

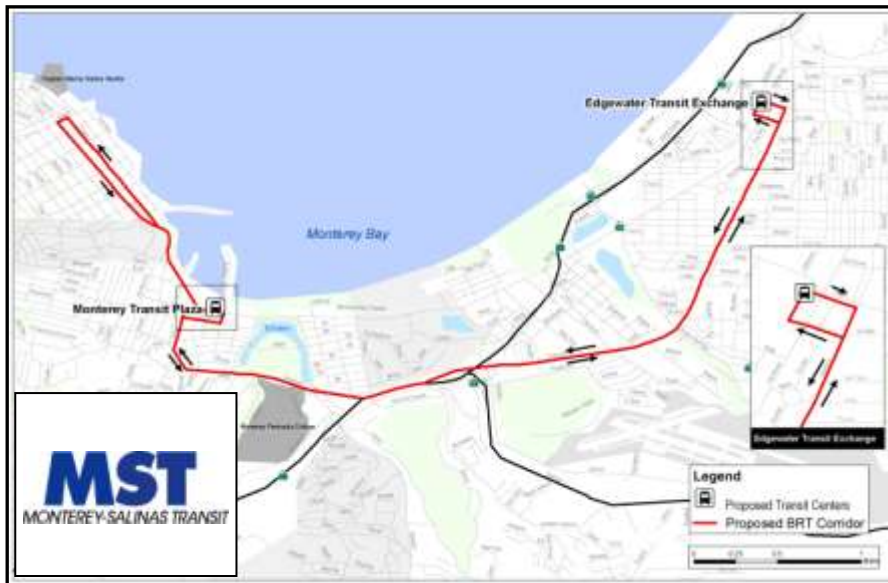
Monterey-Salinas Transit Bus Rapid Transit (BRT)

MST is working to implement Bus Rapid Transit (BRT) systems and technologies along several corridors throughout the county. BRT combines the high-quality service of rail transit with the lower-cost and greater-flexibility of buses. The Federal Transit Administration (FTA) has granted MST's request to initiate Project Development for the first BRT corridor in Monterey County and has provided \$2.77 million in funding.



MST Bay Rapid Transit – Fremont / Lighthouse Corridor

The Monterey-Salinas Transit Bay Rapid Transit Project is a 6.75-mile Bus Rapid Transit line that would run from the Monterey-Pacific Grove border through the cities of Monterey and Seaside to the western edge of Sand City. The project corridor consists primarily of the well-traveled business route of California Highway 1 in Seaside and North Monterey as well as the visitor-intensive Lighthouse Avenue corridor in New Monterey, ending at the world famous Monterey Bay Aquarium. The entire corridor is currently served by local buses carrying approximately 3,800 passengers per day. As this is not a fixed-guideway BRT that has bus-only lanes, implementation of project features used in shared-lane facilities, such as queue jump lanes, transit signal priority (TSP), and increased stop spacing, will improve travel times through this congested corridor. In fact, a traffic study completed as a part of the preliminary planning process indicates that bus travel time through the corridor would improve by approximately 50% with the implementation of BRT service. Frequency would increase from every 15-30 minutes to every 10 minutes during peak times, and average stop spacing would increase from the current every 0.2 miles to every 0.5 miles. In addition, the traffic study indicated that, with implementation of the BRT service, auto travel times through the corridor would also decrease by 2½ or 6½ minutes, depending upon the direction of travel.



Construction of the project would involve primarily the installation of custom-designed shelters reflecting a strong brand image of the new service. These new shelters would offer electronic passenger information signage and other enhanced amenities as well as minimal curb and sidewalk improvements to ensure that all stop locations meet ADA requirements. Pavement at stops as well as at the new queue jump locations would be restriped to accommodate BRT operations. MST's low-floor buses that would operate on the BRT corridor are already TSP-enabled and would be repainted to reflect the strong

brand image of the new service. It is not anticipated that any right-of-way would need to be acquired as all project activities would take place within the public domain.

FTA has granted MST pre-award authority to incur costs for continued preliminary engineering as part of its Project Development activities, and a Project Management Plan is now being drafted. **\$2.77 million in federal funds for MST's Fremont/Lighthouse BRT project were approved in December of 2009. An additional \$700,000 in California State Proposition 1B funds have been secured for this project.** Contracts for Final Design & Engineering as well as project management services were awarded by the MST Board of Directors at its March 12, 2010 meeting. Construction is expected to begin in late 2010 with operation of the BRT service expected in late 2011.