Board of Directors Regular Meeting

Monday, September 10, 2007

MST Conference Room
One Ryan Ranch Road, Monterey

10:00 a.m.

TRANSPORTATION: Ride the Peninsula DART to MST Office

1. CALL TO ORDER

1-1. Roll call.

1-2. Pledge of Allegiance.

2. CONSENT AGENDA

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

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

| 2-2. | Adopt Resolution 2008-06 recognizing Daniel Avina, Customer Service Supervisor, as Employee of the Month for September 2007. (Hunter Harvath) |
| 2-3. | Disposal of property left aboard buses. (Danny Avina) |
| 2-4. | Minutes of the regular meeting of August 13, 2007. (Sonia Bannister) |
| 2-5. | Financial Report – August 2007. (Dave Sobotka) |
| 2-6. | Appointment of MST RIDES Advisory Committee. (Bill Morris) |
| 2-7. | Disadvantaged Business Enterprise (DBE) annual goal. (Sandra Amorim-Ruiz) |
| 2-8. | Schedule public hearing for the new “MST On Call” bus service in Marina. (Hunter Harvath) |
2-9. Authorize reprogramming of excess federal funds from the Marina Transit Exchange project to bus replacement project. (Hunter Harvath)

End of Consent Agenda

3. SPECIAL PRESENTATIONS

3-1. September Employee of the Month – Daniel Avina, Customer Service Supervisor. (Hunter Harvath)


4. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Members of the public may address the Board on any matter related to the jurisdiction of MST but not on the agenda. There is a time limit of not more than three minutes for each speaker. The Board will not take action or respond immediately to any public comments presented, but may choose to follow-up at a later time, either individually, through staff, or on a subsequent agenda.

5. COMMITTEE REPORTS

No action required unless specifically noted.

5-1. MST RIDES Advisory Committee Minutes – July 16, 2007. (Bill Morris)

6. BIDS/PROPOSALS

7. PUBLIC HEARINGS

8. UNFINISHED BUSINESS

8-1. Receive update on development of Marina Transit Exchange. (Hunter Harvath)

9. NEW BUSINESS


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.


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 labor negotiators. (No Enclosure)
   Agency designated representatives: D. Laredo, L. Owens
   Employee organization: Amalgamated Transit Union

13-2. Performance of General Manager/CEO. (No Enclosure) D. Laredo

14. RETURN TO OPEN SESSION

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

15. ADJOURN

**NEXT MEETING DATE:** October 15, 2007 in MST Conference Room.

**NEXT AGENDA DEADLINE:** October 3, 2007

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 sbannister@mst.org
DANNY AVINA
SEPTEMBER 2007
EMPLOYEE OF THE MONTH

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, Daniel Avina began his career with Monterey-Salinas Transit in January of 2001 as a Customer Service Supervisor. Throughout the years, Daniel has demonstrated exceptional skills in supervising the customer service and public information functions of the agency, including the management of the MST website.

WHEREAS, on August 23, 2007, at approximately 9:10 a.m., an employee of the contractor repairing the TDA bus washer was welding from the top of the bus wash area to remove rusted bolts. Sparks from the welding rained down on the last washer brush closest to the back panel and the brushes started on fire. The contractor attempted to extinguish the brushes, however, his extinguisher was not functioning. At such time, Daniel located a fire extinguisher and put out the flames. Thanks to his quick thinking, additional damage to the bus wash was avoided. He is being commended for his prompt response in this emergency situation that could have resulted in significant injury to persons and/or equipment.

THEREFORE BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit recognizes Daniel Avina as Employee of the Month for September 2007; and

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

THE BOARD OF DIRECTORS OF MONTEREY–SALINAS TRANSIT PASSED AND ADOPTED RESOLUTION 2008-06 this 10th day of September 2007 by the following vote:

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

NOES: None

ABSENT: Sanchez

Fernando Armenta
Chairman

Carl G. Sedoryk
Secretary
To:       Board of Directors  
From:     Danny Avina, Customer Service Supervisor  
Subject:  Disposal of unclaimed property left on bus  

**Salvation Army**  
2 aprons  
1 hat  
1 eyeglasses  
1 pair of pants  
1 shirt  
1 sweater  
1 wallet  
1 cell phone  
2 purses  

**To be disposed**  
2 sets of keys  
1 address book  
1 bag of clothes  
1 shoe  
1 cap  
1 wallet  
1 July fast pass  

**To be retained**  
$1.31 forwarded to accounting for deposit  
MST makes an attempt to contact the owners of Lost and Found items. If the items are unclaimed after 30 days, they are added to the above list.

PREPARED BY: _____________________ REVIEWED BY: _____________________  
Danny Avina                        Carl Sedoryk
1. CALL TO ORDER

Chair Armenta called the meeting to order at 10:00 a.m. in the Monterey-Salinas Transit Conference Room.

Present: Kristin Clark City of Del Rey Oaks
James Ford City of Marina
Libby Downey City of Monterey
Vicki Stilwell City of Pacific Grove
Robert Russell City of Salinas
Thomas Mancini City of Seaside
Fernando Armenta County of Monterey
Lisa Senkir City of Gonzales (Ex-Officio) (10:09)

Absent: (Vacant) City of Carmel-By-The-Sea

Staff: Carl Sedoryk General Manager/CEO
Lyn Owens Director of Human Resources
Hunter Harvath Director of Administration
Michael Hernandez Chief Operating Officer
Robert Weber Dir. Transportation Services
Sonia Bannister Office Administrator
Mary Archer Planner
Tom Hicks CTSA Manager
Mark Eccles Director of IT
Carl Wulf Facilities/Capital Projects Manager

Others: Dave Laredo DeLay & Laredo
Charles Armbruster Communication Systems Specialist
Mike Cargile Communication Systems Specialist
Gary Wilmot City of Marina
Andy Cook TAMC
Jim Fink Salinas resident

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

Chair Armenta welcomed Mr. James Ford, new representative for the City of Marina.
2-2. – 2-16. CONSENT AGENDA

The consent agenda items consisted of the following:


2-3. Adopt Resolution 2008-02 recognizing Belem Cruz, Coach Operator, as Employee of the Month for August 2007.

2-4. Disposal of property left aboard buses.


2-8. Approve expenditure for Injury Prevention Program.


2-10. Approve MST RIDES ADA paratransit eligibility appeals process.

2-11. Disposal of accountable property.

2-12. Receive report on renewal of property insurance. (Lyn Owens)

2-13. Adopt Resolution 2008-03 terminating the California Public Entity Insurance Authority. (Lyn Owens)

2-14. Adopt Resolution 2008-04 Appreciation for services rendered by Gary Wilmot. (Carl Sedoryk)

2-15. Adopt Resolution 2008-05 Appreciation for services rendered by Michael Cunningham. (Carl Sedoryk)

2-16. Amend Monterey Bay BRT Contract by $58,000 to include additional work tasks to be funded by University of California – Santa Cruz. (Hunter Harvath)

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

The Board presented Mr. Wilmot a resolution expressing their thanks for his service on the MST Board of Directors.

Director Senkir arrived at 10:09 a.m.

Michael Hernandez, Chief Operating Officer, recognized Charles Armbruster, Communication Systems Manager, for 20 years of service.

Robert Weber, Director of Transportation Services, introduced Belem Cruz, Coach Operator, as MST Employee of the Month for August 2007. On July 7, 2007, Belem contacted the Communication Center stating that a passenger had fallen outside her coach. Upon review of the DVR it shows that after a passenger had deboarded her coach and Belem began to pull away from the curb this passenger began running along side of her coach banging on the side panel with his hand-apparently wishing to re-board the coach. The passenger then lost his balance and fell to the ground near the rear wheels. Having seen the passenger fall through her side mirror, Belem initiated an emergency stop, opened the doors and immediately moved to aid the passenger. Belem then immediately notified the Communication Center of the incident after offering the passenger medical assistance, which he refused. If it were not for Belem’s attentiveness and quick reaction in stopping her coach, this passenger could have been seriously injured.

Other awards this month included the following: Luis Morales, July Employee of the Month; Fernando Manansala, Advanced Mechanic – 20 Years of Service; and Appreciation for service on the MST Board of Directors – Michael Cunningham.

4. PUBLIC COMMENTS

Jim Fink, Salinas resident, commented that the more he travels he appreciates MST more. The timetable for line 20 is skewed. He is anxious to have BRT service and would also like to see BRT and possibly light rail in Salinas. He appreciates having line 28.

5-1. – 5-5. COMMITTEE MINUTES

The Board accepted and filed the MST RIDES Advisory Committee Minutes – May 21, 2007; the Planning/Operations Committee Minutes – June 11, 2007; the HR Committee Minutes – June 25, 2007; the Facilities Committee Minutes – July 9, 2007; and the MST RIDES Advisory Committee minutes – June 18, 2007.
6-1. BUS WASHER REPAIR CONTRACT

MST has one bus washer at each of its two operating facilities. These washers are used regularly to wash MST’s 78 buses and are designed for heavy-duty equipment. The TDA washer was replaced in approximately 1985 and the CJW bus washer was built in 1986, and then upgraded in 1991. Both units have excessive rust and corrosion. The TDA washer has signs of metal fatigue and there is a concern about potential structural failure should corrective action not be taken. The repair work will replace all ceiling supports and all of the sidewall sheet metal. Electrical repair work will also be completed on both the washers.

Director Mancini moved to: 1) Award a $37,047 contract to Salinas Steel Builders and Cypress Painting & Decorating for the repair of two bus washers; and 2) Authorize $7,000 for Brent Electric for associated electrical repairs. Director Stilwell seconded and the motion carried unanimously.

6-2. PASSENGER & NON-PASSENGER SURVEYS

Public transit agencies regularly conduct passenger and non-passenger surveys to gauge opinions of customers and to find out information about those individuals who do not currently take public transit. This data can then be used to improve services for existing passengers as well as to increase ridership by marketing MST more effectively to non-riders. These surveys are conducted approximately every two years to ensure data is current and remains valid as economic, social and population conditions change.

Director Downey moved to award a contract to Moore & Associates for $27,348 to conduct passenger and non-passenger surveys. Director Clark seconded and the motion carried unanimously.

7. PUBLIC HEARING

None.

8-1. MARINA TRANSIT EXCHANGE UPDATE

Construction at the site started in January 2007 with a projected completion date by the end of September. In March 2007, the MST Board also approved a contingency budget of $263,600, not including preliminary site work, city fees and other required permits, to allow for change orders, unknown project costs and complete the project.

The contingency budget has been used for several change orders, design modifications, safety upgrades and signage, including but not limited to a sprinkler system, siding change, On-Street signage and security camera systems. Most of the preliminary site work, City fees and permits were completed early on and are not included in the contingency budget.
A project update and site visit was provided to the Facilities Committee on July 9. Progress on the project is essentially on track with a project completion date estimated to be in the first week in October. A ribbon cutting ceremony is scheduled for September 21.

**8-2. PROPERTY DEVELOPMENT POLICY**

Assembly Bill No. 1937 (Dutra), enacted in February 2002, allows a transit operator to enter into agreements with a public agency, public utility or person or entity for the purpose of joint development. This legislation gives MST the authority to develop and manage real property for transit-oriented development (TOD), and to retain ownership of that property as an ongoing source of revenue for the Agency. Transit Oriented Development consists of a project that is a commercial, residential, or mixed-use development that is undertaken in connection with existing, planned or proposed transit facilities and is located ¼-mile or less from the boundaries of the transit facility. The financial need to jointly develop MST property to create a continuous revenue source to support transit and increase the utilization potential of public transit is the driving force behind the joint development program.

At this point in time, MST has no comprehensive process for evaluating development proposals at joint development sites. It is important that MST has a public process that affords the development community equal notice and opportunity to make development proposals on MST property. It is also important for MST to achieve the best possible project proposals from the best developers and design professionals and for MST to earn the highest revenue returns from land assets. While achieving these goals, MST must coordinate closely with member cities to assure that projects proposed within each city’s jurisdiction meets local planning goals and objectives.

The proposed MST Joint Development Policy would reflect support for the Designing For Transit Manual as a handbook for successful transit-oriented development. Implicit within the Policy is the vision of the Designing For Transit Manual “…shaping our community to create patterns of development that are compatible with needs of transit”. These “new development patterns”, often termed transit-oriented development or TOD, will be established at transit stations where the movement of people and location residences, shopping and employment will be increasingly concentrated. MST has an opportunity through joint development to provide models for TOD. As urban infill, redevelopment and increased intensities and densities of land use occur around transit stations, it will be increasingly important to preserve quality of life and by creating successful, attractive and livable environments.

The development community needs a clear statement of MST’s objectives for revenue enhancement, ridership potential and achieving transit-oriented development that enhances neighborhoods. The proposed Joint Development Policy provides guidance to developers as to the performance standards and design criteria required for successful transit-oriented development. Without a Policy, MST remains in a reactive
position and lacks a strong and clear statement of objectives to present to the development community

In conjunction with this joint development policy, an internal development strategy is required to direct the acquisition, maintenance and disposition of MST properties based on market conditions, current and future capital facility needs, and other related operational priorities. In that regard, there may be a property or properties that do not fit into this strategy and could be sold outright. Additionally, the coordination of MST’s development strategies should be consistent with and supportive of long-term regional transportation plans and the stated land use visions of the jurisdictions in which MST’s properties are located.

**Director Mancini moved to adopt the Property Development Policy. Director Downey seconded and the motion carried unanimously.**

8-3. AMEND JOINT POWERS AGREEMENT

In December 2006, the Board authorized the Chair to form an ad-hoc committee to meet with a sub-committee of County of Monterey Board of Supervisors to discuss local funding issues and possible amendment of the MST Joint Powers agreement related to the distribution of Local Transportation Funds (LTF) to Monterey-Salinas Transit and to suggest modifications to County of Monterey allocations of LTF, if necessary.

The Joint Powers Agreement that governs Monterey-Salinas Transit, which was last ratified in September 1981, addresses how Local Transportation Funds are distributed to MST from member jurisdictions. By state statute, LTF funds are designated to be used for bicycle, pedestrian, and transit programs before being allocated to streets and roads programs. The JPA agreement states that with regard to the County of Monterey these funds would be allocated “according to a ratio of – unincorporated population served by the Agency to the total unincorporated population of the County. The unincorporated population served is that within one-half mile of the Agency transit routes.”

Since the mid-1990’s, the federal Department of Transportation, Federal Transit Administration, as well as California Department of Transportation have all adopted a definition for the population that is served by either fixed-route or complimentary ADA paratransit services as being that within a ¾ mile corridor of transit routes. The sub-committee determined if it would be appropriate to modify the JPA to define the unincorporated population served by transit to include the population within three-quarter miles from Agency transit routes. It is estimated that the population between ½ mile and ¾ miles from existing routes would generate an additional $270,000 per year from County LTF funds.
The Committee ultimately recommended a phased implementation over 3 years to modify the percentage of County LTF funds allocated to MST. MST staff and County staff worked together to develop mutually agreeable language to modify the JPA to reflect the Committee agreement. The attached amendment to the Joint Powers Agreement has been reviewed and approved by both MST General Counsel and County Counsel.

The committee was also tasked with negotiating what repayment, if any was due from the County of Monterey due to misallocation of LTF funds resulting from a clerical error on the part of TAMI. While it was determined that the clerical error resulted in a net loss of County LTF distributed to MST of approximately $70,000 per year since 2002, the committee determined that MST would not seek repayment.

Chair Armenta commented that if it is the pleasure of the MST Board, he is willing to take this matter back to Supervisor Potter to renegotiate the terms of the repayment.

Director Downey moved to hold off on revising the JPA Agreement until the State of California budget is passed. Director Mancini seconded the motion. After further discussion, Director Downey withdrew the motion.

Director Stilwell moved to: 1) Adopt the proposed amendment to Monterey-Salinas Transit Joint Powers Agreement changing the formula for allocation of County of Monterey Local Transportation Funds to MST; and 2) Direct staff to seek approval of amendment to JPA from member jurisdiction governing Boards and Councils. Director Clark seconded and the motion carried with Director Downey opposed.

9. NEW BUSINESS

None.

10-1. – 10-5. REPORTS & INFORMATION ITEMS


Mr. Sedoryk reported that ridership for the year continues to grow even with all the challenges during the past year.

11. COMMENTS BY BOARD MEMBERS

Director Downey thanked Chair Armenta for his support in offering to renegotiate the terms of the JPA Agreement repayment. She also thanked Mr. Cunningham, Carmel representative, for his contributions to the MST Board.
12. ANNOUNCEMENTS

MST Marketing Committee Meeting – August 13, 2007, at 9:00 a.m.

Gillig plant tour in Hayward, Wednesday, August 29, 2007 at 8:30 a.m.

Mr. Sedoryk announced that Mary Archer, Planner, has accepted a position with Lane Transit in Eugene Oregon.

13. CLOSED SESSION

The Board adjourned to Closed Session to meet with legal counsel regarding labor negotiations with ATU; existing litigation; and the performance of the General Manager/CEO.

Upon returning to Open Session, Chairman Armenta announced that no reportable action was taken on any of the items.

14. ADJOURNMENT

There being no further business, Chair Armenta adjourned the meeting at 12:00 p.m.

Prepared by: ______________________________
Sonia AR Bannister
To: Board of Directors

From: D. Sobotka, Controller

Subject: Financial Report – August 2007

RECOMMENDATION:

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

FISCAL IMPACT:

The cash flow for June 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 August 1, 2007</td>
<td>$ 6,472,574.65</td>
</tr>
<tr>
<td>Revenues</td>
<td>1,500,888.48</td>
</tr>
<tr>
<td>Disbursements</td>
<td>&lt; 2,628,211.76</td>
</tr>
<tr>
<td>Ending balance August 24, 2007</td>
<td>$ 5,345,251.37</td>
</tr>
</tbody>
</table>

POLICY IMPLICATIONS:

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

Prepared by: ______________________  Reviewed by: ___________________

Dave Sobotka                      Carl Sedoryk
## TREASURY TRANSACTIONS
### FOR AUGUST 2007

<table>
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<tr>
<th>Date</th>
<th>Account</th>
<th>Confirm #</th>
<th>Deposit</th>
<th>Withdrawal</th>
<th>Balance</th>
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</thead>
<tbody>
<tr>
<td>Balance Forward at 8/01/07</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$6,402,404</td>
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<tr>
<td>Aug. 2</td>
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<td>399,000</td>
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<td>Aug. 7</td>
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<td>524,000</td>
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<td>6,527,404</td>
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<td></td>
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<td></td>
<td>6,497,404</td>
</tr>
<tr>
<td>Aug. 16</td>
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<td>320,000</td>
<td></td>
<td>$6,177,404</td>
</tr>
</tbody>
</table>

Local Agency Investment Fund:
(Earned 5.255% for July 2007) $6,177,404

Treasury Balance at 8/24/07: $6,177,404
To: Board of Directors
From: W. Morris, Contract Transportation Manager
Subject: Appointment to MST RIDES Advisory Committee (RAC).

RECOMMENDATION:

Appoint Kerry Bishop and Richard Frost to serve as members of the MST RIDES Advisory Committee.

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

The MST Board of Directors shall recruit not less than three and not more than seven citizens for the MST RIDES Advisory Committee. (Reference: RAC Charter)

The appointment of Mr. Bishop and Mr. Frost would provide the committee with six (6) voting members.

DISCUSSION:

The purpose of the MST RIDES Advisory Committee (RAC) is to advise the MST Board of Directors on matters relating to the complementary paratransit provisions of the Americans with Disabilities Act (ADA). The MST RIDES Advisory Committee provides a mechanism for communicating concerns, advice, and recommendations between citizens, MST RIDES passengers and families, frail elderly and disability advocacy agencies, and the MST Board of Directors. The RAC advises the MST Board of Directors and MST Staff on recommended actions to be implemented to improve the quality of the MST RIDES program to include, but not limited to administrative policies and procedures, office administration, dispatch, scheduling, and road operations.

The MST RIDES Advisory Committee currently consists of Alma Almanza (Central Coast Center for Independent Living, and Consumer), Diana Seay (consumer), Brandy Abend (Salinas Valley Dialysis), and Janne Bennick (Rejuvenation Education Assistance Program). MST RIDES Advisory Committee member Marie Swank ended her term with the committee in August 2007, reducing the committee to four voting
members. During the meeting of August 20, 2007, The RAC instructed staff to recommend to the MST Board of Directors that Kerry Bishop and Richard Frost be appointed to the Committee. Currently, both are consumer users of MST RIDES, and it is anticipated, that they will be welcomed assets to the committee.

PREPARED BY: ______________________ REVIEWED BY: ______________________

William Morris                                      Carl Sedoryk
To: Board of Directors
From: S. Amorim, Purchasing Manager
Subject: Disadvantaged Business Enterprise (DBE) annual goal

RECOMMENDATION:

Approve DBE Fiscal Year (FY) 2008 goal of five percent.

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

The Federal Transit Administration (FTA) requires submission of an annual DBE goal.

DISCUSSION:

FTA regulations require MST to set a goal that reflects the percentage of locally available firms that are DBEs. To achieve this, we calculate the percentage of DBE firms in our directory among all firms available to work on our federally assisted contracts. This resulted in our proposed annual goal of five percent. The five percent figure represents a small decrease over the past year, but still one percent point higher than the 2006 goal. The largest driver is the decrease in additional funding, that MST received for construction expenditures in 2006. In 2006 the amount provided by Federal Funding for Construction was $1,669,944.00, in 2007 the dollar figure is $549,853.00. This represents a 67% decrease, and hence the one percentage point goal decrease over the 2007 goal of 6%.

In FY 2001, there was a significant change in the FTA regulation in that MST will not be sanctioned, or found in noncompliance, simply because we fail to meet our goal. On the other hand, if MST fails to set an overall goal, we are subject to a finding of noncompliance and possible sanctions.

Most recently another significant change has transpired. As of May 1, 2006, agencies such as MST are no longer to use race conscious means to support goal attainment. Per GUIDANCE: FY 2006 DBE Goal Setting Approval Process and DBE
Program Plans, which advised each state transportation agency to assess whether it has sufficient evidence of discrimination or its effects on transportation contracts in order to support a Disadvantaged Business Enterprise (DBE) race-conscious program. Absent such evidence, MST must revise its DBE Program to request approval to implement a wholly race-neutral program while DOT undertakes a more detailed assessment, such as a disparity study.

The California Department of Transportation (Department) gathered and considered past disparity studies, comments, and written evidence received during a 90-day public comment period ending March 20, 2006. While there is a suggestion of discrimination in some of the information received, after careful analysis, the Department, in consultation with DOT staff, has concluded the data lacks sufficient evidence to satisfy the strict scrutiny and newly established evidentiary standards set forth by the Ninth Circuit Court of Appeals in order to continue with a race-conscious DBE program. Accordingly, the Department and MST as a federal transportation assistance subrecipient will implement a DBE race neutral program pending the results of a more comprehensive study of the facts.

Recommendation is to approve the proposed goal of five (5) percent to be achieved exclusively by race neutral measures. MST has published this goal in local newspapers and on the MST website. If no adverse comments are received in 45 days from publications, the five percent annual goal will be considered adopted.

PREPARED BY: Sandra Amorim
APPROVED BY: Carl Sedory
To: Board of Directors

From: H. Harvath, Director of Administration

Subject: MST On-Call Marina Public Hearing

RECOMMENDATION:

1. Authorize staff to schedule public hearing.
2. Appoint hearing officer for public hearing.

FISCAL IMPACT:

None to hold a public hearing. However, when implemented in the fall of 2007, the new MST On-Call Marina will have an annual cost of approximately $120,000, which has been included in the FY 2008 operating budget.

POLICY IMPLICATIONS:

Your Board regularly holds public hearings to solicit input on new bus services.

DISCUSSION:

In January of 2007, MST implemented a major route and schedule restructuring throughout the coastal areas of Monterey County. Included in this restructuring was the temporary deletion of service to areas of Marina and the former Fort Ord that were under reconstruction and/or had very low ridership. With the opening of the new Dunes at Monterey Bay shopping center this fall, bus service will once again be deployed in these areas. As MST’s former fixed route transit service via portions of Lines 16/17 Edgewater/Marina was among the lowest performing of all MST bus routes, a new approach to service is being deployed in Marina this fall with hopes of more effectively meeting the transportation needs of its residents.

A new logo and brand identity have been developed for this demand-response type of service -- “MST On Call” (see Attachment 1 for new logo design). Customers wishing to travel locally in Marina will simply call a toll-free number and schedule a ride whenever they need to travel during the hours of operation of the service (approximately 6:30 am to 6:30 pm on weekdays, with slightly shorter hours on weekends). MST has drafted a zone of service for “MST On Call” in Marina.
Through a public hearing, MST will solicit input on the “MST On Call” zone and may make modifications in order to most effectively serve its customers in the Marina area. MST is awaiting delivery of a vehicle to operate this service, which could begin as early as October 2007.

PREPARED BY: ___________________________ REVIEWED BY: ___________________________

Hunter Harvath Carl G. Sedoryk

Attachment 1: “MST On Call” Logo
Attachment 2: “MST On Call” Draft Zone Map
To: Board of Directors  
From: H. Harvath, Director of Administration  
Subject: Reprogramming of Marina Transit Exchange Federal Funds  

RECOMMENDATION:  

Authorize reprogramming of excess federal funds from the Marina Transit Exchange project to bus purchases.  

FISCAL IMPACT:  

None. $1,322,325 in previously awarded federal funds would be reprogrammed from the Marina Transit Exchange capital project to the Bus Replacement capital project.  

POLICY IMPLICATIONS:  

Your Board provides guidance and direction on major capital projects and expenditures.  

DISCUSSION:  

Since planning for the Marina Transit Exchange (MTX) began in 2000, MST has received $4 million in federal earmarks. With the $2.5 million State Transportation Improvement Program allocation awarded to MST in June of 2006 for construction of MTX, this project is currently over-funded. In that regard, staff is working with MST’s lobbyist in Washington, DC, on a way to reprogram $1,322,325 in excess federal earmark funds already awarded to MST for the MTX project into another eligible capital project.  

In 2002, MST entered $19.1 million financing arrangement with Municipal Services Group (MSG), Inc., to purchase 46 new buses. Every six months, MST must make a payment to MSG in the amount of $958,163.27. Given this financial liability, staff has been seeking ways to secure funding to retire the remaining debt owed (currently $7.1 million) in a lump sum, which would have an added benefit of saving approximately $800,000 in interest over the next four years.
MST applied for a nation-wide competitive federal grant for capital funding in May of 2007 to retire this debt. Unfortunately, the Federal Transit Administration decided in August to award all the funding in the program – some $430 million – to just five large cities – San Francisco, New York City, Miami, Minneapolis and Seattle. In June of 2007, MST also attempted to secure a state allocation of $7.5 million to retire the debt. However, in August California Transportation Commission (CTC) staff informed MST that its project was ineligible for the funding because the contract to purchase the 46 buses was signed before the 2004-2006 State Transportation Improvement Program window. If approved by the full California Transportation Commission at its September meeting, MST will be able to use the $7.5 million allocation to fund its purchase of the 15 new buses slated for delivery later this year and early next year.

Given these difficulties, staff is seeking to reprogram the $1,322,325 in excess Marina Transit Exchange federal funds to retiring the debt on the original bus replacement purchase. These funds, which require a 20% local match, along with MST’s annual transportation reauthorization earmark, would be sufficient to make one year’s worth of payments on its financing plan. Staff will continue to seek other funding opportunities to retire the full replacement bus debt. As retiring the bus replacement debt is still MST’s top priority capital need, other projects, such as a new downtown Monterey Transit Station, will have to be delayed unless other funding sources can be identified.

PREPARED BY: ___________________________ REVIEWED BY: ___________________________

Hunter Harvath Carl G. Sedoryk
MST RIDES Advisory Committee  
July 16, 2007  
Minutes

Present:  

Chair: Diana Seay: Consumer Representative  
Alma Almanza: CCCIL: Consumer Representative  
Marie Swank: Consumer Representative  
Brandy Abend: Salinas Valley Dialysis  
MST Staff: William Morris: Contract Transportation Manager  
MST Staff: Tom Hicks: CTSA Manager  
MV Transportation Staff: Lance Atencio: General Manager  
MV Transportation Staff: Brent Boardman: Operations Manager  
TAMC Staff: Andy Cook: Transportation Planner

Absent: Janne Bennick: REAP

1. Call to order

   Committee Chair Diana Seay called the meeting to order at 1:01 p.m.

2. Introductions

   Attendees introduced themselves and explained their affiliations.

3. Approval Of the Minutes

   The minutes were approved as amended. Under #8 Unfinished Business, added that criteria for Employee of the month selections should include examples such as life saving efforts, punctuality, attitude, politeness, and driving skills.

4. Public Comment

   None.

5. Committee Member Reports

   None.
6. New Business

The committee selected MV employee Lynn Herrera to receive an employee recognition award for her politeness and efforts in assisting fellow employees. Alma Almanza, CCCIL, also wished to clarify that when she is nominating an employee for an award, it is sometimes based on her CCCIL consumers telling her about a particular good driver, and not always based on her own personal observations. The committee asked that the agenda item for MST RIDES Advisory Committee member candidates, be moved to “Old Business” on the next agenda.

7. Comments by Committee Members

Committee member Alma Almanza asked about one of her South County clients wishing to use RIDES to attend evening classes at Hartnell College. Committee member Brandy Abend stated that since Line 23 does not operate late southbound service from Salinas, the RIDES client would be receiving “better” service than the fixed route passengers. MST Staff explained that while the RIDES service is designed to be “comparable” to fixed route, operationally, it couldn’t be “exactly” the same type of service. For instance, southbound service past 6:10pm may be available to a RIDES client, however, that client must arrange the trip at least a day in advance, and may have to pay up to twice that of the fixed route fare.

8. Unfinished Business

None.

9. Staff Reports and Information Items

MST staff reviewed ridership statistics. At 5,996 boardings, June ridership increased over the previous year by 15.02%. On time performance for the month of June was 88.93%. Currently, there are 2,433 registered active MST RIDES clients.

Tom Hicks, CTSA Manager, told the committee that MST was moving forward with establishing a mobility management center in Monterey. He explained the 511 number concepts, and said that current plans are to initially have one number for the public to call for transportation information, and then be transferred to the correct agency. Tom also said that a future possibility could be to identify eligible people to
distribute used cell phones to, with pre-programmed calling to 211, 511, and 911 numbers.

10. Announcements:

MST staff thanked committee member Marie Swank for her help on the MST RIDES Advisory Committee, and presented her a plaque in appreciation of her assistance. They also announced that the next meeting would be at MST August 20, 2007. Tom Hicks, CTSA Manager, announced that he was not a voting member of the MST RIDES Advisory Committee, but may be asking the Board of Directors for appointment.

11. Adjourn

The Committee adjourned at 2:23 p.m.

SUBMITTED BY: _____________________________________________

William Morris
To: Board of Directors

From: H. Harvath, Director of Administration

Subject: Marina Transit Exchange Mixed-Use Development Update

RECOMMENDATION:

Receive report on the Marina Transit Exchange Mixed-Use Development

FISCAL IMPACT:

None.

POLICY IMPLICATIONS:

Your Board has adopted a Joint Development Policy, which guides the development of MST-owned properties.

DISCUSSION:

From 2000 to 2005, MST and the city of Marina had been in negotiations to build a new transit facility on MST’s 3.3-acre property at 280 Reservation Road that would include some mixed-use commercial/professional and residential structures. In October of 2005, MST issued a Request for Proposals (RFP) for a master developer to construct both the transportation portion as well as the mixed-use buildings at this location. MST only received one proposal from Mid-Peninsula Housing, Inc., which was deemed non-responsive due to an inadequate financial package as well as the housing mix offered.

In October of 2006, the Marina City Council approved a specific plan and an environmental document for the MST property that allowed MST to go forward with constructing the transit portion of the site while providing the opportunity to attract additional interest among the development community for the mixed-use portion of the project. In June of 2007, MST issued an RFP for a master developer to build a mixed-use commercial/professional and residential project on the remaining 2.3 acres of land adjacent to the Marina Transit Exchange. This second RFP had fewer restrictions on development and had more incentives for prospective developers. Still, Community Housing Improvement Systems and Planning Association, Inc. (CHISPA) submitted the only proposal received by MST. CHISPA’s proposal does not meet the requirements
set out in the RFP or the objectives of MST's Joint Development Policy adopted by your Board at its August 13, 2007, meeting. Consultations with city of Marina staff are ongoing regarding the future of this mixed-use project.

PREPARED BY: ___________________________ REVIEWED BY: ___________________________

Hunter Harvath Carl G. Sedoryk
To: Board of Directors

From: M. Hernandez, Chief Operating Officer

Subject: Transit 101: A Review of MST’s Fleet

RECOMMENDATION:

Receive a staff presentation on the MST fleet.

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 transit operations. The last Maintenance Department related training topic reviewed California Air Resources Board (CARB) emission requirements for transit fleets.

This session is intended to review MST’s fleet composition, maintenance efforts required to keep the fleet operating safely and the upcoming fleet rehabilitation efforts for the model year 2000 Gillig fleet.

The 2000 Gillig’s have been the workhorse of the fleet and have an average 360,000 miles. In the coming months work will be underway to refurbish this fleet in order to extend the life of these vehicles.

PREPARED BY: ______________________ REVIEWED BY: ______________________

Michael Hernandez                        Carl G. Sedoryk
Transit 101:
MST 's Fleet & Maintenance
MST Board Meeting – September 10, 2007
**Fleet Support: 152 Vehicles**

- **Two Operating Divisions – 110 Vehicles**
- **Contractor - 42 Vehicles**
- **MST Staff:**
  - 19 Mechanics
  - 5 Parts Room Staff
  - 8 Utility
  - **Fleet Manager, 3 Supervisors**
Transit “Workhorses”

- 5 Million Passengers
- 3.2 Million Miles Annually
- Average 8,700 Miles Daily
- In Service: 5am - Midnight
- 107 miles – San Jose → King City
## Fixed Route Fleet

<table>
<thead>
<tr>
<th>Type</th>
<th>2006/2007</th>
<th>2007/2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>800-series Flxible (CNG)</td>
<td>8</td>
<td>0</td>
</tr>
<tr>
<td>1000-series Orion (CNG)</td>
<td>9</td>
<td>0</td>
</tr>
<tr>
<td>1100-series Gillig</td>
<td>29</td>
<td>29</td>
</tr>
<tr>
<td>1700-series Gillig (Low Floor)</td>
<td>24</td>
<td>24</td>
</tr>
<tr>
<td>1800-series Gillig (Suburban)</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>1900-series Optima (Trolley)</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>10 New 35 &amp; 5 New 40 Foot Gillig Low Floor Buses</td>
<td>0</td>
<td>15</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td><strong>84</strong></td>
<td><strong>82</strong></td>
</tr>
<tr>
<td><strong>Average Fleet Age:</strong></td>
<td><strong>6.5 years</strong></td>
<td><strong>4.2 years</strong></td>
</tr>
</tbody>
</table>
Diesel Fleet

- 61 Gillig’s
  - Phantom
  - Low-Floor
  - Suburban
- 6 Optima Trolleys
- 12 yrs-500k Miles
CNG Fleet – 17 Buses

- 1995 Flxible
- 1996 Orion V
MST Trolley

- 6 - 2003 Optima Trolley
- 27 Seating Capacity
- Operates between downtown Monterey and Cannery Row
- Contractor Operated
FY2007 – Fleet Comparisons: Diesel vs. CNG

**FY 2007 Operating Cost Per Mile**

<table>
<thead>
<tr>
<th>$0.00</th>
<th>$0.25</th>
<th>$0.50</th>
<th>$0.75</th>
<th>$1.00</th>
<th>$1.25</th>
<th>$1.50</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0.76</td>
<td>$1.13</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Diesel**
- **CNG**

**FY 2007 Miles Between Mechanical Road Calls**

- **Diesel**: 17,769 miles
- **CNG**: 3,694 miles

**Miles**

- 0
- 3,000
- 6,000
- 9,000
- 12,000
- 15,000
- 18,000

**Miles Between Mechanical Road Calls**

- **Die sel**
- **CNG**
### Mini Bus Fleet: Diesel & Gasoline

<table>
<thead>
<tr>
<th>Type</th>
<th>2007</th>
<th>Average Fleet Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Route/DART</td>
<td>15</td>
<td>1.5 years</td>
</tr>
<tr>
<td>RIDES</td>
<td>21</td>
<td>2.4 years</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td><strong>36</strong></td>
<td><strong>Contractor Operated</strong></td>
</tr>
</tbody>
</table>
Support Fleet: Non Revenue Vehicles

Transportation
(driver relief vans, sedans) 17
Facilities (trucks/vans) 6
Fleet (trucks) 5
Admin (sedans) 4

Total: 32

- Heavy Duty Trucks: 10 Years
- Sedans, Vans, Medium Trucks: 7 years
- Diesel, Gasoline & Hybrid Vehicles
New “Clean Diesel” Fleet in Production

- 15 New Low-Floor Buses
Maintenance Priority

- SAFETY!

- Comply with Fed/State, CARB, DMV Requirements

- “Make Pull-Out!” (297k annual trips, 193 missed, 58 mechanical)

- Provide Reliable & Clean Transportation for Customers = Riders & Non-Riders
### FY2008 Maintenance Budget

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries/Wages &amp; Benefits</td>
<td>$2,702,363</td>
</tr>
<tr>
<td>Fuel Taxes</td>
<td>$266,150</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>$465,459</td>
</tr>
<tr>
<td>Services</td>
<td>$204,141</td>
</tr>
<tr>
<td>Fuel &amp; Supplies</td>
<td>$2,621,161</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$6,259,274</strong></td>
</tr>
</tbody>
</table>

**Breakdowns:**
- Salaries, Wages & Benefits: 44%
- Fuel & Supplies: 42%
- Services: 3%
- Materials & Supplies: 7%
- Taxes: 4%

---

**FY2008 Maintenance Budget**

- Salaries, Wages & Benefits: 44%
- Fuel & Supplies: 42%
- Services: 3%
- Materials & Supplies: 7%
- Taxes: 4%
Annual Fleet Maintenance

- Maintenance, Repair:
  - 7,000+ Annual Work Orders

- Preventative Maintenance:
  - 1,100+ Annual PM

- Fueling, Cleaning, Tire Management and Campaigns
Maintenance Department: Projects & Challenges

- **In Process New Fleet** - 20 in 60 days
- **Recruitment & Training**
  - “Grow Our Own…..”
  - MST/SamTrans: Lead Agency - Northern California Training Coalition
- **Introduce Biodiesel into Fleet** - 2008
- **Rehab 21 – 2000 Gillig Buses**
- **Maintain Fleet & Operate Safely!**
Gillig Rehab Project

- 21 – Model Year 2000 35 ft. Phantom’s (360k miles)
- Rehab/Modernize Fleet – Ongoing
- Current Budget: $1.7m
  - Replace major components
  - Exterior/Interior – rust, doors, paint/decals, flooring
  - Seats – coach operator/passengers
  - Camera systems
  - Electronic destination signs
  - Exhaust systems maintenance
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.

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 July 2007
Attachment #6 – Facilities & Maintenance Department Report July 2007
Attachment #7 – Administration Department Report July 2007

PREPARED BY: Carl G. Sedoryk
To: M. Hernandez, Chief Operating Officer

From: R. Weber, Director Of Transportation Services

Subject: Transportation Department Monthly Report, July 2007

FIXED ROUTE BUS OPERATIONS:

System Wide Service: (Fixed Route & DART Services)

Preliminary boarding statistics indicate that ridership decreased by 6.47% in July 2007, (459,413), as compared to July 2006 (491,171). While the statistics for July are preliminary, the most significant contributing factor of this decrease remains the Peninsula service change, which was implemented in January of this year. These changes now afford more direct service, requiring less passenger transfers throughout the region. Also both seasonal and supplemental service boardings are also down from the previous year, (see below).

July productivity fell slightly from 26.9 passengers per hour last year, to 23.8 passengers per hour for July of 2007.

Seasonal Service:

The MST Trolley service operated throughout the month of July transporting 55,878 passengers. This represents a 6.86% decrease in passenger boardings from July of last year (59,991). Major construction in and around the Cannery Row area may be a factor for this decrease.

Supplemental Service:

July 20-22: MST provided supplemental service on the Lines 36,37,38,& 39 for the 2007 Red Bull US Grand Prix. During this three day event, 9,935 passengers were transporting which is a decrease of 7.0% from the previous year in where 10,631 passenger boardings were recorded. Event organizers have reported that attendance to this event was down from the previous year.

System Wide Statistics:

- Ridership: 459,413
- Vehicle Revenue Hours: 19,297
- Vehicle Revenue Miles: 289,143
- System Productivity: 23.8 Passengers Per Vehicle Revenue Hour
- Scheduled One-Way Trips: 28,585

On-Time Compliance: Of 96,770 total time-point crossings sampled for the month of July, the TransitMaster™ system recorded 16,779 delayed arrivals to MST’s published time-points system-wide. This denotes that 82.66% of all scheduled arrivals at published time-points were on time. (See MST Fixed-Route Bus ~ On Time Compliance Chart FY 2008.)

Buses 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 59 reported overcrowded trips for the month of July. (See Operations Summary report for further information)

Cancelled Trips: There were a total of 28 cancelled trips for the month of July for both directly operated and contracted services representing less then one tenth of one percent of all scheduled trips for the month. Cancelled trips for July were attributed to the following:

<table>
<thead>
<tr>
<th>Reason</th>
<th>MST</th>
<th>MV Transportation</th>
<th>% Of All Missed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mechanical</td>
<td>2</td>
<td>5</td>
<td>25.00%</td>
</tr>
<tr>
<td>Accident</td>
<td>4</td>
<td>0</td>
<td>14.29%</td>
</tr>
<tr>
<td>Traffic</td>
<td>16</td>
<td>1</td>
<td>60.71%</td>
</tr>
</tbody>
</table>

Documented Occurrences: MST Coach Operators are required to complete an occurrence report for any unusual incident that may occur during their work day. The information provided within theses reports is used to identify trends, which often drive changes in policy or standard operating procedures. The following is a comparative summary of reported incidents for the month(s) of July 2006 and 2007:

<table>
<thead>
<tr>
<th>Occurrence Type</th>
<th>July-06</th>
<th>July-07</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accident: Coach Involved</td>
<td>5</td>
<td>7</td>
</tr>
<tr>
<td>Medical Emergency</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Object Thrown @ Coach</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Passenger Conflict</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Passenger Fall</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Passenger Injury</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Unreported Damage</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

CONTRACTED SERVICES:

MST RIDES Program:

- Preliminary boarding statistics for the MST RIDES program reflect that for the month of July there were 5,995 passenger boardings. This represents a 30.55 % increase in passenger trips from July of 2006. Increased service efficiency, and available capacity on this program may be the reason behind the recent surge in passenger boardings.

- For the month of July, 88.09 % of all scheduled trips for the MST RIDES Program arrived on time, increasing from 88.01 % in July of 2006.

- Productivity increased from 1.68 passengers per hour last year, to 1.85 passengers per hour for July of 2007.

- For the month of July, 92 applications for MST RIDES participants were reviewed, resulting in 89 approvals and 3 denials. Of the approvals, 64 were new participants, and 28 were recertifications.

- 22 participants were deactivated in July.

- As of August 21, 2007, there are 2,460 total registered participants in the MST RIDES program.
Other:

- MV Transportation began operating the Line 7 Monterey – Carmel via CHOMP service on July 2, 2007.

- MV Transportation provided two (2) additional Line 24 trips from Carmel Rancho at 7:40pm and 8:40pm were provided during the Red Bull events July 20, 21, and 22nd.

COMMUNICATIONS CENTER:

In July, the Communications Department summoned public safely 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>8</td>
</tr>
<tr>
<td>Emergency Medical Services</td>
<td>Medical Emergency</td>
<td>5</td>
</tr>
</tbody>
</table>

Robert Weber

MST FIXED ROUTE
ON-TIME COMPLIANCE FY 2008

<table>
<thead>
<tr>
<th>MONTH</th>
<th>FY07 ON-TIME PERFORMANCE</th>
<th>FY08 TIME POINT COUNT</th>
<th>FY08 DELAYED ARRIVALS 5+ MINUTES</th>
<th>FY08 ON-TIME PERFORMANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>July</td>
<td>84.56%</td>
<td>96,770</td>
<td>16,779</td>
<td>82.66%</td>
</tr>
<tr>
<td>August</td>
<td>81.12%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>September</td>
<td>81.20%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>October</td>
<td>84.22%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>November</td>
<td>83.76%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>December</td>
<td>86.91%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>January</td>
<td>86.40%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>February</td>
<td>83.81%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>March</td>
<td>83.10%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>April</td>
<td>83.40%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>82.67%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>82.63%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>96,770</td>
<td>16,779</td>
<td>82.66%</td>
</tr>
<tr>
<td>Monthly Average</td>
<td>83.65%</td>
<td>96,770</td>
<td>16,779</td>
<td>82.66%</td>
</tr>
</tbody>
</table>

On-Time Compliance

- Goal 87%

- FY07
- FY08
## Service Delivered

<table>
<thead>
<tr>
<th>Service Delivered</th>
<th>Service Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership</td>
<td>417,714</td>
</tr>
<tr>
<td>On-time Time Points</td>
<td>74,964</td>
</tr>
<tr>
<td>Passengers / Vehicle Revenue Hour</td>
<td>22.69</td>
</tr>
<tr>
<td>Delayed Time Points</td>
<td>15,762</td>
</tr>
<tr>
<td>One-way Trips Scheduled</td>
<td>27,846</td>
</tr>
<tr>
<td>Schedule Adherence</td>
<td>82.63%</td>
</tr>
<tr>
<td>Cancelled Trips</td>
<td>5</td>
</tr>
<tr>
<td>Overcrowded Trips</td>
<td>53</td>
</tr>
</tbody>
</table>

## System Wide Service:

Comparisons between June 2006 and June 2007 show an 11.7% decrease in boardings and a 2.8% increase in revenue hours. As a result productivity fell from 26.43 passengers per hour last June to 22.69 passengers per hour this month.

Significant ridership decreases are seen on many routes, both on the Peninsula and in Salinas, compared to last June. However, June 2006 had an atypical ridership increase of 10.2% compared to June 2005.

### Seasonal Service:

Line 22-Big Sur carried 1,216 passengers, a 611% increase compared to last June. Ridership on the Trolley increased 2.2%, going from 37,137 passengers last June to 37,960 for June 2007.

### Supplemental Service:

None.

---

![Systemwide Ridership Chart](chart1.png)

![Time Point Adherence Chart](chart2.png)

![Systemwide Pax / Revenue Hour Chart](chart3.png)

No supplemental service was operated this month.
Fixed Route & DART Monthly Operations Summary Report
June 2007

Overcrowded Trip Reports by Line - FY 07 YTD

- Line 20 - 266 trips (39%)
- Line 42 - 54 trips (8%)
- Line 9 - 62 trips (9%)
- Line 1 - 22 trips (3%)
- Other Lines: 49 trips (7%)

Cancelled Trips by Month - FY 07 YTD

- July: 14 trips
- August: 19 trips
- September: 11 trips
- October: 17 trips
- November: 24 trips
- December: 11 trips
- January: 10 trips
- February: 22 trips
- March: 23 trips
- April: 19 trips
- May: 18 trips
- June: 5 trips

Cancelled Trips by Reason - FY 07 YTD

- Traffic - 70 Trips
- Employee Error - 15 Trips
- Mechanical Failure - 58 Trips
- MST Accident - 14 Trips
- Non-MST Accident - 22 Trips
- Passenger Boarding - 3 Trips
- Other - 11 Trips

Routes accounting for less than 2% of all overcrowding are consolidated as "other"
### June 2007
- **Systemwide Ridership:** 417,714
- **Systemwide Revenue Hours:** 18,406.72
- **Systemwide Revenue Miles:** 288,993.3

#### Primary Routes

<table>
<thead>
<tr>
<th>Line</th>
<th>Ridership</th>
<th>VRHrs</th>
<th>VRMi</th>
<th>Pax/Hr</th>
<th>% Riders</th>
<th>% Hrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Asilomar</td>
<td>8,611</td>
<td>719:24:00</td>
<td>7,208.1</td>
<td>11.97</td>
<td>2.1%</td>
<td>3.9%</td>
</tr>
<tr>
<td>9 Fremont-Hilby</td>
<td>30,742</td>
<td>966:18:00</td>
<td>9,817.4</td>
<td>31.81</td>
<td>7.4%</td>
<td>5.2%</td>
</tr>
<tr>
<td>10 Fremont-Ord Grove</td>
<td>37,893</td>
<td>1105:04:00</td>
<td>11,937.2</td>
<td>34.29</td>
<td>9.1%</td>
<td>6.0%</td>
</tr>
<tr>
<td>41 East Alisal - Northridge</td>
<td>55,217</td>
<td>1614:47:00</td>
<td>17,620.0</td>
<td>34.19</td>
<td>13.2%</td>
<td>8.8%</td>
</tr>
<tr>
<td>42 East Alisal - Westridge</td>
<td>38,370</td>
<td>1310:30:00</td>
<td>14,038.0</td>
<td>29.28</td>
<td>9.2%</td>
<td>7.1%</td>
</tr>
</tbody>
</table>

**Total** 170,833 5716:03:00 60,620.7 29.89 40.9% 31.1%

#### Neighborhood 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 Pacific Grove</td>
<td>15,411</td>
<td>679:36:00</td>
<td>7,655.6</td>
<td>22.68</td>
<td>3.7%</td>
<td>3.7%</td>
</tr>
<tr>
<td>16 Monterey-Marina</td>
<td>9,162</td>
<td>941:35:00</td>
<td>17,516.4</td>
<td>9.73</td>
<td>2.2%</td>
<td>5.1%</td>
</tr>
<tr>
<td>45 East Market-Creekbridge</td>
<td>7,666</td>
<td>420:15:00</td>
<td>6,299.1</td>
<td>18.24</td>
<td>1.8%</td>
<td>2.3%</td>
</tr>
</tbody>
</table>

**Total** 32,239 2041:26:00 31,471.1 15.79 7.7% 11.1%

#### 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>4 Carmel Rancho</td>
<td>2,441</td>
<td>381:30:00</td>
<td>3,887.0</td>
<td>6.40</td>
<td>0.6%</td>
<td>2.1%</td>
</tr>
<tr>
<td>5 Carmel</td>
<td>10,685</td>
<td>348:30:00</td>
<td>4,387.8</td>
<td>30.66</td>
<td>2.6%</td>
<td>1.9%</td>
</tr>
<tr>
<td>6 Edgewater - Ryan Ranch</td>
<td>323</td>
<td>65:06:00</td>
<td>1,381.8</td>
<td>4.96</td>
<td>0.1%</td>
<td>0.4%</td>
</tr>
<tr>
<td>11 Carmel-Edgewater</td>
<td>16,917</td>
<td>607:00:00</td>
<td>9,401.7</td>
<td>27.87</td>
<td>4.0%</td>
<td>3.3%</td>
</tr>
<tr>
<td>43 Memorial Hospital</td>
<td>11,838</td>
<td>309:10:00</td>
<td>3,759.6</td>
<td>38.29</td>
<td>2.8%</td>
<td>1.7%</td>
</tr>
<tr>
<td>44 Northridge</td>
<td>9,893</td>
<td>341:45:00</td>
<td>4,117.5</td>
<td>28.95</td>
<td>2.4%</td>
<td>1.9%</td>
</tr>
<tr>
<td>46 Natividad</td>
<td>3,477</td>
<td>176:24:00</td>
<td>1,851.3</td>
<td>19.71</td>
<td>0.8%</td>
<td>1.0%</td>
</tr>
<tr>
<td>48 East Salinas - Airport Business Center</td>
<td>1,721</td>
<td>240:48:00</td>
<td>4,569.6</td>
<td>7.15</td>
<td>0.4%</td>
<td>1.3%</td>
</tr>
<tr>
<td>49 Northridge</td>
<td>7,840</td>
<td>428:22:00</td>
<td>3,064.2</td>
<td>18.30</td>
<td>1.9%</td>
<td>2.3%</td>
</tr>
</tbody>
</table>

**Total** 65,135 2898:35:00 36,421 22.47 15.6% 15.7%

#### 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>50,355</td>
<td>1725:55:00</td>
<td>34,004.9</td>
<td>29.18</td>
<td>12.1%</td>
<td>9.4%</td>
</tr>
<tr>
<td>21 Monterey-Salinas</td>
<td>876</td>
<td>114:48:00</td>
<td>2,145.8</td>
<td>7.63</td>
<td>0.2%</td>
<td>0.6%</td>
</tr>
<tr>
<td>23 Salinas-King City</td>
<td>13,220</td>
<td>747:06:00</td>
<td>22,298.8</td>
<td>17.70</td>
<td>3.2%</td>
<td>4.1%</td>
</tr>
<tr>
<td>24 Carmel Valley-Grapevine Express</td>
<td>6,247</td>
<td>721:33:00</td>
<td>15,432.9</td>
<td>8.66</td>
<td>1.5%</td>
<td>3.9%</td>
</tr>
<tr>
<td>27 Watsonville-Marina</td>
<td>1,610</td>
<td>293:39:00</td>
<td>7,761.6</td>
<td>5.48</td>
<td>0.4%</td>
<td>1.6%</td>
</tr>
<tr>
<td>28 Watsonville-Salinas</td>
<td>11,920</td>
<td>715:53:00</td>
<td>20,004.2</td>
<td>16.65</td>
<td>2.9%</td>
<td>3.9%</td>
</tr>
<tr>
<td>29 Watsonville-Salinas</td>
<td>20,892</td>
<td>927:45:00</td>
<td>15,979.3</td>
<td>22.52</td>
<td>5.0%</td>
<td>5.0%</td>
</tr>
<tr>
<td>53 South County Express</td>
<td>354</td>
<td>128:30:00</td>
<td>4,425.0</td>
<td>2.75</td>
<td>0.1%</td>
<td>0.7%</td>
</tr>
<tr>
<td>55 San Jose - Monterey Express</td>
<td>2,019</td>
<td>460:21:00</td>
<td>14,544.0</td>
<td>4.39</td>
<td>0.5%</td>
<td>2.5%</td>
</tr>
</tbody>
</table>

**Total** 107,493 5835:30:00 136,596.5 18.42 25.7% 31.7%

#### DART

<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>Monterey Peninsula DART</td>
<td>2,838</td>
<td>802:57:00</td>
<td>10,839.0</td>
<td>3.53</td>
<td>0.7%</td>
<td>4.4%</td>
</tr>
</tbody>
</table>

**Total** 2,838 802:57:00 10,839.0 3.53 0.7% 4.4%

#### 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>MST Trolley The WAVE</td>
<td>37,960</td>
<td>847:12:00</td>
<td>6,466.5</td>
<td>44.81</td>
<td>9.1%</td>
<td>4.6%</td>
</tr>
<tr>
<td>36, 37, 38, 39 Laguna Seca</td>
<td>0</td>
<td>0:00:00</td>
<td>-</td>
<td>0.00</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>22 Big Sur</td>
<td>1,216</td>
<td>265:00:00</td>
<td>6,579.0</td>
<td>4.59</td>
<td>0.3%</td>
<td>1.4%</td>
</tr>
</tbody>
</table>

**Total** 39,176 1112:12:00 13,045.5 35.22 9.4% 6.0%
Date: July 31, 2007

To: C. Sedoryk, General Manager/CEO

From: Lyn Owens, Director Human Resources; Hunter Harvath, Director of Administration; Mark Eccles, Director Information Technology

Subject: Administration Department Monthly Report July 2007

The following significant events occurred in Administration work groups for the month of July 2007:

Human Resources

Employment activity for the month of July 2007 is summarized as follows:

<table>
<thead>
<tr>
<th>Department</th>
<th>Title</th>
<th>Transaction</th>
<th>Hire Date</th>
<th>Term Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance</td>
<td>Utility Service Person</td>
<td>New Hire</td>
<td>07/02/07</td>
<td></td>
</tr>
<tr>
<td>Maintenance</td>
<td>Utility Service Person</td>
<td>New Hire</td>
<td>07/02/07</td>
<td></td>
</tr>
<tr>
<td>Administration</td>
<td>HR Administrator</td>
<td>New Hire</td>
<td>07/02/07</td>
<td></td>
</tr>
<tr>
<td>Administration</td>
<td>Part-time Accounting Clerk</td>
<td>New Hire</td>
<td>07/03/07</td>
<td></td>
</tr>
<tr>
<td>Administration</td>
<td>Planning Intern</td>
<td>New Hire</td>
<td>07/16/07</td>
<td></td>
</tr>
<tr>
<td>Operations</td>
<td>Coach Operator</td>
<td>Promoted</td>
<td></td>
<td>07/25/07</td>
</tr>
<tr>
<td>Administration</td>
<td>Customer Service</td>
<td>Promoted</td>
<td></td>
<td>07/25/07</td>
</tr>
</tbody>
</table>

Total employment levels for July 2007 is summarized as follows:

<table>
<thead>
<tr>
<th>Positions</th>
<th>Budget</th>
<th>Actual</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coach Operators / Trainees</td>
<td>123</td>
<td>122</td>
<td>-1</td>
</tr>
<tr>
<td>C/O on Long Term Leave</td>
<td>10</td>
<td>4</td>
<td>-6</td>
</tr>
<tr>
<td>Coach Operators Limited Duty</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Operations Staff</td>
<td>22</td>
<td>22</td>
<td>0</td>
</tr>
<tr>
<td>Maintenance &amp; Facilities</td>
<td>42</td>
<td>40</td>
<td>-2</td>
</tr>
<tr>
<td>Administration (Interns 2 PT)</td>
<td>21.5</td>
<td>21.5</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>219.5</td>
<td>210.5</td>
<td>-9</td>
</tr>
</tbody>
</table>

Workers Compensation statistics are as follows:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>July 2007</td>
<td></td>
</tr>
<tr>
<td>Total Expenses</td>
<td>$75,374</td>
</tr>
<tr>
<td>Reserves</td>
<td>$995,157</td>
</tr>
<tr>
<td># Open cases</td>
<td>67</td>
</tr>
<tr>
<td># Closed cases</td>
<td>3</td>
</tr>
<tr>
<td>Average Reserves per Open claim</td>
<td>$14,853</td>
</tr>
<tr>
<td># Open with no financial activity</td>
<td>27</td>
</tr>
</tbody>
</table>
Training

<table>
<thead>
<tr>
<th>Description</th>
<th>Attendees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paratransit Eligibility Training</td>
<td>1</td>
</tr>
<tr>
<td>DMV Commercial Testing</td>
<td>2</td>
</tr>
</tbody>
</table>

Risk Management Update

<table>
<thead>
<tr>
<th>Description</th>
<th>July 2006</th>
<th>July 2007</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Preventable</td>
<td>Preventable</td>
</tr>
<tr>
<td></td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Bus hits parked car</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Car opens door in bus' lane</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Bus hits temp sign</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

Liability Claims Paid/Recovered – Property and Personal Injury

$38,768.75 in recoveries during this period. There were $0.00 claims paid.

Customer Services Update

Customer Service received 62 customer comments during the month as follows:

<table>
<thead>
<tr>
<th>Service Report Type</th>
<th>July '07</th>
<th>%</th>
<th>July '06</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employee Compliment</td>
<td>4</td>
<td>6.45%</td>
<td>4</td>
<td>8.89%</td>
</tr>
<tr>
<td>Service Compliment</td>
<td>4</td>
<td>6.45%</td>
<td>4</td>
<td>8.89%</td>
</tr>
<tr>
<td>Improper Employee Conduct</td>
<td>12</td>
<td>19.35%</td>
<td>6</td>
<td>13.33%</td>
</tr>
<tr>
<td>Improper Driving</td>
<td>8</td>
<td>12.90%</td>
<td>7</td>
<td>15.56%</td>
</tr>
<tr>
<td>Request To Add Service</td>
<td>7</td>
<td>11.29%</td>
<td>3</td>
<td>6.67%</td>
</tr>
<tr>
<td>Passed By</td>
<td>6</td>
<td>9.68%</td>
<td>4</td>
<td>8.89%</td>
</tr>
<tr>
<td>Fare / Transfer Dispute</td>
<td>4</td>
<td>6.45%</td>
<td>1</td>
<td>2.22%</td>
</tr>
<tr>
<td>Bus Stop Amenities</td>
<td>3</td>
<td>4.84%</td>
<td>4</td>
<td>8.89%</td>
</tr>
<tr>
<td>Routing</td>
<td>3</td>
<td>4.84%</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>Early Departure</td>
<td>2</td>
<td>3.23%</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>Passenger Conduct</td>
<td>2</td>
<td>3.23%</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>No Show</td>
<td>1</td>
<td>1.61%</td>
<td>1</td>
<td>2.22%</td>
</tr>
<tr>
<td>Inaccurate Public Information</td>
<td>1</td>
<td>1.61%</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>Employee Other</td>
<td>1</td>
<td>1.61%</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>Late Arrival</td>
<td>1</td>
<td>1.61%</td>
<td>2</td>
<td>4.44%</td>
</tr>
<tr>
<td>Off Route</td>
<td>1</td>
<td>1.61%</td>
<td>2</td>
<td>4.44%</td>
</tr>
</tbody>
</table>
Customer Service Representative Cristy Sugabo accepted the Paratransit Eligibility Specialist position and began her new duties at the end of June. On July 20\textsuperscript{th}, MST coach operator Miriam Gutierrez accepted the CSR position and began training in customer service on July 25\textsuperscript{th}.

**Marketing and Sales Update**

MST signed contracts worth a total of $28,872 with four advertisers. MST participated in the world-wide Live Earth concert promotion locally here on X-103.9 radio. Staff made an appearance on the Your Town public access TV show as well as “Tomorrow Matters” AM radio program to promote MST and the environmental benefits of public transportation. Staff met with a representative of Spanish language television to explore the possibility of better outreach and advertising in the Latino community.

**Planning Update**

During the month of July, staff monitored the state budget impasse and its financial implications to public transit. Staff attended regular meetings of TAMC, FORA and MCHA. Staff worked with Laguna Seca raceway facilities engineers to improve safety and operations of the bus stop area. The Marina Transit Exchange Mixed-Use Phase RFP process continued with staff leading the pre-proposal conference and assisting the procurement manager in answering questions about the project. Staff prepared a powerpoint presentation for the FORA Board Meeting highlighting MST’s primary projects on the former military base.

Progress continued on the Bus Rapid Transit project, as staff attended an FTA workshop in San Francisco detailing the Very Small Starts funding program that could be used to fund MST’s BRT program. Staff also attended FTA Civil Rights training in San Francisco during the month of July. Staff attended the Mobility Management/511 Cal-Act workshop held here at MST. MST hired a planning intern to participate in the rotational intern program with TAMC and Santa Cruz Metro. Work continued on the Fall service change scheduled to take effect September 1, 2007, as well as the opening of the Marina Transit Exchange.
Information Technology Update

Staff continued working on outstanding warranty claims with the Siemens Transitmaster system. Staff continued to configure software and hardware for the ongoing implementation of the Maximus Maintenance system. Staff continued to configure hardware and software for the ongoing implementation of the FAMIS Accounting 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.
HIGHLIGHTS

August 22, 2007 Meeting

SEPTEMBER CONSTRUCTION SET FOR STATE ROUTE 68 -
COMMUNITY HOSPITAL OF MONTEREY PENINSULA

It won't be long before the entrance to Community Hospital on State Route 68 will be safer and less congested. Construction will begin September 2007 to add a left turn lane out of the hospital and additional through lanes at the intersection on SR 68. The Agency Board awarded the construction contract to Granite Construction for $817,817, which is under the engineering estimate and within budget. The $1.2 million construction phase is fully funded through Transportation Agency Regional Surface Transportation Program funds, City of Monterey funds, Hospital mitigation funds that were collected by the City and from County of Monterey Development impact fees. This phase is the first phase of a larger project to widen Highway 68 from Highway 1 to Skyline Forest Drive. Construction will be completed early 2008 and all traffic lanes will remain open during construction. For more information please contact Jeff Morgan, Transportation Agency Staff at: 831-775-0903 or jeff@tamcmonterey.org.

CALIFORNIA TRANSPORTATION FUNDING WORKSHOP

Transportation Agency Board Members received an informative presentation on:

- How money is spent on Transportation statewide.
- Key state fund sources such as the state fuel excise tax, and the fuel sales tax.
- Money spent on Transportation in Monterey County.
- Which funds are distributed by the Transportation Agency, the state, and the federal government.
- The $75 million annual shortfall in funds needed to pay for highway projects alone in Monterey County.

TRANSPORTATION AGENCY AWARDS FUNDS TO
MONTEREY-SALINAS TRANSIT AND MONTEREY COUNTY

Over $3.5 million new allocated Local and State Transportation Funds were awarded to Monterey-Salinas Transit (MST) and Monterey County this Wednesday for fixed-route bus operations, bus purchases, MST Line 23 operations to South Monterey County, bus service to North and South Monterey County, the MST RIDES Program, bus service in Pine Canyon near King City, and ADA bus operations for the Spreckels area. Over $3 million was also awarded to the County of Monterey for street and road construction, bicycle and pedestrian projects and general planning.
COUNTY AND SALINAS AWARDED FEDERAL TRANSPORTATION FUNDS

The City of Salinas will receive $1,292,954 in federal funding for North Sanborn Road Improvements and the County of Monterey will receive $105,000 for the Blackie Road Safety Improvement Project after the Transportation Agency approved their request for Regional Surface Transportation Program fair share funds this Wednesday. Regional Surface Transportation Program fair share funding is distributed by population to the local jurisdictions for a wide range of eligible transportation projects and is available at the discretion of the local jurisdiction for their chosen projects. Eligible projects include: local street and roadway rehabilitation, local match for federal transportation funds, bike lanes, pedestrian facilities, public transit capital, and signal coordination.

CALIFORNIA HIGH-SPEED RAIL

Plans are moving forward for the development of High-speed Rail from Los Angeles to San Francisco. One of the primary alternatives being studied is for trains to run through the Pacheco Pass in Southern Santa Clara County. The Transportation Agency Board has taken a formal position to support this alignment over other alternatives, which would route the line further north and would deter Monterey County residents from using the system. The Pacheco Pass alignment would have the train stopping at Gilroy and San Jose. With the future extension of the Caltrain service from Gilroy to Salinas, Monterey County residents could board Caltrain and transfer in Gilroy to the High-Speed service.
TO: Carl Sedoryk

FROM: Thomas P. Walters

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

- Discussed with Congressional delegation the actions needed to reprogram Federal funds for MST facilities.
- Provided drafting assistance to MST staff on background papers and letters requesting reprogramming of Federal funds to acquire buses.
- Provided updates on grants process associated with FY 2007 FTA appropriations legislation and impacts on MST.
- Consulted with MST staff on Federal agenda and advised on lobbying strategies, including efforts to bus and bus facilities projects.

TPW:dwg