



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*

**Board of Directors Regular Meeting
July 9, 2018**

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

TRANSPORTATION: Ride Line 8 from Monterey Transit Plaza (Munras Gate) at 9:15 a.m. or Sand City Station at 9:30 a.m. Request a taxi voucher from MST Customer Service at the board meeting for your return trip (good for a \$17 one-way trip).

1. CALL TO ORDER

- 1-1. Roll Call.
- 1-2. Pledge of Allegiance.
- 1-3. Conduct Election of Officers.
- 1-4. Review Highlights of the agenda. (Carl Sedoryk)

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

3. CONSENT AGENDA

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

Advocating and delivering quality public transportation as a leader within our community and industry.

Transit District Members Monterey County • Carmel-by-the-Sea • Del Rey Oaks • Gonzales • Greenfield • King City • Marina • Monterey
Pacific Grove • Salinas • Sand City • Seaside • Soledad **Administrative Offices** 19 Upper Ragsdale Drive, Suite 200 Monterey, CA 93940

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- 3-1. Adopt Resolution 2018-29 recognizing Carl Wulf, Facilities/Capital Project Manager as Employee of the Month for July 2018. (Hunter Harvath) (Pg. 7)
- 3-2. Adopt Resolution 2018-30 Appreciation of Services of Chair, Tony Barerra. (Carl Sedoryk) (Pg. 9)
- 3-3. Receive report from the Nominating Committee (Jeanette Alegar-Rocha) (Pg. 11)
- 3-4. Receive Composition of New Standing MST Board Committees. (Carl Sedoryk) (Pg. 13)
- 3-5. Financial Report – May 2018. (Lori Lee) (Pg. 17)
- 3-6. Minutes of the Legislative Committee June 11, 2018. (Jeanette Alegar-Rocha) (Pg. 25)
- 3-7. Minutes of the regular meeting of June 11, 2018. (Jeanette Alegar-Rocha) (Pg. 27)
- 3-8. Approve the Side Letter Agreement for Mini Bus Operators (Suburban Operators) between MST and ATU. (D. Laredo, K. Halcon) (Enclosure) (Pg. 33)
- 3-9 Disposal of property left aboard buses. (Sonia Wills) (Pg. 41)
- 3-10. Approve Discovery Motorcoach and Pacific Monarch, LTD, Charter Bus On-Call pricing list as on-call transportation providers when MST and/or MV Transportation are unable to provide requested transportation services. (Hunter Harvath) (Pg. 43)
- 3-11. Approve the expenditure of \$35,500 for American Public Transit Association (APTA) dues for Fiscal Year 2019. (Hunter Harvath) (Pg. 45)

End of Consent Agenda

4. RECOGNITION AND SPECIAL PRESENTATIONS

- 4-1. Tony Barrera - Appreciation For Service of Chair
- 4-2. Kristin Clark - 15 Years of Service on MST Board
- 4-3. July Employee of the Month – Carl Wulf
- 4-4. Andrea Williams – Government Finance Officers Association Certificate of Achievement for Excellence in Financial Reporting. (Hunter Harvath)

- 4-5. Receive Monterey Bay Area Feasibility Study of Bus Operations on State Route 1 Shoulders and Monterey Branch Line. (Lisa Rheinheimer) (Pg. 47) (Enclosure)

5. PUBLIC HEARINGS

None

6. ACTION ITEMS

- 6-1. Authorize Contract for Funding of CSUMB Transit Services and accept a total of \$577,139 from CSUMB for transit services for the 2018-2019 academic year. (Lisa Rheinheimer) (Pg. 53)
- 6-2. Authorize staff to conduct public hearings regarding potential service reductions and fare increases pending repeal of transportation funding sources. (Hunter Harvath) (Pg. 55)

7. REPORTS & INFORMATION ITEMS

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

- 7-1. General Manager/CEO Report. –May 2018. (Pg. 57)
- 7-2. Washington, D.C. Lobby Report. – June 2018. (Pg. 83)
- 7-3. State Legislative Advocacy Update. – June 2018. (Pg. 85)
- 7-4. Staff Trip Reports. (Pg. 91-95)
- 7-5. Correspondence.

8. BOARD REPORTS, COMMENTS, AND REFERRALS

- 8-1. Reports on meetings attended by board members at MST expense (AB 1234). (Pg. 97)
- 8-2. Board member comments and announcements.
 - a) No board meeting will be held in August.
 - b) 2018 CTA Fall Conference & EXPO, October 24-26 in Long Beach, CA.
- 8-3. Board member referrals for future agendas.

9. CLOSED SESSION

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

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-Millas-Brown Act representative.

- 9-1. Conference with Legal Counsel – Existing Litigation, Gov. Code § 54956.9(a). Amador, Nancy v. MST. Workers Compensation Claim. (Kelly Halcon) (Enclosure)
- 9-2. Conference with Legal Counsel – Anticipated Litigation, Gov. Code §54956.9(b): LWP and JT2 (Kelly Halcon)(No Enclosure)

10. RETURN TO OPEN SESSION

- 10-1 Report on Closed Session and possible action.

11. ATTACHMENTS

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

12. ADJOURN

NO MEETING IN AUGUST

NEXT MEETING DATE: September 10, 2018

19 Upper Ragsdale Dr., Monterey, Suite 100

NEXT AGENDA DEADLINE: August 28, 2018

**Dates and times are subject to change.*

Please contact MST for accurate meeting date and times or check online at <http://mst.org/about-mst/board-of-directors/board-meetings/>

Materials related to an item on this agenda submitted to the Board after distribution of the agenda packet are available for public inspection at the Monterey-Salinas Transit Administration Building at 19 Upper Ragsdale Dr., Suite 200, Monterey, CA 93940 during normal business hours.

Upon request, Monterey-Salinas Transit will provide written materials in appropriate alternative formats, including disability-related modifications or accommodations, auxiliary aids, or services to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number, description of the requested materials, and preferred alternative format or auxiliary aid or service at least three working days prior to the meeting. Requests should be sent to MST – c/o Clerk to the Board, 19 Upper Ragsdale Dr., Suite 200, Monterey, CA 93940 or clerk@mst.org.



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**CARL WULF
JULY 2018
EMPLOYEE OF THE MONTH**

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

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

WHEREAS, Carl Wulf began his career with Monterey-Salinas Transit as the Facilities/Capital Projects Manager in November 2006. He is responsible for MST's capital projects and the maintenance and repair of MST's two operating divisions, transit centers and more than 1,200 bus stops; and

WHEREAS, Carl Wulf in his nearly 12 years of service has received Employee of Month six times in addition to the 2007 General Manager's Excellence Award; and,

WHEREAS, Carl Wulf recently completed the remodel MST's new Bus Stop Shop which provides convenient access for customers at the Monterey Transit Plaza and also provides break and restroom facilities for MST coach operators; and

WHEREAS, Carl Wulf took on the lead role in overseeing the completion of the largest construction project in the history of MST with rehabilitation and construction of the Monterey Bay Operations and Maintenance Facility; and

THEREFORE BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit recognizes Carl Wulf as Employee of the Month for July 2018; and

BE IT FURTHER RESOLVED that Carl Wulf is to be congratulated for his outstanding performance, superior dedication, and supreme effort toward the successful construction of the MST Monterey Bay Operations & Maintenance Facility.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT
PASSED AND ADOPTED RESOLUTION 2019-01 this 9th day of July 2018.

Michael LeBarre
Chairperson

Carl G. Sedoryk
Secretary

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APPRECIATION FOR SERVICES RENDERED BY TONY BARRERA

WHEREAS, Tony Barrera has served on the Board of Directors of Monterey-Salinas Transit since December 2012 ; and

WHEREAS, Tony Barrera served as the Chair of the Board of Monterey-Salinas Transit from July 2016 to July 9, 2018 ; and

WHEREAS, as Chair of the Board of Monterey-Salinas Transit Tony Barrera oversaw the construction and completion of the Monterey Bay Operations and Maintenance Facility ; and

WHEREAS, as Chair of the Board of Monterey Salinas Transit Tony Barrera advocated for innovative programs including partnership with Community Health Services and the implementation of Safe Place program assisting at risk young adults and youth receive necessary social services, and ; and Free Fare Weekends In Salinas; and,

WHEREAS, as Chair of the Board of Monterey-Salinas Transit Tony Barrera encouraged investments in sustainable technologies including all electric, zero emission buses for disadvantaged Salinas.

THEREFORE, BE IT RESOLVED that the Board of Directors gives Tony Barrera its sincerest thanks and appreciation for his service as Chair of the Board and for his continued dedication to Monterey-Salinas Transit and the communities we serve.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT
PASSED AND ADOPTED RESOLUTION 20198-0230 this 09th day of July, 2018.

Tony Barrera
Chairperson

Carl G. Sedoryk
Secretary

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To: Board of Directors

From: Jeanette Alegar-Rocha, Deputy Secretary

Subject: Report from Nominating Committee and Election of Officers

RECOMMENDATION:

1. Receive report from Nominating Committee
2. Conduct election of officers and appoint representatives

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

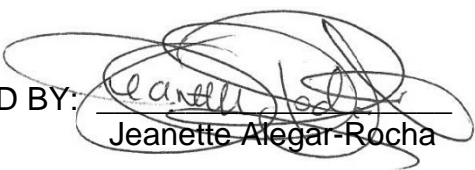
The Monterey-Salinas Transit District bylaws require the Board to conduct an annual election of officers and to make required appointments.


Article VI. Officers, of the MST Bylaws requires your board to “appoint members to a Nominating Committee responsible for recommending officer appointments to the full Board.”

DISCUSSION:

The Nominating Committee consisting of Directors Frank O’Connell, Tony Barrera and Kristin Clark met on June 11, 2018, to nominate and elect MST Directors Mike LeBarre to serve as Board Chair and Dan Albert to serve as Vice-Chair for FY 2019-2020.

ATTACHMENT: MST District Officers and Appointments for FY 2019-2020

PREPARED BY: 
Jeanette Alegar-Rocha

REVIEWED BY: 
Carl G. Sedoryk

Attachment 1

MST District Officers and Appointments Fiscal Years 2019-2020

Officers elected by the Board:

Chair	Mike LeBarre
Vice-Chair	Dan Albert
City of Carmel-by-the-Sea	Carolyn Hardy
City of Del Rey Oaks	Kristin Clark
City of Greenfield	Yanely Martinez
City of Gonzales	Robert Bonincontri
City of Marina	Frank O'Connell
City of Pacific Grove	Ken Cuneo
City of Salinas	Tony Barrera
City of Sand City	Mary Ann Carbone
City of Seaside	Dave Pacheco
City of Soledad	Anna Velazquez
County of Monterey	Luis Alejo

Non-elected officers and appointments:

Secretary to the Board	Carl G. Sedoryk
Deputy Secretary to the Board	Jeanette Alegar-Rocha
Treasurer	Carl G. Sedoryk
Deputy Treasurer	Hunter Harvath
General Counsel	David C. Laredo
Representative to TAMC	Carl G. Sedoryk
Alternate to TAMC	Lisa Rheinheimer
Alternate to TAMC	Hunter Harvath
Representative to FORA	Lisa Rheinheimer
Alternate to FORA	Hunter Harvath
Representative to California Transit Indemnity Pool (CALTIP)	Ben Newman
Alternates to CalTIP	Kelly Halcon
Representative to AMBAG	Lisa Rheinheimer
Alternate to AMBAG	Hunter Harvath

To: Board of Directors
From: C. Sedoryk, General Manager/CEO
Subject: Board Committees

RECOMMENDATION:

1. Receive MST Committee Assignments and Proposed FY 2019 Committee Meeting Schedule.

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

The Monterey-Salinas District By-laws allow the Board to form committees to provide advice and recommendation to the Board of Directors on policy matters relative, but not limited to transportation services, facilities, compensation and benefit programs, legislation, marketing and finances affecting the District. These committees shall be members of the Board of Directors as selected by the Chair and such other persons, including District staff and public members as selected by the Board.

Article VII – Board Responsibilities – of the MST Bylaws states that, "subject to the will of a majority of the Board, the Chair may establish permanent and ad hoc committees as determined necessary." Your Board has adopted, as a strategic goal, to implement board protocols and best practices to achieve effective and efficient board operations and board meeting management.

Your board approved the following alternative board committee structure at the 2018 Strategic Planning Workshop:

ALTERNATIVE BOARD COMMITTEE STRUCTURE:

1. Board Administrative Performance Committee (BAPC)

Purpose:

To provide policy direction to the Board and monitor performance in areas of Finance and Budget, Procurement, Legislative, Intergovernmental Relations, Business Development, Planning, Marketing, and Customer Service, Regulatory

Compliance, Risk Management, Employee Compensation/Benefit Programs, and Information Technology.

Beginning September 2018, the Administrative Performance Committee (BAPC) will meet prior to the regular MST board meeting on every odd month (e.g., September, November, January . . .), unless otherwise noted.

2. Board Operations Performance Committee (BOPC)

Purpose:

To provide policy direction to the Board and monitor performance in areas of Transit, ADA Paratransit and Mobility Management Service Design/Service Delivery, Capital Investment Requirements, Capital Projects, Transit Facilities/Customer Amenities, Asset Management, Labor Relations, and Safety/Security.

Beginning October 2018, the Operations Performance Committee (BOPC) will meet prior to the regular MST board meeting on every odd month (e.g., October, December, February . . .), unless otherwise noted.

3. Ad hoc Committees

Purpose:

The chair may appoint ad hoc committees to provide policy direction to the Board as needed on a variety of issues that may including, but not limited to: board governance, board strategic planning, reviewing overall organizational performance, CEO performance, general counsel performance, board officer nominations, or to advise BOPC and BAPC on matters of special concern.

DISCUSSION:

Attached are the MST Committee Assignments and a proposed FY 2019 Committee Meeting Schedule. Committee meetings and dates are tentative and dependent upon need and availability. Board members may request assignment to specific committees through the Board Chair.

PREPARED BY: 
Carl G. Sedoryk

ATTACHMENT– MST Committee Assignments

ATTACHMENT 1

Current MST Committee Assignments

	Jurisdiction	Operations Committee	Administration Committee
Hardy	City of Carmel-by-the-Sea	•	
Clark	City of Del Rey Oaks		•
Bonincontri	City of Gonzales		•
Martinez	City of Greenfield		•
LeBarre	City of King City	•	•
O'Connell	City of Marina		•
Albert	City of Monterey	Chair	
Cuneo	City of Pacific Grove		•
Barrera	City of Salinas		Chair
Carbone	City of Sand City	•	
Pacheco	City of Seaside		
Velazquez	City of Soledad	•	
Alejo	County of Monterey	•	•

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To: Board of Directors
From: Lori Lee
Subject: Financial Reports – May 2018

RECOMMENDATION:

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

FISCAL IMPACT:

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

Beginning balance May 1, 2018	\$8,436,469.92
Revenues	12,109,382.20
Disbursements	<u><10,397,228.78></u>
Ending balance May 31, 2018	<u><u>\$10,148,623.34</u></u>

POLICY IMPLICATIONS:

Disbursements are approved by your Board each month and are shown in Attachment #2. Treasury transactions are reported to your Board each month, and are shown in Attachment #3.

DISCUSSION:

At the end of May, the District continues to manage its expenses, resulting with a year-to-date surplus of \$2,735,564 on the fixed-route side of the budget. While MST RIDES is showing a positive variance on revenues, it is experiencing higher than budgeted expenses, resulting in a \$157,167 deficit year-to-date. This negative variance can be attributed to increased demand for paratransit services on weekends in Salinas, which must be provided for free in association with our “Free 40’s” promotion for fixed-

route buses in Salinas on weekends. Under the federal Americans with Disabilities Act regulations, when free fares are offered on fixed-route buses, comparable ADA paratransit trips must also be free. When originally developed, the FY 2018 RIDES budget did not take that into account. As the free fare promotion is being continued in FY 2019, staff will take those budgetary impacts into consideration for next year's RIDES budget.

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

1. **Advertising & Marketing** – This \$15,592 negative variance is due in large part to payment to Moore & Associates to conduct passenger surveys.
2. **Interest Expense** – The 38.0% negative variance in this category can be attributed to interest payments on the \$3 million line of credit that the District has to help maintain cash flow as reimbursements from Caltrans are slow to be processed for the \$10 million state grant that is funding almost half of the construction project at One Ryan Ranch Road.
3. **Leases & Rentals** – This 25.5% negative variance can be attributed to the costs of operating out of the temporary leased facility on Joe Lloyd Way on the former Fort Ord as construction delays at the One Ryan Ranch Road site have continued through May.

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

PREPARED BY: _____
Lori Lee

REVIEWED BY: _____
Carl G. Sedoryk

(REVENUES & DISBURSEMENTS)**CASH FLOW**

Beginning balance 05/01/18		8,436,469.92
Revenues		
Passenger Revenue	453,699.56	
DOD Revenue	451,365.00	
LTF / STA / 5307	9,310,411.75	
Sales Tax	909,737.78	
Grants	322,090.00	
Line of Credit	625,000.00	
Interest Income	1,121.69	
Non Transit Revenue	35,956.42	
Total Revenues		12,109,382.20
Disbursements		
Operations (See Attachment #2)	3,549,221.17	
Capital	6,848,007.61	
Total Disbursements		<u>(10,397,228.78)</u>
Ending balance 05/31/18		<u>10,148,623.34</u>

COMPOSITION OF ENDING BALANCE

Checking - Rabo Bank	1,486,427.21
Local Agency Investment Fund (LAIF)	1,786,849.68
Money Market - Homeland Security	722,540.49
Money Market - Rabo MM	969,345.24
Money Market - PTMISEA	4,007,474.09
Money Market - LCTOP	355,963.47
Money Market - Rabo Prop. 1 B	800,492.71
Bank of America - Escrow	8,985.45
Petty cash fund, STC Coin Machine, and 2 change funds	10,545.00
Total	<u>10,148,623.34</u>

PAYROLL ACCOUNT

May 11 Payroll & Related Expenses	593,791.63	
May 25 Payroll & Related Expenses	594,366.49	
PERS & 457	298,413.58	
Garnishments	5,175.03	
PERS Health Insurance	<u>351,682.23</u>	
	1,843,428.96	1,843,428.96

GENERAL ACCOUNT

Disbursements on Attached Summary	8,480,876.36	
Paydown loan	13,829.34	
LOC Paydown	-	
Workers Comp. Disbursements	33,236.14	
Interest expense	9,626.13	
Bank Service Charge	<u>16,231.85</u>	
	8,553,799.82	8,553,799.82

Total Disbursements	<u>10,397,228.78</u>
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Less Capital Disbursements & Transfers	(6,848,007.61)
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Operating Disbursements	<u>3,549,221.17</u>
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DISBURSEMENTS SUMMARY
GENERAL ACCOUNT DISBURSEMENTS FOR May 01, 2018 - May 31, 2018

VENDOR / DESCRIPTION	CHECKS	AMOUNT
Accounts Payable 05/04/2018	48684 - 48747	1,056,861.68
Accounts Payable 05/09/2018	48748 - 48772	185,252.80
Accounts Payable 05/11/2018	48773 - 48773	620,222.40
Accounts Payable 05/14/2018	48774 - 48795	1,297.31
Accounts Payable 05/18/2018	48796 - 48913	511,127.45
Accounts Payable 05/23/2018	48914 - 48925	6,106,114.72
TOTAL		8,480,876.36

CHECKS \$100,000 AND OVER

VENDOR / DESCRIPTION	BOARD APPROVED	CHECK NUMBER	CHECK DATE	AMOUNT
CALTIP	Recurring Expense TDA Rehab	48512	4/20/18	130,397.40
BLUESCOPE CONSTRUCTION	September 19, 2016 Purchase 12 Buses	48773	5/11/18	620,222.40
GILLIG	November 14, 2016	48916	5/23/18	6,032,505.36
MV TRANSPORTATION	Recurring Expense 34 Modems for support vehicles	48722	5/4/18	723,312.50
TRAPEZE SOFTWARE GROUP	June 12, 2017 Recurring Expense	48741	5/4/18	19,946.89
TRAPEZE SOFTWARE GROUP	AVL Annual Maintenance	48741	5/4/18	112,370.00

ATTACHMENT 3

TREASURY TRANSACTIONS FOR MAY 2018

LAIF ACCOUNT

<u>Date</u>	<u>Account</u>	<u>Bank</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
Balance Forward at 05/01/18					2,386,849.68
05/23/18	LAIF MMA	Bus Purchases		600,000.00	1,786,849.68
					1,786,849.68
Local Agency Investment Fund:					
Quarterly interest earned - .92%			-		1,786,849.68
LAIF Treasury Balance at 05/31/18					1,786,849.68

RABOBANK MM ACCOUNT

<u>Date</u>	<u>Account</u>	<u>Bank</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
Balance Forward at 05/01/18					1,159,577.92
05/03/18	308	LTF	904,631.14		2,064,209.06
05/03/18	212	Military Vending	385,000.00		2,449,209.06
05/04/18	308	to AP/Payroll		1,274,000.00	1,175,209.06
05/10/18	479	to AP/Payroll		736,000.00	439,209.06
05/18/18	308	to AP/Payroll		141,000.00	298,209.06
05/23/18	479	LAIF Trust Fund	600,000.00		898,209.06
05/23/18	308	Capital Purchases		600,000.00	298,209.06
05/31/18	308	LTF	1,546,025.61		1,844,234.67
05/31/18	308	to AP/Payroll		875,000.00	969,234.67
05/31/18		Interest @ 0.30%	110.57		969,345.24
RABO MM Balance at 05/31/18					969,345.24

MONTEREY-SALINAS TRANSIT

Revenue & Expense - Consolidated

Budget vs Actual

For the Period from May 1, 2018 to May 31, 2018

(Amounts are in USD)

(Includes Fund: 001|004)

(Includes G/L Budget Name: BUDFY18)

	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
Revenue						
Passenger Fares	-310,380	-350,659	40,280	-3,439,167	-3,857,249	418,082
Special Transit	-541,489	-501,121	-40,368	-6,193,385	-5,512,331	-681,054
Cash Revenue	-31,201	-26,936	-4,265	-368,633	-296,296	-72,337
Cash Grants & Reimbursement	-2,616,065	-2,616,657	592	-28,793,695	-28,783,227	-10,468
Total Revenue	-3,499,135	-3,495,373	-3,762	-38,794,881	-38,449,103	-345,778
Expenses						
Labor	1,307,735	1,340,540	-32,805	14,123,994	14,745,940	-621,946
Benefits	808,822	793,407	15,415	8,850,896	8,727,477	123,419
Advertising & Marketing	20,511	4,919	15,592	67,826	54,109	13,717
Professional & Technical	55,659	73,361	-17,702	713,583	806,971	-93,388
Outside Services	33,221	35,126	-1,905	338,364	386,386	-48,022
Outside Labor	74,309	106,366	-32,057	971,528	1,170,026	-198,498
Fuel & Lubricants	263,233	296,927	-33,694	2,356,836	3,266,197	-909,361
Supplies	50,079	82,842	-32,763	739,115	911,262	-172,147
Vehicle Maintenance	75,087	94,334	-19,247	925,237	1,037,674	-112,437
Marketing Supplies	196	2,876	-2,680	23,128	31,636	-8,508
Utilities	24,115	44,690	-20,575	369,709	491,590	-121,881
Insurance	54,837	61,074	-6,237	701,506	671,814	29,692
Taxes	14,330	17,387	-3,057	170,331	191,257	-20,926
Purchased Transportation	433,410	443,582	-10,172	4,588,482	4,879,402	-290,920
Miscellaneous Expenses	41,955	51,676	-9,721	562,050	568,436	-6,386
Interfund transfers						
Pass Thru/Behalf of Others		717	-717		7,887	-7,887
Interest Expense	12,766	9,250	3,516	122,970	101,750	21,220
Leases & Rentals	45,556	36,299	9,257	433,762	399,289	34,473
Total Operating Expenses	3,315,823	3,495,373	-179,550	36,059,317	38,449,103	-2,389,786
Operating (Surplus) Deficit	-183,312		-183,312	-2,735,564		-2,735,564

NOTES

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MONTEREY-SALINAS TRANSIT

Revenue & Expense - Consolidated

Budget vs Actual

For the Period from May 1, 2018 to May 31, 2018

(Amounts are in USD)

(Includes Fund: 002)

(Includes G/L Budget Name: BUDFY18)

	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
Revenue						
Passenger Fares	-21,327	-19,454	-1,873	-273,319	-213,994	-59,325
Special Transit						
Cash Revenue						
Cash Grants & Reimbursement	-363,599	-363,599		-3,999,589	-3,999,589	
Total Revenue	-384,926	-383,053	-1,873	-4,272,908	-4,213,583	-59,325
Expenses						
Labor	8,932	9,573	-641	90,560	105,303	-14,743
Benefits	4,641	4,862	-221	68,243	53,482	14,761
Advertising & Marketing						
Professional & Technical		417	-417		4,587	-4,587
Outside Services						
Outside Labor	5,069	7,042	-1,973	47,823	77,462	-29,639
Fuel & Lubricants	58,553	43,378	15,175	465,401	477,158	-11,757
Supplies	198	2,044	-1,846	22,891	22,484	407
Vehicle Maintenance						
Marketing Supplies						
Utilities	40		40	840		840
Insurance						
Taxes						
Purchased Transportation	382,596	295,650	86,946	3,551,749	3,252,150	299,599
Miscellaneous Expenses	11,197	20,087	-8,890	182,567	220,957	-38,390
Interfund transfers						
Pass Thru/Behalf of Others						
Interest Expense						
Leases & Rentals				1		1
Total Operating Expenses	471,225	383,053	88,172	4,430,075	4,213,583	216,492
Operating (Surplus) Deficit	86,299		86,299	157,167		157,167

Legislative Committee
19 Upper Ragsdale Drive, Suite 200
Monterey, CA 93940

Minutes
June 11, 2018
9:00 a.m.

Present: Directors: Barrera (Chair), Albert, Clark, Hardy, Carbone

Absent: None

Staff: Carl Sedoryk, General Manager/CEO; Hunter Harvath, Assistant General Manager; Kelly Halcon, Director of HR and Risk Management; Dave Laredo, De Lay & Laredo; Jeanette Alegar-Rocha, Clerk to the Board; Daniel Aquino, Customer Service

Public: Don Gilchrest

1. Call to Order.

Chairperson Barerra called the meeting to order at 9:00 a.m.

2. Public Comment on Matters Not on the Agenda.

None

3. Presentations

Public Comment- None

3-1. Receive Federal Legislative Update.

Don Gilchrest of Thomas Walters and Associates presented the 2018 year end Federal Legislative Update via teleconference.

3-2. Receive State Legislative Update.

Don Gilchrest of Thomas Walters and Associates presented the 2018 year end Federal Legislative Update.

3-2. Receive 2018 State Legislative Update. (Hunter Harvath)

Hunter Harvath and Carl Sedoryk presented the 2018 State Legislative Update.

4. Adjourn.

There being no further business, the meeting was adjourned at 9:34 a.m.

Prepared by:  Reviewed by: 

MST BOARD OF DIRECTORS

Frank J. Lichtanski Administrative Building
19 Upper Ragsdale Dr., Suite 100, Monterey 93940

MINUTES
June 11, 2018
10:00 a.m.

1. CALL TO ORDER

1-1. Roll Call.

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

Absent: None

Staff:	Carl Sedoryk	General Manager/CEO
	Hunter Harvath	Assistant General Manager
	Robert Weber	Chief Operating Officer
	Norman Tuatavuki	Deputy Chief Operating Officer
	Kelly Halcon	Directory of HR and Risk Management
	Lisa Rheinheimer	Director of Planning and Marketing
	Mark Eccles	Director of Information Technology
	Jeanette Alegar-Rocha	Executive Assistant /Clerk to the Board
	Andrea Williams	Accountant and Budget Manager
	Beronica Carriedo	Community Relations Coordinator

Alvin Johnson	Contract Transportation Supervisor
Michelle Overmeyer	Grants Analyst
Carl Wulf	Facilities and Capital Projects Manager
Dave Laredo	De Lay & Laredo
Sandra Amorim	Procurement Manager
Marcus Medina	Inventory Clerk

Public:	Kevin Clicker	MV Trans
	Scott Germaine	MV Trans
	Don Parslow	MV Trans
	Chris Chidlaw	Chidlaw Marketing
	Javier Gomez	County of Monterey
	Jacqueline Jimenez	County of Monterey

Apology is made for any misspelling of a name.

1-2. Pledge of Allegiance.

Chair Barrera called the meeting to order at 10:00 a.m. The pledge of allegiance was led by Director O'Connell.

1-3. Review Highlights of the agenda.

Mr. Sedoryk reviewed the highlights of the agenda.

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

None.

3. CONSENT AGENDA

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

3-1. Adopt Resolution 2018-27 recognizing Marcus Medina as Employee of the Month for June 2018.

3-2. Minutes of the regular meeting of May 14, 2018.

3-3. Minutes of the Finance Committee May 14, 2018.

3-4. Financial Report – April 2018.

3-5. Disposal of Property left aboard buses.

3-6. Claim Rejection- Leina Sarabia.

End of Consent Agenda

Public Comment – None

Direct O'Connell made the motion to abstain from item 3-12 as he was not present. Director Cuneo made the motion to approve all items on the consent agenda and was seconded by director Albert. The motion passed unanimously.

4. RECOGNITION AND SPECIAL PRESENTATIONS

4-1. June Employee of the Month – Marcus Medina.

Sandra Amorim, Procurement Manager, recognized Marcus Medina, for his outstanding service to MST and the entire community.

5. PUBLIC HEARINGS

Public Comment – None

5-1. Revised Program of Projects FY 2018.

Director Carbone made the motion to conduct a public hearing for the revised FY2018 Program of Projects and authorize the filing of the appropriate grant applications with the Federal Transit Administration and CalTrans and was seconded by Director Cuneo. The motion passed unanimously.

6. ACTION ITEMS

6-1. Receive and adopt proposed FY 2019 Operating & Capital Budget, Action Plan, and Staffing Levels, and authorize grant applications and funding requests.

Public Comment – None

Director Albert made the motion to approve item 6-1 and was seconded by director Clark. The motion passed unanimously.

6-2. Authorize staff to execute a two (2) year contract extension, projected at \$9,424,276, with MV Public Transportation, Inc. for the operation of MST RIDES ADA and Special Transportation (ST) Paratransit Services, and Other Dial-A- Ride, and Fixed Route Transit Services.

Public Comment – None

Director LeBarre made the motion to approve item 6-2 and was seconded by director Cuneo. The motion passed unanimously.

7. REPORTS & INFORMATION ITEMS

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

- 7-1. General Manager/CEO Report – April 2018.
- 7-2. Washington, D.C. Lobby Report – May 2018.
- 7-3. State Legislative Update – May 2018.
- 7-4. Staff Trip Reports.
- 7-5. Correspondence.

8. BOARD REPORTS, COMMENTS, AND REFERRALS

- 8-1. Reports on meetings attended by board members at MST expense (AB 1234)
- 8-2. Board member comments and announcements.
 - a) The California Transit Association (CTA) - 53rd Annual Fall Conference and Expo will be in Long Beach, CA from October 24-26, 2018.
 - b) Recommend RTA Nominating Committee to nominate chair and vice chair.

Director Cuneo as chair of the RTA board appointed Director Barrera and Director Albert as the RTA nominating committee to nominate the new RTA chair for the FY 2020.

- 8-3. Board member referrals for future agendas.

9. CLOSED SESSION

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

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

- 9-1. Conference with Labor Negotiators Gov. Code § 54957.6. Amalgamated Transit Union (ATU), and MST.

Public Comment – None

10. RETURN TO OPEN SESSION

10-1 Report on Closed Session and possible action.

Dave Laredo reported that staff provided updates on closed session item 9-1 with no reportable action.

11. ATTACHMENTS

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

12. ADJOURN

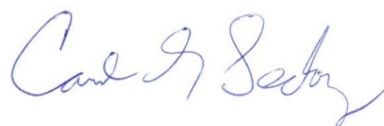
There being no further business, Chair Barrera adjourned the meeting at 11:22 a.m. Immediately followed by the Monterey Bay Operations and Maintenance Facility Ribbon Cutting Ceremony at One Ryan Ranch Road.

Prepared by: _____



Jeanette Alegar-Rocha
Clerk to the Board

Reveiwed by: _____



Carl G. Sedoryk
General Manager/ CEO

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To: Board of Directors

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

Subject: **Mini bus (Suburban Operators) Side Letter between Amalgamated Transit Union Local 1225 (ATU) and Monterey-Salinas Transit District (MST).**

RECOMMENDATION:

Agree to the Side Letter Agreement between MST and ATU employees.

FISCAL IMPACT:

The overall cost of the Side Letter Agreement is within the FY2019 budget and within the direction given by the Board.

POLICY IMPLICATIONS:

Your Board approves fiscal amendments to the Collective Bargaining Agreement between MST and ATU.

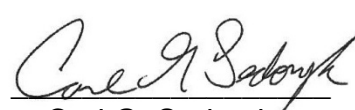
DISCUSSION:

At the March 12, 2018 Planning/Operations Committee, staff briefed the committee with the transition of selected contracted fixed route services from MV Transportation over to MST. As part of that plan, MST discussed the need to negotiate with ATU the transition of these services. On March 27, 2018, the MST negotiators began the process of negotiating a Side Letter agreement for Mini Bus rates and work rules as addendum to the current Collective Bargaining Agreement between MST and ATU. During Closed Session at the June 11, 2018 board meeting, MST staff briefed the whole board on the status of the negotiations between MST and ATU on the Side Letter agreement.

On June 21, 2018, MST and ATU came to a tentative agreement of terms for a Side Letter Agreement. The tentative terms of the agreement include a separate pay rate structure that is 6.5% lower than the current Coach Operator pay structure. All other work rules are based on the same articles already agreed upon within the current CBA. The terms of Side Letter Agreement would be in conjunction with the term of the current CBA between MST and ATU. A copy of the tentative agreed upon Side Letter is enclosed with this memo.

Staff is recommending the MST Board approve the Side Letter Agreement for Mini Bus Operators (Suburban Operators) between MST and ATU.

PREPARED BY: 
Kelly Halcon

APPROVED BY: 
Carl G. Sedoryk

**SUBURBAN BOARD
SIDE LETTER AND ADDENDUM TO THE
COLLECTIVE BARGAINING AGREEMENT BETWEEN
AMALGAMATED TRANSIT UNION, LOCAL 1225 (ATU)
AND
MONTEREY-SALINAS TRANSIT DISTRICT (MST)**

July __, 2018

Amalgamated Transit Union, Local Division 1225 (“ATU”), and Monterey-Salinas Transit District, a public agency (“MST”), agree to modify the Collective Bargaining Agreement (term of October 1, 2016 to September 30, 2019, “CBA”) in accordance with this Side Letter of Understanding and Addendum (Side Letter).

FACTS

1. MST has entered into a Contract with MV Transportation, Inc. (“MV”) for Operation of MST’s Rides ADA and Special Transportation Paratransit Services, and Other Dial-A-Ride and Fixed-Route Transit Services (“MST-MV Contract”). The MST-MV Contract requires MV to provide paratransit transportation and similar services within the MST service area. The MST-MV Contract characterizes these services as “Service Model A” under which MV operates the MST Rides ADA & Special Transportation Paratransit services. Service Model A entails approximately 115,000 annual passenger trips or 60,000 annual vehicle service hours of service.
2. The MST-MV Contract also requires MV to provide Mini-Bus Service within the MST service area for fixed route transit and flexible demand responsive transport vehicles. The MST-MV Contract characterizes these services as “Service Model B” under which MV operates fixed route, public dial-a-ride (MST On Call), and trolley services. These services provide approximately 65,000 annual vehicle service hours of service.
3. Services provided by MV under contract are time-limited and terminate on July 17, 2018.
4. Service Model A and Service Model B programs, in the aggregate, provided pursuant to the MST-MV Contract represent approximately 40% of all services offered by MST and collectively result in operation of approximately 125,000 annual vehicle service hours.

5. A component of the grant funding for the MST construction of its TDA facility in Ryan Ranch, Monterey, California afforded MST the opportunity to directly assume special vehicle fixed route services formerly provided by contract service through MV.
6. MST and ATU, collectively, the Parties, understand the importance of providing Service Model B Mini-Bus Service for the benefit of transit riders within the MST service area to offer such transportation services with the least possible interruption.
7. This Side Letter is not intended to, nor shall be construed to, apply to the provision of transportation-related to Service Model A.
8. This Side Letter governs provision of transportation under Service Model B, and is intended to amend the existing CBA to create a new work board (hereafter the Suburban Board) primarily for the purpose of assigning coach operator work related to Service Model B, as well as other specialized service such as (service within California State University Monterey Bay "CSUMB", the Otter and Line 22 Big Sur), designated routes or short term funding, and for seasonal assignments such as the County Fair or golf tournaments, and operation of special vehicles (e.g. vehicles with a capacity for twenty-one passengers or less).
9. This Side Letter complies with all provisions of the Meyers-Milias-Brown Act, and amends the CBA as to wages, benefits, and working conditions.

AGREEMENT

The following shall be added as a New Article to the CBA and shall have continuing effect throughout its term until September 30, 2019, or any later date provided by any Continuation Agreement:

ARTICLE 30-A. SUBURBAN BOARD, WORK AND OPERATING RULES

- a. Suburban Operator Board. In addition to the operating rules and work assignments established for Regular Board, Extra Board, Mechanic, Maintenance and Limited Duty employees elsewhere in the CBA, this Article shall govern the employment, assignment and operating rules applicable to the newly-created Suburban Board Coach Operator, which is a special class of coach operator employees.
- b. ATU Membership. Suburban Board Employees shall be subject to CBA Article 41 and shall become members of ATU thirty-one (31) days after their date of hire. Suburban Board employees shall have seniority based upon their solo date. For purposes of CBA Article 45 (Seniority for Work Assignments) Suburban Board employees shall be a separate classification.
- c. Priority Employment. Any Regular, Extra Board, Maintenance Employee, or MST retiree shall be granted preference and priority for hiring as a Suburban Board Operator, before

the employment of any applicant who is not a current MST employee or an MST retiree. A regular ATU employee (Regular, Extra Board, or Maintenance Employee) who applies and is accepted for employment as a Suburban Board Coach Operator may later vacate the Suburban Board Coach Operator position and return within 182 days to that employee's former position with no loss of seniority.

d. Conversion from Suburban Board to Other MST Employment. If a vacancy occurs in any other coach operator board (regular board or extra board), that vacancy shall first be filled based on the application of a Suburban Board employee. Such an applicant, if in good standing, shall be granted preference and priority for hiring before the employment of any applicant who is not a current MST employee. Upon conversion, each employee shall serve a new Introductory Period in accord with CBA Article 23

e. Introductory Service Requirement. Each Suburban Board Employee accepted for employment shall serve an "Introductory Period." During this Introductory Period, the provisions of CBA Article 23 shall apply. Until that employee achieves regular status, the operator shall be employed "at will" and may be dismissed from employment by MST at any time, with or without cause.

f. Suburban Board Work. Suburban Board Operators may be assigned to operate special vehicles (e.g. mini-buses or vehicles with a capacity for twenty-one passengers or less), limited routes (e.g., CSUMB, Otter, and Line 22 Big Sur), designated routes (e.g., short term funding), seasonal assignments (e.g. County Fair, AT&T Golf or CSUMB duties), or Service Model B work, or other work assigned pursuant to CBA Article 33f. Suburban Board Operators shall receive Suburban Board Wage rates of pay in accord with this Article while performing any work.

g. Non-Exclusive Assignment. Work assigned pursuant other provisions of this Article shall not be exclusive to Suburban Board Operators, may be assigned to Regular or Extra Board Operators, and may also be incorporated into regular run blocks and extra board assignments. Regular Board and Extra Board employees shall receive their regular rates of pay in accord with CBA Article 15 while performing any Suburban Board work.

h. Suburban Board Wage Range. The following Suburban Board Operator Wage Range shall be added to CBA Article 15, and apply through September 30, 2019. This Wage Range shall apply to all Suburban Board employees:

Suburban Board	\$17.61	\$18.49	\$19.41	\$20.40	\$21.44
Operator					

Provisions of CBA Article 33 (Additional Work/Overtime) shall apply to Suburban Board Operators.

- i. Operator Ratios. The number of Suburban Board Operators employed by MST shall not exceed 30 percent of the number of MST Regular Board and Extra Board operators, combined, without ATU consent.
- j. Minimum Wage Guarantee. CBA Article 16 Minimum Wage Guarantee contract provisions shall apply to Suburban Board Operators.
- k. Health Plan. Suburban Board Employees shall be eligible to participate in plan options in accord with CBA Article 13.
- l. Retirement. Suburban Board Employees shall be eligible to participate in PERS retirement in accord with CBA Article 14.
- m. Personal Leave. Suburban Board Employees shall be eligible to accrue and utilize personal leave in accord with CBA Article 2. Accrual rates shall be set by Table B-3 from Article 2.
- n. Uniforms. MST shall issue uniforms and applicable allowances to Suburban Board Employees in accord with CBA Article 9.
- o. Other Benefits. The following CBA provisions shall apply to Suburban Board Employees: Article 3 (Holidays), Article 4 (Holiday Time Off), Article 5 (Donation of Personal Leave), Article 6 (Funeral Leave), Article 7 (Free Transportation), Article 8 (Loss of Property), Article 12 (Driver's Room), Article 17 (Pay for Injury), Article 18 (Pay for Interviews, Testimony, Investigations), Article 19 (Instructor Pay), Article 20 (Jury Duty), Article 21 (Mileage Compensation), and Article 24 (Leaves of Absence).
- p. Operating Rules. The following CBA provisions shall apply to Suburban Board Employees: Article 25 (Accident/Incident Report), Article 26 (Re-Instruction & Physicals), Article 27 (Jurisdiction), Article 28 (Safety), and Article 29 (Meal Breaks & Rest Breaks) to the extent this Article pertains to Extra Board operators. MST may establish and modify, from time to time, run block, rotation, work and other operating rules that govern work assignments for Suburban Board Employees. MST shall meet and confer with ATU before Suburban Board rules are added to the MST Standard Operating Procedures or MST Employee Handbook.
- q. Safety, Discipline, Grievance and Arbitration. CBA Articles 28 ((Safety), 38 (Discipline), 39 (Grievances), 39A (Expedited Arbitration) and 40 (Medical Arbitration) shall apply to Suburban Board Operators.
- r. Work Assignments. Suburban Board Operators may be assigned to Suburban Board work as either a Suburban Regular Run, a Suburban Extra Board, or as a Suburban hold down. Suburban Board Operators not assigned to a Suburban Board regular run shall participate in Suburban Extra Board work assignments based on first in, first out, last day worked.

- s. Single Division. All Suburban Board work shall be rotated as a single division.
- t. Restricted Operators. Any Suburban Board Employee restricted from access to any military base or other Federal Installation shall not bid for a run that includes access upon these installations. Any Operator restricted from entering onto a military base or Federal installation shall not be eligible to participate in any of the following:
 - s.1. Volunteer for any run serving any military or Federal installation.
 - s.2. Take a hold down serving any military or Federal installation.
 - s.3. Be subject to reverse seniority or mandatory overtime assignment to any run serving any military or Federal installation. Each restricted employee shall be skipped from any rotation and placed at the back of the group. It is recognized that MST may not be able to assign work to any restricted Suburban Board operator.
- u. Layoff. CBA Article 46 (Reduction in Force) shall be amended to include Suburban Operators in the classification of Coach Operators for the purpose of lay off rules, if needed for any reduction in force. In such event, all Coach Operators, including Regular Board, Extra Board and all Suburban Board employees shall be laid off, by seniority as a combined class.
- v. Definitions.
 - w.1. Mini-Bus. The term “Mini-Bus” shall mean a passenger carrying motor vehicle designed to carry more people than a multi-purpose vehicle or minivan, but fewer people than a full-size bus. For MST, this term describes any vehicle having a capacity of less than 31 passengers. The term Mini-Bus shall include Type II cut away mini buses.
 - w.2. Service Model A. This term refers to and includes the MST Rides ADA Paratransit Services Program, the MST Rides Special Transport (ST) Program and the MST Rides Special Medical Trips Program. Service Model A provides transportation services for persons with disabilities that may prevent them from using MST’s regular fixed route system. Service Model A is a shared-ride system providing first door-to-first door transportation services to eligible passengers.
 - w.3. Service Model B. This term refers and includes to Fixed Route services, Senior Shuttle services, MST On Call services, and Special Events services provided through the use of Mini-Buses. Service Model B shall not include paratransit transportation, or similar services.

w. Implementation. This Side Letter shall take effect immediately upon ratification of each of the Parties.

//

In WITNESS WHEREOF, the Parties hereto have executed this Agreement:

Monterey-Salinas Transit District

By: _____ Date: _____

Amalgamated Transit Union, Local 1225

By: _____ Date: _____

U:\GENERAL (NEW)\MST - Main Files\ATU\ATU 2018\New Board Side Letter and CBA Addendum (final final) June 21.docx

To: Board of Directors

From: Sonia Wills, Customer Service Supervisor

Subject: Disposal of unclaimed property left on bus

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

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

Electronic devices: (cell phones, laptops, iPods, iPads, tablets, etc)

1 Portable Charger	10 Cell phones
1 Fitbit	1 Laptop

Wallets/purses and Driver's License or Identification Cards:

1 Brown women's wallet	1 Purse
3 Black men's wallet	4 ID Cards

Keys, glasses, jewelry, credit cards, cash:

7 Pairs of sunglasses	4 Sets of keys
2 Pairs of prescription eyeglasses	2 All US debit cards
6 Pairs of reading glasses	2 EBT cards
1 Pair of sunglasses - Ray Bans case	

Musical instruments: None

Umbrellas:

5 Black Umbrellas	1 white "montage umbrella"
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Bicycles, bike helmets, and locks:

1 Pair of black and blue roller skates

Briefcases, portfolios, books and backpacks:

1 Adidas backpack

Cash to be retained: \$37.78

PREPARED BY: 
Sonia Wills

REVIEWED BY: 
Carl G. Sedoryk

To: Board of Directors

From: Hunter Harvath, Assistant General Manager

Subject: Charter Bus On-Call pricing list

RECOMMENDATIONS:

Approve Discovery Motorcoach and Pacific Monarch, LTD, as on-call transportation providers when MST and/or MV Transportation are unable to provide requested transportation services.

FISCAL IMPACT:

Discovery Motorcoach:

- 56 passenger bus: \$865 for the first four hours; \$117/hour thereafter
- 47 passenger bus: \$749 for the first four hours; \$98/hour thereafter

Pacific Monarch LTD:

- 57 passenger bus: \$1,000 for the first four hours, \$250/hour thereafter

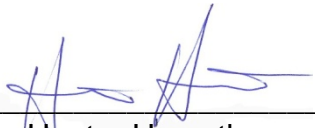
POLICY IMPLICATIONS:

Your Board approves all contracts of \$25,000 or more.

DISCUSSION:

On occasion, MST receives requests for special services that it cannot provide due to staffing or vehicle availability. These services are often requested by one of MST's military or university partners. For instance, the Presidio of Monterey needed substantial assistance in transporting Defense Languages Institute students to and from area airports in late December and early January so that soldiers could visit their families over the holidays. In other situations, there may be special community events MST would like to participate in as a sponsor for public relations purposes, but the particular transportation need is more geared to a charter-type service than traditional public transit service. And, in case of a natural or man-made disaster, MST may not have the staff or vehicles to meet the emergency transportation needs of the community and may have to quickly find additional transportation resources from local charter bus providers. In many cases, those requesting the services do so without much advance notice or in time to secure board approval if the expenditure is over \$25,000.

Staff solicited price quotes from local charter bus providers for an “on call” list that could be approved by your Board in advance. The providers were asked to fix these prices for a year so that MST would have certainty of what to expect from a cost standpoint if the need to utilize their services arises. Two local companies – Discovery Motorcoach and Pacific Monarch – chose to submit pricing that they could commit to for one year. Staff requests that you authorize staff to engage these two companies at the prices quoted above if MST and/or MV are not able to accommodate requests for transportation services.

PREPARED BY: 
Hunter Harvath

REVIEWED BY: 
Carl G. Sedoryk

To: Board of Directors
From: Hunter Harvath, Assistant General Manager
Subject: FY 2019 APTA Dues

RECOMMENDATION:

Approve the expenditure of \$35,500 for American Public Transit Association (APTA) dues for Fiscal Year 2019.

FISCAL IMPACT:

\$35,500 in funds identified for APTA dues as a part of MST's FY 2019 Budget.

POLICY IMPLICATIONS:

Your Board approves expenditures exceeding \$25,000.

DISCUSSION:

The American Public Transportation Association is the national advocacy group for public transit. APTA represents MST's interests on a national level through lobbying and testifying before Congress on transit-related issues, as well as through its transit research programs, publications, industry standards and overall industry image building on behalf of transit. MST staff and members of your Board attend various APTA meetings, functions and conferences throughout the year. APTA dues are based on annual operating expenses for the most recent completed year. For FY 2019, MST's operating budget falls within the \$30 million to \$50 million dues category of \$35,500, which represents a slight increase (approximately 1.3%) over last year's dues payment of \$35,029.

PREPARED BY: _____ REVIEWED BY: _____
Hunter Harvath Carl G. Sedoryk

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To: MST Board of Directors

From: Lisa Rheinheimer, Director of Planning and Marketing

Subject: Monterey Bay Area Feasibility Study of Bus Operations on State Route 1
Shoulders and Monterey Branch Line

RECOMMENDATION:

Receive Monterey Bay Area Feasibility Study of Bus Operations on State Route 1 Shoulders and Monterey Branch Line.

FISCAL IMPACT:

The consultant contract was for a total of \$220,957. Funding was received through grants from the Association of Monterey Bay Area Governments and the Transportation Agency for Monterey County for a total amount of \$195,000. MST contributed \$30,000 and Santa Cruz METRO contributed \$9,079 for the study. The total budget was \$234,079 which left \$13,122 available as a contingency. A small amount of the contingency will be used to pay for photo simulations and to further evaluate options for the Moss Landing area congestion.

POLICY IMPLICATIONS:

In 2017, the MST Board of Directors adopted a Strategic Plan 2018-2020 which included a goal to provide quality transit and mobility management services. Part of that goal included a tactic to continue planning activities for Highway 1 corridor transit improvements. This Feasibility Study furthers the Board's adopted Strategic Plan.

ENVIRONMENTAL DETERMINATION:

MST planning staff have determined that the following actions are exempt from the California Environmental Quality Act (CEQA) Guidelines Article 19:

Section 15306. INFORMATION COLLECTION Classes 6 consists of basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource. These may be strictly for information gathering purposes, or as part of a study leading to an action which a public agency has not yet approved, adopted, or funded.

Furthermore, the next phase of work, project approval and environmental documentation, involves a thorough environmental analysis of the alternatives as well as the MST Board's discretionary act to approve the project.

DISCUSSION:

This discussion section is divided into several subject areas including History and Project Overview, Key Findings of Draft Feasibility Study, and Next Steps.

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

Bus operations along the congested portions of Highway 1 pose a significant challenge for MST and Santa Cruz METRO to keep public transit competitive with the single occupant vehicle in the same traffic conditions. In order to address this problem, transit agencies in other states and California and in collaboration with their Department of Transportation partners, have implemented bus-on-shoulder operations during peak congestion. The purpose of operating buses on highway shoulders is to keep buses moving and to provide a competitive advantage to the bus passenger over driving their own vehicle.

In order to help solve the congestion problem, reduce greenhouse gas emissions, and to increase ridership, public transit must offer an advantage over driving alone especially along corridors with heavy traffic. In MST's 2016 Rider and Community Survey, 36% of respondents cited reducing/avoiding traffic congestion or reducing pollution as the reason why they use MST services.

Several years ago, MST approached Caltrans about the possibility of studying bus operations on Highway 1 shoulders. The result of that consultation was that the region needed state legislation to authorize MST and Santa Cruz METRO to study and implement bus operations on state highway shoulders. AB 946 (Assembly Member Mark Stone) was passed and chaptered in 2013 allowing Monterey and Santa Cruz Counties the ability to move forward with a feasibility study.

After two failed attempts to convince Caltrans to award MST and Santa Cruz METRO grant funds to complete the feasibility study, the Association of Monterey Bay Area Governments and the Transportation Agency for Monterey County awarded the majority of the funding necessary to move forward.

In October 2016, MST hired CDM Smith to conduct a Feasibility Study to evaluate the possibility of operating buses on highway shoulders in Monterey and Santa

Cruz counties. The Study would also review the option of operating buses along the Monterey Branch Line.

Key Findings of Draft Feasibility Study: The Feasibility Study included data collection, literature review, traffic analysis, transit route performance analysis, concept feasibility, cost-benefit assessment, and project implementation/next phase.

During the review and study period, the project team sought stakeholder participation from local jurisdictions, Caltrans, California Highway Patrol, Association of Monterey Bay Area Governments, and the Transportation Agency for Monterey County.

Some of the key findings of the Feasibility Study are described here:

1. There is significant Highway 1 traffic congestion in the morning and afternoon
 - a. Between 7:15 a.m. and 9:15 a.m. from Del Monte/Reservation in Marina to Del Monte in Monterey
 - b. Between 3:30 p.m. and 6:30 p.m. from Carpenter in Carmel to Fremont/California in Seaside/Sand City
2. Traffic congestion delays MST bus travel time and degrades reliability
 - a. Without traffic congestion, bus travel time between Marina and Seaside/Sand City should only take 9 minutes
 - b. Actual bus travel time ranges from 11-30 minutes in the morning and from 12-27 minutes in the evening
3. Traffic congestion will worsen with the ongoing redevelopment of the former Fort Ord.
4. Highway 1 shoulders lack the width and structural section to support bus-on-shoulder operations without significant construction
5. A busway on the Monterey Branch Line shows promise in terms of transit performance
 - a. Segment I – Option I-B could be a good initial busway project – yielding the greatest time savings benefits as well as acceptable cost-to-benefit evaluations

Project cost estimates were developed for the different options along the project corridor. A summary evaluation for Monterey County bus-on-shoulder or branch line alternatives was prepared showing a range of costs, the most promising along the Monterey branch line at \$33.4 million.

Funding for this project is identified in TAMC's Measure X sales tax (\$15 million) and as a part of the Highway 1 – Del Monte-Fremont-Monterey Branch Line Project

identified in the Fort Ord Reuse Authority's Capital Improvement Program (\$14.56 million).



Photo Simulation of Bus on Monterey Branch Line

A full copy of the Feasibility Study can be provided upon request to MST Boardmembers in hard copy. A website version can be viewed at this link:
<https://mst.org/about-mst/planning-development/>

The project consultant will present this Study at the July 9, 2018, meeting of your Board.

Next Steps: After the MST Board receives the Feasibility Study, staff and the consultant will also present the Study to AMBAG, TAMC, and Santa Cruz METRO. Other agencies may also request this presentation.

Additionally, MST has programmed its share of SB 1 gas tax funding under the Local Partnership Program for FY 2018/19 to pay for the project approvals and environmental document phase of work. Staff will begin preparing a Request for Proposals to advance the project.

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To: Board of Directors

From: Lisa Rheinheimer, Director of Planning and Marketing

Subject: Authorize Contract for Funding of CSUMB Transit Services

RECOMMENDATION:

Accept a total of \$577,139 from CSUMB for transit services for the 2018-2019 academic year.

FISCAL IMPACT:

A total of \$577,139 in revenue for the eighth year of the partnership.

POLICY IMPLICATIONS:

Your Board authorizes expenditures in excess of \$25,000.

DISCUSSION:

Over the last 3 months, staff has been working with counterparts at CSUMB in order to plan the university sponsored bus routes for the 2018-2019 academic year. With those discussions completed, services are planned to coordinate with when students move in prior to the beginning of classes, August 24. CSUMB has requested a no change in the level of services compared to the previous academic year. This leveling off follows on the heels of one year of increased levels of service. The contract amount is a 5.8% increase from last year's funding level of \$545,717. These services represent a substantial financial appropriation from the University and demonstrate CSUMB's commitment to alternative transportation. This also provides an opportunity for MST to increase ridership on the lines serving the university as well as system-wide. MST's non-CSUMB customers will also benefit by having transit options in the Seaside/Marina/Salinas area as all CSUMB funded services are open and available to all members of the public.

Bus lines funded by CSUMB include the following:

- Line 19 Del Monte Center-CSUMB – No changes for 2018/19
- Line 25 CSUMB-Salinas – No changes for 2018/19
- Line 26 CSUMB-East Campus *Express* – Routing changes through campus

In addition, this contract is the mechanism through which service on MST's Line 25 CSUMB-Salinas is funded as well as a proportional cost of paratransit services on the MST RIDES program. In exchange for this funding support, all CSUMB students, faculty and staff are able to board MST fixed-route, OnCall, and RIDES buses system-wide for free when presenting a valid CSUMB ID card.

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

To: Board of Directors

From: Hunter Harvath, Assistant General Manager

Subject: Service Reduction/Fare Increase Public Hearings – SB 1 Repeal Ballot Measure

RECOMMENDATION:

Authorize staff to conduct public hearings regarding potential service reductions and fare increases pending repeal of transportation funding sources.

FISCAL IMPACT:

If the SB 1 Repeal effort is successful, a loss of approximately \$3 million in state revenue annually. These public hearings would inform the public about potential reductions in bus services and/or fare increases that would be part of the District's efforts to sustain this significant cut in funding.

POLICY IMPLICATIONS:

Your Board authorizes staff to hold public hearings regarding major service reductions and fare increases.

DISCUSSION:

Senate Bill 1 (SB 1), approved by the California Legislature with the constitutionally required 2/3rds majority in April 2017, is a comprehensive revenue generating mechanism that provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. While much of this revenue is dedicated to highways and roads, MST as a transit district has begun to program and receive its share of SB 1 funds to support current transit services, to maintain its assets in a state of good repair, and to initiate planning for future transit projects that would relieve congestion throughout the county. A major component of SB 1 is an increase in the state gas tax paid per gallon at the pump by the general public.

Since the passage of SB 1, a statewide anti-tax campaign began to collect signatures in order to put a repeal of SB 1 on the November 2018 ballot. On Monday, June 25th, this statewide initiative to repeal Senate Bill 1 officially qualified for the November ballot. This news means that voters will now determine the fate of more than \$5 billion in annual funding to repair and upgrade the state's transportation

infrastructure, including more than \$1 billion a year available to public transit systems, of which, MST receives approximately \$3 million annually in formula funds. In addition, MST also is eligible to compete for supplemental discretionary funds on a project-by-project basis as evaluated and awarded by the state.

In order to address a loss of approximately \$3 million annually in formula SB 1 funds, MST would have to implement a variety of initiatives that would include reductions in transit services and/or fare increases. Not counting partnership revenues (e.g., military, trolley, CSUMB, etc.), traditional passenger fares only total approximately \$4 million per year. As such, simply raising fares would not generate sufficient funds to address the \$3 million loss of funds. Therefore, substantial reductions in existing bus services that are not supported by MST's partnership programs would also have to occur.

In accordance with federal regulations as well as policies adopted by your Board, public hearings have to be held to solicit input on any proposed fare increase and/or service reductions. The tasks of identifying meeting locations, properly advertising them in local newspapers and other media outlets, and preparing presentation materials, require substantial lead time. And, as the next board meeting isn't until September 10, staff is requesting your authorization now to begin the process of convening public hearings to inform the public of potential service cuts and/or fare increases that would be required if SB 1 is repealed by voters in November and MST loses \$3 million annually in state funds it has generated.

PREPARED BY:



REVIEWED BY:



To: Board of Directors
From: C. Sedoryk, General Manager/CEO
Subject: Monthly Report – May 2018

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

Attachment #1 – Dashboard Performance Statistics

Attachment #2 – Operations Dept. Report – May 2018

Attachment #3 – Facilities & Maintenance Dept. Report – May 2018

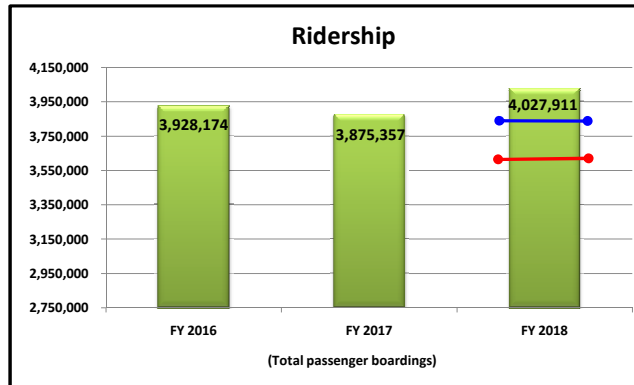
Attachment #4 – Administration Dept. Report – May 2018

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

Prepared by: 

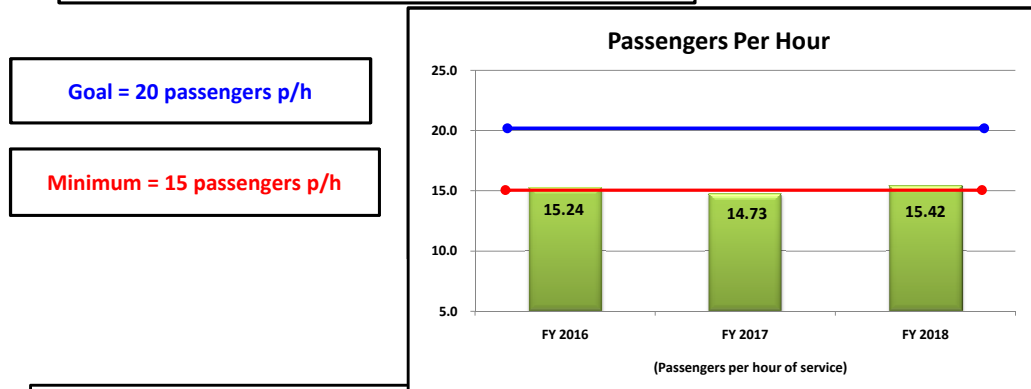
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MST Fixed Route
YTD Dashboard Performance Comparative Statistics
May 2018
Fiscal Years 2016-2018



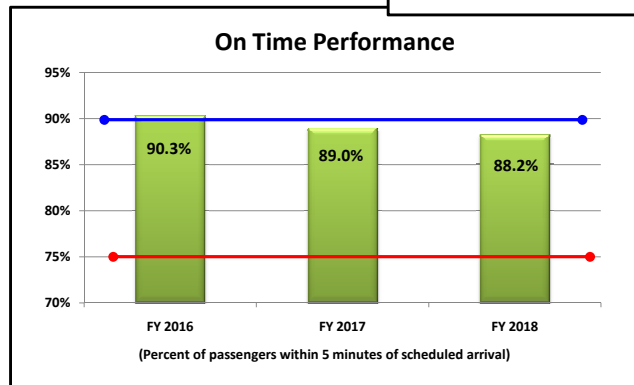
Goal = 3,875,357
passengers

Minimum = 3,681,589
passengers



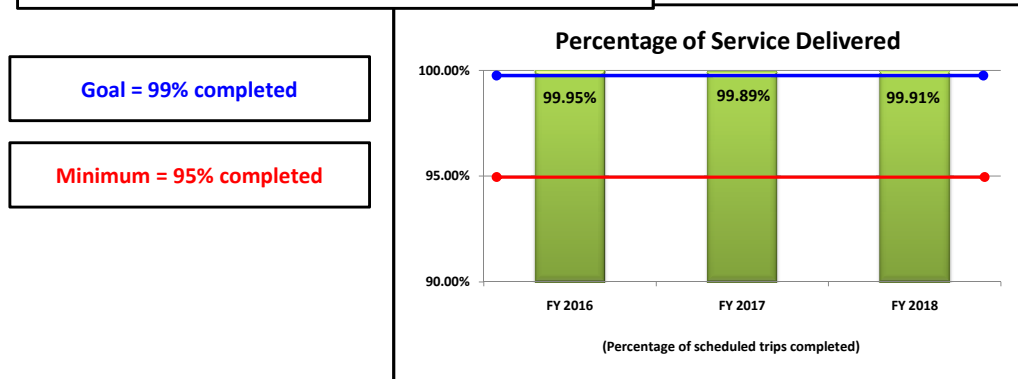
Goal = 20 passengers p/h

Minimum = 15 passengers p/h



Goal = 90% on time

Minimum = 75% on time



Goal = 99% completed

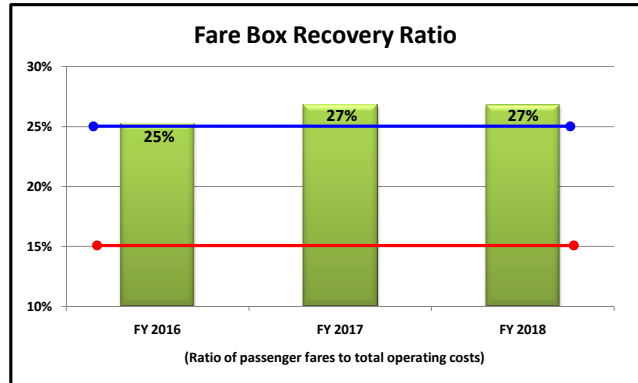
Minimum = 95% completed

MST Fixed Route

YTD Dashboard Performance Comparative Statistics

May 2018

Fiscal Years 2016-2018

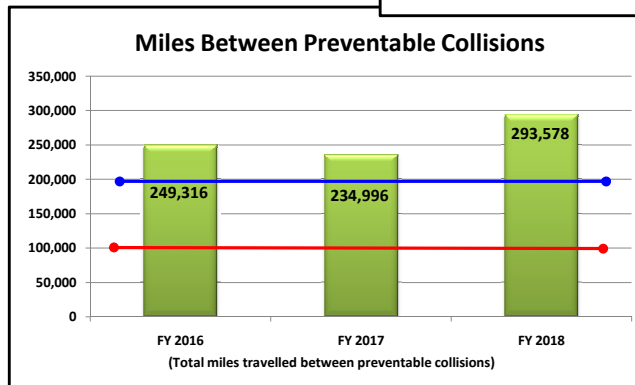
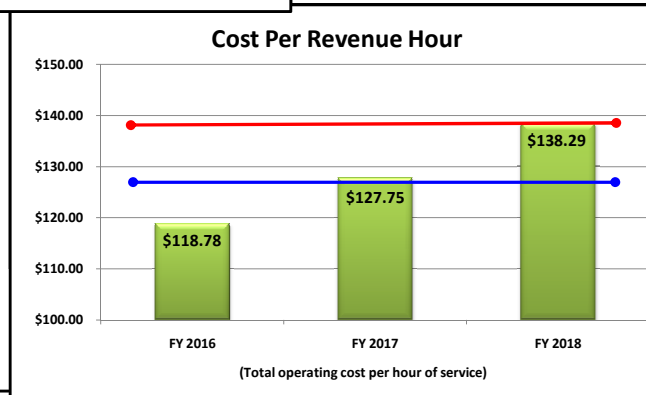


Goal = 25%

Minimum = 15%

Maximum = \$139.54 per RH

Goal = \$126.85 per RH

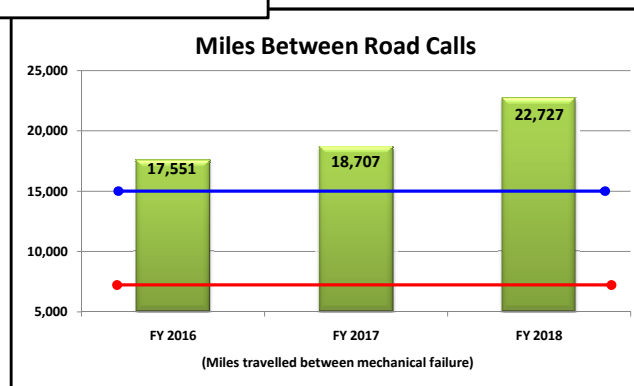


Goal = 200K Miles

Minimum = 100K Miles

Goal = 15K Miles

Minimum = 7K Miles

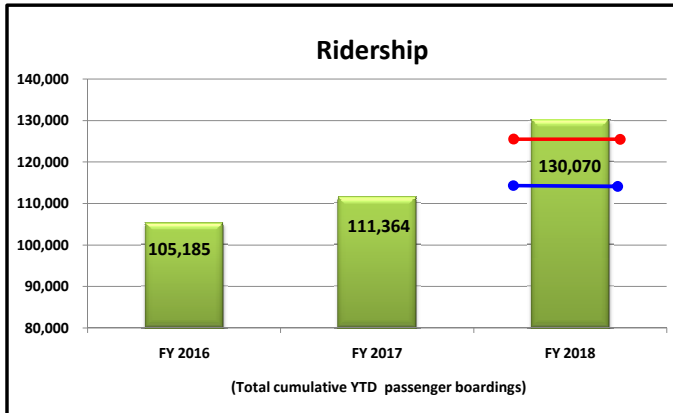


MST RIDES

YTD Dashboard Performance Comparative Statistics

May 2018

FY 2016-2018

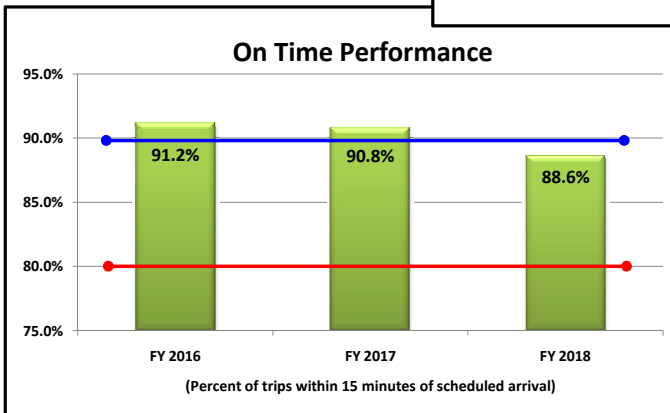
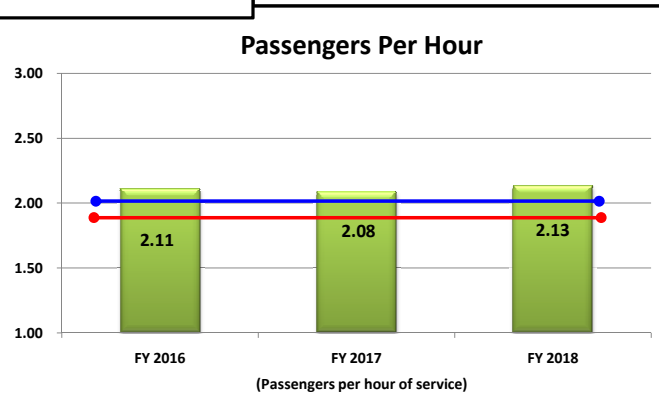


Goal = 114,705 passengers

Maximum = 126,175 passengers

Goal = 2.0 passengers p/h

Minimum = 1.8 passengers p/h

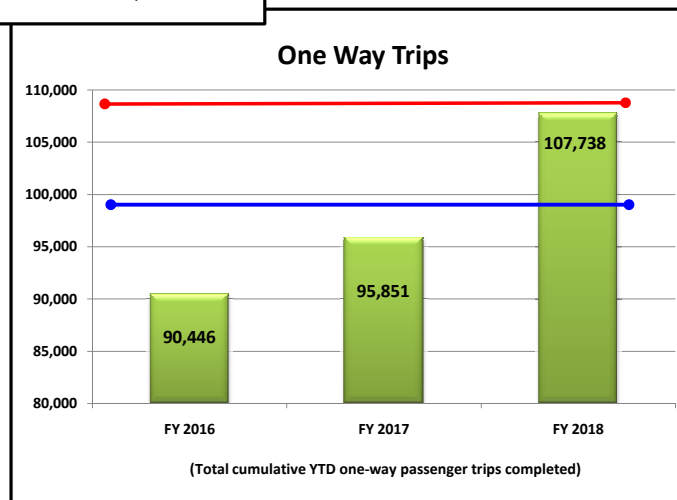


Goal = 90% on time

Minimum = 80% on time

Maximum 108,600 one-way trips

Goal = 98,727 one way trips

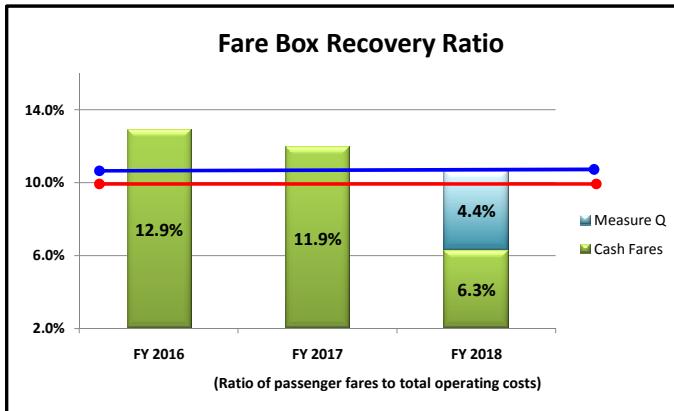


MST RIDES

YTD Dashboard Performance Comparative Statistics

May 2018

FY 2016-2018

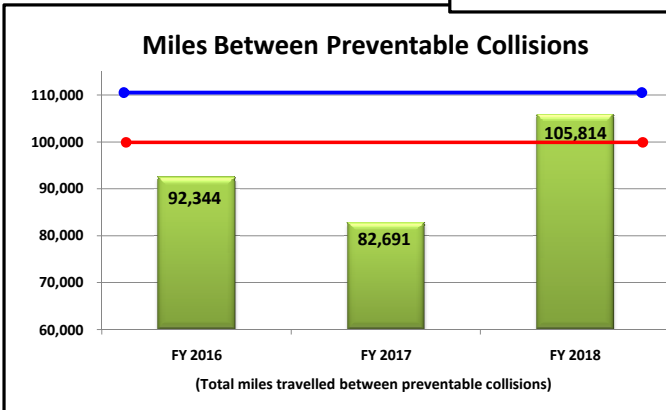
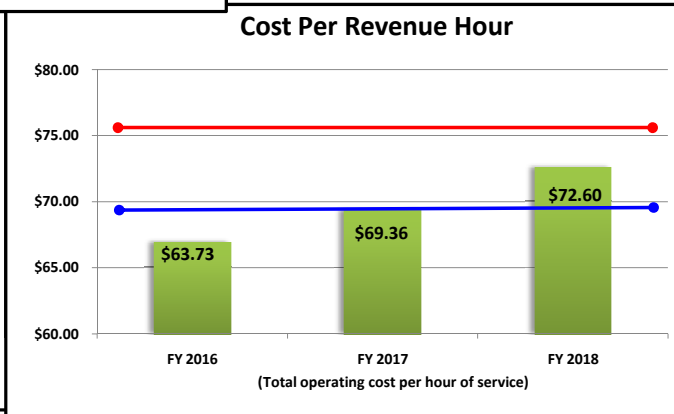


Goal = 11%

Minimum = 10%

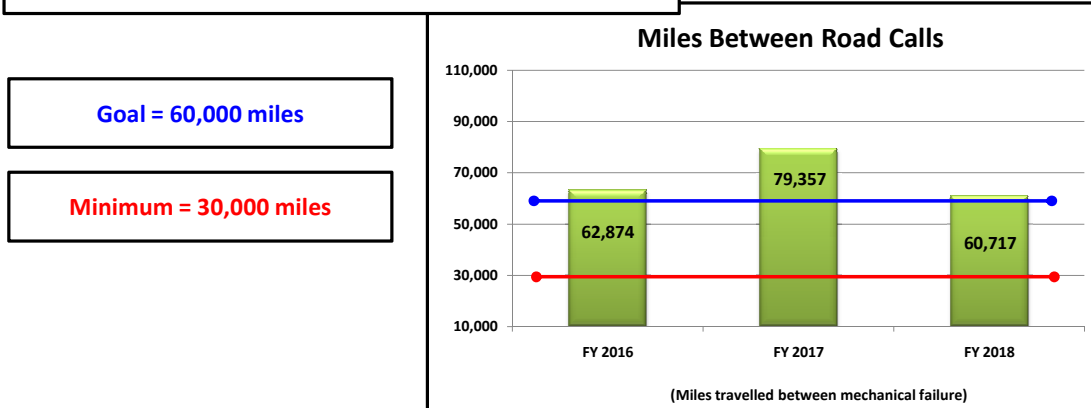
Goal = \$69.36

Maximum = \$76.30



Goal = 110K Miles

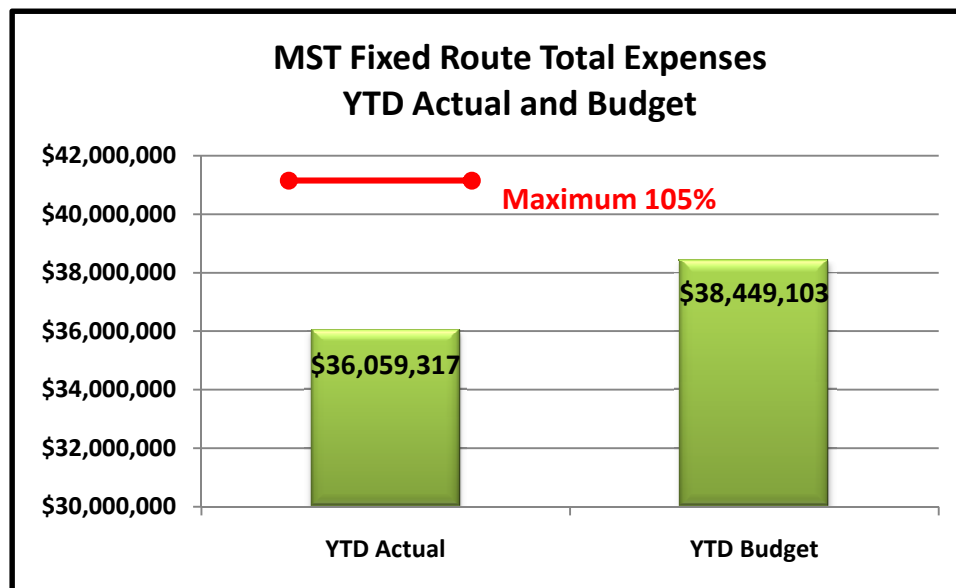
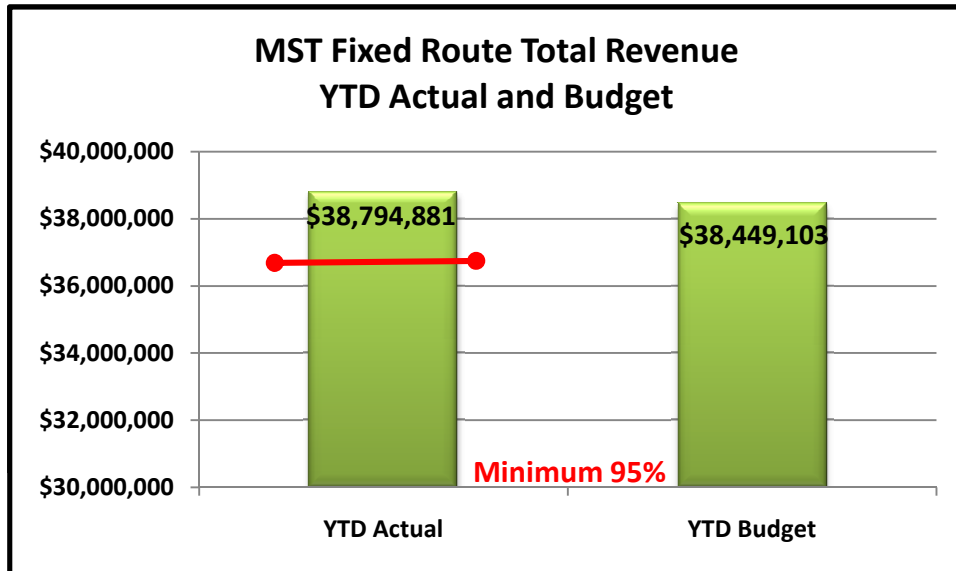
Minimum = 100K Miles



Goal = 60,000 miles

Minimum = 30,000 miles

MST Fixed Route
Financial Performance Comparative Statistics
Month of May 2018
Fiscal Year 2018

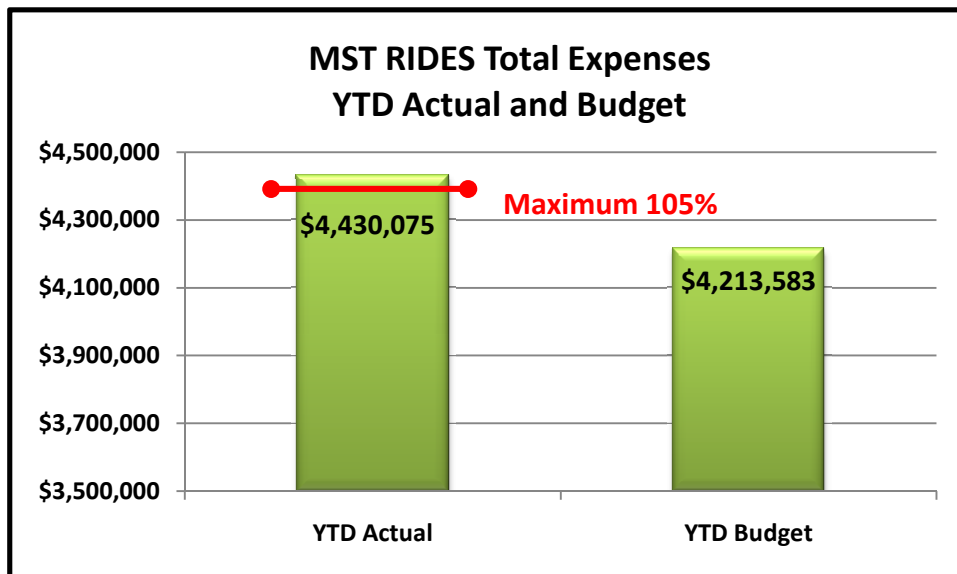
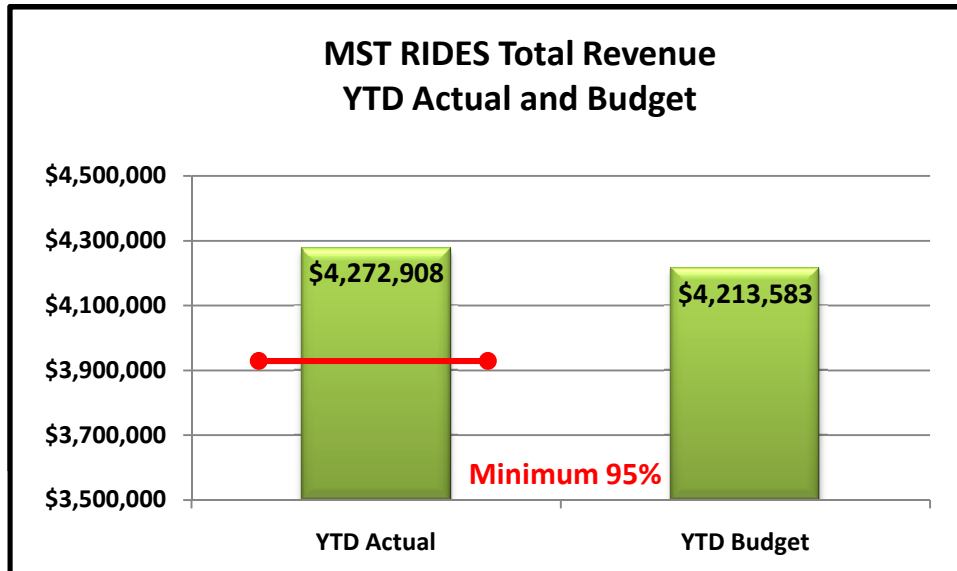


MST RIDES

Financial Performance Comparative Statistics

Month of May 2018

Fiscal Year 2018



June 25, 2018

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

From: Robert Weber, Chief Operating Officer

Cc: MST Board of Directors

Subject: **Transportation Department Monthly Report – May 2018**

FIXED ROUTE BUS OPERATIONS:

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

Preliminary boarding statistics indicate that ridership increased by 0.72% in May 2018, (361,009), as compared to May 2017, (358,439). For the Fiscal year – passenger boardings have increased by 4.01% as compared to last Fiscal year.

Productivity decreased slightly from May of last year (14.9) to 14.6 passengers per hour in May of this year.

Supplemental / Special Services:

May 19: Special services were deployed in support to the Monterey Aquarium's "Free to Learn" program. Services transported 157 passengers between the City of Soledad and the Monterey Bay Aquarium.

System Wide Statistics:

- Ridership: 358,009
- Vehicle Revenue Hours: 24,713
- Vehicle Revenue Miles: 402,544
- System Productivity: 14.6 Passengers Per Vehicle Revenue Hour
- One-Way Trips Provided: 34,548

Time Point Adherence: Of 137,222 total time-point crossings sampled for the month of May, the Transit Master™ system recorded 18,546 delayed arrivals to MST's published time-points system-wide. This denotes that **86.48%** of all scheduled arrivals at published time-points were on time. (*See MST Fixed-Route Bus ~ On Time Compliance Chart **FY 2017 - 2018.***)

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

Cancelled Trips: As listed below, there were a total of twenty seven (27) cancelled trips for the month of May for both directly operated and contracted services:

Total Trips Provided: 34,548			
Category	MST	MV	%
Mechanical	13	0	48.15%
MST Collision	1	1	7.41%
Staffing Shortage	10	0	37.04%
Traffic	2	0	7.41%
Totals	26	1	100%

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 May 2017 and 2018:

Occurrence Type	May-17	May-18
Collision: MST Involved	9	6
Employee Injury	0	1
Medical Emergency	0	0
Object Hits Coach	1	2
Passenger Conflict	2	6
Passenger Fall	3	8
Passenger Injury	1	0
Other	1	3
Near Miss	0	0
Fuel / fluid Spill	2	2
Unreported Damage	0	0
Totals	19	28

CONTRACTED TRANSPORTATION SERVICES:

MST RIDES ADA / ST Paratransit Program:

Preliminary boarding statistics for the MST RIDES program reflect that for the month of May there were 13,612 passenger boardings. This denotes a 25.91% increase in passenger boardings from May of 2017, (10,811). For the Fiscal year – passenger boardings have increased by 25.91% as compared to the same period last Fiscal year.

- Productivity for May of this year was at 1.79 passengers per hour, remaining unchanged from May of 2017 (1.79).
- For the month of May, 89.28% of all scheduled trips for the MST RIDES program arrived on time, decreasing from May of 2017 (91.22%).

COMMUNICATIONS CENTER:

In May, MST's Communications Center summoned public safety agencies on twelve (12) separate occasions to MST's transit vehicles and facilities:

Agency Type	Incident Type	Number Of Responses
Police	Passenger Incident / Other	10
EMS	Passenger Medical Emergency / Injury	2

Robert Weber

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ATTACHMENT 3

June 21, 2018

To: Carl Sedoryk, General Manager/CEO
From: Robert Weber, Chief Operating Officer
Subject: Monthly Maintenance Operations Report: **May 2018**

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

FY18 Fuel Budget:	Average Fuel Price May 2018:	Average Fuel Price: FY2018
Diesel: \$3.10	\$2.84	\$2.43
Gasoline: \$3.20	\$3.42	\$2.86

Fiscal Year:	Revenue Fleet: Operating Cost Per Mile:	Revenue Fleet: *Miles Between Major Mechanical Road Calls:
May: 2018	\$0.99	15,551
YTD: FY 2018	\$0.92	22,791
FY 2017	\$0.89	18,733
FY 2016	\$0.93	19,862

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

Department Activities/Comments:

The MST revenue fleet travelled 15,551 miles between major mechanical road calls during the month of May. The total number of road-call incidents was 25, with 23 for major mechanical failures ¹ and 2 for other mechanical ² issues. The highest number of major mechanical road calls (22%) was attributed to engine defects. Fiscal year to date, average miles traveled between major mechanical road calls has increased by 21.49% from the same period last year.

¹ These are failures of a mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns.

² These are failures of some other mechanical element of the revenue vehicle that, because of local agency policy, prevents the revenue vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip even though the vehicle is physically able to continue in revenue service.

The following new 2018 Gillig models were released to revenue service in May:

Fleet ID	Vehicle Type	Received	Released to Revenue Service
1734	40' Low Floor	4/26/18	5/21/18
1735	40' Low Floor	4/30/18	5/21/18
1736	40' Low Floor	4/30/18	5/24/18

In May MST received; nine (9) new 40' low floor, one (1) 40' suburban, and three (3) medium duty cut-a-way buses. Following final acceptance inspections and testing, staff will begin the installation of all required electronic equipment, and make final preparations to release these new buses to revenue service.

Staff continued the joint inspection process with MV Transportation of six (6) new Type II RIDES Paratransit vehicles located at Creative Bus Sales in Sacramento. The final acceptance on this equipment continues to be delayed due to manufacture defects.

May 21-22, MST's Deputy Chief Operating Officer traveled to Los Angeles to attend the Southern California Regional Transit Training Consortium (SCRTTC) annual Board workshop. In addition to discussions relating to the organization's strategic plan and goals for the upcoming year, Community College grant opportunities were discussed to establish maintenance training programs to support electric bus technology. MST staff has continued to work with Hartnell College in Salinas to seek grant opportunities to establish local maintenance training programs. MST is coordinating with Hartnell staff for final approval of three (3) training programs specifically designed for transit bus maintenance in collaboration with SCRTTC and Hartnell. The long-term goal of this relationship is to create and implement educational programs for the Monterey Region that expand educational opportunities for residents, improve the knowledge and skills of current MST maintenance employees, and increase the pool of prospective employees for MST.

Recruitment efforts continued in May for two (2) Utility Service Workers. Aside for this recruitment effort, the Department remained fully staffed.

Prepared by: 
Robert Weber, Chief Operating Officer

Reviewed by: 
Carl G. Sedoryk, General Manager/CEO

Date: June 22, 2018

To: C. Sedoryk, General Manager/CEO

From: Hunter Harvath, Assistant General Manager; Andrea Williams, General Accounting & Budget Manager; Mark Eccles, Director of Information Technology; Kelly Halcon, Director of Human Resources/Risk Management; Lisa Rheinheimer, Director of Planning and Marketing; Sonia Wills, Customer Service Supervisor; Mike Butler, Marketing Manager.

Subject: **Administration Department** Monthly Report –May 2018

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

Human Resources – May 2018

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

Positions	Budget FY18	Actual	Difference
Coach Operators F/T	148	136	-12
Coach Operators Limited Duty	0	0	0
CO Occupational Injuries	1	0	-1
Operations Staff	33	34	1
Maintenance & Facilities	54	53	-1
Administrative (Interns 1 PT)	30	30	0
Total	266	253	-13

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

<i>April Worker's Compensation Costs</i>	
<i>Indemnity (paid to employees)</i>	\$7,913.31
<i>Other (includes Legal)</i>	\$13,174.23
<i>Medical includes Case Mgmt, UR, Rx & PT</i>	\$12,148.60
<i>TPA Administration Fee</i>	\$5,000.00
<i>Excess Insurance</i>	\$8,939.66
<i>Total Expenses</i>	<i>\$47,175.80</i>
<i>Reserves</i>	<i>\$2,049,359.60</i>
<i>Excess Reserved</i>	<i>(\$1,093,760.76)</i>
<i># Ending Open Claims</i>	38

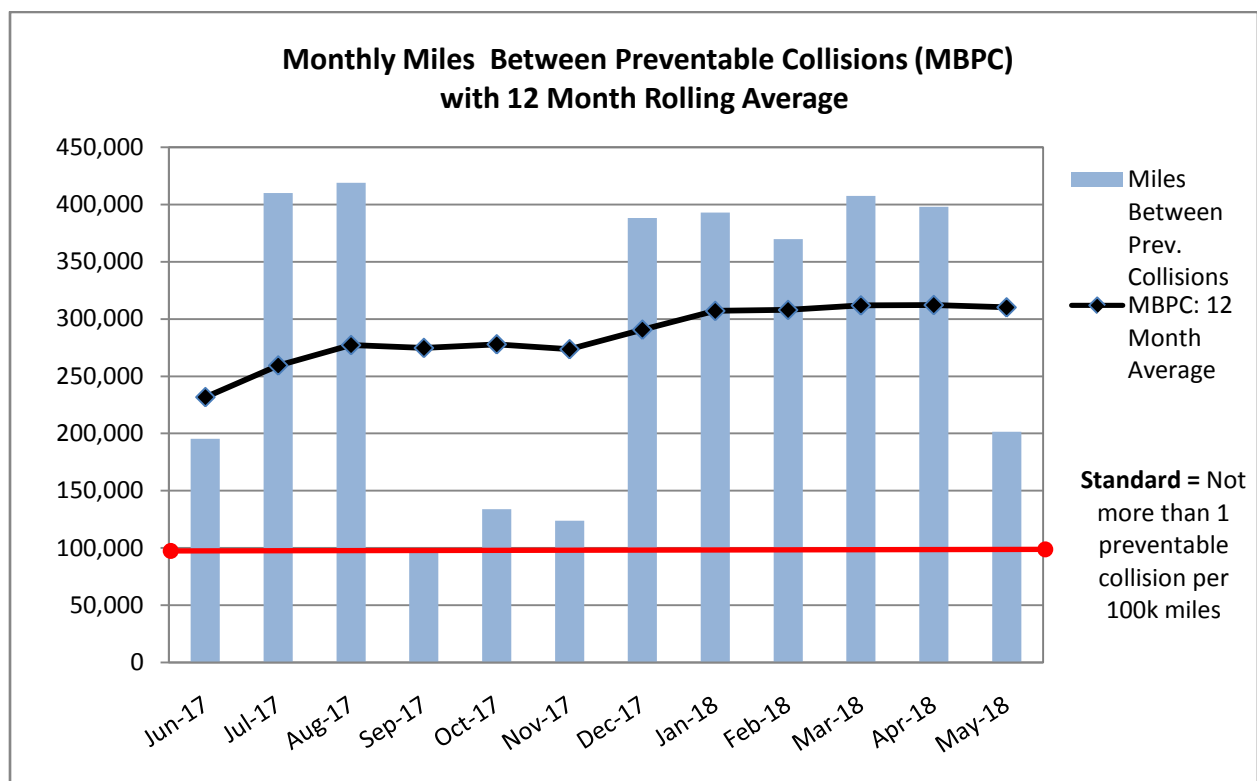
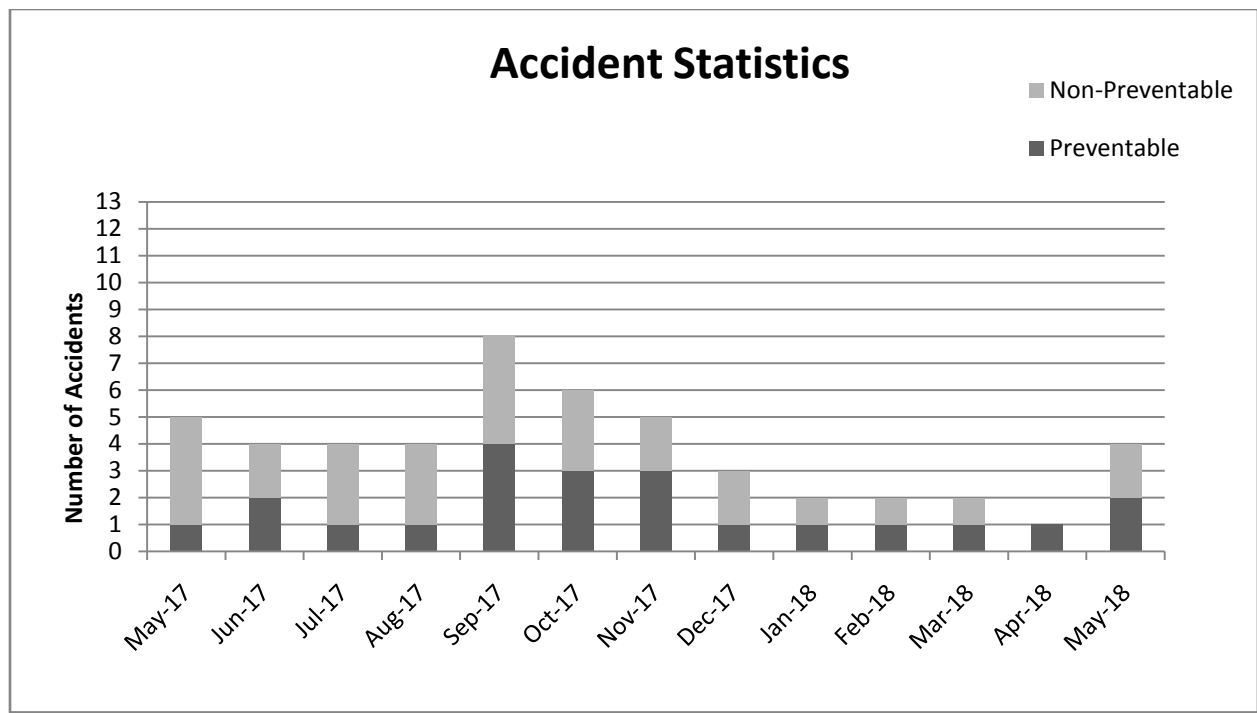
Training

Description	Attendees
Annual Coach Operator Verification of Transit Training	13
Maintenance Safety Training: Shoulders, Accident Causes, Hand struck Safety	14
Post Accident/Incident Re-training	2
Coach Operator Return to Work Training	2
National Transit Institute: Leading as a Mid-Manager in Today's Public Transportation Environment	1
Forklift Re-Certification Training	2
Harassment Prevention Training for Transit Employees	13
In-service training: 2018 YALE forklift familiarization training	3
Libert Cassidy Whitmore: Workplace Bullying	11
Alliance Career Training Solution: Excel Level 1	1
American Red Cross: Adult/Pediatric First Aid/CPR/AED	1

Risk Management

Description	May 2018 Preventable		May 2017 Preventable	
	Yes	No	Yes	No
POV Vehicle hits MST Vehicle	0	2	0	4
MST bus hit stationary object	2	0	1	0
TOTAL	2	2	1	4

During the month of May there were two occurrence of a bus making contact with a stationary object that were considered "preventable."



Customer Service Update – May 2018

Customer Service Update – May 2018

Service Report Type	MST	Other Provider *	# of valid reports	% of reports received**	May 2017	% of reports received**
ADA Compliance	1	0		1.6%	1	1.4%
Agency Policy	0	0		0.0%	0	0.0%
Bus Stop Amenities	1	0		1.6%	2	2.7%
Carried By	0	0		0.0%	0	0.0%
Discriminatory behavior by employee	1	0		1.6%	0	0.0%
Early Departure	2	0		3.2%	3	4.1%
Employee Other	3	0	1	4.8%	0	0.0%
Facilities Vandalism	0	0		0.0%	1	1.4%
Fare / Transfer Dispute	0	0		0.0%	4	5.4%
Full Bus / Left Behind	0	0		0.0%	0	0.0%
Harassment by Employee	0	0		0.0%	0	0.0%
Improper Driving	4	4	2	12.9%	11	14.9%
Improper Employee Conduct	4	0		6.5%	9	12.2%
Inaccurate Public Information	1	0		1.6%	3	4.1%
Late Arrival	4	4	5*	12.9%	0	0.0%
Late Departure	0	0		0.0%	0	0.0%
No Show	1	3	2*	6.5%	14	18.9%
Off Route	0	0		0.0%	2	2.7%
Overcrowding	0	0		0.0%	1	1.4%
Passed By	5	0	1	8.1%	10	13.5%
Passenger Conduct	2	0		3.2%	0	0.0%
Passenger Injury	0	0		0.0%	0	0.0%
Reasonable Modification	0	0		0.0%	0	0.0%
Request To Add Service	1	0		1.6%	1	1.4%
Request To Reduce Service	0	0		0.0%	0	0.0%
Routing	0	1		1.6%	0	0.0%
Service Animal	0	0		0.0%	0	0.0%
Service Other	6	11	1/8*	27.4%	11	14.9%
Service Schedule	1	2	1/2*	4.8%	0	0.0%
Taxi	0	0		0.0%	1	1.4%
Title VI Complaint	0	0		0.0%	0	0.0%
Unsafe Conditions	0	0		0.0%	0	0.0%
Vehicle Maintenance	0	0		0.0%	0	0.0%
Total reports MST and *Other Provider		62		100.0%	74	100.0%

Employee Compliment
Service Compliment

4

3
0

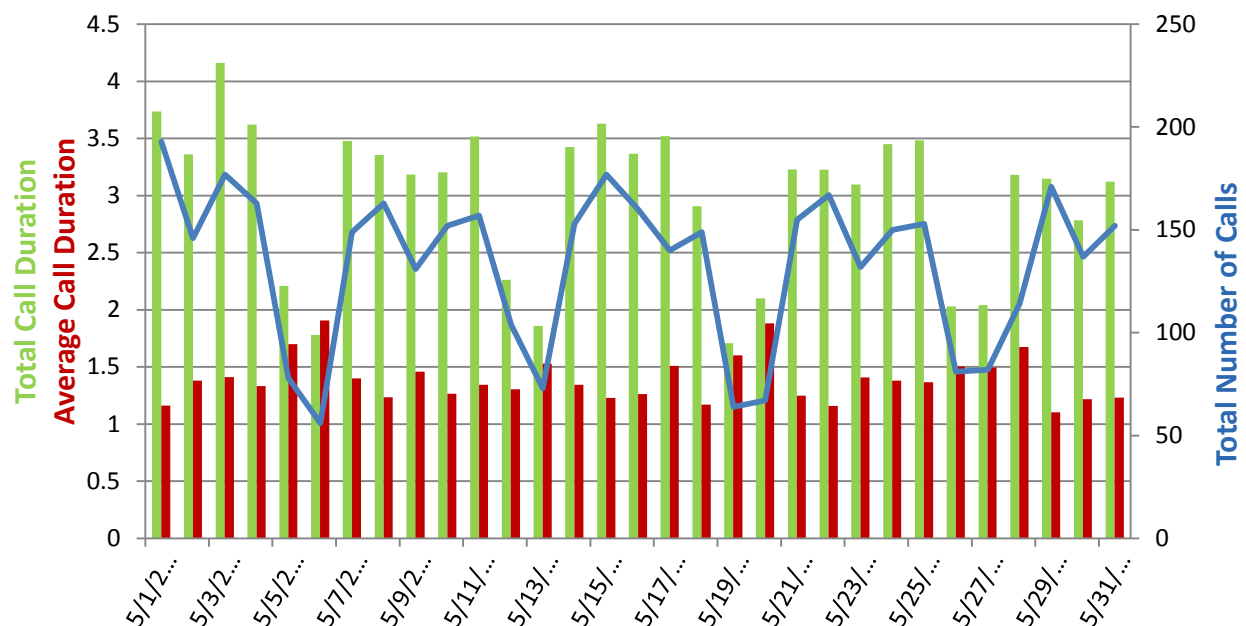
*Operated by MV Transportation or taxi provider

**Numbers may not add up exactly due to rounding

Customer Service Call Center Report:

During the month of May 2018, MST received a total of 4,146 calls which lasted a total of 93 hours and 10 minutes. The average call duration was one minute and twenty-one seconds (1:21). MST received the most number of calls on Monday, May 1 at 193. Of the total number of calls, 866 were routed to RealTime bus arrival information. Call volume was heaviest during the weekdays and lightest during the weekends, although average call duration spikes on the weekends due to the fact that there are no customer service representatives on duty. Rather, customers are attempting to get information from MST's pre-recorded automated system, which appears to take more time.

Customer Service Call Center Report May 2018



Finance Update – May 2018

General Accounting/Accounts Payable

During the month of May, staff processed timely and accurate payments to vendors, recorded appropriate revenues, and prepared monthly financial reports and analysis. Throughout the month, staff gathered the information necessary to complete the FY19 Budget compilation for adoption by the MST Board at its June meeting.

Payroll

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

Grants

During the month of May, staff started a grant application to the FTA's Low or No Emissions Bus Program. Semi-annual reports were submitted on time for the Low Carbon Transit Operations Program. The monthly invoice to Caltrans for reimbursement on TDA Construction activities was prepared and submitted.

Purchasing

During the month of May, staff worked on a number of procurement and inventory management objectives. Parts staff worked diligently placing orders and managing inventory levels at both CJW and JLW locations. The inventory value for the month of May was \$190,975, which was a 5% decrease over April. MST received approximately 20 of the 25 Gillig buses on order. Approximately 15 were placed into service at month's end. Staff supported the registration process and set up of the assets in our management software. Staff is also working on the transition of the Parts Department to our newly renovated TDA location.

Information Technology Update –May 2018

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

Staff monitored the Trapeze Group Enterprise Asset Management (EAM) vehicle maintenance system. Staff continued to support the users of the Serenic Navision accounting/payroll system. Staff monitored the functionality of the customer service database. Staff monitored and reconfigured the WiFi systems installed on 15 buses used on the commuter routes.

Staff worked with Giro and MST staff in the ongoing implementation of the latest modules in the Hastus system.

Staff worked with vendors and MST departments relating to the nearly completed remodel of the Monterey Bay Operations and Maintenance Facility (TDA) site.

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

Staff monitored and configured the AT&T-managed Voice-Over-Internet Protocol (VOIP) telephone system. Staff worked with AT&T regarding the VOIP telephone system installations at the 1 Ryan Ranch Road and 15 Lincoln Avenue locations.

Staff continued to support other MST staff members as needed, proactively ensuring that all were supported fully with their IT requirements.

Marketing Update – May 2018

RealTime Usage:

2017	Text	RealTime Phone	CSR Phone	App Sessions	App Users
July+	177	*	2,364**	*	*
August	3,959	1,332	4,463	70,282	4,552
September	5,297	1,379	4,614	99,289	4,919
October	6,168	1,306	3,769	112,114	5,381
November	5,805	1,321	4,278	107,642	4,932
December	5,956	1,212	3,913	86,928	4,615
2018					
January	5,520	1,193	4,013	99,050	4,711
February	5,536	1,290	4,028	118,088	4,999
March	5,758	961***	4,259	115,521	4,994
April	7,101	751	4,112	129,201	5,451
May	7,551	886	4,146	121,831	4,638

Notes:

- * RealTime was launched July 24, 2017.
- * RealTime phone and Transit App usage is not available for July 2017.
- ** Due to an AT&T system glitch, there was no phone data recorded from July 20-31 even though calls were received.
- *** The number of MST RealTime phone calls received during the month of March 2018 was below average. This irregularity was a result of the RealTime phone system being unavailable due to a lost data connection March 17-20. During these four days, there were no RealTime phone calls received. The average daily number of calls received through the RealTime phone system was 31 during the month of March.

Published news stories include the following: “Highway 1 is Expected to Reopen its Full Big Sur Scenic Route in September” (*SF Station - San Francisco’s City Guide*,

5/10/2018), "Time Travels. More help is on the way to get seniors and disabled residents moving in Monterey County." (*Monterey County Weekly*, 5/17/2018), "It's All About the Ride: Panelists Discuss Strategies for Sustaining and Building Ridership" (*Passenger Transport*, 5/18/2018), "Letters to the Editor – Ride On" (*Monterey County Weekly*, 5/24/2018), "Visitor's Bureau Partners with Aquarium to Practice Sustainability" (*Monterey Herald*, 5/29/2018), "Monterey County Convention and Visitors Bureau Announces Launch Of Sustainable Moments Collective" (*Cision PR Newswire*, 5/30/2018)

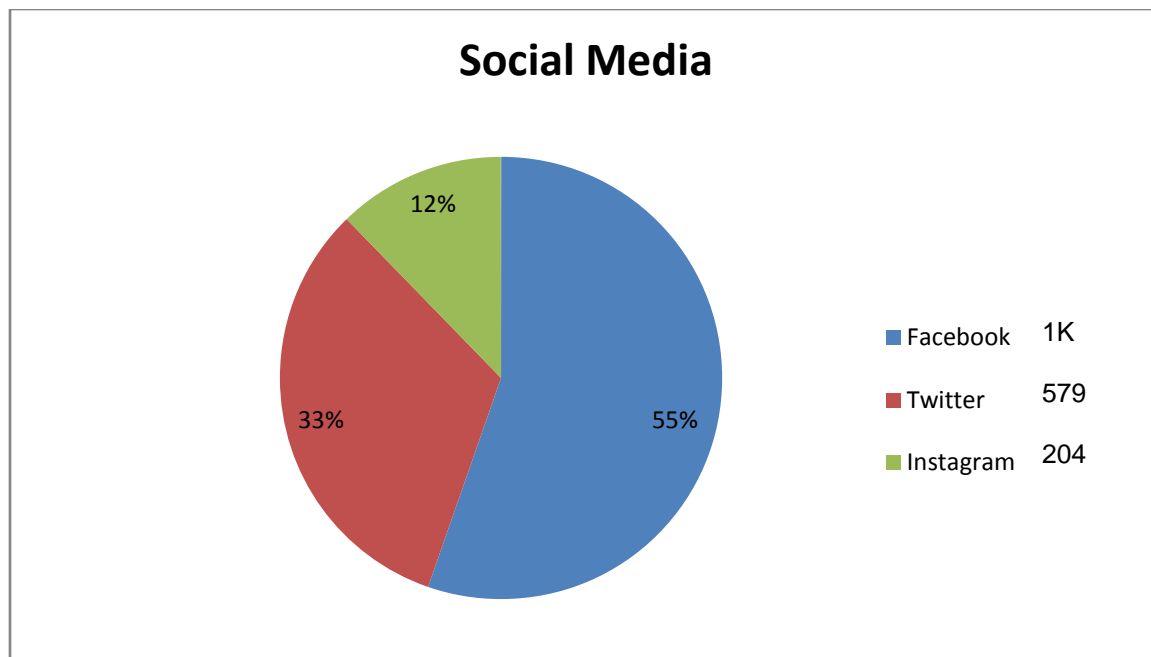
Press releases sent include "MST Bus Service on Memorial Day" (5/23/2018)

Marketing activities: Staff continued to plan for the Monterey Bay Operations and Maintenance Facility (TDA) ribbon-cutting event; staff designed the faceplate and front panel for four new military bus pass vending machines; staff made updates to the RealTime brochure; staff began work on a public relations media kit; staff made minor revisions to mst.org and created posts for Facebook, Twitter, and Instagram.

Community outreach: staffed information booth at Take It Outside in Salinas; staffed information booth for the Amgen Tour in King City; staffed information booth for Salinas Valley Fair in King City; staffed information booth at the Interim Health Fair in Salinas; staffed information booth at Rancho Cielo Job Fair in Monterey; staffed information booth at MOPC Farmers Market in Monterey.

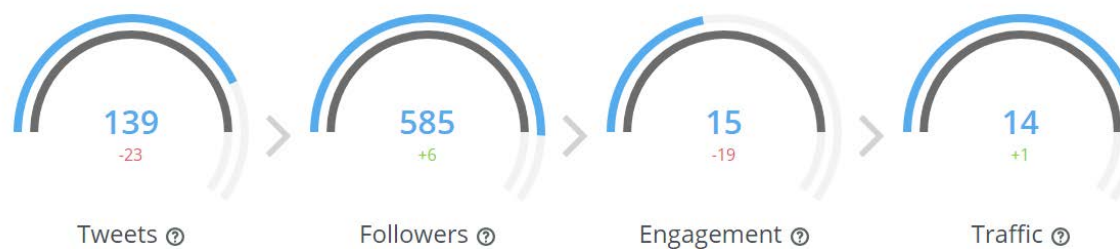
Presentations: presented to students from Hartnell College in Salinas; presenting to participants attending the CHP Age Well, Drive Smart workshop in Monterey.

Collaborative/Committees: attended HOME Collaborative meeting in Watsonville; attended S.C.O.R.E collaboration meeting in Camphora; completed the distribution of the FREE Summer Youth Passes.



Overview by Social Media Platform:

Twitter



Facebook



Instagram



Notes: On Twitter, "following" someone means that you will see their tweets (Twitter updates) in your personal timeline. Twitter lets you see who you follow and also who is following you. Followers are people who receive other people's Twitter updates.

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

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

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

Planning Update – May 2018

During the month of May, staff continued to monitor the revenues and expenses for the military partnerships and visited the Presidio approximately one day each week to assist with the program. Revenues received from the federal transit benefit have stabilized and increased during recent months so that revenues are matching expenses and have fully made up for previous losses. Staff has been actively advocating for this program during its Congressional visits to ensure that it continues with the comprehensive tax reform bill that was passed in December 2017. As such, staff will continue discussions with the Presidio to reevaluate the program with some expansions possible for the future.

Staff worked with the Presidio on identifying locations for new bus stop shelters, which have been delivered from the supplier. The Presidio staff is working on the required site work to allow installation of the shelters. As reported in February, only one new shelter had been installed at one of the higher ridership stops. Staff also collected comprehensive ridership information at the request of the Presidio. This information will be used to better deliver transportation throughout the base.

Staff also began working with Ventek, the ticket vending machine manufacturer, to replace the existing on-base vending machines. The old machines have experienced multiple issues and maintaining them has outweighed their usefulness.

In May, staff held a stakeholder meeting for the Bus Operations on Highway 1 Shoulders and the Monterey Branch Line Feasibility Study with Caltrans, CHP, AMBAG, TAMC, and affected cities. Staff presented the Draft Study to the stakeholders and asked for comments by June 15.

In May, the Federal Transit Administration provided a letter with concurrence that the National Environmental Policy Act (NEPA) Categorical Exclusion for the South County Operations and Maintenance Facility was appropriate. After receiving draft Conditions of Approval from King City staff in early May, MST staff met with King City to review and make mutually agreed upon changes.

In May, staff continued to gather data in support of the Salinas Valley Express Transit Corridor Study with consultant staff from Fehr and Peers. The study will review options for faster transit service along the US 101 corridor between King City and Salinas.

In May, staff met again with CSUMB staff to plan for the academic year 2018/19. Every spring, MST and University staffs meet to plan CSUMB routes and appropriate levels of service for the next school year within funding constraints.

Staff also met with a group of local jurisdictions, non-profits, and Pinnacles National Park staff, known as the Pinnacles Gateway Partners. Issues of transit and traffic were discussed.

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

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Thomas Walters & Associates, Inc.
Washington, D.C.

June 28, 2018

TO: Carl Sedoryk

FROM: Don Gilchrest

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

Budget

House and Senate leaders are continuing to implement a strategy of packaging together several of the individual appropriations bills into “minibuses” to expedite consideration and maintain the momentum on funding measures. The Senate passed H.R. 5895 on June 25, which includes the Energy-Water, Legislative Branch and Military Construction-VA bills. This will allow the legislation to move to conference committee negotiations to be reconciled with the House-passed version of the package. This pace of work is a significant improvement compared to recent years when Congress has struggled to get any appropriations bills enacted before the start of the new Federal fiscal year on October 1.

Floor votes are planned for most of the other appropriations bills this summer. In general, appropriators are rejecting the program eliminations or major reductions proposed by the President in his budget submission to Congress, which has been key to minimizing some of the partisan differences in these debates. However, the process could slow down significantly as conferees sort through numerous policy riders that have been added to the bills. Since the appropriations measures are seen as some of the few “must-pass” bills remaining in the 115th Congress, the end-game negotiations could be extensive.

Transportation Appropriations

The House Appropriations Committee approved H.R. 6072, the *FY 2019 Transportation and Housing and Urban Development Appropriations (THUD) Act* on May 23. The Senate Appropriations Committee approved its version of the bill as S. 3023 on June 7. The transportation measure is an excellent candidate for floor consideration this summer in both the House and the Senate, possibly as part of a “minibus” package bundled with the Commerce-Justice-Science and Agriculture appropriation bills. As currently drafted, the bills include:

- FTA Formulas – both the House and the Senate versions would fully fund as authorized by the FAST Act with an \$800 million supplement from the general fund.
- Buses – within the formula programs, House would increase bus discretionary grants by \$300 million and the low-emission/no-emission bus program would be increased by \$50

million. The Senate version adds \$209 million to the bus formula program, \$161 million to bus discretionary grants, and \$29.5 million to No/Low Bus grants.

- New Starts/Capital Investment Grants – The House bill would provide \$2.614 billion and the Senate bill \$2.553. This is close to the funding level from last year and significantly more than the \$1 billion included in the President's budget request. MST plans to use this program to fund bus rapid transit projects in the future.
- Build Grants (formerly the TIGER grant program) - The House would fund at \$750 million and the Senate included \$1 billion. This program, which can fund a wide variety of transportation projects, was funded at \$1.5 billion in FY 2018. However, the Administration had proposed it for elimination.

Rescissions Package

The Senate failed to pass H.R. 3, President Trump's proposed budget rescissions package, on June 20, after 50 senators voted against discharging the bill from the Appropriations Committee. The package included rescissions of funds at DOT but did not directly impact MST's funding. Although the Senate Appropriations Committee could still report H.R. 3 to the full Senate for consideration, it is unlikely that the bill will be taken up before the end of the year.

Public Transportation Grants

DOT has been releasing notices of funding availability for the FY 2018 discretionary transportation grant program funding that was enacted in March. FTA released the NOFA for approximately \$366.3 million in FY 2018 competitive grant funding for transit bus projects on June 21. The Buses and Bus Facilities Infrastructure Investment Program can fund the replacement and rehabilitation of buses and related facilities. The application period will close on August 6.

In April 2018, FTA released a notice of funding for up to \$84.45 million in competitive grant funds through the Low or No Emission (Low-No) Bus Program. The Low-No Program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities. The deadline for applications was June 18.

DOT released the NOFA for Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program in April. BUILD Transportation grants will replace the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grant program. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation. The deadline for applications is July 19, 2018.

Lobbying Strategies & Opportunities

We participated in the June 11 MST Legislative Committee meeting to report on the status of your Federal agenda and to advise on potential issues for the remainder of 2018. In addition, we continue regular consultations with MST staff to monitor appropriations bills and other Federal legislation for any impacts on MST or opportunities to advocate your Federal agenda.

TPW:dwg

To: Board of Directors
From: Carl Sedoryk, General Manager/CEO
Subject: State Legislative Update

Governor Brown signed AB 3124 (Bloom) which authorizes the use of three position bike racks on 60-foot articulated transit buses and takes effect on January 1, 2019. AB 3201 (Daly), which would have authorized the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) to fund large-scale zero-emission bus deployments and charging infrastructure, was held in the Assembly Appropriations Committee

We continue to monitor other bills including SB 1119 (Newman) which would allow public transit agencies to more effectively and efficiently utilize their Low Carbon Transit Operations funding shares by waiving the disadvantaged community requirements for certain types of expenditures and SB 1434 (Leyva) would require the California Public Utilities Commission to initiate a ratemaking proceeding that addresses the high cost of electricity as a fuel.

On June 13th I travelled to Sacramento to participate in a public workshop to discuss the Innovative Clean Transit (ICT) proposal to transition all public transit vehicles to zero emission electric technologies by 2040. On June 20th, I travelled to Sacramento to meet with Jack Kitowski, ARB Mobile Source Division Chief, to discuss refinements to the draft ICT proposal. Also that day I met with Governor Brown to discuss SB1 funding and current state of the electric bus industry.

On June 25th state officials announced a ballot proposition that would repeal a new gas tax and vehicle fees earned a spot on the November 6th statewide ballot, garnering more than the 585,407 signatures of registered voters required. The initiative poses a real threat to funding plans to fix the local roads and bridges and sustain public transit programs in Monterey County (See Attachment).

Submitted by 
Carl G. Sedoryk

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California ballot will include gas tax repeal in November



By PATRICK MCGREEVY JUN 25, 2018 | 8:45 PM | SACRAMENTO



Construction crews conduct repairs in San Francisco last year. California voters will get a chance on the November ballot to decide whether to repeal recent increases to the state gas tax and vehicle fees to pay for road repair and mass transit projects. (Justin Sullivan / Getty Images)



Californians will vote in November on a ballot proposition that would repeal a new gas tax and vehicle fees, saddling Gov. Jerry Brown with a final challenge to preserve a key part of his legacy before leaving office.

With polls showing most California voters want to kill the new tax, the initiative poses a real threat that the funding plan pushed by Brown and Democratic legislative leaders to fix the state's roads and bridges won't survive the Nov. 6 election. The measure earned a spot on the statewide ballot Monday, garnering more than the 585,407 signatures of registered voters required, according to a random sample count announced by state officials.

Brown on Monday blasted the initiative and gave a preview of his campaign strategy.

"This flawed and dangerous measure pushed by Trump's Washington allies jeopardizes the safety of millions of Californians by stopping local communities from fixing their crumbling roads and bridges. Just say no," Brown said in a statement.

Brown is up against a campaign financed by national Republican leaders including House Speaker Paul D. Ryan, House Majority Leader Kevin McCarthy of Bakersfield, the California Republican Party and GOP gubernatorial candidate John Cox. Together they spent \$1.7 million to put the initiative on the ballot, and are expected to spend millions more to make sure voters repeal the tax and fees, a campaign they hope will turn out a conservative tide for congressional races.

Cox welcomed the news.

"This is a message to the millions of forgotten Californians ignored by the Sacramento political elite, help is on the way," Cox said in a written statement. "Let this also be a message to every special interest in Sacramento, we're coming for you. You can outspend the people, but you can't outvote the people, because there are more of us than there are of you."

Lt. Gov. Gavin Newsom, a Democrat who is favored over Cox in the race for governor, opposes repeal of the gas tax, saying the money is needed to handle a backlog of road and bridge repairs.

Senate Bill 1, which Brown signed last year, will raise more than \$5 billion annually from a higher fuel tax and a new vehicle registration fee for road repairs and improvement to mass transit systems across the state. Brown, who leaves office in January, recently conceded that "nobody likes the tax, but it's doing stuff," saying it is necessary to keep the state's road system from falling apart.

"What he is fighting for is his legacy, and so I think he would have every reason in the world to put a lot of emphasis on keeping the gas tax in place," said Darry Sragow, a longtime Democratic strategist and publisher of California Target Book, which tracks political contests in the state.

The governor, who last reported \$14.8 million in his campaign account available to fight repeal, has already begun offering his defense of the higher tax at press conferences throughout the state where he has announced the start of projects that they have made possible.

In late May, he visited Torrance to highlight construction of a transit terminal. Brown called the repeal effort "crazy" and said the rejection of the tax would mean trouble for California.

"If you say no, what? We are just going to go back to congestion, call a halt to this project, stop the projects for the Olympics?" Brown said. "That is really dumb and I don't believe Californians are going to do that. That's why we want to vote 'no' on any attempt to repeal and throw back this tax."

The ballot measure that qualified would not only repeal last year's new levies, it also would amend the California Constitution to require voter approval for future gas tax increases.

Brown argues that a large backlog of road and bridge repairs require additional money. SB 1 raised the state gas tax by 12 cents per gallon and boosted the diesel fuel tax by 20 cents per gallon. The measure also created a new, annual vehicle fee ranging from \$25 for cars valued at less than \$5,000, to \$175 for cars worth \$60,000 or more.

Los Angeles Mayor Eric Garcetti appeared with Brown in Torrance, and he and leaders of other cities are expected to play prominently in the anti-repeal campaign, telling voters that potholed roads and crumbling bridges in their communities need the influx of dollars provided by the new tax and fees. A portion of the billions raised by the fees will go toward expansion of the Los Angeles County Metropolitan Transportation Authority's bus and rail systems.

"If you want to pay for more popped tires, realigned axels, you want to see our roads continue to deteriorate, go ahead and repeal SB 1," Garcetti said. "But we all know like with our houses, if we don't fix the leak we are going to be paying a lot more in the future."

Opponents of the gas tax complained this week that the state and local governments have been abusing taxpayer funds by putting up signs along roads throughout the state touting the construction made possible by SB1, but state officials say such signs have been a common sight for decades.

City transit officials plan to demonstrate to voters that the money is being well spent on real road projects.

"I think in part our responsibility to the taxpayers is to shine a bright spotlight on the improvements that these dollars are making in communities every day already," said Carolyn Coleman, executive director of the League of California Cities.

Repeal, she said, "would mean the loss of important and scarce resources to make the long overdue improvements in our streets and roads and bridges and easing traffic congestion."

But the pro-repeal forces are likely to begin the campaign with favorable odds. Scrapping the higher tax and fees was supported by 51% of registered voters in the state, according to a USC Dornsife/Los Angeles Times statewide poll last month.

With billions of dollars at stake, both sides are planning big-budget campaigns. The gas tax is supported by the Coalition to Protect Local Transportation Improvements, which reported \$5.1 million in campaign donations as of May 19.

Some of that went to support Proposition 69, which was approved by voters on the June 5 ballot, and requires gas-tax money to go to transportation projects.

Much of the money raised so far by the main campaign for the initiative has gone to signature gathering, with big contributions from the California Republican Party and GOP leaders.

Republicans see the gas tax as a defining issue for congressional and state legislative candidates in the November election, with hopes it will also draw more conservative voters to the polls.

“The Republicans want this as a way to get out the vote,” said Tony Quinn, a former Republican political consultant.

Sragow said Republicans will work to make the debate over repeal a fight with Brown, but he said backers of the tax need to build on a broad coalition of labor and business to show the benefits of the money to the lives of working Californians.

It is notable that Republicans and big business are on opposite sides of the measure even though they traditionally are allies on tax issues, Sragow said. That, coupled with the money business can raise, could help save the gas tax, he said.

A second group supporting repeal, Reform California, reported \$1 million in its treasury as it launches a campaign. The group said it has momentum after voters recalled state Sen. Josh Newman from office on June 5 over his vote to raise the gas tax, said Carl DeMaio, chairman of Reform California.

“We are wasting no time in launching our efforts for the repeal phase of the campaign to ensure we are victorious in November,” said DeMaio, a conservative radio talk show host and former San Diego City Council member.

The group opposing repeal, Fix Our Roads, has a multi-faceted message, arguing that doing away with the increased gas tax and fees would jeopardize public safety by preventing the state from fixing roads in “poor” condition, and more than 1,600 bridges and overpasses that are structurally deficient and unsafe.

The campaign will warn that repeal would stop or threaten more than 5,000 transportation improvement projects already underway. Opponents of repeal also say it would make traffic congestion worse and cost motorists more in the long run by requiring car repairs from damage suffered on bad roads.

Sragow, who has known Brown for years, said he thinks the governor will come out swinging.

“He doesn’t shy away from a fight,” Sragow said. “Nobody can scare Jerry Brown. The fact that a bunch of Republicans from other parts of this country are looking at this place as a battleground for things that have nothing to do with California will incense Jerry Brown.”

8:45 p.m.: This article was updated with information about Lt. Gov. Gavin Newsom’s stance on the issue.

This article was originally published at 2:20 p.m.



June 19, 2018

To: Carl Sedoryk

From: Deanna Smith – Compliance Analyst

Subject: TRIP REPORT – May 2018

On May 8-10, I attended the annual Federal Transportation Administration (FTA) Drug and Alcohol Program National Conference in Ft. Lauderdale, Florida. This annual conference provides valuable training, guidance, and support for public transit drug and alcohol program managers and other transit agency staff who are responsible for implementing the Department of Transportation's (DOT) drug and alcohol program (Program) regulations in the workplace.


I attended the following sessions during the three-day conference:

- Advanced Drug and Alcohol Program Manager
- Common Drug and Alcohol Program Manager Mistakes and Scenarios
- DOT Test Refusals
- Employee Onboarding under Part 655
- New Synthetic Opioids Add to Part 40 and Their Effects on Rx/OTC
- ODAPC: Part 40 Compliance
- Q&A with the Experts
- Reasonable Suspicion Testing Determination: Train the Trainer Course
- Transit Trainer's Toolbox
- Transportation Drug and Alcohol Testing Discussion

As of January 1, 2018, DOT updated its 5-panel testing program, adding hydrocodone, hydromorphone, oxycodone, and oxymorphone to the panel of drugs formerly categorized as "opiates" and renamed this group "opioids". Many of these drugs are legally prescribed, and their addition required agencies to update their policies and inform their employees of the changes. Several of the sessions attended addressed the implications of the new testing panel and discussed recommended best practices to help educate and integrate the revisions in the workplace.

The Reasonable Suspicion Testing Determination session was a train-the-trainer course. This session covered all of the required elements of a compliant reasonable suspicion training and provided information on other tools and best practices to develop and deliver the trainings in-house.

DOT's drug and alcohol program has been largely successful as a deterrent to illegal drug use and alcohol misuse in the workplace. The education and training received at the conference is invaluable in maintaining and improving MST's Program to ensure the safety of our riders.

Prepared by: 
Deanna Smith

Reviewed by: 
Carl G. Sedoryk



June 19, 2018

To: Robert Weber – Chief Operation Officer
From: Alvin Johnson, Contract Transportation Supervisor
Subject: **TRIP REPORT – May 2018**

From May 5th through 9th, 2018, I traveled to Tampa, Florida to attend the APTA Bus & Paratransit Conference. While at the conference I attended several sessions and meetings relevant to public transit operations, Paratransit service, and administration to include;

- 1) Where Are All the Bus Operators?: A group of panelist discussed a variety of tools and ideas, on how to recruit bus operators. Topics included, improving employee communication with mobile and tablet applications; improving the recruiting and on boarding process to build a sustainable workforce; and how changing metrics can change a culture.
- 2) Mid-Level Manager Workshop: Leading with Dignity: This interactive workshop provided attendees with an approach to engage employees from a stance of honoring dignity, as they address difficult employee issues and navigate complex relationships and the “problems of living and working” that commonly arise in today’s workplace.
- 3) New Ways for Enhancing Bus Safety and Operations: Panelist discussed new research and emerging technologies that have brought forward new ideas for workstations, operator vision and enhanced bus operations to improve outcomes of accident reduction, operator health, and mitigation of assaults.
- 4) NTI Training: Leading as a Mid-Level Manager in Today’s Public Transportation Environment: Topics included: Leadership Skills – Success today requires mid-managers to be leaders more than managers. Time Management – In doing more with less, how to manage one’s time to succeed. Emotional Intelligence – An introduction as to why emotional intelligence or self-leadership can be more important than the knowledge one has acquired.
- 5) General Session(s): Key Note Gabe Klein, (Special Venture Partner, Fontinalis Partners). Mr. Klein brought a unique perspective on the future of transportation, from the design of city streets, to taking a multi-modal approach the future of transportation.

PREPARED BY: Ann Johnson



June 27, 2018

To: Carl Sedoryk

From: Hunter Harvath, Assistant General Manager

Subject: TRIP REPORT – May 2018


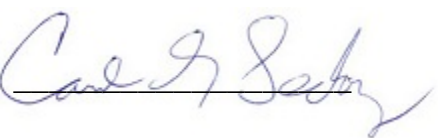
From May 5th through 9th, I traveled to Tampa, Florida, to participate in the American Public Transportation Association's 2018 Bus & Paratransit Conference. While at the conference I attended both the Bus display as well as the transit products and services showcase. I was also a featured speaker at the closing general session: Strategies for Sustaining and Building Ridership. In addition, I attended other sessions during the conference, including:

- APTA Bus Rapid Transit Council
- Transit Oriented Development and Economic Development (with BRT in mind)
- Federal Transit Administration Update
- Design with Bus Transit in Mind
- Fare Collection
- Internship and Apprenticeship Programs: Strategies, Stories & Successes

From May 21 through 23, I traveled to Sacramento to participate in the California Transit Association's 2018 Spring Legislative Conference. In addition to the State Legislative Committee, I attended the following sessions:

- Presentation by Laurie Berman, Director – California Department of Transportation
- Transit Funding in Crisis: The SB1 Repeal
- Zero-Emissions Fleets: Bringing Vision to Fruition
- Addressing New Mobility Trends
- State Legislative Update

While in Sacramento, I also participated in a lobby day with advocates of Zero-Emission buses, during which I visited with several state legislators and/or their staff members.

PREPARED BY:  REVIEWED BY: 

June 9th, 2018

To: Carl Sedoryk, General Manager/CEO; MST Board of Directors

From: Mike LeBarre, City of King

Subject: Trip Report CTA 2018 Legislative Conference, Sacramento, California

I attended the California Transit Association (CTA) annual conference in Sacramento, CA. from May 22nd thru the 23rd 2018. The focus this year was on the SB1 repeal efforts, implementation of zero-emission technology, new mobility trends, and a legislative update. MST general manager and chair of CTA, Carl Sedoryk, gave the opening remarks.

The sessions were timely to the concerns we face regarding funding, specifically the SB1 repeal effort. It was a straight forward discussion on how this would significantly reduce funding for transit to the detriment of the communities we provide mobility services to.

The zero-emission fleet session gave us an opportunity to hear from transit agencies on the real-world implementation of this technology. The positive and negatives were discussed with many suggestions for our legislator to make it easier for other agencies.

A very interesting talk was given by Adam Cohen regarding new mobility trends which included how autonomous vehicles and app based on demand transit options will integrate into the public transit network.

This was a positive and informative conference that provided transit industry professionals a platform to address concerns, discuss solutions, and give legislative input so we all can more effectively serve our communities.

Submitted by: Mike LeBarre

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