MONTEREY-SALINAS TRANSIT DISTRICT
BOARD OPERATIONS PERFORMANCE COMMITTEE
MEETING AGENDA

December 13, 2021
Time: 9:00 AM Pacific Time (US and Canada)

Governor Newsom’s COVID-19 Executive Order N-29-20 allows MST to hold meetings via teleconference and to make meetings accessible electronically to protect public health. The December 13, 2021 meeting of the Board Operations Performance Committee will be held via Zoom conference. There will be NO physical location of the meeting. The public is asked to use the Zoom app for best reception. There may only be limited opportunity to provide oral comments during the meeting. Persons who wish to make public comment on an agenda item are encouraged to submit comments in writing by email to MST at clerk@mst.org by 3:00 pm on Friday, December 10, 2021; those comments will be distributed to the legislative body before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair. Prior to the meeting, participants should download the Zoom app at: https://zoom.us/download A link to tutorials for use of the Zoom app is: https://support.zoom.us/hc/en-us/articles/206618765-Zoom-Video-Tutorials and https://support.zoom.us/hc/en-us/articles/209743263-Meeting-and-Webinar-Best-Practices-and-Resources

REMOTE CONFERENCE ONLY

Join from PC, Mac, Linux, iOS or Android:

Join Zoom Meeting
https://us06web.zoom.us/j/84500836234?pwd=aFQ0YUdjd3Y0eW94WmtRZ1MyUC01dz09

Meeting ID: 845 0083 6234
Passcode: 652252
One tap mobile
+16699006833,,84500836234#,,,,,*652252# US (San Jose)
+12532158782,,84500836234#,,,,,*652252# US (Tacoma)

Dial by your location
+1 669 900 6833 US (San Jose)
+1 253 215 8782 US (Tacoma)
Meeting ID: 845 0083 6234
Passcode: 652252

Find your local number: https://us06web.zoom.us/u/kbnXH3OYQo
MST Board and Committee Agendas

Accessibility, Language Assistance, and Public Comments

Materials related to an item on this agenda submitted to the Committee after distribution of the agenda packet are available for public inspection at the Monterey-Salinas Transit Administration Building at 19 Upper Ragsdale Dr., Suite 200, Monterey, CA 93940 during normal business hours.

Upon request, Monterey-Salinas Transit will provide written materials in appropriate alternative formats, including disability-related modifications or accommodations, 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, description of the requested materials, and preferred alternative format or auxiliary aid or service at least three working days prior to the meeting at the address below.

Public comments may be submitted for any item on the agenda by contacting MST:

Mail: MST, Attn: Clerk to the Board, 19 Upper Ragsdale Dr., Suite 200, Monterey, CA 93940

Website: https://mst.org/contact-us/ ● Email: clerk@mst.org ● Phone: (888) 678-2871

TTY/TDD: 831-393-8111 ● 711 Relay 888-678-2871 / Free language assistance / Asistencia de Lenguaje Gratuito / Libreng tulong para sa wika / Hỗ trợ ngôn ngữ miễn phí / 무료 언어 지원

1. CALL TO ORDER

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA
Members of the public may address the Committee 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 Committee 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.

3. CONSENT AGENDA

3-1. Approve Minutes of the Board Operations Performance / BOPC Committee on August 16, 2021. (Jeanette Alegar-Rocha) (Page 5)
4. **ACTION ITEMS**

4-1. Review of Operations Performance. (Refer to MST Board Agenda Item 8-1) (Carl Sedoryk)

4-2. Update on Progress from the Demolition of the Fort Ord Blighted Buildings. (Lisa Rheinheimer)

4-3. Receive an Update and Provide Feedback on the Draft Final Comprehensive Operational Analysis (COA) Network Redesign. (Michelle Overmeyer) (Page 9)

4-4. Receive update on Monterey-Salinas Transit District (MST) Request for Proposal (RFP) #22-01 MST RIDES ADA & Special Transportation (ST) Paratransit Services and Other Dial-a-Ride and Fixed-Route Services (Marzette Henderson/Sandra Amorim) (Page 49)

4-5. Receive Update on MST Contactless Fare Payment Demonstration Project. (Carl Sedoryk) No Enclosure.

5. **CLOSED SESSION**

As permitted by Government Code §54957 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.

6. **ADJOURN**

NEXT SCHEDULED MEETING DATE: February 14, 2022
9:00 a.m.

*Dates, times and teleconference information are subject to change.*

Please contact MST for accurate meeting date, times and teleconference information or check online at [http://mst.org/about-mst/board-of-directors/board-meetings/](http://mst.org/about-mst/board-of-directors/board-meetings/)
Board Operations Performance Committee (BOPC)
ZOOM Teleconference Meeting

Minutes
August 16, 2021
9:00 a.m.

Present:  Joe Amelio  City of Pacific Grove
Jeff Baron  City of Carmel-by-the Sea
Tony Barrera (Vice Chair)  City of Salinas
Mary Ann Carbone  City of Sand City
Anna Velazquez (Chair)  City of Soledad
Lorraine Worthy  City of Gonzales

Absent:  None

Staff:  Carl Sedoryk  General Manager/CEO
Lisa Rheinheimer  Assistant General Manager
Norman Tuitavuki  Chief Operating Officer
Kelly Halcon  Director of HR and Risk Management
Mark Eccles  Director of Information Technology
Michelle Overmeyer  Director of Planning and Innovation
Jeanette Alegar-Rocha  Clerk to the Board
Scott Taylor  Information Technology Manager
Andrea Williams  General Accounting and Budget Manager
Ikuyo Yoneda-Lopez  Marketing and Customer Service Manager
Beronica Carriedo  Community Outreach Coordinator
Alvin Johnson  Transit Manager
Marzette Henderson  Contract Services Manager
Elena Grigorichina  Operations Analyst
Lisa Cox  Risk and Safety Manager
Matt Deal  Grants Analyst
Sloan Campi  Planning Manager
Emma Patel  Associate Planner
Dave Bielsker  Transit Scheduler
Daniel Aquino  Scheduling Assistant

Counsel:  Michael D. Laredo  Assistant Counsel, De Lay & Laredo

Public:  Daniel Constantino  Jarrett Walker + Associates
David Schmalz  Monterey County Weekly
Madelyn Jacobsen  Transportation Agency for Monterey County
1. Call to order.

Chair Velazquez called the meeting of the Committee to order at 9:00 a.m. Roll call was taken and a quorum was established.

2. Public comment on matters not on the agenda.

Members of the public may address the Committee 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 Committee 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.

Public Comments – None

3. CONSENT AGENDA

3-1. Approve Minutes of the Board Operations Performance / BOPC Committee on July 9, 2021. (Jeanette Alegar-Rocha)

Public Comments – None

On a motion by Director Barrera, seconded by Director Amelio and carried by the following vote, which was conducted by roll call, the Committee approved the Minutes:

AYES: 6 Amelio, Baron, Baron, Carbone, Velazquez, and Worthy
NOES: 0 None
ABSENT: 0 None
ABSTAIN: 0 None

4. ACTION ITEMS

4-1. Review of Operations Performance. (Carl Sedoryk)

Public Comments – None

Director Carbone asked for more detail on the Transportation Department Monthly Update on documented occurrences for June 2021. Chief Operating Officer, Norman Tuitavuki will follow-up via email.

4-2. Received an Update on the Comprehensive Operational Analysis (COA) Draft Network Plan and Provide Feedback. (Michelle Overmeyer)

Public Comments – None
4.3 Receive an Update on the South County Operations and Maintenance Facility Project. (Lisa Rheinheimer)

Public Comments – None

4-4. Receive an Update on the Innovative Clean Transit Rule Rollout Plan. (Norm Tuitavuki)

Public Comments – None

4-5. Recommend Approval of Monterey-Salinas Transit’s Mandatory COVID Vaccination Workplace Policy to MST’s Board of Directors. (Kelly Halcon)

Public Comments – None

On a motion by Director Amelio, seconded by Director Baron and carried by the following vote, which was conducted by roll call, the Committee approved to recommend the Monterey-Salinas Transit’s Mandatory COVID Vaccination Workplace Policy to the full Board for approval:

AYES: 6 Amelio, Baron, Baron, Carbone and Velazquez
NOES: 1 Worthy
ABSENT: 0 None
ABSTAIN: 0 None

5. Closed Session

None.

6. Adjourn.

With no further business, Chair Velazquez adjourned the meeting at 10:26 a.m.
RECOMMENDATION:

Receive an update and provide feedback on the draft final Comprehensive Operational Analysis (COA) Network Redesign.

FISCAL IMPACT:

The COA Network Redesign is being designed under three scenarios to provide options to meet MST’s future financial environment.

- Low Scenario - This is the contingency scenario. It assumes either general fund sources (i.e., fares, State, non-pandemic federal funds, etc…) recover very slowly from the pandemic, or insufficient workforce is available to operate at full capacity, or both.

- Medium Scenario - This assumes regular general fund sources recover to pre-pandemic levels by the time MST’s federal pandemic recovery funds run out. This funding scenario also aligns with estimates in MST’s FY21/22-FY22/23 operating budget and staffing levels.

- High Scenario - This scenario assumes voters approve a new sales tax including 1/8-cent for service increases, or another similarly-sized new source of funding is generated for increased service levels.

POLICY IMPLICATIONS:

MST has not completed a COA in many years, instead relying on various localized service plans to update routes and schedules (e.g., Salinas Area Service Study, Peninsula Area Service Study, Marina Area Service Study, etc…). The intent of the COA is to design the transit network to meet a consistent set of service goals. The COA supports the Board’s Strategic Plan that was adopted this year.

At the May 2021 meeting, the Board Operations Performance Committee directed staff to focus the COA Network Redesign on these priority areas:
• Ridership over coverage: focusing better and more frequent service where more people live and work rather than spreading minimal service to as many areas of the County as possible

• Equity over equality: targeting the areas that have the greatest need for public transit rather than spreading service equally among the population

• Regional balance of transit service: 40% service to Peninsula area, 40% service to Salinas, and the remaining 20% to other areas

DISCUSSION:

The COA is a year-long comprehensive effort to revamp the entire public transit system in Monterey County. The following efforts were used for public engagement throughout the project to date.

Phase 1 Public Involvement

• MST developed a webpage dedicated to sharing information on the project. The website is https://mst.org/coa.

• Telephone survey of 500 people

• Paid focus groups with 40 MST riders

• Meetings with over 80 community stakeholders

• A community meeting was held in English and Spanish upon completion of the Choices Report

Core Design Workshops

• Planners and engineers from each of the 12 cities and Monterey County were invited to help design the draft network based on feedback received from Phase 1 Public Involvement.

Phase 2 Public Involvement

• Paid focus groups with MST riders (week of 10/4/21)

• Meetings with community stakeholders (9/27/21, 9/28/21, 9/29/21, 9/30/21)

• Presentations to Big Sur Byway (9/7/21), Hartnell College (9/21/21), County Board of Supervisors (10/12/21), County Access and Functional Needs (10/25/2021) Monterey Peninsula College (10/27/21), and Transportation Agency for Monterey County (10/27/21)

• MST Mobility Advisory Committee (9/29/2021)

• Advertisements placed on all MST buses

• A-frame advertisements at the transit centers

• Newspaper advertisements placed in Monterey County Weekly, El Sol, and The Californian

• Radio advertisement on KLOK Spanish radio (airing 10/1-10/12/21)

• SurveyMonkey (9/29-10/31/2021)
• Social media advertisements on Facebook, Twitter, and Instagram
• A general public community meeting was held October 13, 2021 at 5:30pm. It was held in English and Spanish.

MST’s consultant, Jarrett Walker + Associates will provide a presentation (Attachment) to your Committee on the public comments received and proposed changes to the draft COA Network Redesign. Staff recommends your committee authorize the team to finalize the plan and bring it to the full Board of Directors for adoption in February 2022.

ATTACHMENT(S):

COA Direction for the Final Network Plan Presentation

PREPARED BY
Michelle Overmeyer

REVIEWED BY
Carl G. Sedoryk
Monterey – Salinas Transit
Comprehensive Operational Analysis

Board of Directors
Operations Performance Committee
Direction for the Final Network Plan
December 13, 2021

Daniel Costantino
Álvaro Caviedes
Why are we here?

• We are reviewing where and how much service MST provides, how that should change.
  
  – In June, the Operations Committee provided staff and consultants with direction on the Draft Network Plan.
  
  – The project team developed the Draft Network Plan over the summer.
  
  – We spent September and October gathering public and stakeholder input on that proposal.
  
• Today we present the key input received, and seek direction on two controversial points.
Recap: What’s in the Plan
Draft Plan Direction

• Focus a little more on ridership, a little less on coverage. Aim for 60% Ridership / 40% Coverage.

• Prioritize coverage that serves the needs of low-income, low-car ownership communities.

• A little more service in Salinas, a little more regional service, and a little less service on the Peninsula.
  – 40% greater Monterey/Seaside urban area
  – 40% Salinas
  – 20% regional
What does this add up to?

- More focus on frequency and legible, direct routes.
- Service increases targeted at low-income communities and high-volume destinations.
- Less service in areas with very low population density.
- A little more service in Salinas and South County, a little less service in the Peninsula.
Core Network - Existing

Monterey-Salinas Transit
Existing Midday Network
(February 2021)

On weekdays, the bus comes about every...

- 15 minutes or better
- 16-25 minutes
- 26-39 minutes
- 40-60 minutes
- Over 60 minutes
- Limited service (8 trips or less per day)
- Non-stop segment
Regional Network – Medium Scenario

Monterey-Salinas Transit
Medium Concept Regional Network
(Midday)

On weekdays, the bus comes about every...

- 26-39 minutes
- 40-60 minutes
- Over 60 minutes
- Limited service (8 trips or less per day)
- MST local routes

(see local network map for more details)
Key Outcome: More people near more frequent service.

- 20,000 more people within ½-mile of a bus line
  - 58% of county pop. in the draft plan vs. 53% existing

- 80,000 more people near a bus every 30 mins or better
  - 46% of county pop. in the draft plan vs. 27% existing

- Two-thirds of people in poverty near service
  - Any service: 67% draft plan vs. 60% existing
  - Every 30 minutes or better: 57% draft plan vs. 36% existing
Key Outcome: Shorter travel times on the vast majority of trips.

<table>
<thead>
<tr>
<th></th>
<th>Carmel Valley</th>
<th>Carmel-by-the-Sea</th>
<th>CSUMB</th>
<th>King City</th>
<th>Marina</th>
<th>Monterey - Downtown</th>
<th>PG - Downtown</th>
<th>Salinas - Alisal</th>
<th>Salinas - Downtown</th>
<th>Salinas - Natividad</th>
<th>Salinas - Northridge</th>
<th>Sand City</th>
<th>Seaside</th>
<th>Soledad</th>
<th>Watsonville</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carmel Valley</td>
<td>+ 10 min</td>
<td>-25 min</td>
<td>-65 min</td>
<td>-5 min</td>
<td>+ 10 min</td>
<td>-15 min</td>
<td>=</td>
<td>-5 min</td>
<td>-35 min</td>
<td>-25 min</td>
<td>=</td>
<td>+ 5 min</td>
<td>-55 min</td>
<td>-15 min</td>
<td></td>
</tr>
<tr>
<td>Carmel-by-the-Sea</td>
<td>-40 min</td>
<td>-80 min</td>
<td>-15 min</td>
<td>-5 min</td>
<td>-30 min</td>
<td>-15 min</td>
<td>-30 min</td>
<td>-10 min</td>
<td>-15 min</td>
<td>-50 min</td>
<td>-40 min</td>
<td>-15 min</td>
<td>-5 min</td>
<td>-65 min</td>
<td>-25 min</td>
</tr>
<tr>
<td>CSUMB</td>
<td>-85 min</td>
<td>-5 min</td>
<td>-20 min</td>
<td>-15 min</td>
<td>-5 min</td>
<td>-10 min</td>
<td>-30 min</td>
<td>-10 min</td>
<td>-15 min</td>
<td>-75 min</td>
<td>-60 min</td>
<td>-60 min</td>
<td>-35 min</td>
<td>-70 min</td>
<td></td>
</tr>
<tr>
<td>King City</td>
<td>-60 min</td>
<td>-60 min</td>
<td>-90 min</td>
<td>-40 min</td>
<td>-45 min</td>
<td>-75 min</td>
<td>-70 min</td>
<td>-60 min</td>
<td>-60 min</td>
<td>-35 min</td>
<td>-35 min</td>
<td>-5 min</td>
<td>-10 min</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marina</td>
<td>=</td>
<td>-30 min</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monterey - Downtown</td>
<td></td>
<td>-15 min</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pacific Grove - Downtown</td>
<td></td>
<td>-35 min</td>
<td>-35 min</td>
<td>-70 min</td>
<td>-60 min</td>
<td>-30 min</td>
<td>=</td>
<td>=</td>
<td>-85 min</td>
<td>-45 min</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salinas - Alisal</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salinas - Downtown</td>
<td></td>
<td></td>
<td>-20 min</td>
<td>-20 min</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salinas - Natividad</td>
<td></td>
<td></td>
<td>=</td>
<td>-40 min</td>
<td>-40 min</td>
<td>-70 min</td>
<td>-35 min</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salinas - Northridge Mall</td>
<td></td>
<td></td>
<td>=</td>
<td>-25 min</td>
<td>-25 min</td>
<td>-60 min</td>
<td>+ 5 min</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sand City</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td></td>
<td>-50 min</td>
</tr>
<tr>
<td>Seaside</td>
<td>=</td>
<td></td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td></td>
<td>-65 min</td>
</tr>
<tr>
<td>Soledad</td>
<td>=</td>
<td></td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td>=</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Assumptions in the Medium Scenario

- No new funding.
- Operator shortage resolved.
- Transfers become free, or heavily discounted.
- Timed Transfers at key locations.
Other Scenarios

- The plan also includes two other scenarios, which are considered less likely:
  
  - Low Scenario
    - To respond to loss of funding, or continued operator shortage
    - Similar coverage, lower frequencies on some routes, service ends an hour earlier in the evenings.

  - High Scenario
    - To help define what MST would do if it received more funds, e.g. another 1/8-cent sales tax or equivalent dollars
    - Higher frequencies on some routes, service to Gilroy, later service on the JAZZ
Community Outreach Process
Phase 2 Outreach Process

- Four meetings with stakeholder groups.
  - 30 groups reached.

- Three rider focus groups.
  - Two in English, one in Spanish.

- Public meetings in English and in Spanish.
  - One meeting in each language, both offered on Zoom and recordings available on YouTube.

- Online survey.
  - 190 responses gathered.
  - Survey was advertised on board MST buses, at transit centers, in newspaper advertisements, on Spanish-language radio and on MST’s website.
Phase 2 Outreach Process

Presentations by MST staff to:

- Monterey County Board of Supervisors
- Hartnell College Board of Trustees
- Monterey Peninsula College Board of Trustees
- Big Sur Byway
- Transportation Agency for Monterey County Board of Directors
- MST Mobility Advisory Committee
- Monterey County Access and Functional Needs Group
Key Questions

• Do the proposed changes in this network reflect your values and priorities?

• Would the proposed changes have a positive or negative impact on:
  - you and your family?
  - your neighborhood and community?
  - Monterey County as a whole?

• What should be corrected in the Final Plan?
What we Heard
Feedback Summary

• Most comments were positive.

  – The Medium Scenario broadly responds to the concerns we heard from the public in Phase 1 of public outreach.

  – Travel time savings generated by higher frequencies and (free) timed transfers are very popular with the audiences we reached.

  – Many positive comments about specific improvements in Salinas, such as the Adult School, Natividad Hospital, as well as South Main Street and Romie Lane.
Two issues dominate requests for changes.

- Requests to restore longer-distance services, esp. to San Jose.

- Requests to restore service closer to County Social Services in Salinas.

A number of other requests were also made by one or two people each, but the topics above came up repeatedly and in every type of outreach conducted.
Requests for Change by Frequency

- San Jose/Bay Area service: 20
- Nothing - Plan is fine as-is: 8
- Line 40 should serve Social Services: 6
- Big Sur service: 6
- Provide later span of service: 4
- Santa Cruz Service: 3
- More service to Ryan Ranch: 3
- Serve schools in Pacific Grove instead of downtown: 2
- Provide earlier morning service: 2
- More service to Monterey Regional Airport: 2
- More frequency on 28/29: 2
- Line 23 should run to Hartnell College: 2
- Enhance Marina Service: 2
- Direct Line from Seaside to Del Monte Center to Carmel: 2
- Better lighting at bus stops: 2

Count of Trends
Committee Question no. 1

- In the Final Plan, should we aim to satisfy requests for more long-distance services, or should we focus on keeping frequency and other improvements made to local services?
Committee Question no. 1 - Context

• San Jose:
  – By far the most requested. Also the most expensive to serve directly.
  – Other operators provide service between Monterey, Salinas and San Jose, but at a higher cost to the passenger.

• Big Sur:
  – This service operated through the pandemic until Labor Day 2021. For now, no alternatives exist.
  – MST staff is actively seeking alternative funding sources and vanpool solutions in collaboration with local stakeholders.

• Santa Cruz:
  – Draft Plan requires transfer to Santa Cruz Metro rather than a direct route.
  – The former direct route was funded by DoD.
Committee Question no. 1 - Context

- Long-distance services are expensive to provide, relative to the number of people who ride.

- Restoring any of these would require reducing or eliminating many of the features we heard positive comments about. Most likely:
  - Lower frequencies and/or fewer routes in Salinas
  - Lower frequencies on Route 23 in South County
Committee Question no. 1

- In the Final Plan, should we aim to satisfy requests for long-distance services, or should we focus on keeping frequency and other improvements made to local services?

  - If so, to what extent?
Committee Question no. 2

• In the Final Plan, should Line 48:
  – go back to serving bus stops at the County Social Services locations?
  
or:
  – stay on the path proposed in the Draft Plan, to Salinas Airport and Hartnell – Alisal?
Committee Question no. 2 - Context

- Line 48 in Salinas serves social services at two very isolated locations.

- To reach these bus stops, Line 48 can’t go further and serve locations like Salinas Airport or Hartnell’s Alisal campus.

- Line 48 isn’t currently running due to the operator shortage.
In the Draft Plan, Line 48 wouldn’t get as close to the social services offices. Instead, it would take a straighter path that allows it to serve the airport and Hartnell. It would still be possible to get to social services, but it would require longer walks.
The distance from existing Line 41 to Hartnell’s Alisal campus is about 0.8 miles (~17 minute walk/5 minute bike).
• As drawn in the Draft Plan, the distance from 730 La Guardia Street to the closest possible bus stop on Line 48 would be 0.8 miles (~16 minute walk/5 minute bike).
Committee Question no. 2 - Context

- Historically, ridership on Line 48 to County Social Services has been very low. But:
  - The people who have used it probably need it very much.
  - Ridership on Line 48 has likely been depressed due to scheduling issues. It’s very difficult to connect to Line 48 from other routes.
  - The Draft Plan would fix this, making connections easier, possibly attracting more ridership to these locations.
In the Final Plan, should Line 48:

– go back to serving bus stops at the County Social Services locations?

or:

– stay on the path proposed in the Draft Plan, to Salinas Airport and Hartnell – Alisal?
Any further guidance?

• Would the members of the Operations Performance Committee like to provide any other guidance or direction today, before we start working on the Final Plan?
Next Steps

- Analyze the Network
- Community Input
- Committee Direction June 2021
- Choices Report May 2021
- Committee Direction June 2021
- Draft Network Plan August 2021
- Draft Network Plan August 2021
- Community Input
- Final Plan January 2022
- Redesign the Network
- Board Decision Early 2022
- Implementation by MST
Thank you!
To: Board of Directors

From: Marzette Henderson, Contract Services Manager
Sandra Amorim, Procurement and Contracts Manager

Subject: Purchased Transportation Request for Proposals Procurement

RECOMMENDATION:

Receive update on Monterey-Salinas Transit District (MST) Request for Proposal (RFP) #22-01 MST RIDES ADA & Special Transportation (ST) Paratransit Services and Other Dial-a-Ride and Fixed-Route Services.

FISCAL IMPACT:

The 5-year base contract for purchased transportation at current rates with 3% annual increases is projected to be $43,496,886.

The total contract value with option years (9 years total) at current rates with 3% annual increases is projected to be $82,529,901.

POLICY IMPLICATIONS:

Your Board approves all purchases that exceed $100,000.

DISCUSSION:

The contract with MV Transportation, Inc. for MST RIDES ADA & Special Transportation (ST) paratransit services and other dial-a-ride and fixed-route services will expire on June 30, 2021. Anticipating the end of the contract, staff solicited proposals from qualified service providers to operate and maintain these services.

In total, the services detailed in the RFP #22-01 represent approximately 40% of services offered by MST and require approximately 109,600 annual vehicles revenue hours to operate during Fiscal Year 2021.

The successful service providers will be awarded an exclusive 5-year contract to provide the services for the period beginning July 1, 2022, through Jun 30, 2027, with an option to extend by mutual agreement for up to two (2) two-year periods.

Five proposals were received by November 2, 2021, due date from the following transportation service providers:
1) First Transit, Inc.
2) Keolis Transit Services, LLC
3) MV Transportation, Inc.
4) National Express, LLC
5) Transdev North America, Inc.

A team of staff and a member of the MST Mobility Advisory Committee (MAC) will score each proposal on the following criteria:

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRICE SERVICE MODEL A &amp; B</td>
<td>20</td>
</tr>
<tr>
<td>TECHNICAL PROPOSAL</td>
<td></td>
</tr>
<tr>
<td>MANAGEMENT STRUCTURE</td>
<td>10</td>
</tr>
<tr>
<td>EXPERIENCE, REFERENCES PERFORMANCE RECORD</td>
<td>5</td>
</tr>
<tr>
<td>CAPABILITY AND MANAGEMENT APPROACH, INNOVATION</td>
<td>20</td>
</tr>
<tr>
<td>APPROACH TO KEY COST DRIVERS</td>
<td>5</td>
</tr>
<tr>
<td>STAFFING PLAN</td>
<td>10</td>
</tr>
<tr>
<td>SAFETY PROGRAM</td>
<td>5</td>
</tr>
<tr>
<td>TRAINING PROGRAM</td>
<td>5</td>
</tr>
<tr>
<td>CAD/AVL SYSTEM BUS MANAGEMENT AND OPERATION PLAN</td>
<td>5</td>
</tr>
<tr>
<td>TRANSITION AND START UP PLAN</td>
<td>5</td>
</tr>
<tr>
<td>LABOR CODE COMPLIANT</td>
<td>10</td>
</tr>
</tbody>
</table>

After the ratings are completed, staff will add pricing evaluation scores to each proposal. Staff will conduct interviews with the top 2 scoring Proposers and ask the top proposers to submit their Best and Final Offers (BAFO).

Staff plans to bring a recommendation before the full Board and ask the Board to allow MST CEO/GM to enter into negotiation and contract with the winning Proposer at the January Board meeting.

Prepared by: ________________________   Reviewed by:  ______________________
Marzette Henderson     Carl G. Sedoryk