



TRANSIT DISTRICT MEMBERS:

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

**Board of Directors Regular Meeting
September 14, 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

Members of the public may address the Board on any matter related to 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 Property Negotiators. (Parcel # APN 026-521-031, 259-011-067, 003-171-024, 026-3510-036-000, 002-248-009-010, 259-184-004-000, 259-184-001, 032-171-005, L.2.1, 1.2.4.3,

L.2.4.2, L.2.2.1, L.2.2.2, L.2.3, L.2.4.1). (No enclosure)
(C. Sedoryk)

- 3-2. Conference with Labor Negotiators – Monterey-Salinas Transit Employees Union (MSTEA), and MST (§54957.6).
(D. Laredo, K. Halcon)
- 3-3. General Manager Performance Evaluation, Gov. Code (§54957(b)).
(No enclosure) (K. Halcon)

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 2016-07 recognizing Steve Colburn, Coach Operator, as Employee of the Month for August 2015. (Robert Weber) (pg. 5)
- 5-2. Adopt Resolution 2016-08 recognizing Kim Moore, Intermediate Mechanic, as Employee of the Month for September 2015. (Michael Hernandez) (pg. 7)
- 5-3. Minutes of the Regular Meeting of July, 2015. (Deanna Smith) (pg. 9)
- 5-4. Minutes of the Facilities Committee – July, 2015. (Deanna Smith) (pg. 17)
- 5-5. Minutes of the MQ Oversight Committee – July 2015. (Deanna Smith) (pg. 21)
- 5-6. Financial Report – June and July 2015. (Angela Dawson) (pg. 25)
- 5-7. Disposal of property left aboard buses. (Sonia Bannister) (pg. 41)
- 5-8. Appoint Aimee Fuller-Cuda to the Mobility Advisory Committee. (Tom Hicks) (pg. 45)
- 5-9. Appoint Laurie Crosby to the Measure Q Oversight Committee. (Tom Hicks) (pg. 47)
- 5-10. Authorize the purchase of one medium bus from Creative Bus Sales. (Michael Hernandez) (pg. 51)
- 5-11. Authorize the disposal of retired MST vehicles and approve the modification of Disposal of Surplus Property policy. (Michael Hernandez) (pg. 53)

- 5-12. Approve FY 2015 Performance Incentive Pool for MSTEA and Confidential Unit. (Carl Sedoryk) (pg. 59)

End of Consent Agenda

6. SPECIAL PRESENTATIONS

- 6-1. August Employee of the Month – Steve Colburn. (Robert Weber)
6-2. September Employee of the Month – Kim Moore. (Michael Hernandez)

7. MAJOR PROCUREMENTS

- 7-1 Approve the purchase of passenger shelters from Tolar Manufacturing Company. (Michael Hernandez) (pg. 61)
7-2 Award Contract for MST General Legal Counsel and Contract Labor Negotiations to Delay & Laredo. (Carl Sedoryk) (pg. 65)

8. PUBLIC HEARINGS

9. UNFINISHED BUSINESS

10. NEW BUSINESS

- 10-1. Authorize increased funding level for CSUMB transit services. (Hunter Harvath) (pg. 67)

11. REPORTS & INFORMATION ITEMS

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

- 11-1. General Manager/CEO Report – June and July 2015. (pg. 69)
11-2. Washington D. C. Lobbyist Report – July and August 2015. (pg. 117)
11-3. State Legislative Advocacy Update – July and August 2015. (pg. 121)
11-4. TAMC Highlights – August 2015. (pg. 125)
11-5. Staff Trip Reports.
11-6. Correspondence. (pg. 127)
11-7. Staff Announcements.
11-7.1 APTA Annual Meeting – San Francisco, CA
11-7-2 CTA Fall Conference & EXPO 0 Pasadena, CA

12. COMMENTS BY BOARD MEMBERS

- 12-1. Reports on meetings attended by board members at MST expense (AB1234).
- 12-2. Board member Comments and Announcements.
- 12-3. Board member Referrals for future agendas.

13. ATTACHMENTS

- 13-1. Detailed monthly Performance Statistics and Disbursement Journal, June and July 2015. *(This item is located online within the GM Report at: <http://www.mst.org/about-mst/board-of-directors/board-meetings/>)*

14. ADJOURN

NEXT MEETING DATE: October 12, 2015

Monterey Bay Unified Air Pollution Control District Board Room, 3rd Floor

NEXT AGENDA DEADLINE: September 29, 2015

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.

**STEVE COLBURN
AUGUST 2015
EMPLOYEE OF THE MONTH**

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

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

WHEREAS, Steve Colburn began his career as a Coach Operator with Monterey-Salinas Transit District in September of 1989. A recent recipient of a 22 Years of Safe Driving Award, Steve has served as a Line Instructor and a Department of Transportation (DOT) certified instructor since January of 2000; and

WHEREAS, Steve Colburn has been selected as MST's Employee of the Month on four separate occasions for his outstanding contributions during multiple projects, special events, and other substantial training efforts. He was also Employee of the Year in 2011; and

WHEREAS, Steve Colburn provided valuable assistance during MST's electric trolley vehicle testing process. He worked long hours to provide ongoing testing of the trolley and provided important feedback on vehicle performance to MST, WAVE Inc., and CCW, the company who completed the electric conversion; and

WHEREAS, Steve Colburn played a lead role in training MST's Coach Operators on both the electric and diesel trollies.

THEREFORE, BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit recognizes Steve Colburn as Employee of the Month for August 2015; and

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

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT
PASSED AND ADOPTED RESOLUTION 2016-07 this 14th day of September, 2015.

Libby Downey
Chairperson

Carl G. Sedoryk
Secretary

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**KIM MOORE
SEPTEMBER 2015
EMPLOYEE OF THE MONTH**

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

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

WHEREAS, Kim Moore began her career with Monterey-Salinas Transit as a Utility Service Worker in January 1998. She was promoted to Entry Level Mechanic in May 1998 and promoted to Intermediate Mechanic in January 2015; and

WHEREAS, Kim Moore has worked to increase her technical skills, obtained several Automotive Service Excellence (ASE) certifications, and participated in additional training for MST's Gillig and MCI long distance commuter fleet; and

WHEREAS, Kim Moore is recognized for taking a lead role in the inspection and repair of MST's MCI fleet, making the maintenance of the fleet a priority, and has helped to improve the timeliness of preventative maintenance service intervals on MST's fleet; and

THEREFORE, BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit recognizes Kim Moore as Employee of the Month for September 2015; and

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

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT
PASSED AND ADOPTED RESOLUTION 2016-08 this 14th day of September, 2015.

Libby Downey
Chairperson

Carl G. Sedoryk
Secretary

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MST BOARD OF DIRECTORS
Monterey Bay Unified Air Pollution Control District
24580 Silver Cloud Ct., Monterey

Minutes
July 13, 2015

1. CALL TO ORDER

1-1. Roll call.

1-2. Pledge of Allegiance.

Chair Downey called the meeting to order at 10:03 a.m., and roll call was taken. The Pledge of Allegiance followed.

1-3. Review Highlights of the agenda.

Mr. Sedoryk reviewed the highlights of the agenda.

Present:	Tony Barrera	City of Salinas
	Victoria Beach	City of Carmel-by-the-Sea
	Robert Bonincontri	City of Gonzales
	Kristin Clark	City of Del Rey Oaks
	Libby Downey	City of Monterey
	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:	Fernando Armenta	County of Monterey
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Staff:	Carl Sedoryk	General Manager/CEO
	Hunter Harvath	Asst. GM/Finance & Administration
	Michael Hernandez	Asst. GM/COO
	Kelly Halcon	Director of HR & Risk Management
	Robert Weber	Director of Transportation Services
	Lisa Rheinheimer	Director of Planning and Development
	Andrea Williams	General Accounting & Budget Manager
	Mark Eccles	Director of Information Technology
	Tom Hicks	CTSA Manager
	Carl Wulf	Facilities Manager
	Zoe Shoats	Marketing Manager

Deanna Smith	Executive Assistant/Clerk to the Board
Dave Laredo	De Lay & Laredo
Isamar Velazquez	MST Customer Service Representative

Public: Erin Harwayne	Denise Duffy & Associates
Bob Parks	ATU Local 1225
Allan Boehne	Marina Resident
Leona-Medaris-Peacher	MV Transportation, Inc.
Denise Youmans	Harris
Paul Hierling	AMBAG
Greg Findley	DTZ
Percy Bryant	MST

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Allan Boehne applied to be an MST Navigator on March 29, agreeing to volunteer 10 hours per week in exchange for an MST bus pass. He was interviewed in April and submitted to a drug test in May. He has not heard back from MST staff and is unhappy with the process. He uses Line 20 and stated that the service drops from every half-hour to every 45 minutes on Saturday and to every hour on Sunday. He does not believe this is adequate service for the weekends, particularly for those who work. He also likes Line 17, but would like it to run when CSUMB is not in session. This is a very important bus route for many locals. He would also like to see Line 16 remain consistent and not change to Line 18, as it is confusing for passengers.

3. CLOSED SESSION

- 3-1. Conference with Property Negotiators. (Parcel # APN 259-011-067, 003-171-024, 026-3510-036-000, 002-248-009-010, 259-184-004-000, 259-184-001, 032-171-005, L.2.1, 1.2.4.3, L.2.4.2, L.2.2.1, L.2.2.2, L.2.3, L.2.4.1). (No enclosure) (C. Sedoryk)
- 3-2. Conference with Legal Counsel – Anticipated Litigation, Gov. Code § 54956.9(b): One potential case. (D. Laredo, C. Sedoryk)

Public Comment – none.

4. RETURN TO OPEN SESSION

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

Item 3-1 was discussed and direction was provided, but no reportable action was taken. Item 3-2 was not discussed as the threat of litigation is no longer anticipated.

5. CONSENT AGENDA

- 5-1. Adopt Resolution 2016-01 recognizing Carl Wulf, Facilities/Capital Projects Manager, as Employee of the Month for July 2015.
- 5-2. Minutes of the regular meeting of June 8, 2015.

- 5-3. Financial Report – May 2015.
- 5-4. Disposal of Property left aboard buses.
- 5-5. Adopt Resolution 2016-02 recognizing Genaro Verba for his 33 years of service.
- 5-6. Adopt Resolution 2016-03 authorizing the examination of Measure Q sales and use tax records.
- 5-7. Adopt Reasonable Modification Policy: Transportation for Individuals with Disabilities.
- 5-8. Adopt Resolution 2016-04 authorizing MST's General Manager/CEO to execute all revised required documents of the Low Carbon Transit Operations Program.
- 5-9. Adopt Resolution 2016-05 authorizing MST's General Manager/CEO to submit and execute all required documents of the Parks, Open Space and Coastal Preservation Grant Program.
- 5-10. Adopt new MST Social Media Policy.
- 5-11. Approve FY 2016 APTA dues.

Director Downey pulled item 5-8 and requested a staff presentation on the item.

Public Comment – none.

Director LeBarre made a motion to approve the Consent Agenda excepting item 5-8 and was seconded by Director Clark. The motion passed unanimously.

Hunter Harvath explained that staff is requesting authorization to file revised grant application materials for the Low Carbon Transit Operations Program (LCTOP) to assist the Santa Cruz Metropolitan Transit District (SCMTD) in transferring its allocation of \$182,694 to MST, to be added to the approved Transit Service in East Salinas project, for which this grant was originally submitted. SCMTD's project was rejected by LCTOP, but by collaborating with them in this way, MST can proceed with its East Salinas project and, under a future allocation cycle of LCTOP, MST will transfer back the \$182,694 to SCMTD, thus ensuring that these funds remain in the Monterey Bay Area. Caltrans forwarded this request to the State Controller's office and they have determined that this redirection of funds would be permitted.

Chairperson Downey asked MST General Counsel, Dave Laredo, if he believed this was advisable. Mr. Laredo stated that he was not aware of any problem with the arrangement, but that he would look more closely into the matter.

Director Downey made a motion to adopt Resolution 2016-04 authorizing MST's General Manager/CEO to execute all revised required documents of the

Low Carbon Transit Operations Program, upon concurrence of MST's General Counsel. Director LeBarre seconded the motion and it passed unanimously.

6. SPECIAL PRESENTATIONS

6-1. July Employee of the Month –Carl Wulf.

Michael Hernandez recognized Carl Wulf as the July Employee of the Month for his for his positive contribution to MST and to the entire community.

6-2. Genaro Verba – Retirement.

Michael Hernandez recognized Genaro Verba, coach operator, for his 33 years of service with MST upon his retirement.

7. COMMITTEE REPORTS

7-1. Minutes of the Human Resources Committee – June 8, 2015.

Public Comment – none.

8. MAJOR PROCUREMENTS

8-1. Authorize \$500,000 for the purchase of cameras and associated hardware from SEON to upgrade camera surveillance functionality on the MST fixed route fleet.

Mr. Eccles stated that funding for this purchase is available from Prop 1B State of California Bonds and future operational funds for annual maintenance costs. The funds are included in the FY 2016 Capital Budget.

Public Comment

Bob Parks, president of ATU Local 1225, understands the importance of the live feed for security purposes, but is concerned that the feed will be used to surveille coach operators. Mr. Eccles stated that it is not the policy of MST to monitor coach operators through the live feed and that it is used for security purposes.

Director LeBarre made a motion to authorize \$500,000 for the purchase of cameras and associated hardware from SEON, a division of Safe Fleet. The motion was seconded by Director Pacheco and passed unanimously.

9. PUBLIC HEARINGS

9-1. Hold Public Hearing and adopt Resolution 2015-06 adopting the Final Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and approve the Monterey Bay Operations and Maintenance Facility Project.

A correction was requested to the reference to Resolution 2015-06 in the agenda item title of 9-1. The correct number for this resolution is 2016-06.

Lisa Rheinheimer, director of planning & development, delivered a PowerPoint presentation which provided details on the proposed Monterey Bay Operations & Maintenance Facility Project (OMF) including photos of the current facility and renderings of the final project, a summary of the Final Initial Study/Mitigated Negative Declaration and all public comments that were received and responded to in accordance with public notice requirements, and the projected project schedule and total cost.

The Project will renovate the existing 17,000 square foot building and expand it to 31,500 square feet to improve the efficiency of the MST Monterey Bay OMF property through site improvements and building and bus parking expansion. The Project will reconfigure the existing facility to focus on operations and would relocate most of their management and administrative functions off-site.

The project is estimated to cost a total of \$18 million. To date, \$10 million in Cap-and-Trade funding and \$5.5 million in Prop 1B Modernization funds have been secured, and \$400,000 in Prop 1B Security funds have been programmed into TAMC's Transportation Improvement Program. \$2.6 million remains to be financed privately.

Chair Downey opened the public hearing and requested questions from the board.

Director Barrera asked about the status private financing. Hunter Harvath, assistant general manager of finance and administration, stated that MST staff has discussed the project with several local bankers about private financing for the project. Rabobank has provided preliminary assurance that private financing would be available to MST.

Public Comment

Allan Boehne commented on deadhead issues on Line 10 and problems with Line 20. Staff will follow up on the comment; however, this comment did not reveal any new information about the analysis of the environmental issues contained in the Final IS/MND.

Close Public Comment

Director Downey asked if there were further comments from the board; no comments were made and the public hearing was closed.

Director LeBarre made a motion to adopt Resolution 2016-06 adopting the Final Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and

Reporting Program. The motion was seconded by Director Pacheco and passed unanimously.

Director Downey made a motion to approve the Monterey Bay Operations and Maintenance Facility Project and was seconded by Director LeBarre. The motion passed unanimously.

10. UNFINISHED BUSINESS

11. NEW BUSINESS

12. REPORTS & INFORMATION ITEMS

- 12-1. General Manager/CEO Report – May 2015.
- 12-2. Washington D. C. Lobbyist Report – June 2015.
- 12-3. State Legislative Advocacy Update – June 2015.
- 12-4. Update on FY 2016 Insurance Coverage and Costs.
- 12-5. Staff Trip Reports.
- 12-6. Correspondence.
- 12-7. TAMC Highlights – June 2015.
- 12-8. 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.

Director Beach stated that the County of Monterey will be re-paving a stretch of Rio Rd. in Carmel and requested a letter of support from MST for the project. Mr. Sedoryk stated that board approval was not required for this kind of support letter; therefore, unless there were any objections from the board, staff would be happy to prepare the letter. No objections were made.

- 13-3. Board member Referrals for future agendas.

14. ATTACHMENTS

- 14-1. Detailed monthly Performance Statistics and Disbursement Journal, May 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, Chair Downey adjourned the meeting at 11:21 a.m.

Prepared by: 
Deanna Smith, Deputy Secretary

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Facilities Committee

Monterey Bay Unified Air Pollution Control District
24580 Silver Cloud Ct., Monterey

Minutes

July 13, 2015
9:00 a.m.

Present: Directors: Beach (Chair), Barrera, Downey, LeBarre, O'Connell

Absent: None

Staff: Carl Sedoryk, General Manager/CEO; Michael Hernandez, Asst. GM/COO; Carl Wulf, Facilities/Capital Projects Manager; Hunter Harvath, Asst. GM of Finance and Administration; Lisa Rheinheimer, Director of Planning & Development; Michelle Overmeyer, Grants & Compliance Analyst; Dave Laredo, General Counsel; Deanna Smith, Executive Asst./Clerk to the Board

Public: None.

1. Call to Order.

Chairperson Beach called the meeting to order at 9:00 a.m. and roll call was taken.

2. Public Comment on matters not on the agenda.

No public comment.

Libby Downey arrived at 9:03 a.m.

3. TDA building rehab project update (M. Hernandez; L. Rheinheimer)

Mike Hernandez announced the agenda item and introduced Lisa Rheinheimer who summarized the update and informed the board that a public hearing will be held and a presentation will be provided to the full board at today's board meeting.

4. Receive update on new bus stop shelter purchases and allocation plan (M. Hernandez)

Mike Hernandez presented a PowerPoint detailing new shelter purchases and allocations. MST has received a \$250,000 grant for the shelter purchases, which will provide enough funds for approximately 18-20 bus shelters. Shelter locations have been allocated according to annual boarding levels. MST requires a minimum of one shelter in jurisdictions that meet a ridership threshold of 5,000 annual boardings per year.

Shelters were allocated to the following jurisdictions:

- City of Salinas – 7 shelters
- City of Seaside – 5 shelters
- City of Marina – 3 shelters
- City of Monterey – 1 shelter
- County of Monterey – 1 shelter
- City of Carmel/Carmel Rancho – 1 shelter (city will install)
- City of Pacific Grove – 1 shelter
- City of Sand City – 1 shelter

Director O'Connell asked if there were specific locations identified for the shelters and if jurisdictions have any input on the shelter style. Mr. Hernandez stated that specific locations have been identified that meet all requirements for shelter placement, and the locations will be narrowed down further along in the process. Jurisdictions will have an opportunity to weigh in on shelter styles during the permit and design process; however, MST would like to ensure that all shelters are considered "standard" to ensure replacement parts can be easily obtained.

Director LeBarre asked if Chualar was being considered for a shelter. He is aware of a signed petition for a shelter replacement at Grant and South Street. Mr. Hernandez confirmed the shelter is on the list.

Director Beach requested consideration of bench backs at shelters in Carmel. Staff is able to consider the request, particularly at areas that serve the elderly and persons with disabilities. There have been occasions when pacing back on benches has resulted in homeless individuals sleeping on the benches.

Public Comment – none.

5. Closed Session.

- 5-1. Conference with Property Negotiators. (Parcel # APN 259-011-067, 003-171-024, 026-3510-036-000, 002-248-009-010, 259-184-004-000, 259-184-001, 032-171-005, L.2.1, 1.2.4.3, L.2.4.2, L.2.2.1, L.2.2.2, L.2.3, L.2.4.1). (No enclosure) (C. Sedoryk)

- 5-2. Conference with Legal Counsel – Anticipated Litigation, Gov. Code § 54956.9(b): One potential case. (D. Laredo, C. Sedoryk)

Public Comment – none.

6. Return to Open Session.

6-1. Report on Closed Session and possible action.

No reportable action was taken.

7. Committee member comments, questions, or referrals.

No Comments.

8. Adjourn.

There being no further business, Director Beach adjourned the meeting at 9:58 a.m.

Prepared by:


Deanna Smith, Deputy Secretary

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Measure Q Oversight Committee
Monterey Bay Unified Air Pollution Control District
24580 Silver Cloud Ct., Monterey

Minutes

July 6, 2015
10:30 a.m.

Present: Members: Susan Kleber, Juan Pablo Lopez, Kathy Merritt, Harry Mucha, Kazuko Wessendorf, Sid Williams

Absent: John Hart

Staff: Hunter Harvath, Asst. GM of Finance and Administration; Dave Laredo, General Counsel; Deanna Smith, Executive Asst./Clerk to the Board

Public: Michael D. Laredo, Associate Attorney at De Lay & Laredo

1. Call to Order.

2. Public Comment on Matters Not on the Agenda.

No public comment.

3. Introductions of Committee Members and Staff.

3-1. Assistant General Manager of Finance & Administration, Hunter Harvath, will lead committee member and staff introductions.

MST staff and members of the committee introduced themselves and expressed their expectations for serving on the committee.

4. Presentation of Bylaws

4-1. Measure Q Oversight Committee (MQC) Bylaws as adopted by the MST Board of Directors on March 2, 2015.

Hunter Harvath directed members to the Measure Q Oversight Committee (MQC) Bylaws, which will serve as the primary document of reference for the rest of the meeting. He stated that the committee will meet approximately twice per year, typically near the beginning of the fiscal year (July) to review the Measure Q (MQ)-funded

portions of the MST capital and operating budget, and again at the middle of the fiscal year (January or February) to review the MQ annual audit.

5. Review of Committee Purpose, Scope of Responsibilities, Membership and Composition, and Expenditure Plan.

5-1. Review of the Preamble, and Sections 1, 2, and 3 of the MQC Bylaws.

Mr. Harvath reviewed Sections 1-3 of the Bylaws and provided a summary of what were considered allowable expenses under the MQ Expenditure Plan, as detailed in Ordinance 2015-01 establishing the MQ sales and use tax.

6. Elect Officers and Establish Committee Member Terms of Service.

6-1. Review of Sections 4 and 5 of the MQC Bylaws.

6-2. Conduct Election of Officers.

Kathy Merritt nominated Susan Kleber to serve as the Chairperson of the MQC and the committee expressed their support for the nomination.

Public Comment – none.

Ms. Merritt made a motion to close the nomination and was seconded by Mr. Williams. The election of Susan Kleber as Chairperson of the MQC passed unanimously.

Chairperson Kleber requested nominations for the position of Vice-Chair of the MQC.

Kazuko Wessendorf nominated Sid Williams to serve as Vice-Chair of the MQC and the committee expressed their support for the nomination.

Public Comment – none.

Harry Mucha made a motion to close the nomination and was seconded by Ms. Merritt. The election of Sid Williams as Vice-Chair of the MQC passed unanimously.

7. Measure Q-eligible Operating and Capital Expenses.

7-1 Review MST Operating and Capital Expenses that are eligible for Measure Q designation.

Mr. Harvath reviewed a handout listing and describing typical MQ eligible expenses per the MQ Expenditure Plan and answered questions related each item.

Mr. Williams asked how much revenue MQ was expected to generate. Mr. Harvath stated that MST staff expects to receive approximately \$6.5 million per year,

enough to maintain and enhance current services to seniors, persons with disabilities, and veterans.

Mr. Mucha is interested in travel training to learn more about MST's mobility services.

Ms. Merritt requested MST brochures and pamphlets for placement at senior centers in South County.

8. Review Committee Procedures.

8-1. Review of Section 6-1 through 6-10 of the MQC Bylaws and schedule committee meetings for FY 2016.

The committee discussed possible locations for future MQC meetings. Mr. Harvath stated that committee member terms would be established at the next meeting and will be staggered so only two to three members' would expire each year. Committee members may serve on the committee as long as they like.

8-2. Review Section 6-11 of the MQC Bylaws regarding Conflict of Interest Requirements.

Mr. Laredo explained the requirement for each member to submit a Form 700 Statement of Economic Interests and take an ethics course (AB 1234) per the MQC Bylaws.

9. Staff and Committee Member Comments or Questions.

10. Adjourn.

There being no further business, Chairperson Kleber adjourned the meeting at 11:45 a.m.

Prepared by:


Deanna Smith, Deputy Secretary

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To: Board of Directors
From: Angela Dawson
Subject: Financial Reports – June 2015

RECOMMENDATION:

1. Accept report of June 2015 cash flow presented in Attachment #1
2. Approve June 2015 disbursements listed in Attachment #2
3. Accept report of June 2015 treasury transactions listed in Attachment #3

FISCAL IMPACT:

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

Beginning balance June 1, 2015	\$12,238,787.54
Revenues	4,655,373.94
Disbursements	<u><3,072,076.18></u>
Ending balance June 30, 2015	<u>\$13,822,085.30</u>

POLICY IMPLICATIONS:

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

DISCUSSION:

Staff is currently working with the agency's auditors on closing out FY 2015 in preparation for their visit in late September. As such, the June financials are not ready for presentation to your Board. Once they are prepared in association with the FY 2015 Audit, all year-end revenues and expenditures will be presented to your Board at a future meeting.

A detail of disbursements for June 2015 can be viewed within the GM Report at <http://www.mst.org/about-mst/board-of-directors/board-meetings/>

Prepared by:  Reviewed by: 
Angela Dawson Hunter Harvath

(REVENUES & DISBURSEMENTS)**CASH FLOW**

Beginning balance June 1, 2015		12,238,787.54
Revenues		
Passenger Revenue	745,773.57	
DOD Revenue	191,937.00	
LTF / STA / 5307 / Sales Tax	1,890,202.30	
Grants	1,775,966.96	
TAMC Loan/Rabo LOC advance	-	
Non Transit Revenue	51,494.11	
Total Revenues		4,655,373.94
Disbursements		
Operations (See Attachment #2)	2,789,921.43	
Capital	282,154.75	
Total Disbursements		(3,072,076.18)
Ending balance June 30, 2015		<u><u>13,822,085.30</u></u>

COMPOSITION OF ENDING BALANCE

Checking - Rabo Bank	317,950.23
Checking(s) - Wells Fargo Bank	12,892.01
Local Agency Investment Fund (LAIF)	42,721.13
Money Market - Homeland Security	2,598,483.03
Money Market - Rabo MM	1,426,494.08
Money Market - PTMISEA	6,341,664.57
Money Market - Rabo Prop. 1 B	3,059,978.11
Bank of America - Escrow	8,977.14
Petty cash fund, STC Coin Machine, and 2 change funds	12,925.00
Total	<u><u>13,822,085.30</u></u>

PAYROLL ACCOUNT

May 29 Payroll Taxes	95,893.88	
June 12 Payroll & Related Expenses	506,343.34	
June 26 Payroll & Related Expenses	504,750.48	
Pers & 457	189,750.59	
Garnishments	7,762.39	
Payroll adj	-	
	<hr/>	
	1,304,500.68	1,304,500.68

GENERAL ACCOUNT

Disbursements on Attached Summary	1,691,200.80	
Paydown loan	-	
Workers Comp. Disbursements	70,674.71	
Interest expense	-	
Bank Service Charge	5,699.99	
Transfer from WFB	-	
	<hr/>	
	1,767,575.50	1,767,575.50

Total Disbursements		<hr/> 3,072,076.18
Less Capital Disbursements & Transfers		<hr/> (282,154.75)
Operating Disbursements		<hr/> <hr/> 2,789,921.43

DISBURSEMENTS SUMMARY:

GENERAL ACCOUNT DISBURSEMENTS FOR June 1, 2015 - June 30, 2015

VENDOR / DESCRIPTION	CHECKS	AMOUNT
Accounts Payable 06/01/15	38345 - 38346	8,885.00
Accounts Payable 06/05/15	38351 - 38443	693,887.68
Accounts Payable 06/08/15	38444 - 38445	1,836.00
Accounts Payable 06/09/15	38446 - 38460	1,430.10
Accounts Payable 06/11/15	38461 - 38462	540.00
Accounts Payable 06/12/15	38463	572,315.23
Accounts Payable 06/19/15	38464 - 38590	404,039.51
Accounts Payable 06/25/15	38591	622.28
Accounts Payable 06/29/15	38592 - 38594	7,645.00
TOTAL		1,691,200.80

CHECKS \$100,000 AND OVER

VENDOR / DESCRIPTION	BOARD APPROVED	CHECK NUMBER	CHECK DATE	AMOUNT
PERS-Health	Recurring Expense	38411	06/05/15	242,075.91
Wave	December 17, 2012	38439	06/05/15	254,245.90
MV Transportation	Recurring Expense	38463	06/12/15	572,315.23

TREASURY TRANSACTIONS
FOR JUNE 2015

LAIF ACCOUNT

<u>Date</u>	<u>Account</u>	<u>Bank</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
Balance Forward at 06/01/15					42,721.13
Transfer to checking for payroll					-
Local Agency Investment Fund:					
Interest earned -					-
LAIF Treasury Balance at 06/30/15					42,721.13

RABOBANK MM ACCOUNT

<u>Date</u>	<u>Account</u>	<u>Bank</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
Balance Forward at 06/01/15					1,058,276.49
06/12/15		To P/R		260,000.00	798,276.49
06/15/15		To A/P		575,000.00	223,276.49
06/19/15		To A/P		223,000.00	276.49
06/30/15		LTF	1,426,110.56		1,426,387.05
06/30/15		Interest @ 0.21%	107.03		1,426,494.08
RABO MM Balance at 06/30/15					1,426,494.08

To: Board of Directors
From: Angela Dawson
Subject: Financial Reports – July 2015

RECOMMENDATION:

1. Accept report of July 2015 cash flow presented in Attachment #1
2. Approve July 2015 disbursements listed in Attachment #2
3. Accept report of July 2015 treasury transactions listed in Attachment #3

FISCAL IMPACT:

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

Beginning balance July 1, 2015	\$13,822,085.30
Revenues	5,947,079.52
Disbursements	<u><9,537,225.97></u>
Ending balance July 31, 2015	<u>\$10,231,938.85</u>

POLICY IMPLICATIONS:

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

DISCUSSION:

As July is the first month of the fiscal year, expenditure patterns have not yet fully become evident. For instance, MST's labor costs are 6% under budget; however this reflects the fact that additional staff positions authorized and budgeted by your Board at its June 8th meeting had not yet been filled by the end of the month, thereby reducing

MST's payroll expenditures. As the fiscal year progresses, the revenue-and-expense picture will start to become more clear. In the meantime, please note the following details regarding the July Budget vs. Actual reports contained in Attachment 4:

1. **Special Transit** – Revenues are 30% higher than budget due to a marked increase in military pass sales at the Presidio of Monterey as well as the operation of the Monterey Trolley for its summer season, which is fully funded by the city.
2. **Cash Revenue** – July showed stronger than budgeted revenue due to increased bus ad sales and the collection of a long-standing debt from a client.
3. **Advertising and Marketing** – This variance is due to timing. While we currently do not have an ad campaign running on local media, expenditures in this category are budgeted evenly over the 12 months of the fiscal year.
4. **Professional and Technical** – As with Advertising and Marketing, professional and technical services are not utilized at the same rate every month, even though expenditures in this category are budgeted evenly over the 12 months of the fiscal year. As the year progresses, the peaks and valleys of expenditures in this category will catch up with the monthly budgeted amounts.
5. **Fuel & Lubricants** – MST is taking advantage of unprecedentedly low fuel prices, seeing expenditures in this category 35% below budget. In addition, the new bus services MST anticipates to introduce this fiscal year have not been implemented yet. Therefore, the fuel they will consume has not been purchased or consumed, even though it is included in the July budget numbers, which are “straight-lined” over the 12-months of the fiscal year.
6. **Supplies** – Are 14% over budget because of expenditures related to the production of a new Rider's Guide and signage in advance of the August 1st major service change. These major service change expenditures only happen two or three times a year. In that regard, as the fiscal year progresses the budget figures will catch up to the actuals during months when there are not major service changes.
7. **Vehicle Maintenance** – With the new buses now operational, staff had projected slightly lower vehicle maintenance costs for FY 2016. With a 7% negative variance for July, this category will be monitored closely by staff in the coming months in an attempt to control costs wherever possible.
8. **Purchased Transportation** -- Expenditures in this category were 16% below budget because CSUMB and Hartnell bus routes, which are operated by our purchased transportation provider (MV Transportation, Inc.), were not in service during the summer recess.

A detail of disbursements for July 2015 can be viewed within the GM Report at <http://www.mst.org/about-mst/board-of-directors/board-meetings/>

Prepared by:  Reviewed by: 
Angela Dawson Hunter Harvath

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(REVENUES & DISBURSEMENTS)

CASH FLOW

Beginning balance July 1, 2015		13,822,085.30
Revenues		
Passenger Revenue	421,618.32	
DOD Revenue	176,593.00	
LTF / STA / 5307 / Sales Tax	1,474,621.14	
Grants	3,821,325.00	
TAMC Loan/Rabo LOC advance	-	
Non Transit Revenue	52,922.06	
Total Revenues		5,947,079.52
Disbursements		
Operations (See Attachment #2)	4,268,354.05	
Capital	5,268,871.92	
Total Disbursements		(9,537,225.97)
Ending balance July 31, 2015		<u><u>10,231,938.85</u></u>

COMPOSITION OF ENDING BALANCE

Checking - Rabo Bank	(267,160.31)
Checking(s) - Wells Fargo Bank	16,076.01
Local Agency Investment Fund (LAIF)	42,778.75
Money Market - Homeland Security	904,840.20
Money Market - Rabo MM	487.27
Money Market - PTMISEA	6,477,030.14
Money Market - Rabo Prop. 1 B	3,035,977.84
Bank of America - Escrow	8,983.95
Petty cash fund, STC Coin Machine, and 2 change funds	12,925.00
Total	<u><u>10,231,938.85</u></u>

PAYROLL ACCOUNT

July 10 Payroll & Related Expenses	502,346.85	
July 24 Payroll & Related Expenses	525,071.50	
Pers & 457	184,554.51	
Garnishments	5,001.36	
Payroll adj	-	
	<u>1,216,974.22</u>	1,216,974.22

GENERAL ACCOUNT

Disbursements on Attached Summary	8,262,202.54	
Paydown loan	-	
Workers Comp. Disbursements	51,838.11	
Interest expense	-	
Bank Service Charge	6,211.10	
Transfer from WFB	-	
	<u>8,320,251.75</u>	8,320,251.75

Total Disbursements		<u>9,537,225.97</u>
Less Capital Disbursements & Transfers		<u>(5,268,871.92)</u>
Operating Disbursements		<u><u>4,268,354.05</u></u>

DISBURSEMENTS SUMMARY:
GENERAL ACCOUNT DISBURSEMENTS FOR July 1, 2015 - July 31, 2015

VENDOR / DESCRIPTION	CHECKS	AMOUNT
Accounts Payable 07/02/15	38595 - 38700	1,520,664.27
Accounts Payable 07/06/15	38704	5,056,922.46
Accounts Payable 07/07/15	38705 - 38707	6,039.00
Accounts Payable 07/14/15	38709 - 38720	1,200.00
Accounts Payable 07/17/15	38721 - 38845	579,067.02
Accounts Payable 07/22/15	38846 - 38847	5,906.44
Accounts Payable 07/28/15	38848 - 38856	450.00
Accounts Payable 07/29/15	38857 - 38861	15,380.00
Accounts Payable 07/31/15	38862 - 38970	1,076,573.35
TOTAL		8,262,202.54

CHECKS \$100,000 AND OVER

VENDOR / DESCRIPTION	BOARD APPROVED	CHECK NUMBER	CHECK DATE	AMOUNT
Monterey County Elections Dept.	June 8, 2015	38656	07/02/15	338,054.34
MV Transportation	Recurring Expense	38660	07/02/15	531,729.73
PERS Health	Recurring Expense	38672	07/02/15	246,507.51
WAVE	December 17, 2012	38697	07/02/15	108,957.01
Gillig	May 12, 2014	38704	07/06/15	5,056,922.46
CSAC	Recurring Expense	38735	07/17/15	111,139.00
MV Transportation	Recurring Expense	38922	07/31/15	484,950.60

TREASURY TRANSACTIONS
FOR JULY 2015

LAIF ACCOUNT

<u>Date</u>	<u>Account</u>	<u>Bank</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
Balance Forward at 07/01/15					42,748.53
Transfer to checking for payroll					-
Local Agency Investment Fund: Interest earned - .320%					30.22
					30.22
LAIF Treasury Balance at 07/31/15					42,778.75

RABOBANK MM ACCOUNT

<u>Date</u>	<u>Account</u>	<u>Bank</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
Balance Forward at 07/01/15					1,426,494.08
07/06/15		To A/P		1,285,000.00	141,494.08
07/10/15		To P/R		141,000.00	494.08
07/20/15		LTF	1,012,921.14		1,013,415.22
07/23/15		To P/R		670,000.00	343,415.22
07/30/15		To A/P		343,000.00	415.22
07/31/15		Interest @ 0.20%	72.05		487.27
RABO MM Balance at 07/31/15					487.27

MONTEREY - SALINAS TRANSIT
 Revenue & Expense - Consolidated
 Budget vs Actual
 For the Period from July 1, 2015 to July 31, 2015
 (Amounts are in USD)
 (Includes Fund: 001|004)
 (Includes G/L Budget Name: BUDFY16)

Fund 1
Fixed Route

NOTES**Revenue**

	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
Passenger Fares	-376,475	-368,006	-8,469	-376,475	-368,006	-8,469
Special Transit	-287,063	-220,557	-66,506	-287,063	-220,557	-66,506
Cash Revenue	-40,842	-28,548	-12,294	-40,842	-28,548	-12,294
Cash Grants & Reimbursement	-2,444,504	-2,471,680	27,176	-2,444,504	-2,471,680	27,176
Total Revenue	-3,148,884	-3,088,791	-60,093	-3,148,884	-3,088,791	-60,093

Expenses

Labor	1,111,719	1,183,534	-71,815	1,111,719	1,183,534	-71,815
Benefits	728,141	712,373	15,768	728,141	712,373	15,768
Advertising & Marketing	2,502	21,667	-19,165	2,502	21,667	-19,165
Professional & Technical	27,520	53,854	-26,334	27,520	53,854	-26,334
Outside Services	19,731	21,559	-1,828	19,731	21,559	-1,828
Outside Labor	72,320	76,322	-4,002	72,320	76,322	-4,002
Fuel & Lubricants	197,724	302,286	-104,562	197,724	302,286	-104,562
Supplies	72,908	63,927	8,981	72,908	63,927	8,981
Vehicle Maintenance	72,184	67,262	4,922	72,184	67,262	4,922
Marketing Supplies	1,718	5,500	-3,782	1,718	5,500	-3,782
Utilities	33,214	37,376	-4,162	33,214	37,376	-4,162
Insurance	34,504	37,920	-3,416	34,504	37,920	-3,416
Taxes	11,475	16,725	-5,251	11,475	16,725	-5,251
Purchased Transportation	322,002	383,924	-61,922	322,002	383,924	-61,922
Miscellaneous Expenses	21,521	32,299	-10,778	21,521	32,299	-10,778
Pass Thru/Behalf of Others						
Interest Expense		2,167	-2,167		2,167	-2,167
Leases & Rentals	12,093	16,260	-4,167	12,093	16,260	-4,167
Total Operating Expenses	2,742,504	3,034,955	-292,451	2,742,504	3,034,955	-292,451
Operating (Surplus) Deficit	-406,380	-53,836	-352,544	-406,380	-53,836	-352,544

MONTEREY - SALINAS TRANSIT
Revenue & Expense - Consolidated
Budget vs Actual
For the Period from July 1, 2015 to July 31, 2015
(Amounts are in USD)
(Includes Fund: 002)
(Includes G/L Budget Name: BUDFY16)

Fund 2
RIDES

	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
Revenue						
Passenger Fares	-36,143	-38,909	2,766	-36,143	-38,909	2,766
Special Transit						
Cash Revenue						
Cash Grants & Reimbursement	-273,688	-273,688		-273,688	-273,688	
Total Revenue	-309,831	-312,597	2,766	-309,831	-312,597	2,766
Expenses						
Labor	4,556	4,666	-110	4,556	4,666	-110
Benefits	2,755	2,997	-242	2,755	2,997	-242
Advertising & Marketing						
Professional & Technical						
Outside Services						
Outside Labor	2,366	5,584	-3,218	2,366	5,584	-3,218
Fuel & Lubricants	34,327	37,925	-3,598	34,327	37,925	-3,598
Supplies	1,458	1,960	-502	1,458	1,960	-502
Vehicle Maintenance						
Marketing Supplies						
Utilities						
Insurance						
Taxes						
Purchased Transportation	250,600	254,489	-3,889	250,600	254,489	-3,889
Miscellaneous Expenses	4,517	4,976	-459	4,517	4,976	-459
Pass Thru/Behalf of Others						
Interest Expense						
Leases & Rentals						
Total Operating Expenses	300,579	312,597	-12,018	300,579	312,597	-12,018
Operating (Surplus) Deficit	-9,252		-9,252	-9,252		-9,252

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

Goodwill

2 jackets	4 wallets
1 baby blanket	1 belt
4 sweaters	2 books
1 eyeglass case	1 beanie
3 hats	5 pairs of prescription eyeglasses
12 cell phones	3 pair pants
1 purse	2 sunglasses
2 shirts	1 watch
3 key rings	

To be disposed

2 wallets
1 make-up bag
1 sweater

To be retained

\$13 forwarded to accounting for deposit

MST makes an attempt to contact the owners of Lost and Found items. If the items are unclaimed after 30 days, they are added to the above list. None of the items listed above match those lost by Mr. Fink.

PREPARED BY:


Sonia Bannister

REVIEWED BY:


Carl Sedoryk

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

Goodwill

3 jackets	10 wallets	1 head phone
1 baby blanket	1 belt	1 coin purse
5 sweaters	9 books	1 card case
1 pair of eyeglasses	2 eyeglass cases	1 swim toy
1 beanie	3 hats	1 backpack
19 cell phones	3 pairs of pants	1 laptop
5 prescription eyeglasses	1 purse	1 set of kitchen knives
2 pairs of sunglasses	2 shirts	1 Ipod radio
1 watch	3 key rings	8 bikes

To be disposed

2 wallets	4 ID's	1 smoker's device
2 make-up bags	5 credit cards	6 keys
1 sweater	1 checkbook	
1 bike locker	2 backpacks	

To be retained

\$37.86 forwarded to accounting for deposit

MST makes an attempt to contact the owners of Lost and Found items. If the items are unclaimed after 30 days, they are added to the above list. None of the items listed above match those lost by Mr. Fink.

PREPARED BY:


Sonia Bannister

REVIEWED BY:


Carl Sedoryk

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To: Board of Directors
From: Tom Hicks, Consolidated Transportation Services Agency Manager
Subject: Appoint new member to the Mobility Advisory Committee

RECOMMENDATION:

Appoint Aimee Fuller-Cuda to the Mobility Advisory Committee.

FISCAL IMPACT:

None

POLICY IMPLICATIONS:

Your board appoints members to the MST Mobility Advisory Committee.

DISCUSSION:

The Mobility Advisory Committee (MAC) is a standing committee of the MST Board of Directors. It makes recommendations to MST staff and the Board regarding the transit needs of seniors, veterans, persons with disabilities, low income, youth and isolated populations. The Committee acts as a liaison between MST and these communities and assures their members have input into the MST service planning process.

There are currently three vacancies on the MAC, and its current members recommend that your Board appoint Aimee Fuller-Cuda to fill one vacancy. Aimee is the Executive Director of the Independent Transportation Network Monterey County (ITN) and desires to fill the position vacated by her predecessor at ITN. Therefore, pursuant to the MAC Bylaws 3.4: Vacancies/Removal, the MAC submits for your approval the nomination of Aimee Fuller-Cuda. A current roster of the MAC is attached.

The MAC conducts ongoing recruitment through member referrals to fill vacancies when they arise as well as an annual solicitation in November pursuant to Bylaw requirements 3.3: Membership Solicitation.

PREPARED BY:  REVIEWED BY: 
Tom Hicks Carl G. Sedoryk

ATTACHMENT 1

#	MEMBER	ALTERNATE	ORGANIZATION	ADVOCACY
1	Kate Spacher	Kasuko Wessendorf	Interim, Inc.	Adult Mental Health Services
2	Sam Travino	Kathleen Murry-Phillips	Area Agency on Aging	Seniors
3	Rena Weaver	Jacque Johnson	Blind and Visually Impaired Center	Blind and Visually Impaired
4	Ronn Rigg		United Way – 211 Program	I & R – Emergency Services
5	Teresa Sullivan		Alliance on Aging	Seniors
6	Maureen McEachen		Visiting Nurses Association	Nonprofit Health Care Provider
7	Melissa McKenzie		Carmel Foundation	Senior Services
8	Aimee Fuller-Cuda (Candidate)		Independent Transportation Network	Nonprofit Senior Transportation Provider
9	Laurie Crosby		Consumer	People with Disabilities
10	Todd Muck	Virginia Murillo	TAMC	Transportation Authority
11	George Dixon	Wes Morrill	MC Military and Veterans Officer	Military and Veterans
12	William Bare	Edwin Marticorena	Veterans Transition Center	Veterans
13	Maria Magana		Central Coast Center for Independent Living	People With Disabilities
14	Vacant			
15	Vacant			

To: Board of Directors
From: Tom Hicks, Consolidated Transportation Services Agency Manager
Subject: Appoint new member to the Measure Q Oversight Committee

RECOMMENDATION:

Appoint Laurie Crosby to the Measure Q Oversight Committee.

FISCAL IMPACT:

None

POLICY IMPLICATIONS:

Your Board appoints members to the Measure Q Oversight Committee (MQC). The composition of the MQC is defined within the ordinance to include two members of the MST Mobility Advisory Committee (MAC).

DISCUSSION:

Ordinance 2015-01 stipulates that an oversight committee be formed to oversee the expenditure of Measure Q funds in accordance with the Measure Q Expenditure Plan. Recently, MAC member and Measure Q Oversight Committee appointee, John Hart, submitted his resignation from both bodies due to health concerns. Subsequently, the MAC nominated member Laurie Crosby to replace Mr. Hart on the MQC at their July 29, 2015, meeting.

On behalf of MAC Chairman Ronn Rigg, I respectfully forward the nomination of Laurie Crosby for your Board's consideration and appointment to the Measure Q Oversight Committee.

PREPARED BY: 

Tom Hicks

REVIEWED BY: 

Carl G. Sedoryk

Attachment: Application for Appointment

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Date: 8/18/2015

Measure Q Oversight Committee
Application for Appointment



Please print or type

Resume may be attached, but not substituted for a completed application.

PERSONAL INFORMATION:

Name	Years in Monterey County
Laurie Crosby	37
Street (home address)	City/State/Zip
299 Carmel Ave #61	Marina CA 93933
Email Address	Home Phone
lcrosby5@juno.com	(831) 883-8047
	Cell Phone
	None

EMPLOYMENT:

Current Employer	N/A; Last employer = Student Disability Resources, CSUMB	
Employer Address	100 Campus Ctr., Seaside CA 93955	
Position	Years at job	Employer Phone
Special Access Consultant	3	582-3672
Please describe your work experience and job duties: Reception duties; Revising policies, guides & procedures; making class materials accessible. Helping improve communication between CSUMB & MST. Event coordination, co-lead in Orientations. Deaf Services including scheduling, budget, coordination of sign language interpreters		

EDUCATION:

Majors	Degrees	Certifications
Social Behavioral Science	BA; AA	
Colleges attended: CSUMB; MPC		

COMMUNITY INVOLVEMENT:

Please list prior community involvement: Member of both MST's Mobility Advisory Committee + ADAPT-R Committee	
Do you presently serve on a board or committee? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
If yes, please list name of boards or committees: Monterey-Salinas Transit District Mobility Advisory Committee " " " ADAPT-R "	

Send completed application to: MST clerk of the board, One Ryan Ranch Rd., Monterey, CA 93940, fax to 831-899-3954, or email clerk@mst.org. Questions? Call 831-393-8192

INTEREST STATEMENT:

Explain your interest in this committee:

This interest came from my attendance on both the MAC and ADAPT-R Committee. As a person with a disability & former CSUMB student, I wish to represent both these communities.

List any relevant experience or skills that will benefit this committee:

I have used a wheelchair for 15 years and have ridden fixed-route buses for almost as long. I have also been a RIDES client for over 10 years. I am good at both small and big picture thinking. I draw on my life experience.

"Diversity Matters"

Membership on this oversight committee is open to all interested residents of Monterey County subject to the qualifications determined by the MST board of directors and as designated within MST Ordinance 2015-01. There shall be no discrimination of applicants based on race, color, religion, sex, age, national origin, physical or mental disability, marital status, familial status, status as a Vietnam-era or special disabled veteran, or membership in any other group protected by law in accordance with applicable federal, state and local laws.

NOTE: This committee may require meeting biannually (twice per year) and the meeting day and hours may depend on the preference of the committee members. Some additional investment of time outside of the regularly scheduled meetings may be required.

The information requested herein becomes public record upon submittal. A written request to not disclose certain information may be submitted to the Clerk of the Board of MST for consideration.

I certify that the foregoing information is true and correct.

Jamie Crosby

Signature of Applicant

8/18/2015

Date

For Office Use Only

Date Received: _____

Date Appointed: _____

Term Assigned: _____

Website Updated: _____

Send completed application to: MST clerk of the board, One Ryan Ranch Rd., Monterey, CA 93940, fax to 831-899-3954, or email clerk@mst.org. Questions? Call 831-393-8192

To: Board of Directors
From: Michael Hernandez, Assistant General Manager/COO
Subject: Approve the Purchase of One Medium Bus

RECOMMENDATIONS:

Authorize the purchase of one medium (mini) bus from Creative Bus Sales.

FISCAL IMPACT:

\$90,000. This purchase is funded through FTA Section 5317 New Freedom grant funds administered by Caltrans in the amount of \$32,253 with the remaining \$57,747 funded from Measure Q sales tax revenue.

POLICY IMPLICATIONS:

Your Board approves all purchases exceeding \$25,000.

DISCUSSION:

MST currently operates four different routes geared to service for seniors and other MST customers on lines 91, 92, 94 and 95. This vehicle will be used as an expansion vehicle for MST's senior shuttle service providing greater schedule flexibility and convenience for customers.

MST will purchase the vehicles through the CalAct/ Morongo Basin Transit Authority Purchasing Cooperative. The Cooperative previously solicited competitive pricing from vehicle manufacturers and has established itself as a one-stop shopping option for transit properties for the purchase of buses, vans and shelters. The use of the Cooperative eliminates the need for MST to develop our own specifications and manage a lengthy procurement process.

PREPARED BY: Michael Hernandez REVIEWED BY: Carl Sedoryk
Michael Hernandez Carl Sedoryk

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To: Board of Directors

From: Michael Hernandez, Assistant General Manager/COO

Subject: Authorize the Disposal of MST Vehicles and approve modification of Disposal of Surplus Property Policy

RECOMMENDATION:

1. Approve the disposal of up to twenty-one (21) heavy-duty Gillig buses, twenty-five (25) medium (mini) buses, four (4) support vehicles and obsolete equipment and components.
2. Approve a minor modification to MST's Disposal of Surplus Property policy.

FISCAL IMPACT:

Unknown.

POLICY IMPLICATIONS:

Your Board approves the retirement and disposal of vehicles and any policy changes regarding vehicle disposal.

DISCUSSION:

MST's vehicle retirement policy is based on FTA and Caltrans guidelines. Buses are eligible for retirement at 12 years/500,000 miles and mini buses at 5 years/150,000 miles. MST's requirement for the disposal of light duty vehicles/sedans is 7 years/125,000 miles and heavy duty trucks is 10 years. Vehicles may be retired earlier based on condition, operating costs, or failure to meet California emissions requirements.

During the past several months, staff completed the in-processing of 18 new heavy-duty Gillig buses and is nearing completion of in-processing 16 mini buses used in fixed route service. Concurrently, we are accepting delivery of eight (8) new RIDES mini-buses which will result in the retirement of some RIDES vehicles in the coming months. Several buses have been, or will be, disposed of as part of insurance settlements.

Of the vehicles listed below for disposal, several will be donated to local non-profit organizations. Due to the large number of vehicles available for disposal, they will be auctioned to the highest bidder or sold for their scrap metal value. Heavy-duty coaches are stripped of usable equipment/components and are usually purchased by private

companies at a price ranging from under \$1,000 to several thousand dollars, based on condition and demand.

Mini-buses and support vehicles are sold outright, sold for scrap value, or donated. Over the years, the sale of retired heavy-duty coaches, mini-buses and support vehicles has been handled through direct sale or through an auction company with mixed results, either due to difficulty in collecting payment or the cost of transporting vehicles to auction vendors as compared to the amount of the final sale. Mini-buses may net as little as \$200 or a few thousand dollars depending on the condition of the vehicle.

All the vehicles listed below meet FTA's, Caltrans, and MST's vehicle retirement policy either by mileage, age, or vehicle condition. While one vehicle has generally low mileage, it is 14 years old and has extensive body corrosion.

In February 2015 your Board approved a modification to MST's Disposal of Surplus Property policy. Attached below is a minor revision to that policy, specifically including the requirement to obtain an appraisal prior to the disposal of Caltrans funded vehicles. New text is identified in the revised policy with underscored and bold typeface.

Approval of this item authorizes staff to dispose of the vehicles/equipment listed below and to modify MST's Disposal of Surplus Property policy.

Attachment 1: Vehicles and Equipment disposal inventory list

Attachment 2: Revised Disposal of Surplus Property policy

PREPARED BY: Michael Hernandez REVIEWED BY: Carl Sedoryk
Michael Hernandez Carl Sedoryk

ATTACHMENT 1

MST ID	Year/Make/ Model	VIN	Approx Life Miles	Service/Use
	1991 Generac Generator & Trailer; 2 obsolete engines		N/A	Emer. Generator/fleet
50	2000 Ford Crown Victoria	2FAFP74W6YX133734	145,925	Support Vehicle
462	2001 Dodge Van	2B7LB31Z81K556501	87,547	Support Vehicle
485	1999 Ford F250	1FTRF27L0XKC04958	177,250	Support Vehicle
454	2008 Ford Escape	1FMCU59H68KA76065	175,106	Support Vehicle
922	2006 FORD AEROTECH	1FDXE45S86DA85796	365,828	Fixed Route
925	2006 FORD AEROTECH	1FDXE45S36DA85799	367,338	Fixed Route
926	2007 FORD AEROTECH	1FDXE45S47DB21114	385,676	Fixed Route
929	2007 FORD AEROTECH	1FDXE45SX7DB21117	366,490	Fixed Route
930	2007 FORD AEROTECH	1FDXE45S17DB21118	396,389	Fixed Route
933	2007 FORD AEROTECH	1FD4E45S18DA35523	337,983	Fixed Route
931	2008 FORD AEROTECH	1FD4E45S78DA39639	351,218	Fixed Route
932	2008 FORD AEROTECH	1FD4E45S38DA39640	371,675	Fixed Route
933	2008 FORD AEROTECH	1FD4E45S18DA35523	313,654	Fixed Route
934	2008 FORD AEROTECH	1FD4E45S39DA59686	292,424	Fixed Route
938	2008 FORD AEROTECH	1FD4E45S6BDA45561	194,888	Fixed Route
942	2008 FORD AEROTECH	1FD4E45S4BDB12514	237,881	Fixed Route
943	2011 FORD AEROTECH	1FD4E45S6BDB12515	236,671	Fixed Route
944	2011 FORD AEROTECH	1FD4E45S0BDB14664	220,460	Fixed Route
5038	2005 FORD AEROTECH	1FDXE45S35HA65978	292,443	RIDES
5042	2007 Ford Alstar - Starcraft	1FDXE45S27DA59194	329,988	RIDES
5044	2007 Ford Alstar - Starcraft	1FDXE45SX7DA59198	339,862	RIDES
5045	2007 Ford Alstar - Starcraft	1FDXE45S57DA59206	308,480	RIDES
9001	2008 FORD AEROTECH	1FD4E45S08DA35528	277,922	RIDES
9004	2008 FORD AEROTECH	1FD4E45S58DB46317	282,479	RIDES
9005	2008 FORD AEROTECH	1FD4E45S78DB46318	320,339	RIDES
9006	2008 FORD AEROTECH	1FD4E45S380B52035	275,603	RIDES
9007	2008 FORD AEROTECH	1FD4E45S580B46320	319,075	RIDES
9008	2008 FORD AEROTECH	1FD4E45S78DB46321	307,839	RIDES
9009	2008 FORD AEROTECH	1FD4E45S88DB52063	364,765	RIDES
1101	2002 Gillig Phantom	15GCB2114X1089921	561,741	Fixed Route
1102	2002 Gillig Phantom	15GCB2114Y1089922	630,522	Fixed Route
1103	2002 Gillig Phantom	15GCB2116Y1089923	621,222	Fixed Route
1104	2002 Gillig Phantom	15GCB2118Y1089924	626,929	Fixed Route
1105	2002 Gillig Phantom	15GCB211XY1089925	645,798	Fixed Route
1106	2002 Gillig Phantom	15GCB2111Y1089926	635,488	Fixed Route
1107	2002 Gillig Phantom	15GCB2113Y1089927	573,848	Fixed Route
1108	2002 Gillig Phantom	15GCB2113Y1089928	646,826	Fixed Route
1109	2002 Gillig Phantom	15GCB2117Y1089929	645,481	Fixed Route
1110	2002 Gillig Phantom	15GCB2113Y1089930	654,995	Fixed Route
1111	2002 Gillig Phantom	15GCB2115Y1089931	602,439	Fixed Route
1112	2002 Gillig Phantom	15GCB2117Y1089932	619,448	Fixed Route
1113	2002 Gillig Phantom	15GCB2119Y1089933	605,770	Fixed Route
1114	2002 Gillig Phantom	15GCB2110Y1089934	663,637	Fixed Route
1115	2002 Gillig Phantom	15GCB2112Y1089935	662,510	Fixed Route
1116	2002 Gillig Phantom	15GCB2114Y1089936	650,195	Fixed Route

1117	2002 Gillig Phantom	15GCB2116Y1089937	640,334	Fixed Route
1118	2002 Gillig Phantom	15GCB2118Y1089938	644,450	Fixed Route
1119	2002 Gillig Phantom	15GCB211XY1089939	636,803	Fixed Route
1120	2002 Gillig Phantom	15GCB2116Y1089940	686,045	Fixed Route
1121	2002 Gillig Phantom	15GCB2118Y1089941	634,884	Fixed Route

ATTACHMENT 2

Disposal of Surplus Property Policy

Adopted: 7/12/2010

Revised: 9/14/2015

OBJECTIVE: To ensure the most economical method of disposing of MST Surplus Property.

Disposal of Property

1. The MST Board approves a list of surplus property, and directs staff to dispose of the property using the most economical method.
2. **Vehicles in which Caltrans has a funding interest (e.g. 5310 grants) shall be appraised prior to disposal.**

Disposal of Vehicles

1. The Board may designate specific procedures for disposal of vehicles. Vehicles valued at less than \$5,000 (Federal limit) may be designated by the Board for leasing to non-profit charitable organizations. Non-profit organizations will be advised in writing that MST intends to sell surplus vehicles. If an organization is interested in a long-term lease at a nominal fee, they must contact MST in writing within two weeks.
2. If more than one non-profit charitable organization wants the same vehicle, selection will be made by lottery among those organizations that express an interest in the vehicle.
3. Vehicles will be leased "as is, where is." The charitable organization will assume full responsibility for the vehicle, including such things as, maintenance, insurance, DMV registration, and smog checks.

Surplus Property Value

1. If the total value of all remaining surplus items is more than \$1,000, then a sealed bid sale will be conducted. MST member jurisdictions will be specifically notified of the sale. The Board may:
 - a. Waive all bids and approve the sale of such property to any individual, firm, or corporation;

- b.** Solicit, process and dispose of bids as provided by the Government Code of the State of California;
 - c.** Solicit bids and establish its own procedures where State law permits.
- 2.** If the total value of all remaining surplus items is less than \$1,000, then the items will be disposed of in the most economical manner (e.g., donated to non-profit charitable organizations, sold to junk yards, or recycled.) Selection of a non-profit organization will be made by lottery among those organizations that express an interest in the item.

Vehicle Disposal/Donation Procedures

- 1.** Retired vehicles may be directly sold, sold for scrap metal, auctioned or donated based on vehicle condition and market demand.
- 2.** Donation requests will be filled on a first-come, first-served basis to organizations in the following priority:
 - a.** Local non-profit charities or organizations whose use of the vehicle(s) will enhance mobility services within the MST service area.
 - b.** To other local non-profit charities, public agencies or other institutions (i.e. local colleges or similar organizations for use in their educational, automotive technology, or community outreach programs)
 - c.** To non-profit organizations for distribution outside MST's service area including other cities, states or countries.
- 3.** Requests must be submitted on a firm's letter head, demonstrating non-profit status if applicable, and the intended purpose/use of the vehicle.
- 4.** Entities who have received a vehicle(s) may not be eligible for another vehicle donation for one year, unless:
 - a.** MST determines that an additional vehicle donation will directly support mobility services within MST's service area; resulting in priority donation to that organization.
 - b.** There are no other current donation requests on file with MST.
- 5.** MST will not make repairs to vehicles or deliver vehicles. Vehicles not picked up after 30 days notice will be sold, donated or scrapped. Organizations who received a donated vehicle may not sell the vehicle for a period of one year.

To: Board of Directors

From: Carl Sedoryk, General Manager/CEO

Subject: Approve Performance Incentive Pool for MSTEA and Confidential Unit

RECOMMENDATION:

Accept recommendation from General Manager/CEO to implement FY 2015 performance incentive program for Monterey-Salinas Transit Employee Association (MSTEA) and Confidential Unit employees.

FISCAL IMPACT:

Approximately \$73,461 to \$110,191 in annual performance incentive payments to eligible MSTEA and MST Confidential Unit employees (excluding the General Manager/CEO). This amount is available in the approved FY 2016 Operating Budget and your Board will provide direction on a final number during Closed Session.

POLICY IMPLICATIONS:

Per an agreement with the MSTEA, each year your board establishes the size of an incentive pay pool equal to 2 percent to 3 percent of total base pay of the approximately 55 MSTEA and Confidential Unit Members.

DISCUSSION:

The current agreement with the MSTEA requires that an incentive pay pool equal to 2 percent to 3 percent of the total base pay of approximately 50 MSTEA and Confidential Unit members shall be established by the Board for each contract year. The contract states that incentive pay shall be based upon meeting the Board's adopted annual performance goals and award percentages. Once the Board establishes the size of the incentive pay pool, the CEO has the discretion to designate, approve, and recommend the incentive and award. The incentive payment shall be a one-time payment to the employee and shall not increase the employee's base pay.

Your Board will receive a presentation in Closed Session on staff performance in achievement of board adopted goals and will receive a recommendation from the General Manager/CEO regarding the establishment of an incentive pool for the FY 2015.

Prepared by: 
Carl G. Sedoryk

To: Board of Directors

From: Michael Hernandez, Assistant General Manager/COO

Subject: Authorize the purchase of passenger shelters

RECOMMENDATION:

Authorize staff to purchase up to 26 shelters from Tolar Manufacturing Company (Tolar).

FISCAL IMPACT:

Up to \$226,000 for the shelter purchase portion of the project.

This project is funded through two grants totaling \$310,000 as follows: \$60,000 from a County of Monterey Community Development Block Grant Program and \$250,000 from Prop.1B PTMISEA funds. The remaining balance of \$84,000 will be used for sidewalk construction and other bus stop improvements that will come to your Board for approval at a later date.

POLICY IMPLICATIONS:

Your Board approves all purchases that exceed \$25,000.

DISCUSSION:

MST currently has 107 MST-owned shelters. Funding from the Community Development Block Grant and the Prop 1B grant will provide for approximately 26 new shelters for MST's customers.

The \$60,000 Community Development Block Grant provides \$36,000 for the purchase of four (4) new shelters for the City of Castroville. This grant is specifically intended to replace four (4) older existing shelters. The remaining \$24,000 will fund one electronic schedule sign and the rehab/labor costs of the older shelters. Of the four existing shelters, one will be installed in Castroville, and remaining three will be installed at other locations within the MST service area.

Approximately \$190,000 of \$250,000 in Prop.1B funds will be used to purchase up to 22 shelters. The remaining \$60,000 is estimated to be used for construction/installation costs.

At the July 13 meeting of the Facilities Committee, members were informed that new shelters will be allocated to MST's member jurisdictions based on the number of locations within a jurisdiction that exceeds 5,000 or more passenger boardings (Attachment 1). Based on annual passenger boardings of 5,000 or more, staff has identified 58 locations that are eligible for shelters.

Staff is conducting site visits to the 58 locations and will identify locations eligible for shelters based on highest ridership and whether location constraints preclude the installation of a shelter. As inspection of the potential shelter sites continues, the final number of shelters to be purchased may be reduced if it is determined construction costs will exceed the \$60,000 budget.

For over 20 years, MST has purchased shelters from four different vendors with mixed results and varying product quality. Tolar Manufacturing has provided MST with several different shelter types over the past number of years, including MST's BRT "Jazz" themed shelters.

Tolar is a California based company and is also the successful low bidder to members of the CalAct purchasing consortium. The purchasing consortium previously solicited competitive pricing from shelter manufacturers and provides a quality product option through Tolar for transit properties. Tolar shelters available through the consortium have a moderate degree of customization options and can be purchased with glass or perforated metal sidings, with various finishes, roof designs, benches and other options.

Based on MST's experience with various shelter vendors it is staff's recommendation that we continue to utilize the Tolar product line. The use of one vendor helps provide standardization of products for installations, readily available replacement parts and customer support. Tolar Manufacturing has continued to provide strong customer support to their products used by MST.

Approval of this item authorizes staff to purchase four shelters from the Community Development grant and up to 22 shelters from the Prop 1B grant and install shelters per the allocation list below. Approval for bus stop construction will return to your Board for approval at a later time when details about installation costs are known.

Attachment 1: Shelter allocation by jurisdiction

PREPARED BY: Michael Hernandez REVIEWED BY: Carl Sedoryk
Michael Hernandez Carl Sedoryk

ATTACHMENT 1

Jurisdiction	Existing MST Owned Shelters	Locations Eligible for Shelters	Allocation
Salinas	23	24	8
Seaside	17	16	6
Marina	7	9	3
Monterey	21	5	1
Monterey County*	16	1	1
Carmel/Carmel Rancho	5	1	1^
Pacific Grove	5	1	1
Sand City	3	1	1
King City	5		
Greenfield	2		
Soledad	2		
Gonzales	1		
Del Rey Oaks	0		
Castroville (Community Development Grant)			4
Total:	107	58	26

*Includes: North County, Castroville, Hunter Liggett; San Ardo, San Lucas;

^ City installation

Examples of existing Tolar shelters currently used by MST:



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To: Board of Directors

From: Carl Sedoryk, General Manager/CEO

Subject: Award Contract for MST General Legal Counsel and Contract Labor Negotiations

RECOMMENDATION:

1. Award a one-year contract to the law firm of De Lay & Laredo
2. Authorize staff to extend the contract for up to nine one-year extensions under the same terms, conditions, and prices provided the supplier has delivered satisfactory service

FISCAL IMPACT:

The FY 2016 operating budget allocates \$75,875 for legal professional and technical services.

POLICY IMPLICATIONS:

Your Board approves contracts greater than \$25,000.

DISCUSSION:

This procurement was issued in an effort to secure a legal counsel/labor negotiations attorney who is familiar with public government representation and who has experience with contract labor negotiations.

MST published a Request for Proposal (RFP) which was advertised in local newspapers, mailed to a listing of twenty potential attorneys, and posted an announcement on the MST web site inviting proposals. A robust response was received with a total of seven (7) proposals.

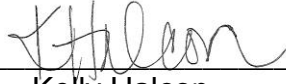

A team of MST staff evaluated all proposals with a two-step approach. First, each firm's qualifications and relative experience was evaluated and, secondly, pricing was reviewed for competitiveness. Our current legal counsel De Lay & Laredo scored the highest rating from the review panel for overall qualifications and relative experience. Staff requested a best-and-final offer from De Lay & Laredo; in response, they offered an additional 15% discount on their hourly rate for labor negotiating services for FY 2016 and provided additional value by increasing the hours of service provided under their monthly retainer by 20%. While De Lay & Laredo did not provide the lowest cost option, their final costs remain competitive with the other proposals as detailed in the following table:

Firm Name	Location	Average Score	Labor Negotiation Hourly Rate	General Counsel Hourly Rate
De Lay & Laredo	Pacific Grove, CA	93	\$225.00	\$265.00*
Cota Cole LLP	Monterey, CA	81	\$215.00	\$215.00
Liberty, Cassidy, Whitmore	Los Angeles, CA	75	\$325.00	\$325.00
Prentice, Long & Epperson	Redding, CA	72	\$180.00	\$200.00
Churchwell White LLP	Sacramento, CA	71	\$175.00	\$250.00
Meyers Nave ET AL	Oakland, CA	68	\$395.00	\$395.00
Renne Sloan Holtzman Sakai, Public Law Group	San Francisco, CA	63	\$285.00	\$285.00

*Effective rate of \$200/hour retainer for first 12 hours per month and \$265 per hour thereafter.

The De Lay & Laredo proposal caps annual rate increases over the life of the agreement to the lesser of 3 percent or the Consumer Price Index. Other features of the De Lay & Laredo proposal include the fact that that their practice bills time only for emails received and not for emails sent; does not regularly bill for attendance of a second attorney at the same meeting or hearing; and does not regularly bill for internal conferences between and among attorneys of their firm. De Lay & Laredo has provided counsel to MST since 1986; due to this long tenure with MST, De Lay & Laredo require minimal time to familiarize themselves on background facts related to service issues, property matters or labor concerns. Finally, it is important to note that Dave Laredo has been instrumental in MST becoming the only public transit operator in California to successfully negotiate settlements with the U.S. Department of Labor regarding the Public Employee Pension Reform Act (PEPRA) in a manner that allowed MST to twice receive 100% of its federal operating funds and avoiding dramatic service reductions and employee layoffs.

For these reasons, MST staff recommends contract award to De Lay & Laredo. Approval of this action also authorizes staff to extend the contract for up to nine additional one-year periods. The proposal from the law firm of De Lay & Laredo is attached for your review.

PREPARED BY:  REVIEWED BY: 
Kelly Halcon Carl G. Sedoryk

To: Board of Directors

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

Subject: Authorize Increased Funding for CSUMB Transit Services

RECOMMENDATION:

Accept a total of \$840,158 from CSUMB to expand and enhance transit services for the 2015-2016 academic year.

FISCAL IMPACT:

A total of \$840,158 in revenue for the fifth year of the partnership.

POLICY IMPLICATIONS:

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

DISCUSSION:

Over the summer, staff has been working with counterparts at CSUMB in order to plan the university sponsored bus routes for the 2015-2016 academic year. Due to the timing of these discussions, the routes, schedules and contract amount were not finalized in time for consideration by your Board at the July 13, 2015, meeting. With those discussions completed and the service currently in operation in coordination with the start of classes, staff is pleased to report a jump in revenue of \$100,000 anticipated from CSUMB for the forthcoming academic year. This follows on the heels of a nearly 250 percent increase the previous year. This substantial financial appropriation demonstrates CSUMB's commitment to alternative transportation and provides an opportunity for MST to increase ridership on the lines serving the university as well as system-wide. In addition, MST's non-CSUMB customers will also benefit by having more transit options in the Seaside/Marina area as the newly expanded services are open and available to all members of the public.

The bus lines currently 100% funded by CSUMB include the following:

- Line 17 CSUMB-Marina
- Line 19 Del Monte Center-CSUMB
- Line 26 CSUMB-East Campus Express

In addition, CSUMB also funds expanded days/hours of service on MST's Line 25 CSUMB-Salinas as well as a proportional cost of paratransit services on the MST RIDES program. In exchange for this funding support, all CSUMB students, faculty and staff board MST fixed-route, OnCall and RIDES buses system-wide for free upon presentation of a valid CSUMB ID card.

PREPARED BY: 
Hunter Harvath

REVIEWED BY: 
Carl G. Sedoryk

To: Board of Directors

From: C. Sedoryk, General Manager/CEO

Subject: Monthly Report – June 2015 Fiscal Year End

Attached is a summary of monthly performance statistics for the Transportation, Maintenance, and Administration departments for the June 2015 (Attachments 1-4). The status of MST's achievement of performance goals for the fiscal year ending June 30, 2015, are contained in Attachment 5. The enclosed reports show that MST completed a second consecutive year of growing ridership due to the continuing improving local economy. For the year end, MST improved performance in all of its relevant performance indicators in the areas of safety, service, reliability, and finances and stayed within acceptable performance parameters.

During June I travelled to Chicago, IL, to participate in a meeting of the American Public Transit Association (APTA) small operations annual planning workshop. This workshop provides an opportunity for the leadership of transit operators in small urban and rural areas to meet and discuss national legislation, regulations, and policies that impact these systems and develop strategies to best deliver transit services to our communities. June 19-21 I attended meetings of the APTA Executive Committee and Board of Directors in Salt Lake City, UT, which were held in conjunction with the APTA Rail Conference.

Attachment #1 – Dashboard Performance Statistics

Attachment #2 – Operations Dept. Report – June 2015

Attachment #3 – Facilities & Maintenance Dept. Report – June 2015

Attachment #4 – Administration Dept. Report – June 2015

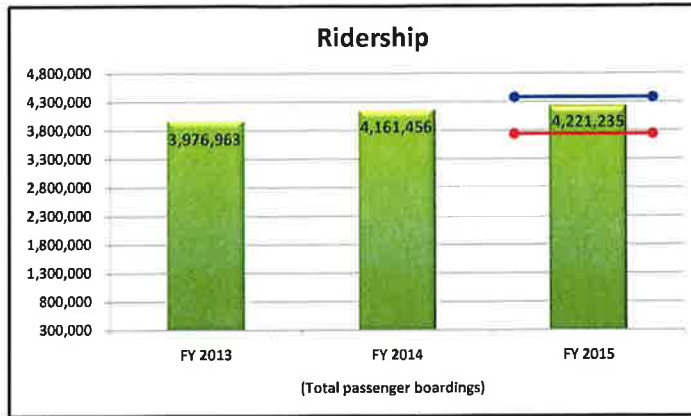
Attachment #5 – Status Update on FY 2015 Action Plan

Attachment #6 – 2015 Performance Goals Progress

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: Care A Sabourh

**MST Fixed Route
YTD Dashboard Performance Comparative Statistics
Months of July - June
Fiscal Years 2013-2015**

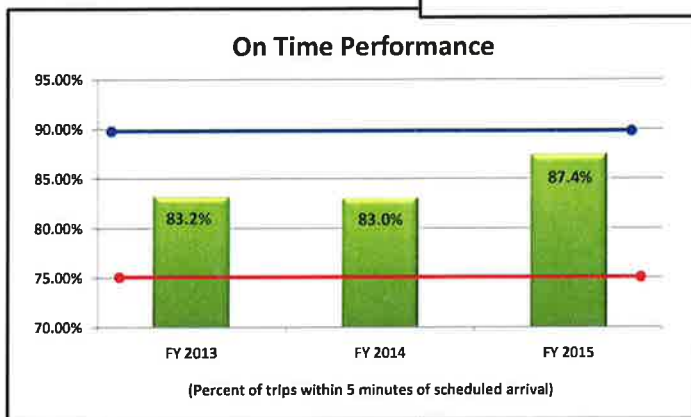
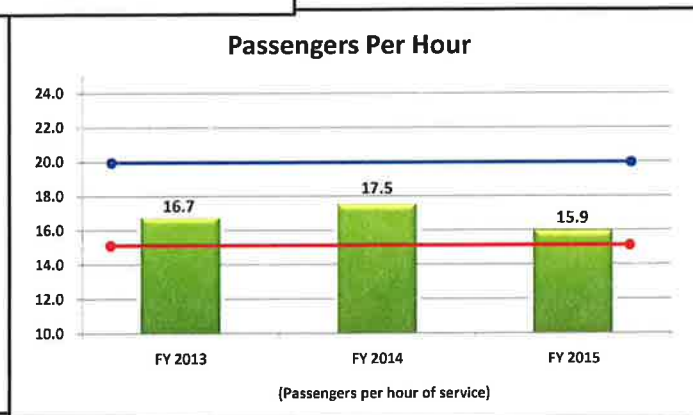


Goal = 4,244,685 passengers

Minimum = 3,745,310 passengers

Goal = 20 passengers p/h

Minimum = 15 passengers p/h

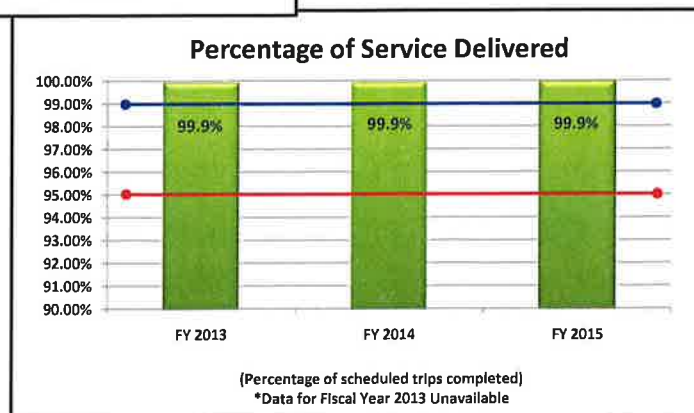


Goal = 90% on time

Minimum = 75% on time

Goal = 99% completed

Minimum = 95% completed

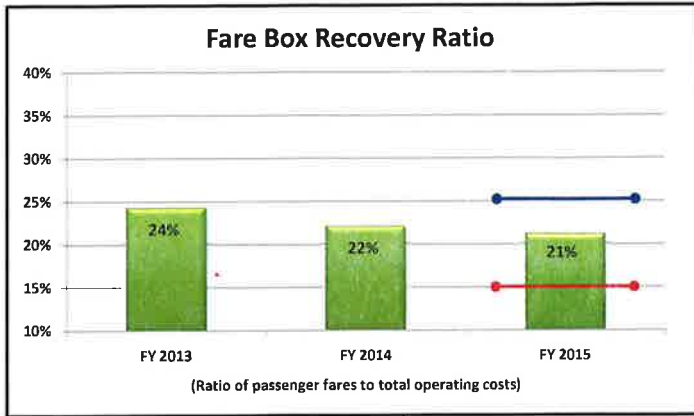


MST Fixed Route

YTD Dashboard Performance Comparative Statistics

Months of July - June

Fiscal Years 2013-2015

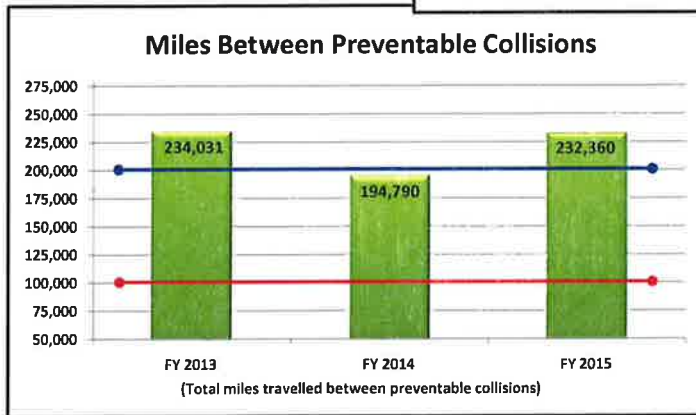
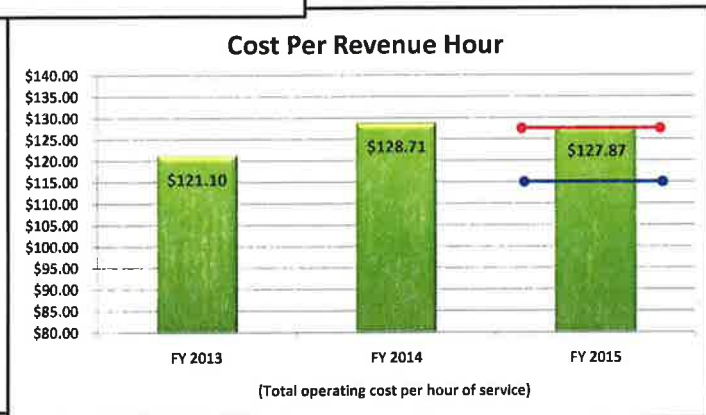


Goal = 25%

Minimum = 15%

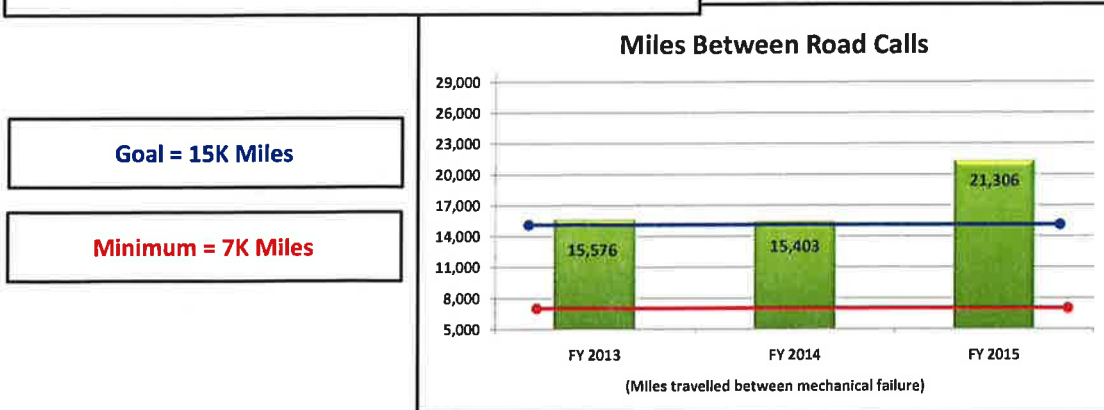
Maximum = \$127.35 per RH

Goal = \$115.78 per RH



Goal = 200K Miles

Minimum = 100K Miles



Goal = 15K Miles

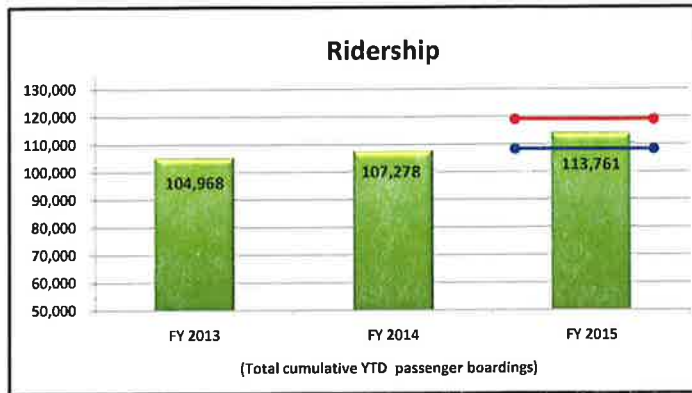
Minimum = 7K Miles

MST RIDES

YTD Dashboard Performance Comparative Statistics

Months of July - June

Fiscal Years 2013-2015

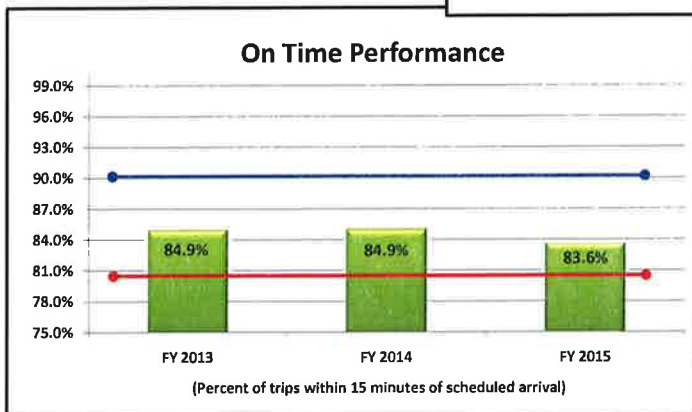
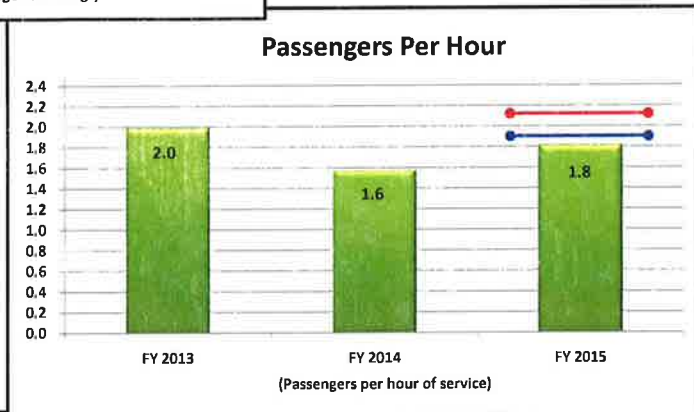


Goal = 108,585 passengers

Maximum = 119,444 passengers

Goal = 1.87 passengers p/h

Maximum = 2.06 passengers p/h

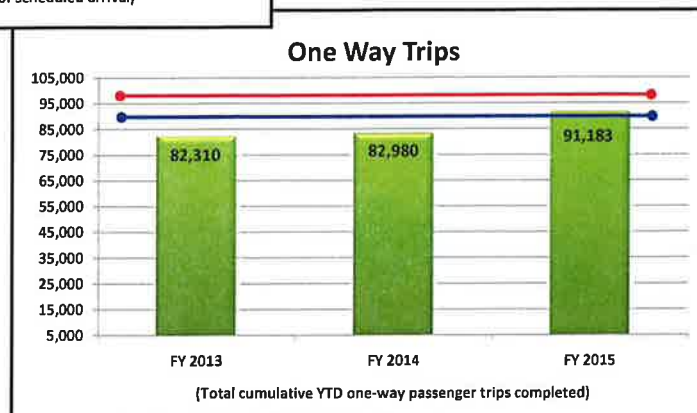


Goal = 90% on time

Minimum = 80% on time

Maximum = 98,670 one-way trips

Goal = 89,700 one-way trips

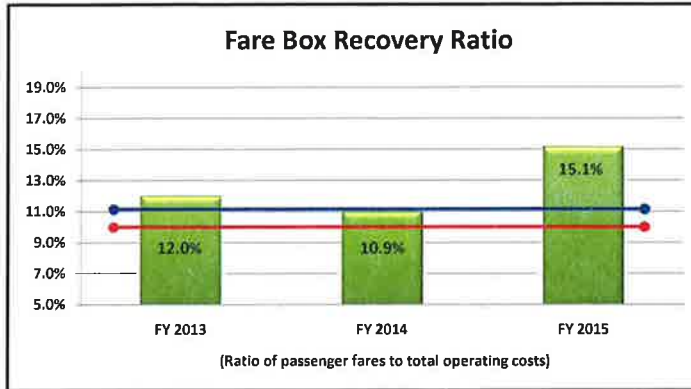


MST RIDES

YTD Dashboard Performance Comparative Statistics

Months of July - June

Fiscal Years 2013-2015

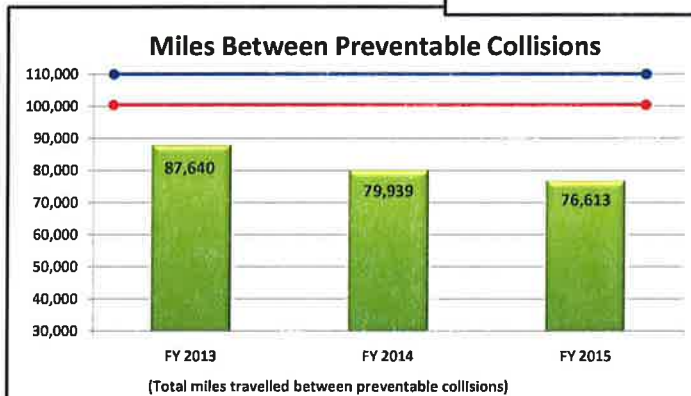
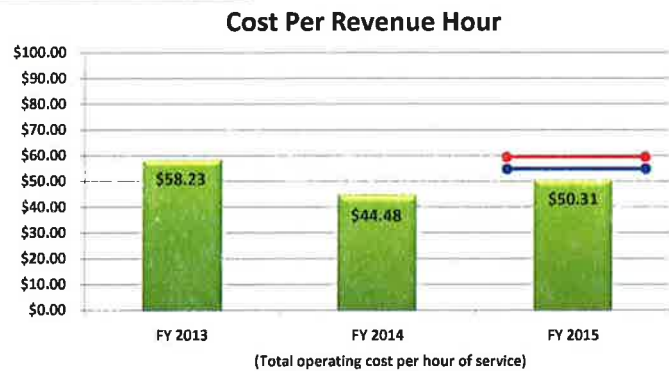


Goal = 11%

Minimum = 10%

Goal = \$54.24

Maximum = \$59.66

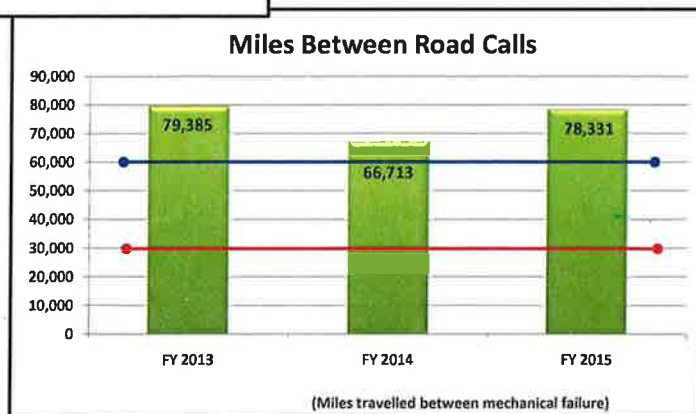


Goal = 110K Miles

Minimum = 100K Miles

Goal = 60,000 miles

Minimum = 30,000 miles



ATTACHMENT 2

August 5, 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 – June 2015**

FIXED ROUTE BUS OPERATIONS:

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

Preliminary boarding statistics indicate that ridership increased by 2.01% in June 2015, (354,703), as compared to June 2014, (347,717). For Fiscal Year 2015, passenger boardings increased by 1.44%.

Productivity decreased from 16.3 passengers per hour (June 2014) to 15.9 in June of this year.

Supplemental / Special Services:

06/13/15: MST provided special service at the Presidio of Monterey in support of the annual US Army Ball. 51 passengers were transported during this event.

System Wide Statistics:

- Ridership: 354,701
- Vehicle Revenue Hours: 22,288
- Vehicle Revenue Miles: 316,793
- System Productivity: 15.9 Passengers Per Vehicle Revenue Hour
- One-Way Trips Provided: 30,771

Time Point Adherence: Of 119,701 total time-point crossings sampled for the month of June, the TransitMaster™ system recorded 15,221 delayed arrivals to MST's published time-points system-wide. This denotes that **87.28%** 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 three (3) cancelled trips for the month of June for both directly operated and contracted services:

Total Trips Provided: 30,771			
Category	MST	MV	%
Accident	0	0	0%
Employee Error / Other	0	0	0%
Equipment Shortage	0	0	0%
Mechanical	2	0	66.67%
Other ¹	0	1	33.33%
Passenger Incident	0	0	0%
Staffing Shortage	0	0	0%
Traffic	0	0	0%
Totals	2	1	100%

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 June 2014 and 2015:

Occurrence Type	June-14	June-15
Collision: MST Involved	5	6
Employee Injury	0	0
Medical Emergency	1	2
Object Hits Coach	1	2
Passenger Conflict	8	5
Passenger Fall	2	2
Passenger Injury	0	1
Other	6	7
Near Miss	0	0
Fuel / fluid Spill	2	1
Unreported Damage	2	1
Totals	27	27

Other:

06/19/15: In collaboration with the County Office of Emergency Services, MST participated in an emergency preparedness exercise transporting volunteers from downtown Salinas to the Kinship Center on River Road Salinas.

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

Preliminary boarding statistics for the MST RIDES program reflect that for the month of June there were 8,898 passenger boardings. This denotes a 8.18% decrease in passenger boardings from June of 2014, (9,691). For Fiscal Year 2015, boardings have increased by 6.07%.

- Productivity for June of this year was at 1.87 passengers per hour, which has decreased from June of 2014, (1.93).
- For the month of June, 90.97 % of all scheduled trips for the MST RIDES Program arrived on time, increasing from 82.25 % in June of 2014.

Other:

Late Report: May 20, 2015: MV Transportation Inc sponsored transportation to / from the Disability Capitol Action Day in Sacramento. Using an MV owned minibus; MV transported 15 people from Salinas to Sacramento for the event. The trip was organized by the Central Coast Center for Independent Living in Salinas.

COMMUNICATIONS CENTER:

In June, MST's Communications Center summoned public safety agencies on *nine (9)* separate occasions to MST's transit vehicles and facilities:

Agency Type	Incident Type	Number Of Responses
Police	Passenger Incident / Other	4
EMS	Passenger Illness	5

Robert Weber

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ATTACHMENT 3

August 5, 2015

To: Carl G. Sedoryk, General Manager/CEO

From: Michael Hernandez, Assistant General Manager/COO

Subject: Monthly Maintenance/Facilities Report for June 2015

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

FY15 Fuel Budget:	Average Fuel Price June 2015:	Average Fuel Price: FY2015
Diesel: \$3.60	\$2.29	\$2.59
Gasoline: \$3.90	\$2.92	\$2.77

Fleet Status:	Operating Cost Per Mile:	* Miles Between Major Mechanical Road Calls:
June 2015:	\$.83	15,262
FY2015:	\$1.01	21,306
FY2014:	\$1.20	15,539 YTD Comparison

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

Department Activities/Comments:

Miles between road calls for June were 15,262 for the fleet, with 21 road calls categorized as “major mechanical” and eight road calls for minor or non-mechanical issues. The highest major road call categories were due to electrical issues. Road calls for FY15 averaged 21,306 miles between mechanical failures.

Scheduled preventative maintenance (PMs) increased to 98% during the month of June. Staff continues to in-process mini-buses for MST’s fixed route fleet; as of this date 11 of 16 vehicles have been turned over to MST’s contractor MV Transportation Inc.

The Bus Stop Shop at 201 Pearl Street officially opened on June 8th.

There was vandalism damage to MST's storage facility at our Fort Ord property this past month; steps have been taken to secure the location and relocate some records to a more secure location.


Michael Hernandez

ATTACHMENT 4

Date: September 14, 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 – June 2015

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

Human Resources

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

Positions	Budget FY15 (Revised)	Actual	Difference
Coach Operators / Trainees	136	137	1
C/O on Long Term Leave *	6	0	-6
Coach Operators Limited Duty	1	0	-1
Operations Staff	29	29	0
Maintenance & Facilities	44	42	-2
Administration (Interns 2 PT)	25	24	-1
Total	241	232	-9

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

<i>June Worker's Compensation Costs</i>	
<i>Indemnity (paid to employees)</i>	\$35,785.59
<i>Other (includes Legal)</i>	\$15,432.32
<i>Medical includes Case Mgmt, UR, Rx & PT</i>	\$15,265.17
<i>TPA Administration Fee</i>	\$5,000.00
<i>Excess Insurance</i>	\$7,341.08
<i>Total Expenses</i>	<i>\$78,824.16</i>
<i>Reserves</i>	<i>\$1,567,202.87</i>
<i>Excess Reserved</i>	<i>(\$589,349.46)</i>
<i># Ending Open Claims</i>	42

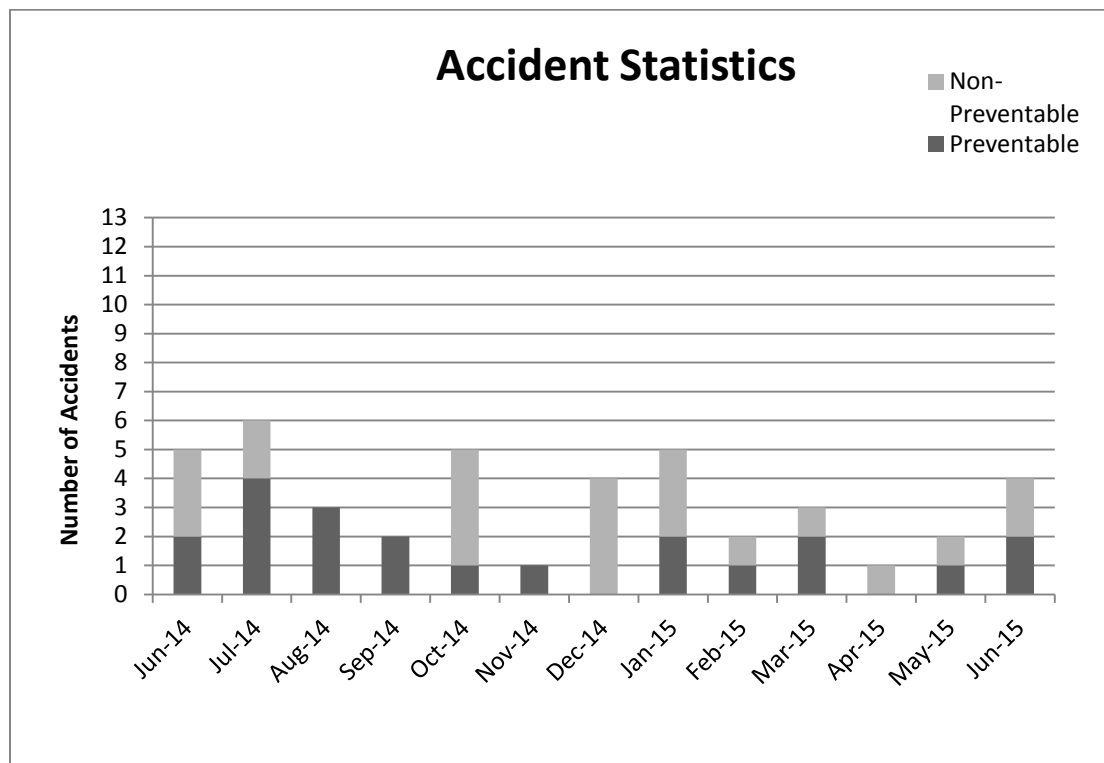
Training

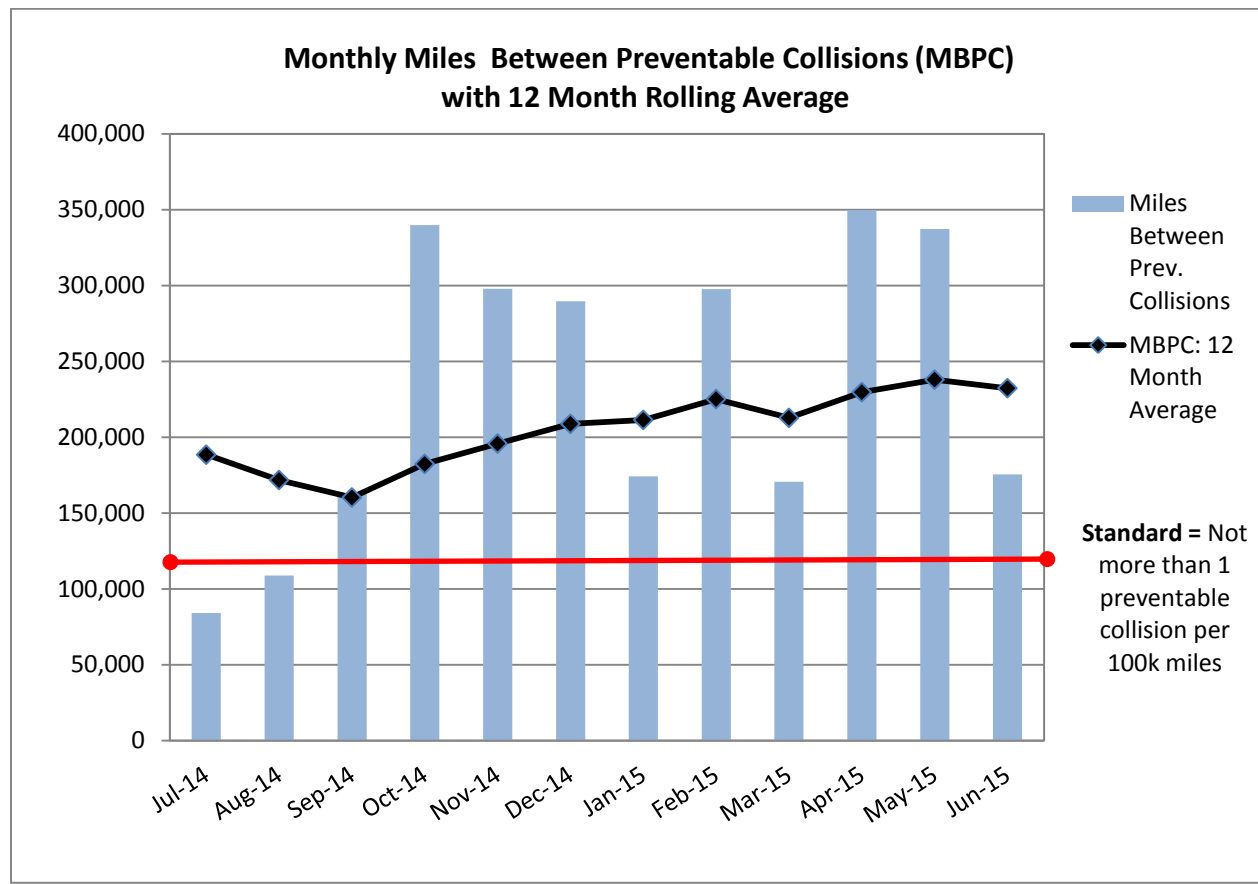
Description	Attendees
Annual VTT Training	13
Line Instructor Training	0
Operations Training including ER Table Top, D&A, HIPPA Laws and Confidentiality, ADA Reasonable Modification	16
Re-training – Post Collision/Incident Training/ Safety Counseling Training	5
Electric Trolley Training	49
Making the Transition to Staff to Supervisor	1

Risk Management Update

Description	June 2015 Preventable		June 2014 Preventable	
	Yes	No	Yes	No
Vehicle hits bus	0	2	0	3
Bus hit stationary object	2	0	2	0
TOTAL	2	2	2	3

During the month of June, 2015, there were 2 preventable collisions. Both were considered minor involving the bus rearview mirrors striking stationary objects.





There were no claim recoveries during this period and no claims paid.

Customer Service Update

Service Report Type	MST	*Other Provider	# of valid reports	% of reports received	June '14	% of reports received
Improper Driving	6	2	2/2*	18.2%	6	13.3%
ADA Compliance	0	1	1*	2.3%	0	0.0%
Passed By	2	2	1*	9.1%	4	8.9%
Improper Employee Conduct	1	1	1/1*	4.5%	2	4.4%
Bus Stop Amenities	0	1		2.3%	0	0.0%
Late Arrival	0	1		2.3%	6	13.3%
No Show	1	3	3*	9.1%	3	6.7%
Fare / Transfer Dispute	1	0	1	2.3%	5	11.1%
Off Route	0	1		2.3%	1	2.2%
Service Other	5	3	1/2*	18.2%	6	13.3%
Title VI Complaint	0	0		0.0%	1	2.2%

Early Departure	1	0		2.3%	3	6.7%
Service Animal	0	0		0.0%	1	2.2%
Taxi	0	0		0.0%	1	2.2%
Employee Other	6	3	1/3*	20.5%	2	4.4%
Overcrowding	0	0		0.0%	1	2.2%
Passenger Injury	0	1	1*	2.3%	2	4.4%
Routing	0	2	1*	4.5%	0	0.0%
Request to Add Service	0	0		0.0%	1	2.2%
Total Complaints	23	21		100.0%	45	100.0%
Employee Compliment	1	1			4	
Service Compliment		1				

Finance Update

General Accounting/Accounts Payable

During the month of June, staff processed timely and accurate payments to vendors, recorded appropriate revenues, and prepared monthly financial reporting and analyses. Throughout the month, staff gathered and compiled information in preparation of MST's June 30th fiscal year-end close and annual interim portion of the Audit performed by Vavrinek, Trine, Day & Co., LLP scheduled for the week of July 13 – 24, 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

During the month of June, staff submitted grant applications to the Monterey Bay Unified Air Pollution Control District for AB2766 funds and to the U.S. Department of Transportation for Transportation Investment Generating Economic Recovery (TIGER) funds. Staff also managed the agency's compliance with FTA's new Reasonable Modification rule and continued to work with Caltrans on requests for reimbursements.

Purchasing

During the month of June staff was busy with procurement of necessary parts, and supplies to support operations. Inventory value has slightly risen over the past few months, but this is an indication of the increased cost of maintaining an aging fleet. We have retired 18 buses and have the new 2015 Gillig fleet in operation. Therefore decreased inventory value and parts expenditures are anticipated. The Parts Department is also maximizing the warranty process for the new fleet which will also decrease parts expenditures as we are reimbursed from the manufacturer.

IT Update

Staff monitored the hardware and software for the Trapeze Group TransitMaster system. Staff worked with maintenance department colleagues on the installation of the TM system hardware on new full size and contractor operated 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 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: "Monterey-Salinas Transit launches new plan for facilities expansion" (Monterey County Weekly, 6/3/15); "Interns provide the fuel for Salinas area events" (The Californian, 6/7/15); "Wireless Power Transfer electric trolley unveiled by Monterey Salinas Transit" (Monterey County Herald, 6/8/15); "Cord cut on Salinas-Monterey wireless electric trolley" (KSBW, 6/8/15); "MST 'cuts the cord' with launch of wireless –charged electric trolley" (California Transit Association's California Update, 6/8/15); "Monterey welcomes the first all-electric trolley" (Monterey County Convention & Visitors' Bureau Blog Monterey, 6/8/15); "Studies: Narrower lanes equal safer streets" (The Californian, 6/14/15); "Monterey Bay employers say lack of affordable housing a concern" (Monterey County Herald, 6/18/15); "Monterey: New electric trolley brings technology to popular tourist spots" (PG&E's Central Coast Division newsletter, 6/24/15); "MST seeks public input on how to spend Measure Q funds" (The Californian, 6/25/15); "Transit agency seeks public input on Measure Q expenditures" (Monterey County Business Council's Friday Facts, 6/26/15); "Bicycle ride in memory of Adrian Garcia set for Sunday" (The Californian, 6/28/15); "MST 'cuts the cord' on electric vehicle" (APTA's Passenger Transport, 6/29/15); "Monterey-Salinas Transit gets \$10 million for Ryan Ranch bus yard expansion" (Monterey County Herald, 6/30/15).

Press releases sent include: "Media invitation: 'Cord cutting' for MST's wirelessly-charged electric trolley June 8" (6/3/15); "Mariela Pizarro-Silva chosen to attend APTA Youth Summit" (6/23/15); "MST seeks input on how to spend Measure Q funds" (6/24/15); "MST bus service on Independence Day" (6/29/15).

Marketing activities: Coordinated the electric trolley in the City of Monterey 4th of July parade; moved Monterey customer service operations from former Bus Stop Shop location at 150 Del Monte Ave. to new location at 201 Pearl St.; installed dedication plaque for new Bus Stop Shop; decorated new Bus Stop Shop office with photo

canvases on lobby and conference room walls; coordinated and held 'cord cutting' event for wirelessly-charged electric trolley; planned implementation for FTA's new ruling on reasonable modifications; implemented campaign to market Summer Youth GoPass; re-installed electric trolley vehicle graphics; met with customer and public outreach administrator from Santa Barbara Metropolitan Transit District to share ideas; attended operations "emergency tabletop exercise" training; nominated wirelessly-charged electric trolley for Monterey Air District's Clean Air Leader award in technology category; coordinated MST's Grapevine Express sponsorship of the Carmel Valley Art & Wine Celebration with bus service and gift bags for event patrons; distributed electric trolley lapel pins to staff; designed graphics for electric trolley charging station wrap; 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 June, staff continued to monitor the revenues and expenses for the military partnerships after implementation of the July 2014 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 and increased during recent months so that revenues match or exceed expenses. During the month the Presidio, with assistance of MST Business Development Planner, Mike Gallant, continued its targeted recruitment efforts to maximize military and civilian participation in the federal transit benefit program. This effort is intended to stabilize and grow revenues for MST to continue operating the military-funded routes. During the month there were 1,212 military participants, up 440 participants since February of this year.

Planning and scheduling staff focused their planning efforts on service changes scheduled in the month of August. The summer changes will include services associated with new federal funding beginning in FY 2016 and when the area's schools, colleges, and universities return to session. Two new bus stops were approved by the City of Salinas to serve the senior shuttle in Salinas (Line 95) and will serve the La Casa adult daycare center on Blanco Circle and Firehouse Community Center on East Alisal Street.

Planning staff continued coordination efforts with CSUMB to review routes serving the campus and to plan for any changes to those routes when school begins in August. In addition, staff met with CSUMB in their Master Plan update efforts.

Planning staff meet with County of Monterey staff during a site visit to look at options for installing a bus stop at Schilling Place, Salinas. The County of Monterey is planning to move some of their departments to the new location in 2017.

Planning staff began the Measure Q 15-Year Plan efforts with a kick-off steering committee meeting. In June, a community survey was conducted to gather feedback from seniors, persons with disabilities, veterans, and/or their advocates about their mobility needs and challenges.

Throughout the month, staff continued participating in TAMC's Wayfinding Planning Advisory Committee, 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 Fort Ord Reuse Authority.

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ATTACHMENT 5

FY 2015 Action Plan Status Report through June 30, 2015

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.

7. Continue review of alternative sites and strategies for financing and construction for MST operating, maintenance, administrative and customer facilities. Ongoing

Status: Board has certified the EIR for maintenance facility rehab at 1 Ryan Ranch and has approved a financing plan to construct the facility. Board has authorized staff to negotiate purchase of administrative staff office space and south county maintenance facility property.

8. Provide administrative support in service to Monterey County RTA. Ongoing
Status: Staff continues to provide administrative support to the RTA and has submitted a balanced budget that allows for repayment of funds to member jurisdictions.
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 implementation of email retention policy.
11. Complete high/medium priority facility repair projects as funding allows. Ongoing
Status: Staff has completed repairs of portable and in-ground hoists and repaint of facilities. MST initiated a partnership with Salinas Adult Schools to assist with Salinas area bus stop and shelter maintenance. Storm water runoff inspections completed.
12. Adopt and execute federal and state legislative programs. Ongoing
Status: Completed. 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: Thirty-eight vehicles including heavy duty, mini buses, and ADA buses representing over 25% of the fleet were replaced with new vehicles during the past year.
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 along including Hwy 1, Hwy 68, and Marina-Salinas multimodal corridor. Hwy 1 bus on shoulder study was not funded by Caltrans, but the Hwy 68 study did receive funding. Staff has participated in meetings with Santa Cruz METRO and state legislators to encourage Caltrans to fund future bus on shoulder project studies.

15. Complete procurement of third party medical services for drug testing and worker compensation.

Status: Completed.

16. Actively participate in state and national trade associations to resolve issues related to 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. Bus Axle weight issue has been resolved through December 31, 2015, and a federal study on impact of bus axle weights on roads was inconclusive. 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 local Workforce Investment Board to develop additional training and development programs for MST employees and applicants. MST staff has been elected to the governing board of the California Transit Training Consortium.

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

Status: Completed.

19. Provide support to industry conferences to be held in Monterey this year including Transportation Research Board Rural Intercity Bus Conference and 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.

20. Complete design and permitting of Monterey Operations and Maintenance facility rehabilitation. March 2015

Status: Ongoing, Staff has settled on a final design concept for the Monterey Operations and Maintenance facility rehabilitation. Board certified the EIR for maintenance facility rehab at Ryan Ranch and has approved a financing plan to construct the facility. Project permitting process should be completed Sept 2015.

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

Status: Completed. Staff increased liability coverage to \$25M per occurrence which is consistent with industry best practices.

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

Status: Completed. MST staff took over dispatching MV operated services on November 1, and a new local MV management team has been put into place. On time performance and customer service has improved substantially since January 2015.

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

Status: Completed review and new practices will be reviewed with HR Committee.

Status of Achievement of Board adopted Goals

- **Goal 1: Develop Adequate and Stable Long Term Revenues**

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

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

Status:

Local sales tax Measure Q has passed providing a 15-year dedicated local source of funding. MST has received its share of formula driven state Cap and Trade funds to start new services in the Alisal corridor of Salinas and has received \$10M to rehabilitate and expand its Monterey maintenance facility. A six- year federal funding authorization increasing transit funds by 25 percent passed the Senate with the House voting on funding before the end of October 2016.

- **Goal 2: Provide Quality Transit and Mobility Management Services**

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

Status:

MST continues to meet and exceed nearly all performance standards for providing safe, affordable, on time, and dependable services as described in the Performance Dashboard. Recent surveys indicate both customer and employee satisfaction rates remain acceptably high. MST implemented a mobile version of the MST Online website that is optimized for cell phone and other mobile devices.

- **Goal 3: Implement board protocols and best practices to achieve effective and efficient board operations and board meeting management**

Implement training and orientation for Board members and provide concise oral and written reports that result in a well informed, well satisfied, participatory policy governance Board.

Status:

Staff continues to work with the board, focusing on the continuous improvement of interactions between board members, staff, and community members. Recent examples include reviews and updates of board policies and bylaws and implementation of dashboard reports.

- **Goal 4: Educate the public on MST services through promotion, communication, and advocacy**

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

Status:

This past year, MST embarked on a television, print, and radio campaign to raise awareness of MST's services and how they improve the quality of life for veterans, seniors, and persons with disabilities. The campaign was very well received. MST provided partnerships with a number of local community events including the Artichoke Festival, Sand City West End Celebration, Monterey Jazz Festival, Monterey County Fair, California International Airshow, Ciclovía Salinas, Viva La Familia, Salinas Holiday Parade of Lights, First Night Monterey, and the Del Rey Oaks Annual Community Picnic.

- **Goal 5: Actively promote organizational values to maintain high quality relationships with MST employees, contractors, vendors, board members and community stakeholders**

Act in a manner in all we do to promote individual and organizational safety, efficiency, effectiveness, and enhance the satisfaction of our customers, employees, partners, board members, and other key stakeholders

Status:

Per the results of employee surveys, MST has increased communication with employees, board members and the community through the monthly newsletter publication "MST Onboard." A special multi-disciplinary committee of MST operations, maintenance, and management staff was convened to make specific recommendations about how to reduce violence against MST employees. Relationships with our labor unions, employee associations, and stakeholders remain positive.

- **Goal 6: Research, implement and promote policies and practices that encourage environmental sustainability and resource conservation**

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

Status:

MST continues to implement environmentally friendly technologies, including 16 hybrid electric service vehicles, 2 all electric service vehicles, four hybrid electric buses, one all electric trolley, and solar powered customer information systems at shelters in South County locations.

- **Goal 7: To attain industry leadership for like-sized agencies within California and the United States**

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

Status:

MST continues to be recognized as a leader in the industry, and our mobility management programs including senior shuttles, reduced fare taxi vouchers for seniors and persons with disabilities, and travel training programs are recognized for their innovation. MST staff maintains leadership roles with major trade associations including the California Association for Coordinated Transportation, California Transit Association, and American Public Transit Association.

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To: Board of Directors
From: C. Sedoryk, General Manager/CEO
Subject: Monthly Report – July 2015

Attached is a summary of monthly performance statistics for the Transportation, Maintenance, and Administration departments for the July 2015 (Attachments 1-4).

Attachment #1 – Dashboard Performance Statistics

Attachment #2 – Operations Dept. Report – July 2015

Attachment #3 – Facilities & Maintenance Dept. Report – July 2015

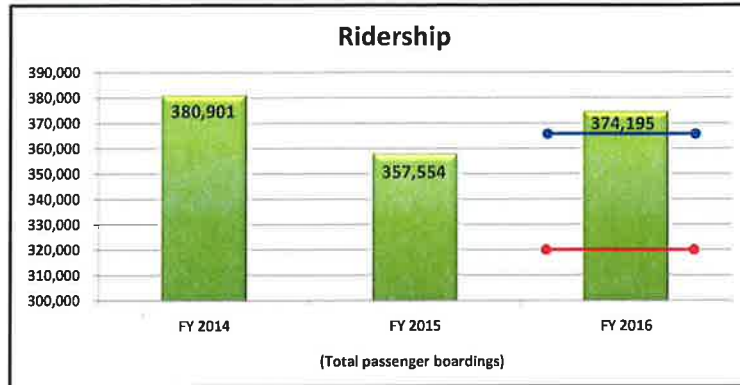
Attachment #4 – Administration Dept. Report – July 2015

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: 

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MST Fixed Route YTD Dashboard Performance Comparative Statistics Month of July Fiscal Years 2014-2016



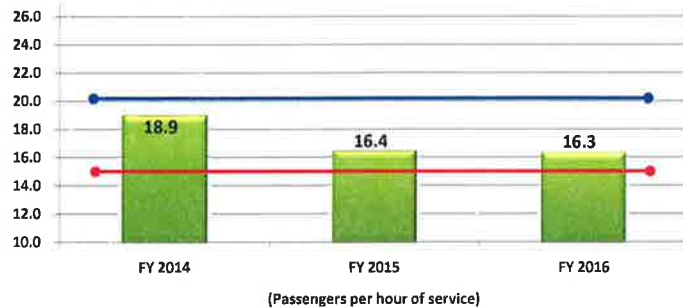
Goal = 364,705 passengers

Minimum = 321,799 passengers

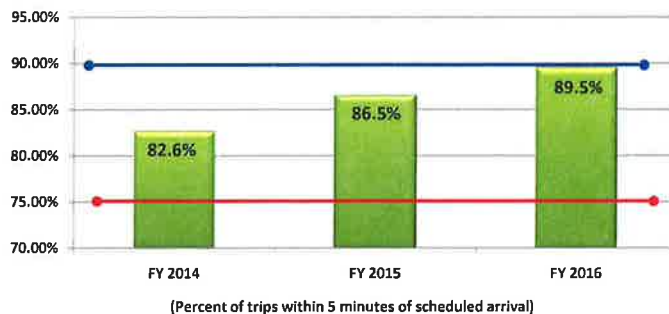
Goal = 20 passengers p/h

Minimum = 15 passengers p/h

Passengers Per Hour



On Time Performance



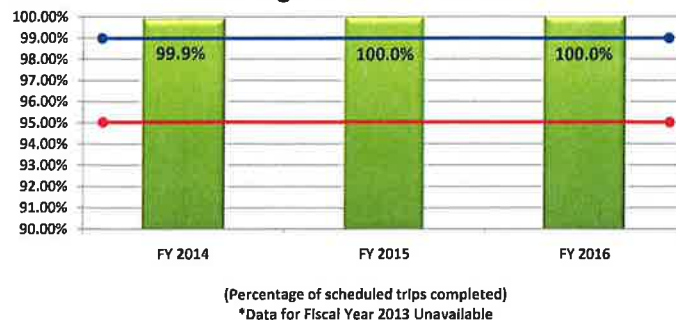
Goal = 90% on time

Minimum = 75% on time

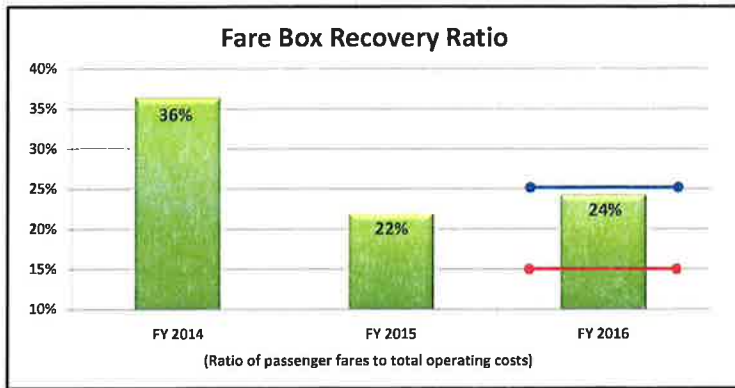
Goal = 99% completed

Minimum = 95% completed

Percentage of Service Delivered



MST Fixed Route YTD Dashboard Performance Comparative Statistics Month of July Fiscal Years 2014-2016

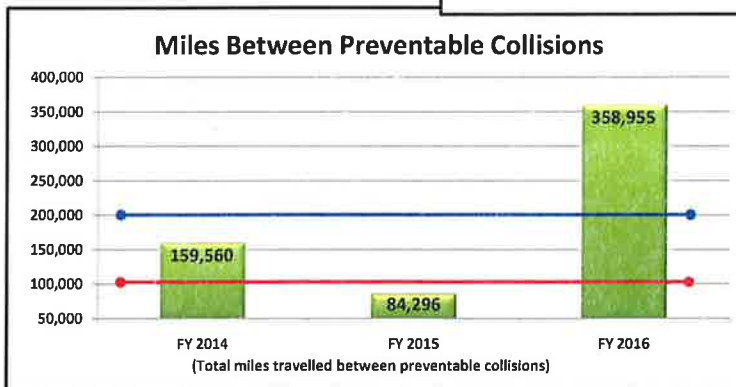
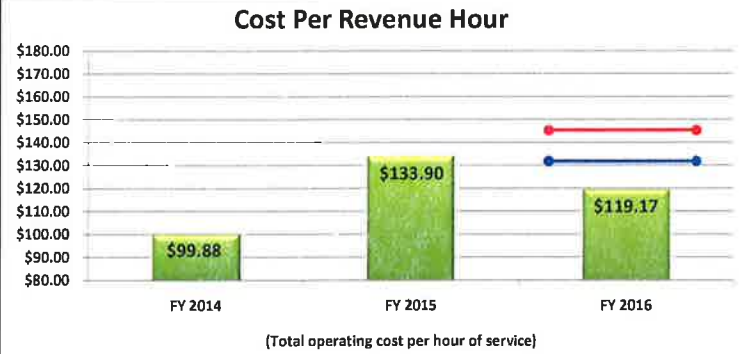


Goal = 25%

Minimum = 15%

Maximum = \$145.00 per RH

Goal = \$131.67 per RH

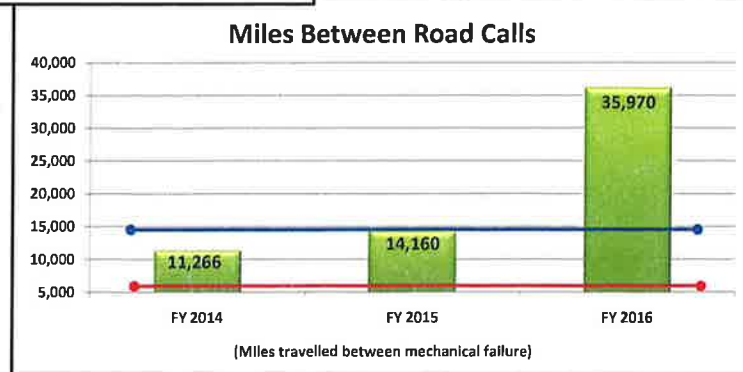


Goal = 200K Miles

Minimum = 100K Miles

Goal = 15K Miles

Minimum = 7K Miles

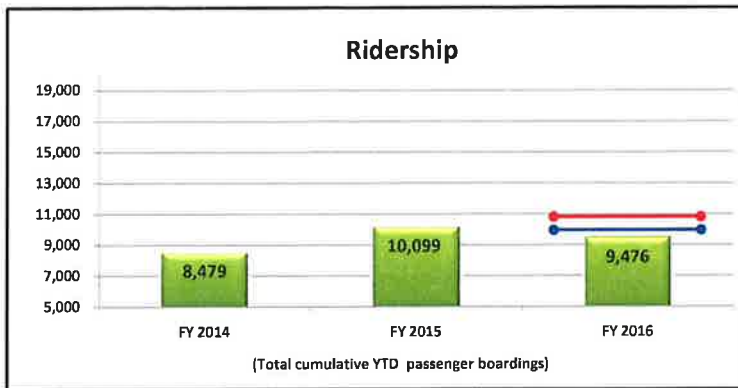


MST RIDES

YTD Dashboard Performance Comparative Statistics

Month of July

Fiscal Years 2014-2016

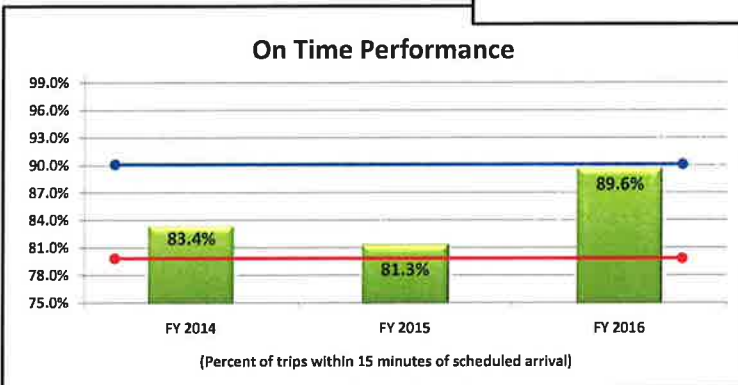
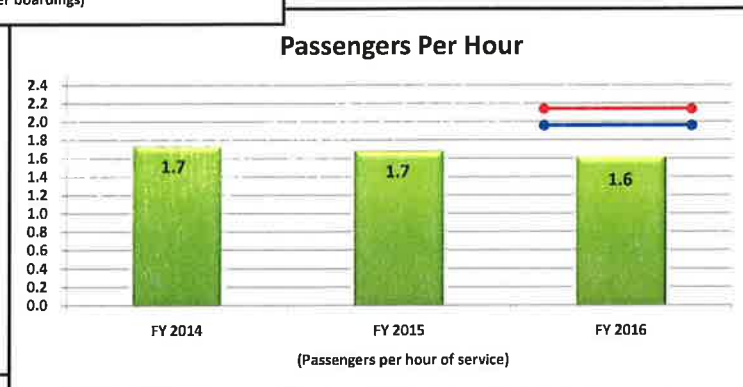


Goal = 9,765 passengers

Maximum = 10,741 passengers

Goal = 1.87 passengers p/h

Maximum = 2.06 passengers p/h

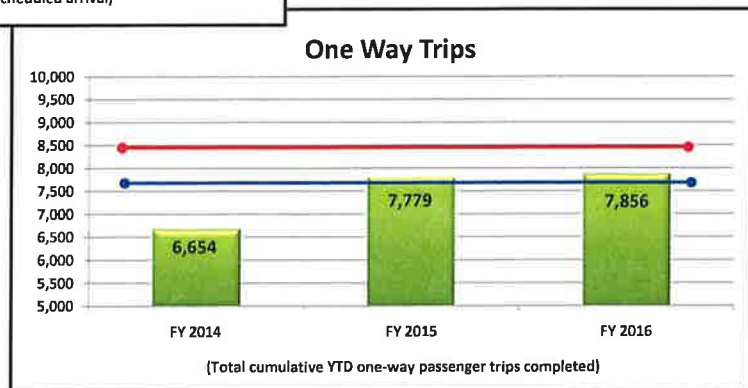


Goal = 90% on time

Minimum = 80% on time

Maximum = 8,469 one-way trips

Goal = 7,699 one-way trips

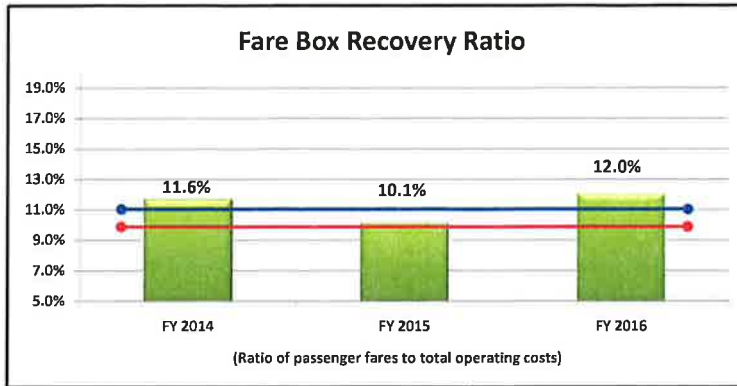


MST RIDES

YTD Dashboard Performance Comparative Statistics

Month of July

Fiscal Years 2014-2016

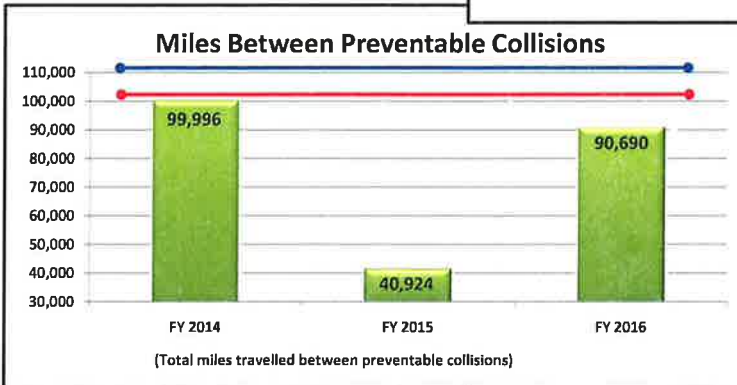
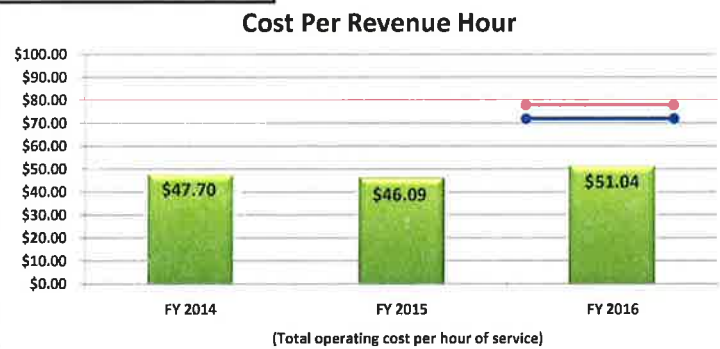


Goal = 11%

Minimum = 10%

Goal = \$70.86

Maximum = \$77.95

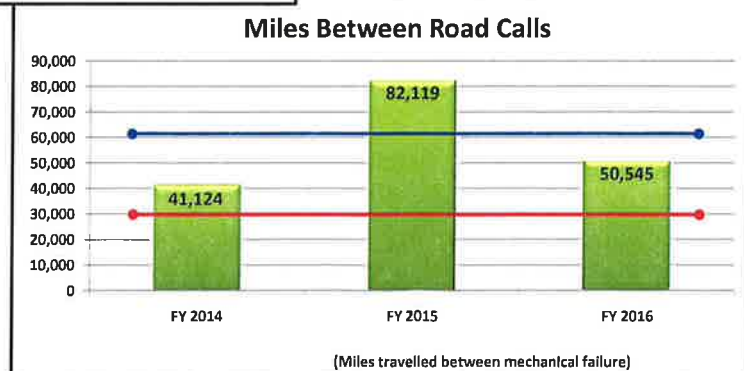


Goal = 110K Miles

Minimum = 100K Miles

Goal = 60,000 miles

Minimum = 30,000 miles

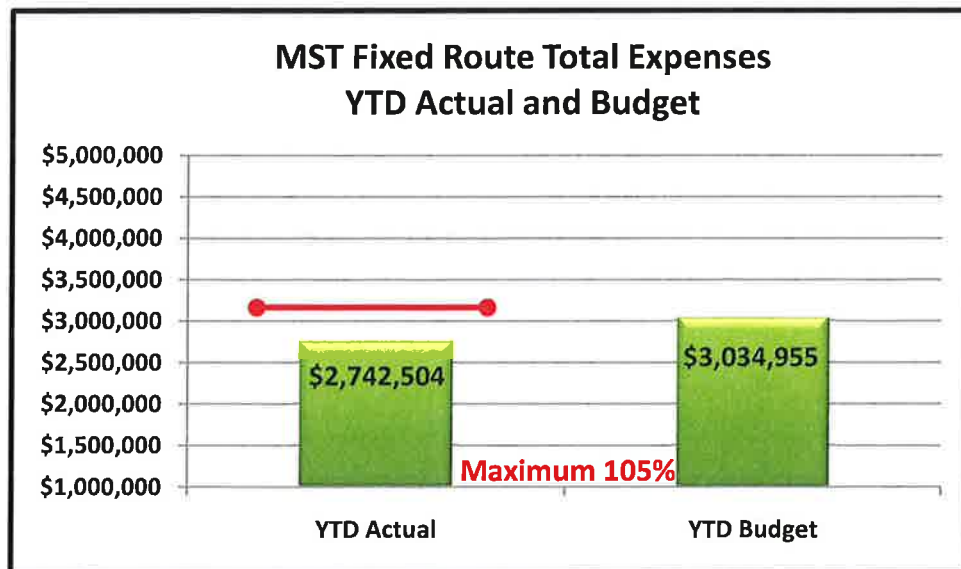
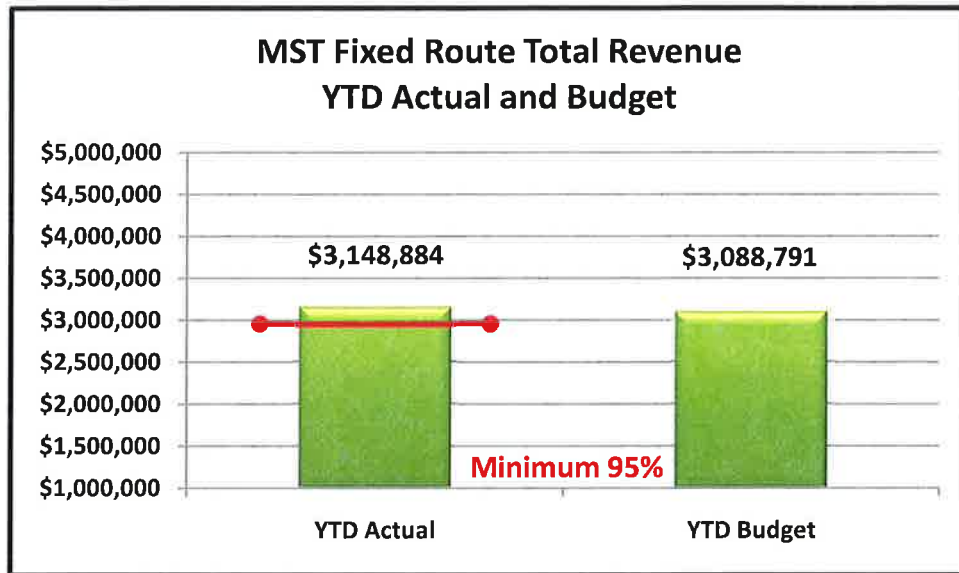


MST Fixed Route

Financial Performance Comparative Statistics

July

Fiscal Year 2016

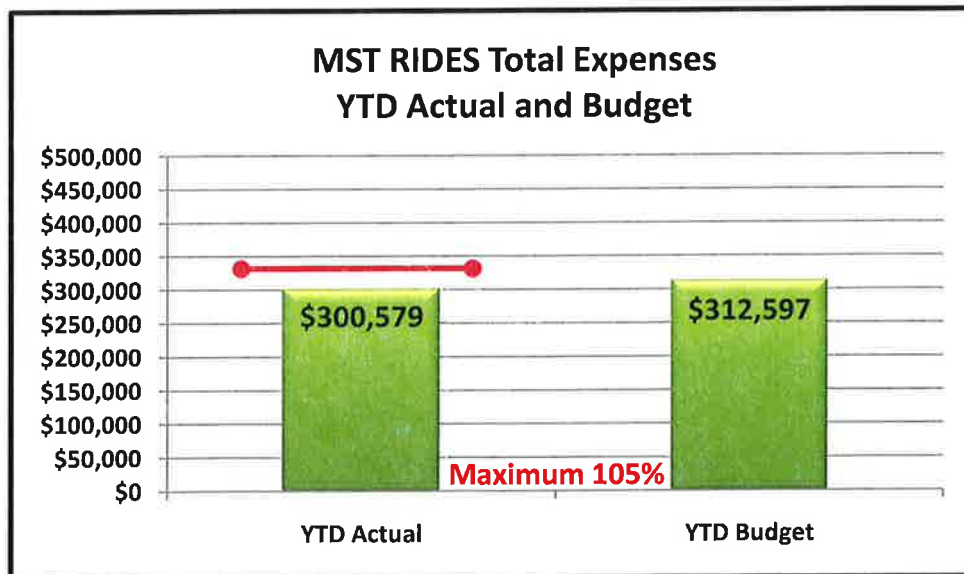
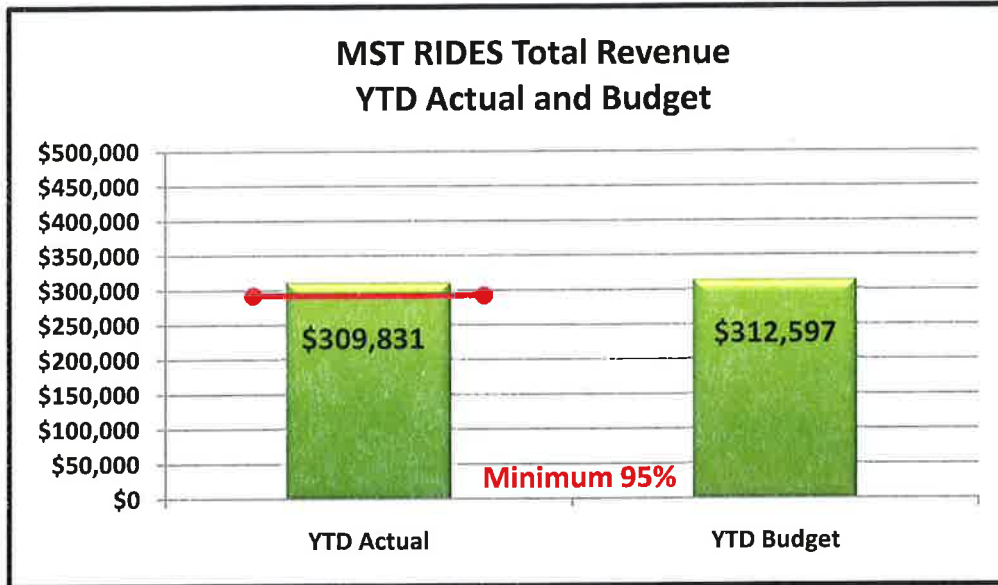


MST RIDES

Financial Performance Comparative Statistics

July

Fiscal Year 2016



ATTACHMENT 2

August 31, 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 – July 2015**

FIXED ROUTE BUS OPERATIONS:

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

Preliminary boarding statistics indicate that ridership increased by 4.66% in July 2015, (374,195), as compared to July 2014, (357,444).

Productivity decreased slightly from 16.4 passengers per hour (July 2014) to 16.2 in July of this year.

Supplemental / Special Services:

None to report

System Wide Statistics:

- Ridership: 374,195
- Vehicle Revenue Hours: 23,013
- Vehicle Revenue Miles: 373,663
- System Productivity: 16.2 Passengers Per Vehicle Revenue Hour
- One-Way Trips Provided: 31,843

Time Point Adherence: Of 124,258 total time-point crossings sampled for the month of July, the TransitMaster™ system recorded 18,149 delayed arrivals to MST's published time-points system-wide. This denotes that **85.39%** of all scheduled arrivals at published time-points were on time. (See *MST Fixed-Route Bus ~~ On Time Compliance Chart **FY 2016.***)

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 nine (9) cancelled trips for the month of July for both directly operated and contracted services:

Total Trips Provided: 31,843			
Category	MST	MV	%
Detour / Event	1	0	11.11%
Mechanical	2	1	33.33%
Other ¹	2	0	22.22%
Passenger Incident	0	1	11.11%
Traffic	2	0	22%
Totals	7	2	100%

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 July 2014 and 2015:

Occurrence Type	July-14	July-15
Collision: MST Involved	9	5
Employee Injury	0	1
Medical Emergency	2	1
Object Hits Coach	0	1
Passenger Conflict	5	3
Passenger Fall	2	9
Passenger Injury	0	0
Other	3	3
Near Miss	1	0
Fuel / fluid Spill	4	3
Unreported Damage	0	2
Totals	26	28

CONTRACTED SERVICES:

MST RIDES ADA / ST Paratransit Program:

Preliminary boarding statistics for the MST RIDES program reflect that for the month of July there were 9,476 passenger boardings. This denotes a 6.17% decrease in passenger boardings from July of 2014, (10,099).

- Productivity for July of this year was at 1.96 passengers per hour – remaining unchanged from July of 2014, (1.96).
- For the month of July, 89.61 % of all scheduled trips for the MST RIDES Program arrived on time, increasing from 81.26 % in July of 2014.

COMMUNICATIONS CENTER:

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

Agency Type	Incident Type	Number Of Responses
Police	Passenger Incident / Other	6
EMS	Passenger Illness	6
Fire Department	Oil Spill	1

Robert Weber

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ATTACHMENT 3

August 13, 2015

To: Carl G. Sedoryk, General Manager/CEO

From: Michael Hernandez, Assistant General Manager/COO

Subject: Monthly Maintenance/Facilities Report for July 2015

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

FY16 Fuel Budget:	Average Fuel Price July 2015:	Average Fuel Price: FY2016
Diesel: \$3.25	\$2.07	\$2.07
Gasoline: \$3.35	\$2.93	\$2.93

Fleet Status:	Operating Cost Per Mile:	* Miles Between Major Mechanical Road Calls:
July 2015:	\$.97	35,970
FY2016 YTD	\$.97	35,970
FY2015:	\$1.01	14,160 YTD Comparison
FY2014	\$1.20	15,403

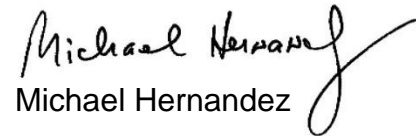
***Minimum:** 7,000 Miles; **Goal:** 15,000 Miles

Department Activities/Comments:

Miles between major mechanical road calls for July were 35,970 for the fleet, with 9 road calls categorized as “major mechanical” and four road calls for minor or non-mechanical issues. The highest major road call categories were due to electrical issues.

Scheduled preventative maintenance (PMs) was at 99% for the month of July. Staff continues to in-process mini-buses for MST’s fixed route fleet; as of the end of August 13 of 16 new vehicles have been turned over to MST’s contractor MV Transportation Inc.

The electric trolley was out of service at the end of the July and into early August for battery work and cooling fan modifications.


Michael Hernandez

ATTACHMENT 4

Date: September 14, 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 – July 2015

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

Human Resources

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

Positions	Budget FY16	Actual	Difference
Coach Operators F/T	137	135	-2
Coach Operators Limited Duty	0	0	0
CO Occupational Injuries	5	0	-5
Operations Staff	30	29	-1
Maintenance & Facilities	46	43	-3
Administrative (Interns 2 PT)	26	24	-2
Total	244	231	-13

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

<i>July Worker's Compensation Costs</i>	
<i>Indemnity (paid to employees)</i>	\$28,995.39
<i>Other (includes Legal)</i>	\$8,700.13
<i>Medical includes Case Mgmt, UR, Rx & PT</i>	\$12,424.77
<i>TPA Administration Fee</i>	\$5,000.00
<i>Excess Insurance</i>	\$7,775.33
<i>Total Expenses</i>	\$62,895.62
<i>Reserves</i>	\$1,514,885.28
<i>Excess Reserved</i>	(\$580,566.33)
<i># Ending Open Claims</i>	41

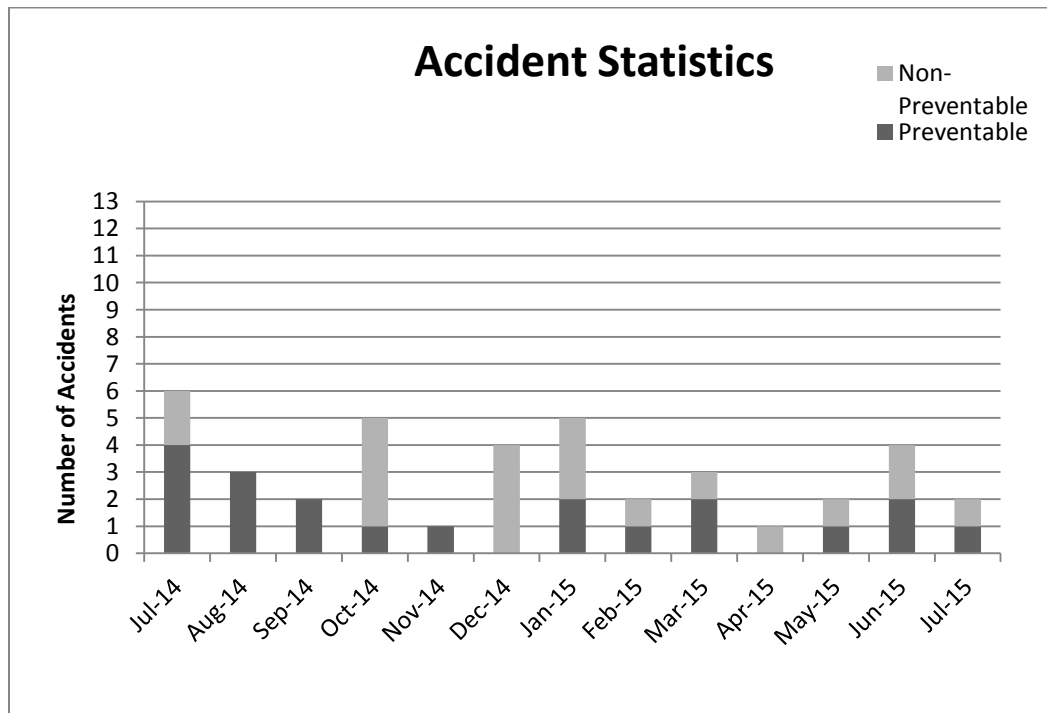
Training

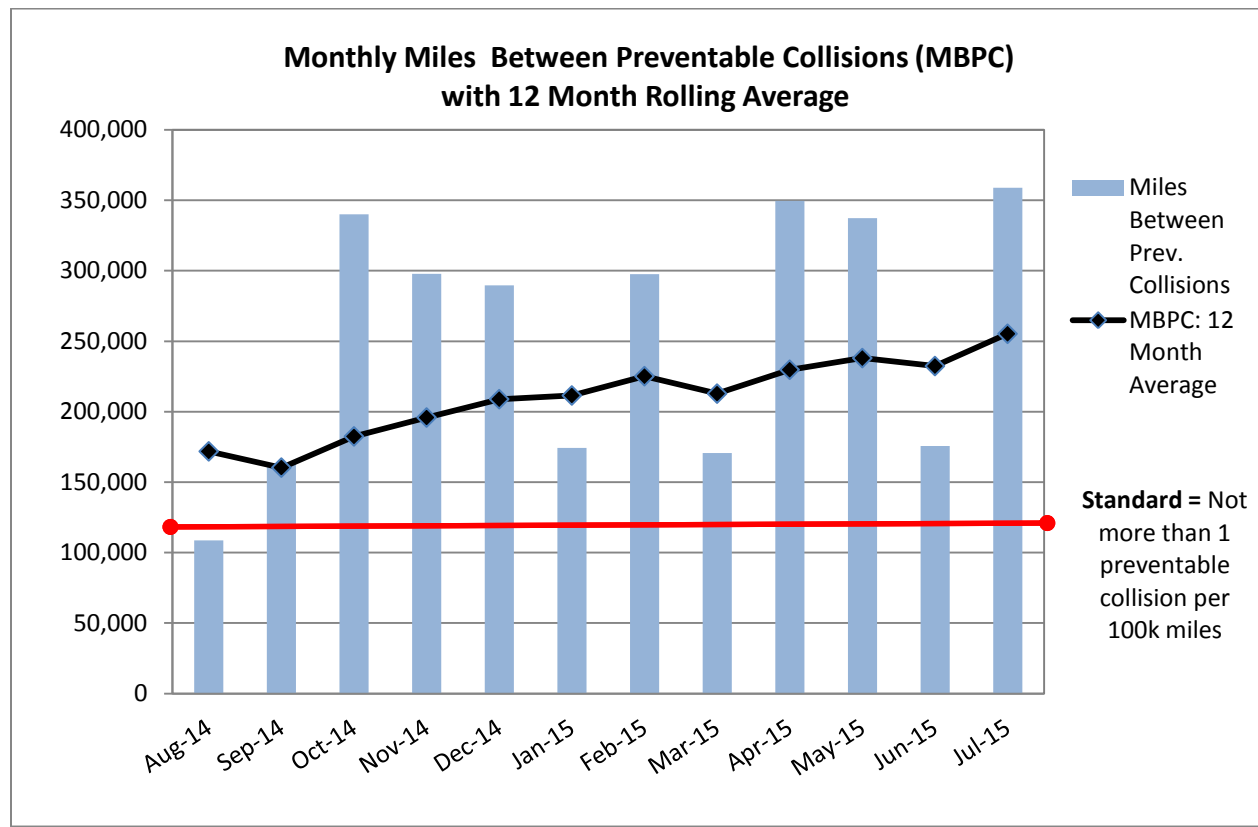
Description	Attendees
Annual VTT Training	10
Line Instructor Training	0
ADA – Reasonable Accommodation	95
Re-training – Post Collision/Incident Training/ Safety Counseling Training	1
Electric Trolley Training	2
Word Level I	2

Risk Management Update

Description	July 2015 Preventable		July 2014 Preventable	
	Yes	No	Yes	No
Vehicle hits bus	0	1	0	2
Bus hit stationary object	1	0	4	0
TOTAL	1	1	4	2

During the month of July 2015, there was 1 preventable collision. As a bus was departing a service stop, the tail swing (rear section of the bus) made contact with a sign on a pole causing minor damage.





There were \$492.00 in claim recoveries during this period and no claims paid.

Customer Service Update

Service Report Type	MST	*Other Provider	# of valid reports	% of reports received	July '14	% of reports received
Improper Driving	4	4	1/3*	19.0%	6	12.8%
Late Departure	1	0		2.4%	0	0.0%
Passed By	2	0	1	4.8%	4	8.5%
Improper Employee Conduct	1	1	1*	4.8%	4	8.5%
Bus Stop Amenities	2	0		4.8%	2	4.3%
Late Arrival	2	0		4.8%	3	6.4%
No Show	1	2	2*	7.1%	1	2.1%
Fare / Transfer Dispute	2	0		4.8%	2	4.3%
Service Schedule	1	1		4.8%	2	4.3%
Service Other	1	2	1	7.1%	9	19.1%
Unsafe Conditions	1	0		2.4%	1	2.1%
Early Departure	0	0		0.0%	3	6.4%
Inaccurate Public Information	0	0		0.0%	1	2.1%

Taxi	0	0		0.0%	1	2.1%
Employee Other	6	2	1/2*	19.0%	2	4.3%
Vehicle Maintenance	0	0		0.0%	1	2.1%
Passenger Injury	0	1		2.4%	1	2.1%
Routing	3	0		7.1%	2	4.3%
Request to Add Service	1	1		4.8%	2	4.3%
Total Complaints	28	14		100.0%	47	100.0%
Employee Compliment	2	1			6	
Service Compliment					1	

Finance Update

General Accounting/Accounts Payable

During the month of July, staff processed timely and accurate payments to vendors, recorded appropriate revenues, and prepared monthly financial reporting and analysis. Accounting is now in FY16 and will simultaneously continue to reconcile and analyze general ledger accounts for both FY 15 and 16.

During the month of July, staff provided Vavrinek, Trine, Day & Co., LLP (the CPA firm conducting our annual audit) with the information necessary to complete the interim portion of the FY15 Financial Audit. The interim audit occurred during the week beginning July 13. The remainder of the audit will be completed during the week beginning September 28.

Payroll

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

Grants

During the month of July staff assisted the financial auditors for MST's interim audit and continued to prepare reimbursement requests from Caltrans. Quarterly reports were submitted on time to FTA and Caltrans.

Purchasing

During the month of July, staff was busy ordering parts and maintaining low inventory levels. By the end of the month, there was only a marginal increase in inventory value. The month closed with inventory of parts at a \$205,478 dollar value, which represents a small increase over June. The dollar value increase is due to the processing of warranty claims.

IT Update

Staff monitored the hardware and software for the Trapeze Group TransitMaster

system. Staff liaised with maintenance department colleagues for the on-going installation of the TM system hardware on new full size and contractor operated revenue vehicles.

Staff configured the Trapeze Enterprise Asset Management (EAM) vehicle maintenance system and monitored the system after the 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 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: "Independence Day closings" (The Californian, 7/2/15); "Monterey wireless electric trolley to live on past summer" (Monterey Herald, 7/5/15); "Winning ways: Pizarro-Silva chosen to attend youth summit" (The Californian, 7/11/15); "Electric trolley shows success" (Salinas Valley Weekly, 7/12/15); "Duo plan courier service in downtown Salinas" (The Californian, 7/12/15); "Monterey's new Portola Plaza design has 'romantic feel'" (Monterey County Herald, 7/14/15); "Tour visits T&A's Spreckles farmworker housing project" (Monterey County Herald, 7/15/15); "Monterey wireless electric trolley to live on past summer" (MCBC's Friday Facts, 7/17/15); "We could car less: Salinas lane changes are needed" (The Californian, 7/19/15); "Service changes to MST go into effect Aug. 1" (Monterey County Herald, 7/24/15); "Major changes coming to Monterey-Salinas Transit routes" (The Californian, 7/25/15); "Woman lives car free by choice – and loves it" (The Californian, 7/26/15); "Monterey Car Week traffic delays expected" (The Californian, 7/28/15); "DLI prof who 'spat' on MST driver ordered to stay away" (The Pine Cone, 7/31/15).

Press releases sent include: "MST service changes go into effect Saturday, August 1" (7/24/15).

Marketing activities: Coordinated electric trolley in the City of Monterey 4th of July parade; planned implementation for FTA's new ruling on reasonable modifications; made modifications to Rider's Guide and website for August 1 service change; re-designed and ordered San Jose Express bus stop flags for new Line 86 route; re-installed electric trolley vehicle graphics; designed graphics for electric trolley charging station wrap; met with Aquarium staff regarding partnerships; 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 July, staff continued to monitor the revenues and expenses for the military partnerships after implementation of the July 2014 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 and increased during recent months so that revenues are matching expenses and are starting to make up for previous losses. During the month the Presidio, with assistance of MST Business Development Planner, Mike Gallant, continued its targeted recruitment efforts to maximize military and civilian participation in the federal transit benefit program. This effort is intended to stabilize and grow revenues for MST to continue operating the military-funded routes.

Planning and scheduling staff focused their planning efforts on service changes scheduled in the month of August. The summer changes included services associated with new federal funding beginning in FY 2016 and when the area's schools, colleges, and universities return to session. Three new transit routes were introduced as a part of the service change: Line 42 serving East Salinas and Northridge Shopping area, Line 84 serving South County cities between Soledad and Paso Robles, and Line 86 between King City and San Jose, including the San Jose Airport.

Planning staff continued Measure Q 15-Year Plan efforts with a second meeting of the steering committee. In July, the community survey ended. The survey collected information from seniors, persons with disabilities, veterans, and/or their advocates about their mobility needs and challenges.

Planning staff met with Monterey Regional Airport to discuss opportunities to better serve the airport. The Airport is developing a Master Plan and Airport staff wanted to start discussing transit to the Airport in that context.

Throughout the month, staff continued participating in TAMC's Wayfinding Planning Advisory Committee, 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 Fort Ord Reuse Authority.

Monterey-Salinas Transit
Washington, D.C. Office

July 30, 2015

TO: Carl Sedoryk

FROM: Thomas P. Walters

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

FY 2016 Budget

When Congress returns from the August recess, the task set before it will be to negotiate and pass 12 individual appropriations bills to fund the Federal government by the start of the new fiscal year on October 1. This has looked increasingly unlikely because President Obama has indicated that he will not sign into law any appropriations bills that adhere to the sequester-level budget caps put in place by the Budget Control Act of 2011, and the House and Senate Appropriations Committees continue to draft FY 2016 spending measures using those parameters. The House of Representatives approved its version of the *FY 2016 Transportation, Housing and Urban Development (HUD), and Related Agencies Appropriations* bill on June 9 and provided \$8.595 billion for FTA transit formula grants, the same as last year, and \$1.92 billion for Capital Investment Grants (new starts/small starts), a 9.4 percent reduction compared to last year. The Senate Appropriations Committee approved its version of the bill on June 25 and included the same funding for FTA formula programs as the House, but only \$1.585 billion for new starts. Because of the impasse between the White House and Congress, however, further floor action on appropriations measures appears to be stalled for the foreseeable future.

Surface Transportation Legislation Reauthorization

Congress struggled throughout July to develop a consensus on meeting the July 31 deadline for expiration of MAP-21 authorization for highway, transit and highway safety programs. Earlier in the month, the House approved H.R. 3038, the *Highway and Transportation Funding Act*, to provide \$8 billion in patchwork funding to keep MAP-21 programs afloat through December 18. In the Senate the Environment and Public Works Committee approved S. 1647, the *Developing a Reliable and Innovative Vision for the Economy Act (DRIVE Act)*, which would authorize highway programs over six years. The DRIVE Act has been merged with highway safety provisions drafted by the Commerce Committee, transit provisions drafted by the Banking Committee, and funding provisions drafted by the Finance Committee, and Senate Majority Leader McConnell (R-KY) offered the package as an amendment to an unrelated veterans bill, H.R. 22. After extensive procedural wrangling to overcome Senate filibuster rules, the McConnell amendment was adopted and H.R. 22 was passed by the Senate on July 30.

Proposed funding for FTA programs would be maintained over the six years of the DRIVE ACT, with modest increases in funding for most programs. Urbanized Area formula programs would increase from \$4.459 billion in FY 2015 to \$5.23 billion in FY 2021. The Bus and Bus Facilities Formula Program would increase from \$428 million to \$625.5 million. The Capital Investment Program (New Starts) would increase from \$1.9 billion to \$2.59 billion. And a new discretionary grant program for bus and bus facilities would be funded at \$180 million per year, increasing to \$190 million in FY 2021.

The McConnell substitute makes \$47.2 billion in transfers from the general fund of the Treasury to the Highway Trust Fund to help defray the costs of the DRIVE Act. However, this is only expected to keep the HTF solvent for the first three years of the 2016-2021 period.

The lack of time available for the House to take up H.R. 22 before the August recess, has forced the Senate to accept a short-term extension to avoid an interruption in transportation programs. The House of Representatives voted on July 29 to pass H.R. 3236 to provide a three-month extension of Highway Trust Fund programs and expenditure authority (and an \$8.1 billion bailout of the Trust Fund). Enactment of this bill will keep DOT programs running and provide the opportunity to conclude surface transportation legislation reauthorization in the fall.

Tax Extenders Legislation

On July 21, the Senate Finance Committee passed a \$95 billion tax extenders package that would retroactively renew 52 expired provisions through the end of 2016. This includes the parity for exclusion from income for employer-provided mass transit and parking benefits. Finance Committee Chairman Hatch (R-UT) has been seeking opportunities to attach the tax extenders package to other legislative vehicles to smooth its enactment. House Ways and Means Committee Chairman Ryan (R-WI), however, is continuing to focus on a strategy of reforming the entire tax code and making a few tax extenders permanent. The larger tax policy debate is likely to be revisited when the House drafts its version of surface transportation legislation in the fall.

TPW:dwg

Monterey-Salinas Transit
Washington, D.C. Office

September 1, 2015

TO: Carl Sedoryk

FROM: Thomas P. Walters

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

FY 2016 Budget

President Obama has indicated that he will not sign into law any appropriations bills that adhere to the sequester-level budget caps put in place by the Budget Control Act of 2011, and the House and Senate Appropriations Committees continue to draft FY 2016 spending measures using those parameters. This dynamic has created a very difficult environment for enacting a Federal budget by the start of the new fiscal year on October 1.

The House of Representatives approved its version of the *FY 2016 Transportation, Housing and Urban Development (HUD), and Related Agencies Appropriations* bill on June 9 and provided \$8.595 billion for FTA transit formula grants, the same as last year, and \$1.92 billion for Capital Investment Grants (new starts/small starts), a 9.4 percent reduction compared to last year. The Senate Appropriations Committee approved its version of the bill on June 25 and included the same funding for FTA formula programs as the House, but only \$1.585 billion for new starts. Because of the impasse between the White House and Congress, however, further floor action on appropriations bills is stalled and a short-term Continuing Resolution to fund the government is almost certain.

Surface Transportation Legislation Reauthorization

A major step forward in the reauthorization of MAP-21 was taken on July 30 when the Senate passed H.R. 22, the *Developing a Reliable and Innovative Vision for the Economy Act (DRIVE Act)*. This legislation would authorize surface transportation programs for six years, although the financing portions of the bill only provide enough funding to pay for three years.

Proposed funding for FTA programs would be maintained over the six years of the DRIVE Act, with modest increases in funding for most programs. Urbanized Area formula programs would increase from \$4.459 billion in FY 2015 to \$5.23 billion in FY 2021. The Bus and Bus Facilities Formula Program would increase from \$428 million to \$625.5 million. The Capital Investment Program (New Starts) would increase from \$1.9 billion to \$2.59 billion. And a new discretionary grant program for bus and bus facilities would be funded at \$180 million per year, increasing to \$190 million in FY 2021.

The lack of time available for the House to take up H.R. 22 before the August recess forced the Senate to accept a short-term extension to avoid an interruption in transportation programs. H.R. 3236 was signed into law on July 31 to provide a three-month extension of Highway Trust Fund

programs and expenditure authority (and an \$8.1 billion bailout of the Trust Fund). Enactment of this stopgap bill keeps DOT programs running while providing Congress the opportunity to finish surface transportation reauthorization legislation in the fall. House Transportation and Infrastructure Committee Chairman Shuster (R-PA) is working to have a multi-year bill passed by the House by the end of September, with the goal of convening a conference committee with the Senate to negotiate a final bill in October.

Tax Extenders Legislation

On July 21, the Senate Finance Committee passed a \$95 billion tax extenders package that would retroactively renew 52 expired provisions through the end of 2016. This includes the parity for exclusion from income for employer-provided mass transit and parking benefits. Finance Committee Chairman Hatch (R-UT) has been seeking opportunities to attach the tax extenders package to other legislative vehicles to smooth its enactment. House Ways and Means Committee Chairman Ryan (R-WI), however, is continuing to focus on a strategy of reforming the entire tax code and making a few tax extenders permanent. The larger tax policy debate is likely to be revisited when the House drafts its version of surface transportation legislation in the fall.

PEPRA

We continue to work with the California Transit Association, the California Congressional Delegation and relevant Committees regarding objections filed by unions to FTA grants in California. Congressman Farr recently joined with several other Democratic Members of the California Delegation in writing to Department of Labor Secretary Perez requesting a meeting to discuss the status of the Public Employees' Pension Reform Act (PEPRA) litigation and its effect on Federal Transit Administration grants. A meeting has been set for September 9 and we continue to coordinate with Congressman Farr's staff to provide relevant background and talking points.

Lobbying Strategies & Opportunities

The new Federal fiscal year will begin on October 1 and the current authorization for surface transportation programs runs through October 29. These deadlines ensure that the fall will be a time of focused legislative activity in Congress. We have suggested additional meetings in Washington, DC, during September for MST staff in order to ensure that your Federal agenda advocacy continues to be timely and effective.

TPW:dwg

To: Board of Directors
From: C. Sedoryk, General Manager/CEO
Subject: State Legislative Update – July and August 2015

During July members of the California State Legislature introduced legislation in the special session to help address the approximately \$72 billion funding shortfall faced by California's transit systems over the next ten years. The package of bills, which reflect the objectives of the Association's Legislative Program, would provide a much-needed infusion of funding to support the maintenance and rehabilitation of existing transit infrastructure, and would direct additional Cap and Trade revenues to support transit capital expansion projects and low carbon operations. These bills are intended to provide balance to other measures introduced in the special session that would address the deferred maintenance needs on state highways and local streets & roads.

Specifics of the bills are as follows:

SB X1 8 (Hill) and ABX1 7 (Nazarian) Cap and Trade Funding

These bills, which are identical measures, would double the Cap and Trade revenues continuously appropriated to public transit from 15 percent to 30 percent. More specifically, these bills would increase the percentage of Cap and Trade revenues continuously appropriated to the Transit and Intercity Rail Capital Program, a competitive grant program administered by the California State Transportation Agency, from 10 percent to 20 percent; and would increase the percentage of Cap and Trade revenues continuously appropriated to the Low Carbon Transit Operations Program, which directs funding to transit operators via the existing State Transit Assistance program formula, from 5 percent to 10 percent. The bills, if enacted, would result in increase in transit funding of approximately \$300 million annually.

SBX1 7 (Allen) & ABX1 8 (Chiu and Bloom) Diesel Sales and Use Tax: Transit Funding

These bills, which are identical measures, would increase the sales and use tax on diesel fuel from 1.75 percent to 5.25 percent, beginning July 1, 2016. This tax increase is expected to generate approximately \$300 million, which would be directed to support public transit's capital maintenance and expansion needs as well as operations needs. The revenue generated by this tax increase would be allocated to local public transit agencies annually, via the existing State Transit Assistance program formula, subject to the same STA mechanisms and allocation procedures. The bills, if enacted,

would result increase in transit funding of approximately \$300 million annually and would provide MST approximately \$1.9M in additional funds each year.

MST is also supporting the following bills that are sponsored by the California Transit Association:

AB 1250 (Bloom) – Bus Axle Weights

This bill would address the ongoing tension between California’s decades old bus axle weight limit – the goal of which is to reduce damage to roadways – and other laws intended to further societal goals (improving air quality, reducing greenhouse gas emissions, and enhancing mobility for qualified persons under the federal Americans with Disabilities Act).

AB 1250 would address these issues by instituting a new, more realistic and statutorily enforceable schedule of new bus axle weights starting January 1, 2016, one which acknowledges that transit buses in operation today may not always comply with the state’s old, outdated bus axle weight limit; decreasing the maximum bus axle weight over time, to incentivize bus manufacturers and public transit operators to design, manufacture and ultimately put into operation increasingly lighter transit buses; and converting the measurement and enforcement of bus axle weights to unladen weight (i.e. as opposed to today’s “gross” weight standard).

The bill also clarifies that transit buses procured pursuant to a solicitation issued before January 1, 2016, are, and will continue to be, exempt from bus axle weight limits. Additionally, the bill restates provisions of current law prohibiting the operation of a transit bus on a bridge (without a permit from the owner of the bridge), if the weight of the transit bus exceeds the maximum capacity of the bridge.

STATUS: This bill will be heard in the Senate Appropriations Committee on **August 17**.

SB 413 (Wieckowski) – Transit Violations

This bill would amend the Public Utilities Code and the Penal Code to allow transit agencies to use an administrative process to cite and process minors in violation of specified prohibited acts (e.g. fare evasion, smoking where prohibited, unauthorized sale of goods) occurring on transit properties. Additionally, this proposal would clarify what constitutes a noise violation on a transit property.

STATUS: This bill is in the Assembly Appropriations Committee.

SB 508 (Beall) – TDA Requirements

Transit operators across the state are required to meet specified farebox recovery and operating cost criteria in order to be eligible to receive funds from the Transportation Development Act (called Local Transportation Fund dollars) and/or the State Transit Assistance (STA) program, if those funds are to be used for operating

purposes. This bill would address the challenges posed by this rigid funding mechanism by creating more flexible farebox recovery and operating cost criteria, and by rationalizing the penalties for non-compliance.

Specifically, this bill would delete the requirement for transit operators to maintain higher farebox recovery ratios based on the 1978-79 fiscal year; create parity in the list of exclusions from the definition of operating costs for both the farebox recovery ratio requirement and the STA program qualifying criteria; create a new exemption for standard facilities financing costs; and eliminate the “pass/fail” nature of the STA program qualifying criteria in favor of a sliding scale or proportional approach to penalizing operators. This bill would also clarify that local funds, counted toward the farebox recovery ratio requirement, include any nonfederal or nonstate grants or other revenues generated by, or distributed to the operator.

STATUS: This bill is on the Assembly Floor.

Governor’s Proposal

Officials of Governor Jerry Brown's administration met with Republican legislative leaders on Thursday and urged them to back a new plan for financing badly needed road repairs. It differs from another plan backed by Senator Jim Beall, D-San Jose.

The Governor’s plan would generate \$3.5 billion annually. It would increase the gasoline tax by 6 cents per gallon, boost the diesel tax by 11 cents and create a new \$65 vehicle registration fee. The plan calls for the gas and diesel tax rates to be adjusted annually based on inflation. The Governor’s Plan would generate \$400 million in new transit funding.

Senator Beall’s plan would generate up to \$4.5 billion annually. It would increase the gasoline tax by 12 cents per gallon, boost the diesel tax by 22 cents and raise annual vehicle registration fees \$35 for most cars. Fees for all-electric vehicles would go up \$100. The plan also calls for the gas and diesel tax rates to be adjusted every three years based on inflation.

The legislature has until September 11, 2015, to pass new legislation during the extraordinary session.

Prepared by: 

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY
www.tamcmonterey.org

HIGHLIGHTS

August 26, 2015

Outpouring of Support for the Fort Ord Recreation Trail and Greenway

There was an outpouring of public support for the Fort Ord Recreation Trail and Greenway, (FORTAG) at the TAMC Board Meeting on Wednesday. The proposed project developed by two California State University, Monterey Bay (CSUMB) professors, which some have compared to the San Francisco Bay Trail, is the result of a grass-roots effort as a response to the designation of the Fort Ord National Monument in 2012 and the public's desire to improve access to the monument from neighboring communities.

Developed by Fred Watson and Scott Waltz, the plan, which is consistent with what was envisioned long ago in the Fort Ord Use Plan, creates two connected regional trails totaling 30 miles in the former Fort Ord area. These trails will provide better opportunities for residents and visitors to access the Fort Ord National Monument and surrounding destinations without driving. The trail loops would have an open-space buffer on either side of a 12' wide paved trail so that people of all ages and abilities would have access to parks, hiking/mountain biking trails, and the Monterey Bay Sanctuary Scenic Trail.

The plan would also provide a link between peninsula cities, CSUMB and the City of Salinas; further connecting homes, schools, and areas of recreation and employment. The benefits include alternate ways to travel, economic development, and healthier lifestyle choices.

After the informative and detailed presentation, the TAMC Board of Directors directed staff to assist in finding funding sources for the project.

TAMC Transportation Measure Outreach Plan Gains Momentum

The Agency's Transportation Improvement Measure public outreach plan gained momentum with the TAMC Board of Directors appointment of an Ad Hoc Working Group for the plan. The group will provide input, guidance and participate in the outreach effort. The Agency will continue to take their "self-help" message to the community as they explain the challenges Monterey County faces and seeks input on meeting the need to address Monterey County's aging and underfunded transportation network.

Without a dedicated source of locally controlled dollars for transportation Monterey County is unable to compete against "self-help counties" for additional funding, further placing the county at a disadvantage to address its critical transportation needs to maintain roads and ensure safe, adequate streets, roads, bus systems, walkways, bike routes and transportation systems for today and in the future.

Guidelines for Regional Bicycle and Pedestrian Wayfinding Plan Presented

The TAMC Board of Directors got a preview of wayfinding designs that could be used for location and directional signs along Monterey County's regional bicycle and pedestrian routes. Three options for sign designs were viewed during a presentation of the Regional Bicycle and Pedestrian Wayfinding Plan. The public can vote for their favorite design on TAMC's public online forum at TAMC.mysidewalk.com.

The purpose of the plan and the wayfinding signage is to improve access to regional destinations and promote key signage features that cities and the county will be encouraged to incorporate into their own signs in order to improve wayfinding across city boundaries. Having uniform signs can support residents and visitors who want to bicycle and walk in the cities and in the county, and can enhance each jurisdiction's brand as a regional destination.

An estimated 60% of potential bicyclists indicate that they would cycle more often if it were safer and easier to do so. A complete network of bicycle paths and lanes, secure bicycle storage, and ways to find comfortable routes to destinations are three key elements that encourage bicycling would make it easier and safer to do so. Increased bicycling for transportation would also help maximize the use of our existing road network and reduce greenhouse gas emissions.

AGENDA #

11-6

*Santa Cruz Metropolitan
Transit District*

July 15, 2015



Mr. Carl Sedoryk, CEO
Monterey-Salinas Transit
One Ryan Ranch Road
Monterey, CA 93940

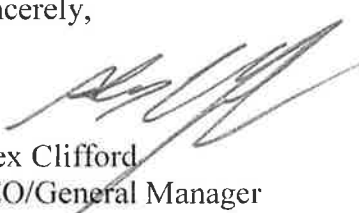
Dear Carl:

I would like to personally thank you for your cooperation and quick response to preserve \$182,694 in FY15 LCTOP funding within Santa Cruz and Monterey Counties. The actions of the California Air Resources Board and Caltrans to deny METRO's allocation request and return the LCTOP funds to the statewide Cap and Trade Program caught all of us by surprise. It was incredibly fortunate that you were available to reach an agreement with Santa Cruz METRO, Monterey-Salinas Transit, the Santa Cruz County Regional Transportation Commission (RTC) and the Transportation Agency for Monterey County to transfer the LCTOP FY15 funds to MST's approved east Salinas transit service project.

While the loss of funding to renovate and add customer service at the Watsonville Transit Center is disappointing, METRO anticipates that the FY16 LCTOP allocation will be sufficient to transfer a like amount from MST to METRO and the RTC next year to fund an approved project

Once again, thank you for the expedient support of you and your staff to reach an acceptable solution in the very short time allowed to preserve this funding.

Sincerely,


Alex Clifford
CEO/General Manager

127

110 Vernon Street, Santa Cruz, CA 95060 (831) 426-6080, FAX (831) 426-6117

METRO online at <http://www.scmttd.com>

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SAM FARR
20TH DISTRICT, CALIFORNIA

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SANTA CRUZ, CA 95060
(831) 429-1976

www.farr.house.gov

July 29, 2015

Carl Sedoryk
Monterey-Salinas Transit
One Ryan Ranch Road
Monterey, CA 93940

Dear Carl,

Thank you for inviting me recently to speak at the Monterey-Salinas Transit Board Meeting and to take part in the ribbon cutting for the new electric trolley. I am always glad to provide an update on issues that are before Congress and participate in community improvement projects. More importantly, this has given me the opportunity to listen to your concerns and suggestions to meet the needs of the community. It is only with direct input from my constituents that I can fairly represent them.

My best wishes to your group for a successful remainder of the year. Of course, please let me know if there is ever anything that I can do for you in the future.

Sincerely,



SAM FARR
Member of Congress

SF/rb

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August 7, 2015

The Honorable Thomas E. Perez
Secretary, United States Department of Labor
200 Constitution Ave. NW
Washington, D.C. 20210

Dear Secretary Perez:

We the undersigned represent public transportation agencies across California concerned about U.S. Department of Labor (DOL) delays in certifying grant awards, even in the face of a federal district court decision directing the department to certify California transit grants.

We urge you to take all necessary action to expeditiously process and certify the existing and incoming grants, consistent with the court's decision. It is imperative that you release the tens of millions of dollars in grants currently pending in your office, and to clear the way for the hundreds of millions more still in the Federal Transit Administration pipeline or for which applications have yet to be completed.

Without your appropriate action, more than \$1 billion dollars in vital transit infrastructure and vehicle procurement grants will languish, imperiling local economies. Once federal transit grants are invested in California, we expect that more than 54,000 jobs will be directly created or supported – including jobs within our state related to manufacturing buses and railcars, constructing facilities and improving infrastructure, as well as supporting the jobs of suppliers from across the country. To date DOL delays have forced public transit operators to draw down scarce reserves to maintain the cash flow required to continue providing dependable transit services and maintain their assets in a state of good repair, resulting in weakening financial positions and forcing the consideration of service reductions and layoffs of transit workers whose jobs depend on the grant funds currently being withheld.

Millions of Californians commute to work, arrive at school or head to the shopping mall each day using public transportation. These Californians experience firsthand what public transit is designed to deliver – the freedom of mobility; yet, the continued lack of action by the DOL threatens the mobility of some of the most vulnerable people in the communities we serve. More than 1.4 billion passenger trips were provided on California's transit systems last year; public transit use is surging in California, and we – and our communities – cannot afford further delays in federal funding meant to support this increasing demand for our services.

In correspondence with a number of California transit grant recipients, DOL has asked for those transit agencies' position on whether the exemption of transit employees from California's Public Employees' Pension Reform Act of 2013 (PEPRA) remains in effect, and/ or has offered to these recipients the opportunity to obtain their grants under conditions prescribed by the DOL. The conditions offered to

recipients are inappropriate as they would put our transit agencies in an adverse position relative to the requirements of California law (as stipulated in PEPRAs), or would put the DOL in the position of flaunting the federal court order.

Specifically, DOL has begun to offer hope of grant certification to those California transit agencies accepting new conditions to the Section 13(c) certification terms, including: (1) If DOL's finding that PEPRAs conflicts with 13(c) is upheld on appeal, or not appealed, the grantee must agree to restore all rights and benefits under collective bargaining agreements (CBA) entered into prior to the implementation of PEPRAs; and/ or, (2) If DOL subsequently determines the grantee has failed to retroactively restore CBA rights, DOL indicates the FTA will take "appropriate action," including de-obligation of grant funds and reimbursement of prior grants. We take strong exception to the DOL setting up this untenable dynamic, because the department has noticed its intent to withdraw its appeal to the district court ruling, and if the grantees are required to restore "pre-PEPRAs" rights and at that time PEPRAs still applies to transit workers, the DOL is requiring grantees to agree to violate California law in order to agree to 13(c) conditions in order to receive funding.

We write to state our unequivocal belief that PEPRAs's exemption for transit employees ended on December 30, 2014, when the United States District Court for the Eastern District of California ruled that the DOL erred in relying on the enactment of PEPRAs to deny certifications on grounds related to Section 13(c) of the Urban Mass Transportation Act. The district court remanded the case because the DOL erred in its determination that PEPRAs precludes certification under Section 13(c). The district court ruled that the DOL must carry out its duties with respect to California transit grant certifications with the understanding that PEPRAs is not a reason to preclude certifications.

Thus, we respectfully request that the DOL disregard ATU's procedurally improper and substantively unsupported objections, withdraw the inappropriately conditioned offers of certification, and promptly issue Section 13(c) certification to the pending and forthcoming grants.

Sincerely,

Len Engel

Executive Director
Antelope Valley Transit Authority

Grace Crunican

General Manager
Bay Area Rapid Transit District

Rick Ramacier

General Manager
Central Contra Costa Transit Authority

Mindy Jackson

Executive Director
El Dorado County Transit Authority

Dan Baxter

General Manager
Mendocino Transit Authority

Libby Downey

Chair, Board of Directors
Monterey-Salinas Transit

Mark Goodale

GM/Chief Executive Officer
Morongo Basin Transit Authority

P. Scott Graham

Chief Executive Officer/GM
Omnitrans

Darrell Johnson

Chief Executive Officer
Orange County Transportation Authority

Ken Grehm

Public Works Director
Placer County Transit

Andrew Kotyuk

Chair, Board of Directors
Riverside Transit Agency

Carol Garcia

Mayor, City of Roseville
Roseville Transit

Mike Wiley

GM/Chief Executive Officer
Sacramento Regional Transit District

Gary Giovanetti

Chair, Board of Directors
San Joaquin Regional Transit District

Jim Hartnett

GM/Chief Executive Officer
San Mateo County Transit District

Perry Woodward

Chair, Board of Directors
Santa Clara Valley Transportation Authority

Alex Clifford

Chief Executive Officer/GM
Santa Cruz Metropolitan Transit District

Kevin McKeown

Mayor, City of Santa Monica
Santa Monica's Big Blue Bus

John Sawyer

Mayor, City of Santa Rosa
Santa Rosa CityBus

Lauren Skiver

Chief Executive Officer/GM
SunLine Transit Agency

Keith Martin

Transit Manager
Yuba-Sutter Transit

CC: California Governor Edmund G. Brown, Jr.
United States Department of Transportation Secretary Anthony Foxx
Federal Transit Administration Acting Administrator Therese McMillan
Federal Transit Administration Region IX Administrator Leslie Rogers
California State Transportation Agency Secretary Brian Kelly
California Labor and Workforce Development Agency Secretary David Lanier

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Contra Costa Times editorial: Obama should end attack on Gov. Brown's pension changes

Contra Costa Times

POSTED: 08/20/2015 12:26:50 PM PDT **1 COMMENT** | UPDATED: ABOUT 14 HOURS AGO

Enough is enough. The Obama administration needs to end its outrageous undermining of Gov. Jerry Brown's modest California pension law changes.

For 2 1/2 years now, the U.S. Department of Labor has threatened to cut off federal funding for transit districts that follow the new state rules. Labor Secretary Thomas Perez argues that the 2012 changes violate workers' collective bargaining rights.

A federal judge at the end of last year ruled that position was "arbitrary and capricious." But Perez isn't backing down. He issued a new finding last week, using old and new arguments to again deny the funding and teeing up another legal battle.

In doing so, Perez is holding hostage more than \$1 billion of federal funds that the California Transit Association estimates would produce more than 54,000 jobs. That makes Perez the anti-labor secretary.

The threatened funding includes about \$400 million for Bay Area transit agencies, including the AC Transit, BART, Monterey-Salinas, San Mateo County, Petaluma, Santa Clara Valley, Santa Cruz and Santa Rosa districts.

The Labor Department is telling the transit agencies they can have the money provided they promise to give it back if the federal government eventually prevails in court. That's an unlikely outcome, but it's one many cash-strapped agencies can't afford to bet against.

This surreal drama began shortly after Brown signed the pension changes into law. If anything, the changes didn't go far enough. The governor and union-friendly Legislature had bent over backward to ensure no current labor contracts would be affected and that no existing employees would see their pension accruals reduced in the future.

That didn't appease Perez, who sided with transit worker unions seeking to block even small changes. The labor secretary relied on a law Congress passed in 1964 to ensure

that public transit agencies didn't bust unions as they acquired financially troubled private transportation companies.

That's certainly not a threat today. Yet federal transportation funding still cannot be handed out until the Labor Department determines that workers' contract bargaining rights are protected. However, as U.S. District Judge Kimberly Mueller ruled in December, that doesn't insulate transit workers from statewide changes also affecting other workers.

The need for the federal law has long passed. As U.S. Supreme Court Justice Ruth Bader Ginsburg noted in 1985, when she was a federal appeals court judge, "Congress' apparent purpose in enacting (the federal law) was provisional -- to cushion the impact on transit employees of a change from private to public sector employment."

Congress should repeal that law. Meanwhile, Brown must fight Perez's abusive overreach into California's affairs. It's time for the Obama administration to butt out.

California transit agency says federal grant blocked over pension reform law

By Andrew McGall amcgall@bayareanewsgroup.com

POSTED: 08/21/2015 07:33:20 AM PDT 0 COMMENTS | UPDATED: 94 MIN AGO

California transit agencies say the U.S. Department of Labor is blocking as much as \$1 billion in vital grants unless the agencies agree to violate a state public employee pension reform law.

The agencies thought they had won a federal court victory late last year, when a judge ruled that the state law did not violate a federal prohibition against interfering with public employees' collective bargaining rights.

But the Labor Department is still enforcing the rule.

The federal agency claimed that California's Public Employees' Pension Reform Act changed pension rights without negotiating with workers. The judge said it did not.

But instead of ordering the Labor Department to sign off on transit agency grants, the judge told the agency to reconsider how it determines the grant issues. Big money is at stake: \$91 million for BART, \$206 million for the Santa Clara Valley Transportation Authority, \$700 million for the Los Angeles County Metropolitan Transportation Authority, and millions more for agencies across the state.

Now, according to an Aug. 7 California Transit Association letter, the Department of Labor has said it will release the grants if an agency agrees to restore transit union rights and benefits in effect before the California pension reform took effect.

If the department finds that those rights were not restored, it will withdraw the grants and seek reimbursement of others.

The transit agencies say that is contrary to the court ruling.

"The (Labor Department) is requiring grantees to agree to violate California law in order ... to receive funding," says the California Transit Association's Aug. 7 letter to Secretary of Labor Thomas Perez.

"We take strong exception to the (Labor Department) setting up this untenable dynamic," the letter states.

Among the transit chiefs signing it were Grace Crunican, BART's general manager; Perry Woodward, chairman of the Santa Clara Valley Transportation Authority; Jim Hartnett, CEO of the San Mateo County Transit District; and Rick Ramacier, general manager of the Central Contra Costa Transit Authority.

Several of the state's representatives in Congress joined the fray days after the association sent its letter.

Rep. Mark DeSaulnier, D-Concord, and 12 other Democrats on Aug. 11 asked to meet with Perez when Congress reconvenes in September to discuss "the growing concerns of many transit agencies (over) delays or holds of federally funded transit grants."

The letter asks Perez to detail arrangements for making federal grants, timelines and what will happen as legal challenges proceed.

The letter makes a point for each side in the dispute, saying the members want to preserve transit workers' collective bargaining rights and that the federal government is not imposing conditions that would violate state law.

A separate letter sent to Perez by eight of California's Republican members of Congress says the California law was a bipartisan measure "ensuring the health of statewide public employees pensions at the time of their retirement."

The Labor Department's action "is harmful to states' rights to make difficult but necessary reforms as they see fit," says the letter by Rep. Ken Calvert, R-Corona.

Other signers include Reps. Tom McClintock, Ed Royce and Dana Rohrabacher.

Contact Andrew McGall at 925-945-4703. Follow him at [Twitter.com/andrewmcgall](https://twitter.com/andrewmcgall).