation / Transit Funding from Cap and Trade:** Advocate for a new transit funding stream from the Cap and Trade regulation adopted by the California Air Resources Board (CARB). Seek the entirety of the fuels-related revenues for transit and greenhouse gas reducing transportation. Also pursue rebates from the Public Utilities Commission's (PUC) Cap and Trade revenue source, or appropriate cost exemptions, to mitigate increased electricity costs to transit systems.

**Bond Funding: Proposition 1A Rail Transit and Proposition 1B Public Transit Modernization, Improvement, Service Enhancement Account (PTMISEA) and Transit System Safety, Security, Disaster Response Account (TSSSDRA)**

**Funding:** Monitor and/or actively pursue action if necessary to ensure full allocation of the \$950 million in regional rail connectivity funds provided by the Proposition 1A High-Speed Rail bond to all program recipients. Seek the appropriation and allocation of the remaining amount of PTMISEA and TSSSDRA funds to keep up with transit capital needs.

**Transportation Development Act (TDA) Funding:** Convene a task force on TDA and collaborate with key Executive and Legislative Committee members to develop a list of "fixes" to or to make TDA more efficient.

**CEQA:** Advocate that any modifications to the CEQA process advantage public transit projects, including bicycle, pedestrian, and TOD projects.

**Bus use of Shoulders:** Support legislation allowing buses to travel on highway shoulders in the absence of a bus-only or HOV lane. (Note: MST Staff is working with

Assemblymember Mark Stone to sponsor bus use of shoulder legislation for the Monterey Bay region.)

**MAP-21 Implementation:** Support legislation and administrative strategies to implement MAP-21 in a way that ensures the best possible outcome for transit.

**Pension Reform and Health Care Reform:** Monitor and respond as appropriate to state implementation of new pension reform law and state efforts to reform health care.

## **2013 STATE LEGISLATIVE PROGRAM – ALL ACTION ITEMS:**

The following summarizes all policy goals the California Transit Association will actively pursue in 2013, whether through sponsoring legislation or in supporting the work of other groups. These are a mix of our existing goals and new items added for 2013.

### **OBJECTIVE 1: Existing Transit Funds are Protected**

- A. Protect existing State transit funds, including TDA, PTA, TCRP, and Propositions 1A, 1B and 1C, from being eliminated, terminated, shifted or otherwise used for non-transit purposes, without specific repayment terms, and restore or obtain repayment of all previous loans or shifts of transit funds, plus interest.**

The Association will continue to take all actions necessary and appropriate in support of protecting against diversions from the Public Transportation Account (PTA). In 2010, the “gas tax swap” package of bills, ABx8 6 and ABx8 9 [Chapters 11 and 12, Statutes of 2010] diverted \$1.586 billion in state funding for public transportation in FY 10-11 from the four historic sources of funding: spillover, Proposition 42, sales tax on diesel, and Proposition 111. Prospectively, only the sales tax on diesel is retained, and this source was enhanced through the second gas tax swap of 2011, as contained in AB 105 [Chapter 6, Statutes of 2011]. This represents the last remaining source of state funding for public transportation.

The Association will advocate for maintenance of transit funding in the FY 13-14 State Budget at levels prescribed in Proposition 22 and the 2010 gas tax swap, and explore all necessary actions for further protecting existing transit funds. The Association will partner with local government, the environmental community, and other interested transportation stakeholders, among others, and form coalitions advocating for protection of transit funding.

### **OBJECTIVE 2: New Transit Funds are Secured**

- A. Ensure allocations from Proposition 1A High-Speed Rail Bond funds for rail transit connectivity are provided to recipients.**

Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act of 2008, provided for \$950 million in bond funds to fund capital projects that improve other

passenger rail systems in order to enhance these systems' capacity, or safety, or allow riders to connect to the high-speed train system. Of the \$950 million, \$190 million is designated to improve the state's intercity rail services. The remaining \$760 million would be used for other passenger rail services including urban and commuter rail, and would be allocated based on a formula developed and supported by the Association's rail passenger member transit systems.

In 2012, the legislature approved SB 1029 [Chapter Number 152, Statutes of 2012], which appropriates funding for high-speed rail. The appropriation includes \$6 billion for the Central Valley (\$3.3 billion of which is a federal grant), \$1.1 billion for the "bookends", and \$819 million for connectivity funding (with \$106 million for intercity rail).

The Association will monitor and actively pursue the exhaustion of regional rail connectivity fund allocations to program recipients.

**B. Obtain full appropriation authority of Proposition 1B PTMISEA funds and ensure continued equitable allocation of these funds.**

A program was put into place in 2007 through SB 88 [Chapter 181, Statutes of 2007] for allocating the first \$600 million of Proposition 1B funds appropriated from the Public Transit Modernization, Improvement, and Service Enhancement Account (PTMISEA). In 2008, the Legislature allocated \$350 million in AB 268 [Chapter 756, Statutes of 2008], using the same factors established in SB 88.

The Association supports application of SB 88's principles, policies and structure to all future appropriations of PTMISEA funds, which includes maintaining the determination of all operators' and regions' shares of PTMISEA based on the average of the State Transit Assistance (STA) Program allocations from the 2004-05, 2005-06, and 2006-07 years for the remainder of the available funding left in the program, as well as providing a mechanism to advance funding to eligible recipients. The Association sponsored a bill, AB 1072, [Chapter 271, Statutes of 2010], to lock in the formula for all future PTMISEA appropriations.

This law also authorizes an expenditure program mechanism, whereby agencies were required, in the first year, to submit an expenditure plan for their share of the remaining funds available, in order to support advocacy for sufficient annual appropriations from the PTMISEA. This is our main revenue source for capital funding. To date, \$1.344 billion out of \$2.8 billion has been allocated. We will pursue the appropriation of the entire remaining \$800 million of PTMISEA fund authority, through the FY 2013-14 budget process to meet these transit capital needs.

The Association will also coordinate with the Department of Transportation, Department of Finance, the Pooled Money Investment Board, and the State Controller, if necessary; to ensure that allocations are made.

**C. Ensure continued equitable allocation of Proposition 1B TSSSDRA funds.**

A program was put into place in 2007 through SB 88 [Chapter 181, Statutes of 2007] to direct the Governor's Office of Homeland Security (OHS) and the Office of Emergency Services (OES) with developing guidelines for allocating the full \$1 billion to be appropriated from Proposition 1B's Transit System Safety, Security, Disaster Response Account (TSSSDRA). AB 427 [Chapter 527, Statutes of 2011] streamlines the process to maximize the utilization of all allocations made to the program. The Association will monitor this process and inform all members of the annual grant process and timeline. The Association will coordinate with CalEMA and the State Controller, if necessary, to ensure significant annual appropriations and allocations from the TSSSDRA are made in the FY 2013-14 budget processes to meet demand.

PREPARED BY: \_\_\_\_\_

A handwritten signature in dark ink, appearing to read "Carol A. Sabatelli", is written over a horizontal line.



December 26, 2012

To: Carl Sedoryk

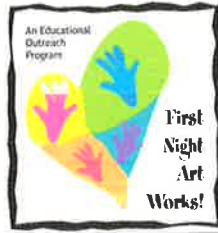
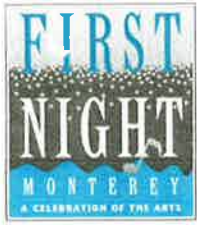
From: Hunter Harvath, Assistant General Manager – Finance & Administration

**Subject: TRIP REPORT**

From November 7 through 9, 2012, I attended the 2012 California Transit Association Fall Conference and Expo in Palm Springs, CA. While at the conference, I attended several meetings and sessions, including:

- CTA federal lobbyist task force
- Everything Wanted to Know About Surviving a Grant Audit But Were Afraid to Ask
- Strengthen or Re-brand Your Agency
- What You Need to Know To Be Part of Successful Transportation Tax Initiatives
- The ROI of Real Time Information
- Innovative Compliance: Bus Weight Limits – Interactive Roundtable
- Business of Innovation
- The Art & Science of Foresight: The Future of Transit Systems
- Expo 2012 – Technology, products, vehicles and services displays

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**First Night Monterey 2013--  
Celebrate Monterey!  
Community Celebration of the Arts  
20<sup>th</sup> Annual**

December 19, 2012

MST  
Ms.Zoe Shoats  
150 Del Monte Avenue  
Monterey, Ca 93940

Dear Zoe,


Thank you for the use of your sponsorship of First Night Monterey. FNM is celebrating 20 years of bringing our community an unparalleled New Year's Eve Celebration of the Arts! Due in part to your support, First Night has become a treasured tradition for thousands of families in our region, meeting the need for a safe and alcohol-free New Year's Eve celebration. Your support allows us to keep our commitment to excellence in programming, production and promotion to keep the arts accessible to all children and families.

Our outreach workshops throughout the year introduce hundreds of at-risk youths and adults to the transforming experience of the arts. This year, we produced a music and art festival in Greenfield featuring 12 performing groups, 8 art activities, 10 community service organizations and a parade!

We have included your admission buttons and hope to see you at First Night! Anything that you can do to help us promote the event is greatly appreciated! For all the latest information about FNM 2013 go to our website [www.firstnightmonterey.org](http://www.firstnightmonterey.org). Please let us know if you need additional buttons or information about FNM- look for the Official Program in the December 20, 2012 edition of the Monterey County Weekly or on our website!

Thank you for your continuing support of First Night Monterey. It is greatly appreciated!

All the very best in 2013!

  
Ellen Martin  
Executive Director  
[www.firstnightmonterey.org](http://www.firstnightmonterey.org)  
Find us on Facebook and Twitter  
First Night Monterey first nighter

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**Disbursement Journal for January 14, 2013 Financial Report**

**Board Report**

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Vendor Ledger Entry: Posting Date: 11/01/12..11/30/12

Check Date	Check No.	No.	Name	Description	Amount (\$)
11/05/12	30199	PAV10	PAVEX CONSTRUCTION DIVISION		479,981.34
					479,981.34
11/06/12	29968	BAN11	BANK OF AMERICA	Voiding check 29968.	-52,188.00
					-52,188.00
11/06/12	30200	ALVEDW	ALVIN EDWARDS	DIRECTORS FEES	100.00
11/06/12	30201	BEAVIC	VICTORIA BEACH	DIRECTORS FEES	100.00
11/06/12	30202	CLA10	KRISTIN CLARK	DIRECTORS FEES	100.00
11/06/12	30203	COH10	ALAN COHEN	DIRECTOR FEES	100.00
11/06/12	30204	DAVPEN	DAVID K PENDERGRASS	DIRECTORS FEES	100.00
11/06/12	30205	DOW10	ELIZABETH J DOWNEY	DIRECTORS FEES	100.00
11/06/12	30206	FRAOCO	FRANK O'CONNELL	DIRECTORS FEES	100.00
11/06/12	30207	PATSTE	PATRICIA D STEPHENS	DIRECTORS FEES	100.00
11/06/12	30208	SUSKLE	SUSAN KLEBER	DIRECTORS FEES	100.00
					900.00
11/06/12	30209	BAN11	BANK OF AMERICA	CALTRANS/FTA SEC 5310 ACCT#1499790132	49,579.08
11/06/12	30210	PUB11	CALIFORNIA PUBLIC EMPLOYEES	HEALTH INSURANCE-NOV 2012	203,551.44
					253,130.52
11/06/12	30211	MES10	MEDICAL EYE SERVICES	VISION INSURANCE	2,635.15
					2,635.15
11/08/12	30212	AFLAC	AFLAC	SUPPLEMENTAL INS	4,077.25
11/08/12	30213	GUARD	GUARDIAN	DENTAL/LIFE GROUP ID 00473604	18,395.85
11/08/12	30214	TRA1S	TRANSAMERICA LIFE INSURANCE CO	SUPPLEMENTAL LIFE INS.	138.74
					22,611.84
11/09/12	30215	ADV50	ADVANTAGE AUTO REPAIR	RU 464	67.11
11/09/12	30216	AMA10	AMALGAMATED TRANSIT UNION	UNION DUES	11,180.17
11/09/12	30217	AME01	AMERI PRIDE UNIFORM SERVICES	UNIFORM LAUNDRY SERVICES	222.87
11/09/12	30217	AME01	AMERI PRIDE UNIFORM SERVICES	UNIFORM LAUNDRY SERVICES-FACILITIES S	509.82
11/09/12	30217	AME01	AMERI PRIDE UNIFORM SERVICES	UNIFORM LAUNDRY SERVICES-FACILITIES S	23.32
11/09/12	30217	AME01	AMERI PRIDE UNIFORM SERVICES	UNIFORM LAUNDRY SERVICES-FACILITIES S	159.60
11/09/12	30218	ATT15	AT&T MOBILITY	MIS SUPPORT	776.36
11/09/12	30220	ATT16	AT&T	PHONE SERVICE	3,008.81
11/09/12	30220	ATT16	AT&T	PHONE SERVICE	134.96
11/09/12	30220	ATT16	AT&T	PHONE SERVICE	441.12
11/09/12	30220	ATT16	AT&T	PHONE SERVICE	30.97
11/09/12	30220	ATT16	AT&T	PHONE SERVICE	62.04

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Check Date	Check No.	No.	Name	Description	Amount (\$)
11/09/12	30220	ATT16	AT&T	PHONE SERVICE	60.31
11/09/12	30220	ATT16	AT&T	PHONE SERVICE	226.27
11/09/12	30220	ATT16	AT&T	PHONE SERVICE	14.72
11/09/12	30220	ATT16	AT&T	PHONE SERVICE	241.65
11/09/12	30220	ATT16	AT&T	PHONE SERVICE	63.70
11/09/12	30220	ATT16	AT&T	PHONE SERVICE	14.96
11/09/12	30220	ATT16	AT&T	PHONE SERVICE	0.01
11/09/12	30220	ATT16	AT&T	PHONE SERVICE	662.98
11/09/12	30221	BRO60	REPUBLIC SERVICES	WASTE DISPOSAL SERVICES	353.40
11/09/12	30221	BRO60	REPUBLIC SERVICES	WASTE DISPOSAL SERVICES	96.28
11/09/12	30221	BRO60	REPUBLIC SERVICES	WASTE DISPOSAL SERVICES	156.25
11/09/12	30222	CAL82	CALIFORNIA TRANSPORT LLC	TOWING SERVICES	375.00
11/09/12	30223	CAL85	CALIFORNIA TOWING INC	TOWING -BUS STOP ROOFTOPS	77.69
11/09/12	30224	CAR2W	CARLON'S FIRE EXTINGUISHER	FIRST AID SUPPLIES/FIRE EXTINGUISHERS	188.26
11/09/12	30225	CAR40	CARMEL MARINA CORPORATION	MTX WASTE DISPOSAL	125.00
11/09/12	30226	CAS50	CASNER EXTERMINATING INC	PEST CONTROL	125.00
11/09/12	30226	CAS50	CASNER EXTERMINATING INC	PEST CONTROL	188.02
11/09/12	30227	CLE20	CLEAR BLU ENVIRONMENTAL	EQUIPMENT MAINT FOR ALL STEAM CLEANERS	176.50
11/09/12	30227	CLE20	CLEAR BLU ENVIRONMENTAL	EQUIPMENT MAINT.-STEAM CLEANERS TDA	26,175.64
11/09/12	30228	COA50	COAST OIL COMPANY LLC	FUEL	2,350.79
11/09/12	30228	COA50	COAST OIL COMPANY LLC	FUEL	26,439.98
11/09/12	30228	COA50	COAST OIL COMPANY LLC	FUEL	26,241.06
11/09/12	30228	COA50	COAST OIL COMPANY LLC	FUEL	2,154.35
11/09/12	30228	COA50	COAST OIL COMPANY LLC	FUEL	48.47
11/09/12	30228	COA50	COAST OIL COMPANY LLC	FUEL	25,958.58
11/09/12	30228	COA50	COAST OIL COMPANY LLC	FUEL	2,002.89
11/09/12	30229	COA51	COAST OIL COMPANY, LLC	FUEL	11,463.08
11/09/12	30229	COA51	COAST OIL COMPANY, LLC	FUEL	11,890.24
11/09/12	30229	COA51	COAST OIL COMPANY, LLC	FUEL	10,284.59
11/09/12	30229	COA51	COAST OIL COMPANY, LLC	FUEL	10,716.07
11/09/12	30229	COA51	COAST OIL COMPANY, LLC	FUEL	2,535.20
11/09/12	30229	COA51	COAST OIL COMPANY, LLC	FUEL	122.72
11/09/12	30230	COL7S	COLORADO BANKERS LIFE	SUPPLEMENTAL LIFE	251.16
11/09/12	30233	COM10	COMMERICAL TRUCK CO	1175	256.81
11/09/12	30233	COM10	COMMERICAL TRUCK CO	1165	425.21
11/09/12	30233	COM10	COMMERICAL TRUCK CO	1197	1,822.71
11/09/12	30233	COM10	COMMERICAL TRUCK CO	1184	99.44
11/09/12	30233	COM10	COMMERICAL TRUCK CO	1204	1,136.62
11/09/12	30233	COM10	COMMERICAL TRUCK CO	1204	210.00
11/09/12	30233	COM10	COMMERICAL TRUCK CO	1209	69.48
11/09/12	30233	COM10	COMMERICAL TRUCK CO	1214	-112.61
11/09/12	30233	COM10	COMMERICAL TRUCK CO	1204	1,342.42
11/09/12	30233	COM10	COMMERICAL TRUCK CO	338	255.36
11/09/12	30233	COM10	COMMERICAL TRUCK CO	1217	219.48
11/09/12	30233	COM10	COMMERICAL TRUCK CO	1218	349.66
11/09/12	30233	COM10	COMMERICAL TRUCK CO	1224	46.33
11/09/12	30233	COM10	COMMERICAL TRUCK CO	339	247.18
11/09/12	30233	COM10	COMMERICAL TRUCK CO	339	25.74
11/09/12	30233	COM10	COMMERICAL TRUCK CO	1228	

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Check Date	Check No.	No.	Name	Description	Amount (\$)
11/09/12	30233	COM10	COMMERICAL TRUCK CO	1235	191.89
11/09/12	30233	COM10	COMMERICAL TRUCK CO	1237	461.60
11/09/12	30233	COM10	COMMERICAL TRUCK CO	1247	331.02
11/09/12	30233	COM10	COMMERICAL TRUCK CO	1261	276.08
11/09/12	30233	COM10	COMMERICAL TRUCK CO	347	242.26
11/09/12	30234	CSC10	C S C OF SALINAS	SHOP SUPPLIES	102.17
11/09/12	30234	CSC10	C S C OF SALINAS	SHOP SUPPLIES 1122 hose	80.99
11/09/12	30235	CUM10	CUMMINS WEST INC	VEHICLE MAINT PARTS	645.85
11/09/12	30235	CUM10	CUMMINS WEST INC	1252	30.01
11/09/12	30235	CUM10	CUMMINS WEST INC	1254	505.74
11/09/12	30235	CUM10	CUMMINS WEST INC	VEHICLE MAINT PARTS	245.30
11/09/12	30235	CUM10	CUMMINS WEST INC	VEHICLE MAINT PARTS	1,236.56
11/09/12	30236	DIE10	DIESEL MARINE ELECTRIC	VEHICLE MAINT PARTS	213.21
11/09/12	30237	EAR10	EARTH SYSTEMS PACIFIC	GEOTECHNICAL OBSERVATION/TESTING	1,709.50
11/09/12	30238	EDW10	EDWARDS TRUCK CENTER	VEHICLE MAINT PARTS	28.79
11/09/12	30239	ELM10	ELMERS AUTO PARTS	PARTS/SHOP SUPPLIES	81.45
11/09/12	30239	ELM10	ELMERS AUTO PARTS	PARTS/SHOP SUPPLIES	87.06
11/09/12	30239	ELM10	ELMERS AUTO PARTS	PARTS/SHOP SUPPLIES	17.75
11/09/12	30239	ELM10	ELMERS AUTO PARTS	PARTS/SHOP SUPPLIES	8.19
11/09/12	30240	FED1S	FEDERAL EXPRESS CORP	EXPRESS MAIL	23.55
11/09/12	30241	FIR20	FIRST ALARM	Alarm Services from 11/1/2012 to 1/31/2013 3MC	291.00
11/09/12	30241	FIR20	FIRST ALARM	Alarm Services from 11/1/2012 to 1/31/2013 3MC	272.88
11/09/12	30242	FRA50	FRANCHISE TAX BOARD	GARNISH/2176	72.00
11/09/12	30243	FRA70	FRANCHISE TAX BOARD	GARNISH/1934	471.42
11/09/12	30243	FRA70	FRANCHISE TAX BOARD	GARNISH/1811	150.00
11/09/12	30243	FRA70	FRANCHISE TAX BOARD	GARNISH/2285	75.00
11/09/12	30243	FRA70	FRANCHISE TAX BOARD	GARNISH/2280	50.00
11/09/12	30243	FRA70	FRANCHISE TAX BOARD	GARNISH/2242	342.65
11/09/12	30244	FRE10	FREEDMAN SEATING CO.	REVENUE VEHICLE PARTS	187.31
11/09/12	30244	FRE10	FREEDMAN SEATING CO.	REVENUE VEHICLE PARTS	186.88
11/09/12	30248	GIL10	GILLIG LLC	1166	2.38
11/09/12	30248	GIL10	GILLIG LLC	1231	225.23
11/09/12	30248	GIL10	GILLIG LLC	332	12.63
11/09/12	30248	GIL10	GILLIG LLC	1234	330.66
11/09/12	30248	GIL10	GILLIG LLC	1219	8.75
11/09/12	30248	GIL10	GILLIG LLC	1219	615.71
11/09/12	30248	GIL10	GILLIG LLC	1216	164.38
11/09/12	30248	GIL10	GILLIG LLC	1215	22.87
11/09/12	30248	GIL10	GILLIG LLC	1215	265.94
11/09/12	30248	GIL10	GILLIG LLC	1210	23.97
11/09/12	30248	GIL10	GILLIG LLC	1210	463.66
11/09/12	30248	GIL10	GILLIG LLC	1202	35.55
11/09/12	30248	GIL10	GILLIG LLC	1202	89.96
11/09/12	30248	GIL10	GILLIG LLC	1195	144.02
11/09/12	30248	GIL10	GILLIG LLC	1192	162.89
11/09/12	30248	GIL10	GILLIG LLC	1192	570.57
11/09/12	30248	GIL10	GILLIG LLC	1180	282.58
11/09/12	30248	GIL10	GILLIG LLC	1180	22.87

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Check Date	Check No.	No.	Name	Description	Amount (\$)
11/09/12	30248	GIL10	GILLIG LLC	1178	101.81
11/09/12	30248	GIL10	GILLIG LLC	1172	139.11
11/09/12	30248	GIL10	GILLIG LLC	1168	166.80
11/09/12	30248	GIL10	GILLIG LLC	1167	773.09
11/09/12	30248	GIL10	GILLIG LLC	1166	12.70
11/09/12	30248	GIL10	GILLIG LLC	1166	2,138.58
11/09/12	30248	GIL10	GILLIG LLC	1147	6.54
11/09/12	30248	GIL10	GILLIG LLC	1145	107.25
11/09/12	30248	GIL10	GILLIG LLC	1145	12.70
11/09/12	30248	GIL10	GILLIG LLC	1139	60.76
11/09/12	30248	GIL10	GILLIG LLC	1139	66.51
11/09/12	30248	GIL10	GILLIG LLC	1131	25.10
11/09/12	30248	GIL10	GILLIG LLC	1131	17.14
11/09/12	30248	GIL10	GILLIG LLC	1126	159.75
11/09/12	30248	GIL10	GILLIG LLC	1078	160.88
11/09/12	30248	GIL10	GILLIG LLC	337	641.05
11/09/12	30248	GIL10	GILLIG LLC	332	77.90
11/09/12	30248	GIL10	GILLIG LLC	330	7.68
11/09/12	30248	GIL10	GILLIG LLC	331	416.99
11/09/12	30248	GIL10	GILLIG LLC	331	833.99
11/09/12	30248	GIL10	GILLIG LLC	335	14.01
11/09/12	30249	GRA30	GRAINGER	SHOP/MAINT SUPPLIES	456.20
11/09/12	30249	GRA30	GRAINGER	SHOP/MAINT SUPPLIES	49.04
11/09/12	30249	GRA30	GRAINGER	SHOP/MAINT SUPPLIES	440.18
11/09/12	30250	HAR75	BRIAN HUNTER HARVATH	TRAVEL DC Dec 4-7	213.00
11/09/12	30250	HAR75	BRIAN HUNTER HARVATH	TRAVEL- Ca Transit Assn -Sacramento	136.70
11/09/12	30251	HER70	HERTZ EQUIPMENT RENTAL	BRT SHELTER DELIVERY	3,359.37
11/09/12	30252	HYD20	HYDRO TURF INC.	BUS WASH	69.63
11/09/12	30252	HYD20	HYDRO TURF INC.	LANDSCAPE SUPPLIES	100.21
11/09/12	30253	ICM10	ICMA RETIREMENT TRUST-457	EE CONTRIBUTIONS	1,891.53
11/09/12	30254	INTREV	INTERNAL REVENUE SERVICE	GARNISH/1811	225.00
11/09/12	30255	LANSYD	LANI W SYDMARK	REFUND ON RIDES TICKET BOOKS	115.00
11/09/12	30256	LWP10	LWP CLAIMS SOLUTIONS INC	WORKERS COMP ADMINISTRATOR	4,000.00
11/09/12	30257	MAT60	MATTHEWS SWEEPING SERV	GROUPS MAINTENANCE-MONTHLY SWEEP	98.00
11/09/12	30259	MCI2S	MCI SERVICE PARTS INC	1203	44.60
11/09/12	30259	MCI2S	MCI SERVICE PARTS INC	1203	70.76
11/09/12	30259	MCI2S	MCI SERVICE PARTS INC	1240	49.50
11/09/12	30259	MCI2S	MCI SERVICE PARTS INC	1243	204.78
11/09/12	30259	MCI2S	MCI SERVICE PARTS INC	1243	107.72
11/09/12	30259	MCI2S	MCI SERVICE PARTS INC	1191	57.39
11/09/12	30259	MCI2S	MCI SERVICE PARTS INC	1262	199.33
11/09/12	30259	MCI2S	MCI SERVICE PARTS INC	1279	105.76
11/09/12	30259	MCI2S	MCI SERVICE PARTS INC	SALES TAX ADJUSTMENT	-0.41
11/09/12	30259	MCI2S	MCI SERVICE PARTS INC	SALES TAX ADJUSTMENT	-0.65
11/09/12	30259	MCI2S	MCI SERVICE PARTS INC	SALES TAX ADJUSTMENT	-0.47
11/09/12	30259	MCI2S	MCI SERVICE PARTS INC	SALES TAX ADJUSTMENT	-1.57
11/09/12	30259	MCI2S	MCI SERVICE PARTS INC	SALES TAX ADJUSTMENT	-1.01
11/09/12	30259	MCI2S	MCI SERVICE PARTS INC	SALES TAX ADJUSTMENT	-0.53

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Check Date	Check No.	No.	Name	Description	Amount (\$)
11/09/12	30259	MC12S	MCI SERVICE PARTS INC	SALES TAX ADJUSTMENT	-1.84
11/09/12	30259	MC12S	MCI SERVICE PARTS INC	SALES TAX ADJUSTMENT	-0.97
11/09/12	30260	MOH1S	MOHAWK MFG AND SUPPLY	1294	304.27
11/09/12	30261	MON23	MONTEREY BAY URGENT CARE	PHYSICAL EXAMS	58.00
11/09/12	30261	MON23	MONTEREY BAY URGENT CARE	PHYSICAL EXAMS	58.00
11/09/12	30261	MON23	MONTEREY BAY URGENT CARE	PHYSICAL EXAMS	58.00
11/09/12	30261	MON23	MONTEREY BAY URGENT CARE	PHYSICAL EXAMS	58.00
11/09/12	30261	MON23	MONTEREY BAY URGENT CARE	PHYSICAL EXAMS	58.00
11/09/12	30261	MON23	MONTEREY BAY URGENT CARE	PHYSICAL EXAMS	58.00
11/09/12	30261	MON23	MONTEREY BAY URGENT CARE	PHYSICAL EXAMS	88.00
11/09/12	30261	MON23	MONTEREY BAY URGENT CARE	PHYSICAL EXAMS	58.00
11/09/12	30262	MON38	MONTEREY COUNTY SHERIFF	GARNISH/1937	75.00
11/09/12	30262	MON38	MONTEREY COUNTY SHERIFF	GARNISH/2252	106.43
11/09/12	30263	MON51	MONTEREY REGIONAL WATER	SEWER SERVICE	25.58
11/09/12	30263	MON51	MONTEREY REGIONAL WATER	SEWER SERVICE	51.16
11/09/12	30264	NETCOM	NETWORK COMPUTING ARCHITECTS	SafeNet SafeWord for Citrix eToken Pass	495.00
11/09/12	30265	NEV40	NEVADA STATE TREASURER	GARNISH/2233	2.00
11/09/12	30266	NEX75	NEXTEL COMMUNICATIONS	CELL PHONE SERVICE	758.28
11/09/12	30267	NOV10	NOVUS WINDSHIELD REPAIR	WINDSHIELD REPAIRS bus 1803	49.00
11/09/12	30267	NOV10	NOVUS WINDSHIELD REPAIR	WINDSHIELD REPAIRS - veh 454	49.00
11/09/12	30268	OKL10	OKLAHOMA DEPT OF HUMAN SVCS	GARNISH/2132	165.36
11/09/12	30269	PAC60	PACIFIC TRUCK PARTS INC	VEHICLE MAINT PARTS	300.00
11/09/12	30269	PAC60	PACIFIC TRUCK PARTS INC	1258	53.44
11/09/12	30269	PAC60	PACIFIC TRUCK PARTS INC	1253	300.00
11/09/12	30269	PAC60	PACIFIC TRUCK PARTS INC	VEHICLE MAINT PARTS	37.11
11/09/12	30270	PAC75	PACIFIC LEGACY, INC.	ARCHIOLOGICAL SUPPORT FOR BRT PROJE	3,911.55
11/09/12	30271	PIT30	PITNEY BOWES	POSTAGE-ACCT 11226164	500.00
11/09/12	30272	POT30	POTTERS ELECTRONICS	COMPUTER SUPPLIES	69.19
11/09/12	30272	POT30	POTTERS ELECTRONICS	COMPUTER SUPPLIES	60.56
11/09/12	30273	QUA10	QUALITY WATER ENTERPRISES	DRINKING WATER SERVICE	50.08
11/09/12	30273	QUA10	QUALITY WATER ENTERPRISES	DRINKING WATER SERVICE	47.98
11/09/12	30274	SAF1S	SAFETY-KLEEN CORP		132.66
11/09/12	30274	SAF1S	SAFETY-KLEEN CORP		1,351.53
11/09/12	30274	SAF1S	SAFETY-KLEEN CORP		240.35
11/09/12	30275	SAL28	CITY OF SALINAS	ENVIRONMENTAL INSPECTION-CJW	217.36
11/09/12	30276	SALTOY	SALINAS TOYOTA-HYUNDAI	SUPPORT VEHICLE REPAIR #456	62.83
11/09/12	30277	SCADU	SCADU	GARNISH/2233	180.00
11/09/12	30278	SED50	CARL SEDORYK	TRAVEL DC Dec 4-7	213.00
11/09/12	30279	SIG10	SIGN WORKS	REVISE MTX SIGNAGE FOR EARLIER THURS	101.09
11/09/12	30280	SOEKER	SOE KERESTECIOGLU	REFUND ON RIDES TICKET BOOKS	60.00
11/09/12	30281	SPR20	SPRINGBOARD	UPDATING ADVERTISING MEDIA KIT	375.00
11/09/12	30282	STA1S	STAPLES CREDIT PLAN	OFFICE SUPPLIES	150.14
11/09/12	30283	STA5S	STATE STREET BANK & TRUST CO	PERS 457 PLAN CONTRIBUTIONS	6,032.00
11/09/12	30284	THO20	ANTOINETTE THOMPSON	GARNISH/1729	386.77
11/09/12	30285	TIM20	TIMS GARDENING SERVICE	LANDSCAPING SERVICES	1,872.00
11/09/12	30286	TIM20	TIMS GARDENING SERVICE	LANDSCAPING SERVICES	180.00
11/09/12	30287	TIM20	TIMS GARDENING SERVICE	LANDSCAPING SERVICES	2,377.50
11/09/12	30288	VAL20	VALLEY PACIFIC PETROLEUM SVCS	LUBRICANTS	1,047.25

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Check Date	Check No.	No.	Name	Description	Amount (\$)
11/09/12	30288	VAL20	VALLEY PACIFIC PETROLEUM SVCS	LUBRICANTS	2,702.38
11/09/12	30289	VAL25	VALLEY FABRICATION, INC	FABRICATION/REPAIRS RU466	231.92
11/09/12	30290	VAP60	VAPOR CLEANERS	LAUNDRY SERVICES/OPERATIONS	10.50
11/09/12	30291	VER40	VERIZON WIRELESS	WIRELESS SERVICE	358.03
11/09/12	30292	WAS20	WASHINGTON STATE SUPPORT	GARNISH/2070	226.16
11/09/12	30293	WEB25	TRANSIT INFO PRODUCTS	ALUMINIUM BUS STOP FLAG SIGN MATERIAL	1,022.22
11/09/12	30294	WIL30	D D WILLIAMS EQUIPMENT CO	VEHICLE MAINTENANCE	300.05
11/09/12	30295	WOR1W	WORKWELL MEDICAL GRP INC	PHYSICAL EXAMS- J RAMIREZ	55.00
					<hr/> 242,571.85
11/09/12	30296	BREMAR	BRENDA MARTIN	JAZZ EVENT	80.00
11/09/12	30297	JONSVI	JONAH SVIHUS	JAZZ EVENT	80.00
11/09/12	30298	PATHOG	PATRICK HOGAN	JAZZ EVENT	80.00
					<hr/> 240.00
11/09/12	30223	CAL85	CALIFORNIA TOWING INC	Voiding check 30223.	-375.00
					<hr/> -375.00
11/09/12	30299	CAL82	CALIFORNIA TRANSPORT LLC	TOWING SERVICES	375.00
					<hr/> 375.00
11/16/12	30312	AME01	AMERI PRIDE UNIFORM SERVICES	UNIFORM LAUNDRY SERVICES	-28.84
11/16/12	30312	AME01	AMERI PRIDE UNIFORM SERVICES	UNIFORM LAUNDRY SERVICES	693.92
11/16/12	30313	AME50	AMERICAN SUPPLY CO	SUPPLIES FOR FACILITIES	222.14
11/16/12	30313	AME50	AMERICAN SUPPLY CO	SUPPLIES FOR FACILITIES	279.95
11/16/12	30313	AME50	AMERICAN SUPPLY CO	CREDIT-BLUE MOPHEAD	-90.81
11/16/12	30314	AND2M	ANDERSEN'S LOCK AND SAFE	LOCK REPAIRS/MAINT	626.45
11/16/12	30315	ATT10	AT&T	TELEPHONE SERVICE	71.65
11/16/12	30316	ATT12	AT & T LONG DISTANCE	LONG DISTANCE SERVICE	1,988.50
11/16/12	30317	ATT16	AT&T	PHONE SERVICE	42.78
11/16/12	30317	ATT16	AT&T	PHONE SERVICE	23.36
11/16/12	30317	ATT16	AT&T	PHONE SERVICE	23.28
11/16/12	30318	CAL20	CAL-AM WATER CO	WATER SERVICE	103.05
11/16/12	30319	CAL82	CALIFORNIA TRANSPORT LLC	TOWING SERVICES #1120	187.50
11/16/12	30320	CAL84	CALIF TRANSIT INS POOL	OCTOBER DEDUCTIBLE	5,443.67
11/16/12	30321	CAL92	CALIFORNIA WATER SERV CO	WATER SERVICE	27.91
11/16/12	30322	CAN40	CANON BUSINESS SOLUTIONS	COPIER PER COPY CHARGE	207.38
11/16/12	30322	CAN40	CANON BUSINESS SOLUTIONS	COPIER PER COPY CHARGE	314.11
11/16/12	30323	CAR2W	CARLON'S FIRE EXTINGUISHER	FIRST AID SUPPLIES/FIRE EXTINGUISHERS	78.87
11/16/12	30324	COA50	COAST OIL COMPANY LLC	FUEL	25,593.18
11/16/12	30324	COA50	COAST OIL COMPANY LLC	FUEL	25,474.41
11/16/12	30325	COA51	COAST OIL COMPANY, LLC	FUEL	14,404.41
11/16/12	30326	COAYEL	COASTAL YELLOW CAB		239.00
11/16/12	30326	COAYEL	COASTAL YELLOW CAB		5,061.00

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11/16/12	30327	CUM10	CUMMINS WEST INC	1271	2,453.02
11/16/12	30327	CUM10	CUMMINS WEST INC	1232	981.21
11/16/12	30327	CUM10	CUMMINS WEST INC	VEHICLE MAINT PARTS	490.60
11/16/12	30327	CUM10	CUMMINS WEST INC	VEHICLE MAINT PARTS	122.65
11/16/12	30327	CUM10	CUMMINS WEST INC	Bus 2008 travel and Labor only	634.00
11/16/12	30328	ELEINN	ELECTRONIC INNOVATIONS, INC	FACILITIES	499.94
11/16/12	30329	ELM10	ELMERS AUTO PARTS	PARTS/SHOP SUPPLIES	8.19
11/16/12	30329	ELM10	ELMERS AUTO PARTS	PARTS/SHOP SUPPLIES	13.44
11/16/12	30329	ELM10	ELMERS AUTO PARTS	PARTS/SHOP SUPPLIES	19.83
11/16/12	30329	ELM10	ELMERS AUTO PARTS	PARTS/SHOP SUPPLIES	48.41
11/16/12	30330	EVE10	EVERGREEN OIL INC		823.71
11/16/12	30330	EVE10	EVERGREEN OIL INC		250.66
11/16/12	30330	EVE10	EVERGREEN OIL INC		620.00
11/16/12	30330	EVE10	EVERGREEN OIL INC		1,120.75
11/16/12	30330	EVE10	EVERGREEN OIL INC		1,021.25
11/16/12	30331	FAS20	FASTENAL COMPANY	MAINT SUPPLIES/VEH MAINT PARTS	8.35
11/16/12	30331	FAS20	FASTENAL COMPANY	MAINT SUPPLIES/VEH MAINT PARTS	12.99
11/16/12	30332	FRA50	FRANCHISE TAX BOARD	GARNISH/2176	73.30
11/16/12	30333	FRA70	FRANCHISE TAX BOARD	GARNISH/1934	175.75
11/16/12	30333	FRA70	FRANCHISE TAX BOARD	GARNISH/1811	150.00
11/16/12	30333	FRA70	FRANCHISE TAX BOARD	GARNISH/2285	75.00
11/16/12	30333	FRA70	FRANCHISE TAX BOARD	GARNISH/2280	50.00
11/16/12	30333	FRA70	FRANCHISE TAX BOARD	GARNISH/2242	342.65
11/16/12	30334	GAL1W	GALAXY GROUP	UNIFORMS	535.02
11/16/12	30337	GIL10	GILLIG LLC	VEHICLE MAINT PARTS	1,467.18
11/16/12	30337	GIL10	GILLIG LLC	330	0.46
11/16/12	30337	GIL10	GILLIG LLC	330	131.83
11/16/12	30337	GIL10	GILLIG LLC	1215	159.75
11/16/12	30337	GIL10	GILLIG LLC	1202	154.82
11/16/12	30337	GIL10	GILLIG LLC	1195	82.65
11/16/12	30337	GIL10	GILLIG LLC	1180	23.51
11/16/12	30337	GIL10	GILLIG LLC	1154	357.51
11/16/12	30337	GIL10	GILLIG LLC	1150	286.21
11/16/12	30337	GIL10	GILLIG LLC	1142	58.28
11/16/12	30337	GIL10	GILLIG LLC	1265	646.79
11/16/12	30337	GIL10	GILLIG LLC	1257	332.39
11/16/12	30337	GIL10	GILLIG LLC	1251	236.30
11/16/12	30337	GIL10	GILLIG LLC	1234	85.80
11/16/12	30337	GIL10	GILLIG LLC	1249	562.68
11/16/12	30337	GIL10	GILLIG LLC	1248	260.33
11/16/12	30337	GIL10	GILLIG LLC	1242	157.66
11/16/12	30337	GIL10	GILLIG LLC	1230	234.88
11/16/12	30337	GIL10	GILLIG LLC	331	-416.99
11/16/12	30337	GIL10	GILLIG LLC	349	344.84
11/16/12	30337	GIL10	GILLIG LLC	1244	254.57
11/16/12	30337	GIL10	GILLIG LLC	1229	399.65
11/16/12	30337	GIL10	GILLIG LLC	1220	65.09
11/16/12	30337	GIL10	GILLIG LLC	778	-123.42



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11/16/12	30337	GIL10	GILLIG LLC	1230	971.81
11/16/12	30337	GIL10	GILLIG LLC	1225	413.93
11/16/12	30338	GRA30	GRAINGER	SHOP/MAINT SUPPLIES	89.65
11/16/12	30339	HOL30	HOLT DIESEL PARTICULATE	OUTSIDE SERVICE	495.00
11/16/12	30339	HOL30	HOLT DIESEL PARTICULATE	OUTSIDE SERVICE	277.10
11/16/12	30340	HOL31	HOLT DISTRIBUTING AND	VEHICLE MAINT PARTS	390.57
11/16/12	30341	ICM10	ICMA RETIREMENT TRUST-457	EE CONTRIBUTIONS	1,891.53
11/16/12	30342	IMP10	IMPERIAL SUPPLIES LLC	BOLTS, NUTS & ELECTRICAL FASTNERS	136.49
11/16/12	30342	IMP10	IMPERIAL SUPPLIES LLC	BOLTS, NUTS & ELECTRICAL FASTNERS	224.74
11/16/12	30342	IMP10	IMPERIAL SUPPLIES LLC	BOLTS, NUTS & ELECTRICAL FASTNERS	291.47
11/16/12	30342	IMP10	IMPERIAL SUPPLIES LLC	BOLTS, NUTS & ELECTRICAL FASTNERS	197.85
11/16/12	30343	INTREV	INTERNAL REVENUE SERVICE	GARNISH/1811	225.00
11/16/12	30344	JBA10	J. BALLARD & SON	BUS UPHOLSTERING	100.00
11/16/12	30345	LAN10	LANGUAGE LINE SERVICES	OVER THE PHONE INTERPRETATION	110.50
11/16/12	30346	LCOM	L-COM, INC	CRIMP	97.02
11/16/12	30347	MCI2S	MCI SERVICE PARTS INC	1313	90.33
11/16/12	30348	MON21	MONTEREY BAY SYSTEMS	COPIER MAINTENANCE	245.88
11/16/12	30349	MON38	MONTEREY COUNTY SHERIFF	GARNISH/1937	75.00
11/16/12	30349	MON38	MONTEREY COUNTY SHERIFF	GARNISH/2252	99.84
11/16/12	30350	MON41	MONTEREY COUNTY HERALD	LEGAL ADVERTISING-Grants Prog Oct26	224.24
11/16/12	30351	NEV40	NEVADA STATE TREASURER	GARNISH/2233	2.00
11/16/12	30352	NOR20	NORTH MAIN SHELL	SMOG INSPECTION	48.20
11/16/12	30352	NOR20	NORTH MAIN SHELL	SMOG INSPECTION	39.95
11/16/12	30352	NOR20	NORTH MAIN SHELL	SMOG INSPECTION TRUCK 496	48.20
11/16/12	30353	OKL10	OKLAHOMA DEPT OF HUMAN SVCS	GARNISH/2132	165.36
11/16/12	30354	PAC22	PACIFIC GAS AND ELECTRIC *****		11,020.17
11/16/12	30355	PAC60	PACIFIC TRUCK PARTS INC	355	198.74
11/16/12	30356	PAC80	PACIFIC WEST WATER	DISPENSER RENTAL-MTX 10/2012-MAR2013	322.93
11/16/12	30357	PRO70	SALINAS VALLEY PRO SQUAD	3-in-1 Jacket size (L) Orderd by Lou Doll	284.46
11/16/12	30358	SAL91	SALINAS YELLOW CAB CO, LLC		5,474.00
11/16/12	30359	SALTOY	SALINAS TOYOTA-HYUNDAI	SUPPORT VEHICLE REPAIR RU65	133.89
11/16/12	30360	SCADU	SCADU	GARNISH/2233	180.00
11/16/12	30361	SILBUI	SILVEIRA BUILDING SERVICES INC	JANITORALCONTRACT	10,781.38
11/16/12	30362	SMA10	ZOE SHOATS	REIMBURSE-JAZZ DEDICATION	27.96
11/16/12	30363	STA2S	STAPLES BUSINES ADVANTAGE	OFFICE SUPPLIES	79.70
11/16/12	30363	STA2S	STAPLES BUSINES ADVANTAGE	OFFICE SUPPLIES	280.28
11/16/12	30363	STA2S	STAPLES BUSINES ADVANTAGE	OFFICE SUPPLIES	56.81
11/16/12	30363	STA2S	STAPLES BUSINES ADVANTAGE	OFFICE SUPPLIES	58.56
11/16/12	30364	STA5S	STATE STREET BANK & TRUST CO	PERS 457 PLAN CONTRIBUTIONS	6,182.00
11/16/12	30365	TAR10	TARGET PEST CONTROL	PEST CONTROL	40.00
11/16/12	30365	TAR10	TARGET PEST CONTROL	PEST CONTROL	35.00
11/16/12	30366	TEL2S	TELEPHONETICS INC	MUSIC ON HOLD SERVICE	99.98
11/16/12	30367	THO20	ANTOINETTE THOMPSON	GARNISH/1729	386.77
11/16/12	30368	UNI20	UNITED PARCEL SERVICE	FREIGHT	509.41
11/16/12	30369	VAL20	VALLEY PACIFIC PETROLEUM SVCS	LUBRICANTS	1,568.96
11/16/12	30370	VAL25	VALLEY FABRICATION, INC	two wheel tire lift	107.88
11/16/12	30371	VAL35	VAL STROUGH CYPRESS COAST	SUPPORT VEHICLE MAINT/ESCAPE	367.77
11/16/12	30372	VIC10	VICTORY TOYOTA	SUPPORT VEHICLE MAINTENANCE	203.14

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11/16/12	30372	VIC10	VICTORY TOYOTA	SUPPORT VEHICLE MAINT-RU 54	501.60
11/16/12	30372	VIC10	VICTORY TOYOTA	SUPPORT VEHICLE MAINT-#666	304.21
11/16/12	30372	VIC10	VICTORY TOYOTA	SUPPORT VEHICLE MAINT-RU60	309.84
11/16/12	30373	WAL2S	THOMAS WALTERS AND ASSOC INC	WASH DC CONSULTANT	4,846.00
11/16/12	30374	WAS20	WASHINGTON STATE SUPPORT	GARNISH/2070	226.16
11/16/12	30375	WIL40	WILLIAMSON BODY AND PAINT	PHYS DAMAGE/BUS REPAIRS-1805 inv.7565	535.44
11/16/12	30375	WIL40	WILLIAMSON BODY AND PAINT	PHYS DAMAGE/BUS REPAIRS#1115	975.25
					<hr/> 150,330.31
11/16/12	30376	SUN10	SUNSTAR MEDIA		9,000.00
					<hr/> 9,000.00
11/26/12	30377	CHA10	CHAN ASSOCIATES LLC	3MC RENT	3,785.00
11/26/12	30378	CIT21	CITY OF GREENFIELD	CITY OF GREENFIELD	200.00
11/26/12	30379	EAS41	EASY STREET BILLIARDS	RESTROOM-MONTEREY	100.00
					<hr/> 4,085.00
11/27/12	30380	APE10	APEX SIGNS AND GRAPHICS	BUS ADVERTISEMENTS	1,348.92
11/27/12	30381	CYN01	CYNTHIA SESSO - CTSIMAGES		500.00
11/27/12	30382	MON53	MONTEREY SIGNS INC.		2,019.68
11/27/12	30383	PAU01	PAUL SLAUGHTER PHOTOGRAPHY		300.00
11/27/12	30384	RAB1	RABOBANK, N.A.	LOAN 00005315974-00001	1,629.17
					<hr/> 5,797.77
11/27/12	30361	SILBUI	SILVEIRA BUILDING SERVICES INC	Voiding check 30361.	-10,781.38
					<hr/> -10,781.38
11/27/12	30385	SILBUI	SILVEIRA BUILDING SERVICES INC	JANITORALCONTRACT	10,781.38
					<hr/> 10,781.38
11/28/12	30386	PAV10	PAVEX CONSTRUCTION DIVISION		333,464.12
					<hr/> 333,464.12
11/29/12	30387	A&BFIR	A & B FIRE PROTECTION	SAFETY SUPPLIES	21.50
11/29/12	30388	ABB10	ABBOTT STREET RADIATOR	VEHICLE MAINT	1,557.93
11/29/12	30389	AME01	AMERI PRIDE UNIFORM SERVICES	UNIFORM LAUNDRY SERVICES	77.47
11/29/12	30389	AME01	AMERI PRIDE UNIFORM SERVICES	UNIFORM LAUNDRY SERVICES	388.12
11/29/12	30389	AME01	AMERI PRIDE UNIFORM SERVICES	UNIFORM LAUNDRY SERVICES	250.94
11/29/12	30389	AME01	AMERI PRIDE UNIFORM SERVICES	UNIFORM LAUNDRY SERVICES-FACILITIES S	51.64
11/29/12	30389	AME01	AMERI PRIDE UNIFORM SERVICES	UNIFORM LAUNDRY SERVICES	541.32
11/29/12	30389	AME01	AMERI PRIDE UNIFORM SERVICES	UNIFORM LAUNDRY SERVICES	252.78

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11/29/12	30390	AME50	AMERICAN SUPPLY CO	SUPPLIES FOR FACILITIES	350.81
11/29/12	30391	CAL20	CAL-AM WATER CO	WATER SERVICE	102.12
11/29/12	30392	CLE20	CLEAR BLU ENVIRONMENTAL	STEAM CLEANER REPAIR CJW	787.18
11/29/12	30393	COA50	COAST OIL COMPANY LLC	FUEL	25,573.48
11/29/12	30393	COA50	COAST OIL COMPANY LLC	FUEL	25,219.42
11/29/12	30394	COA51	COAST OIL COMPANY, LLC	FUEL	10,739.03
11/29/12	30394	COA51	COAST OIL COMPANY, LLC	FUEL	11,041.56
11/29/12	30394	COA51	COAST OIL COMPANY, LLC	FUEL	8,500.82
11/29/12	30396	COM10	COMMERICAL TRUCK CO	VEHICLE MAINT PARTS	34.11
11/29/12	30396	COM10	COMMERICAL TRUCK CO	358	447.19
11/29/12	30396	COM10	COMMERICAL TRUCK CO	1292	270.43
11/29/12	30396	COM10	COMMERICAL TRUCK CO	1299	248.49
11/29/12	30396	COM10	COMMERICAL TRUCK CO	1272	505.94
11/29/12	30396	COM10	COMMERICAL TRUCK CO	1269	42.03
11/29/12	30396	COM10	COMMERICAL TRUCK CO	351	12.44
11/29/12	30396	COM10	COMMERICAL TRUCK CO	1307	58.08
11/29/12	30396	COM10	COMMERICAL TRUCK CO	345	867.01
11/29/12	30396	COM10	COMMERICAL TRUCK CO	362	1,158.61
11/29/12	30396	COM10	COMMERICAL TRUCK CO	362	16.83
11/29/12	30396	COM10	COMMERICAL TRUCK CO	363	399.27
11/29/12	30396	COM10	COMMERICAL TRUCK CO	310	-1,057.76
11/29/12	30396	COM10	COMMERICAL TRUCK CO	307	-491.56
11/29/12	30397	CUM10	CUMMINS WEST INC	1293	63.27
11/29/12	30397	CUM10	CUMMINS WEST INC	VEHICLE MAINT PARTS	442.35
11/29/12	30397	CUM10	CUMMINS WEST INC	VEHICLE MAINT PARTS	1,487.98
11/29/12	30398	CYP05	CYPRESS COAST FORD-L/M	rim for unit 495	357.37
11/29/12	30398	CYP05	CYPRESS COAST FORD-L/M	SUPPORT VEHICLE PARTS	60.53
11/29/12	30399	DIE10	DIESEL MARINE ELECTRIC	1189	933.08
11/29/12	30399	DIE10	DIESEL MARINE ELECTRIC	VEHICLE MAINT PARTS	95.00
11/29/12	30399	DIE10	DIESEL MARINE ELECTRIC	VEHICLE MAINT PARTS	406.48
11/29/12	30400	EBJ1S	EB JACOBS LLC	RECRUITMENT SERVICES	70.00
11/29/12	30401	EDW10	EDWARDS TRUCK CENTER	VEHICLE MAINT PARTS	14.61
11/29/12	30402	ELM10	ELMERS AUTO PARTS	PARTS/SHOP SUPPLIES	10.98
11/29/12	30402	ELM10	ELMERS AUTO PARTS	PARTS/SHOP SUPPLIES	9.75
11/29/12	30403	ESO10	e SOFTWARE PROFESSIONALS	ACCOUNTING SOFTWARE SUPPORT	481.25
11/29/12	30404	EVE10	EVERGREEN OIL INC		955.00
11/29/12	30405	FAS20	FASTENAL COMPANY	MAINT SUPPLIES/VEH MAINT PARTS	44.56
11/29/12	30405	FAS20	FASTENAL COMPANY	MAINT SUPPLIES/VEH MAINT PARTS	509.40
11/29/12	30406	FIR10	FIRST ALARM SECURITY	SECURITY SERVICES	4,804.80
11/29/12	30409	GIL10	GILLIG LLC	1195	257.40
11/29/12	30409	GIL10	GILLIG LLC	1142	18.41
11/29/12	30409	GIL10	GILLIG LLC	356	110.48
11/29/12	30409	GIL10	GILLIG LLC	1273	335.60
11/29/12	30409	GIL10	GILLIG LLC	1274	96.44
11/29/12	30409	GIL10	GILLIG LLC	1267	348.47
11/29/12	30409	GIL10	GILLIG LLC	1251	69.52
11/29/12	30409	GIL10	GILLIG LLC	1249	3.35
11/29/12	30409	GIL10	GILLIG LLC	1249	63.04

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11/29/12	30409	GIL10	GILLIG LLC	1241	135.01
11/29/12	30409	GIL10	GILLIG LLC	1239	178.75
11/29/12	30409	GIL10	GILLIG LLC	1275	177.48
11/29/12	30409	GIL10	GILLIG LLC	1290	241.31
11/29/12	30409	GIL10	GILLIG LLC	1287	8.88
11/29/12	30409	GIL10	GILLIG LLC	1286	943.64
11/29/12	30409	GIL10	GILLIG LLC	353	440.54
11/29/12	30409	GIL10	GILLIG LLC	1291	74.27
11/29/12	30409	GIL10	GILLIG LLC	335	4.26
11/29/12	30409	GIL10	GILLIG LLC	360	409.60
11/29/12	30409	GIL10	GILLIG LLC	VEHICLE MAINT PARTS	51.09
11/29/12	30409	GIL10	GILLIG LLC	1150	57.13
11/29/12	30409	GIL10	GILLIG LLC	1225	30.57
11/29/12	30410	GOO1S	GOODYEAR TIRE - RUBBER CO	TIRE LEASE & SERVICE CONTRACT	150.50
11/29/12	30410	GOO1S	GOODYEAR TIRE - RUBBER CO	TIRE LEASE & SERVICE CONTRACT	726.62
11/29/12	30410	GOO1S	GOODYEAR TIRE - RUBBER CO	TIRE LEASE & SERVICE CONTRACT	5,264.58
11/29/12	30410	GOO1S	GOODYEAR TIRE - RUBBER CO	TIRE LEASE & SERVICE CONTRACT	10,955.15
11/29/12	30411	GRA30	GRAINGER	SHOP/MAINT SUPPLIES	588.32
11/29/12	30412	GRE50	GREEN VALLEY IND SUPPLY	BRT SUPPLIES	91.59
11/29/12	30413	IMP10	IMPERIAL SUPPLIES LLC	BOLTS, NUTS & ELECTRICAL FASTNERS	160.20
11/29/12	30414	MAR27	MARINA COAST WATER DIST	WATER SERVICE/MTX	490.53
11/29/12	30415	MEN2S	MENTOR ENGINEERING INC	Annual Software Maintenance & Support	8,262.00
11/29/12	30416	MES10	MEDICAL EYE SERVICES	VISION INSURANCE	2,445.45
11/29/12	30417	MON11	MONTEREY CITY DISPOSAL	WASTE DISPOSAL SERVICES/TDA	706.51
11/29/12	30418	MON28	MONTEREY COUNTY BUSINESS	ANNUAL MEMBERSHIP 2013	2,000.00
11/29/12	30419	NIC20	NICHOLSON PETROLEUM	TANK INSPECTIONS	100.00
11/29/12	30419	NIC20	NICHOLSON PETROLEUM	TANK INSPECTIONS	100.00
11/29/12	30420	PAC60	PACIFIC TRUCK PARTS INC	VEHICLE MAINT PARTS	35.98
11/29/12	30421	PEN15	PENINSULA COMMUNICATIONS	RADIO/COMMUNICATION SUPPLIES	6,138.32
11/29/12	30422	RED10	REDSHIFT INTERNET SERVICE	WEB SITE HOSTING	9.95
11/29/12	30422	RED10	REDSHIFT INTERNET SERVICE	WEB SITE HOSTING	19.95
11/29/12	30422	RED10	REDSHIFT INTERNET SERVICE	WEB SITE HOSTING	19.95
11/29/12	30423	SAL50	SALINAS VALLEY FORD SLS	truck 485 repairs	1,835.78
11/29/12	30424	SIG10	SIGN WORKS	decals	144.79
11/29/12	30425	SPEIMA	SPECTRUM IMAGING	PRINTOUTS OF JAZZ DISPLAYS	80.44
11/29/12	30426	THE70	THERMO KING OF SALINAS IN	VEHICLE MAINT PARTS	386.10
11/29/12	30427	TRA1S	TRANSAMERICA LIFE INSURANCE CO	SUPPLEMENTAL LIFE INS. 2500875635	208.11
11/29/12	30428	TRA5S	TRAPEZE SOFTWARE GROUP	BRT PROJECT	10,904.67
11/29/12	30429	WEB25	TRANSIT INFO PRODUCTS	INSERT REVISIONS OTTER TROLLEY	234.68
11/29/12	30430	WESEXT	WESTERN EXTERMINATOR COMPANY	GOPHERS	350.00
11/29/12	30430	WESEXT	WESTERN EXTERMINATOR COMPANY	GOPHERS	400.00
11/29/12	30431	WOR1W	WORKWELL MEDICAL GRP INC	PHYSICAL EXAMS	405.00
					155,984.05
11/29/12	30432	FIR01	FIRSTSOURCE ADVANTAGE, LLC	320152515-122211 M. FRIDDLE	298.77

**Board Report**

MONTEREY - SALINAS TRANSIT

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ADAWSON

Check Date	Check No.	No.	Name	Description	Amount (\$)
					298.77
Grand Total					1,608,842.72