MST HIGHLIGHTS
MAY 17, 2010 BOARD MEETING

MAY EMPLOYEE OF THE MONTH
The MST Board adopted Resolution 2010-16 recognizing Jim Conrad, Coach Operator, as Employee of the Month for May 2010. Jim began his career as a Coach Operator with Monterey-Salinas Transit in April 1987 and has been the recipient of multiple commendations throughout his career from both MST staff and his customers. In 2009, Jim was awarded an 18-Year Safe Driving award, a perfect attendance award, and continues to maintain one of the highest on-time performance standards in our system – consistently arriving on time to his scheduled time points over 95% of the time.

APPRECIATION FOR SERVICES RENDERED
The MST Board adopted Resolution 2010-17 recognizing Thomas Mancini, Vice-Chair and Seaside representative, for services rendered. Mr. Mancini has been on the MST Board of Directors since January 1999 and has served as Vice-Chair from February 2004 to April 2010. During his tenure as Vice-Chair, Mr. Mancini has been a staunch advocate of public transportation and continues to make a substantial and lasting contribution to the improvement of public transportation throughout Monterey County.

SOUTH COUNTY AREA SERVICE ANALYSIS
The MST Board authorized staff to award a contract for $42,798 to Moore & Associates to perform the South County Area Service Analysis.

The South County Area Analysis is designed to evaluate transit demand in the south Monterey County cities of Gonzales, Soledad, Greenfield, King City, and the neighboring unincorporated areas, including Chualar. Currently, MST serves these areas with Line 23 Salinas-King City and will be introducing a general public dial-a-ride service in the community of Gonzales this summer. In addition, the cities of Soledad, Greenfield, and King City operate municipal dial-a-ride taxi services.

PROGRAM OF PROJECTS
The MST Board: 1) conducted a public hearing for FY 2010 Program of Projects; 2) adopted the FY 2010 Program of Projects; and 3) authorized the filing of the appropriate grant applications with the Federal Transit Administration and Caltrans.

The Program of Projects (POP) allocates federal funds to specific projects each fiscal year. The POP becomes part of MST’s application for federal grant funding that is submitted to the Federal Transit Administration via Association of Monterey Bay Area Governments (AMBAG).
BRT AND REGIONAL TRANSIT COORDINATION IN MONTEREY BAY
The MST Board approved the BRT and Regional Transit Coordination in Monterey Bay study.

MST and Santa Cruz Metropolitan Transit District (METRO) collaborated on a joint grant application to the Monterey Bay Unified Air Pollution Control District (Air District) for funding from the AB2766 Motor Vehicle Emission Reduction Program to study Bus Rapid Transit (BRT) for congested corridors in Monterey and Santa Cruz counties. The Air District awarded a grant of $80,000 in FY06 AB2766 funds to MST and METRO for the Monterey Bay Bus Rapid Transit Study Project. As the lead agency, MST executed the grant agreement with the Air District in January 2006.

The scope of work of the BRT project had three goals: 1) an overview of BRT feasibility as a public transit option in the Monterey Bay area; 2) a report for MST to serve as the basis for their application to the Federal Transit Administration (FTA) for funding from the Very Small Starts program; and 3) a preliminary feasibility study to identify BRT corridors in the METRO service area.

FY 2011-2013 STRATEGIC PLAN
The MST Board of Directors adopted FY 2011-2013 Strategic Plan and recommended adoption of the plan by the future Monterey-Salinas Transit District Board.

The strategic goals adopted by the Board will drive MST staff activities for the next several years. The MST Board has identified seven strategic goals that include: 1) Developing adequate and stable long term revenues; 2) Providing quality transit and mobility management services; 3) Implementing new transit district governance; 4) Researching, implementing, and promoting policies and practices that encourage environmental sustainability and resources conservation; 5) Educating the public on MST services through promotion, communication and advocacy; 6) Actively promoting organizational values to maintain high quality relationships with MST employees, contractors, vendors and community stakeholders; and 7) Attaining industry leadership for like-sized agencies within California and the United States.

The plan includes a narrative explaining the importance of public transit to the community, MST priorities, objectives and outcomes desired, indicators of success, and action plans that staff will employ towards the completion of the strategic priorities.

MONTEREY-SALINAS TRANSIT DISTRICT BYLAWS
The MST Board referred this item back to the ad-hoc District Transition Committee for further discussion and will be brought back at the June meeting.

DRAFT FY 2011 BUDGET
The MST Board referred the draft budget to the Finance Committee for review and recommendation.

Given the continued state budget deficits, prolonged world-wide economic downturn, and the expiration of federal stimulus funds, this budget will require significant cost reductions in the face of reduced revenues. Among the new fiscal realities facing MST are: Expiration of...
American Recovery and Reinvestment Act (federal stimulus) funds; Ongoing 75% cut to State Transit Assistance; 17% Reduction in Local Transportation Funds; 40% increase in costs for MST RIDES; and Federal Operating funds frozen at FY 2009 levels.

MONTEREY COUNTY LOCAL TRANSPORTATION FUNDS
The MST Board directed the General Manager/CEO to send a letter to TAMC jurisdictions requesting full allocation of Local Transportation Funds from TAMC to MST to fund current and emerging unmet transit needs and sustain current levels of MST service to the Monterey County communities served by transit.

Local Transportation Funds (LTF) comprise MST's single largest source of operating and capital revenue and accounting for about 35% of total revenue. The act creating Local Transportation Funds, known as the Transportation Development Act (TDA) of 1971 was enacted by the state legislature to improve existing public transportation services. By state statute, LTF funds are designated to be used for bicycle, pedestrian, and transit programs before being allocated to streets and roads programs. The current MST Joint Powers Agreement and AB644 which will create the Monterey-Salinas Transit District states that with regard to the County of Monterey, the minimum amount of these funds allocated to MST would be calculated according to a ratio of unincorporated population served by MST to the total unincorporated population of the County. The unincorporated population served is that within three-quarter mile of the MST transit routes.

The California Department of Transportation (Caltrans) has informed TAMC that it must fund any reasonable unmet transit need before allocating funds to streets and roads projects, regardless of whether or not the need is identified in an existing service area where Local Transportation Funds are already allocated to public transit. This interpretation will most likely significantly reduce the streets and roads funding allocated to the County.