



MONTEREY-SALINAS TRANSIT DISTRICT
BOARD OPERATIONS PERFORMANCE COMMITTEE
MEETING AGENDA

June 14, 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 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: <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

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Password: 132854

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MST Board and Committee Agendas

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

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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

The BOPC Committee provides policy direction to the Board and monitor performance in areas of Transit, ADA Paratransit and Mobility Management Service Design/Service Delivery, Capital Investment Requirements, Capital Projects, Transit Facilities/Customer Amenities, Asset Management, Labor Relations, and Safety/Security.

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/>*

Board Operations Performance Committee (BOPC)
ZOOM Teleconference Meeting

Minutes

April 12, 2021
9:00 a.m.

Present:	Tony Barerra (Vice Chair) Jeff Baron Lorraine Worthy Anna Velazquez (Chair)	City of Salinas City of Carmel-by the Sea City of Gonzales City of Soledad
Absent:	Joe Amelio Mary Ann Carbone	City of Pacific Grove City of Sand City
Staff:	Carl Sedoryk Lisa Rheinheimer Norman Tuitavuki Kelly Halcon Mark Eccles Michelle Overmeyer Jeanette Alegar-Rocha Andrea Williams Ikuyo Yoneda-Lopez Alvin Johnson Lisa Cox Marzette Henderson	General Manager/CEO Assistant General Manager Chief Operating Officer Director of HR and Risk Management Director of Information Technology Director of Planning and Innovation Clerk to the Board General Accounting & Budget Manager Marketing & Customer Service Manager Transit Manager Risk and Safety Manager Contract Services Manager
Counsel:	Dave Laredo	General Counsel, De Lay & Laredo

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.

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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

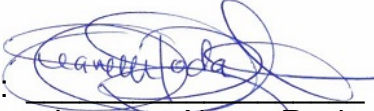
5. CLOSED SESSION

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-Milias-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

Monterey – Salinas Transit Comprehensive Operational Analysis

Key Policy Choices June 14, 2020

Board Operations Performance Committee

Daniel Costantino

JARRETT WALKER + ASSOCIATES

1

MST
MONTEREY-SALINAS TRANSIT

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?

An Important Note!

- 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.

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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?

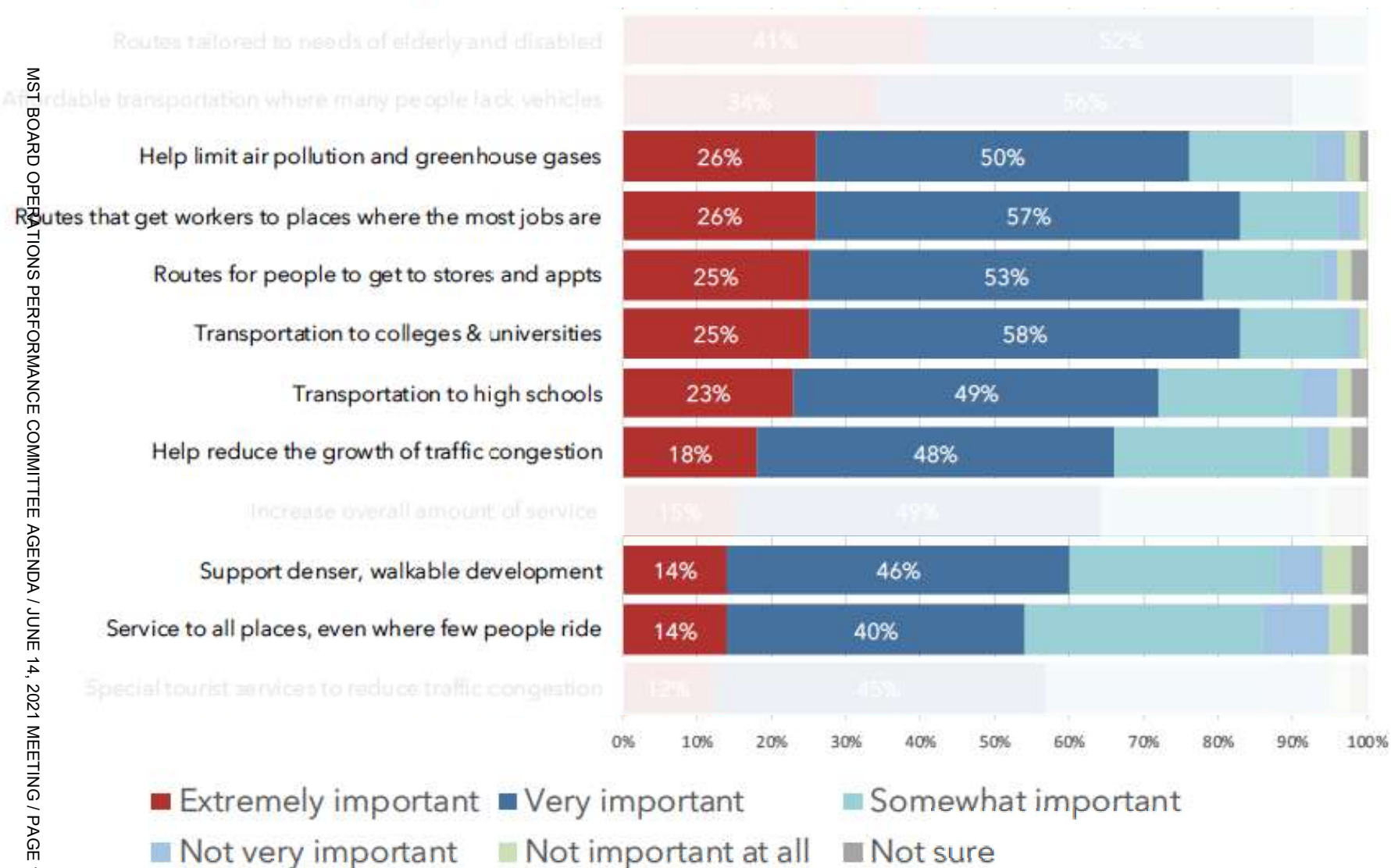
64%

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.

JARRETT WALKER + ASSOCIATES

The public appears to be somewhat more interested in goals that align with ridership, rather than coverage.

How important is it for MST to provide....



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.

Focus first on needs of communities where many people have low incomes, or don't have reliable access to a personal vehicle?

69%

OR

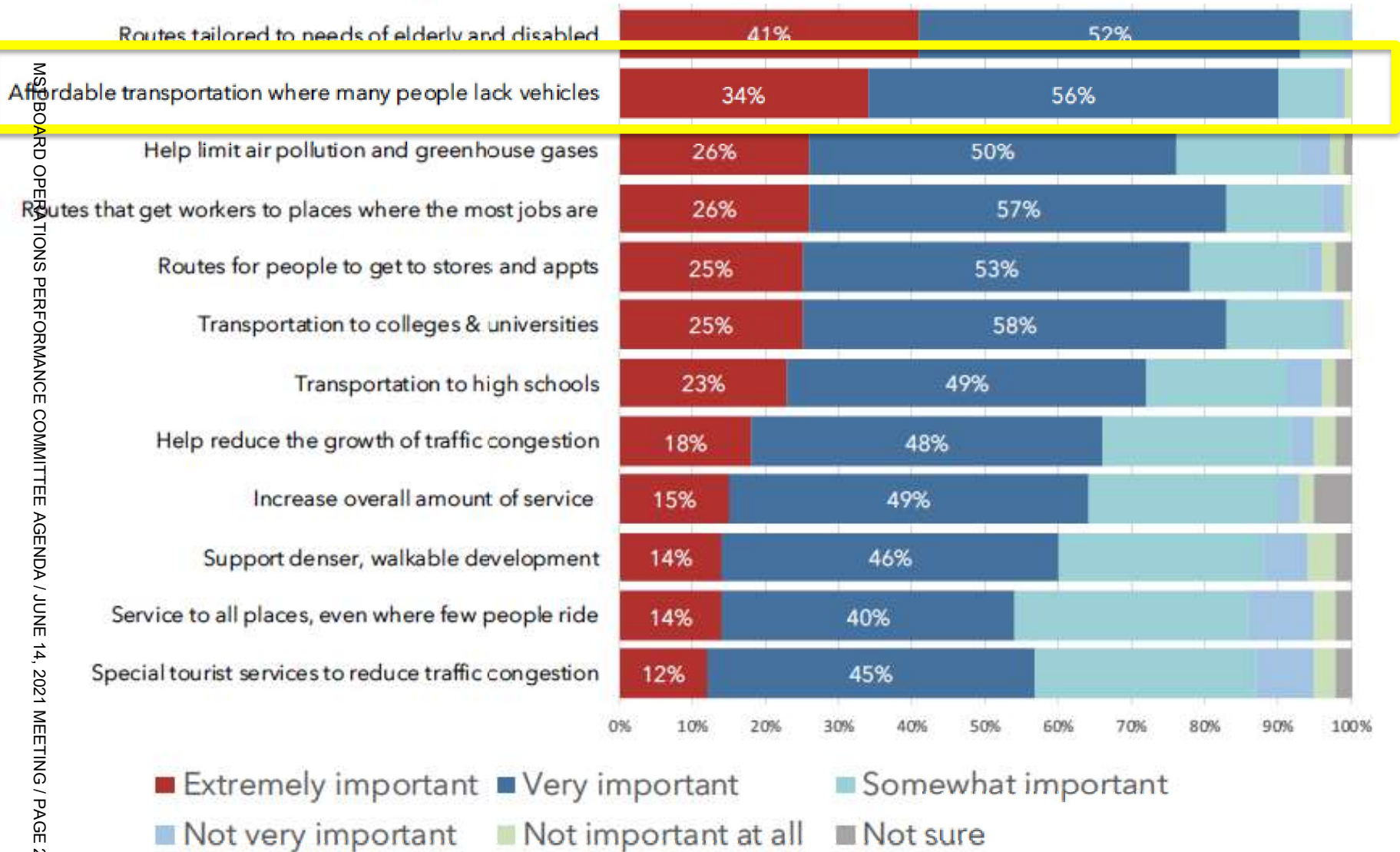
Provide service equally to all communities, regardless of need, income or access to a personal vehicle?

30%

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How important is it for MST to provide....



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

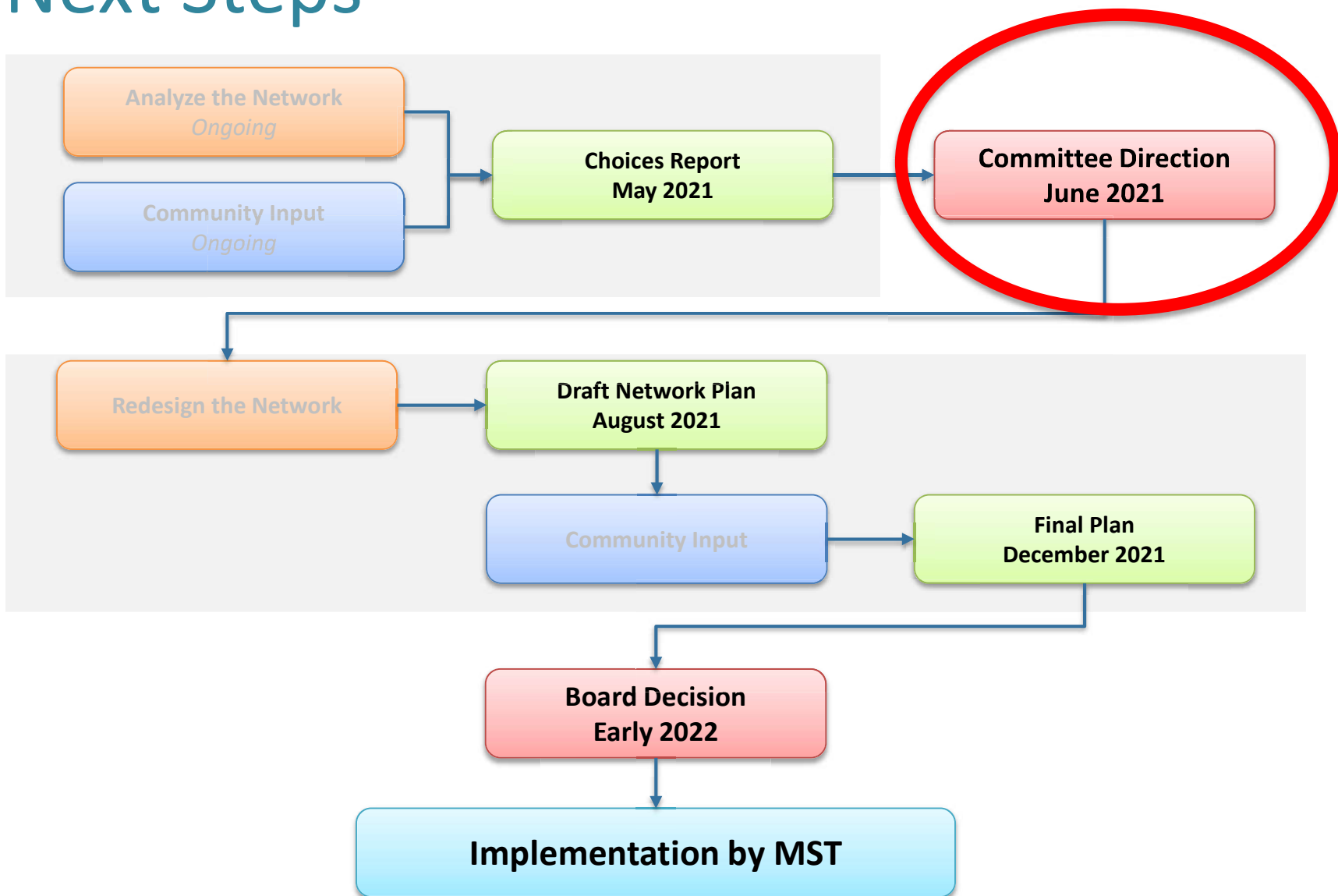
- 40% greater Seaside-Monterey, 40% greater Salinas, 20% rest of county

- 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



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?

65%

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?

33%

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?

27%

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?

72%

