MST HIGHLIGHTS
MARCH 8, 2010 BOARD MEETING

MARCH EMPLOYEE OF THE MONTH
The MST Board adopted Resolution 2010-13 recognizing Scott Taylor, IT Administrator, as Employee of the Month for March 2010.

RETIREMENT
The MST Board recognized Paul K. Scott, Coach Operator, for 25 Years of Service.

PURCHASE OF SUBURBAN BUS
The MST Board authorized the purchase of one heavy-duty suburban coach through the Yolo County Transportation District’s contract with Motor Coach Industries (MCI) at a cost of $504,981.

MCI has one model year 2010 demonstration bus available with approximately 11,000 miles. The coach price will be reduced by $17,681 from the Yolo contract price. The purchase of this specific coach will also match the engine & emissions system of the recently purchased MCIs. MCI coaches are used worldwide in heavy-duty commuter service and are also standard equipment at many US transit properties for service on long distance routes. The MCI coaches are 45 feet long, extremely durable and have a 57 passenger capacity.

BRT PROJECT MANAGEMENT CONTRACT
The MST Board approved the award of a contract for project management services with Wilbur Smith and Associates (WSA) for the Fremont/Lighthouse Bus Rapid Transit design/engineering phase.

WSA would continue revising the Project Management Plan and would provide day-to-day project oversight of the consultant team that would be selected to perform the final design and engineering of the Fremont/Lighthouse BRT corridor.

BRT DESIGN & ENGINEERING CONSULTING SERVICES CONTRACT
The MST Board approved the award of a contract for final design and engineering services to Kimley-Horn and Associates, Inc. for the Fremont/Lighthouse Bus Rapid Transit project.

$3 TAXI VOUCHER FARE
After conducting a public hearing, the MST Board of Directors approved a co-pay of three dollars for taxi voucher trips.
The senior program participants are currently given taxi vouchers at no cost to them while MST reimburses the taxi company for 100% of the negotiated fare. It is clear that very few participants taxied to Carmel Rancho go on to board a MST bus over the past 14 months. While it is worthwhile to provide more independence for senior residents of Pacific Meadows, it is difficult to justify MST continuing to pay 100% of the cost. The co-pay will provide fare-share participation by voucher holders and should also cut down on frivolous trips, voucher hoarding, and resistance to sharing rides with fellow residents. The co-pay will also bring the program in line with what RIDES customers pay for rides. As the MST taxi voucher program expands beyond Pacific Meadows, the co-pay will apply to those new customers as well.

LINE OF CREDIT FINANCING RESOLUTION
The MST Board: 1) approved Resolution 2010-14 Declaration of Official Intent – Monterey Bay Bus Operations and Maintenance Facility Financing; and 2) approved a line of credit in the amount of $2 million for expenditures related to the development of the Monterey Bay Bus Operations and Maintenance Facility.

As a District, MST would have the authority to issue bonds to fund major expenditures, such as the new Operations and Maintenance facility. In the past, MST has financed major capital expenditures, such as bus purchases in 2002 and 2007, using private lending institutions. Other public and private financing methods are also available with various costs and interest rates.
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