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) (p. 3) |
   | 2-4. Minutes of the regular meeting of April 13, 2009. (Sonia Bannister) (p. 5) |
   | 2-6. Discount ticket books for social service agencies. (Hunter Harvath) (p. 37) |
   | 2-7. Adopt Resolution 2009-25 declaring May 2009 as Clean Air Month in the Monterey Bay Region. (Zoe Smallwood) (p. 39) |
   | 2-8. Claim rejection. (Benjamin Newman) (p. 41) |

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

3-1. May Employee of the Month – Frank Betancourt, 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.*

<table>
<thead>
<tr>
<th>5-1.</th>
<th>Legislative Committee Minutes – April 8, 2009. (Hunter Harvath) (p. 43)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-2.</td>
<td>Finance Committee – April 27, 2009. (Hunter Harvath) (p. 45)</td>
</tr>
</tbody>
</table>

6. **BIDS/PROPOSALS**

7. **PUBLIC HEARINGS**

<table>
<thead>
<tr>
<th>7-1.</th>
<th>Conduct public hearing for FY 2009 Program of Projects; Adopt the FY 2009 Program of Projects; and Authorize the filing of grant applications with the Federal Transit Administration. (Hunter Harvath) (p. 47)</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-2.</td>
<td>Conduct public hearing for new services for Presidio of Monterey. (Mike Gallant) (p. 53)</td>
</tr>
</tbody>
</table>

8. **UNFINISHED BUSINESS**

<table>
<thead>
<tr>
<th>8-1.</th>
<th>Approve updated AB644 (Caballero) language. (Carl Sedoryk) (p. 55)</th>
</tr>
</thead>
<tbody>
<tr>
<td>8-2.</td>
<td>Authorize General Manager/CEO to execute contract with Presidio of Monterey for supplemental transit service. (Mike Gallant) (p. 65)</td>
</tr>
</tbody>
</table>

9. **NEW BUSINESS**

<table>
<thead>
<tr>
<th>9-1.</th>
<th>Transit 101: Worker’s Compensation program. (Lyn Owens) (p. 67)</th>
</tr>
</thead>
<tbody>
<tr>
<td>9-2.</td>
<td>Approve purchase of two Gillig buses. (Michael Hernandez) (p. 69)</td>
</tr>
</tbody>
</table>
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. (p. 71)
10-2. TAMC Highlights – April 29, 2009. (p. 97)
10-4. Board referrals. (p. 103)
10-5. Staff trip reports. (p. 105)
10-6. Sacramento Lobbyist report. (p. 107)

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 Legal Counsel – Potential Litigation, (§54956.9), Monterey County Superior Court #M89949 (Puente v MST). (Lyn Owens) (No enclosure)

14. RETURN TO OPEN SESSION

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

15. ADJOURN

NEXT MEETING DATE: June 8, 2009 in MST Conference Room.

NEXT AGENDA DEADLINE: May 27, 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, Frank Betancourt began his career as a Coach Operator with Monterey-Salinas Transit on October of 2004; and

WHEREAS, Frank Betancourt recently received a three-year consecutive Safe Driving Award and a 2007 Attendance Award for perfect attendance. Frank continues to be a valued asset to this agency; and

WHEREAS, Frank Betancourt recently finished working six months as an Interim Operations Supervisor providing added support to the Operations Department. Many employees have been very positive in their comments with respect to Frank’s level of cooperation and professionalism while he served in that role.

THEREFORE BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit recognizes Frank Betancourt as Employee of the Month for May 2009; and

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

THE BOARD OF DIRECTORS OF MONTEREY–SALINAS TRANSIT PASSED AND ADOPTED RESOLUTION 2009-23 this 11th day of May 2009.

_______________________  _______________________
Fernando Armenta         Carl G. Sedoryk
Chairman                 Secretary
To: Board of Directors

From: Danny Avina, Customer Service Supervisor

Subject: Disposal of unclaimed property left on bus

St. Vincent De Paul (Seaside)

- 3 books
- 2 pairs of eyeglasses
- 2 sunglasses
- 1 shirt
- 2 backpacks
- 1 binder

St. Vincent De Paul (Seaside)

- 3 wallets
- 4 beenies
- 2 sweaters
- 3 cell phones
- 3 coin purses
- 1 scarf
- 2 shirts

To be disposed

- 3 sets of keys
- 2 jackets
- 1 bag of food
- 2 backpacks
- 2 pair gloves
- 1 baby bottle

- 3 coin purses
- 3 coffee cups
- 4 IDs
- 2 sweatshirts

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.
1. CALL TO ORDER

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

Present:  
Kristin Clark  City of Del Rey Oaks  
James Ford  City of Marina  
Libby Downey  City of Monterey  
Alan Cohen  City of Pacific Grove  
Sergio Sanchez  City of Salinas  
Thomas Mancini  City of Seaside  
Fernando Armenta  County of Monterey  
Maria Orozco  City of Gonzales (Ex-Officio) (10:05)

Absent:  
Karen Sharp  City of Carmel-By-The-Sea

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  
Sonia Bannister  Office Administrator/Marketing & Sales Specialist  
Michael Gallant  Planning Manager  
Kathy Williams  General Accounting Manager  
Kelly Halcon  Human Resources Manager  
Tom Hicks  CTSA Manager  
Mark Eccles  Director of IT

Others:  
Dave Laredo  DeLay & Laredo  
Bob Parks  ATU Local 1225  
Doug Wallace  ATU Local 1225  
Adela Gonzales  City of Soledad  
Daniel Merillana  Coach Operator  
Arnie Casey  Coach Operator  
Renaldo Hernandez  Coach Operator  
Ann Armbruster  Coach Operator  
Debbie Hale  TAMC

*Apology is made for any misspelling of a name.*
2-1. – 2-8. CONSENT AGENDA

The consent agenda items consisted of the following:

2-2. Adopt Resolution 2009-22 recognizing Angelina Ruiz, Human Resources Administrator, as Employee of the Month for April 2009.

2-3. Disposal of property left aboard buses.

2-4. Minutes of the regular meeting of March 16, 2009.


2-6. Schedule public hearing for federally funded Program of Projects.


2-8. 2008 Community Stakeholders survey.


2-10. Claim rejection.

2-11. Authorization to purchase bus engines.

Director Downey moved to approve the items on the consent agenda.
Director Mancini seconded and the motion carried unanimously.

Director Orozco arrived at 10:05 a.m.

3. SPECIAL PRESENTATIONS

Carl Sedoryk, General Manager/CEO presented a 30-year service award to Ann Marie Armbruster, Coach Operator.

Mike Hernandez, Assistant General Manager/Chief Operating Officer, presented a 20-year service award to Arnold Casey, Coach Operator.

Mike Hernandez, Assistant General Manager/Chief Operating Officer, presented a 20-year service award to Renaldo Hernandez, Coach Operator. Director Downey publicly acknowledged and thanked Mr. Renaldo Hernandez for coming to her aid when she was involved in a car accident a few years back.

4. PUBLIC COMMENTS

None.
5. COMMITTEE REPORT

The Board accepted and filed the MST RIDES Advisory Committee Minutes – January 21, 2009; and Facilities Committee Minutes – March 16, 2009.

6. BIDS/PROPOSALS

None.

7. PUBLIC HEARINGS

None.

8-1. AB644 (CABALLERO) MST RAPID TRANSIT DISTRICT

Mr. Sedoryk, General Manager/CEO, reported that on March 30, 2009, MST received an email copy of a letter signed by South County city managers stating support of AB644, if the bill is amended to provide voting membership to the jurisdictions, and further amended to require a four-fifths majority of voting members in order to submit a ballot measure to voters for the imposition of taxes along with some minor language adjustments regarding public hearings.

This item was discussed by the TAMC Executive Committee at their meeting on April 1, 2009. The TAMC Executive Committee voted to recommend that the TAMC Board support AB644 provided it is amended to require that all incorporated cities be represented on the new Transit District Board. However, the Executive Committee did not support the 4/5 voting requirement amendment and it was recognized that a minor change to reflect the existing requirement for public hearings on fare increases could be added to the bill language.

The City of Soledad sent a copy of a resolution scheduled to be taken up by the Soledad City Council on April 15 stating support of AB644 as well as the City’s ability to be a voting member on the MST Board.

Mr. Sedoryk commented that making substantial changes to the original AB644 language would require re-approval from MST’s current member jurisdictions who had already gone on record in support of the original language.

Mayor Orozco, City of Gonzales, said the South County Mayors met last week and discussed the issue of representation. All of the mayors present agreed they needed to have voting rights on the MST Board. The funding and AB644 were discussed independently.

Chairman Armenta commented that there is a procedure that needs to be followed with regards to becoming a voting member on the MST Board. Regardless of
April 13, 2009 Minutes
Page 4 of 7

what happens with AB644, any city that wants to have voting representation on the MST Board needs to independently submit that request in writing. MST staff will meet with each city and discuss other requirements needed in order to become a voting member.

Mr. Armenta expressed his displeasure with the letter from the South County city managers that was sent to Assemblymember Caballero. He felt they were trying to stop a bill that was unanimously approved and supported by all of MST’s current member jurisdictions and the Monterey County Board of Supervisors. He commented that Mayor Huerta, City of Greenfield, was not aware of the letter, yet his city was listed as one of the supporters of the letter.

Adela Gonzales, City of Soledad City Manager, commented that when she initially saw the language of the bill, she met with the Public Works director for the City of Soledad to discuss the bill. She said the cities of South County have not felt they were being fairly represented on matters of transit. She prepared the letter and emailed it to South County city managers looking to see if they shared the same position. She received confirmation from four city managers giving her their assurance that this was a position they were willing to support. Assemblymember Caballero offered to meet with her the next day (March 20, 2009) to discuss this issue. It was not her intention to bypass the process. She expressed her concerns to the Assemblymember. She told Assemblymember’s staff that they do not want to stall the bill. She stated that the amendment being proposed by MST is not an amendment at all, but rather, transferring the bylaws from the JPA governance to the District governance and only provides for the potential of future membership. The South County cities would like to see stronger language. They are willing to work with MST and Assemblymember Caballero’s staff to find a solution.

Director Sanchez said for the past five years that he has been on the MST Board, there has been constant discussion about Board membership from South County cities. All of the existing cities turn their Local Transportation Funds over to MST. He said MST should have been consulted before the letter was sent to Assemblymember Caballero.

Mayor John Huerta, City of Greenfield, said he supports AB644. He said there has been some miscommunication with the intent of the letter. He seems to feel that this issue will be worked out.

Debbie Hale, TAMC Executive Director, said the proposed amended language to AB644 is stronger than originally proposed. It would be good if there was consensus from the South County cities. They were also surprised to receive the letter from South County cities one day before their Board meeting. She commented that some dialogue between the parties involved should have occurred before the letter was sent.

Chairman Armenta commented that if MST did not have AB644 already in the works, TAMC was already prepared to draw out additional LTF funds from South County cities for line 23. Ms. Hale concurred.
Mr. Sedoryk reported that the MST Legislative Committee recommended submitting a letter to the TAMC Board asking them to reconsider the recommendation to the TAMC Executive Committee and to support AB644 with the amended language, or support AB644 as originally submitted.

Mr. Sedoryk said this bill could be held over and remodeled for another year. Assemblymember Caballero is already committed to this bill and he doesn’t see the need to delay the process.

Ms. Gonzales said a meeting has been scheduled for April 24 with South County, MST, and Assemblymember Caballero’s staff to work out the language that satisfies all parties.

Director Downey moved to send a letter to the TAMC Board with the amended bill language and ask them to reconsider the recommendation of the TAMC Executive Committee and to support AB644 with the amended language, or support AB644 as originally written. Director Clark seconded and the motion carried unanimously.

Director Clark moved to amend AB644 as shown in the letter sent to TAMC. Director Mancini seconded and the motion carried unanimously.

Director Downey moved to: 1) encourage staff to start the timeline on the process with South County and to meet with South County in advance of the April 24, 2009 meeting with Assemblymember Caballero’s staff; and 2) authorize staff to modify AB644 as long as it does not delay the bill. Director Sanchez seconded and the motion carried unanimously.

Mr. Harvath reported that there will be other opportunities to modify this bill. The timeline in the Legislative process allows for this type of modification. This would not slow down the process.

8-2. TAMC UNMET NEEDS PROCESS

Mr. Carl Sedoryk, General Manager/CEO, reported that this unmet needs process applies to jurisdictions which include South County cities in Monterey all currently do not use all of their Local Transportation Funds (LTF) for transit service. There are a number of requests from community members, Salinas Valley Memorial Hospital, hourly service on line 23 which provides service from King City to Salinas.

South County cities have expressed some concern about the impact that the allocation of LTF funds to MST will have should MST provide hourly service on line 23. Hourly service would take all of the LTF funds that South County cities have available to them. These lines continue to be overcrowded.
Debbie Hale, TAMC Executive Director, said TAMC has been working with South County cities to discuss phasing in of LTF funds. TAMC will recommend that this is an unmet need.

Director Orozco commented that since the South County cities will be giving up their LTF funds in May, the discussion of joining MST and contributing all their LTF funds is confusing.

Mayor Huerta, City of Greenfield, asked for ridership information to warrant the amount of LTF funds being diverted to MST from South County cities.

Adela Gonzales said Soledad reps have met with TAMC requesting information and to date, they have not received the information requested.

Director Orozco left at 11:39 am.

8-3. PRESIDIO OF MONTEREY – DLI EXPRESS BUS SERVICE

Mr. Michael Gallant, Planning Manager, said last summer, the Naval Postgraduate School approached MST to talk about finding a solution to their parking problems at NPS during weekdays. A shuttle bus (line 12) will operate as a limited-stop bus route between the La Mesa military housing community and NPS during weekday commute hours.

Today, line 12 operates between The Dunes Shopping Center/Fitch Park/DOD-POM Annex and NPS. The La Mesa segment has been renamed Line 14. Both routes continue to increase ridership each month as more students learn of the convenience of riding the bus to class instead of driving their car and having to search for a parking space.

In December 2008, the Army and Navy again looked to MST to try to identify possible solutions to the current (and future) parking issues at the Presidio of Monterey-DLI. The Presidio of Monterey will be experiencing a substantial reduction in the number of available parking spaces in late October 2009 because of several construction projects. More parking spaces at the Presidio of Monterey are scheduled to be removed in 2010 to accommodate other construction projects.

The Army is requesting several direct express bus routes from numerous communities around the Monterey Peninsula and the Salinas area to the Presidio of Monterey. The service will operate during weekday commute hours. Routing and schedule information will be provided at the May Board meeting.

9. NEW BUSINESS

None.
10-1. – 10-7. REPORTS & INFORMATION ITEMS

The reports consisted of the General Manager/CEO Report; TAMC Highlights – March 25, 2009; Washington DC Lobbyist Report – April 1, 2009; Sacramento Lobbyist Report – April 1, 2009; Board Referrals; Award from American Red Cross regarding MST’s support during the Basin complex fire; and Award from Transportation Safety Institute for MST hosting the Transit Supervisor Certification Course.

11. COMMENTS BY BOARD MEMBERS

None.

12. ANNOUNCEMENTS

Finance Committee meeting, April 27, 2009, 9:00 a.m.

13. CLOSED SESSION

The Board adjourned to Closed Session to meet with legal counsel regarding conference with real property negotiators regarding the parcel on the former Fort Ord.

This item was pulled for lack of action on this item.

14. ADJOURNMENT

There being no further business, Chair Armenta adjourned the meeting at 11:55 a.m.

Prepared by: ______________________________
Sonia A.R. Bannister
To: Board of Directors

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

Subject: Financial Report – April 2009

RECOMMENDATION:

1. Accept report of April cash flow presented in Attachment #1

2. Approve April disbursements listed in Attachment #2

3. Accept report of April treasury transactions listed in Attachment #3

FISCAL IMPACT:

The cash flow for April 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 April 1, 2009</td>
<td>$ 8,741,071.38</td>
</tr>
<tr>
<td>Revenues</td>
<td>4,421,085.46</td>
</tr>
<tr>
<td>Disbursements</td>
<td>&lt; 1,441,048.06 &gt;</td>
</tr>
<tr>
<td>Ending balance April 17, 2009</td>
<td>$ 11,721,108.78</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 MARCH & APRIL 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>
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</thead>
<tbody>
<tr>
<td>Feb 25</td>
<td>LAIF</td>
<td>1212884</td>
<td>WF</td>
<td><strong>$225,000</strong></td>
<td></td>
<td><strong>$9,257,834</strong></td>
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<tr>
<td>Feb 26</td>
<td>LAIF</td>
<td>1213096</td>
<td>WF</td>
<td>876,000</td>
<td></td>
<td>8,381,834</td>
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<tr>
<td>Mar 9</td>
<td>LAIF</td>
<td>1214074</td>
<td>WF</td>
<td>313,000</td>
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<td>8,068,834</td>
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<td>Mar 12</td>
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<td>WF</td>
<td>370,000</td>
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<td>Mar 18</td>
<td>LAIF</td>
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<td>FNB</td>
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<tr>
<td>Mar 24</td>
<td>LAIF</td>
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<td>Mar 26</td>
<td>LAIF</td>
<td>1215976</td>
<td>WF</td>
<td>395,000</td>
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<td>8,230,834</td>
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<tr>
<td>Apr 8</td>
<td>LAIF</td>
<td>1216900</td>
<td>FNB</td>
<td>2,922,000</td>
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<td>11,152,834</td>
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<td>Apr 9</td>
<td>LAIF</td>
<td>1217258</td>
<td>WF</td>
<td>370,000</td>
<td></td>
<td>10,782,834</td>
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<tr>
<td>Apr 15</td>
<td>INTEREST</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10,823,818</td>
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<td>Apr 17</td>
<td>LAIF</td>
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<td>1221470</td>
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<td>699,000</td>
<td></td>
<td>10,634,818</td>
</tr>
</tbody>
</table>

Local Agency Investment Fund:
(Earned 1.822% for Mar. 2009) $10,634,818

Treasury Balance at 4/17/09: $10,634,818

*Note: In last month’s treasury report, this $225,000 transaction from 2/25/09 was incorrectly listed as a withdrawal. In fact, it was a deposit. In that regard, treasury balances for the previous month have been recalculated and presented here along with those of the current month.*
To: Board of Directors

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

Subject: Discount ticket books for social service agencies

RECOMMENDATION:

Approve a 10% discount on sales of regular-fare ticket books for social service agencies on purchases beyond a single purchase of 10 regular-fare ticket books at the full $50 price.

FISCAL IMPACT:

$5 off on each $50 ticket book sold under the proposed discount program.

POLICY IMPLICATIONS:

Your Board approves changes to prices of fare media.

DISCUSSION:

On January 3, 2009, MST raised fares from $2 per base fare to $2.50. The price of other MST fare media increased proportionately. For instance, a book of 20 tickets increased from $40 to $50. Many social service organizations purchase these ticket books to hand out to their clients. Given budget cuts being felt throughout the social service community, MST has received a letter from Dorothy’s Place (see Attachment) requesting a discount on these ticket books.

At its April 27, 2009, meeting, the MST Finance Committee recommended that a 10% discount be offered on certain sales of regular-fare ticket books for social service agencies. After purchasing 10 ticket books at the regular price, additional ticket books could be purchased at a 10% discount. This 10% discount would not apply to ticket books that are already discounted 50% for passengers 65 and older or 18 and younger, passengers with disabilities, and passengers of any age with a Medicare card.

If approved by your board, this new discount would take effect July 1, 2009.

PREPARED BY: ___________________________ REVIEWED BY: ___________________________

Hunter Harvath Carl G. Sedoryk

Attachment: Letter from Dorothy’s Place / The Franciscan Workers of Junipero Serra
RESOLUTION 2009–25
DECLARING MAY 2009 AS CLEAN AIR MONTH
IN THE MONTEREY BAY REGION

WHEREAS, Monterey-Salinas Transit supports the promotion of cleaner air through the use of sustainable transportation during Clean Air Month, May 2009; and

WHEREAS, the benefits of cleaner air, which enhance the quality of a healthy life, will be promoted during Clean Air Month, May 2009; and

WHEREAS, Monterey-Salinas Transit is working in partnership with the Monterey Bay Unified Air Pollution Control District, the Council of San Benito County Governments, the Transportation Agency for Monterey County in taking a pro-active step promoting sustainable transportation that offers benefits to both residents and businesses in the Monterey Bay region.

THEREFORE, BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit proclaims May 2009 as Clean Air Month in Monterey, San Benito, and Santa Cruz Counties; and urges all residents to examine their role in producing smog and pollution and give consideration to sustainable Commute methods such as carpooling, vanpooling, transit, bicycling, walking, and telecommuting during May 2009; and

BE IT FURTHER RESOLVED that the Board of Directors of Monterey-Salinas Transit urges all local jurisdictions to take a pro-active role in education and advocacy efforts to promote the vital importance of Health and clean air in the Monterey Bay region.

THE BOARD OF DIRECTORS OF MONTEREY–SALINAS TRANSIT PASSED AND ADOPTED RESOLUTION 2009–25 this 11th day of May 2009 by the following vote:

AYES:

NOES:

ABSENT:

________________________________________  __________________________
Fernando Armenta  Carl Sedoryk
Chairman  Secretary
To: Board of Directors
From: Ben Newman, Risk Manager
Subject: Liability Claim Rejection

RECOMMENDATION:

Reject claim by the claimant below.

FISCAL IMPACT:

Unknown

POLICY IMPLICATIONS:

None.

DISCUSSION:

Mr. Gaspare Sardina claims to have been injured on December 6, 2008 when his wheelchair fell off the bus wheelchair lift. There are no specific injuries noted on the claim. Review of the Digital Video Recorder (DVR) does not support this claim.

The above claim is 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
Legislative Committee
April 8, 2009
Minutes

Present:  Director Armenta
          Director Downey
          Carl Sedoryk, General Manager/CEO
          Hunter Harvath, AICP, Assistant General Manager – Finance & Administration
          Clifton Price, Public Works Director – City of Soledad

Absent:  Director Clark
          Director Sanchez

1. Call to order

   Director Armenta called the meeting to order at 2:07 p.m.

2. Public comment

   There were no public comments on matters not on the agenda.

3. Receive update on Federal legislative matters

   Mr. Sedoryk provided an update of federal legislation and funding matters. There will be no Fiscal Year 2010 earmarks for MST through the office of Congressman Sam Farr. However, MST is pursuing grant funding opportunities though the American Recovery and Reinvestment Act (ARRA) program. Among these ARRA grants include funds appropriated directly to transit agencies through established urban, small-urban, and non-urban/rural formulas. In addition, a new competitive grant program entitled Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) would provide funding of a minimum of $2 million and a maximum of $25 million to transit agencies to reduce energy consumption and carbon dioxide emissions. MST will be applying for funding to support the Leadership the Energy and Environmental Design (LEED) program for the Frank J. Lichtanski Monterey Bay Bus Operations & Maintenance Center currently under design. MST is attempting to achieve a silver rating for the building, and these funds will assist in those endeavors.
4. Receive update on AB 644 and provide direction to staff.

Mr. Sedoryk reviewed progress to date on the development of AB 644, which would transform MST from a joint powers authority (JPA) to a rapid transit district (RTD). While all MST JPA voting-member jurisdictions have submitted resolutions of support for AB 644, significant concerns have been raised by some staff members of the South County cities regarding this legislation to MST staff. Director Armenta related to the committee his discussions with some of the elected officials who represent parts of the South County area and their particular comments regarding AB 644. Assemblymember Caballero has asked that MST and the South County cities work out any amendments that may be needed to secure county-wide support for the legislation before it reaches the Local Government Committee floor on April 29, 2009.

Mr. Sedoryk recounted what had transpired at the April 1, 2009, TAMC Executive Committee, which voted to endorse an amended bill that was contrary to what had been supported by the JPA voting-member jurisdictions in their resolutions of support for AB 644. Director Downey asked if the South County cities were interested in joining MST. In talking with some of the elected officials from South County, Director Armenta indicated that there was significant interest; however, none of the cities has ever submitted a letter of request to join MST. Director Downey wanted to make sure that any consideration of joining MST would be predicated on the cities giving all of their Local Transportation Funds to transit, just as all of the other MST member municipalities do as required by the bylaws of the JPA.

Mr. Laredo offered options if there was not enough time to address concerns before Assemblymember Caballero’s deadline of before April 29th. Subsequently, he and Mr. Sedoryk crafted language for a new proposed amendment to the legislation in an attempt to address these concerns while still remaining within the spirit of the resolutions of support for AB 644 from all of the JPA member jurisdictions. The committee recommended that Mr. Sedoryk draft a letter to TAMC asking that its Executive Committee reconsider its April 1st recommendation and support AB 644 with the new proposed amendment, or support AB 644 as originally submitted by MST. They further recommended that this issue, including the draft letter, be considered by the full MST board at its April 13, 2009 meeting.

5. Adjourn

Chair Armenta adjourned the meeting at 2:55 p.m.

Prepared by: ________________________________

 Hunter Harvath
Finance Committee
Minutes
April 27, 2009

Present:  Director Jim Ford, City of Marina
         Director Karen Sharp, City of Carmel-by-the-Sea
         Carl Sedoryk, General Manager/CEO
         Hunter Harvath, Assistant General Manager – Finance & Administration
         Kathy Williams, General Accounting & Budgets Manager

Absent:  Director Fernando Armenta, County of Monterey

Called to order 9:05 a.m.

Director Ford chaired the meeting.

No Public Comment on matters on the agenda.

Consider request from Dorothy’s Place for a new discount ticket book for social service organizations

Mr. Harvath presented a letter from the supervisor of Dorothy’s Place requesting a discount on bulk-purchased ticket books for their clients given recent budgetary difficulties. Board discussed possible rates and arrived at a 10% discount for purchases above 10 ticket books. Ticket books that are already discounted 50% for persons with disabilities, persons 65 and over or 18 and under, and persons of any age with a Medicare card, would not be eligible for an additional bulk discount. The committee recommended to the Board implementation of this 10% bulk discount program on July 1, 2009.

Review proposed Fiscal Year 2010 Budget and make recommendations

Mr. Sedoryk introduced the proposed Fiscal Year 2010 Budget as a balanced budget without the need for service cuts or fare increases while honoring all current contractual agreements. Early action in late 2008, including the layoff and elimination of 5 administrative positions and a fare increase in response to the state’s 80% reduction of State Transit Assistance (STA) funding for FY 2009 and the complete 100% elimination of STA funding for FY 2010 has helped stabilize MST’s financial picture. Mr. Harvath reviewed the projected revenues for FY 2010. Most importantly, $1.6 million in federal American Recovery and Reinvestment Act (ARRA) funds will be used for Preventive Maintenance expenditures in the operating budget to plug holes left
by the state’s elimination of the STA program. Ms. Williams reviewed the expenditures budgeted for FY 2010. Director Ford inquired about the savings in benefit figures. Mr. Harvath explained that some of the positions that were eliminated were senior staff level or long-time employees who were receiving a high-level of benefits due to their salary level and/or longevity.

For MST RIDES paratransit, the FY 2010 budget has increased substantially over FY 2009 due to sharp increases in demand for dialysis trips as well as a renegotiated rate for contracted services. MST is at the end of a 5-year contract with MV Transportation, Inc. and is still in the process of negotiating a final cost per hour increase for a two-year extension. Staff has budgeted conservatively on the projected cost per hour for paratransit services as the final figures are being negotiated. Director Sharp indicated that the RIDES services were an unfunded federal mandate. Mr. Sedoryk agreed that they must be provided by MST under the Americans with Disabilities Act and cited the increase in demand for dialysis trips after Central Coast Alliance for Health ceased providing most of these trips, transferring their clients to MST with no ongoing funding assistance.

As there were a number of items that still were not finalized at this point in time – the amount of increased funding TAMC would approve for additional service on Line 23 Salinas-King City, the amount of revenue and expenses that would be generated by the impending transit services to the Presidio / Defense Languages Institute, several pending federal grants, the final cost per hour for MV Transportation, Inc. -- Mr. Sedoryk closed by saying the final FY 2010 budget would be presented to the Board at its June 8, 2009 meeting with updated numbers reflecting these still yet to be determined items. The committee recommended to the Board adoption of the FY 2010 budget, pending the aforementioned adjustments based on new information received between now and its June 8, 2009 meeting.

Meeting was adjourned at 10:09 a.m.

Prepared by: ______________________________

Hunter Harvath
To: Board of Directors

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

Subject: FY 2009 Program of Projects & Public Hearing

RECOMMENDATION:

1. Conduct public hearing for FY 2009 Program of Projects

2. Adopt the FY 2009 Program of Projects; and

3. Authorize the filing of the appropriate grant applications with the Federal Transit Administration and Caltrans.

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

Your Board must conduct a public hearing for and approve MST’s Program of Projects to comply with federal regulations.

DISCUSSION:

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 AMBAG. According to federal regulations, MST is required to develop, publish and afford an opportunity for a public hearing on and submit for approval a POP. In addition, the projects listed in the POP are submitted to AMBAG for inclusion in the Metropolitan Transportation Improvement Program (MTIP).

In addition, Caltrans has required that MST conduct a public hearing on American Recovery and Reinvestment Act (ARRA) funds that it administers for Monterey County in its role as designated recipient for the Federal Transit Administration’s Section 5311 program for rural and non-urban areas. Up to 10% of these ARRA funds are permitted to be used for rural and non-urban paratransit operations. The remaining 90% must fund capital projects that benefit rural and non-urban areas.
It is appropriate for your Board to conduct a public hearing to receive comments on the POP and then consider its adoption. Hearing notices were published in the *Herald* (see Attachment), the *Californian* and *El Sol* in advance of this Board meeting.

PREPARED BY: ______________________ REVIEWED BY: __________________________

Hunter Harvath                  Carl G. Sedoryk

ATTACHMENT: Public Hearing Notices – *Monterey County Herald & Salinas Californian*
To: Board of Directors

From: M. Gallant, Planning Manager

Subject: Conduct Public Hearing for Presidio of Monterey-DLI Commuter Bus Services

RECOMMENDATION:

Conduct a public hearing to receive comments regarding new transit service to the Presidio of Monterey for new commuter bus services.

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

Your Board holds hearings to receive public input before new routes are initiated.

DISCUSSION:

The US Army had approached MST to operate weekday commuter bus service to help alleviate substantial traffic problems affecting the Presidio of Monterey-DLI beginning in the fall of 2009. Eight new commuter bus routes have been developed to assist the US Army with this effort. Most of the new bus routes will be duplicating existing bus service thus providing necessary supplemental service to the Monterey Peninsula, Salinas area, and San Jose. All new Presidio of Monterey bus routes will be open to the general public. The current MST fare structure will apply (including zone charges, when applicable) to all of the new routes. The new bus service will begin Monday, July 6, 2009.

The new bus service will be fully paid for by the US Army via a special federal program (Mass Transit Benefit/Transportation Incentive Program) through the Department of Transportation. The total annual cost for the service is $1,150,000.

A presentation will be made which will include complete maps and schedules of this proposed service.

PREPARED BY: _________________________ REVIEWED BY: _______________________

Mike Gallant Carl G. Sedoryk
To: Board of Directors
From: C. Sedoryk General Manager/CEO
Subject: AB644 (Caballero) Creation of Monterey-Salinas Transit District

RECOMMENDATION:

Approve revisions to language of AB644 (Caballero) (Attachment 1).

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

Your Board directed staff to negotiate mutually agreeable language for AB644 that is both consistent with the existing Monterey-Salinas Transit joint powers agency agreement and bylaws and provides South County jurisdictions certainty of membership on the MST Rapid Transit District Board. Assembly Member Caballero will require that MST and Monterey County jurisdictions provide letters of support for this bill.

DISCUSSION:

At your meeting of February 9, 2009 your Board approved language to be submitted as draft legislation for AB 644, the creation of the Monterey-Salinas Transit District (Attachment 1). The purpose of this legislation is to provide a new governance structure providing the ability raise additional revenue for public transportation within our region. The attached draft legislation for the creation of the Monterey-Salinas Transit District was compiled by borrowing, in part, from existing Public Utilities Code statutes for other transit districts around the state, including that for Yolo and Santa Cruz counties. In addition, the draft legislation, reviewed by general counsel, was developed with MST’s existing JPA member jurisdictions, bylaws, composition, policies and procedures in mind to facilitate a quick and easy transition to a transit district.

Jurisdictions within Monterey County that are currently not members of the Monterey-Salinas Transit joint powers agreement expressed concern that the bill as originally drafted did not provide enough certainty that they would receive a voting position on the MST Board if they met all of the terms of membership. At your meeting of April 13th, 2009 your Board directed staff to attempt to negotiate language that would
satisfy these jurisdictions while maintaining the integrity and intent of the existing joint powers agreement.

Staff crafted amended language that may be found in the attachment that accomplishes this task. The new language may be summarized as follows:

- Effective July 1, 2010 all cities and the County of Monterey will become members of the MST Rapid Transit District board.

- All members will provide their public transportation related funds to MST.

- If approved by the District Board of Directors, the new District will have the ability to place tax measures directly on the ballot for a vote of the electorate of Monterey County, and the District will have the ability to issue bonds to raise funds for construction of facilities.

The amended language has been reviewed by MST general counsel and members of the Legislative policy committee. Staff and general counsel believe that this language is consistent with the existing MST joint powers agreement and bylaws, and therefore does not require additional approval from current member jurisdiction governing boards and councils.

While the bill under its current language has passed through its first policy committee hearing of the Local Governments Commission unanimously, Assembly member Caballero is requiring revised language that is acceptable to all jurisdictions to be provided for future amendment to the bill in order pass this legislation.

Staff recommends your Board adopt the revised language to AB644 (Caballero)

PREPARED BY: ____________________________

Carl G. Sedoryk
An act to add Part 17 (commencing with Section 106000) to Division 10 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL’S DIGEST

AB 644, as introduced, Caballero. Monterey-Salinas Transit District Act.

Existing law establishes various local entities to carry out transportation functions within their respective areas of jurisdiction.

This bill would enact the Monterey-Salinas Transit District Act. The bill would dissolve the Monterey-Salinas Transit Joint Powers Agency and create the Monterey-Salinas Transit District within Monterey County to succeed to the rights, powers, duties, and obligations of the agency. The bill would establish an 8-member board of directors to govern the district. The act would provide that upon the dissolution of the Monterey-Salinas Transit Joint Powers Agency its employees shall become employees of the district. The bill would authorize the district to hire independent staff and contract with public entities to implement the provisions of the act. The bill would authorize the district to raise moneys by issuing bonds payable from revenues of any facility or enterprise acquired or constructed by the district. The bill would establish other powers and duties of the district. By imposing new duties on a local agency, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.
This bill would provide that no reimbursement is required by this act for a specified reason.


The people of the State of California do enact as follows:

SECTION 1. Part 17 (commencing with Section 106000) is added to Division 10 of the Public Utilities Code, to read:

PART 17. MONTEREY-SALINAS TRANSIT DISTRICT

CHAPTER 1. GENERAL PROVISIONS

106000. This part shall be known and may be cited as the Monterey-Salinas Transit District Act.

106001. As used in this part, the following terms have the following meanings:


(b) “Board of directors” means the Board of Directors of the Monterey-Salinas Transit District.

(c) “Board of supervisors” means the Monterey County Board of Supervisors.

(d) “County” means Monterey County.

(e) “District” means the Monterey-Salinas Transit District created by Section 106010.

CHAPTER 2. FORMATION OF DISTRICT

106010. There is hereby created the Monterey-Salinas Transit District. The jurisdiction of the district extends throughout the county, including all of the incorporated and unincorporated territory.

106011. On and after January 1, 2010, the agency is dissolved and the district succeeds to, and is vested with, all of the rights, powers, duties, and obligations of the agency. The district is the successor to the agency’s interests in any property, its rights and obligations under any contract, any
outstanding indebtedness of the agency, and its rights under any grants, without the necessity of any further action.

106012. (a) The district shall assume the duties of public transit provider performed by the agency. On and after January 1, 2010, the Cities of Carmel-by-the-Sea, Del Rey Oaks, Marina, Monterey, Pacific Grove, Salinas, and Seaside, Gonzales, Soledad, Greenfield, King City, Sand City and the County of Monterey, and other jurisdictions that subsequently qualify as members per the requirements outlined in Section 106020 are included within the district.

(b) Additionally, the district is deemed to be, with all of the powers and duties attendant thereto, the consolidated transportation services agency for the county, with the concurrence of the regional transportation planning agency.

106013. Upon dissolution of the agency, employees of the agency shall be deemed to be employees of the district without any break in service or any loss or reduction of compensation or benefits, except as may be imposed by express action of the board.

CHAPTER 3. GOVERNMENT OF DISTRICT

Article 1. Board of Directors

106020. (a) The district shall be governed by an eight-member board of directors which shall be composed of one representative from each member jurisdiction which includes the Cities of Carmel-by-the-Sea, Del Rey Oaks, Marina, Monterey, Pacific Grove, Salinas, and Seaside and the County of Monterey. Each member of the board of directors shall have one vote. Each member jurisdiction shall appoint one regular member and one alternate member to the board of directors and shall notify the district in writing of its appointments or any change of representative.

(b) Membership of the District shall be limited to the County of Monterey and incorporated cities within the County and includes the County and each City that gives the District the right of first priority of use of any Local, State or Federal funds allocated specifically for public transportation systems and to which the City Member might otherwise be entitled to claim as, but not limited to, SB 325 funds. The County shall give the District the right of first priority of use of any Local, State or Federal funds allocated specifically for public transportation to which the County might otherwise be entitled to claim as, but not limited to, SB 325 funds according to a ratio of — unincorporated population served by the District to the total unincorporated population of the County
(c) The City of Gonzales shall appoint a person to serve as a nonvoting, ex officio member. Each member shall serve solely at the pleasure of the appointing member jurisdiction. Members shall be either elected officials or officers or employees of the appointing member jurisdiction.

(d) New city members may be added to the District on such terms and conditions as the Board may prescribe.

(e) Should any portion of the unincorporated area of the County be annexed to a member city, that city shall assume the obligation of the County as to the area. Should any portion of unincorporated area of the County become incorporated then that city shall assume the obligations of the County as to that area.

106021. The board shall adopt bylaws for its proceedings consistent with the laws of the state.

106022. The board shall do all of the following:

(a) Adopt an annual budget.

(b) Adopt an administrative code, by ordinance, which prescribes the powers and duties of the district officers, the method of appointment of the district employees, and methods, procedures, and systems of operation and management of the district.

(c) Cause a post audit of the financial transactions and records of the district to be made at least annually by a certified public accountant.

(d) Do any and all things necessary to carry out the purposes of this part.

106023. The board of directors shall adopt priorities reflecting the district’s goals.

Article 2. Meetings

106030. The board, at its first meeting, and thereafter annually at the meeting designated by the board, shall elect a chairperson who shall preside at all meetings, and a vice chairperson who shall preside in the absence of the chairperson. In the event of his or her absence or inability to act, the members present, by an order entered in the minutes, shall select one of their members to act as chairperson pro tempore, who, while so acting, shall have all the authority of the chairperson.
106031. All meetings of the board shall be conducted pursuant to Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5 of the Government Code.

106032. A majority of the board of directors entitled to vote constitutes a quorum for the transaction of business. All official acts of the district require the affirmative vote of a majority of the board of directors entitled to vote.

106033. The acts of the board shall be expressed by motion, resolution, or ordinance.

CHAPTER 4. POWERS AND FUNCTIONS OF THE DISTRICT

Article 1. Personnel

106040. (a) The district may hire an independent staff of its own or contract with any department or agency of the United States or with any public agency to implement this part.

(b) The district may contract with private entities in conformance with applicable procurement procedures for the procurement of engineering, project management, and contract management services.

106041. The board of directors shall fix the compensation of the district’s officers and employees.

Article 2. Annual Budget

106045. (a) Notice of the time and place of a public hearing on the adoption of the annual budget shall be published pursuant to Section 6061 of the Government Code not less than 15 days prior to the day of the hearing.

(b) The proposed annual budget shall be available for public inspection at least 15 days prior to the hearing

Article 3. Corporate Powers

106050. The district may sue and be sued, except as otherwise provided by law, in all actions and proceedings, in all courts and tribunals of competent jurisdiction.

106051. All claims for money or damages against the district are governed by Division 3.6 (commencing with Section 810) of Title 1 of the
Government Code, except as provided therein, or by other statutes or regulations expressly applicable thereto.

Article 4. Contracts

106055. The district may make contracts and enter into stipulations of any nature whatsoever, either in connection with eminent domain proceedings or otherwise, including, but not limited to, contracts and stipulations to indemnify and hold harmless, to employ labor, and to perform all acts necessary and convenient for the full exercise of the powers granted in this part.

106056. The district may contract with any department or agency of the United States, with any public agency, including, but not limited to, the Department of Transportation, any county, city, or district, or with any person or a private entity upon the terms and conditions that the district finds in its best interest for the procurement of engineering, project management, and contract management services.

106057. The district shall adopt procurement procedures that comply with Federal Transit Administration Circular 4220.1D, as amended, relative to third-party contracting.

Article 5. Financing

106060. (a) The district has no authority to impose property, sales, general, or special taxes, but may, with the concurrence of a majority of the member jurisdictions represented on the board of directors, cause to be submitted to voters of the district a ballot measure for the imposition of those taxes.

(b) If approved as required by law, the district may impose and administer fees and other funding sources secured for transportation system operation, maintenance, and improvement.

(c) The board of directors may set fares for public transit service by resolution or minute order.

106061. As an alternative procedure for the raising of funds, the district may issue bonds, payable from revenues of any facility or enterprise to be acquired or constructed by the district, in the manner provided by the Revenue Bond Law of 1941 (Chapter 6 (commencing with Section 54300) of Part 1 of Division 2 of Title 5 of the Government Code), all of the provisions of which are applicable to the district.
106062. The district is a local agency within the meaning of the Revenue Bond Law of 1941 (Chapter 6 (commencing with Section 54300) of Part 1 of Division 2 of Title 5 of the Government Code). The term “enterprise” as used in the Revenue Bond Law of 1941 shall, for all purposes of this part, include transit facilities and any and all parts thereof and all additions, extensions, and improvements thereto and all other facilities authorized to be acquired, constructed, or completed by a district or, in the alternative, may issue revenue bonds under the Revenue Bond Law of 1941, for the acquisition, construction, and completion of any one of those facilities. Nothing in this article shall prevent the district from availing itself of, or making use of, any procedure provided in this part for the issuance of bonds of any type or character for any of the facilities or works authorized under this part, and all proceedings may be carried on simultaneously or in the alternative, as the directors may determine.

106063. The district may advocate and act on behalf of all district member jurisdictions with their concurrence to further Monterey County transportation system interests, funding, projects, and priorities.

106064. The district may promulgate a plan for funding transportation projects within its jurisdiction.

SEC. 2. No reimbursement is required by this act pursuant to Section 6 of Article XllIB of the California Constitution because the only costs that may be incurred by a local agency or school district are the result of a program for which legislative authority was requested by that local agency or school district, within the meaning of Section 17556 of the Government Code and Section 6 of Article XIII B of the California Constitution.
To: Board of Directors  
From: Mike Gallant, Planning Manager  
Subject: Memorandum of Agreement – Presidio of Monterey-DLI Commuter Bus Services

RECOMMENDATION:

Authorize the General Manager/CEO to sign a Memorandum of Agreement with the Presidio of Monterey for new commuter bus services for the Presidio of Monterey.

FISCAL IMPACT:

There will be no adverse fiscal impact. The cost of new Presidio of Monterey commuter bus operation will be $1,150,000 which will be fully paid by the US Army.

POLICY IMPLICATIONS:

Your Board approves all contracts that are valued at or above $25,000.

DISCUSSION:

The US Army had approached MST to operate weekday commuter bus service to help alleviate substantial traffic problems affecting the Presidio of Monterey-DLI beginning in the fall of 2009. Eight new commuter bus routes have been developed to assist the US Army with this effort. Most of the new bus routes will be duplicating existing bus service thus providing necessary supplemental service to the Monterey Peninsula, Salinas area, and San Jose. All new Presidio of Monterey bus routes will be open to the general public. The current MST fare structure will apply (including zone charges, when applicable) to all of the new routes. The new bus service will begin Monday, July 6, 2009.

The new bus service will be fully paid for by the US Army via a special federal program (Mass Transit Benefit/Transportation Incentive Program) through the Department of Transportation. The total annual cost for the service is $1,150,000.

PREPARED BY: ___________________________ REVIEWED BY: ___________________________

Mike Gallant Carl G. Sedoryk
To: Board of Directors  
From: L. Owens, Director of Human Resources-Risk Management  
Subject: Worker’s Compensation 101: A Review of MST Practices

RECOMMENDATION:  
Receive staff presentation on Worker’s Compensation.

FISCAL IMPACT:  
None.

POLICY IMPLICATIONS:  
None.

DISCUSSION:  
Staff periodically conducts training sessions as an opportunity to strengthen the Board’s knowledge about key topics regarding all facets of MST operations.

MST has continued to have success in decreasing costs and managing worker’s compensation claims on a daily basis. With a recent consultative analysis of our open claims, it has been shown that MST can realize more savings by more actively managing the Third Party Administrator and other contracted services.

This session is intended to provide an introduction to how MST currently handles worker’s compensation claims, what financial impact the process has on the Agency and how MST could improve its processes.

The end goal for worker’s compensation claims management is and will always be to provide the best care to our injured workers and to return them to their regular duties as soon as possible.
To: Board of Directors

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

Subject: Approve Purchase of Two Gillig Buses

RECOMMENDATIONS:

Authorize MST to exercise the option to purchase two buses through the San Mateo County Transit (SamTrans) contract with Gillig Corporation.

FISCAL IMPACT:

Not to exceed $890,000 for the two vehicles based on a per vehicle price of $445,000 each.

POLICY IMPLICATIONS:

Your Board approves purchase over $25,000.

DISCUSSION:

MST has 8 suburban styled, model year 2002 and 2003 buses in the fleet. The 1800 fleet is MST’s commuter fleet and operates to South County and to San Jose. Due to the long routes these vehicles accumulate high mileage averaging almost 390,000 miles for 2002 fleet. Given their age, the 1800 fleet has significantly higher miles when compared to the rest of the fleet. The new vehicles would be used as expansion fleet as service on the long commuter routes will be expanding.

In 2008 SamTrans awarded a contract to Gillig Corporation and provided “piggyback” purchase options to other transit properties. Using a piggyback option is a FTA approved competitive procurement method which eliminates the need for individual transit properties to develop specifications and manage a lengthy bidding process.

This bus purchase is fully funded from MST’s capital budget, which includes $571,000 in FTA Section 5311 grants. The Section 5311 grant is projected to be received within three months. MST has received pre-award authorization to commit these funds.
Approval of this item would authorize MST to exercise the SamTrans piggyback option and place an order with Gillig Corporation. MST’s order can then be officially placed into the production queue, as current lead times for the delivery of buses range between 12-15 months. The final vehicle price is not to exceed $445,000 per vehicle. The purchase amount will be reported back to your Board once the vehicle equipment options and specifications are completed.

PREPARED BY: ____________________ REVIEWED BY: ____________________

Michael Hernandez  Carl G. Sedoryk
To: Board of Directors

From: C. Sedoryk, General Manager/CEO

Subject: Monthly Report

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

We have seen decreased in boardings on major trunk lines including Lines 41/42 in East Alisal, and Lines 9/10 along the Fremont Blvd. corridor. These decreases correspond with higher levels of unemployment and lower hotel bookings that are affecting our customers who work in the hospitality, and supporting industries. Ridership is holding steady and increasing on some routes including those in Pacific Grove and south county jurisdictions. MST RIDES ridership continues to grow as well. Year to date combined boardings on both MST fixed route and MST RIDES is about equal to last year.

In March, I travelled to Washington DC with Hunter Harvath and Board members Armenta, Clark, and Downey to advocate for MST projects with legislators, and to attend the American Public Transit Association Legislative conference. A schedule of meetings attended is attached.

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 February 2009
Attachment #6 – Facilities & Maintenance Department Report February 2009
Attachment #7 – Administration Department Report February 2009

PREPARED BY: ____________________________
Carl G. Sedoryk
FIXED ROUTE BUS OPERATIONS:

System Wide Service: (Fixed Route & DART Services)

Preliminary boarding statistics indicate that ridership decreased by 12.57% in March 2009, (320,001), as compared to March 2008, (366,025). The economic downturn continues to be the primary factor for this decrease in ridership. Fiscal year-to-date, system wide boardings have decreased by 1.78% as compared to the same period last year.

Productivity decreased from 19.9 passengers per hour (March 2008), to 16.7 PPH in March of this year.

Seasonal Service:

Throughout March 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: 320,001
- Vehicle Revenue Hours: 19,109
- Vehicle Revenue Miles: 304,213
- System Productivity: 16.7 Passengers Per Vehicle Revenue Hour
- Scheduled One-Way Trips: 27,553

On-Time Compliance: Of 97,639 total time-point crossings sampled for the month of March, the TransitMaster™ system recorded 12,910 delayed arrivals to MST’s published time-points system-wide. This denotes that 86.78% 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 73 reported trips with 10 or more standees for the month of March. (See Operations Summary report for further information)
Cancelled Trips: There were a total of four (4) cancelled trips for the month of March for both directly operated and contracted services.

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<th>Reason</th>
<th>MST</th>
<th>MV Transportation</th>
<th>% Of All Missed</th>
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<td>0</td>
<td>75%</td>
</tr>
<tr>
<td>Object thrown @ coach</td>
<td>0</td>
<td>0</td>
<td>00%</td>
</tr>
<tr>
<td>Operational Error</td>
<td>0</td>
<td>0</td>
<td>00%</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>4</strong></td>
<td><strong>0</strong></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 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 March 2008 and 2009:

<table>
<thead>
<tr>
<th>Occurrence Type</th>
<th>March-08</th>
<th>March-09</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accident: MST Involved</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Medical Emergency</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Object Hits @ Coach</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Passenger Conflict</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>Passenger Fall</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Passenger Injury</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Other</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Near Miss</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Unreported Damage</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Occurrences</strong></td>
<td><strong>18</strong></td>
<td><strong>20</strong></td>
</tr>
</tbody>
</table>

Other:

Saturday March 14th – George Balian began his second tour as an Interim Operations Supervisor replacing Frank Betancourt who had previously served in that role. Frank was required to rotate back to his normal run per the terms of the collective bargaining agreement.

Saturday March 21st – Due to construction at the Monterey Transit Plaza, all fixed route operations were relocated to Franklin St @ Tyler and the Monterey Parking Garage. The construction is estimated to last for 4-6 weeks.

CONTRACTED SERVICES:

MST RIDES ADA / ST Paratransit Program:

- Preliminary boarding statistics for the MST RIDES program reflect that for the month of March there were 9,875 passenger boardings. This represents a 21.32% increase in passenger trips from March of 2008. Fiscal year-to-date passenger boardings for this service have increased by 42.79% over the same period last year.
• For the month of March, 84.42% of all scheduled trips for the MST RIDES Program arrived on time, decreasing from 86.91% in March of 2008. (See MST RIDES ~ On Time Compliance Chart FY 2009.)

• Productivity for March of this year was at 1.9 passengers per hour, which represents no change as compared to March of 2008.

• For the month of March, 87 applications were reviewed, resulting in 83 approvals and 4 denials. Of the approvals, 52 were new program participants, and 31 were recertifications.

• 9 RIDES participants were marked as inactive in March.

• There are 3,419 total active program participants as of April 30, 2009.

OTHER:

03/20/09: Coach 9001 was involved in a preventable collision, (Coach hit fixed object) – Damage to coach = $1,394.74 and no injuries were reported.

03/23/09: Coach 927 was involved in a non-preventable collision, (Coach hit by vehicle while stationary) – Damage to coach = $2,931.68 and no injuries were reported.

03/23/09: Coach 5035 was involved in a non-preventable collision (Coach hit by vehicle while stationary) – Damage to coach = $00.00 and no injuries were reported.

COMMUNICATIONS CENTER:

In March, the Communications Center summoned public safety agencies on thirteen (13) 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>10</td>
</tr>
<tr>
<td>Emergency Medical Services</td>
<td>Medical Emergency</td>
<td>3</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>87,068</td>
<td>11,487</td>
<td>86.81%</td>
</tr>
<tr>
<td>March</td>
<td>86.64%</td>
<td>97,639</td>
<td>12,910</td>
<td>86.78%</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>N/A</td>
<td>868,087</td>
<td>138,136</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Monthly Average</strong></td>
<td>84.41%</td>
<td>96,454</td>
<td>15,348</td>
<td>84.16%</td>
</tr>
</tbody>
</table>

---

### On-Time Compliance FY 2009

Goal 87%
# 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>86.42%</td>
</tr>
<tr>
<td><strong>March</strong></td>
<td><strong>86.91%</strong></td>
<td><strong>84.42%</strong></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><strong>88.21%</strong></td>
<td><strong>85.18%</strong></td>
</tr>
</tbody>
</table>

![MST RIDES On-Time Compliance FY - 2009](chart.png)
Operations Summary Report

Fixed Route and DART Service

July 2008 – March 2009
## Fixed Route & DART Monthly Operations Summary Report

March 2009

<table>
<thead>
<tr>
<th>Service Delivered</th>
<th>Service Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership</td>
<td>320,001</td>
</tr>
<tr>
<td>Passengers / Vehicle Revenue Hour</td>
<td>16.75</td>
</tr>
<tr>
<td>One-way Trips Scheduled</td>
<td>27,553</td>
</tr>
<tr>
<td>Cancelled Trips</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>On-time Time Points</td>
</tr>
<tr>
<td></td>
<td>Delayed Time Points</td>
</tr>
<tr>
<td></td>
<td>Percent On-time Boardings</td>
</tr>
<tr>
<td></td>
<td>Overcrowded Trips</td>
</tr>
</tbody>
</table>

### Systemwide Service:

March 2009 ridership decreased by 12.6% compared to March 2008. However, a comparison of ridership for the fiscal year-to-date (from July - March) shows only a 1.8% decrease of ridership. Salinas local lines continue to fall dramatically, with combined total ridership in March 2009 on lines 41 - 48 dropping 20% compared to March 2008. Nevertheless there are a few routes showing notable ridership increases for the same timeframe: line 2-Pacific Grove increased 43%; line 28-Watsonville increased 13.7%; line 45-East Market/Creekbridge increased 28.6%; line 55-Monterey/San Jose Express increased 52.6%; and line 56-Monterey/Memorial Hospital increased 89.2%

### Seasonal Service:

None operated.

### Supplemental Service:

None operated.

---

**Systemwide Ridership**

<table>
<thead>
<tr>
<th></th>
<th>FY 07</th>
<th>FY 08</th>
<th>FY 09</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership</td>
<td>3,701,074</td>
<td>3,455,933</td>
<td>3,394,349</td>
</tr>
</tbody>
</table>

**On Time Passenger Boardings**

<table>
<thead>
<tr>
<th></th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
</tr>
</thead>
<tbody>
<tr>
<td>On Time%</td>
<td>86.0%</td>
<td>82.4%</td>
<td>81.7%</td>
<td>79.5%</td>
<td>83.6%</td>
<td>86.1%</td>
<td>87.3%</td>
<td>86.8%</td>
<td>86.99%</td>
<td>83.6%</td>
<td>86.1%</td>
<td>87.3%</td>
</tr>
</tbody>
</table>

**Systemwide Pax / Revenue Hour**

<table>
<thead>
<tr>
<th></th>
<th>FY 07</th>
<th>FY 08</th>
<th>FY 09</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>23.40</td>
<td>21.32</td>
<td>20.25</td>
</tr>
</tbody>
</table>

No supplemental service was operated this month.
<table>
<thead>
<tr>
<th>Route Description</th>
<th>Ridership (Total Passengers)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20-Monterey-Salinas</td>
<td>45,346</td>
</tr>
<tr>
<td>41-East Alisal - Northridge</td>
<td>40,837</td>
</tr>
<tr>
<td>10-Fremont-Ord Grove</td>
<td>31,538</td>
</tr>
<tr>
<td>42-East Alisal - Westridge</td>
<td>26,305</td>
</tr>
<tr>
<td>9-Fremont-Hilby</td>
<td>24,513</td>
</tr>
<tr>
<td>2-Monterey-Pacific Grove</td>
<td>19,053</td>
</tr>
<tr>
<td>29-Watsonville-Salinas</td>
<td>15,438</td>
</tr>
<tr>
<td>11-Edgewater-Carmel</td>
<td>13,939</td>
</tr>
<tr>
<td>23-Salinas-King City</td>
<td>11,950</td>
</tr>
<tr>
<td>16-Monterey-Marina</td>
<td>10,287</td>
</tr>
<tr>
<td>1-Monterey-Pacific Grove</td>
<td>9,763</td>
</tr>
<tr>
<td>43-Memorial Hospital</td>
<td>9,335</td>
</tr>
<tr>
<td>28-Watsonville-Salinas</td>
<td>8,562</td>
</tr>
<tr>
<td>49-Northridge</td>
<td>7,277</td>
</tr>
<tr>
<td>5-Monterey-Carmel</td>
<td>7,271</td>
</tr>
<tr>
<td>45-East Market-Creekbridge</td>
<td>6,488</td>
</tr>
<tr>
<td>24-Carmel Valley-Grapevine Express</td>
<td>5,750</td>
</tr>
<tr>
<td>46-Natividad</td>
<td>4,562</td>
</tr>
<tr>
<td>44-Northridge</td>
<td>3,626</td>
</tr>
<tr>
<td>55-Monterey-San Jose Express</td>
<td>2,667</td>
</tr>
<tr>
<td>4-Carmel-Carmel Rancho</td>
<td>2,193</td>
</tr>
<tr>
<td>Monterey Peninsula DART</td>
<td>2,125</td>
</tr>
<tr>
<td>7-Monterey-Carmel</td>
<td>1,872</td>
</tr>
<tr>
<td>21-Monterey-Salinas</td>
<td>1,525</td>
</tr>
<tr>
<td>MST Trolley Salinas</td>
<td>1,523</td>
</tr>
<tr>
<td>27-Watsonville-Marina</td>
<td>1,459</td>
</tr>
<tr>
<td>48-East Salinas - Airport Business Center</td>
<td>1,320</td>
</tr>
<tr>
<td>12/14-Dunes via NPS</td>
<td>1,247</td>
</tr>
<tr>
<td>MST OnCall</td>
<td>1,099</td>
</tr>
<tr>
<td>56-Monterey-Memorial Hospital</td>
<td>524</td>
</tr>
<tr>
<td>6-Edgewater - Ryan Ranch</td>
<td>389</td>
</tr>
<tr>
<td>22-Big Sur</td>
<td>218</td>
</tr>
<tr>
<td>Line Description</td>
<td>Percent On-time Timepoints</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>----------------------------</td>
</tr>
<tr>
<td>MST Trolley Salinas</td>
<td>98.6%</td>
</tr>
<tr>
<td>5-Monterey-Carmel</td>
<td>97.4%</td>
</tr>
<tr>
<td>6-Edgewater - Ryan Ranch</td>
<td>96.1%</td>
</tr>
<tr>
<td>44-Northridge</td>
<td>94.9%</td>
</tr>
<tr>
<td>11-Edgewater-Carmel</td>
<td>94.4%</td>
</tr>
<tr>
<td>20-Monterey-Salinas</td>
<td>94.2%</td>
</tr>
<tr>
<td>28-Watsonville-Salinas</td>
<td>93.4%</td>
</tr>
<tr>
<td>10-Fremont-Ord Grove</td>
<td>92.4%</td>
</tr>
<tr>
<td>12/14-Dunes via NPS</td>
<td>90.7%</td>
</tr>
<tr>
<td>7-Monterey-Carmel</td>
<td>90.7%</td>
</tr>
<tr>
<td>27-Watsonville-Marina</td>
<td>90.2%</td>
</tr>
<tr>
<td>16-Monterey-Marina</td>
<td>89.7%</td>
</tr>
<tr>
<td>1-Monterey-Pacific Grove</td>
<td>89.3%</td>
</tr>
<tr>
<td>4-Carmel-Carmel Rancho</td>
<td>86.6%</td>
</tr>
<tr>
<td>21-Monterey-Salinas</td>
<td>86.4%</td>
</tr>
<tr>
<td>56-Monterey-Memorial Hospital</td>
<td>85.1%</td>
</tr>
<tr>
<td>55-Monterey-San Jose Express</td>
<td>84.8%</td>
</tr>
<tr>
<td>9-Fremont-Hilby</td>
<td>84.1%</td>
</tr>
<tr>
<td>23-Salinas-King City</td>
<td>84.0%</td>
</tr>
<tr>
<td>46-Natividad</td>
<td>83.9%</td>
</tr>
<tr>
<td>29-Watsonville-Salinas</td>
<td>83.7%</td>
</tr>
<tr>
<td>2-Monterey-Pacific Grove</td>
<td>83.6%</td>
</tr>
<tr>
<td>24-Carmel Valley-Grapevine Express</td>
<td>82.6%</td>
</tr>
<tr>
<td>22-Big Sur</td>
<td>82.0%</td>
</tr>
<tr>
<td>42-East Alisal - Westridge</td>
<td>81.3%</td>
</tr>
<tr>
<td>41-East Alisal - Northridge</td>
<td>81.3%</td>
</tr>
<tr>
<td>43-Memorial Hospital</td>
<td>81.2%</td>
</tr>
<tr>
<td>48-East Salinas - Airport Business Center</td>
<td>79.6%</td>
</tr>
<tr>
<td>49-Northridge</td>
<td>75.2%</td>
</tr>
<tr>
<td>45-East Market-Creekbridge</td>
<td>72.8%</td>
</tr>
</tbody>
</table>

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

87% adherence standard
### March 2009

Systemwide Ridership: 320,001  
Systemwide Revenue Hours: 19109:24  
Systemwide Revenue Miles: 304,213.8  

#### 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>9,763</td>
<td>742:15</td>
<td>7,440.7</td>
<td>13.15</td>
<td>3.1%</td>
<td>3.9%</td>
</tr>
<tr>
<td>9-Fremont-Hilby</td>
<td>24,513</td>
<td>984:30</td>
<td>9,981.2</td>
<td>24.90</td>
<td>7.7%</td>
<td>5.2%</td>
</tr>
<tr>
<td>10-Fremont-Ord Grove</td>
<td>31,538</td>
<td>1091:40</td>
<td>11,826.7</td>
<td>28.89</td>
<td>9.9%</td>
<td>5.7%</td>
</tr>
<tr>
<td>41-East Alisal - Northridge</td>
<td>40,837</td>
<td>1667:00</td>
<td>18,387.8</td>
<td>24.50</td>
<td>12.8%</td>
<td>8.7%</td>
</tr>
<tr>
<td>42-East Alisal - Westridge</td>
<td>26,305</td>
<td>1343:58</td>
<td>14,905.4</td>
<td>19.57</td>
<td>8.2%</td>
<td>7.0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>132,956</strong></td>
<td><strong>5829:23</strong></td>
<td><strong>62,541.8</strong></td>
<td><strong>22.81</strong></td>
<td><strong>41.5%</strong></td>
<td><strong>30.5%</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>19,053</td>
<td>839:17</td>
<td>11,826.8</td>
<td>22.70</td>
<td>6.0%</td>
<td>4.4%</td>
</tr>
<tr>
<td>Monterey Peninsula DART</td>
<td>2,125</td>
<td>836:54</td>
<td>9,943.0</td>
<td>2.54</td>
<td>0.7%</td>
<td>4.4%</td>
</tr>
<tr>
<td>4-Carmel-Carmel Rancho</td>
<td>2,193</td>
<td>394:00</td>
<td>4,014.4</td>
<td>5.57</td>
<td>0.7%</td>
<td>2.1%</td>
</tr>
<tr>
<td>5-Monterey-Carmel</td>
<td>7,271</td>
<td>365:23</td>
<td>4,442.0</td>
<td>19.90</td>
<td>2.3%</td>
<td>1.9%</td>
</tr>
<tr>
<td>6-Edgewater - Ryan Ranch</td>
<td>389</td>
<td>55:00</td>
<td>1,159.4</td>
<td>7.07</td>
<td>0.1%</td>
<td>0.3%</td>
</tr>
<tr>
<td>7-Monterey-Carmel</td>
<td>1,872</td>
<td>167:34</td>
<td>1,960.2</td>
<td>11.17</td>
<td>0.6%</td>
<td>0.9%</td>
</tr>
<tr>
<td>MST OnCall</td>
<td>1,099</td>
<td>399:30</td>
<td>4,127.0</td>
<td>2.75</td>
<td>0.3%</td>
<td>2.1%</td>
</tr>
<tr>
<td>11-Edgewater-Carmel</td>
<td>13,939</td>
<td>620:34</td>
<td>9,400.1</td>
<td>22.46</td>
<td>4.4%</td>
<td>3.2%</td>
</tr>
<tr>
<td>12/14-Dunes via NPS</td>
<td>1,247</td>
<td>220:22</td>
<td>3,258.2</td>
<td>5.66</td>
<td>0.4%</td>
<td>1.2%</td>
</tr>
<tr>
<td>16-Monterey-Marina</td>
<td>10,287</td>
<td>962:20</td>
<td>17,345.2</td>
<td>10.69</td>
<td>3.2%</td>
<td>5.0%</td>
</tr>
<tr>
<td>43-Memorial Hospital</td>
<td>9,335</td>
<td>316:32</td>
<td>3,814.8</td>
<td>29.49</td>
<td>2.9%</td>
<td>1.7%</td>
</tr>
<tr>
<td>44-Northridge</td>
<td>3,626</td>
<td>351:36</td>
<td>4,163.4</td>
<td>10.31</td>
<td>1.1%</td>
<td>1.8%</td>
</tr>
<tr>
<td>45-East Market-Creekbridge</td>
<td>6,488</td>
<td>421:08</td>
<td>6,267.8</td>
<td>15.41</td>
<td>2.0%</td>
<td>2.2%</td>
</tr>
<tr>
<td>46-Natividad</td>
<td>4,562</td>
<td>183:34</td>
<td>1,917.6</td>
<td>24.85</td>
<td>1.4%</td>
<td>1.0%</td>
</tr>
<tr>
<td>48-East Salinas - Airport Business Center</td>
<td>1,320</td>
<td>252:16</td>
<td>4,813.6</td>
<td>5.23</td>
<td>0.4%</td>
<td>1.3%</td>
</tr>
<tr>
<td>49-Northridge</td>
<td>7,277</td>
<td>441:20</td>
<td>3,107.6</td>
<td>16.49</td>
<td>2.3%</td>
<td>2.3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>92,083</strong></td>
<td><strong>6827:20</strong></td>
<td><strong>91,561.1</strong></td>
<td><strong>13.49</strong></td>
<td><strong>28.8%</strong></td>
<td><strong>35.7%</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>45,346</td>
<td>1836:09</td>
<td>36,519.5</td>
<td>24.70</td>
<td>14.2%</td>
<td>9.6%</td>
</tr>
<tr>
<td>21-Monterey-Salinas</td>
<td>1,525</td>
<td>122:50</td>
<td>2,307.8</td>
<td>12.42</td>
<td>0.5%</td>
<td>0.6%</td>
</tr>
<tr>
<td>23-Salinas-King City</td>
<td>11,950</td>
<td>890:23</td>
<td>27,496.9</td>
<td>13.42</td>
<td>3.7%</td>
<td>4.7%</td>
</tr>
<tr>
<td>24-Carmel Valley-Grapevine Express</td>
<td>5,750</td>
<td>739:16</td>
<td>15,158.2</td>
<td>7.78</td>
<td>1.8%</td>
<td>3.9%</td>
</tr>
<tr>
<td>27-Watsonville-Marina</td>
<td>1,459</td>
<td>307:38</td>
<td>8,285.2</td>
<td>4.74</td>
<td>0.5%</td>
<td>1.6%</td>
</tr>
<tr>
<td>28-Watsonville-Salinas</td>
<td>8,562</td>
<td>735:13</td>
<td>20,589.6</td>
<td>11.65</td>
<td>2.7%</td>
<td>3.8%</td>
</tr>
<tr>
<td>29-Watsonville-Salinas</td>
<td>15,438</td>
<td>959:45</td>
<td>16,459.1</td>
<td>16.09</td>
<td>4.8%</td>
<td>5.0%</td>
</tr>
<tr>
<td>55-Monterey-San Jose Express</td>
<td>2,667</td>
<td>477:11</td>
<td>14,926.5</td>
<td>5.59</td>
<td>0.8%</td>
<td>2.5%</td>
</tr>
<tr>
<td>56-Monterey-Memorial Hospital</td>
<td>524</td>
<td>172:40</td>
<td>5,932.1</td>
<td>3.03</td>
<td>0.2%</td>
<td>0.9%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>93,221</strong></td>
<td><strong>6241:05</strong></td>
<td><strong>147,674.9</strong></td>
<td><strong>14.94</strong></td>
<td><strong>29.1%</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>218</td>
<td>51:00</td>
<td>1,314.0</td>
<td>4.27</td>
<td>0.1%</td>
<td>0.3%</td>
</tr>
<tr>
<td>MST Trolley Salinas</td>
<td>1,523</td>
<td>160:36</td>
<td>1,122.0</td>
<td>9.48</td>
<td>0.5%</td>
<td>0.8%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,741</strong></td>
<td><strong>211:36</strong></td>
<td><strong>2,436.0</strong></td>
<td><strong>8.23</strong></td>
<td><strong>0.5%</strong></td>
<td><strong>1.1%</strong></td>
</tr>
</tbody>
</table>
Date: March 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 March 2009

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

Human Resources

A total employment level for March 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>127</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>20.5</td>
<td>-2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>225.5</strong></td>
<td><strong>225.5</strong></td>
<td><strong>0</strong></td>
</tr>
</tbody>
</table>

March Worker’s Compensation Costs

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indemnity (paid to employees)</td>
<td>$25,264.98</td>
</tr>
<tr>
<td>Legal (includes bill review &amp; Utiliz.Review)</td>
<td>$1,681.42</td>
</tr>
<tr>
<td>Medical (included Medical Case Mgmt)</td>
<td>$23,507.38</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 March 2009</strong></td>
<td><strong>$58,866.36</strong></td>
</tr>
<tr>
<td>Reserves</td>
<td>$1,531,389.03</td>
</tr>
<tr>
<td># Ending Open Claims</td>
<td>49</td>
</tr>
<tr>
<td># Ending Closed Claims</td>
<td>0</td>
</tr>
</tbody>
</table>

Training

<table>
<thead>
<tr>
<th>Description</th>
<th>Attendees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hazardous Communication</td>
<td>23</td>
</tr>
<tr>
<td>Hazmat Update Training</td>
<td>2</td>
</tr>
<tr>
<td>Supervisory Skills for the First Line Supervisor</td>
<td>4</td>
</tr>
<tr>
<td>Sexual Harassment</td>
<td>53</td>
</tr>
</tbody>
</table>
Transit Supervision Training  
Blood borne Pathogens Standard  
ALM Hoist Training  

<table>
<thead>
<tr>
<th>Description</th>
<th>March 2009 Preventable</th>
<th>March 2008 Preventable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle hits bus</td>
<td>Yes: 0  No: 0</td>
<td>Yes: 0  No: 1</td>
</tr>
<tr>
<td>Bus hits object</td>
<td>Yes: 2  No: 0</td>
<td>Yes: 2  No: 0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>Yes: 2  No: 0</td>
<td>Yes: 2  No: 1</td>
</tr>
</tbody>
</table>

Risk Management Update

<table>
<thead>
<tr>
<th>Service Report Type</th>
<th>Mar '09</th>
<th>%</th>
<th>Mar '08</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employee Compliment</td>
<td>1</td>
<td>2.8%</td>
<td>2</td>
<td>2.7%</td>
</tr>
<tr>
<td>Service Compliment</td>
<td>0</td>
<td>0.0%</td>
<td>1</td>
<td>1.4%</td>
</tr>
<tr>
<td>Improper Driving</td>
<td>6</td>
<td>16.7%</td>
<td>10</td>
<td>13.5%</td>
</tr>
<tr>
<td>Improper Employee Conduct</td>
<td>5</td>
<td>13.9%</td>
<td>15</td>
<td>20.3%</td>
</tr>
</tbody>
</table>

Liability Claims Paid/Recovered – Property and Personal Injury

$378.67 was recovered for this reporting period. There were no claims paid.

Customer Services Update

Customer Service received 36 customer comments during the month as follows:

<table>
<thead>
<tr>
<th>Service Report Type</th>
<th>Mar '09</th>
<th>%</th>
<th>Mar '08</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employee Compliment</td>
<td>1</td>
<td>2.8%</td>
<td>2</td>
<td>2.7%</td>
</tr>
<tr>
<td>Service Compliment</td>
<td>0</td>
<td>0.0%</td>
<td>1</td>
<td>1.4%</td>
</tr>
<tr>
<td>Improper Driving</td>
<td>6</td>
<td>16.7%</td>
<td>10</td>
<td>13.5%</td>
</tr>
<tr>
<td>Improper Employee Conduct</td>
<td>5</td>
<td>13.9%</td>
<td>15</td>
<td>20.3%</td>
</tr>
<tr>
<td>Category</td>
<td>Count</td>
<td>Percentage</td>
<td>Count</td>
<td>Percentage</td>
</tr>
<tr>
<td>----------------------------------------------------</td>
<td>-------</td>
<td>------------</td>
<td>-------</td>
<td>------------</td>
</tr>
<tr>
<td>Fare / Transfer Dispute</td>
<td>5</td>
<td>13.9%</td>
<td>4</td>
<td>5.4%</td>
</tr>
<tr>
<td>Request To Add Service</td>
<td>4</td>
<td>11.1%</td>
<td>12</td>
<td>16.2%</td>
</tr>
<tr>
<td>Passed By</td>
<td>3</td>
<td>8.3%</td>
<td>7</td>
<td>9.5%</td>
</tr>
<tr>
<td>No Show</td>
<td>3</td>
<td>8.3%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bus Stop Amenities</td>
<td>2</td>
<td>5.6%</td>
<td>5</td>
<td>6.8%</td>
</tr>
<tr>
<td>Late Arrival</td>
<td>2</td>
<td>5.6%</td>
<td>4</td>
<td>5.4%</td>
</tr>
<tr>
<td>Service Schedule</td>
<td>2</td>
<td>5.6%</td>
<td>1</td>
<td>1.4%</td>
</tr>
<tr>
<td>Early Departure</td>
<td>1</td>
<td>2.8%</td>
<td>4</td>
<td>5.4%</td>
</tr>
<tr>
<td>Carried By</td>
<td>1</td>
<td>2.8%</td>
<td>1</td>
<td>1.4%</td>
</tr>
<tr>
<td>Routing</td>
<td>1</td>
<td>2.8%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Passenger Injury</td>
<td>0</td>
<td>0.0%</td>
<td>2</td>
<td>2.7%</td>
</tr>
<tr>
<td>Inaccurate Public Information</td>
<td>0</td>
<td>0.0%</td>
<td>2</td>
<td>2.7%</td>
</tr>
<tr>
<td>Service Other</td>
<td>0</td>
<td>0.0%</td>
<td>1</td>
<td>1.4%</td>
</tr>
<tr>
<td>Request to Reduce Service</td>
<td>0</td>
<td>0.0%</td>
<td>1</td>
<td>1.4%</td>
</tr>
<tr>
<td>Discriminatory Behavior by Employee</td>
<td>0</td>
<td>0.0%</td>
<td>1</td>
<td>1.4%</td>
</tr>
<tr>
<td>Vehicle Maintenance</td>
<td>0</td>
<td>0.0%</td>
<td>1</td>
<td>1.4%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>36</td>
<td>100.0%</td>
<td>74</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Overall service reports in March '09 (36) again showed a decrease from the previous March (74). This was similar to low overall service report numbers in both January '09 and February '09 and was most likely due to not having a service change in January '09 compared to the January 26, 2008 PASS service change. “Improper Driving” reports (6) showed a noticeable increase from February '09 (2). A review of these reports found a variety of MST driving complaints that included speeding, unsafe lane change, rolling stop, unnecessary extended idling, hard braking, and coach operator texting while driving. Two of the six “Improper Driving” reports involved contracted service coach operators.

Met with staff at the Presidio of Monterey to coordinate marketing and implementation strategies for new service. Designed, tested, and implemented new signup webpage for the Presidio of Monterey Mass Transit Program (http://www.mst.org/presidioofmonterey.htm).

MST Customer Service staff attended the first of four green outreach events for 2009. “Green Day” at Bardin Elementary School in Salinas (3/17/09) provided MST an opportunity to visit with potential future bus passengers. Customer Service Representative Sally Cota met with K-6 grade students at two designated sessions and showed them just how good for the environment riding the bus can be.

**Marketing and Sales Update**

MST signed an advertising contract with the Monterey Jazz Next Generation Festival worth a total of $5,270 and sponsored the TAMC Bike Week Campaign by donating bus advertising space at a monthly cost of $775.
Press releases sent include: “Temporary relocation of Monterey Transit Plaza bus gates” (3/16/09); “Presidio partners with Monterey-Salinas Transit on bus program” (3/16/09)

Published news stories include: “‘Stimulus helps as state cuts hit hard’” (KAZU, 3/3/09); “MST change of identity” (Monterey County Business Council Friday Facts, 3/6/09); “Stimulus money coming to MST” (The Californian, 3/6/09); “The Weekly Tally” (Monterey County Weekly, 3/5/09); “Earmarks worthwhile, Farr says” (Monterey County Herald, 3/10/09); “MST seeks district status” (The Californian, 3/11/09); “MST wants to be in own driver’s seat” (Monterey County Herald, 3/11/09); “Presidio gearing up for free bus service” (Monterey County Herald, 3/12/09); “Farr earmarks millions for Monterey County” (Monterey County Herald, 3/12/09); “Should U.S. pay off MST debt?” (Monterey County Herald, 3/13/09); “Relocation of Monterey-Salinas Transit Plaza bus gates in Monterey” (The Californian, 3/16/09); “Transit company to use temporary gates” (Monterey County Herald, 3/16/09); “MST to temporarily move Transit Plaza gates” (Contra Costa Times, 3/16/09); “Transit company to use temporary gates” (Monterey County Herald, 3/17/09); “MST, Presidio team up to provide bus service” (Monterey County Herald, 3/19/09); “Some of MST’s best assets funded by feds” (Monterey County Herald, 3/19/09); “Eurotech RiderNet® Wi-Fi access service brings more than one million riders online” (Earth Times, 3/25/09); “MST wants to sell bonds, raise taxes” (The Carmel Pine Cone, 3/27/09); “Presidio gearing up for free bus service” (Monterey Military News, 3/26/09); “Royal Calkins: Guest commentaries welcome” (Monterey County Herald, 3/23/09)

Marketing activities: Met with staff at the Presidio of Monterey to coordinate marketing strategy for new service; created and printed flyer for Monterey Transit Plaza temporary gate relocation; distributed Salinas Trolley brochures to Destination Salinas to promote the service; met with Monterey County Fair staff to determine bus service for their event; corrected signage at Marina Transit Exchange; reviewed service changes and began corrections to May Rider’s Guide; took photos in Carmel Valley for grapevine express brochure; Green Team presented staff ideas to executive leadership team; Sat on AMBAG’s Joint Marketing Committee steering the campaign for Clean Air Month in May ’09; compiled results from 2008 community stakeholder surveys; managed vendor and group discount programs; ordered MST promotional products.

Planning Update

During the month of March, staff participated in the preparations for the temporary relocation of the Monterey Transit Plaza due to street construction at Pearl Street. Staff appeared at several JPA members’ city councils to seek resolutions of support for AB 644 (Caballero) that would transform MST to a Rapid Transit District. Staff traveled to Washington, DC, to attend the APTA Legislative Conference and to meet with legislators, congressional staff members and governmental employees regarding MST’s priority transit projects. Included in the visit were meetings with Congressman Sam Farr and his staff, Dwayne Weeks of FTA to discuss MST’s Bus Rapid Transit Program, as well as Matt Welbes, the newly appointed executive director of the Federal Transit Administration.
Staff continued work on the Marina Area Service Study, meeting with representatives of CSUMB to discuss improved transit access to the campus, as well as planning efforts for the FJL Monterey Bay Operations and Maintenance Center. Work also progressed on the routing, timing and scheduling of MST’s new Presidio commuter services, due to begin July 6, 2009. Staff prepared applications for American Recovery and Reinvestment Act (ARRA) funds and submitted information to AMBAG for inclusion in the Metropolitan Transportation Improvement Plan. Staff attended meetings with representatives of developers interested in redeveloping downtown Salinas as well as a meeting with the tenants of Del Monte Center to present MST’s group discount pass program. Staff coordinated a demonstration of new “smart card” fareboxes from Fare Logistics, Inc., and worked to schedule additional presentations from additional farebox vendors. Staff attended regular meetings of TAMC, FORA, AMBAG, and other agencies, as well as planning meetings with the City of Salinas for improvements to the East Market Street corridor and Laurel Drive area.

Information Technology Update

During March, staff continued working with the Continental Transitmaster system configuration. Staff continued to configure software and hardware for the Assetworks Maintenance system. Staff continued to configure and monitor the FAMIS Payroll system. Staff continued to configure data 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 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 approved the programming of Monterey County’s remaining federal stimulus funds to the following projects:

1. $10,450,000 of regional American Recovery and Reinvestment Act funds to the US 101/San Juan Road Interchange,
2. $382,000 Transportation Enhancement designated American Recovery and Reinvestment Act funds to County of Monterey’s Carmel Valley Greens Bicycle Path,
3. $178,000 Transportation Enhancement designated American Recovery and Reinvestment Act funds to City of Salinas’ Harvey Baker House Improvements project, and
4. $375,000 to City of Monterey’s Del Monte Crash Reduction Signal Improvements.

The final total of Monterey County’s share of American Recovery and Reinvestment Act funding for roadway infrastructure is $19,689,000. Of this total $572,000 must be programmed to a project eligible to use Transportation Enhancement funds. At its February 25th meeting, the Transportation Agency for Monterey County Board of Directors approved a list of local projects totaling $8,304,000. The remaining $10,813,000 is available for programming.

Transportation Enhancement American Recovery and Reinvestment Act funds will go toward the County’s Carmel Valley Greens Bicycle Path project, $382,000 to fully fund this $2.1 million project and $178,000 to the City of Salinas’ Harvey Baker House Improvements project.

The US 101/San Juan Road Interchange projects needs $28.325 million of non-state funds as a match for Trade Corridors Improvement bond funds allocated to the project. $10,450,000 of non-state funds is needed in FY 2009/2010 for the Right of Way phase of the project. Using American Recovery and Reinvestment Act funds for this phase of the project would keep the project moving and allow the Agency more time to identify the remaining funds.
The remaining $375,000 American Recovery and Reinvestment Act funds will go toward the City of Monterey’s Del Monte Crash Reduction Signal Improvements. City of Monterey had requested $850,000 for this project. City staff has confirmed the project can be segmented to utilize the amount of funds available.

The Transportation Agency also authorized the programming of federal funding under the American Recovery and Reinvestment Act through the Federal Transit Administration Section 5311 program. The funds will be used by Monterey-Salinas Transit to purchase vehicles needed for Line 23 service in South Monterey County, to purchase a new vehicle for new dial-a-ride service in the City of Gonzales, and for eligible operating expenses associated with Line 23 between Salinas and King City.

TRANSPORTATION AGENCY SUPPORTS CSUMB MASTER PLAN

The Transportation Agency for Monterey County agreed to support California State University Monterey Bay’s 2007 Campus Master Plan and efforts to reduce the number of vehicle trips that the campus generates from build-out of its Campus Master Plan through the development and implementation of a Transportation Management Plan. Initiatives of the Transportation Management Plan could include: controlling class schedules to avoid impacts; providing incentives to students and faculty to use alternative transportation; and increasing on- and off-campus shuttle and bus frequencies and routes. Agency support for the plan was provided with a commitment from California State University Monterey Bay that the Transportation Management Plan will be prepared and annual monitoring and reporting activities will continue beyond the dissolution of the Fort Ord Reuse Authority in 2014 and be directed to the Transportation Agency as the successor in interest.

The Transportation Agency intends to work closely with campus representatives to develop an effective Transportation Management Plan, while continuing to support funding for transportation improvements that mitigate impacts to the State Highway System that do occur from build-out of the campus. The Transportation Agency also encouraged California State University to continue collaboration with Caltrans on issues surrounding the State Highway System.

2009 MONTEREY COUNTY BIKE WEEK

The 15th Annual Bike Week in Monterey County, is scheduled for May 10–16, 2009. Bike Week 2009 will focus on six days of activities:
Sunday, May 10
- Family Mountain Biking

Monday, May 11
- Clean Air Challenge (An activity that allows employers to compete for the highest percentage of employees bicycling and using alternative modes of transportation to get to work)

Tuesday, May 12
- Bike vs. Car Challenge (7:45 a.m.)
- Salinas Bike to City Council Meeting Ride (3:30 p.m.)
- Greenfield Bike to City Council Meeting Ride (5:30 p.m.)

Wednesday, May 13 (6 p.m.)
- Community Ride

Thursday, May 14
- Bike to School Day
- Bike to Work Day

Saturday, May 16
- Saturday morning ride with the Velo Club of Monterey (8:30 a.m.)
- Smart Bicycling Workshops (10 a.m.)

The goals for 2009 Bike Week are to increase the general attendance by 30%, continue to reach out to South Monterey County schools that did not previously participate, and increase the number of bike to city council events. In 2008, nearly 4,000 bicyclists participated in the weeklong series of events, which is a 48% increase in participation compared to 2007.

May is also “Clean Air Month”. The Association of Monterey Bay Area Governments and the Transportation Agency encourage residents to recognize the importance of maintaining clean and healthy air throughout the region by choosing alternative Transportation, with bicycling being the cleanest mode of transportation.

To learn more about Monterey County Bike Week visit: www.bike2work.com.

STATE LEGISLATIVE BILLS AND PROPOSITIONS

The Transportation Agency adopted a “support” position on Assembly Constitutional Amendment (ACA) 9 to lower the voter threshold to 55% for sales tax measures, which could lead to more revenue for transportation in Monterey County and Senate Bill (SB) 205, to authorize a countywide transportation planning agency to impose an annual fee of up to $10 on motor vehicles registered within the county for transportation programs and
projects, subject to a supermajority voter approval of the measure. If passed, this bill could potentially bring in as much as $3.25 million annually for Monterey County.

**FEDERAL TRANSPORTATION APPROPRIATIONS AND AUTHORIZATION BILLS**

The federal appropriations bill for fiscal year 2009 includes funding for two transportation projects in Monterey County: $475,000 for Monterey Salinas Transit bus refinancing and $475,000 for the Monterey Bay Sanctuary Scenic Trail. The Transportation Agency has also requested funds for the US 101 - San Juan Road Interchange Project, the Caltrain Commuter Rail Extension to Monterey County Project, the Monterey Bay Sanctuary Scenic Trail Project, Route 68 Holman Highway (Access to Community Hospital), Phase II, and the Monterey Peninsula busway or light rail transit project. This year federal transportation funds fell short compared to prior years.

**CITY OF SEASIDE RECEIVES STATE TRANSPORTATION FUNDS**

The City of Seaside received $111,500 in state funds to the following projects: $50,000 for Miscellaneous Traffic Calming Projects Citywide, $35,000 for Broadway / San Lucas Pedestrian Improvements, $1,500 for City Standard Pavement Design, and $25,000 for Final Design of Coe Avenue Bikeway.

**NEW SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEMBER**

The Transportation Agency approved Mike Gallant as the newest member of the Social Services Transportation Advisory Council representing special needs transit users, such as low-income populations and persons with disabilities. Mr. Gallant is a planner with Monterey Salinas Transit.
TO: Carl Sedoryk
FROM: Thomas P. Walters

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

- Advised MST on the process announced by House Transportation and Infrastructure Committee Chairman Oberstar regarding the process for the House version of SAFETEA-LU reauthorization.

- Contacted Senate Environment and Public Works Committee regarding SAFETEA-LU Reauthorization Legislation and Chairwoman Boxer’s project requests.

- Contacted Congressman Farr to request support for MST projects in the surface transportation reauthorization.

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

- Provided drafting assistance for project requests and request letters.

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<td>12/10/07</td>
<td>Downey</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 <strong>This item will be reviewed by the Board on May 11, 2009</strong></td>
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May 1, 2009

To: Carl Sedoryk

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

Subject: TRIP REPORT

From March 7th to 12th, I traveled to Washington, DC, for the American Public Transportation Association’s 2009 Annual Legislative Conference. While at the conference I participated in the Small Operators Committee meeting as well as the Legislative Committee to discuss the upcoming transportation authorization process and other important issues. In addition to the conference, I participated in meetings with legislators, congressional staff members and governmental employees regarding MST’s priority transit projects and funding sources. Included in the visit were meetings with Congressman Sam Farr and his staff, Dwayne Weeks of FTA to discuss MST’s Bus Rapid Transit Program, as well as Matt Welbes, the newly appointed executive director of the Federal Transit Administration. In addition, we met with staff members to Senator Barbara Boxer and Senator Dianne Feinstein as well as Kate Hallahan, Professional Staff to Chairman John Olver, House Committee on Appropriations – Subcommittee on Transportation, HUD, and Related Agencies.

On March 26th to 27th, I traveled to Sacramento, CA, to conduct lobbying and advocacy efforts on behalf of AB644, which would change MST’s governance from a Joint Powers Authority to a Rapid Transit District. In addition to meeting with staff of Assemblymember Anna Caballero, we also met with the chief staff member of the Assembly’s Local Government Committee Republican Caucus to discuss the merits of the bill.

Hunter Harvath
AB 116 (Beall) Transportation authorities and districts: contracts. (A-03/16/2009  html  pdf)
Introduced: 01/14/2009
Last Amend: 03/16/2009
Status: 04/02/2009-From committee: Amend, do pass as amended, and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 1).
Location: 04/02/2009-A APPR.

Summary: Would revise the notice requirement to require that notice requesting bids be published at least once either in a newspaper of general circulation or on the authority's or district's procurement Internet Web site. The bill also would require the authority or district, to the extent practicable, to obtain a minimum of 3 quotations, either written or oral, that permit prices and terms to be compared, whenever the expected expenditure required for the purchase of supplies, equipment, or materials exceeds $2,500, but does not exceed $100,000. This bill contains other related provisions and other existing laws.

Introduced: 02/02/2009
Last Amend:
Status: 02/03/2009-From printer. May be heard in committee March 5.
Location: 02/02/2009-A PRINT

Summary: Would enact the Green Economy Inclusion Act of 2009 and would state the intent of the Legislature to enact legislation to ensure greater equity and inclusion of all Californians in the future of developing and implementing climate change, transportation, land use, and economic stimulus policies to reduce GHG emissions in California.

Introduced: 02/05/2009
Last Amend:
Status: 03/04/2009-Referral to Com. on NAT. RES.
Location: 03/04/2009-A NAT. RES.
Calendar: 04/20/09 1:30 p.m. - Room 447 ASM NATURAL RESOURCES

Summary: Would instead require the state board to, no later than March 30, 2010, adopt a schedule of fees, as provided. The revenues collected would be deposited in the Climate Protection Trust Fund, which the bill would create. All other compliance revenues collected pursuant to the act, including fines and penalties, would be required to be deposited into the fund, and would be available, upon appropriation by the Legislature, for the purposes of carrying out the act. This bill contains other related provisions and other existing laws.
**AB 266 (Carter) Transportation needs assessment.** (I-02/11/2009  html  pdf)

*Introduced:* 02/11/2009  
*Last Amend:*  
*Status:* 03/04/2009-Referred to Com. on TRANS.  
*Location:* 03/04/2009-A TRANS.  
*Calendar:* 04/13/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION

**Summary:** Would require the commission, on an every-5-year basis, to develop an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, as well as an assessment of available funding for transportation purposes and unmet transportation needs on a statewide basis. The bill would require the Department of Transportation to assist in conducting the assessment. The bill would require the commission to submit the first assessment report to the Legislature by March 1, 2011.

**AB 277 (Ammiano) Transportation: local retail transaction and use taxes: Bay Area.** (I-02/12/2009  html  pdf)

*Introduced:* 02/12/2009  
*Last Amend:*  
*Status:* 03/09/2009-Referred to Com. on L. GOV.  
*Location:* 03/09/2009-A L. GOV.

**Summary:** Would delete the option of specifying the membership of the authority in the retail transactions and use tax ordinance.

**AB 282 (Committee on Transportation) Transportation.** (I-02/12/2009  html  pdf)

*Introduced:* 02/12/2009  
*Last Amend:*  
*Status:* 03/04/2009-Referred to Com. on TRANS.  
*Location:* 03/04/2009-A TRANS.  
*Calendar:* 04/20/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION

**Summary:** Would require any interest or other return earned by a city or county from investment of bond funds received under these provisions to be expended or reimbursed under the same conditions as are applicable to the bond funds themselves. This bill contains other related provisions and other existing laws.

**AB 338 (Ma) Transit village developments: infrastructure financing.** (I-02/18/2009  html  pdf)

*Introduced:* 02/18/2009  
*Last Amend:*  
*Status:* 04/02/2009-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 4. Noes 2.) (April 1).  
*Location:* 04/02/2009-A APPR.

**Summary:** Existing law authorizes a city or county to create a transit village plan for a transit village development district. A transit village plan is required to include all land within not less than 1/4 mile of the exterior boundary of the parcel on which is located a transit station, as defined. A legislative body is authorized to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. This bill would recast the area included in a transit village plan to include all land within not more than 1/2 mile of the main entrance of a transit station. The requirement of voter approval for the formation of an infrastructure financing district, adoption of an infrastructure financing plan, and an issuance of bonds for the purpose of developing and financing a transit facility, as defined, would be eliminated. A transit village plan financed
by these bonds would be required to include specified demonstrable public benefits regarding housing, replacement
dwelling units at an affordable housing cost when specified dwelling units are destroyed or removed, and a provision that
at least 20% of all revenues derived from the property tax increment be dedicated to increase, improve, and preserve the
transit village district's supply of affordable housing, as defined. The bill also would make technical, nonsubstantive
changes.

**AB 344 (Caballero) State Highway Route 146.** (I-02/19/2009  html  pdf)
Introduced: 02/19/2009
Last Amend:
Status: 03/09/2009-Referred to Com. on TRANS.
Location: 03/09/2009-A TRANS.
Calendar: 04/13/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION

**Summary:** Would authorize the commission to relinquish to the City of Soledad the portion of State Highway Route 146
that is located within the city limits of that city under specified conditions.

**AB 522 (Blumenfield) Transportation: bond funds.** (I-02/25/2009  html  pdf)
Introduced: 02/25/2009
Last Amend:
Status: 03/12/2009-Referred to Com. on TRANS.
Location: 03/12/2009-A TRANS.
Calendar: 04/13/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION

**Summary:** Would require the California Transportation Commission to ensure that bond funds previously committed to a
project from the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 remain available to the
sponsoring agency of the project for another qualifying project, if funds from any federal economic recovery legislation
enacted in 2009 are used to fund the project, as specified.

**AB 610 (Caballero) Local infrastructure.** (I-02/25/2009  html  pdf)
Introduced: 02/25/2009
Last Amend:
Status: 03/16/2009-Referred to Com. on L. GOV.
Location: 03/16/2009-A L. GOV.
Calendar: 04/29/09 1:30 p.m. - Room 447 ASM LOCAL GOVERNMENT

**Summary:** Would require the Office of Planning and Research to advise and educate local agencies and other interested
stakeholders about the role that public-private partnerships can play in planning, studying, designing, financing,
constructing, operating, maintaining, or managing local infrastructure projects.

**AB 619 (Blumenfield) Transportation projects: federal funds: delays.** (I-02/25/2009  html  pdf)
Introduced: 02/25/2009
Last Amend:
Status: 03/23/2009-Referred to Com. on TRANS.
Location: 03/23/2009-A TRANS.

**Summary:** Would require the department to notify the Legislature within 30 days of making a determination that a
project, including a project designated in the National Corridor Infrastructure Improvement Program, will be delayed
beyond its scheduled completion date due to state cashflow or other funding issues, if the delay places at risk federal funds, including funds earmarked for the project.

**AB 644 (Caballero) Monterey-Salinas Transit District Act.** (I-02/25/2009  [html](#)  [pdf](#))  
*Introduced:* 02/25/2009  
*Last Amend:*  
*Status:* 04/07/2009-Set, first hearing. Hearing cancelled at the request of author. (Refers to 4/7/2009 hearing)  
*Location:* 03/23/2009-A L. GOV.  
*Calendar:* 04/15/09 1:30 p.m. - Room 447 ASM LOCAL GOVERNMENT  

**Summary:** Would enact the Monterey-Salinas Transit District Act. The bill would dissolve the Monterey-Salinas Transit Joint Powers Agency and create the Monterey-Salinas Transit District within Monterey County to succeed to the rights, powers, duties, and obligations of the agency. The bill would establish an 8-member board of directors to govern the district. The act would provide that upon the dissolution of the Monterey-Salinas Transit Joint Powers Agency its employees shall become employees of the district. The bill would authorize the district to hire independent staff and contract with public entities to implement the provisions of the act. The bill would authorize the district to raise moneys by issuing bonds payable from revenues of any facility or enterprise acquired or constructed by the district. The bill would establish other powers and duties of the district. By imposing new duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

**AB 672 (Bass) Economic stimulus.** (I-02/25/2009  [html](#)  [pdf](#))  
*Introduced:* 02/25/2009  
*Last Amend:*  
*Status:* 02/26/2009-From printer. May be heard in committee March 28.  
*Location:* 02/25/2009-A PRINT  

**Summary:** Would state the intent of the Legislature to enact legislation to ensure that any economic stimulus moneys received from the federal government are directed to programs and projects that provide the greatest economic benefit to the state, while maintaining and advancing the state's long-term policy goals.

**AB 726 (Nielsen) Transportation capital improvement projects.** (I-02/26/2009  [html](#)  [pdf](#))  
*Introduced:* 02/26/2009  
*Last Amend:*  
*Status:* 03/23/2009-Referred to Com. on TRANS.  
*Location:* 03/23/2009-A TRANS.  
*Calendar:* 04/20/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION  

**Summary:** Would state that local road rehabilitation projects are eligible for these funds.

**AB 729 (Evans) Public contracts: transit design-build contracts.** (I-02/26/2009  [html](#)  [pdf](#))  
*Introduced:* 02/26/2009  
*Last Amend:*  
*Status:* 03/26/2009-Referred to Com. on TRANS.  
*Location:* 03/26/2009-A TRANS.  
*Calendar:* 04/20/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION  

**Summary:** Would delete the January 1, 2011, repeal date of these provisions.
**AB 732 (Jeffries) Transportation projects: design-sequencing contracts.** (I-02/26/2009  html  pdf)
Introduced: 02/26/2009
Last Amend:
Status: 03/23/2009-Referred to Com. on TRANS.
Location: 03/23/2009-A TRANS.
Calendar: 04/13/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION

Summary: Would extend the operative date of those provisions until January 1, 2012, thereby extending the authority of the department to conduct phase 2 of the pilot project.

**AB 733 (Galgiani) High-Speed Rail Authority.** (I-02/26/2009  html  pdf)
Introduced: 02/26/2009
Last Amend:
Status: 03/23/2009-Referred to Com. on TRANS.
Location: 03/23/2009-A TRANS.
Calendar: 04/20/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION

Summary: Would authorize the authority to consider, to the extent permitted by federal and state law, the creation of jobs in California when awarding major contracts or purchasing high-speed trains, as specified.

**AB 782 (Jeffries) Regional transportation plans: sustainable communities strategies.** (I-02/26/2009  html  pdf)
Introduced: 02/26/2009
Last Amend:
Status: 03/26/2009-Referred to Coms. on NAT. RES. and L. GOV.
Location: 03/26/2009-A NAT. RES.
Calendar: 04/20/09 1:30 p.m. - Room 447 ASM NATURAL RESOURCES

Summary: Would provide that upon the state board's acceptance that the sustainable communities strategy or an alternative planning strategy, if implemented, will achieve the greenhouse gas emissions reduction targets established by the state board, that acceptance shall be final, and no person or entity may initiate or maintain any judicial proceeding to review the propriety of the state board's acceptance. This bill contains other related provisions and other existing laws.

**AB 798 (Nava) California Transportation Financing Authority: toll facilities.** (I-02/26/2009  html  pdf)
Introduced: 02/26/2009
Last Amend:
Status: 03/23/2009-Referred to Com. on TRANS.
Location: 03/23/2009-A TRANS.
Calendar: 04/13/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION

Summary: Would create the California Transportation Financing Authority with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. The bill would set forth the requirements for a project sponsor to obtain bond funding from the authority, would allow the authority to approve the imposition and collection of tolls on a proposed project under certain conditions, and would require the authority to report to the California Transportation Commission annually beginning June 30, 2011. The bill would create the California
Transportation Financing Authority Fund, which would be continuously appropriated for these purposes. The bill would enact other related provisions. This bill contains other related provisions and other existing laws.

**AB 881** (Huffman) Local transportation authorities: greenhouse gas emissions. (1-02/26/2009  [html](#)  [pdf](#))

**Introduced:** 02/26/2009

**Last Amend:**

**Status:** 04/02/2009-Referred to Coms. on TRANS. and NAT. RES.

**Location:** 04/02/2009-A TRANS.

**Calendar:** 04/20/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION

**Summary:** Would authorize a local transportation authority to implement programs and projects to comply with statewide or federal greenhouse gas emission standards. The bill would make legislative findings and a statement of legislative intent with respect to the exercise of that authority by the Sonoma County Transportation Authority in that regard. This bill contains other existing laws.

**AB 892** (Furutani) Goods Movement Emission Reduction Program. (1-02/26/2009  [html](#)  [pdf](#))

**Introduced:** 02/26/2009

**Last Amend:**

**Status:** 03/26/2009-Referred to Com. on TRANS.

**Location:** 03/26/2009-A TRANS.

**Calendar:** 04/13/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION

**Summary:** Would authorize the applicant to reallocate these funds to backup projects covered by the same grant agreement, or these funds revert to the state board for reallocation consistent with guidelines to be developed by the state board. Funds reallocated either by the applicant or the state board must be liquidated within 4 years of the date of the award of the original contract, or the funds revert to the California Ports Infrastructure, Security, and Air Quality Improvement Account for allocation upon appropriation by the Legislature.

**AB 949** (Logue) Transportation: State-Local Partnership Program. (1-02/26/2009  [html](#)  [pdf](#))

**Introduced:** 02/26/2009

**Last Amend:**

**Status:** 03/26/2009-Referred to Com. on TRANS.

**Location:** 03/26/2009-A TRANS.

**Calendar:** 04/20/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION

**Summary:** Would expand the definition of eligible local matching funds for purposes of these provisions to include developer fees, mineral or resource extraction fees or taxes, and local or regional fees or taxes solely dedicated to transportation improvements imposed within a county or any part thereof by voter approval or by the board of supervisors.

**AB 968** (Knight) Eminent domain. (1-02/26/2009  [html](#)  [pdf](#))

**Introduced:** 02/26/2009

**Last Amend:**

**Status:** 02/27/2009-From printer. May be heard in committee March 29.

**Location:** 02/26/2009-A PRINT

**Summary:** Would make nonsubstantive, technical changes in these provisions.

**Introduced:** 02/27/2009  
**Last Amend:**  
**Status:** 03/26/2009-Referred to Com. on TRANS.  
**Location:** 03/26/2009-A TRANS.  

**Summary:** Would apply these provisions to funds appropriated for these purposes from the PTMISEA by the Budget Act of 2009 and subsequent fiscal years and would make other conforming changes. The bill would require eligible project sponsors to provide the Department of Transportation with project descriptions for projects they plan to fund with PTMISEA funds yet to be appropriated for the duration of the PTMISEA program. The bill would delete the inoperative and repeal dates, thereby extending the operation of these provisions indefinitely. This bill contains other related provisions.

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**Introduced:** 02/27/2009  
**Last Amend:**  
**Status:** 03/26/2009-Referred to Com. on L. GOV.  
**Location:** 03/26/2009-A L. GOV.  
**Calendar:** 04/29/09 Anticipated Hearing ASM L. GOV.  

**Summary:** Would revise the definition of "fee" to mean a charge or other exaction, including a dedication, reservation, set-aside, or contribution of real or personal property or services, including a monetary exaction other than a tax or special assessment, as specified, that is charged by a local agency, including a local agency that does not itself approve the development project, to the applicant in connection with the development project or as a condition of approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project. "Public facilities" would be defined to include public improvements, public services, community amenities, and measures intended to mitigate or alleviate the effects of the development project, whether or not owned or controlled by a public agency. This bill contains other related provisions and other existing laws.

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**Introduced:** 02/27/2009  
**Last Amend:**  
**Status:** 03/26/2009-Referred to Com. on TRANS.  
**Location:** 03/26/2009-A TRANS.  
**Calendar:** 04/20/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION  

**Summary:** Would require the owner of a vehicle, upon application for renewal of a vehicle registration, to report the current odometer reading of the vehicle. The bill would require that information, except for the name of the vehicle owner, to be public information.

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**AB 1158** (Hayashi) Transit village plan. (I-02/27/2009  html  pdf)

**Introduced:** 02/27/2009  
**Last Amend:**  
**Status:** 03/26/2009-Referred to Com. on L. GOV.  
**Location:** 03/26/2009-A L. GOV.  
**Calendar:** 04/15/09 1:30 p.m. - Room 447 ASM LOCAL GOVERNMENT
Summary: Would add the characteristic of other land uses, including educational facilities, that provide direct linkages for people traveling to and from primary and secondary education schools, community colleges, and universities, to the list of specified characteristics that a transit village plan may address.

**AB 1219** (Evans) Public transportation: Solano County Transportation Authority. (I-02/27/2009  html  pdf)
Introduced: 02/27/2009
Last Amend:
Status: 03/31/2009-Referred to Com. on TRANS.
Location: 03/31/2009-A TRANS.
Calendar: 04/20/09 1:30 p.m. - Room 4202 ASM TRANSPORTATION

Summary: Would authorize the Solano County Transportation Authority, a joint powers agency, to file a claim with the transportation planning agency for up to 2% of local transportation funds available to the county and city members of the authority for countywide transit planning and coordination relative to Solano County. This bill contains other related provisions and other existing laws.

**AB 1342** (Evans) Local taxation: income taxes: vehicle license fees. (I-02/27/2009  html  pdf)
Introduced: 02/27/2009
Last Amend:
Status: 03/31/2009-Referred to Coms. on L. GOV. and REV. & TAX.
Location: 03/31/2009-A L. GOV.

Summary: Would authorize the board of supervisors of any county, by ordinance, to impose either a personal income tax or a vehicle license fee, or both, in accordance with specified requirements.

**AB 1375** (Galgiani) High-speed rail. (I-02/27/2009  html  pdf)
Introduced: 02/27/2009
Last Amend:
Status: 03/31/2009-Referred to Com. on TRANS.
Location: 03/31/2009-A TRANS.

Summary: Would revise and recast these provisions by repealing and reenacting the California High-Speed Train Act. The bill would continue the High-Speed Rail Authority in existence to make policy decisions relative to implementation of high-speed rail consistent with Proposition 1A. The bill would create the Department of High-Speed Trains within the Business, Transportation and Housing Agency, which would implement those policies. The bill would transfer certain of the existing powers and responsibilities of the authority to the department, and would specify additional powers and duties of the authority and department relative to implementation of the high-speed rail project, including the annual submission of a 6-year high-speed train capital improvement program and progress report to the Legislature. The director of the department would be appointed by the authority, who would serve at the pleasure of the authority, and the Governor would be authorized to appoint up to 10 executive employees of the department who would be exempt from civil service and serve at the pleasure of the director. The bill would provide for acquisition and disposition by the department of rights-of-way for the high-speed rail project. The bill would enact other related provisions.

**AB 1414** (Hill) Transportation planning. (A-04/02/2009  html  pdf)
Introduced: 02/27/2009
Last Amend: 04/02/2009
Status: 04/02/2009-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read
second time and amended.

**Location:** 04/02/2009-A TRANS.

**Summary:** Would instead provide for programming of projects in the interregional and regional transportation improvement programs, and in the subsequently adopted state transportation improvement program, on a 6-year basis. The bill would require the fund estimate and the county share formula estimates to also be prepared and used for that same 6-year period. The bill would require projects funded by the Traffic Congestion Relief Act to be included in the state transportation improvement program. This bill contains other related provisions and other existing laws.

**AB 1464 (Smyth) Transportation: cycling corridors.** (I-02/27/2009 [html][pdf])

**Introduced:** 02/27/2009

**Last Amend:**

**Status:** 03/02/2009-Read first time.

**Location:** 02/27/2009-A PRINT

**Summary:** Would state the intent of the Legislature to enact legislation that would designate portions of the state highway system as state cycling corridors of significance for the purpose of promoting increased awareness of, and safety for, cyclists.

**ABX3 20 (Bass) Federal transportation economic stimulus funds.** (C-03/27/2009 [html][pdf])

**Introduced:** 01/05/2009

**Last Amend:** 03/23/2009

**Status:** 03/27/2009-Chaptered by Secretary of State. Chapter 21, Statutes of 2009-10 Third Extraordinary Session.

**Location:** 03/27/2009-A CHAPTERED

**Summary:** Would appropriate to the department, and provide for programming and apportionment of, federal economic stimulus funds made available to the state for highway purposes under the American Recovery and Reinvestment Act of 2009. The bill would provide for 37.5% of the funds to be programmed by the department for allocation by the commission, and for 62.5% of the funds to be apportioned to the regional agencies based on the existing formula for allocation of federal regional surface transportation improvement program funds. The bill would require a portion of these funds to be programmed and allocated for transportation enhancement activities and would establish priorities in that regard. The bill would require the department, from the funds to be programmed by the department, to program a minimum of $935,000,000 for projects in the state highway operation and protection program and would authorize not more than $310,000,000 of those funds to be temporarily loaned by the department to advance bond-funded projects pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 that meet certain requirements. This bill contains other related provisions and other existing laws.

**ACA 9 (Huffman) Local government bonds: special taxes: voter approval.** (I-02/06/2009 [html][pdf])

**Introduced:** 02/06/2009

**Last Amend:**

**Status:** 02/10/2009-From printer. May be heard in committee March 9.

**Location:** 02/06/2009-A PRINT

**Summary:** Would create an additional exception to the 1% limit for a rate imposed by a city, county, or city and county to service bonded indebtedness, incurred to fund specified public improvements, facilities, and housing, and related costs, that is approved by 55% of the voters of the city, county, or city and county, as applicable. This additional exception would apply only if the proposition approved by the voters results in bonded indebtedness that includes specified accountability requirements. This bill contains other related provisions and other existing laws.
SB 10 (Leno) Voter-approved local assessment. (I-12/01/2008 html pdf)
Introduced: 12/01/2008
Last Amend:
Status: 04/07/2009-Author's amendments.
Location: 01/29/2009-S T. & H.
Calendar: 04/14/09 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING

Summary: Would authorize counties and the City and County of San Francisco to impose a voter-approved local assessment for specified vehicles if certain conditions, including approval by local voters, are met. The bill would require the county or the city and county to contract with the department to collect and administer the assessment, as provided. This bill contains other related provisions and other existing laws.

Introduced: 12/02/2008
Last Amend:
Status: 03/24/2009-Set for hearing April 20.
Location: 12/02/2008-S E.Q.
Calendar: 04/20/09 1:30 p.m. - Room 112 SEN ENVIRONMENTAL QUALITY

Summary: Would require that revenues collected pursuant to compliance mechanisms adopted by the state board also be deposited in the Air Pollution Control Fund. This bill would specify certain uses of the revenues collected pursuant to the fee discussed above and the compliance mechanisms.

SB 165 (Lowenthal) Federal transportation funds. (I-02/14/2009 html pdf)
Introduced: 02/14/2009
Last Amend:
Status: 03/09/2009-To Com. on RLS.
Location: 03/09/2009-S RLS.

Summary: Would make legislative findings and declarations relative to additional federal funds to be made available to the state pursuant to federal economic stimulus legislation. This bill contains other related provisions.

SB 205 (Hancock) Traffic congestion: motor vehicle registration fees. (I-02/23/2009 html pdf)
Introduced: 02/23/2009
Last Amend:
Status: 03/31/2009-Do pass as amended, and re-refer to the Committee on Appropriations.
Location: 04/01/2009-S APPR.

Summary: Would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to $10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may only be used to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.
**SB 391 (Liu) California Transportation Plan.** (I-02/26/2009  [html](#)  [pdf](#))  
**Introduced:** 02/26/2009  
**Last Amend:**  
**Status:** 04/03/2009-Set for hearing April 14.  
**Location:** 03/12/2009-S T. & H.  
**Calendar:** 04/14/09 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING  

**Summary:** Would require the department to update the California Transportation Plan by January 1, 2012, and every 5 years thereafter. The bill would require the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80 percent below 1990 levels by 2050. The bill would require the plan to identify the statewide integrated multimodal transportation system needed to achieve these results. The bill would specify certain subject areas to be considered in the plan for the movement of people and freight. The bill would require the department to consult with and coordinate its planning activities with specified entities and to provide an opportunity for public input. The bill would make additional legislative findings and declarations and require the plan to be consistent with that statement of legislative intent.

**SB 406 (DeSaulnier) Land use: environmental quality.** (I-02/26/2009  [html](#)  [pdf](#))  
**Introduced:** 02/26/2009  
**Last Amend:**  
**Status:** 03/16/2009-Set for hearing April 15.  
**Location:** 03/12/2009-S L. GOV.  
**Calendar:** 04/15/09 9:30 a.m. - Room 112 SEN LOCAL GOVERNMENT  

**Summary:** Would change the designated membership, as specified, of the Planning Advisory and Assistance Council and would require that the council work with the Strategic Growth Council, as specified. The bill would also require the council to report to the Legislature on specified regional performance measures and on the manner in which state agencies are implementing the 5-year infrastructure plan. The bill would authorize a municipal planning organization or council of governments to adopt a resolution to impose a $2 motor vehicle registration surcharge on vehicles registered in the entity's jurisdiction that would be collected by the Department of Motor Vehicles and, after deducting its administrative costs, would be transmitted to the entity imposing the surcharge. The bill would require that the surcharge revenue be expended to develop and implement a regional blueprint plan and would specify that 5% of the surcharge revenue be transmitted to the council for performance of its functions. The bill would provide that the council is to perform specified new functions only when the council has received sufficient revenue from this source.

**SB 409 (Ducheny) Department of Railroads.** (I-02/26/2009  [html](#)  [pdf](#))  
**Introduced:** 02/26/2009  
**Last Amend:**  
**Status:** 03/25/2009-Set for hearing April 14.  
**Location:** 03/12/2009-S T. & H.  
**Calendar:** 04/14/09 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING  

**Summary:** Would create the Department of Railroads in the Business, Transportation and Housing Agency, and create the positions of director and deputy director within the department, to be appointed by the Governor, as specified. The bill would transfer to the department responsibility for various state railroad programs currently administered by the above-referenced agencies. The bill would specify new duties of the department relative to an analysis of the state's freight rail transportation system. The bill would provide that the department shall be the only state agency eligible to apply for and receive grant and loan funds from the federal government for intercity rail, high-speed rail, or freight rail purposes.
**SB 425** ([Simitian](#)) Vehicle trip reduction. (I-02/26/2009  html  pdf)
- **Introduced:** 02/26/2009
- **Last Amend:**
- **Status:** 04/03/2009-Set for hearing April 21.
- **Location:** 03/12/2009-S T. & H.
- **Calendar:** 04/21/09 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING

**Summary:** Would require the State Air Resources Board, in coordination with the Department of Transportation, to develop a program for employers employing more than 100 individuals to reduce the number of single-occupant vehicle trips, as specified.

**SB 454** ([Lowenthal](#)) Department of Transportation: Division of Rail. (I-02/26/2009  html  pdf)
- **Introduced:** 02/26/2009
- **Last Amend:**
- **Status:** 03/12/2009-To Com. on RLS.
- **Location:** 03/12/2009-S RLS.

**Summary:** Would make a nonsubstantive change to that provision.

**SB 455** ([Lowenthal](#)) High-speed rail. (I-02/26/2009  html  pdf)
- **Introduced:** 02/26/2009
- **Last Amend:**
- **Status:** 04/03/2009-Set for hearing April 21.
- **Location:** 03/12/2009-S T. & H.
- **Calendar:** 04/21/09 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING

**Summary:** Would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate. This bill contains other related provisions and other existing laws.

**SB 485** ([Wright](#)) State Highway Operation and Protection Program Emergency Funding Act. (I-02/26/2009  html  pdf)
- **Introduced:** 02/26/2009
- **Last Amend:**
- **Status:** 04/03/2009-Set for hearing April 21.
- **Location:** 03/12/2009-S T. & H.
- **Calendar:** 04/21/09 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING

**Summary:** Would enact the State Highway Operation and Protection Program Emergency Funding Act and state the intent of the Legislature to provide adequate funding to meet the needs of the State Highway Operation and Protection Program in the 2009-10 fiscal year.

**SB 518** ([Lowenthal](#)) Vehicles: parking services and fees. (I-02/26/2009  html  pdf)
- **Introduced:** 02/26/2009
- **Last Amend:**
- **Status:** 04/03/2009-Set for hearing April 21.
Location: 03/12/2009-S T. & H.
Calendar: 04/21/09 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING

Summary: Would delete these provisions and instead require that state funds not be used, directly or indirectly, to subsidize parking services, except as specified, for students, employees, or other persons on district-owned or district-leased property on and after January 1, 2011. The bill also would authorize the governing board of a community college district to exempt specified students who receive financial assistance or who rideshare or carpool from paying parking fees that exceed a specified amount. This bill contains other related provisions and other existing laws.

Introduced: 02/27/2009
Last Amend:
Status: 03/12/2009-To Com. on RLS.
Location: 03/12/2009-S RLS.

Summary: Would state the intent of the Legislature to reorganize the High-Speed Rail Authority to ensure greater oversight and accountability for the high-speed rail project.

SB 560 (Ashburn) Regional transportation plans: sustainable communities strategy. (I-02/27/2009  html  pdf)
Introduced: 02/27/2009
Last Amend:
Status: 03/12/2009-To Coms. on EQ. and T. & H.
Location: 02/27/2009-S PRINT

Summary: Would provide that greenhouse gas emission credits for counties and cities that site and permit commercial wind, solar, and biomass projects may be used as credit in the formulation of the sustainable communities strategy or an alternative planning strategy. The bill would also provide that transportation trips outside of federal lands that are directly related to activities of a federal or state military installation shall not be included in the emissions inventory otherwise required to be considered to achieve any reductions in greenhouse gas emissions. This bill contains other related provisions and other existing laws.

SB 575 (Steinberg) Local planning: housing element. (I-02/27/2009  html  pdf)
Introduced: 02/27/2009
Last Amend:
Status: 04/03/2009-Set for hearing April 21.
Location: 03/19/2009-S T. & H.
Calendar: 04/21/09 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING

Summary: Existing law requires every city, county, and city and county to revise the housing element of its general plan as frequently as is appropriate to reflect the results of the periodic review. Existing law further requires that all local governments within the regional jurisdiction of the San Diego Association of Governments adopt their 5th revision no more than 5 years from the 4th revision. This bill instead would require that all local governments within the regional jurisdiction of the San Diego Association of Governments adopt their 5th revision no later than an unspecified period of time.

SB 659 (Pavley) Transportation. (I-02/27/2009  html  pdf)
Introduced: 02/27/2009
Last Amend:
Status: 03/26/2009-Re-referred to Com. on T. & H.
Location: 03/26/2009-S T. & H.

Summary: Would make a nonsubstantive change to these provisions.

**SB 694(Corra) Public contracts: public works: competitive bidding.** (A-03/31/2009 html pdf)
Introduced: 02/27/2009
Last Amend: 03/31/2009
Status: 04/03/2009-Set for hearing April 29.
Location: 04/01/2009-S L. GOV.
Calendar: 04/29/09 9:30 a.m. - Room 112 SEN LOCAL GOVERNMENT

Summary: Would set forth requirements for the solicitation and evaluation of bids, and the awarding of contracts for the erection, construction, alteration, or addition to any work of improvement, estimated to cost more than $25,000, that is not otherwise required to be performed under a competitively bid contract, or is exempt from competitive bidding requirements, and that is owned by, intended to be conveyed to, or financed by taxes, assessments, or bonds of a public entity other than a state entity as specified. This bill contains other related provisions and other existing laws.

**SB 716(Wolk) Local transportation funds.** (I-02/27/2009 html pdf)
Introduced: 02/27/2009
Last Amend:
Status: 04/03/2009-Set for hearing April 21.
Location: 03/19/2009-S T. & H.
Calendar: 04/21/09 1:30 p.m. - John L. Burton Hearing Room (4203) SEN TRANSPORTATION AND HOUSING

Summary: Would authorize a county, city, county transportation commission, or transit operator to file a claim for an allocation of funds for vanpool service operation expenditures and capital improvement expenditures, including for vanpool services for purposes of farmworker transportation to and from work.

**SB 721(Steinberg) Energy: greenhouse gas emissions.** (I-02/27/2009 html pdf)
Introduced: 02/27/2009
Last Amend:
Status: 03/24/2009-Set for hearing April 20.
Location: 02/27/2009-S E.Q.
Calendar: 04/20/09 1:30 p.m. - Room 112 SEN ENVIRONMENTAL QUALITY

Summary: Would create the Climate Action Team (CAT), consisting of representatives from specified state agencies, that would be responsible for coordinating the state's overall climate policy. The CAT, on or before January 1, 2011, and annually thereafter, would be required to prepare, adopt, and present to the Legislature, a strategic research, development, demonstration, and deployment plan that establishes priorities and identifies key expenditure categories for research, development, demonstration, and deployment funds to be expended by the state agencies represented on the CAT for the following fiscal year. The bill would require a state agency that is represented on the CAT to expend research, development, demonstration, and deployment funds, which would be administered by the Department of Transportation and allocated for clean technology, environmental protection, and public interest energy research, consistent with this plan. The CAT, on or before January 1, 2011, and biennially thereafter, would also be required to prepare and adopt a climate change impact mitigation and adaptation plan that includes specified information. This bill contains other related provisions and other existing laws.
SB 734 (Lowenthal) Transportation. (I-02/27/2009  html  pdf)
Introduced: 02/27/2009
Last Amend:
Status: 03/19/2009-To Com. on T. & H.
Location: 03/19/2009-S T. & H.

Summary: Would require any interest or other return earned by a city or county from investment of bond funds received under these provisions to be expended or reimbursed under the same conditions as are applicable to the bond funds themselves. This bill contains other related provisions and other existing laws.

SCAX2 1 (Wyland) Transportation Investment Fund. (I-12/09/2008  html  pdf)
Introduced: 12/09/2008
Last Amend:
Status: 02/19/2009-From committee without further action.
Location: 12/09/2008-S RLS.

Summary: Would delete the provisions authorizing the transfer of revenues to the TIF to be suspended during a fiscal emergency. The measure would also prohibit a loan of TIF revenues under any circumstances, and would prohibit any statute that would reduce the extent to which these tax revenues are deposited into the General Fund for transfer to the TIF for transportation purposes.

SCAX2 2 (Wyland) Revised biennial session. (A-12/17/2008  html  pdf)
Introduced: 12/09/2008
Last Amend: 12/17/2008
Status: 02/19/2009-From committee without further action.
Location: 12/17/2008-S RLS.

Summary: Would require the Legislature to convene in regular biennial session, but would require, commencing on December 6, 2010, that the sessions held in odd-numbered years be budget sessions, and sessions held in even-numbered years be general sessions. The measure would require the Legislature in the budget session to adopt Budget Bills for each of the 2 subsequent fiscal years. The measure would prohibit the Legislature, during a budget session, from considering legislation other than the Budget Bills and related revenue bills, except bills addressing a declared state of emergency or urgency statutes. Urgency statutes would require a 3/4 vote of the membership in each house for passage during a budget session. This bill contains other related provisions and other existing laws.
May 27, 2009

Mr. Carl Sedoryk  
General Manager/CEO  
Monterey-Salinas Transit  
1 Ryan Ranch Road  
Monterey, California 93940

Dear Carl:

The City of Sand City has frozen authorized positions and has taken other expenditure-reducing measures necessitated by the current economic downturn. We consider the following request an extension of those measures. In accordance with our agreement regarding MST transit service and shelters within Sand City, it is requested that the agreement be amended to mirror the provisions of pending legislation sponsored by Assembly Member Caballero (AB 644). The City of Sand City requests full membership within the MST joint powers agency and offers its local transportation funds (LTF) toward this end. Payment of the $25,000 + annual donation is hereby requested to be eliminated in the agreement. Until Assembly Bill 644 becomes law, we request the above revision to our contract with MST. Following the Bill’s enactment, the above considerations should become automatic.

Sincerely,

[Signature]

Steve Matarazzo  
City Administrator

c: City Council  
City Attorney  
Administrative Services Director