BOARD OF DIRECTORS REGULAR MEETING
May 11, 2015
Monterey Bay Unified Air Pollution Control District
Board Room, 3rd Floor
24580 Silver Cloud Ct., Monterey

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

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), Monterey-Salinas Transit Employee Association (MSTEA) and MST. (No enclosure) (D. Laredo, K. Halcon)

   3-2. Conference with Legal Counsel – Anticipated Litigation, Gov. Code § 54956.9(b). (No enclosure) (D. Laredo and C. Sedoryk)
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 2015-35 recognizing Johnny Gray, Coach Operator, as Employee of the Month for May 2015. (Robert Weber) (pg. 5)

5-2. Minutes of the regular meeting of April 13, 2015. (Deanna Smith) (pg. 7)


5-4. Disposal of Property left aboard buses. (Sonia Bannister) (pg. 25)

5-5. Authorize the purchase of two solar-powered street signs. (Mark Eccles) (pg. 27)

5-6. Claim Rejection – Carter, Lorraine. (Ben Newman) (pg. 29)

5-7. Approve budget increase for electric trolley project. (Michael Hernandez) (pg. 31)

End of Consent Agenda

6. SPECIAL PRESENTATIONS

6-1. May Employee of the Month – Johnny Gray. (Robert Weber)

7. COMMITTEE REPORTS

No action required unless specifically noted.

7-1. Minutes of the Legislative Committee – April 13, 2015. (Deanna Smith) (pg. 33)

8. MAJOR PROCUREMENTS

8-1. Award contract to Nelson/Nygaard Consulting Associates, Inc., for Measure Q 15-year plan. (Lisa Rheinheimer) (pg. 37)

9. PUBLIC HEARINGS

9-1. Conduct public hearing on potential Emergency Service and Labor Reductions. (Hunter Harvath) (pg. 39)
10. UNFINISHED BUSINESS

11. NEW BUSINESS

11-1. Authorize public hearing to approve Monterey Bay Operations and Maintenance Facility project and agendize final CEQA Initial Study/Mitigated Negative Declaration. (Lisa Rheinheimer) (pg. 69)

12. REPORTS & INFORMATION ITEMS

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

12-1. General Manager/CEO Report – March 2015. (pg. 73)
12-3. State Legislative Advocacy Update – April 2015. (pg. 101)
12-4. Staff Trip Reports. (pg. 103)
12-5. Correspondence. (pg. 107)
12-6. Staff Announcements.

13. COMMENTS BY BOARD MEMBERS

13-1. Reports on meetings attended by board members at MST expense (AB1234).
13-2. Board member Comments and Announcements.

14. ATTACHMENTS

14-1. Detailed monthly Performance Statistics and Disbursement Journal, March 2015. (This item is located online within the GM Report at: http://www.mst.org/about-mst/board-of-directors/board-meetings/)

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

Upon request, MST will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service at least three working days prior to the meeting. Requests should be sent to Deanna Smith, MST, 1 Ryan Ranch Road, Monterey, CA 93940 or dsmith@mst.org.
JOHNNY GRAY
MAY 2015
EMPLOYEE OF THE MONTH

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

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

WHEREAS, Johnny Gray began his career with Monterey-Salinas Transit District as a Coach Operator in March of 2003; and

WHEREAS, Johnny Gray has been the recipient of a six year safe driving award, commendations for outstanding performance, and special service awards; and

WHEREAS, Johnny Gray utilized his skills, training and experience during what could have been a potentially catastrophic accident by taking evasive maneuvers on March 17, 2015. While traveling on Highway 1, a trailer hitch became dismounted from a large pickup that was traveling directly in front of the coach. The trailer hitch flew into the windshield of the coach at a very high velocity. Covered in glass, Johnny protected his eyes from injury, kept his composure and maintained control of the coach.

THEREFORE, BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit District recognizes Johnny Gray as Employee of the Month for May 2015; and

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

THE BOARD OF DIRECTORS OF MONTEREY–SALINAS TRANSIT DISTRICT PASSED AND ADOPTED RESOLUTION 2015-35 this 12th day of May, 2015.

_______________________  _______________________
Libby Downey                      Carl G. Sedoryk
Chairperson                                Secretary
1. CALL TO ORDER

1-1. Roll call.

1-2. Pledge of Allegiance.

Vice-Chair Barrera called the meeting to order at 10:00 a.m., and roll call was taken. Director O’Connell led the pledge of allegiance.

1-3. Review Highlights of the agenda.

Mr. Sedoryk reviewed the highlights of the agenda and announced that Chairperson Downey would be attending the meeting via conference call.

Present:  Fernando Armenta       County of Monterey
         Tony Barrera            City of Salinas
         Carrie Theis           City of Carmel-by-the-Sea (alt)
         Robert Bonincontri   City of Gonzales
         Kristin Clark         City of Del Rey Oaks
         Libby Downey          City of Monterey (10:11 a.m.)
         Mike LeBarre          City of King
         Dan Miller            City of Pacific Grove
         Frank O’Connell       City of Marina
         David Pacheco         City of Seaside
         David Pendergrass     City of Sand City
         Leah Santibañez       City of Greenfield
         Patricia Stephens     City of Soledad

Absent:    None

Staff:     Carl Sedoryk          General Manager/CEO
          Hunter Harvath         Asst. General Manager/Finance & Administration
          Michael Hernandez      Asst. General Manager/COO
          Kelly Halcon           Director of Human Resources & Risk Management
          Mark Eccles            Director of Information Technology
          Robert Weber           Director of Transportation Services
          Lisa Rheinheimer       Director of Planning and Development
2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Mr. Fink would like MST to emphasize connectivity over meeting time points when considering service cuts. Friday night Line 81 was so full that military passengers going to Ft. Hunter Liggett could not ride the bus. The Line 23 weekend service from Soledad should have the same inbound and outbound stops.

Roger Eisele, a resident of Glenwood Circle, handed out a petition requesting improved bus service, integrating Glenwood Circle with the JAZZ A bus. The JAZZ A bus would provide residents of this community with service along Fremont Street and Sand City.

Chairperson Downey entered the meeting via conference call at 10:11 a.m.

Margaret Osborne stated that she recently rode the Coast Starlight from Sacramento to San Jose Diridon Station to connect with MST Line 55. She arrived at Diridon Station at 12:20 p.m. Ten people, including a disabled senior and a woman with a baby, had to wait beside a locked MST bus until 2:05 p.m. before they were able to board. She would like MST to fix this scheduling conflict. She also would like MST to invest in a shelter for passengers who must wait for the bus at Diridon Station.
A woman stated that young people who work at the Del Monte Shopping Center must wait two hours for an MST bus at Glenwood Circle. The bus stop is dangerous and passengers need more frequent service.

A Glenwood Circle resident stated that bus service to Monterey Peninsula College (MPC) is not accessible at the back of the school.

The property manager of Glenwood Circle stated that the stop serving Glenwood Circle can be dangerous. Many residents attend MPC and bus service is inadequate to both MPC and the Del Monte Shopping Center. Passengers need safe shelter and lighting.

A Glenwood Circle resident stated that young people living in this community need bus service more than every two hours. The bus stop is dark, has no shelter, and is not safe. Some residents have been accosted at the bus stop.

A local resident stated that his sister and niece live at Glenwood Circle and requests accessible transportation options. He stated the JAZZ A bus is preferable for passengers with disabilities.

A Glenwood Circle resident stated that she has to walk 30 minutes Monday through Friday to get to the bus stop. Her young daughter must walk that distance as well, and it is not safe.

Janet Neuroh, resident of Glenwood Circle and Home Owner’s Association President, asked that the request made by Mr. Eisele via petition be agendized for board consideration. She would like to see a low-floor bus serve Glenwood Circle. She stated that when the gate closes at MPC, passengers must walk two miles around the property to access a bus. She also feels the bus stop needs more lighting and is not safe. She has spoken with the City of Monterey about the lighting issue.

Bob Parks, MST bus driver and ATU Local 1225 president, stated that MST’s four regional routes are priced at $3.50 for a regular fare and $1.75 for a discounted fare. MST has now discounted the Line 20 regional route. He believes if one regional route is discounted, all regional routes should be discounted.

Savannah is a CSUMB student and a resident of Marshall Park. She stated that MST’s public transit system is not adequate. She and her friends have waited up to 45 minutes at Sand City for a bus without an estimated time of arrival. She and her friends find the system too infrequent to be useful. Line 18 is the only service within two miles from her home and it only runs once per hour.

Vice-Chair Barrera stated that MST takes the public’s concerns seriously and will work to address them.
3. **CLOSED SESSION**

3-1. Conference with Labor Negotiators, Gov. Code § 54957.6. Amalgamated Transit Union (ATU), Monterey-Salinas Transit Employee Association (MSTEA) and MST.

3-2. Conference with Legal Counsel – Anticipated Litigation, Gov. Code § 54956.9(b).

Vice-Chair Barrera moved to Closed Session at 10:25 a.m.

Public Comment – none.

4. **RETURN TO OPEN SESSION**

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

Vice-Chair Barrera returned to Open Session at 10:41 a.m. No reportable action was taken.

5. **CONSENT AGENDA**

5-1. Adopt Resolution 2015-32 recognizing David Hobbs, Coach Operator, as Employee of the Month for April 2015.

5-2. Minutes of the regular meeting of March 2, 2015.


5-4. Disposal of property left aboard buses.

5-5. Approve staff appointments.

5-6. Receive and approve updated Drug and Alcohol Policy.

5-7. Adopt Resolution 2015-33 recognizing Frank Soliz, Inventory Clerk, for his 17 Years of Service.

5-8. Receive and appoint new members to the Mobility Advisory Committee.

5-9. Approve Resolution 2015-34 authorizing the filing of a grant application with the California Governor’s Office of Emergency Services.

5-10. Authorize a contract for Design & Engineering services for the TDA fuel island.

Public Comment – none.
Director Clark made a motion to approve the Consent Agenda and was seconded by Director Armenta. The motion passed unanimously with Director Downey temporarily disconnected from the meeting.

6. SPECIAL PRESENTATIONS

6-1. April Employee of the Month – David Hobbs.

Robert Weber recognized David Hobbs as Employee of the Month for his exemplary service to MST and to the entire community. On March 7, 2015, Mr. Hobbs displayed incredible skill and good judgment to avoid a head-on collision with an intoxicated driver. While the incident did result in a minor collision, there were no injuries sustained by the vehicle’s driver, MST passengers, or Mr. Hobbs.

Libby Downey returned to the meeting via conference call.

6-2. Frank Soliz – Retirement.

Sandra Amorim recognized Frank Soliz for his 17 years of service with MST. Over his 17 years, he has saved MST over $300,000 through his work in the Parts Department. Mr. Soliz stated that he considers his coworkers to be family and enjoyed his time with MST. He misses coming to work, but enjoys being able to spend time with his family.

7. COMMITTEE REPORTS

7-1. Minutes of the Finance Committee – March 2, 2015.


Vice-Chair Barrera recognized Amalgamated Transit Union (ATU) International representative, Claudia Hudson, and thanked her for attending the meeting.

Director Armenta stated that due to a scheduling conflict, he was unable to attend the Measure Q Nominating Committee meeting.

Vice-Chair Barrera asked if the committee members interviewed the applicants before making their recommendations for appointment. Mr. Sedoryk stated that there were no interviews. Applications were reviewed by the committee and many of the applicants were known by Directors Pacheco and LeBarre.

Public Comment – none.

8. MAJOR PROCUREMENTS

9. PUBLIC HEARINGS

Vice-Chair Barrera opened the public hearing for comments.

Public Comment – none.

Director LeBarre made a motion to adopt the FY 2015 Program of Projects for Fixed Route Bus Planning & Operations and to authorize the filing of grant applications with the Federal Transit Administration and Caltrans. The motion was seconded by Director Clark and passed unanimously by roll call with all members present.

10. UNFINISHED BUSINESS

11. NEW BUSINESS

11-1. Receive and approve members for the Measure Q Oversight Committee.

Director Armenta asked if the nominees reflected the demographic who would benefit from services provided with Measure Q revenue. Director Pacheco confirmed that all applications were reviewed to ensure that nominees were representative of those who would receive services funded by the sales tax revenue, i.e., seniors, veterans and persons with disabilities.

Directors Armenta and Barrera stated that they would have liked an interview process for the selection of nominees.

Director Clark made a motion to approve the nominees for the Measure Q Oversight Committee and was seconded by Director Stephens. The motion passed unanimously with all members present.

11-2. Review possible service modifications due to objections raised by ATU to the U.S. Department of Labor’s processing of Section 13(c) certification and authorize public hearings.

A PowerPoint presentation was provided by Mr. Harvath, reviewing possible service modifications as a result of objections raised by the ATU to the U.S. Department of Labor’s processing of Section 13(c) certification. MST staff is requesting authorization to hold three public hearings in Salinas, Monterey, and Soledad to inform and solicit input from the public. Staff will return at the May 11, 2015, meeting of the MST Board to present a final proposed draft emergency reduction plan if the issue is not resolved in the interim. If the reduction plan is approved and a solution is not identified, the service reductions would be implemented as early as May 16, 2015.

Director O’Connell asked if additional hearings could be held on the Peninsula. Mr. Harvath stated that staff could attend city council meetings or hold additional meetings as requested. Given the time constraints, MST noticed the three public hearings to meet MST and federal requirements.
Director O’Connell would like a meeting held in Marina and Director Pacheco would like a hearing held at Seaside City Hall or the Seaside Boys and Girls Club.

Director Armenta asked how many passengers and drivers would potentially be affected by possible layoffs. Mr. Harvath stated that thousands of passengers could be affected and as many as 70 drivers may face layoffs.

Director Clark asked if MST could face any liability by reducing service to this degree. MST General Counsel stated that MST cannot incur liability for having to reduce service due to funding reductions.

Public Comment

Mr. Fink asked why MST doesn’t raise fares in an effort to offset the loss of revenue. He is concerned about losing Lines 28 and 29.

Claudia Hudson stated that Section 13(c) gives transit employees the right to bargain their pay and benefits. Governor Brown’s Public Employee Pension Reform Act (PEPRA) interferes with that right. ATU has a long history of bargaining in good faith with MST, and she asks that the proposed cuts not be implemented. She believes the cuts are extreme and unnecessary, and that the issue will be resolved.

Bob Parks believes the cuts are too drastic. He would like to know if the majority of cuts are labor costs. He requests a detailed breakdown of the cost associated with each discontinued or reduced route.

Director Barrera asked if staff was able to answer Mr. Parks’ question. Dave Laredo stated that staff would be able to provide the information after public hearings are held.

Director LeBarre made a motion to authorize staff to hold public hearings on proposed service modifications and was seconded by Director Clark. The motion passed unanimously with all members present.

11-3. Review, provide direction, and take action regarding reductions in labor force (RIF) affecting ATU, MSTEA, and/or unrepresented employees; delegate to GM/CEO Sedoryk authority to meet & confer on the RIF, issue layoff notices, and develop long-term strategies to minimize disruption of federal funding.

Mr. Sedoryk referred the Board to page 87 of the agenda which provided a detailed timeline of ATU’s objections from 2012 to the present. Given the potential significant loss of funding, MST must consider reductions to its transit services and workforce to remain fiscally solvent.
Public Comment

Claudia Hudson stated that MST is obligated to provide Mr. Parks with the requested financial information now, not after public hearings. She will be making a formal request, in writing, for this information. She stated that the solution is to bargain, not get rid of Section 13(c).

Mr. Fink asked why MST will not raise its fares.

Close Public Comment

Director LeBarre acknowledged that reducing fares and drivers was a very tough decision.

Director Armenta asked MST staff to request comments from all mayors in the MST jurisdiction.

**Director Armenta made a motion to delegate to Mr. Sedoryk the authority to meet & confer on the proposed reductions in service and workforce, issue layoff notices, develop long-term strategies to minimize disruption of federal funding, and to request all mayors within the MST jurisdiction to weigh in on the issue. Director Clark seconded, and the motion passed unanimously with all members present.**

Mr. Laredo stated that MST will do its utmost to communicate, bargain, and inform all parties. MST will be meeting and conferring with ATU representatives and members immediately following the board meeting

12. **REPORTS & INFORMATION ITEMS**


12-4. TAMC Highlights – March 2015.

12-5. Staff Trip Reports.

12-6. Correspondence.

12-7. Staff Announcements.

Carl Sedoryk stated that he is travelling to the CalACT Conference later today to accept its Outstanding Transportation Agency award.
13. **COMMENTS BY BOARD MEMBERS**

13-1. Reports on meetings attended by board members at MST expense (AB1234).

Chairperson Downey would like to provide her report at the next board meeting.

Vice-Chair Barrera attended the APTA Legislative Conference in March. He is appreciative of the representation MST staff provides at the conferences.

13-2. Board member Comments and Announcements.

Director Stephens requested that Mr. Sedoryk keep board members updated on the ATU issue.


14. **ATTACHMENTS**

14-1. Detailed monthly Performance Statistics and Disbursement Journal, February 2015. *(This item is located online within the GM Report at: http://www.mst.org/about-mst/board-of-directors/board-meetings/)*

15. **ADJOURN**

There being no further business, Vice-Chair Barrera adjourned the meeting at 11:56 a.m.

Prepared by: Deanna Smith, Deputy Secretary
Blank Page
To: Board of Directors
From: Angela Dawson
Subject: Financial Reports – March 2015

RECOMMENDATION:

1. Accept report of March 2015 cash flow presented in Attachment #1
2. Approve March 2015 disbursements listed in Attachment #2
3. Accept report of March 2015 treasury transactions listed in Attachment #3
4. Receive March 2015 Income Statement and Notes in Attachment #4

FISCAL IMPACT:

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

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Beginning balance March 1, 2015</td>
<td>$11,843,437.22</td>
</tr>
<tr>
<td>Revenues</td>
<td>3,650,682.45</td>
</tr>
<tr>
<td>Disbursements</td>
<td>&lt;4,872,534.08&gt;</td>
</tr>
<tr>
<td>Ending balance March 31, 2015</td>
<td>$10,621,585.59</td>
</tr>
</tbody>
</table>

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:

Attachment 4 contains the Consolidated Revenue & Expense statements for MST’s fixed-route bus operations (Fund 1) and the MST RIDES program (Fund 2). Significant cost variances from budget are noted below:
1. **Labor** – Labor costs were higher than budget in March because there was a full class of trainee bus drivers who were not yet driving in revenue service. As part of the training process, several MST bus drivers are assigned to help with the trainees, causing the need to assign overtime to cover their regular shifts. Once these trainees are released to drive in revenue service, labor costs should return to budgeted levels.

2. **Supplies** – Because MST implemented a major service change on March 28th, there are a number of one-time costs that were incurred in the month of March, including the production and printing of the Rider’s Guide and production of new bus stop/station signage containing route and schedule information. These large expenditures usually occur two or three times a year, but are annualized in the budget on a monthly basis, which created the variance in this category for March.

3. **Vehicle Maintenance** – These costs are trending higher than budget because of higher maintenance costs of MST’s aging fleet. An order of new buses was just delivered and another order is due next month, which will allow MST to retire the aging buses, which are more expensive to maintain.

4. **Purchased Transportation for MST RIDES** – the number of clients approved for the MST RIDES ADA program has increased this fiscal year. As such, the demand for services has increased, requiring additional RIDES trips to be provided. The ADA requires that all trip demands are met, regardless of what was budgeted. As such, this line item is trending higher for the month and year and is largely beyond the control of staff because of federal ADA regulations.

## CASH FLOW

**Beginning balance March 1, 2015**  
11,843,437.22

**Revenues**

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<th>Description</th>
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<tr>
<td>Passenger Revenue</td>
<td>411,137.61</td>
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<tr>
<td>DOD Revenue</td>
<td>107,650.00</td>
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<tr>
<td>LTF / STA / 5307</td>
<td>1,166,069.97</td>
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<td>Grants</td>
<td>1,931,991.00</td>
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<tr>
<td>TAMC Loan/Rabo LOC advance</td>
<td>-</td>
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<tr>
<td>Non Transit Revenue</td>
<td>33,833.87</td>
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<tr>
<td><strong>Total Revenues</strong></td>
<td>3,650,682.45</td>
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**Disbursements**

<table>
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<tr>
<th>Description</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Operations (See Attachment #2)</td>
<td>2,108,807.41</td>
</tr>
<tr>
<td>Capital</td>
<td>2,765,726.67</td>
</tr>
<tr>
<td><strong>Total Disbursements</strong></td>
<td>(4,872,534.08)</td>
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**Ending balance March 31, 2015**  
10,621,585.59

## COMPOSITION OF ENDING BALANCE

<table>
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<tr>
<th>Description</th>
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<tr>
<td>Checking - Rabo Bank</td>
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<td>Checking(s) - Wells Fargo Bank</td>
<td>26,567.37</td>
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<tr>
<td>Local Agency Investment Fund (LAIF)</td>
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<td>Money Market - Homeland Security</td>
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<td>Money Market - Rabo MM</td>
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<td>Money Market - Rabo Prop. 1 B</td>
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<tr>
<td>Bank of America - Escrow</td>
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<tr>
<td>Petty cash fund, STC Coin Machine, and 2 change funds</td>
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<td><strong>Total</strong></td>
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### PAYROLL ACCOUNT

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<tr>
<td>March 6 Payroll &amp; Related Expenses</td>
<td>491,951.04</td>
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<td>March 20 Payroll &amp; Related Expenses</td>
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<tr>
<td>March 31 Payroll &amp; Related Expenses</td>
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<tr>
<td>Pers &amp; 457</td>
<td>261,413.17</td>
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<tr>
<td>Garnishments</td>
<td>4,853.45</td>
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<td>Payroll adj</td>
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<td><strong>Total</strong></td>
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### GENERAL ACCOUNT

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<tr>
<td>Disbursements on Attached Summary</td>
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<tr>
<td>Paydown loan</td>
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<td>Workers Comp. Disbursements</td>
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<td>Interest expense</td>
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<td>Bank Service Charge/Armored Car</td>
<td>6,424.07</td>
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<tr>
<td>Transfer from WFB</td>
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<tr>
<td><strong>Total Disbursements</strong></td>
<td><strong>3,600,131.78</strong></td>
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<tr>
<td><strong>Less Capital Disbursements &amp; Transfers</strong></td>
<td><strong>(2,765,726.67)</strong></td>
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<tr>
<td><strong>Operating Disbursements</strong></td>
<td><strong>2,106,807.41</strong></td>
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**DISBURSEMENTS SUMMARY:**
**GENERAL ACCOUNT DISBURSEMENTS FOR March 1, 2015 - March 31, 2015**

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<td>Accounts Payable 03/18/15</td>
<td>37690 - 37699</td>
<td>57,904.67</td>
</tr>
<tr>
<td>Accounts Payable 03/24/15</td>
<td>37700</td>
<td>579.20</td>
</tr>
<tr>
<td>Accounts Payable 03/27/15</td>
<td>37701 - 37825</td>
<td>365,426.77</td>
</tr>
<tr>
<td>Accounts Payable 03/31/15</td>
<td>37828</td>
<td>1,651.74</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>3,492,636.39</strong></td>
</tr>
</tbody>
</table>

**CHECKS $100,000 AND OVER**

<table>
<thead>
<tr>
<th>VENDOR / DESCRIPTION</th>
<th>BOARD APPROVED</th>
<th>CHECK NUMBER</th>
<th>CHECK DATE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pers - Health</td>
<td>Recurring Expense</td>
<td>37590</td>
<td>03/04/15</td>
<td>244,815.44</td>
</tr>
<tr>
<td>MV Transportation</td>
<td>Recurring Expense</td>
<td>37650</td>
<td>03/13/15</td>
<td>497,642.25</td>
</tr>
<tr>
<td>WAVE</td>
<td>December 12, 2012</td>
<td>37685</td>
<td>03/13/15</td>
<td>400,853.83</td>
</tr>
<tr>
<td>Gillig</td>
<td>May 12, 2012</td>
<td>37699</td>
<td>03/13/15</td>
<td>1,436,647.33</td>
</tr>
</tbody>
</table>
**TREASURY TRANSACTIONS**  
**FOR MARCH 2015**

### LAIF ACCOUNT

<table>
<thead>
<tr>
<th>Date</th>
<th>Account</th>
<th>Bank</th>
<th>Deposit</th>
<th>Withdrawal</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Balance Forward at 03/01/15</td>
<td></td>
<td></td>
<td></td>
<td>42,667.77</td>
</tr>
<tr>
<td></td>
<td>Transfer to checking for payroll</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Local Agency Investment Fund: Interest earned</td>
<td></td>
<td></td>
<td></td>
<td>0.000%</td>
</tr>
<tr>
<td></td>
<td>LAIF Treasury Balance at 03/31/15</td>
<td></td>
<td></td>
<td></td>
<td>42,667.77</td>
</tr>
</tbody>
</table>

### RABOBANK MM ACCOUNT

<table>
<thead>
<tr>
<th>Date</th>
<th>Account</th>
<th>Bank</th>
<th>Deposit</th>
<th>Withdrawal</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Balance Forward at 03/01/15</td>
<td></td>
<td></td>
<td></td>
<td>2,155,662.38</td>
</tr>
<tr>
<td>03/02/15</td>
<td>To A/P</td>
<td>To</td>
<td>1,000,000.00</td>
<td></td>
<td>1,155,662.38</td>
</tr>
<tr>
<td>03/05/15</td>
<td>To P/R</td>
<td>To</td>
<td>300,000.00</td>
<td></td>
<td>855,662.38</td>
</tr>
<tr>
<td>03/13/15</td>
<td>To A/P</td>
<td>To</td>
<td>760,000.00</td>
<td></td>
<td>75,662.38</td>
</tr>
<tr>
<td>03/20/15</td>
<td>To P/R</td>
<td>To</td>
<td>75,000.00</td>
<td></td>
<td>662.38</td>
</tr>
<tr>
<td>03/31/15</td>
<td>LTF</td>
<td></td>
<td>1,166,069.97</td>
<td></td>
<td>1,166,732.35</td>
</tr>
<tr>
<td>03/31/15</td>
<td>Interest @ 0.25%</td>
<td>Interest</td>
<td>100.22</td>
<td></td>
<td>1,166,832.57</td>
</tr>
</tbody>
</table>

RABO MM Balance at 03/31/15  
1,166,832.57
## MONTEREY - SALINAS TRANSIT

### Revenue & Expense - Consolidated

#### Budget vs Actual

For the Period from March 1, 2015 to March 31, 2015

(Amounts are in USD)

(Includes Fund: 001)

(Includes G/L Budget Name: BUDFY15R)

<table>
<thead>
<tr>
<th></th>
<th>Cur Mo. Actual</th>
<th>Cur Mo. Budget</th>
<th>Cur Mo. Variance</th>
<th>YTD Actual</th>
<th>YTD Budget</th>
<th>YTD Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Fares</td>
<td>-367,048</td>
<td>-372,653</td>
<td>5,604</td>
<td>-3,312,078</td>
<td>-3,353,974</td>
<td>41,794</td>
</tr>
<tr>
<td>Special Transit</td>
<td>-183,019</td>
<td>-216,659</td>
<td>33,640</td>
<td>-1,999,286</td>
<td>-1,949,928</td>
<td>-49,358</td>
</tr>
<tr>
<td>Cash Revenue</td>
<td>-16,482</td>
<td>-28,949</td>
<td>12,467</td>
<td>-283,839</td>
<td>-260,544</td>
<td>-3,295</td>
</tr>
<tr>
<td>Cash Grants &amp; Reimbursement</td>
<td>-1,941,223</td>
<td>-2,217,773</td>
<td>276,550</td>
<td>-18,728,714</td>
<td>-19,859,990</td>
<td>1,230,246</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>-2,507,772</td>
<td>-2,836,034</td>
<td>328,261</td>
<td>-24,304,918</td>
<td>-25,524,305</td>
<td>1,219,387</td>
</tr>
</tbody>
</table>

### Expenses

|                          |                |                |                  |            |            |              |
|--------------------------|----------------|----------------|                  |            |            |              |
| Labor                    | 1,167,292      | 1,064,942      | 102,350          | 9,551,191  | 9,584,479  | -33,288      |
| Benefits                 | 645,977        | 637,625        | 8,352            | 5,803,321  | 5,736,827  | 66,494       |
| Advertising & Marketing  | 2,293          | 7,371          | -5,078           | 34,733     | 66,342     | -31,609      |
| Professional & Technical | 28,583         | 37,559         | -8,976           | 331,454    | 338,034    | -6,580       |
| Outside Services         | 19,079         | 19,633         | -554             | 168,194    | 176,700    | -7,506       |
| Outside Labor            | 75,951         | 71,081         | 4,870            | 554,178    | 639,553    | -85,375      |
| Fuel & Lubricants        | 200,419        | 267,844        | -67,425          | 2,297,111  | 2,410,595  | -113,483     |
| Supplies                 | 76,866         | 58,932         | 16,734           | 496,585    | 530,389    | -33,804      |
| Vehicle Maintenance      | 76,974         | 68,713         | 8,861            | 616,142    | 616,418    | -2,277       |
| Marketing Supplies       | 2,500          | -2,500         |                  | 17,335     | 22,500     | -5,165       |
| Insurance                | 32,883         | 33,076         | -193             | 267,804    | 267,883    | -9,080       |
| Taxes                    | 16,293         | 14,459         | 1,834            | 130,665    | 130,133    | 432          |
| Purchased Transportation | 406,294        | 403,093        | 3,201            | 3,499,717  | 3,632,966  | -133,249     |
| Miscellaneous Expenses   | 23,078         | 22,778         | 300              | 164,206    | 205,004    | -40,800      |
| Pass Thru/Behalf of Others | 78,693      | -78,693        |                  | 944,313    | 708,235    | 236,078      |
| Interest Expense         | 2,187          | -2,167         | 443              | 143        | 19,500     | -19,357      |
| Leases & Rentals         | 12,835         | 12,176         | 658              | 99,301     | 109,586    | -10,285      |
| **Total Operating Expenses** | **2,818,371** | **2,836,034**  | **-17,663**      | **25,293,131** | **25,524,305** | **-231,174** |
| **Operating (Surplus) Deficit** | **310,599** | **310,599**    |                  | **988,213** | **988,213** |              |
### MONTEREY - SALINAS TRANSIT

**Revenue & Expense - Consolidated**

**Budget vs Actual**

For the Period from March 1, 2015 to March 31, 2015

(Amounts are in USD)

(Includes Fund: 002)

(Includes G/L Budget Name: BUDFY15R)

<table>
<thead>
<tr>
<th></th>
<th>Cur Mo. Actual</th>
<th>Cur Mo. Budget</th>
<th>Cur Mo. Variance</th>
<th>YTD Actual</th>
<th>YTD Budget</th>
<th>YTD Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenue</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Transit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash Revenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash Grants &amp; Reimbursement</td>
<td>-146,603</td>
<td>-226,880</td>
<td>80,076</td>
<td>-1,946,624</td>
<td>-2,040,116</td>
<td>93,492</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td>-185,985</td>
<td>-265,285</td>
<td>79,300</td>
<td>-2,313,794</td>
<td>-2,387,566</td>
<td>73,771</td>
</tr>
</tbody>
</table>

### NOTES

#### Expenses

<table>
<thead>
<tr>
<th></th>
<th>Cur Mo. Actual</th>
<th>Cur Mo. Budget</th>
<th>Cur Mo. Variance</th>
<th>YTD Actual</th>
<th>YTD Budget</th>
<th>YTD Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Labor</td>
<td>4,358</td>
<td>4,103</td>
<td>256</td>
<td>35,845</td>
<td>35,923</td>
<td>921</td>
</tr>
<tr>
<td>Benefits</td>
<td>2,385</td>
<td>2,626</td>
<td>-241</td>
<td>23,476</td>
<td>23,637</td>
<td>-162</td>
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<tr>
<td>Advertising &amp; Marketing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Professional &amp; Technical</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outside Services</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outside Labor</td>
<td>3,280</td>
<td>4,292</td>
<td>-1,012</td>
<td>26,277</td>
<td>38,625</td>
<td>-12,348</td>
</tr>
<tr>
<td>Fuel &amp; Lubricants</td>
<td>32,084</td>
<td>34,550</td>
<td>-1,466</td>
<td>307,400</td>
<td>310,954</td>
<td>-3,554</td>
</tr>
<tr>
<td>Supplies</td>
<td>400</td>
<td>803</td>
<td>-403</td>
<td>1,250</td>
<td>7,230</td>
<td>-5,980</td>
</tr>
<tr>
<td>Vehicle Maintenance</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marketing Supplies</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Utilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Insurance</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purchased Transportation</td>
<td>227,195</td>
<td>217,556</td>
<td>9,638</td>
<td>1,966,474</td>
<td>1,958,008</td>
<td>8,466</td>
</tr>
<tr>
<td>Miscellaneous Expenses</td>
<td>213</td>
<td>1,354</td>
<td>-1,141</td>
<td>497</td>
<td>12,187</td>
<td>-11,690</td>
</tr>
<tr>
<td>Interest Expense</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leases &amp; Rentals</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Operating Expenses</strong></td>
<td>270,855</td>
<td>265,285</td>
<td>5,570</td>
<td>2,385,219</td>
<td>2,387,564</td>
<td>-22,345</td>
</tr>
</tbody>
</table>

#### Operating (Surplus) Deficit

<table>
<thead>
<tr>
<th></th>
<th>Cur Mo. Actual</th>
<th>Cur Mo. Budget</th>
<th>Cur Mo. Variance</th>
<th>YTD Actual</th>
<th>YTD Budget</th>
<th>YTD Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating (Surplus) Deficit</td>
<td>84,871</td>
<td>0</td>
<td>84,871</td>
<td>51,425</td>
<td>-1</td>
<td>51,426</td>
</tr>
</tbody>
</table>

---

24
To: Board of Directors

From: Sonia Bannister, Customer Service Supervisor

Subject: Disposal of unclaimed property left on bus

St. Vincent De Paul P.G.

11 books          11 pairs of sunglasses        2 lunch bags
1 shirt           1 video                           2 wallets
2 pairs ear phones 3 pairs of gloves           1 purse
2 coin purses     2 sweaters                       1 phone charger
1 pair of shoes   1 surge protector              1 scarf
1 baby blanket    9 jackets                       16 prescription eyeglasses
1 pair of socks   1 toy                           
1 bike helmet     2 hats                           
4 eyeglass cases  6 cell phones                  

To be disposed

3 credit cards     6 sets keys                   1 blanket
4 beenies          3 scarves                     1 sleeping bag
4 lunch bags       1 shirt                        1 pair of pants
4 jackets          1 polish remover              1 t-shirt
2 wallets         1 bag of toiletries            4 ID’s
2 cloth bags       1 prescription inhaler         1 expired military pass
2 sweaters         1 bike lock                    

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. None of the items listed above match those lost by Mr. Fink.
To: MST Board of Directors

From: M. Eccles, Director of Information Technology

Subject: South Monterey County Intercity Service - 2 solar-powered OnStreet real-time arrival information signs

RECOMMENDATION:

Authorize up to $36,000 for the purchase of 2 solar-powered Transit Master (TM) OnStreet signs from Trapeze Group to display real-time bus arrival/departure information.

FISCAL IMPACT:

$36,000 for the purchase of 2 solar-powered signs. This purchase is 100% funded as follows: 88.53% percent, or $31,870.80, through FTA’s Section 5311(f) Intercity Bus Program; and the remaining 11.47%, or $4,129.20, through Transportation Development Credits (Toll Credits) administered by Caltrans.

POLICY IMPLICATIONS:

Your Board approves contracts and expenditures over $25,000.

DISCUSSION:

MST installed a Global Positioning System/ Automatic Vehicle Location (GPS/AVL) System in September 2001. This provided MST with data and radio coverage to track and communicate with the bus fleet from Gilroy to King City as well as most of the Monterey Peninsula up to Santa Cruz. The County of Monterey has housed the necessary data and radio equipment at their Mount Toro and Huckleberry Hill locations since then.

On July 14, 2014, your Board approved the purchase of a vehicle for the service in south Monterey County which directly connects King City and Paso Robles to the rural communities of Greenfield, San Lucas, and San Ardo. Line 84 provides express service between Greenfield and Paso Robles.

As part of this additional service, TM OnStreet signs are required to provide passengers with real-time bus arrival information. Due to the rural nature of this area,
solar-powered signs need to be installed in the bus shelters as there is no other electrical source available at the sites.

This will be a sole source purchase, as the current vendor is the supplier of all of the real-time OnStreet signs due to the compatibility with the current MST GPS/AVL system.

Approval of this item will authorize the purchase and installation of 2 TM OnStreet real-time signs from Trapeze Group, not to exceed $36,000.

Prepared by ________________________  Reviewed by ________________________
To:  Board of Directors
From:  Ben Newman, Risk Manager
Subject:  Liability Claim Rejection

RECOMMENDATION:

Reject claim by the claimant below.

FISCAL IMPACT:
None.

POLICY IMPLICATIONS:
None.

DISCUSSION:

The claim was received on April 29, 2015, from Ms. Lorraine Carter. Ms. Carter alleges to have been injured on an MST bus in December 2014.

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.
To: Board of Directors

From: Michael Hernandez, Assistant General Manager/COO

Subject: Approve Budget Increase for Electric Trolley Project

RECOMMENDATION:

Authorize a $75,000 budget increase to the contract with Wireless Advanced Vehicle Electrification, Inc., (WAVE) for additional costs directly related to supplying power to the transformer and additional unforeseen expenses for the electric trolley project.

FISCAL IMPACT:

Up to $75,000. This amount is funded through MST’s Local Transportation Funds (LTF) that are available in excess of the District’s 15% reserve target.

POLICY IMPLICATIONS:

Your Board approves expenditures over $25,000.

DISCUSSION:

In December 2012, your Board authorized MST to enter into an agreement with WAVE for an electric trolley project in the amount of $2,067,000. The project was postponed by more than a year due to a delay in the receipt of Federal funding directly linked to California’s Pension Reform Act. The overall project budget was subsequently reduced by $392,730 after MST determined that California Development Toll Credits could not be used as a cash source of revenue, resulting in a total project budget of $1,672,270.

In March 2015 your Board authorized an additional $100,000 for costs associated with construction, civil engineering, connection to the PG&E power grid and project management costs that are outside the scope of the agreement with WAVE.

MST entered into a contract with PG&E to provide electrical power to the WAVE site several months ago. The contract for PG&E labor and materials, which is required to bring power to the project site, was originally quoted at approximately $14,000. This amount increased to $30,000 as a result of infrastructure improvements subsequently required by PG&E and the City of Monterey.
Citing PG&E safety standards, PG&E also recently altered their plan to use an existing electrical junction box for the power supply connections, to a significantly larger new 28 square feet vault enclosure at an additional cost of approximately $30,000. Staff estimates that these two PG&E price changes and related construction requirements will require a project increase by approximately $60,000.

In order to meet MST’s project completion deadline staff requests authority to spend up to $75,000. This amount will provide $15,000 for any other project contingencies between now and May 23, 2015, when the electric trolley is scheduled for service.

Including the budget revision of $100,000 in March 2015 and this adjustment of $75,000 the total project cost is $1,847,270 which continues to be below the original project budget of $2,067,000.

MST’s sole source contract with WAVE Inc. spells out requirements for funding roadway and associated construction costs. The cost of bringing electrical power to the transformer for the wireless charging equipment/transformer is MST’s responsibility and PG&E requires payment before they will supply power to the site.

PREPARED BY: Michael Hernandez  REVIEWED BY: Carl Sedoryk
Minutes
April 13, 2015
9:00 a.m.

Present: Directors: Armenta, Barrera, Clark, Pendergrass, Theis (alternate)
Absent: Director Beach
Staff: Carl Sedoryk, General Manager/CEO, Mike Hernandez; Asst. GM/COO; Hunter Harvath, Asst. GM of Finance and Administration; Lisa Rheinheimer, Director of Planning & Development; Dave Laredo, General Counsel; Deanna Smith, Clerk to the Board
Public: Jim Fink

1. CALL TO ORDER

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

2. PUBLIC COMMENT ON MATTERS NOT ON THE AGENDA

No public comment.

3. STATE LEGISLATIVE UPDATE

3-1. Receive State Legislative Update and adopt positions on legislative issues.

Carl Sedoryk reviewed the California Transit Agency’s (CTA) 2015 State Legislative Program, highlighting legislation that MST staff is recommending for board support, including:

- AB 1250 (Bloom) Bus Axle Weights
- SB 413 (Weickowski) Transit Violations
- SB 508 (Beall) TDA Requirements
- ACA 4 (Frazier) Lower-Vote Threshold
- AB 464 (Mullin) Local Sales Tax Limit Increases
Public Comment

Mr. Fink supports maintaining adequate fare box recovery and recommends increasing fares regularly.

Close Public Comment

Director Armenta made a motion to recommend that the MST Board adopt positions on state legislation as recommended by MST staff. The motion was seconded by Director Clark.

Mr. Harvath passed out a letter from State Assembly member Mark Stone requesting formal support for AB 238 – Statewide Broadband Development. The bill would address a disparity in access to broadband in rural and low-income communities, requiring broadband infrastructure to be built-out across the state at speeds of at least 25 megabits per second.

Director Armenta amended his motion to include support for this item.

Director Clark stated that she would like to know the estimated cost to the public before formally supporting the bill.

Director Armenta rescinded his amended motion and restated his original motion. The motion passed unanimously.

4. FEDERAL LEGISLATIVE UPDATE ACTION ITEMS

4-1. Receive Federal Legislative Update and support continued advocacy of APTA’s 2015 Legislative Program.

Mr. Sedoryk reviewed current transit-related federal legislation, including a review of the American Public Transportation Association’s (APTA) 2015 Legislative Program. The main focus of APTA’s program is advocating for the successful reauthorization of Moving Ahead for Progress in the 21st Century act (MAP-21), the current federal surface transportation bill. MST staff requests the Board’s continued support of the Federal Legislative Program.

Public Comment – none.

Director Barrera made a motion to recommend that the MST Board continue its support of APTA’s 2015 Legislative Program and was seconded by Director Armenta. The motion passed unanimously.

5. COMMITTEE MEMBER COMMENTS, QUESTIONS, OR REFERRALS

No comments.
6. **ADJOURN**

There being no further business, Chairperson Barrera adjourned the meeting at 9:38 a.m.

Prepared by: Deanna Smith, Deputy Secretary
To: Board of Directors

From: Lisa Rheinheimer, Director of Planning and Development

Subject: Award contract for Measure Q 15-Year Plan

RECOMMENDATION:

Authorize staff to award a contract for $89,930 to Nelson/Nygaard Consulting Associates, Inc., for the preparation of the Measure Q 15-Year Plan.

FISCAL IMPACT:

$89,930. The Measure Q 15-Year Plan is an eligible expense under the Measure Q ordinance and will be paid with those funds.

POLICY IMPLICATIONS:

Your Board approves all contracts that are valued at or above $25,000.

DISCUSSION:

Ordinance 2015-01 identifies transportation planning as an eligible expense under Measure Q. To identify and list eligible Measure Q projects and programs, a 15-Year plan is an appropriate framework for moving forward. In order to plan for the orderly expenditure of Measure Q funding, your Board directed staff to move forward with the preparation of a Measure Q 15-Year Plan (Q-Plan). The purpose of the Q-Plan is to identify eligible expenditures of Measure Q dollars to serve the specific mobility needs of seniors, persons with disabilities, and veterans, in accordance with the Ordinance. The Q-Plan is envisioned to specifically identify projects and programs to be implemented in the short-term (first 5 years) and long-term (remaining 6-10 years).

In March, a Request for Proposals was released to solicit bids from qualified consultants to prepare the Q-Plan. Two proposals were submitted by the due date of April 13, 2015; both proposals were deemed responsive. Several MST staff members as well as a member of the MST Mobility Advisory Committee evaluated the proposals according to the evaluation criteria identified in the Request for Proposals:
- Organizational management and business plan
- Past performance and quality of service
- Quality assurance
- Qualification of key personnel
- Reference check

To promote an unbiased review, both proposals were evaluated with no knowledge of the pricing. Only after the scoring was completed was pricing revealed. In that regard, the results of the scoring and pricing are as follows:

<table>
<thead>
<tr>
<th>Proposer</th>
<th>Overall Score</th>
<th>Rank</th>
<th>Pricing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nelson/Nygaard</td>
<td>93</td>
<td>#1</td>
<td>$89,930</td>
</tr>
<tr>
<td>Marlene Connor and Associates</td>
<td>69</td>
<td>#2</td>
<td>$195,948</td>
</tr>
</tbody>
</table>

The Nelson/Nygaard proposal outscored the Marlene Connor and Associates proposal and is also the lower bid. Nelson/Nygaard presented a more cohesive proposal with superior and relevant past project experience, the content of their proposal was in alignment with the RFP, and their work product examples were responsive and relevant. As such, MST staff recommends that the MST Board award the contract for consulting services to prepare the Q-Plan to Nelson/Nygaard Consulting Associates Inc.

Prepared by: [Signature]  
Approved by: [Signature]
To: Board of Directors

From: H. Harvath, Assistant General Manager – Finance & Administration

Subject: Public Hearing – Potential Emergency Service and Labor Reductions

RECOMMENDATION:

1. Conduct public hearing on potential May 16, 2015, emergency service reductions because of the withholding of federal funds by the US Department of Labor (DOL) as requested by the Amalgamated Transit Union (ATU).

2. Approve emergency service reduction plan and associated reduction in force (RIF), and authorize staff to take all necessary steps to implement these plans if federal funding issues remain unresolved by close of business May 15, 2015.

FISCAL IMPACT:

Conducting the public hearing has no fiscal impact. However, the amount of federal operating funds that may be withheld from MST as a result of the state-wide pension reform dispute totals approximately $7 million per year. The reduction in force associated with the emergency service reduction plan is estimated to generate approximately $7 million in savings annually from the following categories:

- $5.7 million from 70 coach operator salaries and benefits
- $410,000 from 8 mechanic salaries and benefits
- $140,000 from 4 utility service staff salaries and benefits
- $500,000 from purchased transportation (MVTI)
- $250,000 from fuel, parts and other miscellaneous administrative costs

POLICY IMPLICATIONS:

Your Board would need to approve any major route, schedule and staffing reductions required to meet the possible loss of approximately $7 million from MST’s annual operating budget.
DISCUSSION:

In its March 25, 2015, letter to the US Department of Labor, the Amalgamated Transit Union (ATU), which represents MST’s bus drivers, mechanics, utility service employees, facilities technicians and inventory staff members, has objected to the processing and certification of the agency’s Federal Transit Administration (FTA) Section 5307 Operating Assistance grant. The ATU’s objection is in response to ongoing concerns with the adoption of the 2013 Public Employees Pension Reform Act (AB 340) by the California state legislature and Governor Jerry Brown.

The effect of this objection letter puts in immediate jeopardy $4.5 million -- and potentially an additional $2.3 million -- in federal operating assistance for the current fiscal year (FY 2015). MST uses this $6.8 million to pay for salaries for ATU employees as well as administrative staff not covered under the union contract and for essential expenditures to keep buses in service every day, such as fuel. In fact, MST has already spent to date this fiscal year this $4.5 million on salaries, benefits, fuel and other operating expenses by borrowing from its capital reserves, and is awaiting this reimbursement from the federal government in order to avoid insolvency in the coming months.

In the event the Department of Labor agrees to the ATU’s objections to MST’s grant application and does not certify MST grants for federal operating funds for FY 2015, the agency would be forced to implement emergency measures to reduce its bus service to a level that can be supported only by passenger fares and state grant assistance. Of particular concern is that this imminent potential loss of $6.8 million out of the agency’s annual operating budget is occurring ¾ of the way through FY 2015 (July 1, 2014 through June 30, 2015). While this $6.8 million potential loss of federal funds represents approximately 20% of MST’s annual operating budget, virtually the entire loss has to be absorbed in less than 3 months in order to maintain its ongoing financial obligations to employees, contractors and vendors. In that regard, staff has developed an Emergency Service Reduction Plan featuring drastic cuts in service in order to maintain cash flow and end the fiscal year without becoming insolvent.

If DOL continues to block MST’s receipt of federal funds into the next fiscal year which begins July 1, 2015, the RIF and associated cost savings of this emergency service reduction plan would net approximately $7 million in expense reductions annually from staff salaries, benefits, purchased transportation costs and other
associated fuel and administrative expenditures. Because some additional federal rural operating grant funding (approximately $1 to $2 million) that passes through the state to MST could also be at risk of being blocked due to the pension reform dispute, additional cost cutting measures may have to be taken at a future date depending on the outcome of negotiations between the Governor and the DOL. And, MST should expect a reduction in fare revenue as ridership will most likely decrease with the implementation of the Emergency Service Reduction Plan.

At the April 13, 2015, meeting of your Board, staff presented a summary of the proposed Emergency Service Reduction Plan and received direction to conduct public hearings to solicit input from MST’s customers. Since then, staff has conducted three public hearings – in Salinas at city hall, on the Peninsula at the MST Bus Stop Shop and one in South County at Soledad city hall. (See Attachment 1 for proof of publication of public hearing notices.) The Salinas and Monterey public hearings were relatively well attended; however no one attended the Soledad meeting. (See Attachment 2 for the minutes from those hearings.) As part of the public hearing presentation, staff encouraged attendees to write to governmental officials to express their opinions about the proposed service cuts being caused by the DOL withholding MST’s federal funds at the request of the ATU. (See Attachment 3 for a copy of a letter from MST customer Sara Jen to the DOL.) Additionally, MST stakeholders have written letters to the DOL registering their concerns (Attachment 4). And, in an attempt to solicit additional input, the bilingual public hearing powerpoint presentation was posted on the MST website. Attachment 5 includes additional public comments received by MST via email, phone and/or US Mail (Attachment 5).

As a result of the input received at the public hearings, staff is proposing some modifications to the original proposed Emergency Service Reduction Plan presented at the April 13th meeting of your Board. They are summarized as follows:

- Addition of one additional morning Line 10 Marina-Monterey trip to transport Hope Services workers to their job site. Line 10 is eligible for Air District grant funding. While this trip would be operated directly by MST, it can be added without requiring an additional bus driver.

- Addition of evening trips between Cannery Row, downtown Monterey, Seaside, Marina and Salinas to help hospitality workers get home after their evening shifts.
This service is 100% funded through a federal grant not subject to the PEPRA dispute and would be operated by MV, as MV currently operates similar late night trips under this special grant.

- Implementation of a new Line 98 Marina-Sand City connecting housing areas for persons with mental illness in the Abrams/Preston Park areas to the Monterey County Integrated Health Clinic, where they receive mental and physical health services. In addition, Line 98 will also serve the Veterans Administration Clinic off of General Jim Moore Boulevard, the Dunes Shopping Center, as well as the new CHOMP medical/wellness facility at the corner of Imjin Parkway and 2nd Avenue. Because the destinations served by the new Line 9 target persons with disabilities, veterans and seniors, it would be eligible for Measure Q funding. Due to the routing constraints traveling in and out of the Dunes shopping center, this line would be limited to a minibus. As such, MV Transportation would operate the new Line 98.

- Expand operations of Line 27 Watsonville-Marina from weekday-only service to 7 days-a-week. Without this addition, there would be no way to travel between Watsonville and the Monterey Peninsula or Salinas on Saturdays and Sundays. Because Line 27 is currently operated by MV Transportation on weekdays, no additional MST bus drivers would be required to operate this weekend service.

- Addition of one late evening trip from Carmel Rancho, Crossroads and downtown Carmel to downtown Monterey to help hospitality workers in these areas to return home after their evening shifts. While this service would not be eligible for grant or Measure Q funding, it can be added without requiring an additional bus driver and will be directly operated by MST.

As discussed at the public hearings and at the April 13, 2015 meeting of your Board, many of MST’s bus routes would not be affected by the loss of federal funds because they are supported by special contracts or grants that are dedicated to particular services. These routes serve destinations such as the Presidio of Monterey, Naval Postgraduate School, Fort Hunter Liggett, the Monterey Bay Aquarium (via the Monterey Trolley), California State University-Monterey Bay, Hartnell College, San Jose Diridon Train Station, San Jose Airport, and the One-Stop Career Center in Salinas. Other routes that are eligible for funding under Measure Q (the 1/8% sales tax for
transportation services for seniors, veterans and persons with disabilities) would also not be affected by the loss of federal funds. These routes include MST’s “senior shuttles” – Lines 91, 92, 94 and 95 – serving key residential, medical and shopping locations on the Monterey Peninsula and in Salinas. The remainder of MST’s non-contract/grant/Measure Q funded services are therefore being proposed to be reduced to a level resembling MST’s operations on major holidays and/or Sundays. To inform MST customers of these changes, staff is preparing a special Emergency Service Reduction Plan Rider’s Guide, which will include maps and schedules for grant funded/contracted routes that will remain unchanged, as well as new maps and schedules for routes that are planned to be cut. Final printer’s “proof” copies of this guide will be made available to your Board at the May 11th meeting and will be posted to the MST website as soon as possible. The actual Rider’s Guides will be put aboard buses when they are delivered from the printer towards the end of the week of May 11-15.

With the public hearing and input process coming to a close at the May 11th meeting of your Board, staff is requesting authorization to implement the Emergency Service Reduction Plan and the associated RIF effective Saturday, May 16, 2015. In the meantime, staff remains hopeful that ATU will withdraw its request for the DOL to withhold MST’s $4.5 million in federal funds, thereby averting the need to implement the Emergency Service Reduction Plan and RIF. To that end, staff has prepared a plan to continue operating at the current level of service in the event a solution can be reached before the close of business on Friday, May 15th.

Attachment 1: Public Hearings Notice/Advertisement Proofs of Publication
Attachment 2: Minutes of Emergency Service Reduction Public Hearings
Attachment 3: Letter to DOL from MST customer Sara Jen
Attachment 4: Letters to DOL from MST District stakeholders
Attachment 5: Additional comments received from customers
Salinas Newspapers, Inc.
123 W. Alisal St.
Salinas, CA 93901
831-754-4138/Fax: 831-754-7156

State Of California ss:
County of Monterey

Advertiser: MONTEREY SALINAS TRANSIT
1 RYAN RANCH RD
MONTEREY , CA 93940
Deanna Smith

RE: Notice of Public Hearings MST will hold public hearings to solicit input on draft emergency service reduction plan.

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I hereby certify that the attached advertisement appeared in said newspaper on the following dates:

Newspaper: SNA-The Salinas Californian

4/6/2015

I acknowledge that I am a principal clerk of the printer of said paper, which is published in the City of Salinas, County of Monterey, State of California. The Salinas Californian is printed and published daily, except Sunday, and has been adjudged a newspaper of general circulation by the Superior Court of the County of Monterey, State of California. El Sol is printed and published weekly on Saturday and has been adjudged a newspaper of general circulation by the Superior Court of Monterey, State of California.

I certify (or declare) under penalty of perjury that the foregoing is true and correct. Executed on this 4th day of April, 2015 at Salinas, California.

C. Clark
Declarant
Proof of Publication
(2015.5 C.C.P.)

Salinas Newspapers, Inc.
123 W. Alisal St.
Salinas, CA 93901
831-754-4138/Fax: 831-754-7156

State Of California ss:
County of Monterey

Advertiser:
MONTEREY SALINAS TRANSIT
1 RYAN RANCH RD
MONTEREY , CA 93940

Decena Smith

RE: Aviso de Audiencia Publica MST tendrá audiencias públicas
Spanish version

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I hereby certify that the attached advertisement appeared in said newspaper on the following dates:

Newspaper: SNA-The Salinas Californian

4/6/2015

I acknowledge that I am a principal clerk of the printer of said paper, which is published in the City of Salinas, County of Monterey, State of California. The Salinas Californian is printed and published daily, except Sunday and has been adjudged a newspaper of general circulation by the Superior Court of the County of Monterey, State of California. El Sol is printed and published weekly on Saturday and has been adjudged a newspaper of general circulation by the Superior Court of Monterey, State of California.

I certify (or declare) under penalty of perjury that the foregoing is true and correct. Executed on this day of April 2015 at Salinas, California.

C. Clark
Declarant
PROOF OF PUBLICATION
STATE OF CALIFORNIA
County of Monterey

I am a citizen of the United States and a resident of the County aforesaid. I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of The Monterey Herald, a newspaper of general circulation, printed and published daily and Sunday in the City of Monterey, County of Monterey, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Monterey, State of California; that the notice, of which the annexed is a printed copy (set in type not smaller than 6 point), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

04/06/15

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Executed on 04/06/2015 at Monterey, California.

[Signature]

MST
Notice of Public Hearings

MST will hold public hearings to solicit input from the public on a draft emergency service reduction plan, which outlines significant cuts to many bus routes throughout the service area should federal operating funds not be made available in a timely manner. MST's bus services specifically targeted to seniors, veterans and persons with disabilities (e.g., MST RIDES) would not be subjected to reductions, as they will be funded by Measure Q local sales tax revenues. Public hearing dates are as follows:

Salinas
Monday, April 20, 2015
5:30 p.m.
City Hall - Rotunda
200 Lincoln Ave.

Monterey
Wednesday, April 22, 2015
5:30 p.m.
MST Bus Stop Shop
150 Del Monte Ave.

Soledad
Thursday, April 30, 2015
5:30 p.m.
City Council Chambers
248 Main St.

Monterey
Monday, May 11, 2015
10:00 a.m.
MBUAPCD Board Room
24580 Silver Lake CL

Interested persons wishing to comment, but who are unable to attend the public hearings, may submit written comments to: Hunter Harvath, Assistant General Manager for Finance & Administration, One Ryan Ranch Road, Monterey, CA 93940, via email at mst@mst.org, or via fax at (831) 889-3964. The deadline to receive written comments for this series of public hearings is Wednesday, April 29, 2015. If a resolution to federal funding delays cannot be reached in the coming weeks, MST would have to implement service reductions as early as May 16, 2015.
ATTACHMENT 2

PUBLIC HEARING
MINUTES

City of Salinas
City Hall – Rotunda
200 Lincoln Ave.

April 20, 2015
5:30 p.m.

1. WELCOME

Hunter Harvath, Assistant General Manager of Finance and Administration opened the meeting and welcomed members of the public.

Staff: Hunter Harvath Asst. General Manager of Finance & Administration
Carl Sedoryk General Manager/CEO
Deanna Smith Executive Assistant to the GM/CEO
Michael Hernandez Asst. General Manager/COO
Lisa Rheinheimer Director of Planning & Development
Kelly Halcon Director of HR & Risk Management
Sonia Bannister Customer Service Supervisor
Isamar Velazquez Customer Service Representative

Board: Tony Barrera Salinas City Councilmember/MST Board Member

Apology is made for any misspelling of a name.

2. PRESENTATION OF PROPOSED SERVICE REDUCTIONS

Hunter Harvath introduced himself and presented a PowerPoint detailing the proposed emergency service reductions scheduled to be implemented on May 16, 2015, as a result of the Department of Labor’s (DOL) possible withholding of funds in response to the Amalgamated Transit Union’s (ATU) objection to federal grant funding as part of their challenge to the state’s Public Employee Pension Reform Act (PEPRA) in California.

3. PUBLIC COMMENT

The following is a summary of public comments and questions:
A member of the public asked if MST can guarantee that no cuts will be made to lines serving any veterans, seniors, and persons with disabilities and if Measure Q funds can be used to guarantee these services.

Mr. Harvath stated that according to the Measure Q expenditure plan, MST may only use Measure Q funds for special services benefiting veterans, seniors, and persons with disabilities. The proposed cuts are funded by federal monies that are used for MST’s regular routes. MST will make every effort to minimize cuts to these regular routes that are used by these groups.

Bob Parks, ATU Local 1225 stated that he has been in contact with ATU International and has been informed that the DOL is preparing an agreement that will solve the problem and avoid service cuts and reductions to MST’s workforce. He believes the cuts are drastic and that the situation will be resolved before June 2015.

An MST customer stated that she catches the bus every morning at 5:30 a.m. to make her transfers and arrive at work in Carmel by 7:30 a.m. If Line 41 is cut, she will have no way to get to work as she has no other transportation options.

An MST customer rides the Line 45 twice per day to get to work. Many individuals who ride this line work for HOPE Services and cannot drive. She requested that MST staff try to mitigate this loss of service to these individuals.

Mr. Harvath stated that MST staff will look contact HOPE Services to identify individuals who rely on MST’s regular service to identify alternate transportation options.

Councilmember and MST board member, Tony Barrera, asked if MST can discuss the agreement Mr. Parks mentioned. He asked how many MST coach operators and employees could lose their jobs if the current situation is not resolved.

Mr. Sedoryk stated that he has not been informed of the agreement mentioned by Mr. Parks. MST staff and legal counsel from MST and ATU are in contact to negotiate a resolution, but MST may only speak directly to representatives from ATU, International, by their request. Approximately 70 coach operators face layoffs due to the ATU’s objections to MST’s grant funding.

MacGregor Eddy, writer for the Salinas Californian, requested a more detailed background for the cause of the DOL/ATU dispute. She also asked if was any way for MST to avoid the service cuts and save jobs.

Mr. Sedoryk provided a detailed background of ATU’s dispute with the State of California’s pension reform act and the DOL’s response to withhold funds. There is, unfortunately, nothing MST can do to avoid cuts if federal funds are not released.
4. **ADJOURN**

Mr. Harvath adjourned the meeting at 6:12 p.m.

Prepared by: Deanna Smith, Deputy Secretary
5. WELCOME

Hunter Harvath, Assistant General Manager of Finance and Administration opened the meeting and welcomed members of the public.

Staff: Hunter Harvath Asst. General Manager of Finance & Administration
Carl Sedoryk General Manager/CEO
Deanna Smith Executive Assistant to the GM/CEO
Lisa Rheinheimer Director of Planning & Development
Michael Gallant Business Development Planner
Miriam Gutierrez Customer Service Representative

Board: David Pacheco Seaside City Councilmember/MST Board Member

Public: Renee Leonard MST Customer
Ellie Mamon MST Customer
Ken Walker MST Coach Operator
Robert L. Jaques MST Customer
Jason Stillman MST Customer
Julia Luczai MST Customer

Apology is made for any misspelling of a name.

6. PRESENTATION OF PROPOSED SERVICE REDUCTIONS

Hunter Harvath introduced himself and presented a PowerPoint detailing the proposed emergency service reductions scheduled to be implemented on May 16, 2015, as a result of the Department of Labor’s (DOL) possible withholding of funds in response to the Amalgamated Transit Union’s (ATU) objection to federal grant funding as part of their challenge to the state’s Public Employee Pension Reform Act (PEPRA) in California.

7. PUBLIC COMMENT

The following is a summary of public comments and questions:
Renee Leonard stated that the buses serving Lines 1 and 24 are often late, and Line 16 needs bus service north of WalMart at Marina Beach Rd. She is not happy with the constant schedule changes. She is very upset about the proposed service reductions and is worried about MST coach operators losing their jobs.

A member of the public asked why this issue was not dealt with in 2013 when similar cuts were proposed. Mr. Sedoryk provided a detailed background of ATU’s dispute with PEPRA and the DOL’s response to withhold funds. He explained that while a judge ruled on December 30, 2014, that PEPRA did not violate collective bargaining rights of the unions, the Secretary of the DOL does not agree and has filed a notice of intent to appeal the ruling. Until this appeal is settled, ATU is still able to request that the DOL withhold federal funds. There is, unfortunately, nothing MST can do to avoid cuts if federal funds are not released.

Robert Jaques is concerned about transportation for those who work at the Ft. Ord PX. Michael Gallant stated that riders can use MST’s military “70 series” routes to access this area.

Mr. Jaques also explained that he and many others who work for HOPE Services rely on service from the Monterey Transit Plaza to get to work in Seaside. He is also very concerned about restaurant workers who leave work late at night and those who need early morning commute services. Hunter Harvath stated that he and MST planning staff will call HOPE Services and try to ensure bus service for these individuals.

Julia Luczai and Jason Stillman also work at HOPE Services and need to be able to get to work in Seaside by 8:00 a.m.

Ellie Mamon is concerned about the buses that serve Line 24. There is a final step on the hybrid buses that many seniors stumble over, and she has seen many of them fall. She also finds it difficult to catch the bus at CHOMP on time, resulting in an hour wait at the bus stop. She would like to see more frequency to the hospital and asked that the driver wait a bit longer for the seniors who must walk the long distance from the hospital to catch the bus.

Ms. Mamon also stated that the coach operator at the Monterey Transit Plaza on Line 24 closes the bus door for approximately 25 minutes during his break. Seniors and the disabled must wait in the cold, wind, and rain to board the bus.

Mr. Harvath stated that improved service to CHOMP will be a priority when implementing expanded services with Measure Q funds.

Renee Leonard stated that there are still many problems with MV service.

Julia Luczai asked if there will still be service to the Dunes. Mr. Harvath stated that the Line 12 will serve the Dunes, although all MST services facing possible reductions will reflect MST’s holiday or Sunday service.
8. **ADJOURN**

Mr. Harvath adjourned the meeting at 6:20 p.m.

Prepared by: Deanna Smith, Deputy Secretary
9. **WELCOME**

MST staff arrived at 5:00 p.m.

**Staff:**
- Hunter Harvath: Asst. General Manager of Finance & Administration
- Carl Sedoryk: General Manager/CEO
- Deanna Smith: Executive Assistant to the GM/CEO
- Lisa Rheinheimer: Director of Planning & Development
- Michael Gallant: Business Development Planner
- Sally Cota: Customer Service Representative

10. **PRESENTATION OF PROPOSED SERVICE REDUCTIONS**

11. **PUBLIC COMMENT**

12. **ADJOURN**

    There being no members of the public present by 6:10 p.m., MST staff closed the meeting.

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Prepared by: Deanna Smith, Deputy Secretary
April 21, 2015

The Honorable Thomas E. Perez
Secretary of the Department of Labor
200 Constitution Ave., NW
Washington, DC 20210

Dear Mr. Secretary,

On April 20, 2015, I attended a public hearing regarding potential drastic cuts to service and hours of operation on May 16, 2015 by Monterey-Salinas Transit (MST). The audience at the hearing learned that emergency reduction plan is in response to unresolved pension disputes involving the transit employee unions, the United States Department of Labor, and the State of California. As a rider on the Monterey-Salinas Transit for the past four years, I have taken over 2000 trips (riding to and from work, five days a week) on MST line 45. During this time, I have shared the bus with people who have no other means of getting to and from work. There are at least four fellow bus riders who live in group homes and work at Hope Services, an organization that provides jobs to people with disabilities who have jobs due to special training and structuring in their workplace. People in wheelchairs or with mobility challenges, people of all ages and abilities, students, and the unemployed use the bus to get to and from work, job interviews, food banks, or school.

Employers are not necessarily sympathetic to a worker who takes public transportation. Employees need buses with stops near their work and home, and bus operating hours that will accommodate the times when workers start and end their workdays. People are frightened by the potential loss of transit services. If the cuts were implemented, the results would have a severe impact on many vulnerable people. Thank you for your time and consideration.

Sincerely,

Sara Jen

cc: Deanna Smith, by email: clerk@mst.org
The Honorable Thomas E. Perez
Secretary, United States Department of Labor
220 Constitution Avenue, NW
Washington, DC 22120

Dear Secretary Perez:

The City of Del Rey Oaks is concerned that the Department of Labor is withholding Federal Transit Administration formula funding to Monterey-Salinas Transit District out of concerns related to interpretation of the 2012 California Public Employee Pension Reform Act (PEPRA).

As you know, such actions would deny up to $6.8M in vital annual funding used to pay for wages, fuel, supplies, and other ongoing expenses related to providing vital transit services to the communities within Monterey County, one of the most transit-dependent areas in the nation. Any delays have the potential to impose long-term negative impacts on the levels of service provided to our county’s neediest residents as well as a significant loss of transit jobs.

Monterey-Salinas Transit has a long history of respect for the collective bargaining process and those entities that are committed to good-faith negotiations with their employees. A federal district court judge ruling dated December 30, 2014, rejected the contention that PEPRA restricts the collective bargaining rights of transit workers. Withholding critical federal assistance while the PEPRA/Section 13(c) matter is being resolved serves no one and, in fact, penalizes those who have no formal role in this process, namely, the thousands of daily transit customers in the communities of Monterey County.

Given that this matter is currently the subject of litigation, we urge you to allow the FTA funds to be distributed — at least until the court cases have run their course.

Sincerely,

Jerry Edelen
Mayor
City of Del Rey Oaks

Cc: The Honorable Dianne Feinstein, United States Senate
    The Honorable Barbara Boxer, United States Senate
    The Honorable Sam Farr, 20th California District
    The Honorable Barack Obama, President of the United States
April 24, 2015

The Honorable Thomas E. Perez
Secretary, United States Department of Labor
220 Constitution Avenue, NW
Washington, DC 22120

Dear Secretary Perez:

The City of Gonzales is concerned that the Department of Labor is withholding Federal Transit Administration formula funding to Monterey-Salinas Transit District out of concerns related to interpretation of the 2012 California Public Employee Pension Reform Act (PEPRA).

As you know, such actions would deny up to $6.8M in vital annual funding used to pay for wages, fuel, supplies, and other ongoing expenses related to providing vital transit services to the communities within Monterey County, one of the most transit-dependent areas in the nation. Any delays have the potential to impose long-term negative impacts on the levels of service provided to our county’s neediest residents as well as a significant loss of transit jobs.

Monterey-Salinas Transit has a long history of respect for the collective bargaining process and those entities that are committed to good-faith negotiations with their employees. A federal district court judge ruling dated December 30, 2014, rejected the contention that PEPRA restricts the collective bargaining rights of transit workers. Withholding critical federal assistance while the PEPRA/Section 13(c) matter is being resolved serves no one and, in fact, penalizes those who have no formal role in this process, namely, the thousands of daily transit customers in the communities of Monterey County.

Given that this matter is currently the subject of litigation, we urge you to allow the FTA funds to be distributed – at least until the court cases have run their course.

Sincerely,

Robert Bonincontri
City of Gonzales Representative, MST Board of Directors

cc: City Council Members, City of Gonzales

Gonzales will continue to be a safe, clean, family-friendly community, diverse in heritage, and committed to working collaboratively to preserve and retain its small town charm
April 24, 2015

The Honorable Thomas E. Perez
Secretary, United States Department of Labor
220 Constitution Avenue, NW
Washington, DC 22120

Dear Secretary Perez:

The City of Sand City is concerned that the Department of Labor is withholding Federal Transit Administration formula funding to Monterey-Salinas Transit District out of concerns related to interpretation of the 2012 California Public Employee Pension Reform Act (PEPRA).

As you know, such actions would deny up to $6.8M in vital annual funding used to pay for wages, fuel, supplies, and other ongoing expenses related to providing vital transit services to the communities within Monterey County, one of the most transit-dependent areas in the nation. Any delays have the potential to impose long-term negative impacts on the levels of service provided to our county’s neediest residents as well as a significant loss of transit jobs.

Monterey-Salinas Transit has a long history of respect for the collective bargaining process and those entities that are committed to good-faith negotiations with their employees. A federal district court judge ruling dated December 30, 2014, rejected the contention that PEPRA restricts the collective bargaining rights of transit workers. Withholding critical federal assistance while the PEPRA/Section 13(c) matter is being resolved serves no one and, in fact, penalizes those who have no formal role in this process, namely, the thousands of daily transit customers in the communities of Monterey County.

Given that this matter is currently the subject of litigation, we urge you to allow the FTA funds to be distributed – at least until the court cases have run their course.

Sincerely,

David K. Pendergrass
Mayor of Sand City
April 24, 2015

The Honorable Thomas E. Perez  
Secretary, United States Department of Labor  
220 Constitution Avenue, NW  
Washington, DC 22120

Dear Secretary Perez:

The City of Soledad is concerned that the Department of Labor is withholding Federal Transit Administration formula funding to Monterey-Salinas Transit District out of concerns related to interpretation of the 2012 California Public Employee Pension Reform Act (PEPRA).

As you know, such actions would deny up to $6.8M in vital annual funding used to pay for wages, fuel, supplies, and other ongoing expenses related to providing vital transit services to the communities within Monterey County, one of the most transit-dependent areas in the nation. Any delays have the potential to impose long-term negative impacts on the levels of service provided to our county’s neediest residents as well as a significant loss of transit jobs.

Monterey-Salinas Transit has a long history of respect for the collective bargaining process and those entities that are committed to good-faith negotiations with their employees. A federal district court judge ruling dated December 30, 2014, rejected the contention that PEPRA restricts the collective bargaining rights of transit workers. Withholding critical federal assistance while the PEPRA/Section 13(c) matter is being resolved serves no one and, in fact, penalizes those who have no formal role in this process, namely, the thousands of daily transit customers in the communities of Monterey County.

Given that this matter is currently the subject of litigation, we urge you to allow the FTA funds to be distributed – at least until the court cases have run their course.
The Honorable Thomas E. Perez  
Secretary, United States Department of Labor  
Page 2 of 2  

Sincerely,  

[Signature]

Adela P. Gonzalez  
City Manager  
City of Soledad  

Cc: The Honorable Barack Obama, President of the United States  
The Honorable Barbara Boxer, U.S. Senator  
The Honorable Dianne Feinstein, U.S. Senator  
The Honorable Sam Farr, U.S. Representative
April 28, 2015

The Honorable Thomas E. Perez
Secretary, United States Department of Labor
220 Constitution Avenue, NW
Washington, DC 22120

Dear Secretary Perez:

The City of Salinas is concerned that the Department of Labor is withholding Federal Transit Administration formula funding to Monterey-Salinas Transit District out of concerns related to interpretation of the 2012 California Public Employee Pension Reform Act (PEPRA).

As you know, such actions would deny up to $6.8M in vital annual funding used to pay for wages, fuel, supplies, and other ongoing expenses related to providing vital transit services to the communities within Monterey County, one of the most transit-dependent areas in the nation. Any delays have the potential to impose long-term negative impacts on the levels of service provided to our county’s neediest residents as well as a significant loss of transit jobs.

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Given that this matter is currently the subject of litigation, we urge you to allow the FTA funds to be distributed – at least until the court cases have run their course.

Sincerely,

Joe Gunter, Mayor
City of Salinas

cc: The Honorable Dianne Feinstein
    The Honorable Barbara Boxer
    The Honorable Sam Farr
    The Honorable Barack Obama
From: Kathleen Smith  
Sent: Wednesday, April 22, 2015 11:04 PM  
To: Customer Service  
Subject: Route Cuts

To Whom It May Concern,

I am a disabled passenger that rides your bus to and from work. I am unable to get a driver's license because of a debilitating case of PTSD. I would gladly pay a fare increase in order to keep adequate service in this area. Please do not cut back on any of the routes, as we are already running on a skeleton transit system. Thank you for your time.

Regards,

Kathleen J. Smith

From: MST Daily-Rider  
Sent: Thursday, April 23, 2015 9:42 AM  
To: Carl Sedoryk; Hunter Harvath; Victoria Beach; Victoria Beach  
Cc: Dan Miller  
Subject: Evening Meetings Regarding Route Reductions

Even though the downtown Monterey location was 100% more convenient than the Highway 68 location of the monthly morning meetings, I am usually booked every nite and thus usually unable to attend MST’s sporadic evening meetings. Consequently, I am emailing what I would have said last nite . .

Route 1 + 2 (Pacific Grove)

Pacific Grove has the oldest demographics in the entire county thus route reductions should be avoided by using Measure "Q" dollars.

Route 11 (Sand City - Carmel - Sand City)

This is the express line that serves hospitality workers who live in surrounding lower-rent neighborhoods (e.g., Seaside, Marina, Salinas) to work in the hotels and restaurants in Carmel-by-the-Sea. As such, I've always thought that this line should be subsidized by a Carmel business association (e.g., Chamber of Commerce). Perhaps Ms. Beach could discuss this possibility with:
Is this Hunter Harvath?

I have an issue with bus service via CSUMB. I've been riding the bus to and from CSUMB for almost two years and I really appreciate MST expanding Line 18 in my hometown of Seaside. It used to take me about 80 minutes to get to campus in the past because of poorly timed transfers with Line 20 when Line 16 skipped Seaside completely. Since Line 18 was introduced, I only need to take one bus to and from campus, which cuts my traveling time by around two-thirds.

This emergency service plan threatens to make it almost impossible to reach CSUMB in the morning. From what I saw in the file, the service cuts also include Line 18 being cancelled. This means that all service to CSUMB from the Monterey side will be cut off. The only other route—Line 74—only supports a single morning trip and a single afternoon trip, but no way to return back to Seaside in the evening. There isn't really an option in this situation.

I have a suggestion: Since Line 12 is grant/military funded, it seems that this route is not going away anytime soon. Why not just expand the existing route to end at The Dunes instead of ending at Fitch Park? To me, it doesn't make sense to end service that close to the end of the route. The route has already been fixed to include stops on 2nd Ave adjacent to the Otter Sports Center, so the bus would not be too far away for students to catch. It's better to have a hard-to-reach bus than no bus at all.

If possible, I already know that line 12 becomes line 14 upon arrival at NPS. Maybe MST should consider combining the routes ([new line number] - The Dunes - La Mesa)? Therefore, MST could have a single route serving the military, CSUMB, and La Mesa residents.

Thank you for hearing me out. Let's pray that the grant money will be released to us soon.
To: Board of Directors

From: Lisa Rheinheimer, Director of Planning & Development

Subject: Monterey Bay Operations and Maintenance Facility Project draft Initial Study/Mitigated Negative Declaration

RECOMMENDATION:

Set public hearing to approve the Monterey Bay Operations and Maintenance Facility project and agendize the final California Environment Quality Act (CEQA) Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the July 13, 2015 Board meeting.

FISCAL IMPACT:

$155,000. This environmental work is funded with money from a settlement with the County of Monterey after the Board of Supervisors rescinded its prior approval of the MST Whispering Oaks bus facility project.

POLICY IMPLICATIONS:

Your Board is the lead agency for the CEQA process and is responsible for holding a public hearing and certifying the environmental document.

DISCUSSION:

In November 2013 your Board authorized a contract with AECOM in the amount of $1,900,000 for final design, architectural/engineering, environmental, permitting and related pre-construction services to expand and rehabilitate the Thomas D. Albert (TDA) facility located at One Ryan Ranch Road, Monterey.

AECOM’s scope of work for this renovation and expansion project includes the redesign of existing facilities for Operations Department staff and increases the number of maintenance bus bays from three to nine. It also includes the replacement of the bus wash and increases fleet parking capacity. To the extent possible, some of the design
features for this remodel project were incorporated from AECOM’s original design for the Whispering Oaks facility in the former Fort Ord.

As part of this work, an environmental document must be prepared by MST as the lead agency under the California Environmental Quality Act, commonly known as CEQA. MST is the designated “lead agency” for CEQA purposes following its change in legal status as a result of becoming a “district” under AB 644 in 2010. This change allows the MST Board to approve the project with the City of Monterey acting as a responsible agency under CEQA. However, MST must still request that the City of Monterey issue a building permit for the project to move forward.

A public review draft Initial Study/Mitigated Negative Declaration was prepared under the AECOM contract by its sub consultant Denise Duffy and Associates.

The Proposed Project intends to improve the efficiency of the existing MST Monterey Bay Operations and Facilities property through site improvements and building and bus parking expansion. The Proposed Project would reconfigure the existing facility to focus on operations and would relocate most of the management and administrative functions off-site. Many of the buses that currently operate on Peninsula routes but are stored and serviced in Salinas would be relocated to the proposed renovated and expanded facility. The primary purpose of this project is to improve the overall efficiency of operations and ultimately the delivery of transit services to the public.

The draft Initial Study/Mitigated Negative Declaration describes the proposed projects impacts on 17 different environmental factors. Of those 17 factors, four (4) factors are identified as having a potentially significant impact on the environment unless mitigated:

1. Biological resources - The potential impacts to biological species are identified as less than significant with mitigation measures. Mitigation measures include pre-construction education, protection and assessment of the presence of biological species, and monitoring during construction. A total of 59 trees and shrubs would be removed; only two (2) trees are visible from Ryan Ranch Road. A full description of the proposed mitigation measures are included in the draft Initial Study and Mitigated Negative Declaration.
2. Transportation/traffic - The potential impacts to transportation and traffic are associated with the relocation of MST administrative staff to a location to be determined at Ryan Ranch or Garden Road. The new bus drivers to the facility contribute little to no traffic during the peak commute in the morning or afternoon. There are 30 MST administrative staff who would move to the new location and travel during morning and evening peak commute times. Mitigation measures include the creation of an on-site transportation coordinator and other demand reducing activities to lessen the minimal impact to area intersections and highways.

3. Cultural resources - The potential impacts to cultural resources may occur if archeological materials or human remains are found during excavation activities. In the event that either or both archeological materials or human remains are found, construction activity would halt until a qualified professional can assess the specific issue and provide a course of action.

4. Geology/soils - The potential impacts to geology and soils are related to the need for compaction of the sub-grade soil to provide non-expansive fill to support the building structure.

MST is seeking comments from the public on the proposed project and draft Initial Study/Mitigated Negative Declaration during a 30-day public review period from May 1, 2015 to June 1, 2015.

The next steps and schedule are as follows:

**May 1 – June 1, 2015**
- Public review period for draft Initial Study/Mitigated Negative Declaration

**May 12 or May 28, 2015**
- Present proposed project to Monterey City Planning Commission for Concept Review

**July 13, 2015**
- MST Board public hearing approving project and CEQA adoption

**July 28, 2015**
- City of Monterey Planning Commission permit approval and CEQA adoption as responsible agency
August 5, 2015
City of Monterey Architectural Review Committee approval

July – December 2015
Final design phase

January – December 2016
Construction phase

Your Board will be presented a final Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program with public comments and responses in July. A public hearing to approve the project and adopt the environmental document will be a part of the approval process. At the July meeting, the MST Board may consider moving forward with this project.

Public notice will be provided to a local newspaper with general circulation within the project area per CEQA Guidelines and MST requirements for public noticing.

Prepared by: [Signature] Approved by: [Signature]
To: Board of Directors  
From: C. Sedoryk, General Manager/CEO  
Subject: Monthly Report – March 2015

Attached is a summary of monthly performance statistics for the Transportation, Maintenance, and Administration departments for March 2015 (attachments 1-4). Also attached is an update on progress towards annual action plan goals (attachment 5).

March 7-10 I attended the American Public Transit Association Legislative Conference in Washington, D.C., where I attended sessions on important legislative issues under consideration by Congress and interacted with elected officials and congressional staff members. At the conference, I acted as moderator for a general session featuring key congressional staff who described how the senators and representatives they work for are addressing issues facing public transportation. I also was part of a small group of transit professionals invited to participate in a public hearing held by the staff of the U.S. Senate banking committee as it begins to craft a fiscally responsible, long-term transportation reauthorization bill. Topics discussed with committee staff were issues generally related to reauthorization including capital and operating expenses related to bus services, state of good repair needs, safety, planning, and workforce development. I also met with a variety of congressional staff regarding transportation authorization and other important issues (attachment 6).

Attachment #1 – Dashboard Performance Statistics  
Attachment #2 – Operations Dept. Report – March 2015  
Attachment #4 – Administration Dept. Report – March 2015  

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: [Signature]
MST Fixed Route
YTD Dashboard Performance Comparative Statistics
Months of July - March
Fiscal Years 2013-2015

Ridership

<table>
<thead>
<tr>
<th>FY 2013</th>
<th>FY 2014</th>
<th>FY 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,081,515</td>
<td>3,114,775</td>
<td>3,156,054</td>
</tr>
</tbody>
</table>

Goal = 3,177,071 passengers
Minimum = 2,803,298 passengers

Goal = 20 passengers p/h
Minimum = 15 passengers p/h

Passengers Per Hour

<table>
<thead>
<tr>
<th>FY 2013</th>
<th>FY 2014</th>
<th>FY 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>16.7</td>
<td>17.7</td>
<td>16.1</td>
</tr>
</tbody>
</table>

Goal = 90% on time
Minimum = 75% on time

On Time Performance

<table>
<thead>
<tr>
<th>FY 2013</th>
<th>FY 2014</th>
<th>FY 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>82.9%</td>
<td>82.3%</td>
<td>86.5%</td>
</tr>
</tbody>
</table>

Goal = 99% completed
Minimum = 95% completed

Percentage of Service Delivered

<table>
<thead>
<tr>
<th>FY 2013</th>
<th>FY 2014</th>
<th>FY 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>99.9%</td>
<td>99.9%</td>
<td>99.9%</td>
</tr>
</tbody>
</table>

Goal = 99% on time
Minimum = 95% on time

Goal = 3,177,071 passengers
Minimum = 2,803,298 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

Goal = 3,177,071 passengers
Minimum = 2,803,298 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 - March
Fiscal Years 2013-2015

Fare Box Recovery Ratio
Goal = 25%
Minimum = 15%

Cost Per Revenue Hour
Maximum = $127.35 per RH
Goal = $115.78 per RH

Miles Between Preventable Collisions
Goal = 200K Miles
Minimum = 100K Miles

Miles Between Road Calls
Goal = 15K Miles
Minimum = 7K Miles
MST RIDES
YTD Dashboard Performance Comparative Statistics
Months of July - March
Fiscal Years 2013-2015

Ridership
(Total cumulative YTD passenger boardings)

Goal = 81,439 passengers
Maximum = 89,583 passengers

Passengers Per Hour
(Passengers per hour of service)

Goal = 1.87 passengers p/h
Maximum = 2.06 passengers p/h

On Time Performance
(Percent of trips within 15 minutes of scheduled arrival)

Goal = 90% on time
Minimum = 80% on time

One Way Trips
(Total cumulative YTD one-way passenger trips completed)

Goal = 67,275 one-way trips
Maximum = 74,003 one-way trips
MST RIDES
YTD Dashboard Performance Comparative Statistics
Months of July - March
Fiscal Years 2013-2015

Fare Box Recovery Ratio

Goal = 11%
Minimum = 10%

Cost Per Revenue Hour

Goal = $54.24
Maximum = $59.66

Miles Between Preventable Collisions

Goal = 110K Miles
Minimum = 100K Miles

Miles Between Road Calls

Goal = 60,000 miles
Minimum = 30,000 miles
MST Fixed Route
Financial Performance Comparative Statistics
July through March
Fiscal Year 2015

MST Fixed Route Total Revenue
YTD Actual and Budget

MST Fixed Route Total Expenses
YTD Actual and Budget
MST RIDES
Financial Performance Comparative Statistics
July through March
Fiscal Year 2015

MST RIDES Total Revenue
YTD Actual and Budget

MST RIDES Total Expenses
YTD Actual and Budget

Minimum 95%
Maximum 105%
ATTACHMENT 2

April 30, 2015

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 – March 2015

---

FIXED ROUTE BUS OPERATIONS:

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

Preliminary boarding statistics indicate that ridership increased by 4.25% in March 2015, (356,419), as compared to March 2014, (341,879). Fiscal year to date, passenger boardings have increased by 1.32%.

Productivity decreased from 16.1 passengers per hour (March 2014) to 15.5 in March of this year.

Supplemental / Special Services:

3/11/15: At the request of FORA, MST provided special shuttle services to various government officials in support of the Veterans Cemetery groundbreaking ceremony at the former Fort Ord. Sixty nine (69) passengers were transported during this event.

3/16/15: MST provided shuttle services in support of the Association of Defense Communities Installation Innovation Forum in Monterey. The service transported sixty (60) passengers during this event.

03/20/15: MST provided special service from the Sally Griffin Senior Center Pacific Grove to Sherwood Hall in Salinas. Forty (40) passengers were transported during this event.

03/21/15 & 03/22/15: MST provided special service from Chualar, Gonzales, and Salinas to the Monterey Bay Aquarium for its “Free to Learn” program. The service transported 207 passengers.
**System Wide Statistics:**

- Ridership: 356,419
- Vehicle Revenue Hours: 23,005
- Vehicle Revenue Miles: 372,287
- System Productivity: 15.5 Passengers Per Vehicle Revenue Hour
- One-Way Trips Provided: 32,377

**Time Point Adherence:** Of 129,496 total time-point crossings sampled for the month of March, the TransitMaster™ system recorded 16,137 delayed arrivals to MST’s published time-points system-wide. This denotes that **87.54%** of all scheduled arrivals at published time-points were on time. *(See MST Fixed-Route Bus ~ On Time Compliance Chart FY 2015.)*

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

**Cancelled Trips:** As listed below, there were a total of twenty five (25) cancelled trips for the month of March for both directly operated and contracted services:

<table>
<thead>
<tr>
<th>Category</th>
<th>MST</th>
<th>MV</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accident</td>
<td>1</td>
<td>0</td>
<td>4.00%</td>
</tr>
<tr>
<td>Employee Error / Other</td>
<td>5</td>
<td>0</td>
<td>20.00%</td>
</tr>
<tr>
<td>Equipment Shortage</td>
<td>2</td>
<td>0</td>
<td>8.00%</td>
</tr>
<tr>
<td>Mechanical</td>
<td>11</td>
<td>1</td>
<td>48.00%</td>
</tr>
<tr>
<td>Other ¹</td>
<td>0</td>
<td>1</td>
<td>4.00%</td>
</tr>
<tr>
<td>Passenger Incident</td>
<td>0</td>
<td>1</td>
<td>4.00%</td>
</tr>
<tr>
<td>Staffing Shortage</td>
<td>1</td>
<td>1</td>
<td>8.00%</td>
</tr>
<tr>
<td>Traffic</td>
<td>1</td>
<td>0</td>
<td>4.00%</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>21</td>
<td>4</td>
<td>25</td>
</tr>
</tbody>
</table>

¹ Insufficient information provided – cause(s) still under review
**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 March 2014 and 2015:

<table>
<thead>
<tr>
<th>Occurrence Type</th>
<th>March-14</th>
<th>March-15</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision: MST Involved</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>Employee Injury</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Medical Emergency</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Object Hits Coach</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Passenger Conflict</td>
<td>8</td>
<td>7</td>
</tr>
<tr>
<td>Passenger Fall</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Passenger Injury</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Other</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Near Miss</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Fuel / fluid Spill</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Unreported Damage</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>19</strong></td>
<td><strong>28</strong></td>
</tr>
</tbody>
</table>

**CONTRACTED SERVICES:**

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

Preliminary boarding statistics for the MST RIDES program reflect that for the month of March there were 9,717 passenger boardings. This denotes a 1.57% increase in passenger boardings from March of 2014, (9,567). Fiscal YTD boardings have increased by 11.32%.

- Productivity for March of this year was at 1.91 passengers per hour, which has increased from March of 2014, (1.67).

- For the month of March, 84.83% of all scheduled trips for the MST RIDES Program arrived on time, decreasing from 85.30% in March of 2014.

**COMMUNICATIONS CENTER:**

In March, MST’s Communications Center summoned public safety agencies on *thirteen* (13) separate occasions to MST’s transit vehicles and facilities:
<table>
<thead>
<tr>
<th>Agency Type</th>
<th>Incident Type</th>
<th>Number Of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Police</td>
<td>Passenger Incident / Other</td>
<td>10</td>
</tr>
<tr>
<td>EMS</td>
<td>Passenger Illness</td>
<td>3</td>
</tr>
</tbody>
</table>

Robert Weber
ATTACHMENT 3

April 27, 2015

To: Carl G. Sedoryk, General Manager/CEO

From: Michael Hernandez, Assistant General Manager/COO

Subject: Monthly Maintenance/Facilities Report for March 2015

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel: $3.60</td>
<td>$2.19</td>
<td>$2.67</td>
</tr>
<tr>
<td>Gasoline: $3.90</td>
<td>$2.38</td>
<td>$2.74</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fleet Status:</th>
<th>Operating Cost Per Mile:</th>
<th>* Miles Between Major Mechanical Road Calls:</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 2015:</td>
<td>$.99</td>
<td>14,086</td>
</tr>
<tr>
<td>FY2015 - YTD:</td>
<td>$1.05</td>
<td></td>
</tr>
<tr>
<td>FY2014:</td>
<td>$1.20</td>
<td>14,317 YTD Comparison</td>
</tr>
</tbody>
</table>

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

Department Activities/Comments:

Miles between road calls (MBRC) for FY15 are 23,144, which is significantly higher than the annual average of 14,877 miles for the previous 5 years. The FY15 average of 23,144 miles is a direct result of achieving more than 30,000 miles between failures during the months of September, October & December.

For March, fleet road calls fell short of the goal of 15,000 MBRC, with 22 road calls categorized as “major mechanical” and two road calls for minor or non-mechanical issues. The highest major road call categories were due to electrical (5) and cooling issues (3). Work is ongoing to retire older coaches as new coaches are ready for service. Four of the 7 new Gillig coaches delivered have been placed into service as of this date; 11 additional Gilligs will arrive in late May, early June.
Major component expenses for the month included three turbo chargers, several emissions filters and tire rims for various fleets. Two MPUAPCD funded electric Nissan Leaf vehicles arrived in March; these vehicles will be used as driver relief units. During the past month Facilities staff worked on service change signage and completed repairs to the in-ground hoists at both TDA & CJW shops. The TDA bus washer was out of service for approximately one week.

Michael Hernandez
Date: May 11, 2015

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 – March 2015

The following significant events occurred in Administration work groups for the month of March 2015:

**Human Resources**

A total employment level for March 2015 is summarized as follows:

<table>
<thead>
<tr>
<th>Positions</th>
<th>Budget FY15 (Revised)</th>
<th>Actual</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coach Operators / Trainees</td>
<td>136</td>
<td>141</td>
<td>+5</td>
</tr>
<tr>
<td>C/O on Long Term Leave *</td>
<td>6</td>
<td>0</td>
<td>-6</td>
</tr>
<tr>
<td>Coach Operators Limited Duty</td>
<td>1</td>
<td>0</td>
<td>-1</td>
</tr>
<tr>
<td>Operations Staff</td>
<td>29</td>
<td>29</td>
<td>0</td>
</tr>
<tr>
<td>Maintenance &amp; Facilities</td>
<td>44</td>
<td>43</td>
<td>-1</td>
</tr>
<tr>
<td>Administration (Interns 1 PT)</td>
<td>25</td>
<td>25</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>241</strong></td>
<td><strong>238</strong></td>
<td><strong>-3</strong></td>
</tr>
</tbody>
</table>

*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.

**March Worker’s Compensation Costs**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indemnity (paid to employees)</td>
<td>$64,070.01</td>
</tr>
<tr>
<td>Other (includes Legal)</td>
<td>$449.19</td>
</tr>
<tr>
<td>Medical includes Case Mgmt, UR, Rx &amp; PT</td>
<td>$34,889.81</td>
</tr>
<tr>
<td>TPA Administration Fee</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>Excess Insurance</td>
<td>$7,341.08</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td><strong>$111,750.09</strong></td>
</tr>
<tr>
<td>Reserves</td>
<td><strong>$1,648,908.99</strong></td>
</tr>
<tr>
<td>Excess Reserved</td>
<td><strong>($611,324.10)</strong></td>
</tr>
<tr>
<td># Ending Open Claims</td>
<td>41</td>
</tr>
</tbody>
</table>
Training

<table>
<thead>
<tr>
<th>Description</th>
<th>Attendees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual VTT Training</td>
<td>15</td>
</tr>
<tr>
<td>Line Instructor Training</td>
<td>0</td>
</tr>
</tbody>
</table>

Risk Management Update

<table>
<thead>
<tr>
<th>Description</th>
<th>March 2015 Preventable</th>
<th>March 2014 Preventable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Vehicle hits bus</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Bus hit stationary object</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2</td>
<td>1</td>
</tr>
</tbody>
</table>

During the month of March, there were two minor preventable collisions involving stationary objects.

Accident Statistics

![Accident Statistics Graph]
There were $5,000 in claim recoveries during this period and $5,667 claims paid.

### Customer Service Update

<table>
<thead>
<tr>
<th>Service Report Type</th>
<th>MST</th>
<th>*Other Provider</th>
<th># of valid reports</th>
<th>% of reports received</th>
<th>March '14</th>
<th>% of reports received</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improper Driving</td>
<td>12</td>
<td>5</td>
<td>3/4*</td>
<td>25.8%</td>
<td>2</td>
<td>10.0%</td>
</tr>
<tr>
<td>Fare / Transfer Dispute</td>
<td>2</td>
<td>0</td>
<td></td>
<td>3.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passed By</td>
<td>6</td>
<td>2</td>
<td>1/2*</td>
<td>12.1%</td>
<td>2</td>
<td>10.0%</td>
</tr>
<tr>
<td>Improper Employee Conduct</td>
<td>2</td>
<td>1</td>
<td>1*</td>
<td>4.5%</td>
<td>2</td>
<td>10.0%</td>
</tr>
<tr>
<td>Bus Stop Amenities</td>
<td>6</td>
<td>2</td>
<td>1/1*</td>
<td>12.1%</td>
<td>1</td>
<td>5.0%</td>
</tr>
<tr>
<td>Late Arrival</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1.5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Show</td>
<td>3</td>
<td>4</td>
<td>2*</td>
<td>10.6%</td>
<td>1</td>
<td>5.0%</td>
</tr>
<tr>
<td>Request to add service</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>4.5%</td>
<td>2</td>
<td>10.0%</td>
</tr>
<tr>
<td>ADA Compliance</td>
<td>1</td>
<td>1</td>
<td>1*</td>
<td>3.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service Other</td>
<td>3</td>
<td>1</td>
<td>1*</td>
<td>6.1%</td>
<td>2</td>
<td>10.0%</td>
</tr>
<tr>
<td>Agency Policy</td>
<td>0</td>
<td>0</td>
<td></td>
<td>0.0%</td>
<td>2</td>
<td>10.0%</td>
</tr>
<tr>
<td>Early Departure</td>
<td>1</td>
<td>0</td>
<td></td>
<td>1.5%</td>
<td>2</td>
<td>10.0%</td>
</tr>
</tbody>
</table>
Finance Update

General Accounting/Accounts Payable
During the month of March, staff processed timely and accurate payments to vendors, recorded appropriate revenues, and prepared monthly financial reporting and analyses. Throughout the month, staff gathered the information necessary to begin the FY16 Budget compilation process to present to the Board for approval in May 2015.

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

Grants
A number of grants and compliance-related activities took place in March. Staff initiated MST’s processes to comply with new Americans with Disabilities Act “reasonable modification” requirements set forth by the FTA, presented information to the Mobility Advisory Committee on TTY telephone service, and presented Title VI information to the new class of coach operators. Final reports were prepared and sent to California Office of Emergency Services to closeout out MST’s completed Prop 1B grants. Staff also prepared the agency’s FY15 5307 grant application for federal operating assistance. The Low Carbon Transit Operations Program grant application was submitted on time. Staff participated in conference calls with CALSTART and the California Air Resources Board to discuss upcoming funding opportunities for zero emission buses. Finally, staff participated in a Title VI working group comprised of a number of Bay Area transit agencies.

Purchasing
During the month of March, parts staff was busy with managing inventory levels, and ensuring continued supplies. Inventory levels remain under $200K, and with the delivery of seven new Gillig buses, staff is hopeful there will be a decline in the expenditure of costly component replacements. Several procurements were underway for Measure Q planning, fuel island upgrades, and the establishment of a medical network for MST’s medical provider needs.
IT Update

Staff configured the hardware and software for the Trapeze Group TransitMaster system. Staff led the installation of the TM system hardware on the new revenue vehicles.

Staff configured the Trapeze Enterprise Asset Management (EAM) vehicle maintenance system in advance of the upcoming EAM system upgrade. Staff continued to support the users of the Serenic Navision accounting/payroll system.

Staff monitored the functionality of the Customer Service database. Staff liaised with the County of Monterey Information Technology department regarding the new radio hardware to be installed to extend data/radio coverage to include San Jose, Paso Robles, and other outlying areas of service. Staff continued working on the configuration of the virtual computer system.

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

Marketing and Sales Update

Published news stories include: “CSUMB Police Log: Backpacks found at bus stop” (The Californian, 3/7/15); “It can happen – bikes, buses from Salinas to Marina” (The Californian, 3/8/15); “Go small or go home” (Passenger Transport, 3/9/15); “Castaneda blows off D.C. trip, leaves city holding bag” (The Californian, 3/10/15); “Volunteers sought for MST’s Measure Q Oversight Committee” (Monterey County Business Council’s Friday Facts, 3/13/15); “Women in Transition opens new homes for single women” (The Californian, 3/16/15); “Monterey-Salinas Transit changes go into effect” (The Californian, 3/19/15); “Salinas transit on move - $5 train rides, new bus line” (The Californian, 3/22/15); “APTA members share insights at Senate Banking Committee roundtable” (Passenger Transport, 3/23/15); “Three days of advocacy” (Passenger Transport, 3/23/15); “Monterey-Salinas Transit upgrades Hastus management software” (Metro Magazine, 3/26/15); “Paratransit – neue Entwicklungen an der Peripherie des öffentlichen Verkehrs” (Verkehshplanung, 1-2/2015, 33).

Press releases sent include: “Volunteers sought for MST’s Measure Q Oversight Committee” (3/9/15); “MST bus service during CSUMB spring break” (3/12/15); “MST service changes go into effect Saturday, March 28” (3/19/15).

Marketing activities: Attended Pacific Grove Chamber of Commerce Annual Membership Luncheon; customer service representative attended Salinas Founders’ Day Event at Salinas Amtrak Station; prepared marketing plan and budget for possible $100,000 grant to market bus service connecting South County, Salinas and San Jose; met with staff to discuss and implement new reasonable modification rule to improve access to public transportation; met with representative with Monterey Regional Airport to discuss MST route/schedule information within the Airport; re-ordered 2015 pocket calendars with new holiday schedule; created documents and timeline for Measure Q oversight committee application process; continued organizing event with TAMC for National Stand Up For Transportation Day; continued signage project for new 201 Pearl
Street office; made updates to Rider’s Guide and Grapevine Express brochure for March 28 service change; continued work to improve customer service agency-wide with new customer service training module; managed MST website content, Facebook page, and Twitter account.

Planning

During the month of March, staff continued to monitor the revenues and expenses for the military partnerships after implementation of the July 19th Presidio reductions that were required because Congress allowed the expanded federal transit benefit to be reduced by nearly 50% effective December 2013. Revenues received from the federal transit benefit have stabilized during the last six months, so that revenues match expenses. During March, the Presidio began targeted recruitment efforts to maximize military and civilian participation in the federal transit benefit program. This effort is intended to stabilize funding for MST to continue operating the military focused routes.

Planning staff attended a master development planning effort for the Ord Military Community area hosted and sponsored by the military.

Planning and scheduling staff continued weekly meetings to coordinate service changes that were implemented on March 28, 2015.

Planning staff met with the Association of Monterey Bay Area Governments staff and Planning Directors Forum to discuss the work program for the development and preparation of the Metropolitan Transportation Plan and Sustainable Communities Strategy, scheduled for adoption in June 2018.

Planning staff met with TAMC to review public comments received during the Unmet Transit Needs public hearing process. If there are unmet needs found reasonable to meet, MST would be requested to accommodate the new service.

Planning staff met with MST Board Director Barrera and the Salinas High School Unified District to investigate a potential bus stop shelter located in Salinas serving Hartnell College.

Staff continued participating in TMC’s Wayfinding Planning Advisory Committee, the Salinas Downtown Vibrancy planning process, as well in meetings with various local agencies, including Monterey County Convention & Visitors Bureau, Monterey County Vintners and Growers Association, Salinas Valley Chamber of Commerce, Transportation Agency for Monterey County, Association of Monterey Bay Area Governments, the Monterey County Hospitality Association, and FORA.
1. Develop and implement service levels appropriate to funding availability. Ongoing
   **Status:** Service adjustments to military routes have brought expenses in line with new revenues until such time that Congress reestablishes an enhanced transit benefit for military personnel.

2. Review alternative Board Committee structures to better support board governance and implement as appropriate. January 2015
   **Status:** Completed.

3. Review Legal Services activities and identify processes to better predict and control expenses. September 2014
   **Status:** Completed.

4. Research strategies to increase public participation in MST service change hearings and implement as appropriate. September 2014
   **Status:** Completed.

5. Perform community and stakeholder outreach and education related to proposed November 2014 transit revenue ballot measure. November 2014
   **Status:** Completed.

6. Implement upgrade of telecommunications and intelligent transportation systems. June 2015
   **Status:** Upgrade of bus communications system completed. Development of text next bus app, upgrade of telephone systems, and upgrade of scheduling and dispatch systems are ongoing.

7. Continue review of alternative sites and strategies for financing and construction for MST operating, maintenance, administrative and customer facilities. Ongoing
   **Status:** Staff continues to finalize design features of rehabilitation of the Monterey facility and continues to identify locations for future administrative functions.

8. Provide administrative support in service to Monterey County RTA. Ongoing
   **Status:** Staff continues to provide administrative support to the RTA.
9. Maintain adequate staffing and organizational structure for MST and RTA. Ongoing
   Status Completed. (Staff has filled all vacant operational, maintenance and administrative positions)

10. Implement email and document retention policy. December 2014
    Status: Document retention policy is implemented and staff is working on implantation of email retention policy.

11. Complete high/medium priority facility repair projects as funding allows. Ongoing
    Staff has completed repairs of portable and in-ground hoists, repainting of facilities, MST partners at the Salinas Adult School are helping with Salinas area bus stop and shelter maintenance, and storm water runoff inspections are completed.

12. Adopt and execute federal and state legislative programs. Ongoing
    Status: Staff has been actively working with California Transit Association and American Public Transportation Association on legislation important to MST interests.

13. Procure replacement buses as funding allows. Ongoing
    Status: We have placed on order eight new minibuses for MST RIDES, and one large bus for South County rural services to San Ardo/San Lucas. Eleven new heavy duty buses have been delivered, and an additional five buses will be received in May.

14. Participate in local and regional planning activities to develop improved transit corridors and transfer locations including Hwy 1, Hwy 68, and Marina-Salinas multimodal corridor, and develop improved transit services to rural areas. Ongoing
    Status: Staff is working with TAMC and AMBAG staff on a variety of grants to support improvement projects including Hwy 1, Hwy 68, and the Marina-Salinas multimodal corridor. The Hwy 1 bus-on-shoulder study was not funded by Caltrans, but the Hwy 68 study did receive funding.

15. Complete procurement of third party medical services for drug testing and worker compensation. Dec 2014
    Status: Staff is developing bid documents and will be soliciting requests for proposals in the coming month.
16. Actively participate in state and national trade associations to resolve issues related to the Department of Labor dispute, MAP-21 implementation, California bus axle weights, and the next federal transportation authorization funding bill. Ongoing

Status: Staff is actively participating in a number of committees of state and federal trade associations to resolve the issues identified above. DOL/State of California was decided in favor of the State in a federal court; however, DOL and ATU continue to dispute PEPRA. The Bus Axle weight issue has been resolved through 12/31/2015, and a federal study on the impact of bus axle weights on roads was inconclusive. The federal transportation authorization bill has been extended through May 2015.

17. Develop additional employee training and development opportunities through partnerships with local colleges, universities, and vendors. June 2014

Status: Staff is working together with the Southern California Regional Transit Training Consortium, Hartnell College, Monterey Peninsula College, and the local Workforce Investment Board to develop additional training and development programs for MST employees and applicants.

18. Complete construction and implementation of electric trolley utilizing wireless power transfer technology. November 2014

Status: Ongoing, with final project completion scheduled for May 2015.

19. Provide support to industry conferences to be held in Monterey this year including the Transportation Research Board Rural Intercity Bus Conference and the California Transit Association Annual Conference. November 2014

Status: Completed with MST playing host to over 550 attendees of the Rural Bus Conference and 800 attendees of the California Transit Association Conference.


Status: Ongoing, Staff has settled on a final design concept for the Monterey Operations and Maintenance facility rehabilitation and is in the environmental review process. Final design and permitting will be completed by Jan 2016.

21. Review vehicle liability and physical damage insurance programs and implement changes as appropriate. May 2015

Status: Pending
22. Review processes of fixed-route and contracted transportation services and implement strategies to achieve improved efficiencies and improved customer satisfaction.
March 2015

Status: Ongoing. MST staff will take over dispatching MV operated services starting November 1, 2015, and a new local MV management team has been put into place. On time performance and customer service has improved.

23. Review employee incentive programs and adopt new practices as appropriate.
June 2015

Status: Pending outcome of local sales tax measure staff will review new practices as appropriate.
MONTEREY-SALINAS TRANSIT
Washington, D.C. Itinerary

Carl Sedoryk, General Manager/CEO
Hunter Harvath, Deputy CEO

March 9-10, 2015

MONDAY, MARCH 9, 2015

11:30 a.m.  William Hughes, Policy Director to House Majority Whip Stephen Scalise
Office of the House Majority Whip
H-329 Capitol Building
Contact: William Hughes – 225-0197
Subject: Transportation Labor Issue

12:00 p.m.  Lunch – with MST Board Members and Staff, Debbie Merrill, Legislative Director and Tom Tucker, Executive Assistant to Congressman Farr (D-CA)

1:45 p.m.  Caryn Lund, Professional Staff Member to Chairman Sam Graves (R-MO)
Subcommittee on Highways and Transit
House Committee on Transportation and Infrastructure
B-376 Rayburn House Office Building
Contact: Nicole Christus - 2256715
Subject: Federal Labor Law on Transit Agencies in California

TUESDAY, MARCH 10, 2015

10:30 a.m.  Marvin Kaplan, Workforce Policy Counsel to Chairman John Kline (R-MN)
House Committee on Education and the Workforce
2181 Rayburn House Office Building
Contact: Marvin Kaplan – 225-7101
Subject: Transportation Labor Issue
TO: Carl Sedoryk  
FROM: Thomas P. Walters  

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

**PEPRA**  
We continued to work with the California Transit Association, the California Congressional Delegation and relevant Committees to seek a remedy for the objection filed by the Amalgamated Transit Union to MST’s FY 2015 grant with FTA. As part of these efforts, Congressman Farr requested the coordinated assistance of the California Democrat Members’ caucus on this issue and also called the Department of Labor’s Solicitor’s Office to urge them to approve MST’s grant.

We also contacted the policy staff for House Majority Whip Scalise (R-LA) and the staff on the House Transportation and Infrastructure Committee and the House Committee on Education and the Workforce to follow-up our March meetings and to request their assistance. We also briefed Senator Feinstein’s and Senator Boxer’s staffs on the potential MST service reduction.

Congressman Meadows (R-NC) has introduced H.R. 1711, the *Federal Transit Modernization Act of 2015*, to repeal the requirements for DOL certification of transit grants. We briefed his staff on the implementation of the law in California and also informed him of the impending MST service reductions for use in his legislative efforts.

**FY 2016 Budget**  
On April 29, House and Senate Republicans announced a deal on an FY 2016 Joint Budget Resolution. A Joint Budget Resolution is not signed by the President, but sets the broad parameters for Federal spending for the Congressional budget drafting process, both in terms of the current year appropriations process and as a blueprint for long-term spending. The FY 2016 Budget would balance the budget within 10 years, largely at the expense of entitlement programs such as Medicaid, Medicare, and the Supplemental Nutrition Assistance Program. This agreement sets the stage for the various Appropriations Subcommittees to draft the FY 2016 spending bills.

The House Appropriations Subcommittee on Transportation approved its draft *FY 2016 Transportation, Housing and Urban Development (THUD) Appropriations* bill on April 30. It includes $8.595 billion for FTA transit formula grants, the same as last year, and $1.92 billion for new
starts/small starts, a 9.4 percent reduction compared to last year. Although this action by the Appropriations Committee is a good step towards enacting a budget by the October 1 start of the next fiscal year, the larger budget issues continue to be a formidable obstacle and the Obama Administration has indicated that appropriations bills would be vetoed unless an agreement is reached on increasing the overall budget caps.

**Surface Transportation Legislation Reauthorization**
The House and Senate committees of jurisdiction have been holding hearings on surface transportation reauthorization issues, including receiving testimony from various State and local government stakeholder groups. However, it is now apparent that legislation to reauthorize the Moving Ahead for Progress in the 21st Century Act (MAP-21) will not be enacted before the legislation expires on May 31. The focus is now on a short-term extension of these program authorities, with proposals varying from a few months extension to an extension through December 31.

The shortfall in Highway Trust Fund receipts remains the most significant obstacle to reauthorization. Although there are many difficult programmatic and policy issues that must still be decided, staff on the authorizing committees have confirmed to us that they are prepared to draft a reauthorization bill if the financing issues can be resolved.

The Highway Trust Fund is also projected to run out of money sometime this year, which will eventually require an additional short-term fix for the HTF to accompany Surface Transportation Legislation extension. A longer-term solution was recently proposed by Congressman Renacci (R-OH), who recently introduced H.R. 1846, the *Bridge to Sustainable Infrastructure Act*. H.R. 1846 would deal with the short-term HTF insolvency problem by providing a transfer of $16 billion from the general fund of the Treasury to the Highway Trust Fund. The legislation would also increase the federal gasoline and diesel tax rates through an annual inflation adjustment. The additional motor fuels taxes would be used to repay the general fund and provide additional surface transportation funding in the future. While H.R. 1846 is not likely to move as a stand-alone bill, this bipartisan initiative could help develop an eventual solution for the HTF insolvency.

**Tax Extenders Legislation**
Congressman King (R-NY) introduced H.R. 990, the *Commuter Parity Act of 2015*, to raise the amount of pretax dollars that public transportation users can use to pay for their commuting costs to $235 per month from the current $130. This would achieve parity for transit users compared to parking, and provide a higher level of funding for MST’s Military Commuter Service. Congressman Farr agreed to co-sponsor the bill.

While this program has traditionally been dealt with by Congress together with other temporary provisions collectively known as “tax-extenders,” the legislative process on tax issues has been proceeding slowly because of the larger focus on overall tax reform. However, House Ways and Means Committee Chairman Ryan (R-WI) recently announced that he is becoming convinced that comprehensive tax reform will not be enacted this year and that he is preparing a contingency plan to enact a tax extenders package before the end of the fiscal year.
To: Board of Directors
From: C. Sedoryk, General Manager/CEO
Subject: State Legislative Update – April 2015

Staff continues to participate on the California Transit Association legislative committee. Staff participated in advocacy efforts with state senators Monning and Cannella and assembly members Stone and Alejo to educate them on MST projects, including Bus-on-Shoulder studies and potential Cap-and-Trade funded projects.

Staff also advocated for increased funding for the Zero Emission Bus grant program so that MST could expand its electric bus program. In addition, staff met with Phil Serna of the California Air Resources Board, the agency with oversight of the state’s Zero Emission Bus grant program.

Prepared by: C. Sedoryk
To: C. Sedoryk, General Manager/CEO
From: L. Rheinheimer, Director of Planning and Development

Subject: Trip Report

I attended a two day training of the National Transit Database (NTD) in Salt Lake City, Utah from February 18-19, 2015 along with other transit agency employees throughout the United States.

I was sent to receive training on the reporting requirements of the NTD. MST is required to report to NTD and certain apportionments of federal funding are based on the data MST reports in the Database.
To: Carl Sedoryk

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

Subject: TRIP REPORT – March 2015

From March 3rd to 5th, I traveled to Sacramento to participate in a day of advocacy with the California Workforce Association in my capacity as a member of the Monterey County Workforce Investment Board. While in Sacramento, I also met with staff members of state senators Monning and Cannella and assemblymembers Stone and Alejo to brief them on MST-related issues and projects.

From March 7th to 10th, I traveled to Washington, DC to participate in the American Public Transportation Association’s 2015 Legislative Conference. At the conference, I attended several committee meetings and informational briefings, including:

- APTA Small Operations Committee
- APTA Legislative Committee
- Welcome to Washington, featuring political commentator and former CNN reporter Candy Crowley
- View from the Hill, featuring Congressional staffers of Senate and House committees with oversight over public transportation

In addition, I participated in meetings on Capitol Hill with representatives of House Majority Whip Stephen Scalise and US Congressman Sam Farr as well as with staff members to the House Committee on Transportation and Infrastructure and the House Committee on Education and the Workforce. I also attended a roundtable meeting at the US Senate during which MST General Manager/CEO Carl Sedoryk provided testimony regarding the next multi-year Transportation Reauthorization bill currently being drafted by Congress.

From March 24th to 25th, I traveled to Sacramento to participate in a day of advocacy with the CALSTART-Clean Transportation Technologies and Solutions Zero Emission Bus Coalition at the state Capitol. During eight meetings with a variety of staffers representing state senators and assemblymembers, I promoted MST’s wireless power transfer electric trolley project and advocated for increased funding for the Zero Emission Bus grant program so that MST could expand its electric bus program. In addition, I met with Sacramento County Supervisor Phil Serna, who also sits on the Board of Directors of the California Air Resources Board, the agency with oversight of the state’s Zero Emission Bus grant program.

Hunter Harvath
13 April 2015

Dear MS/Sir:

We would like to personally THANK YOU for your participation in Pacific Grove’s Rotary Good Old Days Parade the largest street fair held in Monterey County. Your group helped to make the parade the great success it was. It is due to marching units such as yours that excitement and fun become part of the event.

All comments are welcome to enable us to organize the parade to the very highest standards.

Please keep us updated if your contact information over time changes; this is so we can keep in contact with you.

We extend to you another invitation to participate in next year’s parade. The 2016 ROTARY GOOD OLD DAYS PARADE will take place on, Saturday April 9th at 10 am Sharp. Please mark your calendar.

Hope to see you there next year.

Sincerely yours,

Ken Cuneo and Tracy Perkins, Co-Chairs

Pacific Grove Rotary Club
Mr. Carl Sedoryk
Monterey Salinas Transit
One Ryan Ranch Road
Monterey, CA 93940

Dear Carl,

I want to express my immense appreciation for all the work that you did to make the California Central Coast Veterans Cemetery (CCCVC) groundbreaking events on Friday, March 13th such a huge success. For over twenty years, our local community has been waiting for a groundbreaking on a veterans' cemetery, and thanks to you and your team at the Monterey Salinas Transit, the events this past Friday did not disappoint.

I am confident to say that without your assistance and transportation throughout the CCCVC groundbreaking events, this past Friday would not have nearly been as successful as it was. Thank you for your invaluable service to the California Central Coast veterans' community.

Sincerely,

Sam Farr
Member of Congress

SF/SA