Board of Directors Regular Meeting

Monday, July 11, 2011

MST Conference Room
One Ryan Ranch Road, Monterey

10:00 a.m.

TRANSPORTATION: Ride Line 8 Ryan Ranch-Edgewater to MST Office

1. CALL TO ORDER

1-1. Roll call.

1-2. Pledge of Allegiance.

2. CONSENT AGENDA

2-1. Review highlights of Agenda. (Carl Sedoryk)

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

2-2. Adopt Resolution 2012-01 recognizing Javier Gonzalez, Coach Operator, as Employee of the Month for July 2011. (Robert Weber) (pg. 1)

2-3. Disposal of property left aboard buses. (Sonia Bannister) (pg. 3)

2-4. Minutes of the regular meeting of June 13, 2011. (Deanna Smith) (pg. 5)


2-6. Disposal of Accountable Property. (Kathy Williams) (pg. 35)

2-7. American Public Transportation Association Membership. (Hunter Harvath) (pg. 37)

2-8. Approve General Manager participation in International Transit Studies Program Fiscal Year 2012. (Carl Sedoryk) (pg. 39)
2-9. Approve Resolution 2012-02 California Energy Commission Loan Application Authority. (Michelle Overmeyer) (pg. 41)

2-10. Review Current Committee Assignments and Receive Proposed Committee Meeting Schedule. (Carl Sedoryk) (pg. 45)

2-11. Renew Operating Line of Credit. (Kathy Williams) (pg. 49)

2-12. Authorize Vehicle Donation to Rancho Cielo Youth Campus (Michael Hernandez) (pg. 53)

2-13. Approve Resolution 2012-03 recognizing COL Darcy Brewer, Commander—U.S. Army Garrison, Presidio of Monterey. (Carl Sedoryk) (pg. 57)

End of Consent Agenda

3. SPECIAL PRESENTATIONS


3-2. Resolution of Appreciation COL Darcy Brewer, Commander – U.S. Army Garrison, Presidio of Monterey. (Carl Sedoryk)

4. 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.

5. COMMITTEE REPORTS

No action required unless specifically noted.

5-1. Human Resources Committee Minutes. (Kelly Halcon) (pg.58)

5-2. Planning and Operations Committee Minutes. (Hunter Harvath) (pg. 59)

6. BIDS/PROPOSALS

7. PUBLIC HEARINGS

7-1. Conduct Public Hearing on FY 2012 Service Reductions. (Hunter Harvath) (pg. 61)
8. UNFINISHED BUSINESS

9. NEW BUSINESS

9-1. Receive Update on Discussions regarding MST-TAMC-AMBAG Realignment. (Carl Sedoryk) (pg. 81)

10. REPORTS & INFORMATION ITEMS

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

10-1. General Manager/CEO Report. (pg. 10-1)

10-2. TAMC Highlights – June 22, 2011. (pg. 135)


10-4. Staff trip reports. (pg. 141)

10-5. Correspondence. (pg. 145)

11. COMMENTS BY BOARD MEMBERS

11-1. Reports on meetings attended by Board members at MST expense. (AB1234).

12. ANNOUNCEMENTS

13. 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.

13-1 Conference with property negotiators. negotiators (Parcel # APN 032-171-005, L.2.3, L.2.4.1, L.2.4.3, L.2.4.2, APN 031-011-056-000) (No enclosure) (Carl Sedoryk)

13-2 Conference with Labor Negotiators- Monterey-Salinas Transit Employee Association (MSTEA) and MST (§54957.6)(D. Laredo and K. Halcon) (No Enclosure)

13-3 General Manager Performance Evaluation - (§54957(b)) (K. Halcon) (Enclosure)
14. RETURN TO OPEN SESSION

14-1. Report on Closed Session and possible action.

15. ADJOURN

NEXT MEETING DATE: August 8, 2011 in MST Conference Room.

NEXT AGENDA DEADLINE: July 27, 2011

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

Upon request, MST will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service at least 5 days before the meeting. Requests should be sent to Deanna Smith, MST, One Ryan Ranch Road, Monterey, CA 93940 or dsmith@mst.org.
WHEREAS, each month Monterey-Salinas Transit recognizes an outstanding employee as Employee of the Month; and

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

WHEREAS, Javier Gonzalez began his career as a Coach Operator in August 2010. Over his short career with MST, he has demonstrated great customer service skills and a wonderful safety record; and

WHEREAS, Javier Gonzalez was physically assaulted on June 3, 2011 at the Del Monte Shopping Center; and

WHEREAS, Javier Gonzalez handled the situation professionally-exhibiting remarkable restraint and self discipline. He remained calm, notified the Communications Center of the incident, and kept his passengers informed while awaiting the arrival of public safety and MST Supervisory personnel. A passenger, aboard the coach at the time of the incident, later wrote in to commend Javier’s his excellent customer service during and after the incident; and

THEREFORE BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit recognizes Javier Gonzalez as Employee of the Month for July 2011; and

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

THE BOARD OF DIRECTORS OF MONTEREY–SALINAS TRANSIT PASSED AND ADOPTED RESOLUTION 2012-01 this 11th day of July 2011.
To: Board of Directors

From: S. Bannister, Office Administrator

Subject: Disposal of unclaimed property left on bus

S. Vincent De Paul (Seaside)

1 purse 1 scarf
2 sweatshirts 1 coin purse
2 Bibles 2 cell phones
2 caps
2 prescription glasses
1 book
2 water bottles
1 eyeglass case

To be disposed

2 cell phones 1 apron
2 lunch packs 1 baby blanket
1 coin purse 2 caps
1 pair glasses 1 make up bag
2 water bottles

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

PREPARED BY: _____________________ REVIEWED BY: _____________________
Sonia Bannister Carl Sedoryk
1. CALL TO ORDER

Chair Armenta called the meeting to order at 10:00 a.m. in the MST Conference Room.

Present:  Fernando Armenta  County of Monterey
        Alan Cohen  City of Pacific Grove
        Jerry Edelen (alt)  City of Del Rey Oaks
        Libby Downey  City of Monterey
        Alvin Edwards  City of Seaside
        Susan Kleber  City of King
        Liz Sanchez (alt)  City of Gonzales  (arrived at 10:04a.m.)
        David Pendergrass  City of Sand City
        Karen Sharp  City of Carmel-by-the-Sea
        Patricia Stephens  City of Soledad

Absent:  John Huerta, Jr.  City of Greenfield
        Frank O'Connell  City of Marina
        Sergio Sanchez  City of Salinas

Staff:  Sonia Bannister  Office Administrator/Marketing & Sales Specialist
        Rose Bayles  HR Generalist
        Angela Dawson  Accountant
        Mark Eccles  Director of IT
        Kelly Halcon  Director of Human Resources
        Hunter Harvath  Asst. General Manager/Finance & Administration
        Michael Hernandez  Asst. General Manager/COO
        Michelle Overmeyer  Grants Administrator
        Carl Sedoryk  General Manager/CEO
        Zoe Shoats  Marketing Analyst
        Deanna Smith  Executive Assistant to the GM/CEO
        Robert Weber  Director of Transportation Services
        Kathy Williams  General Accounting Manager

Others:  David C. Laredo  De Lay & Laredo
        John Siragusa  MV Transportation
        Rafael Rosado  MST
2. CONSENT AGENDA

The consent agenda items consisted of the following:

2-1 Review highlights of Agenda.

Mr. Sedoryk announced that the Monterey County Board of Supervisors voted 4-1 to tentatively certify the Environmental Impact Report (EIR) that would allow MST to move forward with its planned development on the Whispering Oaks site. A final vote will be taken at the July 12th Board of Supervisors meeting, after the County of Monterey staff is allowed to make a final presentation. He thanked all Board Members and members of the public for their attendance and support.

2-1 Review Highlights of agenda

Mr. Sedoryk presented the highlights of the agenda.

2-2 Adopt Resolution 2011-22 recognizing Ralph Rosado, Coach Operator, as Employee of the Month for June 2011.

2-3 Minutes of the regular meeting of May 9, 2011.

2-4 Disposal of property left aboard buses.


2-6 Claim Rejection—Jesse Hood.

2-7 Approve up to 3-month Contract Extension with GY Investigations, Inc.

2-8 Authorize changes to the CTSA Advisory Committee.

2-9 Authorize a one-year contract with a two-year option to extend with Trapeze ITS for TransitMaster system maintenance.

2-10 Review Board Satisfaction Survey.

2-11 General Manager/CEO Contract Renewal.
2-12 Adopt a Proclamation Establishing 6th Annual National Dump the Pump Day in Monterey County on June 16, 2011.

Director Downey requested item 2-7 be removed from the consent agenda for discussion. She is concerned about the MST Board making decisions for the Regional Taxi Authority (RTA), and asks that this issue be addressed in the ordinance. She believes the biggest problem with the RTA is the hiring of GY Investigations, Inc. to perform administrative functions on behalf of the RTA.

Mr. Harvath stated that GY Investigations’ contract expired Monday, the day the RTA received the final authority to perform background checks and issue permits. If his contract is not renewed, the permit process will be halted. He stated that the Board could decide to renew only a 1-month contract, with future extensions being brought back for monthly approval. He stated that the City of Salinas will be submitting their administrative budget to their City Council this month for approval.

**Director Downey made a motion to approve a 1-month contract extension with GY Investigations, Inc., with future contract extensions to be presented to the Board on a monthly basis. Director Edwards seconded the motion. The motion carried unanimously.**

Director Edwards requested that staff place this issue is on the next RTA agenda.

Director Pendergrass asked if Director Downey was objecting to using GY Investigations and if she wanted the RTA administration to go out to bid again. Director Downey stated that she did not want to suggest another bid process; she wants to move forward with the City of Monterey and/or City of Salinas taking over RTA administration.

Mr. Harvath confirmed that contracting out RTA administrative services to the Cities of Monterey and Salinas is the least expensive option. He believes a budget for their administrative services will be available for Board approval at the July 12, 2011 meeting.

**Public Comment**

Jim Fink, on behalf of Celia Sue Heck, asks if the Board will regulate taxi fares and if they will work to protect seniors and the disabled.

Mr. Harvath stated that the Technical Advisory Committee will address fees under the Senior Scrip Program, with grant funds to support the program hopefully available in September.

**Director Downey made a motion to approve the Consent Agenda and was seconded by Director Pendergrass. The motion carried unanimously.**
3. SPECIAL PRESENTATIONS

3-1  June Employee of the Month—Ralph Rosado, Coach Operator.

Robert Weber recognized Ralph Rosado, Coach Operator, as Employee of the Month for his positive contribution to MST and the entire community, for being a recipient of multiple attendance and outstanding customer service awards including being recognized for 27 years of Safe Driving, and for serving as a role model to his fellow co-workers.

3-2  30 Years of Service—Steven Carroll, Intermediate Mechanic.

Michael Hernandez presented an award to Steven Carroll, Intermediate Mechanic, for his thirty years of exemplary service with MST. Mr. Carroll is recognized for being a loyal, reliable, and hard-working employee.

3-3  30 Years of Service—Mary Escalera, Coach Operator.

Robert Weber presented an award to Mary Escalera, Coach Operator, for her thirty years of exemplary service with MST. Ms. Escalera has provided assistance with evacuating flood victims in Monterey County, assisting with MST special events, and has thwarted bus pass fraud attempts.

3-4  Transit 101 Monterey Branch Line Light Rail Presentation.

The Monterey Branch Line Light Rail Presentation by Debra Hale of TMC was moved to the August Board meeting.

4. PUBLIC COMMENT

Jim Fink presented a book, Climategate, as recommended reading for the Board. He stated that he wishes California would adopt a bus stop model similar to the State of Ohio. He believes our bus stops are located too far from intersections. He also would like Line 55 to run earlier in the morning for those who attend church services.

5. COMMITTEE REPORTS AND PRESENTATIONS

5-1  MST Finance Committee Minutes

5-2  Conduct Election of Officers

Mr. Sedoryk stated that the Nominating Sub-committee met at 9:45a.m. this morning to recommend officers for Board approval. The attachment containing the committee’s recommendations was passed out to all Board members and it was recommended that the Board elect Fernando Armenta as MST Board Chair, and Kristin Clark as Vice-Chair.
Director Downey made a motion to approve the Fernando Armenta as Chair, and Kristin Clark as Vice-Chair of the MST Board for FY 2012. The motion was seconded by Director Stephens. The motion carried unanimously.

Chair Armenta stated that while he was honored to serve, he suggested that the TAMC bylaws be used as a template for future Board positions. He believes it is advantageous to regularly rotate officers to allow all members and jurisdictions the honor of serving.

6. BIDS/PROPOSALS

6-1 Approve Contract for Transit Services to CSUMB.

Mr. Harvath presented a brief history of the CSUMB University Pass Program, passed by the MST Board in 2008, providing a “free fare zone” on the college campus. The new contract will establish an agreement whereby CSUMB will pay MST to assume the role of transit provider for the University, providing approximately $350,000 in revenue for the first year of the program. The anticipated additional ridership would also increase the opportunity for grant funds based on ridership.

Mr. Edelen felt the program sounded good, but wanted clarification that all MST costs would be covered. Mr. Harvath stated that the program is designed to break even. Mr. Sedoryk stated that local MST service covers only 40% of costs, while the CSUMB program requires no subsidy.

Director Cohen stated that he assumes the program is successful. Director Stephens asked how well-received the program has been. Mr. Harvath stated that the program has been a huge success with ridership increasing up to 400%.

Mr. Sedoryk reminded the Board that many Federal grants are based on ridership; therefore, the program offers expanded opportunities for more grant funding.

Director Sharp thanked MST for the good program.

Meghan Tolbert of CSUMB stated that the program has received more positive feedback than any other program.

Public Comment

None.

Director Edwards made a motion to approve the Contract for Transit Services with CSUMB and was seconded by Director Downey. The motion carried unanimously.
6-2 Approve 2-Year Contract Extension with MV Transit.

Robert Weber presented a request for Board approval of a 2-year contract extension with MV Transit, the current provider of all limited fixed route, trolley, and MST RIDES services, representing approximately 30% of all MST services. The recommended contract provides that MST will assume the responsibility for purchasing all fuel, resulting in a 12% decrease in current contract expenses and a 6% decrease in para-transit costs.

Mr. Weber introduced John Siragusa, President of the Western Group of MV Transit, who was available for questions.

Mr. Edelen stated that he is sure MV Transit is doing a good job, but is concerned that they have held a contract for seven (7) years without MST requesting new bids. He suggested that the contract go out for bid in two years when the contract expires. Mr. Weber stated that at this time next year a bid proposal will be presented to the Board.

Mr. Sedoryk asked Mr. Weber if he performs regular comparisons with other transportation agencies to benchmark our contract costs. Mr. Weber stated that he recently did a review of nine (9) other comparable agencies in California, and our current contract rate is very good in comparison and has risen only 2% over two years.

Director Downey applauded Mr. Edelen for the suggestion.

Public Comment

Mr. Fink stated that he has experienced excellent service with MV Transit, but stated that there is a communication gap between MV dispatch and MST dispatch operators. He has missed a line on several occasions and suggests they research the problem.

John Siragusa stated that he is very proud to work with MST and will look into the complaints of missed service.

Director Downey stated that of two people she has spoken to, one liked the service, but one said that the dispatch service got the pick-up time wrong.

Mr. Weber stated that mistakes do happen, but it is always helpful to report any errors to customer service so they can be researched and corrected. He also stated that even though the contract is large, there are many start-up costs associated with contracting with a new company, and the longer contracts are often financially and practically desirable.
Director Downey made a motion to approve the 2-Year Contract Extension with MV Transit and was seconded by Director Edwards. The motion carried unanimously.

Chair Armenta asked if MST advertises on the RIDES vehicle. Mr. Sedoryk stated that MST has received marketing advice that the larger buses on regular routes provide a greater and more advantageous exposure than the para-transit vehicles. He stated that staff will research the opportunities.

8. UNFINISHED BUSINESS

8-1 Adopt FY 2012 Operating and Capital Budget.

Mr. Harvath presented the FY 2012 Operating and Capital Budget, including a request to approve the FY 2012 Budget, FY 2012 Staffing Levels, and Resolution 2011-23 authorizing federal grant applications. He stated that MST needs to close a one million ($1,000,000) dollar budget gap. Part of the budget shortage is due to less federal grant funding and higher fuel costs.

Mr. Edelen requested that in the future staff add a column to the budget highlighting the percentage difference in budget classes. He pointed to an example on page 93 that could be used beginning on page 101 of the budget.

Director Edwards asked if MST is considering furloughs. Mr. Harvath stated that administrative staff is required to take five (5) furlough days per year in lieu of vacation days, with no cash out option. He stated that the nature of the agency required that customer service be open five days per week.

Mr. Edwards asked if MST was planning on purchasing new buses. Mr. Harvath stated that MST needs twenty-one buses, but will be delaying purchases for FY 2012.

Director Edwards made a motion to approve the FY 2012 Budget, FY 2012 Staffing Levels, and Resolution 2011-23 authorizing federal grant applications. The motion was seconded by Director Downey. The motion carried unanimously.

9. NEW BUSINESS

9-1 Approve Hartnell College Free Fare Zone.

Mr. Harvath presented the Hartnell College Free Fare Zone program which is similar to, and builds upon, the success of a similar program at CSUMB. The contract provides for students, faculty, and staff carrying valid campus ID cards to ride free on Lines 20 and 23 at the bus stop in front of the campus on Alisal Street and Homestead Avenue. Hartnell student Timothy Miguel worked with the Student Senate to gain financial support for the program. This program would provide that Hartnell College reimburse MST approximately $30,000 for the first year of the program.
Mr. Edelen stated that MST and the staff deserve credit for creatively implementing projects that generate revenue. Director Edwards applauded Hartnell students for stepping up and getting involved. Director Stephens complimented Timothy Miguel for his hard work and reminded everyone that he is a resident of Soledad.

Public Comment

Timothy Miguel, Hartnell student, thanked MST staff for being willing to help support the program and asks the Board to approve.

(Name Unclear), Student President of Hartnell suggested creating an MST Line for all colleges. He stated that the students would like to explore further partnerships with MST. He believes that if the students have to bear the cost of the program in their fees, the service should be limited to the students only. He requests more discussions with the current Student Senate before approving.

Meghan Tolbert stated that she is trying to encourage opportunities to students, and that they get their information from many forms. She suggests that banners are an excellent opportunity. She stated that if the Board waits to approve this program, it will not be available for the fall semester in September.

Sequoia Lewis, Hartnell Student Senate stated that the students are in favor of this program. She stated that disabled students who ride the RIDES service find it very expensive. She encourages the Board to approve the program.

Juan Guttierrez, Hartnell student and Student Trustee, is concerned that the costs of the program are in student fees. He believes routes should be between all Hartnell campuses and believes the decision was rushed. He believes the free fare zone should only be used for the students who pay for it.

Jim Fink stated that if the Board waits until October to approve, opportunities for the fall semester will be missed.

Director Kleber stated that Mr. Miguel, the Student Council, and staff had many meetings to establish the program, beginning in July 2010.

Director Downey asked if staff could meet to gain support from the current Student Senate after approval. Mr. Harvath stated that he would be happy to meet with them.

Mr. Harvath stated that there was a letter from Hartnell Superintendent Phoebe Helm supporting the program. He stated that during his meetings with the Student Senate it was established that students must present their valid ID to take advantage of the free fare. Members who are not students, faculty, or staff would pay the full fare.
He stated that at the Planning and Operations Committee meeting this morning, an alteration of routes would allow for a connection to the East Campus.

**Director Edwards made a motion to approve the Hartnell College Free Fare Zone and was seconded by Director Stephens.**

Mr. Edelen stated that there is a signed agreement between the Student Senate and MST, and a new Senate does not have the authority to cancel that agreement.

Director Silva asked if the $30,000 is for the full year. Mr. Harvath said that the estimate is based on current ridership, not to exceed $30,000. Mr. Harvath stated that the program runs through the summer, and the Lines are regular routes anyway, so the reimbursement will apply to valid ID holders, but the lines will run for all passengers as scheduled.

Chair Armenta asked why the free fare applies to faculty and staff if the funds to support the program come from student fares. Mr. Harvath stated that the Student Senate had discussed this issue, and suggested Board approval with a valid Hartnell ID, confirming the definition of a valid ID with Phoebe Helm.

**Director Edwards amended his motion to approve the Hartnell College Free Fare Zone, with confirmation of Hartnell ID validity provided by Phoebe Helm at Hartnell College. The motion carried unanimously.**

10. REPORTS AND INFORMATION ITEMS

10-1 General Manager/CEO Report

Mr. Sedoryk announced that MST has completed a seventy-eight (78) day accident free period. This has resulted in insurance premium savings; a safety recognition barbecue will be held at the TDA and CJW facilities. He stated that there is a list of action plan items on page 99 of the budget. He stated that at the last TAMC meeting, the duplication of mission and responsibilities between AMBAG, TAMC, and MST was discussed. Debbie Hale was directed by the TAMC Board to pursue discussions regarding streamlining the agencies roles.

11. COMMENTS BY BOARD MEMBERS

11-1 Reports on meetings attended by Board members at MST expense.

None.
12. ANNOUNCEMENTS

Director Downey expressed concern that MST has not talked to the City of Marina about the possibility of acquiring a suitable 25-acre parcel as an alternative to the Whispering Oaks site and the Marina Airport site.

Director Pendergrass stated that every jurisdiction in the county has sat down and negotiated the Ft. Ord Reuse Plan and he believes that people who were not involved should respect the work that was already completed. He stated that the plan was approved even with the Sierra Club and various environmental groups. Director Downey stated that she believes the issue can still be revisited.

Director Edwards stated that he thanks MST staff for all of their hard work and difficult choices.

Chair Armenta requested that staff review the bylaws of TAMC regarding election of officers and consider implementing the policy into MST bylaws. He thanks Carl Sedoryk, Carl Wulf, Hunter Harvath, Mr. Laredo, and staff for their work in preparation for the recent County Board of Supervisors meeting. He believes MST and the Board must fulfill their mission and not jeopardize federal funding.

Director Cohen stated that he likes the recent MST television commercial.

13. CLOSED SESSION

The Board adjourned to Closed Session to meet with legal counsel regarding conference with property negotiators. (Parcel #APN 032 171 005; L.2.3, L.2.4.1, L.2.4.3, L.2.4.2, APN 031-011-056-000)

14. RETURN TO OPEN SESSION

No reportable action taken.

15. ADJOURNMENT

There being no further business, Chairperson Armenta adjourned the meeting at 12:30PM.

Prepared by: ______________________________________

Deanna Smith
To: Board of Directors

From: Kathy Williams, General Accounting & Budget Manager

Subject: Financial Reports – May 2011

RECOMMENDATION:

1. Accept report of May 2011 cash flow presented in Attachment #1
2. Approve May 2011 disbursements listed in Attachment #2
3. Accept report of May 2011 treasury transactions listed in Attachment #3
4. Accept May 2011 financial statements presented as Attachment #4

FISCAL IMPACT:

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

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beginning balance May 1, 2011</td>
<td>$ 3,311,980.07</td>
</tr>
<tr>
<td>Revenues</td>
<td>1,281,859.98</td>
</tr>
<tr>
<td>Disbursements</td>
<td>&lt;2,017,404.69&gt;</td>
</tr>
<tr>
<td>Ending balance May 31, 2011</td>
<td>$ 2,576,435.36</td>
</tr>
</tbody>
</table>

POLICY IMPLICATIONS:

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

Prepared by: Kathy Williams
Reviewed by: Carl Sedoryk
## CASH FLOW

**Beginning balance May 1, 2011** $3,311,980.07

### Revenues
- Passenger Revenue $468,026.83
- DOD Revenue $314,930.00
- LTF / STA / 5307 $0.00
- Grants $423,338.00
- Non Transit Revenue $75,565.15
  - Total Revenues $1,281,859.98

### Disbursements
- Operations (See Attachment #2) $1,921,570.15
- Capital $95,834.54
  - Total Disbursements $(2,017,404.69)

**Ending balance May 31, 2011** $2,576,435.36

## COMPOSITION OF ENDING BALANCE

<table>
<thead>
<tr>
<th>Account</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Checking - First National Bank</td>
<td>$5,071.31</td>
</tr>
<tr>
<td>Checking - Rabo Bank</td>
<td>$432,518.06</td>
</tr>
<tr>
<td>Checking(s) - Wells Fargo Bank</td>
<td>$150,782.00</td>
</tr>
<tr>
<td>Local Agency Investment Fund (LAIF)</td>
<td>$41,916.00</td>
</tr>
<tr>
<td>Money Market - Homeland Security</td>
<td>$754,022.97</td>
</tr>
<tr>
<td>Money Market - Rabo MM</td>
<td>$603,037.82</td>
</tr>
<tr>
<td>Money Market - Rabo Prop. 1 B</td>
<td>$555,450.70</td>
</tr>
<tr>
<td>Bank of America - Escrow</td>
<td>$23,886.50</td>
</tr>
<tr>
<td>Petty cash fund, STC Coin Machine, and 2 change funds</td>
<td>$9,750.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$2,576,435.36</strong></td>
</tr>
</tbody>
</table>
Comment: adawson:
   plus trolley

Comment: BRT 5309 NEW STARTS & 5311

Comment: interest, advertising, mv ins settlement, escrow pmt in BOI A
### PAYROLL ACCOUNT

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 6 Payroll &amp; Related Expenses</td>
<td>479,714.92</td>
</tr>
<tr>
<td>May 20 Payroll &amp; Related Expenses</td>
<td>477,913.24</td>
</tr>
<tr>
<td>Manual Checks</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>957,628.16</strong></td>
</tr>
</tbody>
</table>

### GENERAL ACCOUNT

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disbursements on Attached Summary</td>
<td>1,030,264.91</td>
</tr>
<tr>
<td>Workers Comp. Disbursements</td>
<td>25,533.60</td>
</tr>
<tr>
<td>Bank Service Charge/Armored Car</td>
<td>3,978.02</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,059,776.53</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Disbursements</td>
<td>2,017,404.69</td>
</tr>
<tr>
<td>Less Capital Disbursements &amp; Transfers</td>
<td>(95,834.54)</td>
</tr>
<tr>
<td><strong>Operating Disbursements</strong></td>
<td><strong>$1,921,570.15</strong></td>
</tr>
</tbody>
</table>
## DISBURSEMENTS SUMMARY:
**GENERAL ACCOUNT DISBURSEMENTS FOR May 1, 2011 - May 31, 2011**

<table>
<thead>
<tr>
<th>VENDOR / DESCRIPTION</th>
<th>CHECKS</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accounts Payable 05/02/11</td>
<td>25149</td>
<td>5,302.22</td>
</tr>
<tr>
<td>Accounts Payable 05/10/11</td>
<td>25150-25204</td>
<td>347,922.02</td>
</tr>
<tr>
<td>Accounts Payable 05/18/11</td>
<td>25205</td>
<td>100.00</td>
</tr>
<tr>
<td>Accounts Payable 05/19/11</td>
<td>25207-25208</td>
<td>106,062.27</td>
</tr>
<tr>
<td>Accounts Payable 05/27/11</td>
<td>25209-25279</td>
<td>570,594.40</td>
</tr>
<tr>
<td>Accounts Payable 05/31/11</td>
<td>25280</td>
<td>284.00</td>
</tr>
</tbody>
</table>

**TOTAL**  
1,030,264.91

### CHECKS $100,000 AND OVER

<table>
<thead>
<tr>
<th>VENDOR / DESCRIPTION</th>
<th>BOARD APPROVED</th>
<th>CHECK NUMBER</th>
<th>CHECK DATE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pers-Health</td>
<td>Recurring Expense</td>
<td>25185</td>
<td>05/10/11</td>
<td>203,755.35</td>
</tr>
<tr>
<td>Coast Oil</td>
<td>Recurring Expense</td>
<td>25231</td>
<td>05/27/11</td>
<td>143,313.41</td>
</tr>
<tr>
<td>GFI</td>
<td>Farebox project</td>
<td>25246</td>
<td>05/27/11</td>
<td>226,912.78</td>
</tr>
</tbody>
</table>
## LAIF ACCOUNT

<table>
<thead>
<tr>
<th>Date</th>
<th>Account</th>
<th>Bank</th>
<th>Deposit</th>
<th>Withdrawal</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Balance Forward at 05/01/11</td>
<td></td>
<td></td>
<td></td>
<td>541,238.88</td>
</tr>
<tr>
<td></td>
<td>Transfer to checking for payroll</td>
<td></td>
<td>(500,000.00)</td>
<td>(500,000.00)</td>
<td>41,916.00</td>
</tr>
<tr>
<td></td>
<td>Local Agency Investment Fund:</td>
<td></td>
<td></td>
<td></td>
<td>677.12</td>
</tr>
<tr>
<td></td>
<td>Interest earned - 0.413%</td>
<td></td>
<td></td>
<td></td>
<td>677.12</td>
</tr>
<tr>
<td></td>
<td>LAIF Treasury Balance at 05/31/11</td>
<td></td>
<td></td>
<td></td>
<td>41,916.00</td>
</tr>
</tbody>
</table>

## RABOBANK MM ACCOUNT

<table>
<thead>
<tr>
<th>Date</th>
<th>Account</th>
<th>Bank</th>
<th>Deposit</th>
<th>Withdrawal</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Balance Forward at 05/01/11</td>
<td></td>
<td></td>
<td></td>
<td>1,839,084.22</td>
</tr>
<tr>
<td></td>
<td>05/02/11</td>
<td>To A/P</td>
<td>1,150,000.00</td>
<td>689,084.22</td>
<td></td>
</tr>
<tr>
<td></td>
<td>05/05/11</td>
<td>To Payroll</td>
<td>475,000.00</td>
<td>214,084.22</td>
<td></td>
</tr>
<tr>
<td></td>
<td>05/09/11</td>
<td>FY10 5311</td>
<td>371,593.00</td>
<td>585,677.22</td>
<td></td>
</tr>
<tr>
<td></td>
<td>05/11/11</td>
<td>To A/P</td>
<td>350,000.00</td>
<td>235,677.22</td>
<td></td>
</tr>
<tr>
<td></td>
<td>05/12/11</td>
<td>5309 new starts</td>
<td>51,745.00</td>
<td>287,422.22</td>
<td></td>
</tr>
<tr>
<td></td>
<td>05/12/11</td>
<td>Deposits</td>
<td>71,505.00</td>
<td>358,927.22</td>
<td></td>
</tr>
<tr>
<td></td>
<td>05/26/11</td>
<td>Deposits</td>
<td>243,410.00</td>
<td>602,337.22</td>
<td></td>
</tr>
<tr>
<td></td>
<td>05/31/11</td>
<td>Fees</td>
<td>30.00</td>
<td>602,307.22</td>
<td></td>
</tr>
<tr>
<td></td>
<td>05/31/11</td>
<td>Interest</td>
<td>730.60</td>
<td>603,037.82</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RABO MM Balance at 05/31/11</td>
<td></td>
<td></td>
<td></td>
<td>603,037.82</td>
</tr>
</tbody>
</table>
To: Board of Directors
From: Kathy Williams, General Accounting & Budget Manager
Subject: Disposal of Accountable Property

RECOMMENDATION:

Approve the disposition of the Accountable Property listed on Attachment 1.

FISCAL IMPACT:

The Book Value (Original Cost minus Accumulated Depreciation) of all items on the list total zero.

POLICY IMPLICATIONS:

The Board approves accountable property removed from the financial records of the agency.

DISCUSSION:

As a result of the installation of the new GFI Farebox system staff is asking for approval to dispose of obsolete equipment that was in service for the Cubic farebox system and all related money count equipment. Please see Attachment #1 for details.

Staff has done some inquiries as to the resale of these items and has not found any suitable place for them to be sold or donated.
<table>
<thead>
<tr>
<th>Asset No.</th>
<th>Description</th>
<th>Depreciation Start Date</th>
<th>FA Posting Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 T1212 LL</td>
<td>ELEVATING CART@TDA$ COUNT</td>
<td>5/17/96</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1237 GP</td>
<td>FAREBX BILL MODULAR SENSR</td>
<td>9/3/98</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1238 GP</td>
<td>ID ASSEMBLY CASH BOX (#2)</td>
<td>9/3/98</td>
<td>EQUIP</td>
</tr>
<tr>
<td>4 M1730 GP</td>
<td>TRANSFR MACHINE MOUNTS #8</td>
<td>9/17/98</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1239 GP</td>
<td>SENSOR MODULARS AND ACCES</td>
<td>10/15/98</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1380 GP</td>
<td>#6 PCB COIN CONTROLLERS</td>
<td>10/15/98</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1381 GP</td>
<td>FAREBOX-LOCK,CABLE,EQUIP.</td>
<td>10/15/98</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1382 GP</td>
<td>#7 FAREBOX KEYBOARDS</td>
<td>10/30/98</td>
<td>EQUIP</td>
</tr>
<tr>
<td>1 A1651 LL</td>
<td>JETSORT COIN SORTER</td>
<td>11/11/98</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1383 GP</td>
<td>#7 CABLE ASSYS</td>
<td>11/27/98</td>
<td>EQUIP</td>
</tr>
<tr>
<td>4 M1766 GP</td>
<td>AFC TESTING EQUIPMENT</td>
<td>11/30/98</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1384 GP</td>
<td>#7 LOCKING BASE ASSEMBLYLS</td>
<td>1/20/99</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1385 GP</td>
<td>2-PROBE ASSEMBLY/REV.EQUIP</td>
<td>2/4/99</td>
<td>EQUIP</td>
</tr>
<tr>
<td>1 A1685 LL</td>
<td>CURRENCY COUNTER@$COUNTRM</td>
<td>9/2/99</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1392 GP</td>
<td>TRANSFER MACHINE PARTS</td>
<td>9/16/99</td>
<td>EQUIP</td>
</tr>
<tr>
<td>4 M1883 NX</td>
<td>AFC FAREBOX PARTS</td>
<td>11/11/99</td>
<td>EQUIP</td>
</tr>
<tr>
<td>4 M1891 NX</td>
<td>CIRCUIT CARD UPDATE</td>
<td>12/8/99</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1530 GP</td>
<td>12 FAREBOXES #1100's</td>
<td>6/7/00</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1533 GP</td>
<td>FAREBOX MAINTENANCE PARTS</td>
<td>9/14/00</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1540 GP</td>
<td>TRANSFR MACHINES/CRADLES</td>
<td>1/5/01</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1541 GP</td>
<td>TRANSFR MACHINES/CRADLES</td>
<td>1/5/01</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1542 GP</td>
<td>CASH BOX ASSY (#3)</td>
<td>2/1/01</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1543 GP</td>
<td>CASH BOX ASSY (#3)</td>
<td>2/1/01</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1544 GP</td>
<td>TRNSFR MACHINS/CRDLS #10</td>
<td>2/1/01</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1546 GP</td>
<td>COIN/BILL MDLS/MSTR CNTRL</td>
<td>2/15/01</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1555 GP</td>
<td>TRANSFER MACHINES/CRADLES</td>
<td>5/24/01</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1556 GP</td>
<td>UPGRADE KITS #52 DF1100</td>
<td>6/7/01</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1557 GP</td>
<td>MTY TRANSPEED PARTS</td>
<td>6/7/01</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1558 GP</td>
<td>9-TRANSFER MACHINES</td>
<td>6/30/01</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1559 GP</td>
<td>TRANSFER MACHINE CRADLES</td>
<td>6/30/01</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1562 GP</td>
<td>FAREBOXES #12</td>
<td>12/20/01</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1565 GP</td>
<td>DF 1100 AES MACHINES/CABL</td>
<td>1/3/02</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1591 GP</td>
<td>AES MACHINE MNTG BRACKETS</td>
<td>3/1/02</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1593 GP</td>
<td>10-TRANSFER MACHINES</td>
<td>3/28/02</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1594 GP</td>
<td>FAREBOXES #17/AES MOUNTS</td>
<td>4/11/02</td>
<td>EQUIP</td>
</tr>
<tr>
<td>1 A1868 LL</td>
<td>MONEY COUNTER [DOLLARS]</td>
<td>6/30/02</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1633 GP</td>
<td>30-TRANSFR MACHINE/CRADLES</td>
<td>1/31/03</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1231 LL</td>
<td>TICKET MACHINE@FAREBOX RM</td>
<td>6/30/98</td>
<td>EQUIP</td>
</tr>
<tr>
<td>2 T1234 GP</td>
<td>CONTROLLER ASSY BILL MODU</td>
<td>11/11/98</td>
<td>EQUIP</td>
</tr>
<tr>
<td>4 M1670 LL</td>
<td>GARAGE CUBIC CMPTR SYST.</td>
<td>8/16/01</td>
<td>EQUIP</td>
</tr>
<tr>
<td>4 M1671 LL</td>
<td>GARAGE CUBIC CMPTR SYST.</td>
<td>8/16/01</td>
<td>EQUIP</td>
</tr>
<tr>
<td>4 M1672 LL</td>
<td>GARAGE CNTRL CUBIC CMPTR</td>
<td>8/16/01</td>
<td>EQUIP</td>
</tr>
<tr>
<td>1 A1487 LL</td>
<td>PC AMD500-FARE BOX RM-TDA</td>
<td>12/24/97</td>
<td>EQUIP</td>
</tr>
<tr>
<td>4 M1411 LL</td>
<td>CUBIC TEST STATION &amp; AFC</td>
<td>6/30/96</td>
<td>EQUIP</td>
</tr>
<tr>
<td>1 A1440 NX</td>
<td>FAREBOX CONSULTING &amp; TRNG</td>
<td>10/17/96</td>
<td>EQUIP</td>
</tr>
<tr>
<td>Item Code</td>
<td>Description</td>
<td>Date</td>
<td>Location</td>
</tr>
<tr>
<td>-----------</td>
<td>------------------------------------</td>
<td>--------</td>
<td>----------</td>
</tr>
<tr>
<td>A1596 LL</td>
<td>PC P3-800/FAREBOX RM-TDA</td>
<td>1/5/01</td>
<td>EQUIP2</td>
</tr>
<tr>
<td>T1207 GP</td>
<td>FAREBOX</td>
<td>6/30/95</td>
<td>EQUIP</td>
</tr>
<tr>
<td>T1207 NX</td>
<td>FAREBOX</td>
<td>6/30/95</td>
<td>EQUIP</td>
</tr>
<tr>
<td>T1233 NX</td>
<td>#8FT.CUSTOM BENCH FAREBOX</td>
<td>9/3/98</td>
<td>EQUIP</td>
</tr>
</tbody>
</table>
To:      Board of Directors
From:    H. Harvath, Assistant General Manager for Finance and Administration
Subject: FY 2011-2012 APTA Dues

RECOMMENDATION:

Approve the expenditure of $26,000 for American Public Transit Association (APTA) dues for Fiscal Year 2011-2012.

FISCAL IMPACT:

$26,000 in funds identified for APTA dues as a part of MST's FY 2012 budget.

POLICY IMPLICATIONS:

Your Board approves expenditures exceeding $25,000.

DISCUSSION:

The American Public Transportation Association (APTA) is the national advocacy group for public transit. APTA represents MST’s interests on a national level through lobbying and testifying before Congress on transit-related issues, as well as through its transit research programs, publications, industry standards and overall industry image building on behalf of transit. MST staff and members of your Board attend various APTA meetings, functions and conferences throughout the year. APTA dues are based on annual operating expenses for the most recent completed year. MST’s operating budget falls within the $20 million to $30 million dues category of $26,000. In light of the economic downturn, APTA has kept dues for transit agencies at the same level for the last three years and has once again held them constant for a fifth year.
To: Board of Directors
From: C. Sedoryk, General Manager/CEO
Subject: Fiscal Year 2012 International Transit Studies Program

RECOMMENDATION:

Approve General Manager participation in International Transit Studies Program Fiscal Year 2012.

FISCAL IMPACT:

None. All travel costs (airfare, ground transportation, hotels, and per diem) are paid by the International Transit Studies Program.

POLICY IMPLICATIONS:

None. The employment agreement with the General Manager/CEO states “MST shall continue to support the professional development of the GM/CEO by allowing and encouraging the GM/CEO to participate in activities and conferences that are deemed beneficial to MST”. The ITSP program requires that applications from transit system General Manager include the endorsement from the board chair.

DISCUSSION:

Since 1994, the International Transit Studies Program (ITSP) has been providing opportunities for U.S. public transit managers to meet face-to-face with their peers in cities throughout the world. They talk about common concerns and challenges, and they learn firsthand how transit systems in communities of various sizes and cultures are planned, funded, operated, and maintained. They come home with a broader perspective and with new ideas for improving their own agencies. Former MST General Manager/CEO Frank Lichtanski led a transit study program to Eastern Europe in October 2002, and was accompanied by Hunter Harvath who at the time was employed by New Orleans Regional Transit Authority. Both attendees felt that the experience provided valuable insights and ideas that improved their understanding of transit.

During 2012 there will be two study missions to countries in Western Europe. The fall 2011 study mission, “Integrating High-Speed Rail with Existing Transit Systems”, will provide the team members with an opportunity to examine how public transit agencies in several cities in Europe have effectively coordinated and connected their bus, metro, light rail, and commuter rail services and facilities with high-speed rail services and facilities. Topics to be covered include fare integration and ticketing, marketing, customer service, multimodal stations, accessibility, scheduling, and safety and security.
The spring 2012 mission will focus on "Doing More with Less: Best Practices in Bus Operations and Rail Operations," with an emphasis on small and medium sized cities. Topics to be covered include coordination and integration of services, operating models, marketing and communications, customer service, service planning and scheduling, fare structures and nonfarm revenue sources, energy efficiency, safety, accessibility, and workforce development.

Approval of this item will endorse the General Manager/CEO to apply to attend one of these two sessions.

PREPARED BY: ____________________________

Carl G. Sedoryk
To:       Board of Directors
From:     Michelle Overmeyer, Grants & Compliance Analyst
Subject:  Resolution 2012-02 California Energy Commission Loan Application Authority

RECOMMENDATION:

Approve Resolution 2012-02 authorizing the filing of a low-interest loan application with the State of California Energy Commission.

FISCAL IMPACT:

Up to $1,500,000 in a low-interest loan to pay for energy efficient appliances at the Monterey Bay Bus Operations and Maintenance Facility. The loan will be repaid over a maximum of 11 years.

POLICY IMPLICATIONS:

Your Board authorizes expenditures over $25,000. Your Board must authorize the filing of the loan application, requesting up to $1,500,000 million, in order to secure financing from the California Energy Commission.

DISCUSSION:

The California Energy Commission (CEC) announced the availability of funds for low-interest loans for energy efficiency and energy generation projects. The CEC is providing loans with a low interest rate of 3 percent that can help local jurisdictions, such as MST, invest in energy efficiency, save money, reduce greenhouse gas emissions, and create new jobs for our community. Many of the design features of the future Monterey Bay Bus Operations and Maintenance Facility will qualify for financing through this CEC loan (e.g., HVAC, lighting, etc.). To apply for the loan, your Board must approve the attached resolution authorizing for the filing of an application with the CEC. MST would use the loan for energy-saving appliances at the new Monterey Bay Bus Operations and Maintenance Facility planned for property on the former Fort Ord.

PREPARED BY: ___________________________ REVIEWED BY: ___________________________
Michelle Overmeyer                            Carl G. Sedoryk

Attachment: Resolution 2012-02
RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION WITH THE CALIFORNIA ENERGY COMMISSION FOR A LOAN UNDER THE FINANCING FOR ENERGY EFFICIENCY & ENERGY GENERATION PROJECTS PROGRAM

WHEREAS, the California Energy Commission provides loans to schools, hospitals, local governments, special districts, and public care institutions to finance energy efficiency improvements;

NOW THEREFORE, BE IT RESOLVED, that Monterey-Salinas Transit (MST) Board of Directors authorizes Monterey-Salinas Transit to apply for an energy efficiency loan from the California Energy Commission to implement energy efficiency measures.

BE IT ALSO RESOLVED, that in compliance with the California Environmental Quality Act (CEQA), MST Board of Directors finds that the activity funded by the loan is a project and an Environmental Impact Report was prepared.

BE IT ALSO RESOLVED, that if recommended for funding by the California Energy Commission, the MST Board of Directors authorizes Monterey-Salinas Transit to accept a loan up to $1.5 million.

BE IT ALSO RESOLVED, that the amount of the loan will be paid in full, plus interest, under the terms and conditions of the Loan Agreement, Promissory Note and Tax Certificate of the California Energy Commission.

BE IT FURTHER RESOLVED, that the General Manager/CEO is hereby authorized and empowered to execute in the name of Monterey-Salinas Transit all necessary documents to implement and carry out the purpose of this resolution, and to undertake all actions necessary to undertake and complete the energy efficiency projects.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT PASSED AND ADOPTED RESOLUTION 2012-02 this 11th day of July 2011.

_______________________________
Fernando Armenta
Chairman

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

RECOMMENDATION:  
1. Review current MST Committee Assignments.  
2. Receive proposed Committee Meeting Schedule.  

FISCAL IMPACT:  
None.  

POLICY IMPLICATIONS:  
The Monterey-Salinas District By-laws allow the Board to form committees to provide advice and recommendation to the Board of Directors on policy matters relative, but not limited to transportation services, facilities, compensation and benefit programs, legislation, marketing and finances affecting the District. These committees shall be members of the Board of Directors as selected by the Chair and such other persons, including District staff and public members as selected by the Board. The Board has established six committees with each Board member serving on at least two committees and the Chair and Vice-Chair serving on three committees.  

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

*As of July 11, 2011*

<table>
<thead>
<tr>
<th></th>
<th>Facilities</th>
<th>Finance</th>
<th>Legislative</th>
<th>Marketing</th>
<th>Human Resources</th>
<th>Planning/Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Armenta</td>
<td></td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clark</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Downey</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>O’Connell</td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Edwards</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>Sanchez</td>
<td>●</td>
<td></td>
<td>●</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sharp</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>Cohen</td>
<td></td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Orozco</td>
<td></td>
<td></td>
<td></td>
<td>●</td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>Huerta, Jr.</td>
<td>●</td>
<td></td>
<td>●</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kleber</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>Pendergrass</td>
<td></td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stephens</td>
<td>●</td>
<td></td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Chair and Vice-Chair are each assigned to 3 committees. All other Board members are assigned to 2 committees.
## Proposed MST Committee Dates

**As of July 11, 2011**

<table>
<thead>
<tr>
<th>Committee</th>
<th>Mission Statements</th>
<th>Members</th>
<th>Meeting Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marketing</td>
<td>Oversees and recommends policies to the Board regarding public information, marketing plans and bus advertising policies.</td>
<td>Armenta, Orozco, Cohen, Huerta, Jr., Pendergrass</td>
<td>Aug. 8, 2011 9:00am MST Boardroom</td>
</tr>
<tr>
<td>Finance</td>
<td>Oversees MST financial matters and recommends to the Board policies, practices, and efficiencies, which maximize service and ensure a financially solvent organization.</td>
<td>Armenta, O’Connell, Sharp, Kleber, Stephens</td>
<td>Sept. 12, 2011 9:00am MST Boardroom</td>
</tr>
<tr>
<td>Human Resources</td>
<td>Recommends policies to the Board concerning the effective use of human resources and compensation/benefits/recognition systems</td>
<td>Clark, Sharp, Cohen, Stephens</td>
<td>Oct. 10, 2011 9:00am MST Boardroom</td>
</tr>
<tr>
<td>Facilities</td>
<td>Recommends to the Board policies which best allows utilization of facilities and other tangible assets to meet organizational growth and development needs</td>
<td>Downey, O’Connell Sanchez, Edwards, Huerta, Jr.</td>
<td>Nov. 14, 2011 9:00am MST Boardroom</td>
</tr>
<tr>
<td>Finance</td>
<td>Oversees MST financial matters and recommends to the Board policies, practices, and efficiencies, which maximize service and ensure a financially solvent organization.</td>
<td>Armenta, O’Connell, Sharp, Kleber, Stephens</td>
<td>Dec. 12, 2011 9:00am MST Boardroom</td>
</tr>
<tr>
<td>Planning/Operations</td>
<td>Recommends policy to the Board to improve transit services and better meet the transportation needs of Monterey County.</td>
<td>Edwards, Clark, Orozco, Kleber</td>
<td>Jan. 9, 2012 9:00am MST Boardroom</td>
</tr>
<tr>
<td>Legislative Policy</td>
<td>Recommends to the Board strategies and actions regarding legislative initiative</td>
<td>Armenta, Clark, Sanchez, Downey, Pendergrass</td>
<td>Feb. 13, 2012 9:00am MST Boardroom</td>
</tr>
<tr>
<td>Marketing</td>
<td>Oversees and recommends policies to the Board regarding public information, marketing plans and bus advertising policies.</td>
<td>Armenta, Orozco, Cohen, Huerta, Jr., Pendergrass</td>
<td>March 12, 2012 9:00am MST Boardroom</td>
</tr>
<tr>
<td>Human Resources</td>
<td>Recommends policies to the Board concerning the effective use of human resources and compensation/benefits/recognition systems</td>
<td>Clark, Sharp, Cohen, Stephens</td>
<td>April 9, 2012 9:00am MST Boardroom</td>
</tr>
<tr>
<td>Finance</td>
<td>Oversees MST financial matters and recommends to the Board policies, practices, and efficiencies, which maximize service and ensure a financially solvent organization.</td>
<td>Armenta, O’Connell, Sharp, Kleber, Stephens</td>
<td>May 14, 2012 9:00am MST Boardroom</td>
</tr>
</tbody>
</table>
To:       Board of Directors
From:    H. Harvath, Assistant General Manager – Finance & Administration
Subject: Renew Operating Line of Credit

RECOMMENDATIONS:

Approve a renewal of a line of credit in the amount of $500,000 for operating expenditures to address short-term cash-flow difficulties.

FISCAL IMPACT:

$1,250 fee that is included in FY 2012 Budget provides up to $500,000 of credit.

POLICY IMPLICATIONS:

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

DISCUSSION:

At the July 12, 2010 Board meeting, your Board approved a $500,000 line of credit with Rabobank for operating expenses.

Given the continued uncertainties and delays that have occurred at the local, state and federal levels with regards to transit funding, there are times – usually near the end or beginning of the fiscal year – when short-term cash flow becomes problematic. In order to address these occasional situations, staff is recommending the renewal of a $500,000 line of credit.
06/28/11

Monterey Salinas Transit
Hunter Harvath
One Ryan Ranch
Monterey, Ca. 93940

Dear Hunter:

Rabobank, N.A. ("Bank"), is pleased to present Monterey Salinas Transit ("Company") with a Commitment for a Revolving Line of Credit as outlined below.

The terms and conditions set forth in this letter are a commitment of the Bank to extend credit. The decision by the Bank to extend credit to the Company is contingent on no adverse change in the condition of the Company, and the execution of final documentation in form and substance satisfactory to the Bank, among other conditions.

Terms:

Borrower(s): Monterey-Salinas Transit
Loan Purpose: Provide Support of Working Capital
Loan Type: Revolving Line of Credit
Loan Amount: $500,000 (Five Hundred Thousand Dollars)
Term: One Year
Collateral: UCC-1 -- All Business Assets
Interest Rate: Variable Rate:
Rabobank Prime +/- 0.0% adjustable monthly. Floor of 4.25%.
Rabobank no longer uses Wall Street Journal Prime as a referenced index on commercial financing.
Payment: Interest due Monthly -- Outstanding Balance plus accrued interest due in Full at Maturity
Computations: All interest rate and fee computations shall be based upon a 360-day year and the actual days elapsed.
Pre-Payment: None
Loan Fee: $1,250
Other Fee(s): All applicable fees including but not limited to the collateral audit, legal and other out of pocket expenses are the responsibility of the Borrower(s).
Reporting Requirement(s):

**Borrower:**

- Annual Statements of Borrower – As soon as available, but in no event later than 120 days after the end of the fiscal year. Statements are to be CPA audited.
- Interim Statements of Borrower - As soon as available, but in no event later than 60 days after the end of each fiscal half-year period. Profit and Loss Statements are to be Borrower prepared.

Covenant(s) / Condition(s):

**Borrower:**

- Maintain a Debt to tangible Net Worth not in excess of .50 to 1.0. Requirement to be measured semi-annually and annually, beginning June 30, 2011. Debt to Tangible Net Worth calculated by dividing Total Liabilities by Tangible Net Worth.
- Out of Debt Period – Maintain a period of 30 consecutive days out of debt annually.
- A Rabobank N.A. deposit relationship is required throughout the life of the loan, if approved.

This commitment letter including the terms and conditions are not to be released to or discussed with any third party without the prior written consent of Rabobank. All figures, terms, and conditions may be subject to change or withdrawal at any time.

Rabobank is pleased to have been given the opportunity to assist Monterey-Salinas Transit in connection with this important financing. I will call you when the documentation is ready.

Very truly yours,

RABOBANK N.A.
Commercial Banking

By: Valerie Schlothauer

Valerie Schlothauer
Vice President/Commercial Banking Officer.
To: Board of Directors

From: M. Hernandez, Assistant General Manager/Chief Operating Officer

Subject: Authorize the Donation of Vans to Rancho Cielo Youth Campus

RECOMMENDATIONS:

Authorize the donation of up to three passenger vans to the Rancho Cielo Youth Campus.

FISCAL IMPACT:

Auction prices for these vehicles are estimated at $500 to $1000 depending on market conditions and vehicle condition.

POLICY IMPLICATIONS:

Your Board approves the disposal of vehicles.

DISCUSSION:

The Rancho Cielo Youth Campus contacted MST requesting the donation of three passenger vans. The Youth Campus will use the vehicles for their transportation program throughout Monterey County, (see attachment).

MST’s currently has three model year 1991/2000 Dodge vans available for donation. These vans were previously used by MST staff for facilities support. Vehicles transferred to charitable organizations are donated “as is” and are not repaired by MST. These vehicles will require repairs and/or have extensive rust damage.

MST’s vehicle retirement policy is based on FTA and Caltrans guidelines. Buses are eligible for retirement at 12 years/500,000 miles; mini buses at 5 years/150,000 miles; light duty vehicles/sedans at 7 years/125,000 miles and heavy duty trucks at 10 Years. Vehicles are retired earlier based on condition, operating costs, or failure to meet California Air Resources Board emission requirements. Previous attempts to sell vans through First Capital Auction were suspended because transportation costs are approximately $400 each. These costs can generally be off-set with the sale of mini buses and large buses, however, auctions have not been cost effective for the sale of other vehicles. Staff recommends approving the donation.
June 29, 2011

Board of Directors
Monterey-Salinas Transit

Re: Public Transportation to Rancho Cielo Youth Campus – Van Donation

Dear MST Board of Directors,

As you know, Rancho Cielo’s programs are an integral part of the overall strategy in Monterey County to address the issues underlying juvenile violence. Although Rancho Cielo is fairly new – our first students were on campus in 2004 – the programs have proven themselves to be successful. Their success is demonstrated by the 74%-80% recidivism reduction, and the number of previous drop outs, who now have their high school diplomas, jobs, and hope for a productive future.

One reason why the programs on campus are successful is because the campus is geographically isolated from the often dangerous or economically depressed environments where the youths reside and where gangs are active. The flip side of that coin is that many of the families and youth we need to serve do not have their own transportation.

When Rancho Cielo staff last approached MST to request a bus stop, we were serving approximately 75 youth per day, and the majority of those had transportation provided by Probation to the Silver Star Youth Program, funded by the Vehicle License Fee. A couple of major things have changed since then, creating an urgent need for public transportation to the campus.

- The deep cuts to public budgets, including the Probation Budget, which is curtailing pick up and drop off services for participants
- The possibility that the Vehicle License Fee will not be extended
- The current transportation to the Silver Star Youth Program at Rancho Cielo (funded by Probation from that source) will be eliminated (54 youth)
- The opening of the Drummond Culinary Academy in August, 2010 (32 youth)
- The recent $1.1M Department of Labor YouthBuild grant awarded to Rancho Cielo, requiring a YouthBuild program on campus starting September 2011 (32 youth)
- The expansion of the Rancho Cielo Youth Corps Program (currently 25 youth, planned to grow)
- The Rancho Cielo WildLand Fire Suppression Program hopes to find enough funding to be a year-round program, rather than a seasonal one (15-20 youth)
As a result by late summer, Rancho Cielo will be serving more than 140 youth a day, few of whom will have transportation. The youth are from all over the county, although the majority of them live in Salinas high-risk area codes 93905 and 93906.

As the Vehicle License Fee that funds transportation to Rancho Cielo expires June 30, 2011, we ask for your urgent attention to this unmet transit need. Your staff has been responsive to working with us for short term and long term solutions to this problem. We understand that there are three vans available for donation to Rancho Cielo. We kindly request consideration for those donated vans as an immediate solution to our transportation issue.

We appreciate the attention and support that we know you will give to this matter.

Very Sincerely,

Susie Brusa
Susie Brusa
Executive Director
APPRECIATION FOR SERVICES RENDERED BY
COLONEL DARCY BREWER, GARRISON COMMANDER
PRESIDIO OF MONTEREY, CA

WHEREAS, Colonel Darcy Brewer assumed command of the Presidio of Monterey in September 2008; and

WHEREAS Colonel Brewer recognized the critical role public transportation plays in providing safe, affordable, and convenient mobility options the military and civilian personnel who serve and support the Presidio Of Monterey; and

WHEREAS, Colonel Brewer championed the implementation of a regional network of public transit routes serving the Presidio of Monterey and communities within and adjacent to Monterey County in July 2009; and

WHEREAS, the routes implemented by Colonel Brewer have carried over 387,000 passenger boardings, with growing ridership resulting in reduced local traffic congestion, decreased greenhouse gas emissions, and improved quality of life; and

WHEREAS, the Presidio of Monterey public transit program has provided over $2.1 Million of revenue and over 20 new job into MST improving the local economy during a period of tough economic conditions; and

WHEREAS, the Presidio of Monterey public transportation program has been recognized by United States Army as a best practice; and

WHEREAS, Colonel Darcy A. Brewer has made substantial and lasting contributions to the improvement of public transportation throughout Monterey County.

THEREFORE BE IT RESOLVED that the Board of Directors gives him its sincerest thanks for his service to the United States of America and his support of MST customers, employees, and the residents of the communities we serve

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT
PASSED AND ADOPTED RESOLUTION 2012-03 this 11th day of July 2011.

Fernando Armenta
Chairman

Carl G. Sedoryk
Secretary
Human Resources Committee
June 27, 2011
Minutes

Present: Chair Kristin Clark, Director Karen Sharp, Director Alan Cohen, Director Patricia Stephens, Carl Sedoryk, GM/CEO, Dave Laredo, General Counsel, Kelly Halcon, Director of Human Resources/Risk Management

Absent: None

1. Call to order

Director Clark called the meeting to order at 9:03 a.m.

2. Public Comments - None

3. General Manager Contract Extension -
   - Kelly Halcon handed Carl Sedoryk’s current contract agreement and APTA General Manager Salary and Benefit information. Committee made recommendations regarding language related to future cost-of-living adjustments. Staff will provide suggested language changes to accommodate the Committee comments.
   - HR Committee requested GM to leave the room while they discussed GM Performance and incentives under current contract. Committee requested that GM Performance be placed on July 11, 2011 Board Meeting Agenda for further discussion to make a final decision.

4. Closed Session –
   - Conference with Labor Negotiators – Monterey-Salinas Transit Employee Association (MSTEA).
   - Conference with Legal Counsel-Litigation-Natayliya Dukarevich.
   - Conference with Legal Counsel-Litigation-Giovanna Sarina.
   - Conference with Legal Counsel-Litigation-Tabitha Stanislaw and James Conboy.
   - Conference with Legal Counsel-Litigation-Dominga Aguisanda.
   - Conference with Legal Counsel-Litigation-Guadalupe Mejia.
   - Conference with Legal Counsel-Litigation-Frank McClure and Janie Bryant.
   - Conference with Legal Counsel-Litigation-William Rose.
   - Conference with Legal Counsel-Litigation- Perfecta Wolf.

5. Return to Open Session – no action taken.

6. Director Clark adjourned the meeting at 9:55 a.m.

SUBMITTED BY: _____________________________
Kelly Halcon
1. Call to order

   Director Clark called the meeting to order at 9:04 a.m.

2. Public Comments - None


   Hunter Harvath began the meeting with a discussion of the fiscal year 2012 budget, which includes a reduction in federal funding as well as increased fuel prices. These two items together will require a reduction in transit services valued at approximately $1 million in order to balance the FY 2012 budget. He then turned to a graph representing MST’s historical ridership on a month by month basis since July 2007. The data shows an overall decline in ridership throughout the year. A notable exception to the overall pattern is an increase in ridership on the military partnership routes, which are producing additional passengers where at the same time core routes are losing passengers. In that regard, service reductions on the core routes not funded by outside sources (i.e., military, trolleys) are being proposed.

   Mr. Harvath presented the proposed route reductions both in a line by line, tabular form as well as in greater detail on a fact sheet grouped by geographic area and corridor. Service reductions were proposed on the following corridors which had seen overall declines in ridership since 2007:

   - Lighthouse Avenue between downtown Monterey and Pacific Grove
   - Seaside to Del Monte Center/downtown Carmel
   - Fremont Street/Boulevard
   - Upper Seaside residential areas
   - Monterey to Salinas via Marina
   - Downtown Salinas to Natividad Hospital via Sherwood
Mr. Harvath indicated that rather than deleting service to any of these areas, service reductions would primarily take the form of reduction in frequency targeted in many cases to off-peak hours when ridership was lower so as to not affect the majority of riders’ commutes to work and school. In addition, staff was attempting to adapt grant funded routes to help soften in impact of frequency reductions wherever possible. For example, MST’s new Carmel-area senior shuttle and MST’s jobs-access services in East Salinas could provide alternatives for passengers riding in corridors that would have reductions in frequency with the proposed service cuts.

Mr. Harvath added that in order to solicit public input on the proposed service reductions, staff had arranged for a series of 4 public hearings in eastern Salinas, Seaside, Pacific Grove and Monterey. Customers were also being invited to submit comments via phone, email, fax or U.S. Mail. Based on what is submitted through the public input process, he would bring back a final list of proposed service reductions for consideration by the MST Board at its July 11, 2011, meeting.

Director Kleber stated that she was impressed by the detailed analysis that was presented by staff and asked how MST informs its customers about proposed service cuts. Mr. Harvath explained the public notification process and the methods by which customers are informed of the proposed service reductions and their opportunities for input. Director Clark agreed that these matters are usually well publicized and also indicated that she has seen underutilized buses on the Fremont corridor during mid-day hours. In addition, she had questions about the routes, schedules and pricing of Line 19 Monterey-Marina and Line 20 Monterey-Salinas via Marina. Mr. Harvath explained the differences and similarities of these two lines. Director Clark also asked about any restrictions on the senior shuttle, to which Mr. Harvath confirmed that, while marketed and targeted to seniors, it was indeed open to all passengers. Director Edwards inquired as to the dates of the public hearings. Mr. Harvath responded that he had prepared a handout listing the dates, times and locations of the public hearings that would be distributed to all board members at the 10 a.m. meeting.

Director Edwards motioned to recommend the service reductions as proposed to the full Board for approval. Director Kleber seconded the motion, which was approved unanimously.

4. Director Clark adjourned the meeting at 9:41 a.m.

SUBMITTED BY: _____________________________
Hunter Harvath
To: Board of Directors

From: Hunter Harvath, Assistant General Manager for Finance and Administration

Subject: Proposed Service Reductions for FY 2012

RECOMMENDATIONS:


2. Approve proposed service reductions to balance MST’s FY 2012 operating budget.

FISCAL IMPACT:

Approximately $1 million in savings in FY 2012.

POLICY IMPLICATIONS:

Your Board holds public hearings to solicit input on proposed service reductions and your Board is responsible for approving any major reductions in transit services.

DISCUSSION:

At the June 15, 2011, meeting, your Board approved MST’s fiscal year 2012 budget, which required a reduction in transit services valued at approximately $1 million in order to ensure revenues would equal expenditures. The primary causes for the service reductions to balance the budget include an expected reduction in federal operating assistance grant funding of approximately $515,000 as well as increased fuel costs, which are budgeted $672,000 higher in FY 2012 than FY 2011. In that regard, staff has proposed a series of service reductions to take effect in September that would result in approximately $1 million in savings to the FY 2012 budget, thereby bringing it into balance. The proposed service reductions (Attachment 1) were presented to the Planning and Operations Committee of your Board at its June 15, 2011, meeting. The committee recommended moving forward with the proposed service reductions and directed staff to initiate the public input process required by policies of your Board and the Federal Transit Administration. To solicit public input on the proposed service reductions, staff is holding a series of four public hearings as follows:

Thursday, June 23rd at 6:00 pm
Hebron Family Center
683 Fremont Street, Salinas

Thursday, June 30th at 6:00 pm
Pacific Grove City Hall
300 Forest Ave, Pacific Grove

Tuesday, June 28th at 6:00 pm
Boys’ & Girls’ Club
1332 La Salle Ave, Seaside

Monday, July 11th at 10:00 am
Monterey-Salinas Transit
One Ryan Ranch Road, Monterey
In advance of these public hearings, bilingual notices (Attachment 2) were placed in the Herald, the Salinas Californian, and El Sol as well as aboard MST buses (Attachment 3). In addition, a bi-lingual factsheet (Attachment 4) was prepared and stocked aboard MST buses to provide details of the proposed service reductions. A press release detailing the public hearings and the proposed service reductions was issued on June 17th and posted to the MST website. Subsequently, the bi-lingual PowerPoint presentation (Attachment 5) prepared by staff for the public hearings was linked to the press release posted on the website on June 24th after the first public hearing was held. To date, limited public input has been received. Minutes of the June 23rd and June 28th public hearings are included with this memo as Attachment 6. Minutes from the June 30th public hearing as well as complete documentation of all public input received through this process will be presented to your Board at the July 11th meeting.

PREPARED BY: _______________________  REVIEWED BY: _________________________

Hunter Harvath                 Carl Sedoryk

Attachment 1:  June 15, 2011, Planning & Operations Committee handout
Attachment 2:  Public meeting newspaper notices
Attachment 3:  Bus car card public meeting notice
Attachment 4:  Bilingual “Route & Schedule Adjustments” factsheet
Attachment 5:  Proposed service reduction PowerPoint presentation
Attachment 6:  June 23rd and June 28th public hearing minutes
Proposed Service Changes
Effective September 3, 2011

FY 2006 REVENUE HOURS: 197,865
MAJOR SERVICE EXPANSION – JANUARY 2007
FY 2008 REVENUE HOURS: 218,348
MAJOR MILITARY SERVICE EXPANSION – JULY 2009
FY 2011 REVENUE HOURS (EST.): 260,000

TARGET: $1 MILLION IN SAVINGS TO BALANCE FY 2012 BUDGET – APPROX 30,000 HRS.

Corridor: Lighthouse Avenue between downtown Monterey and Pacific Grove
Bus Line Affected: Line 1 Monterey-Pacific Grove
Current service: 3 trips per hour in outbound and inbound directions, 7 days a week
Proposed service: 2 trips per hour in outbound and inbound directions, 7 days a week plus expanded service out to Asilomar/Lovers Point between 8pm and 10pm.

Corridor: Seaside to DMC/downtown Carmel via Fremont express trips
Bus Line Affected: Line 11 Edgewater-Carmel
Current service: 1 trips per hour in outbound and inbound directions, 7 days a week
Proposed service: 1 trip per hour in outbound and inbound directions, 7 days a week during peak hours only. Off peak, transfer required in downtown Monterey.

Corridor: Fremont Street between downtown Monterey and Hilby (Seaside)
Current service: 4 trips per hour in outbound and inbound directions, Mon-Sat
Proposed service: Reduce to 2 trips per hour in outbound and inbound directions, Mon-Sat during mid-day hours only. Expanded service to New Monterey/Cannery Row/Aquarium as a one seat ride during mid-day hours and all day Saturdays. No changes during peak periods. Service expansion/enhancement planned for new Bus Rapid Transit lines in spring 2012.

Corridor: upper Seaside residential areas
Current service: 2 trips per hour in outbound and inbound directions, Mon-Sat
Proposed service: Reduce to 1 trip per hour in outbound and inbound directions, Mon-Sat during mid-day hours only. Expanded service to New Monterey/Cannery Row/Aquarium as a one seat ride during mid-day hours and all day Saturdays. No changes during peak periods.

Corridor: downtown Monterey to downtown Salinas via Marina
Bus Line Affected: Line 20 Monterey-Salinas
Current service: 2 trips per hour in outbound and inbound directions, Sundays
Proposed service: 1 trip per hour in outbound and inbound directions, Sundays. No changes Mon-Sat.
Corridor: downtown Salinas to Natividad Hospital via Sherwood

Bus Line Affected: Line 46 Natividad
Current service: 1 trip per hour on Saturdays
Proposed service: No service on Sat. Take Line 41 or 42 instead via East Alisal. No changes Mon-Fri.

Corridor: Laurel Avenue between Westridge and Natividad

Bus Line Affected: Line 42 East Alisal-Westridge
Current service: 2 trips per hour Mon-Sat
Proposed service: 1 trip per hour Mon-Sat; no change on Sundays

Corridor: East Alisal Street between downtown Salinas and Williams

Bus Line Affected: Line 42 East Alisal-Westridge
Current Service: 4 trips per hour Mon-Sat
Proposed Service: 3 trips per hour Mon-Sat

Corridor: Salinas Airport Business Center to Williams @ Boronda

Bus Line Affected: Line 48 Salinas-Airport Business Center
Current service: 2 trips per hour weekdays
Proposed service: 1 trip per hour weekdays plus expanded service for a 1-seat ride to downtown Salinas, Hartnell College (both Central and East Campus), and Natividad Hospital

GRANT FUNDED SERVICES

MST received federal jobs access grant funds to assist hospitality workers in getting to/from work on weekends and weekend evenings/late night. Temporary service expansions during late night/weekend periods effective April 2, 2011 will be discontinued due to expiration of grant funds in September 2011. Caltrans has made verbal commitments to extend the funding; however, no contracts or paperwork have been issued to date. Affected lines include the following:

- Line 1 Monterey-Pacific Grove
- Line 5 Monterey-Carmel
- Line 7 Monterey-Carmel
- Line 9 Fremont-Hilby
- Line 10 Fremont-Ord Grove
- Line 11 Edgewater-Carmel
- Line 16 Monterey-Marina via CSUMB (late night weekend service may be funded by CSUMB)
- Line 20 Monterey-Salinas
- Line 27 Watsonville-Marina
- Line 45 East Market-Creekbridge
- Line 49 Salinas-Northridge
- Line 55 Monterey-San Jose Express
Salinas Newspapers, Inc.
123 W. Alisal St.
Salinas, CA 93901
831-754-4138/Fax: 831-754-7156

State Of California ss:
County of Monterey

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

RE: AVISO DE LA VISTA PBLICA Monterey-Salin
Fixed Rte Svc (spanish)

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

Newspaper: El Sol-Salinas

6/11/2011

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

I certify (or declare) under penalty of perjury that the foregoing is true and correct. Executed on this 11/2011 day of 7, 2011 at Salinas, California.

[Signature]

Declarant
PROOF OF PUBLICATION

STATE OF CALIFORNIA

County of Monterey

I am a citizen of the United States and a resident of the County aforesaid. I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of The Herald, a newspaper of general circulation, printed and published daily and Sunday in the City of Monterey, County of Monterey, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Monterey, State of California, that the notice, of which the annexed is a printed copy (set in type not smaller than 7 point), has been published in each regular and entire issue of said newspaper and not in any supplement thereon of the following dates, to wit:


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

Executed on 06/08/2011 at Monterey, California.

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

State Of California ss:
County of Monterey

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

RE: PUBLIC HEARING NOTICE Monterey-Sal
Fixed Route Svc

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

Newspaper: Salinas Californian

6/9/2011

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

I certify (or declare) under penalty of perjury that the
foregoing is true and correct. Executed on this _9_ day of _June_, 2011 at Salinas, California.

C. Clary
Declarant

Our Order # 0000184320
Net Order Cost $ 231.00
PUBLIC HEARING NOTICE

Monterey-Salinas Transit (MST) is proposing revisions and reductions to its fixed-route service in order to balance its Fiscal Year 2012 budget. If approved by the MST Board of Directors, the changes will take effect in September 2011.

The following lines would be affected by the proposed changes:

- Line 1  Monterey-Pacific Grove
- Line 7  Monterey-Carmel via CHOMP
- Line 9  Monterey-Edgewater
- Line 10 Monterey-Edgewater
- Line 11 Carmel-Edgewater via DMC
- Line 15 Monterey-Ryan Ranch
- Line 20 Monterey-Salinas via Marina
- Line 26 Watsonville-Aromas
- Line 27 Watsonville-Marina
- Line 41 Salinas-Northridge
- Line 42 Salinas-Westridge
- Line 43 Salinas-Memorial Hospital
- Line 46 Salinas-Natividad
- Line 48 Salinas-Airport Business Center

MST will hold four public hearings to receive comments on the proposed service reductions:

Thursday, June 23, 2011 6:00 PM
Hebron Family Center
“Safe Haven”
683 Fremont Street
Salinas, CA 93905

Tuesday, June 28, 2011 6:00 PM
Boys & Girls Club
1332 La Salle Avenue
Seaside, CA 93955

Thursday, June 30, 2011 6:00 P.M.
Pacific Grove City Hall
300 Forest Avenue
Pacific Grove, CA 93950

Monday, July 11, 2011 10:00 AM
1 Ryan Ranch Road
Monterey, CA 93940

Interested persons wishing to comment, but who are unable to attend the public hearings, may submit written comments to: Hunter Harvath, Assistant General Manager for Finance & Administration, 1 Ryan Ranch Road, Monterey, CA 93940, via email at hharvath@mst.org, or via fax at (831) 899-3954.

The deadline to receive written comments is Wednesday, July 6, 2011.
AVISO DE AUDIENCIA PÚBLICA

Monterey-Salinas Transit (MST) propone revisiones y descuentos que su servicio de ruta fija con el fin de equilibrar su presupuesto del año fiscal 2012. Si es aprobado por el Consejo de Administración del MST, los cambios tomarán efecto en septiembre de 2011.

Las siguientes líneas se verían afectados por los cambios propuestos:

- Línea 1 Monterey-Pacific Grove
- Línea 7 Monterey-Carmel via CHOMP
- Línea 9 Monterey-Edgewater
- Línea 10 Monterey-Edgewater
- Línea 11 Carmel-Edgewater via DMC
- Línea 15 Monterey-Ryan Ranch
- Línea 20 Monterey-Salinas via Marina
- Línea 26 Watsonville-Aromas
- Línea 27 Watsonville-Marina
- Línea 41 Salinas-Northridge
- Línea 42 Salinas-Westridge
- Línea 43 Salinas-Memorial Hospital
- Línea 46 Salinas-Natividad
- Línea 48 Salinas-Airport Business Center

MST llevará a cabo cuatro audiencias públicas para recibir comentarios sobre las reducciones de servicio propuesto:

- Jueves, 23 de junio 2011, 6:00 PM, Salinas, CA 93905
- Martes, 28 de junio 2011, 6:00 PM, Monterey, CA 93940
- Jueves, 30 de junio 2011, 6:00 PM, Pacific Grove, CA 93950
- Lunes, 11 de julio 2011, 10 AM, Monterey, CA 93940

Las personas interesadas que deseen formular observaciones, pero que no pueden asistir a las audiencias públicas, podrán presentar observaciones por escrito a: Hunter Harvath, Director General Adjunto de Finanzas y Administración, 1 Ryan Ranch Road, Monterey, CA 93940, a través de correo electrónico a hharvath@mst.org, o vía fax al (831) 899 a 3954. La fecha límite para recibir comentarios por escrito es Miércoles, 06 de julio 2011.
MONTEREY-SALINAS TRANSIT

PUBLIC HEARING NOTICE

Monterey-Salinas Transit (MST) is proposing revisions and reductions to its fixed-route service in order to balance its Fiscal Year 2012 budget. If approved by the MST Board of Directors, the changes will take effect in September 2011.

The following lines would be affected by the proposed changes:

Line 1 Monterey-Pacific Grove
Line 7 Monterey-Carmel via CHOMP
Line 9 Monterey-Edgewater
Line 10 Monterey-Edgewater
Line 11 Carmel-Edgewater via DMC
Line 15 Monterey-Ryan Ranch
Line 20 Monterey-Salinas via Marina
Line 26 Watsonville-Aromas
Line 27 Watsonville-Marina
Line 41 Salinas-Northridge
Line 42 Salinas-Westridge
Line 43 Salinas-Memorial Hospital
Line 46 Salinas-Natividad
Line 48 Salinas-Airport Business Center

MST will hold four public hearings to receive comments on the proposed service reductions:

<table>
<thead>
<tr>
<th>Date and Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thursday, June 23, 2011 6:00 PM</td>
<td>Hebron Family Center “Safe Haven” 683 Fremont Street Salinas, CA 93905</td>
</tr>
<tr>
<td>Tuesday, June 28, 2011 6:00 PM</td>
<td>Boys &amp; Girls Club 1332 La Salle Avenue Seaside, CA 93955</td>
</tr>
<tr>
<td>Thursday, June 30, 2011 6:00 PM</td>
<td>Pacific Grove City Hall 300 Forest Avenue Pacific Grove, CA 93950</td>
</tr>
<tr>
<td>Monday, July 11, 2011 10:00 AM</td>
<td>Monterey-Salinas Transit 1 Ryan Ranch Road Monterey, CA 93940</td>
</tr>
</tbody>
</table>

Interested persons wishing to comment, but who are unable to attend the public hearings, may submit written comments to: Hunter Harvath, Assistant General Manager for Finance & Administration, 1 Ryan Ranch Road, Monterey, CA 93940, via email at hharvath@mst.org, or via fax at (831) 899-3954.

The deadline to receive written comments is Wednesday, July 6, 2011.
Public Hearings Scheduled for Proposed Service Cuts

Monterey-Salinas Transit (MST) is proposing revisions and reductions to its fixed-route service in order to balance the Fiscal Year 2012 budget. If approved by the MST Board of Directors, the changes will take effect in September 2011. Please see the brochure aboard this bus for details regarding the service reductions.

MST will hold four public hearings to receive comments on the proposed service reductions:

- **Salinas**
  - Thursday, June 23
  - 6:00 PM
  - Hebron Family Center
  - "Safe Haven"
  - 683 Fremont Street

- **Seaside**
  - Tuesday, June 28
  - 6:00 PM
  - Boys & Girls Club

- **Pacific Grove**
  - Thursday, June 30
  - 6:00 PM
  - City Hall
  - 300 Forest Avenue

- **Monterey**
  - Monday, July 11
  - 10:00 AM
  - MST
  - One Ryan Ranch Road

Interested persons wishing to comment, but who are unable to attend the public hearings, may submit written comments to:

Hunter Harvath, Assistant General Manager for Finance & Administration,
One Ryan Ranch Road, Monterey, CA 93940,
via email at hharvath@mst.org, or via fax at (831) 899-3954.

The deadline to receive written comments is Wednesday, July 6, 2011.
Audiencias públicas programadas para las reducciones de servicio propuestas

Monterey-Salinas Transit (MST) ha propuesto revisiones y reducciones en su servicio de ruta fija para nivelar el presupuesto del año fiscal 2012. Si son aprobados por la Junta de Directores de MST, los cambios entrarán en vigencia en septiembre de 2011. Por favor vea el folleto a bordo de este autobús para obtener más información sobre las reducciones de servicio.

MST realizará audiencias públicas para recibir comentarios sobre las reducciones de servicio propuestas:

- **Salinas**
  - Jueves, 23 de junio
  - 6:00 PM
  - Centro de Familia Hebron (Hebron Family Center)
  - "Safe Haven"
  - 683 Fremont Street

- **Seaside**
  - Martes, 28 de junio
  - 6:00 PM
  - Club de Niños y Niñas (Boys & Girls Club)
  - 1332 La Salle Avenue

- **Pacific Grove**
  - Jueves, 30 de junio
  - 6:00 PM
  - Ayuntamiento
  - 300 Forest Avenue

- **Monterey**
  - Lunes, 11 de julio
  - 10:00 AM
  - MST
  - One Ryan Ranch Road

Las personas interesadas que deseen presentar comentarios pero no puedan asistir a las audiencias públicas pueden presentar comentarios escritos a: Hunter Harvath, asistente del gerente general del departamento de finanzas y administración, One Ryan Ranch Road, Monterey, CA 93940, vía correo electrónico a hharvath@mst.org, o vía fax al (831) 899-3954.

La fecha límite para recibir comentarios escritos es el miércoles, 6 de julio de 2011.
MST
MONTEREY-SALINAS TRANSIT

Route & Schedule Adjustments
Effective September 17, 2011

Corridor: Lighthouse Avenue between downtown Monterey and Pacific Grove
Bus Line Affected: Line 1 Monterey-Pacific Grove
Current service: 3 trips per hour in outbound and inbound directions, 7 days a week.
Proposed service: 2 trips per hour in outbound and inbound directions, 7 days a week.

Corridor: Seaside to DMC/downtown Carmel via Fremont express trips
Bus Line Affected: Line 11 Edgewater-Carmel
Current service: 1 trip per hour in outbound and inbound directions, 7 days a week.
Proposed service: 1 trip per hour in outbound and inbound directions, 7 days a week during peak hours only. Off peak, a transfer to another bus would be required in downtown Monterey.

Corridor: Fremont Street between downtown Monterey and Hilby Avenue (Seaside)
Current service: 4 trips per hour in outbound and inbound directions, Monday through Saturday
Proposed service: Reduce to 2 trips per hour in outbound and inbound directions, Monday through Saturday during mid-day hours only. New expanded service to New Monterey/Cannery Row/Aquarium as a one seat ride during mid-day hours and all day Saturdays. No changes during peak periods.

Corridor: Upper Seaside residential areas
Current service: 2 trips per hour in outbound and inbound directions, Monday through Saturday.
Proposed service: Reduce to 1 trip per hour in outbound and inbound directions, Monday through Saturday during mid-day hours only. Expanded service to New Monterey/Cannery Row/Aquarium as a one seat ride during mid-day hours and all day Saturdays. No changes during peak periods.

Corridor: Downtown Monterey to downtown Salinas via Marina
Bus Line Affected: Line 20 Monterey-Salinas
Current service: 2 trips per hour in outbound and inbound directions on Sundays.
Proposed service: 1 trip per hour in outbound and inbound directions on Sundays. No changes Monday through Saturday.

Corridor: Downtown Salinas to Natividad Hospital via Sherwood
Bus Line Affected: Line 46 Natividad
Current service: 1 trip per hour on Saturdays
Proposed service: No service on Saturday.
Take Line 41 or 42 instead via East Alisal. No changes Monday through Friday.

Corridor: Laurel Avenue between Westridge and Natividad
Bus Line Affected: Line 42 East Alisal-Westridge
Current service: 2 trips per hour Monday through Saturday.
Proposed service: 1 trip per hour Monday through Saturday. No changes on Sundays.

Corridor: East Alisal Street between downtown Salinas and Williams
Bus Line Affected: Line 42 East Alisal-Westridge
Current service: 4 trips per hour Monday through Saturday.
Proposed Service: 3 trips per hour Monday through Saturday.

Corridor: Salinas Airport Business Center to Williams @ Boronda
Bus Line Affected: Line 48 Salinas-Airport Business Center
Current service: 2 trips per hour weekdays
Proposed service: 1 trip per hour weekdays plus new expanded service along East Alisal Corridor for a one-seat ride to downtown Salinas, Hartnell College (both Main and East Campuses), and Natividad Hospital.

Corridor: Westridge Mall to Northridge Mall
Bus Line Affected: Line 44 Northridge via Westridge
Current service: 1 trip per hour weekdays connecting Westridge Mall and Northridge Mall seven days a week.
Proposed service: Discontinue service between Westridge Mall and Northridge Mall. No changes to the portion of the route between downtown Salinas and Westridge Mall.

GRANT FUNDED SERVICES
MST received federal jobs access grant funds to assist hospitality workers in getting to/from work on weekends and weekend evenings/late night. This grant funded a temporary service expansion during late night/weekend periods effective April 2, 2011. Because these grant funds expire in September 2011, MST must discontinue this extra late night/weekend service that was added in April until additional grant funds are secured. Affected lines include the following:

Line 1 Monterey-Pacific Grove
Line 5 Monterey-Carmel
Line 7 Monterey-Carmel
Line 9 Fremont-Hilby
Line 10 Fremont-Ord Grove
Line 11 Edgewater-Carmel
Line 16 Monterey-Mariina via CSUMB (note: late night weekend service on Line 16 may continue to be funded by CSUMB)
Line 20 Monterey-Salinas
Line 27 Watsonville-Marina
Line 45 East Market-Creekbridge
Line 49 Salinas-Northridge
Line 55 Monterey-San Jose Express
Modificaciones de las rutas y frecuencias
Vigente a partir del 17 de septiembre de 2011

Recorrido: Lighthouse Avenue entre el centro de Monterey y Pacific Grove
Línea de autobús afectada: 1 Monterey-Pacific Grove
Servicio actual: Tres viajes por hora de ida y vuelta, siete días a la semana.
Servicio propuesto: Dos viajes por hora de ida y vuelta, siete días a la semana.

Recorrido: Seaside hasta DMC/centro de Carmel por Lighthouse Express a Fremont
Línea de autobús afectada: 11 Edgewater-Carmel
Servicio actual: Un viaje por hora de ida y vuelta, siete días a la semana.
Servicio propuesto: Un viaje por hora de ida y vuelta, siete días a la semana.

Recorrido: Centro de Monterey al centro de Salinas por Marina
Línea de autobús afectada: 20 Monterey-Salinas
Servicio actual: Dos viajes por hora de ida y vuelta, los domingos.
Servicio propuesto: Un viaje por hora de ida y vuelta, los domingos.

Recorrido: Fremont Street entre el centro de Monterey y Hilby Avenue (Seaside)
Líneas de autobús afectadas: 9 Fremont-Hilby y 10 Fremont-Ord Grove
Servicio actual: Cuatro viajes por hora de ida y vuelta, de lunes a sábado.
Servicio propuesto: Reducción a dos viajes por hora de ida y vuelta, de lunes a sábado durante el horario del mediodía.

Recorrido: Zonas residenciales de Upper Seaside
Líneas de autobús afectadas: 9 Fremont-Hilby y 10 Fremont-Ord Grove
Servicio actual: Dos viajes por hora de ida y vuelta, de lunes a sábado.
Servicio propuesto: Reducción a un viaje por hora de ida y vuelta, de lunes a sábado.

Recorrido: Centro de Salinas al Hospital de Natividad por Sherwood
Línea de autobús afectada: 46 Natividad
Servicio actual: Un viaje por hora los sábados.
Servicio propuesto: Sin servicio los sábados. Tomar las líneas 41 o 42 por East Alisal. Sin cambios de lunes a viernes.

Recorrido: Laurel Avenue entre Westridge y Natividad
Línea de autobús afectada: 42 East Alisal-Westridge
Servicio actual: Dos viajes por hora de lunes a sábado.
Servicio propuesto: Un viaje por hora de lunes a sábado.

Recorrido: East Alisal Street entre el centro de Salinas y Williams
Línea de autobús afectada: 42 East Alisal-Westridge
Servicio actual: Cuatro viajes por hora de lunes a sábado.
Servicio propuesto: Tres viajes por hora de lunes a sábado.

Recorrido: Centro comercial del aeropuerto de Salinas a Williams en Boronda
Línea de autobús afectada: 48 Salinas-Airport Business Center
Servicio actual: Dos viajes por hora los días hábiles.
Servicio propuesto: Un viaje por hora los días hábiles y un nuevo servicio expandido por East Alisal para realizar un viaje directo al centro de Salinas, Hartnell College (campus principal y este) y el Hospital de Natividad.

Recorrido: Westridge Mall a Northridge Mall
Línea de autobús afectada: 44 Northridge por Westridge.
Servicio actual: Un viaje por hora los días hábiles entre Westridge Mall y Northridge Mall los siete días de la semana.
Servicio propuesto: Interrupción del servicio entre Westridge Mall y Northridge Mall. Sin cambios a la parte del recorrido que va desde el centro de Salinas hasta Westridge Mall.

SERVICIOS SUBSIDIADOS
MST recibió fondos federales de subsidio de acceso a puestos de trabajo para brindar asistencia a los trabajadores de la industria de la hospitalidad para ir y volver de su trabajo los fines de semana durante todo el día y de noche o madrugada. Este subsidio se utilizó para expandir temporalmente el servicio nocturno los fines de semana a partir del 2 de abril de 2011. Como el subsidio terminó en septiembre de 2011, MST deberá interrumpir este servicio adicional nocturno de fines de semana que se agregó en abril hasta que se pueda conseguir un nuevo subsidio. Las líneas afectadas son:
- Monterey-Pacific Grove
- Monterey-Carmel
- Fremont-Hilby
- Fremont-Ord Grove
- Edgewater-Carmel
- Monterey-Marina por CSUMB (observación: es posible que CSUMB continúe subsidiando el servicio nocturno de la línea 16)

20 Monterey-Salinas
27 Watsonville-Marina
43 East Market-Creeklbridge
49 Salinas-Northridge
55 Monterey-San José Express
September 2011 Proposed Service Changes

Hunter Harvath, AICP
Assistant General Manager
Finance & Administration
Proposed Service Reductions
Public Hearings

Thursday, June 23rd at 6:00 pm
Hebron Family Center
683 Fremont Street, Salinas

Tuesday, June 28th at 6:00 pm
Boys’ & Girls’ Club
1332 La Salle Ave, Seaside

Thursday, June 30th at 6:00 pm
Pacific Grove City Hall
300 Forest Ave, Pacific Grove

Monday, July 11th at 10:00 am
Monterey-Salinas Transit
One Ryan Ranch Road, Monterey
Why Service Cuts?

• Federal Operating Funds for FY 2012 are reduced by $515,000 (approx. 7% lower than FY 2011)

• Fuel Costs Budgeted for FY 2012 are increased by $672,000 (approx. 34% higher than FY 2011)
Why is Ridership Down?

• Unemployment Rate – 5.8% (May 2007)
• Severe Economic Depression beginning in 2008
• Unemployment Rate – 10.9% (May 2011)
• Trip purpose on MST in 2007:
  – 40.2% are going to work/job training
  – 14.3% are going shopping
• Trip purpose on MST in 2009:
  – 33.6% are going to work/job training
  – 12.6% are going shopping
Passenger Boardings

Millions of Riders

Fiscal Years (July 1 through June 30)

- 2005: 4.7
- 2006: 4.9
- 2007: 5.0
- 2008: 4.7
- 2009: 4.5
- 2010: 4.4

Jan 2007: Major Peninsula Service Expansion

July 2009: Federal Stimulus Received to Preserve Service
Seaside/Carmel

Corridor: Seaside to DMC/downtown Carmel via Fremont express trips

• Bus Line Affected: Line 11 Edgewater-Carmel
• Current service: 1 trip per hour in outbound and inbound directions, 7 days a week
• Proposed service: 1 trip per hour in outbound and inbound directions, 7 days a week during peak hours only. Off peak, a transfer to another bus would be required in downtown Monterey.

Recorrido: Seaside hasta DMC/centro de Carmel por viajes expresos a Fremont

• Línea de autobús afectada: 11 Edgewater-Carmel.
• Servicio actual: Un viaje por hora de ida y vuelta, siete días a la semana.
• Servicio propuesto: Un viaje por hora de ida y vuelta, siete días a la semana, durante las horas pico solamente. Fuera de las horas pico, se debe realizar transbordo a otro autobús en el centro de Monterey.
Fremont – Monterey/Seaside

• Corridor: Fremont Street between downtown Monterey and Hilby Avenue (Seaside)
• Bus Lines Affected: Line 9 Fremont-Hilby and Line 10 Fremont-Ord Grove
• Current service: 4 trips per hour in outbound and inbound directions, Monday through Saturday
• Proposed service: Reduce to 2 trips per hour in outbound and inbound directions, Monday through Saturday during mid-day hours only. New expanded service to New Monterey/Cannery Row/Aquarium as a one seat ride during mid-day hours and all day Saturdays. No changes during peak periods.

• Recorrido: Fremont Street entre el centro de Monterey y Hilby Avenue (Seaside)
• Líneas de autobús afectadas: 9 Fremont-Hilby y 10 Fremont-Ord Grove.
• Servicio actual: Cuatro viajes por hora de ida y vuelta, de lunes a sábado.
• Servicio propuesto: Reducción a dos viajes por hora de ida y vuelta, de lunes a sábado durante el horario del mediodía solamente. Nuevo servicio expandido a New Monterey/Cannery Row/Acuario sin necesidad de hacer transbordo durante el horario del mediodía y todo el día los sábados. Sin cambios durante los períodos pico.
Upper Seaside

Corridor: Upper Seaside residential areas
• Bus Lines Affected: Line 9 Fremont-Hilby and Line 10 Fremont-Ord Grove
• Current service: 2 trips per hour in outbound and inbound directions, Monday through Saturday.
• Proposed service: Reduce to 1 trip per hour in outbound and inbound directions, Monday through Saturday during mid-day hours only. Expanded service to New Monterey/Cannery Row/Aquarium as a one seat ride during mid-day hours and all day Saturdays. No changes during peak periods.

Recorrido: Zonas residenciales de Upper Seaside
• Líneas de autobús afectadas: 9 Fremont-Hilby y 10 Fremont-Ord Grove.
• Servicio actual: Dos viajes por hora de ida y vuelta, de lunes a sábado.
• Servicio propuesto: Reducción a un viaje por hora de ida y vuelta, de lunes a sábado durante el horario del mediodía solamente. Servicio expandido a New Monterey/ Cannery Row/Acuario sin necesidad de hacer transbordo durante el horario del mediodía y todo el día los sábados. Sin cambios durante los períodos pico.
Pacific Grove/New Monterey

Ridership

- 1 Monterey - Pacific Grove
- 1X Asilomar - Lovers Point Express
- 2 Monterey - Pacific Grove
- 2X Pebble Beach - Salinas Express
Pacific Grove/New Monterey

Corridor: Lighthouse Avenue between downtown Monterey and Pacific Grove

• Bus Line Affected: Line 1 Monterey-Pacific Grove
• Current service: 3 trips per hour in outbound and inbound directions, 7 days a week
• Proposed service: 2 trips per hour in outbound and inbound directions, 7 days a week plus new expanded service out to Asilomar/Lovers Point between 8 PM and 10 PM.

Recorrido: Lighthouse Avenue entre el centro de Monterey y Pacific Grove

• Línea de autobús afectada: 1 Monterey-Pacific Grove.
• Servicio actual: Tres viajes por hora de ida y vuelta, siete días a la semana.
• Servicio propuesto: Dos viajes por hora de ida y vuelta, siete días a la semana, más un nuevo servicio expandido hasta Asilomar/Lovers Point entre las 20:00 y las 22:00 horas.
Monterey/Marina/Salinas

Corridor: Downtown Monterey to downtown Salinas via Marina
• Bus Line Affected: Line 20 Monterey-Salinas
• Current service: 2 trips per hour in outbound and inbound directions on Sundays.
• Proposed service: 1 trip per hour in outbound and inbound directions on Sundays. No changes Monday through Saturday.

Recorrido: Centro de Monterey al centro de Salinas por Marina
• Línea de autobús afectada: 20 Monterey-Salinas.
• Servicio actual: Dos viajes por hora de ida y vuelta, los domingos.
• Servicio propuesto: Un viaje por hora de ida y vuelta, los domingos. Sin cambios de lunes a sábado.
Salinas

Ridership

- 41 East Alisal - Northridge
- 42 East Alisal - Westridge

2007: 1,100,000
2008: 1,100,000
2009: 850,000
2010: 850,000
East Alisal Corridor - Salinas

Corridor: East Alisal Street between downtown Salinas and Williams
• Bus Line Affected: Line 42 East Alisal-Westridge
• Current Service: 4 trips per hour Monday through Saturday.
• Proposed Service: 3 trips per hour Monday through Saturday.

Recorrido: East Alisal Street entre el centro de Salinas y Williams
• Línea de autobús afectada: 42 East Alisal-Westridge.
• Servicio actual: Cuatro viajes por hora de lunes a sábado.
• Servicio propuesto: Tres viajes por hora de lunes a sábado.
East Salinas - Airport Business Center

Corridor: Salinas Airport Business Center to Williams @ Boronda
- Bus Line Affected: Line 48 Salinas-Airport Business Center
- Current service: 2 trips per hour weekdays
- Proposed service: 1 trip per hour weekdays plus *new expanded service* along East Alisal Corridor for a one-seat ride to downtown Salinas, Hartnell College (both Main and East Campuses), and Natividad Hospital.

Recorrido: Centro comercial del aeropuerto de Salinas a Williams en Boronda
- Línea de autobús afectada: 48 Salinas-Airport Business Center.
- Servicio actual: Dos viajes por hora los días hábiles.
- Servicio propuesto: Un viaje por hora los días hábiles y *un nuevo servicio expandido* por East Alisal para realizar un viaje directo al centro de Salinas, Hartnell College (campus principal y este) y el Hospital de Natividad.
Laurel Corridor - Salinas

Corridor: Laurel Avenue between Westridge and Natividad
• Bus Line Affected: Line 42 East Alisal-Westridge
• Current service: 2 trips per hour Monday through Saturday
• Proposed service: 1 trip per hour Monday through Saturday. No changes on Sundays.

Recorrido: Laurel Avenue entre Westridge y Natividad
• Línea de autobús afectada: 42 East Alisal-Westridge.
• Servicio actual: Dos viajes por hora de lunes a sábado.
• Servicio propuesto: Un viaje por hora de lunes a sábado. Sin modificaciones los sábados.
Westridge/Northridge - Salinas

Corridor: Westridge Mall to Northridge Mall
• Bus Line Affected: Line 44 Northridge via Westridge
• Current service: 1 trip per hour weekdays connecting Westridge Mall and Northridge Mall seven days a week
• Proposed service: Discontinue service between Westridge Mall and Northridge Mall. No changes to the portion of the route between downtown Salinas and Westridge Mall.

Recorrido: Westridge Mall a Northridge Mall
• Línea de autobús afectada: 44 Northridge por Westridge.
• Servicio actual: Un viaje por hora los días hábiles entre Westridge Mall y Northridge Mall los siete días de la semana.
• Servicio propuesto: Interrupción del servicio entre Westridge Mall y Northridge Mall. Sin cambios a la parte del recorrido que va desde el centro de Salinas hasta Westridge Mall.
Sherwood Corridor - Salinas

Corridor: Downtown Salinas to Natividad Hospital via Sherwood
• Bus Line Affected: Line 46 Natividad
• Current service: 1 trip per hour on Saturdays
• Proposed service: No service on Saturday. Take Line 41 or 42 instead via East Alisal. No changes Monday through Friday.

Recorrido: Centro de Salinas al Hospital de Natividad por Sherwood
• Línea de autobús afectada: 46 Natividad.
• Servicio actual: Un viaje por hora los sábados.
• Servicio propuesto: Sin servicio los sábados. Tomar las líneas 41 ó 42 por East Alisal. Sin cambios de lunes a viernes.
Grant Funded Services
Servicios Subsidiados

• MST received federal jobs access grant funds to assist hospitality workers in getting to/from work on weekends and weekend evenings/late night. This grant funded a temporary service expansion during late night/weekend periods effective April 2, 2011. Because these grant funds expire in September 2011, MST must discontinue this extra late night/weekend service that was added in April until additional grant funds are secured.

• MST recibió fondos federales de subsidio de acceso a puestos de trabajo para brindarles asistencia a los trabajadores de la industria de la hospitalidad para ir y volver de su trabajo los fines de semana durante todo el día y de noche o madrugada. Este subsidio se utilizó para expandir temporalmente el servicio nocturno los fines de semana a partir del 2 de abril de 2011. Como el subsidio termina en septiembre de 2011, MST deberá interrumpir este servicio adicional nocturno/de fin de semana que se agregó en abril hasta que se pueda conseguir un nuevo subsidio.
Grant Funded Service
Servicios Subsidiados

- Line 1 Monterey-Pacific Grove
- Line 5 Monterey-Carmel
- Line 7 Monterey-Carmel
- Line 9 Fremont-Hilby
- Line 10 Fremont-Ord Grove
- Line 11 Edgewater-Carmel
Grant Funded Service
Servicios Subsidiados

• Line 16 Monterey-Marina via CSUMB
  - (note: late night weekend service on Line 16 may continue to be funded by CSUMB)
  - (observación: es posible que CSUMB continúe subsidiando el servicio nocturno de la línea 16)
• Line 20 Monterey-Salinas
• Line 27 Watsonville-Marina
• Line 45 East Market-Creekbridge
• Line 49 Salinas-Northridge
• Line 55 Monterey-San Jose Express
September 2011 Proposed Service Changes

Submit Comments to:
Hunter Harvath
Assistant General Manager- Finance & Administration
One Ryan Ranch Road
Monterey, CA 93940
via email at hharvath@mst.org
or via fax at (831) 899-3954.
1. CALL TO ORDER

Hunter Harvath called the meeting to order at 6:00 p.m. in the Hebron Heights Community Center, Safe Haven Room.

Staff:  Hunter Harvath  Asst. General Manager/Finance & Administration
       Deanna Smith  Executive Assistant to the GM/CEO
       Carl Sedoryk  General Manager/CEO
       Sonia Bannister  Office Administrator/Marketing & Sales Specialist
       Mike Gallant  Planning Manager
       Miriam Gutierrez  Customer Service Representative

Public:  None

Apology is made for any misspelling of a name.

2. PRESENTATION OF PROPOSED SERVICE REDUCTIONS

There being no members of the public present, the presentation was not given.

3. PUBLIC COMMENT

None.

4. ADJOURNMENT

There being no further business, Mr. Harvath adjourned the meeting at 6:30 p.m.

Prepared by: ______________________________
              Deanna Smith
1. CALL TO ORDER

Hunter Harvath called the meeting to order at 6:00 p.m. in the Hebron Heights Community Center, Safe Haven Room.

Staff: Hunter Harvath Asst. General Manager/Finance & Administration
Deanna Smith Executive Assistant to the GM/CEO
Carl Sedoryk General Manager/CEO
Miriam Gutierrez Customer Service Representative

Public: Alvin Edwards City Councilmember, Seaside; MST Board Member
Employee Boys & Girls Club

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

2. PRESENTATION OF PROPOSED SERVICE REDUCTIONS

At 6:25 p.m., one employee of the Boys & Girls Club inquired about bus lines 20, 19, and 9. She was provided a brochure and copy of the PowerPoint presentation, and the lines being affected were discussed with her. She asked about group discounts for employees, and she was given contact information to receive further information.

There being no other members of the public present, the PowerPoint presentation was not given.

3. PUBLIC COMMENT

None.

4. ADJOURNMENT

There being no further business, Mr. Harvath adjourned the meeting at 6:30 p.m.

Prepared by: ____________________
Deanna Smith
To: Board of Directors

From: C. Sedoryk, General Manager/CEO

Subject: Realignment of Monterey-Salinas Transit (MST), Transportation Agency for Monterey County (TAMC), and Association of Monterey Bay Area Government (AMBAG) roles.

RECOMMENDATION:

Receive update from General Manager regarding recent discussions involving the potential for realignment of responsibilities of regional transportation planning and operational agencies.

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

None. It is appropriate for staff to provide your Board an update on discussions that may have long-term impacts on policy governance of regional transportation planning and operations.

DISCUSSION:

At the May 25, 2011 Strategic Planning session of the TAMC Board of Directors, several public comments were made by TAMC Board members calling for a review of the roles and responsibilities of MST, TAMC, and AMBAG organizations. The purpose of the review was to determine if there were opportunities for a realignment of the roles and responsibilities of the organizations in order to increase overall operational efficiencies, decrease duplicative duties, and simplify governance.

In response to the comments made by her Board, TAMC Executive Director Debbie Hale met with me on June 8, 2011 to discuss these matters. At the time of this meeting, AMBAG had not yet named an Interim Director. During the meeting I stated that MST, a regional public transit operator, has very little overlap with AMBAG who acts as the metropolitan planning organization for Monterey, Santa Cruz, and San Benito Counties. However, one area of responsibility between MST and AMBAG that might be streamlined includes having MST designated by the State as the recipient of federal transportation funding for the County of Monterey. This would streamline some of the effort required in the application and administration of federal funds. With regard to AMBAG functions, I further recommended that whatever form future metropolitan planning organization activities take in the future, they should be limited to only those duties required under federal regulation.
With the regard to overlap of responsibilities between MST and TAMC, I suggested that, as the public transit operator for Monterey County, it might be more appropriate for MST to be responsible for administration of the State of California Transit Development Act (TDA) fund for the county. The reason for this recommendation is that the intent of the legislature in establishing TDA funds was to acknowledge that “it is in the interest of the state that funds available for transit development be fully expended to meet the transit needs that exist in California.” This means that MST would be responsible for administration of the program, including the unmet transit needs process currently handled by TAMC. I also suggested that it would be more appropriate to have all transit planning performed by MST, including rail transit planning currently conducted by TAMC. Finally, I offered TAMC the opportunity to administer the Regional Taxi Authority.

I noted that some administrative duplication and overhead could be eliminated if MST utilized its existing infrastructure to perform administrative functions including Human Resources, Accounting, Risk Management, Marketing, Community Relations, Legal, Information Technology, and Legislative activities for the agencies.

Ms. Hale and I agreed that enacting changes in responsibilities between the regional agencies would require complicated governance issues and revisions to state legislation. Further, administrative rules would need to be enacted to merge these entities either partially, or in their entirety.

At the June 22, 2011 meeting of the TAMC Board, Ms. Hale provided an update to her Board (Attachment 1). Comments from the public and board members were mixed, with some endorsing further investigation and others advising a more analytical approach that considered the transportation linkages between the three-county area. Stephany Aguilar, Chair of the AMBAG Board of Directors expressed that she was dissatisfied with analysis provided by Ms. Hale and recommended that any further analysis should be conducted by a disinterested and unbiased third-party.

The TAMC Board requested that staff continue to evaluate the feasibility of having the Transportation Agency take on the federal transportation responsibilities currently performed at the three-county level by the Association of Monterey Bay Area Governments, in order to improve efficiencies and save taxpayer dollars.

It would be appropriate for your Board to provide comment and direction regarding what level of effort and involvement you expect from MST staff as this matter continues to be discussed.

PREPARED BY: Carl G. Sedoryk
Memorandum

To: Board of Directors
From: Debra L. Hale, Executive Director
Date: June 22, 2011
Subject: Follow Up to Strategic Planning Session: Institutional Roles

RECOMMENDATION

RECEIVE report on the potential for realigning the activities of the Transportation Agency, the Association of Monterey Bay Area Governments and Monterey Salinas Transit; and PROVIDE direction to staff on next steps.

SUMMARY

Given the current funding environment, it is increasingly critical that agencies maximize performance and minimize expenditures. For this reason, the Transportation Agency Board of Directors at its May, 2011 strategic planning session asked staff to evaluate the potential for reducing time and resources utilized by three agencies that oversee transportation planning and implementation in Monterey County. This report presents initial information on the potential for the more effective conduct of transportation planning, modeling and project delivery in the region.

FINANCIAL IMPACTS

The primary result of a realignment of transportation responsibilities would be improved coordination of activities that would likely save staff time and administrative costs and result in improved work products. Approximately $681,000 in state rural planning funds would likely be lost to the region, but this loss would be offset by a gain of approximately $383,000 in federal planning funds and a significant reduction in administrative costs. In addition, unless other non-transportation related activities continued at the organization, $173,699 paid annually in dues to Association of Monterey Bay Area Governments (AMBAG) by member agencies would no longer be collected, representing a portion of the savings in administrative costs. The result would be improved coordination and probably a cost neutral budget for TAMC. It is important to note that MST could gain transit planning funds from AMBAG under the proposed realignment. Attachment 1 provides the details of such a funding shift. Attachment 2 shows the current AMBAG dues structure.
DISCUSSION

Transportation Agency staff has prepared this technical analysis of a scenario for realigning transportation planning activities across AMBAG, TAMC and Monterey-Salinas Transit. In order to proceed further with this scenario, additional financial and legal analyses are required. In addition, confirmation of the willingness of involved elected officials to eventually approve realignment is critical. Staff is seeking direction from the Board of Directors on whether to proceed with its analysis of this scenario and assistance in confirming the political support for such realignment.

Association of Monterey Bay Area Governments

The Association of Monterey Bay Area Governments (AMBAG) was created in 1968 and in 1975 it was designated as the Metropolitan Planning Organization (MPO) for the three county Monterey Bay region. This designation requires the Association to conduct certain transportation planning activities and in turn it receives certain federal planning funds. The Transportation Agency for Monterey County, the Santa Cruz County Regional Transportation Commission (SCCRTC) and the San Benito Council of Governments (San Benito COG) are the state-designated Regional Transportation Planning Agencies that receive state rural planning assistance funds and prepare state short and long-range planning documents, as well as allocate funds to projects. In many small/medium-sized regions, such as San Luis Obispo, Shasta or San Joaquin Counties, the state and federal planning functions are combined within a single county transportation planning agency. In fact, AMBAG is the smallest multi-county MPO by population in the state.

Given financial constraints across government, the Transportation Agency Board of Directors asked its staff to evaluate the opportunity for streamlining activities across AMBAG and TAMC. The Santa Cruz County RTC and the San Benito COG are also actively researching this proposal. There have been initial discussions among the three agency directors, and with federal and state representatives.

Activities Involved: AMBAG currently conducts activities that can be grouped into roughly three categories: transportation planning, travel forecast modeling and related data gathering, and other non-transportation activities. It is the first two categories of activities that could be consolidated into the single county transportation planning agencies, resulting in important cost savings. Attachment 3 details the programs within these categories as well as the benefits of a realignment of assignments. Overall, a better coordination of transportation planning with reduced overhead costs and an improved regional travel forecast model is the expected result.

Proposed Action: Two Single-County MPOs: The proposed action would be to designate the Santa Cruz County Regional Transportation Commission and the Transportation Agency for Monterey County as single-county Metropolitan Transportation Organizations. Due to its size, the San Benito COG would become one of 26 other counties that rely on the state to meet these federal requirements.

The most cost-effective structure would have the single-county transportation agencies taking on all the transportation, travel forecast model and data gathering functions. AMBAG or another agency(ies) could take on the non-transportation-related activities and serve as a forum for regional collaboration. Administration and update of the regional travel forecast model would preferably take place through a joint powers
agreement among the single-county agencies or with the assistance of another related regional agency. The Sustainable Communities Strategy could be managed and prepared either by the single-county agencies in collaboration with one another, by AMBAG during a transition period, or by a consultant.

Seventy-Five Percent of Cities/County Must Support: Moving to two single-county MPOs would require a vote of the various city councils and county boards of supervisors of 75% of the region by population, including the largest city (Salinas) to withdraw from AMBAG as the federally-designated MPO. The designation of the single county MPOs would then require agreement of the Governor, most likely through the Caltrans Director. The Santa Cruz County RTC and TAMC would then become the MPOs and would take on the mandated transportation functions. While approval by the AMBAG board of directors does not appear to be required, concurrence from the AMBAG board would make the realignment easier to implement.

Costs and Revenues: The shift in responsibilities would likely require the Transportation Agency to add two to three additional staff persons, two for the transportation planning/data gathering responsibilities and one for ridesharing. Additional temporary staff would likely be needed if administration of the Sustainable Communities Strategy were also delegated (presumably paid for out of that grant). There would also be one time travel forecast model upgrade costs that could potentially come from existing or future grants and ongoing travel forecast modeling consultant or staff costs. All of the ongoing planning costs could likely be covered by the reallocation of federal planning with potentially some money left over for transit planning. If transferable, CMAQ funds could fund the rideshare staff position. Staffs at both the Santa Cruz and Monterey agencies are continuing to develop estimates for the costs of such a structure.

Monterey-Salinas Transit

MST oversees bus transit services and planning for the Monterey County region. Because AMBAG utilizes all the federal formula funds for transit planning, their planning activities (for new routes and realignments) must be funded by separate, one-time grants. Last year, state legislation designated MST as a countywide transit district, with a statutorily-defined Board of Directors composed of one representative from each city and the County.

Transit-Related Activities: The overlap between MST and TAMC responsibilities is small. TAMC conducts regional planning activities for all modes, is the project manager for the Commuter Rail to Salinas and Monterey Branch Line Light Rail projects, and oversees certain transit funds through its state designation in 1972 as the Local Transportation Authority. MST does some short-range transit planning, oversees the administration of federal transit funds, conducts route planning and area studies to improve bus service, and has some bus capital projects (i.e. the rapid bus corridors in Seaside and Marina). Both agencies have multiple projects underway and so the ability to reduce staff would be small, but the ability to increase productivity and coordination could be high.

Areas for Streamlining: The Transportation Agency Executive Director and the MST General Manager met and discussed how these two agencies could better coordinate and streamline activities. In order to avoid weakening the strengths of each agency, they envisioned a scenario in which both entities could remain with separate operations, with a combined Board of Directors, more integrated administration and better-coordinated transit planning where appropriate. Some of this realignment would involve MST taking on
activities that are currently performed by AMBAG. **Attachment 4** outlines TMC’s transit-related roles and greater details on the potential for realigning activities across the agencies.

**Conclusion**

Staff concludes that there is potential for streamlining activities across all three agencies. The prerequisite for progress is to assure that these changes are financially feasible (as they appear to be at first analysis), and that they are supported politically. These types of changes have been discussed in some form or another the past; in order to make progress this time, it is critical to reach agreement among the boardmembers and elected officials to move forward. Since personnel are involved, it is also important to proceed carefully and sensitively. Staff seeks direction from the TMC Board on how to proceed with these scenarios.

Debra L. Hale, Executive Director

Date

Regular Agenda

Counsel Review: N/A

Attachments:
1. Federal Funding Scenario
2. AMBAG Dues Structure
3. AMBAG Role and Opportunities for Realignment
4. MST – TMC Roles and Opportunities for Realignment
### Metropolitan Planning Organization (MPO)
Federal and State Planning Funds

#### FY 10-11 Funding With AMBAG as MPO

<table>
<thead>
<tr>
<th></th>
<th>AMBAG</th>
<th>SCCRTC</th>
<th>TAMC</th>
<th>SBtCOG</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PL*</td>
<td>$600,504</td>
<td>$257,600</td>
<td>$300,523</td>
<td>$-</td>
<td>$1,158,627</td>
</tr>
<tr>
<td>FTA 5303</td>
<td>$272,666</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$272,666</td>
</tr>
<tr>
<td>RPA</td>
<td>$-</td>
<td>$315,000</td>
<td>$395,000</td>
<td>$275,000</td>
<td>$985,000</td>
</tr>
<tr>
<td>Total</td>
<td>$873,170</td>
<td>$572,600</td>
<td>$695,523</td>
<td>$275,000</td>
<td>$2,416,293</td>
</tr>
</tbody>
</table>

* AMBAG budgets -= $42,381 of PL to SBtCOG services

#### FY 10-11 Funding with SCCRTC, TAMC as MPOs

<table>
<thead>
<tr>
<th></th>
<th>AMBAG</th>
<th>SCCRTC</th>
<th>TAMC</th>
<th>SBtCOG</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PL</td>
<td>$-</td>
<td>$741,318</td>
<td>$786,018</td>
<td>$-</td>
<td>$1,527,336</td>
</tr>
<tr>
<td>FTA 5303</td>
<td>$-</td>
<td>$124,017</td>
<td>$163,381</td>
<td>$-</td>
<td>$287,398</td>
</tr>
<tr>
<td>RPA</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$304,000</td>
<td>$304,000</td>
</tr>
<tr>
<td>Total</td>
<td>$-</td>
<td>$865,335</td>
<td>$949,399</td>
<td>$304,000</td>
<td>$2,118,734</td>
</tr>
</tbody>
</table>

PL = Federal Highway Administration planning funds
FTA 5303 = Federal Transit Administration planning funds
# AMBAG Dues Structure

<table>
<thead>
<tr>
<th>Population</th>
<th>Dues per Population</th>
<th>Full Assessed Valuation in Thousands</th>
<th>Dues per Assessed Valuation</th>
<th>Total Dues</th>
<th>Board Mfg Allowance</th>
<th>Total Mfg Allowance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capitola</td>
<td>$1,015</td>
<td>$1,582</td>
<td>$1,005,561</td>
<td>$1,530</td>
<td>$7,611</td>
<td>$910</td>
</tr>
<tr>
<td>Carmel</td>
<td>$4040</td>
<td>$428</td>
<td>2,690,354</td>
<td>$2,494</td>
<td>$2,872</td>
<td>$500</td>
</tr>
<tr>
<td>Del Rey Oaks</td>
<td>2527</td>
<td>176</td>
<td>254,874</td>
<td>229</td>
<td>405</td>
<td>500</td>
</tr>
<tr>
<td>Gonzales</td>
<td>$6903</td>
<td>$931</td>
<td>622,524</td>
<td>417</td>
<td>1,381</td>
<td>200</td>
</tr>
<tr>
<td>Greenfield</td>
<td>17,316</td>
<td>1,871</td>
<td>762,100</td>
<td>668</td>
<td>2,559</td>
<td>500</td>
</tr>
<tr>
<td>Hollister</td>
<td>27,001</td>
<td>4,604</td>
<td>1,073,714</td>
<td>2,773</td>
<td>6,777</td>
<td>200</td>
</tr>
<tr>
<td>King City</td>
<td>11,852</td>
<td>1,261</td>
<td>761,238</td>
<td>667</td>
<td>1,968</td>
<td>1,968</td>
</tr>
<tr>
<td>Monterey</td>
<td>10,724</td>
<td>2,072</td>
<td>1,247,351</td>
<td>1,304</td>
<td>3,325</td>
<td>200</td>
</tr>
<tr>
<td>Monterey</td>
<td>25,122</td>
<td>3,168</td>
<td>4,306,725</td>
<td>3,885</td>
<td>7,033</td>
<td>500</td>
</tr>
<tr>
<td>Pacific Grove</td>
<td>15,472</td>
<td>1,727</td>
<td>2,808,034</td>
<td>2,147</td>
<td>3,194</td>
<td>90</td>
</tr>
<tr>
<td>Salinas</td>
<td>150,890</td>
<td>16,305</td>
<td>10,642,382</td>
<td>9,602</td>
<td>25,905</td>
<td>500</td>
</tr>
<tr>
<td>Santa Cruz</td>
<td>2,974</td>
<td>382</td>
<td>149,748</td>
<td>135</td>
<td>337</td>
<td>500</td>
</tr>
<tr>
<td>Sand City</td>
<td>798</td>
<td>82</td>
<td>217,901</td>
<td>197</td>
<td>229</td>
<td>500</td>
</tr>
<tr>
<td>Santa Cruz</td>
<td>31,192</td>
<td>4,291</td>
<td>6,527,123</td>
<td>5,018</td>
<td>12,239</td>
<td>500</td>
</tr>
<tr>
<td>Scotts Valley</td>
<td>1,697</td>
<td>1,264</td>
<td>2,182,743</td>
<td>1,929</td>
<td>3,102</td>
<td>500</td>
</tr>
<tr>
<td>Sonoma</td>
<td>24,694</td>
<td>3,059</td>
<td>2,082,399</td>
<td>1,890</td>
<td>5,962</td>
<td>500</td>
</tr>
<tr>
<td>Soledad</td>
<td>27,905</td>
<td>3,015</td>
<td>792,482</td>
<td>715</td>
<td>3,730</td>
<td>500</td>
</tr>
<tr>
<td>Watsonville</td>
<td>1,703</td>
<td>382</td>
<td>1,601,159</td>
<td>1,330</td>
<td>6,017</td>
<td>500</td>
</tr>
<tr>
<td>County of Monterey</td>
<td>107,642</td>
<td>11,631</td>
<td>23,779,617</td>
<td>21,451</td>
<td>33,062</td>
<td>1,000</td>
</tr>
<tr>
<td>County of San Benito</td>
<td>1590</td>
<td>2,030</td>
<td>1,024,214</td>
<td>1,720</td>
<td>4,740</td>
<td>1,000</td>
</tr>
<tr>
<td>County of Santa Cruz</td>
<td>12,972</td>
<td>14,585</td>
<td>19,100,899</td>
<td>17,310</td>
<td>31,895</td>
<td>1,000</td>
</tr>
</tbody>
</table>

**Total** | 754,052 | 61,150 | 20,379,852 | 61,149 | 162,429 | 11,000 | 173,429

**Note**: As prescribed by Section 68 of the AMBAG By-Laws, dues are allocated on a half-by-population ratio, and one-half by assessed valuation ratio. Population figures are those published by the California State Department of Planning for January 2000. Assessed valuations are those reported by County Assessors and Auditor-Controller for FY 2006/2007. There are ten regular meetings scheduled for FY 2006/2007.
AMBAG Role and Opportunities for Realignment

AMBAG Tasks

Transportation Planning Activities

AMBAG largely compiles and consolidates the information prepared by the countywide transportation planning agencies (TAMC/SCCRTC/San Benito COG) into three-county documents:

- **Metropolitan Transportation Plan**: AMBAG prepares this 25-year long-range planning document which is largely based on the three county Regional Transportation Plans. The Sustainable Communities Strategy is a newly-required part of these plans, for which AMBAG is leading the outreach and development, with significant involvement of the other transportation agencies.
- **Metropolitan Transportation Improvement Program**: AMBAG prepares this three county document largely based on each county’s Regional Transportation Improvement Plan, to assure that projects qualify for federal funds.
- **Public Participation Plan**: AMBAG prepares this document which compiles the activities that each of the agencies engage in to provide information and gather input from the public.
- **Overall Work Program**: AMBAG compiles the information which is prepared by each of the three planning agencies, plus its own information, into a three-county document that is the basis for approval of federal funding.
- **Regional Vanpool Authority**: AMBAG recently obtained a Monterey Bay Air Pollution Control District grant for the regional vanpool authority and just joined that authority.
- **Monterey County Transportation Activities**: AMBAG has taken on several transportation activities that are single-county, within Monterey County. These include the ridesharing program and the intermodal transportation facility study.

Travel Forecast Model and Related Data Gathering

- **Travel Forecast Model Administration and Updates**: AMBAG administers the regional travel forecast model, which is a critical tool for environmental review of major roadway and rail projects, air quality forecasting, greenhouse gas emissions estimating and local land use plans. The model is also an important part of the Sustainable Communities Strategy project.
- **Information Gathering and Distribution**: AMBAG serves as a clearinghouse for information, including environmental reviews, population/housing/employment forecasts and census data, much of which is important information for the regional travel model. AMBAG also implements the Regional Housing Needs Assessment, an unfunded state mandate required for the development of countywide housing elements. The state recently changed the frequency of making the assessment from once every four years to once every eight years. AMBAG provides this service to Monterey and Santa Cruz counties; San Benito County COG performs its own assessment.
- **Air Quality Planning and Modeling**: When the region did not meet federal air quality standards, AMBAG was responsible for preparing a State Implementation Plan for meeting air quality improvements, and certifying a list of transportation control measures.
to reach the standards, AMBAG also had to conduct an air quality “conformity” analysis on its planning documents to assure that the proposed projects resulted in meeting the standards in the future. The way of measuring federal air quality changed and the region went into “attainment” status (it now meets or attains federal standards) so these activities are not required. Should the air quality standards change again, these requirements would likely be reactivated for the region and generate an important amount of work.

Non-Transportation Activities

- **Energy Watch**: AMBAG has received a PG&E grant to administer an energy savings assistance program to governments, non-profits and business.
- **Pajaro River Watershed Flood Prevention Authority**: AMBAG provides contract work for the Pajaro River Watershed Flood Prevention Authority.
- **Monterey Bay Sanctuary**: AMBAG has been involved in Monterey Bay Sanctuary Activities, on an unreimbursed basis.

AMBAG — TMC: Opportunities for Realignment of Responsibilities

The opportunities for shifting responsibilities for the transportation planning and modeling related activities to the single-county agencies are many.

Reduce the Number of Transportation Plans: In the Monterey Bay region, short-range and long-range transportation plans are prepared on both a single-county and multi-county basis. Delegating the transportation planning responsibilities to each countywide agency would eliminate the second set of multi-county plans. There are a few options for handling the new Sustainable Communities Strategy plan: AMBAG could complete the plan; each countywide agency could prepare its own plan; or, the countywide transportation agencies could collaborate in the creation of the SCS plan.

Improve the Accuracy of the Regional Travel Forecast Model: This model is currently in dire need of updating and improvement, for instance, to reflect current census data. Prior traffic forecasts are also not consistent with current forecasts. The state of the travel forecast model jeopardizes all planning activities and delays transportation projects that rely on it; a federal peer review study that is soon to be released will confirm the extent of the major revisions that are needed. AMBAG has several grants that are designed to pay for adding new features to the model, but these improvements are not appropriate until the base model is updated. Due to its cash flow difficulties and its need to pay high overhead costs, AMBAG does not have adequate resources and staffing to upgrade the base model to the level that is needed.

While some initial investment of outside funds may be needed, a realignment of transportation planning responsibilities as proposed here would free up funding to improve the ongoing operations of this critical transportation, land use and air quality tool. It is possible that existing modeling grants could be repurposed to make both the base model and enhancements (land use, bicycling) to the model, but that would be a decision by the state and regional grantees. The Santa Cruz County Regional Transportation Commission is willing to take a lead role in the upgrade and ongoing maintenance of the regional travel forecast model in concert with TMC and San Benito COG. The Monterey Bay Regional Air Pollution Control District has historically invested funding in the regional model over the years and may also be willing to assist in an upgrade and administration of the regional model.
Increase Transit Planning Resources for the Transit Agencies: AMBAG receives all the federal transit planning funds in the region. In previous years, the agency granted some funds to the transit operators for route and area studies aimed at reducing costs and bringing on new services, but due to ongoing administrative cash flow needs no grants have been made in several years. The transit agencies now must perform these studies with their own funding. AMBAG performs minimal transit planning activities that could be easily absorbed into either the MST or TMC functions (and their Santa Cruz and San Benito County equivalents). This integration of transit planning activities would increase resources for the transit agencies and improve the speed with which the transit agencies receive federal operating funds.

Redirect Single-County Activities to the Single-County Agencies: AMBAG has taken on several transportation activities that are single-county, within Monterey County. These include the ridesharing program and the intermodal transportation facility study. The separation of the rideshare and vanpool programs out of TMC and MST has weakened these program and diverts AMBAG from its multi-county activities. Location of these activities within TMC or MST would improve coordination with employers and existing transit service. AMBAG also took on the intermodal facility study, focused on freight rail transportation in Monterey County. The studies identify projects that the Transportation Agency will need to develop and fund. AMBAG conducted the South County Transit Services study, rather than allocate funds for MST to conduct the study of how to best integrate these cities into its existing services. It would be more productive and less costly for these and other single-county activities to be conducted by the single county agencies, rather than have other counties vote on how to conduct these activities in Monterey County.
MST – TAMC Roles and Opportunities for Realignment

The Transportation Agency for Monterey County is required to conduct regional transportation planning addressing transit needs and funding, to administer the county’s local fund sources for transit on an ongoing basis and also to play an oversight role with respect to federal funding programs. The details of TAMC’s current responsibilities are listed below, as well as opportunities for realigning responsibilities between TAMC and MST.

Transit Planning and Funding Responsibilities

Regional Transportation Planning

- **Regional Transportation Plan**: Identify transit needs and funding in the Regional Transportation Plan for Monterey County and ensure transit projects are consistent with the regional plan.

Transportation Development Act (Local transit funding)

- **Fund Administration**: Annually estimate and apportion Local Transportation Funds for MST services, approve fund allocations and process MST fund claims.
- **Unmet Transit Needs Finding**: Consult with a Social Services Transportation Advisory Council to identify and adopt a finding on “unmet transit needs” that are reasonable to meet and report findings to the state.
- **Financial Audits & Oversight**: Ensure that financial audits and reporting are submitted to the State Controller within statutory deadlines.
- **Triennial Transit Performance Audits**: Conduct Transit Performance Audits every three years to determine compliance with Transportation Development Act requirements and make recommendations for improving the efficiency and cost-effectiveness of transit services in Monterey County.

Federal Transit Administration Grant Programs

- **Section 5310 (Elderly and Individuals with Disabilities) Program**: Administer Caltrans Call for Projects, determine eligibility, receive and score grant applications according to program requirements and submit scored applications to Caltrans for review and funding.
- **Section 5311 (rural public transit and intercity transit funding programs)**: Annually adopt a program of projects for the Section 5311 program and submit program to the state for funding allocations, adopt required federal funding certifications for Monterey County operators and authorize federal funding of MST grant applications.

Transit Project Management

- **Monterey Branch Line**: The Transportation Agency is the lead agency for the development of light rail service along the Monterey Branch Line. The Agency owns the line and is responsible for obtaining funding for the proposed light rail project, but anticipates that Monterey-Salinas Transit would run the service as part of its regional transit network.
- **Multimodal Corridor in Former Fort Ord**: TAMC has teamed with a number of agencies, including MST, to apply for state funding to initiate a feasibility study for a multimodal (autos, buses, bikes and pedestrians) between the Marina light rail station on 8th street to the commuter rail station in Marina.
MST – TAMC: Opportunities for Realignment of Responsibilities

It is anticipated that any realignment would take place gradually over time, likely at the Board level first, then at the administrative and later at the subject matter area. Any proposed realignment would need review by both agencies’ legal counsel. Given the revenues losses that have been experienced MST, it would be important to assure that the TAMC non-transit functions were not jeopardized by a realignment of the agencies.

Board of Directors

Now that MST is countywide and TAMC is countywide, the question arises as to whether they can share a board of directors. A consolidated board of directors would save time for overlapping board members and could save time in the preparation of dual agenda packets. Funding for bus transit projects could be on a more equal footing with highway and rail projects, since one board would be making the funding decisions. The board make up and voting structure would have to be determined (would it mirror that of TAMC, MST or something else), and would require state legislation. The issue of how to consolidate committee structures would also have to be addressed. Because legislation would be required, support from both existing boards of directors and member agencies would be critical.

Administration/Personnel/Finance

Under a consolidated agency board of directors, some administration, personnel and finance activities could be combined. Due to a small amount of overlap between the agency grant programs overseen, and the small amount of personnel activities conducted by TAMC, it is not anticipated that this would result in a large cost or staff savings, but better coordination could provide additional staff time for MST-related activities due to its recent administrative staff cuts. An attempt to fully integrate agency policies (i.e. human resources and administrative policies) may result in substantially more work rather than cost savings.

Transit Planning and Funding Responsibilities

Integration of the longer-range transit planning across the two agencies would likely result in benefits to MST and transit services in the region, and better coordination of the implementation of capital projects such as the planned rail services and multimodal corridor. Oversight responsibilities related to funding activities would continue, but due to the allocation of all Local Transportation Funds to transit, the actions are more ministerial than in the past.
To: Board of Directors
From: C. Sedoryk, General Manager/CEO
Subject: May 2011 Monthly Report

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

Passenger boardings have increased approximately 3.3% over the last year to date representing 128,884 additional passenger boardings over last year.

On May 2-4 I attended the Rutgers University, National Transit Institute - Intelligent Transportation Systems workshop in Reno NV where I was asked to make a presentation on implementation of transit technology. All costs related to this conference were paid for by Rutgers University.

On the evening of May 4th, I attended the Pacific Grove City Council and made a presentation on the MST Trolley-Pacific Grove.

On May 10th I participated in a quarterly meeting of the Monterey County Special District Managers to discuss issues effecting special districts. On May 13th I met with staff of San Joaquin Regional Transit District to discuss feasibility of joint development and financing of bus maintenance, operations and administrative facilities.

On May 17th I travelled to Sacramento and had meetings with state assembly member Luis Alejo, and staff members from the offices of Assembly member Monning and state senators Canella, and Blakeslee in order to discuss the state budget and MST projects. On May 18th I participated in the California Transit Association Spring Legislative conference and heard presentations from Blake Fowler, Public Finance Division Director, California State Treasurer's Office and Ana Matosantos, Director, Department of Finance.

On May 25th I attended the Pacific Grove City Council meeting to speak about the MST Maintenance, Operations, and Administration construction project on the former Ft. Ord.

Attachment #1 – Operations Department Report May 2011
Attachment #2 – Facilities & Maintenance Department Report May 2011
Attachment #3 – Administration Department Report May 2011

PREPARED BY: Carl G. Sedoryk
June 30, 2011

To: M. Hernandez, Assistant General Manager / C.O.O.
From: R. Weber, Director of Transportation Services
Cc: MST Board of Directors
Subject: Transportation Department Monthly Report – May 2011

FIXED ROUTE BUS OPERATIONS:

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

Preliminary boarding statistics indicate that ridership increased by only 0.27% in May 2011, (364,594), as compared to May 2010, (363,614). Year to date, passenger boardings have increased by 3.33% as compared to the same period last year.

Productivity decreased from 18.2 passengers per hour (May 2010), to 15.8 PPH in May of this year.

**Trolley Services:**

**MST Salinas Trolley:** carried 1,126 passengers in May, which represents an 8.23% decrease from May of 2010 (1,227). Year to date, passenger boardings have decreased by 18.24% for this service as compared to the same period last year.

**MST Carmel Trolley:** carried 246 passengers in May, which represents a 28.8% increase from May of 2010 (191). Year to date, passenger boardings have increased by 103.48% for this service as compared to the same period last year.

**MST Monterey Trolley:** carried 5,715 passengers in May, which represents a 26.69% increase from May of 2010 (4,511). Year to date, passenger boardings have increased by 0.39% for this service as compared to the same period last year.

**Supplemental / Special Services:**

None to report

**System Wide Statistics:**

- Ridership: 364,594
- Vehicle Revenue Hours: 23,065
- Vehicle Revenue Miles: 374,013
- System Productivity: 15.98 Passengers Per Vehicle Revenue Hour
- Scheduled One-Way Trips: 34,468
**Time Point Adherence:** Of 133,359 total time-point crossings sampled for the month of May, the TransitMaster™ system recorded 16,174 delayed arrivals to MST’s published time-points system-wide. This denotes that 87.87% of all scheduled arrivals at published time-points were on time. *(See MST Fixed-Route Bus ~ On Time Compliance Chart FY 2011.)*

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

**Trips With 10 or More Standees:** There were twenty three (23) reported trips with 10 or more standees for the month of May. *(See Operations Summary report for further information)*

**Cancelled Trips:** As listed below, there were a total of eight (8) cancelled trips for the month of May for both directly operated and contracted services.

<table>
<thead>
<tr>
<th>Reason</th>
<th>MST</th>
<th>MV Transportation</th>
<th>% Of All Missed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collisions</td>
<td>5</td>
<td>1</td>
<td>12.5%</td>
</tr>
<tr>
<td>Mechanical Failure</td>
<td>4</td>
<td>1</td>
<td>50.0%</td>
</tr>
<tr>
<td>*Community Event</td>
<td>2</td>
<td></td>
<td>25.0%</td>
</tr>
<tr>
<td>Traffic</td>
<td>1</td>
<td></td>
<td>12.5%</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>7</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

* The Army hosted a special event at the Presidio of Monterey – resulting in limited access to the base while the event was in progress.

**Documented Occurrences:** MST Coach Operators are required to complete an occurrence report for any unusual incident that occurs during their work day. The information provided within these reports is used to identify trends, which often drive changes in policy or standard operating procedures. The following is a comparative summary of reported incidents for the month(s) of May 2010 and 2011:

<table>
<thead>
<tr>
<th>Occurrence Type</th>
<th>May-10</th>
<th>May-11</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision: MST Involved</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Medical Emergency</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Object Hits Coach</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Passenger Conflict</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>Passenger Fall</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Passenger Injury</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Employee Injury</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Other</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Near Miss</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Unreported Damage</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Fuel / Fluid Spill</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total Occurrences</strong></td>
<td>16</td>
<td>23</td>
</tr>
</tbody>
</table>
CONTRACTED SERVICES:

MST RIDES ADA / ST Paratransit Program:

Preliminary boarding statistics for the MST RIDES program reflect that for the month of May there were 8,720 passenger boardings. This represents a 5.86% decrease in passenger boardings from May of 2010, (9,263). Year to date, passenger boardings for this program have increased by only 0.63% as compared to the same period last year.

- For the month of May, 85.87% of all scheduled trips for the MST RIDES Program arrived on time, increasing from 84.01% in May of 2010. (See MST RIDES ~ On Time Compliance Chart FY 2011.)
- Productivity for May of this year was at 1.84 passengers per hour, decreasing from 1.9 in May of 2010.

Paratransit Certification Statistics:

- For the month of May, 47 applications were reviewed, resulting in 47 approvals and 0 denials. Of the approvals, 23 were new program participants, and 24 were recertifications.
- 120 participants were deactivated in the database.
- Sixty three (63) applications were received – 16 did not complete the application process.
- As of May 2011, there are 3,260 registered / active program participants.

Other:

05/4/11: MV Transportation was involved in a non-preventable non-injury collision in coach #926 resulting in $600 in damages to the coach.

COMMUNICATIONS CENTER:

In May, the Communications Center summoned public safety agencies on eight (8) separate occasions to MST’s transit vehicles and facilities:

<table>
<thead>
<tr>
<th>Agency Type</th>
<th>Incident Type</th>
<th>Number Of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Police</td>
<td>Passenger Incident / Other</td>
<td>5</td>
</tr>
<tr>
<td>Emergency Medical Services</td>
<td>Medical Emergency</td>
<td>3</td>
</tr>
</tbody>
</table>

Robert Weber

ATTACHMENTS:

MST Fixed-Route Bus ~ On Time Compliance FY 2011.
MST Trolley Service ~ Boarding Statistics FY 2011
MST RIDES ~ On Time Compliance FY 2011
MST RIDES ~ Boarding Statistics FY 2011
### MST FIXED ROUTE

**ON-TIME COMPLIANCE FY 2011**

<table>
<thead>
<tr>
<th>MONTH</th>
<th>FY 10 ON-TIME PERFORMANCE</th>
<th>FY11 TIME POINT COUNT</th>
<th>FY11 DELAYED ARRIVALS 5+ MINUTES</th>
<th>FY11 ON-TIME PERFORMANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>85.79%</td>
<td>124,003</td>
<td>18,776</td>
<td>84.86%</td>
</tr>
<tr>
<td>Aug</td>
<td>82.92%</td>
<td>125,989</td>
<td>21,103</td>
<td>83.25%</td>
</tr>
<tr>
<td>Sept</td>
<td>83.89%</td>
<td>119,335</td>
<td>19,915</td>
<td>83.31%</td>
</tr>
<tr>
<td>Oct</td>
<td>84.90%</td>
<td>125,235</td>
<td>16,858</td>
<td>86.54%</td>
</tr>
<tr>
<td>Nov</td>
<td>86.53%</td>
<td>117,500</td>
<td>15,719</td>
<td>86.62%</td>
</tr>
<tr>
<td>Dec</td>
<td>87.86%</td>
<td>122,570</td>
<td>14,584</td>
<td>88.10%</td>
</tr>
<tr>
<td>Jan</td>
<td>90.69%</td>
<td>121,168</td>
<td>12,971</td>
<td>89.30%</td>
</tr>
<tr>
<td>Feb</td>
<td>88.15%</td>
<td>113,269</td>
<td>13,472</td>
<td>88.11%</td>
</tr>
<tr>
<td>March</td>
<td>88.11%</td>
<td>127,207</td>
<td>12,993</td>
<td>89.79%</td>
</tr>
<tr>
<td>April</td>
<td>87.43%</td>
<td>128,204</td>
<td>17,707</td>
<td>86.19%</td>
</tr>
<tr>
<td>May</td>
<td><strong>86.78%</strong></td>
<td><strong>133,359</strong></td>
<td><strong>16,174</strong></td>
<td><strong>87.87%</strong></td>
</tr>
<tr>
<td>June</td>
<td>86.81%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total**

<table>
<thead>
<tr>
<th></th>
<th>FY11 TIME POINT COUNT</th>
<th>FY11 DELAYED ARRIVALS 5+ MINUTES</th>
<th>FY11 ON-TIME PERFORMANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>1,357,839</td>
<td>180,272</td>
</tr>
</tbody>
</table>

**YTD Average**

<table>
<thead>
<tr>
<th></th>
<th>FY11 TIME POINT COUNT</th>
<th>FY11 DELAYED ARRIVALS 5+ MINUTES</th>
<th>FY11 ON-TIME PERFORMANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>122,448</td>
<td>16,410</td>
</tr>
</tbody>
</table>

---

**On-Time Compliance Chart FY 2011**

- **Goal:** 87%
**MST FIXED ROUTE BOARDINGS**

**FY 2011 Monthly Boardings**

<table>
<thead>
<tr>
<th>MONTH</th>
<th>FY 2009</th>
<th>FY 2010</th>
<th>FY 2011</th>
<th>% CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>July</td>
<td>467,427</td>
<td>385,052</td>
<td>406,623</td>
<td>5.60%</td>
</tr>
<tr>
<td>Aug</td>
<td>489,290</td>
<td>420,751</td>
<td>429,204</td>
<td>2.01%</td>
</tr>
<tr>
<td>Sep</td>
<td>425,085</td>
<td>394,189</td>
<td>418,155</td>
<td>6.08%</td>
</tr>
<tr>
<td>Oct</td>
<td>425,723</td>
<td>376,171</td>
<td>386,961</td>
<td>2.87%</td>
</tr>
<tr>
<td>Nov</td>
<td>354,699</td>
<td>333,974</td>
<td>343,922</td>
<td>2.98%</td>
</tr>
<tr>
<td>Dec</td>
<td>332,080</td>
<td>308,937</td>
<td>311,123</td>
<td>0.71%</td>
</tr>
<tr>
<td>Jan</td>
<td>297,095</td>
<td>280,327</td>
<td>319,097</td>
<td>13.83%</td>
</tr>
<tr>
<td>Feb</td>
<td>282,949</td>
<td>303,307</td>
<td>321,023</td>
<td>5.84%</td>
</tr>
<tr>
<td>Mar</td>
<td>320,001</td>
<td>350,500</td>
<td>358,403</td>
<td>2.25%</td>
</tr>
<tr>
<td>April</td>
<td>313,695</td>
<td>350,469</td>
<td>337,070</td>
<td>-3.82%</td>
</tr>
<tr>
<td>May</td>
<td>333,371</td>
<td>363,614</td>
<td>364,594</td>
<td>0.27%</td>
</tr>
<tr>
<td>June</td>
<td>358,296</td>
<td>382,331</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL**

<table>
<thead>
<tr>
<th>FY 2009</th>
<th>FY 2010</th>
<th>FY 2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>4,399,711</td>
<td>4,249,622</td>
<td>3,996,175</td>
</tr>
</tbody>
</table>

**YTD Avg.**

<table>
<thead>
<tr>
<th>FY 2009</th>
<th>FY 2010</th>
<th>FY 2011</th>
<th>% CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>367,401</td>
<td>351,572</td>
<td>363,289</td>
<td>3.33%</td>
</tr>
</tbody>
</table>

**YTD Comparison**

<table>
<thead>
<tr>
<th>FY 2009</th>
<th>FY 2010</th>
<th>FY 2011</th>
<th>% CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>4,041,415</td>
<td>3,867,291</td>
<td>3,996,175</td>
<td>3.33%</td>
</tr>
</tbody>
</table>

*Boardings are inclusive of all On Call, Trolley, & Fixed Route Services*
## MST FIXED ROUTE BUS Program

### Comparative Statistics

**FY 2010 - FY 2011**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>JUL</td>
<td>236.5</td>
<td>240.0</td>
<td>$2,095,312</td>
<td>$1,927,614</td>
<td>343,272</td>
<td>341,909</td>
<td>21,546</td>
<td>21,949</td>
</tr>
<tr>
<td>AUG</td>
<td>232.5</td>
<td>237.0</td>
<td>$2,310,378</td>
<td>$2,093,268</td>
<td>348,846</td>
<td>338,511</td>
<td>21,135</td>
<td>21,764</td>
</tr>
<tr>
<td>SEP</td>
<td>237.5</td>
<td>234.0</td>
<td>$2,317,568</td>
<td>$2,545,265</td>
<td>323,388</td>
<td>334,253</td>
<td>20,048</td>
<td>20,981</td>
</tr>
<tr>
<td>OCT</td>
<td>236.5</td>
<td>235.0</td>
<td>$1,847,892</td>
<td>$2,105,961</td>
<td>335,317</td>
<td>341,855</td>
<td>20,626</td>
<td>21,322</td>
</tr>
<tr>
<td>NOV</td>
<td>238.0</td>
<td>238.0</td>
<td>$1,637,415</td>
<td>$2,177,880</td>
<td>304,685</td>
<td>320,533</td>
<td>18,743</td>
<td>19,991</td>
</tr>
<tr>
<td>DEC</td>
<td>239.0</td>
<td>238.0</td>
<td>$1,813,976</td>
<td>$2,848,523</td>
<td>317,664</td>
<td>336,441</td>
<td>19,589</td>
<td>20,880</td>
</tr>
</tbody>
</table>

**Subtotal**

- **FY 2010:** $12,022,541
- **FY 2011:** $13,698,511
- **Total Boardings:** 1,973,122
- **Total Unlinked Trips:** 2,013,502
- **Total Employees:** 121,687
- **Total Hours:** 126,887
- **Total Miles:** 2,219,074

<table>
<thead>
<tr>
<th>Month</th>
<th>FY 2010</th>
<th>FY 2011</th>
<th>FY 2010</th>
<th>FY 2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAN</td>
<td>239.0</td>
<td>241.0</td>
<td>$2,142,829</td>
<td>$2,243,787</td>
</tr>
<tr>
<td>FEB</td>
<td>237.0</td>
<td>245.0</td>
<td>$2,075,656</td>
<td>$2,160,033</td>
</tr>
<tr>
<td>MAR</td>
<td>238.0</td>
<td>253.0</td>
<td>$2,065,078</td>
<td>$2,460,010</td>
</tr>
<tr>
<td>APR</td>
<td>240.0</td>
<td>250.0</td>
<td>$2,041,626</td>
<td>$2,454,335</td>
</tr>
<tr>
<td>MAY</td>
<td>240.0</td>
<td>247.0</td>
<td>$2,034,354</td>
<td>$2,322,640</td>
</tr>
<tr>
<td>JUN</td>
<td>240.0</td>
<td>247.0</td>
<td>$2,865,966</td>
<td></td>
</tr>
</tbody>
</table>

**Subtotal**

- **FY 2010:** $25,248,050
- **FY 2011:** $25,339,316
- **Total Boardings:** 3,864,816
- **Total Unlinked Trips:** 3,764,429
- **Total Employees:** 240,089
- **Total Hours:** 234,805
- **Total Miles:** 3,996,175

### Average

- **FY 2010:** 237.8
- **FY 2011:** 241.6
- **Cost/Revenue Mile:** $2,104,004
- **Cost/Revenue Hour:** $2,303,574
- **Service Efficiency:** 85.7
- **Cost Efficiency:** 88.3
- **Service Effectiveness Measures:** 84.1
- **Cost Effectiveness:** 88.3

---

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

7/1/2011
### MST TROLLEY - MONTEREY
#### FY 2011 Monthly Boardings

<table>
<thead>
<tr>
<th>MONTH</th>
<th>FY2009</th>
<th>FY2010</th>
<th>FY2011</th>
<th>% CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>43,030</td>
<td>46,544</td>
<td>48,540</td>
<td>4.29%</td>
</tr>
<tr>
<td>Aug</td>
<td>45,115</td>
<td>45,228</td>
<td>43,263</td>
<td>-4.34%</td>
</tr>
<tr>
<td>Sep</td>
<td>811</td>
<td>10,164</td>
<td>9,346</td>
<td>-8.05%</td>
</tr>
<tr>
<td>Oct</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dec</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feb</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mar</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>9,115</td>
<td>4,511</td>
<td>5,715</td>
<td>26.69%</td>
</tr>
<tr>
<td>Jun</td>
<td>34,019</td>
<td>29,444</td>
<td>5,715</td>
<td>26.69%</td>
</tr>
</tbody>
</table>

**Total Ridership**
- FY2009: 132,773
- FY2010: 135,891
- FY2011: 106,864

**YTD Average**
- FY2009: 19,751
- FY2010: 26,612
- FY2011: 26,716

**YTD Comparison**
- FY2009: 98,754
- FY2010: 106,447
- FY2011: 106,864

---

### MONTEREY TROLLEY MONTHLY RIDERSHIP

![Monterey Trolley Monthly Ridership Chart]

[Graph showing monthly ridership for FY2009, FY2010, and FY2011]
# MST TROLLEY - SALINAS

## FY 2011 Monthly Boardings

<table>
<thead>
<tr>
<th>MONTH</th>
<th>FY2009</th>
<th>FY2010</th>
<th>FY2011</th>
<th>% CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aug</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sep</td>
<td>1,394</td>
<td>966</td>
<td>993</td>
<td>2.80%</td>
</tr>
<tr>
<td>Oct</td>
<td>1,774</td>
<td>1,642</td>
<td>1,143</td>
<td>-30.39%</td>
</tr>
<tr>
<td>Nov</td>
<td>1,414</td>
<td>1,258</td>
<td>1,016</td>
<td>-19.24%</td>
</tr>
<tr>
<td>Dec</td>
<td>1,178</td>
<td>922</td>
<td>589</td>
<td>-36.12%</td>
</tr>
<tr>
<td>Jan</td>
<td>781</td>
<td>648</td>
<td>610</td>
<td>-5.86%</td>
</tr>
<tr>
<td>Feb</td>
<td>1,318</td>
<td>1,205</td>
<td>1,114</td>
<td>-7.55%</td>
</tr>
<tr>
<td>Mar</td>
<td>1,523</td>
<td>1,523</td>
<td>1,334</td>
<td>-12.41%</td>
</tr>
<tr>
<td>Apr</td>
<td>1,610</td>
<td>1,425</td>
<td>918</td>
<td>-35.58%</td>
</tr>
<tr>
<td>May</td>
<td>1,233</td>
<td>1,227</td>
<td>1,126</td>
<td>-8.23%</td>
</tr>
<tr>
<td>Jun</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Ridership</td>
<td>12,225</td>
<td>10,816</td>
<td>8,843</td>
<td></td>
</tr>
<tr>
<td>YTD Average</td>
<td>1,358</td>
<td>1,202</td>
<td>983</td>
<td>-18.24%</td>
</tr>
<tr>
<td>YTD Comparison</td>
<td>12,225</td>
<td>10,816</td>
<td>8,843</td>
<td>-18.24%</td>
</tr>
</tbody>
</table>

## SALINAS TROLLEY MONTHLY RIDERSHIP

![Graph showing monthly ridership from FY2009 to FY2011]
**MST TROLLEY - CARMEL**

*FY 2011 Monthly Boardings*

<table>
<thead>
<tr>
<th>MONTH</th>
<th>FY2009</th>
<th>FY2010</th>
<th>FY2011</th>
<th>% CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>871</td>
<td>3,020</td>
<td>3,020</td>
<td>246.73%</td>
</tr>
<tr>
<td>Aug</td>
<td>1,109</td>
<td>2,503</td>
<td>3,020</td>
<td>125.70%</td>
</tr>
<tr>
<td>Sep</td>
<td>537</td>
<td>454</td>
<td>454</td>
<td>-15.46%</td>
</tr>
<tr>
<td>Oct</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dec</td>
<td>340</td>
<td>216</td>
<td>216</td>
<td>-57.41%</td>
</tr>
<tr>
<td>Jan</td>
<td>143</td>
<td>54</td>
<td>54</td>
<td>-164.81%</td>
</tr>
<tr>
<td>Feb</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mar</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>191</td>
<td>246</td>
<td>246</td>
<td>28.80%</td>
</tr>
<tr>
<td>Jun</td>
<td>2,373</td>
<td>6,493</td>
<td>6,493</td>
<td></td>
</tr>
</tbody>
</table>

Total Ridership: FY2009 5,564, FY2010 6,493
YTD Average: FY2009 532, FY2010 1,082, FY2011 1,082

**CARMEL TROLLEY MONTHLY RIDERSHIP**
MST RIDES
ON TIME COMPLIANCE FY - 2011

<table>
<thead>
<tr>
<th>MONTH</th>
<th>FY10</th>
<th>FY11</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>89.49%</td>
<td>85.85%</td>
</tr>
<tr>
<td>Aug</td>
<td>87.67%</td>
<td>85.44%</td>
</tr>
<tr>
<td>Sept</td>
<td>86.36%</td>
<td>86.06%</td>
</tr>
<tr>
<td>Oct</td>
<td>87.03%</td>
<td>86.56%</td>
</tr>
<tr>
<td>Nov</td>
<td>89.67%</td>
<td>86.56%</td>
</tr>
<tr>
<td>Dec</td>
<td>87.48%</td>
<td>87.47%</td>
</tr>
<tr>
<td>Jan</td>
<td>87.53%</td>
<td>86.34%</td>
</tr>
<tr>
<td>Feb</td>
<td>87.41%</td>
<td>86.30%</td>
</tr>
<tr>
<td>March</td>
<td>83.60%</td>
<td>86.27%</td>
</tr>
<tr>
<td>April</td>
<td>83.35%</td>
<td>86.47%</td>
</tr>
<tr>
<td>May</td>
<td>84.01%</td>
<td>85.87%</td>
</tr>
<tr>
<td>June</td>
<td>85.94%</td>
<td></td>
</tr>
</tbody>
</table>

YTD Average 86.69% 86.29%

Goal 90%
### MST RIDES Program
#### Monthly Boardings

<table>
<thead>
<tr>
<th>MONTH</th>
<th>FY2009</th>
<th>FY2010</th>
<th>FY2011</th>
<th>% CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>9,681</td>
<td>8,939</td>
<td>8,663</td>
<td>-3.09%</td>
</tr>
<tr>
<td>Aug</td>
<td>9,636</td>
<td>8,514</td>
<td>8,794</td>
<td>3.29%</td>
</tr>
<tr>
<td>Sep</td>
<td>10,203</td>
<td>9,386</td>
<td>9,354</td>
<td>-0.34%</td>
</tr>
<tr>
<td>Oct</td>
<td>10,793</td>
<td>9,335</td>
<td>9,189</td>
<td>-1.56%</td>
</tr>
<tr>
<td>Nov</td>
<td>9,100</td>
<td>8,275</td>
<td>8,900</td>
<td>7.55%</td>
</tr>
<tr>
<td>Dec</td>
<td>9,231</td>
<td>8,147</td>
<td>8,626</td>
<td>5.88%</td>
</tr>
<tr>
<td>Jan</td>
<td>8,798</td>
<td>7,454</td>
<td>8,253</td>
<td>10.72%</td>
</tr>
<tr>
<td>Feb</td>
<td>8,827</td>
<td>8,112</td>
<td>8,155</td>
<td>0.53%</td>
</tr>
<tr>
<td>Mar</td>
<td>9,875</td>
<td>9,406</td>
<td>9,266</td>
<td>-1.49%</td>
</tr>
<tr>
<td>Apr</td>
<td>9,528</td>
<td>9,219</td>
<td>8,739</td>
<td>-5.21%</td>
</tr>
<tr>
<td>May</td>
<td>9,175</td>
<td>9,263</td>
<td>8,720</td>
<td>-5.86%</td>
</tr>
<tr>
<td>Jun</td>
<td>8,983</td>
<td>8,837</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total Ridership  
YTD Average  
YTD Comparison

<table>
<thead>
<tr>
<th></th>
<th>FY2009</th>
<th>FY2010</th>
<th>FY2011</th>
<th>% CHANGE</th>
</tr>
</thead>
</table>
| MST RIDES MONTHLY RIDERSHIP

[Graph showing monthly ridership from July to June with data points for FY2009, FY2010, and FY2011.]
## MST RIDES Program

**Comparative Statistics**

**FY 2010 - FY 2011**

<table>
<thead>
<tr>
<th>MONTH</th>
<th>TOTAL EMPLOYEES</th>
<th>OPERATING COST</th>
<th>VEHICLE REVENUE MILES</th>
<th>VEHICLE REVENUE HOURS</th>
<th>TOTAL BOARDINGS (UNLINKED TRIPS)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FY 2010</td>
<td>FY 2011</td>
<td>FY 2010</td>
<td>FY 2011</td>
<td>FY 2010</td>
</tr>
<tr>
<td>JUL</td>
<td></td>
<td></td>
<td>81,667</td>
<td>80,427</td>
<td>4,677</td>
</tr>
<tr>
<td></td>
<td>43.5</td>
<td>41.0</td>
<td>$189,986</td>
<td>$237,015</td>
<td>$189,986</td>
</tr>
<tr>
<td>AUG</td>
<td></td>
<td></td>
<td>80,118</td>
<td>80,569</td>
<td>4,475</td>
</tr>
<tr>
<td></td>
<td>43.5</td>
<td>42.0</td>
<td>$189,076</td>
<td>$238,374</td>
<td>$189,076</td>
</tr>
<tr>
<td>SEP</td>
<td></td>
<td></td>
<td>84,380</td>
<td>85,883</td>
<td>4,950</td>
</tr>
<tr>
<td></td>
<td>43.5</td>
<td>44.0</td>
<td>$211,433</td>
<td>$257,503</td>
<td>$211,433</td>
</tr>
<tr>
<td>OCT</td>
<td></td>
<td></td>
<td>85,037</td>
<td>87,487</td>
<td>4,931</td>
</tr>
<tr>
<td>NOV</td>
<td>39.0</td>
<td>45.0</td>
<td>$191,324</td>
<td>$242,626</td>
<td>$191,324</td>
</tr>
<tr>
<td>DEC</td>
<td>42.0</td>
<td>45.0</td>
<td>$190,558</td>
<td>$240,625</td>
<td>$190,558</td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td></td>
<td></td>
<td>486,375</td>
<td>502,604</td>
<td>28,516</td>
</tr>
<tr>
<td>JAN</td>
<td>39.0</td>
<td>45.0</td>
<td>$203,430</td>
<td>$232,814</td>
<td>$203,430</td>
</tr>
<tr>
<td>FEB</td>
<td>38.0</td>
<td>45.0</td>
<td>$220,193</td>
<td>$233,818</td>
<td>$220,193</td>
</tr>
<tr>
<td>MAR</td>
<td>41.0</td>
<td>46.0</td>
<td>$236,480</td>
<td>$262,661</td>
<td>$236,480</td>
</tr>
<tr>
<td>APR</td>
<td>41.0</td>
<td>45.0</td>
<td>$252,147</td>
<td>$253,388</td>
<td>$252,147</td>
</tr>
<tr>
<td>MAY</td>
<td>41.0</td>
<td>45.0</td>
<td>$253,445</td>
<td>$260,110</td>
<td>$253,445</td>
</tr>
<tr>
<td>JUN</td>
<td>41.0</td>
<td>45.0</td>
<td>$241,563</td>
<td>$260,110</td>
<td>$241,563</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td>972,201</td>
<td>935,180</td>
<td>104,887</td>
</tr>
<tr>
<td>AVERAGE</td>
<td>41.3</td>
<td>44.4</td>
<td>$215,046</td>
<td>$247,577</td>
<td>$247,577</td>
</tr>
</tbody>
</table>

### Service Efficiency

<table>
<thead>
<tr>
<th>MONTH</th>
<th>VEHICLE REVENUE HR/EMPLOYEE</th>
<th>COST/REVENUE HOUR</th>
<th>BOARDINGS/REVENUE MILE</th>
<th>BOARDINGS/REVENUE HOUR</th>
<th>COST/UNLINKED TRIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2010</td>
<td>FY 2011</td>
<td>FY 2010</td>
<td>FY 2011</td>
<td>FY 2010</td>
<td>FY 2010</td>
</tr>
<tr>
<td>JUL</td>
<td>107.5</td>
<td>110.8</td>
<td>0.11</td>
<td>0.11</td>
<td>1.9</td>
</tr>
<tr>
<td>AUG</td>
<td>102.9</td>
<td>109.9</td>
<td>0.11</td>
<td>0.11</td>
<td>1.9</td>
</tr>
<tr>
<td>SEP</td>
<td>113.8</td>
<td>113.5</td>
<td>0.11</td>
<td>0.11</td>
<td>1.9</td>
</tr>
<tr>
<td>OCT</td>
<td>113.4</td>
<td>112.3</td>
<td>0.11</td>
<td>0.11</td>
<td>1.9</td>
</tr>
<tr>
<td>NOV</td>
<td>113.6</td>
<td>103.1</td>
<td>0.11</td>
<td>0.11</td>
<td>1.9</td>
</tr>
<tr>
<td>DEC</td>
<td>107.9</td>
<td>103.8</td>
<td>0.11</td>
<td>0.10</td>
<td>1.8</td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td>109.8</td>
<td></td>
<td></td>
<td></td>
<td>$22.34</td>
</tr>
<tr>
<td>JAN</td>
<td>104.2</td>
<td>94.6</td>
<td>0.11</td>
<td>0.10</td>
<td>1.8</td>
</tr>
<tr>
<td>FEB</td>
<td>111.0</td>
<td>95.8</td>
<td>0.11</td>
<td>0.10</td>
<td>1.9</td>
</tr>
<tr>
<td>MAR</td>
<td>119.4</td>
<td>105.0</td>
<td>0.11</td>
<td>0.10</td>
<td>1.9</td>
</tr>
<tr>
<td>APR</td>
<td>118.9</td>
<td>102.5</td>
<td>0.11</td>
<td>0.10</td>
<td>1.9</td>
</tr>
<tr>
<td>MAY</td>
<td>117.6</td>
<td>105.2</td>
<td>0.11</td>
<td>0.10</td>
<td>1.9</td>
</tr>
<tr>
<td>JUN</td>
<td>111.3</td>
<td></td>
<td></td>
<td></td>
<td>1.9</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$24.60</td>
</tr>
<tr>
<td>AVERAGE</td>
<td>111.8</td>
<td>105.0</td>
<td>0.11</td>
<td>0.10</td>
<td>1.9</td>
</tr>
</tbody>
</table>

### Cost Effectiveness

<table>
<thead>
<tr>
<th>MONTH</th>
<th>VEHICLE REVENUE HOUR</th>
<th>COST/REVENUE MILE</th>
<th>BOARDINGS/REVENUE HOUR</th>
<th>COST/UNLINKED TRIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2010</td>
<td>FY 2011</td>
<td>FY 2010</td>
<td>FY 2011</td>
<td>FY 2010</td>
</tr>
<tr>
<td>JUL</td>
<td>107.5</td>
<td>110.8</td>
<td>0.11</td>
<td>0.11</td>
</tr>
<tr>
<td>AUG</td>
<td>102.9</td>
<td>109.9</td>
<td>0.11</td>
<td>0.11</td>
</tr>
<tr>
<td>SEP</td>
<td>113.8</td>
<td>113.5</td>
<td>0.11</td>
<td>0.11</td>
</tr>
<tr>
<td>OCT</td>
<td>113.4</td>
<td>112.3</td>
<td>0.11</td>
<td>0.11</td>
</tr>
<tr>
<td>NOV</td>
<td>113.6</td>
<td>103.1</td>
<td>0.11</td>
<td>0.11</td>
</tr>
<tr>
<td>DEC</td>
<td>107.9</td>
<td>103.8</td>
<td>0.11</td>
<td>0.10</td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td>109.8</td>
<td></td>
<td></td>
<td>1.9</td>
</tr>
<tr>
<td>JAN</td>
<td>104.2</td>
<td>94.6</td>
<td>0.11</td>
<td>0.10</td>
</tr>
<tr>
<td>FEB</td>
<td>111.0</td>
<td>95.8</td>
<td>0.11</td>
<td>0.10</td>
</tr>
<tr>
<td>MAR</td>
<td>119.4</td>
<td>105.0</td>
<td>0.11</td>
<td>0.10</td>
</tr>
<tr>
<td>APR</td>
<td>118.9</td>
<td>102.5</td>
<td>0.11</td>
<td>0.10</td>
</tr>
<tr>
<td>MAY</td>
<td>117.6</td>
<td>105.2</td>
<td>0.11</td>
<td>0.10</td>
</tr>
<tr>
<td>JUN</td>
<td>111.3</td>
<td></td>
<td></td>
<td>1.9</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td></td>
<td>$24.60</td>
</tr>
<tr>
<td>AVERAGE</td>
<td>111.8</td>
<td>105.0</td>
<td>0.11</td>
<td>0.10</td>
</tr>
</tbody>
</table>

### Note

- All statistics include contracted-out service.
- Preliminary Data

---

**Comparison2011**

7/0/2011 11:00 AM
Fixed Route Operations Summary Report
May 2011

<table>
<thead>
<tr>
<th>Service Delivered</th>
<th>Service Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership</td>
<td>Service Delivered</td>
</tr>
<tr>
<td>364,594</td>
<td>On-time Time Points</td>
</tr>
<tr>
<td>Passenger / Vehicle Revenue Hour</td>
<td>Delayed Time Points</td>
</tr>
<tr>
<td>15.8</td>
<td>117,180</td>
</tr>
<tr>
<td>Revenue Miles</td>
<td>On-time Passenger Boardings</td>
</tr>
<tr>
<td>374,013.6</td>
<td>320,704</td>
</tr>
<tr>
<td>One-way Trips Scheduled</td>
<td>Percent On-time Boardings</td>
</tr>
<tr>
<td>34,468</td>
<td>88%</td>
</tr>
</tbody>
</table>

Systemwide Service:

Ridership for May was only 0.3% greater than May of 2010, despite the fact that weekday schedules were operated on 21 days this May and on only 20 days last May. Revenue hours operated in May 2011 increased by 16% over last May. With revenue hours increasing more than ridership, productivity, which is measured in passengers per hour (PPH), decreased 13.6%, from 18.3 PPH in May 2010 to just 15.8 PPH in May 2011.

Ridership to date for this fiscal year (July - May) is 3.3% greater when compared to the same time frame for the last fiscal year, with revenue hours operated having increased by 7%. As a result, productivity for July - May timeframe is down 3.4%, compared to last fiscal year.

Seasonal Service:

Line 22-Big Sur carried 244 passengers, resulting in 3.1 PPH. The MST Trolley Salinas carried 1,126 passengers, resulting in 7.7 PPH.

Supplemental Service:

None.

No supplemental service was operated this month.
Fixed Route Operations Summary Report
May 2011

Cancelled Trips by Month - FY11 YTD

- Includes 12 trips cancelled due to delays incurred with deployment of new fare boxes and fare structures, and 8 trips cancelled due to landsides on Highway 1.

Cancelled Trips by Reason - FY11 YTD

- Mechanical Failure - 51 Trips (46%)
- Non-MST Accident - 8 Trips (7%)
- Traffic - 6 Trips (5%)
- Other - 28 Trips (25%)
- Employee Error - 5 Trips (4%)
- MST Accident - 14 Trips (13%)
Productivity by Line - May 2011
Passengers Per Hour

- MST Trolley Monterey: 52.6
- 10-Fremont-Ord Grove: 30.4
- 71-Presidio-Marina Express: 28.1
- 9-Fremont-Hilby: 27.8
- 76-Presidio-Stilwell Park Express: 27.5
- 74-Presidio-Preston Park Express: 25.5
- 41-East Alisal-Northridge: 24.4
- 43-Memorial Hospital: 23.7
- 11-Edgewater-Carmel: 23.3
- 49-Northridge: 22.3
- 46-Natividad: 21.0
- 20-Monterey-Salinas: 20.2
- 72-Presidio-N Salinas Express: 19.3
- 77-Presidio-Seaside: 19.1
- 42-East Alisal-Westridge: 19.0
- 70-Presidio-La Mesa: 18.0
- 69-Cannery Row-Del Monte Center: 17.6
- 5-Monterey-Carmel: 17.3
- 14 NPS-Monterey: 15.6
- 1-Monterey-Pacific Grove: 15.0
- 19-Marina-Monterey: 14.4
- 2-Monterey-Pacific Grove: 14.2
- 16-Monterey-Marina: 14.0
- 75-Presidio-Marshall Park Express: 13.9
- 23-Salinas-King City: 13.4
- 45-East Market-Creekbridge: 13.4
- 28-Watsonville-Salinas: 12.7
- 29-Watsonville-Salinas: 12.5
- 78-Presidio-Pacific Grove: 12.3
- 44-Northridge: 11.5
- 73-Presidio-Prunedale Express: 11.5
- 68-Presidio-Salinas Express: 10.1
- 7-Monterey-Carmel: 10.0
- 21-Monterey-Salinas: 8.9
- MST Trolley Carmel: 8.8
- 24-Carmel Valley-Grapevine Express: 8.6
- MST Trolley Salinas: 7.7
- 83-Ft Hunter Liggett-Paso Robles Express: 7.6
- 79-Presidio-San Jose Express: 7.4
- 12-Monterey-Dunes: 6.7
- 8-Ryan Ranch-Edgewater: 6.4
- MST On Call-Marina: 6.0
- 4-Carmel-Carmel Rancho: 5.7
- 26-Watsonville-Aromas: 5.5
- 27-Watsonville-Marina: 5.0
- 48-East Salinas-Airport Business Center: 4.7
- 55-Monterey-San Jose Express: 4.3
- 3-Ryan Ranch-Monterey: 4.0
- 13-Ryan Ranch-Monterey: 4.0
- 82-Ft Hunter Liggett-Salinas Express: 3.8
- 22-Big Sur: 3.0
- 25-CSUMB Trolley: 1.7
- MST On Call-South County: 1.5
### May 2011

**Systemwide Ridership:** 364,594  
**Systemwide Revenue Hours:** 23065:39  
**Systemwide Revenue Miles:** 367,417.3

#### Primary Routes

<table>
<thead>
<tr>
<th>Line</th>
<th>Ridership</th>
<th>VRHrs</th>
<th>VRMi</th>
<th>Pax/Hr</th>
<th>% Riders</th>
<th>% Hrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-Monterey-Pacific Grove</td>
<td>11,684</td>
<td>776:29</td>
<td>7,505.4</td>
<td>15.05</td>
<td>3.2%</td>
<td>3.4%</td>
</tr>
<tr>
<td>9-Fremont-Hilby</td>
<td>27,065</td>
<td>973:20</td>
<td>10,517.3</td>
<td>27.81</td>
<td>7.4%</td>
<td>4.2%</td>
</tr>
<tr>
<td>10-Fremont-Ord Grove</td>
<td>32,629</td>
<td>1074:25</td>
<td>11,654.4</td>
<td>30.37</td>
<td>8.9%</td>
<td>4.7%</td>
</tr>
<tr>
<td>41-East Alisal-Northridge</td>
<td>39,067</td>
<td>1602:03</td>
<td>17,030.9</td>
<td>24.39</td>
<td>10.7%</td>
<td>6.9%</td>
</tr>
<tr>
<td>42-East Alisal-Westridge</td>
<td>25,036</td>
<td>1317:31</td>
<td>14,183.0</td>
<td>19.00</td>
<td>6.9%</td>
<td>5.7%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>135,481</strong></td>
<td><strong>5743:48</strong></td>
<td><strong>60,891.0</strong></td>
<td><strong>23.6</strong></td>
<td><strong>37.2%</strong></td>
<td><strong>24.9%</strong></td>
</tr>
</tbody>
</table>

#### Local Routes

<table>
<thead>
<tr>
<th>Line</th>
<th>Ridership</th>
<th>VRHrs</th>
<th>VRMi</th>
<th>Pax/Hr</th>
<th>% Riders</th>
<th>% Hrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-Monterey-Pacific Grove</td>
<td>12,102</td>
<td>850:51</td>
<td>11,339.5</td>
<td>14.22</td>
<td>3.3%</td>
<td>3.7%</td>
</tr>
<tr>
<td>3-Ryan Ranch-Monterey</td>
<td>624</td>
<td>155:24</td>
<td>1,880.9</td>
<td>4.02</td>
<td>0.2%</td>
<td>0.7%</td>
</tr>
<tr>
<td>4-Carmel-Carmel Rancho</td>
<td>2,265</td>
<td>396:45</td>
<td>4,046.2</td>
<td>5.71</td>
<td>0.6%</td>
<td>1.7%</td>
</tr>
<tr>
<td>5-Monterey-Carmel</td>
<td>6,613</td>
<td>382:47</td>
<td>4,556.6</td>
<td>17.28</td>
<td>1.8%</td>
<td>1.7%</td>
</tr>
<tr>
<td>7-Monterey-Carmel</td>
<td>2,541</td>
<td>254:08</td>
<td>2,984.0</td>
<td>10.00</td>
<td>0.7%</td>
<td>1.1%</td>
</tr>
<tr>
<td>8-Ryan Ranch-Edgewater</td>
<td>2,257</td>
<td>354:57</td>
<td>5,447.6</td>
<td>6.36</td>
<td>0.6%</td>
<td>1.5%</td>
</tr>
<tr>
<td>11-Edgewater-Carmel</td>
<td>15,158</td>
<td>651:55</td>
<td>9,647.9</td>
<td>23.25</td>
<td>4.2%</td>
<td>2.8%</td>
</tr>
<tr>
<td>13-Ryan Ranch-Monterey</td>
<td>879</td>
<td>220:06</td>
<td>3,561.4</td>
<td>3.99</td>
<td>0.2%</td>
<td>1.0%</td>
</tr>
<tr>
<td>16-Monterey-Marina</td>
<td>14,766</td>
<td>1052:32</td>
<td>18,480.2</td>
<td>14.03</td>
<td>4.0%</td>
<td>4.6%</td>
</tr>
<tr>
<td>43-Memorial Hospital</td>
<td>7,383</td>
<td>312:07</td>
<td>3,752.4</td>
<td>23.65</td>
<td>2.0%</td>
<td>1.4%</td>
</tr>
<tr>
<td>44-Northridge</td>
<td>4,064</td>
<td>352:03</td>
<td>4,119.9</td>
<td>11.54</td>
<td>1.1%</td>
<td>1.5%</td>
</tr>
<tr>
<td>45-East Market-Creekbridge</td>
<td>6,632</td>
<td>494:28</td>
<td>7,432.7</td>
<td>13.41</td>
<td>1.8%</td>
<td>2.1%</td>
</tr>
<tr>
<td>46-Natividad</td>
<td>3,208</td>
<td>152:44</td>
<td>1,657.0</td>
<td>21.00</td>
<td>0.9%</td>
<td>0.7%</td>
</tr>
<tr>
<td>48-East Salinas-Airport Business Center</td>
<td>1,142</td>
<td>240:48</td>
<td>4,629.2</td>
<td>4.74</td>
<td>0.3%</td>
<td>1.0%</td>
</tr>
<tr>
<td>49-Northridge</td>
<td>9,951</td>
<td>446:15</td>
<td>3,097.9</td>
<td>22.30</td>
<td>2.7%</td>
<td>1.9%</td>
</tr>
<tr>
<td>MST On Call-Marina</td>
<td>2,019</td>
<td>338:55</td>
<td>5.96</td>
<td>0.6%</td>
<td>1.5%</td>
<td></td>
</tr>
<tr>
<td>MST On Call-South County</td>
<td>399</td>
<td>273:00</td>
<td>1.46</td>
<td>0.1%</td>
<td>1.2%</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>92,003</strong></td>
<td><strong>6929:45</strong></td>
<td><strong>86,633.5</strong></td>
<td><strong>13.3</strong></td>
<td><strong>25.2%</strong></td>
<td><strong>30.0%</strong></td>
</tr>
</tbody>
</table>

#### Regional Routes

<table>
<thead>
<tr>
<th>Line</th>
<th>Ridership</th>
<th>VRHrs</th>
<th>VRMi</th>
<th>Pax/Hr</th>
<th>% Riders</th>
<th>% Hrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>19-Marina-Monterey</td>
<td>2,595</td>
<td>180:03</td>
<td>3,234.5</td>
<td>14.41</td>
<td>0.7%</td>
<td>0.8%</td>
</tr>
<tr>
<td>20-Monterey-Salinas</td>
<td>40,318</td>
<td>1993:38</td>
<td>36,612.2</td>
<td>20.22</td>
<td>11.1%</td>
<td>8.6%</td>
</tr>
<tr>
<td>21-Monterey-Salinas</td>
<td>1,016</td>
<td>114:48</td>
<td>2,129.8</td>
<td>8.85</td>
<td>0.3%</td>
<td>0.5%</td>
</tr>
<tr>
<td>23-Salinas-King City</td>
<td>16,506</td>
<td>1230:37</td>
<td>35,755.4</td>
<td>13.41</td>
<td>4.5%</td>
<td>5.3%</td>
</tr>
<tr>
<td>24-Carmel Valley-Grapevine Express</td>
<td>6,305</td>
<td>737:08</td>
<td>14,954.5</td>
<td>8.55</td>
<td>1.7%</td>
<td>3.2%</td>
</tr>
<tr>
<td>25-CSUMB Trolley</td>
<td>1,037</td>
<td>622:40</td>
<td>11,702.6</td>
<td>1.67</td>
<td>0.3%</td>
<td>2.7%</td>
</tr>
<tr>
<td>26-Watsonville-Aromas</td>
<td>1,796</td>
<td>324:10</td>
<td>6,036.6</td>
<td>5.54</td>
<td>0.5%</td>
<td>1.4%</td>
</tr>
<tr>
<td>27-Watsonville-Marina</td>
<td>2,155</td>
<td>433:29</td>
<td>11,420.3</td>
<td>4.97</td>
<td>0.6%</td>
<td>1.9%</td>
</tr>
<tr>
<td>28-Watsonville-Salinas</td>
<td>9,049</td>
<td>711:40</td>
<td>19,801.1</td>
<td>12.72</td>
<td>2.5%</td>
<td>3.1%</td>
</tr>
<tr>
<td>29-Watsonville-Salinas</td>
<td>11,990</td>
<td>959:05</td>
<td>16,006.1</td>
<td>12.50</td>
<td>3.3%</td>
<td>4.2%</td>
</tr>
<tr>
<td>55-Monterey-San Jose Express</td>
<td>2,296</td>
<td>528:15</td>
<td>15,897.9</td>
<td>4.35</td>
<td>0.6%</td>
<td>2.3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>95,063</strong></td>
<td><strong>7835:33</strong></td>
<td><strong>173,550.7</strong></td>
<td><strong>12.1</strong></td>
<td><strong>26.1%</strong></td>
<td><strong>34.0%</strong></td>
</tr>
</tbody>
</table>
### Military Express Routes

<table>
<thead>
<tr>
<th>Line</th>
<th>Ridership</th>
<th>VRHrs</th>
<th>VRMi</th>
<th>Pax/Hr</th>
<th>% Riders</th>
<th>% Hrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-Monterey-Dunes</td>
<td>823</td>
<td>122:51</td>
<td>2,190.5</td>
<td>6.70</td>
<td>0.2%</td>
<td>0.5%</td>
</tr>
<tr>
<td>14 NPS-Monterey</td>
<td>1,209</td>
<td>77:42</td>
<td>826.8</td>
<td>15.56</td>
<td>0.3%</td>
<td>0.3%</td>
</tr>
<tr>
<td>68-Presidio-Salinas Express</td>
<td>644</td>
<td>64:03</td>
<td>1,177.6</td>
<td>10.05</td>
<td>0.2%</td>
<td>0.3%</td>
</tr>
<tr>
<td>69-Cannery Row-Del Monte Center</td>
<td>7,663</td>
<td>434:42</td>
<td>5,661.5</td>
<td>17.63</td>
<td>2.1%</td>
<td>1.9%</td>
</tr>
<tr>
<td>70-Presidio-La Mesa</td>
<td>1,248</td>
<td>69:18</td>
<td>770.9</td>
<td>18.01</td>
<td>0.3%</td>
<td>0.3%</td>
</tr>
<tr>
<td>71-Presidio-Marina Express</td>
<td>1,929</td>
<td>68:36</td>
<td>1,140.2</td>
<td>28.12</td>
<td>0.5%</td>
<td>0.3%</td>
</tr>
<tr>
<td>72-Presidio-N Salinas Express</td>
<td>1,053</td>
<td>54:36</td>
<td>1,138.3</td>
<td>19.29</td>
<td>0.3%</td>
<td>0.2%</td>
</tr>
<tr>
<td>73-Presidio-Prunedale Express</td>
<td>623</td>
<td>54:15</td>
<td>1,197.6</td>
<td>11.48</td>
<td>0.2%</td>
<td>0.2%</td>
</tr>
<tr>
<td>74-Presidio-Preston Park Express</td>
<td>4,230</td>
<td>165:54</td>
<td>2,890.6</td>
<td>25.50</td>
<td>1.2%</td>
<td>0.7%</td>
</tr>
<tr>
<td>75-Presidio-Marshall Park Express</td>
<td>3,430</td>
<td>246:03</td>
<td>3,944.5</td>
<td>13.94</td>
<td>0.9%</td>
<td>1.1%</td>
</tr>
<tr>
<td>76-Presidio-Stilwell Park Express</td>
<td>6,449</td>
<td>234:51</td>
<td>3,125.7</td>
<td>27.46</td>
<td>1.8%</td>
<td>1.0%</td>
</tr>
<tr>
<td>77-Presidio-Seaside</td>
<td>1,581</td>
<td>82:57</td>
<td>1,073.2</td>
<td>19.06</td>
<td>0.4%</td>
<td>0.4%</td>
</tr>
<tr>
<td>78-Presidio-Pacific Grove</td>
<td>1,087</td>
<td>88:12</td>
<td>1,108.6</td>
<td>12.32</td>
<td>0.3%</td>
<td>0.4%</td>
</tr>
<tr>
<td>79-Presidio-San Jose Express</td>
<td>1,507</td>
<td>202:39</td>
<td>6,845.0</td>
<td>7.44</td>
<td>0.4%</td>
<td>0.9%</td>
</tr>
<tr>
<td>82-Ft Hunter Liggett-Salinas Express</td>
<td>473</td>
<td>126:00</td>
<td>5,129.2</td>
<td>3.75</td>
<td>0.1%</td>
<td>0.5%</td>
</tr>
<tr>
<td>83-Ft Hunter Liggett-Paso Robles Express</td>
<td>767</td>
<td>101:09</td>
<td>4,264.0</td>
<td>7.58</td>
<td>0.2%</td>
<td>0.4%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>34,716</strong></td>
<td><strong>2193:48</strong></td>
<td><strong>42,484.2</strong></td>
<td><strong>15.8</strong></td>
<td><strong>9.5%</strong></td>
<td><strong>9.5%</strong></td>
</tr>
</tbody>
</table>

### Seasonal / Supplemental Service

<table>
<thead>
<tr>
<th>Line</th>
<th>Ridership</th>
<th>VRHrs</th>
<th>VRMi</th>
<th>Pax/Hr</th>
<th>% Riders</th>
<th>% Hrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>22-Big Sur</td>
<td>244</td>
<td>80:05</td>
<td>1,842.9</td>
<td>3.05</td>
<td>0.1%</td>
<td>0.3%</td>
</tr>
<tr>
<td>MST Trolley Monterey</td>
<td>5,715</td>
<td>108:40</td>
<td>788.8</td>
<td>52.59</td>
<td>1.6%</td>
<td>0.5%</td>
</tr>
<tr>
<td>MST Trolley Salinas</td>
<td>1,126</td>
<td>146:00</td>
<td>990.9</td>
<td>7.71</td>
<td>0.3%</td>
<td>0.6%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>7,331</strong></td>
<td><strong>362:45</strong></td>
<td><strong>3,857.8</strong></td>
<td><strong>20.2</strong></td>
<td><strong>2.0%</strong></td>
<td><strong>1.6%</strong></td>
</tr>
</tbody>
</table>
To: Carl G. Sedoryk, General Manager/CEO

From: Michael Hernandez, Assistant General Manager/COO

Subject: Monthly Maintenance Report for May 2011

This monthly report summarizes details about fuel prices and the activities of the Maintenance/Facilities Departments during the month of May 2011. Detailed statistical information is also attached.

Fuel Prices:

<table>
<thead>
<tr>
<th></th>
<th>May Low</th>
<th>May High</th>
<th>Apr Average</th>
<th>May Average</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel</td>
<td>$3.52</td>
<td>$3.88</td>
<td>$3.77</td>
<td>$3.61</td>
<td>-4.2%</td>
</tr>
<tr>
<td>Gasoline</td>
<td>$3.83</td>
<td>$4.24</td>
<td>$4.14</td>
<td>$4.03</td>
<td>-2.7%</td>
</tr>
</tbody>
</table>

Fleet Status:

<table>
<thead>
<tr>
<th>Road Call Rate Goal: 7,000 Miles or More</th>
<th>Miles Between Road Calls:</th>
<th>Operating Cost Per Mile:</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>14,956</td>
<td>May</td>
</tr>
<tr>
<td>Past 12 Months:</td>
<td>13,621</td>
<td>FY11 Year To Date</td>
</tr>
</tbody>
</table>

Comments:

In May there were a total of 29 road calls of which 22 were maintenance related. Emission systems and electrical issues compiled the highest two road call categories during the month. Preventative maintenance (PM) inspection compliance was at 98% for in May.

MST participated in the Hartnell College Diesel Technology Program open house on May 14th.

During the month repairs were conducted to the TDA bus washer and facilities staff completed a storage cover for scrap metal storage at TDA. Staff continued work on the two new trolleys and the project is on track to complete one trolley in time for the June 30th start of the Pacific Grove trolley service.

Michael Hernandez
## May 2011

### MST Operated Fixed Route Bus Fleet - Summary Information

<table>
<thead>
<tr>
<th>Active Fleet Series</th>
<th>Manufacturer Model/Year</th>
<th>Quantity</th>
<th>Engine</th>
<th>Fuel Type</th>
<th>MPG</th>
<th>Average Life To Date Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>1101 - 1121</td>
<td>Gillig - 2000</td>
<td>21</td>
<td>Cummins ISM 280 HP</td>
<td>Diesel</td>
<td>4.46</td>
<td>494,700</td>
</tr>
<tr>
<td>1122 - 1129</td>
<td>Gillig - 2003</td>
<td>8</td>
<td>Detroit DC Series 50 ERG</td>
<td>Diesel</td>
<td>4.50</td>
<td>319,562</td>
</tr>
<tr>
<td>1701 - 1712</td>
<td>Gillig Low-floor 2002</td>
<td>12</td>
<td>Cummins ISM 280 HP</td>
<td>Diesel</td>
<td>4.45</td>
<td>348,306</td>
</tr>
<tr>
<td>1713 - 1724</td>
<td>Gillig Low-floor 2003</td>
<td>12</td>
<td>Detroit DC Series 50 ERG</td>
<td>Diesel</td>
<td>4.27</td>
<td>277,271</td>
</tr>
<tr>
<td>1725 - 1729</td>
<td>Gillig Low-floor 2007</td>
<td>5</td>
<td>Cummins ISM 280 HP</td>
<td>Diesel</td>
<td>4.18</td>
<td>119,257</td>
</tr>
<tr>
<td>1801 - 1804</td>
<td>Gillig Suburban 2002</td>
<td>4</td>
<td>Cummins ISM 280 HP</td>
<td>Diesel</td>
<td>4.79</td>
<td>537,532</td>
</tr>
<tr>
<td>1805 -1808</td>
<td>Gillig Suburban 2003</td>
<td>4</td>
<td>Detroit DC Series 50 ERG</td>
<td>Diesel</td>
<td>4.75</td>
<td>460,564</td>
</tr>
<tr>
<td>2001 - 2010</td>
<td>Gillig Low-floor 2007</td>
<td>10</td>
<td>Cummins ISM 280 HP</td>
<td>Diesel</td>
<td>4.45</td>
<td>149,208</td>
</tr>
<tr>
<td>4501 - 4503</td>
<td>MCI D4500 2009/10</td>
<td>3</td>
<td>Cummins ISM 480 HP</td>
<td>Diesel</td>
<td>5.86</td>
<td>87,704</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Historical Fleet</th>
<th>Manufacturer Model</th>
<th>Quantity</th>
<th>Fuel Type</th>
<th>Average Life To Date Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>80</td>
<td>Fageol Twin Coach 1948 #80</td>
<td>1</td>
<td>Gasoline</td>
<td>N/A</td>
</tr>
<tr>
<td>93</td>
<td>GMC TGH3102 1957 #93</td>
<td>1</td>
<td>Gasoline</td>
<td>335,000</td>
</tr>
</tbody>
</table>

### Fuel Used

<table>
<thead>
<tr>
<th>Fuel Used</th>
<th>Revenue Diesel Fleet</th>
<th>Non-Revenue Fleet</th>
<th>Inventory Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles Traveled</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>*Gallons/Equivalent</td>
<td>72,323</td>
<td>1,949</td>
<td>Fuel, Coolant, Lubricants $96,558.72</td>
</tr>
<tr>
<td>Average Miles/Gallon</td>
<td>4.55</td>
<td>19.64</td>
<td>Parts/Supplies $252,514.96</td>
</tr>
<tr>
<td>Engine Oil Used (Quarts)</td>
<td>2,973</td>
<td></td>
<td>Total Value $349,073.68</td>
</tr>
<tr>
<td>Average Miles/Quart</td>
<td>111</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Repeat Road Calls

- **0**
### All Road Calls - By Category

**FY 2010 & 2011**

**Cumulative Year-To-Date**

<table>
<thead>
<tr>
<th>Category</th>
<th>FY10</th>
<th>FY11 YTD</th>
<th>May-11</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Sys.</td>
<td>17</td>
<td>18</td>
<td>1</td>
</tr>
<tr>
<td>Brakes</td>
<td>17</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td>Exhaust</td>
<td>77</td>
<td>93</td>
<td>8</td>
</tr>
<tr>
<td>Cooling</td>
<td>11</td>
<td>12</td>
<td>1</td>
</tr>
<tr>
<td>Doors</td>
<td>15</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Electrical</td>
<td>52</td>
<td>61</td>
<td>7</td>
</tr>
<tr>
<td>Engine</td>
<td>53</td>
<td>60</td>
<td>4</td>
</tr>
<tr>
<td>Trans</td>
<td>13</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Fare box</td>
<td>13</td>
<td>15</td>
<td>0</td>
</tr>
<tr>
<td>Other Mech.</td>
<td>25</td>
<td>8</td>
<td>2</td>
</tr>
<tr>
<td>Pass/Sick</td>
<td>12</td>
<td>10</td>
<td>2</td>
</tr>
<tr>
<td>Radio/ACS</td>
<td>2</td>
<td>6</td>
<td>2</td>
</tr>
<tr>
<td>Tire</td>
<td>19</td>
<td>12</td>
<td>1</td>
</tr>
<tr>
<td>Vandal</td>
<td>1</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>W/C Lift</td>
<td>6</td>
<td>9</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>333</td>
<td>319</td>
<td>29</td>
</tr>
</tbody>
</table>

* "Other" category includes: Fluid leaks, Lights, Windshield Wipers other items.
PREVENTIVE MAINTENANCE INSPECTIONS
PAST TWELVE MONTHS

Total PMs:
- Jun-10: 82
- Jul-10: 88
- Aug-10: 87
- Sep-10: 94
- Oct-10: 100
- Nov-10: 100
- Dec-10: 88
- Jan-11: 104
- Feb-11: 84
- Mar-11: 89
- Apr-11: 98
- May-11: 109

% On Time:
- Jun-10: 85%
- Jul-10: 83%
- Aug-10: 75%
- Sep-10: 97%
- Oct-10: 98%
- Nov-10: 96%
- Dec-10: 100%
- Jan-11: 100%
- Feb-11: 96%
- Mar-11: 60%
- Apr-11: 77%
- May-11: 98%

Goal: 80%
## Diesel Fleet - Cost Per Mile

<table>
<thead>
<tr>
<th>Fleet Series, Year and # of Vehicles</th>
<th>Labor</th>
<th>Parts</th>
<th>Fuel</th>
<th>Oil</th>
<th>Total Cost</th>
<th>Miles</th>
<th>Cost Per Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>1100s (2000 - 21)</td>
<td>$13,468.60</td>
<td>$52,539.71</td>
<td>$65,694.73</td>
<td>$1,838.05</td>
<td>$133,541.09</td>
<td>80,076</td>
<td>$1.67</td>
</tr>
<tr>
<td>1100s (2003 - 8)</td>
<td>$4,713.84</td>
<td>$5,891.56</td>
<td>$30,376.29</td>
<td>$878.42</td>
<td>$41,860.11</td>
<td>37,909</td>
<td>$1.10</td>
</tr>
<tr>
<td>1700s (2002 - 12)</td>
<td>$7,969.96</td>
<td>$24,483.97</td>
<td>$36,107.26</td>
<td>$599.54</td>
<td>$69,160.73</td>
<td>43,714</td>
<td>$1.58</td>
</tr>
<tr>
<td>1700s (2003 - 12)</td>
<td>$7,804.64</td>
<td>$22,216.78</td>
<td>$35,317.43</td>
<td>$1,091.17</td>
<td>$66,430.02</td>
<td>40,987</td>
<td>$1.62</td>
</tr>
<tr>
<td>1700s (2007 - 5)</td>
<td>$4,022.10</td>
<td>$3,903.95</td>
<td>$14,846.16</td>
<td>$606.57</td>
<td>$23,378.78</td>
<td>16,780</td>
<td>$1.39</td>
</tr>
<tr>
<td>1800s (2002 - 4)</td>
<td>$3,778.55</td>
<td>$4,684.33</td>
<td>$18,293.92</td>
<td>$512.10</td>
<td>$27,268.90</td>
<td>23,809</td>
<td>$1.15</td>
</tr>
<tr>
<td>1800s (2003 - 4)</td>
<td>$415.69</td>
<td>$1,033.09</td>
<td>$17,079.32</td>
<td>$571.00</td>
<td>$19,099.10</td>
<td>21,968</td>
<td>$0.87</td>
</tr>
<tr>
<td>2000s (2007 - 10)</td>
<td>$4,455.72</td>
<td>$2,570.54</td>
<td>$33,378.93</td>
<td>$1,085.14</td>
<td>$41,490.33</td>
<td>40,290</td>
<td>$1.03</td>
</tr>
<tr>
<td>4500s (2009/10 - 3)</td>
<td>$2,267.43</td>
<td>$972.35</td>
<td>$14,999.82</td>
<td>$534.86</td>
<td>$18,774.46</td>
<td>23,495</td>
<td>$0.80</td>
</tr>
</tbody>
</table>

**Total May 2011:** $48,896.53  $118,296.28  $266,093.86  $7,716.85  $441,003.52  329,028  $1.34

<table>
<thead>
<tr>
<th>May Fleet Average:</th>
<th>Labor</th>
<th>Parts</th>
<th>Fuel</th>
<th>Oil</th>
<th>Cost Per Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$0.15</td>
<td>$0.36</td>
<td>$0.81</td>
<td>$0.02</td>
<td>$1.34</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FY11 Cost Per Mile:</th>
<th>Labor</th>
<th>Parts</th>
<th>Fuel</th>
<th>Oil</th>
<th>Cost Per Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$0.17</td>
<td>$0.23</td>
<td>$0.65</td>
<td>$0.02</td>
<td>$1.07</td>
</tr>
</tbody>
</table>

### Fleet Cost Per Mile

**May 2011**

**Fleet Miles: 329,028**  
**Average Fleet Cost Per Mile: $1.34**

**Cost Per Mile:**
- **$1.67**  
  - 1100s (2000)  
- **$1.10**  
  - 1100s (2003)  
- **$1.58**  
  - 1700s (2002)  
- **$1.62**  
  - 1700s (2003)  
- **$1.58**  
  - 1700s (2007)  
- **$1.10**  
  - 1800s (2002)  
- **$0.87**  
  - 1800s (2003)  
- **$1.03**  
  - 2000s (2007)  
- **$0.80**  
  - 4500s (2009/2010)  

**Cost Per Mile Breakdown:**
- **Oil:** 1.4%  
- **Parts:** 72.6%  
- **Fuel:** 25.2%  
- **Labor:** 12.1%
MECHANICAL ROAD CALLS BY BUS SERIES
May 2011
Total Diesel Miles: 329,028 Roadcalls: 22

Road Calls

<table>
<thead>
<tr>
<th>Bus Series &amp; Model Year</th>
<th>Road Calls</th>
</tr>
</thead>
<tbody>
<tr>
<td>1100 (00)</td>
<td>3</td>
</tr>
<tr>
<td>1100 (03)</td>
<td>3</td>
</tr>
<tr>
<td>1700 (02)</td>
<td>11</td>
</tr>
<tr>
<td>1700 (03)</td>
<td>2</td>
</tr>
<tr>
<td>1700 (07)</td>
<td>0</td>
</tr>
<tr>
<td>1800 (02)</td>
<td>0</td>
</tr>
<tr>
<td>1800 (03)</td>
<td>0</td>
</tr>
<tr>
<td>2000 (07)</td>
<td>2</td>
</tr>
<tr>
<td>4500 (09/10)</td>
<td>0</td>
</tr>
</tbody>
</table>
12 Month Rolling Inventory, Fuel & Fluids Value - May 2011

Total Inventory: $349,073.68; Value Per Bus: $3,496; 12 Month Average: $3,266
52 Week Review:
Diesel: High $3.80, Low $2.36, Average $2.98
Gasoline: High $4.16, Low $2.81, Average $3.35
B20 use: Aug 15, 2008 - Dec 18, 2008

FY 2011 Fuel Budget:
Diesel 3.15 Gallon
Gasoline $3.40 Gallon
Date: June 30, 2011

To: C. Sedoryk, General Manager/CEO

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

Subject: Administration Department Monthly Report May 2011

The following significant events occurred in Administration work groups for the month of May 2011:

**Human Resources**

A total employment level for May 2011 is summarized as follows:

<table>
<thead>
<tr>
<th>Positions</th>
<th>Budget FY10</th>
<th>Actual</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coach Operators / Trainees</td>
<td>127</td>
<td>137</td>
<td>10</td>
</tr>
<tr>
<td>C/O on Long Term Leave *</td>
<td>1</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Coach Operators Limited Duty</td>
<td>10</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>Operations Staff</td>
<td>24</td>
<td>24</td>
<td>0</td>
</tr>
<tr>
<td>Maintenance &amp; Facilities</td>
<td>44</td>
<td>45</td>
<td>1</td>
</tr>
<tr>
<td>Administration (Interns 2 PT)</td>
<td>22.5</td>
<td>21.5</td>
<td>-1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>228.5</td>
<td>239.5</td>
<td>11</td>
</tr>
</tbody>
</table>

**May Worker’s Compensation Costs**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Indemnity (paid to employees)</td>
<td>$6,339.71</td>
</tr>
<tr>
<td>Other (includes Legal)</td>
<td>$6,833.13</td>
</tr>
<tr>
<td>Medical includes Case Mgmt, UR, Rx &amp; PT</td>
<td>$12,360.76</td>
</tr>
<tr>
<td>TPA Administration Fee</td>
<td>$4,000.00</td>
</tr>
<tr>
<td>Excess Insurance</td>
<td>$3,493.58</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td>$25,533.60</td>
</tr>
<tr>
<td><strong>Reserves</strong></td>
<td>$911,560.53</td>
</tr>
<tr>
<td><strong>Excess Reserved</strong></td>
<td>($427,248.04)</td>
</tr>
<tr>
<td><strong># Ending Open Claims</strong></td>
<td>44</td>
</tr>
</tbody>
</table>
Training

<table>
<thead>
<tr>
<th>Description</th>
<th>Attendees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ethics AB1234 Training</td>
<td>1</td>
</tr>
<tr>
<td>Hazardous Communication-Staff</td>
<td>21</td>
</tr>
<tr>
<td>Supervisor Harassment Prevention Training</td>
<td>5</td>
</tr>
</tbody>
</table>

Risk Management Update

<table>
<thead>
<tr>
<th>Description</th>
<th>May 2011</th>
<th>May 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Preventable</td>
<td>Preventable</td>
</tr>
<tr>
<td></td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Vehicle hits Bus</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Bus hits object</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

During the month of May 2011 there was 1 preventable collision. MSTs overall accident rate continues to stay well below the industry standard.

Accident Statistics

- non-preventable
- preventable

Number of Accidents

- May 10
- Jun 10
- Jul 10
- Aug 10
- Sep 10
- Oct 10
- Nov 10
- Dec 10
- Jan 11
- Feb 11
- Mar 11
- Apr 11
- May 11

0 1 2 3 4 5 6 7 8 9 10 11 12 13
Liability Claims Paid/Recovered – Property and Personal Injury

There were $50,806.03 in recoveries during this period. No claims paid.

Accounting Update

During the month of May, staff continued working on the FY12 budgeting process. A final budget was submitted to the full Board in June.

As year end rapidly approaches, staff is gearing up for our annual financial audit. Significant time was spent in May preparing for our interim audit which took place in June.

Our new GFI Farebox system is completely installed and staff is spending time training and getting “up to speed” on the reporting capabilities. This system has far more report features than our previous system.

Accounts payable and payroll continue to meet their weekly deadlines.
CTSA Update

The CTSA Manager met with the Mobility Advisory Committee on May 4th in the TAMC Conference room. At that meeting, the Committee decided to change its meeting dates to the last Wednesday of odd numbered months rather than the first. This will allow more lead time in getting recommendations to your Board. The MAC also agreed to assume the responsibility of reviewing the TAMC Unmet Transit Needs process and to provide opportunities at its meetings for public input in the process. This would entail filling two current MAC vacancies with the two remaining TAMC Social Services Technical Advisory Council (SSTAC) members not already on the MAC. One of those SSTAC members is already serving as an alternate for another MAC member.

The CTSA Manger participated in the RTA and RTA-TAC meetings in May. He also chaired a RTA taxi voucher workgroup to draft a proposal for the RTA Board based upon the successful MST taxi voucher program currently operating in Carmel. Once actuated, the MST voucher program would likely be subsumed by the broader RTA program.

The Senior Shuttle routes and schedules were finalized and training was conducted at Pacific Meadows in anticipation of the June 1, 2011, shuttle inauguration. The new service is open the public but marketing efforts will focus on seniors and persons with disabilities. There will be a morning route (Line 91) and a different afternoon route (Line 92). The morning route will include several clusters of medical offices in Monterey and Ryan Ranch, Del Monte Center, and the Monterey Sports Center. The afternoon route will include groceries and pharmacies, the Carmel Foundation and downtown Carmel-by-the-Sea, and CHOMP. The routes are atypical in that they run in loops rather than reversing course at terminus points like other MST fixed-route lines.

The CTSA Manger participated in the West Coast ADA Round Table planning committee as well as the Fall 2011 CalACT Conference planning committee. The two conferences will be held in tandem in September in Berkeley. The CTSA Manger will be both a presenter and a session moderator for both conferences.

For the month of May, the Mobility Trainer attended S.C.O.R.E (South County Outreach Efforts) meeting in Soledad, the P.A.R.T.S (Preventing Alcohol Related Trauma in South County) meeting in Gonzales, gave a presentation to the residents at Pacific Meadows (45+ seniors in attendance), and participated in two community fairs: the first one was sponsored by the Caregivers University and was held at the Oldemeyer Center in Seaside, and the second one was hosted by the Monterey County Office of Education for the “Getting help for my Child with disabilities” program. In addition, the Mobility Trainer completed 35 ADA Paratransit physical assessments, 1 Bus staging session each in Marina and Pacific Meadows, 1 travel training assessment, and a total of 5 travel training sessions.

Also for the month of May, a Mobility Intern began work on the MST Navigators travel assistance program in which volunteer students and citizens will spend 12 or more hours per month assisting the travel training program and its trainees. This intern
will recruit, train and supervisor volunteer *Navigators*. The program plans to have eight volunteers fully trained a working in September or October 2011.

**Customer Service Update**

<table>
<thead>
<tr>
<th>Service Report Type</th>
<th>May '11</th>
<th>Valid</th>
<th>%</th>
<th>May '10</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employee Compliment</td>
<td></td>
<td>2</td>
<td>4.8%</td>
<td>5</td>
<td>13.9%</td>
</tr>
<tr>
<td>Service Compliment</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Improper Employee Conduct</td>
<td>9</td>
<td>3</td>
<td>21.4%</td>
<td>2</td>
<td>5.6%</td>
</tr>
<tr>
<td>Improper Driving</td>
<td>7</td>
<td>4</td>
<td>16.7%</td>
<td>6</td>
<td>16.7%</td>
</tr>
<tr>
<td>Fare / Transfer Dispute</td>
<td>4</td>
<td>1</td>
<td>9.5%</td>
<td>3</td>
<td>8.3%</td>
</tr>
<tr>
<td>Bus Stop Amenities</td>
<td>3</td>
<td>3</td>
<td>7.1%</td>
<td>3</td>
<td>8.3%</td>
</tr>
<tr>
<td>Late Arrival</td>
<td>3</td>
<td>3</td>
<td>7.1%</td>
<td>1</td>
<td>2.8%</td>
</tr>
<tr>
<td>Early Departure</td>
<td>3</td>
<td>1</td>
<td>7.1%</td>
<td>1</td>
<td>2.8%</td>
</tr>
<tr>
<td>Passed By</td>
<td>2</td>
<td>0</td>
<td>4.8%</td>
<td>8</td>
<td>22.2%</td>
</tr>
<tr>
<td>Request To Add Service</td>
<td>2</td>
<td>2</td>
<td>4.8%</td>
<td>4</td>
<td>11.1%</td>
</tr>
<tr>
<td>Passenger Injury</td>
<td>2</td>
<td>1</td>
<td>4.8%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Agency Policy</td>
<td>2</td>
<td>1</td>
<td>4.8%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>No Show</td>
<td>1</td>
<td>0</td>
<td>2.4%</td>
<td>1</td>
<td>2.8%</td>
</tr>
<tr>
<td>Late Departure</td>
<td>1</td>
<td>1</td>
<td>2.4%</td>
<td>1</td>
<td>2.8%</td>
</tr>
<tr>
<td>Service Other</td>
<td>1</td>
<td>1</td>
<td>2.4%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Inaccurate Public Information</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>1</td>
<td>2.8%</td>
</tr>
<tr>
<td>Total</td>
<td>42</td>
<td>100.0%</td>
<td>36</td>
<td>100.0%</td>
<td></td>
</tr>
</tbody>
</table>

“Improper Driving” reports (7) represented 16.7% and “Improper Employee Conduct” (9) represented 21.4% of overall service reports for May ’11.

MST received two “Employee Compliment” reports in May. Of the two “Employee Compliment” reports, one involved MST contracted service as follows:

- Passenger Mr. Thomas Streeter complimented Coach Operator Pawel Ziolkowski - “As train time approached, your driver went to the station, on foot, to get the wheelchair. I decided to start on foot myself and shortly met your driver with a golf cart in tow. The wheelchair/golf cart department is not perfectly organized at Diridon. I had the same difficulty on my return on May 6, but my thanks to your driver on May 4. I probably would not have made the connection without his help."
Passenger Mr. Gene Brennon complimented MV Coach Operator David, “He handled an irate passenger extremely well.”

Information Technology Update

Staff monitored the TrapezeITS Transitmaster system configuration. Staff continued to monitor and configure software and hardware for the Assetworks Maintenance system. Staff coordinated a reimplementation schedule for the Assetworks Maintenance system. Staff continued to support and monitor the FAMIS Payroll system. Staff continued to monitor ongoing implementation of the GIRO DDAM Timekeeping system. Staff updated software components of MST workstations. Staff continued developing functionality of the Payroll and Customer Service databases. Staff kept the MST web page updated and made the appropriate changes as required. Staff liaised two external vendors regarding the interface between the GFI Farebox and the Trapeze ITS AVL systems.

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

Marketing and Sales Update

Published news stories include: “Carmel Valley: A lovely river runs through oaks, vineyards, and a tiny hub called the Village.” (Via Magazine, May + June 2011); “MST should give up on Fort Ord project” (Monterey County Herald, 5/4/11); “Carmel Log: transient woman harassing restaurant guests” (Monterey County Herald, 5/7/11); “Two speeds: Breaking down the best and worst parts of biking by the Bay.” (Monterey County Weekly, 5/12/11); “Pedal perks: Tasty incentives abound for Monterey County bikers.” (Monterey County Weekly, 5/12/11); “Marina weighs in on MST’s Fort Ord plans” (Monterey County Herald, 5/19/11); “Monterey-Salinas Transit offering summer youth pass” (The Californian, 5/19/11); “All gassed up: MST ridership is up, but not enough to cover spiking diesel costs.” (Monterey County Weekly, 5/19/11); “Chamber’s government affairs committee reviews local and national political issues” (Monterey Peninsula Chamber of Commerce news, 5/23/11); “Monterey-Salinas Trolley returns to PG” (Monterey County Herald, 5/25/11); “Blighted battlefield: New activist group fights to push development off the remaining oak groves – and onto paved eyesores – on the former Fort Ord.” (Monterey County Weekly, 5/26/11); “VTA, Caltrain, BART running reduced service Monday” (The Mercury News, 5/26/11); “Reduced bus service on Memorial Day” (The Californian, 5/27/11)

Press releases sent include: “MST offers inexpensive summer youth bus pass” (5/19/11); “MST bus service on Memorial Day” (5/25/11)

Marketing activities: Attended Monterey Peninsula Chamber of Commerce Economic Vitality Committee meetings to coordinate sponsorship in “Local Motive” shop local campaign in by providing bus ad space in exchange for radio publicity; planned for seasonal service changes effective 5/28/11; worked with a national advertising agency to create 30 second “Cry” and “Scream” TV spots; created ad schedule for “Cry” and
“Scream” TV spots on Comcast networks; participated in conference call with SaveMart Supermarkets to update our vendor agreement with them and discuss the sale of bus passes in additional locations; met with operations staff to review commitments to special events in 2011 and examine vehicle availability; participated in APTA’s Dump the Pump webinar; toured future site of MST on the former Fort Ord; created a rack card for Trolley service at the Hyatt Regency Monterey; managed MST website content and Facebook page; managed group discount and vendor programs.

Planning Update

During the month of May, staff continued working on the Fremont/Lighthouse Bus Rapid Transit project, including a meeting in San Luis Obispo with Caltrans District 5 staff to discuss intersection and signal issues. Staff also continued planning and entitlement efforts for the new MST operations and maintenance facility project on the former Fort Ord, including a meeting with representatives from San Joaquin Regional Transit District, MST’s partner in the facility’s design and engineering phase. Staff continued working with counterparts at the Presidio/Defense Languages Institute, Naval Postgraduate School, Fort Hunter Liggett, and San Luis Obispo Regional Transit Authority to monitor and improve transit services for MST’s military partners.

Staff gave presentations at the King City and Soledad city councils regarding the results of the MST South County Transit Study. Staff met with representatives of Soledad Prison to explore the possibility of developing commute-hour transit services for employees. Staff worked to identify locations in southern Monterey County for new bus shelters funded through a federal rural transit capital grant and finalized routes and schedules for the new grant-funded Senior Shuttle serving parts of Carmel, Carmel Valley, and Monterey.

Staff began planning efforts for approximately $1 million in service reductions for the fall service change in order to balance the FY 2012 budget. Staff attended a meeting of the Hartnell Student Senate to field questions regarding the proposed “free fare zone,” which was ultimately approved and funded by the group. (With MST Board approval at the June 15th meeting, the free fare zone is scheduled for implementation later this summer.) Staff met with representatives of the City of Monterey and their consultant team to discuss transit issues, needs, and priorities related to the upcoming downtown traffic and parking study.

Staff traveled to Sacramento to participate in the California Transit Association spring legislative conference and met with a representative of Caltrans to discuss MST’s rural, jobs-access, and mobility management grants. Additionally, staff traveled to Memphis, Tennessee, to participate in the American Public Transit Associations Annual Bus and Paratransit Conference. Staff participated in regular meetings of the Monterey County Hospitality Association, Transportation Agency for Monterey County, and Monterey County Business Council.
The Transportation Agency adopted the top regional transportation priorities for the next five to ten years. The top tier projects include:

- U.S. 101 – San Juan Road Interchange
- S.R. 156 Widening
- U.S. 101 – South County Frontage Roads
- Local Street and Road Maintenance
- Monterey Peninsula Fixed Guideway
- Commuter Rail Extension to Monterey County

These projects were ranked highest by the Board of Directors and/or rank high in safety improvements, level of service, multimodal travel options, economic impact, ability to assist the County in meeting Sustainable Communities Strategy Goals, and project readiness.

Other projects that will be delivered as funding becomes available include:

- US 101 South County Cities Interchanges
- Westside Bypass/Marina-Salinas Corridor
- SR-68 Commuter Improvements
- Del Monte – Lighthouse Corridor
- SR-1 – Widening (Seaside-Sand City)

The Transportation Agency for Monterey County is now accepting applications for the Bicycle Protection Program. The program provides free bicycle racks and lockers to businesses and agencies that agree to install the equipment and monitor its use. The program is intended to encourage bicycle use for commuting purposes. Applications are due to the Agency office by July 11, 2011.
The Transportation Agency modeled the Bicycle Protection Program after the Santa Cruz Regional Transportation Commission’s Bike Secure Program. The program was previously awarded with Monterey Bay Unified Air Pollution Control District grant funding during the 2002, 2006, and 2007 grant cycles, making available a total of 185 bicycle racks and lockers and providing secured bicycle parking facilities for 506 bicycles. With new funding awarded to the Transportation Agency from the Air District, this program has been extended.

The grant program guidelines and application for bike racks and lockers are available for download on the Agency website: http://tamcmonterey.org/programs/bikeped/protection.html.

**DISCUSSIONS BEGIN ON REALIGNMENT OF PUBLIC AGENCIES**

The Transportation Agency Board requested that staff continue to evaluate the feasibility of having the Transportation Agency take on the federal transportation responsibilities that are currently performed at the three-county level by the Association of Monterey Bay Area Governments, in order to improve efficiencies and save taxpayer dollars.

**MOBILITY ADVISORY COMMITTEE DESIGNATED AS THE SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL FOR MONTEREY COUNTY**

The Transportation Agency designating the Monterey-Salinas Transit Mobility Advisory Committee as the Social Services Transportation Advisory Council (SSTAC) for Monterey County. The Transportation Agency designated Monterey-Salinas Transit (MST) as the Consolidated Transportation Services Agency (CTSA) for Monterey County in 2006. This designation was intended to enable MST to be more competitive in seeking grant funding for services and programs and also to serve as a one-stop-shop for coordinating specialized transportation programs and information.

MST recently established a “Mobility Advisory Committee” to serve as an advisory body for the CTSA given the expanded scope of MST’s coordinated transportation activities. Both the new Mobility Advisory Committee and the Transportation Agency’s Social Services Transportation Advisory Council have overlapping membership and consider the same agenda topics with the exception of the Council’s statutory responsibility to annually recommend a finding on unmet transit needs for adoption by the Board of Directors. In order to eliminate redundancy these respective committees will be merged and the MST Mobility
Advisory Committee will be designated as the Social Services Transportation Advisory Council for Monterey County for purposes of taking action on unmet transit needs findings to comply with the Transportation Development Act.

CITY OF SAND CITY RECEIVES STATE TRANSPORTATION FUNDS

The Transportation Agency allocated more than $35,000 in Regional Surface Transportation Funds to the City of Sand City for the Sand Dunes Drive Coastal Bike Path Interconnect Project. The purpose of the project is to allow safe travel of bicycles and pedestrians from the north end of Sand Dunes Drive at Tioga Ave across Highway 1. Currently there is no designated crossing or travel lane for non-Motorized vehicles or pedestrians.

Projects eligible for Regional Surface Transportation Program funding include local street and roadway rehabilitation, local match for federal transportation funds, bike lanes, pedestrian facilities, public transit capital, and signal coordination.
TO: Carl Sedoryk  
FROM: Thomas P. Walters  

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

- Contacted FTA to discuss potential support for MST bus and facilities projects through State of Good Repair and Livability grant opportunities.
- Arranged itinerary of meetings with Congressional offices and Federal agencies for Washington, D.C., advocacy trip.
- Attended meetings, advised on strategy and provided logistical support during advocacy trip.
- Contacted local Delegation to request support for reauthorizing and expanding the Small Transit Intensive Cities Program.
- Contacted agencies to research grant opportunities for Monterey Jazz Festival.
- Contacted DOT regarding pending request for assistance through the Transportation Infrastructure Finance and Innovation Act.
- Provided requested research on pending reauthorization proposals and the impact on MST.
- Provided updates to MST on grant opportunities, and transportation legislation.

TPW:dwg
June 28, 2011

To: Carl Sedoryk, General Manager/CEO

From: Michael Hernandez, Assistant General Manager/COO

Subject: TRIP REPORT – APTA Conference

I attended the annual Bus & Paratransit Conference in Memphis, Tennessee on May 22-25. At the conference I attended several sessions, including the following:

- The APTA Bus Safety Committee
- Alternative Fuel Technology
- The annual bus display by various vendors
- Labor Management Partnerships
- Bus Technical Maintenance Committee
- “Greening Up” Maintenance Garages
- Technical Tour: Intelligent Transportation Systems Program, Memphis Area Transit Authority
- The Vendor Product Display
- Using Taxis to Drive Paratransit Costs Effectiveness & Quality
- Bus Rapid Transit

At the conference I was able to meet with MCI and GFI who currently have contracts with MST. The one-on-one meetings facilitated the resolution of some procurement/project issues with MCI and provided an opportunity to negotiate an adjustment to expenses for the GFI farebox project.

Additionally, I was a speaker at the “Greening Up Maintenance Garages” session, providing an overview of MST’s efforts to incorporate “green” features into the design of the new Monterey Bay Bus Operations & Maintenance Center, as well as current environmentally friendly practices at MST.

The session about using taxis to reduce paratransit costs was particularly interesting as it identified difficulties and successes encountered by Memphis, Houston and Denver to reduce the cost of paratransit trips. I also took a tour of the Memphis administration office/bus yard which showcased their new communications system. Their new system has the ability to stream video from inside a bus to a nearby supervisor vehicle. This feature is considered an excellent safety enhancement in the event of a security incident onboard a bus.

Michael Hernandez
June 29, 2011

To: Carl Sedoryk

From: Hunter Harvath, Assistant General Manager – Finance & Admin.

Subject: TRIP REPORT

On May 17th through 19th, 2011, I traveled to Sacramento, CA, to participate in the California Transit Association’s Annual Legislative Conference. Leading off with welcoming remarks from Association Chair Doran Barnes and the Budget and Legislative Update presented by CTA Executive Director Joshua Shaw and Legislative Advocate Gus Khouri, the conference featured two presentations providing a detailed look at California’s economic health from some of the state’s leading fiscal decision makers. Blake Fowler, Public Finance Division Director with the California State Treasurer's Office, presented an analysis of the state’s current credit standing and the accompanying prospects for future bond sales that would fortify planned transit capital upgrades. Ana Matosantos, Director of the California Department of Finance, followed with an overview of California’s financial prognosis and was joined by Mark Watts, Executive Director of Transportation California, for a discussion on prospects for protecting transportation funding in the midst of the state’s current budget crisis.

The conference program concluded with an informative discussion featuring two of the state’s leading investigative journalists. Anthony York of the Los Angeles Times and John Myers of National Public Radio affiliate KQED in San Francisco delivered their views on the inner workings of the state Capitol as well as a look into how this year’s approach to the budget crisis has progressed and where it’s likely to wind up, given the Governor’s latest proposals and the Legislature’s expected response.

In addition to attending the conference, I also met with a representative of Caltrans to discuss the status of MST’s numbers rural, jobs-access and mobility management grants and to inquire as to future grant funding opportunities.

Hunter Harvath
June 29, 2011

To: Hunter Harvath, Assistant General Manager

From: M. Gallant, Planning Manager

Subject: TRIP REPORT – APTA Bus & Paratransit Conference

I attended the 2011 APTA Bus & Paratransit Conference from May 21st through May 24th in Memphis, TN. I presented at the “Small Systems – Big Results” session amongst two other speakers from transit agencies in Chattanooga, TN and Rock Island, IL. The focus of the presentation was to discuss the three MST military commuter bus programs at the Naval Postgraduate School, Presidio of Monterey, and Fort Hunter Liggett.

Specific topics discussed were:

- MST spare ratio dilemma in 2008
- Why partner with military
- Mass Transit Benefit / Transportation Incentive Program (TIP)
- 16 military commuter bus routes
- Overcoming operational challenges
- Substantial ridership gains (Presidio of Monterey)
- Future plans for all three military commuter bus programs
- How small / medium-sized transit operators could benefit by having military partnerships

I also attended bus product and services showcases as well as toured the MATA (Memphis Area Transit Authority) North End Bus Terminal in downtown Memphis. I spoke with MATA operational staff to learn about numerous challenges as well as successes MATA has experienced in recent years. I traveled on several key bus routes in the MATA system to observe operations and performance – identified several problems regarding safety, on-time performance, and vehicle appearance. These observations were shared with MATA staff. Additionally, I met with transit managers (general managers, transportation managers/directors, and planning managers) from several transit agencies around the country to discuss the MST partnerships with the military. Two transit agencies in Georgia and one in Rhode Island have expressed strong interest in creating their own partnerships with regional military installations and / or Department of Defense facilities by taking advantage of the federal mass transit benefit / transportation incentive program.

MIKE GALLANT
June 28, 2011

Fernando Armenta, Chair
Monterey Salinas Transit
One Ryan Ranch Road
Monterey, CA 93940

RE: Student Free Fare Zone

Dear Chair Armenta:

I want to thank the Board of MST, the staff of MST, and Hartnell College for supporting the students of the Salinas Valley. The City of Gonzales has grown over the past 10 years, and our economic downturn has caused a number of foreclosures and high unemployment. The long term viability of Gonzales and that of the South County cities, will be greatly enhanced with innovative programs such as the Student Free Fare Zone.

Hartnell College is an integral part and partner with South County making certain our economic viability continues pushing us forward on a positive track. I applaud MST and Hartnell College in coming up with a first step of creating a Student Free Fare Zone. What an ingenious idea, and I hope that we can count on you in moving forward with other ideas that will help our students to prosper. As you know, our students are our future and I believe that means creating more opportunities with partnerships; and if a free or discounted fare could happen for all the Hartnell Students, that would be very helpful and truly create an opportunity for our Salinas Valley.

Thank you once again on behalf of the City of Gonzales and all of its residents. As the largest City closest to the City of Salinas of all our South County Cities, we are very proud that this was initiated by a Hartnell College Student. Let’s move forward with this type of thinking and this type of leadership. Congratulations on being creative. It takes good leadership to make excellent decisions and the City of Gonzales thanks you for it.

Sincerely,

Maria Orozco
The Honorable Mayor

cc: Gonzales City Council
    Carl Sedoryk, MST General Manager ✔
    Fernando Armenta, Monterey County Supervisor, District 1
    Simon Salinas, Monterey County Supervisor, District 3
June 28, 2011

Fernando Armenta, Chair
Monterey Salinas Transit
One Ryan Ranch Road
Monterey, CA 93940

We want to thank the Board of MST, the staff of MST and Hartnell College for supporting the students of the Salinas Valley. The City of Soledad has a population that has burst at the seams at times and our economic downturn has caused a huge number of foreclosures and unemployment that has gone through the roof. The viability of our City and that of the South County cities will move forward with the assistance of MST and Hartnell College.

Hartnell College is part of the key of making certain our economic viability continues moving in a positive direction. I and our City Council applaud MST and Hartnell in coming up with a first step of creating a Student Free Fare Zone. We hope that MST and Hartnell continue working together to not only strengthen the relationship but to assist our students of the Salinas Valley to have a way in which they can receive a free or discounted rate so that they can fully utilize our public transportation system (MST).

Thank you once again on behalf of the City of Soledad and all of its residents. As the largest City in South County—we are very proud that this was initiated by one of our own residents and a Hartnell College Student—Timothy Miguel.

Congratulations on being creative and thinking out of the box; it takes strong leadership to make good decisions and the City of Soledad thanks you for it.

Sincerely,

Fred J. Ledesma
City of Soledad Mayor