



**Board of Directors Regular Meeting  
March 6, 2017**

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. 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. 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.*

- 3-1. Conference with Labor Negotiators Gov. Code § 54957.6.  
Amalgamated Transit Union (ATU), and MST.  
(D. Laredo, K. Halcon) (No enclosure)

#### **4. RETURN TO OPEN SESSION**

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

#### **5. CONSENT AGENDA**

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

- 5-1. Adopt Resolution 2017-24 recognizing, Elvis Jones, as Employee of the Month for March 2017. (Ben Newman) (Pg.5)
- 5-2. Approve Resolution 2017-25 authorizing MST's General Manager/CEO to execute all required documents of the DRAM Settlement Fund Program. (Michelle Overmeyer) (Pg. 7 )
- 5-3. Minutes of the MST Board Meeting of February 6, 2017. (Jeanette Alegar-Rocha) (Pg.11)
- 5-4. Minutes of the Marketing Committee February 6, 2017. (Jeanette Alegar-Rocha) (Pg.19)
- 5-5. Financial Report – January 2017. (Andrea Williams) (Pg. 23)
- 5-6. Disposal of Property left aboard buses. (Sonia Wills) (Pg. 35)
- 5-7. Claim Rejection-Conrado Geronimo. (Ben Newman) (Pg. 37)
- 5-8. Adopt revised Advertising Policy. (Hunter Harvath) (Pg. 39)
- 5-9. Approve revised Public Hearing Policy. (Lisa Rheinheimer) (Pg. 47)
- 5-10. South County Operations and Maintenance Facility Environmental Analysis. (Lisa Rheinheimer) (Pg. 57)
- 5-11. Approve funds for Compensation and Classifications Study. (Kelly Halcon) (Pg. 61)
- 5-12. Ratify Amalgamated Transit Union Local (ATU) Contract. (Kelly Halcon) (Pg. 63)

- 5-13. Approve Memoranda of Agreement for Marina-Salinas Multimodal Corridor Plan. (Lisa Rheinheimer) (Pg. 65)

End of Consent Agenda

## **6. RECOGNITION AND SPECIAL PRESENTATIONS**

- 6-1. Employee of the Month March – Elvis Jones, Trainer  
(Ben Newman)

## **7. PUBLIC HEARINGS**

- 7-1. Conduct Public Hearing and Adopt FY 2017 Program of Projects  
(Michelle Overmeyer) (Pg. 113)

## **8. ACTION ITEMS**

- 8-1. Approve 2018-2020 Strategic Plan (Carl Sedoryk) (Pg. 115)

## **9. REPORTS & INFORMATION ITEMS**

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

- 9-1. General Manager/CEO Report – January 2017 (Pg. 131)
- 9-2. Washington, D.C. Lobby Report – March 2017 (Pg. 157)
- 9-3. State Legislative Report- January 2017 (Pg. 159)
- 9-4. Staff Trip Reports January 2017 (Pg. 161)
- 9-5. Correspondence (Pg. 165)

## **10. BOARD REPORTS, COMMENTS, AND REFERRALS**

- 10-1. Reports on meetings attended by board members at MST expense.  
(Pg.)
- 10-2. Board member comments and announcements.
- 10-3. Board member referrals for future agendas.

## **12. ATTACHMENTS**

- 12-1. The detailed monthly Performance Statistics and Disbursement Journal for January 2017 can be viewed online within the GM Report at  
<http://mst.org/about-mst/board-of-directors/board-meetings/>

### 13. ADJOURN

**NEXT MEETING DATE:** April 10, 2017

19 Upper Ragsdale Dr., Suite 100, Monterey, CA 93940  
Boardroom First Floor

**10:00 a.m.**

**NEXT AGENDA DEADLINE:** March 21, 2017

*\*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, the Monterey-Salinas Transit will provide written agenda 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 and brief 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](mailto:clerk@mst.org). Taxi-related materials and information are available on [www.mst.org](http://www.mst.org).*



**ELVIS JONES  
MARCH 2017  
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 or her positive and exceptional contribution to his department, MST and to the entire community; and

WHEREAS, Elvis Jones began working at Monterey-Salinas Transit District as a Trainer in August of 2015. He quickly went to work evaluating the training program and making recommendations for enhancing the current training programs; and

WHEREAS, Elvis Jones has demonstrated exceptional training skills and an inquisitive nature to keep seeking knowledge to improve his training techniques and materials. He has recently taken it upon himself to go back to school to obtain not only his Bachelor of Science degree but also a Risk Management Certificate during his off time from work; and

WHEREAS, Elvis Jones has taken over the coordination of the monthly Maintenance tailgate meeting coordination and worked on updated the training videos and presentations for their meetings. He recently took on the task of completing a fall protection guideline/program for the maintenance department; and

THEREFORE, BE IT RESOLVED, that the Board of Directors of Monterey-Salinas Transit recognizes Elvis Jones as Employee of the Month for March 2017; and

BE IT FURTHER RESOLVED that Elvis Jones is to be congratulated for his excellent work at Monterey-Salinas Transit District.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT PASSED AND ADOPTED RESOLUTION 2017-24 this 6<sup>th</sup> day of March, 2017.

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Tony Barrera  
Chairperson

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Carl G. Sedoryk  
Secretary

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To: Board of Directors  
From: Michelle Overmeyer, Grants Analyst  
Subject: Resolution 2017-25 DRAM Settlement Fund Program

**RECOMMENDATION:**

Approve Resolution 2017-25 authorizing MST's General Manager/CEO to execute all required documents of the DRAM Settlement Fund Program.

**FISCAL IMPACT:**

\$150,000 in State grant funds to pay for leading edge technology and software that would have a significant impact on enabling new and improved local government operational capabilities. No MST funds would be required.

**POLICY IMPLICATIONS:**

Your Board must authorize the filing of the grant application, requesting up to \$150,000 from Cy Pres Funds, the legal entity overseeing the settlement funds.

**DISCUSSION:**

The DRAM Settlement Fund is the result of settlements obtained by the Attorney General of the State of California in the *Dynamic Random Access Memory (DRAM) Antitrust Litigation Master File No. M-02- 1486-PJH*. The lawsuits alleged price-fixing of DRAM chips manufactured by the Settling Defendants during the period of January 1, 1998 and December 31, 2002.

The Attorney General has directed Cy Pres to oversee the allocation of settlement funds to eight geographically diverse California government entities. Cy Pres is soliciting proposals for projects that would have a significant impact on enabling new and improved local government operational capabilities. MST would submit a proposal seeking funds to purchase and install electronic hardware and software to support the Intelligent Transportation Systems (ITS) and general security of MST's system.

To apply for these funds, your Board must approve the attached resolution which 1) agrees to comply with all conditions and requirements set forth within the DRAM Settlement Fund program, and 2) authorizes the General Manager/ CEO to execute all required documents of the program.

ATTACHMENT: Resolution 2017-25

PREPARED BY  REVIEWED BY   
Michelle Overmeyer Carl G. Sedoryk

**RESOLUTION 2017-25**

**RESOLUTION OF THE MONTEREY-SALINAS TRANSIT BOARD OF DIRECTORS  
AUTHORIZING SUBMITTAL OF APPLICATION(S) FOR ALL DRAM SETTLEMENT  
FUND PROGRAM GRANTS FOR WHICH MONTEREY-SALINAS TRANSIT IS  
ELIGIBLE**

WHEREAS, The Attorney General's Office has engaged Harry M. Snyder to act as the neutral fund administrator (Cy Pres Fund Administrator) for the DRAM Settlement Fund.

WHEREAS, in furtherance of this authority the Cy Pres Fund Administrator is required to establish necessary procedures governing the application, awarding and management of its grants; and

WHEREAS, the purpose of the grant program is support California government entities to utilize leading edge technology and software that would have a significant impact on enabling new and improved operational capabilities; and

WHEREAS, Monterey-Salinas Transit is an eligible applicant with an eligible project to purchase and install electronic hardware and software to support the Intelligent Transportation Systems and general security of MST's system; and

WHEREAS, Cy Pres requires documentation of support of grant proposals from authorizing governing bodies.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit authorizes the submittal of application(s) to the DRAM Settlement Fund program for all grants for which Monterey-Salinas Transit is eligible.

BE IT FURTHER RESOLVED that the General Manager/CEO, or his designee, is hereby authorized and empowered to execute on behalf of Monterey-Salinas Transit all grant-related documents, including, but not limited to, applications, payment requests, agreements, and amendments necessary to secure grant funds and to implement the approved grant project.

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PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT this 6<sup>th</sup> day of March 2017 by the following vote:

AYES:

NOES:

ABSENT:

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**MST BOARD OF DIRECTORS**

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

**MINUTES**  
**February 6, 2017**

**1. CALL TO ORDER**

1-1. Roll Call.

1-2. Pledge of Allegiance.

Chair Barrera called the meeting to order at 10:00 a.m. Roll call was taken and the pledge of allegiance followed led by Director Albert.

1-3. Review Highlights of the agenda.

Mr. Sedoryk reviewed the highlights of the agenda.

1-4. Conduct Swearing Ceremony for new board members.

Directors Luis Alejo for the County of Monterey and Anna Velazquez for the City of Soledad were sworn in by Chair Barrera.

|                 |                    |                                   |
|-----------------|--------------------|-----------------------------------|
| <b>Present:</b> | Luis Alejo         | County of Monterey                |
|                 | Tony Barrera       | City of Salinas                   |
|                 | Robert Bonincontri | City of Gonzales                  |
|                 | Dan Albert         | City of Monterey                  |
|                 | Carolyn Hardy      | City of Carmel-by-the-Sea         |
|                 | Mike LeBarre       | City of King                      |
|                 | Kristen Clark      | City of Del Rey Oaks              |
|                 | Ken Cuneo          | City of Pacific Grove             |
|                 | Frank O'Connell    | City of Marina                    |
|                 | David Pacheco      | City of Seaside                   |
|                 | David Pendergrass  | City of Sand City                 |
|                 |                    |                                   |
| <b>Absent:</b>  | Leah Santibañez    | City of Greenfield                |
| <b>Staff:</b>   | Carl Sedoryk       | General Manager/CEO               |
|                 | Hunter Harvath     | Asst. GM/Finance & Administration |
|                 | Michael Hernandez  | Asst. GM/COO                      |
|                 | Kelly Halcon       | Director of HR & Risk Management  |

|                       |   |
|-----------------------|---|
| Lisa Rheinheimer      | Director of Planning and Development    |
| Andrea Williams       | General Accounting & Budget Manager     |
| Mark Eccles           | Director of Information Technology      |
| Tom Hicks             | Mobility Services Manager               |
| Robert Weber          | Director of Transportation Services     |
| Alvin Johnson         | Contract Transportation Supervisor      |
| Deanna Smith          | Compliance Analyst / Deputy Secretary   |
| Michelle Overmeyer    | Grants Analyst                          |
| Sandra Amorim         | Purchase Manager                        |
| Jeanette Alegar-Rocha | Executive Assistant /Clerk to the Board |
| Eva Perez             | Office Administrator                    |
| Dave Laredo           | De Lay & Laredo                         |
| Miriam Gutierrez      | Customer Service Representative         |

**Public:** Chris Chidlaw  
Phil Wellman  
Linda J. Gonzales  
Javier Gomez  
Ken Walker  
J.R. Burke  
Don Parslow

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

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

None

## **3. CLOSED SESSION AGENDA**

MST General Counsel, Dave Laredo, announced the Closed Session items and Chair Barrera moved to Closed Session.

Public Comment – none

- 3-1. Conference with Real Property Negotiators, Gov. Code § 54956.8. (19 Upper Ragsdale Dr., Suite 110, Monterey, CA. Parcel # APN 259-184-002). Agency negotiators Carl Sedoryk, Hunter Harvath, MST. Negotiating party James Pinckney, Jr., seller. Purchase Price: \$318,725. (Hunter Harvath) (No Enclosure)
- 3-2. Conference with Real Property Negotiators, Gov. Code § 54956.8: (Parcel # APN 002-164-035) (Hunter Harvath)
- 3-3. Conference with Labor Negotiators Gov. Code § 54957.6. Amalgamated Transit Union (ATU), and MST. (D. Laredo, K. Halcon) (No enclosure)



#### **4. RETURN TO OPEN SESSION**

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

**Upon return from closed session, Mr. Laredo reported that MST staff provided an update on item 3-1. Director Albert made the motion to approve staff's recommendation for the purchase of real property Parcel # APN 259-184-002 at the purchase price of \$318,725 and was seconded by Director Hardy. The motion unanimously passed with one abstention from Director Alejo.**

**Mr. Laredo reported that MST staff and general counsel provided a status report on items 3-2 and 3-4. The board provided direction to staff but no reportable action was taken.**

#### **5. CONSENT AGENDA**

- 5-1. Adopt Resolution 2017-18 recognizing Jose De Jesus Rueles, Entry Level Mechanic, as Employee of the Month for January 2017. (Mike Hernandez)
- 5-2. Adopt Resolution 2017-19 recognizing Ruben Cano, Jr., Coach Operator, as Employee of the Year 2016. (Robert Weber)
- 5-3. Adopt January Retirement Resolution 2017-20, Danny Alvarado, Coach Operator. (Robert Weber)
- 5-4. Adopt Resolution 2017-21 recognizing Isamar Velazquez, Customer Service Representative, as Employee of the Month for February 2017. (Sonia Wills)
- 5-5. Minutes of MAC Meeting November 30, 2016. (Kevin Allshouse)
- 5-6. Minutes of the Legislative Committee on December 12, 2016. (Jeanette Alegar-Rocha)
- 5-7. Minutes of the MST Board Meeting on December 12, 2016. (Jeanette Alegar-Rocha)
- 5-8. Minutes of the MST Board Corporation Meeting on December 12, 2016. (Jeanette Alegar-Rocha)
- 5-9. Minutes of the MST Board Meeting and Strategic Planning Workshop on January 9, 2017. (Jeanette Alegar-Rocha)
- 5-10. Financial Report – November and December 2016. (Andrea Williams)

- 5-11. Disposal of Property left aboard buses- November. (Sonia Wills)
- 5-12. Claim Rejections – (Benjamin Newman)
- 5-13. MST May 2017 Board Meeting date change- (Carl Sedoryk)
- 5-14. Award contract to CALSTART for System-wide Fleet Analysis (Michelle Overmeyer)
- 5-15. Authorize Purchase of Printer/Encoder Machine (Michelle Overmeyer)
- 5-16. Receive Public Review of 2017-2020 Title VI Draft Public Participation Plan (Deanna Smith)
- 5-17. Receive results of FY 2014 – 2016 FTA Triennial Review (Hunter Harvath)
- 5-18. Adopt Resolution 2017-22 to authorize MST participation in ERMA (Kelly Halcon)
- 5-19. Adopt Resolution 2017-23 to recognizing Lisa Rheinheimer, Director of Planning and Marketing for MST Management Excellence Award (Carl Sedoryk)
- 5-20. Authorize AECOM Contract Extension (Michael Hernandez)
- 5-21. Receive FY2017 Committee Assignments (Carl Sedoryk)

**Director Velazquez commented that consent item 5-8 needed a correction to remove Pat Stephens from the list of those present at the December 12, 2016 board meeting.**

**Director Pendergrass made the motion to approve all items on the consent agenda and was seconded by Director LeBarre. The motion passed unanimously.**

## **6. RECOGNITION AND SPECIAL PRESENTATIONS**

- 6-1. Employee of the Month, January – Jose De Jesus Rueles, Entry Level Mechanic, (Michael Hernandez)

**Mr. Rueles was not in attendance for the presentation.**

- 6-2. Employee of the Year 2016- Ruben Cano, Jr., Coach Operator, (Robert Weber)

**Mr. Cano was not in attendance for the presentation. Mr. Sedoryk thanked Mr. Cano for four consecutive years of perfect attendance no preventable accidents, no verified complaints and an on time performance exceeding 90%.**

- 6-3. 2016 Management Excellence Award - Lisa Rheinheimer, Director of Planning and Marketing, (Carl Sedoryk)

**Mr. Sedoryk recognized Lisa Rheinheimer for her positive contribution to MST and the community. The MST Board and Staff congratulated and thanked Lisa Rheinheimer for her excellent work and dedication at Monterey-Salinas Transit.**

- 6-4. Retirement- Danny Alvarado, Coach Operator (Robert Weber)

**Mr. Weber recognized Danny Alvarado for his 21 years of service with Monterey-Salinas Transit with four consecutive years of no accidents or complaints. The MST Board and Staff congratulated and thanked Mr. Alvarado for his dedication to serving Monterey-Salinas Transit customers.**

- 6-5. Employee of the Month, February – Isamar Velazquez, Customer Service Representative (Sonia Wills)

**Ms. Velazquez was not in attendance for the presentation.**

**7. PUBLIC HEARINGS**  
None

**8. ACTION ITEMS**

- 8-1. Temporary Facility Update (Michael Hernandez)

**Mr. Hernandez, Assistant GM/Chief Operating Officer announced the agenda item and provided an update on the relocation of MST's Operations and Maintenance Departments from Ryan Ranch Road to the Temporary Facility on Joe Lloyd Way. Mr. Hernandez presented photos illustrating the layout of the Temporary Site.**

- 8-2. Authorize 45 Transit Master (TM) OnStreet Signs Configuration (Mark Eccles)

**Mr. Eccles presented the recommendation to the Board to authorize \$220,000 for the configuration of 45 Transit Master <sup>TM</sup> OnStreet from Trapeze Group to display Real-Time bus arrival/departure information. Director Cuneo made the motion to approve and was seconded by Director Pendergrass. The motion was unanimously approved.**

- 8-3. Authorize Purchase of Mini Bus from Creative Bus Sales (Sandra Amorim)

**Ms. Amorim presented the recommendation to the Board to authorize the purchase of one medium (mini) bus from Creative Bus Sales costing \$100,836.02 and fully funded by Measure Q. Director Clark made the motion to approve and was seconded by Director Hardy. The motion was unanimously approved.**

- 8-4. Authorize staff to sign purchase agreement for 19 Upper Ragsdale Dr., Suite 110 (APN# 259-184-002) in the amount of \$318,725.  
(Hunter Harvath)

**This item was reviewed in closed session with Director Albert made the motion to approve staff's recommendation for the purchase of real property Parcel # APN 259-184-002 at the purchase price of \$318,725 and was seconded by Director Hardy. The motion unanimously passed with one abstention from Director Alejo.**

Public Comment – none.

## **9. REPORTS & INFORMATION ITEMS**

- 9-1. General Manager/CEO Report – November and December 2016
- 9-2. Washington, D.C. Lobby Report – January 2017
- 9-3. State Legislative Advocacy Update – November and December 2016
- 9-4. Staff Trip Reports.
- 9-5. Correspondence.

## **10. BOARD REPORTS, COMMENTS, AND REFERRALS**

- 10-1. Reports on meetings attended by board members at MST expense  
(AB 1234)
- 10-2. Board member comments and announcements.
- 10-3. Board member referrals for future agendas.

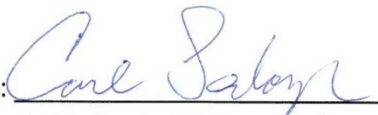
## **11. ATTACHMENTS**

- 11-1. The detailed monthly Performance Statistics and Disbursement Journal for January 2017 and February 2017 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 11:24 a.m.

Prepared by:   
Jeanette Alegar-Rocha, Deputy Secretary

Reviewed by:   
Carl Sedoryk, GM Manager/CEO

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**MST Marketing Committee**  
19 Upper Ragsdale Drive, Suite 200  
Monterey, CA 93940

**Minutes**

February 6, 2017  
9:00 a.m.

**Present:** Directors: Pendergrass (chair), Alejo (9:25 a.m.), Bonincontri, Cuneo  
**Absent:** Directors: Santibañez  
**Staff:** Carl Sedoryk, General Manager/CEO; Hunter Harvath, Asst. GM of Finance & Administration; Mike Hernandez, Asst. GM/COO; Lisa Rheinheimer, Director of Planning & Marketing; Kelly Halcon, Director of HR & Risk Services; Dave Laredo, De Lay & Laredo; Jeanette Alegar-Rocha, Clerk to the Board  
**Public:** Phil Wellman  
Chris Chudlaw  
Javier Gomez  
Linda J. Gonzales

**1. CALL TO ORDER.**

Chair Pendergrass called the meeting to order at 9:00 a.m. Roll call was taken.

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

No public comment.

**3. PRESENTATIONS**

**3-1. Update on RealTime Marketing Campaign**

Lisa Rheinheimer provided an update on the Real-Time Marketing Campaign and Phil Wellman from Wellman Advertising and Design presented a video of the Real-Time advertisement which is scheduled to be ready in March 2017.

Public Comment – none.

**3-2. Update on refresh of JAZZ shelter displays**

Hunter Harvath provided an update on the refresh of the Jazz shelter displays. The shelter displays will be updated with Jazz Festival history from 1960-present. Sample photos of the new Jazz shelter displays were presented to the Committee.

Public Comment – none.

### 3-3. Update on South County Marketing Campaign

Chris Chidlaw, of Chidlaw Marketing, provided a PowerPoint presentation to update the committee on the status of the South County Marketing Campaign. Mr. Chidlaw presented an English and Spanish radio advertisement and a video of a television commercial which will air on local television stations in February and March 2017.

Public Comment – none.

### 3-4. Review MST bus ad program and consider changes to ad rate structure for recommendation to the Board of Directors

Hunter Harvath provided a handout of the revised ad rate structure for review and recommendation to the Board of Directors.

Public Comment – none.

**No abstentions were made by the committee for recommendation to the board.**

### 3-5. Review and consider any modifications to the MST bus and shelter advertising policy for recommendation to the Board of Directors

Hunter Harvath provided a handout of the proposed modifications to the MST bus and shelter advertising policy for review and recommendation to the Board of Directors. Modifications of the current advertising policy, previously adopted on July 12, 2010, were proposed by staff and reviewed by the committee. Mr. Harvath indicated that the draft policy changes would be considered by the full Board of Directors at its March 6, 2017, meeting.

Public Comment – none.

## 4. COMMITTEE MEMBER COMMENTS, QUESTIONS, OR REFERRALS

Chair Pendergrass requested that going forward, any committee meeting enclosures be included in the agenda packet mailings.

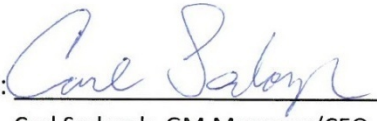
## 5. ANNOUNCEMENTS

## 6. ADJOURN



The Committee adjourned at 9:52 a.m.

Prepared by:   
Jeanette Alegar-Rocha, Deputy Secretary

Reviewed by:   
Carl Sedoryk, GM Manager/CEO

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To: Board of Directors  
From: Andrea Williams  
Subject: Financial Reports – January 2017

**RECOMMENDATION:**

1. Accept report of January 2017 cash flow presented in Attachment #1
2. Approve January 2017 disbursements listed in Attachment #2
3. Accept report of January 2017 treasury transactions listed in Attachment #3

**FISCAL IMPACT:**

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

|                                   |                             |
|-----------------------------------|-----------------------------|
| Beginning balance January 1, 2017 | \$15,841,420.17             |
| Revenues                          | 2,698,424.91                |
| Disbursements                     | <u>&lt;4,153,240.39&gt;</u> |
| Ending balance January 31, 2017   | <u>\$14,386,604.69</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:**

With the first seven months of the fiscal year complete, revenues are virtually on budget and expenses continue to trend 8% below budget, producing a year-to-date surplus of \$1,795,379 for both Fixed-Route and RIDES combined. On the revenue side, a 3% negative variance for the month is primarily due to the seasonal fluctuations in ridership. The number of passengers carried during the winter is lower than during the summer, especially this year in months like January that have had an extraordinary

amount of rain as well as two holidays (New Year's Day and Martin Luther King, Jr. Holiday). When ridership is lower, fare revenue is also lower. Passenger fares are budgeted evenly over the twelve months of the year, which creates the negative variance during slower winter months.

Positive variances for the month are occurring in most categories of expenses, with the exception of the following which have negative variances of greater than 5% or with a monetary value greater than \$5,000 as seen in the December Budget vs. Actual reports contained in Attachment #4:

1. **Advertising & Marketing** – This 610% negative variance in this category is primarily due to the activities of the South County Marketing Plan, which is currently in high gear of production. This project is 100% funded by a federal grant administered by Caltrans. All expenses on this project have to occur before January 31, 2017. Once this project winds down early in 2017, these marketing expenses are expected to once again be in line with budget. MST is also undertaking three other advertising and marketing efforts concurrently with the South County Marketing Study: one to promote its new RealTime customer information technology (set to roll out later this spring); the second is a “refresh” of the displays on the JAZZ Bus Rapid Transit shelters in coordination with the festival’s upcoming 60<sup>th</sup> Anniversary; and a focused recruitment campaign to try to find qualified drivers and mechanics to meet our budgeted number of staff members required to deliver the level of service that has been scheduled.
2. **Marketing Supplies** – This 256% negative variance reflects the occasional timing of purchases of MST’s promotional marketing supplies. These purchases generally do not occur in even amounts each month. This irregular purchasing pattern is reflected in the fact that for the fiscal year, expenses in this category remain 34% under budget.

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

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

|                                   |              |                             |
|-----------------------------------|--------------|-----------------------------|
| Beginning balance January 1, 2017 |              | 15,841,420.17               |
| Revenues                          |              |                             |
| Passenger Revenue                 | 205,436.75   |                             |
| DOD Revenue                       | 457,264.00   |                             |
| LTF / STA / 5307 / Sales Tax      | 2,006,909.41 |                             |
| Grants                            | -            |                             |
| TAMC Loan/Rabo LOC advance        | -            |                             |
| Non Transit Revenue               | 28,814.75    |                             |
| Total Revenues                    |              | 2,698,424.91                |
| Disbursements                     |              |                             |
| Operations (See Attachment #2)    | 3,607,251.01 |                             |
| Capital                           | 545,989.38   |                             |
| Property Acquisition –            | -            |                             |
| Total Disbursements               |              | (4,153,240.39)              |
| Ending balance January 31, 2017   |              | <b><u>14,386,604.69</u></b> |

**COMPOSITION OF ENDING BALANCE**

|   |                             |
|---|-----------------------------|
| Checking - Rabo Bank                                  | 375,752.71                  |
| Checking(s) - Wells Fargo Bank                        | 521.47                      |
| Local Agency Investment Fund (LAIF)                   | 4,556,274.78                |
| Money Market - Homeland Security                      | 840,662.50                  |
| Money Market - Rabo MM                                | 1,209,241.34                |
| Money Market - PTMISEA                                | 5,658,153.61                |
| Money Market - LCTOP                                  | 520,719.46                  |
| Money Market - Rabo Prop. 1 B                         | 1,205,748.66                |
| Bank of America - Escrow                              | 8,985.16                    |
| Petty cash fund, STC Coin Machine, and 2 change funds | 10,545.00                   |
| <b>Total</b>  | <b><u>14,386,604.69</u></b> |

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**PAYROLL ACCOUNT**

|                                       |              |              |
|---------------------------------------|--------------|--------------|
| January 6 Payroll & Related Expenses  | 593,931.41   |              |
| January 20 Payroll & Related Expenses | 607,192.73   |              |
| Pers & 457                            | 312,111.10   |              |
| Garnishments                          | 5,920.02     |              |
| Payroll adj                           |              |              |
|                                       | <hr/>        |              |
|                                       | 1,519,155.26 | 1,519,155.26 |

**GENERAL ACCOUNT**

|                                     |              |              |
|-------------------------------------|--------------|--------------|
| Disbursements on Attached Summary   | 2,586,196.04 |              |
| Paydown loan                        | 12,850.76    |              |
| Workers Comp. Disbursements         | 14,524.81    |              |
| Interest expense                    | 6,456.79     |              |
| Bank Service Charge                 | 14,056.73    |              |
| Wire transfers/ACH debits - PTMISEA | -            |              |
| Transfer from WFB                   | -            |              |
|                                     | <hr/>        |              |
|                                     | 2,634,085.13 | 2,634,085.13 |

|  |  |                                   |
|--|--|-----------------------------------|
| Total Disbursements                    |  | <hr/> 4,153,240.39                |
| Less Capital Disbursements & Transfers |  | <hr/> (545,989.38)                |
| <b>Operating Disbursements</b>         |  | <b><u><u>3,607,251.01</u></u></b> |

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**DISBURSEMENTS SUMMARY**  
**GENERAL ACCOUNT DISBURSEMENTS FOR January 1, 2017 - January 31, 2017**

| <b>VENDOR / DESCRIPTION</b> | <b>CHECKS</b> | <b>AMOUNT</b>       |
|-----------------------------|---------------|---------------------|
| Accounts Payable 01/04/17   | 43605 - 43607 | 327,096.61          |
| Accounts Payable 01/05/17   | 43608 - 43683 | 604,459.53          |
| Accounts Payable 01/10/17   | 43684 - 43701 | 1,325.28            |
| Accounts Payable 01/13/17   | 43702 - 43819 | 225,561.77          |
| Accounts Payable 01/17/17   | 43820         | 19,866.63           |
| Accounts Payable 01/19/17   | 43821 - 43844 | 165,799.46          |
| Accounts Payable 01/20/17   | 43845 - 43848 | 37,664.17           |
| Accounts Payable 01/25/17   | 43849 - 43857 | 30,682.82           |
| Accounts Payable 01/27/17   | 43858 - 43967 | 1,172,821.02        |
| Accounts Payable 01/30/17   | 43968         | 918.75              |
| <b>TOTAL</b>                |               | <b>2,586,196.04</b> |

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

| <b>VENDOR / DESCRIPTION</b> | <b>BOARD<br/>APPROVED</b> | <b>CHECK<br/>NUMBER</b> | <b>CHECK<br/>DATE</b> | <b>AMOUNT</b> |
|-----------------------------|---------------------------|-------------------------|-----------------------|---------------|
| PERS - Health               | Recurring Expense         | 43605                   | 01/04/17              | 325,659.11    |
| Blue Scope Construction     | September 19, 2016        | 43616                   | 01/05/17              | 212,076.90    |
| Caltip                      | Recurring Expense         | 43622                   | 01/05/17              | 107,447.53    |
| Blue Scope Construction     | September 19, 2016        | 43869                   | 01/27/17              | 187,489.96    |
| MV Transportation           | Recurring Expense         | 43960                   | 01/27/17              | 583,505.28    |

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TREASURY TRANSACTIONS  
FOR JANUARY 2017**LAIF ACCOUNT**

| <u>Date</u> | <u>Account</u>                    | <u>Bank</u> | <u>Deposit</u> | <u>Withdrawal</u> | <u>Balance</u> |
|-------------|-----------------------------------|-------------|----------------|-------------------|----------------|
|             | Balance Forward at 01/01/17       |             |                |                   | 4,548,526.79   |
|             | Deposit                           |             | -              |                   | -              |
|             | Local Agency Investment Fund:     |             |                |                   |                |
|             | Quarterly interest earned - .68%  |             | 7,747.99       |                   | 7,747.99       |
|             |                                   |             |                |                   | -              |
|             | LAIF Treasury Balance at 01/31/17 |             |                |                   | 4,556,274.78   |

**RABOBANK MM ACCOUNT**

| <u>Date</u> | <u>Account</u>              | <u>Bank</u>      | <u>Deposit</u> | <u>Withdrawal</u> | <u>Balance</u> |
|-------------|-----------------------------|------------------|----------------|-------------------|----------------|
|             | Balance Forward at 01/01/17 |                  |                |                   | 3,239,918.11   |
| 01/03/17    |                             | To AP            |                | 510,000.00        | 2,729,918.11   |
| 01/05/17    |                             | To AP/PR         |                | 1,000,000.00      | 1,729,918.11   |
| 01/06/17    |                             | To AP            |                | 460,000.00        | 1,269,918.11   |
| 01/09/17    |                             | LTF              | 1,438,909.41   |                   | 2,708,827.52   |
| 01/27/17    |                             | To AP            |                | 1,500,000.00      | 1,208,827.52   |
|             |                             |                  |                |                   | 1,208,827.52   |
| 01/31/17    |                             | Interest @ 0.30% | 413.82         |                   | 1,209,241.34   |
|             | RABO MM Balance at 01/31/17 |                  |                |                   | 1,209,241.34   |

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**MONTEREY - SALINAS TRANSIT**

## Revenue &amp; Expense - Consolidated

## Budget vs Actual

For the Period from January 1, 2017 to January 31, 2017

(Amounts are in USD)

(Includes Fund: 001|004)

(Includes G/L Budget Name: BUDFY17)

**NOTES****Revenue**

|                             | Cur Mo. Actual    | Cur Mo. Budget    | Cur Mo. Variance | YTD Actual         | YTD Budget         | YTD Variance  |
|-----------------------------|-------------------|-------------------|------------------|--------------------|--------------------|---------------|
| Passenger Fares             | -260,647          | -331,205          | 70,558           | -2,199,618         | -2,318,435         | 118,817       |
| Special Transit             | -466,604          | -489,987          | 23,383           | -3,485,390         | -3,429,909         | -55,481       |
| Cash Revenue                | -10,204           | -23,199           | 12,995           | -199,774           | -162,393           | -37,381       |
| Cash Grants & Reimbursement | -2,441,543        | -2,447,710        | 6,167            | -17,135,587        | -17,133,970        | -1,617        |
| <b>Total Revenue</b>        | <b>-3,178,998</b> | <b>-3,292,101</b> | <b>113,103</b>   | <b>-23,020,368</b> | <b>-23,044,707</b> | <b>24,339</b> |

**Expenses**

|                                    |                  |                  |                 |                   |                   |                   |
|------------------------------------|------------------|------------------|-----------------|-------------------|-------------------|-------------------|
| Labor                              | 1,232,719        | 1,233,488        | -769            | 8,485,017         | 8,634,416         | -149,399          |
| Benefits                           | 800,188          | 762,962          | 37,226          | 5,307,478         | 5,340,734         | -33,256           |
| Advertising & Marketing            | 101,480          | 14,294           | 87,186          | 187,421           | 100,058           | 87,363            |
| Professional & Technical           | 53,655           | 65,993           | -12,338         | 353,968           | 461,951           | -107,983          |
| Outside Services                   | 29,151           | 26,321           | 2,830           | 200,787           | 184,247           | 16,540            |
| Outside Labor                      | 80,492           | 95,409           | -14,917         | 516,477           | 667,863           | -151,386          |
| Fuel & Lubricants                  | 167,503          | 305,144          | -137,641        | 1,152,490         | 2,136,008         | -983,518          |
| Supplies                           | 67,325           | 70,129           | -2,804          | 478,720           | 490,903           | -12,183           |
| Vehicle Maintenance                | 44,855           | 83,544           | -38,689         | 539,532           | 584,808           | -45,276           |
| Marketing Supplies                 | 15,587           | 4,376            | 11,211          | 20,280            | 30,632            | -10,352           |
| Utilities                          | 39,302           | 38,598           | 704             | 251,810           | 270,186           | -18,376           |
| Insurance                          | 44,871           | 54,253           | -9,382          | 314,021           | 379,771           | -65,750           |
| Taxes                              | 12,077           | 17,309           | -5,232          | 87,811            | 121,163           | -33,352           |
| Purchased Transportation           | 358,123          | 403,028          | -44,905         | 2,735,887         | 2,821,196         | -85,309           |
| Miscellaneous Expenses             | 45,352           | 60,509           | -15,157         | 333,230           | 423,563           | -90,333           |
| Interfund transfers                |                  |                  |                 |                   |                   |                   |
| Pass Thru/Behalf of Others         |                  | 6,167            | -6,167          |                   | 43,169            | -43,169           |
| Interest Expense                   | 9,822            | 10,583           | -761            | 69,405            | 74,081            | -4,676            |
| Leases & Rentals                   | 24,964           | 24,212           | 752             | 147,323           | 169,484           | -22,161           |
| <b>Total Operating Expenses</b>    | <b>3,127,467</b> | <b>3,276,319</b> | <b>-148,852</b> | <b>21,181,656</b> | <b>22,934,233</b> | <b>-1,752,577</b> |
| <b>Operating (Surplus) Deficit</b> | <b>-51,531</b>   | <b>-15,782</b>   | <b>-35,749</b>  | <b>-1,838,711</b> | <b>-110,474</b>   | <b>-1,728,237</b> |

# ATTACHMENT 4

## Page 2

**MONTEREY - SALINAS TRANSIT**  
Revenue & Expense - Consolidated  
Budget vs Actual  
For the Period from January 1, 2017 to January 31, 2017  
(Amounts are in USD)  
(Includes Fund: 002)  
(Includes G/L Budget Name: BUDFY17)

|                                    | Cur Mo. Actual  | Cur Mo. Budget  | Cur Mo. Variance | YTD Actual        | YTD Budget        | YTD Variance   |
|------------------------------------|-----------------|-----------------|------------------|-------------------|-------------------|----------------|
| <b>Revenue</b>                     |                 |                 |                  |                   |                   |                |
| Passenger Fares                    | -35,231         | -38,909         | 3,678            | -286,225          | -272,363          | -13,862        |
| Special Transit                    |                 |                 |                  |                   |                   |                |
| Cash Revenue                       |                 |                 |                  |                   |                   |                |
| Cash Grants & Reimbursement        | -299,098        | -299,098        |                  | -2,093,686        | -2,093,686        |                |
| <b>Total Revenue</b>               | <b>-334,329</b> | <b>-338,007</b> | <b>3,678</b>     | <b>-2,379,911</b> | <b>-2,366,049</b> | <b>-13,862</b> |
| <b>Expenses</b>                    |                 |                 |                  |                   |                   |                |
| Labor                              | 9,776           | 4,770           | 5,006            | 49,753            | 33,390            | 16,363         |
| Benefits                           | 3,611           | 3,029           | 582              | 30,292            | 21,203            | 9,089          |
| Advertising & Marketing            |                 |                 |                  |                   |                   |                |
| Professional & Technical           |                 | 417             | -417             |                   | 2,919             | -2,919         |
| Outside Services                   |                 |                 |                  |                   |                   |                |
| Outside Labor                      | 3,590           | 6,584           | -2,994           | 28,274            | 46,088            | -17,814        |
| Fuel & Lubricants                  | 17,041          | 39,577          | -22,536          | 184,975           | 277,039           | -92,064        |
| Supplies                           | 931             | 1,919           | -988             | 6,115             | 13,433            | -7,318         |
| Vehicle Maintenance                |                 |                 |                  | 511               |                   | 511            |
| Marketing Supplies                 |                 |                 |                  |                   |                   |                |
| Utilities                          | 40              |                 | 40               | 240               |                   | 240            |
| Insurance                          |                 |                 |                  |                   |                   |                |
| Taxes                              |                 |                 |                  |                   |                   |                |
| Purchased Transportation           | 257,011         | 268,018         | -11,007          | 1,917,680         | 1,876,126         | 41,554         |
| Miscellaneous Expenses             | 13,526          | 13,693          | -167             | 94,927            | 95,851            | -924           |
| Interfund transfers                |                 |                 |                  |                   |                   |                |
| Pass Thru/Behalf of Others         |                 |                 |                  |                   |                   |                |
| Interest Expense                   |                 |                 |                  |                   |                   |                |
| Leases & Rentals                   | 1               |                 | 1                | 1                 |                   | 1              |
| <b>Total Operating Expenses</b>    | <b>305,527</b>  | <b>338,007</b>  | <b>-32,480</b>   | <b>2,312,769</b>  | <b>2,366,049</b>  | <b>-53,280</b> |
| <b>Operating (Surplus) Deficit</b> | <b>-28,802</b>  |                 | <b>-28,802</b>   | <b>-67,142</b>    |                   | <b>-67,142</b> |

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To: Board of Directors

From: Sonia Wills, Customer Service Supervisor

Subject: Disposal of unclaimed property left on bus

St. Vincent De Paul (Seaside)

|                       |                  |
|-----------------------|------------------|
| 3 Backpacks           | 2 Lunch bags     |
| 5 Books               | 1 Mug            |
| 3 Coats               | 3 Pairs of pants |
| 1 Duffle bag          | 4 Purses         |
| 4 Pairs of eyeglasses | 2 Scarves        |
| 5 Pairs of gloves     | 3 Shirts         |
| 1 Jacket              | 2 Shoes          |
| 2 Pairs of sunglasses | 5 Sweaters       |
| 1 Toy                 | 1 Umbrella       |
| 5 Wallets             | 14 Cell Phones   |
| 2 Phone Chargers      | 3 Shot glasses   |
| 1 Bluetooth           | 1 Backbrace      |

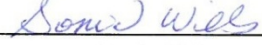
To be disposed

|                |                |
|----------------|----------------|
| 9 Keys         | 2 ID's         |
| 4 Credit Cards | 2 Toiletries   |
| 1 Glove        | 2 Soiled Items |
| 3 Medication   |                |

To be retained

\$ 7.30 to accounting for deposit

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

Prepared by:   
Sonia Wills

Reviewed by:   
Carl Sedoryk

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To: Board of Directors  
From: Ben Newman, Risk Manager  
Subject: Liability Claim Rejection

**RECOMMENDATION:**

Reject claim by the claimant below.

**FISCAL IMPACT:**

To Exceed \$10,000.00

**POLICY IMPLICATIONS:**

None

**DISCUSSION:**

The claim was submitted on February 21, 2017 from The Law Offices of Jeffrey L. Tade. The claim alleges multiple orthopedic injuries due to falling on the bus.

After conducting a preliminary investigation into this matter, it is determined that Monterey-Salinas Transit has no liability in this claim and recommends that it be rejected in its entirety.

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

PREPARED BY: 

Ben Newman

APPROVED BY: 

Carl Sedoryk

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To: Board of Directors

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

Subject: Bus Advertising Policy

**RECOMMENDATION:**

Adopt revisions to the MST Advertising Policy.

**FISCAL IMPACT:**

None.

**POLICY IMPLICATIONS:**


Your Board approves new – and revisions to current – MST policies.

**DISCUSSION:**

Last adopted by your Board in May of 2014, the MST Advertising Policy identifies what kind of advertising MST will and will not accept for the exterior and interior of the bus. Having this policy in place facilitates the selling of advertising so that all involved – staff, the consultant who handles MST’s advertising program, and the advertisers themselves – understand MST’s standards before ad contracts are signed.

A “track changes” version of the Advertising Policy (Attachment) is provided so that your Board can clearly see the first version of staff’s proposed changes, which were reviewed by the MST Marketing Committee at its February 6<sup>th</sup>, 2017, meeting. Of particular note is the proposed elimination of bus shelter advertising from MST’s program, thereby limiting advertising to buses themselves, as well as language addressing E-cigarettes and controlled substances, including marijuana. In addition, this policy was subsequently reviewed by MST’s legal representative, who provided further recommended changes that are also noted in the attachment.

Attachment: Advertising Policy – Adopted 2/12/14

PREPARED BY:   
Hunter Harvath

REVIEWED BY:   
Carl G. Sedoryk

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**ADVERTISING POLICY**Adopted: 7/12/2010[DATE]

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**OBJECTIVE:** Establish guidelines regarding advertising on MST buses ~~and shelters~~.

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**I. POLICY**

**1.01** MST sells space inside and upon its buses, ~~and at bus shelters~~ for the display of ~~commercial advertising. Commercial advertising.~~ The sole purpose for doing so is to raise revenues, ~~supplementary to those from fares and from tax proceeds, to be used~~ to finance MST's operations. ~~The display of advertising is solely for this purpose. It is not intended to provide a general public forum for purposes of communication, but rather to make use of property held in a proprietary capacity in order to generate revenue.~~

**1.02** In order to realize the maximum benefit from the sale of advertising space, the program must be managed in a manner that will procure as much revenue as practicable, while ensuring that the advertising does not discourage the use of MST's transit system, does not diminish MST's reputation in the community it serves or the good will of its patrons, and is consistent with MST's principal purpose of providing safe, comfortable, efficient and affordable public transportation. To attain these objectives, MST's Board of Directors has established these regulations for the advertising displayed in and upon its buses.

**1.03** Under no circumstance is this Policy intended to create, permit, or allow a public forum on or inside MST buses.

**1.04** All regulation pursuant to this Policy shall be viewpoint neutral.

~~1.03~~**1.05** In addition to the foregoing, noncommercial speech is excluded from advertising inside and upon the buses for the following reasons:

- a. MST wishes to maintain a position of neutrality on political, religious, environmental, or other public matters and issues in order to promote its commercial enterprise;
- b. If potentially controversial advertisement inside and upon the buses is not restricted, the buses and passengers could be subject to violence;
- c. Preventing a reduction in income earned from selling advertising space because commercial advertisers may be dissuaded from using the forum commonly used by those wishing to communicate political or religious ideas or beliefs;

## II. APPLICABILITY

- 2.01 This ~~procedure~~ Policy is applicable to all persons (including District-MST employees and all independent contractors-who), groups, and organizations that contract with MST, for the placement of advertisement in and upon MST's buses ~~and shelters.~~

## III. DEFINITIONS

### 3.01 Commercial ~~advertising~~ Advertising:

- a. Advertising the sole purpose for which is to ~~raise~~ awareness of a product, service, or events for business purposes, or to promote events and programs sponsored by MST, in a manner not ~~to contravene~~ in contravention of the limits set forth in paragraphs 3.01 b, c, or d below.
- b. ~~Shall~~ Does not include any advertising that both offers to sell property or services and also conveys information about matters of general interest, political issues, religious, moral, or environmental matters or issues, or other public matters or issues, or expresses or advocates opinions or positions upon any of the foregoing, ~~even if considered non-controversial by the general populace of the Monterey Bay region.~~
- c. Does not ~~convey~~ include advertising that conveys - whether expressly or implied, intentionally or unintentionally, by inference or innuendo, ~~the~~ religious, social, political, legal or moral view of any person, group, or organization. ~~or entity as such views are generally understood in the Monterey Bay regional community.~~
- d. Does not cause the vehicles, if posted individually or in combination with other advertisements, to become a public forum for the dissemination, debate, and/or discussion of public issues.

### 3.02 Political Advertising:

- a. Any advertising that supports or opposes the election of any candidate or group of candidates for election to any federal, State, or local government office;
- b. Any advertising that supports or opposes any referendum conducted by the federal or State government, or by any local government, such as referenda on constitutional amendments, on bond issues, or on local legislation; or
- b.c. Any advertising that advocates or discourages the placement of any referendum on a federal, state, or local ballot.
- ~~c.d.~~ Any advertising that features any person whose prominence is based wholly or in part upon his or her past or present activity in political affairs or that represents or implies any such person's approval or endorsement of the subject matter of the advertising.

#### IV. ADVERTISING STANDARDS:

- 4.01** All advertising displayed in or upon ~~the~~ MST's buses shall be ~~strictly commercial~~  
~~in~~Commercial Advertising~~in nature and purpose.~~
- 4.02** MST's transit system, in order to serve the purpose for which it has been established, must of necessity accommodate all persons without distinction of age. It is therefore necessary to exclude advertising unsuitable for exposure to children or persons with immature judgment. The following ~~kinds of~~ advertising therefore will not be displayed in or upon MST's buses:
- a. Political Advertising.
  - ~~a.b.~~ Advertising for cigars, cigarettes, pipe tobacco, chewing tobacco, and other tobacco products, including e-cigarettes.
  - c. Advertising for alcoholic beverages, including beer, wine, and distilled spirits.
  - d. Advertising for firearms.
  - ~~b.~~ Advertising that promote~~promotes-~~ the usage or availability any substance that is currently listed, pharmacologically substantially similar to, or is represented as being similar to a substance listed in the federal Controlled Substances Act Scheduler as found in 21 U.S. Code § 812 - Schedules of controlled substances.
  - ~~c.e.~~ Advertising for products or services related to human reproduction or sexuality, including but not limited to contraceptive products or services, other products or services related to sexual hygiene, and counseling with regard to pregnancy, abortion, or other sexual matter.
  - ~~d.f.~~ Advertising for products, services, or entertainment directed to sexual stimulation or using words or phrases that refer to human reproduction or sexuality, except in a medical manner (see 4.06 below).
- 4.03** ~~Advertising that explicitly and directly promotes or encourages the use of means of transportation in direct competition with MST's bus service shall not be displayed in or upon MST's buses.~~
- 4.04** ~~No advertising shall be permitted that in any way denigrates MST's organization, or its operation, or its officers, agents, or employees. This prohibition includes advertising copy and illustrations that state or imply or could reasonably be expected to cause an inference, that MST's service or operations are anything but safe, efficient, affordable and convenient.~~
- g. Advertising that would violate any federal or State law or regulation, or any law, regulation, or ordinance of any county or municipality in or through which MST buses are or may be operated.

h. Advertising that is obscene, as defined by federal, California, or local regulation or law.

i. Advertising that advocates lawlessness or violence.

j. Advertising that promotes or encourages unlawful activity.

k. Religious advertising, to include advertising that supports, opposes, or comments on any such issue or cause and/or that, comments on, advocates, or opposes a religion, belief, or non-belief.

**4.05** ~~MST expects all~~All advertising copy ~~to shall~~ be truthful. Advertising copy and illustrations ~~should may~~ not be exaggerated, distorted, false, misleading or deceptive.

**4.06** Medical products or treatments ~~are to be treated~~treated shall be presented in a restrained and inoffensive manner.

**4.07** Testimonials ~~are expected to~~shall be authentic, ~~and advertisers~~Advertisers using them will be required to indemnify MST against any action brought in connection with them. Advertising that promotes contests or giveaways is expected to comply with all applicable laws and regulations.

**4.08** No advertising in or upon MST's buses shall include language, pictures, or other graphic representations that are unsuitable for exposure to persons of young age and immature judgment, or shall be derogatory or defamatory of any person or group because of race, color, national origin, ethnic background, religion, gender, ~~or~~ sexual preference or gender identity.

**4.09** ~~No advertising shall be displayed in or upon MST's buses if the display thereof would violate any federal or State law or regulation, or any law, regulation, or ordinance of any county or municipality in or through which MST buses are or may be operated.~~

**4.10** ~~No advertising that is obscene, as defined by federal or California law, shall be displayed in or upon MST's buses.~~

**4.11** ~~Proposed advertisements shall not be accepted if the use, or possession of the property proposed to be advertised, includes a product that is specifically prohibited from use or possession on MST's facilities including its buses and vehicles. These products include firearms, tobacco products, alcohol and weapons.~~

**4.12** ~~No advertising will be accepted if it advocates imminent lawlessness or violence.~~

**4.13** ~~Political advertising will not be accepted.~~

~~Advertising will not be accepted if it promotes or encourages unlawful activity.~~



~~Advertising will not be accepted if it supports or opposes an issue or cause and/or which advocates or opposes a religion or belief.~~

## **V. USE OF MST'S NAME**

- 5.01** Use of MST's name, logo, slogans, or other graphic representations is subject to advance approval by MST. MST does not endorse or imply endorsement of any product or service.

## **VI. ADMINISTRATION OF ADVERTISING REGULATION**

- 6.01** Advertising space on MST's buses is sold through an independent ~~Contractor~~Contractor. The ~~Contractor~~Contractor shall comply with the foregoing policies, and review all advertising with reference to them. They shall refer all such advertising that falls or may fall into any of the categories defined above to MST's designated representative responsible for administering the advertising program, who shall determine whether the proposed advertising will be accepted. If the proposed advertising is rejected, the party or parties proposing it may request that this decision be reconsidered. Upon such request, MST's representative shall consult with MST's District Counsel and with its General Manager/CEO or the officer designated by him/her for this purpose. The General Manager/CEO or his/her designee, on the basis of such consultation, shall determine whether the proposed advertising will be accepted or rejected.
- 6.02** MST will co-operate with the party or parties proposing the advertising, and with the independent contractor through whom it has been proposed, in a reasonable effort to revise it in order to produce advertising that can be accepted and displayed consistently with the foregoing policies.

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To: MST Board of Directors  
From: Lisa Rheinheimer, Director of Planning & Marketing  
Subject: Public Hearing Policy

**RECOMMENDATION:**

Approve revised Public Hearing Policy, outlining the threshold for when MST would hold a public hearing including fare increases, major reductions in service, or routing through residential streets.

**FISCAL IMPACT:**

None.

**POLICY IMPLICATIONS:**

In accordance with 49 USC Chapter 53, Federal Transit Laws, Section 5307, a grantee must have a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction in service. The regulation does not require that fare decreases, service increases, or “special fares” be preceded by public comment. The grantee is not required to hold a public meeting, but must offer an opportunity for one. The grantee must establish guidelines or thresholds which would be considered a “major” change.

**DISCUSSION:**

The revised Policy adds exceptions to the public hearing requirement and changes the threshold for a major service change. The revised Policy defines a major service change as:

“...one that results in a 20% or greater decrease in vehicle service hours, changes in routing that result in MST vehicles utilizing new public streets and/or corridors not previously used by any route (excluding major arterial and collector streets, streets designated as a truck route, or a State-owned roadway), or any increase in fare structure”.

A revised Policy with track changes can be reviewed in the attachment. This revised Policy mirrors public hearing policies of other California transit agencies.

Prepared by:  Approved by: 

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**PUBLIC HEARINGS POLICY**

Adopted: TBD

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**OBJECTIVE:** To establish a locally developed process for soliciting and considering public comments for major service changes and fare increases.

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**Definition of Public Hearing Requirement**

In accordance with 49 USC Chapter 53, Federal Transit Laws, Section 5307, a grantee must have a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction in service. The regulation does not require that fare decreases, service increases, or “special fares” be preceded by public comment. The grantee is not required to hold a public meeting, but must offer an opportunity for one. The grantee must establish guidelines or thresholds for what it considers a “major” change to be.

**Threshold for Public Hearing Requirement**

The MST Board defines a major change as one that results in a 20% or greater decrease in vehicle service hours, changes in routing that result in MST vehicles utilizing new public streets and/or corridors not previously used by any route (excluding major arterial and collector streets, streets designated as a truck route, or a State-owned roadway), or any increase in fare structure. Changes not meeting this threshold do not require a public comment process.

**Exceptions to the Public Hearing Requirement**

- a. A reassignment of route numbers resulting from combining existing routes, which results in the creation of a new route “number”.
- b. Standard seasonal variations, unless the variation, as compared to operations during the previous season, falls within the definitions of major adjustments of transit service listed above.
- c. Emergency service changes, including changes in routes or service frequencies which may be necessitated due to a disaster which severely impairs public health or safety, changes in access to public streets, or the ability of District equipment to travel on public streets.
- d. The restoration of service which had been eliminated within the past ten years due to budget constraints, provided the service runs substantially on the same route as it had prior to its elimination, subject to minor deviations which do not exceed the major adjustment of transit service requirements above.

- e. The introduction or discontinuance of short-term or temporary service which will be/has been funded primarily through grants or third party contracts.
- f. Changes to service on a route with fewer than ten total trips in a typical service day.
- g. Reassignment of a route from one fare category to another fare category.

## **Public Hearing Guidelines**

1. The General Manager/CEO or the MST Board of Directors will authorize the holding of a public hearing(s) when required and if appropriate, a public hearing officer will be assigned.
2. When appropriate, public hearings may be held on the Monterey Peninsula, within the City of Salinas, and/or within a jurisdiction(s) of the Central Salinas Valley.
3. The Executive Assistant/Clerk to the Board with guidance from the Assistant General Manager and General Manager/CEO or their designate shall seek input from Board members regarding the time, location and public notice requirements for the public hearing(s) to be held.
4. Special consideration should be given on the timing, location and public notice of the event to ensure that the public has the ability to provide comment by attending the meeting or submitting written, email, or verbal comments.
5. At least two weeks' notice to the public shall be given prior to each hearing.
6. The public shall be invited to submit written, email, or verbal comments if they cannot attend the hearing.
7. Publicity for the hearing and written comments shall at a minimum include:
  - Advertisements in the Herald and/or the Californian (depending on the location(s) of the meeting(s), and at least one Spanish language medium during the minimum two-week notice period.
  - Legal notice in the Herald and/or the Californian (depending on the location(s) of the meeting(s) during the minimum two-week notice period.
  - Car cards in all MST coaches during the minimum two-week notice period.
  - A press release for local media.
8. Media releases related to the public hearing must be reviewed by General Manager/CEO, Assistant General Manager or his/her designate.
9. The Executive Assistant/Clerk to the Board shall notify all MST Board members and their respective alternates of the time and location for the public hearing as part of the public notification process.

## **Consideration of Public Comments**

- 1.** MST staff shall provide the Board of Directors with all comments submitted by the public.
- 2.** The Board will consider all comments submitted during the public hearing process.
- 3.** The Executive Assistant/Clerk to the Board shall record each speaker's name and a brief summary of their comments.
- 4.** The Board will take no final action until the public's written and oral comments have been presented at the final public hearing.

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**PUBLIC HEARINGS POLICY**Adopted: ~~May 12, 2014~~TBD

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**OBJECTIVE:** To establish a locally developed process for soliciting and considering public comments for major service changes and fare increases.

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### Definition of Public Hearing Requirement

In accordance with 49 USC Chapter 53, Federal Transit Laws, Section 5307, a grantee must have a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction in service. The regulation does not require that fare decreases, service increases, or “special fares” be preceded by public comment. The grantee is not required to hold a public meeting, but must offer an opportunity for one. The grantee must establish guidelines or thresholds for what it considers a “major” change to be.

### Threshold for Public Hearing Requirement

The MST Board defines a major change as one that results in a ~~10~~20% or greater decrease in vehicle service hours ~~or passengers on any single line~~, changes in routing that result in MST vehicles utilizing new public streets and/or corridors, not previously used by any route (excluding major arterial and collector streets, streets designated as a truck route, or a State-owned roadway), or any increase in ~~fares-fare structure~~. Changes not meeting this threshold do not require a public comment process.

### Exceptions to the Public Hearing Requirement

- a. A reassignment of route numbers resulting from combining existing routes, which results in the creation of a new route “number”.
- b. Standard seasonal variations, unless the variation, as compared to operations during the previous season, falls within the definitions of major adjustments of transit service listed above.
- c. Emergency service changes, including changes in routes or service frequencies which may be necessitated due to a disaster which severely impairs public health or safety, changes in access to public streets, or the ability of District equipment to travel on public streets.
- d. The restoration of service which had been eliminated within the past ten years due to budget constraints, provided the service runs substantially on the same route as it had prior to its elimination, subject to minor deviations which do not exceed the major adjustment of transit service requirements above.

- e. The introduction or discontinuance of short-term or temporary service which will be/has been funded primarily through grants or third party contracts.
- f. Changes to service on a route with fewer than ten total trips in a typical service day.
- g. Reassignment of a route from one fare category to another fare category.

## **Public Hearing Guidelines**

1. The General Manager/CEO or the MST Board of Directors will authorize the holding of a public hearing(s) when required and if appropriate, a public hearing officer will be assigned.
2. When appropriate, public hearings may be held on the Monterey Peninsula, within the City of Salinas, and/or within a jurisdiction(s) of the Central Salinas Valley.
3. The Executive Assistant/Clerk to the Board with guidance from the Assistant General Manager and General Manager/CEO or their designate shall seek input from Board members regarding the time, location and public notice requirements for the public hearing(s) to be held.
4. Special consideration should be given on the timing, location and public notice of the event to ensure that the public has the ability to provide comment by attending the meeting or submitting written, email, or verbal comments.
5. At least two weeks' notice to the public shall be given prior to each hearing.
6. The public shall be invited to submit written, email, or verbal comments if they cannot attend the hearing.
7. Publicity for the hearing and written comments shall at a minimum include:
  - Advertisements in the Herald and/or the Californian (depending on the location(s) of the meeting(s), and at least one Spanish language medium during the minimum two-week notice period.
  - Legal notice in the Herald and/or the Californian (depending on the location(s) of the meeting(s) during the minimum two-week notice period.
  - Car cards in all MST coaches during the minimum two-week notice period.
  - A press release for local media.
8. Media releases related to the public hearing must be reviewed by General Manager/CEO, Assistant General Manager or his/her designate.
9. The Executive Assistant/Clerk to the Board shall notify all MST Board members and their respective alternates of the time and location for the public hearing as part of the public notification process.

## **Consideration of Public Comments**

1. MST staff shall provide the Board of Directors with all comments submitted by the public.
2. The Board will consider all comments submitted during the public hearing process.
3. The Executive Assistant/Clerk to the Board shall record each speaker's name and a brief summary of their comments.
4. The Board will take no final action until the public's written and oral comments have been presented at the final public hearing.

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To: MST Board of Directors

From: Lisa Rheinheimer, Director of Planning & Marketing

Subject: South County Operations and Maintenance Facility Environmental Analysis

**RECOMMENDATION:**

Award South County Facility California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) Environmental Analysis to Denise Duffy & Associates, Inc., consultants and authorize the General Manager/CEO to execute the contract.

**FISCAL IMPACT:**

The contract award is for a total of \$74,940. MST will use general fund revenues to pay for this environmental portion of the project. Construction funding is available through the local Transportation Agency for Monterey County (TAMC) Measure X sales tax along with a grant from the Federal Transit Administration (FTA). MST is also working with the US Department of Agriculture to secure a low interest loan to help pay for the construction phase of the project.

**POLICY IMPLICATIONS:**

In January 2017, the MST Board of Directors began identifying strategic goals for the next 3 years, 2017-2019 which includes construction of a South County operations and maintenance facility. This environmental analysis is the first step in furthering this strategic goal. In addition, your Board approves expenditures in excess of \$25,000.

**DISCUSSION:**

This discussion section is divided into several subject areas including background, scope of work, and timeline:

**Background:** As a part of MST's strategy to operate an efficient transit system, MST has been investigating the possibility of constructing an operations and maintenance facility located closer to where services begin. MST operates services which begin in King City, Soledad, Fort Hunter Liggett, Paso Robles, and Templeton. Currently, MST sends buses from either one of its Monterey or Salinas operations and maintenance facilities to begin services in South County. Beginning a route up to 115 miles away from where a bus is maintained and parked, is both inefficient and expensive.

**Scope of work:** A scope of work was developed as a part of a Request for Quotation per MST's Purchasing Policy and issued to consulting firms. The scope of work included the following:

1. Work with MST staff to develop a project description at a level of detail sufficient to conduct the required environmental analysis. The consultant will be responsible for leading MST through both the CEQA and NEPA environmental processes.
2. The CEQA environmental work will include conducting a traffic analysis, greenhouse gas and air quality analysis, and a cultural assessment for CEQA compliance. Additionally, the consultant shall advise MST regarding the appropriate CEQA document for the proposed project.
3. The consultant will prepare documentation under NEPA including any analysis required to comply with US Department of Agriculture Rural Development, Rural Business-Cooperative, and Rural Utilities Services program as well as Environmental Impact and Related Procedures under Title 23 for Federal Transit Administration projects.

Consulting firms were invited to submit a quote to MST by February 1, 2017 and were evaluated by three administrative staff from MST. The following table identifies the consulting firms, their overall score, and cost proposal:

| Consulting Firm                | Overall Score | Cost Proposal |
|--------------------------------|---------------|---------------|
| Denise Duffy & Associates, Inc | 96            | \$ 74,940     |
| Rincon                         | 95            | \$ 69,465     |
| Michael Baker International    | 85            | \$ 77,170     |

All proposals were reviewed according to the Request for Quotation evaluation process. Consultants were first evaluated and ranked on their proposed scope of work and technical aspects in meeting the requirements of the Request for Quotation. Subsequently, proposals which were deemed technically acceptable were re-evaluated with cost as a consideration.

All of the consultants met all of the technical criteria of the Request for Quotation. Denise Duffy & Associates, Inc. (DD&A) scored the highest.

The FTA requires recipients who receive \$250,000 or more in FTA planning, capital, and/or operating assistance to have a Disadvantaged Business Enterprise (DBE) program. As such MST must identify opportunities to award contracts to qualified DBE consultants/contractors. Awarding a contract to DD&A helps in that effort as they are a certified Disadvantaged Business Enterprise, woman-owned business.

**Timeline:** After a contract is awarded, the environmental analysis will take up to 8 months to complete. The MST Board will have an opportunity to hear about the progress at key points.

Prepared by:  Approved by: 

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To: Board of Directors

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

Subject: Authorize Funds for General Manager to implement Classification and Compensation Study Salary Recommendations

**RECOMMENDATIONS:**

Authorize General Manager/CEO to implement Classification and Compensation Study salary recommendations.

**FISCAL IMPACT:**

Not to exceed \$37,167 in current fiscal year. Funds are already available within the FY2017 budget due to unfulfilled administrative positions and will be budgeted for in future fiscal years.

**POLICY IMPLICATIONS:**

MST Bylaws define the duties of the Chief Executive Officer to include all personnel compensation matters. Your Board approves transactions greater than \$25,000.

**DISCUSSION:**

At the September 19, 2016, the MST Board authorized the General Manager/CEO to execute a contract with Public Sector Personnel Consultants to complete a Classification and Compensation Study for Monterey-Salinas Transit Employee Association (MSTEA) and Confidential Unit (CU) employees. The scope of the project was to review and address the validity of the current salary range schedule and MST's position within the current market conditions.

Over the past six months, Public Sector Personnel Consultants worked with the two represented employee groups and the project team to put together a total compensation plan that would grow with the changes of the job market and give MST a competitive edge to attract and retain talent. The Human Resources Committee will be presented with the draft Classification, Compensation Study, and asked to recommended FY 2018 Administrative Salary Plan at their meeting of March 6, 2017.

Public Sector Personnel Consultants has provided staff with initial implementation steps that include the following:

1. Adjust employees' salaries so no one is paid below the new range minimum.
2. Reposition employee salaries based on time in current position and adjust salaries to recommended market targets.

The two recommendations which total about 3/10th of one percent of the total budget could be implemented by April 1, 2017 and not exceed an amount greater than \$37,167. These funds are already available within the FY 2017 budget due to budgeted positions and the full year adjustment can be accommodated in the FY 2018 and future budgets.

Staff recommends the MST Board adopt the HR Committee recommendation and authorize funds for the General Manager/CEO to implement the updated Classification and Compensation Study for Monterey-Salinas Transit District.



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

Kelly Halcon



REVIEWED BY: \_\_\_\_\_

Carl Sedoryk

To: Board of Directors

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

**Subject:** Collective Bargaining Agreement (CBA) between Amalgamated Transit Union Local 1225 (ATU) and Monterey-Salinas Transit District (MST).

**RECOMMENDATION:**

Ratify the CBA between MST and ATU employees.

**FISCAL IMPACT:**

The overall cost of the contract is within the FY2017 budget and within the direction given by the Board.

**POLICY IMPLICATIONS:**

Your Board approves the CBA between MST and ATU.

**DISCUSSION:**

At the February 6, 2017 meeting, your Board provided the labor negotiating team with the financial authority to present a last, best and final offer to the Amalgamated Transit Union Local No. 1225. The offer was agreed to and accepted by the negotiating team and the ATU membership. Staff will reviewed the agreed upon terms of the agreement with the HR Committee who meet prior to the board meeting and will seek the recommendation for ratification of the CBA.

The accepted terms of the contract include 2.75% wage increase effective on March 1, 2017, with 2.75% wage increases scheduled for March 2018, March 2019 and March 2020. Based on the timing of the ratification versus the date of the expiration of the past contract, the terms of the CBA state MST will pay each ATU member employed on the date of ratification a onetime lump sum payment of \$275.00. MST has also agreed to an increased monthly contribution toward employee health premiums.



PREPARED BY: \_\_\_\_\_  
Kelly Halcon



REVIEWED BY: \_\_\_\_\_  
Carl Sedoryk

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To: MST Board of Directors

From: Lisa Rheinheimer, Director of Planning & Marketing

Subject: Marina-Salinas Multimodal Corridor Plan Memoranda of Agreement

**RECOMMENDATION:**

Approve Memoranda of Agreement for the Marina-Salinas Multimodal Corridor Plan.

**FISCAL IMPACT:**

None.

**POLICY IMPLICATIONS:**

The MST Board of Directors may enter into memoranda of agreement with partner agencies for the purpose of stating common intent. There are two Memoranda of Agreement (MOA) for consideration by the Board. The first Memorandum terminates a previous one signed in 2011, which defined a multimodal corridor through the former Fort Ord. The second MOA replaces the 2011 agreement and defines the new multimodal corridor alignment identified in the Marina-Salinas Multimodal Corridor Plan.

**DISCUSSION:**

The Transportation Agency for Monterey County led an effort to envision a Marina-Salinas Multimodal Corridor Plan. The Plan was developed with input from partner agencies, stakeholders and members of the community. The Plan identifies a corridor connecting Salinas and the Marina area of former Fort Ord and proposes a conceptual roadway design that will meet the needs of all roadway users including a significant transit component with connections to bus stops by bicycle and by foot.

Proposed improvements along the corridor identified in the Plan include:

- Roadway widening – widen existing roadways to increase capacity for cars, trucks, transit, and bicyclists
- Roundabouts – proposed roundabouts along Imjin Parkway
- Bicycle facilities – green lanes, buffered lanes, protected/separated paths, bicycle phase/signals
- Sidewalks and multiuse paths
- Transit stops/shelters
- Transit prioritization at signalized intersections

- Dedicated bus rapid transit facilities
- Pedestrian crossing enhancements

The total estimated cost to fully implement and construct the Marina-Salinas Multimodal Corridor is \$169,798,000 and is expected to be implemented in phases over the next 15 – 20 years. The greatest expense is related to roadway widening designed to benefit all modes of travel. The Davis Road bridge and widening project makes up the bulk of the cost (~\$70 Million), for which funding has already been secured. The bicycle, pedestrian and transit-only improvements identified in the plan would be good candidates for state and federal grants. Transportation Agency staff will take the lead in working with partner agencies to secure as much outside funding as possible to implement the plan.

The Environmental Impact Report for the Regional Transportation Plan and Metropolitan Transportation Plan/Sustainable Communities Strategy provides program level CEQA review for the Marina-Salinas Multimodal Corridor and associated roadway widening projects. Further environmental review will be needed at the project-level to develop environmental disclosure and potential environmental impacts for individual projects.

Below is a listing of agencies that are required as signatories for each agreement:

| <b>“Termination” MOA signing parties</b>                   | <b>“Replacement” MOA signing parties</b>                   |
|--|--|
| Transportation Agency for Monterey County                  | Transportation Agency for Monterey County                  |
| County of Monterey – Successor to the Redevelopment Agency | County of Monterey – Successor to the Redevelopment Agency |
| County of Monterey   | County of Monterey   |
| City of Marina   | City of Marina   |
| Fort Ord Reuse Authority                                   | Fort Ord Reuse Authority                                   |
| California State University Monterey Bay                   | California State University Monterey Bay                   |
| Golden Gate University                                     |  |
| UC Santa Cruz  | UC Santa Cruz  |
| Monterey-Salinas Transit                                   | Monterey-Salinas Transit                                   |
|  | City of Salinas  |

The MOAs are circulating among the partner agencies for approval in February and March 2017.

Additionally, MST legal review on the agreements has been completed with no outstanding issues/concerns.

Prepared by:  Approved by: 

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**MEMORANDUM OF AGREEMENT  
AMONG AND BETWEEN  
THE FORT ORD REUSE AUTHORITY, CITY OF MARINA, CITY OF SALINAS,  
CALIFORNIA STATE UNIVERSITY MONTEREY BAY, UNIVERSITY OF  
CALIFORNIA SANTA CRUZ, MONTEREY SALINAS TRANSIT DISTRICT,  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY, AND THE COUNTY OF  
MONTEREY CONCERNING THE REALIGNMENT OF THE MULTI-MODAL  
CORRIDOR TRANSIT ON THE FORMER FORT ORD**

THIS MEMORANDUM OF AGREEMENT (this “Agreement”) is made and signed on this \_\_\_\_ day of \_\_\_\_\_, 2017, by and among the FORT ORD REUSE AUTHORITY (“FORA”), the CITY OF MARINA (“MARINA”), the CITY OF SALINAS (“SALINAS”), CALIFORNIA STATE UNIVERSITY MONTEREY BAY (“CSUMB”), UNIVERSITY OF CALIFORNIA SANTA CRUZ (“UCSC”), MONTEREY SALINAS TRANSIT DISTRICT (“MST”), the TRANSPORTATION AGENCY FOR MONTEREY COUNTY (“TAMC”), and the COUNTY OF MONTEREY (“COUNTY”) (with FORA, MARINA, SALINAS, CSUMB, UCSC, MST, TAMC, and COUNTY each being from time to time hereinafter referred to as a “Party,” and together being from time to time collectively hereinafter referred to as the “Parties”).

**RECITALS**

- A. In June 1997, the FORA Board of Directors adopted a Final Environmental Impact Report and a Fort Ord Base Reuse Plan (hereinafter referred to as the “BRP”). The BRP included the designation of a multi-modal transit corridor along the “Imjin Parkway/Blanco Road” corridor, as shown in Figures 4.2-2, 4.2-3 and 4.2-5 of the BRP Reuse Plan Element (hereinafter referred to as the “Transit Corridor”). The Transit Corridor is intended to serve as a major transportation route from Highway 1 to Salinas, through former Fort Ord lands.
- B. The original alignment (hereinafter referred to as the “Original Alignment”) of the Transit Corridor extended from Highway 1 along 12<sup>th</sup> Street and Imjin Road to Reservation Road, along Reservation Road to Blanco Road, and then along Blanco Road to Salinas, as shown generally in Exhibit 1A.
- C. Problems arose with the implementation of the Original Alignment, including potential impacts to wildlife habitat lands, and impacts to agricultural operations.
- D. In 2010 the Parties identified and reviewed a proposed new alignment (the “2010 Alignment”) to the Transit Corridor, as shown in Exhibit 1B. The 2010 Alignment avoided certain impacts, but raised others. Additionally, some of the development that was in 2010 anticipated has since failed to occur.

E. Due to the desire of the Parties to reassess the 2010 Alignment, TAMC led the development of a Marina-Salinas Multi-Modal Corridor Conceptual Plan, which identified a new alignment (shown in Exhibit 2) based on input from the Parties, stakeholders and the public.

F. On June 24, 2015, TAMC approved the Marina-Salinas Multi-Modal Corridor Plan (the “Plan”) and adopted Resolution 2015-15 (a copy of which is attached as Exhibit 3), determining that the Plan is within the scope of the 2014 Monterey County Regional Transportation Plan which was previously analyzed by the Environmental Impact Report certified by the Association of Monterey Bay Area Governments and considered by TAMC in adopting its Resolution No. 2014-10.

**NOW, THEREFORE, IT IS MUTUALLY AGREED BETWEEN THE PARTIES  
HERETO AS FOLLOWS:**

1. Agreement to Cooperate. The Parties agree to cooperate with each other to consider and integrate applicable provisions of the Plan in accordance with law and to incorporate the concepts and provisions of the Plan into their respective planning and design documents.
2. Engineering and Design. Each Party shall be responsible for its own engineering or design costs resulting from the integration of the Plan into its planning and design documents.
3. Agreement to Grant Right of Way Reservations/Easements. To the extent that land on which the Transit Corridor described in the Plan will be located is held by FORA, the Parties agree to permit the imposition of necessary easements and/or reservations of rights of way consistent with the Plan over such property by FORA in any conveyance.
4. Agreement to Release Conflicting Prior Right of Way Reservations and Easements. To the extent that right of way reservations or easements were placed on property previously conveyed but on which the Transit Corridor described in the Plan is no longer intended to be located, the Parties agree to take such action as is necessary and appropriate to release any easements or right of way reservations over such land which are not consistent with the alignment of the Transit Corridor as described in the Plan.
5. Costs. If any Party elects to incur costs or expenses with respect to the subject matter of this Agreement, then such Party shall be solely responsible for paying for those costs or expenses.
6. Amendment by Written Recorded Instrument. This Agreement may be amended or modified in whole or in part, only by a written and recorded instrument executed by all of the Parties.
7. Release and Mutual Indemnification. Each Party hereto agrees to indemnify, defend and hold each other Party harmless from and against any loss, cost claim or damage directly related to such Party’s actions or inactions under this Agreement.
8. Governing Law. This Agreement shall be governed by and interpreted by and in accordance with the laws of the State of California.

9. Entire Agreement. This Agreement along with any exhibits and attachments hereto, constitutes the entire agreement between the Parties concerning the subject matter hereof.

10. Interpretation. This Agreement has been arrived at through negotiation and that no Party is to be deemed the Party which prepared this Agreement within the meaning of Civil Code Section 1654.

11. Counterparts. This Agreement may be signed in any number of counterparts, each of which shall be deemed an original and all of which taken together shall constitute one and the same complete instrument. The signature page of each counterpart may be detached from such counterpart and attached to a single document which shall for all purposes be treated as an original. Faxed, photocopied or e-mailed signatures shall be deemed originals for all purposes. This Agreement shall be effective as to each Party when that Party has executed and delivered a counterpart hereof.

**IN WITNESS WHEREOF**, the Parties have executed this Agreement on the day and year set out opposite their respective signatures.

**FORT ORD REUSE AUTHORITY**

Date: \_\_\_\_\_

By: \_\_\_\_\_

Executive Officer  
Michael A. Houlemard, Jr.

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**CITY OF MARINA**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**CITY OF SALINAS**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**CALIFORNIA STATE UNIVERSITY MONTEREY BAY**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**UNIVERSITY OF CALIFORNIA SANTA CRUZ**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**MONTEREY-SALINAS TRANSIT DISTRICT**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**COUNTY OF MONTEREY**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

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## Exhibit 1

(includes Exhibits 1A, 1B, and 1C)

**MEMORANDUM OF AGREEMENT  
AMONG AND BETWEEN**

**THE FORT ORD REUSE AUTHORITY, CITY OF MARINA, MARINA REDEVELOPMENT AGENCY, CALIFORNIA STATE UNIVERSITY MONTEREY BAY, UNIVERSITY OF CALIFORNIA SANTA CRUZ, GOLDEN GATE UNIVERSITY, MONTEREY SALINAS TRANSIT, TRANSPORTATION AGENCY FOR MONTEREY COUNTY, THE REDEVELOPMENT AGENCY OF THE COUNTY OF MONTEREY AND THE COUNTY OF MONTEREY CONCERNING THE REALIGNMENT OF THE MULTI-MODAL TRANSIT CORRIDOR ON THE FORMER FORT ORD**

THIS AGREEMENT is made and signed on this 2<sup>nd</sup> day of November, 2010, by and among the FORT ORD REUSE AUTHORITY (hereinafter referred to as "FORA"), the CITY OF MARINA (hereinafter referred to as "CITY"), the MARINA REDEVELOPMENT AGENCY (hereinafter referred to as "MRA") CALIFORNIA STATE UNIVERSITY MONTEREY BAY (hereinafter referred to as "CSUMB"), UNIVERSITY OF CALIFORNIA SANTA CRUZ ("UCSC"), GOLDEN GATE UNIVERSITY (hereinafter referred to as "GGU"), MONTEREY SALINAS TRANSIT (hereinafter referred to as "MST" and which will be succeeded by the Monterey-Salinas Transit District effective July 1, 2010), the TRANSPORTATION AGENCY FOR MONTEREY COUNTY (hereinafter referred to as "TAMC"), THE REDEVELOPMENT AGENCY OF THE COUNTY OF MONTEREY (hereinafter referred to as "AGENCY") and the COUNTY OF MONTEREY (hereinafter referred to as "COUNTY") (with FORA, City, MRA, CSUMB, UCSC, GGU, MST, TAMC, Agency and County each being from time to time hereinafter referred to as "Party", and together being from time to time collectively hereinafter referred to as "Parties").

**RECITALS**

A. In June 1997, the FORA Board of Directors adopted a Final Environmental Impact Report (hereinafter referred to as "FEIR") and a Fort Ord Base Reuse Plan (hereinafter referred to as "BRP"). The BRP included the designation of a multi-modal transit corridor along the "Imjin Parkway/Blanco Road" corridor, as shown on Figures 4.2-2, 4.2-3 and 4.2-5 of the BRP Reuse Plan Element (hereinafter referred to as "Transit Corridor"). The Transit Corridor is intended to serve as a major transportation route from Highway 1 to Salinas, through former Fort Ord lands.

B. The original alignment (hereinafter referred to as "Original Alignment") of the Transit Corridor extended from Highway 1 along 12<sup>th</sup> Street and Imjin Road to Reservation Road, and then along Blanco Road to Salinas, as shown generally in Exhibit 1.

C. Problems have arisen with the implementation of the Original Alignment, including potential impacts to wildlife habitat lands, and impacts to agricultural operations.

D. The Parties have identified and reviewed a proposed new alignment ("New Alignment") to the Transit Corridor, as shown in Exhibit 2, and it appears that the New Alignment provides the same benefit to the regional transportation network as the Original Alignment and avoids potential impacts to habitat-related lands and to agricultural operations.

E. Property has been conveyed by FORA to various jurisdictions with right of way reservations based upon the Original Alignment. A list of the parcels conveyed with such reservations is attached as Exhibit 3.

**NOW, THEREFORE, IT IS MUTUALLY AGREED BETWEEN THE PARTIES  
HERETO AS FOLLOWS:**

1. FORA Board Consider Re-Designation of Transit Corridor

The Parties, excepting FORA, hereby agree to recommend rescission of the Original Transit Corridor Alignment and designation of the New Transit Corridor Alignment. It is acknowledged that this re-designation will require at least the following steps:

1.1 Agreement to Cooperate. The jurisdictions agree to cooperate with each other to process the proposed re-designation of the Transit Corridor from the Original Alignment to the New Alignment on the following conditions: (i) the New Alignment will require certain improvements to be performed on the southerly side of 3<sup>rd</sup> Street, which would only impact Property owned by CSUMB and will not encroach on GGU property and (ii) the Parties shall not be required to incur any costs or expenses in so cooperating with each other.

1.2 Engineering and Design. The COUNTY and CITY, at their respective costs, have prepared preliminary designs for that portion of the New Alignment that will extend through their respective boundaries, for the New Alignment to be approved.

1.3 Agreement to Grant Right of Way Reservations. Those Parties who will receive or have received land over which the New Alignment will extend agree to grant right of way reservations for the New Transit Corridor Alignment described in Exhibit 2 through execution of this agreement. It is intended that any actual conveyance of right of way easements or fee ownership would occur by separate agreement(s) at a later date. The COUNTY will not grant any right of way reservation at this time that would diminish its development potential by allowing a triangle interchange at the intersection of Intergarrison Road, Eastside Parkway and Schoonover Road, but may elect to grant a right of way or other form of easement to MST at a later date. The Parties agree that none of GGU's property (i.e., parcel APN 031-101-019) and none of UC's property (i.e., parcel APN 031-101-018) will be taken in connection with the proposed New Alignment, and therefore no easements or right of way reservations will be requested of, nor imposed upon, GGU or UC.

1.4 Agreement to Release Right of Way Reservations/Easements. FORA agrees, upon adoption of the re-designation of the alignment of the Transit Corridor, to release any right of way reservations or easements with respect to the Original Alignment of the Transportation Corridor, as such Original Alignment is modified by the New Alignment.

1.5 Agreement to consider designation of the New Transit Corridor Alignment. Upon formal agreement by the Parties to grant right of way reservations for the New Transit Corridor Alignment described in Exhibit 2 through execution of this agreement by the Parties, FORA agrees to consider the recommended designation of the New Transit



Corridor Alignment and rescission of the Original Transit Corridor Alignment at its next scheduled Board of Directors meeting. If the recommended designation of the New Transit Corridor Alignment is approved, FORA shall include the New Transit Corridor Alignment in any revision to the Base Reuse Plan.

2. Costs. As stated in section 1.1 of this agreement, the parties shall not be required to incur any costs or expenses in cooperating with each other. Should any Party elect to incur costs or expenses with respect to the subject matter of this Agreement, then such Party shall be solely responsible for paying for those costs or expenses.
3. Amendment by Written Recorded Instrument. This Agreement may be amended or modified in whole or in part, only by a written and recorded instrument executed by the parties.
4. Indemnity and Hold Harmless. Each Party hereto agrees to indemnify, defend and hold each other Party harmless from and against any loss, cost claim or damage directly related to such Party's actions or inactions under this Agreement.
5. Governing Law. This Agreement shall be governed by and interpreted by and in accordance with the laws of the State of California.
6. Entire Agreement. This Agreement along with any exhibits and attachments hereto, constitutes the entire agreement between the parties hereto concerning the subject matter hereof.
7. Interpretation. It is agreed and understood by the parties hereto that this Agreement has been arrived at through negotiation and that no party is to be deemed the party which prepared this Agreement within the meaning of Civil Code Section 1654.
8. Authority. Each signatory to this Agreement certifies that he or she has the lawful authority to execute this Agreement for and on behalf of the Party named herein.
9. Term. This Agreement will expire on December 31, 2025. This term may not be extended absent separate negotiations and a separate fully executed written agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year set out opposite their respective signatures.

**FORT ORD REUSE AUTHORITY**

Date: 11 Oct 2017

By: 

Executive Officer  
Michael A. Houlemard, Jr.

By: 

Gerald D. Bowden, Esq.  
FORA Counsel

**CITY OF MARINA**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**MARINA REDEVELOPMENT AGENCY**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**CALIFORNIA STATE UNIVERSITY MONTEREY BAY**

Date: 8/31/10

By: 

Kevin R. Saunders,  
Interim Vice President for  
Administration and Finance

**APPROVED AS TO FORM:**

By: 

Carrie Rieth, CSU Attorney

**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement on the day and year set out opposite their respective signatures.

**FORT ORD REUSE AUTHORITY**

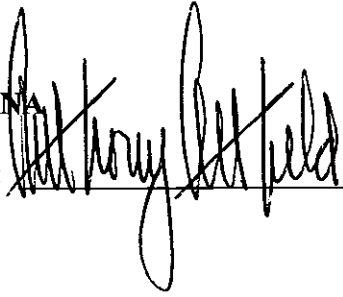
Date: \_\_\_\_\_

By: \_\_\_\_\_  
Executive Officer  
Michael A. Houlemard, Jr.

By: \_\_\_\_\_  
Gerald D. Bowden, Esq.  
FORA Counsel

**CITY OF MARINA**

Date: 11.2.10

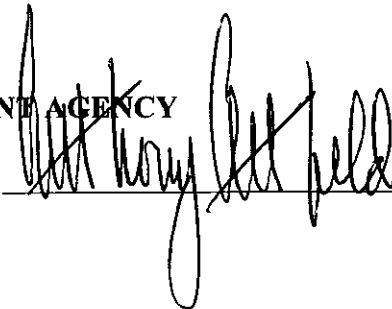
By: 

**APPROVED AS TO FORM:**

By: 

**MARINA REDEVELOPMENT AGENCY**

Date: 11.2.10

By: 

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**CALIFORNIA STATE UNIVERSITY MONTEREY BAY**

Date: \_\_\_\_\_

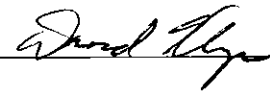
By: \_\_\_\_\_  
James E. Main, Vice President for  
Administration and Finance

**APPROVED AS TO FORM:**

By: \_\_\_\_\_  
Carrie Rieth, CSU Attorney

**UNIVERSITY OF CALIFORNIA SANTA CRUZ**

Date: 3/17/10

By: 

**APPROVED AS TO FORM:**

By: 

**GOLDEN GATE UNIVERSITY**  
**a California nonprofit public benefit corporation**

Date: \_\_\_\_\_

By: \_\_\_\_\_

Its: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**MONTEREY SALINAS TRANSIT**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

UNIVERSITY OF CALIFORNIA SANTA CRUZ

Date: \_\_\_\_\_

By: \_\_\_\_\_

APPROVED AS TO FORM:

By: \_\_\_\_\_

GOLDEN GATE UNIVERSITY  
a California nonprofit public benefit corporation

Date: 9/23/10

By: Robert D. Hite  
Its: V.P. and CFO

APPROVED AS TO FORM:

By: R D Hite

MONTEREY SALINAS TRANSIT

Date: \_\_\_\_\_

By: \_\_\_\_\_

APPROVED AS TO FORM:

By: \_\_\_\_\_

**UNIVERSITY OF CALIFORNIA SANTA CRUZ**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**GOLDEN GATE UNIVERSITY**  
a California nonprofit public benefit corporation

Date: \_\_\_\_\_

By: \_\_\_\_\_

Its: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**MONTEREY SALINAS TRANSIT**

Date: 8/23/2010

By: Cone G. Sady

**APPROVED AS TO FORM:**

By: [Signature]

**TRANSPORATION AGENCY FOR MONTEREY COUNTY**

Date: 8/20/10

By: 

**APPROVED AS TO FORM:**

By: Mayor Blankenship

**REDEVELOPMENT AGENCY OF THE COUNTY OF MONTEREY**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**COUNTY OF MONTEREY**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

TRANSPORATION AGENCY FOR MONTEREY COUNTY

Date: \_\_\_\_\_

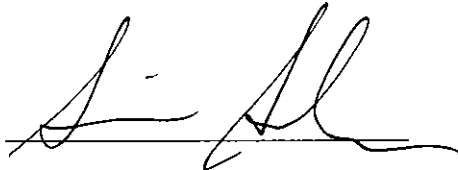
By: \_\_\_\_\_

APPROVED AS TO FORM:

By: \_\_\_\_\_

REDEVELOPMENT AGENCY OF THE COUNTY OF MONTEREY

Date: 3/12/12

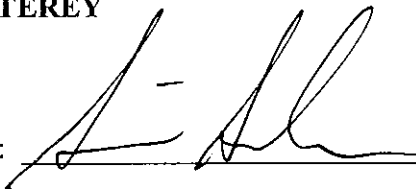
By: 

APPROVED AS TO FORM:

By: Lay Reeman  
Deputy Agency Counsel

COUNTY OF MONTEREY

Date: 3/12/10

By: 

APPROVED AS TO FORM:

By: Lay Reeman  
Deputy County Counsel





EXHIBIT A

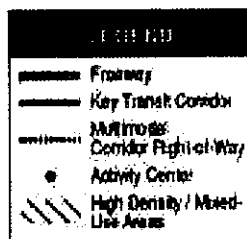
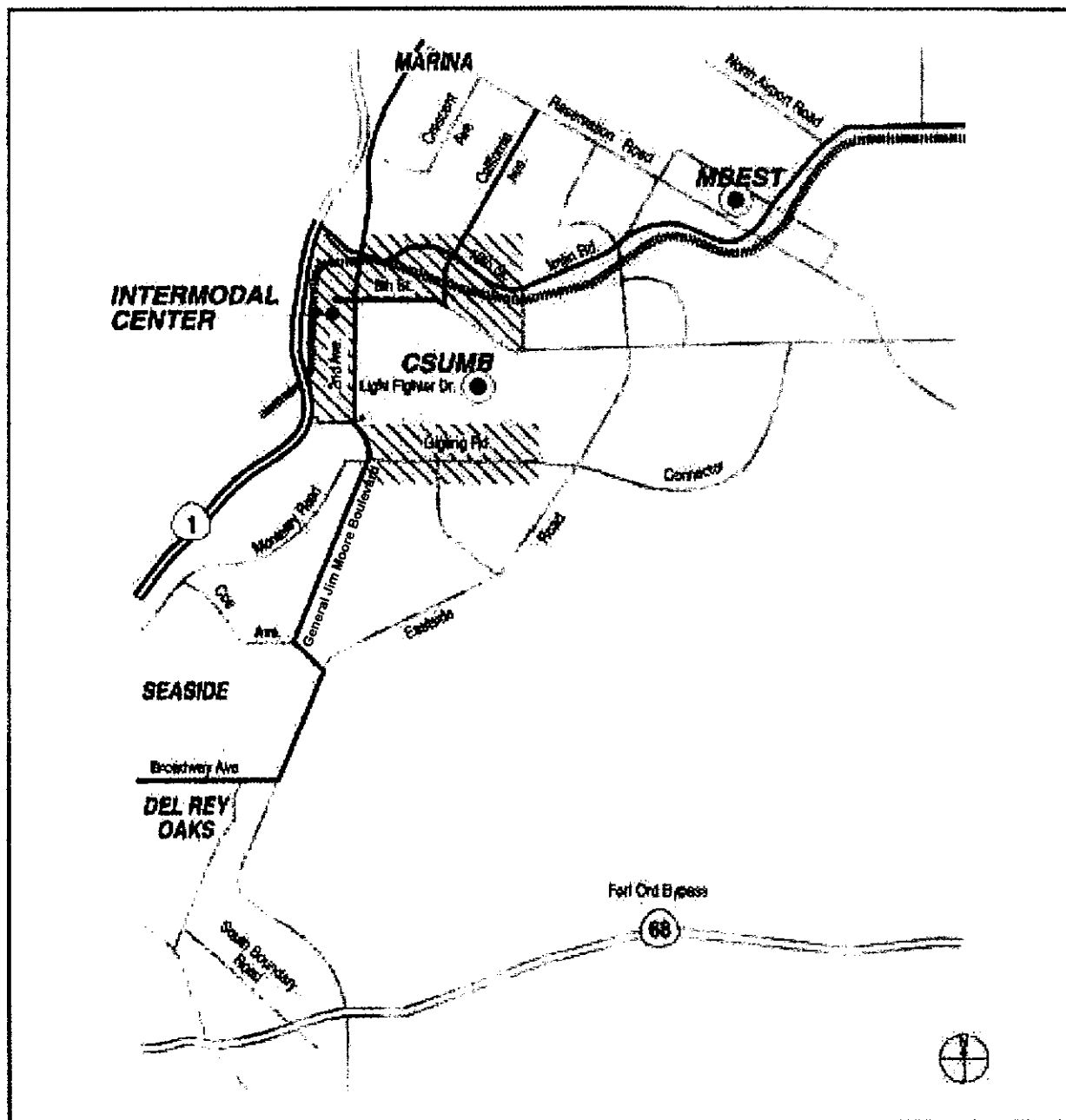
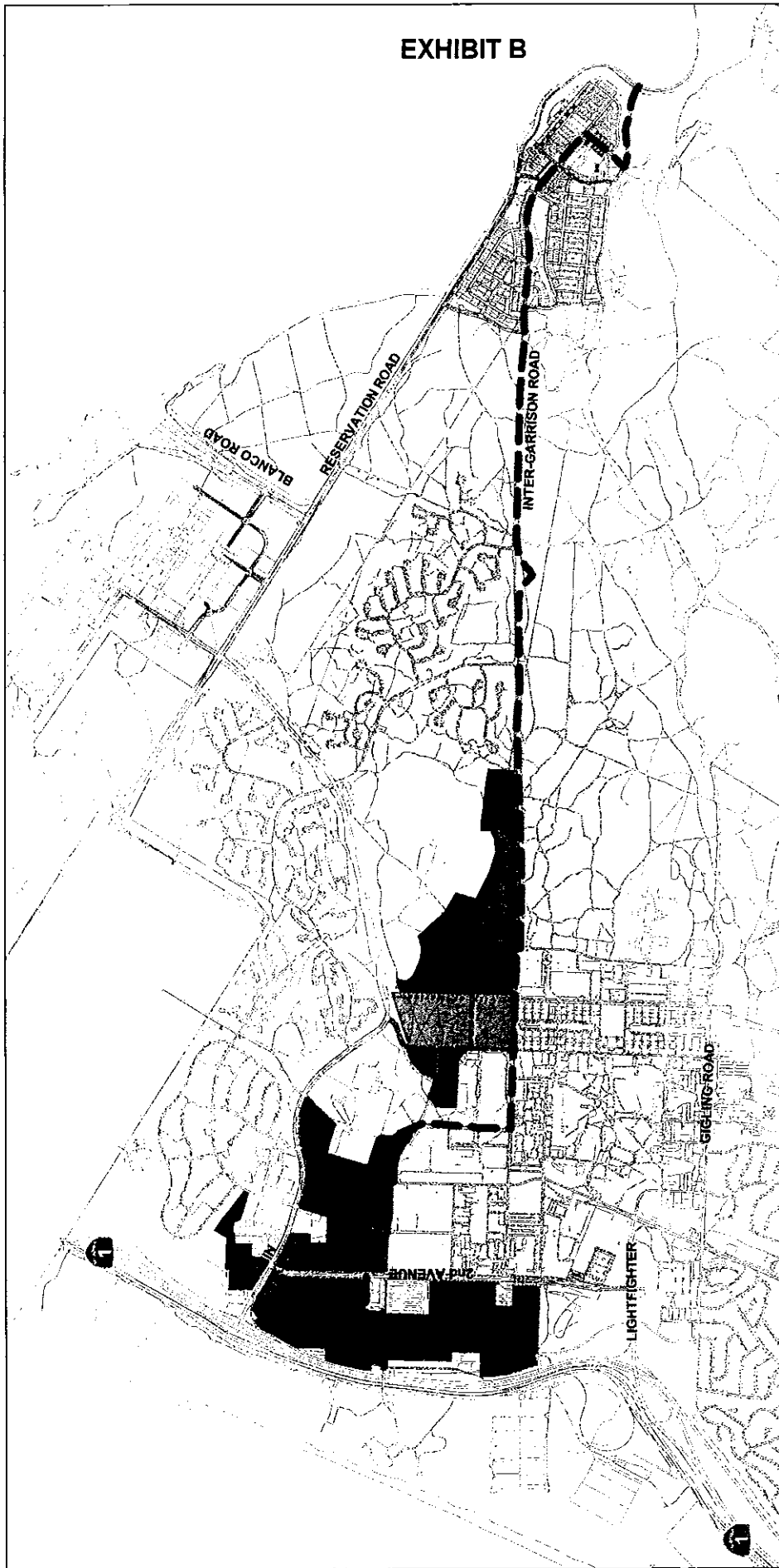


Figure 4.2-5  
Transit Activity Centers and Corridors

# EXHIBIT B



Proposed Multi-Modal  
Corridor Alignment

The Dunes of  
Marina Bay  
(Marina)

Golden Gate  
University

U.C. Development  
Parcel

C.S.U.M.B.  
Property

City of Marina  
Property

Whispering Oaks  
Development (County)

Whispering Oaks  
Habitat Conservation

Whispering Oaks  
MST Transit Parcel

**FORT ORD REUSE AUTHORITY  
MULTI-MODAL CORRIDOR  
ALIGNMENT**

September 24, 2009

**WE WHITSON ENGINEERS**  
5859 Blue Lakeshore Lane • Suite 105 • Monterey, CA 93940  
831 648-5225 • Fax 831 373-5065  
CIVIL ENGINEERING • LAND SURVEYING • PROJECT MANAGEMENT

## EXHIBIT C

| Exhibit 3                               |                 |
|---|-----------------|
| Army<br>Corps of<br>Engineers<br>Parcel | Jurisdiction    |
| L2.1                                    | City of Marina  |
| L20.16.1                                | City of Marina  |
| L20.16.2                                | City of Marina  |
| L20.16.3                                | City of Marina  |
| E2b.3.2                                 | City of Marina  |
| E2b.2.3                                 | City of Marina  |
| E2b.1.4                                 | City of Marina  |
| E2d.2                                   | City of Marina  |
| L5.9.1.2                                | City of Marina  |
| L5.9.2                                  | City of Marina  |
| E2c.4.4                                 | City of Marina  |
| E2c.4.3                                 | City of Marina  |
| S2.5.1.1                                | City of Marina  |
| S2.5.1.2                                | Monterey County |
| E4.6.1                                  | City of Marina  |
| E4.6.2                                  | Monterey County |
| E4.7.1                                  | City of Marina  |
| E4.7.2                                  | Monterey County |
| S2.3.2.2                                | Monterey County |
| S2.3.1.2                                | Monterey County |
| S2.3.2.3                                | Monterey County |
| L20.10.1.1                              | Monterey County |
| L20.11.1                                | Monterey County |
| L20.11.2                                | City of Marina  |

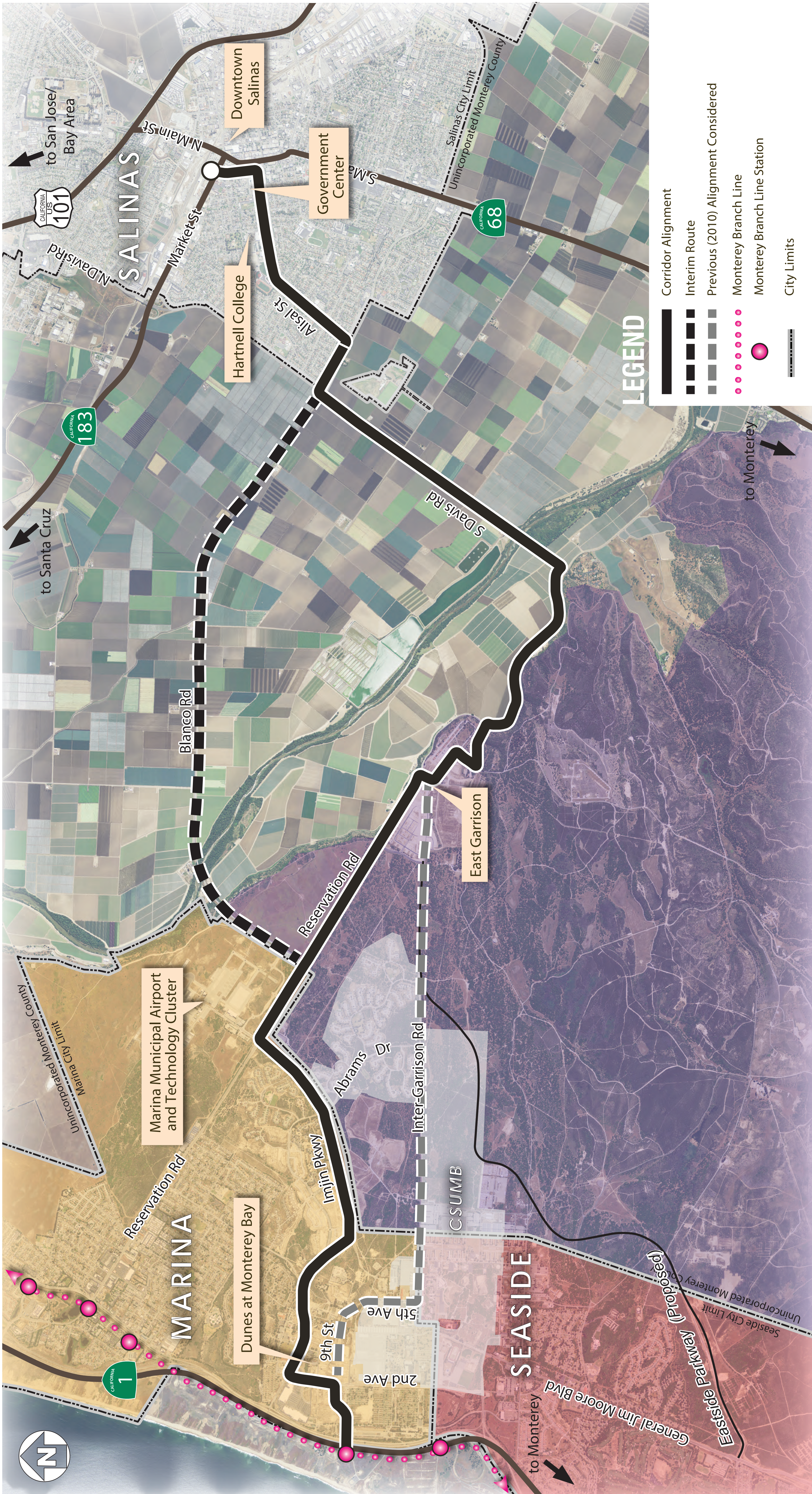


# Marina-Salinas Multimodal Corridor Conceptual Plan



## Exhibit 2

## Corridor Alignment







55-B Plaza Circle, Salinas, CA 93901-2902 • Tel: (831) 775-0903 • Website: [www.tamcmonterey.org](http://www.tamcmonterey.org)

**RESOLUTION 2015-15  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**DETERMINING THAT THE MARINA-SALINAS MULTI-MODAL CORRIDOR PLAN  
IS WITHIN THE SCOPE OF THE  
2014 MONTEREY COUNTY REGIONAL TRANSPORTATION PLAN  
WHICH WAS ANALYZED BY THE ENVIRONMENTAL IMPACT REPORT  
CERTIFIED BY THE ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS  
AND CONSIDERED BY TAMC IN ADOPTING  
RESOLUTION NO. 2014-10, AND ADOPTING THE  
MARINA-SALINAS MULTI-MODAL CORRIDOR PLAN**

**WHEREAS**, the Transportation Agency for Monterey County is the state-designated Regional Transportation Planning Agency (“RTPA”) for Monterey County; and

**WHEREAS**, on June 25, 2014, the Monterey County Regional Transportation Plan was approved by TAMC after review, consideration of, and adoption of findings for the program Environmental Impact Report (“EIR”) (SCH# 2013061052) for the 2035 MTP/SCS, certified by the Association of Monterey Bay Area Governments (“AMBAG”), which EIR incorporates the Monterey County RTP, in compliance with CEQA; and

**WHEREAS**, TAMC acknowledged in Resolution No. 2014-10 that implementation of the RTP would result in significant environmental impacts, as identified in the Final EIR; and

**WHEREAS**, CEQA Findings were prepared in compliance with Public Resources Code §§21081 and CEQA Guidelines Section §15091 for every significant impact of the 2014 Monterey County RTP identified in the EIR and for each alternative evaluated in the EIR, including an explanation of the rationale for each finding; and

**WHEREAS**, a Mitigation Monitoring and Reporting Program was prepared in compliance with Public Resources Code §21081.6 and CEQA Guidelines §15097 to ensure implementation of the mitigation measures identified in the Final EIR; and

**WHEREAS**, the Marina-Salinas Multi-Modal Corridor Plan was specifically identified and analyzed in the EIR which was the subject of TAMC Resolution 2014-10, including the Plan’s associated roadway widening projects; and

**WHEREAS**, the Marina-Salinas Multi-Modal Corridor Plan acknowledges that further environmental review will be needed by the appropriate jurisdictions at the project-level to develop appropriate mitigation for individual projects.

**NOW, THEREFORE, BE IT RESOLVED THAT:** the Transportation Agency for Monterey County finds that the foregoing recitals are true and correct and incorporated by this reference; and

**BE IT FURTHER RESOLVED THAT** the Transportation Agency for Monterey County Board of Directors finds that the matters contained in the Marina-Salinas Multi-Modal Corridor Plan are within the scope of, and have already been analyzed in, the Final EIR for the 2035 MTP/SCS, certified by AMBAG and approved by TAMC on June 25, 2014; and

**BE IT FURTHER RESOLVED THAT** the Transportation Agency for Monterey County Board of Directors finds that, pursuant to CEQA Guidelines § 15162, no new effects could occur and no new mitigation measures would be required by reason of the adoption of the Marina-Salinas Multi-Modal Corridor Plan; and

**BE IT FURTHER RESOLVED THAT** no new environmental documentation is required for adoption of the Marina-Salinas Multi-Modal Corridor Plan.

**ACCORDINGLY,** the Marina-Salinas Multi-Modal Corridor Plan is hereby adopted.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 24th day of June 2015, by the following vote:

**AYES:** F. Armenta, J. Burnett, T. Bodem, A. Chavez, K. Craig, J. Edelen,  
J. Huerta, R. Huitt, J. Mohammadi, M. Orozco, K. Markey,  
J. Phillips, R. Rubio, S. Salinas and E. Smith

**NOES:**

**ABSENT:** B. Delgado, and B. Hendrickson

  
\_\_\_\_\_  
**KIMBLEY CRAIG, CHAIR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**   
\_\_\_\_\_  
**DEBRA L. HALE, EXECUTIVE DIRECTOR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**AGREEMENT TERMINATING MEMORANDUM OF AGREEMENT  
AMONG AND BETWEEN  
THE FORT ORD REUSE AUTHORITY, CITY OF MARINA, MARINA  
REDEVELOPMENT AGENCY, CALIFORNIA STATE UNIVERSITY MONTEREY  
BAY, UNIVERSITY OF CALIFORNIA SANTA CRUZ, GOLDEN GATE UNIVERSITY,  
MONTEREY SALINAS TRANSIT, TRANSPORTATION AGENCY FOR MONTEREY  
COUNTY, THE REDEVELOPMENT AGENCY OF THE COUNTY OF MONTEREY  
AND THE COUNTY OF MONTEREY CONCERNING THE REALIGNMENT OF THE  
MULTI-MODAL CORRIDOR TRANSIT ON THE FORMER FORT ORD**

THIS AGREEMENT is made and signed on this \_\_\_\_ day of \_\_\_\_\_, 2017, by and among the FORT ORD REUSE AUTHORITY (“FORA”), the CITY OF MARINA (“MARINA”), THE SUCCESSOR AGENCY TO THE MARINA REDEVELOPMENT AGENCY (“MRA SUCCESSOR”), CALIFORNIA STATE UNIVERSITY MONTEREY BAY (“CSUMB”), UNIVERSITY OF CALIFORNIA SANTA CRUZ (“UCSC”), GOLDEN GATE UNIVERSITY (“GGU”), MONTEREY SALINAS TRANSIT DISTRICT (as successor to Monterey-Salinas Transit and hereinafter referred to as “MST”), the TRANSPORTATION AGENCY FOR MONTEREY COUNTY (“TAMC”), THE SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY OF THE COUNTY OF MONTEREY (“AGENCY”) and the COUNTY OF MONTEREY (“COUNTY”) (with FORA, MARINA, MRA SUCCESSOR, CSUMB, UCSC, GGU, MST, TAMC, AGENCY and COUNTY each being from time to time hereinafter referred to as a “Party”, and together being from time to time collectively hereinafter referred to as the “Parties”).

**RECITALS**

- A. In June 1997, the FORA Board of Directors adopted a Final Environmental Impact Report and a Fort Ord Base Reuse Plan (hereinafter referred to as the “BRP”). The BRP included the designation of a multi-modal transit corridor along the “Imjin Parkway/Blanco Road” corridor, as shown on Figures 4.2-2, 4.2-3 and 4.2-5 of the BRP Reuse Plan Element (hereinafter referred to as the “Transit Corridor”). The Transit Corridor is intended to serve as a major transportation route from Highway 1 to Salinas, through former Fort Ord lands.
- B. The original alignment (hereinafter referred to as the “Original Alignment”) of the Transit Corridor extended from Highway 1 along 12<sup>th</sup> Street and Imjin Road to Reservation Road, along Reservation Road to Blanco Road, and then along Blanco Road to Salinas, as shown generally in Exhibit 1A.
- C. Problems arose with the implementation of the Original Alignment, including potential impacts to wildlife habitat lands and impacts to agricultural operations.
- D. In 2010 the Parties identified and reviewed a proposed new alignment (the “2010 Alignment”) to the Transit Corridor, as shown in Exhibit 1B. The Parties then entered into that

Memorandum of Agreement dated November 2, 2010 (the “2010 Memorandum of Agreement”), a copy of which is attached hereto as Exhibit 1C.

E. The 2010 Alignment avoided certain impacts, but raised others. Additionally, some of the development that was in 2010 anticipated has since failed to occur.

F. Due to the desire of the Parties to reassess the 2010 Alignment, TAMC led the development of a Marina-Salinas Multi-Modal Corridor Conceptual Plan, which identified a new alignment (shown in Exhibit 2) based on input from the Parties, stakeholders and the public.

G. On June 24, 2015, TAMC approved the Marina-Salinas Multi-Modal Corridor Plan and adopted Resolution 2015-15 (a copy of which is attached as Exhibit 3), determining that the Marina-Salinas Multi-Modal Corridor Plan is within the scope of the 2014 Monterey County Regional Transportation Plan which was previously analyzed by the Environmental Impact Report certified by the Association of Monterey Bay Area Governments and considered by TAMC in adopting its Resolution No. 2014-10.

**NOW, THEREFORE, IT IS MUTUALLY AGREED BETWEEN THE PARTIES  
HERETO AS FOLLOWS:**

1. Termination of 2010 Memorandum of Agreement. The Parties hereby agree to terminate the 2010 Memorandum of Agreement, which shall hereafter be of no further force or effect.

2. Counterparts. This Agreement may be signed in any number of counterparts, each of which shall be deemed an original and all of which taken together shall constitute one and the same complete instrument. The signature page of each counterpart may be detached from such counterpart and attached to a single document which shall for all purposes be treated as an original. Faxed, photocopied or e-mailed signatures shall be deemed originals for all purposes. This Agreement shall be effective as to each Party when that Party has executed and delivered a counterpart hereof.

**IN WITNESS WHEREOF**, the Parties have executed this Agreement on the day and year set out opposite their respective signatures.

**FORT ORD REUSE AUTHORITY**

Date: \_\_\_\_\_

By: \_\_\_\_\_

Executive Officer  
Michael A. Houlemard, Jr.

**APPROVED AS TO FORM:**

By: \_\_\_\_\_



**CITY OF MARINA**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**THE SUCCESSOR AGENCY TO THE MARINA REDEVELOPMENT AGENCY**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**CALIFORNIA STATE UNIVERSITY MONTEREY BAY**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**UNIVERSITY OF CALIFORNIA SANTA CRUZ**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**GOLDEN GATE UNIVERSITY**  
**a California nonprofit public benefit corporation**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**MONTEREY-SALINAS TRANSIT DISTRICT**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY  
OF THE COUNTY OF MONTEREY**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**COUNTY OF MONTEREY**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

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(includes Exhibits 1A, 1B, and 1C)

Exhibit 1

NOV -2 2010

FORT

**MEMORANDUM OF AGREEMENT  
AMONG AND BETWEEN**

**THE FORT ORD REUSE AUTHORITY, CITY OF MARINA, MARINA  
REDEVELOPMENT AGENCY, CALIFORNIA STATE UNIVERSITY MONTEREY  
BAY, UNIVERSITY OF CALIFORNIA SANTA CRUZ, GOLDEN GATE UNIVERSITY,  
MONTEREY SALINAS TRANSIT, TRANSPORTATION AGENCY FOR MONTEREY  
COUNTY, THE REDEVELOPMENT AGENCY OF THE COUNTY OF MONTEREY  
AND THE COUNTY OF MONTEREY CONCERNING THE REALIGNMENT OF THE  
MULTI-MODAL TRANSIT CORRIDOR ON THE FORMER FORT ORD**

THIS AGREEMENT is made and signed on this 2<sup>nd</sup> day of November, 2010, by and among the FORT ORD REUSE AUTHORITY (hereinafter referred to as "FORA"), the CITY OF MARINA (hereinafter referred to as "CITY"), the MARINA REDEVELOPMENT AGENCY (hereinafter referred to as "MRA") CALIFORNIA STATE UNIVERSITY MONTEREY BAY (hereinafter referred to as "CSUMB"), UNIVERSITY OF CALIFORNIA SANTA CRUZ ("UCSC"), GOLDEN GATE UNIVERSITY (hereinafter referred to as "GGU"), MONTEREY SALINAS TRANSIT (hereinafter referred to as "MST" and which will be succeeded by the Monterey-Salinas Transit District effective July 1, 2010), the TRANSPORTATION AGENCY FOR MONTEREY COUNTY (hereinafter referred to as "TAMC"), THE REDEVELOPMENT AGENCY OF THE COUNTY OF MONTEREY (hereinafter referred to as "AGENCY") and the COUNTY OF MONTEREY (hereinafter referred to as "COUNTY") (with FORA, City, MRA, CSUMB, UCSC, GGU, MST, TAMC, Agency and County each being from time to time hereinafter referred to as "Party", and together being from time to time collectively hereinafter referred to as "Parties").

**RECITALS**

- A. In June 1997, the FORA Board of Directors adopted a Final Environmental Impact Report (hereinafter referred to as "FEIR") and a Fort Ord Base Reuse Plan (hereinafter referred to as "BRP"). The BRP included the designation of a multi-modal transit corridor along the "Imjin Parkway/Blanco Road" corridor, as shown on Figures 4.2-2, 4.2-3 and 4.2-5 of the BRP Reuse Plan Element (hereinafter referred to as "Transit Corridor"). The Transit Corridor is intended to serve as a major transportation route from Highway 1 to Salinas, through former Fort Ord lands.
- B. The original alignment (hereinafter referred to as "Original Alignment") of the Transit Corridor extended from Highway 1 along 12<sup>th</sup> Street and Imjin Road to Reservation Road, and then along Blanco Road to Salinas, as shown generally in Exhibit 1.
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E. Property has been conveyed by FORA to various jurisdictions with right of way reservations based upon the Original Alignment. A list of the parcels conveyed with such reservations is attached as Exhibit 3.

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HERETO AS FOLLOWS:**

1. FORA Board Consider Re-Designation of Transit Corridor

The Parties, excepting FORA, hereby agree to recommend rescission of the Original Transit Corridor Alignment and designation of the New Transit Corridor Alignment. It is acknowledged that this re-designation will require at least the following steps:

1.1 Agreement to Cooperate. The jurisdictions agree to cooperate with each other to process the proposed re-designation of the Transit Corridor from the Original Alignment to the New Alignment on the following conditions: (i) the New Alignment will require certain improvements to be performed on the southerly side of 3<sup>rd</sup> Street, which would only impact Property owned by CSUMB and will not encroach on GGU property and (ii) the Parties shall not be required to incur any costs or expenses in so cooperating with each other.

1.2 Engineering and Design. The COUNTY and CITY, at their respective costs, have prepared preliminary designs for that portion of the New Alignment that will extend through their respective boundaries, for the New Alignment to be approved.

1.3 Agreement to Grant Right of Way Reservations. Those Parties who will receive or have received land over which the New Alignment will extend agree to grant right of way reservations for the New Transit Corridor Alignment described in Exhibit 2 through execution of this agreement. It is intended that any actual conveyance of right of way easements or fee ownership would occur by separate agreement(s) at a later date. The COUNTY will not grant any right of way reservation at this time that would diminish its development potential by allowing a triangle interchange at the intersection of Intergarrison Road, Eastside Parkway and Schoonover Road, but may elect to grant a right of way or other form of easement to MST at a later date. The Parties agree that none of GGU's property (i.e., parcel APN 031-101-019) and none of UC's property (i.e., parcel APN 031-101-018) will be taken in connection with the proposed New Alignment, and therefore no easements or right of way reservations will be requested of, nor imposed upon, GGU or UC.

1.4 Agreement to Release Right of Way Reservations/Easements. FORA agrees, upon adoption of the re-designation of the alignment of the Transit Corridor, to release any right of way reservations or easements with respect to the Original Alignment of the Transportation Corridor, as such Original Alignment is modified by the New Alignment.

1.5 Agreement to consider designation of the New Transit Corridor Alignment. Upon formal agreement by the Parties to grant right of way reservations for the New Transit Corridor Alignment described in Exhibit 2 through execution of this agreement by the Parties, FORA agrees to consider the recommended designation of the New Transit

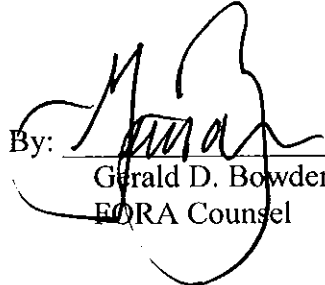
Corridor Alignment and rescission of the Original Transit Corridor Alignment at its next scheduled Board of Directors meeting. If the recommended designation of the New Transit Corridor Alignment is approved, FORA shall include the New Transit Corridor Alignment in any revision to the Base Reuse Plan.

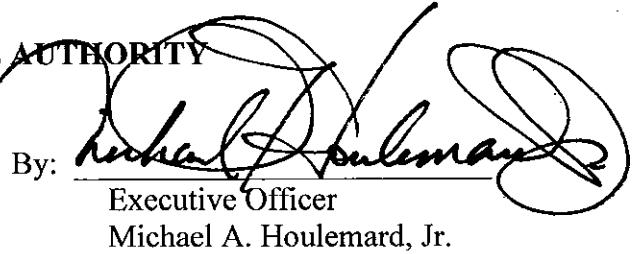
2. Costs. As stated in section 1.1 of this agreement, the parties shall not be required to incur any costs or expenses in cooperating with each other. Should any Party elect to incur costs or expenses with respect to the subject matter of this Agreement, then such Party shall be solely responsible for paying for those costs or expenses.
3. Amendment by Written Recorded Instrument. This Agreement may be amended or modified in whole or in part, only by a written and recorded instrument executed by the parties.
4. Indemnity and Hold Harmless. Each Party hereto agrees to indemnify, defend and hold each other Party harmless from and against any loss, cost claim or damage directly related to such Party's actions or inactions under this Agreement.
5. Governing Law. This Agreement shall be governed by and interpreted by and in accordance with the laws of the State of California.
6. Entire Agreement. This Agreement along with any exhibits and attachments hereto, constitutes the entire agreement between the parties hereto concerning the subject matter hereof.
7. Interpretation. It is agreed and understood by the parties hereto that this Agreement has been arrived at through negotiation and that no party is to be deemed the party which prepared this Agreement within the meaning of Civil Code Section 1654.
8. Authority. Each signatory to this Agreement certifies that he or she has the lawful authority to execute this Agreement for and on behalf of the Party named herein.
9. Term. This Agreement will expire on December 31, 2025. This term may not be extended absent separate negotiations and a separate fully executed written agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year set out opposite their respective signatures.

**FORT ORD REUSE AUTHORITY**

Date: 11 Oct 2017

By:   
Gerald D. Bowden, Esq.  
FORA Counsel

By:   
Executive Officer  
Michael A. Houlemard, Jr.

**CITY OF MARINA**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**MARINA REDEVELOPMENT AGENCY**

Date: \_\_\_\_\_


By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**CALIFORNIA STATE UNIVERSITY MONTEREY BAY**

Date: 8/31/10

By:   
Kevin R. Saunders,  
Interim Vice President for  
Administration and Finance

**APPROVED AS TO FORM:**

By:   
Carrie Rieth, CSU Attorney



**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement on the day and year set out opposite their respective signatures.

**FORT ORD REUSE AUTHORITY**

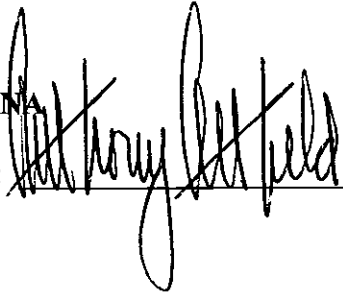
Date: \_\_\_\_\_

By: \_\_\_\_\_  
Executive Officer  
Michael A. Houlemard, Jr.

By: \_\_\_\_\_  
Gerald D. Bowden, Esq.  
FORA Counsel

**CITY OF MARINA**

Date: 11.2.10

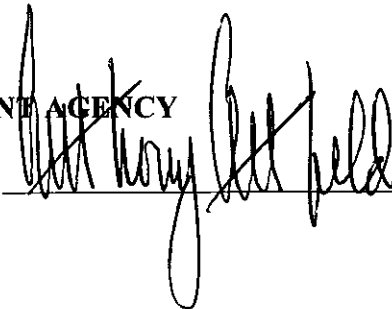
By: 

**APPROVED AS TO FORM:**

By: 

**MARINA REDEVELOPMENT AGENCY**

Date: 11.2.10

By: 

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**CALIFORNIA STATE UNIVERSITY MONTEREY BAY**

Date: \_\_\_\_\_

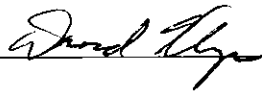
By: \_\_\_\_\_  
James E. Main, Vice President for  
Administration and Finance

**APPROVED AS TO FORM:**

By: \_\_\_\_\_  
Carrie Rieth, CSU Attorney

**UNIVERSITY OF CALIFORNIA SANTA CRUZ**

Date: 3/17/10

By: 

**APPROVED AS TO FORM:**

By: 

**GOLDEN GATE UNIVERSITY**  
**a California nonprofit public benefit corporation**

Date: \_\_\_\_\_

By: \_\_\_\_\_

Its: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**MONTEREY SALINAS TRANSIT**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

UNIVERSITY OF CALIFORNIA SANTA CRUZ

Date: \_\_\_\_\_

By: \_\_\_\_\_

APPROVED AS TO FORM:

By: \_\_\_\_\_

GOLDEN GATE UNIVERSITY  
a California nonprofit public benefit corporation

Date: 9/23/10

By: Robert D. Hite

Its: V.P. and CFO

APPROVED AS TO FORM:

By: R D Hite

MONTEREY SALINAS TRANSIT

Date: \_\_\_\_\_

By: \_\_\_\_\_

APPROVED AS TO FORM:

By: \_\_\_\_\_

**UNIVERSITY OF CALIFORNIA SANTA CRUZ**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**GOLDEN GATE UNIVERSITY**  
a California nonprofit public benefit corporation

Date: \_\_\_\_\_

By: \_\_\_\_\_

Its: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**MONTEREY SALINAS TRANSIT**

Date: 8/23/2010

By: Cone G. Sady

**APPROVED AS TO FORM:**

By: [Signature]

**TRANSPORATION AGENCY FOR MONTEREY COUNTY**

Date: 8/20/10

By: 

**APPROVED AS TO FORM:**

By: 

**REDEVELOPMENT AGENCY OF THE COUNTY OF MONTEREY**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

**COUNTY OF MONTEREY**

Date: \_\_\_\_\_

By: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

TRANSPORATION AGENCY FOR MONTEREY COUNTY

Date: \_\_\_\_\_

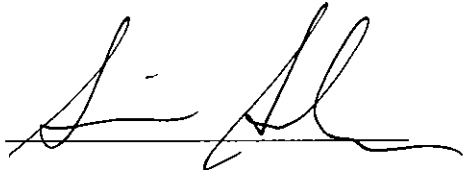
By: \_\_\_\_\_

APPROVED AS TO FORM:

By: \_\_\_\_\_

REDEVELOPMENT AGENCY OF THE COUNTY OF MONTEREY

Date: 3/12/12

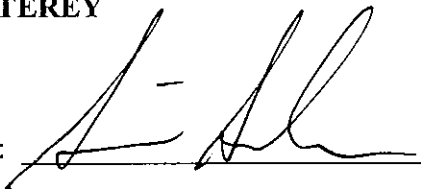
By: 

APPROVED AS TO FORM:

By: Lay Reeman  
Deputy Agency Counsel

COUNTY OF MONTEREY

Date: 3/12/10

By: 

APPROVED AS TO FORM:

By: Lay Reeman  
Deputy County Counsel



EXHIBIT A

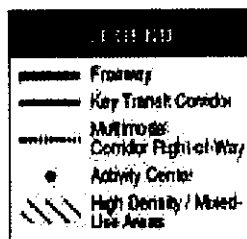
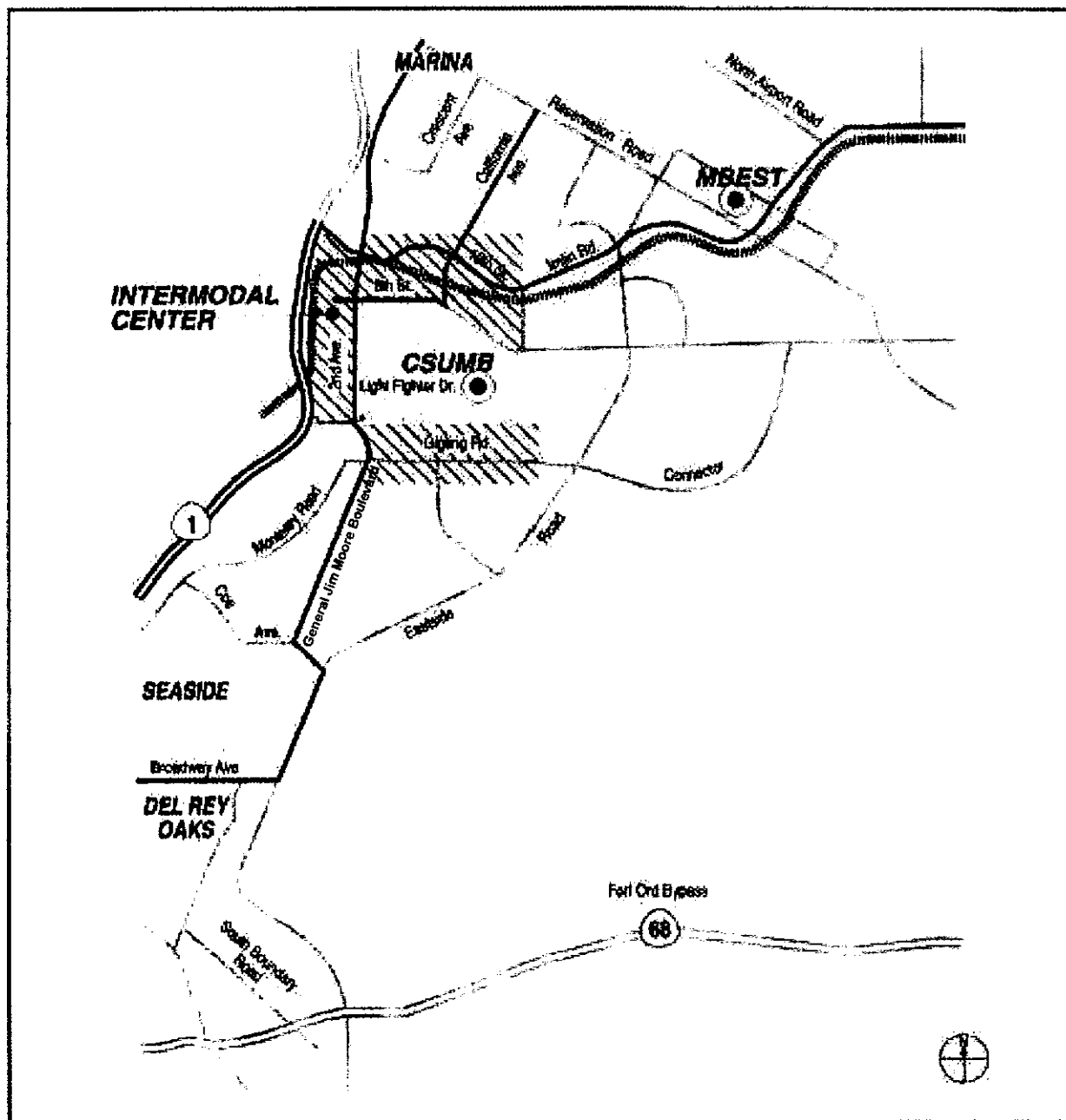
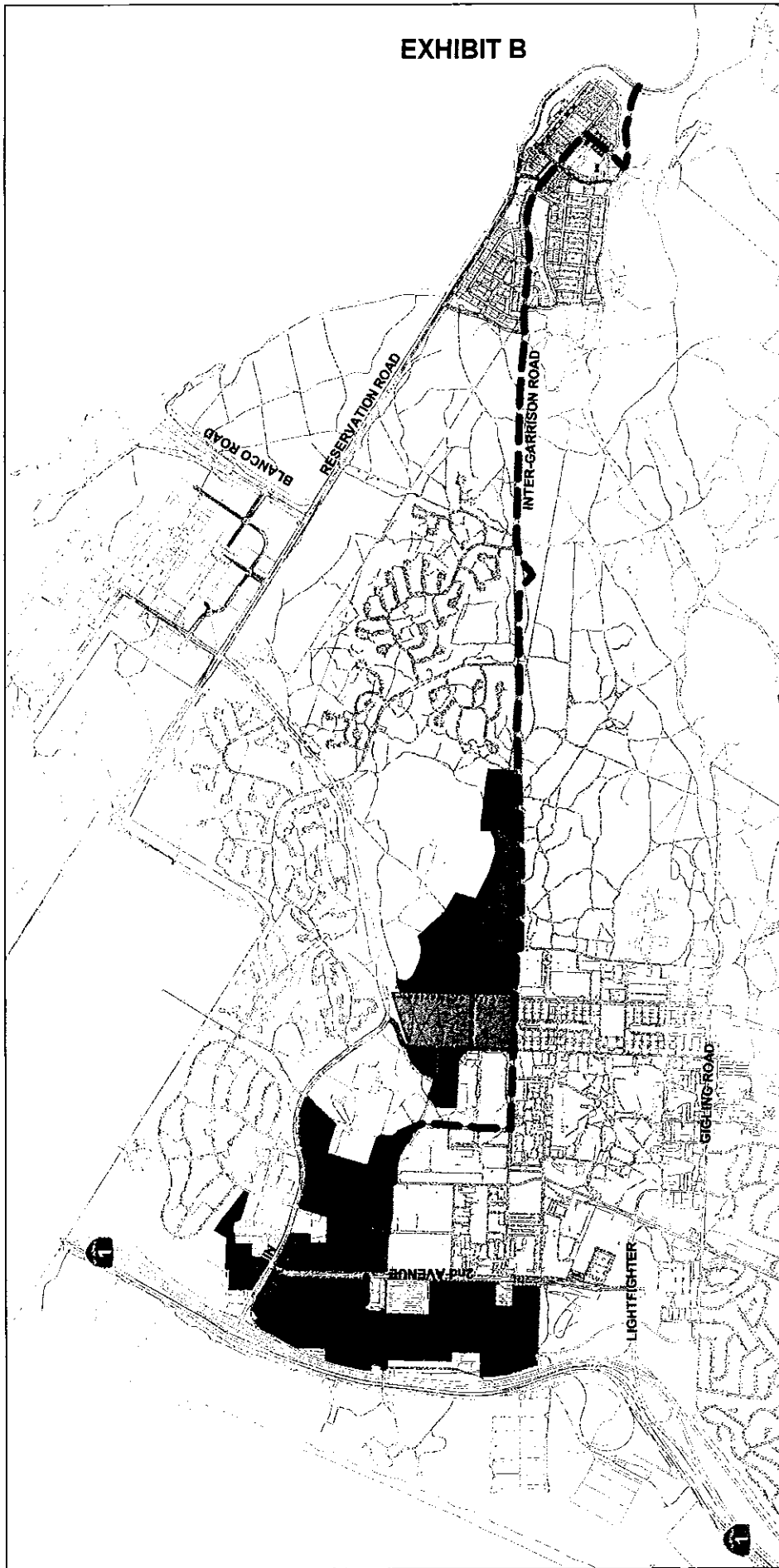


Figure 4.2-5  
Transit Activity Centers and Corridors

# EXHIBIT B



Proposed Multi-Modal  
Corridor Alignment

The Dunes of  
Marina Bay  
(Marina)

Golden Gate  
University

U.C. Development  
Parcel

C.S.U.M.B.  
Property

City of Marina  
Property

Whispering Oaks  
Development (County)

Whispering Oaks  
Habitat Conservation

Whispering Oaks  
MST Transit Parcel

**FORT ORD REUSE AUTHORITY  
MULTI-MODAL CORRIDOR  
ALIGNMENT**

September 24, 2009

**WE WHITSON ENGINEERS**  
5859 Blue Lakeshore Lane • Suite 105 • Monterey, CA 93940  
831 648-5225 • Fax 831 373-5085  
CIVIL ENGINEERING • LAND SURVEYING • PROJECT MANAGEMENT



## EXHIBIT C

| Exhibit 3                               |                 |
|---|-----------------|
| Army<br>Corps of<br>Engineers<br>Parcel | Jurisdiction    |
| L2.1                                    | City of Marina  |
| L20.16.1                                | City of Marina  |
| L20.16.2                                | City of Marina  |
| L20.16.3                                | City of Marina  |
| E2b.3.2                                 | City of Marina  |
| E2b.2.3                                 | City of Marina  |
| E2b.1.4                                 | City of Marina  |
| E2d.2                                   | City of Marina  |
| L5.9.1.2                                | City of Marina  |
| L5.9.2                                  | City of Marina  |
| E2c.4.4                                 | City of Marina  |
| E2c.4.3                                 | City of Marina  |
| S2.5.1.1                                | City of Marina  |
| S2.5.1.2                                | Monterey County |
| E4.6.1                                  | City of Marina  |
| E4.6.2                                  | Monterey County |
| E4.7.1                                  | City of Marina  |
| E4.7.2                                  | Monterey County |
| S2.3.2.2                                | Monterey County |
| S2.3.1.2                                | Monterey County |
| S2.3.2.3                                | Monterey County |
| L20.10.1.1                              | Monterey County |
| L20.11.1                                | Monterey County |
| L20.11.2                                | City of Marina  |

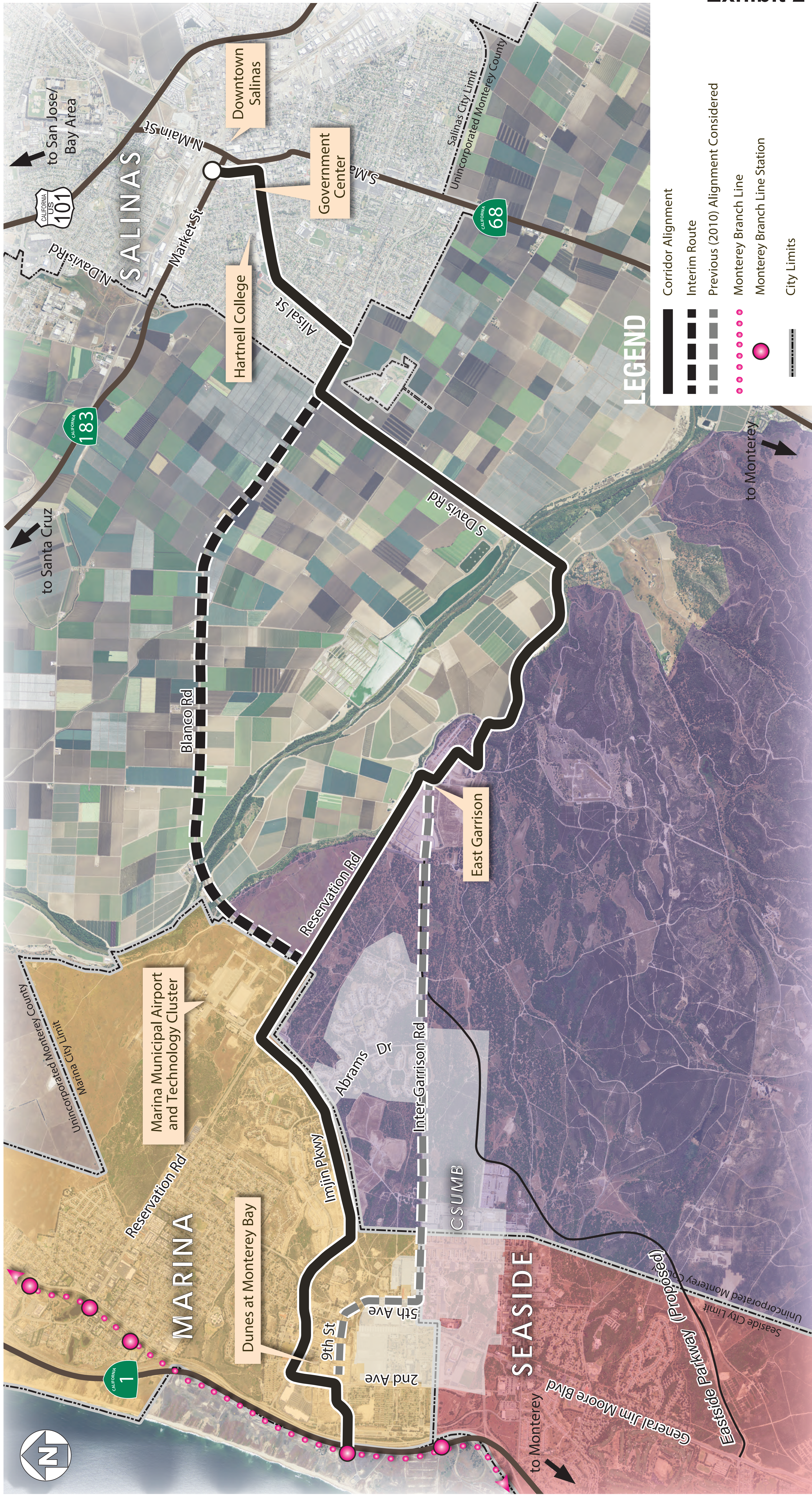


# Marina-Salinas Multimodal Corridor Conceptual Plan



## Exhibit 2

## Corridor Alignment







55-B Plaza Circle, Salinas, CA 93901-2902 • Tel: (831) 775-0903 • Website: [www.tamcmonterey.org](http://www.tamcmonterey.org)

**RESOLUTION 2015-15  
OF THE  
TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

**DETERMINING THAT THE MARINA-SALINAS MULTI-MODAL CORRIDOR PLAN  
IS WITHIN THE SCOPE OF THE  
2014 MONTEREY COUNTY REGIONAL TRANSPORTATION PLAN  
WHICH WAS ANALYZED BY THE ENVIRONMENTAL IMPACT REPORT  
CERTIFIED BY THE ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS  
AND CONSIDERED BY TAMC IN ADOPTING  
RESOLUTION NO. 2014-10, AND ADOPTING THE  
MARINA-SALINAS MULTI-MODAL CORRIDOR PLAN**

**WHEREAS**, the Transportation Agency for Monterey County is the state-designated Regional Transportation Planning Agency ("RTPA") for Monterey County; and

**WHEREAS**, on June 25, 2014, the Monterey County Regional Transportation Plan was approved by TAMC after review, consideration of, and adoption of findings for the program Environmental Impact Report ("EIR") (SCH# 2013061052) for the 2035 MTP/SCS, certified by the Association of Monterey Bay Area Governments ("AMBAG"), which EIR incorporates the Monterey County RTP, in compliance with CEQA; and

**WHEREAS**, TAMC acknowledged in Resolution No. 2014-10 that implementation of the RTP would result in significant environmental impacts, as identified in the Final EIR; and

**WHEREAS**, CEQA Findings were prepared in compliance with Public Resources Code §§21081 and CEQA Guidelines Section §15091 for every significant impact of the 2014 Monterey County RTP identified in the EIR and for each alternative evaluated in the EIR, including an explanation of the rationale for each finding; and

**WHEREAS**, a Mitigation Monitoring and Reporting Program was prepared in compliance with Public Resources Code §21081.6 and CEQA Guidelines §15097 to ensure implementation of the mitigation measures identified in the Final EIR; and

**WHEREAS**, the Marina-Salinas Multi-Modal Corridor Plan was specifically identified and analyzed in the EIR which was the subject of TAMC Resolution 2014-10, including the Plan's associated roadway widening projects; and

**WHEREAS**, the Marina-Salinas Multi-Modal Corridor Plan acknowledges that further environmental review will be needed by the appropriate jurisdictions at the project-level to develop appropriate mitigation for individual projects.

**NOW, THEREFORE, BE IT RESOLVED THAT:** the Transportation Agency for Monterey County finds that the foregoing recitals are true and correct and incorporated by this reference; and

**BE IT FURTHER RESOLVED THAT** the Transportation Agency for Monterey County Board of Directors finds that the matters contained in the Marina-Salinas Multi-Modal Corridor Plan are within the scope of, and have already been analyzed in, the Final EIR for the 2035 MTP/SCS, certified by AMBAG and approved by TAMC on June 25, 2014; and

**BE IT FURTHER RESOLVED THAT** the Transportation Agency for Monterey County Board of Directors finds that, pursuant to CEQA Guidelines § 15162, no new effects could occur and no new mitigation measures would be required by reason of the adoption of the Marina-Salinas Multi-Modal Corridor Plan; and

**BE IT FURTHER RESOLVED THAT** no new environmental documentation is required for adoption of the Marina-Salinas Multi-Modal Corridor Plan.

**ACCORDINGLY,** the Marina-Salinas Multi-Modal Corridor Plan is hereby adopted.

**PASSED AND ADOPTED** by the Transportation Agency for Monterey County, State of California this 24th day of June 2015, by the following vote:

**AYES:** F. Armenta, J. Burnett, T. Bodem, A. Chavez, K. Craig, J. Edelen,  
J. Huerta, R. Huitt, J. Mohammadi, M. Orozco, K. Markey,  
J. Phillips, R. Rubio, S. Salinas and E. Smith

**NOES:**

**ABSENT:** B. Delgado, and B. Hendrickson

  
\_\_\_\_\_  
**KIMBLEY CRAIG, CHAIR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**ATTEST:**   
\_\_\_\_\_  
**DEBRA L. HALE, EXECUTIVE DIRECTOR**  
**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

To: Board of Directors  
From: Michelle Overmeyer, Grants Analyst  
Subject: Conduct public hearing and adopt FY 2017 Program of Projects

**RECOMMENDATION:**

1. Conduct public hearing for FY 2017 Program of Projects
2. Adopt the FY 2017 Program of Projects; and
3. Authorize the filing of the appropriate grant applications with the Federal Transit Administration and Caltrans.

**FISCAL IMPACT:**

None.

**POLICY IMPLICATIONS:**

Your Board must conduct a public hearing and approve MST's Program of Projects to comply with federal regulations.

**DISCUSSION:**

The Program of Projects (POP) allocates federal funds to specific projects each fiscal year. The POP becomes part of MST's application for federal grant funding that is submitted to the Federal Transit Administration via the Association of Monterey Bay Area Governments (AMBAG). According to federal regulations, MST is required to develop, publish and afford an opportunity for a public hearing on and submit for approval a POP. In addition, the projects listed in the POP are submitted to AMBAG for inclusion in the Metropolitan Transportation Improvement Program (MTIP).

Monterey-Salinas Transit  
Final Program of  
Section 5307 Federally Funded Projects

| Project                               | FY 2017     |
|---------------------------------------|-------------|
| Fixed-Route Bus Planning & Operations | \$7,091,000 |
| TOTAL                                 | \$7,091,000 |

Hearing notices were published in the *Herald*, the *Californian* and in *El Sol* on Saturday, January 28<sup>th</sup>. It is appropriate for your Board to conduct a public hearing to receive comments on the POP and then consider its adoption.

PREPARED BY  REVIEWED BY   
Michelle Overmeyer Carl G. Sedoryk

To: Board of Directors  
From: C. Sedoryk, General Manager/CEO  
Subject: Consider adoption of FY 2018 - 2020 Strategic Plan

**RECOMMENDATION:**

Adopt FY 2018 - 2020 Strategic Plan and Action Plan.

**FISCAL IMPACT:**

None.

**DISCUSSION:**

Your Board conducted a Strategic Planning Workshop on February 6, 2017. The workshop was designed to provide a three year vision and set organization mission, goals, and objectives for the period July 1, 2017– June 30, 2020. At the workshop your board identified 7 strategic priorities to guide staff activities in the coming years which include:

- Develop and maintain adequate and stable long-term revenues
- Provide quality transit and mobility management services
- Maintain effective board protocols and best practices to achieve effective and efficient board operations and board meeting management
- Promote policies and practices that encourage environmental sustainability and resource conservation
- Educate the public on MST services through promotion, communication, and advocacy
- Promote organizational values to maintain high-quality relationships with MST employees, contractors, vendors, and community stakeholders
- Maintain industry leadership for like-sized agencies within California and the United States.

For each goal, staff, working together with the Board during the strategic planning workshop, has formulated initial objectives and desired outcomes. Indicators of success were defined to track relative progress towards the objectives and outcomes.

Discrete actions to be taken towards the accomplishment of the strategic goals will be defined in each annual budget during the life of the strategic plan and approved by your Board.

A Draft FY 2018– 2020 Strategic Plan is attached for your review and comment. Staff requests that board provide comments and suggestions and adopt the Strategic Plan.

ATTACHMENT 1: Draft FY 2018 – 2020 Strategic Plan

PREPARED BY: 



## **Monterey-Salinas Transit District Strategic Plan – 2018-2020**

### **About The Plan**

This plan represents the collaboration of the MST Board of Directors and staff to develop a 3-year vision and identify strategic priorities to focus MST resources and energies.

MST services focus on moving people from where they are to where they need and choose to be. The MST Board of Directors focuses on a similar concept but on a different scale – developing policy to move the District to where it needs to be to effectively serve our communities and constituencies.

A review of MST strengths, weaknesses, opportunities and challenges (SWOC) revealed several important facts. The inability of Congress to deal with structural deficits in the National Highway Trust Fund combined with state transportation funding resulted in increasingly unreliable and diminishing federal and state sources of operating and capital funds. Traffic congestion and demands for increased access to public transportation for persons of low-income, seniors, and persons with disabilities in Monterey County continue to increase. Finally, the lack of adequate facilities and a rapidly aging fleet and difficulty recruiting qualified employees continue to limit the ability of MST to grow its service to meet community needs.

The SWOC analysis also revealed that MST's image in the community, long-term growing ridership, as well as its employees and management team, continue to be strong. MST's ability to creatively generate revenue from outside of traditional sources through a variety of private and public partnerships continues to be an organizational strength.

Upon completion of the SWOC analysis, a list major challenges and future priorities were identified. After discussion and debate, the highest priority goals identified were:

- Develop and maintain adequate and stable long-term revenues
- Provide quality transit and mobility management services
- Maintain effective board protocols and best practices to achieve effective and efficient board operations and board meeting management
- Promote policies and practices that encourage environmental sustainability and resource conservation

- Educate the public on MST services through promotion, communication, and advocacy
- Promote organizational values to maintain high-quality relationships with MST employees, contractors, vendors, and community stakeholders
- Maintain industry leadership for like-sized agencies within California and the United States.

For each goal, staff, working together with the Strategic Planning Committee, has formulated initial objectives and desired outcomes. Indicators of success were defined to track relative progress towards the objectives and outcomes. Discrete actions to be taken towards the accomplishment of the strategic goals will be defined in each annual budget during the life of the strategic plan.

### **Monterey-Salinas Transit Mission**

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

### **Our Vision**

A fully funded public transit system providing quality, valued, and affordable mobility and transportation services for the people in Monterey County

### **We Believe In...**

- **Using Good Judgment**
- **Achieving Win/Win Outcomes**
- **Mutual Respect**
- **Teamwork**
- **Acting with Dignity, Trust, Cooperation, and Loyalty**
- **Constant Measurable Improvement**
- **Recognizing Results**

## Strategic Goals

The following are the strategic priorities and goal statements that MST will pursue over the next three years.

- **Develop and Maintain Adequate and Stable Long Term Revenues**

*Maintain public/private and public/public partnerships, fare-pricing strategies and revenue generation from the use of MST assets as a means to generate the revenue required to construct needed capital facilities, purchase vehicles and sustain current and future transit services*

*Through education and advocacy, encourage policy makers and the general public to enact legislation at local, state and federal levels to provide sustained revenue sources that will support the future growth of Monterey County's public transportation system*

- **Provide Quality Transit and Mobility Management Services**

*Develop and implement services, infrastructure, and technologies to meet and exceed the expectations of customers and maximize the value of MST in the community. Continue to explore and implement new technologies and practices that enhance the overall customer experience, improve safety and sustainability, reduce costs, attract new customers, retain existing customers, motivate employees*

- **Maintain board protocols and best practices to achieve effective and efficient board operations and board meeting management**

*Offer training and orientation for board members and provide concise reports that result in a well-informed, well-satisfied, participatory policy governance board*

- **Promote policies and practices that encourage environmental sustainability and resource conservation**

*Implement economically sound and environmentally-friendly resource conservation policies that reduce dependence on scarce natural resources and the potential for negative impacts on our environment*

- **Educate the public on MST services through promotion, communication and advocacy**

*Attract new riders and improve community support for MST by utilizing effective marketing, promotion, and communication techniques and by applying greater focus in meeting individual community and stakeholder needs*

- **Promote organizational values to maintain high quality relationships with MST employees, contractors, vendors, board members and community stakeholders**

*Promote individual and organizational safety, efficiency and effectiveness and enhance the satisfaction of our customers, employees, partners, board members, and other key stakeholders*

- **Maintain industry leadership for like-sized agencies within California and the United States.**

*Develop and implement programs and practices that distinguish Monterey-Salinas Transit as a leader with the public transit industry*

# **FY 2018-2020 GOALS, OBJECTIVES AND ACTION PLANS**

The following are the seven strategic priorities that MST will pursue over the next three years. Each goal includes specific objectives to be met during FY 2018-2020 to support these goals along with tactics to be used to achieve each objective.

## **1. Develop and Maintain Adequate and Stable Long Term Revenues**

### **Objectives/Outcomes:**

Maintain public/private and public/public partnerships, fare-pricing strategies and revenue generation from the use of MST assets as a means to generate the revenue required to construct needed capital facilities, purchase vehicles, sustain current and future transit services, and maximize the value of MST services to the community.

Through education and advocacy, encourage policymakers and the general public to enact legislation at local, state, and federal levels to provide sustained funding sources that will support the future growth of Monterey County's public transportation system.

### **Indicators of Success:**

- Maximize opportunities to leverage local funds with Federal, State, and private sources to support transit projects maximized
- Public/private funding agreements executed
- Adequate funding in place to support operating and capital needs
- Increased local funding support through developer fees, sales tax and other funding initiatives as appropriate

### **Menu of Tactics:**

- a. Adopt and execute annual state and federal legislative programs
- b. Utilize debt financing from bonds, private financing, and other sources as appropriate
- c. Identify additional partnerships to fund transit services outside of traditional tax sources
- d. Maintain adequate cash reserves to support a state of good repair for assets
- e. Identify grant opportunities to leverage local funds for transit projects

## **2. Provide Quality Transit and Mobility Management Services**

Objectives/Outcomes: Develop and implement services, infrastructure, and technologies to meet and exceed the expectations of customers and maximize the value of MST in the community. Continue to explore and implement new technologies and practices that enhance the overall customer experience, improve safety and sustainability, reduce costs, attract new customers, retain existing customers, and motivate employees

Indicators of Success:

- Passenger boarding growth rate that supports employment and population growth trends
- Increased customer and stakeholder satisfaction
- Business conducted within approved budget and performance indicators including safety, efficiency, effectiveness, on-time performance, customer satisfaction, employee satisfaction, and stakeholder satisfaction

Menu of Tactics:

- a. Continuation of programs that reward safe behavior
- b. Fine tune existing service to improve convenience and on-time performance
- c. Monitor operating, maintenance, and financial performance statistics on a monthly basis and implement programs to support continuous improvement
- d. Develop comprehensive service plan to focus limited resources on highest priority transit needs
- e. Establish MST customer service presence where demand is highest
- f. Continue participation in Fort Ord multi-modal and other transportation corridor studies
- g. Continue to monitor autonomous vehicle technology and implement as appropriate
- h. Develop and improve workforce development plans to sustain service levels

- i. Continue planning activities for Hwy 1 corridor transit improvements
- j. Maintain MST Trolley contract with City of Monterey
- k. Upgrade and enhance technologies to improve customer experience
- l. Continue planning a comprehensive regional BRT plan and apply for funding, as appropriate
- m. Identify funding for additional on-street passenger amenities
- n. Maintain and develop partnership with alternative mobility providers, including taxis, van pool and TNC (transportation network company) to improve mobility options
- o. Plan for a South County operations and maintenance facility
- p. Determine appropriate level of contracted transit services to provide highest value services to communities served

### **3. Maintain board protocols and best practices to achieve effective and efficient board operations and board meeting management**

Objectives/Outcomes: Offer training and orientation for board members and provide concise reports that result in a well-informed, well- satisfied, participatory policy governance board

Indicators of Success:

- Satisfied, involved fully-integrated, well informed, and well-functioning Board of Directors
- Residents of member jurisdictions feeling well represented

Menu of Tactics:

- a. Continue board member training and orientation programs
- b. Continue board committee structures to support decision making
- c. Monitor board reporting practices to make better use of limited time available for board meetings

#### **4. Promote Policies and Practices that Encourage Environmental Sustainability and Resource Conservation**

Objective: Implement economically sound and environmentally-friendly resource conservation policies that reduce dependence on scarce natural resources and the potential for negative impacts on our environment

Indicators of Success:

- Compliance with EPA and California Air Resources Board mandates
- Reduced consumption and related costs of utilities including water, natural gas, and electricity
- Reduced consumption of fossil and non-renewable fuels
- Increased investment in zero-emission technology
- Recognition for efforts to reduce greenhouse gas emissions

Menu of Tactics:

- a. Participate in national, state, and regional transit conferences, meetings and alternative fuel forums, user groups, etc., that identify and outline changes to federal and California Air Resources Board (CARB) emission requirements
- b. Maintain a dialogue with CARB staff regarding emission requirements and emission reduction strategies
- c. Adopt Leadership in Energy and Environmental Design (LEED) principles as appropriate in the design and construction of MST facilities
- d. Identify opportunities for energy, water, gas, and other resource conservation programs
- e. Implement alternative fuel and zero-emission bus technologies
- f. Monitor emerging technologies and determine cost-effective sustainable technologies and implement as appropriate

#### **5. Educate the Public on MST Services through Promotion, Communication and Advocacy**



*Attract new riders and improve support for MST by utilizing effective marketing, promotion, and communication techniques and by applying greater focus in meeting individual community and stakeholder needs.*

Indicators of Success:

- Increased awareness of MST transportation and mobility services and the value they provide
- Increased patronage and usage MST website and tools provided
- Increased positive media coverage of MST

Menu of Tactics:

- a. Implement and develop coordinated, multi-media, bilingual media communications and advertising programs and include special emphasis on providing relevant messaging to young people
- b. Improve MST online and social media presence, and utilize new and emerging technologies to communicate with new markets
- c. Encourage transit-friendly land-use planning through further dissemination of the *Designing for Transit* manual
- d. Implement targeted marketing education and promotional efforts designed towards major employers, students, tourists, senior groups, hospitality industry, and non-traditional customers
- e. Develop educational materials that explain the necessity for continued subsidizing for transit services

**6. Promote Organizational Values to Maintain High Quality Relationships with MST Employees, Customers, Contractors, Vendors, and Community Stakeholders**

*Promote individual and organizational safety, efficiency and effectiveness and enhance the satisfaction of our customers, employees, partners, board members and other key stakeholders*

Indicators of Success:

- High levels of employee, customer, and stakeholder satisfaction
- Improved relationships with represented labor workforce

- Increased utilization of employee development programs
- Improved safety performance and reductions in injuries

Menu of Tactics:

- a. Recognize and celebrate individual and group achievements in support of MST's mission, vision, values, goals, and objectives
- b. Conduct attitude and opinion surveys to gauge satisfaction of riders, non-riders, employees, and stakeholders
- c. Improve communication with all employees and the Amalgamated Transit Union leadership
- d. Monitor employment contract with Amalgamated Transit Union and Monterey-Salinas Transit Employee Association agreements
- e. Develop and implement targeted marketing and promotional efforts designed towards major employers, students, senior groups, hospitality industry, tourists, and non-traditional riders will also assist in growing ridership
- f. Develop and implement workforce recruitment, training, development, and succession plans to ensure a proper staff structure is in place that supports the mission, vision, and values to meet strategic goals and objectives
- g. Monitor implementation of new marijuana laws to ensure safety of MST workforce and customers

**7. Maintain industry leadership for like-sized agencies within California and the United States**

*Develop and implement programs and practices that distinguish Monterey-Salinas Transit as a leader with the public transit industry*

Indicators of Success:

- Participate in a leadership role in industry trade associations
- Receive recognition and acknowledgement for innovative programs and practices

#### Menu of Tactics:

- a. Seek appointment to leadership positions within appropriate national, state, and local trade, business and community associations and committees
- a. Develop and implement innovative programs and that enhance the overall customer experience, improve safety and sustainability, reduce costs, attract new customers, retain existing customers, motivate employees, and reflect well on Monterey-Salinas Transit and the public transit industry in general
- b. Implement targeted marketing, educating and promotional efforts designed towards major employers, students, tourists, senior groups, hospitality industry, and non-traditional customers.

***Acknowledgements:***

MST thanks and acknowledges the American Public Transportation Association and California Transit Association for their excellent strategic plans from which several of this document's elements were derived. We also acknowledge the following for their participation in the development of this document:

**Monterey-Salinas Transit Board Members:**

Chair, Tony Barrera, City of Salinas  
Vice Chair, Mayor Mike LeBarre, City of King City  
Dave Pacheco, City of Seaside  
Kristin Clark, City of Del Rey Oaks  
Carolyn Hardy, City of Carmel-by-the-Sea  
Robert Bonincontri, City of Gonzales  
Ken Cuneo, City of Pacific Grove  
Frank O'Connell, City of Marina  
Leah Santibañez, City of Greenfield  
Patricia Stephens, City of Soledad  
David Pendergrass, Sand City

**Monterey-Salinas Transit Staff and Associates:**

Carl Sedoryk, General Manager/CEO  
Michael Hernandez, Assistant General Manager/Chief Operating Officer  
Hunter Harvath, Assistant General Manager/ Finance & Administration  
Kelly Halcon, Director of Human Resources and Risk Management  
Mark Eccles, Director of Information Technology  
Lisa Rheinheimer, Director of Planning and Marketing  
Robert Weber, Director of Transportation Services  
David Laredo, MST General Counsel  
Heidi Quinn, Legal Counsel  
Jeanette Alegar-Rocha, Executive Assistant to the GM/Clerk to the MST Board

Monterey-Salinas Transit Planning Consultant  
Lisa Yates, ACS Quantum Strategies, Facilitator

| <b>Strengths</b>   | <b>Weaknesses</b>                               |
|--|---|
| Fast Act Authorization   | Fleet availability                              |
| Innovative   | Unpredictable funding/revenue sources           |
| Alternative funding strategies                                     | Public transit industry politically weak        |
| Employees and management team                                      | Low urban density                               |
| Fiscally responsible   | Low staffing levels due to cutbacks             |
| Legislative representatives/governmental relations (FTA, Caltrans) | Lack of physical capacity at transit facilities |
| Well maintained fleet  | Aging population requiring specialized service  |
| Support of elderly/disabled community                              | Recruitment of skilled trades                   |
| Emergency response planning  | High mileage fleet                              |
| System operating performance                                       | Growing population of disability patients       |
| Community / stakeholder support                                    | Lack of visibility to transportation career     |
| Brand identity   | Performance of transit service contractor       |
| Recognized industry leadership                                     |   |
| Public safety relationships  |   |
| Advanced technology infrastructure                                 |   |
| Safety culture   |   |
| Broad community use of services                                    |   |
| Public/private partnerships  |   |
| Transit District governance  |   |
| Security system  |   |
| Mobility management programs                                       |   |
| Local union relationships  |   |
|  |   |
| <b>Opportunities</b>   | <b>Challenges</b>                               |
| Reduced sales tax approval threshold                               | Traffic congestion                              |
| Public/private partnerships  | Local development/environmental regulations     |
| Changing habits—new customer types                                 | Unfunded mandates CARB/EPA/ADA                  |
| Bus on shoulder opportunities                                      | Demographics; aging population & workforce      |
| Hwy 1 improvement projects   | FTA vehicle spare ratio rule                    |
| WAVE electric trolley technology                                   | Increased costs                                 |
| Transportation Network Companies (TNCs)                            | Unpredictable federalization                    |
| Ft. Ord multimodal corridor planning                               | Transportation Network Companies (TNC's)        |
| Off-board fare collection  | Section 13c – Federal Transit Act               |
| Untapped customer base   | Non transit-oriented development                |
| Nonprofit status for mobility management                           | Potential labor work action                     |
| Expanded transit facilities  | National Highway Trust Fund deficit             |
| Labor contract negotiations  | Gridlock in Congress                            |
| University/college transit services                                | Recreational marijuana laws                     |
| Enhance safety performance   |   |

| <b>Opportunities (cont'd)</b>                | <b>Challenges (cont'd)</b> |
|--|----------------------------|
| State carbon cap and trade program           |                            |
| State transit funding                        |                            |
| Autonomous Vehicle Technologies              |                            |
| Renewal of contract for private services     |                            |
| South County Maintenance/Operations Facility |                            |
| TAMC sales tax revenues                      |                            |
| Traffic congestion                           |                            |

To: Board of Directors  
From: C. Sedoryk, General Manager/CEO  
Subject: Monthly Report – January 2017

Attached is a summary of monthly performance statistics for the Transportation, Maintenance, and Administration departments for January 2017 (Attachments 1-4).

January 31 - February 1, I attended a series of meetings in Washington DC with congressional staff in Washington DC as a member of the California Transit Association Federal Legislative Task Force (Attachment 5).

Attachment #1 – Dashboard Performance Statistics

Attachment #2 – Operations Dept. Report – January 2017

Attachment #3 – Facilities & Maintenance Dept. Report – January 2017

Attachment #4 – Administration Dept. Report – January 2017

Attachment #5 - Itinerary of Washington DC Meetings - January 2017

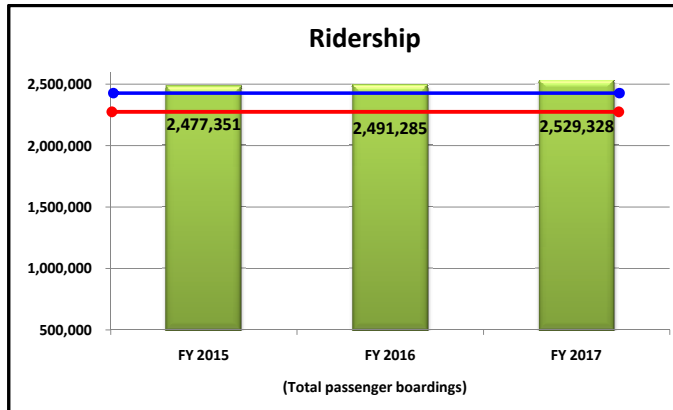
A complete detail of Monthly Performance Statistics can be viewed within the GM Report at <http://www.mst.org/about-mst/board-of-directors/board-meetings/>

Prepared by:  \_\_\_\_\_

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**MST Fixed Route**  
**YTD Dashboard Performance Comparative Statistics**  
**Months of July - January**  
**Fiscal Years 2015-2017**

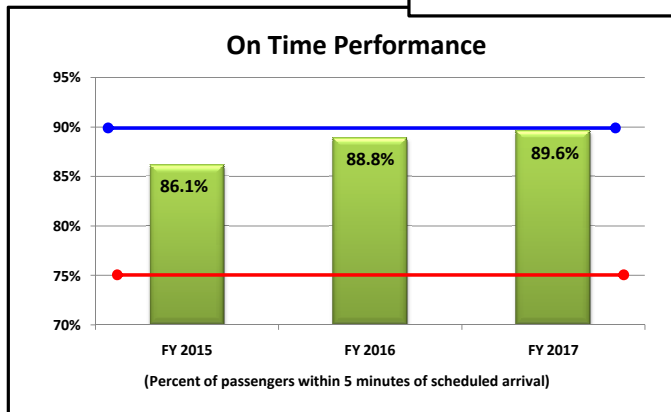
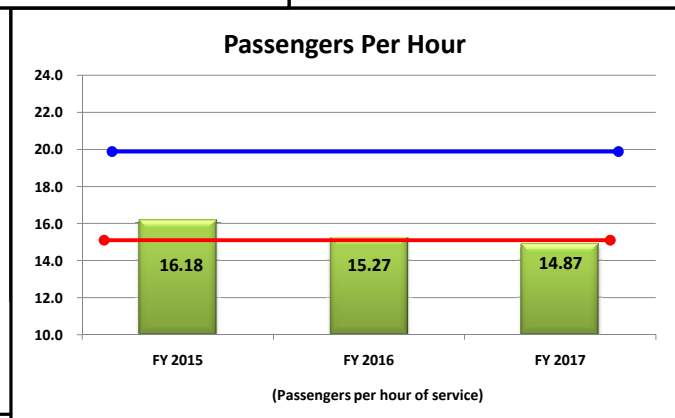


**Goal = 2,496,110 passengers**

**Minimum = 2,242,157 passengers**

**Goal = 20 passengers p/h**

**Minimum = 15 passengers p/h**

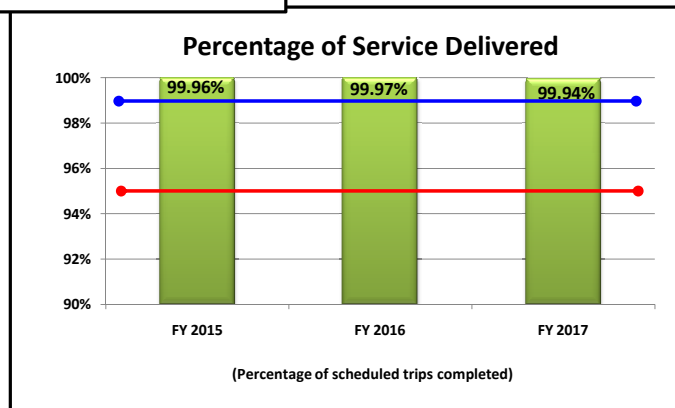


**Goal = 90% on time**

**Minimum = 75% on time**

**Goal = 99% completed**

**Minimum = 95% completed**

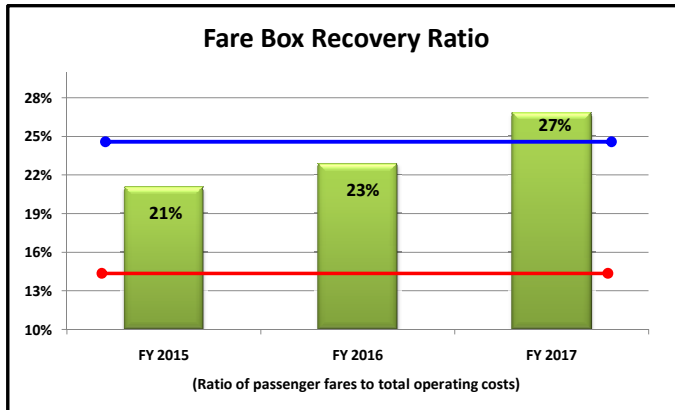


# MST Fixed Route

## YTD Dashboard Performance Comparative Statistics

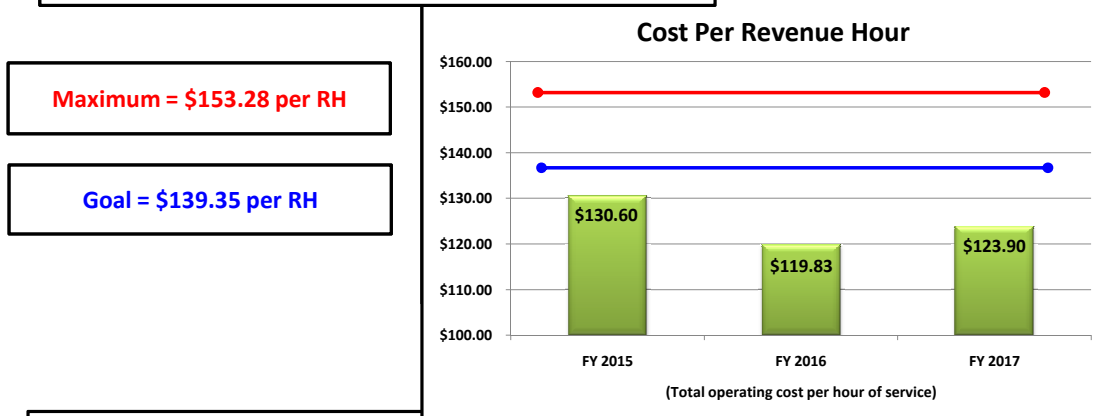
### Months of July - January

### Fiscal Years 2015-2017



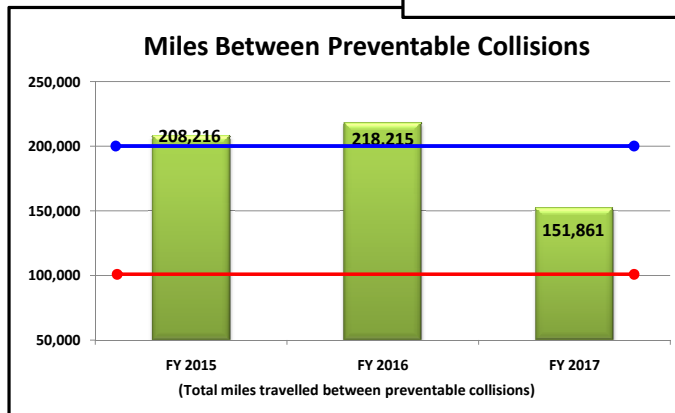
**Goal = 25%**

**Minimum = 15%**



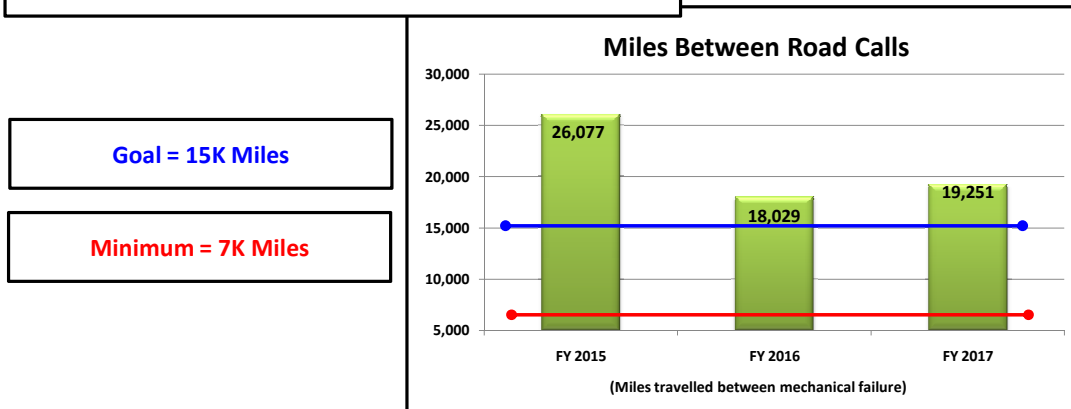
**Maximum = \$153.28 per RH**

**Goal = \$139.35 per RH**



**Goal = 200K Miles**

**Minimum = 100K Miles**



**Goal = 15K Miles**

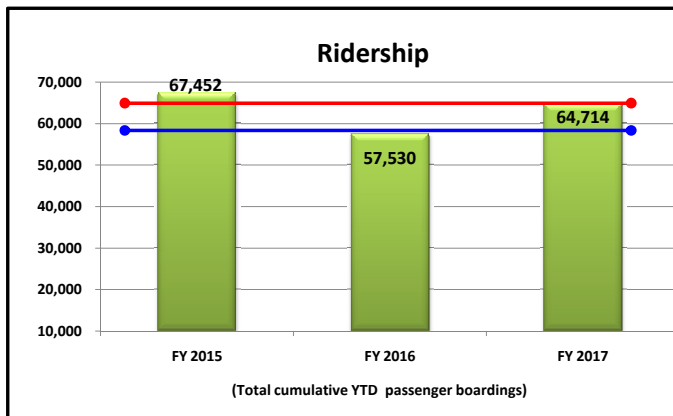
**Minimum = 7K Miles**

# MST RIDES

## YTD Dashboard Performance Comparative Statistics

### Months of July - January

### Fiscal Years 2015-2017

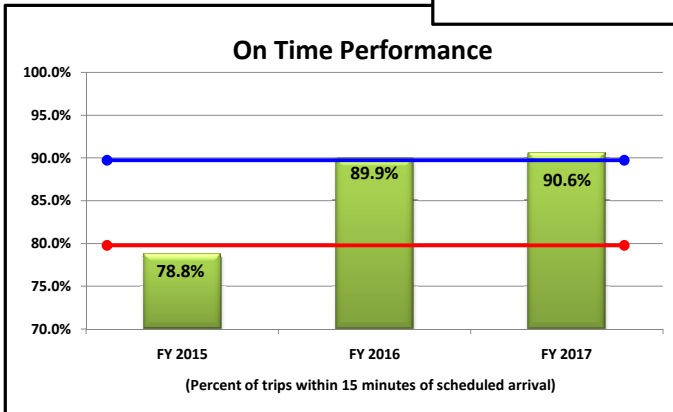
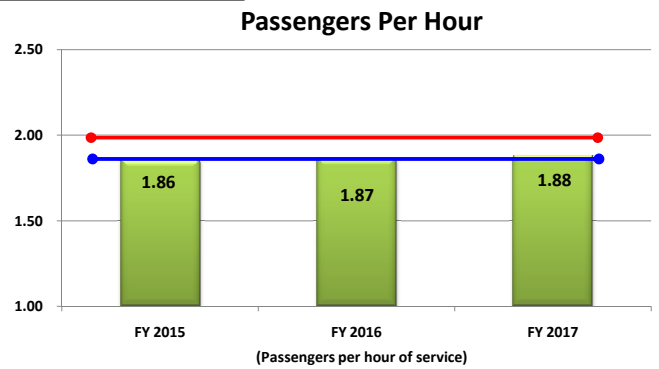


**Goal = 59,256 passengers**

**Maximum = 65,182 passengers**

**Goal = 1.87 passengers p/h**

**Maximum = 2.06 passengers p/h**

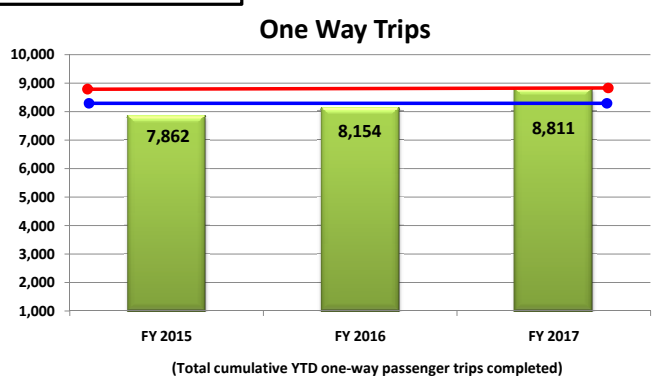


**Goal = 90% on time**

**Minimum = 80% on time**

**Maximum = 8,985 one-way trips**

**Goal = 8,168 one-way trips**

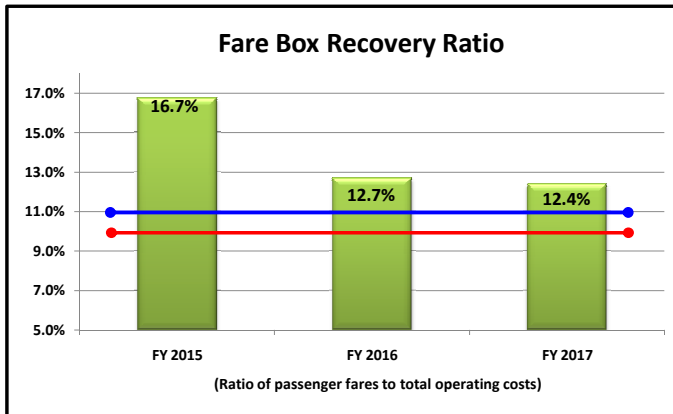


# MST RIDES

## YTD Dashboard Performance Comparative Statistics

### Months of July - January

### Fiscal Years 2015-2017

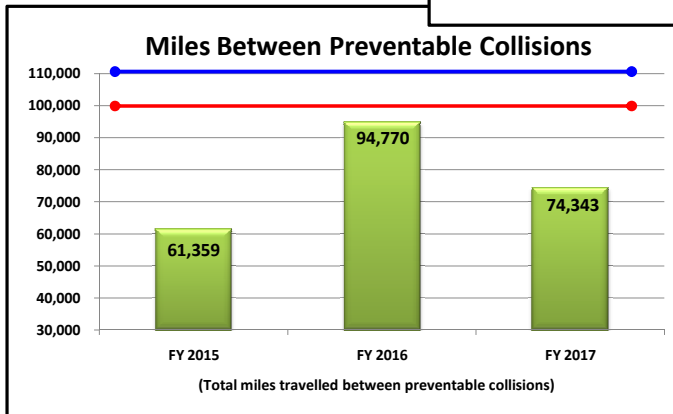
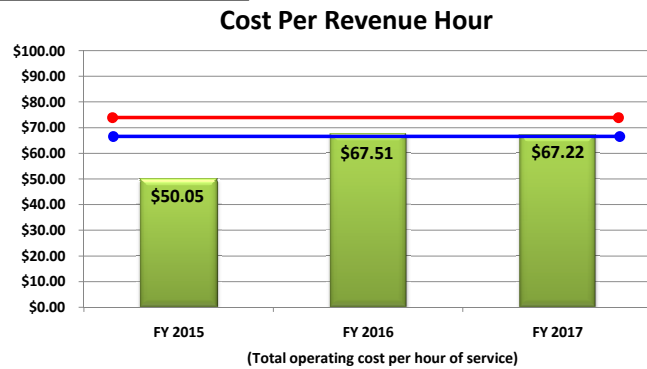


**Goal = 11%**

**Minimum = 10%**

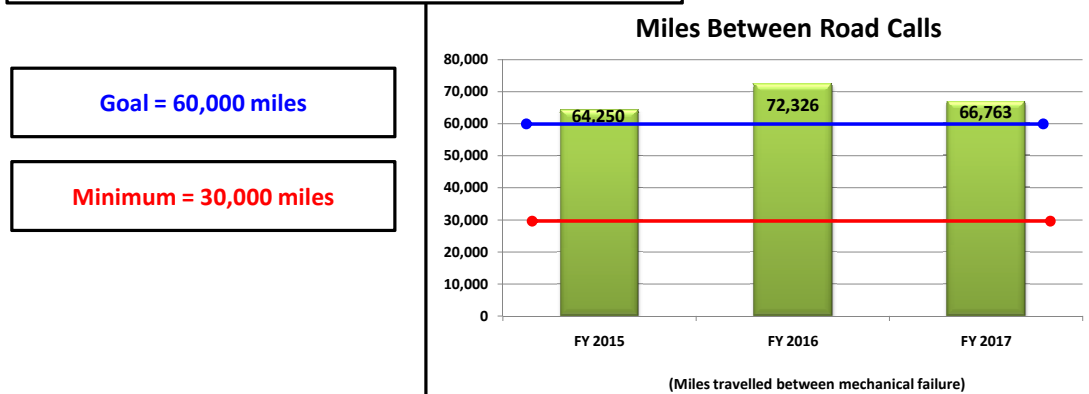
**Goal = \$67.58**

**Maximum = \$74.34**



**Goal = 110K Miles**

**Minimum = 100K Miles**



**Goal = 60,000 miles**

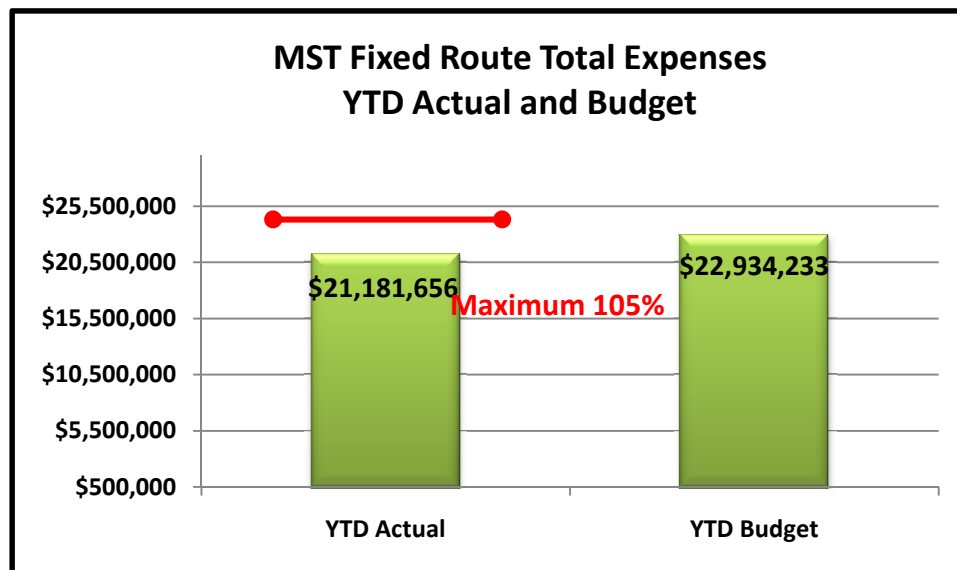
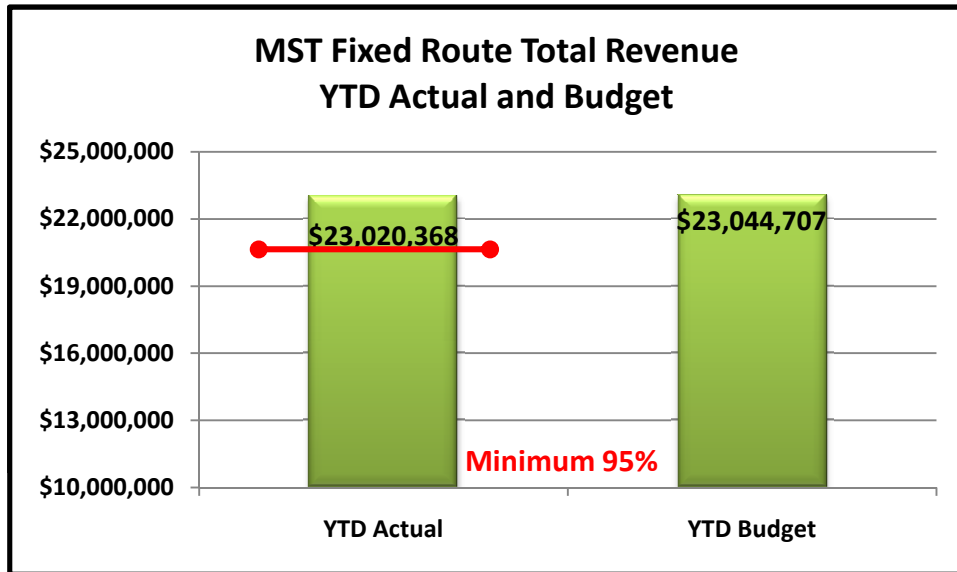
**Minimum = 30,000 miles**

# MST Fixed Route

## Financial Performance Comparative Statistics

### July - January

### Fiscal Year 2017

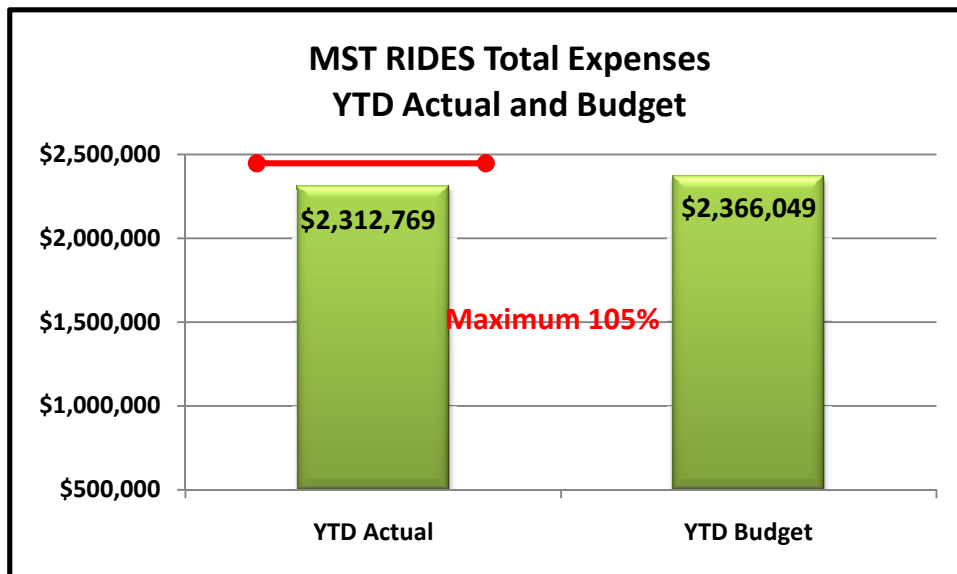
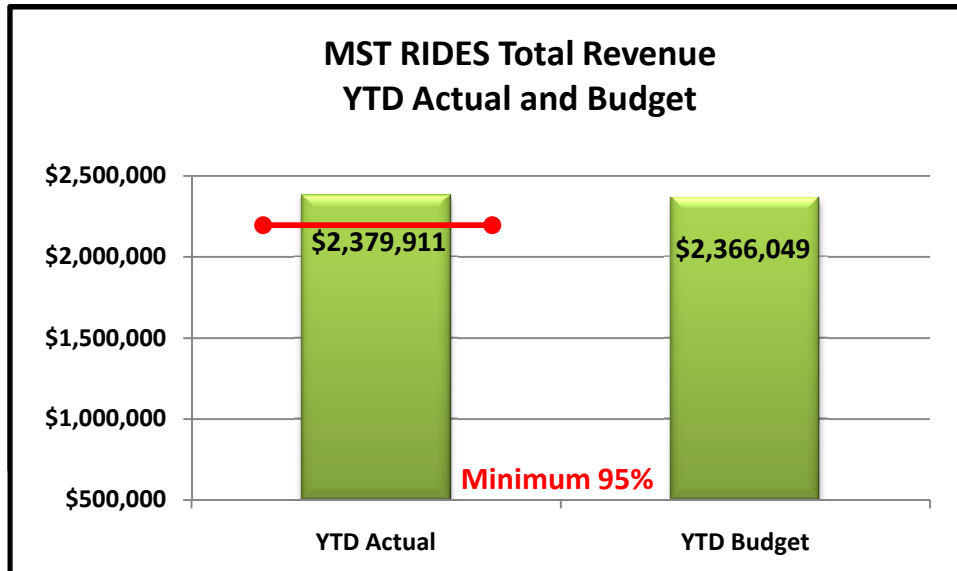


# MST RIDES

## Financial Performance Comparative Statistics

### July - January

### Fiscal Year 2017



February 21, 2017

To: Mike Hernandez, Assistant General Manager / C.O.O.

From: Robert Weber, Director - Transportation Services

Cc: MST Board of Directors

Subject: **Transportation Department Monthly Report – January 2017**

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## **FIXED ROUTE BUS OPERATIONS:**

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

Preliminary boarding statistics indicate that ridership decreased by 1.32% in January 2017, (283,663), as compared to January 2016, (287,457). The decrease is likely attributed extreme inclement weather conditions. Fiscal year to date – passenger boardings have increased by 1.57% as compared to the same period last year.

Productivity decreased slightly from January of last year (12.9) to 12.5 passengers per hour for January of this year.

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

January 22, & 28: MST provided services for the Free to Learn project transporting 315 passengers between Greenfield, Salinas, Watsonville, and the Monterey Bay Aquarium.

### **System Wide Statistics:**

- Ridership: 282,663
- Vehicle Revenue Hours: 22,566
- Vehicle Revenue Miles: 369,663
- System Productivity: 12.5 Passengers Per Vehicle Revenue Hour
- One-Way Trips Provided: 30,489

**Time Point Adherence:** Of 119,082 total time-point crossings sampled for the month of January, the TransitMaster™ system recorded 13,227 delayed arrivals to MST's published time-points system-wide. This denotes that **88.89%** of all scheduled arrivals at published time-points were on time. (See *MST Fixed-Route Bus ~ On Time Compliance Chart FY 2017.*)

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 fifteen (15) cancelled trips for the month of January for both directly operated and contracted services:

| <b>Total Trips Provided: 30,489</b> |            |           |                |
|-------------------------------------|------------|-----------|----------------|
| <b>Category</b>                     | <b>MST</b> | <b>MV</b> | <b>%</b>       |
| Equipment Shortage                  | 1          | 0         | 6.67%          |
| Inclement Weather                   | 0          | 3         | 20.00%         |
| Mechanical Failure                  | 6          | 0         | 40.00%         |
| Staff Shortage                      | 2          | 0         | 13.33%         |
| Unknown <sup>1</sup>                | 3          | 0         | 20.00%         |
| <b>Totals</b>                       | <b>12</b>  | <b>3</b>  | <b>100.00%</b> |

<sup>1</sup> Insufficient information available.

**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 January 2016 and 2017:

| <b>Occurrence Type</b>  | <b>January-16</b> | <b>January-17</b> |
|-------------------------|-------------------|-------------------|
| Collision: MST Involved | 1                 | 5                 |
| Employee Injury         | 0                 | 1                 |
| Medical Emergency       | 1                 | 5                 |
| Object Hits Coach       | 2                 | 3                 |
| Passenger Conflict      | 7                 | 10                |
| Passenger Fall          | 2                 | 5                 |
| Passenger Injury        | 1                 | 0                 |
| Other                   | 4                 | 5                 |
| Near Miss               | 0                 | 1                 |
| Fuel / fluid Spill      | 2                 | 2                 |
| Unreported Damage       | 2                 | 0                 |
| <b>Totals</b>           | <b>22</b>         | <b>37</b>         |



## CONTRACTED TRANSPORTATION SERVICES:

### MST RIDES ADA / ST Paratransit Program:

Preliminary boarding statistics for the MST RIDES program reflect that for the month of January there were 9,453 passenger boardings. This denotes a 14.42% increase in passenger boardings from January of 2016, (8,262). Fiscal year to date – passenger boardings have increased by 8.88% as compared to the same period last year.

- Productivity for January of this year was at 1.77 passengers per hour, increasing slightly from January of 2016, (1.76).
- For the month of January, 91.73% of all scheduled trips for the MST RIDES Program arrived on time, increasing slightly from 91.25 % in January of 2016.

## COMMUNICATIONS CENTER:

In January, MST's Communications Center summoned public safety agencies on *eighteen (18)* separate occasions to MST's transit vehicles and facilities:

| Agency Type | Incident Type              | Number Of Responses |
|-------------|----------------------------|---------------------|
| Police      | Passenger Incident / Other | 10                  |
| EMS         | Passenger Illness / Injury | 8                   |

## ATTACHMENTS:

MST Fixed-Route Bus ~~ On Time Compliance FY 2017  
MST Fixed-Route Bus ~~ Boarding Statistics FY 2017  
MST Trolley ~~ Boarding Statistics FY 2017  
MST RIDES ~~ On Time Compliance FY 2017  
MST RIDES ~~ Boarding Statistics FY 2017  
Operations Summary Report ~ January 2017  
Mobility Management Report ~ January 2017



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Prepared by: Robert Weber

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## **Mobility Department Update – January 2017**

### **Outreach and Training**

Mobility staff hosted visitors from Humboldt Transit Authority who are establishing themselves in Humboldt County as the area Consolidated Transportation Services Agency (CTSA). MST staff met with the group for 5 hours and answered their questions about how MST has functioned, and has been funded, as Monterey County's CTSA.

Staff sponsored a Dialysis Summit with managers of dialysis clinics in Monterey, Salinas and Soledad to address the transportation issues associated with dialysis treatment and the RIDES program. The purpose of the meeting was to discuss possible ways to work more closely in providing better service for our mutual clients. The dialysis centers were offered a limited number of MST taxi vouchers to assist RIDES customers whose treatment ran overtime and they missed their scheduled pick up window.

Mobility Specialist Erin Heatley enrolled in Easter Seals Project Action (ESPA) Certified Travel Training Instructor (CTTI) course and participated in the online coursework portion of the certification. Ms. Heatley will attend an in-person, two-day intensive training in March and thereafter certified to instruct travel trainers within MST as well as in other agencies in the County serving people with special needs.

### **Veterans Helping Veterans Program**

Mobility staff attended the Monterey County Veterans Services Collaborative meeting at America's Job Center of California in Salinas to promote MST's veteran discount passes, veteran taxi vouchers, and the future Veterans Helping Veterans travel training program. Also, staff assisted the MST Planning Department in surveying veterans about their desired travel destinations in advance of the planned Veterans Shuttle and the opening of the VA/DOD clinic in Marina this spring. In addition, staff worked with the Veterans Transition Center (VTC) in laying the groundwork for VTC to train their staff and residential clients to be travel trainers so that they can train other veterans in the County to use public transportation safely, confidently, and independently.

### **Taxi Voucher Programs**

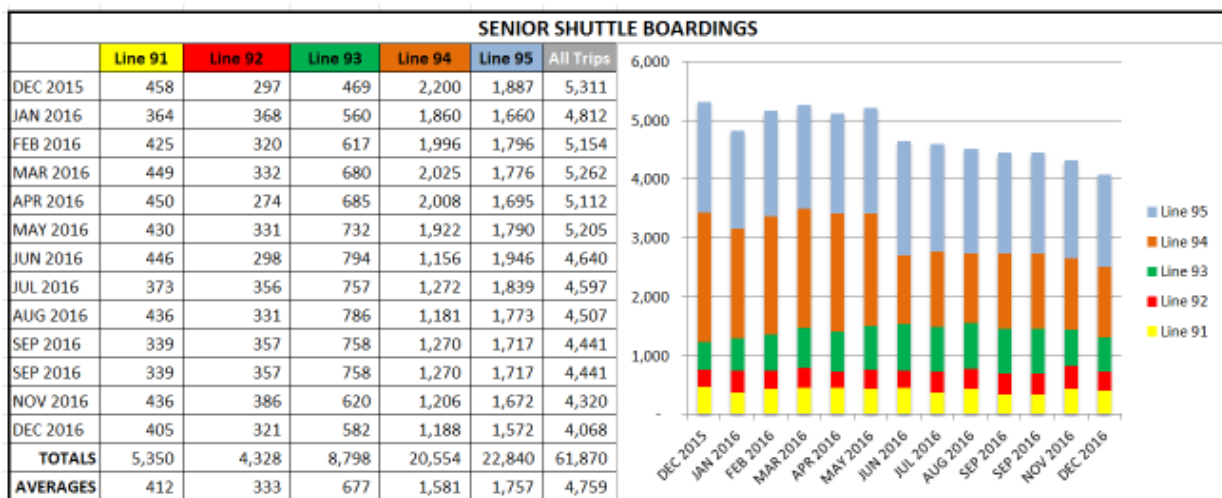
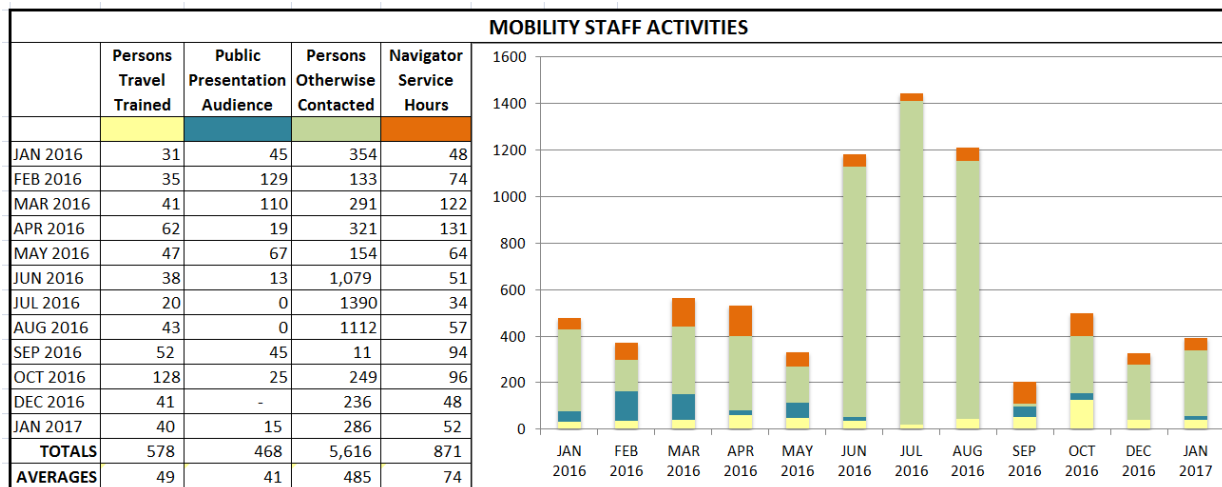
Staff fulfilled 269 voucher requests for the 3<sup>rd</sup> quarter by mailing out vouchers for both disabled and senior customers, and processed 2,013 vouchers for taxi company reimbursement. Mobility Specialists also trained staff from the Visiting Nurses Program (VNA) on MST procedures for dispersing emergency medical vouchers to those with unanticipated travel needs.

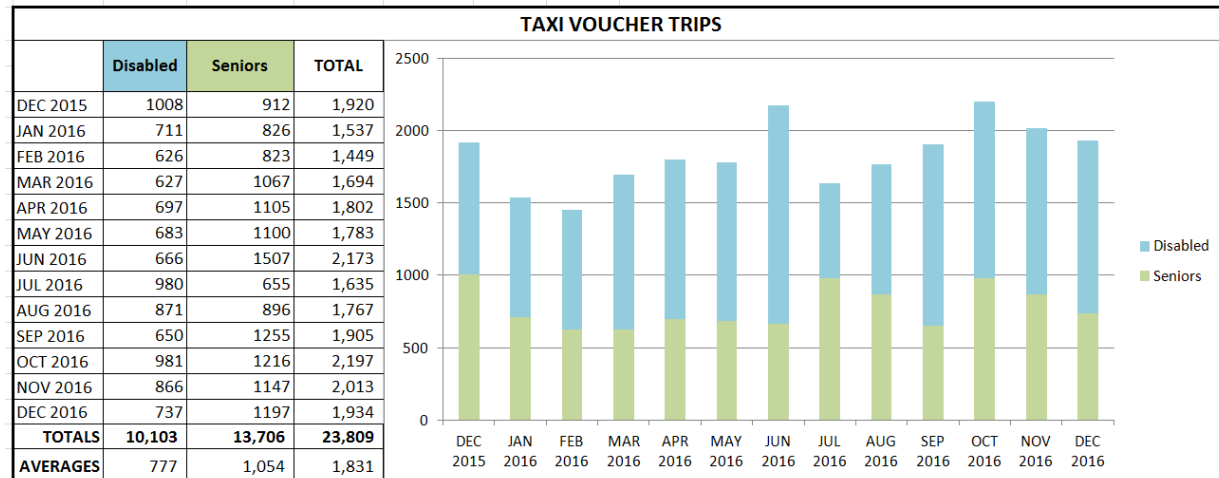
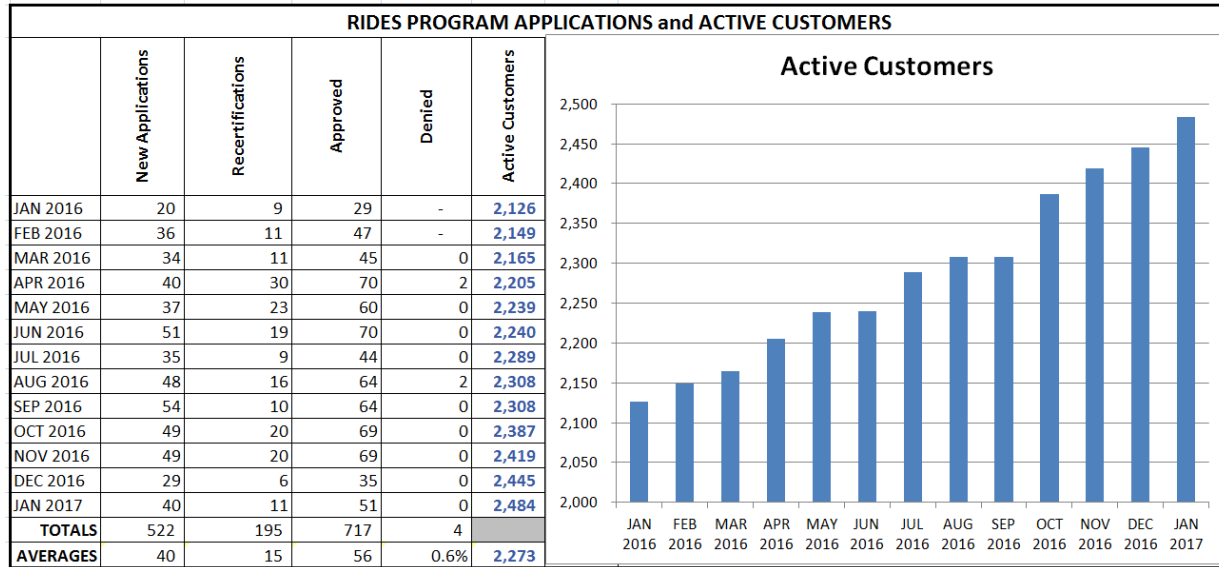
## RIDES Program

There are currently 2,484 MST customers were enrolled in the RIDES program, up 17% from January 2016. Of these customers, only 685 individuals used the service during the month. Also, 11,036 RIDES trips were performed during the month, up 8% from January 2016 with 38% of these trips provided by graduates of the MST Taxi ADA Certification Training (TACT).

## Navigator Program

Navigators continue to provide assistance to the Department with scanning and archiving taxi vouchers and RIDES documents and assisting passengers on MST fixed routes. Former MST Navigator, and recent CSUMB graduate, Ruben Gomez, was hired to fill a Department vacancy. Ruben's worked on the MST Special Medical Trips program in furtherance of his CSUMB Capstone Project and will continue his efforts in the coming months to expand that service.





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February 21, 2017

To: Carl G. Sedoryk, General Manager/CEO

From: Michael Hernandez, Assistant General Manager/COO

Subject: Monthly Maintenance/Facilities Report for January 2017

This report summarizes the activities of the Maintenance and Facilities Departments as well as fuel prices during the past month.

| <b>FY17 Fuel Budget:</b> | <b>Average Fuel Price<br/>January 2017:</b> | <b>Average Fuel Price:<br/>FY2017</b> |
|--------------------------|---|---------------------------------------|
| Diesel: \$3.10           | <b>\$2.07</b>                               | <b>\$1.91</b>                         |
| Gasoline: \$3.20         | <b>\$2.25</b>                               | <b>\$2.12</b>                         |

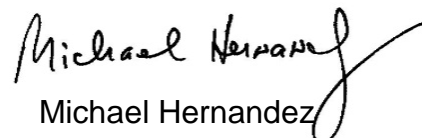
| <b>Fleet Status:</b> | <b>Operating Cost Per Mile:</b> | <b>* Miles Between Major<br/>Mechanical Road Calls:</b> |
|----------------------|---------------------------------|---|
| <b>January 2017</b>  | <b>\$0.80</b>                   | <b>14,408</b>   |
| <b>FY2017</b>        | \$0.92                          | 19,251 YTD  |
| FY2016:              | \$0.93                          | 18,640 <u>YTD</u> Comparison                            |
| FY2015               | \$1.01                          | 21,306 Fiscal Year                                      |

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

### Department Activities/Comments:

The MST fleet travelled 14,408 miles between major mechanical road calls during the month of January. Road calls incidents totaled 29, with 24 for major mechanical issues and 5 for minor/non-mechanical road calls. The highest number of road calls are attributed to engine and door issues.

From the third week in December through the middle of January staff and contractors worked on preparing the Joe Lloyd Way (JLW) site for the relocation of half of MST's fleet. Operations and Maintenance activities commenced. Facility remodel efforts included some of the following activities: the installation of TDA's annex (trailer) for coach operators & staff, portable restrooms for the bus parking location, security fencing and lighting, numerous work area modifications and the relocation of significant heavy-duty equipment, tools and parts inventory to support maintenance activities. Various site improvements will continue into February and March.

  
Michael Hernandez

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Date: March 6, 2017

To: C. Sedoryk, General Manager/CEO

From: Hunter Harvath, Assistant General Manager – Finance & Administration; Andrea Williams, General Accounting & Budget Manager; Mark Eccles, Director of Information Technology; Kelly Halcon, Director of Human Resources/Risk Management; Zoe Shoats, Marketing Manager; Sonia Bannister, Customer Service Supervisor.

Subject: **Administration Department** Monthly Report –January 2017

The following significant events occurred in Administration work groups for the month of January 2017:

### **Human Resources**

A total employment level for January 2017 is summarized as follows:

| <b>Positions</b>              | <b>Budget FY17</b> | <b>Actual</b> | <b>Difference</b> |
|-------------------------------|--------------------|---------------|-------------------|
| Coach Operators F/T           | 139                | 133           | -6                |
| Coach Operators Limited Duty  | 0                  | 0             | 0                 |
| CO Occupational Injuries      | 1                  | 0             | -1                |
| Operations Staff              | 31                 | 29            | -2                |
| Maintenance & Facilities      | 49                 | 48            | -1                |
| Administrative (Interns 1 PT) | 30                 | 31            | 1                 |
| <b>Total</b>                  | <b>250</b>         | <b>241</b>    | <b>-9</b>         |

\*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.

|  |                       |
|--|-----------------------|
| <b>January Worker's Compensation Costs</b>         |                       |
| <i>Indemnity (paid to employees)</i>               | \$9,484.28            |
| <i>Other (includes Legal)</i>                      | \$2,843.14            |
| <i>Medical includes Case Mgmt, UR, Rx &amp; PT</i> | \$2,039.89            |
| <i>TPA Administration Fee</i>                      | \$5,000.00            |
| <i>Excess Insurance</i>                            | \$7,512.08            |
| <b>Total Expenses</b>                              | <b>\$26,879.39</b>    |
| <b>Reserves</b>                                    | <b>\$1,132,588.17</b> |
| <b>Excess Reserved</b>                             | <b>(\$380,404.03)</b> |
| <b># Ending Open Claims</b>                        | <b>35</b>             |

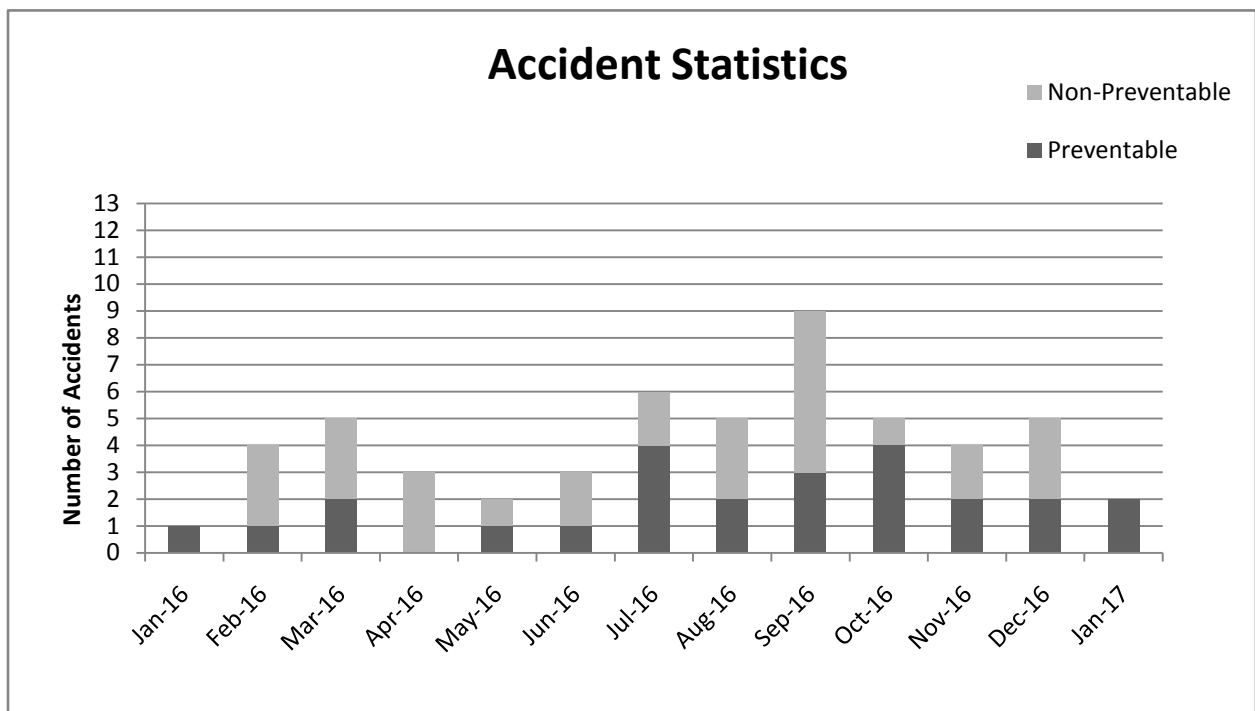
## Training

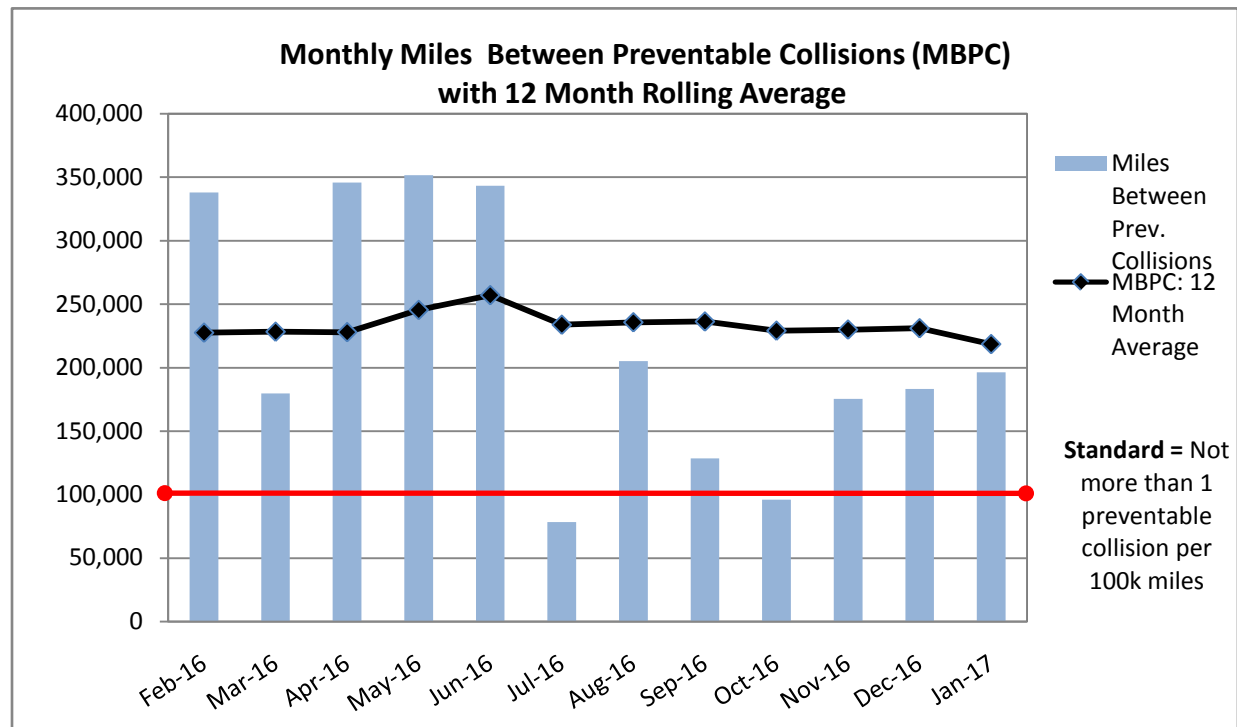
| Description   | Attendees |
|---|-----------|
| Annual Coach Operator Verification of Transit Training                          | 4         |
| Post-Accident/Incident Re-training  | 6         |
| In Service Training: Situational Awareness and Maintaining Sufficient Clearance | 83        |

## Risk Management

| Descrip                       | January 2017 Preventable |          | January 2016 Preventable |          |
|-------------------------------|--------------------------|----------|--------------------------|----------|
|                               | Yes                      | No       | Yes                      | No       |
| POV Vehicle hits MST Vehicle  | 0                        | 0        | 0                        | 0        |
| MST bus hit stationary object | 2                        | 0        | 1                        | 0        |
| <b>TOTAL</b>                  | <b>2</b>                 | <b>0</b> | <b>1</b>                 | <b>0</b> |

During the month of January there were two minor occurrences of a bus making contact with stationary objects.





## Customer Service Update – January 2017

| Service Report Type       | MST | *Other Provider | # of valid reports | % of reports received | January '16 | % of reports received |
|---------------------------|-----|-----------------|--------------------|-----------------------|-------------|-----------------------|
| Improper Driving          | 7   | 0               | 2                  | 13.0%                 | 8           | 22.9%                 |
| Fare / Transfer Dispute   | 1   | 0               |                    | 1.9%                  | 1           | 2.9%                  |
| Passed By                 | 2   | 1               |                    | 5.6%                  | 1           | 2.9%                  |
| Improper Employee Conduct | 2   | 0               |                    | 3.7%                  | 2           | 5.7%                  |
| Bus Stop Amenities        | 2   | 0               |                    | 3.7%                  | 4           | 11.4%                 |
| Late Arrival              | 2   | 2               | 1/2*               | 7.4%                  | 2           | 5.7%                  |
| No Show                   | 4   | 2               | 2*                 | 11.2%                 | 4           | 11.4%                 |
| Request to add service    | 1   | 0               | 1                  | 1.9%                  | 1           | 2.9%                  |
| ADA Compliance            | 0   | 1               | 1*                 | 1.9%                  | 0           | 0.0%                  |
| Service Other             | 6   | 3               | 2/2*               | 16.7%                 | 5           | 14.3%                 |
| Passenger Conduct         | 0   | 0               |                    | 0.0%                  | 0           | 0.0%                  |
| Early Departure           | 1   | 2               | 1/1*               | 5.6%                  | 0           | 0.0%                  |
| Passenger Injury          | 1   | 0               |                    | 1.9%                  | 2           | 5.7%                  |
| Off Route                 | 0   | 1               |                    | 1.9%                  | 0           | 0.0%                  |
| Employee Other            | 2   | 2               | 1/2*               | 7.4%                  | 2           | 5.7%                  |
| Vehicle Maintenance       | 2   | 0               |                    | 3.7%                  | 0           | 0.0%                  |

|                                     |        |        |    |            |        |            |
|-------------------------------------|--------|--------|----|------------|--------|------------|
| Discriminatory behavior by employee | 0      | 0      |    | 0.0%       | 1      | 2.9%       |
| Inaccurate public information       | 1      | 0      |    | 1.9%       | 1      | 2.9%       |
| Late Departure                      | 0      | 0      |    | 0.0%       | 1      | 2.9%       |
| Request to Reduce Service           | 1      | 0      | 1  | 1.9%       | 0      | 0.0%       |
| Service Schedule                    | 4      | 0      | 3  | 7.4%       | 0      | 0.0%       |
| Taxi                                | 0      | 1      | 1* | 1.9%       | 0      | 0.0%       |
| <br>Total Complaints                | <br>39 | <br>15 |    | <br>100.0% | <br>35 | <br>100.0% |
| <br>Employee Compliment             | <br>3  | <br>1  |    |            | <br>0  |            |
| Service Compliment                  | 0      | 1      |    |            | 0      |            |

## **Finance Update – January 2017**

### **General Accounting/Accounts Payable**

#### **Payroll**

Payroll created multiple new federal and state tax tables to conform with changes in tax rates effective January 1, 2017. A reconciliation of all quarterly returns filed for 2016 was completed to close the year and to generate W-2s for all active and terminated employees by the January 31, 2017 deadline. Hours and earnings reports were provided upon request to the Operations. 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.

#### **Grants**

Staff participated in the Caltrans workshop for 5310 grant funds, the Cal OES workshop for State Proposition 1B security grant funds, and continued the ongoing grant work for the competitive federal awards that will fund the 25-bus replacement project and the South County Maintenance Facility project. State and Federal quarterly reports were submitted on time, by the end of January.

#### **Purchasing**

During the month of January, Parts Staff was busy with managing inventory levels, and ensuring continued supplies. Inventory levels are remaining under \$200K, and with the new buses added to the fleet, Parts staff is seeing a decline in the expenditure of costly component replacements. Parts Staff is also accommodating itself to the new JLW location. Several large procurements were underway, for a CEQA & NEPA analysis of our King City Site and a Fleet-Wide Electric Bus Analysis.

### **Information Technology Update – January 2017**

Staff worked with MST Operations and Maintenance Department personnel for the

monitoring of the ITS equipment installed on the vehicles. These include the hardware and software for the Trapeze Group Automatic Vehicle Location system on the fixed route and Paratransit fleets.

Staff liaised with Trapeze Software Group to continue the process for implementation of the Fixed Route Interactive Voice Response (IVR) system. Staff monitored the Real-time bus arrival system data. 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 the WiFi systems installed on the 15 buses used on the commuter routes. Staff worked with Giro and MST staff in the next phase of the implementation of the additional modules in the Hastus system. Staff liaised with the County of Monterey Information Technology Department and Trapeze Group regarding the radio hardware to be installed to extend data/radio/cell coverage to include San Jose and other outlying areas of service. Staff monitored the virtual computer systems. Staff monitored and configured the AT&T managed Voice Over IP (VOIP) telephone system. Staff continued to support other MST staff members as needed, proactively ensuring that all were supported fully with their IT needs.

### **Marketing and Sales Update – January 2017**

Published news stories include: “Deeply discounted bus and parking passes” (Carmel Chamber of Commerce Weekly Update, (1/31/2017); “Salinas HS teacher’s life without a car” (The Californian, 1/26/17); “Atkins, Saavedra honored for fire emergency work” (The Californian, 1/19/17); Marina Police Log: attempted Craigslist scam” (The Californian, 1/10/17); “Monterey County supervisors Potter, Armenta sign off after long careers” ” (Monterey Herald, 1/7/17); and “Frank’s Fish Market will close to pave the way for new Salinas train station ” (Monterey County Weekly, 1/5/17).

Press releases sent include: “MST Bus Service on Martin Luther King Jr. Day” (1/11/2017)

Marketing activities: Met with Wellman Advertising on the RealTime bus arrival campaign including two days of filming a TV commercial; worked with staff to develop a new phone tree layout; continued work on grant-funded South County marketing campaign including filming a TV commercial; directed where time-lapse cameras would be placed at the Ryan Ranch facility during construction; attended the MPCC Annual Membership Luncheon in Pebble Beach managed MST website content, Facebook page, and Twitter account.

Community outreach: staffed information booth at Instituto De Educacion Especial Del Condado de Monterey in Greenfield; staffed information booth at a parents Health Fair at the Boys and Girls Club in Seaside; attended the 25th PARTS Anniversary

celebration Luncheon for Sun Street Center in Salinas; attended the MCDSS Public Hearing meeting in Salinas.

Presentations: presented to parents from Seaside High and Everett Alvarez High School.

Collaborative/Committee's: attended the Gonzales Community collaboration meeting in Gonzales; attended Monterey County's Community Voices for Aging (MCCVA) meeting in Sand City; attended Alisal Vibrancy Plan Engagement meeting in Salinas; attended S.C.O.R.E collaboration meeting in Champhora; attended the Coalition for the Prevention of Senior Homelessness in Castroville.

### **Planning Update – January 2017**

During the month of January, 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 in case a comprehensive tax reform bill is passed that could reduce or eliminate a number of tax breaks and benefits. As such, staff will continue discussions with the Presidio to re-evaluate the program with some expansions possible for the future.

In January, staff continued a bi-weekly check-in meeting with the consultant for the Bus Operations on Highway 1 Shoulders and the Monterey Branch Line Feasibility Study.

Staff met with the Transportation Agency for Monterey County to discuss plans to implement MST Measure X projects.

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, Monterey County Business Council, and the Fort Ord Reuse Authority.

## California Transit Association Federal Legislative Task Force Tuesday, January 31, 2017

| Time                | Office/Event   | Participants  |
|---------------------|--|---|
| 8:30 am – 9:30 am   | American Public Transportation Association   | Dick White, Acting President & CEO<br>Art Guzzetti, VP of Policy<br>Rob Healy, VP of Government Affairs |
| 9:30 am – 10:00 am  | Travel to Cannon House Office Building   | N/A   |
| 10:00 am – 10:30 am | Minority Leader Nancy Pelosi   | Robert Edmonson, Chief of Staff   |
| 11:30 am – 12:00 pm | Rep. Julia Brownley<br>(Transportation & Infrastructure)   | Rep. Julia Brownley<br>Sharon Wagener, Legislative Director   |
| 12:00 pm – 1:00 pm  | <b>LUNCH</b>   | <b>NA</b>   |
| 1:00 pm – 1:30 pm   | Rep. Bill Shuster<br>(Chair, Transportation & Infrastructure)<br>Rep. Peter DeFazio<br>(Ranking Member, Transportation & Infrastructure) | Caryn Moore Lund, Professional Staff<br>Auke Mahar-Piersma, Professional Staff                          |
| 1:45 pm – 2:15 pm   | Rep. Grace Napolitano<br>(Transportation & Infrastructure)   | Rep. Grace Napolitano<br>Joe Sheehy, Legislative Director   |
| 2:30 pm – 3:00 pm   | Rep. John Garamendi<br>(Transportation & Infrastructure)   | Rep. John Garamendi   |
| 3:15 pm – 3:45 pm   | Rep. Eleanor Holmes Norton<br>(Transportation & Infrastructure)  | Lauren Dudley, Legislative Counsel  |
| 4:00 pm – 4:30 pm   | Rep. Mark DeSaulnier<br>(Transportation & Infrastructure)  | Betsy Arnold Marr, Chief of Staff<br>Mark Copeland, Legislative Director                                |
| 4:45 pm – 5:15 pm   | Rep. Alan Lowenthal<br>(Transportation & Infrastructure)   | Rep. Alan Lowenthal<br>Ben Kane, Legislative Assistant  |

## California Transit Association Federal Legislative Task Force Wednesday, February 1, 2017

| Time                | Office/Event   | Participants  |
|---------------------|--|---|
| 8:30 am – 9:00 am   | Sen. Tom Carper<br>(Ranking Member, Senate<br>Environment & Public Works)              | Rebecca Higgins, Professional Staff                                     |
| 9:30 am – 10:00 am  | Sen. Kamala Harris<br>(Environment & Public Works)                                     | Clint Odom, Legislative Director  |
| 10:30 am – 11:00 am | Sen. Mike Crapo<br>(Chair, Banking)<br>Sen. Sherrod Brown<br>(Ranking Member, Banking) | Jen Deci, Professional Staff<br>Homer Carlisle, Professional Staff      |
| 11:30 am – 12:00 pm | Sen. John Thune<br>(Chair, Commerce)<br>Sen. Bill Nelson<br>(Ranking Member, Commerce) | Ross Dietrich, Professional Staff<br>Devon Barnhart, Professional Staff |
| 12:00 pm – 12:30 pm | Sen. Dianne Feinstein<br>(Appropriations)  | Trevor Higgins,<br>Legislative Assistant                                |



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

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February 22, 2017

TO: Carl Sedoryk

FROM: Don Gilchrest

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

**115<sup>th</sup> Congress and Trump Administration**

The direction that DOT takes this year will be significantly impacted by the officials who will be named to head the various modal agencies and other key positions of leadership. The new Administration has been focusing on confirmation hearings and votes for the 23 members of the Cabinet. However, the vast majority of the President's other appointments to the Federal agencies have not been made yet.

Elaine Chao was confirmed on January 31 by the Senate to serve as Secretary of Transportation. There are 18 other positions at DOT that require Senate confirmation, none of which has been named, including the position of FTA Administrator. Although the Trump process has been slower than other recent Presidents, it is not uncommon for key positions in a new administrations to remain unfilled until April or May.

**Budget Process and Outlook**

Because the Federal government is operating under a short-term authorization of funding provided by a Continuing Resolution that runs through April 28, Congress must act now to finish the FY 2017 appropriations bills, while also starting work on the FY 2018 funding bills. This legislation will be partially shaped by President Trump's initial budget proposals, which are scheduled to be provided to Congress on March 14. The new director of the Office of Management and Budget, which is a key position for development of the Administration's proposals, was not confirmed and sworn in to office until February 16. He has stated that his goal is to release a budget overview as soon as possible and the full budget by April, which is roughly the timeframe of previous Administrations in their first year. The budget proposals are expected to be key opportunities for the new Administration to convey details of its legislative proposals.

The House Republican Conference remains committed to budget deficit reduction, so there is the potential for significant funding fights on the horizon. The five-year authorization of surface transportation programs included in the Fixing America's Surface Transportation Act should provide a measure of protection for the FTA formula funds that MST relies upon, since those programs are funded out of the Highway Trust Fund. We are closely monitoring this situation and working with other stakeholders to be able to respond to any impacts on MST.

### **Infrastructure Initiative**

Details about the Trump Infrastructure Proposal remain scarce, though it is widely expected to rely heavily on tax credits and private sector investment. A specific proposal from the Administration is expected sometime in March, and members of Congress will want to weigh in as well.

Democratic Congressional Leaders have expressed a strong interest in working with President Trump on his infrastructure plan, but are insisting on billions of dollars of increased Federal spending and not just tax credits to secure their support. During her confirmation hearings, DOT Secretary Chao indicated that the plan would include at least some additional direct Federal spending on projects.

### **Tax Reform**

Congressional tax-writing committees are working towards a major tax reform package later this year, which is widely expected to be used by Congress to offset the costs of the Trump Infrastructure Plan. In addition, action on tax reform could be an opportunity to address lingering issues with the Highway Trust Fund. Although the Trust Fund is on solid ground through 2020, there is still an underlying structural deficit due to the inability of motor fuels tax revenue to keep up with Federal transportation spending. The Congressional Budget Office is projecting a shortfall in the Trust Fund of around \$120 billion by 2026. This means that Congress will have to identify that much additional revenue just to maintain current baseline spending levels for transportation in the next six-year surface transportation bill.

From your previous meetings with the Ways and Means Committee staff, we know that they are well aware of the impending HTF shortfall and that they are also looking at the impact of highway users who are not paying into the Trust Fund. We continue to closely monitor these issues for any impacts or opportunities for MST.

### **Lobbying Strategies & Opportunities**

The aggressive calendar being implemented by Congressional Leaders this year is providing the potential for many challenges and opportunities for MST, including the areas of infrastructure funding, DOT's budget and tax issues. We are closely monitoring these developments and are recommending additional meetings for MST staff to advocate on issues that are specific to your agency's Federal Agenda based on emerging opportunities.

TPW:dwg

To: Board of Directors

From: Carl Sedoryk, General Manager/CEO

Subject: State Legislative Update

February 17 marked the last day for members of the California Legislature to introduce bills for consideration in the first year of the 2017-18 Legislative Session. In total, 2,495 bills were introduced, with 1,687 introduced in the Assembly and 808 in the Senate.

Two of the bills introduced last week are sponsored by the California Transit Association – AB 1113 (Bloom) and SB 614 (Hertzberg).

AB 1113 (Bloom) would amend the statutes governing the State Transit Assistance (STA) program to clarify several ambiguities that led to the State Controller's Office's (SCO) 2016 administrative changes. These changes implemented new calculation and allocation methodologies for the STA program, suddenly changing the way these vital funds are distributed. These STA grant funds are vital to the ongoing operations and capital projects of about 145 public transit systems statewide, including MST.

SB 614 (Hertzberg) would enable transit agencies who implement an administrative process to capture the fine revenue from all administrative citations issued under Public Utilities Code Section 99580. This bill will be amended soon to also reduce the maximum fines allowed under the administrative process and allow for low-income individuals and minors to opt for community service in lieu of payment of the citation. This bill is co-sponsored with the Western Center on Law and Poverty.

Assemblymember Cecilia Aguiar-Curry (D – Winters) and several of her Assembly colleagues introduced ACA 4 proposing a constitutional amendment that would lower the margin needed for local governments to raise taxes or issue bonds to finance transit, water, parks and low-income housing projects. from a two-thirds supermajority to 55%.

Submitted by \_\_\_\_\_

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February 21, 2017

To: Carl Sedoryk

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

**Subject: TRIP REPORT – January 2017**

From January 30<sup>th</sup> through February 1<sup>st</sup>, I traveled to Washington, DC, to participate in legislative advocacy meetings with staff members to various legislators and Congressional committees, including:

- Sen. John Isakson
- Sen. Lamar Alexander
- Rep. Mark Meadows
- Rep. Doug Collins
- Rep. Paul Cook
- Rep. John Kline
- Rep. Jeff Denham
- Rep. Duncan Hunter
- Rep. Jimmy Panetta
- Senate HELP Subcommittee on Employment & Workplace Safety
- Senate Committee on Health, Education, Labor, and Pensions

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Hunter Harvath

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February 21, 2017

To: Carl Sedoryk

From: Michelle Overmeyer, Grants Analyst

**Subject: TRIP REPORT**

On January 9, 2017 I travelled to Oakland to participate in the Caltrans 5310 grant workshop, which was held on January 10, 2017. Caltrans issues a call for projects every two years to solicit proposals for projects supporting enhanced mobility for seniors and persons with disabilities. I was able to meet with Caltrans and learn the nuances of the 2017 process. Attendance at this workshop has enabled me to better position MST for a successful round of funding in 2017.

A handwritten signature in black ink, which appears to read "Michelle Overmeyer". The signature is fluid and cursive, with a long horizontal stroke at the end.

Michelle Overmeyer

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February 20, 2017

Dear Salinas City Council Members,

My name is Marisela Cerda. I am a life-long resident of Salinas and an educator in the Salinas Union High School District. Congratulations to those of you who were re-elected or elected for the first time. Our city looks forward to being represented by a group of people that support sustainable practices.

I write to you today as a citizen that imagines a new city, one that embraces sustainability. I hold a PhD in Organizational Systems and thus understand and support the design and re-design of systems whether political, financial, environmental, and education. I want to speak to the city's environmental practices. For example, I appreciate that MST proposed to convert all buses to an electric system, as stated in the 2015 Annual Report. I hope this does happen soon. As of now, I read that only line 42 would have an electric bus available. Another great opportunity is coming our way, the opportunity to join with Community Choice Energy and Monterey Bay Community Power. Counties such as Marin and Sonoma are already benefiting from their participation with this program, they saved millions of dollars that are now being utilized by their cities. I see that this is on your agenda for the Feb. 21<sup>st</sup> meeting. What a wonderful opportunity for us all.

What else can be done? I would like for you to consider the methods laid out by James and Lahti in their book *The Natural Step for Communities: How Cities and Towns can Change to Sustainable Practices* (2004). The authors use examples of Swedish communities that have adopted future-orienting city designs that have saved millions of dollars. Even cities as large as Salinas have been converted to utilize eco-friendly practices. As the authors state, and I agree, the conversion will take a mind-set shift and will face opposition. In general, people tend to get stuck in their ways and it is difficult to imagine new ways of doing things. Nonetheless, I can speak for many of my colleagues in education: sustainable practices is the only way to go. A resource that can help in understanding how to deal with resistance and how to become evolutionized leaders is Gauthier's (2013) *Actualizing Evolutionary Co-Leadership: To Evolve a Creative and Responsible Society*.

We need to design and adopt systems that truly serve our people. It is the only moral way so that we provide our descendants with useable, clean lands and waters.

Thank you for your time and consideration. I welcome any questions or discussions on the subject I presented here. Let's sit and talk for a moment sometime.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Marisela Cerda', with a stylized, flowing script.

Marisela Cerda, PhD, NBCT

(831) 320-3478