Board of Directors Regular Meeting

Monday, March 16, 2009

MST Conference Room
One Ryan Ranch Road, Monterey

10:00 a.m.

TRANSPORTATION: Ride the Peninsula DART 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.


   2-3. Disposal of property left aboard buses. (Danny Avina)

   2-4. Minutes of the regular meeting of February 9, 2009. (Sonia Bannister)


   2-6. Liability claim rejection. (Benjamin Newman)

   2-7. Adopt Resolution 2009-21 recognizing Emerito Noza, Coach Operator, for 8 years of service. (Robert Weber)

   2-8. Approve purchase of seven RIDES vehicles from Bus West, Inc. at a cost of $46,487. (Michael Hernandez)

End of Consent Agenda
3. **SPECIAL PRESENTATIONS**

3-1. March Employee of the Month – Jose Luis Rojas, Coach Operator. (Robert Weber)


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. Finance Committee Minutes – February 9, 2009. (Hunter Harvath)

6. **BIDS/PROPOSALS**

7. **PUBLIC HEARINGS**

8. **UNFINISHED BUSINESS**

8-1. Approve contingency budget of $387,000 for Frank J. Lichtanski Monterey Bay Operations Center project and additional design budget up to $337,000. (Michael Hernandez)

9. **NEW BUSINESS**

9-1. Authorize purchase of four additional RIDES vehicles from Bus West, Inc. at a cost of $231,580. (Michael Hernandez)

9-2. Receive update on Monterey County unmet transit needs process. (Hunter Harvath)

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.


10-5. Board referrals.

10-6. APTA Transit Vision 2050. (6 minute video)

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 (Parcel # APN 031-101-056-000). (No enclosure) (Carl Sedoryk)

14. RETURN TO OPEN SESSION

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

15. ADJOURN

NEXT MEETING DATE: May 11, 2009 in MST Conference Room.

NEXT AGENDA DEADLINE: April 29, 2009

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 Sonia Bannister, MST, One Ryan Ranch Road, Monterey, CA 93940 or srbannister@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, Jose Luis Rojas began his career as a Coach Operator with Monterey-Salinas Transit on June of 2001; and

WHEREAS, Jose Luis Rojas has been recognized during his career for five years of safe driving, numerous attendance awards, and Employee of the Month in February 2006 and May 2002; and

WHEREAS, Jose Luis Rojas avoided a collision with an SUV that ran a red light on January 25, 2009 while proceeding east on Alisal Street. His prompt and decisive reaction to this situation clearly resulted in the prevention of serious damage, injuries, and probable loss of life.

THEREFORE BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit recognizes Jose Luis Rojas as Employee of the Month for March 2009; and

BE IT FURTHER RESOLVED that Jose Luis Rojas is to be congratulated for his excellent work at Monterey-Salinas Transit.

THE BOARD OF DIRECTORS OF MONTEREY–SALINAS TRANSIT PASSED AND ADOPTED RESOLUTION 2009-20 this 16th day of March 2009 by the following vote:

AYES: Armenta, Clark, Downey, Ford, Mancini, Sanchez, Sharp, Stilwell

NOES: None

ABSENT: None

Fernando Armenta
Chairman

Carl G. Sedoryk
Secretary
To: Board of Directors  

From: Danny Avina, Marketing and Customer Service Manager  

Subject: Disposal of unclaimed property left on bus  

St. Vincent de Paul (P.G.)  

1 lunch bag  
2 pairs of shoes  
1 pair of sunglasses  
1 tupperware container  
1 cane  
1 pager  
2 cell phones  
1 cell phone holder  

To be disposed  

2 beanies  
2 pair of gloves  
3 keys  
1 tupperware bowl  
1 pair socks  
2 shoes  
1 notebook  
1 jacket  

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.
BOARD OF DIRECTORS
REGULAR MEETING
MONTREY-SALINAS TRANSIT
February 9, 2009

1. CALL TO ORDER

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

Present: Karen Sharp City of Carmel-By-The-Sea
Kristin Clark City of Del Rey Oaks
James Ford City of Marina
Libby Downey City of Monterey (11:00)
Vicki Stillwell City of Pacific Grove
Sergio Sanchez City of Salinas (10:19)
Thomas Mancini City of Seaside
Fernando Armenta County of Monterey
Maria Orozco City of Gonzales (Ex-Officio) (10:03)

Absent: None

Staff: Carl Sedoryk General Manager/CEO
Hunter Harvath Asst. General Manager/Finance & Administration
Michael Hernandez Asst. General Manager/Chief Operating Officer
Robert Weber Director of Transportation Services
Lyn Owens Director of Human Resources
Sonia Bannister Office Administrator/Marketing & Sales Specialist
Michael Gallant Planning Manager
Tom Hicks CTSA Manager

Others: Dave Laredo DeLay & Laredo
Lance Atencio MV Transportation
Jim Fink Salinas resident
Victor Williams MST

Apology is made for any misspelling of a name.

2-1. – 2-12. CONSENT AGENDA

The consent agenda items consisted of the following:

2-2. Adopt Resolution 2009-17 recognizing Victor Williams, Utility Service Person, as Employee of the Month for February 2009.
2-3. Adopt Resolution 2009-18 recognizing Kathleen Bertrand, Payroll Specialist, for 22 Years of Service.

2-4. Disposal of property left aboard buses.


2-7. Board Committee meeting dates.

2-8. Mid-year budget update.

2-9. Authorize the sale of retired vehicles.

2-10. Authorize Hastus Runcutting and DDAM software maintenance agreement.

2-11. Approve letter of support for Transit in the Parks operating funds.


Director Ford moved to approve the items on the consent agenda. Director Clark seconded and the motion carried unanimously.

3. SPECIAL PRESENTATIONS

Mike Hernandez, Assistant General Manager/Chief Operating Officer, introduced Victor Williams, Utility Service Person, as Employee of the Month for February 2009. On January 15th, Victor found a cashier’s check in the amount of $10,000 while cleaning buses. The check was made out to a car dealership and could easily have been overlooked or disposed of in a trash bin. He was alert, spotting this check and turning it in to his Supervisor. The check was later turned over to the police department and provided a potential clue to the status of a missing person.

4. PUBLIC COMMENTS

Mr. Fink, Salinas resident, commented on the following: 1) that the Spanish to English translations are not faithful to the English version; 2) the windows on MST buses should be sealed shut – similar to Greyhound buses; 3) switch from a private security company and start using local Police Departments to patrol transit plazas saving MST money; 4) restrooms need to be available when buses are in the area; and 5) he wants the Board to prefer a fare increase instead of route reductions. The fare increase needs to keep up with inflation.
5. COMMITTEE REPORT

The Board accepted and filed the MST RIDES Advisory Committee Minutes – December 15, 2008.

6-1. LEGISLATIVE CONSULTING CONTRACT

Since March of 1997, MST has utilized the services of professional legislative consultants in Washington, DC, to assist with various federal policy and fiscal matters. Thomas Walters and Associates has been MST’s legislative consultants for most of those 11 years and has worked with Congressional legislators and staff to ensure that MST’s major capital projects, operations and funding priorities have received attention, support and financial backing. In addition, Thomas Walters and Associates provides Executive branch advocacy on behalf of MST, especially with the Federal Transit Administration, which grants MST approximately 1/3rd of its annual operating and capital funds.

Director Sharp moved to award a three-year contract with two one-year options in the amount of $54,000 per year (plus annual escalators) to Thomas Walters, Inc. for federal legislative consulting services. Director Mancini seconded and the motion carried unanimously.

Director Sanchez arrived at 10:19 a.m.

6-2. BUS WEST CONTRACT

Mr. Hernandez, Assistant General Manager/Chief Operating Officer, reported that staff is currently in negotiations with the Defense Language Institute (DLI) to add additional service to the DLI due to a loss of parking at the Institute. The new service may require up to 10 to 12 buses placed into weekday service. The majority of the service will be provided using MST’s existing 35- and 40-foot buses. It is anticipated that there may be a need for up to four medium sized vehicles.

Director Mancini moved to the purchase of up to four medium-size buses from Bus West at a cost of $85,750 per bus. Director Clark seconded and the motion carried unanimously.

7. PUBLIC HEARINGS

None.

8. UNFINISHED BUSINESS

None.
9-1. FORMATION OF MONTEREY-SALINAS TRANSIT DISTRICT

Mr. Hunter Harvath, Assistant General Manager for Finance & Administration, reported that Monterey-Salinas Transit is a Joint Powers Agency (JPA) created by the State of California to provide public transit services to citizens of and visitors to communities which comprise its member jurisdictions. In addition, MST operates transit services under contract to other communities in Monterey County as well as connecting services to other transit providers at Watsonville, Gilroy, Morgan Hill, and San Jose.

Transforming the Monterey-Salinas Transit JPA into a transit district would give MST the flexibility to ask the voters of Monterey County directly for a local sales tax to support public transit services. In addition, an MST transit district would have bonding capabilities.

Staff will be going to each member jurisdiction asking for a Resolution supporting the change.

Director Stilwell moved to authorize staff to proceed in pursuing a legislative change to the Public Utilities Code to create the Monterey-Salinas Transit District. Director Ford seconded and the motion carried unanimously.

10-1. – 10-7. REPORTS & INFORMATION ITEMS


11. COMMENTS BY BOARD MEMBERS

Director Mancini reported that he will be absent for the March Board meeting.

12. ANNOUNCEMENTS

MST received a Transportation Excellence Award from TAMC for mustard seed biodiesel research.

13. CLOSED SESSION

The Board adjourned to Closed Session to meet with legal counsel regarding pending litigation with Nationwide Auction Systems.
14. RETURN TO OPEN SESSION

Upon returning to open session, General Counsel Laredo announced that the Board met regarding pending litigation with Nationwide Auction Systems. A status report was given and general direction was provided. No other reportable action was taken by the Board.

15. ADJOURNMENT

There being no further business, Chair Armenta adjourned the meeting at 11:15 a.m.

Prepared by: ______________________________

Sonia A.R. Bannister
To: Board of Directors

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


RECOMMENDATION:

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

FISCAL IMPACT:

The cash flow for February 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 January 24, 2009</td>
<td>$ 9,114,311.28</td>
</tr>
<tr>
<td>Revenues</td>
<td>1,934,316.76</td>
</tr>
<tr>
<td>Disbursements</td>
<td>&lt; 2,014,656.16 &gt;</td>
</tr>
<tr>
<td>Ending balance February 20, 2009</td>
<td>$ 9,033,971.88</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.
## TREASURY TRANSACTIONS
### FOR FEBRUARY 2009

<table>
<thead>
<tr>
<th>Date</th>
<th>Account</th>
<th>Confirm #</th>
<th>Bank</th>
<th>Deposit</th>
<th>Withdrawal</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan 28</td>
<td>LAIF 1209961</td>
<td>WF</td>
<td></td>
<td>438,000</td>
<td></td>
<td>8,391,834</td>
</tr>
<tr>
<td>Feb 6</td>
<td>LAIF 1211104</td>
<td>FNB</td>
<td>1,130,000</td>
<td></td>
<td></td>
<td>9,521,834</td>
</tr>
<tr>
<td>Feb 10</td>
<td>LAIF 1211385</td>
<td>WF</td>
<td></td>
<td>178,000</td>
<td></td>
<td>9,343,834</td>
</tr>
<tr>
<td>Feb 13</td>
<td>LAIF 1211716</td>
<td>WF</td>
<td></td>
<td>311,000</td>
<td></td>
<td>9,032,834</td>
</tr>
</tbody>
</table>

Local Agency Investment Fund:
(Earned 2.046% for Jan. 2009) $ 9,032,834

Treasury Balance at 2/20/09: $ 9,032,834
To: Board of Directors

From: Ben Newman, Risk Manager

Subject: Liability Claim Rejection

RECOMMENDATION:

Reject claims by the claimants below.

FISCAL IMPACT:

1. $1,875.50
2. $100,000

POLICY IMPLICATIONS:

None.

DISCUSSION:

1. Ms. Booker fell when entering the front door of the bus on December 6, 2008. After conducting a preliminary investigation into this matter, it is determined that Monterey-Salinas Transit has no liability in this claim and recommends that it be rejected in its entirety.

2. Beatrice Wyer alleges to have been injured while traveling in a vehicle operated by MV Transportation. The claim was filed against MST as an involved entity because of vehicle ownership. It is determined that Monterey-Salinas Transit has no liability in this claim and recommends that it be rejected in its entirety.

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

PREPARED BY: __________________ APPROVED BY: _______________________

Ben Newman                                                      Carl Sedoryk
WHEREAS, Emerito C. Noza began his career with Monterey-Salinas Transit on March 6, 2001 as a Coach Operator; and

WHEREAS, Emerito C. Noza provided exceptional service to MST’s customers; and

WHEREAS, Emerito C. Noza was recognized for five years of safe driving during his career; and

WHEREAS, Emerito C. Noza has remained a positive influence within the workforce and maintained an excellent working relationship with his customers, peers, and MST staff; and

WHEREAS, after 8 years of service with MST, Emerito C. Noza retired on March 7, 2009.

THEREFORE BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit recognizes and congratulates Emerito C. Noza for his outstanding service to MST and the communities it serves; and

BE IT FURTHER RESOLVED the Board of Directors expresses its sincere gratitude to Emerito C. Noza and wishes him continued success, and a satisfying retirement.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT
PASSED AND ADOPTED RESOLUTION 2009-21 this 16th day of March 2009 by the following vote:

AYES: Armenta, Clark, Downey, Ford, Mancini, Sanchez, Sharp, Stilwell

NOES: None

ABSENT: None

Fernando Armenta
Chairman

Carl G. Sedoryk
Secretary
To:       Board of Directors

From:    Michael Hernandez, Assistant General Manager/COO

Subject:  Purchase seven replacement MST RIDES vehicles from BusWest.

RECOMMENDATIONS:

Authorize the purchase of seven medium sized (mini) buses from BusWest for fleet replacements in the MST RIDES program.

FISCAL IMPACT:

$46,487. Funding is available in the FY 2009 MST capital budget.

POLICY IMPLICATIONS:

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

DISCUSSION:

These vehicles will be purchased from BusWest through the Caltrans FY2008 Federal 5310 procurement program. The 5310 program is a competitive program which provides 88.53% of the vehicle funding for qualifying agencies. MST is responsible for the remaining 11.47% of the vehicle cost, or $6,641 per bus, not including a State procurement fee of 2.27%.

BusWest is the designated vendor for medium sized buses through the State of California, Department of General Services & the 5310 program. The 5310 program does not provide a hybrid medium sized bus. Azure Dynamics sells a hybrid medium sized bus for about $200,000; which is not considered price competitive.

These new vehicles will replace vehicles that have excessive mileage and high maintenance costs. MST has 26 vehicles in the MST RIDES fleet, some of which have over 300,000 miles. MV Inc. uses up to 25 MST buses in RIDES service and then back-fills service requirements with up to an additional 3 sedans from their own fleet.

RIDES vehicle replacement and fleet expansion became a critical issue in May 2008 after the Central Coast Alliance for Health discontinued transportation for some medical trips (see agenda item #9-1), almost doubling ridership on the RIDES program.

PREPARED BY:  ____________________ REVIEWED BY:  ____________________

Michael Hernandez       Carl Sedoryk
Finance Committee
Minutes
February 9, 2009

Present: Director Fernando Armenta, County of Monterey
Director Jim Ford, City of Marina
Director Karen Sharp, City of Carmel-by-the-Sea
Carl Sedoryk, General Manager/CEO
Mike Hernandez, Assistant General Manager/COO
Hunter Harvath, Assistant General Manager – Finance & Administration
Kathy Williams, General Accounting & Budgets Manager
David Laredo, MST General Counsel

Called to order 9:02 a.m.
Director Armenta chaired the meeting.

No Public Comment on matters on the agenda.

Review local, state and federal funding issues.

Mr. Sedoryk reviewed local funding issues, including nearly $1 million in unused State Transit Assistance Funds that TARC allocated to MST at its January Board meeting. These funds will help bridge the MST RIDES funding gap that has been created by the state’s fiscal crisis and the unexpected increase in demand for dialysis trips. In addition, TARC approved a no-interest loan in the amount of $1.5 million to help MST with its semi-annual $958,163 bus financing payments. Local sales tax revenues are declining due to the downturn in the economy, which will result in lower Local Transportation Fund (LTF) revenues flowing to MST in the coming quarters. TARC will be deciding at its April meeting whether to allocate more South County LTF funds to MST to expand service on Line 23 Salinas-King City to meet increased demand for public transit services along the Highway 101 corridor.

When Mr. Sedoryk was in Sacramento, he met with legislative staff to reiterate the importance of keeping STA funding in the budget for this year and into the future. Because of the state budget crisis, MST’s Proposition 1B funds in the amount of $1.8 million are currently being held back until an agreement is reached on the deficit.

On the federal level, the 2009 American Recovery and Reimbursement Act (ARRA) would provide MST an estimated $6 million for capital needs. The Federal Transit Administration is still operating on a Continuing Resolution (CR), which allowed
for a partial apportionment of annual operating assistance based on the previous years funding levels. This CR expires in March. Director Ford recommended getting paperwork together in advance of the adoption of the ARRA so that MST could get access to those funds as quickly as possible. Director Armenta asked about pre-award authority for these funds. Mr. Sedoryk explained that pre-award authority would allow MST to spend the funds at some point after the legislation was adopted, but before the money was actually “in the bank.” Staff would look into the feasibility of this matter.

Review year-to-date financial results.

Ms. Williams reviewed P&L financial data for both the MST fixed-route and MST RIDES paratransit program as of December 2008. Director Ford asked about line items in the budget designated as “In Lieu” as well as fuel credits. Mr. Sedoryk explained that the “In Lieu” represented cash payments to employees who took health insurance from another employer through a spouse or other relative. Rather than MST paying their health insurance premium, they were given a cash payment instead since they already had health insurance. MST has in the past and may once again be eligible for fuel credits based on its use of alternative fuels.

Director Sharp asked about RIDES as an unfunded mandate without any dedicated funding source. Mr. Sedoryk offered that for the last several years, MST had been using State Transit Assistance to pay for most of its RIDES costs. However, with the state’s elimination of the STA program, MST would have to search for another source of revenue. He added that the proposed transformation of MST from a Joint Powers Agency to a Rapid Transit District would enable MST to have the possibility of asking voters directly for other sources of local revenue.

Director Ford asked if Central Coast Alliance of Health (CCAH) could have continued brokering the dialysis trips that have accounted for the substantial increase in demand for RIDES. Mr. Sedoryk responded that the MediCal reimbursement did not cover the entire cost of the dialysis trip and that CCAH decided to get out of the business rather than subsidize the program, especially when it was suffering from state budget cuts itself. Mr. Harvath indicated that MST staff is exploring an alternative plan that would help alleviate the pressure on MST RIDES by finding a new local broker to step in and assume the role formerly held by CCAH.

Meeting was adjourned at 9:52 AM.

Prepared by: ______________________________

Hunter Harvath
To: Board of Directors
From: Michael Hernandez, Assistant General Manager/COO
Subject: Authorize a Contingency and Additional Design Budget for the FJL Facility.

RECOMMENDATIONS:

1. Authorize a contingency budget for the new Frank J. Lichtanski Monterey Bay Operations Center (FJL) in the amount of $387,000 for all Architectural & Engineering (A&E) related expenses, including fees, permits and special inspections.

2. Authorize up to $337,000 for new site and design related expenses for Whispering Oaks.

FISCAL IMPACT:

$724,000. Funding is available in the FY09 Capital Budget for the FJL project through Proposition 1B funds.

POLICY IMPLICATIONS:

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

DISCUSSION:

At the July 14, 2008 meeting your Board authorized awarding a $3,113,000 contract to Boyle Engineering (now AECOM) for architectural and engineering services for the Frank J. Lichtanski, Monterey Bay Operations Center.

The AECOM contract amount did not include a contingency budget for any project changes, or to address unknown project costs. FTA procurement guidelines allows for a contingency budget. The $387,000 will provide a 12.4% contingency; bringing the project cost up to $3,500,000; which is fully funded through Proposition 1B.

To date AECOM has completed approximately 25% of the work on the A&E phase, totaling $603,000. MST has also made some modifications to the original OCTA design, including some recommended design changes by OCTA staff; scaling down some building features; and several design changes to accommodate MST’s business practices. We are still evaluating the cost of these changes, but they are anticipated to
be approximately $250,000. This contingency budget will provide for the design changes and any additional fees, inspections or unanticipated costs, not to exceed $387,000.

The A&E design phase was essentially on track in November 2008. At that time the County of Monterey asked MST to consider relocating to the Whispering Oaks site, resulting in about a two month delay in the project progress.

AECOM has completed an initial review of new site related service and design requirements and determined that $337,000 in additional expenses (including a 10% contingency) are required to recreate work previously completed on the original MST site. With this additional recreated work, the total project budget will be approximately $3,861,000, which is fully funded by Proposition 1B. It is important to note, that without authorization to have AECOM recreate some of the site and building related services for the new location, work on this project will be severely curtailed.

To date, MST has already spent $24,000 on an alternative site evaluation, just to determine whether the new site could even be considered. Based on the evaluation, MST and Monterey County staff determined that the new location is suitable and several meetings have taken place to address MST and County concerns.

It is MST’s intent to recover the expenses associated with building on the new site through an agreement with the County for the recreated fees and costs linked to the development of this new site.

Approval of this item will authorize a 12.4% contingency budget in the amount of $387,000 and authorize project expenditures up to this amount. Additionally, approval will authorize AECOM to proceed with recreating the necessary site and building design changes, up to $337,000, for the new Whispering Oaks site.
To: Board of Directors  
From: Michael Hernandez, Assistant General Manager/COO  
Subject: Purchase four expansion MST RIDES vehicles from BusWest.

RECOMMENDATIONS:

Authorize the purchase of four medium sized (mini) buses from BusWest for fleet expansion of the MST RIDES program.

FISCAL IMPACT:

$231,580. Funding is available in the FY 2009 MST capital budget, with $196,400 provided through a special New Freedoms Grant.

POLICY IMPLICATIONS:

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

DISCUSSION:

MST has 26 vehicles in the MST RIDES fleet, some of which have over 300,000 miles. MV Inc. uses up to 25 MST buses in RIDES service and periodically back-fills service requirements with up to an additional 3 sedans from their own fleet. There are currently an insufficient number of vehicles for RIDES service requirements. In May 2008 the Central Coast Alliance for Health discontinued transportation for some medical trips, essentially doubling ridership on the MST RIDES program. These four additional vehicles will provide a spare ratio of 20% (most of the time).

The cost of each vehicle is $57,895, not including a State procurement fee of 2.27%. MST received a Federal New Freedoms Grant for this purchase in the amount $196,400. BusWest is the designated vendor for medium sized buses through the State of California, Department of General Services. The State contract does not provide a hybrid medium sized bus. Azure Dynamics sells a hybrid medium sized bus for about $200,000; which is not considered price competitive.

Generally all MST RIDES vehicles are funded through the 5310 program. However, because the 5310 grant is highly competitive MST does not always quality for the number of vehicles needed. As a result fleet replacement/expansions are supplemented through special grants like New Freedoms, and/or MST's capital budget.

PREPARED BY: ____________________ REVIEWED BY: _________________

Michael Hernandez          Carl Sedoryk
To: Board of Directors
From: H. Harvath, Assistant General Manager – Finance & Administration
Subject: Monterey County unmet transit needs process

RECOMMENDATION:

Receive update on Monterey County unmet transit needs process and provide direction to staff on Local Transportation Fund issues.

FISCAL IMPACT:

Approximately $1.75 million in Local Transportation Funds that are currently used for non-transit (i.e., local streets and roads) purposes.

POLICY IMPLICATIONS:

Your Board approves policy matters exceeding $25,000.

DISCUSSION:

The State of California created the Local Transportation Fund (LTF) in 1971 with the passage of the Transportation Development Act (TDA). The State Board of Equalization returns to the County one quarter of a percent of the sales tax collected in Monterey County for the following eligible uses in order of importance:

1. fund administration,
2. transportation planning,
3. pedestrian and bicycle facilities,
4. rail passenger service,
5. public transit,
6. special group transportation service, and
7. repair, maintenance and construction of local streets and roads.

LTF funds represent the largest – and most flexible -- revenue source in MST’s operating budget (approximately 44% in both FY 2008 and FY 2009). For FY 2010, the Transportation Agency for Monterey County (TAMC) is estimating a 12% decrease in overall LTF revenues due to the economic downturn. As the local administrator of the LTF program, the TAMC Board of Directors had allocated MST $10,457,083 in LTF for the current fiscal year, which included carryover funds from the previous year when LTF
revenues exceeded original estimates. However, at its February 25, 2009, meeting, the TAMC Board of Directors only allocated MST $8,081,932 for its FY 2010 budget – a decrease of 22.7% over the previous fiscal year’s apportionment plus carryover. Due to the economic downturn, MST is not anticipating any carryover revenue to augment the $8,081,932 figure for FY 2010. Other FY 2010 apportionments are shown below:

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>LTF Apportionment</th>
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</thead>
<tbody>
<tr>
<td>City of Gonzales</td>
<td>$229,720</td>
</tr>
<tr>
<td>City of Greenfield</td>
<td>$451,837</td>
</tr>
<tr>
<td>City of King City</td>
<td>$309,286</td>
</tr>
<tr>
<td>City of Sand City*</td>
<td>$7,777</td>
</tr>
<tr>
<td>City of Soledad</td>
<td>$436,920</td>
</tr>
<tr>
<td>Unincorporated Monterey County</td>
<td>$1,665,777</td>
</tr>
</tbody>
</table>

*Sand City LTF funds are paid directly to MST for transit service to Edgewater Shopping Center

Each of the South County municipalities must fund 50% of the operating cost of its respective dial-a-ride service from its FY 2010 apportionment. What is left over may be spent on local streets and roads, pending no findings of unmet transit needs that are financially reasonable to meet as required by state law.

TAMC is reviewing unmet transit needs that have been submitted by the public to the agency over the course of the previous year. Last fall, public hearings were held in each of the South County cities as well as at the Monterey County Office Building to solicit input on possible unmet transit needs in those municipalities and the unincorporated area of the county. TAMC staff is working closely with MST staff to assess the reasonableness of these unmet needs as well as the financial feasibility of meeting those needs using LTF funds that are currently being utilized for local streets and roads.

One of the most significant unmet needs submitted to TAMC for consideration has been a request to increase service on MST’s Line 23 Salinas-King City. Currently, Line 23 operates on an irregular schedule – approximately every 2 to 3 hours throughout the day, with slightly more frequent service during limited peak periods. Ridership on Line 23 has grown significantly since it was first implemented in 2002 (see table, below). MST is working with TAMC staff on the financial feasibility of increasing service on Line 23 to hourly service on weekdays (with the current weekend schedule remaining the same). If this expanded service were to be implemented, virtually all of the LTF currently being used by the South County cities for local streets and roads would be redirected to MST for transit operations, while for the unincorporated county, approximately $1.25 million in LTF revenues would remain for local streets and roads.
Line 23 Salinas - King City

<table>
<thead>
<tr>
<th></th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan</td>
<td>407</td>
<td>3,854</td>
<td>4,083</td>
<td>5,656</td>
<td>5,918</td>
<td>7,841</td>
<td>10,469</td>
</tr>
<tr>
<td>Feb</td>
<td>389</td>
<td>3,894</td>
<td>4,434</td>
<td>5,330</td>
<td>7,674</td>
<td>8,468</td>
<td>11,435</td>
</tr>
<tr>
<td>Mar</td>
<td>424</td>
<td>4,847</td>
<td>5,877</td>
<td>6,887</td>
<td>7,921</td>
<td>12,700</td>
<td>11,792</td>
</tr>
<tr>
<td>Apr</td>
<td>439</td>
<td>4,583</td>
<td>5,528</td>
<td>7,567</td>
<td>7,189</td>
<td>12,309</td>
<td>12,916</td>
</tr>
<tr>
<td>May</td>
<td>1,442</td>
<td>5,430</td>
<td>5,338</td>
<td>6,797</td>
<td>8,212</td>
<td>13,800</td>
<td>13,710</td>
</tr>
<tr>
<td>Jun</td>
<td>2,706</td>
<td>5,133</td>
<td>5,869</td>
<td>7,076</td>
<td>7,502</td>
<td>13,220</td>
<td>14,448</td>
</tr>
<tr>
<td>July</td>
<td>3,712</td>
<td>6,131</td>
<td>7,237</td>
<td>7,096</td>
<td>8,277</td>
<td>14,043</td>
<td>17,857</td>
</tr>
<tr>
<td>Aug</td>
<td>4,739</td>
<td>6,216</td>
<td>6,994</td>
<td>7,758</td>
<td>7,758</td>
<td>16,260</td>
<td>17,661</td>
</tr>
<tr>
<td>Sept</td>
<td>4,160</td>
<td>6,083</td>
<td>7,416</td>
<td>6,797</td>
<td>9,117</td>
<td>14,145</td>
<td>15,465</td>
</tr>
<tr>
<td>Oct</td>
<td>4,479</td>
<td>6,098</td>
<td>8,582</td>
<td>7,386</td>
<td>10,359</td>
<td>14,818</td>
<td>16,360</td>
</tr>
<tr>
<td>Nov</td>
<td>4,091</td>
<td>4,759</td>
<td>7,620</td>
<td>7,302</td>
<td>8,459</td>
<td>13,160</td>
<td>13,210</td>
</tr>
<tr>
<td>Dec</td>
<td>3,903</td>
<td>4,574</td>
<td>6,529</td>
<td>5,910</td>
<td>7,910</td>
<td>9,886</td>
<td>10,577</td>
</tr>
<tr>
<td>TOTAL</td>
<td>30,891</td>
<td>61,602</td>
<td>75,507</td>
<td>81,562</td>
<td>96,296</td>
<td>140,650</td>
<td>165,900</td>
</tr>
</tbody>
</table>

* Data not available for these months. Ridership is estimated using average monthly figures.

Section 99222 of Title 3, Division 3, Chapter 2, Article 11 of the California Government Code reads as follows:

Section 99222 – Legislative Intent
The Legislature hereby finds and declares that:

(a) 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.

(b) Such funds are expended for physical improvement to improve the movement of transit vehicles, the comfort of patrons and the exchange of patrons from one transportation mode to another.

Given the elimination of State Transit Assistance beginning in FY 2010, coupled with the $2,375,151 reduction in LTF apportioned to MST compared to the current fiscal year, and the failure in November 2008 of Measure Z (the ½ cent sales tax that would have yielded approximately $7 million per year for MST’s bus and RIDES paratransit operations), there is a possibility that there will be a significant revenue gap as MST prepares next year’s budget. Staff is currently examining the potential impacts of this shortfall on transit operations over the next 18 months. With the complete loss of STA, it may be necessary at some point in the future to fully expend all available LTF to meet Monterey County’s transit needs, in accordance with the legislative intent of the Transportation Development Act cited above. In addition, it may be difficult for MST to ask the state of California for new dedicated transit revenue sources when not all LTF is being used to fund transit in the County.
To: Board of Directors

From: C. Sedoryk, General Manager/CEO

Subject: Monthly Report

I travelled to Sacramento January 20 – 23 to attend a meeting of the California Transit Association Executive and Legislative Committees. The purpose of these meetings were to meet with state legislators, their staff, and other influential persons within the state budget process in an attempt to save a minimum level of State Transit Assistance Funding in the revised state budget. During time this time, I had individual meetings with Assemblymember Monning and met with the staff of Assemblymember Caballero, and State Senators Denham, and Maldonado. Even though our position regarding the preservation of state funds was received positively by our representatives in the state legislature, ultimately each of these members voted to support a budget which drastically cut State Transit Assistance during the current fiscal year and eliminates the program entirely beginning July 1, 2009. On this same trip, I attended a meeting of the California Transit Insurance Pool (CalTIP) to review insurance pool accident history and to develop member rates for the coming year.

I travelled to Southern California January 24 – 27 to attend the American Public Transit Association (APTA) General Manager and CEO conference. At this meeting, we received updates on the status of federal bills affecting the economic stimulus package, annual appropriations, and transportation reauthorization bills. I also attended workshops on leadership, strategic planning, labor negotiations, managing general counsels, and other management topics. On January 29 – 30, I toured a variety of Southern California transit modes with TAMC staff and elected officials including City of Marina Mayor, Bruce Delgado and Monterey County Supervisor Dave Potter. We travelled on bus, bus rapid transit, light rail, and heavy rails modes in order to educate ourselves on the benefits and disadvantages of each mode in preparation for the pending TAMC Board decisions to select a locally preferred transit mode alternative for the Monterey Branch Line.

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

Attachment #1 – Fixed Route Bus – Monthly Boardings
Attachment #2 – Fixed Route Bus – Comparative Statistics
Attachment #3 – MST RIDES Monthly Boardings
Attachment #4 – MST RIDES Comparative Statistics
Attachment #5 – Operations Department Report January 2009
Attachment #6 – Facilities & Maintenance Department Report January 2009
Attachment #7 – Administration Department Report January 2009

PREPARED BY: Carl G. Sedoryk
February 27, 2009

To: M. Hernandez, Assistant General Manager/COO
From: R. Weber, Director of Transportation Services
Subject: Transportation Department Monthly Report – January 2009

FIXED ROUTE BUS OPERATIONS:

System Wide Service: (Fixed Route & DART Services)

Preliminary boarding statistics indicate that ridership decreased by 3.13% in January 2009, (297,095), as compared to January 2008, (306,691). Fiscal year-to-date, system wide boardings have increased by 1.43% over the same period last year.

Productivity decreased from 17.1 passengers per hour (January 2008), to 16.15 PPH in January of this year.

Seasonal Service:

Throughout January the new MST Trolley Service in Salinas serving Hartnell College and downtown Salinas was in service weekdays from 1:00 AM – 3:00 PM. Preliminary boarding statistics for this service are unavailable at this time.

Supplemental / Special Services:

None to report

System Wide Statistics:

- Ridership: 297,095
- Vehicle Revenue Hours: 18,393
- Vehicle Revenue Miles: 293,454
- System Productivity: 16.15 Passengers Per Vehicle Revenue Hour
- Scheduled One-Way Trips: 26,443

On-Time Compliance: Of 94,414 total time-point crossings sampled for the month of January, the TransitMaster™ system recorded 11,799 delayed arrivals to MST’s published time-points system-wide. This denotes that 87.50% of all scheduled arrivals at published time-points were on time. (See MST Fixed-Route Bus ~ On Time Compliance Chart FY 2009.)

Service arriving later than 5 minutes beyond the published schedule are 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 29 reported trips with 10 or more standees for the month of January. (See Operations Summary report for further information)
Cancelled Trips: There were a total of ten (10) cancelled trips for the month of January 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>Accident</td>
<td>0</td>
<td>1</td>
<td>10%</td>
</tr>
<tr>
<td>Driver / Passenger Illness</td>
<td>2</td>
<td>0</td>
<td>20%</td>
</tr>
<tr>
<td>Traffic</td>
<td>2</td>
<td>0</td>
<td>20%</td>
</tr>
<tr>
<td>Mechanical</td>
<td>1</td>
<td>0</td>
<td>10%</td>
</tr>
<tr>
<td>Object thrown @ coach</td>
<td>1</td>
<td>0</td>
<td>10%</td>
</tr>
<tr>
<td>Operational Error</td>
<td>1</td>
<td>2</td>
<td>30%</td>
</tr>
<tr>
<td>Totals</td>
<td>7</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

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 theses reports is used to identify trends, which often drive changes in policy or standard operating procedures. The following is a comparative summary of reported incidents for the month(s) of January 2007 and 2008:

<table>
<thead>
<tr>
<th>Occurrence Type</th>
<th>January-08</th>
<th>January-09</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accident: MST Involved</td>
<td>7</td>
<td>3</td>
</tr>
<tr>
<td>Medical Emergency</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Object Hits @ Coach</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Passenger Conflict</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>Passenger Fall</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>Passenger Injury</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Other</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Near Miss</td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>Unreported Damage</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Total Occurrences</td>
<td>16</td>
<td>28</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 January there were 8,798 passenger boardings. This represents a 44.59 % increase in passenger trips from January of 2008. Fiscal year-to-date passenger boardings for this service have increased by 48.84% over the same period last year.

- For the month of January, 87.85 % of all scheduled trips for the MST RIDES Program arrived on time, decreasing from 91.05 % in January of 2008. (See MST RIDES --- On Time Compliance Chart FY 2009.)

- Productivity Increased from 1.7 passengers per hour in January of 2008, to 1.8 passengers per hour for January of 2009.

- For the month of January, 77 applications were reviewed, resulting in 74 approvals and 3 denials. Of the approvals, 52 were new clients, and 23 were recertifications.
- 10 clients were deactivated in January.
- There are 3,324 total active clients as of February 25, 2009.

OTHER:

Jan 19 2009: MVTI was assessed $1,084.04 in liquidated damages for having missed two (2) trips on the Line 24 Carmel Valley Grapevine Express. These trips were missed due to operational error.

Jan 22, 2009: Coach 932 (Line 1 Express) was involved in a non-preventable accident in where a tree branch fell onto the vehicle - cracking the windshield. There were no injuries.

COMMUNICATIONS CENTER:

In January, the Communications Center summoned public safety agencies on nine (9) 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</td>
<td>8</td>
</tr>
<tr>
<td>Emergency Medical Services</td>
<td>Medical Emergency</td>
<td>1</td>
</tr>
</tbody>
</table>

Robert Weber

ATTACHMENTS:

MST RIDES ~~~ On Time Compliance FY 2009.
## MST FIXED ROUTE
### ON-TIME COMPLIANCE FY 2009

<table>
<thead>
<tr>
<th>MONTH</th>
<th>FY08 ON-TIME PERFORMANCE</th>
<th>FY09 TIME POINT COUNT</th>
<th>FY09 DELAYED ARRIVALS 5+ MINUTES</th>
<th>FY09 ON-TIME PERFORMANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>82.66%</td>
<td>105,748</td>
<td>16,401</td>
<td>84.49%</td>
</tr>
<tr>
<td>Aug</td>
<td>81.15%</td>
<td>105,498</td>
<td>19,827</td>
<td>81.21%</td>
</tr>
<tr>
<td>Sept</td>
<td>81.75%</td>
<td>93,173</td>
<td>17,314</td>
<td>81.42%</td>
</tr>
<tr>
<td>Oct</td>
<td>84.26%</td>
<td>100,339</td>
<td>20,475</td>
<td>79.59%</td>
</tr>
<tr>
<td>Nov</td>
<td>84.29%</td>
<td>89,667</td>
<td>14,917</td>
<td>83.36%</td>
</tr>
<tr>
<td>Dec</td>
<td>85.61%</td>
<td>94,541</td>
<td>13,006</td>
<td>86.24%</td>
</tr>
<tr>
<td>Jan</td>
<td>89.11%</td>
<td>94,414</td>
<td>11,799</td>
<td>87.50%</td>
</tr>
<tr>
<td>Feb</td>
<td>86.44%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>March</td>
<td>86.64%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>April</td>
<td>86.05%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>84.69%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>85.37%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>N/A</strong></td>
<td><strong>683,380</strong></td>
<td><strong>113,739</strong></td>
<td><strong>N/A</strong></td>
</tr>
<tr>
<td><strong>Monthly Average</strong></td>
<td><strong>84.12%</strong></td>
<td><strong>97,626</strong></td>
<td><strong>16,248</strong></td>
<td><strong>83.40%</strong></td>
</tr>
</tbody>
</table>

### On-Time Compliance FY 2009

- **Goal**: 87%

---

Data Sampled: 88.0%

Dec 2008
## MST RIDES
### ON TIME COMPLIANCE FY - 2009

<table>
<thead>
<tr>
<th>MONTH</th>
<th>FY08 ON-TIME PERFORMANCE</th>
<th>FY09 ON-TIME PERFORMANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>88.09%</td>
<td>82.41%</td>
</tr>
<tr>
<td>Aug</td>
<td>86.21%</td>
<td>82.31%</td>
</tr>
<tr>
<td>Sept</td>
<td>88.13%</td>
<td>82.42%</td>
</tr>
<tr>
<td>Oct</td>
<td>88.81%</td>
<td>85.28%</td>
</tr>
<tr>
<td>Nov</td>
<td>88.19%</td>
<td>89.17%</td>
</tr>
<tr>
<td>Dec</td>
<td>88.18%</td>
<td>86.48%</td>
</tr>
<tr>
<td>Jan</td>
<td>91.05%</td>
<td>87.75%</td>
</tr>
<tr>
<td>Feb</td>
<td>88.29%</td>
<td></td>
</tr>
<tr>
<td>March</td>
<td>86.91%</td>
<td></td>
</tr>
<tr>
<td>April</td>
<td>88.57%</td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>83.46%</td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>83.37%</td>
<td></td>
</tr>
<tr>
<td><strong>Monthly Average</strong></td>
<td>88.38%</td>
<td>85.12%</td>
</tr>
</tbody>
</table>

---

**Goal:** 90%

---

The chart above illustrates the on-time compliance rates for MST RIDES from July to June in FY08 and FY09.
Operations Summary Report

Fixed Route and DART Service

July 2008 – January 2009
Systemwide Service:
Total monthly ridership decreased 3.1% in January 2009 (297,095 boardings) when compared to January 2008 (306,691 boardings), with scheduled revenue hours increasing by 2.5%. The net effect was a 5.5% decrease in productivity (measured in passenger boardings per vehicle revenue hour) from 17.10 passengers per hour last January to 16.15 passengers per hour in January 2009.

Individual routes showed a wide variation of ridership growth, ranging from an increase of 146% on line 22-Big Sur to a decrease of 22.8% on line 44-Northridge. Combined ridership on primary routes (1, 2, 9, 10, 41 and 42) decreased 8.9%, while a combination of the remaining routes showed a 1.4% increase, largely due to new services that did not operate in January 2008 (line 12-Monterey/Dunes via NPS and the Salinas Trolley).

Seasonal Service:
None operated.

Supplemental Service:
None operated.
Productivity by Line - January 2009
Passengers Per Hour

- 43-Memorial Hospital: 30.94
- 10-Fremont-Ord Grove: 27.76
- 20-Monterey-Salinas: 24.28
- 9-Fremont-Hilby: 23.35
- 41-East Alisal - Northridge: 23.32
- 46-Natividad: 21.29
- 2-Monterey-Pacific Grove: 21.18
- 11-Edgewater-Carmel: 20.07
- 42-East Alisal - Westridge: 18.99
- 49-Northridge: 17.99
- 5-Monterey-Carmel: 17.97
- 29-Watsonville-Salinas: 15.24
- 45-East Market-Creekbridge: 13.93
- 44-Northridge: 12.26
- 23-Salinas-King City: 12.04
- 7-Monterey-Carmel: 11.86
- 1-Monterey-Pacific Grove: 11.81
- 21-Monterey-Salinas: 11.77
- 28-Watsonville-Salinas: 11.30
- 16-Monterey-Marina: 10.78
- 24-Carmel Valley-Grapevine Express: 8.36
- 6-Edgewater - Ryan Ranch: 8.10
- 12-Dunes via NPS: 7.06
- 48-East Salinas - Airport Business Center: 5.52
- MST Trolley Salinas: 5.35
- 4-Carmel-Carmel Rancho: 5.27
- 27-Watsonville-Marina: 5.06
- 55-Monterey-San Jose Express: 5.00
- 22-Big Sur: 3.46
- 56-Monterey-Memorial Hospital: 2.90
- Monterey Peninsula DART: 2.84
- MST OnCall: 2.45
Schedule Adherence by Line - January 2009
Percent On-time Timepoints

- 5-Monterey-Carmel: 97.1%
- MST Trolley Salinas: 96.3%
- 44-Northridge: 95.7%
- 28-Watsonville-Salinas: 94.5%
- 11-Edgewater-Carmel: 94.0%
- 9-Fremont-Hilby: 93.5%
- 10-Fremont-Ord Grove: 92.1%
- 20-Monterey-Salinas: 90.5%
- 1-Monterey-Pacific Grove: 90.5%
- 27-Watsonville-Marina: 89.5%
- 16-Monterey-Marina: 89.4%
- 21-Monterey-Salinas: 88.6%
- 7-Monterey-Carmel: 88.3%
- 46-Natividad: 87.3%
- 23-Salinas-King City: 87.2%
- 4-Carmel-Carmel Rancho: 86.3%
- 6-Edgewater - Ryan Ranch: 85.0%
- 2-Monterey-Pacific Grove: 84.8%
- 29-Watsonville-Salinas: 84.4%
- 22-Big Sur: 84.3%
- 55-Monterey-San Jose Express: 83.3%
- 43-Memorial Hospital: 82.8%
- 56-Monterey-Memorial Hospital: 82.8%
- 24-Carmel Valley-Grapevine Express: 80.4%
- 49-Northridge: 80.3%
- 41-East Alisal - Northridge: 80.1%
- 42-East Alisal - Westridge: 79.0%
- 48-East Salinas - Airport Business Center: 77.4%
- 45-East Market-Creekbridge: 75.9%

* No adherence data available for line 12-Monterey via NPS due to routing changes
### January 2009

- Systemwide Ridership: 297,095
- Systemwide Revenue Hours: 18393:29
- Systemwide Revenue Miles: 293,454.9

### 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>8,516</td>
<td>720.56</td>
<td>7,210.8</td>
<td>11.81</td>
<td>2.9%</td>
<td>3.9%</td>
</tr>
<tr>
<td>9-Fremont-Hilby</td>
<td>22,282</td>
<td>954.18</td>
<td>9,645.9</td>
<td>23.35</td>
<td>7.5%</td>
<td>5.2%</td>
</tr>
<tr>
<td>10-Fremont-Ord Grove</td>
<td>29,359</td>
<td>1057.43</td>
<td>11,414.6</td>
<td>27.76</td>
<td>9.9%</td>
<td>5.8%</td>
</tr>
<tr>
<td>41-East Alisal - Northridge</td>
<td>37,864</td>
<td>1623.56</td>
<td>17,958.4</td>
<td>23.32</td>
<td>12.7%</td>
<td>8.8%</td>
</tr>
<tr>
<td>42-East Alisal - Westridge</td>
<td>24,600</td>
<td>1295.45</td>
<td>14,360.0</td>
<td>18.99</td>
<td>8.3%</td>
<td>7.0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>122,621</strong></td>
<td><strong>5652.38</strong></td>
<td><strong>60,589.7</strong></td>
<td><strong>21.69</strong></td>
<td><strong>41.3%</strong></td>
<td><strong>30.7%</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>17,313</td>
<td>817.19</td>
<td>11,505.1</td>
<td>21.18</td>
<td>5.8%</td>
<td>4.4%</td>
</tr>
<tr>
<td>Monterey Peninsula DART</td>
<td>2,214</td>
<td>779.00</td>
<td>9,076.0</td>
<td>2.84</td>
<td>0.7%</td>
<td>4.2%</td>
</tr>
<tr>
<td>4-Carmel-Carmel Rancho</td>
<td>2,002</td>
<td>380.05</td>
<td>3,874.0</td>
<td>5.27</td>
<td>0.7%</td>
<td>2.1%</td>
</tr>
<tr>
<td>5-Monterey-Carmel</td>
<td>6,527</td>
<td>363.08</td>
<td>4,380.9</td>
<td>17.97</td>
<td>2.2%</td>
<td>2.0%</td>
</tr>
<tr>
<td>6-Edgewater - Ryan Ranch</td>
<td>405</td>
<td>50.00</td>
<td>1,054.0</td>
<td>8.10</td>
<td>0.1%</td>
<td>0.3%</td>
</tr>
<tr>
<td>7-Monterey-Carmel</td>
<td>1,807</td>
<td>152.20</td>
<td>1,782.0</td>
<td>11.86</td>
<td>0.6%</td>
<td>0.8%</td>
</tr>
<tr>
<td>MST OnCall</td>
<td>942</td>
<td>385.00</td>
<td>4,216.0</td>
<td>2.45</td>
<td>0.3%</td>
<td>2.1%</td>
</tr>
<tr>
<td>11-Edgewater-Carmel</td>
<td>12,031</td>
<td>599.28</td>
<td>9,288.4</td>
<td>20.07</td>
<td>4.0%</td>
<td>3.3%</td>
</tr>
<tr>
<td>12-Dunes via NPS</td>
<td>1,336</td>
<td>189.11</td>
<td>2,932.6</td>
<td>7.06</td>
<td>0.4%</td>
<td>1.0%</td>
</tr>
<tr>
<td>16-Monterey-Marina</td>
<td>10,007</td>
<td>928.15</td>
<td>16,899.0</td>
<td>10.78</td>
<td>3.4%</td>
<td>5.0%</td>
</tr>
<tr>
<td>43-Memorial Hospital</td>
<td>9,372</td>
<td>302.55</td>
<td>3,648.0</td>
<td>30.94</td>
<td>3.2%</td>
<td>1.6%</td>
</tr>
<tr>
<td>44-Northridge</td>
<td>4,163</td>
<td>339.30</td>
<td>4,021.0</td>
<td>12.26</td>
<td>1.4%</td>
<td>1.8%</td>
</tr>
<tr>
<td>45-East Market-Creekbridge</td>
<td>5,612</td>
<td>402.55</td>
<td>5,998.0</td>
<td>13.93</td>
<td>1.9%</td>
<td>2.2%</td>
</tr>
<tr>
<td>46-Natividad</td>
<td>3,744</td>
<td>175.50</td>
<td>1,836.0</td>
<td>21.29</td>
<td>1.3%</td>
<td>1.0%</td>
</tr>
<tr>
<td>48-East Salinas - Airport Business Center</td>
<td>1,266</td>
<td>229.20</td>
<td>4,376.0</td>
<td>5.52</td>
<td>0.4%</td>
<td>1.2%</td>
</tr>
<tr>
<td>49-Northridge</td>
<td>7,642</td>
<td>424.50</td>
<td>2,992.0</td>
<td>17.99</td>
<td>2.6%</td>
<td>2.3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>86,383</strong></td>
<td><strong>6519.06</strong></td>
<td><strong>87,879.0</strong></td>
<td><strong>13.25</strong></td>
<td><strong>29.1%</strong></td>
<td><strong>35.4%</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>20-Monterey-Salinas</td>
<td>43,154</td>
<td>1777.35</td>
<td>35,437.1</td>
<td>24.28</td>
<td>14.5%</td>
<td>9.7%</td>
</tr>
<tr>
<td>21-Monterey-Salinas</td>
<td>1,314</td>
<td>111.40</td>
<td>2,098.0</td>
<td>11.77</td>
<td>0.4%</td>
<td>0.6%</td>
</tr>
<tr>
<td>23-Salinas-King City</td>
<td>10,252</td>
<td>851.50</td>
<td>26,269.0</td>
<td>12.04</td>
<td>3.5%</td>
<td>4.6%</td>
</tr>
<tr>
<td>24-Carmel Valley-Grapevine Express</td>
<td>5,958</td>
<td>712.40</td>
<td>14,602.0</td>
<td>8.36</td>
<td>2.0%</td>
<td>3.9%</td>
</tr>
<tr>
<td>27-Watsonville-Marina</td>
<td>1,414</td>
<td>279.40</td>
<td>7,532.6</td>
<td>5.06</td>
<td>0.5%</td>
<td>1.5%</td>
</tr>
<tr>
<td>28-Watsonville-Salinas</td>
<td>8,006</td>
<td>708.45</td>
<td>19,846.5</td>
<td>11.30</td>
<td>2.7%</td>
<td>3.9%</td>
</tr>
<tr>
<td>29-Watsonville-Salinas</td>
<td>14,127</td>
<td>927.05</td>
<td>15,904.5</td>
<td>15.24</td>
<td>4.8%</td>
<td>5.0%</td>
</tr>
<tr>
<td>55-Monterey-San Jose Express</td>
<td>2,392</td>
<td>478.15</td>
<td>14,926.5</td>
<td>5.00</td>
<td>0.8%</td>
<td>2.6%</td>
</tr>
<tr>
<td>56-Monterey-Memorial Hospital</td>
<td>497</td>
<td>171.35</td>
<td>5,890.6</td>
<td>2.90</td>
<td>0.2%</td>
<td>0.9%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>87,114</strong></td>
<td><strong>6019.05</strong></td>
<td><strong>142,506.2</strong></td>
<td><strong>14.47</strong></td>
<td><strong>29.3%</strong></td>
<td><strong>32.7%</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>196</td>
<td>56.40</td>
<td>1,460.0</td>
<td>3.46</td>
<td>0.1%</td>
<td>0.3%</td>
</tr>
<tr>
<td>MST Trolley Salinas</td>
<td>781</td>
<td>146.00</td>
<td>1,020.0</td>
<td>5.35</td>
<td>0.3%</td>
<td>0.8%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>977</strong></td>
<td><strong>202.40</strong></td>
<td><strong>2,480.0</strong></td>
<td><strong>4.82</strong></td>
<td><strong>0.3%</strong></td>
<td><strong>1.1%</strong></td>
</tr>
</tbody>
</table>


Date: January 31, 2009

To: C. Sedoryk, General Manager/CEO

From: Lyn Owens, Director Human Resources & Risk Management; Hunter Harvath, Assistant General Manager Finance & Administration; Mark Eccles, Director Information Technology

Subject: Administration Department Monthly Report January 2009

The following significant events occurred in Administration work groups for the month of January 2009:

**Human Resources**

A total employment level for January 2009 is summarized as follows:

<table>
<thead>
<tr>
<th>Positions</th>
<th>Budget FY09</th>
<th>Actual</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coach Operators / Trainees</td>
<td>124</td>
<td>121</td>
<td>-3</td>
</tr>
<tr>
<td>C/O on Long Term Leave *</td>
<td>10</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>Coach Operators Limited Duty</td>
<td>1</td>
<td>0</td>
<td>-1</td>
</tr>
<tr>
<td>Operations Staff</td>
<td>24</td>
<td>24</td>
<td>0</td>
</tr>
<tr>
<td>Maintenance &amp; Facilities</td>
<td>44</td>
<td>44</td>
<td>0</td>
</tr>
<tr>
<td>Administration (Interns 2 PT)</td>
<td>22.5</td>
<td>19.5</td>
<td>-3</td>
</tr>
<tr>
<td>Total</td>
<td>225.5</td>
<td>218.5</td>
<td>-7</td>
</tr>
</tbody>
</table>

**January Worker’s Compensation Costs**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indemnity (paid to employees)</td>
<td>$17,513.98</td>
</tr>
<tr>
<td>Legal (includes bill review &amp; Utiliz.Review)</td>
<td>$3,767.73</td>
</tr>
<tr>
<td>Medical (included Medical Case Mgmt)</td>
<td>$23,912.70</td>
</tr>
<tr>
<td>TPA Administration Fee</td>
<td>$4,000.00</td>
</tr>
<tr>
<td>Excess Insurance</td>
<td>$4,412.58</td>
</tr>
<tr>
<td><strong>Total Expenses November 2008</strong></td>
<td>$53,606.99</td>
</tr>
<tr>
<td><strong>Reserves</strong></td>
<td>$1,485,335.00</td>
</tr>
<tr>
<td># Ending Open Claims</td>
<td>50</td>
</tr>
<tr>
<td># Ending Closed Claims</td>
<td>2</td>
</tr>
</tbody>
</table>

**Training**

<table>
<thead>
<tr>
<th>Description</th>
<th>Attendees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Managing Inventory and Cycle Counts</td>
<td>1</td>
</tr>
</tbody>
</table>
Risk Management Update

<table>
<thead>
<tr>
<th>Description</th>
<th>January 2009 Preventable</th>
<th>January 2008 Preventable</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Vehicle hits bus</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Bus hits object</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

**Accident Statistics**

Liability Claims Paid/Recovered – Property and Personal Injury

There were no claims paid or recovered during this reporting period.

Customer Services Update

Customer Service received 32 customer comments during the month as follows:

<table>
<thead>
<tr>
<th>Service Report Type</th>
<th>Jan '09</th>
<th>Jan '08</th>
<th>%</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employee Compliment</td>
<td>0</td>
<td>0</td>
<td>0.00%</td>
<td>9.84%</td>
</tr>
<tr>
<td>Service Compliment</td>
<td>0</td>
<td>2</td>
<td>0.00%</td>
<td>3.28%</td>
</tr>
<tr>
<td>Improper Employee Conduct</td>
<td>8</td>
<td>10</td>
<td>25.00%</td>
<td>16.39%</td>
</tr>
<tr>
<td>Improper Driving</td>
<td>4</td>
<td>6</td>
<td>12.50%</td>
<td>9.84%</td>
</tr>
<tr>
<td>No Show</td>
<td>4</td>
<td>2</td>
<td>12.50%</td>
<td>3.28%</td>
</tr>
</tbody>
</table>
Overall service reports in January '09 were only half as many as in January '08. The decrease was most likely due to not having a service change in January '08 compared to the January 26, 2008 PASS service change. “Requests To Add Service” reports were almost 25% (15) of overall service reports (61) in January '08 in response to the PASS service change. “Improper Employee Conduct” reports represented 25% (8) of overall service reports (32) in January '09.

On January 3, 2009, MST’s fare increase went into effect. MST cash registers were all reprogrammed to reflect the new rates. Fares were also updated on www.mst.org, the inbound on-hold phone message, fare boxes, and the online pass purchase page. On December 18, 2008, informational car cards were placed onboard all buses to explain the upcoming fare increase. A press release was sent out on December 29, 2008 regarding the increase. MST’s Customer Service also began selling riders guides for $1.00 at the Salinas Transit Center, Marina Transit Exchange, and MST Bus Stop Shop. Rider’s guides will no longer be offered for free onboard MST buses.

Marketing and Sales Update

MST signed an advertising contract with State Farm worth a total of $1,584. Press releases sent include: “Bus service on Martin Luther King, Jr. Day” (1/15/09); “MST election of officers” (1/16/09);

Published news stories included: “Monterey-Salinas Transit to increase fares” (Monterey County Herald, 1/1/09); “MST fares set to rise Saturday” (Monterey County Herald, 1/1/09); “Aumentan las tarifas del MST a partir de hoy sabado” (The Californian, 1/3/09); “Business not as usual in Pacific Grove” (Pacific Grove Hometown Bulletin, 1/7/09); “MST fare increased effective January 3rd” & “MST drivers went a combined 1 million accident-free miles in the last quarter of 2008” (Monterey County Business Council Friday Facts, 1/9/09); “Hartnell cyclist wins $1,000 December Rideshare award”
Marketing activities: Completed 2008 annual report; sat on AMBAG’s Joint Marketing Committee steering the campaign for Clean Air Month in May ’09; distributed new recycle bins to encourage employee recycling at all MST facilities; coordinated joint marketing messaging with 211; created temporary brochure for improved Naval Postgraduate service to begin in February; managed vendor and group discount programs; SEAT meeting; ordered MST promotional products.

Planning Update

MST’s new fare structure was implemented on January 3, 2009. During the month of January, staff continued fine tuning and planning transit service for MST’s military partners – Naval Postgraduate School and Defense Languages Institute. Staff continued planning efforts for the Frank J. Lichtansi Monterey Bay Operations and Maintenance Center, including several meetings with county staff and the Fort Ord subcommittee of the Board of Supervisors. Staff participated in a site visit to Monterey Peninsula College to assess the feasibility of installing a bus stop in the heart of the campus to better serve students. This new stop was implemented January 24th for a temporary test period. Staff attended a meeting at the Salinas City Hall to learn more about future road construction and development plans that may affect MST services. Staff participated with city of Monterey staff and consultants in the planning for streetscape improvements along the North Fremont Corridor in association with MST’s Bus Rapid Transit project. Staff also participated in discussions regarding the Salinas Renaissance Project to redevelop the downtown area.

A trial run of the Carmel Trolley was conducted with MST, MV, City of Carmel and Leadership Monterey Peninsula representatives aboard to test possible routing and stop locations. Staff participated in regular meetings of Monterey County Hospitality Association, the Monterey County Business Council, Transportation Agency for Monterey, Association of Monterey Bay Area Governments, Competitive Clusters, Monterey Peninsula Airport District, Fort Ord Reuse Authority and the Oak Grove Neighborhood Association. Staff traveled to Southern California along with members of TAMC’s Rail Policy Committee to take test rides on LAMTA’s Orange Line bus rapid transit system through San Fernando Valley as well as the Sprinter rail line in northern San Diego County.
Information Technology Update

Staff worked on the Continental Transitmaster system additional functionality. Staff continued to configure software and hardware for the Assetworks Maintenance system. Staff liaised with Navision regarding the planned implementation of the FAMIS HR Module. Staff continued to configure software for the ongoing implementation of the FAMIS Payroll system. Staff continued to configure software for the 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 Microsoft Access databases. Staff kept the MST web page updated and made the appropriate changes as required. Staff continued to support MST staff as needed, proactively ensuring MST staff were supported fully with their IT needs.
The Transportation Agency Board approved a list of $8.3 million worth of road maintenance projects to receive federal infrastructure stimulus funds, a package meant to improve the economy by providing funds for projects and ultimately employment for thousands of people. Monterey County’s share of the stimulus package is still unknown but is expected to range from $8 to $20 million. The Federal legislation gives project sponsors 120 days to be ready to request bids. The clock will start as soon as funds are allocated to the state.

The Agency employed a two-tiered selection process in determining which projects the stimulus money would fund. For the first tier, funds are made available to jurisdictions by population formula, based on the $8.3 million which is the minimum in road funds expected for Monterey County. The second tier is competitive for any additional funds. Each city and the county had a minimum share of funds for qualifying projects. Then, projects were ranked according to these key criteria:

- Equity between jurisdictions,
- ability to meet federal and state project delivery requirements,
- likelihood to start construction within the time limits set in the stimulus package, and
- a demonstrated benefit to the region’s transportation system.

Tier 1 projects are expected to receive a full share of funding. The approved Tier 2 projects will be considered along with regional project priorities when the final Monterey County share of stimulus funds is set. Figures are expected from the Federal Highway Administration by March 3.

**Tier 1 Projects:**

Gonzales 2009 South Alta Street Overlay Project  
Greenfield Storm drains on El Camino Real  
King City 2009 King City Resurfacing Project - Phase 1  
Marina California Ave Roadway Improvements  
Monterey Reconstruct Abrego St between Fremont to Eldorado  
Monterey County Espinosa Rd Overlay Project  
Pacific Grove Central Ave Curb and Gutter, Sidewalk Replacement
Rapid bus or rail service between Marina and Monterey is one step closer to becoming a reality with the completion of the Monterey Branch Line Alternatives Analysis, a document required for a project to qualify for federal capital funding. The Monterey Branch Line Alternatives Analysis study compares two alternatives to address the mobility needs in the Highway 1 corridor between Monterey and Marina. The alternatives include Bus Rapid Transit service between Monterey and Castroville and Light Rail Transit service between Monterey and Castroville.

The Monterey Peninsula Fixed Guideway Service will provide alternative transit service using the existing Monterey Branch Line alignment, which was purchased by the Transportation Agency in 2003. This 16-mile service will connect to the planned Caltrain service in Castroville and also provide local transit alternatives with key stations in Monterey, Seaside, Sand City, Marina/CSUMB, and Castroville. The Transportation Agency is currently taking options out to the public to obtain input into the selection of a locally preferred alternative.

There are a number of benefits to either alternative.

**Bus Rapid Transit Benefits:**
- Ability to drive buses off of the guideway onto local streets
- Convenience of a one seat ride from Monterey to Salinas and Castroville

**Light Rail Transit Benefits:**
- Light Rail appears more permanent than a bus-way.
- Potential for intercity rail from San Francisco to Monterey in the future.
- Attractiveness of the light rail to “choice” riders.

The next steps for the project include the selection of a locally preferred alternative. The Transportation Agency will also be distributing a request for proposals for the completion of the environmental analysis for the project in early March. Proposals are due to Kristen Hoschouer at the Transportation Agency by March 30, 2009. The Transportation Agency Board expects to award a contract for the environmental analysis at its May meeting.
NEW BICYCLE AND PEDESTRIAN FACILITIES
ADVISORY COMMITTEE & SOCIAL SERVICES TRANSPORTATION ADVISORY
COUNCIL MEMBERS

The Transportation Agency approved Dominick Askew to the Bicycle and Pedestrian Facilities Advisory Committee representing the City of Marina. Mr. Askew is an architect and a LEED Accredited Professional. He is interested in incorporating a transportation paradigm that is non-auto-centric into the forefront of public awareness and the planning process, with the hope of reducing dependence on non-renewable energy sources. Mr. Askew is also very interested in promoting sustainable neighborhood development.

The Board also approved Marcie Castro to the Social Services Transportation Advisory Council representing the Area Agency on Aging and potential transit users ages 60 and over. Ms. Castro serves as staff to the Monterey County Area Agency on Aging, which distributes funding to serve the needs of the elderly. She is also known by the Councilmembers through her professional work.
TO: Carl Sedoryk

FROM: Thomas P. Walters

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

- Contacted Senate delegation to request support for transit funding in economic stimulus legislation.

- Contacted House Transportation and Infrastructure Committee staff to discuss public transportation provisions in economic stimulus legislation and to request support for enhanced pre-award authority for FTA bus projects.

- Contacted Senator Feinstein’s and Senator Boxer’s appropriations staff to request support for MST projects in FY 2010 appropriations process.

- Provided updates on FY 2009 Transportation, HUD Appropriations Act, including $475,000 provided to MST for bus acquisition.

- Discussed FY 2010 appropriations process and MST projects with Congressman Farr’s Legislative Director.

- Continued advance planning for 111th Congress advocacy meetings for MST staff and Board Members, including scheduling meetings with committees, agencies and Congressional delegation.

- Discussed President Obama’s FY 2010 budget overview with staff at FTA and urged support for MST bus rapid transit project.

- Advised on lobbying strategies and 2009 Federal agenda and priorities.

- Provided drafting assistance for appropriations requests.

TPW:dwg
Monterey Salinas Transit Board of Directors

MEETING: March 16, 2009

SUBJECT: Receive Board Referrals Update

<table>
<thead>
<tr>
<th>DATE</th>
<th>BY</th>
<th>TO *</th>
<th>ITEM</th>
<th>REPORT</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>12/10/07 Downey Harvath</td>
<td>Transit access to Presidio of Monterey</td>
<td>This item was discussed at the Board meeting on January 14, 2008. City of Monterey to schedule meeting with DLI. MST staff met with City of Monterey and DLI staff. MST staff met on June 12th and on July 8th with Bob Guidy from the Presidio. Mr. Guidy will forward MST staff times of day classes begin and end so schedules accessing Presidio can be developed. Transit access into and/or through the Presidio is still under discussion. Mike Gallant has had further discussions with the Internal Review/Compliance Officer in regards to implementing a number of shuttle/express trips from outside one of the Presidio gates sometime in mid-late 2009. Also discussed was identifying potential ways for DLI to fund this bus service (namely, the federal DOT transportation benefit program which completely funds the Line 12-NPS Express bus route for the Navy Postgraduate School).</td>
<td>Ongoing</td>
<td></td>
</tr>
</tbody>
</table>

As of 11/1/2011
<table>
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