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 June 14, 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, June 11, 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:
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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.

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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

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MST AGENDA & MEETING NOTICE

Group: Board Operations Performance Committee (BOPC)

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

Staff: Carl Sedoryk General Manager/CEO
Lisa Rheinheimer Assistant General Manager
Kelly Halcon Director of HR and Risk Management
Norman Tuitavuki Chief Operating Officer
Mark Eccles Director of Information Technology
Michelle Overmeyer Director of Planning and Innovation

Date: June 14, 2021
Time: 9:00 am


1. Call to order.

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.

3. CONSENT AGENDA

3-1. Approve Minutes of the Board Operations Performance / BOPC Committee on April 12, 2021. (Jeanette Alegar-Rocha) (Page 5)
4. **ACTION ITEMS**

4-1. Review of Operations Performance. (Refer to MST Board Agenda Item 7-1) (Carl Sedoryk)

4-2. Receive Presentation on Comprehensive Operational Analysis Choices Report and Provide Direction. (Michelle Overmeyer) (Page 9)

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.

None.

6. **Adjourn.**

NEXT MEETING DATE: August 9, 2021
REMOTE CONFERENCE ONLY
ZOOM MEETING
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/)
1. Call to order.

Chair Velazquez called the meeting of the committee to order at 9:00 a.m.

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 February 8, 2021. (Jeanette Alegar-Rocha)

Director Worthy made the motion to approve the minutes which was seconded by Director Barrera. A roll call vote was taken with four voting in favor: Barrera, Baron, Velazquez, and Worthy and two absent: Amelio and Carbone. The motion passed.

4. ACTION ITEMS

4-1. Review of Operations Performance. (Carl Sedoryk) (Refer to MST Board Agenda Item 7-1)

Carl Sedoryk provided the Committee a review of the MST Operations Performance from the General Manager’s report item # 7-1 of the regular Board Agenda.

4-2. Receive Construction Update on the South County Operations and Maintenance Facility Project. (Lisa Rheinheimer) (No Enclosure)

Lisa Rheinheimer provided the Committee an update on the South County Operations and Maintenance Facility construction progress. Ms. Rheinheimer reported that the project remains within budget and on schedule with a target date for substantial completion of September 1, 2021.

Public Comments - None

4-3. Receive Update on SURF! Busway and Bus Rapid Transit Project. (Lisa Rheinheimer and Michelle Overmeyer) (No Enclosure)

Lisa Rheinheimer provided the Committee an update on the progress of the SURF! Busway and Bus Rapid Transit Project with a verbal summary on the SURF! public survey results.

Michelle Overmeyer provided the Committee an update on the environmental review of the project. MST is complying with the California Environmental Quality Act (CEQA) at the State level. A draft Initial Study/Mitigated Negative Declaration (MND) was noticed and is currently in the 30-day public review and comment phase. A public hearing is scheduled at the
May 10, 2021 MST Board meeting. MST is complying with NEPA at the Federal level using the technical studies submitted with the CEQA Initial Study which are currently being reviewed by the Federal Transit Administration (FTA).

Chair Velazquez asked if the local jurisdictions and cities were provided the information to post on their websites.

Staff responded that local jurisdictions and cities received the public notice.

Public Comments – None

4-4. Review Draft 5-Year Capital Improvement Program and Provide Comments. (Lisa Rheinheimer)

The Committee received and reviewed the Draft 5-Year Capital Improvement Program presented by Lisa Rheinheimer. Staff will take the CIP to the full Board at the May 10, 2021 meeting for approval in support of the Budget.

Public Comments - None

4-5. Receive Update on South County Service Plan (Michelle Overmeyer)
    (Board Agenda item 6-2)

The Committee received a verbal summary update from Michelle Overmeyer on the South County Service Plan based on the Fehr and Peers analysis of current service. The Plan will be reviewed with the full Board at the regular board meeting.

Public Comments - None

4-6. Recommend Approval of Low Carbon Transit Operations Program (LCTOP) (Matthew Deal) (Board Agenda item 6-1)

The Committee received an verbal summary update from Matt Deal on the Low Carbon Transit Operations Program (LCTOP) which will be presented to the full Board at the regular board meeting for approval.

Public Comments – None

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-Millas-Brown Act representative.

No Closed Session
6. ADJOURN

With no further business, Chair Velazquez adjourned the meeting at 9:55 a.m.

PREPARED BY: Jeanette Alegar-Rocha
REVIEWED BY: Carl G. Sedoryk
Key Policy Choices
June 14, 2020

Board Operations Performance Committee

Daniel Costantino
Why are we here?

• We are reviewing where and how much service MST provides, and whether that needs to change.

• The intent is to redesign the network to meet a consistent set of service goals.

• Staff can’t redesign the network without answers to questions about resource allocation and fairness. These will require policy-level direction.
Key Questions

- **Where and how much?** What percentage of MST service should be provided in different parts of Monterey County?

- **Ridership vs. Coverage.** What percentage of MST service should be focused on maximizing ridership vs. on spreading coverage to as many places as possible?

- **Equality vs. Equity.** In providing coverage, should MST focus primarily on the needs of low-income, high-need communities?
• We are asking **only** about the service that MST pays for out of its general funds.

  – **This is** about services paid for by everybody’s taxes, throughout the county.

  – **This is not** about contract services paid for directly by cities, colleges, the military, or anyone else.

  – **This is not** about Measure Q services; these will continue to be designed for the needs of seniors, veterans and people with disabilities.
Committee direction will be used to design a Draft Network Plan.

This will be a proposal for change to come in the next year or two.

- It will be presented for public comment in September, after being presented to the Board.

This will mostly be based on existing funding.

- We will also contemplate what additional sales tax funding might allow, but that will be a longer-term proposal.

The scale of change in the Draft Network Plan depends on this committee’s direction.
Q1. Ridership vs. Coverage

- Right now, MST provides about:
  - 40% of its service in places and at frequencies where it would generate the most possible ridership.
  - 60% of its service to extend coverage to as many places as possible.

- Is that the right balance or should it change?
Reminder. Focusing on ridership means:

- **High frequencies.** Preferably every 15 minutes or better.
- **On straight lines** that make travel relatively direct and convenient.
- **In dense places** where many people live and work nearby.
In very rough terms...
The public has told us they value frequency and usefulness somewhat more than coverage.

**Telephone Survey Tradeoffs: Should MST...**

Focus on providing service to as many places as possible, even if that means the bus only comes every hour or two and most trips take a very long time?

35%

OR

Focus on providing fast and frequent service, that comes every 15 minutes and takes the most direct routes, even if that means transit is only available in the areas where the most people live and work?

64%

Please note: Data shown from “the public” in this presentation reflects results of a phone survey of 500 people in Monterey County, with respondents selected to reflect the county’s diversity in terms of age, income, and race/ethnicity. Details in Appendix A to the Choices Report. The high-level conclusions of this survey are consistent with what the consultant team heard in interviews with a wide variety of stakeholders, and 9 focus groups with current MST riders from all parts of the county.
The public appears to be somewhat more interested in goals that align with ridership, rather than coverage.
Some Possible Options

- **Limited change**: 40% Ridership, 60% Coverage

- **Equal**: 50/50

- **Flip it**: 60% Ridership, 40% Coverage

- **What is the committee’s direction?**
Q2. Equality vs. Equity

• Right now:

  – MST has a dedicated source of funding to meet the relatively high needs of seniors, veterans, and people with disabilities.

  – There is no dedicated funding for the relatively high needs of people with low incomes, or who don’t own a car.

  – MST provides coverage largely in response to requests from the public, existing riders and stakeholders.

• Should MST explicitly prioritize the needs of disadvantaged communities in designing service for coverage purposes?
The public have told us they value equity.

Please note: Data shown from “the public” in this presentation reflects results of a phone survey of 500 people in Monterey County, with respondents selected to reflect the county’s diversity in terms of age, income, and race/ethnicity. Details in Appendix A to the Choices Report. The high-level conclusions of this survey are consistent with what the consultant team heard in interviews with a wide variety of stakeholders, and 9 focus groups with current MST riders from all parts of the county.
How important is it for MST to provide....

- Routes tailored to needs of elderly and disabled: 41% Extremely important, 52% Very important
- Affordable transportation where many people lack vehicles: 34% Extremely important, 56% Very important
- Help limit air pollution and greenhouse gases: 26% Extremely important, 50% Very important
- Routes that get workers to places where the most jobs are: 26% Extremely important, 57% Very important
- Routes for people to get to stores and appts: 25% Extremely important, 53% Very important
- Transportation to colleges & universities: 25% Extremely important, 58% Very important
- Transportation to high schools: 23% Extremely important, 49% Very important
- Help reduce the growth of traffic congestion: 18% Extremely important, 48% Very important
- Increase overall amount of service: 15% Extremely important, 49% Very important
- Support denser, walkable development: 14% Extremely important, 46% Very important
- Service to all places, even where few people ride: 14% Extremely important, 40% Very important
- Special tourist services to reduce traffic congestion: 12% Extremely important, 45% Very important
Some Possible Options

• **Limited change**: Focus first on providing coverage to the places that have service now.

• **Equity focus**: Focus first on coverage to meet the needs of low-income/high-need communities.

• **Population focus**: Focus on providing coverage to the largest total number of people and jobs.

• **What is the committee’s direction?**
Q3. Where and how much service, in total?

- Right now, MST provides about:
  - 50% of its service in the greater Seaside-Monterey urban area
  - 35% of its service in the greater Salinas urban area
  - 15% in the rest of the county

- Is that the right balance or should it change?
Some considerations

• Existing riders, and even some people who don’t use transit but are used to seeing a bus in their neighborhood, strongly dislike losing service.

• Both ridership and equity arguments strongly suggest shifting more service to Salinas and South County.

• Every part of the county pays taxes into MST’s system in rough proportion to its population.
Some Possible Options

- **Limited change**
  - 50% greater Seaside-Monterey, 35% greater Salinas, 15% rest of county

Rebalance to demand and need
- 40% greater Seaside-Monterey, 40% greater Salinas, 20% rest of county

Rebalance to total population and jobs
- 35% greater Seaside-Monterey, 35% greater Salinas, 30% rest of county

What is the committee’s direction?
Next Steps

- Analyze the Network  
  Ongoing
- Community Input  
  Ongoing
- Choices Report  
  May 2021
- Committee Direction  
  June 2021
- Draft Network Plan  
  August 2021
- Redesign the Network
- Final Plan  
  December 2021
- Community Input
- Board Decision  
  Early 2022
- Implementation by MST

MST BOARD OPERATIONS PERFORMANCE COMMITTEE AGENDA / JUNE 14, 2021 MEETING / PAGE 27

JARRETT WALKER + ASSOCIATES 19
Thank you!
Back-up Material
Focus on service every 15 minutes in areas with lots of jobs and schools, so that many people can rely on buses to get to work or school on time, but that means some people don't have any service?

OR

Provide service every hour or two throughout the county, so everyone has a little bus service but very few people can rely on it to get to work or school on time?
Focus more on the benefits of fairness to all by providing at least a little service to everyone in all communities large and small even if it is slow and the bus doesn’t come very often?

**OR**

Focus more on supporting the local economy by providing fast and frequent service in the areas where many people could use it to get to work, school, shopping and other everyday needs?