



MONTEREY-SALINAS TRANSIT DISTRICT BOARD OF DIRECTORS MEETING AGENDA

June 14, 2021

Time: 10:00 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 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>

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MST District Board and Committee Agendas

Accessibility, Language Assistance, and Public Comments

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

Upon request, Monterey-Salinas Transit District 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

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1. CALL TO ORDER

- 1-1. Roll Call.
- 1-2. Pledge of Allegiance.
- 1-3. Review Highlights of the agenda. (Carl Sedoryk)

2. 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 District 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. (Please refer to page 1 of the agenda for instructions)

3. UNFINISHED BUSINESS

- 3-1. Continue the SURF! Busway and Bus Rapid Transit Project Public Hearing from the May 10th MST Board Meeting to Hear Board Discussion (public testimony has been closed) and Approve Resolution 2021-25:
 - a) Approving findings (includes SB 288 statutory exemption) and adopting the final Initial Study/ Mitigated Negative Declaration; and
 - b) Approving the Mitigation Monitoring and Reporting Program; and
 - c) Approving the project. (Michelle Overmeyer) (Page 7)

4. CONSENT AGENDA

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

- 4-1. Adopt Resolution 2021-26 recognizing Ezequiel Rebollar, IT Technician, as Employee of the Month for June 2021. (Mark Eccles/Scott Taylor) (Page 197)
- 4-2. Receive Draft Minutes of the MST Board Administration Performance Committee Meeting on May 10, 2021. (Jeanette Alegar-Rocha) (Page 199)
- 4-3. Approve Minutes of the MST Board Meeting on May 10, 2021. (Jeanette Alegar-Rocha) (Page 203)
- 4-4. Receive Report on Lost and Found Items Left on MST Property for the Month of March 2021. (Sonia Wills) (Page 211)

- 4-5. Financial Reports – April 2021. (Lori Lee) (Page 213)
 - a) Accept report of April 2021 Cash Flow
 - b) Approve April 2021 Disbursements
 - c) Accept Report of April 2021 Treasury Transactions
- 4-6. Receive Minutes of the MAC Committee on March 31, 2021. (Claudia Valencia) (Page 221)
- 4-7. Reject Claim by Maria Aguilar de Ramirez. (Lisa Cox) (Page 225)
- 4-8. Award a Three-Year Contract to Eide Bailly for Financial Audit Services in the Amount of \$37,120 Annually with a Total not to Exceed \$111,360 and Authorize Staff to Extend the Contract for up to Two Additional One-Year Periods upon Satisfactory Performance. (Sandra Amorim) (Page 227)

End of Consent Agenda

5. RECOGNITIONS AND SPECIAL PRESENTATIONS

- 5-1. Employee of the Month, Ezequiel Rebollar, IT Technician, June 2021 (Mark Eccles/Scott Taylor)
- 5-2. 40 Years of Service – Steven Carrol, MST Mechanic B (Tony Valladares/Norman Tuitavuki)
- 5-3. Receive Staff Report on Activities Related to the COVID-19 Pandemic Incident Response and Recovery Planning to Date and Provide Direction, If Needed. (Carl Sedoryk)

6. PUBLIC HEARINGS

- 6-1. FY 2022 – 2023 Operating and Capital Budget (Lisa Rheinheimer) (Page 229)
 - a) Receive Presentation on Proposed FY 2022 and FY 2023 Operating and Capital Budget,
 - b) Conduct Public Hearing to Hear Public Comments on the Proposed FY 2022 and FY 2023 Operating and Capital Budget,
 - c) Adopt Proposed FY 2022 and FY 2023 Operating and Capital Budget,
 - d) Approve Resolution 2021-27 Authorizing the Filing of Federal Grant Applications, and
 - e) Authorize staff to apply to the Transportation Agency for Monterey County for Transportation Development Act Local Transportation Funds and State Transit Assistance for FY 2022.

7. ACTION ITEMS

None

8. REPORTS & INFORMATION ITEMS

The Board will receive and file these reports, which do not require action by the Board.

- 8-1. General Manager/CEO Report – April 2021 (Page 307)
- 8-2. Federal Legislative Advocacy Report – May 2021 (Page 337)
- 8-3. State Legislative Advocacy Update (Page 341)
- 8-4. Staff Trip Reports – None
- 8-5. Correspondence – None

9. BOARD REPORTS, COMMENTS, AND REFERRALS

- 9-1. Reports on Meetings Attended by Board Members at MST Expense. (AB 1234)
- 9-2. Board Member Comments and Announcements.
 - a) Recognition of Angelina Ruiz, HR Manager, Graduation from Penn State with a Masters' of Professional Studies in Human Resources and Employment Relations.
- 9-3. Board Member Referrals for Future Agendas.

10. CLOSED SESSION

*Members of the public may address the Board on any matter related to Closed Session. 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 individually, through staff, or on a subsequent agenda. **(Please refer to page 1 of the agenda for instructions)***

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.

- 10-1. Review General Manager/CEO Performance Evaluation Gov. Code § 54957.

11. ATTACHMENTS

- 11-1. The Detailed Monthly Performance Statistics and Disbursement Journal for April 2021 can be viewed online within the GM Report at <http://mst.org/about-mst/board-of-directors/board-meetings/>

12. ADJOURN

NEXT MEETING DATE: July 12, 2021

REMOTE CONFERENCE ONLY

ZOOM MEETING

10:00 a.m.

NEXT AGENDA DEADLINE: June 29, 2021

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/>*

To: MST Board of Directors
From: Michelle Overmeyer, Director of Planning and Innovation
Subject: SURF! Busway and Bus Rapid Transit Project Public Hearing

RECOMMENDATION:

Continue the SURF! Busway and Bus Rapid Transit Project public hearing from the May 10th MST Board meeting to hear Board discussion (public testimony has been closed) and Approve Resolution 2021-25:

- a. Approving findings (includes SB 288 statutory exemption) and adopting the final Initial Study/ Mitigated Negative Declaration; and
- b. Approving the Mitigation Monitoring and Reporting Program; and
- c. Approving the project.

FISCAL IMPACT:

This action is necessary to advance grant applications seeking construction funds. The project is funded with TAMC Measure X, State Local Partnership Program (LPP), and Federal 5307 funds through the Plans, Specifications, and Estimates (PS&E) phase. In total, Measure X includes \$15 million for this project. MST and TAMC entered into an agreement to fund the current Project Approval and Environmental Documents (PA&ED) phase which includes 35% design plans/engineering. Approximately \$10.1 million in Measure X funds will be used match \$40.6 million in future state and federal funding for construction.

Future funding for the construction phase of work will be sought through State Transit and Intercity Rail Capital Program (TIRCP) and Active Transportation Program (for new bicycle infrastructure) grants as well as federal funding through Community Project Funding (formerly called earmarks) and the Capital Investments Grant (CIG) programs. Funding may also be sought to purchase more zero-emission buses to further support MST's conversion to zero-emission vehicles and meet Greenhouse Gas (GHG) reduction strategies.

The Governor's May FY 2022 Budget Revise includes significant emphasis on greening the transportation sector with surplus funding dedicated to zero-emission vehicles, rail and transit projects, active transportation projects (bike/pedestrian), and core transit programs. The SURF! project is an ideal candidate for many of the programs within the Governor's transportation budget.

The Board-adopted FY 2021 Mid-Year Budget Adjustment includes \$1.6 M to complete this current PA&ED phase of work. The remainder of the PA&E phase will continue into FY 2022 and beyond. Currently \$15,169,000 of funding of the total \$55,800,000 project cost is secured and programmed as shown in the table below.

Phase	Local	State			Federal			Total
	Measure X	LPP	TIRCP	ATP	5307	CPF	CIG	
PA&ED	\$1.5M	\$100k			\$69k			\$1.7M
PS&E	\$3.4M							\$3.4M
CON	\$10.1M		<i>\$25.0M</i>	<i>\$1.3M</i>		<i>\$5.0M</i>	<i>\$9.3M</i>	<i>\$50.7M</i>
TOTAL	\$15.0M	\$100k	<i>\$25.0M</i>	<i>\$1.3M</i>	\$69k	<i>\$5.0M</i>	<i>\$9.3M</i>	\$55.8M

Note: Amounts in **bold** are secure and programmed while amounts in *italics* represent future grant applications. Construction costs are escalated to year of construction. Environmental mitigation costs are included in construction estimates.

The economic impact of this project can be expressed in two ways: job creation and economic return. As noted by the California Legislature in SB 288, investments in public transportation result in an average of 13 jobs per one million dollars spent and have a 5 to 1 economic return. Taken as a whole, this project will create 725 jobs and yield an economic return of \$279 million.

POLICY IMPLICATIONS:

In 2017, the MST Board of Directors adopted a Strategic Plan 2018-2020 which included a goal to provide quality transit and mobility management services. Part of that goal included a tactic to continue planning activities for Highway 1 corridor transit improvements. Furthermore, that commitment was reaffirmed with the Board's development of the FY 2022-2025 Strategic Plan and 2 Year Action Plan:

“Complete environmental and preliminary engineering (October 2021), and begin final design, and continue documentation for FTA Capital Investment Grant (CIG) project evaluation, rating, and approval for SURF! Busway and Bus Rapid Transit Project (BRT).”

This project also aligns and supports partner agency goals including the state's AB 32's GHG emissions reduction goals, Air Resources Board Innovative Clean Transit Rule, California Transportation Plan 2050, TAMC's Measure X funding program and Regional Transportation Plan, AMBAG's Metropolitan Transportation Plan/Sustainable Communities Strategies and local General Plans.

This project is listed in TAMC's Measure X program of projects, listed in the Regional Transportation Plan, and included in AMBAG's Metropolitan Transportation Plan/Sustainable Communities Strategy.

ENVIRONMENTAL DOCUMENTATION:

MST is the Lead Agency for this project under the California Environmental Quality Act (CEQA). At 15% level engineering drawings, a CEQA Notice of Preparation (NOP) of an Environmental Impact Report (EIR) was issued in August 2020, and a public scoping meeting took place the same month. Public comments received on the NOP were incorporated in the scope of the environmental technical studies.

As design progressed and technical studies were prepared at an EIR level, it became evident that avoidance or mitigation could be incorporated into the project design to ensure the environmental impacts of the project would be less than significant, reaffirming MST's Strategic Plan objective and goal to:

“Implement economically sound and environmentally friendly resource conservation policies that reduce dependence on scarce natural resources and the potential for negative impacts on our environment including reducing negative impacts of transportation-related to greenhouse gas emissions and global climate change.”

Concurrent with preparation of the CEQA document for SURF! BRT, SB 288 (Wiener) was passed by the State Legislature, signed by Governor Newsom, and became effective January 1, 2021. The law was developed to help accelerate the state's recovery from the COVID-19 pandemic by further exempting from the requirements of CEQA certain transit projects that will contribute to a more sustainable and efficient transportation network. The types of projects intended for process under the SB 288 CEQA exemption include transit projects, bicycle-pedestrian projects, and zero-emission charging projects. The SURF! BRT project meets the established criteria for an SB 288 Statutory Exemption.

In recognition of comments received on the Notice of Preparation, staff opted to provide the public an opportunity to review the project and provide comments. The project, however, is still exempt from CEQA under the Statutory Exemption provided in SB 288.

The complete environmental document (IS/MND) with supporting technical appendices has been posted to MST's webpage (<https://mst.org/about-mst/planning-development/surf/>) and available at the MST administrative office for review. The table below includes a CEQA-specific timeline on how the public was informed of availability of the CEQA document and opportunities to comment.

Date	Item
August 13, 2020	Notice of Preparation issued
August 27, 2020	Public Scoping meeting
September 14, 2020	Public comments due on NOP
January 1, 2021	SB 288 becomes effective
March 10, 2021	Notice of Intent (NOI) hard copies mailed to interested parties (including County Clerk)

	IS/MND published to MST's website
March 11, 2021	NOI published to State Clearinghouse NOI published in Monterey County Weekly NOI emailed to interested parties (including County Clerk)
March 12, 2021	Legal notice was posted in MST buses and on MST's website.
March 13, 2021	Start of 30-day public comment period NOI published in Monterey Herald and El Sol
April 12, 2021	End of 30-day public comment period
May 10, 2021	MST Board Public Hearing
June 14, 2021	MST Board action

The project must also comply with the National Environmental Policy Act (NEPA) due to federal funding contribution. NEPA clearance is processed separately from the CEQA document. The Federal Transit Administration is the Lead Agency for NEPA, and they operate on a schedule independent of the CEQA schedule. No board action is required on the NEPA document.

The CEQA 30-day public comment period ended on April 12, 2021. During the public hearing on May 10th, your board heard public comments on the project and on the IS/MND. Also, during the Board meeting, several commenters sent emails, reiterating previously submitted comments.

Although not required for an IS/MND, MST has prepared responses to comments and concerns about the project and they can be found on MST's website.

ENVIRONMENTAL DETERMINATION:

As the Lead Agency under CEQA, MST is responsible for determining the level of environmental analysis required for a project under CEQA. As such, MST prepared the final Initial Study/Mitigated Negative Declaration, Responses to Comments, Errata, and a Mitigation Monitoring and Reporting Program (**Attachment 2. Web Attachments: <https://mst.org/about-mst/planning-development/surf/final-ceqa-environmental-documents/>**).

Importantly, SB288, effective January 1, 2021, calls out busway and bus rapid transit projects in a Statutory Exemption from CEQA. SB288 recognized the following:

The Legislature understands the value of CEQA and also understands the value of transit and sustainable transportation to our communities. Transit and sustainable transportation can help preserve and create jobs, grow local and regional economies, reduce emissions, connect communities, and create safe, affordable, and reliable mobility choices for all. When projects are delayed by litigation, often lasting three to five years, so too are the economic, environmental, and social benefits.

In recognition of MST's initial course of action with respect to an anticipated Environmental Impact Report in August 2020 and design refinements resulting in less

than significant environmental effects, staff opted to prepare an Initial Study and Mitigated Negative Declaration to allow for public disclosure, discourse, and transparency.

The Initial Study and supporting appendices have been prepared pursuant to CEQA (Public Resources Code, Section 21000, et. Seq.). The final Initial Study, Mitigated Negative Declaration, Mitigation Monitoring and Reporting Program and Errata are available at: <https://mst.org/about-mst/planning-development/surf/final-ceqa-environmental-documents/> and at the MST Administrative office located at 19 Upper Ragsdale Drive, Suite 200, Monterey, CA 93940. Note that COVID-19 safety precautions enforced for in-person viewing.

Although not required for a Mitigated Negative Declaration, staff has prepared general responses to comments received during the public comment period and from comments heard during the public comment period of your May 10th Board meeting. A summary of written comments and responses to the IS/MND can be found on MST's website as noted above.

Also not required for a Mitigated Negative Declaration, MST reached out to the Monterey County Regional Parks District to begin a conversation about opportunities for environmental mitigation measures and a grant opportunity to enhance mitigations above what is required for the project using funding from the State's Environmental Enhancement and Mitigation Program. These funds are used in association with a transportation project to go above and beyond required project mitigations for further protection of the environment.

Additionally, under SB 288 as codified in Division 13, Section 21080.25 of the Public Resources Code, the SURF! project qualifies under a Statutory Exemption.

DISCUSSION:

At your Board meeting of May 10th, staff presented a brief history of the rail corridor and the established past and future transportation use, details of the preliminary project design at key locations as well as the project description presented in the draft Initial Study/ Mitigated Negative Declaration.

The Board continued the public hearing to June 14th to further consider the project and respond to comments from interested individuals, stakeholders and partners. MST received comments about the project and in reference to the environmental document. Since the IS/MND was released, MST has received additional letters of support from groups and individuals who do not typically align on local issues. A list of commenters supporting the project or commenting on the environmental document is attached (**Attachment 3. List of Letters Received**).

MST staff presented the SURF! project to MST's Mobility Advisory Committee on May 26, 2021. The Committee was formed by the MST to (paraphrasing):

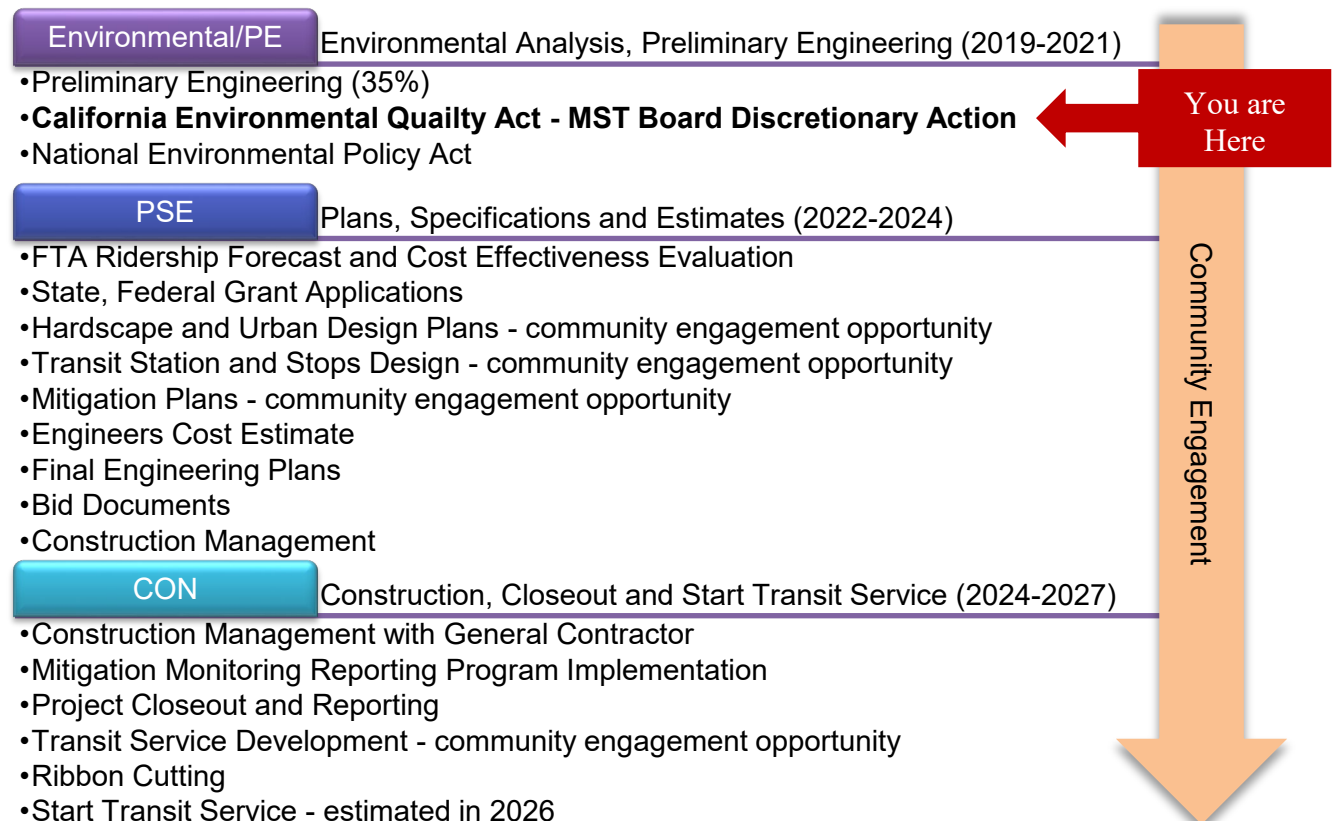
“Advise the MST Board of Directors on matters relating to all activities related to complementary Paratransit provisions of the Americans with Disabilities Act (ADA), make recommendations on ADA Paratransit needs and/or specialized social service transportation, advise the MST Board on recommended actions to improve the quality of ADA Paratransit and social services transportation, and to participate in the identification of community transit needs by establishing a short and long-term list of projects which may include new public transportation or specialized transportation services, or expanding existing services.”

The MST Mobility Advisory Committee voted to support the project and recommended that the MST Board of Directors approve the SURF! project.

The SURF! project supports transportation equity. It will serve a state-defined disadvantaged community and low-income populations with an affordable commuting option to access employment and educational opportunities, as well as vital healthcare services. A more detailed social equity analysis is found in **Attachment 4. Social Equity Analysis**.

PROJECT NEXT STEPS:

When a project scope is defined, environmental analysis complete and approved by the lead agency, the project team has more work to do as outlined in the project steps and overview schedule below:



In terms of a ridership forecast, the Monterey Bay Area Feasibility Study of Bus on Shoulder Operations on State Route 1 and the Monterey Branch Line of 2018 estimated ridership for the Branch Line alternative at 449,400 passengers annually. This Study did not estimate ridership beyond the assumed year of opening in 2025. Other Bus Rapid Transit projects across the US and globally, have experienced growth in ridership after completing transit supportive infrastructure as well as increased frequency of service especially during peak traffic congestion using bus-only lanes. Additionally, as MST continues to work with the FTA, a more comprehensive ridership forecast will be modeled as part of federal and/or state funding requests.

For many, access to public transportation means a better quality of life. As MST works to improve public transportation throughout the service area, riders want a seamless and integrated transit system that works at the speed of life. Riders can save a substantial amount of money compared to driving a car, saving for more important things. Access also provides seniors, persons with disabilities and veterans access to work, healthcare services and shopping. Transit riders also get more exercise compared to car use.

STAFF RECOMMENDATION:

Approve Resolution 2021-25:

- a. Approving findings (includes SB 288 statutory exemption) and adopting the final Initial Study/ Mitigated Negative Declaration; and
- b. Approving the Mitigation Monitoring and Reporting Program; and
- c. Approving the project.

ALTERNATIVES:

While staff recommends the above action in support of the Board's Strategic and Action Plans, alternative actions may include:

1. Direct staff to prepare an EIR instead. This option would add at least six (6) months to the project schedule and up to \$90,000 in cost to the CEQA process. Applications to state grant programs could potentially be denied if the CEQA process is not completed by end of summer 2021. This approach would allow MST to present a project with no mitigation measures by citing overriding considerations to any significant and unavoidable impacts identified.
2. Direct staff to process the project using the Statutory Exemption provided by SB 288 alone and approve the project. This action could be perceived by some community members and stakeholders as MST not adhering to its own stated environmental stewardship goals by including no environmental mitigation measures as identified in the IS/MND.
3. Direct staff to not move forward with the project. This action would undermine and contradict MST's Strategic and Action Plans, AMBAG's Metropolitan

Transportation Plan/Sustainable Communities Strategy, TAMC's Measure X program and Regional Transportation Plan as well as State Greenhouse Gas (GHG) reduction goals in AB 90, SB 375, SB 743, and SB 288 among others.

ATTACHMENT(S):

1. MST Board Resolution 2021-25
2. Web Attachments: Final IS/MND, Response to Comments, Errata, Mitigation Monitoring and Reporting Program - <https://mst.org/about-mst/planning-development/surf/final-ceqa-environmental-documents/>
3. List of Letters Received
4. Social Equity Analysis

PREPARED BY:  REVIEWED BY: 
Michelle Overmeyer Carl G. Sedoryk

RESOLUTION 2021-25

**ADOPTION OF A MITIGATED NEGATIVE DECLARATION, MITIGATION
MONITORING AND REPORTING PROGRAM, AND APPROVAL OF THE SURF!
BUSWAY AND BUS RAPID TRANSIT PROJECT**

FACTS

1. Monterey-Salinas Transit District (MST or District) is a public agency formed on July 1, 2010 pursuant to state law (AB 644). The District succeeded the Monterey-Salinas Transit Joint Powers Agency formed in 1981 when the City of Salinas joined the Monterey Peninsula Transit Joint Powers Agency (JPA). The original JPA formed in 1972.
2. The Transportation Agency for Monterey County (TAMC) purchased the Monterey Branch Line in 2003 for intended public transit purposes using Proposition 116 funds.
3. In 2016, Monterey County voters approved Measure X by 67.7% which included \$15 million for a Highway 1 rapid bus corridor project and since renamed the SURF! Busway and Bus Rapid Transit Project (Project).
4. MST, in partnership with TAMC and other agencies, completed the Monterey Bay Area Feasibility Study of Bus on Shoulder Operations on State Route 1 and the Monterey Branch Line (Study) in 2018.
5. The Study concluded that bus rapid transit along the branch line would be the most viable option to meet objectives for transportation, congestion relief, travel time reliability of transit riders, and increased ridership.
6. MST initiated design and environmental review for the Project using Measure X funds in 2019.
7. The Project would benefit state-defined priority populations, including disadvantaged communities and low-income populations.
8. MST engaged in extensive public and agency outreach to inform the public of the Project and to consider concerns raised.
9. On January 1, 2021, SB 288 took effect and created a statutory exemption under the California Environmental Quality Act (CEQA) pertaining to environmental review of busway and bus rapid transit projects, transit signal priority projects, bicycle and

pedestrian projects, and associated components pursuant to Division 13, Section 21080.25 of the Public Resources Code inclusive.

10. MST finds and determines the Project is located in an urbanized area as that term is defined by Public Resource Code Section 21071(a). The project is located in the Cities of Marina, Sand City, and Seaside and is adjacent to the cities of Del Rey Oaks, Monterey, and Pacific Grove. These areas have a collective population in excess of 100,000 persons, as independently determined by AMBAG, DOF, and the FTA, respectively.
11. MST undertook extensive environmental review of the Project to identify potential environmental impacts and appropriate mitigation measures.
12. MST publicly noticed and circulated a draft Initial Study and Mitigated Negative Declaration (CEQA document) for the Project (March 13, 2021 – April 12, 2021).
13. MST held a duly noticed public hearing on May 10, 2021 and continued that hearing to June 14, 2021.
14. MST has reviewed and considered comments received on the CEQA document.
15. MST is the custodian of all documents and materials that constitute the record of proceedings upon which project decisions are based. These materials are located at 19 Upper Ragsdale, Suite 200, Monterey, CA 93940.
16. MST has made the following findings based on independent judgement and analysis:

RESOLUTION

NOW, THEREFORE, BE IT RESOLVED by the Monterey-Salinas Transit District Board of Directors that:

1. Each FACT set forth above is determined to be true and correct, and shall be considered to be an integral part of this Resolution as if set forth in its entirety.
2. The SURF! Busway and Bus Rapid Transit Project (Project) is a logical component of the existing land use and circulation pattern of the area. The Project is a transit project located within a public right of way along a transportation corridor owned by the local transportation agency (TAMC) that has been used for transportation purposes (rail) since the late 1800s. Transit use within the corridor is consistent with both past and future transportation planning to serve the Monterey Peninsula.

3. Identified adverse impacts shall be effectively mitigated by a combination of Project design features, mitigation measures, construction best practices, pre-construction surveys, responsible agency permit conditions and/or standard conditions of approval as identified in the Initial Study. All measures and conditions are feasible, based on performance standards and would mitigate potentially significant effects to less than significant levels based on CEQA thresholds. Based on the whole record, MST, as lead agency, finds that there is no substantial evidence that the Project as mitigated would have a significant effect on the environment. The Project results in no significant unavoidable environmental effects.
4. Potential impacts to special status plant and animal species within Environmental Sensitive Habitat Areas (ESHA) are addressed through a proactive program of avoidance, monitoring, control of invasive species, pre-construction surveys, restoration with performance standards, and Federal Endangered Species Act (FESA) compliance. As a Project with federally protected species and federal funding, the Project and mitigation program must also be reviewed by the Federal Transit Administration and US Fish and Wildlife Service in a formal consultation process before necessary permits for construction can be secured.
5. The Project's proposed alignment is located within an existing public right of way and within an existing transportation corridor. The visual and aesthetic changes caused by the Project consist of additional transportation related infrastructure (busway lanes) in an area with existing infrastructure (rail lines) and adjacent infrastructure (Highway 1). The busway lanes themselves and the frequency of buses within this corridor do not constitute a significant change to the visual environment that would be considered substantially adverse to adjacent public uses or viewpoints.
6. The Project is consistent with the adopted goals, policies, land uses and zoning regulations of the General Plans for the County of Monterey and the cities of Marina, Seaside, Sand City, and each respective jurisdiction's Municipal Code. In addition, the Project is consistent with the California Coastal Act, as well as the Local Coastal Programs for the cities of Marina, Seaside, and Sand City. The Project must be reviewed by the California Coastal Commission for Coastal Act consistency review and findings prior to obtaining a Coastal Development Permit.
7. Certain mitigation measures in the Mitigated Negative Declaration have been augmented or clarified in the Errata to the Initial Study to make the measures more effective. Consistent with CEQA Guidelines Section 15074.1, MST, as the lead agency, finds that the final mitigation measures would be more effective at

addressing Project impacts and would not cause any new or additional potentially significant effects on the environment.

8. The statutory exemption set forth in Public Resources Code Section 21080.25 (SB 288) applies to the Project because it is a transit project meeting all criteria defined by this section.
9. The Project is found and determined to be exempt from CEQA pursuant to Public Resources Code Section 21080.25.
10. The Project is found and determined to be exempt from CEQA pursuant to the Class 3 categorical exemption as it relates to minor temporary construction impacts, pursuant to CEQA Guidelines Section 15303.
11. The Project is found and determined to be exempt from CEQA pursuant to the Class 4 categorical exemption as it relates to minor alterations to land pursuant to CEQA Guidelines Section 15304.
12. The Project is found to support transportation equity. It will serve a state-defined disadvantaged community and low-income populations with an affordable commuting option to access employment and educational opportunities, as well as vital healthcare services.
13. The Project shall be approved.
14. MST staff is directed to post or file notices of determination and notices of exemption in accord with CEQA.
15. MST staff is directed to secure necessary permits and state, federal or local approvals that may relate to the Project.
16. The Final Mitigated Negative Declaration, Mitigation Monitoring and Reporting Program is hereby approved and adopted.

Dan Albert
Chairperson

Carl G. Sedoryk
Secretary

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT DISTRICT this 14th day of June, 2021 by the following vote:

AYES: Directors:

NOES: Directors:

ABSENT: Directors:

ATTEST: Directors:

Jeanette Alegar-Rocha
Clerk to the Board

Blank Page

List of Letters Received

SURF! Busway and BRT Project

Comments Received Supporting the SURF! Project

Blues Zones Monterey County

Caltrans*

CHISPA

City of Monterey

CSUMB

ITN Monterey County

LandWatch*

Monterey Bay Aquarium

Monterey County Hospitality Association

Monterey Peninsula Chamber of
Commerce

Monterey County Fire Chiefs
Association

Marina Community Partners

Suzy Worcester

Salinas Valley Chamber of Commerce

Sid Williams

Comments Received on the Environmental Document and/or Project Design

California Coastal Commission

California Native Plant Society

California State Parks

Caltrans*

City of Marina

Elizabeth Gerrity

Keep Fort Ord Wild

LandWatch*

Michael Salerno

Monterey Bay Shores (Mountain Lake
Development Corp. & Security
National Guaranty, Inc.)

SNG Evariste (Elkins Kalt)

Stephen Kennedy

**Project support and comments on
CEQA and/or project design included in
the same letter*



Brought to
Monterey
County by:



April 29, 2021

MST Board of Directors
19 Upper Ragsdale Drive, Suite 200
Monterey, CA 93940

RE: Support for *SURF!* Busway and BRT Project

Dear MST Directors:

On behalf of Blue Zones Monterey County, I am pleased to express support for Monterey-Salinas Transit District's (MST) proposed SURF! Busway and Bus Rapid Transit Project. This is a key regional investment and an efficient and reliable alternative to the severe congestion along the heavily travelled Highway 1 roadway between Marina and Seaside. This corridor provides critical access to education, employment, healthcare, housing, and recreational opportunities for residents, visitors, and others in the community who rely on MST's service.

Blue Zones Project (BZP) is a geographically based, community-wide well-being initiative for Monterey County. BZP communities improve the health and well-being of their residents by encouraging healthier choices through permanent changes to the city's environment, policy, and social network. Promoting natural movement, social connectedness, environmental sustainability, and overall well-being through transportation and land use policies is the cornerstone of our policy work in the built environment.

The SURF! Project will not only provide essential bus service in the region, connecting people and communities, it will reduce traffic and commute times along Highway 1, resulting in decreased air and noise pollution. Additional bicycle trail connections and improvements to the Monterey Bay Recreational Trail are also important benefits.

Funding for the project is provided by voter approved Measure X dollars. In 2016, Monterey County voters approved Measure X, which identified up to \$15 million in funding for the Highway 1 Traffic Relief – Busway project, since rebranded as the SURF! Busway and Bus Rapid Transit Project. Measure X funds will be used to match other State and Federal busway and transit funding programs for which the project may qualify.

This is an exciting opportunity for the region. The SURF! Busway and Bus Rapid Transit Project offers the community a fast, reliable, environmentally responsible alternative to commuting along Highway 1 today, while paving the way for future phases of rapid transit service along the US 101 corridor, connecting the Salinas

Valley to the Central Coast. It brings Monterey County one-step closer to making the use of private automobiles a choice, and not a necessity.

Thank you for your consideration of this proposal. MST has developed a strong working relationship with the Blue Zones initiative, actively serving on our built environment committee since the project inception in March 2019. We are proud to support MST's SURF! Busway and Bus Rapid Transit Project and proud to be associated with their great work in Monterey County.

Regards,

Kendra Howell

Kendra Howell, MPP

Sr. Policy Lead

Blue Zones Project Monterey County

831-869-9195

DEPARTMENT OF TRANSPORTATION

CALTRANS DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
www.dot.ca.gov/dist05/



Making Conservation
a California Way of Life.

April 12, 2021

MON-1-80.149
SCH#2020080199

Michelle Overmeyer
Director of Planning/Innovation
Monterey-Salinas Transit
19 Upper Ragsdale, Suite 200
Monterey, CA 93940

Dear Ms. Overmeyer:

COMMENTS FOR THE MITIGATED NEGATIVE DECLARATION (MND) – MST SURF! BUSWAY AND
BUS RAPID TRANSIT PROJECT, MONTEREY COUNTY, CA

1. Caltrans supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel and development. Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Strategies) are supported by Caltrans and are consistent with our mission, vision, and goals.
2. We look forward to working with Monterey-Salinas Transit (MST) in the Design Engineering Evaluation Report (DEER) as the project continues to be developed.

Thank you for the opportunity to review and comment on the proposed project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 835-6543 or at Christopher.Bjornstad@dot.ca.gov.

Sincerely,

Christopher Bjornstad

Chris Bjornstad
Associate Transportation Planner
District 5 Development Review



May 19, 2021

MST Board of Directors
19 Upper Ragsdale Drive, Suite 200
Monterey, CA 93940

RE: Support for *SURF!* Busway and Bus Rapid Transit Project

Dear MST Board of Directors:

I am writing to express my support for Monterey-Salinas Transit District's (MST) proposed *SURF!* Busway and Bus Rapid Transit Project. This is a key regional investment and an efficient and reliable alternative to the severe congestion along the heavily travelled roadway on Highway 1 between Marina and Seaside. This corridor provides critical access to education, employment, healthcare, housing, and recreational opportunities for residents, visitors, and others in the community who rely on MST's service.

The *SURF!* Project will not only provide essential bus service in the region, connecting people and communities, it will reduce traffic and commute times along Highway 1, resulting in decreased air and noise pollution. Additional bicycle trail connections and improvements to the Monterey Bay Recreational Trail are also benefits not to be ignored.

In 2016, voters in Monterey County approved Measure X by 67.7% which identified up to \$15 million in funding for the Highway 1 Traffic Relief – Busway project, since rebranded as the *SURF!* Busway and Bus Rapid Transit Project. Measure X funds will be used to match other State and Federal busway and transit funding programs for which the project will qualify, bringing local jobs and supporting the local economy while building a world class transit system.

This is an exciting opportunity for the region. The *SURF!* Busway and Bus Rapid Transit Project offers the community a fast, reliable, environmentally responsible alternative to commuting along Highway 1 today, while paving the way for future phases of rapid transit service along the US 101 corridor, connecting Salinas and South County to the Central Coast. Monterey County residents and visitors will enjoy taking transit over using a single occupant vehicle with this frequent, reliable, and convenient service.

CHISPA enthusiastically supports MST's *SURF!* Busway and Bus Rapid Transit Project and hope you will join us as we work together to drive this project forward.

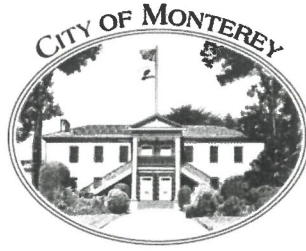
Sincerely,

Alfred Diaz-Infante, Pres./CEO

Community Housing Improvement Systems and Planning Association, Inc.

295 Main Street, Suite 100 • Salinas, CA 93901 • (831) 757-6251 • TDD: (831) 758-9481 • Fax (831) 757-7537 or (831) 757-6268

www.chispahousing.org



May 5, 2021

MST Board of Directors
19 Upper Ragsdale Drive, Suite 200
Monterey, CA 93940

RE: Support for *SURF!* Busway and BRT Project

Dear MST Directors:

The City of Monterey is in support of Monterey-Salinas Transit District's (MST) proposed *SURF!* Busway and Bus Rapid Transit Project. This is a key regional investment and an efficient and reliable alternative to the severe congestion along the heavily travelled roadway on Highway 1 between Marina and Seaside. This corridor provides critical access to education, employment, healthcare, housing, and recreational opportunities for residents, visitors, and others in the community who rely on MST's service.


The *SURF!* Project will not only provide essential bus service in the region, connecting people and communities, it will reduce traffic and commute times along Highway 1, resulting in decreased air and noise pollution. Additional bicycle trail connections and improvements to the Monterey Bay Recreational Trail are also benefits not to be ignored.

Funding for the project is provided by voter approved Measure X dollars. In 2016, Monterey County voters approved Measure X which identified up to \$15 million in funding for the Highway 1 Traffic Relief – Busway project, since rebranded as the *SURF!* Busway and Bus Rapid Transit Project. Measure X funds will be used to match other State and Federal busway and transit funding programs for which the project may qualify.

This is an exciting opportunity for the region. The *SURF!* Busway and Bus Rapid Transit Project offers the community a fast, reliable, environmentally responsible alternative to commuting along Highway 1 today, while paving the way for future phases of rapid transit service along the US 101 corridor, connecting the Salinas Valley to the Central Coast. It brings Monterey County one step closer to making the use of private automobiles a choice, and not a necessity.

We at the City of Monterey enthusiastically support MST's *SURF!* Busway and Bus Rapid Transit Project and we look forward to working together to drive this project forward.

Sincerely,

DocuSigned by:

FA1981217DEE4FB...
Mayor Clyde Roberson,

On behalf of the Monterey City Council



May 11, 2021

MST Board of Directors
19 Upper Ragsdale Drive, Suite 200
Monterey, CA 93940

RE: Support for *SURF!* Busway and Bus Rapid Transit Project

Dear MST Board of Directors:

I am writing to express support for Monterey-Salinas Transit district's (MST) proposed *SURF!* Busway and Bus Rapid Transit Project. California State University Monterey Bay (CSUMB) has integrated transit within our Master Plans and standard growth practices as a priority for transportation demand management and a more sustainable mobility connection between the campus and the surrounding community. This project represents a key regional investment and an efficient and reliable alternative to the severe congestion along the heavily travelled roadway on Highway 1 between Marina and Seaside. This corridor provides critical access to education, employment, healthcare, housing, and recreational opportunities for residents, visitors, and others in the community who rely on MST's service.

The *SURF!* Project will not only provide essential bus service in the region, connecting people and communities, it will reduce traffic and commute times along Highway 1, resulting in decreased air and noise pollution. Additional bicycle trail connections and improvements to the Monterey Bay Recreational Trail are also of the project. Through the proposed 5th Street Station, students, faculty, staff and campus visitors will have greater access to the MST bus network and the region.

In 2016, voters in Monterey County approved Measure X by 67.7% which identified up to \$15 million in funding for the Highway 1 Traffic Relief – Busway project, since rebranded as the *SURF!* Busway and Bus Rapid Transit Project. Measure X funds will be used to match other State and Federal busway and transit funding programs for which the project will qualify, bringing local jobs and supporting the local economy while building a world class transit system.

This is an exciting opportunity for the region. The *SURF!* Busway and Bus Rapid Transit Project offers the community a fast, reliable, environmentally responsible alternative to commuting along Highway 1 today, while paving the way for future phases of rapid transit service along the US 101 corridor, connecting Salinas and South County to the Central Coast. Monterey County residents and visitors will enjoy taking transit over using a single occupant vehicle with this frequent, reliable, and convenient service.

We at CSUMB enthusiastically support MST's *SURF!* Busway and Bus Rapid Transit Project!

Sincerely,

Eduardo M. Ochoa, Ph.D., President
California State University, Monterey Bay

May 12th 2021

Board of Directors

Fernando DePaolis, **Chairman**
Monique Le Blanc, **Vice Chairman**
Heather McColgan, **Secretary**
Edward Lomboy, **Treasurer**
Louis Algaze
Aimee Cuda
Jeff Craig
Jeff Lamb
Bob Johnson, **Member-rider**
Todd Muck

Executive Director
Jessica C. McKillip

Transportation and Ops Manager
Cheryl Tsuchiura

Mailing Address:
951-D Blanco Circle
Salinas, CA 93901

Ph: 831-233-34477
Fax: 831-998-8393

MST Board of Directors
19 Upper Ragsdale Drive, Suite 200
Monterey, CA 93940

RE: Support for *SURF!* Busway and Bus Rapid Transit Project

Dear MST Board of Directors:

I am writing to express our support for Monterey-Salinas Transit District's (MST) proposed *SURF!* Busway and Bus Rapid Transit Project. This is a key regional investment and an efficient alternative to the severe congestion along the heavily travelled roadway on Highway 1 between Marina and Seaside. This corridor provides critical access to education, employment, healthcare, housing, and recreational opportunities for residents and visitors.

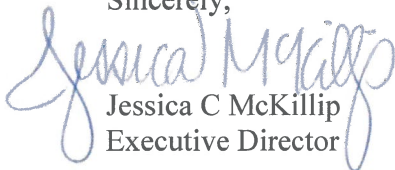
The *SURF!* Project will not only provide essential bus service in the region, connecting people and communities, it will reduce traffic and commute times along Highway 1, resulting in decreased air and noise pollution. Additional bicycle trail connections and improvements to Monterey Bay Recreational Trails are also benefits not to be ignored.

In 2016, voters in Monterey County approved Measure X by 67.7% which identified up to \$15 million in funding for the Highway 1 Traffic Relief – Busway project, since rebranded as the *SURF!* Busway and Bus Rapid Transit Project. Measure X funds will be used to match other State and Federal busway and transit funding programs for which the project will qualify, bringing local jobs and supporting the local economy while building a world class transit system.

This is an exciting opportunity for the region. The *SURF!* Busway and Bus Rapid Transit Project offers the community a fast, reliable, environmentally responsible alternative to commuting along Highway 1 today, while paving the way for future phases of rapid transit service along the US 101 corridor, connecting Salinas and South County to the Central Coast.

We at ITNMontereyCounty enthusiastically support MST's *SURF!* Busway and Bus Rapid Transit Project and hope you will join us as we work together to drive this project forward.

Sincerely,



Jessica C McKillip
Executive Director



April 9, 2021

Michelle Overmeyer, Director of Planning and Innovation
Monterey-Salinas Transit, 19 Upper Ragsdale, Suite 200, Monterey, CA 93940
Phone: (831) 264-5877
Email: movermeyer@mst.org

Subject: Mitigated Negative Declaration for The Surf! Busway and Bus Rapid Transit Project

Dear Ms. Overmeyer:

LandWatch Monterey County strongly supports the proposed project. The proposed SURF! line is a 6-mile bus-only corridor from Marina to Sand City and Seaside along a publicly owned corridor parallel to Highway 1. The corridor is on an abandoned rail track that TAMC bought and has preserved for transit. The SURF! Busway and Bus Rapid Transit Project is part of a larger effort to build a modern mobility network for the Monterey Peninsula and beyond.

LandWatch recommends MST revise the Mitigated Negative Declaration to provide an estimate of GHG emissions resulting from reduced trips with a comparison to increased mobile emissions from the project itself. MST estimates that by the year 2025 (or upon operation), the busway could attract a ridership of over 2,300 passengers per day, with an annual ridership of over 600,000. MST and TAMC estimate the project will remove 544,582 vehicle trips per year from the roadway network (Appendix 11). However, the Mitigated Negative Declaration does not quantify emission reductions from reduced trips.

With heavy traffic on the highway, transit riders will enjoy a faster connection between home and work or wherever they go, with a projected 16-minute reduction in travel time along the 6-mile stretch of Highway 1 compared to peak pre-COVID commute times. In addition, every bus rider represents one less car on the road, which means less air and ocean pollution and a healthier community.

Thank you for your consideration.

Sincerely

Sincerely,

Michael D. DeLapa
Executive Director



**Monterey Bay
Aquarium**

886 CANNERY ROW
MONTEREY, CA 93940
831.648.4800

May 28, 2021

MST Board of Directors
19 Upper Ragsdale Drive, Suite 200
Monterey, CA 93940

RE: Support for *SURF!* Busway and Bus Rapid Transit Project

Dear MST Board of Directors,

On behalf of the Monterey Bay Aquarium, I am writing to express support for Monterey-Salinas Transit District's (MST) proposed *SURF!* Busway and Bus Rapid Transit Project. This is an important investment in response to the severe congestion along Highway 1 between Marina and Seaside. We commend MST for its visionary and creative leadership to making bus transit an attractive solution to single-car ridership.

When the Measure X list of proposed projects was developed, the *SURF!* Project was one of the key reasons the aquarium endorsed Measure X and contributed time and money to win approval by Monterey County voters. The bus rapid transit proposal made sense as a major employer that draws from a regional workforce requiring daily commutes on Highway 1. As a conservation organization focused on ways to mitigate climate change in practical ways, we are confident the *SURF!* will be an attractive alternative for commuters to ditch their car and reduce carbon emissions as a result. Combined with the bicycle trail connections and improvements to the Monterey Bay Recreational Trail, the project will bring added incentives for alternative transit for commuters.

Furthermore, the congestion relief will aid in our ability to attract visitors to the aquarium. Traffic congestion continuously shows up as a negative among feedback from visitors to the Peninsula.

We strongly support MST's *SURF!* Busway and Bus Rapid Transit Project and look forward to the day it becomes operational.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Barbara Meister'.

Barbara Meister
Public Affairs Director



May 13, 2021

MST Board of Directors
19 Upper Ragsdale Drive, Suite 200
Monterey, CA 93940

RE: Support for *SURF!* Busway and BRT Project

Dear MST Directors:

The Monterey County Hospitality Association is a Trade Association with over 230 members that employ over 25,000 Hospitality Professionals many of whom are customers of MST

I am writing to express our support for Monterey-Salinas Transit District's (MST) proposed *SURF!* Busway and Bus Rapid Transit Project. This is a key regional investment and an efficient and reliable alternative to the severe congestion along the heavily travelled roadway on Highway 1 between Marina and Seaside. This corridor provides critical access to education, employment, healthcare, housing, and recreational opportunities for residents, visitors, and others in the community who rely on MST's service.

The *SURF!* Project will not only provide essential bus service in the region, connecting people and communities, it will reduce traffic and commute times along Highway 1, resulting in decreased air and noise pollution. Additional bicycle trail connections and improvements to the Monterey Bay Recreational Trail are also benefits not to be ignored.

Funding for the project is provided by voter approved Measure X dollars. In 2016, Monterey County voters approved Measure X which identified up to \$15 million in funding for the Highway 1 Traffic Relief – Busway project, since rebranded as the *SURF!* Busway and Bus Rapid Transit Project. Measure X funds will be used to match other State and Federal busway and transit funding programs for which the project may qualify.

This is an exciting opportunity for the region. The *SURF!* Busway and Bus Rapid Transit Project offers the community a fast, reliable, environmentally responsible alternative to commuting along Highway 1 today, while paving the way for future phases of rapid transit service along the US 101 corridor, connecting the Salinas Valley to the Central Coast. It brings Monterey County one step closer to making the use of private automobiles a choice, and not a necessity.

We at MCHA enthusiastically support MST's *SURF!* Busway and Bus Rapid Transit Project and hope you will join us as we work together to drive this project forward.

Sincerely,
Gary Cursio

Government Affairs Director
Monterey County Hospitality Association

ADMINISTRATIVE OFFICE

OCEAN & MISSION • SUITE 201 • P.O. BOX 223542 • CARMEL, CA • 93922

PHONE: 831-626-8636 • FAX: 831-626-4269 • EMAIL: info@mcha.net

Jeanette Alegar-Rocha

From: kdayton@daytonpublicpolicy.com
Sent: Friday, May 7, 2021 3:01 PM
To: Jeanette Alegar-Rocha
Subject: Email sent to clerk@mst.org -- Item 5-1 on May 12, 2021 MST Board Agenda - Environmental Review for SURF! Busway and Bus Rapid Transit Project

[EXTERNAL EMAIL NOTICE]

CAUTION: This email originated from outside of the MST organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear MST Board Members:

The Monterey Peninsula Chamber of Commerce and the Salinas Valley Chamber of Commerce recognize the need for a comprehensive regional approach for improved transportation options and for increasing the supply of housing that's affordable to ordinary individuals and families.

But in the meantime, significant traffic congestion occurs on Highway 1 between Marina and Monterey as workers commute to their jobs in a region where affordable housing is in short supply. As noted in the September 2018 study sessions of the Monterey City Council, a report from the consulting firm EPS showed 84% of workers in the City of Monterey commuting in from other places.

The SURF! Busway and Bus Rapid Transit Project is one option for better management of that traffic, thus resulting in a better quality of life for employees.

We do not want to see the state's environmental review process used for the purpose of stopping this project. We encourage you to approve the Initial Study/Mitigated Negative Declaration and avoid costly, time-consuming, unnecessary environmental review that gives self-interested parties an opportunity to derail the project and maintain a difficult commute for workers.

Sincerely,

Kevin Dayton
Government Affairs Liaison
Monterey Peninsula Chamber of Commerce
Salinas Valley Chamber of Commerce
(831) 869-6592



Monterey County Fire Chiefs Association



April 28, 2021

MST Board of Directors
19 Upper Ragsdale Drive, Suite 200
Monterey, CA 93940

RE: Support for *SURF!* Busway and Bus Rapid Transit Project

Dear MST Board of Directors:

I am writing to express my support for Monterey-Salinas Transit District's (MST) proposed *SURF!* Busway and Bus Rapid Transit Project. This is a key regional investment and an efficient and reliable alternative to the severe congestion along the heavily travelled roadway on Highway 1 between Marina and Seaside. This corridor provides critical access to education, employment, healthcare, housing, and recreational opportunities for residents, visitors, and others in the community who rely on MST's service.

The *SURF!* Project will not only provide essential bus service in the region, connecting people and communities, it will reduce traffic and commute times along Highway 1, resulting in decreased air and noise pollution. Additional bicycle trail connections and improvements to the Monterey Bay Recreational Trail are also benefits not to be ignored.

In 2016, voters in Monterey County approved Measure X by 67.7% which identified up to \$15 million in funding for the Highway 1 Traffic Relief – Busway project, since rebranded as the *SURF!* Busway and Bus Rapid Transit Project. Measure X funds will be used to match other State and Federal busway and transit funding programs for which the project will qualify, bringing local jobs and supporting the local economy while building a world class transit system.

This is an exciting opportunity for the region. The *SURF!* Busway and Bus Rapid Transit Project offers the community a fast, reliable, environmentally responsible alternative to commuting along Highway 1 today, while paving the way for future phases of rapid transit service along the US 101 corridor, connecting Salinas and South County to the Central Coast. Monterey County residents and visitors will enjoy taking transit over using a single occupant vehicle with this frequent, reliable, and convenient service.

We at Monterey County Fire Chief's Association enthusiastically support MST's *SURF!* Busway and Bus Rapid Transit Project and hope you will join us as we work together to drive this project forward.

Sincerely,

Michele Vaughn
President, Monterey County Fire Chief's Association

May 7, 2021

Board of Directors
Monterey Salinas Transit
19 Upper Ragsdale Drive, Suite 200
Monterey, CA 93940



RE: Support for *SURF!* Busway and Bus Rapid Transit Project

Dear MST Board of Directors:

I am writing to express support for Monterey-Salinas Transit District's (MST) proposed *SURF!* Busway and Bus Rapid Transit Project. This is a key regional investment and an efficient and reliable alternative to the severe congestion along the heavily travelled roadway on Highway 1 between Marina and Seaside. This corridor provides critical access to education, employment, healthcare, housing, and recreational opportunities for residents, visitors, and others in the community who rely on MST's service.

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As master developer of the Dunes project in Marina, Marina Community Partners enthusiastically supports MST's *SURF!* Busway and Bus Rapid Transit Project and hope you will join us as we work together to drive this project forward.

Sincerely,


Douglas A. Yount
Project Director

Jeanette Alegar-Rocha

From: Suzy <suzanne.worcester@gmail.com>
Sent: Friday, May 7, 2021 2:54 PM
To: Jeanette Alegar-Rocha
Subject: Email sent to clerk@mst.org -- Strong support for SURF project

[EXTERNAL EMAIL NOTICE]

CAUTION: This email originated from outside of the MST organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear MST Board Members,

I am writing a letter of strong support for the SURF project to be discussed at the MST Board meeting on Monday May 10. I commute from the Monterey Transit Plaza to CSUMB via bus, bike or both 5 days per week in non-COVID times. This project seems like a fantastic way to both make my commute faster, but also to encourage people to get out of their cars and commute to Monterey and other Peninsula cities via bus efficiently. The connection with the FORTAG trail and the new transit center on Fort Ord make it very convenient for those working at CSUMB. Presumably there will be bus service between this new transit hub and CSUMB when it exists. With the FORTAG bike path it will certainly be a very easy bike ride without a bus link.

I support the project because:

- 1) it will reduce congestion on Hwy 1
- 2) it will reduce greenhouse gas emissions in the region due to transportation
- 3) it is thoughtfully designed to be safe for cyclists using the recreational trail through Fort Ord State Park (bikes will be well separated from buses, and there are stops for the buses wherever bikes cross the new bus route),
- 4) it will make my commute easier if the new transit center exists
- 5) ultimately it will make commuting from Salinas and the Salinas Valley much easier to the Monterey Peninsula.

Thank you for the thoughtful and creative development of this plan! I am very excited to be able to use it when it is built.

Sincerely,

Suzanne Worcester
600 Martin St
Monterey, CA 93940

May 20, 2021

MST Board of Directors
19 Upper Ragsdale Drive, Suite 200
Monterey, CA 93940

RE: Support for *SURF!* Busway and Bus Rapid Transit Project

Dear MST Board of Directors:

I am writing to express my support for Monterey-Salinas Transit District's (MST) proposed *SURF!* Busway and Bus Rapid Transit Project. This is a key regional investment and an efficient and reliable alternative to the severe congestion along the heavily travelled roadway on Highway 1 between Marina and Seaside. This corridor provides critical access to education, employment, healthcare, housing, and recreational opportunities for residents, visitors, and others in the community who rely on MST's service.

The *SURF!* Project will not only provide essential bus service in the region, connecting people and communities, it will reduce traffic and commute times along Highway 1, resulting in decreased air and noise pollution. Additional bicycle trail connections and improvements to the Monterey Bay Recreational Trail are also benefits not to be ignored.

In 2016, voters in Monterey County approved Measure X by 67.7% which identified up to \$15 million in funding for the Highway 1 Traffic Relief – Busway project, since rebranded as the *SURF!* Busway and Bus Rapid Transit Project. Measure X funds will be used to match other State and Federal busway and transit funding programs for which the project will qualify, bringing local jobs and supporting the local economy while building a world class transit system.

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We at United Veterans Council of Monterey County enthusiastically support MST's *SURF!* Busway and Bus Rapid Transit Project and hope you will join us as we work together to drive this project forward.

Sincerely,

Sid Williams

Sid Williams
Secretary

Michelle Overmeyer

From: Watson, Michael@Coastal <Michael.Watson@coastal.ca.gov>
Sent: Monday, April 12, 2021 10:34 AM
To: Michelle Overmeyer
Subject: IS/MND Comments on Surf! Busway project

[EXTERNAL EMAIL NOTICE]

CAUTION: This email originated from outside of the MST organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Michelle,

We are in the process of reviewing and drafting comments on the IS/MND for the Surf! Busway Project but are unable to complete those comments within the 30-day timeframe. Due to the importance of the project to the local community and the various resources involved, coupled with competing work demands, we are requesting an extension to provide comments through the end of April. Thank you in advance for your consideration and patience, and please feel free to reach out to me if you have any questions. Mike

Mike Watson
Coastal Planner
California Coastal Commission
Central Coast District Office
725 Front Street, Suite 300
Santa Cruz, CA 95060
Direct: 831 427-4898
Office: 831 427-4863
Michael.watson@coastal.ca.gov

Please note that public counter hours for all Commission offices are currently suspended indefinitely in light of the corona virus. However, in order to provide the public with continuity of service while protecting both you and our employees, the Commission remains open for business, and you can contact staff by phone, email, and regular mail (see staff contact information at www.coastal.ca.gov/contact). **For my situation, Email is strongly preferred, with a hard copy by US Mail. (Our office is not able to accept delivery by FedEx, UPS, and other such delivery services at the entire building is closed).** Finally, things may take a little longer than usual during this period of time. Thank you for your patience and understanding as we all work through this public health crisis.

Michelle Overmeyer

From: Watson, Michael@Coastal <Michael.Watson@coastal.ca.gov>
Sent: Tuesday, April 13, 2021 9:33 AM
To: Michelle Overmeyer
Cc: Watson, Michael@Coastal; Craig, Susan@Coastal
Subject: RE: Notice of Intent to Adopt IS-MND for Surf! Busway and Bus Rapid Transit

[EXTERNAL EMAIL NOTICE]

CAUTION: This email originated from outside of the MST organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Michelle,

Thank you for the phone call yesterday afternoon, April 12, 2021. Although MST has not granted our request for a short extension to the comment period on the Surf! Busway Project, we will be providing official written comments in the next few weeks anyway and we strongly recommend that they be addressed in your response to comments on the IS/MND. In the interim, please accept these email comments.

As I'm sure you are aware, a significant portion of the project lies within the Commission's permitting jurisdiction. A coastal development permit (CDP) from the Commission will be required for any development within this area, and the standard of review will be the Coastal Act. Other elements of the project fall within the purview of adjacent local governments and separate CDPs for those project elements will be required from those respective jurisdictions. The certified Local Coastal Programs (LCPs) will be the standard of review in those locations.

As to the portion of the project located within the Commission's permitting jurisdiction, the Coastal Act provides for the protection of environmentally sensitive habitat (ESHA), including sensitive dune habitats such as those found at the former Ford Ord and within the TAMC right-of-way. Those protections extend to both natural and degraded dunes, i.e. whether the dunes are covered in native dune plant species or ice plant. Only resource-dependent uses that do not significantly disrupt ESHA are allowable in ESHA. Construction of roads, structures, installation of roadway signs, etc., are not considered resource dependent, and the current iteration of the project proposal clearly will result in significant adverse impacts to ESHA. As a result, it seems clear that the current project proposal cannot be found Coastal Act consistent.

As we have indicated in the past, for a project to be approvable in ESHA, it will be necessary to avoid (or to minimize to the greatest extent practicable) impacts to ESHA, including by the implementation of buffers between ESHA and any development. Further, all resource impacts will need to be fully mitigated. We have recommended in past correspondence that MST consider the preparation of a project EIR as the most appropriate path forward given the ESHA resources involved and the need to determine the least environmentally damaging feasible project alternative. Additionally, we fully expect to receive, as part of any application package, a comprehensive evaluation of a reasonable range of alternatives including, at a minimum, establishing a bus lane within the State Route 1 rights-of-way, adaptive reuse of existing paths or roads, reestablishing use of rail transit, HOV lane designation for bus use, and the no project alternative. This level of analysis will be needed for Commission staff to fully evaluate any project for Coastal Act consistency and our Commission will expect this analysis to be present in the staff report for any project.

As I mentioned on the phone, the environmental document must fully consider and address potential impacts to public access and recreation, as well as scenic views. Lastly, it is imperative that any future project consider the already approved plans for the development of the Fort Ord Dunes State Park campground and the Park's existing day use facilities.

We will provide more details on all of these issues in our formal comments in the next few weeks. Mike

Mike Watson
Coastal Planner
California Coastal Commission

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725 Front Street, Suite 300
Santa Cruz, CA 95060
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From: Michelle Overmeyer <movermeyer@mst.org>
Sent: Thursday, March 11, 2021 10:56 AM
To: Michelle Overmeyer <movermeyer@mst.org>
Subject: Notice of Intent to Adopt IS-MND for Surf! Busway and Bus Rapid Transit

Good morning

Attached you will find the Notice of Intent to Adopt a Mitigated Negative Declaration (MND) in compliance with Section 21092.3 of the Public Resources Code and Notice of Public Hearing for MST's SURF! Busway and Bus Rapid Transit Project

Public Review and Comment: The review period for the MND extends from **March 13, 2021 to April 11, 2021**. Comments on the MND must be submitted in writing to MST at the physical or email addresses below prior to the close of the public comment period. The MND is available for review during the circulation period at <https://mst.org/about-mst/planning-development/surf>.

Public Hearing: A public hearing on the project and consideration of the MND has been tentatively scheduled before the **MST Board of Directors on May 10, 2021 at 10:00 a.m.** Due to COVID-19 public safety concerns, this meeting will take place via video conference call. The link to the meeting is provided below:

Zoom meeting access: <https://zoom.us/j/93499251302?pwd=KzhhdGp2SluS0Vkv0VZUGwyWGIRdz09>
Meeting ID: 934 9925

Thank you,

Michelle Muller Overmeyer
Director of Planning & Innovation
831-264-5877

Monterey-Salinas Transit
19 Upper Ragsdale Drive, Suite 200,
Monterey, CA 93940
www.mst.org

CALIFORNIA COASTAL COMMISSION

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**SENT VIA ELECTRONIC MAIL****May 10, 2021**

Michelle Overmeyer
Director of Planning & Innovation
Monterey-Salinas Transit
19 Upper Ragsdale Drive, Suite 200
Monterey, CA 93940

Re: Monterey-Salinas Transit Busway Project

Dear Ms. Overmeyer:

Thank you for the opportunity to provide comments on the proposed Monterey-Salinas Transit (MST) Busway Project in north Monterey County. Please provide these comments to the MST Board Members prior to today's meeting on the project and please include these comments in the administrative record for the project.

The Coastal Commission has worked diligently over many years to develop strategies to maximize public transit opportunities and to reduce carbon emissions and reliance on fossil fuels, including to help counter the effects of global climate change and the resulting impacts from sea level rise. Thus, at a broad level, we are generally supportive of projects that can help increase our overall resiliency through development of public transit projects such as this. At the same time, however, such support only extends as far as such development can be achieved in a manner that is consistent with the California Coastal Act and with the applicable Local Coastal Programs (LCPs). It is within this context that we provide the following comments.

Outreach

We understand that MST has undertaken some outreach to the public and relevant stakeholders to solicit public comment for the proposed transit project, including via today's meeting. However, from our discussions with the public and other stakeholders it appears that there is limited understanding of the proposed project, and thus it appears that potential interested parties may not have been thoroughly engaged, especially in light of COVID-19 and the associated difficulty for the public to ask questions and receive answers on the proposal in a meaningful way. **We strongly recommend that the MST Board not take action on the project today** and instead recommend that MST staff redouble its efforts to reach out to affected communities by scheduling multiple/repeat informational and educational webinars, including at a minimum presentations through regular City Council and Board of Supervisor virtual meetings (and in-person meetings as soon as possible) for all jurisdictions affected by the project going forward. We also strongly believe that the process should be extended to allow more time to discuss and evaluate project alternatives with affected cities and entities that address regional public transportation needs in a manner that protects

MST Busway Project Comments

coastal resources and is approvable under the Coastal Act and applicable LCPs. See more discussion in the “ESHA” section below.

Jurisdiction

A significant portion of the project lies within the Transportation Agency of Monterey County’s (TAMC’s) right-of-way on the former Fort Ord military base seaward of Highway 1. The entire area west of the highway is within the Commission’s retained permitting jurisdiction and a coastal development permit (CDP) from the Commission will be required for any development within this area. The standard of review will be the Coastal Act. Also, as we understand it, other elements of the project fall within the purview of adjacent local governments (e.g., Marina, Sand City, Seaside, and Monterey County) and separate CDPs for those project elements will be required from those respective jurisdictions. The certified LCPs will be the standard of review in those locations. In certain limited cases where a project has split CDP jurisdiction, the Commission has the ability to process a consolidated CDP as opposed to separate CDPs (and potential appeals), provided the applicant, the local government, and the Commission’s Executive Director all agree to such processing and when public comment and participation will not be substantially impaired. While consolidation is a potential vehicle to process the CDP, we believe it is too early in the process to determine whether it is appropriate to do so, including because there are substantive coastal resource issues that first need to be addressed prior to a determination of how the permitting process should be undertaken, all as described in more detail below.

Environmentally Sensitive Habitat (ESHA)/ Project Alternatives

The IS/MND notes that the majority of the alignment (roughly five miles) of the busway project would be within TAMC’s Monterey Branch Line rail corridor right-of-way, an approximately 100-foot- wide corridor located between the Fort Ord Dunes State Park recreational trail (i.e., Beach Range Road) and the Caltrans right-of-way recreation trail, both of which are located seaward of Highway 1. More specifically, the alignment would be located mainly in the sand dunes area seaward of the TAMC rail corridor right-of-way and would deviate from this general alignment only when necessary to avoid bridge under-crossings and other similar obstacles. The IS/MND describes the TAMC rail corridor as heavily disturbed but also wide enough to support native and non-native plant communities. The IS/MND acknowledges that sensitive habitats exist in this area of the coastal zone, which includes the underlying sand dunes within the TAMC right-of-way, and focuses on providing mitigation for project-specific impacts to known rare and/or sensitive plant and animal species. The IS/MND only evaluates the busway on the Monterey Branch Line rail corridor right-of-way alternative.¹

¹ MST in conjunction with TAMC and other stakeholders, prepared a Bus-on-Shoulder/Branch Line Feasibility Study in 2018 to respond to growing traffic congestion and delays on State Route 1 in Santa Cruz and Monterey Counties. The study evaluated several project alternatives. Determination of feasibility was based primarily on annual ridership, time savings, total capital cost, and reduction in vehicle miles traveled. Environmental impacts were scored as either significant, possibly significant, or not significant. There was no quantification of impacts in terms of habitat loss or disturbance, no discussion of necessary mitigations or costs associated with mitigations, and these costs did not enter into the feasibility equation.

MST Busway Project Comments

Coastal Act Section 30240 provides for the protection of ESHA, including sensitive dune habitats such as those found at the former Ford Ord and within the TAMC right-of-way:

Section 30240 (a) environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

The protections afforded by Coastal Act Section 30240 extend to both natural and degraded dunes, i.e., whether the dunes are covered in native dune plant species, ice plant, or base rock, including because of the inherent ability for degraded dunes to be restored. As noted in past correspondence to MST staff regarding this project, only resource-dependent uses that do not significantly disrupt ESHA are allowable in ESHA. The project description contained in the IS/MND identifies roughly five linear miles of two-lane roadway surface, drainage improvements, retaining walls, fencing, utility connections, traffic and safety controls, and operation of motorized bus service all within sand dune ESHA. The project would include roughly 22 acres of new impervious surface and approximately 23 acres of grubbing and grading, much of this in dune ESHA. A transportation infrastructure project like this is not an allowed use in ESHA and therefore is inconsistent with the Coastal Act and applicable LCPs. Additionally, based on the project description the proposed development will introduce additional traffic, noise, light, and general disturbance within and adjacent to sand dune ESHA, thereby also resulting in significant disruption of ESHA habitat values.

The currently proposed project is located in dune ESHA and is not resource dependent and is not approvable under Coastal Act Section 30240 or under the ESHA policies of the various LCPs that would apply to the project in the areas located outside of the Commission retained permitting jurisdiction. Furthermore, the project will include the construction and staging of equipment and materials, and it is not clear whether these activities will occur within the dunes; if so, those activities also have the potential to cause significant disruptions to adjacent habitat areas, inconsistent with Coastal Act Section 30240 and related LCP ESHA policies. Given the sensitive dune resources involved and the need to ensure that ESHA habitat values are appropriately protected, we recommend that MST prepare a comprehensive evaluation of a reasonable range of alternatives, including options that avoid impacts to dune ESHA, whether degraded or not, that the proposed new two-lane bus thoroughfare would present.² The analysis must quantify the impact for each alternative in terms of permanent and temporary habitat loss / disturbance, along with identification and recommendation of corresponding mitigation proposed for each alternative. This level of analysis will be needed for Commission staff and City and County staffs to fully evaluate any project for

² At a minimum, the range of alternatives should include: 1) establishing bus service within the existing highway right-of-way via widening or use of an existing lane; 2) establishing an HOV lane in the right-hand lane of Highway 1; 3) commuter rail on the existing rail alignment; 4) utilizing surface city streets to accommodate bus rapid transit.

MST Busway Project Comments

Coastal Act and LCP consistency, and our Commission will expect this analysis to be present in the staff report for any project.

Public Access and Recreation

Coastal Act Section 30240(b) requires that development sited adjacent to parks and recreation areas shall be sited and designed to prevent impacts that would substantially degrade those areas. Based on the project description contained in the IS/MND, the proposed busway transit project would include roughly five linear miles of two-lane roadway surface, drainage improvements, retaining walls, fencing, utility connections, traffic and safety controls, and operation of motorized bus service immediately adjacent to an important park and recreation area, i.e. Fort Ord Dunes State Park, where it is clear the effect will be a significant degradation of the park experience, inconsistent with Coastal Act Section 30240(b). The proposed development will introduce additional traffic, noise, light, and general disturbance well beyond the physical development location and much closer to important park recreational amenities (e.g., the portion of the recreation trail located on Fort Ord State Park property) than the current commotion originating from Highway 1 in this area. The busway would be visible from the same public recreation trail and the Commission-approved Fort Ord Dunes State Park campground. Please also see the letter from the California Department of Parks and Recreation (dated April 11, 2021), in which State Parks' staff describes a myriad of impacts to Fort Ord Dunes State Park from the project. In short, the proposed project will result in significant coastal access and recreation impacts, including to Fort Ord Dunes State Park and the adjacent recreation trail, and thus the proposed project is inconsistent with Coastal Act Section 30240(b) and cannot be approved.

Public Views


The Coastal Act protects public views "as a resource of public importance," where development is required to be sited and designed to protect views to and along the ocean, to be visually compatible with the character of surrounding area. The IS/MND suggests that although the views of coastal Fort Ord could be considered scenic, these same vistas are not significantly affected or compromised by the project.

Visual renditions from Highway 1 provided with the IS/MND are clear in that buses traveling within the rail right-of-way will be visible during both day and night, and will be especially noticeable during the night due to bus lighting. As proposed, the sweeping unobstructed views of the highly scenic Fort Ord coast would now include additional permanent facilities that would be visible during day and ongoing bus travel that would be visible day and night, significantly degrading said views. These impacts are certain to occur no matter whether an alternative is chosen within the Caltrans or TAMC right-of-way. However, views from the Fort Ord recreational trail would more likely be significantly impacted by the busway development in the TAMC right-of-way, which would be in some instances merely feet away from the trail. Likewise, views from the campground would suffer from a similar increase in visual detractions. Accordingly, we strongly recommend that MST adopt an alternative that avoids and/or minimizes the amount of new paving and infrastructure needed to initiate service, and realigns the bus service in closer proximity to the existing highway right-of-way, i.e. away from the Fort Ord recreation trail and the Commission-approved Fort Ord State Park campground.

MST Busway Project Comments

In conclusion, although we are supportive of strategies to maximize public transit opportunities and to reduce carbon emissions and reliance on fossil fuels, the current proposal cannot be found consistent with the Coastal Act or with the applicable LCPs. We strongly suggest that MST take a pause on this project to develop a public process to evaluate alternatives that will not result in the range of significant coastal resource impacts described herein. We are available for consultation as you proceed forward.

Regards,

DocuSigned by:

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Mike Watson
Coastal Planner
California Coastal Commission

California Native Plant Society

MONTEREY BAY CHAPTER – P.O. BOX 221303, CARMEL, CA 93922

April 6, 2021

Carl Sedoryk, General Manager/CEO
Michelle Overmeyer, Director of Planning and Innovation
Monterey-Salinas Transit
19 Upper Ragsdale, Suite 200
Monterey, CA 93940

Via email: csedoryk@mst.org, movermeyer@mst.org

SUBJECT: NOI – Initial Study/Mitigated Negative Declaration
MST SURF! Busway and Bus Rapid Transit Project

Dear Mr. Sedoryk and Ms. Overmeyer:

I make these comments on behalf of the Monterey Bay Chapter of the California Native Plant Society (MB-CNPS). This letter is based on the decades of expertise supported in our chapter leadership and on my own extensive experience with the flora and vegetation of Monterey County. I have served on the MB-CNPS Board of Directors since 1996, and have acted as Chapter President, Vice President, and Membership Chair for several terms. I am on the Statewide CNPS Chapter Council that develops policy and directs general operations for all chapters in the state. I have been on statewide councils for CNPS, including litigation, membership, and fundraising. I am knowledgeable about California native plants through 27 years of volunteer work with CNPS and its experts, horticultural experience on my own property, training at CNPS programs and events, and 43 years of personal commitment to the study and conservation of California's flora. I chair the chapter's annual wildflower show, which has showcased Monterey County wildflowers for the past 56 years and I coordinate weekly volunteers who propagate, nurture and sell plants for our annual plant sale. I and others on our leadership team visited the MST SURF! project area earlier in April to assure that we had current knowledge to augment our years of familiarity with the site.

MB-CNPS has had a long and enduring interest in the biological diversity supported throughout the former Fort Ord military base and we have championed conservation efforts to protect the unique flora and fauna at Fort Ord since the 1960's when our chapter was first incorporated. Our chapter worked with the Army to dedicate 12 native plant reserves that support unique and particularly diverse assemblages of the uncommon and endemic species that occur on the former base, including rare manzanitas and forbs that are associated with Dune Scrub and



Dedicated to the preservation of California native flora



Maritime Chaparral natural communities. The CNPS habitat reserves were set aside by the Army in perpetuity as mitigations for impacts related to the development of military facilities on the former base. One of these reserves, CNPS Plant Reserve 10, is situated immediately adjacent to the proposed project.

The Monterey Bay Chapter of the California Native Plant Society (MB-CNPS) provided comments on the Notice of Preparation for this project in September 2020. We note that our comments have not been addressed adequately in the Initial Study for this large and complex project. MB-CNPS is very concerned that essential details that describe project impacts and future mitigation are not adequately addressed in the IS/MND.

MB-CNPS has reviewed the Initial Study/Mitigated Negative Declaration and the pertinent appendices. In our considered opinion, the preparation of an EIR is required.

MB-CNPS has the following comments on the Initial Study/Mitigated Negative Declaration:

1. The NOI issued and distributed in March 2021 is for an IS/MND, which is NOT ADEQUATE for such a complex and significant project. We request that a full EIR be prepared for this extensive and multi-faceted road project. The proposed new bus road is entirely within Environmentally Sensitive Habitat Area in the California Coastal Zone and may have potentially significant impacts to special status plant and wildlife species. An Initial Study is fundamentally an insufficient environmental review for this project. MST should consider alternatives that would avoid the level of impacts that the proposed bus road would have.

2. In late summer 2020, MST issued and distributed a NOP for the MST SURF! Busway and Rapid Transit Project. The NOP announced that an Environmental Impact Report was being prepared for this proposed project. The public was led to believe that a full and thorough environmental review in an EIR was being prepared for CEQA compliance. The public was led to believe that because a full EIR was planned, a comprehensive discussion and evaluation of alternatives would be presented and considered, as would cumulative impacts associated with the project. There is neither reason, nor justification for downgrading the environmental review to a much lower level and for failing to analyze potential alternatives or important harmful consequences that this project could cause or set in motion.

3. On page 23 of Appendix 3, Detailed Project Description, it is noted that the Federal Transportation Administration (FTA) would serve as lead agency for this project and that environmental review would conform to NEPA requirements. With a federal nexus, an EA or EIS must be prepared. The March 2021 NOP describes that MST will be the lead agency. Why has there been a shift away from the federal lead agency originally proposed for this hugely expensive multi-million dollar project and when was the decision made to abandon federal support? This change in course is not appropriate in light of the significant adverse consequences to biological resources that this project could have.

4. In our September 14, 2020, comments on the NOP, MB-CNPS requested there be a focus on the potential impacts to the biologically sensitive and special status species found in the Dune

Scrub ecosystem north of Sand City. We note in the IS/MND that the federally endangered Monterey gilia (*Gilia tenuiflora* subsp. *arenaria*) and the California endangered Seaside bird's beak (*Cordylanthus rigidus* subsp. *littoralis*) are missing from the list of special status plants that were surveyed for during the biological assessment for this project. These two species are mapped by the California Department of Fish and Wildlife - California Natural Diversity Database as occurring in the project area. Monterey gilia was recently confirmed to occur in CNPS Plant Reserve 10. Monterey gilia and Seaside bird's beak should have been included in the survey list. It is possible that these species appear in the project footprint and impact area. Botanical surveys for these species should have been done at the correct time of year for proper identification, if not over several years. In particular, Monterey gilia populations can shift significantly in density and location depending on annual rainfall, as well as the creation of appropriate, open sand recruitment sites. The numbers of this endangered plant can vary dramatically over the years and all open sandy areas within the general range of this species should be considered potential habitat. The omission of this information, and the potentially significant impacts that could occur to these two species in the considered opinion of MB-CNPS, are additional reasons that an EIR is required.

5. The IS/MND fails to state how much of the recreational trail would be realigned to accommodate the new bus road. The document fails to state the total length and square footage of the new, realigned recreational trail and the area that would be impacted by the construction of the new trail, and whether, if at all, the footprint of this additional disturbed area been included in the 4.9 miles of new, paved roadway and 22 acres of impervious surface, as well as the 23 acres that will be grubbed and cleared (and mitigated) by this project. This is important because the total amount of disturbance should be clearly delineated. The total amount of disturbance, including these elements, are what should be investigated, disclosed, and mitigated. That was not done in the IS/MND or its appendices and there could be, and likely are, potentially significant adverse impacts to biological resources in the overall undisclosed disturbance area that have not been identified and mitigated.

6. All biological impacts are to be mitigated by developing a restoration plan, according to the IS/MND. However, the location(s) of the proposed restoration are not identified. The IS/MND biological mitigation is inadequate. This deferral of mitigation is not appropriate. The restoration location(s) and restoration plan should have been developed, vetted, and referenced in the IS/MND. MB-CNPS and its members have extensive experience in Monterey County with poorly prepared restoration plans and failures of mitigation that result from a variety reasons, including: proposed areas may be inappropriate as restoration areas; a poorly thought out restoration process; inadequate metrics to quantify restoration and ensure long term success; inadequately trained personnel maintaining the mitigation site; inadequately trained personnel overseeing the mitigation for the responsible agency; insufficient funding to maintain and monitor restoration site maintenance and progress; and many other reasons. The EIR process should present detailed mitigation information for review and comment. MB-CNPS has local on-the-ground expertise to provide those comments as part of the EIR process. Another important biological mitigation that is omitted from the IS/MND is that the new bus road crosses several jurisdictions without mention of where mitigation will be located. An EIR should clarify whether each jurisdiction would benefit from the creation of a city-specific Dune

Scrub restoration site for federally endangered Smith's Blue Butterfly and rare plants commensurate with the amount of mitigation required within each city's boundaries, or whether a different approach would be used to address mitigation requirements. The approach should be explained in detail in an EIR.

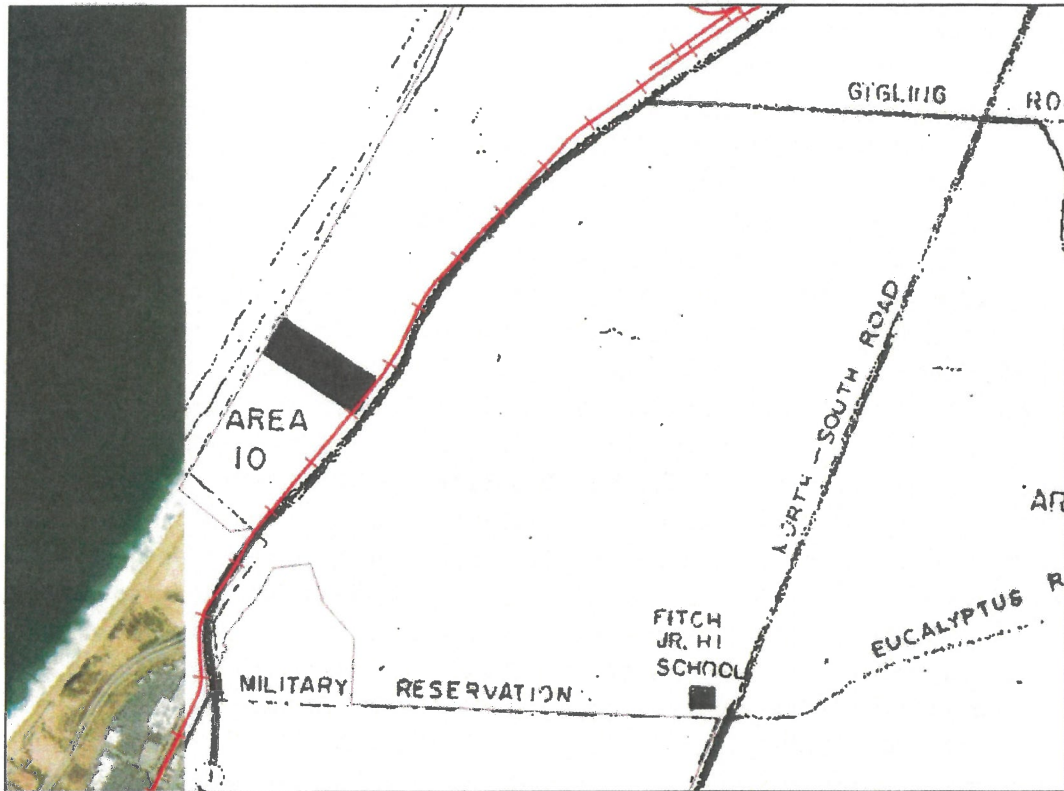
7. At the Eighth Street entrance to the Fort Ord Dunes State Park, the proposed new bus road veers coastwards to avoid concrete pilings that support the overpass across State Route 1. This coastwards alignment could affect the entrance to the State Park in significant adverse ways, thus causing potentially significant impacts to recreation that have not been adequately studied. There could also be potentially significant impacts to the habitat area fenced for the buckwheat host plants required by Smith's Blue Butterfly that occurs immediately north of the park entrance. MB-CNPS is keenly aware that the buckwheat host plants in this area are vital to the long-term viability of the butterfly population and that Smith's Blue Butterfly has not recovered to a point where it can be considered for delisting from Endangered to Threatened.

8. The Project Description in Appendix 3 notes that there will be 60,000 square feet of retaining wall built. However, there is no analysis of the amount of cut and fill required to create a level road base for the bus road and to shore up the existing uses such as the train tracks and the recreational trail. In many areas, the right-of-way location for the proposed bus road occurs in a swale that is well below the railroad grade and the adjoining recreational trail. A significant amount of fill would be required to maintain the gradient appropriate for the new road base. The IS/MND has not presented, analyzed and mitigated the potentially significant impacts associated with the project limits which should include all areas damaged by construction, heavy equipment operation, and stockpiling of fill and materials. The IS/MND has failed to identify and disclose the locations for stockpiles and equipment storage and whether there are potential impacts to native plants and butterfly habitat from trampling, cover by fill material, and introduction of non-native weedy species. That information has been improperly omitted. These all are potentially significant unmitigated impacts and affected plants and acreage and maps should be identified and included in the total acreage impacted for which adequate mitigation is required. MB-CNPS wants to know where the proposed stockpiles and construction areas would be located and how large they will be. In our opinion, Dune Scrub and the special status plants and animals this natural community supports could suffer potentially significant harmful construction-related impacts unless those activities are adequately identified, limited, and mitigated, none of which are described in the IS/MND.

9. The IS/MND fails to describe how stormwater will be diverted off the new 22 acres of pavement. Stormwater must be addressed so that it does not impact erodible, sandy soils and vegetation in Dune Scrub habitat adjacent to the new bus road and realigned recreational trail.

10. CNPS Plant Reserve 10 is located toward the southern end of Beach Range Road adjacent to the proposed bus road. The IS/MND does not identify the presence of the plant reserve, which is one of several ways that the existing attributes of the project site and the surrounding areas have not been fairly presented. The reserve protects Dune Scrub habitat that supports Smith's Blue Butterfly, Monterey gilia, coast wallflower and a variety of uncommon plants. A map prepared by the Army in 1980 of all CNPS Plant Reserves illustrates the boundary of Plant

Reserve 10 extending all the way to the train tracks on the eastern edge of the reserve (Figure below). The important habitat protected in the reserve does not stop at the train tracks, but extends in a critical buffer beyond the reserve boundary all the way to the fence at the western edge of the recreational trail. The proposed bus road would disturb the habitat in a corridor at least 40 feet wide during construction and at least 30 feet wide in perpetuity when the road is paved. The IS/MND has not adequately considered or mitigated the potential impacts to Plant Reserve 10 or the impacts on the habitat in the vicinity that provides a buffer for CNPS Plant Reserve 10. The proposed bus road would be potentially harmful in significant ways to CNPS Plant Reserve 10 and the buffer of Dune Scrub habitat that surrounds the reserve.



Portion of 1980 Army map of CNPS Plant Reserves showing Reserve 10, with geo-referenced train track alignment.

11. The proposed new bus road involves the following additional issues that were not analyzed adequately in the IS/MND:

A. Additional acres of shoulder disturbance and unknown disturbed acreage during construction - unknown quantity of impact on biological resources and other areas, and associated mitigation needed.

B. There is inadequate parking available at the proposed Marina Transit Station for the projected rider use commencing at that terminal, and the proposed station would require removal of numerous mature cypress trees and cause other actions that could increase erosion and cause other potentially significant unmitigated impacts.

C. There are no parking facilities in Sand City or Seaside where the southern access to the new bus route is proposed.

D. There are unknown impacts to municipal surface streets, traffic and parking at all bus terminal and station locations to accommodate additional bus trips and the projected ridership described in the IS/MND documentation.

E. The construction of the retaining walls will create significant impacts to the aesthetics of landward views from Fort Ord Dunes State Park, which is heavily used by the public and the highly diverse and lower-income communities within Marina and nearby areas. The construction of the retaining wall will also amplify noise from buses every 10 minutes that will impact the state park. These impacts have not been discussed adequately or mitigated adequately in the IS/MND.

F. There will be additional noise, visual, and resource impacts to Fort Ord Dunes State Park. People using the park do not expect to have a new two-lane paved road running through and adjacent to the park with buses passing by every 10 minutes, and it would provide a very odd and inconsistent contrast to the extensive restoration efforts of State Parks. The highway exists. It is entirely another thing entirely to have an additional 30 feet of pavement running along the highway, closer to the park, and with buses running every 10 minutes in both directions. These impacts have not been discussed adequately in the IS/MND.

G. Although much of the proposed new bus road is situated on lands that are dominated by non-native, ruderal vegetation cover, the notable presence of native Dune Scrub plants, including the two buckwheat host plants required by federally endangered Smith's Blue Butterfly, indicate that this entire area is capable of supporting a rich, biodiverse assemblage of native dune habitat. Removing the non-native vegetation and promoting native species is doable and could have a significant beneficial impact on restoring populations of otherwise rare species. Particularly in the case of Smith's Blue Butterfly, habitat restoration adjacent to known butterfly populations in the adjoining dune ecosystem could potentially contribute to the delisting of this endangered species. Down-listing, or delisting means that the population of the endangered species has increased to the point where it continues to be considered at risk of extinction, yet is achieving recovery goals set by the US Fish and Wildlife Service. This valuable opportunity would be lost forever if the bus road is constructed as proposed. The restoration of land by State Parks adjacent to the proposed bus road and the remarkable recovery of native plant species at these sites has demonstrated the ability of the land to recover from iceplant and other invasive plant species and provide potential habitat for the endangered butterfly. However, the habitat cannot recover from pavement, which the new bus road would install.

12. The IS/MND document does not discuss potentially viable alternatives to the construction of an entirely new road. A discussion of alternatives would identify numerous other projects that would have significantly fewer impacts on biological resources as compared to this six-mile-long new roadway. Recent trends in staggered work start times, as well as the shift towards working remotely have dramatically altered regional traffic patterns and volumes. In addition to a No Project alternative, several other alternatives should be appropriately analyzed and considered:

A. Widening the existing State Route 1 corridor to accommodate bus and/or carpool lanes, or using an existing lane for this purpose.

B. Utilizing the existing paved recreation trail alignment for the new bus route and shifting bicycle and pedestrian traffic to Beach Range Road.

- C. Utilizing the existing paved recreational trail alignment for one-way bus service during peak commute times that reflect inbound and outbound needs for additional capacity.
- D. Repair and reuse of the existing rail lines for a light rail transportation system.

To summarize, the significant new bus road proposed for sensitive habitat west of the Highway 1 corridor MUST be more fully analyzed in a full EIR to adequately assess the complement of impacts and identify alternatives, as well as potential cumulative impacts associated with implementing the bus road project. MB-CNPS requests that Monterey Salinas Transit Board of Directors reject the IS/MND and require an EIR, which was the original and preferred approach to assessing potential impacts associated with this project.

Sincerely,



Brian LeNeve
President

cc: Cat Darst, US Fish and Wildlife Service cat_darst@fws.gov
Steve Bachman, CA Dept. of Parks and Recreation Stephen.Bachman@parks.ca.gov
Jeff Cann, California Department of Fish and Wildlife Jeff.Cann@wildlife.ca.gov
Susan Craig, California Coastal Commission Susan.Craig@coastal.ca.gov
MB-CNPS Board of Directors

Michelle Overmeyer

From: Nicole Nedeff <nikki@ventanaview.net>
Sent: Friday, April 9, 2021 7:55 PM
To: Brian LeNeve; Michelle Overmeyer
Subject: RE: Comment letter NOI-Initial Study/Mitigated Declaration

Hello Michelle –

I'm replying to your inquiry on behalf of Brian LeNeve, President of the Monterey Bay CNPS chapter. Brian forwarded the chapter's comments on the proposed MST bus road to chapter board members a few days ago. Brian will be out of town for several days starting Saturday morning and I'll be on vacation and away from email for a week starting Sunday April 11.

Here is a link to a website developed by CSUMB Professor Fred Watson of maps that portray the CNPS plant reserves set aside by the Army at Fort Ord. I believe he set up this site for the FORTAG project he's been working on. He actually got several of the maps from me (I have many of the CNPS archives). As you'll see, there are a few different maps and although the location of each has remained constant over the years, the reserves appear with slightly different configurations. This collection of maps is about as detailed as anyone, including CNPS seems to have access to. Perhaps the Army or FORA had surveyed maps.

<http://www.cccal.info/proj/usa/ca/cc/FortOrd/CNPSReserves/index.htm>

The original concept for the reserves was back in the 1960's and they were modified in the early 1990's. One original reserve along North-South Rd. was dropped and a number were added or expanded as mitigation measures for the construction of the ammo bunkers over on the east side of the base.

The reserves were monumented in the 1990's with signs around all borders and also identified with big interpretive signs. The big interpretive sign still stands for reserve 10 next to Beach Range Rd.

Hope this is helpful.

Nikki

From: Brian LeNeve <brian@brianleneve.com>
Sent: Friday, April 9, 2021 12:51 PM
To: Nicole Nedeff <nikki@ventanaview.net>
Subject: RE: Comment letter NOI-Initial Study/Mitigated Declaration

If you could that would help I have to be at the nursery for a work day around 1:30 and we leave tomorrow

From: Nicole Nedeff <nikki@ventanaview.net>
Sent: Friday, April 9, 2021 8:05 AM
To: Brian LeNeve <brian@brianleneve.com>
Subject: RE: Comment letter NOI-Initial Study/Mitigated Declaration

Hi Brian – to my knowledge there are no “surveyed” maps... they were marked with signs.

I can scan several different Army maps or give you the link to Fred Watson's website where he includes maps of reserves. I can do that today and get that to Michelle Overmeyer if you will be out of town. Nikki

From: Brian LeNeve <brian@brianleneve.com>
Sent: Friday, April 9, 2021 6:13 AM

To: Nicole Nedeff <nikki@ventanaview.net>
Subject: FW: Comment letter NOI-Initial Study/Mitigated Declaration

From: Michelle Overmeyer <movermeyer@mst.org>
Sent: Thursday, April 8, 2021 12:24 PM
To: Brian LeNeve <brian@brianleneve.com>; Carl Sedoryk <csedoryk@mst.org>
Cc: Cat <darst@fws.gov>; Stephen.Bachman@parks.ca.gov; Jeff.Cann@wildlife.ca.gov; Susan.Craig@coastal.ca.gov
Subject: RE: Comment letter NOI-Initial Study/Mitigated Declaration

Hi Brian

Thank you for your comment letter. Can you please provide additional information on Plant Reserve 10? The map included in your comment letter is a photo copy from a map prepared in 1980. It does not clearly delineate the Reserve boundaries. It looks like the Plant Reserve included State Parks land as well as Union Pacific Railroad private land.

Do you have a clean map prepared by a California licensed surveyor that you can share? I would like to see the official boundaries.

Thank you
Michelle

Michelle Muller Overmeyer

Director of Planning & Innovation
831-264-5877

Monterey-Salinas Transit

19 Upper Ragsdale Drive, Suite 200,
Monterey, CA 93940
www.mst.org

From: Brian LeNeve <brian@brianleneve.com>
Sent: Wednesday, April 7, 2021 6:12 PM
To: Carl Sedoryk <csedoryk@mst.org>; Michelle Overmeyer <movermeyer@mst.org>
Cc: Cat <darst@fws.gov>; Stephen.Bachman@parks.ca.gov; Jeff.Cann@wildlife.ca.gov; Susan.Craig@coastal.ca.gov
Subject: Comment letter NOI-Initial Study/Mitigated Declaration

[EXTERNAL EMAIL NOTICE]

CAUTION: This email originated from outside of the MST organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello

Please find the attached comment letter from the Monterey Bay Chapter of the CA Native Plant Society on the NOI-Initial Study/Mitigated Negative Declaration for the MST-SURF! Busway and Bus Rapid Transit Project.

Brian LeNeve
President MBCNPS

Michelle Overmeyer

From: Bachman, Stephen@Parks <Stephen.Bachman@parks.ca.gov>
Sent: Tuesday, March 30, 2021 11:04 AM
To: Michelle Overmeyer
Cc: Tobias, Kathryn@Parks; Palkovic, Amy@Parks; James, Sean@Parks; Allen, Matthew@Parks; Frey, Jeff@Parks; Marshall, Brent@Parks; Bachman, Stephen@Parks
Subject: RE: Notice of Intent to Adopt IS-MND for Surf! Busway and Bus Rapid Transit

[EXTERNAL EMAIL NOTICE]

CAUTION: This email originated from outside of the MST organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello Michelle,

State Parks would like to request that the comment period be extended until April 26, 2021 as critical review staff are on extended leave and or have limited access to their normal place of work. With COVID we are not dealing with ordinary times and it has made for some very trying circumstances as well.

Thanks for your consideration.

Stephen Bachman
Senior Park & Recreation Specialist
2211 Garden Road
Monterey, CA 93940
Phone (831) 649-2862
Cell (831) 277-3037



Stephen.bachman@parks.ca.gov

State Parks Mission Statement

The mission of California State Parks is to provide for the health, inspiration, and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.

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From: Michelle Overmeyer <movermeyer@mst.org>
Sent: Thursday, March 11, 2021 10:56 AM
To: Michelle Overmeyer <movermeyer@mst.org>
Subject: Notice of Intent to Adopt IS-MND for Surf! Busway and Bus Rapid Transit

Good morning

Attached you will find the Notice of Intent to Adopt a Mitigated Negative Declaration (MND) in compliance with Section 21092.3 of the Public Resources Code and Notice of Public Hearing for MST's SURF! Busway and Bus Rapid Transit Project

Public Review and Comment: The review period for the MND extends from **March 13, 2021 to April 11, 2021**. Comments on the MND must be submitted in writing to MST at the physical or email addresses below prior to the close of the public comment period. The MND is available for review during the circulation period at <https://mst.org/about-mst/planning-development/surf>.

Public Hearing: A public hearing on the project and consideration of the MND has been tentatively scheduled before the **MST Board of Directors on May 10, 2021 at 10:00 a.m.** Due to COVID-19 public safety concerns, this meeting will take place via video conference call. The link to the meeting is provided below:

Zoom meeting access: <https://zoom.us/j/93499251302?pwd=KzhhdGp2SlluS0VhV0VZUGwvWGIRdz09>

Meeting ID: 934 9925

Thank you,

Michelle Muller Overmeyer

Director of Planning & Innovation

831-264-5877

Monterey-Salinas Transit

19 Upper Ragsdale Drive, Suite 200,

Monterey, CA 93940

www.mst.org



DEPARTMENT OF PARKS AND RECREATION
2211 Garden Road
Monterey, CA 93940

Armando Quintero, Director

April 11th, 2021

TO: Michelle Overmeyer, Director of Planning and Innovation
Monterey Salinas Transit
19 Upper Ragsdale Drive, Suite 200
Monterey, CA 93940

Subject: NOI – Initial Study/Mitigated Negative Declaration
MST SURF Busway and Rapid Transit Project

Dear Ms. Overmeyer:

Thank you for the opportunity to comment on the ISMND for the MST SURF Busway and Bus Rapid Transit Project. Attached below are Monterey District staff comments. Monterey District staff have over 100 years combined experience in the biological and land use planning fields with State Parks and have managed Fort Ord Dunes State Park since 1997. The project as proposed, and its proposed proximity to Fort Ord Dunes State Park (FODSP), warrants the investigation of additional project alternatives to lessen impacts to FODSP. Therefore, State Parks staff concur that an EIR for the project is warranted to more fully explore and analyze other project alternatives and to more fully develop restoration plans while limiting impacts to FODSP. Attached below are more specific project related comments:

1) Sections of the bus lane migrate to the West side of the RR tracks placing bus lane traffic closer to the FODSP public recreation trail, which is a concern from a sound and noise perspective as well as, bus lighting, bus traffic vibration, and air quality(bus exhaust) impacts. The IS/MND should more fully analyze an alternative that retains the bus lane to the East side of the RR tracks furthest away from the public recreation trail at FODSP. Another alternative should more fully explore the option of locating the bus lane within the existing Caltrans Highway One corridor by converting existing highway lanes (or by adding additional dedicated lanes). Another alternative should look at converting the Caltrans existing bike lane corridor to a dedicated bus lane in combination with using existing lanes of Highway One. The IS/MND does not indicate if these alternatives were given any more in depth and serious consideration. Also, the aesthetics do not address the visual impacts of the retaining walls as seen from FODSP and how these walls can attenuate/elevate bus and highway noise into FODSP.

A MST bus lane immediately adjacent to the FODSP public recreation trail will significantly alter the FODSP public recreational experience. The public currently enjoys the relative solitude of the recreation trail, and while Highway One is nearby the separation and distance provide a more open feeling with traffic being situated out of the immediate influence area of FODSP. Placing fast moving buses and other EMS

traffic closer to the FODSP recreation trail is a concern and we look forward to the development of an EIR and how it will address /mitigate this concern through the development of more fully explored project alternatives. State Parks would look forward to reviewing any DEIR alternative design elements that seek to minimize both the aesthetic and noise impacts to the FODSP visiting public and recreational trail experience.

2) With the development of a busway adjacent to FODSP the IS/ MND must consider improvements to the existing property line (FODSP/TAMC) fencing line which is in need of being replaced to assure there is no ingress into the MST/TAMC ROW area. Fencing should consider a type, combined with any natural screening, that minimizes aesthetic impacts to FODSP and that provides a degree of separation.

3) It is unclear what night time bus schedules will be that use the busway (buses will not use the routes after 8pm?). The IS/MND should investigate ways in which bus lighting can be minimized/mitigated at night as the FODSP campground is being built in very close proximity to the busway and it is unclear what bus lighting impacts may occur within the campground and surrounding area during non-daylight hours of operation. Lighting should also address the full length of the FODSP recreation trail as park campers will be walking the trail at night. State Parks has the plan sheets showing the recreation trail reroute sections that should also be analyzed for lighting and sound. We look forward to reviewing the lighting studies and any mitigation measures that seek to lessen lighting impacts to park visitor/camping and their camping experience.

4) Bus noise is a concern within FODSP. The IS/MND should conduct a more in depth noise analysis study that is more specific to noise generation/levels at points along the Beach Range Road trail and the campground area. The IS/MND should include an analysis of bus lane surface material types and sound deadening materials that can help deaden noise to further reduce noise migration into FODSP and campground areas. To minimize noise, buses should be fully 100% EV. Construction of retaining walls will amplify bus noise on an anticipated bus schedule of every 10 minutes. The IS/MND should conduct a more full and in depth analysis of the impact of this bus generated noise and how this will impact FODSP. Mitigation measures need to be developed that reduce this noise related impact to FODSP and specifically to the public who use the adjacent FODSP public recreation trail at Beach Range Road. The IS/MND fails to adequately address how the bus lane placed adjacent to FODSP will impact the public recreational experience from the visual and audible perspective. The IS/MND does not discuss other project alternatives that would have fewer impacts to FODSP.

Appendix 14 Table 14-1. Typical Noise Levels. This table should add a category for bus noise specifically as heard from a public recreational trail for specific distances from the bus lane to the FODSP recreation trail. The dB scale should graphically represent noise, dB generated levels, from the bus lane to the public recreation trail at FODSP and also as heard from the campground locations at FODSP. The analysis should focus on how constructed walls may attenuate/elevate bus and or Highway One noise and how that is amplified and directed into FODSP. The dB analysis and assumptions fail to provide specific dB ranges that would be more specifically correlated to the bus lane project and FODSP public resources (recreation trails and campground areas). This analysis should be conducted for dB, SPL, Hz, Leq, Lmax, Lmin, DNL ANL and

Intrusive within all areas where the bus lane will be in the closest proximity to the FODSP recreation trail as well as to the relative analysis for the campground.

Appendix 14 - Noise and Vibration: An annoyance study should be conducted that is more relative and specific to FODSP. Page 14-6 references a 1992 study (Federal Interagency Committee on Noise, Federal Agency Review of Selected Airport Noise Analysis Issues, August 1992), an almost 30 years old document seems outdated and more updated reference studies should be provided. Again, since the bus lane project is proposed to be built immediately adjacent to FODSP, an annoyance study more focused and targeted specifically to FODSP users should be conducted to quantify this user set on their perceptions that are more site specific to the bus lane project. Any bus lane surface material should incorporate sound deadening material to minimize sound. RR crossings should be smooth pavement to rail transitionals so bus and EMS tires do not make loud noise when crossing the RR tracks.

Appendix 14. Figure 14-1A. Noise measurements/analysis should also be taken in the balloon spur where state residential housing will be constructed. Additional noise measurements should be taken immediately at the border areas where the FODSP campground will be built.

Appendix 14. Table 14-5. Sensitive Receptors. The table needs to provide the distance from the bus active lanes to the FODSP public recreation trail at Beach Range Road. This omission prevents the reader from understanding the precise distance from the bus lane to the Beach Range Road public recreation trail – these values should be provided. Merely stating the project is “adjacent to the west” fails to acknowledge how close the project actually is to the FODSP public recreation trail. This value should also be included for the FODSP campground to show, in distance feet, how close the project is to the FODSP campground.

Appendix 14. Operational Transit Noise. Page 14-13. The level of increased noise of the buses operating so close to the Beach Range Road recreation trail needs more specific analysis to provide predicted noise level increases directly related to the buses as heard at the Beach Range Road public recreation trail. While there is ambient Highway 1 noise, the Highway is located further to the east than the proposed bus lane project. The cumulative noise of a bus lane and Highway One when added together could be significant, be negatively received by the public and significantly alter the public enjoyment and recreational experience at FODSP.

Appendix 14. Operational Vibration. Page 14-15. Vibrational studies should assess vibration using comparative studies for sound deadening surface materials and underlying geology of sand to fully understand site specific conditions and how operational vibration may occur for the bus lanes that will parallel the FODSP Beach Range Road public recreation trail.

Appendix 14. Section 14.4.2 State. Page 14-15.

5) The MND should address whether the busway will also be considered (present or future) for use by HOVs, EMS vehicles, and EVs. The IS/MND should specifically address what time periods the busway will be used by emergency vehicles e.g. will emergency vehicle use only be during times when Highway 1 is experiencing moderate

to severe traffic conditions as identified in the IS/MND? Or will the busway be available for emergency vehicles on a continual basis 24/7/365. The IS/MND should address how any cumulative use of the busway by all vehicles will potentially impact the park visitor and camping experience and how these impacts will be mitigated.

6) The IS/MND should address whether there will be any future consideration to use the busway as a FastTrack type toll road during high traffic periods or whether it will be open to special event permitted traffic (car week semi trucks and shuttles, ATT Pro-am shuttles and VIP vehicles, other special events, Movies and commercial filming, VIP access, HOVs, EVs, motorcycles etc.

7) The IS/MND should conduct cumulative exhaust studies to quantify to what added extent (above existing Highway 1 exhaust levels) park visitors recreating on the adjacent FODSP recreation trail may be subjected to higher levels of bus related exhaust fumes while recreating on the FODSP recreation trail; these studies should be done if the busway will be used by vehicles other than 100% EV buses. It was our understanding that all buses using the dedicated bus lane would be EVs? This additional analysis should be quantified as part of alternatives identified as part of a larger DEIR effort and analysis.

8) The IS/MND should address how MST busway runoff will be treated and conveyed; the IS/MND should address how any/all storm water drainage improvement designs will include BMPs that seek to treat runoff within the TAMC/MST alignment and ROW. Runoff should not use existing storm water systems that discharge to FODSP beaches and to ESHA habitat.

9) The project should more fully explore the use of native plants for landscaping to assure that any busway plantings will not spread to the adjacent FODSP which could impact ESHA habitat at FODSP. State Parks has vested over 24 years enhancing and restoring ESHA habitat at FODSP and adjacent MST revegetation/restoration efforts should only use locally sourced native plant seed stocks to avoid weeds entering FODSP and to avoid hybridization within FODSP ESHA habitat.

10) The Initial Study (IS) page 12 SC AQ-2.1 Reduce Fugitive Dust 4th and 5th bullets: If soil/dust stabilization chemicals are to be used they must not impact Smith's blue butterfly (SBB) larvae due to wind/air drift of chemicals. FODSP has extensive SBB habitat within very close proximity to the project area and chemicals and chemical drift into FODSP must not impact SBB butterfly larvae and ESHA habitat. Chemical drift is also a concern for people who recreate on the FODSP recreation trail. 6th and 7th bullet Item – Any/all vegetation used should not be non-native to the local region and should not consider using non-native California seed mixes or seed stock. State Parks has spent decades of work restoring the coastal dune habitat at FODSP and invasive plants can outcompete native plants, reduce biodiversity, impact species of special concern, and cost considerable time and funding to eradicate. Revegetation and planting plans for the project should be reviewed by State Parks staff to assure the appropriate plant palette is used. If grass seed is used it should be certified sterile and weed free. Ground covers should consist of local genetic native stock to avoid hybridization.

11) IS Page 13 Item d) – Diesel and CNG exhaust can carry significant odors and the project is very close in proximity to the FODSP Beach Range Road public recreation

trail. Park visitors who recreate on the FODSP Beach Range Road recreation trail while breathing in diesel exhaust can carry a significant negative recreational experience to people and to others who may be mildly sensitive, allergic, or asthmatic. Has any consideration been given to using non-diesel equipment when construction is within feet of the FODSP public recreation trail?

12) IS Page 16 MM BIO-1.1 – can the project remove the nonnative trees and replace with native shrubs? Trees can provide perch sites and habitat for Western snowy plover predators. Cypress trees are not native to the area.

Mitigation measure bio-12: native tree protection and replacement measures. Monterey cypress is not native to the area, and they should not be protected or replaced, at least in the section of the project that is adjacent to FODSP. A better mitigation measure would be to remove more non-native trees and shrubs from the bus corridor adjacent to FODSP, including acacia, tea tree, and Monterey cypress. Oaks and Monterey pines should be the only trees considered native in the portion of the bus corridor that runs adjacent to FODSP. Trees provide nesting and perching habitat for plover predators.

A big concern is the introduction and proliferation of nonnative species. State Parks has concerns for both the construction phases and the ongoing operation. Having a new bus lane directly adjacent to the park will undoubtedly introduce and spread invasive nonnative plant species. Control of nonnative plants needs to be accounted for and addressed in the CEQA document. A plan to monitor (EDRR), identify, and control these nonnative species in the MST/TAMC ROW in perpetuity should be developed so nonnative species do not spread into FODSP ESHA habitat.

13) IS Page 40 Section 4.10 Hydrology and Water Quality. The project should consist of a design that treats all storm water runoff within the project area to avoid concentrating and discharging flows onto adjacent FODSP lands. State Parks would like to review the SWPPP for the project.

14) IS Page 45 Noise. How is the impact less than significant where the bus lane is literally feet away from the Beach Range Road recreation trail? This section fails to acknowledge that the project and bus lane and operation of buses is located within the immediate vicinity of a public recreation trail and state park. This section should address the noise levels and how the ambient noise from operation will impact the park and public who use the FODSP Beach Range Road public recreation trail. This impact would seem to be a significant and unavoidable impact to the public park which is in the immediate vicinity of the project.

15) IS Page 48. Public Services. The project is within the immediate vicinity of FODSP. The graph shows there is no impact to FODSP. The public setting at FODSP, existing condition, does not contain a bus lane within feet of the public recreation trail and buses operating on frequent schedules will be a significant visual and audible change to the recreational experience.

16) IS Page 50. There will be an incremental increase in people using FODSP as part of the project. Has the project estimated the increase in visitation to FODSP as a result of the project? Increased use to the beaches could have associated impacts to Western

Snowy Plover habitat at the FODSP beaches – the IS/MND should more fully assess this potential increase in use. The section states that, "... but any increase in usage caused by the project would be incidental and less than significant. Operation of the proposed project would increase public access to park and recreational facilities located along the proposed action alignment and would result in a beneficial effect". What analysis was done to determine that the increase in usage at FODSP would be less than significant? Conversely this section then goes on to acknowledge that there will be an increase in use to parks and recreational facilities resulting in a beneficial effect. The project should analyze how and increase to FODSP will impact visitation to the FODSP beaches and to Western Snowy Plover (WSP) habitat. Adding additional people to the beach will be a concern as State Parks manages WSPs at FODSP, and adding additional visitors to the WSP habitat areas/beaches will come with additional management challenges and will need to be mitigated. Recommend that MST open dialog with the USFWS and CDFW on this issue.

17) IS page 59. Section 4.21 Mandatory Findings of Significance. Item b of the Environmental Impacts issues does not consider the project in connection with the recent development of The Dunes at Monterey Bay development project and the future Shea Homes development projects that will be located within 800 – 1200 feet of the project. Cumulatively all these projects will increase use at FODSP. These cumulative impacts need to be considered in consultation with the USFWS/CDFW consultation. The concern here is the USFWS has been very clear with State parks in that increased use at the beach must continue to meet specific fledgling rates for WSPs. Placing more and more people on FODSP beaches must be mitigated by all responsible parties and should not be the sole responsibility of State Parks.

18) Appendix 1 MND – Aesthetics MM AES-3.1 Limit New Sources of Lighting. State Parks would request a copy set of drawings and lighting plans once they are available and well in advance of the plans being finalized.

19) Appendix 1 MND – page vii MM BIO-1.3. State Parks manages 900+ acres of ESHA habitat at FODSP within very close proximity to the bus lane project. Any/all plantings within the MST bus lane project area should also reference the CalEPPC lists of exotic and invasive plants that should not be planted in such close proximity to ESHA habitat managed by State Parks. Native plantings should be promoted in a manner which uses locally genetic seed stocks that do not pose any hybridization threats to FODSP ESHA habitat.

20) What assurances would MST and TAMC be willing to commit to that assure the bus lane will not also be used for special event traffic (Concourse car week semi trucks, ATT Pro-am shuttles, a FastTrack toll road, and allow HOVs, and EVs?).

21) Please list the extent to which MST discussed with Caltrans the alternative of placing the bus lane in the existing Caltrans Highway One corridor. This alternative should be considered and selected as a preferred alternative to lessen impacts to the State Park public recreation trail and campground.

22) Appendix 1 DMND. Page vi. Aesthetics. MM AES-3.1 Limit New Sources of Lighting. MST should consult with the CDFW and USFWS on lighting requirements due

to the adjacent ESHA at FODSP. State Parks would request a copy of the lighting plan for review.

23) Appendix 1 MND. Biological Resources. MM BIO-1.1 Construction Best Management Practices. The project should also emphasize the property boundary between the TAMC ROW and FODSP and inform any/all construction staff to not encroach onto FODSP ESHA habitat during any/all construction activities. The concern here is the potential impact to ESHA if such construction related encroachment were to occur.

MM BIO-1.1: Second bullet item – Only certified sterile weed free straw should be sourced and used to prevent weed seed from blowing and or drifting onto FODSP. Should weeds from the project spread and occur onto adjacent FODSP lands will MST be willing to compensate State Parks for the time and materials needed to eradicate weeds that spread from the MST ROW to FODSP?

MM BIO – 1.1: Third bullet item. State Parks would request that any/all local seed mix sources be identified as to their origin of collection. FODSP lands adjacent to the project have gone through 25 years of restoration and all measures should be taken to avoid compromising FODSP ESHA habitat via hybridization of non-locally sourced seed stock and spread of weeds into FODSP. If the project intends to collect seed at FODSP for the project this will require additional discussion, special permitting, and careful planning.

MM BIO-1.1. Last bullet Item. Trash and food should be removed daily from all work areas, not weekly, as the area has a considerable gull and Covid population. Food scraps and trash attract predators that prey on Western Snowy Plover nest eggs and chicks. Dumpsters should be closed when not actively in use.

MM BIO-1.2 Construction – Phase Monitoring. A qualified biologist should be present during all phases of construction and should not rely on a trained construction crew person. Black legless lizards may be present and the nuance of detection during construction activities is best achieved with a certified and highly trained biologist on site. A trained certified biologist will also be better trained to inspect equipment for presence of weed seeds in equipment thereby better avoiding contamination of the soil with invasive weeds. In the event special status species are found where will they be relocated? The MND should identify any/all relocation zones for any/all species that could potentially be found during construction.

MM BIO-1.3: First bullet item. The project should encourage using native species to the maximum extent practical. Second bullet item: Construction areas should also consider using hydromulch and native seed mix applications in the fall to promote native species.

MM BIO-1.4 Pre-Construction Surveys for Protected Avian Species. For conducting nesting bird surveys on FODSP lands the biologist will need to secure the necessary permits.

MM BIO-4.12 Native Tree Protection and Replacement Measures. Non-native species of acacia, eucalyptus should not be replaced if removed.

Hazardous and Hazardous Materials: If materials are found that could drift into FODSP MST contractor/monitors shall notify State Parks of such incidents and take all appropriate measures to protect the health and safety of the public at FODSP. 15% drawings sheets C-104 through sheets C- 107 seem to list State Parks R/W for property State Parks does not own. Check ownership here.

Starting at sheet C-133 through sheet C-135 the bus lane migrates to the west side of the RR tracks and is located very close to the Beach Range Road recreation trail. Where the bus lane migrates to the west side of the RR tracks and is located closer to the Beach Range Road recreation trail more site specific sound, lighting and exhaust studies need to occur. What prevents the bus lane from continuing on the east side of the RR tracks for this section? Please specify what constraints prevent the bus lane from being located on the east side of the RR track for these sheets. Please show the location of the Beach Range Road recreation trail for Sheets C-133 through Sheet C-137.

Sheet C-150 depicts a segment of the bike trail connection to be built on State Park property. A MOU or special agreement will need to be made for MST to construct and maintain this small segment of trail connector. Right of entry permits will need to be obtained by MST or its contractors to construct this trail connector. Any biological surveys, mitigation, etc. related to the bike trail connector to be located on State Park property shall be the responsibility of MST for this trail connector.

General Comment (noise): The IS/MND fails to address how the walls will refract, direct, amplify bus and traffic related noise towards the FODSP and adjacent recreation trail. The plan should more fully analyze how the construction of walls will reflect, refract, amplify, redirect bus related noise and Highway One noise and what level of impact this will have on the recreational experience along Beach Range Road recreational trail.

General Comment (Biological): State Parks is mandated by the USFWS to manage Western snowy plover habitat at FODSP; the USFWS is very concerned about human use impacts to plover habitat in relation to fledgling rates. The IS/MND should more fully analyze ridership and how ridership will utilize FODSP beaches. With the development of nearby housing tracks use at FODSP has exponentially increased and the project will also add to the cumulative use of FODSP. This added use should be quantified.

General Comment: August 27, 2020 MST proposed an EIR scoping meeting and announced the preparation of a NOP on August 13th, 2020. The EIR was apparently underway with comments on the NOP received through September 14th, 2020. Why was the development of the EIR and associated alternatives dropped from further consideration?

General Comment: The August 27, 2020 EIR Scoping Meeting power point depicts the bus lane literally five feet from the FODSP recreation trail. Placing the bus lane so close to the recreation trail will significantly alter and change the FODSP visitor experience. What selection criteria was made to move away from drafting an EIR and developing other project alternatives that could use the existing Caltrans bike lane ROW or adding dedicated lanes to the existing Highway One alignment during high traffic periods?

General Comment: Will the 5th Street parking lot also serve as a parking lot for people to park and walk into FODSP? Or, is this parking lot exclusively for bus riders only?

General Comment: The project should analyze how it will prevent bus riders from parking at FODSP and walking to the bus terminal at 5th Street. Way finding signs should be strategically placed to clearly identify the 5th Street bus parking area. Will MST allow beach goers to park at the 5th Street parking lot? Will the 5th Street parking lot be a fee lot? The IS/MND page 6, 4th line from the top of page mentions public parking for 5th Street. Will this also include public non-bus related parking? Will the public parking be fee based parking or free public parking? Please clarify.

IS/MND page 3. Busway Vehicles. It is unclear if the buses using the rail line will be 100%EVs? Does MST already have existing zero emission fleet buses that will use this line exclusively? What is the estimated timeline to procure and replace emission vehicles with zero emission vehicles if and when the bus lane were to open?

ISMND page 4. Potential Ridership, Headways and Travel Times. What is the stop time at 5th Street for the total reduced time? If the 5th Street station stop time is two minutes added to the 4.5 minutes (6.5 minutes) the estimated reduced travel time is only 8.6 minutes. During the morning peak and evening peak hours noted here why wasn't there consideration given to using existing Highway One lanes, during these peak times, as a bus only lane? Added signaling to Highway One noting the lane is a dedicated bus lane with overhead cameras and posted fines could achieve the same results and significantly reduce no busway commute times using the existing Highway One lanes. Was adding lanes to the existing Highway One corridor considered? The Caltrans ROW in much of this section has ample room for expansion.

ISMND page 5. Zoning. What are any zoning setbacks to park lands and public open space lands in relation to the proposed project?

ISMND page 6. Item #9. Surrounding land uses and setting 5th line. Please identify the project as being parallel to the Fort Ord Dunes State Park and public recreation trail.

ISMND page 7. Section 4.1 Aesthetics. (a) (b) State Park staff do not agree that the visual impacts are less than significant. There are no buses or traffic lanes this close and parallel to FODSP currently. Park visitors will see buses and paved lanes and constructed walls throughout the alignment. (c) Buses running up through 8pm will have a lighting impact to FODSP. The plan does not recognize that from a park visitor perspective the project will alter the existing park visitor experience.

Appendix 5. The visual representations from FODSP looking into / towards the bus lane project do not depict views from the FODSP recreation trail north of the 8th Street crossing. Why were these not included?

Appendix 5. Figure 5-5A: Segment 3. These public view shots need to be reversed as seen from the campground towards the bus lane line and not looking north or west away from the project.

Appendix 5. Figure 5-9A: KVP-1 + Figure 5-9B: KVP 1 + Figure 5-10B: KVP 2. The images here should also show post-project images with buses shown as seen from the

FODSP recreation trail into the project. Failing to do so does not adequately depict the visual change/impact of the project as seen from FODSP. Subsequent summaries of these KVPs listed should be updated on page 5-28. Visual sensitivities from FODSP to the project is considered high as acknowledged on page 5-24 multiple sections. The section acknowledges that the FODSP rec trail viewer exposure is high and that adverse change and alteration is high yet the project indicated the impact is less than significant. Page 5-24 then states that, "The Overall Visual Sensitivity: Moderate to High. While the view is of high quality and concern, exposure is moderate and some improvements or changes on or adjacent to State Park property would not be unexpected over time." State Parks is of the opinion that the change is significant and visual sensitivity extremely high where the visual aesthetic and view will change to an active bus line and bus traffic paralleling the Beach Range Road recreational trail. Alternatives that seem to lessen this impact should be more fully explored in an EIR.

Appendix 5. Page 5-24. Viewer Concern. We agree that viewer concern will be high. FODSP recreation trail users will actively see bus in operation, hear bus related noise, see bus headlights, and smell any bus exhaust in the early AM and evening hours.

Appendix 5. Section 5.5.4 Cumulative Impact Analysis. State Parks cannot agree with Impact AES-4. The project will have an impact to the FODSP recreation trail experience via the installation of an active bus lane paralleling the FODSP recreation trail through significant sections of FODSP. Bus noise, lighting, exhaust, constructed walls, paved lanes and striping are all changes to the existing condition.

Based on the review of the SURF Busway and Bus Rapid Transit IS/MND State Parks would prefer that the project develop and explore additional project alternatives that seek to lessen impacts to FODSP. Thank you for the opportunity to comment on the NOI – Initial Study/Mitigated Negative Declaration MST SURF Busway and Rapid Transit Project.

Michelle Overmeyer

From: Bachman, Stephen@Parks <Stephen.Bachman@parks.ca.gov>
Sent: Monday, April 12, 2021 9:02 AM
To: Michelle Overmeyer
Cc: Bachman, Stephen@Parks
Subject: State park submitted comments - edits

[EXTERNAL EMAIL NOTICE]

CAUTION: This email originated from outside of the MST organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello Michelle,

In looking over the state park comments again the autospell changed corvid to covid, it should read as follows:

MM BIO-1.1. Last bullet Item. Trash and food should be removed daily from all work areas, not weekly, as the area has a considerable gull and **Corvid** population. Food scraps and trash attract predators that prey on Western Snowy Plover nest eggs and chicks. Dumpsters should be closed when not actively in use.

The following comment should be changed from “..seem..” to “...seek..”:

Appendix 5. Figure 5-9A: KVP-1 + Figure 5-9B: KVP 1 + Figure 5-10B: KVP 2. The images here should also show post-project images with buses shown as seen from the FODSP recreation trail into the project. Failing to do so does not adequately depict the visual change/impact of the project as seen from FODSP. Subsequent summaries of these KVPs listed should be updated on page 5-28. Visual sensitivities from FODSP to the project is considered high as acknowledged on page 5-24 multiple sections. The section acknowledges that the FODSP rec trail viewer exposure is high and that adverse change and alteration is high yet the project indicated the impact is less then significant. Page 5-24 then states that, “The Overall Visual Sensitivity: Moderate to High. While the view is of high quality and concern, exposure is moderate and some improvements or changes on or adjacent to State Park property would not be unexpected over time.” State parks is of the opinion that the change is significant and visual sensitivity extremely high where the visual aesthetic and view will change to an active bus line and bus traffic paralleling the Beach Range Road recreational trail. Alternatives that **seek** to lessen this impact should be more fully explored in an EIR.

Thank you

Stephen Bachman
Senior Park & Recreation Specialist
2211 Garden Road
Monterey, CA 93940
Phone (831) 649-2862
Cell (831) 277-3037



State Parks Mission Statement

The mission of California State Parks is to provide for the health, inspiration, and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.

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Michelle Overmeyer

From: Brian McMinn <bmcminn@cityofmarina.org>
Sent: Tuesday, March 30, 2021 7:03 PM
To: Michelle Overmeyer
Cc: Layne Long; Fred Aegerter; Christine Hopper
Subject: Notice of Intent to Adopt IS-MND for Surf! Busway and Bus Rapid Transit

[EXTERNAL EMAIL NOTICE]

CAUTION: This email originated from outside of the MST organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Michelle,

The City of Marina submits the following comments in response to the Notice of Intent to Adopt a Mitigated Negative Declaration.

Figure 3-5: Palm Avenue Segment Details

Confirm that the trail connection between the existing Monterey Peninsula Recreational Trail and Beach Range Road shaded black will remain as shown with crossing treatment on sheet C-150 of the 15% GAD.

Figure 3-6: North End Bike Connection

It appears that the western curb alignment on Del Monte Boulevard is being moved farther into the roadway. Coordinate the curb realignment with the Del Monte Boulevard road diet planning currently being performed by Kimley Horn in support of the City of Marina Downtown Vitalization Specific Plan.

Figure 3-7: 5th Street Station Details

Due to the parcelization of land that occurred on former Fort Ord, the MST property for the 5th Street Station abuts City and TAMC properties at existing buildings with virtually no setback. The City and TAMC buildings to the north are over 1000 feet long with limited room for vehicles to turn around should the exits to the south be cut off. Accommodation should be made for vehicle access to the buildings on the north side of the 5th Street Station for circulation and emergency vehicle access.

Thanks,
Brian

Brian McMinn, P.E., P.L.S.

Public Works Director/City Engineer
211 Hillcrest Ave
Marina, CA 93933
(831) 884-1212
bmcminn@cityofmarina.org

***Due to Health Concerns, the Engineering Division Office is closed to the Public. Staff will be available by appointment only.**

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From: Michelle Overmeyer <movermeyer@mst.org>
Sent: Thursday, March 11, 2021 10:56 AM
To: Michelle Overmeyer <movermeyer@mst.org>
Subject: Notice of Intent to Adopt IS-MND for Surf! Busway and Bus Rapid Transit

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good morning

Attached you will find the Notice of Intent to Adopt a Mitigated Negative Declaration (MND) in compliance with Section 21092.3 of the Public Resources Code and Notice of Public Hearing for MST's SURF! Busway and Bus Rapid Transit Project

Public Review and Comment: The review period for the MND extends from **March 13, 2021 to April 11, 2021**. Comments on the MND must be submitted in writing to MST at the physical or email addresses below prior to the close of the public comment period. The MND is available for review during the circulation period at <https://mst.org/about-mst/planning-development/surf>.

Public Hearing: A public hearing on the project and consideration of the MND has been tentatively scheduled before the **MST Board of Directors on May 10, 2021 at 10:00 a.m.** Due to COVID-19 public safety concerns, this meeting will take place via video conference call. The link to the meeting is provided below:
Zoom meeting access: <https://zoom.us/j/93499251302?pwd=KzhhdGp2SluS0Vkv0VZUGwvWGIRdz09>
Meeting ID: 934 9925

Thank you,

Michelle Muller Overmeyer
Director of Planning & Innovation
831-264-5877

Monterey-Salinas Transit
19 Upper Ragsdale Drive, Suite 200,
Monterey, CA 93940
www.mst.org

<MST SURF! NOI.pdf>

Michelle Overmeyer

From: E Gerrity <elisabeth.gerrity@gmail.com>
Sent: Monday, April 12, 2021 5:03 PM
To: Michelle Overmeyer; Carl Sedoryk
Subject: Busway and Bus transit concerns

[EXTERNAL EMAIL NOTICE]

CAUTION: This email originated from outside of the MST organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Ms. Overmeyer and Mr. Sedoryk,

I have grave concerns regarding the proposed bus lane that runs along the Monterey bay rec trail and especially through the Fort Ord Dunes state park.

I have lived in Marina since 2007 and regularly use and enjoy the peaceful state park and rec trail. I use the area during the week, on weekends, and during the day and early evening to walk with family and friends.

The aesthetic impact of this project is immense, and unpleasant. I think of the people who live off of Del Monte in the apartment buildings who will now have a bus lane near their homes that does not add to their quality of life. The families I see on the rec trail and at the state park will not enjoy the view of buses hurtling down the busway. I'm sure you're aware the state park and rec trail are areas parents use to teach their children to ride their bikes. Imagine trying to teach your child to ride near a busy, noisy busway! Unsafe, as well as ugly and adding to noise pollution.

This project is not a good use of time or funds, and will have a negative impact on the area, population, and aesthetics. Please reconsider.

--

Elisabeth Gerrity
elisabeth.gerrity@gmail.com

April 12, 2021

Lisa Rheinheimer
Michelle Muller Overmeyer
Monterey Salinas Transit

Subject: Keep Fort Ord Wild comments on initial study/MND for MST Surf project

Dear Ms. Rheinheimer and Ms. Overmeyer:

I represent Keep Fort Ord Wild, which provides these comments on the proposed IS/MND. KFOW hereby incorporates in full as is fully set forth herein its comments on the scoping for the notice of preparation of an environmental impact report, because those comments and concerns were in material part not adequately addressed by the IS/MND. If you need another copy of the KFOW comments, please let me know and I will provide it promptly.

The project is a six-mile roadway of 30 feet wide with large stretches of retaining wall in an area that is heavily used for free and low-cost recreational purposes. Many members of KFOW and their families have familiarity with the recreational and other public uses at and near the project site, and they have expressed concerns similar to and consistent with those expressed by Michael Salerno, a member of KFOW. The impacts on recreation, the State Parks site, and the public views from the public trails would be potentially significant and have not been adequately disclosed, addressed and mitigated. The visuals presented in the IS/MND show that in places part of the train tracks would be directly affected by the project, as the visuals show that parts of the tracks would be covered by paving.

The likelihood of fixed lighting at the new roadway and at the intersections is high, especially because of the foreseeable concerns about buses traveling at night along an unlit corridor, especially at the three intersections with public trails that are used after dark for recreation and access to employment, and where the bus road would travel along the state park and its proposed uses after dark. Lighting of any kind along the ocean side of Highway One is of great sensitivity and concern, and public agencies have made errors in recent past when they have placed lighting in similar coastal locations without benefit of prior public disclosure, environmental review and permitting. The IS/MND contains inadequate information about the proposed project lighting and the reasonably foreseeable project lighting. It is reasonably likely that there would be project lighting proposed in the future. No mitigation prohibits such lighting, and no mitigation adequately limits the impacts of lighting. The potential impacts of the lighting could be significant.

All of the evidence shows that an environmental impact report should be prepared, consistent with MST original intent. The evidence does not support a mitigated negative declaration. KFOW supports public transit in the right location, and

Subject: KFOW comments to MST on proposed IS/MND for Surf bus roadway project
April 12, 2021
Page 2

an EIR would evaluate alternative locations that likely are materially better than the proposed location.

MST controls the schedule. KFOW does not control the schedule. KFOW urges MST to take its time to consider carefully the public comments. KFOW joins in the comments of those who have expressed concerns about this project's impacts.

KFOW also has procedural concerns that we intend to raise soon, when press of other business has subsided. Thank you.

Sincerely,

STAMP | ERICKSON

/s/ Molly Erickson

Molly Erickson

May 10, 2021

Via Email

clerk@mst.org

movermeyer@mst.org

RE: May 10, 2021 MONTEREY-SALINAS TRANSIT DISTRICT BOARD OF DIRECTORS MEETING – ITEM 5-1
Public Hearing SURF! Busway and Bus Rapid Transit Project

Keep Fort Ord Wild (KFOW) submits the following comments relating to ITEM 5-1:

- KFOW reiterates its September 2020 and April 2021 comments submitted on the SURF! Busway and Bus Rapid Transit Project
- KFOW urges the MST board to carefully consider the thoughtful and detailed comments submitted by public agencies including the California Coastal Commission, California State Parks and TAMC in addition to local environmental groups.
- Overwhelmingly, public agencies and local groups have presented evidence and fair argument a full Environmental Impact Report (EIR) exploring feasible alternatives should be prepared. An EIR was clearly started by MST and then abandoned. KFOW and the public do not know how, why, or when the decision to abandon the EIR was made. It is also unclear whether staff or the MST board made this decision.

No Proof of Concept: Data Does Not Support Size and Scope of Project

- KFOW implores the MST Board to pause and look closely at the underlying data for the SURF! Busway and Bus Rapid Transit Project. The underlying data does not come close to supporting the massive size and scope of the project and does not logically support the assumptions in the MND of 2,304 passengers /day.
- KFOW has requested historical ridership data from MST on bus routes traveling in the same direction as the proposed SURF! Busway and Bus Rapid Transit Project. Specifically, the Marina-Sand City portion of Route 20 duplicates the SURF! Busway and Bus Rapid Transit Project since it traverses the same Highway 1 corridor. KFOW was surprised to learn ridership on the Highway 1 corridor is extremely low. Unrealistic, exponential growth from recent ridership levels would be required for the SURF! Busway and Bus Rapid Transit Project to achieve the assumption of 2,304 passengers/day.
- MST staff indicated to KFOW only one ridership data set from September 2016 was used as a baseline for the SURF! Busway and Bus Rapid Transit Project. A project of this massive size and cost should not be based on one data set but instead multiple data sets from different sampling periods. The September 2016 data set also shows extremely low ridership on Route 20 along the Highway 1 corridor (Attachment 1). The MST board should confirm with staff if the 2016 data set was the only one used and, if so, how consultants could then arrive at the project assumption of

2,304 passengers/day. In any event, ridership data from September 2016 is now stale and new ridership data should be collected.

- Before setting into motion a project plan that would pave 23 acres of California coastline and spend \$55.8 million of public money, the MST board should have staff carefully examine and report on recent ridership data for the Highway 1 corridor. In other words, the MST board should ask the fundamental question: “How many passengers travel the Highway 1 corridor from Marina to Sand City now and how many could *reasonably* be expected to after the project is built”?
- To illustrate recent low ridership levels, in March 2021 Route 20 averaged only 8.8 passengers per hour. See current Monthly Report page 25: https://mst.org/wp-content/media/Detailed-GM-Report_May-2021.pdf

Note: This is for the *entirety* of Route 20 which begins in Salinas and ends in Monterey, not just the Marina-to-Sand City portion. Contrast this with the assumption from Kimley-Horn in the MND of 2,304 passengers/day for Marina-to-Sand City portion alone. The data does not line up. The assumptions for future ridership in Table 18 of Appendix 2 of the MND do not make sense.

- MST should calculate and disclose to the public an estimated cost per additional (new) rider for the project. For example, if 100 additional (new) riders per day eventually utilize the project beyond current ridership, the cost per additional (new) rider is \$558,000.

Summary

The staff report is incomplete and omits important information for decision-makers on the MST Board. Specifically:

- An EIR was started and abandoned by MST (without public explanation) for a lower-level environmental review that side-steps an analysis of feasible alternatives.
- State agencies have serious concerns about the project and are requesting a full EIR exploring feasible alternatives.
- Underlying ridership data does not support a project of this size and scale, now or for the foreseeable future.

Request

- The projected \$55.8 million cost of adding what will likely be a small amount of new bus riders to the Highway 1 corridor is excessive. KFOR requests the MST board take no action to proceed further with the SURF! Busway and Bus Rapid Transit Project.
- The project is poorly conceived and should be abandoned.

Keep Fort Ord Wild appreciates the opportunity to comment.

Sincerely,

Michael Salerno
Keep Fort Ord Wild

Route

10

NB/EB Direction

Monthly Boardings by Hour of Day

Stop ID	Stop Name	6	7	8	9	15	16	17	18
1.4	Gate 4 Tyler	0	20	54	0	195	333	82	0
6861	Franklin	0	0	0	0	26	37	48	0
6864	Adams	0	0	0	0	0	1	0	0
6867	Cortez	0	0	0	0	0	3	0	0
6868	Del Monte Avenue	0	0	0	0	13	9	18	0
6870	Agujito Road	0	2	0	0	5	17	6	0
6873	Sloat Avenue	0	0	0	0	6	10	0	0
6876	Naval Postgraduate School	0	0	0	0	30	53	61	0
6879	Palo Verde	0	0	0	0	0	0	0	0
6882	Casa Verde	0	0	0	0	2	5	3	0
6885	Ramona Avenue	0	0	0	0	1	0	0	0
6888	Virgin	0	1	1	0	3	0	2	0
5437	Canyon Del Rey	0	0	0	0	11	12	18	0
5440	Broadway	0	0	0	1	31	9	11	0
5443	Clementina Avenue	0	0	0	0	0	0	0	0
5452	Auto Center Parkway	0	0	0	0	9	1	4	0
5460.1	Sand City Station	0	10	38	17	128	84	79	0
5468	Metz Rd	0	0	0	0	0	0	0	0
1833	Monterey Rd	0	0	0	0	57	8	9	0
5800	Reindollar	0	0	1	0	0	0	0	0
5801	Cypress	0	0	1	0	1	7	1	0
2703	Palm	0	0	0	0	0	1	0	0
2706	Mortimer Lane	0	0	0	0	0	0	1	0
7111	Reservation Road	0	0	0	0	1	3	0	0
5810	Vista Del Camino	0	0	0	0	0	3	2	0
5811	Seacrest	0	0	0	0	0	0	0	0
1302.2	Marina Transit Exch (Gate 2)	0	5	0	0	0	7	0	0

Number of weekdays 21

Monthly	Line 10 Select riderhip on SR-1	98	167	41	0
Daily	Line 10 Select riderhip on SR-1	5	8	2	0
Monthly	Line 10 boardings before SR-1	388	395	280	0
Monthly	Line 10 riderhip on SR-1	291	296	210	0
Daily	Line 10 riderhip on SR-1	14	14	10	0
Daily	Total Line 10 ridership	19	22	12	0

Notes:

Loading before getting on SR-1

Peak direction of travel

Common interim stop in both directions

SB/WB Direction

Monthly Boardings by Hour of Day

Stop ID	Stop Name	6	7	8	9	15	16	17	18
1302.3	Marina Transit Exch (Gate 3)	154	205	107	2	20	23	0	0
5836	267 Reservation Rd	21	48	18	0	0	0	0	0
5819	Vista Del Camino	10	68	37	2	1	2	0	0
7110	Resevation Road	7	60	15	1	0	0	0	0
5825	Palm	26	320	106	12	0	1	0	0
1831	Monterey Rd	0	0	0	0	87	22	13	0
5460.1	Sand City Station	0	10	38	17	128	84	79	0
5468	Metz Rd	0	0	0	0	0	0	0	0
5463	Tioga	0	2	11	5	0	0	0	0
5467	1688 Del Monte	0	0	1	0	0	0	1	0
5470	Contra Costa	0	36	16	1	0	0	0	0
6891	Canyon Del Rey	0	8	1	2	0	0	0	0
6894	English Avenue	0	29	15	2	0	0	0	0
6897	Casa Verde	0	2	2	4	0	0	0	0
6903	Naval Postgraduate School	0	0	0	0	0	0	0	0
6906	Sloat Avenue	0	2	1	0	0	0	0	0
6909	Agujito Road	0	0	0	0	10	22	3	0
6910	Camino El Estero	0	0	0	0	0	0	0	0
6915	Franklin	0	0	0	0	0	0	0	0
0001.4	Gate 4 Tyler	0	20	54	0	195	333	82	0

Number of weekdays

21

Monthly	Line 10 Select riderhip on SR-1	77	103	54	1
Daily	Line 10 Select riderhip on SR-1	4	5	3	0
Monthly	Line 10 boardings before SR-1	141	599	230	16
Monthly	Line 10 riderhip on SR-1	127	539	207	14
Daily	Line 10 riderhip on SR-1	6	26	10	1
Daily	Total Line 10 ridership	10	31	13	1

Route 19

NB/EB Direction

Monthly Boardings by Hour of Day

Stop ID	Stop Name	6	7	8	9	15	16	17	18
0004.3	Gate 3 (DMC)	0	0	0	0	0	0	0	0
0004.1	DMC - Gate 1	0	0	0	0	19	65	0	35
2288	Don Dahvee	0	0	0	0	0	0	0	0
2289	El Dorado	0	0	0	0	1	0	0	0
6819	Abrego Street	0	0	0	0	0	0	0	1
0001.4	Gate 4 Tyler	0	0	0	0	40	19	18	36
2206	Church Street	0	0	0	0	1	0	0	11
6776	Mesa	0	0	0	0	0	0	0	0
6770	Agujito	0	0	0	0	0	0	0	8
1755	Lightfighter	0	0	0	0	0	0	0	0
1133	Alumni & Visitor Center	0	0	0	0	4	25	21	3
1150	Student Center	0	0	0	0	5	0	1	2
1633	Wilderness	0	0	0	0	2	1	9	2
1631	Antietam	0	0	0	0	1	1	1	0
1638	Schoonover	0	0	0	0	0	1	0	0
1635	Yorktown	0	0	0	0	4	0	0	1

Number of weekdays 21

Monthly	Line 19 boardings before SR-1	57	82	16	87
Monthly	Line 19 riderhip on SR-1	51	74	14	65
Daily	Line 19 riderhip on SR-1	2	4	1	3

Notes:

- Loading before getting on SR-1
- Peak direction of travel
- Common interim stop in both directions

SB/WB Direction

Monthly Boardings by Hour of Day

Stop ID	Stop Name	6	7	8	9	15	16	17	18
1635	Yorktown	0	0	0	0	4	0	0	1
1629	Princeton	0	0	0	0	0	1	0	0
1639	Schoonover	0	0	0	0	0	0	0	0
1630	White Court	0	0	0	0	0	0	1	0
1632	Holovits Court	0	0	0	0	0	1	3	0
1634	Devers Court	0	0	0	0	0	0	0	0
1636	Patch Court	0	0	0	0	0	0	0	0
1145	5th Ave	0	0	0	0	0	4	4	0
1133	Alumni & Visitor's Center	0	0	0	0	4	25	21	3
6813	Agujito	0	0	0	0	2	0	0	0
6819	Abrego Street	0	0	0	0	0	0	0	1
0001.4	Gate 4 Tyler	0	0	0	0	40	19	18	36
2206	Church	0	0	0	0	1	0	0	11
2202	El Dorado	0	0	0	0	0	0	0	1
2203	Cass	0	0	0	0	0	0	0	0
0004.1	DMC - Gate 1	0	0	0	0	19	65	0	35
0004.3	Gate 3 (DMC)	0	0	0	0	0	0	0	0

Route 20

NB/EB Direction

Monthly Boardings by Hour of Day

Stop ID	Stop Name	6	7	8	9	15	16	17	18
0001.4	Gate 4 Tyler	165	237	192	291	755	628	553	625
6861	Franklin	47	80	30	48	105	115	93	67
6864	Adams	0	0	0	0	0	4	2	1
6867	Cortez	1	47	13	4	7	2	18	6
6868	Del Monte Avenue	4	16	8	13	19	31	25	29
6870	Aguaquito Road	33	17	30	12	63	61	52	35
6873	Sloat Avenue	0	3	7	4	6	9	5	7
6876	Naval Postgraduate School	18	4	10	0	22	17	70	26
6879	Palo Verde	11	9	8	0	0	0	2	0
6882	Casa Verde	18	11	31	2	9	15	19	12
6885	Ramona Avenue	2	3	4	2	8	0	1	1
6888	Virgin	0	12	5	8	3	5	8	4
5437	Canyon Del Rey	27	32	32	30	33	43	72	39
5440	Broadway	50	61	54	20	49	44	62	28
5443	Clementina Avenue	3	4	2	4	11	5	41	3
5452	Auto Center Parkway	2	2	5	11	23	8	6	24
5460.1	Sand City Station	159	378	400	333	473	466	380	378
5468	Metz Rd	0	0	0	0	1	2	0	2
1833	Monterey Rd	13	26	21	19	88	117	45	45
5800	Reindollar	6	1	3	0	8	1	8	3
5801	Cypress	0	24	8	6	24	5	21	6
2703	Palm	45	2	5	4	1	0	2	1
2706	Mortimer Lane	0	0	0	1	2	5	25	6
7111	Reservation Road	8	19	8	5	5	6	15	9
5810	Vista Del Camino	1	4	62	7	19	19	39	9
5811	Seacrest	1	1	6	1	1	3	4	0
1302.2	Marina Transit Exch (Gate 2)	73	223	181	97	157	152	131	89
5834	Crescent	24	24	14	30	10	8	20	16
5837	El Rancho Center	1	0	7	10	4	10	8	2
5840	California	14	109	24	18	33	9	24	6
2003	430 Reservation Rd	0	4	2	2	0	1	4	0
2002	Lynsco	0	1	2	1	1	0	3	1
2004	Bayer	6	32	8	3	13	13	5	1
2007	Imjin Road	5	49	62	39	13	52	8	1
2010	Reservation Road	1	0	0	0	0	1	0	0
2013	Salinas River	0	0	0	0	0	0	0	0
2016	Cooper	0	1	1	0	0	0	0	0
2019	Davis Road	0	0	0	0	1	0	0	0
2022	Blanco Road	0	0	0	0	0	0	0	0
2025	Palma	12	5	2	5	4	3	3	1
2028	Acacia Street	0	0	0	0	3	0	2	0
2030	College Drive	0	0	0	2	0	2	0	1
2031	Amherst	0	0	0	0	0	0	0	0
2034	Homestead	0	3	1	3	10	13	7	4
2037	Riker Street	0	0	0	1	0	0	0	0
2040	Cayuga	0	1	0	1	1	3	0	0
6029	Salinas City Hall	0	3	0	1	1	0	0	0
0010.7	Gate 7	567	864	683	669	884	503	606	399
Number of weekdays		21							
Monthly	Line 20 boardings before SR-1	1557							
Monthly	Line 20 riderhip on SR-1	1168							
Daily	Line 20 riderhip on SR-1	56							

SB/WB Direction

Monthly Boardings by Hour of Day

Stop ID	Stop Name	6	7	8	9	15	16	17	18
0010.7	Gate 7	567	864	683	669	884	503	606	399
2141	Church Street	28	43	53	56	61	17	43	14
2151	Riker Street	23	6	3	7	5	3	1	5
2046	Homestead	34	20	31	58	43	48	54	22
2049	College Drive	23	16	39	18	0	0	1	0
2050	Acacia Street	25	0	3	1	4	1	16	8
2052	Ambrose	9	13	25	14	8	24	25	12
2055	Montecito	0	2	3	0	4	7	2	1
2058	Davis Road	7	2	3	2	2	0	0	0
2061	Cooper	0	0	0	0	0	0	0	0
2064	Salinas River	0	0	0	0	0	0	0	0
2070	Imjin Road	26	50	42	35	27	14	8	8
2072	Bayer	18	6	3	5	8	8	6	2
2073	Lynsco	11	57	8	1	18	4	5	4
5829	California	0	0	0	0	0	0	3	0
5832	365 Reservation Road	0	2	2	1	23	2	0	0
5835	Crescent	22	70	24	17	13	14	6	14
1302.3	Marina Transit Exch (Gate 3)	107	174	154	249	185	133	110	78
5836	267 Reservation Rd	5	14	32	42	9	44	7	17
5819	Vista Del Camino	24	41	54	99	70	54	45	27
7110	Reservation Road	25	28	51	46	47	32	48	35
5825	Palm	133	241	140	129	131	117	83	68
1831	Monterey Rd	2	3	1	27	8	17	2	12
5460.1	Sand City Station	159	378	400	333	473	466	380	378
5468	Metz Rd	0	0	0	0	1	2	0	2
5463	Tioga	0	4	19	6	8	2	0	2
5467	1688 Del Monte	1	1	1	2	2	0	0	0
5470	Contra Costa	1	12	31	4	6	10	28	7
6891	Canyon Del Rey	7	4	11	8	30	29	27	17
6894	English Avenue	0	4	4	1	0	6	8	0
6897	Casa Verde	0	1	2	6	11	1	0	2
6903	Naval Postgraduate School	0	0	0	2	8	5	22	9
6906	Sloat Avenue	0	2	0	0	0	0	0	0
6909	Aguaquito Road	2	1	0	0	0	5	3	4
6910	Camino El Estero	0	0	0	1	0	2	2	0
6915	Franklin	0	0	11	5	10	16	23	16
0001.4	Gate 4 Tyler	165	237	192	291	755	628	553	625
Number of weekdays		21							
Monthly	Line 20 boardings before SR-1	1087	1649	1353	1449				
Monthly	Line 20 riderhip on SR-1	815	1237	1015	1087				
Daily	Line 20 riderhip on SR-1	39	59	48	52				

Notes:

Loading before getting on SR-1

Peak direction of travel

Common interim stop in both directions

Route 21		NB/EB Direction							
		Monthly Boardings by Hour of Day							
Stop ID	Stop Name	6	7	8	9	15	16	17	18
2314	The Lodge at Pebble Beach	0	0	0	0	0	6	9	0
2316	The Inn at Spanish Bay	0	0	2	0	0	15	40	0
1558	#2875 David Ave	0	0	0	0	2	0	7	0
6718	David Avenue	0	0	0	0	5	22	38	0
1623	Parking Garage	0	0	0	0	2	15	5	0
1619	Drake	0	0	0	0	0	3	1	0
1601	Conference Center	0	0	0	0	0	0	0	0
0001.3	Gate 3 Pearl	11	1	4	0	45	105	103	0
1299	The Dunes	0	13	0	0	10	0	35	3
1302.6	Marina Transit Exch (Gate 6)	100	89	0	0	0	0	8	14
0010.9	Gate 9	60	178	0	0	0	0	0	0
Number of weekdays		21							
Monthly	Line 21 boardings before SR-1	43 136 167 0							
Monthly	Line 21 riderhip on SR-1	32 102 125 0							
Daily	Line 21 riderhip on SR-1	2 5 6 0							

Notes:	
	Loading before getting on SR-1
	Peak direction of travel
	Common interim stop in both directions

		SB/WB Direction							
		Monthly Boardings by Hour of Day							
Stop ID	Stop Name	6	7	8	9	15	16	17	18
0010.9	Gate 9	60	178	0	0	0	0	0	0
1302.6	Marina Transit Exch (Gate 6)	100	89	0	0	0	0	8	14
1299	The Dunes	0	13	0	0	10	0	35	3
0001.3	Gate 3 Pearl	11	1	4	0	45	105	103	0
1601	Conference Center	0	0	0	0	0	0	0	0
1614	Drake	0	0	0	0	0	0	0	0
1621	Hoffman	0	0	0	0	0	0	2	0
1670	Monterey Bay Aquarium	0	0	2	0	0	0	0	0
1973	Seaview	0	0	1	0	0	0	0	0
2316	The Inn at Spanish Bay	0	0	2	0	0	15	40	0
2314	The Lodge at Pebble Beach	0	0	0	0	0	6	9	0
Number of weekdays		21							
Monthly	Line 21 boardings before SR-1	135	255	0	0				
Monthly	Line 21 riderhip on SR-1	101	191	0	0				
Daily	Line 21 riderhip on SR-1	5	9	0	0				

Route 72

NB/EB Direction

Monthly Boardings by Hour of Day

Stop ID	Stop Name	6	7	8	9	15	16	17	18
6937	Price Fitness Center	0	30	0	0	0	19	0	0
6938	Bldg 834	0	81	2	0	0	25	0	0
6940	PX-Ord Rd	0	1	0	0	0	3	0	0
6941	Bldg 630	0	1	0	0	0	2	0	0
6934	Bldg 627	0	50	0	0	0	6	0	0
6942	Bldg 614	0	2	0	0	0	102	0	0
6943	Bldg 422	0	0	0	0	0	12	0	0
6944	Bldg 276	0	0	0	0	0	2	0	0
6935	Patton Ave	0	0	0	0	0	26	1	0
6952	Bldg 228	0	0	0	0	0	0	0	0
6945	Fitch Ave	0	0	0	0	0	0	0	0
6955	Lighthouse	0	0	0	0	0	0	0	0
6915	Franklin	0	5	0	0	0	22	18	0
6870	Aguaquito Road	0	0	0	0	0	0	0	0
6873	Sloat Avenue	0	0	0	0	0	0	0	0
6876	Naval Postgraduate School	0	0	0	0	0	0	13	0
6882	Casa Verde	0	0	0	0	0	0	1	0
7150	Del Monte	0	0	0	0	0	0	0	0
1265	Sunset	0	0	0	0	0	0	0	0
1267	Zanetta	0	0	0	0	0	0	0	0
1271	Vera	0	0	0	0	0	0	0	0
1282	Ellen	0	0	0	0	0	0	0	0
1283	King	0	0	0	0	0	0	0	0
1285	Eddy	0	0	0	0	0	0	0	0
1287	Ridgeview	0	0	0	0	0	0	0	0
1707	Carmel	0	0	0	0	0	0	0	0
2004	Bayer	0	0	0	0	0	0	0	0
2007	Imjin Road	0	0	0	0	0	0	0	0
3336	Rossi Circle	0	0	0	0	0	0	0	0
3315	Casentini Street	0	0	0	0	0	0	0	0
3317	Larkin Street	0	0	0	0	0	0	0	0
3260	O'Farrell	0	0	0	0	0	0	0	0
3275	Flint Circle	0	0	0	0	0	0	0	0
3278	Larkin Circle	0	0	0	0	0	0	0	0
3281	Davis Road	0	0	0	0	0	0	0	0
3350	Larkin	0	0	0	0	0	0	0	0
3079	Baldwin	0	0	0	0	0	0	0	0
3226	Main Street	0	0	0	0	0	0	0	0
3230	Granada	0	0	0	0	0	0	0	0
3365	Independence Blvd	0	0	0	0	0	0	0	0
3369	Lexington Drive	0	0	0	0	0	0	0	0
3372	Provincetown	0	0	0	0	0	0	0	0
3375	Nantucket Blvd	0	0	0	0	0	0	0	0
3377	Alvarez High School	0	0	0	0	0	0	0	0
3380	Natividad	0	0	0	0	0	0	0	0
4543	McKinnon	0	0	0	0	0	0	0	0
3384	San Juan Grade Road	0	0	0	0	0	0	0	0
6037	Bank Of America	0	0	0	0	0	0	0	1
6040	Firestone	0	0	0	0	0	0	0	0
Number of weekdays		21							
Monthly	Line 72 boardings before SR-1				0	214	29	0	
Monthly	Line 72 riderhip on SR-1				0	161	22	0	
Daily	Line 72 riderhip on SR-1				0	8	1	0	

Notes:

Loading before getting on SR-1

Peak direction of travel

Common interim stop in both directions

SB/WB Direction

Monthly Boardings by Hour of Day

Stop ID	Stop Name	6	7	8	9	15	16	17	18
6037	Bank Of America	0	0	0	0	0	0	0	1
6040	Firestone	0	0	0	0	0	0	0	0
3152	South Harden Plaza	2	0	0	0	0	0	0	0
3155	Regency Circle	0	0	0	0	0	0	0	0
3517	McKinnon	17	0	0	0	0	0	0	0
4541	El Dorado Drive	0	0	0	0	0	0	0	0
4531	Shaker Square	0	0	0	0	0	0	0	0
3527	Boronda Road	0	0	0	0	0	0	0	0
3529	Nantucket Blvd	33	0	0	0	0	0	0	0
3531	Provincetown	0	0	0	0	0	0	0	0
3533	Lexington Drive	0	0	0	0	0	0	0	0
3364	Independence Blvd	14	0	0	0	0	0	0	0
3289	Ramona Avenue	30	0	0	0	0	0	0	0
3286	Tapadero	31	0	0	0	0	0	0	0
3001	American Legion	13	0	0	0	0	0	0	0
3250	Post Drive	37	0	0	0	0	0	0	0
3288	Davis Road	0	0	0	0	0	0	0	0
3291	Larkin Circle	4	0	0	0	0	0	0	0
3293	Flint Circle	0	0	0	0	0	0	0	0
3295	Victor Street	0	0	0	0	0	0	0	0
3323	Rico Street	0	0	0	0	0	0	0	0
3321	451 Rico	0	0	0	0	0	0	0	0
3325	Hyde	0	0	0	0	0	0	0	0
3331	Rossi Street	0	0	0	0	0	0	0	0
3319	Rossi Circle	20	0	0	0	0	0	0	0
2070	Imjin Road	0	0	0	0	0	0	0	0
1777	Reservation	7	37	0	0	0	0	0	0
1780	Alexis	3	28	0	0	0	0	0	0
1781	Larson	0	0	0	0	0	0	0	0
1783	Phillip	0	0	0	0	0	0	0	0
1785	Redwood	2	44	0	0	0	0	0	0
1787	Berney	0	0	0	0	0	0	0	0
1789	Vaughan	0	0	0	0	0	0	0	0
1269	Vera	0	3	0	0	0	0	0	0
1263	Sunset	0	0	0	0	0	0	0	0
7125	Del Monte	0	0	0	0	0	0	0	0
6897	Casa Verde	0	5	0	0	0	0	0	0
6903	Naval Postgraduate School	0	2	0	0	0	0	0	0
6906	Sloat Avenue	0	3	0	0	0	0	0	0
6909	Aguaquito Road	0	0	0	0	0	0	0	0
6915	Franklin	0	5	0	0	0	22	18	0
6918	Van Buren Street	0	4	0	0	0	0	0	0
6921	Larkin Street	0	7	0	0	0	0	0	0
6924	Monroe Street	0	3	0	0	0	0	0	0
6927	High Street	0	0	0	0	0	0	0	0
1401	Cedar Street	0	0	0	0	0	0	0	0
1404	Bowen Street	0	0	0	0	0	0	0	0
6931	Franklin Gate	0	0	0	0	0	0	0	0
6946	Bldg 619	0	51	0	0	0	132	0	0
6926	Bldg 636	0	6	0	0	0	3	0	0
6928	PX	0	3	0	0	0	7	0	0
6929	Bldg 848	0	0	0	0	0	0	0	0
6932	Price Fitness Center	0	0	0	0	0	0	0	0

Route

75

NB/EB Direction

Monthly Boardings by Hour of Day

Stop ID	Stop Name	6	7	8	9	15	16	17	18
6937	Price Fitness Center	0	0	0	0	22	67	205	64
6938	Bldg 834	0	0	0	0	170	71	192	196
6940	PX-Ord Rd	0	1	0	0	2	1	14	4
6941	Bldg 630	0	0	0	0	13	1	3	0
6934	Bldg 627	0	0	0	0	113	24	56	68
6942	Bldg 614	0	0	0	0	57	17	39	9
6943	Bldg 422	0	0	0	0	6	3	1	2
6944	Bldg 276	0	0	0	0	23	3	8	1
6935	Patton Ave	0	0	0	0	39	3	7	0
6952	Bldg 228	0	0	0	0	1	0	0	0
6945	Fitch Ave	0	0	0	0	1	0	0	0
6955	Lighthouse	0	0	0	0	0	0	2	1
6915	Franklin	43	12	0	0	12	5	39	99
6870	Aguajito Road	0	0	0	0	1	0	5	19
6873	Sloat Avenue	0	0	0	0	0	0	1	6
6876	Naval Postgraduate School	0	0	0	0	0	0	6	0
6882	Casa Verde	0	0	0	0	0	0	1	1
1831	Monterey Rd	0	0	0	0	11	2	0	2
5460.1	Sand City Station	0	0	0	0	55	1	50	22
5468	Metz Rd	0	0	0	0	1	0	0	0
1833	Monterey Rd	0	0	0	0	15	0	1	4
1835	Coe Avenue	0	0	0	0	0	0	0	1
1837	Buna	0	0	0	0	0	0	0	1
1839	Bougainville Road	0	0	0	0	0	0	0	0
1841	Children's Development Center	0	0	0	0	2	0	0	0
1843	Monterey Road	0	14	0	0	0	0	0	0
1845	Luzon	13	8	0	0	0	0	0	0
1847	Bataan	71	22	0	0	0	0	0	0
1849	New Guinea	12	6	0	0	0	0	0	0
6409	California	54	22	0	0	0	0	0	0
6411	7th Division Place	7	2	0	0	5	0	4	1
1851	Gen Jim Moore Blvd	2	32	0	0	0	0	5	1
1853	Malmedy	0	0	0	0	24	3	0	2
1814	Kalborn	2	0	0	0	1	1	0	1
Number of weekdays		21							
Monthly	Line 75 boardings before SR-1	457 194 569 445							
Monthly	Line 75 riderhip on SR-1	343 146 427 334							
Daily	Line 75 riderhip on SR-1	16 7 20 16							

Notes:

- Loading before getting on SR-1
- Peak direction of travel
- Common interim stop in both directions

SB/WB Direction

Monthly Boardings by Hour of Day

Stop ID	Stop Name	6	7	8	9	15	16	17	18
1814	Kalborn	2	0	0	0	1	1	0	1
4710	Carentan	16	0	0	0	12	0	1	0
4715	Malmedy	0	0	0	0	0	0	0	0
4720	Carentan	0	0	0	0	2	0	1	3
0758	Normandy	0	0	0	0	0	0	0	0
1200	Aachen Rd.	46	0	0	0	0	0	6	2
1201	214 Ardennes Circle	13	0	0	0	0	0	0	0
1202	Remagen Rd.	34	2	0	0	0	0	0	0
1204	Tunisia Rd.	0	0	0	0	0	0	0	0
1206	Ardennes Cir-2775	0	0	0	0	0	0	0	0
1208	Metz Rd.	1	8	0	0	0	0	0	0
1210	Hatten Rd.	12	0	0	0	7	0	0	4
0725	Ardennes	12	0	0	0	8	1	0	0
4725	Salerno	0	3	0	0	20	11	0	1
1840	Normandy	62	24	0	0	1	0	1	2
4730	Luzon	21	8	0	0	0	0	0	0
4731	Noumea	0	0	0	0	1	0	0	0
1823	Children's Development Center	0	0	0	0	2	0	1	1
1825	Bougainville Road	0	0	0	0	1	0	4	1
1827	Buna	0	0	0	0	0	0	0	4
1829	Coe Avenue	0	0	0	0	7	1	2	1
1831	Monterey Rd	0	0	0	0	11	2	0	2
5460.1	Sand City Station	0	0	0	0	55	1	50	22
5468	Metz Rd	0	0	0	0	1	0	0	0
1833	Monterey Rd	0	0	0	0	15	0	1	4
6897	Casa Verde	0	0	0	0	1	1	0	6
6903	Naval Postgraduate School	11	0	0	0	16	2	0	1
6906	Sloat Avenue	0	8	0	0	0	0	0	0
6909	Aguajito Road	0	0	0	0	0	0	0	1
6915	Franklin	43	12	0	0	12	5	39	99
6918	Van Buren Street	1	1	0	0	3	1	0	0
6921	Larkin Street	26	32	0	0	0	5	0	0
6924	Monroe Street	25	15	0	0	0	0	0	0
6927	High Street	0	3	0	0	0	0	0	0
1401	Cedar Street	0	0	0	0	0	0	0	0
1404	Bowen Street	0	0	0	0	0	0	0	0
6931	Franklin Gate	0	1	0	0	2	1	0	0
6946	Bldg 619	25	538	0	0	240	52	0	107
6926	Bldg 636	0	15	0	0	44	14	6	3
6928	PX	1	1	0	0	7	3	0	9
6929	Bldg 848	0	0	0	0	1	0	0	0
6932	Price Fitness Center	1	0	0	0	0	0	0	2

Route

74

NB/EB Direction

Monthly Boardings by Hour of Day

Stop ID	Stop Name	6	7	8	9	15	16	17	18
6937	Price Fitness Center	0	161	0	0	0	19	0	0
6938	Bldg 834	0	255	0	0	0	10	0	0
6940	PX-Ord Rd	0	1	0	0	0	4	0	0
6941	Bldg 630	0	0	0	0	0	13	0	0
6934	Bldg 627	0	305	0	0	0	51	0	0
6942	Bldg 614	0	4	0	0	0	35	0	0
6943	Bldg 422	0	2	0	0	0	13	0	0
6944	Bldg 276	0	0	0	0	0	2	0	0
6935	Patton Ave	0	0	0	0	0	13	0	0
6952	Bldg 228	0	0	0	0	0	0	0	0
6945	Fitch Ave	0	0	0	0	0	1	0	0
6955	Lighthouse	0	2	0	0	0	1	0	0
6915	Franklin	0	119	0	0	0	40	15	0
6870	Aguaquito	0	0	0	0	0	0	3	0
6873	Sloat	0	0	0	0	0	0	0	0
6876	Naval Postgraduate School	0	0	0	0	0	0	0	0
6882	Casa Verde	0	8	0	0	0	0	0	0
1743	908 Coe Ave	0	13	0	0	0	0	0	0
1745	Ord Avenue	0	0	0	0	0	0	0	0
1747	Hibiscus Heights	0	1	0	0	0	0	0	0
1749	Pork Chop Hill	0	3	0	0	0	0	0	0
1205	Eucalyptus	0	0	0	0	0	0	0	0
0722	Arloncourt	0	0	0	0	0	0	0	0
0725	Ardennes	0	0	0	0	0	0	0	0
0728	Normandy	0	0	0	0	0	0	8	0
1853	Malmedy	0	0	0	0	0	0	2	0
1855	Nijmegen	0	0	0	0	0	0	0	0
1219	DOD Center	0	0	0	0	0	0	10	0
1630	White	66	0	0	0	0	0	0	0
1632	Holovits	55	0	0	0	0	0	0	0
1634	Devers	37	0	0	0	0	0	0	0
1636	Patch	9	0	0	0	0	0	0	0
1638	Schoonover	0	0	0	0	0	0	0	0
1765	Lexington	1	0	0	0	0	0	0	0
1767	Barth	0	0	0	0	0	0	0	0
1769	Wahl	0	0	0	0	0	0	0	0
1771	Brown	0	0	0	0	0	0	0	0
1773	Ready	0	0	0	0	0	0	0	0
2158	Reservation	0	0	0	0	0	0	0	0
2159	Creekside Terrace	0	0	0	0	0	0	0	0
2177	Creekside	0	0	0	0	0	0	0	0
2164	Balfour	0	0	0	0	0	0	0	0
2161	Darcie	0	0	0	0	0	0	0	0
2179	20180 Portola	0	0	0	0	0	0	0	0
2160	Anza	0	0	0	0	0	0	0	0
Number of weekdays		21							
Monthly	Line 74 boardings before SR-1	0 192 14 0							
Monthly	Line 74 riderhip on SR-1	0 144 11 0							
Daily	Line 74 riderhip on SR-1	0 7 1 0							

Notes:

Loading before getting on SR-1

Peak direction of travel

Common interim stop in both directions

SB/WB Direction

Monthly Boardings by Hour of Day

Stop ID	Stop Name	6	7	8	9	15	16	17	18
2156	Anza	8	0	0	0	0	0	0	0
2135	20171 Portola	0	0	0	0	0	0	0	0
2136	Darcie	0	0	0	0	0	0	0	0
2162	Balfour	0	0	0	0	0	0	0	0
2166	Creekside	0	0	0	0	0	0	0	0
2137	Creekside Terrace	0	0	0	0	0	0	0	0
2138	Reservation	3	0	0	0	0	0	0	0
1711	Ready	0	0	0	0	0	0	0	0
1713	Brown	3	0	0	0	0	0	0	0
1715	Wahl	0	0	0	0	0	0	0	0
1717	Barth	0	0	0	0	0	0	0	0
4705	Brostrom	22	0	0	0	0	0	0	0
1639	Schoonover	0	0	0	0	0	0	0	0
1630	White Court	66	0	0	0	0	0	0	0
1632	Holovits	55	0	0	0	0	0	0	0
1634	Devers	37	0	0	0	0	0	0	0
1636	Patch	9	0	0	0	0	0	0	0
1809	6th Ave	0	0	0	0	0	0	2	0
1811	Nijmegen	0	0	0	0	0	0	0	0
1813	Malmedy	0	0	0	0	0	0	0	0
0755	Gigling	0	0	0	0	0	0	0	0
0758	Normandy	0	0	0	0	0	0	0	0
0761	Bayonet	0	0	0	0	0	0	0	0
0764	McClure	0	7	0	0	0	0	0	0
1731	Fitch Middle School	0	0	0	0	0	0	0	0
1733	Sun Bay Apartments	0	23	0	0	0	0	0	0
1735	Pacific Crest	0	3	0	0	0	0	0	0
1737	Ord Ave	0	14	0	0	0	0	0	0
1741	256 Coe Ave	0	2	0	0	0	0	0	0
6897	Casa Verde	0	3	0	0	0	0	0	0
6903	Naval Postgraduate School	0	4	0	0	0	0	0	0
6906	Sloat	0	6	0	0	0	0	0	0
6909	Aguaquito	0	1	0	0	0	0	0	0
6915	Franklin	0	119	0	0	0	40	15	0
6918	Van Buren	0	10	0	0	0	0	0	0
6921	Larkin	0	13	0	0	0	0	0	0
6924	Monroe	0	2	0	0	0	0	0	0
6927	High	0	0	0	0	0	0	0	0
1401	Cedar	0	0	0	0	0	0	0	0
1404	Bowen	0	0	0	0	0	0	0	0
6931	Franklin Gate	0	1	0	0	0	0	0	0
6946	Bldg 619	0	72	0	0	0	0	0	0
6926	Bldg 636	0	18	0	0	0	0	0	0
6928	PX	0	0	0	0	0	2	0	0
6929	Bldg 848	0	15	0	0	0	0	0	0
6932	Price Fitness Center	0	0	0	0	0	0	0	0

Route 78

NB/EB Direction
Monthly Boardings by Hour of Day

Stop ID	Stop Name	6	7	8	9	15	16	17	18
6937	Price Fitness Center	0	63	0	0	0	17	0	0
6938	Bldg 834	0	175	0	0	0	50	0	0
6940	PX-Ord Rd	0	0	0	0	0	4	0	0
6941	Bldg 630	0	2	0	0	0	4	0	0
6934	Bldg 627	0	162	1	0	0	31	0	0
6942	Bldg 614	0	1	0	0	0	4	0	0
6943	Bldg 422	0	1	0	0	0	3	0	0
6944	Bldg 276	0	0	0	0	0	0	0	0
6935	Patton Ave	0	0	0	0	0	15	1	0
6952	Bldg 228	0	0	0	0	0	0	0	0
6945	Fitch Ave	0	0	0	0	0	0	2	0
6955	Lighthouse	0	0	0	0	0	0	0	0
6915	Franklin	0	19	0	0	0	9	91	0
6870	Aguaquito Road	0	0	0	0	0	6	3	0
6873	Sloat Avenue	0	2	0	0	0	0	0	0
6876	Naval Postgraduate School	0	0	0	0	0	0	44	0
6882	Casa Verde	0	0	0	0	0	0	8	0
2703	Palm	0	0	0	0	0	0	5	0
2706	Mortimer Lane	0	0	0	0	0	0	2	0
1888	Marina Drive	0	0	0	0	0	0	7	0
2819	Union Street	0	0	0	0	0	0	1	0
2825	Mead	0	0	0	0	0	0	3	0
2829	Potrero	0	0	0	0	0	0	0	0
2831	Dolan Road	0	0	0	0	0	0	2	0
7810	Salinas Rd Park & Ride	7	0	0	0	0	0	0	0
7820	State Park Drive	5	0	0	0	0	0	0	0
7830	Cabrillo College	0	0	0	0	0	0	0	3
7832	Capitola	0	0	0	0	0	0	0	0
7834	41st Ave	0	0	0	0	0	0	0	0
7840	Dominican Hospital	0	0	0	0	0	0	0	0
7850	Water Street	0	0	0	0	0	0	0	0
7860	Santa Cruz Metro Center	1	0	0	0	0	0	5	167
Number of weekdays		21							
Monthly	Line 78 boardings before SR-1	0 141 126 0							
Monthly	Line 78 riderhip on SR-1	0 106 95 0							
Daily	Line 78 riderhip on SR-1	0 5 5 0							

Notes:

- Loading before getting on SR-1
- Peak direction of travel
- Common interim stop in both directions

SB/WB Direction
Monthly Boardings by Hour of Day

Stop ID	Stop Name	6	7	8	9	15	16	17	18
7860	Santa Cruz Metro Center	1	0	0	0	0	0	5	167
7855	Water Street	0	0	0	0	0	0	0	4
7845	Dominican Hospital	17	0	0	0	0	0	0	0
7837	41st Ave	6	0	0	0	0	0	0	0
7836	Capitola	2	0	0	0	0	0	0	0
7835	Cabrillo College	0	0	0	0	0	0	0	0
7825	State Park Drive	5	0	0	0	0	0	0	0
7810	Salinas Rd Park & Ride	7	0	0	0	0	0	0	0
2861	Dolan Road	3	0	0	0	0	0	0	0
2863	Potrero	0	0	0	0	0	0	0	0
2867	Mead	39	1	0	0	0	0	0	0
2873	Pajaro Street	32	2	0	0	0	0	0	0
1874	Wal Mart	1	0	0	0	0	0	0	0
1795	Beach Rd	6	0	0	0	0	0	0	0
7110	Reservation Road	37	3	0	0	0	0	0	0
5825	Palm	1	99	0	0	0	0	0	0
6897	Casa Verde	0	15	0	0	0	0	0	0
6903	Naval Postgraduate School	0	0	0	0	0	0	0	0
6906	Sloat Avenue	0	1	0	0	0	0	0	0
6909	Aguaquito Road	0	0	0	0	0	1	0	0
6915	Franklin	0	19	0	0	0	9	91	0
6918	Van Buren Street	0	12	0	0	0	0	0	0
6921	Larkin Street	0	0	0	0	0	0	0	0
6924	Monroe Street	0	13	0	0	0	0	0	0
6927	High Street	0	0	0	0	0	0	0	0
1401	Cedar Street	0	0	0	0	0	0	0	0
1404	Bowen Street	0	0	0	0	0	0	0	0
6931	Franklin Gate	0	0	0	0	0	0	0	0
6946	Bldg 619	0	103	1	0	0	41	0	0
6926	Bldg 636	0	13	0	0	0	7	0	0
6928	PX	0	0	0	0	0	3	0	0
6929	Bldg 848	0	0	0	0	0	7	0	0
6932	Price Fitness Center	0	0	0	0	0	1	0	0
Number of weekdays		21							
Monthly	Line 78 boardings before SR-1	155 105 0 0							
Monthly	Line 78 riderhip on SR-1	116 79 0 0							
Daily	Line 78 riderhip on SR-1	6 4 0 0							

May 10, 2021

Board of Directors
Monterey Salinas Transit

Subject: Keep Fort Ord Wild comments on MST Surf project and IS/MND

Dear MST Board of Directors:

I represent Keep Fort Ord Wild, which reiterates its concerns about the project and the environmental review to date. KFOW joins in all concerns and critical comments by others, including California State Parks, California Coastal Commission, California Native Plant Society - Monterey Bay Chapter, property owners, and recreational users.

Your board should look carefully at the numbers, which do not support the proposed project and its unrealistic assumptions that MST has made. The average of 8.8 passengers in this month's report on Route 20 is all the passengers for the entire route. This average includes the majority of passengers on Route 20 who traverse only the Sand City-Monterey leg. The majority of passengers on Route 20 embark at Sand City and travel to Monterey, and then the same in reverse. The majority of passengers of Route 20 do not traverse the Sand City-Marina leg that involves the five miles of Highway One that are at issue in the Surf Project. The passenger tally for June 2018 (in the September 2018 MST GM report) showed an average ridership of only 19.8 passengers in both directions on the entire route 20 from Salinas to Monterey. The majority of those also did not ride the five-miles of Marina to Sand City. Rather, they rode other legs of the route. Even if they rode the entire route, which they did not, an average of bus ridership of 19.8 over 12 hours of bus operations is only 317 passengers over the entire Route 20 in both directions, which is far less than the assumptions made in the IS/MND. In fact, the MST data shows that ridership on Route 20 has been steadily decreasing, even before the Covid-19 pandemic.

In sum, the numbers simply do not support the claims made by MST, and the goal of mass transit would not be advanced in a meaningful and effective way. The goal of reducing VMT would not be achieved. The claims about GHG impacts are not reliable because the impacts of construction have not been adequately considered, the types of buses have not been made an enforceable condition of the project, and other reasons raised in the comments.

This new road development project would cause a massive amount of impacts, construction, permanent paving and development to address a so-called problem that typically exists, if it exists at all, for less than an hour in the morning and an hour in the late afternoon. At best according to MST the project would save ten minutes or so, which is time lost by the time that passengers would spend driving to the Marina Transit station, parking, and getting to a bus.

Subject: KFOW comments to MST on Surf bus road project and IS/MND
May 10, 2021
Page 2

No road to the ocean side of Highway One has been built in decades in Monterey County, probably not since the Coastal Act was adopted. This road should be reconsidered by your board.

MST has a poor record of proposing projects. The MST Whispering Oaks project at Fort Ord failed after the public gathered signatures for a referendum, and the County rescinded the approvals. That project also was extremely insensitive to biological, recreational and visual impacts. The attached article provide some background.

Offer to meet: KFOW urges MST to take its time to consider carefully the public comments. KFOW offers to meet with MST in an effort to resolve the concerns. KFOW reminds MST that MST controls the schedule. KFOW does not control the schedule.

Thank you.

Sincerely,
STAMP | ERICKSON
/s/ Molly Erickson
Molly Erickson

cc: Lisa Rheinheimer
Michelle Muller Overmeyer

https://www.montereycountyweekly.com/news/local_news/public-opposition-pushes-supes-to-change-course-on-mst-whispering-oaks/article_f8be7335-0a82-5b56-ad93-5ed8b9400246.html

Fort Ord Defense

Public opposition pushes supes to change course on MST/Whispering Oaks.

Fort Ord Defense

By Kera Abraham

Feb 16, 2012



Ride On: Lisa Deas and her service mule, Moonlight Bandit, enjoy the former Fort Ord. "I would hate to see the old cavalry trail severed because of this project," she told the MST board Feb. 13.

nic coury

Valentine's Day brought poetry to the County Board of Supervisors. The show of public passion

also included entreaties to logic, emotional pleas and angry rants.

After hearing from three dozen people adamantly opposed to the MST/Whispering Oaks project, the Monterey County Board of Supervisors voted 4-1 to pull the plug on the controversial proposed business park and transportation hub on the former Fort Ord.

The vote is a reversal of last July's decision to move the project forward – also 4-1, with Jane Parker dissenting.

Supervisor Lou Calcagno said he changed his mind because of the overwhelming opposition to the 58-acre project, which includes a 24-acre new headquarters for MST and an adjacent business park. The development would have disrupted popular recreational trails and destroyed thousands of mature oak trees.

"They're right on," he said. "You can't walk away from the type of arguments the public has brought forward. MST is gonna be a loser, the Board of Supervisors is gonna be a loser, but in democracy, you don't always win."

Supervisor Simon Salinas also reversed his earlier vote. "Kenny Rogers says you gotta know when to fold," he said, "and I think it's time to fold on this project."

Fernando Armenta, who sits on the MST board, was the lone supervisor to hold his ground in favor of Whispering Oaks. "I think some of us are circling now for re-election purposes," he said. "This has nothing to do with the merits of the project... I think it's all political."

Armenta, Parker and Dave Potter are all up for re-election in June's primaries. Of the three, today's vote represents a reversal only for Potter.

He took an apologetic tone, saying strong public opposition convinced him to change his mind. "I did not give this the whole level of scrutiny that I should have," he said. "I'm not too stubborn to say it was a bad decision."

The Feb. 14 vote rescinds the project's environmental impact report and related entitlements, and [repeals the county ordinance that rezoned the property from quasi-public to heavy commercial use](#). It also kills two figurative birds challenging the project: [a ballot referendum spearheaded by the Fort Ord Rec Users group](#), and [a lawsuit filed by LandWatch Monterey County](#).

Last month, LandWatch's board rejected a settlement offered by the county and MST. "Accepting a settlement that still built something on that site just didn't feel right to my board," says LandWatch Executive Director Amy White. "There are places to build elsewhere."

But the oak-woodland parcel isn't fully protected yet. It remains slated for development under both the Fort Ord Base Reuse Plan and the County General Plan, Planning Director Mike Novo explained.

The supes' decision likely forfeits a \$30 million zero-interest federal loan MST had landed for its new headquarters. "That takes the funding plan we're relying on and throws it out the window," MST CEO Carl Sedoryk says.

MST paid the county over \$800,000 for fees and permits for the Whispering Oaks project, he adds: "Will the county repay MST for what is being described as a mistake?"

The agency has also spent about \$4.9 million in state bond money on headquarters designs. "Those plans are still good," Sedoryk adds. "If we can find another site, with an investment of \$750,000 to \$1.5 million dollars, we can re-use most of that investment."

The MST board got an earful from activists the day before the supervisors' vote, when 16 people spoke against the project.

Therese Potter, an environmental sciences major at CSU Monterey Bay, lectured board members for their support of a project that would remove 3,400 trees and wipe out the trails she walks to class. "I can't believe you would be so selfish," she said. "You're just disappointing a generation behind you."

CSUMB assistant professor Fred Watson said Whispering Oaks is valuable habitat for nuttall woodpeckers, which nest in the cavities of old oaks. Seaside resident Diane Cotton said she just might have to chain herself to an oak tree if the project moves forward. Seaside resident Jason Campbell took direct aim at Sedoryk, telling the board, "Fire your captain; change course quickly."

Monterey resident Jim Fink made the sole comment in favor of the project, noting that it sits on top of an old Army landfill. "It's just an old garbage dump," he said. "I think it's a perfectly good use for MST."

Although he has taken a public beating over Whispering Oaks, Sedoryk said the project is under county control.

With \$20 million for capital projects from 2008 state bond measure Proposition 1B, MST started designing a new headquarters near 8th Avenue and Gigling Road.

But the county, which controls the project's water allocation, asked MST to do a land swap for the 24-acre parcel in the Whispering Oaks business park. The transit authority, Sedoryk says, reluctantly agreed.

The county Planning Commission rejected the project last March on account of the mature trees to be removed. The supervisors reversed that decision on appeal in July. Within a month, Fort Ord Rec Users gathered 18,000 signatures for a referendum to repeal the zoning change ordinance, and LandWatch filed suit.

"I can understand why people are confused," Sedoryk said before the Feb. 14 vote. "You can reduce it down to a very basic emotional level – you're gonna cut down trees – but it's more complicated than that."

Michelle Overmeyer

From: Molly Erickson <erickson@stamplaw.us>
Sent: Monday, May 10, 2021 11:09 AM
To: Jeanette Alegar-Rocha; Lisa Rheinheimer; Michelle Overmeyer
Subject: KFOW supplemental comments on Surf project on May 10 agenda -- Item 5-1

[EXTERNAL EMAIL NOTICE]

CAUTION: This email originated from outside of the MST organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

MST staff: Please distribute to the board promptly prior to its consideration of the Surf agenda item today. The item has not yet been reached.

Dear MST Board members:

Item 4-3 on today's board agenda is "Receive Presentation on the Comprehensive Operational Analysis and Refer to Board Operations Performance Committee. (Michelle Overmeyer) (No Enclosure)." MST has retained a consultant to perform a comprehensive operational analysis. The consultant's presentation was provided live, and the public has not had an opportunity to review it before now. The presentation shows that MST is rethinking the entire MST network throughout the county. MST is rethinking coverage, ridership, routes, and services. The consultant, Daniel Costantino with Jarrett Walker + Associates, stated that "The pandemic has changed everything and it is a good time to rethink everything we do." He also stated that he is preparing to get info and input from the MST operations committee and then make some recommendations as to redesigning the network.

It would be premature for MST to pursue a massive physical project such as the Surf project in light of the fact that MST does not know where the demand will be in the near future and more distant future, and does not know where the MST service will be and how often. The Surf project is following an old plan based on an old paradigm: creating more roads. It would not be wise to pursue an expensive project until and unless MST has a firm new operations plan based on solid current data based on current population, population changes, trends, post-Covid reality, and specific priorities for MST as to areas of service and coverage.

KFOW asks MST to include the consultant's powerpoint presentation on item 4-3 in the administrative record for the Surf project. The presentation was shown quickly online a few minutes ago during the board meeting. It has not been provided to the public, or I would submit it myself for the record. An initial report, called the Choices Report, will be released in a week or two. KFOW likely will make additional comments after that is released.

Please send me the Choices Report and the powerpoint presentation on Item 4-3. KFOW also objects to the odd and ambiguous item 5-1 description of the proposed MST action. It is inconsistent with the laws on public hearings and CEQA and with basic transparency and accountability. The revised MND/IS has not been released, the responses to comment has not been released, and the project description is incomplete

and a moving target. It would be premature for MST to close any public comment in light of the incomplete status of the information to date as to the CEQA document and the project. Thank you.

Molly Erickson
STAMP | ERICKSON
tel: 831-373-1214

Monterey – Salinas Transit Comprehensive Operational Analysis

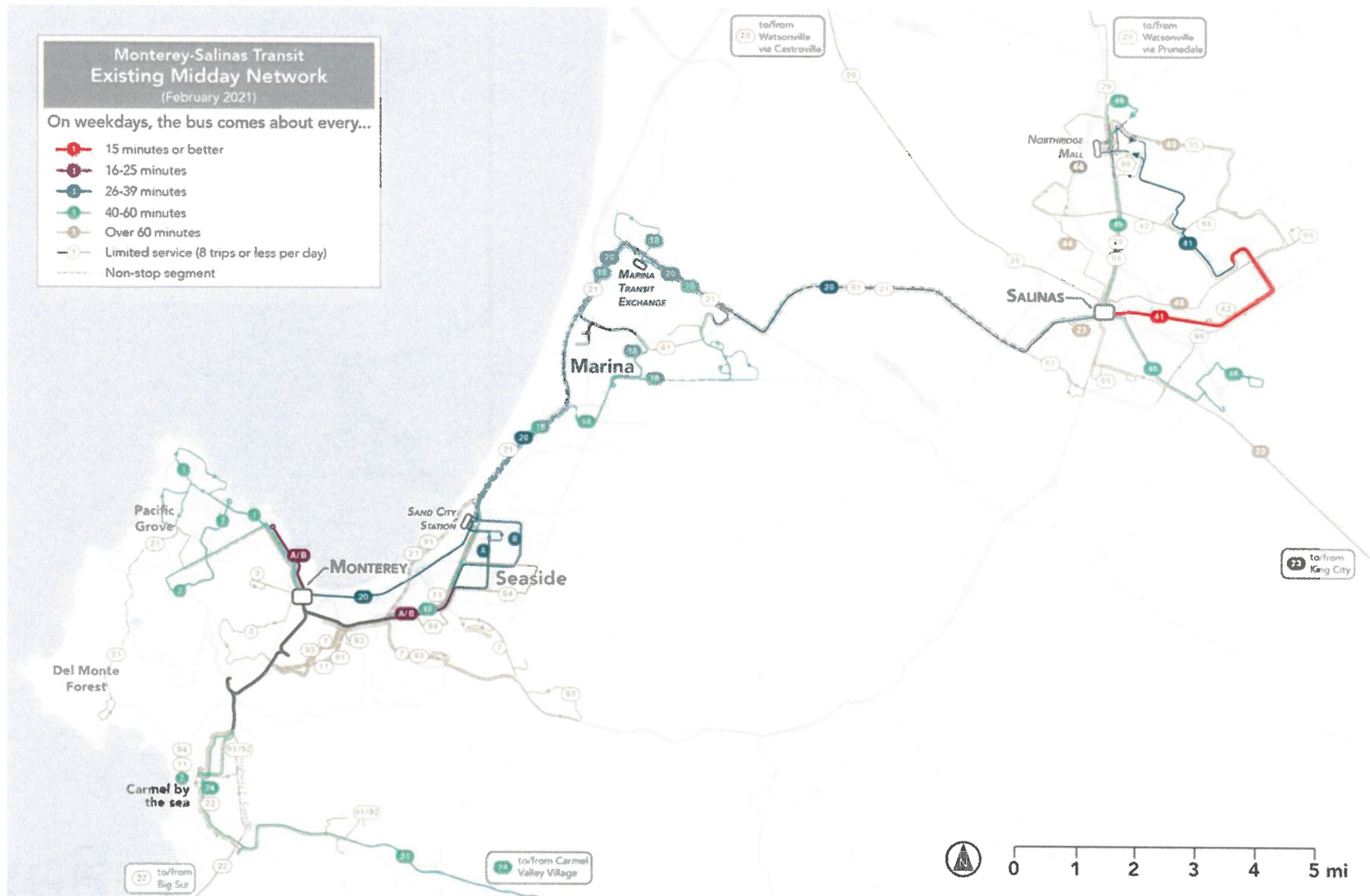
Key Policy Choices

Daniel Costantino
Jarrett Walker + Associates

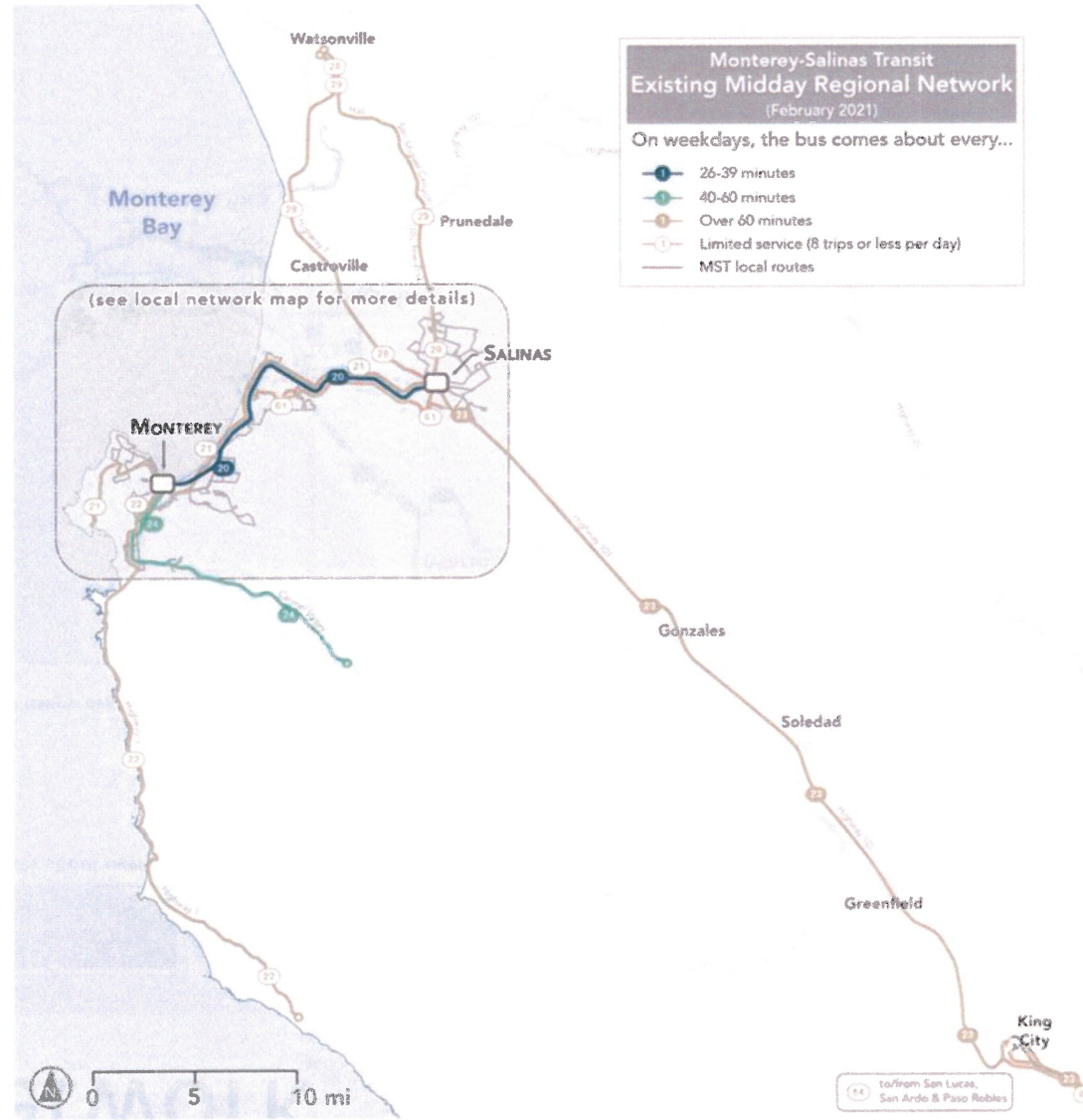
Why are we here?

- 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.**

Core Network



Regional Routes



Why does the MST network need a redesign?

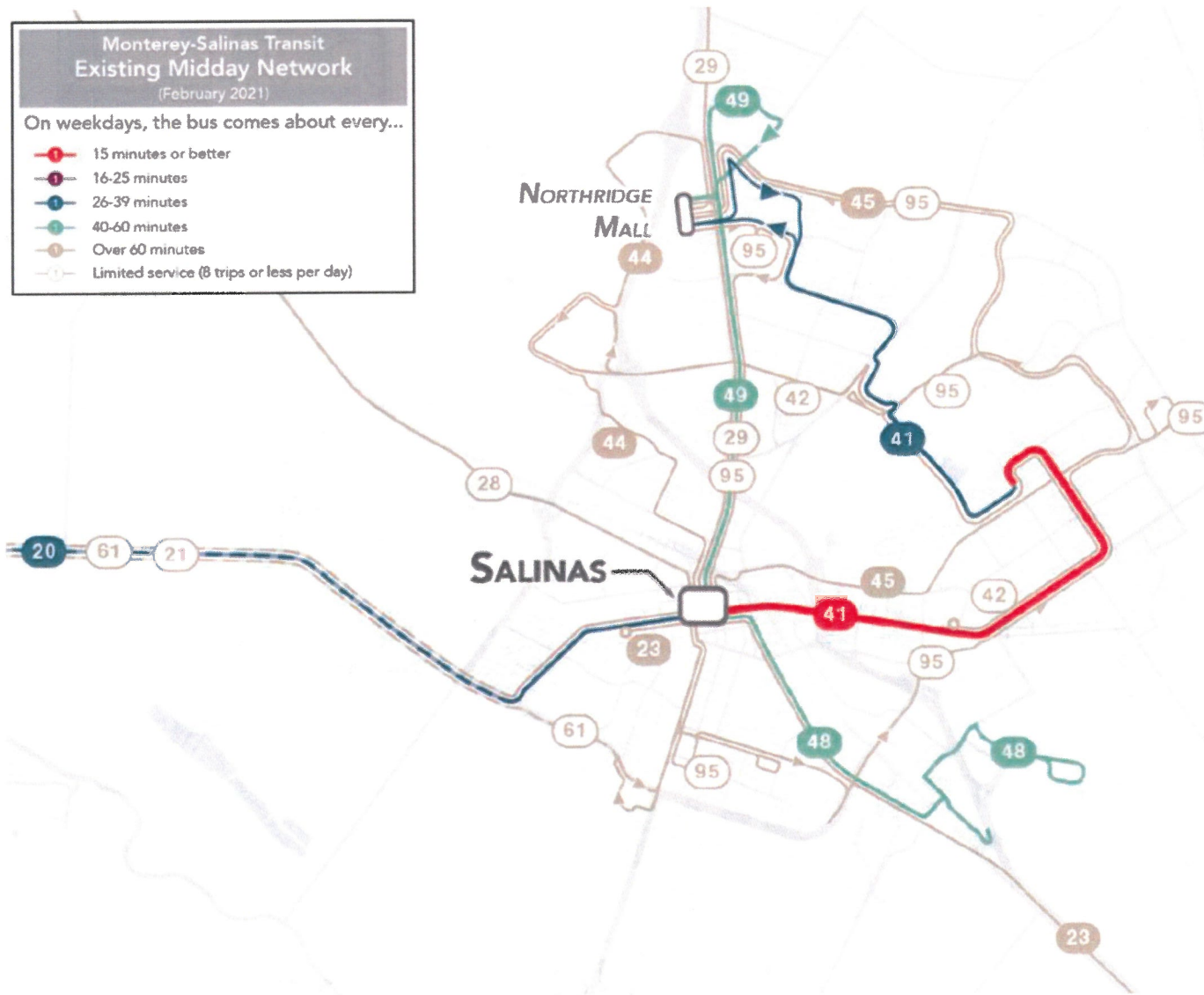
1. It's been a while.

- MST has done many local area studies.
- Staff regularly considers changes in response to requests.
- But day-to-day planning can't address big questions about the purpose and goals of the network.
- In the absence of consistent policy, routes have tended to become numerous, specialized and complex.

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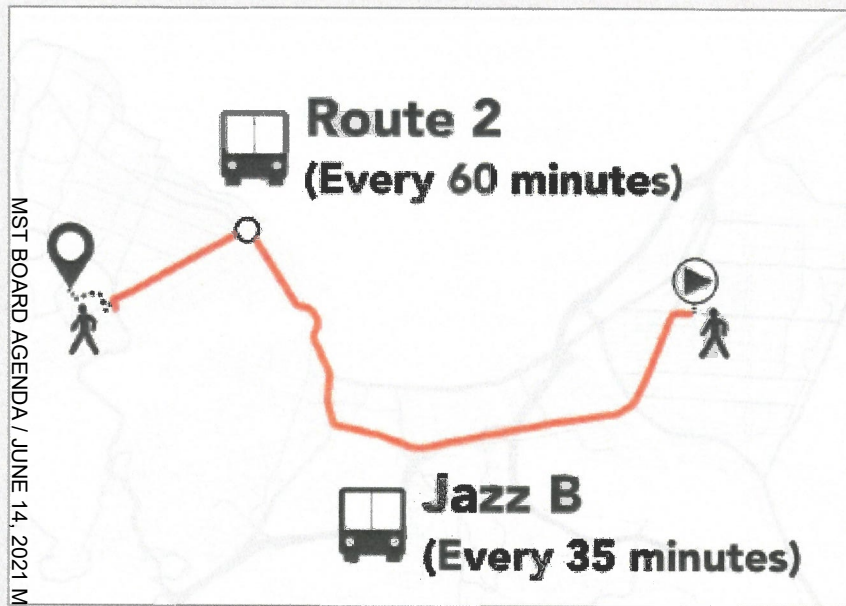


2. Frequencies are very low.



3. It takes a long time to get from A to B.

Let's imagine you are a retail worker living in the center of Seaside, and you need to reach your job at Country Club Gate Center in Pacific Grove (6 miles away) and your shift starts at noon on weekdays. Here's what you would need to do:

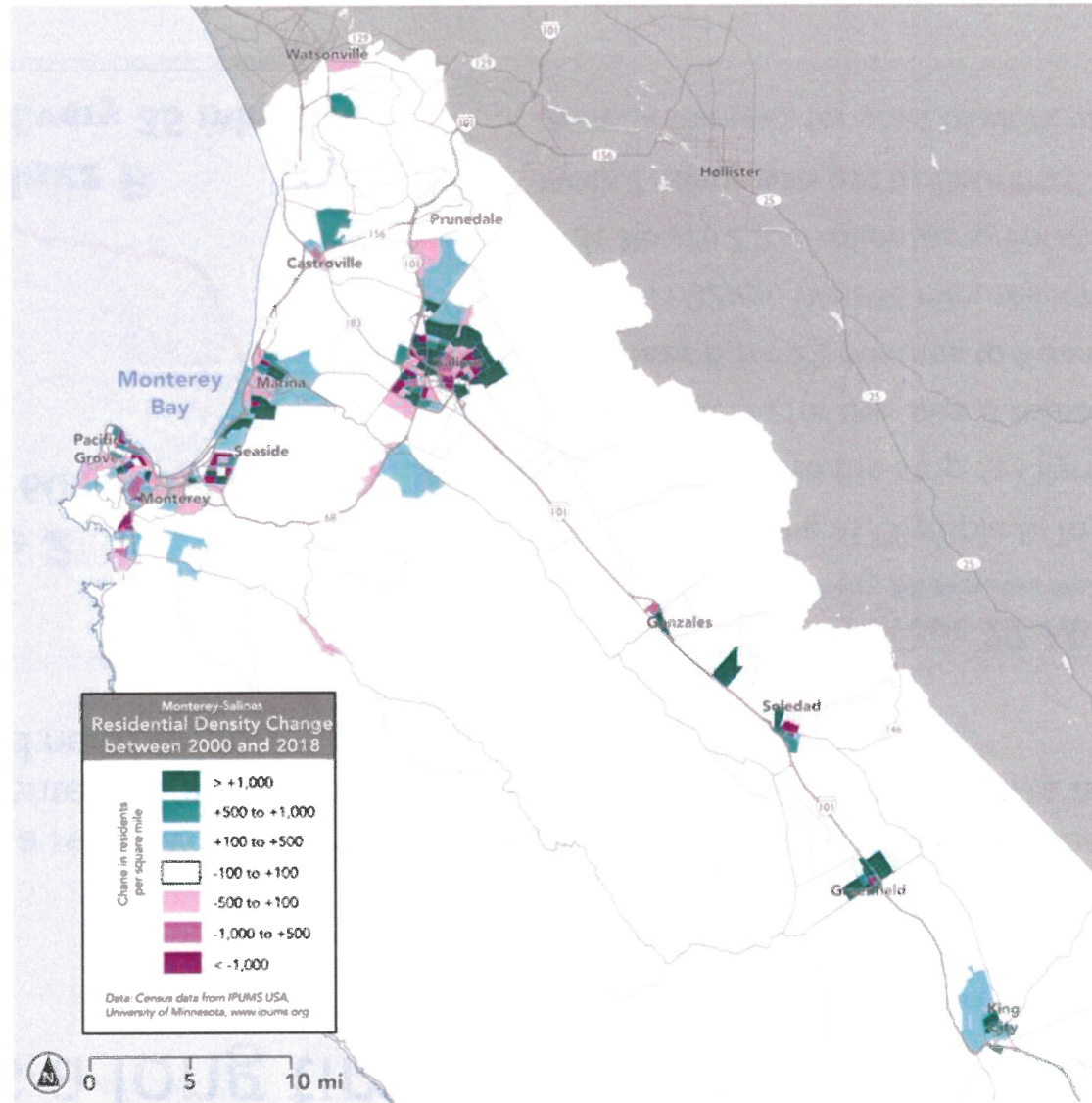


1 Hour 27 Minutes

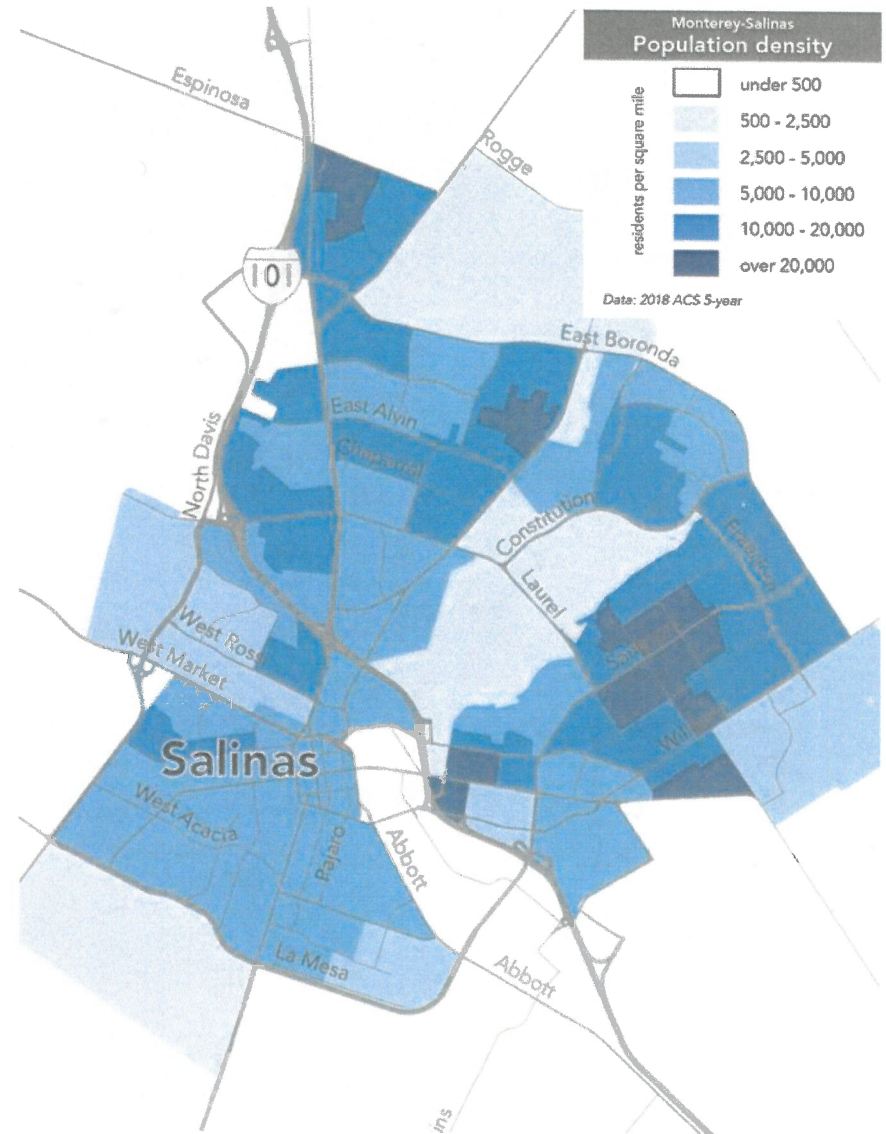
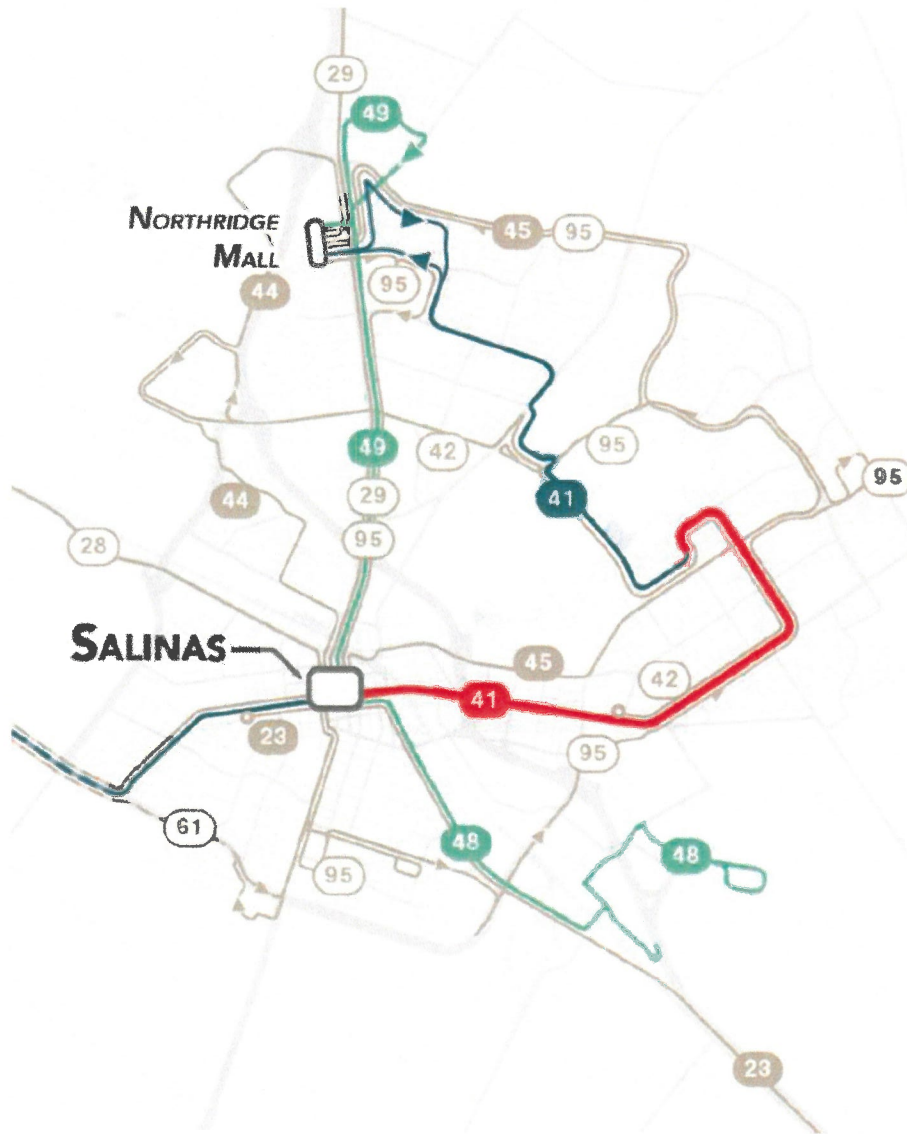
5 minutes walking, 53 minutes waiting, 29 minutes riding

- Start trip at home at Olympia & Terrace (Seaside) at 10:33am.
- Walk 3 minutes to the stop at Olympia & Broadway.
- Wait 3 minutes for the Jazz B route to the Aquarium.
- Ride **Jazz B** for 23 minutes to Foam & Irving (Monterey).
- Arrive 11:02am. Wait 16 minutes for Route 2. Get on at 11:18am.
- Ride **Route 2** for 6 minutes to Forest & Forest Hill (Pacific Grove)
- Walk 2 minutes to get to Country Club Gate Center at 11:26am.
- Wait 34 minutes for start of work at 12:00pm.

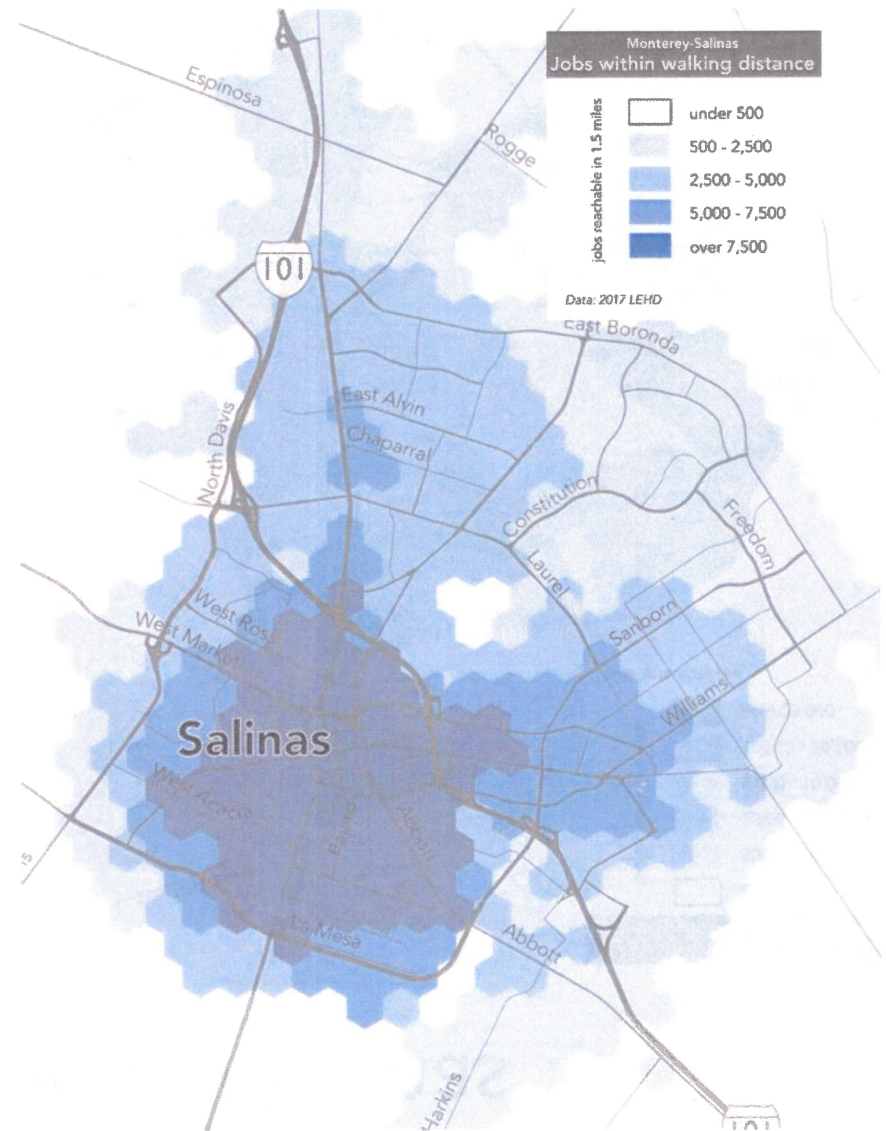
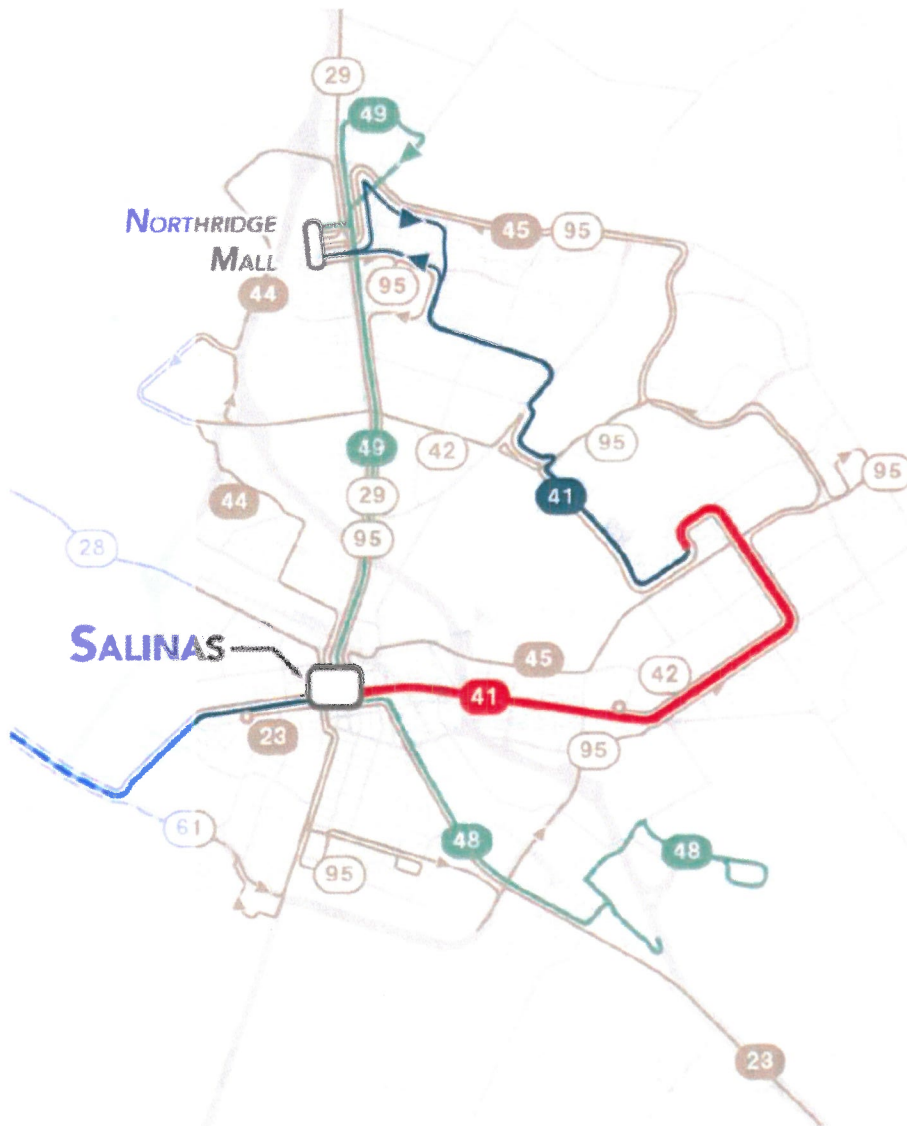
4. People don't live where they used to.



5. There is untapped demand in Salinas



5. There is untapped demand in Salinas

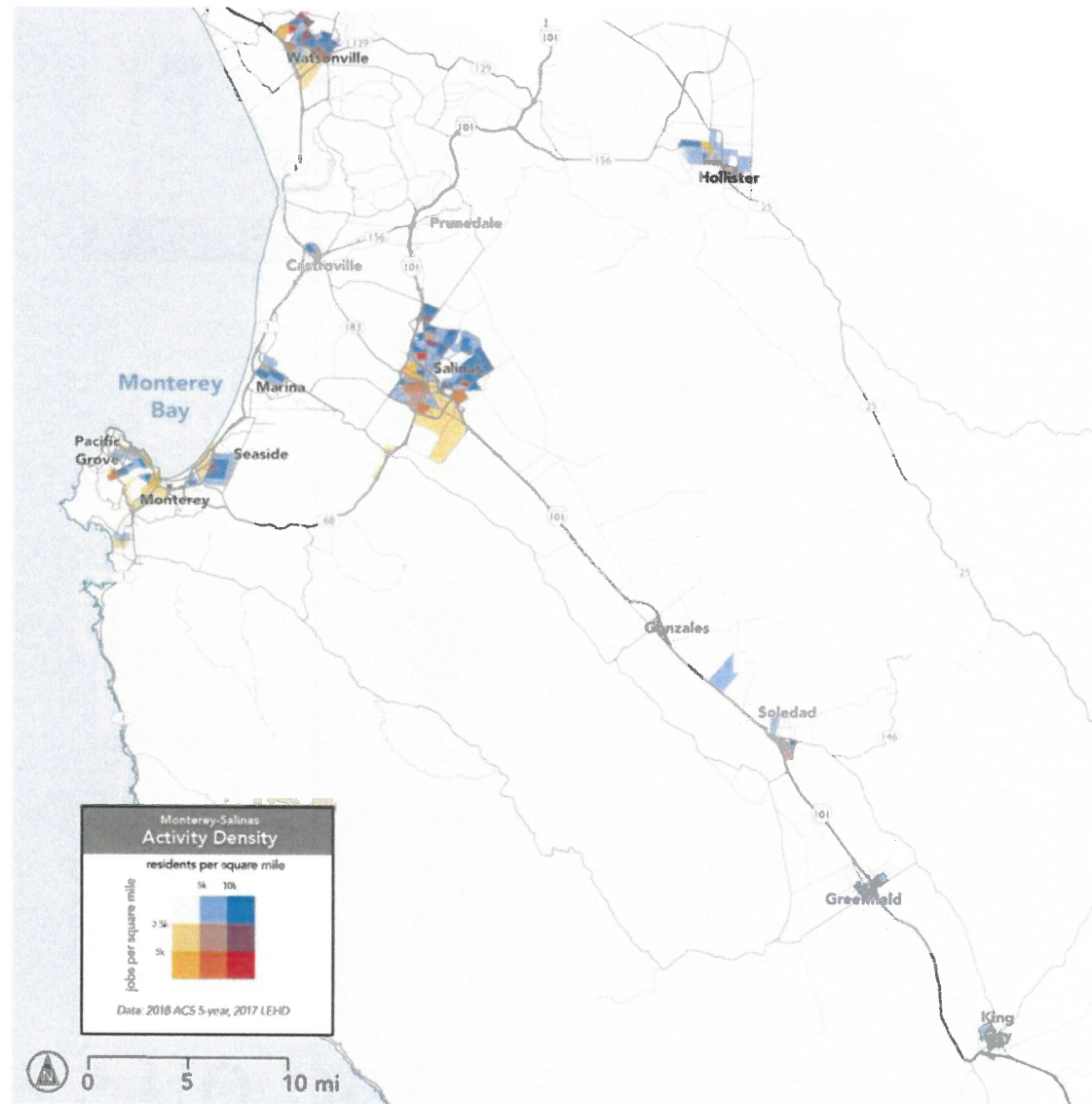


6. The pandemic has altered everyone's reality.

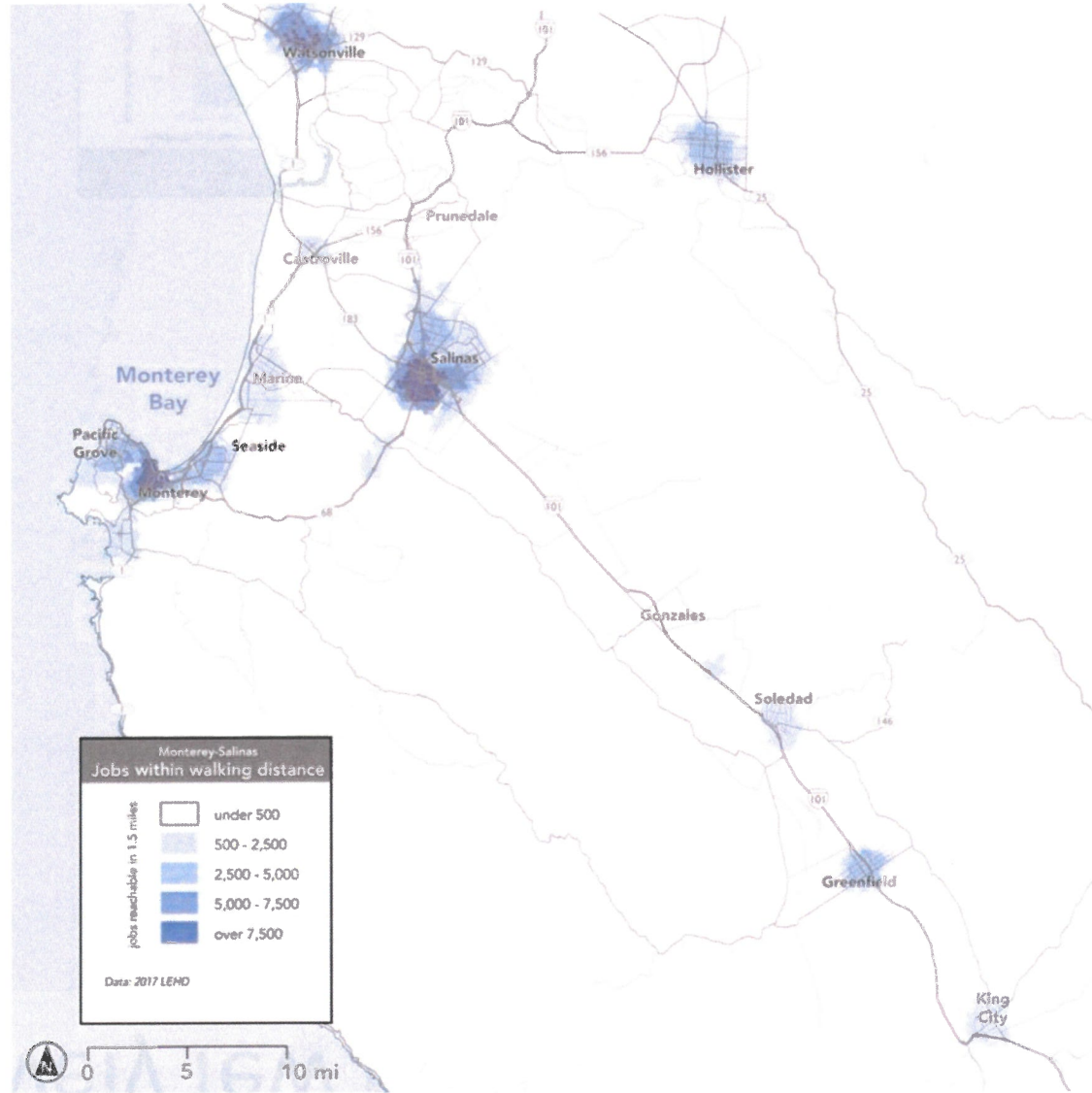
- Ridership is still down ~70%
- Rush hour is nearly gone.
- Weekday and weekend ridership are almost equal.
- Ridership has dropped the least in low-income communities of color.
- **What does that mean for the future?**

Key Challenges

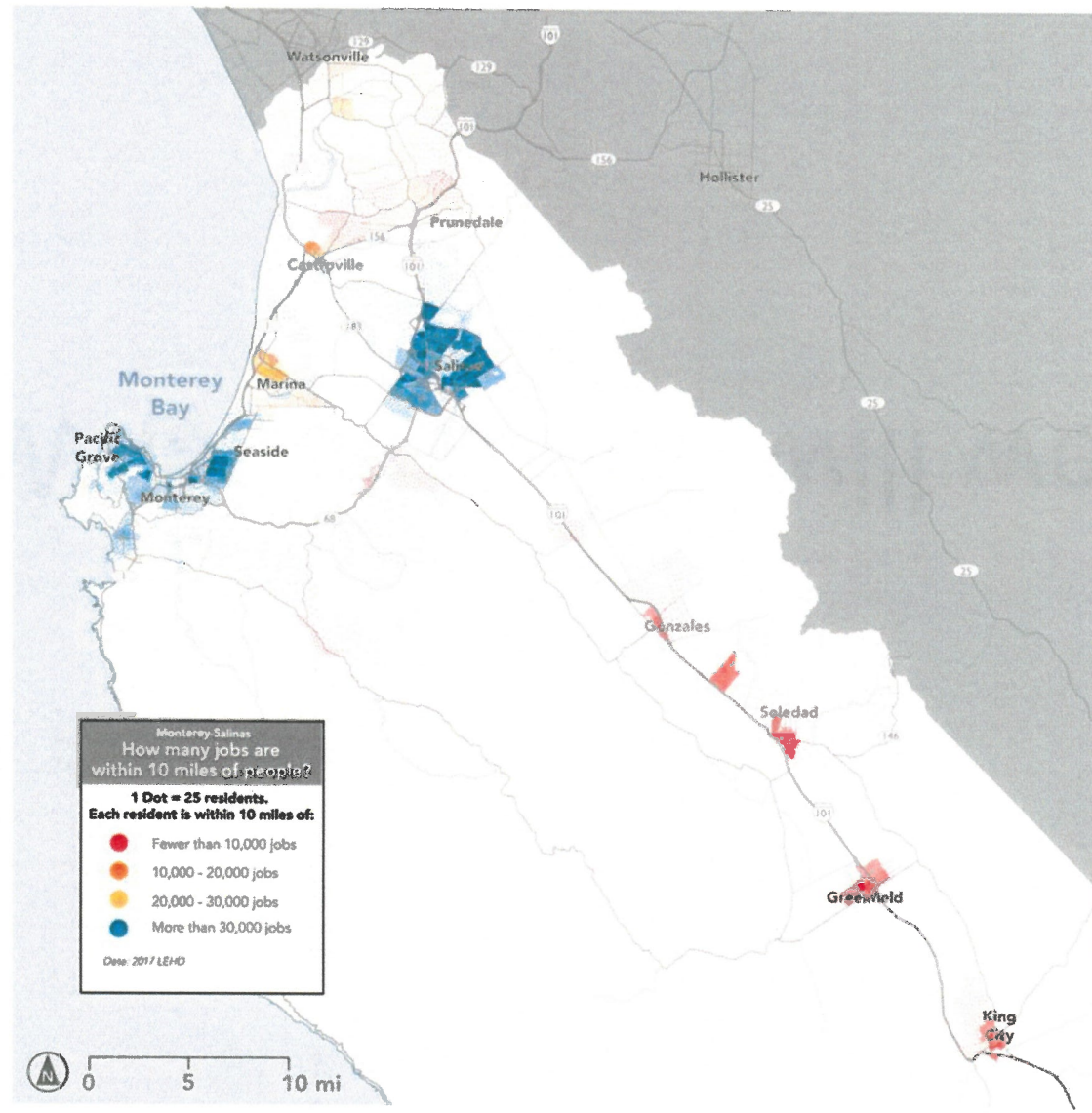
1. Relatively few people live in cities.



2. There's no one "Downtown"



3. More and more people live very far from the places they need to go.



What direction will we need?

Where and how much service?

- Right now, MST provides about:
 - 50% of its service in the greater Monterey area
 - 35% of its service in the greater Salinas area
 - 15% in the rest of the county
- Is that the right balance?
- If not, what should it be?

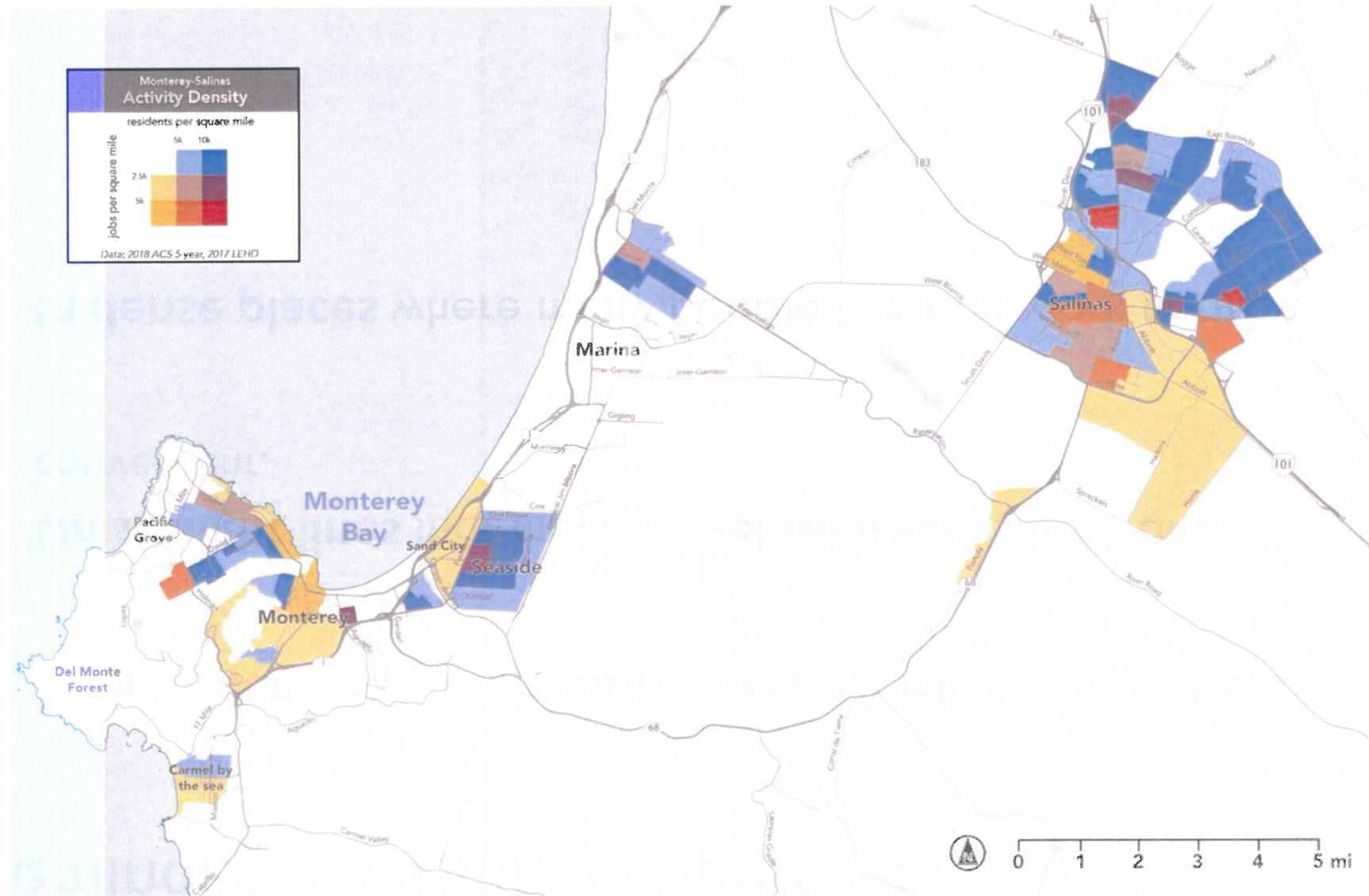
For what purpose?

- **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?
- If not, what should it be?

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...



For what purpose?

- **Needs-based vs. Population-based. 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.
- Should MST explicitly prioritize the needs of disadvantaged communities in designing service for coverage purposes?

What we've heard from the public so far.

In Monterey County, the public values 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%

But not at the cost of 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%

But not at the cost of equity.

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



■ Extremely important ■ Very important ■ Somewhat important
■ Not very important ■ Not important at all ■ Not sure

What we've heard from the public so far.

Key Questions to Move Forward

- There is support for shifting toward a higher ridership, higher-frequency approach. **Should we flip the Ridership vs. Coverage balance?**
- Options
 - No change: 40 Ridership/60 Coverage
 - Equal: 50/50
 - Flip it: 60 Ridership/40 Coverage
 - More aggressive?

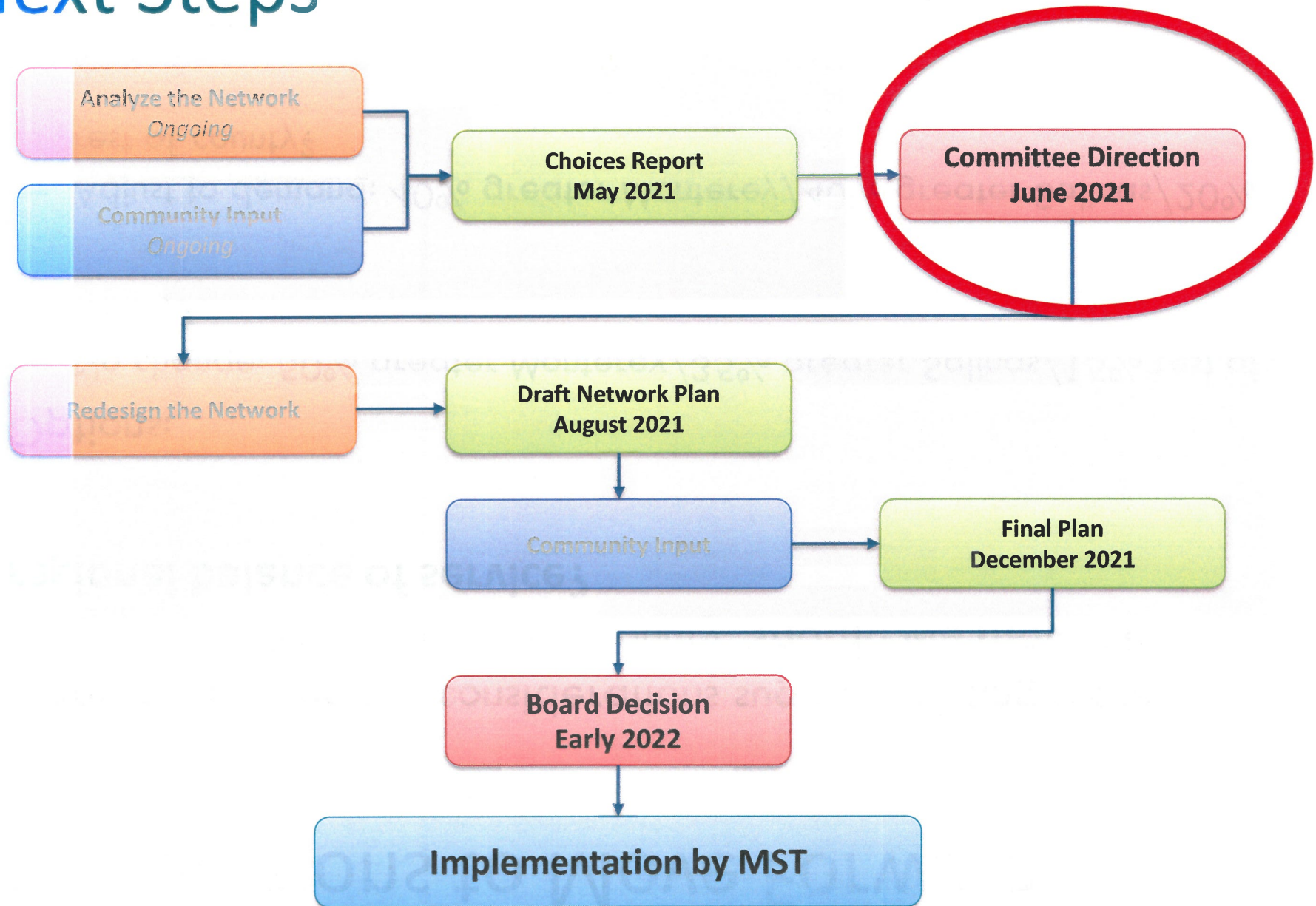
Key Questions to Move Forward

- There is strong support to provide and maintain service to as many high-need areas as possible.
- **Should we explicitly prioritize equity and high-need communities in designing any coverage services?**

Key Questions to Move Forward

- Ridership and equity considerations suggest shifting more service to Salinas and South County. **Should we move the regional balance of service?**
- Options:
 - No change: 50% greater Monterey/35% greater Salinas/15% rest of county?
 - Adjust to demand: 40% greater Monterey/40% greater Salinas/20% rest of county?
 - Something else?

Next Steps



Questions?

April 12, 2021

Via Email: movermeyer@mst.org; csedoryk@mst.org

Subject:

NOI Initial Study/MND

MST SURF! Busway and Bus Rapid Transit Project

[Inadequate Disclosure of Impacts to Aesthetics and Visual Resources]

[Negative Impacts to Recreation for Local Residents]

[Flawed Traffic Impact Analysis Methodology]

Dear Mr. Sedoryk and Ms. Overmeyer,

I make the following comments as a 19-year resident of Marina, CA. I am extremely familiar with Fort Ord Dunes State Park, the Monterey Bay Recreational Trail, and the right-of-way where the MST SURF! Busway and Bus Rapid Transit Project is proposed.

Since 2002, I have used the Fort Ord Dunes State Park and/or the Monterey Bay Recreational Trail at least three times/week. This includes use both on foot and on a bicycle. This includes, use during daylight hours, and use at night using lights.

My comments primarily focus on Aesthetics and Visual Resources but will also cover the project's negative impacts to local recreation and significant flaws in the traffic impact analysis methodology.

Impacts to Aesthetics and Visual Resources

The conclusion of 5.5.4 that the project would not significantly contribute to cumulatively considerable visual or aesthetic impacts is flawed.

Appendix 5 (Aesthetics and Visual Resources) serves to minimize the true Impacts to Aesthetics and Visual Resources the project will create, which will be severe. The "Key Viewpoint Locations" omit true on-the-ground viewpoints that would be experienced by everyday users of Fort Ord Dunes State Park (FODSP) and the Monterey Bay Recreational Trail.

The photographs in Section 5.3.1 are from poorly chosen from mostly irrelevant locations. Several of the photos show viewpoints from the side of busy streets, freeway on-ramps or the side of HWY1 – locations where the public would rarely be, especially on foot or riding a bike. There are no images taken from viewpoints on the Monterey Bay Recreational Trail, even though in many locations the proposed project and fast-moving buses would be only a few feet away. Other photos are from incidental locations on FODSP that have no view of the right-of-way and do not add any value. The renderings in Appendix 5 also fail to show any of the 60,000 square feet of retaining walls called for by the project.

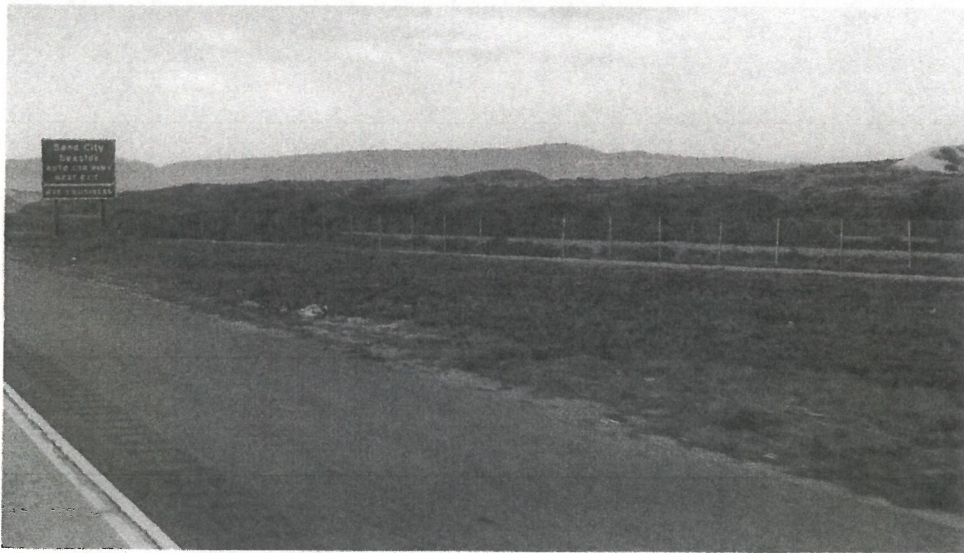
Given the on-ground-evidence, a reasonable argument exists the project *would* significantly contribute to cumulatively considerable visual or aesthetic impacts. An EIR should be prepared to examine these impacts fully and properly.

The following photos represent accurate examples of “Key Viewpoints” and scenic vistas that should be included and disclosed to the public. The photos depict locations frequented by recreational users where visual resources would be affected by the MST SURF! Busway.

It should be noted that numerous pages in Appendix 5 are marked “Draft EIR”. Thus, it appears MST began to prepare a Draft EIR and then backtracked for reasons not disclosed to the public. The public fully expected an EIR when the NOP for the project was released August 13, 2020.



South of Lightfighter Drive Looking South



North of Fremont/Del Monte Exit Looking South

Source: Kimley Horn, 2020

Figure 5-4: Segment 3 - Views from Highway 1
MST SURF, Busway and Bus Rapid Transit Project
Draft EIR

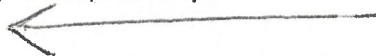


Figure 1 - Example of Page Labeled "Draft EIR" from Appendix 5



Figure 2 - From Monterey Bay Recreation Trail in Marina. Busway to occupy narrow space between tracks and trail.



Figure 3- From Monterey Bay Recreation Trail in Marina. North Entrance to FODSP. Busway to occupy narrow space between tracks and trail.



Figure 4- From Monterey Bay Recreation Trail in Marina. Near North Entrance to FODSP. View to West. Busway to occupy narrow space between tracks and trail.



Figure 5-From Monterey Bay Recreation Trail near Imjin Parkway. View to West.



Figure 6 - From Monterey Bay Recreation Trail near 1st Street. Scenic View of Monterey Pine and Cypress in distance. Busway to occupy very narrow space between tracks and trail.

Fort Ord has been closed for 27 years. The right-of-way where the project is proposed is being reclaimed by nature. For example, in the absence of Army activity, many areas in and around the right-of-way have seen a heavy growth of Monterey Pine and Monterey Cypress. These tangibly add to scenic vistas as viewed from HWY1, FODSP and the Monterey Bay Recreational Trail. The MND does not quantify the removal of trees and the impact to the associated scenic vistas.



Figure 7 - From Monterey Bay Recreation Trail near Lightfighter. Busway to occupy steep, narrow space between tracks and trail. Extensive grading and retaining walls required. Unknown number Monterey Pine and Cypress to be removed



Figure 8 - From Monterey Bay Recreation Trail near Lightfighter. Unobstructed view West of Monterey Pine and Cypress. Pacific Ocean in distance.



Figure 9 - From Monterey Bay Recreation Trail near Lightfighter. View of dense Pine and Cypress Growth within project grading limits. Unknown number of trees to be removed for grading and construction.



Figure 10 – Scenic View of project ROW from Beach Range Road to the East. Dense Monterey Pine and Cypress growth within project grading limits. Unknown number of trees to be removed for grading and construction.



Figure 11 – (Alternate) Scenic View of project ROW from Beach Range Road to the East. Dense Monterey Pine and Cypress growth within project grading limits. Unknown number of trees to be removed for grading and construction.



Figure 12 - View of project ROW from popular FODSP walking trail near Balloon Spur. Unknown number of trees to be removed for grading and construction.



Figure 13 - View standing on ROW near Monterey Bay Recreation Trail. Dense Monterey Pine and Cypress growth within project grading limits. Unknown number of trees to be removed for grading and construction.



Figure 14 – View from popular FODSP walking trail adjacent to ROW. Dense Monterey Pine and Cypress growth within project grading limits. Unknown number of trees to be removed for grading and construction.

Negative Impacts to Recreation for Local Residents

Comments from MST and TAMC public officials suggest the MST SURF! Busway will improve local bike paths. This is not accurate. The MST SURF! Busway as proposed will result in negative impacts to local bicycle traffic. The current bike paths have been thoughtfully designed to safely move bike traffic. The after-the-fact insertion of the MST SURF! Busway sacrifices safe and easy bike travel for an unknown number of future bus riders.

By design, the busway fractures and re-routes existing bike trails (Beach Range Road, Monterey Bay Recreation Trail, 5th Street Bike Path). At the same time, it introduces awkward and dangerous crossings where cyclists will have to negotiate

with bus traffic. In Winter months cyclists will be subject to blinding headlights from buses, sometimes only a few feet away. This is not an improvement from current conditions.

Currently, cyclists can travel unimpeded using Beach Range Road and/or Monterey Bay Recreation Trail interchangeably from Palm Avenue in Marina to Playa Avenue in Sand City. Cyclists do not need to stop or negotiate traffic for this entire distance. These routes are safe and extremely popular with bike commuters and recreational users. During the COVID crisis, the number of recreational users has increased dramatically. It is highly likely the daily average use of Beach Range Road and Monterey Bay Coastal Trail exceeds that of bus ridership along the same corridor. The MND failed to quantify the current level of bicycle traffic on existing bike trails that would be affected by construction of the MST SURF! Busway.



Figure 15 - North Entrance to FODSP. Current connection of Beach Range Road and Monterey Bay Recreation Trail



Figure 16 - North Entrance to FODSP. (Alternate View). Current connection of Beach Range Road and Monterey Bay Recreation Trail



Figure 17 - South Entrance to FODSP. Current connection of Beach Range Road and Monterey Bay Recreation Trail



Figure 18- South Entrance to FODSP (within project grading limits). Current connection of Beach Range Road and Monterey Bay Recreation Trail

The MST SURF! Busway also introduces an awkward crossing at the 5th street bridge and will dig-up and re-route a bike path TAMC recently built that connects safely and easily to the new VA clinic. The MST SURF! Busway proposal calls for stuffing in a bus lane *and* a bike path where there currently barely room for a bike path.



Figure 19 - Current 5th Street Bike Path.

Flawed Traffic Impact Analysis Methodology

For all intents and purposes, the MST SURF! Busway project proposes to construct a 6-mile-long two-lane road parallel to HWY1. It is not realistic to assume that *only* MST buses will use the MST SURF! Busway in perpetuity. California has a decades-long history of building new roads and using those roads to their fullest extent over time.

The traffic impact analysis in the MND only assumes the MST SURF! Busway would *reduce* traffic in the future but does not analyze the likely outcome the MST SURF! Busway would be used for other traffic in the future. For example, there will likely be pressure to open the busway to EV and carpool traffic. The

busway might be used as traffic relief during busy weekends and special events. Marina residents may see the new road and lobby for access, and so on.

The traffic impact analysis also fails to analyze the likely outcome that construction of the MST SURF! Busway would result in zero or only a negligible amount of net new bus riders. Instead, it instead assumes more than 2,300 riders/day will use the busway in a few years. This would represent exponential growth from today's levels on comparable routes.

The MST SURF! Busway is tantamount to a widening of HWY1 over a 6-mile stretch and should be analyzed as such via a proper alternatives analysis in an EIR.

Thank You for the opportunity to comment.

Sincerely,

Michael Salerno
Marina, CA.

April 9, 2021

Ms. Michelle Overmeyer, Director of Planning and Innovation
Monterey Salinas Transit
19 Upper Ragsdale, Ste 200
Monterey, CA 93940

BY: email movermeyer@mst.org and USPS First Class

**REF: Mitigated Negative Declaration
Comments and input
Notice of Intent to Adopt a Mitigated Negative Declaration**

Dear Ms. Overmeyer,

We are submitting these comments and input in regard to the Mitigated Negative Declaration (MND) for MST's SURF! Busway and Bus Rapid Transit Project and MST's intent to adopt a Mitigated Negative Declaration on the project. The comments are submitted on behalf of property owners Mountain Lake Development Corporation and Security National Guaranty, Inc. [Monterey Bay Shores Resort ("MBSR"), owner], both parcels bordering the Southern Pacific easement at the southern end of the Project in Monterey County and Sand City, respectively. The comments incorporated herein are in addition to previous comments submitted on September 14, 2020 in regard to the Notice of Preparation of EIR for MST SURF! Project, and are incorporated herein by reference as Exhibit "1". We prefer Alternative II presented in these comments that incorporates Light Rail as a more sustainable transportation on the existing railway with reduced impacts. Given that more than 76.4% of commuters drive to work alone in the Monterey Peninsula [US Census 2017 American Community Survey], and now with the advent of Covid-19, it is more likely that that number will increase, reducing demand for public transit. A light rail can easily address the "demand" with less trips, instead of the 96 Bus trips in the MST Surf! Plan.

Transportation Impact Analysis: In reviewing existing conditions of Intersection 8 Del Monte Boulevard/Monterey Road/California Avenue/Highway 1 and Level of Service (LOS), the analysis states that the LOS is "D" for both AM peak hours and PM peak hours, yet concludes that the LOS can be brought to LOS "A" after signal control can be installed in the intersection. We DO NOT see that. In previous Transportation Impact Analysis done by Fehr & Peers, January 2008, for the MBSR for the Amended EIR (2009), taking into account Resort trip generation, including both Southbound and Northbound ramps trip generation from the MBSR and existing trip generation in Intersection 8, LOS for that intersection could be improved to LOS "C". Please also look at Exhibit "B" of the previous submittal which shows the APPROVED Geo Configuration for the Intersection 8 by the California Coastal Commission. The MST Surf addition of a roundabout at the intersection, even though in the Cal-Trans right-of-way, cannot override the Approved CCC offsite plan unless amended. In that regard, the Kimley/Horn Study does not take into account the trip generations of the MBSR, and in particular for the Northbound/Monterey Rd. on-ramp to Hwy 1. In order to accommodate a left hand turn at that signal, an additional turn lane needs to be installed to facilitate northbound traffic from the MBSR (Fehr&Peers). This should also be addressed in the Kimley/Horn study as part of the project and improvements in the Intersection 8. The addition of the roundabout in front of the MBSR with additional 96 bus trips complicates matters and unlikely operates at a volume to capacity ratio <0.85.

We continue to maintain that the BETTER Intersection 8 plan is to install two roundabouts by maintaining the MST Surf route on the railway across Monterey Road, as suggested by the City of Seaside and our previous comments [See Exhibit "A" of Exhibit "1"]. This plan was also discussed with the City of Sand City. With this change, LOS at the intersection may improve dramatically to LOS "B" or even better. This way the roundabout in front of the entry to MBSR is eliminated and a "cleaner" on ramp southbound is maintained. In that proposal, the Busway stays on the Railway Easement, merges into the intersection of California/Fremont, using underpass with buses travelling under the intersection. While more costly, a far superior plan! Kimley/Horn should also analyze the cumulative impacts in the intersection under this scenario as an alternative.

Beach Range Road: Reference to the Extension Road South west of the railway easement should be deleted from the design plans as it is not part of MST SURF! and is infeasible.

We reserve the rights to submit additional comments in the future. We would be happy to discuss in greater detail these recommendations.

Respectfully yours,

Dr. Edmond Ghandour

DR. Edmond Ghandour, PhD
Mountain Lake Development Corp.
Security National Guaranty, Inc. (SNG)

CC. Aaron Blair, City Manager, Sand City
Craig Malin, City Manager, Seaside
Michael Kluchin, Continuum Analytics

EXHIBIT “1”

September 12, 2020

Ms. Michelle Overmeyer, Director of Planning and Innovation
Monterey Salinas Transit
19 Upper Ragsdale, Ste 200
Monterey, CA 93940

BY: email movermeyer@mst.org and USPS First Class

REF: Notice of Preparation of EIR for MST SURF!
Comments and input - REVISED
Public Scoping Meeting August 27, 2020 5PM

Dear Ms. Overmeyer,

We are submitting these initial comments and input in regard to the MST SURF! Project. The comments are submitted on behalf of property owners Mountain Lake Development Corporation and Security National Guaranty, Inc. [Monterey Bay Shores Resort ("MBSR"), owner], both parcels bordering the Southern Pacific easement at the southern end of the Project in Monterey County and Sand City, respectively.

JUST BECAUSE THERE IS AN EASEMENT NEXT TO HIGHWAY 1, DOES NOT MEAN IT MUST TURN INTO SURF! BUSWAY! There are better ways and more environmentally superior ways to provide inter-regional traffic commute alternatives. Either way, the current Project proposal needs at minimum to be modified or revised for the following reasons. In the absence of more specific details and engineering designs, only key observations/inputs are included herein in the hope to supplement with greater detail once they are available to the public.

- I. **No Project Alternative:** Can the regional traffic circulation be enhanced by applying specific lane restrictions for car sharing on existing Hwy 1 lanes, in particular during rush and congestion hours. Given the effects of the pandemic with decreased mass transit ridership and increased telecommuting (also projected into the future), is that sufficient? The Southern Pacific railway easement should be restored to its native Monterey dunes habitat.
- II. **Impacts:** Installing a busway on the Southern Pacific Railway easement as proposed has many adverse effects and impacts, including the following: (i) scenic resources and view corridor of the regional trail will be degraded substantially; (ii) Noise and vibration level along the Monterey Bay Shores Resort ("MBSR") and property to the north will be elevated; (iii) Recreation along the regional trail will be degraded; (iv) circulation and traffic levels along California Ave, in particular close to the entry to the MBSR as proposed will be degraded and this will also cause significant safety hazards to owners and tourists at the resort, as well as the on ramp going south to Highway 1; (v) the proposed design of traffic routes and roundabouts is in conflict with previously approved CDP plans [9-19-2016] for the geo reconfiguration of the interchange as part of the Coastal Commission CDP approval of the MBSR; (vi) there are significant biological resources along and within the easement, including the buckwheat, host for the Smith Blue Butterfly and other species; (vii) potential

geological hazards particularly next to the swale north of the MBSR, where SFH is being planned.

ALTERNATIVE PROJECTS TO BE ANALYZED:

ALTERNATIVE I: Add a lane southbound and northbound adjacent to Highway 1 within the Cal-Trans right of way and specifically to provide busway routes as well as commuter car sharing lane feeder line . This will improve inter regional traffic flow, benefit not only buses, and would have the least Project impacts and disturbance. Intersection traffic still needs to be upgraded, and in particular the roundabouts on California Avenue in Sand City and Seaside. Off ramp at Fremont would be widened and would require less reconfiguration and disturbance. The buses/cars would use the existing off ramp into Fremont/California and the proposed roundabouts [See Exhibit A], avoiding the hazards of dumping buses into the entry into the MBSR (which conflicts with previously approved CDP plans, Exhibit B) and creating additional disturbance.

ALTERNATIVE II: Instead of bus lanes along the east side of the railway, provide **light rail** transportation [electrical and sustainable] on existing railway. The intersection at California and Fremont would be upgraded with two roundabouts and underpass so the light rail proceeds to the other side without burdening traffic level of service at that intersection. This alternative creates less disturbance, uses existing railway and achieves the inter-regional traffic commute objectives.

ALTERNATIVE III: In this alternative, the regional trail is relocated to the Southern Pacific TAMC right of way easement and the busway is planned on the existing regional trail to the east, with additional required right of way from Cal-Trans (close to Hwy 1) where required. In this way, the busway is closer to Highway 1, can provide easier access also for car share commuters and cause less disturbance or grading. The Scenic view corridor and coastal resources are best preserved and this also gives an opportunity for substantial restoration along the regional trail and reduction of noise impact on MBSR[184 condos] and the residential property north of it. The recreational trail can be made wider than current trail and this gives a greater opportunity for hikers and bikers to enjoy the scenic view. The buses/cars would use the existing off ramp into Fremont/California Ave. as shown in Exhibit A, avoiding the hazards of dumping buses into the entry into the MBSR, which also conflicts with existing approved CDP plans [Exhibit B]. This makes for better circulation and traffic flow.

ALTERNATIVE IV: Using the current proposed MST SURF! busway on the east side of the railway, **remain on the railway easement into the intersection** at the southern portion of this project, and provide an underpass as shown in Exhibit A at the Fremont/California Ave intersection. Eliminate re-routing the busway into the MBSR entry and on-ramp going south

to Hwy 1 and the proposed roundabout, which reduces disturbance and conflict with MBSR CDP plans [Exhibit B]. This alternative with 2 roundabouts and an underpass would improve level of service at the intersection and give both Seaside and Sand City an opportunity to enhance the entry into both cities.

We would be happy to discuss in greater detail these recommendations.

Respectfully yours,

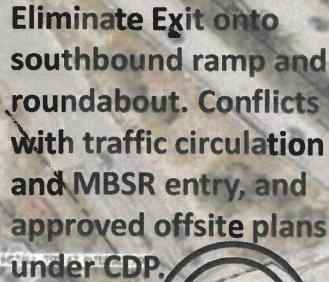
Dr. Edmond Ghandour

DR. Edmond Ghandour, PhD
Mountain Lake Development Corp.
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CC. Aaron Blair, City Manager, Sand City
Craig Malin, City Manager, Seaside
Michael Kluchin, Continuum Analytics

SURF!

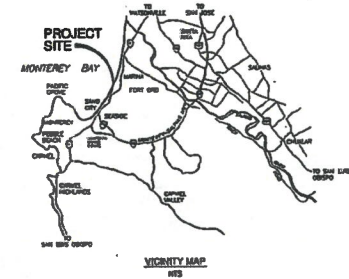
California Ave Connection Detail (2)



Busway stays on Railway Easement, merges into Intersection of California and Fremont, OR, using Underpass with Buses travelling under the Intersection

EXHIBIT B

PLAN NOTE: Prior to construction of the California Avenue/Highway 1 northbound left-hand turn lane portion of the project, the Permittee shall submit two revised copies of these plans for Executive Director review and approval. These plans shall be revised to include: (a) construction of a new north-south connector for the Monterey Bay Sanctuary Scenic Trail (MBSST) that matches the existing MBSST configuration and design and extends from a point roughly at the entrance to the property to the north to connect to a point on the existing MBSST in a more or less direct line across the Transportation Agency for Monterey County (TAMC) railroad right of way; (b) retention of the northern branch of the existing segment of the MBSST that connects with the crosswalk at the California Avenue/Highway 1 intersection; (c) clear demarcation of the MBSST across the Monterey Bay Shores entrance (via pavement markings, modified/colored pavement, and/or equivalents) and (d) provide for the installation of directional signage at the project entrance, where all such signage shall be coordinated and compatible with all approved project public access signage. The revised plans shall be submitted with evidence of Caltrans, TAMC, and City of San Jose approvals for all of the development identified in the revised plans, including copies of all approvals, leases and/or agreements or equivalent. All of the development identified on the Executive Director-approved revised plans of this project component shall be constructed and available for public use prior to occupancy of the approved project.



CURVE TABLE			
STATION	BEARING	RADIUS	LENGTH
1	S 45° 15' 00" E	110.72	
2	S 35° 00' 00" E	40.00	13.32
3	S 72° 35' 00" E		197.71
4	S 120° 00' 00" E	100.00	43.48
5	S 135° 00' 00" E	200.00	86.96
6	S 72° 35' 00" E		203.54
7	N 45° 15' 00" W		81.87
8	S 135° 00' 00" E	40.00	13.32
9	S 72° 35' 00" E		197.71

9.19.16

APPROVED

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST DISTRICT OFFICE
725 FRONT ST., STE. 300
SANTA CRUZ, CA 95060



RESTOR ENGINEERS, INC.
LAND PLANNING
ARCHITECTURE
INTERIOR DESIGN
1000 N. ZEEB RD.
SANTA CRUZ, CA 95060
TEL: (831) 455-1111
WWW.RESTORENGINEERS.COM

PREPARED FOR: MONTEREY BAY SHORES
PLANS FOR GEOMETRIC RECONFIGURATION
MONTEREY BAY SHORES
COUNTY OF MONTEREY

DATE: 07-20
SHEET: 00100
1 OF 1
SCALE: AS SHOWN

April 12, 2021

VIA EMAIL

Michelle Overmeyer
Director of Planning and Innovation
Monterey-Salinas Transit District
19 Upper Ragsdale, Suite 200
Monterey, CA 93940
(831) 264-5877
movermeyer@mst.org

Re: **Comments on Initial Study/Mitigated Negative Declaration for the Proposed SURF! Busway and Bus Rapid Transit Project (the "Project")**

Dear Ms. Overmeyer:

We represent SNG Evariste, LLC ("SNG Evariste"), the owner of real property in Sand City, CA¹, and the holder of a coastal development permit for a resort hotel at such property. SNG Evariste submits the following comments on the Monterey-Salinas Transit District's ("MST") Initial Study and Mitigated Negative Declaration ("IS/MND") for the proposed SURF! Busway and Bus Rapid Transit Project (the "Project").

As explained below, in connection with the decision to issue the IS/MND for the Project on or about March 13, 2021 (the "MND"), MST failed to comply with various mandates of the California Environmental Quality Act ("CEQA").² Specifically, an environmental impact report ("EIR") must be prepared to adequately analyze the Project's potentially significant, adverse environmental effects because substantial evidence supports a fair argument that the Project may have a significant impact on the environment.³

Approval of the Project by the MST Board of Directors in reliance on the IS/MND would violate CEQA for at least three primary reasons. First, the Project description is incomplete

¹ Monterey County Assessor Parcel No. 011-501-014.

² Cal. Pub. Res. Code §§ 21000, *et seq.*

³ CEQA Guidelines § 15064(a).

and inaccurate, and does not provide sufficient details to provide a foundation for a complete analysis of the environmental impacts. Second, the IS/MND improperly defers or omits analysis of various areas, including visual, biological, paleontological impacts, and noise. Third, substantial evidence supports a fair argument that the Project may have a significant effect on the environment.

We explain each of these CEQA violations below.

A. The Project Description is Not Accurate, Stable or Finite as CEQA Requires

The IS/MND Project description is incomplete and inaccurate. It does not provide sufficient details to provide a foundation for a complete analysis of the environmental impacts. “An accurate, stable, and finite project description is the *sine qua non* of an informative and legally sufficient” CEQA document.⁴ A project description “should be sufficiently detailed to provide a foundation for a complete analysis of the environmental impacts,” and it should include all project components and “apprise the parties of the true scope of the project.”⁵ It should inform the public about a project’s likely effect on the environment and ways to mitigate any significant impacts. Here, the Project description in the IS/MND fails to provide sufficient detail, is incomplete, misleading, and inadequate for several reasons.

First, the IS/MND does not provide a complete project description. Instead, it only lists the following five “primary components” of the Project:

- A bus-only entry into the TAMC right-of-way at Del Monte Boulevard and Palm Avenue in the City of Marina. This element requires upgraded intersection traffic and safety control, as well as bicycle and pedestrian path improvements along Del Monte Boulevard and parallel to Marina Drive.
- Two lanes (one in each direction) of dedicated busway road surface within the TAMC Monterey Branch Line right-of-way. Work within the TAMC right-of-way to construct the bus lanes will require grading, drainage improvements, retaining walls, fencing, recreation trail connections, utility relocations and other necessary improvements to create a safe, dedicated busway.

⁴ *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193.

⁵ *Stopthemillenniumproject.com v. City of Los Angeles* (2019) 39 Cal.App.5th 1, 13.

- A new transit station (5th Street Station) located on MST property near 5th Street east of Highway 1. The station would include bus bays, public parking, drop off area and other amenities.
- A new roundabout in the public right-of-way at California Avenue and Highway 1 southbound ramp in Sand City to better accommodate buses re-entering the public right-of-way.
- A stop at Playa Avenue in Sand City where SURF! riders could connect to the existing bus networks. The Del Monte Boulevard/Playa Avenue and California Avenue/Playa Avenue intersections would include signalization and synchronization to improve traffic operations at this location. The route would continue to Contra Costa Street in Sand City via existing public roadways.

These “primary components” do not contain sufficient detail to analyze the impacts they could potentially have on the environment. They do not specify the location or design specifications of the proposed improvements, such as the retaining walls, fencing, adjacent landscaping or sound deadening materials, and other necessary improvements. The failure to include this relevant information precludes decision making and public participation, thwarting the goals of CEQA.⁶

Second, the IS/MND improperly refers the public to Appendix 3 for Project details. Appendix 3 does not contain a complete project description and refers the public to supplementary documents for additional information. As further detailed in the letter attached as **Exhibit A** (the “**EMC Letter**”), this scavenger hunt for information results in dead ends as to certain, critical project components.⁷ For example, although the materials reference retaining walls for the Project, none of the documents provide details or specifications for the proposed retaining walls. The IS/MND references Appendix 3 for details. Appendix 3, in turn, references the Plot Plan for such details, but the Plot Plan does not identify the retaining walls. The public should not have to ferret

⁶ See *Stopthemillenniumproject.com*, *supra*, 39 Cal.App.5th at 19-20 (finding that a “failure to represent any concrete project proposal, instead choosing concepts and ‘impact envelopes’ rather than accurate, stable and finite project, was an obstacle to informed public participation . . .” and noting that technical characteristics of the construction project is relevant information for CEQA documents).

⁷ The EMC Letter was prepared by a licensed biologist and environmental professionals with the consulting firm EMC Planning Group, Inc., which SNG Evariste retained to review and comment on the IS/MND. All of the comments contained in the EMC Letter are incorporated herein by this reference.

out information from multiple sources or locations. A CEQA document “must not only be sufficient in quantity, it must be presented in a manner calculated to adequately inform the public and decision makers, who may not be previously familiar with the details of the project.”⁸ Information scattered in appendices or a report buried in an appendix is not “a substitute for a ‘good faith reasoned analysis.’”⁹

Finally, the IS/MND notes that the Project will require approval from, among other agencies, United States Fish and Wildlife Services (“USFW”) and the California Coastal Commission (“CCC”). However, the IS/MND does not provide sufficient information about the Project and its environmental setting for other governmental agencies to complete their respective decision-making processes as “responsible agencies” pursuant to CEQA.¹⁰ If a project will require, as here, other agency approvals, such as approvals from USFW and CCC, the CEQA document should include, at a minimum, a detailed discussion of special-status species and their habitat.¹¹ As noted in the EMC Letter, MST has not included such a discussion. Notably, the Project description lacks any details as to project components, such as fencing, walls, lighting, that can impact biological resources.

As shown by the above, the Project description is not “accurate, stable, [or] finite.”¹² All improvements need to be analyzed as part of the Project, and the failure to do so makes the Project description incomplete and misleading, and the IS/MND premised on an “improperly ‘curtailed’ and ‘distorted’ project description.”¹³ As such, MST’s failure to present a concrete Project proposal violates CEQA. *Id.*

B. The IS/MND Improperly Defers Analysis/Evaluation of Impacts

CEQA requires the lead agency to identify all significant effects on the environment of the proposed project, and a lead agency cannot defer environmental assessment to a future date.¹⁴ This

⁸ *Banning Ranch Conservancy v. City of Newport Beach* (2017) 2 Cal.5th 918, 941 *citing to Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 42.

⁹ *Id.*

¹⁰ 14 CCR § 15096.

¹¹ *Banning Ranch Conservancy, supra*, 2 Cal.5th at 936-37 (finding that a lead agency could not defer ESHA analysis and must discuss potential ESHA and their ramifications of mitigation measures and alternatives).

¹² *County of Inyo, supra*, 71 Cal.App.3d at 193.

¹³ *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus*, 27 Cal.App.4th 713, 730.

¹⁴ *Sundstrom v. County of Mendocino* (1988) 20 Cal.App.3d 296, 307.

is so because “[a] study conducted after approval of a project will inevitably have a diminished influence on decision making. Even if the study is subject to administrative approval, it is analogous to the sort of post hoc rationalization of agency action that has been repeatedly condemned in decisions construing CEQA.”¹⁵ Despite such clear guidance, as detailed in the EMC Letter, MST defers and/or omits analysis of the Project’s potential environmental impacts on biological resources, visual resources, air quality, cultural resources as well as the Project’s greenhouse gas and noise impacts. MST cannot defer such analysis, regardless of whether the Project will require subsequent permitting from a responsible agency. Engaging in such deferred analysis evades the lead agency’s duty to engage in comprehensive environmental review.¹⁶

By way of example, and as further explained in the EMC Letter, the IS/MND fails to adequately identify effects on environmentally sensitive habitat (“**ESHA**”). CEQA Guidelines require that a lead agency consider related regulatory regimes, like the Coastal Act, when preparing CEQA documents.¹⁷ Among the factors to consider are “other plans or regulatory limitations, [and] jurisdictional boundaries.”¹⁸ The Coastal Act gives ESHA enhanced protection. Given the existence of ESHA in the Project area, MST should have considered the regulatory limitations imposed by the Coastal Act’s ESHA provisions in the IS/MND. They were not. MST ignored its obligation to integrate CEQA review with the Coastal Act requirements and cannot defer consideration to the CCC’s permitting process. Each public agency must comply with CEQA, but lead agencies, in particular, must take a comprehensive view.¹⁹

C. Substantial Evidence Supports a Fair Argument that the Project May Have a Significant Impact on the Environment.

For the environmental review of the Project under CEQA, MST is considering approval of the MND. However, under CEQA, an EIR, rather than an MND, is required whenever substantial evidence supports a “fair argument” that a proposed project may have a significant effect on the environment, even if other evidence supports a contrary conclusion.²⁰ This well-established “fair

¹⁵ *Id.*

¹⁶ *Sundstrom, supra*, 202 Cal.App.3d at 309.

¹⁷ CEQA Guidelines §15126.6.

¹⁸ *Banning Ranch Conservancy, supra*, 2 Cal.5th at 936.

¹⁹ CEQA Guidelines, § 15020; *see also Citizens for Quality Growth v. City of Mt. Shasta* (1988) 198 Cal.App.3d 433, fn 8 (noting that the City cannot avoid meeting its CEQA responsibility by asserting that it need not consider certain mitigation measures because the Army Corps of Engineers will protect wetlands to the fullest possible extent).

²⁰ *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 74; *see also* CEQA Guidelines § 15064(f)(1).

argument” creates a “low threshold” for requiring the preparation of an EIR.²¹ Further, an agency cannot hide behind its own failure to gather relevant data. “If the local agency has failed to study an area of possible environmental impact, a fair argument may be based on the limited facts in the record.”²² In fact, “deficiencies in the record [such as an inadequate initial study] may actually enlarge the scope of fair argument by lending a logical plausibility to a wider range of inferences.”²³

Here, deficiencies in MST’s initial study give rise to a strong inference that the Project may have potential adverse effects on the environment. Specifically, as explained in the EMC Letter, the IS/MND fails to present sufficient information to study various areas of possible environmental impact, supporting an inference that such insufficiently studied areas present material environmental impacts.

The visual impact from fencing and retaining walls offers one example. As explained in the EMC Letter, the visual analysis includes visual simulations from certain viewing points, but none of which include locations where the Project will install fencing and/or retaining walls. In the absence of any further information, including the fencing’s location and specific design, the record permits the reasonable inference that the fencing presents a material environmental impact.²⁴

Similarly, the sparseness of the record concerning lighting indicates that the Project may have significant adverse effects on visual and biological resources. The IS/MND calls for preparation of a lighting plan as part of a mitigation measure from light and light structure, but without the inclusion of any additional details as to the design and/or location of new lighting sources, the record permits a reasonable inference that the lighting sources present a material environmental impact.

Finally, but not lastly, the air quality analysis fails to address the impact of toxic air contaminants (“TOC”) on the thirteen identified groups of sensitive receptors near the Project’s construction area. Based on the lack of information, the record permits the reasonable inference that TOCs present a material environmental impact.

As explained above, substantial evidence supports a fair argument that the Project may have a significant effect on the environment based on MST’s failure to adequately study the various areas of potential environmental impact and other deficiencies in the IS/MND as discussed

²¹ *Citizens Action to Serve All Students v. Thornley* (1990) 222 Cal.App.3d 748, 754.

²² *Sundstrom, supra*, 202 Cal.App.3d at 311.

²³ *Id.*

²⁴ *Id.*

Michelle Overmeyer
April 12, 2021
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in the EMC Letter. The limited facts and analysis in the IS/MND supports a fair argument that the Project may have significant visual, biological, paleontological, hydrological, noise, traffic, air quality, and land use impacts.

For these reasons, the adoption of an MND for the Project would violate CEQA. An EIR based on a complete Project Description must be prepared.

Thank you for your consideration.

Very truly yours,

A handwritten signature in blue ink, appearing to read 'Monica R. Brisen', with a stylized, flowing script.

MONICA R. BRISENO
Elkins Kalt Weintraub Reuben Gartside LLP

MRB

EXHIBIT A



Planning for Success.

April 12, 2021

Monica R. Briseno
Elkins Kalt Weintraub Reuben Gartside LLP
10345 W. Olympic Boulevard
Los Angeles, CA 90064

Re: MST SURF! Busway and Bus Rapid Transit Project Initial Study/Mitigated
Negative Declaration and Appendices Review

Dear Monica:

We have reviewed the above-referenced document for adequacy in accordance with the California Environmental Quality Act (CEQA) and have the following comments:

Procedural

1. **EIR or IS/MND.** MST, as the lead agency, issued a notice of preparation of an EIR on August 13, 2020, notifying the public that MST would study the environmental impacts of the project, along with alternatives to the project, in an EIR as evidenced by the postings with the State Clearinghouse and Monterey County Clerk/Recorder (<https://ceqanet.opr.ca.gov/2020080199/2> and <https://clerkrecorder.co.monterey.ca.us/Montereyweb/document/DOC531S5416?search=DOCSEARCH201S1>). Then, instead of preparing an EIR and fully addressing the project's impacts as well as alternatives to the project, MST prepared an initial study/mitigated negative declaration. MST does not provide a sufficient explanation for this change, which limits the public's review of the project from 45 days to 30 days and does not fully evaluate the project's impacts or alternatives to the project.

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2. **EIR or IS/MND.** The document author refers to the initial study as an EIR throughout the document. Examples include, but are not limited to, the following:
- a. The project description is in Appendix 3, where Figures 3-1, 3-5, 3-6, and 3-7, as well as other figures throughout the initial study, refer to the document as a Draft EIR;
 - b. Appendix 3, page 3-4 states "...and the 'bus within branch line' concept analyzed is very similar to the project evaluated in this EIR"; and
 - c. Appendix 3, page 3-5 refers to the document as an EIR when discussing the project's objectives.

In light of the issues raised in #1 above, referring to this initial study/mitigated negative declaration as an EIR is misleading.

3. **Required Public Noticing.** MST set the 30-day public review period to start on Saturday, March 13th and end on Sunday, April 11th. It is highly unusual for a public agency to begin and end a public review period on the weekend (or holiday). The State Clearinghouse acknowledged this when they set the public review period for State agencies to begin on Friday, March 12th, and end on Monday, April 12th (Reference CEQA Net <https://ceqanet.opr.ca.gov/2020080199/3>). CEQA requires the Notice of Intent to Adopt a Negative Declaration also be filed with the Monterey County Clerk Recorder (CEQA Guidelines 15072(d)). However, although the Notice of Preparation of an EIR is found on the County Clerk Recorder's website, the Notice of Intent was not found.

Project Description

4. **Inadequate Project Description.** The initial study itself provides limited information, requiring the reader to refer to numerous appendices for information, including the project description, making it cumbersome to review the document.

Given the lack of a complete initial study, the project description is unstable and difficult to understand because it is not concisely located in one area. The initial study refers to appendices that may or may not refer to other documents. Additionally, this is a project-level environmental document; however, the project description is very conceptual and is missing project details that are necessary in order to evaluate the project's environmental impacts.

The initial study includes five short bullet points summarizing the project and refers the reader to Appendix 3 for details. Appendix 3 then refers the reader to other documents for additional information. For example, if you want to understand the proposed retaining walls, you are referred to the Plot Plans in Appendix 4. However, there are no retaining walls identified in the Plot Plans in Appendix 4. Appendix 4 consists of a one-page exhibit - *SURF Transit Center Roll Plot Draft Concept for Discussion Purposes Only February 2021*. Clearly, this exhibit was not meant for analysis in a CEQA document, as it is a conceptual plan, for discussion purposes only, and does not contain the details about the project that are necessary for environmental review. This is one example of how inadequate the document is in presenting an accurate and complete project description. The project description must provide sufficient detail for evaluation and review of the environmental impacts. There is no detail about the location, size, and design of the retaining walls; therefore, the environmental impacts of the retaining walls cannot be ascertained.

Another example is the location of the staging areas. Although the project description, page 3-24, indicates there are staging areas, the locations of staging areas are not identified in the documentation. Other examples include references to detention facilities and fencing, but no location or details are provided.

The project should be more completely designed, and an EIR should be prepared to adequately describe the project and evaluate the project's environmental effects.

Aesthetics and Visual Resources

5. **Significant Visual Construction Impacts.** The analysis is contained in Appendix 5, and on page 5-27, describes the visual impacts of construction as

follows: "Construction of the project will entail the removal of existing trees, grading, excavation and construction activity along the alignment, particularly within Segments 2 and 3. This activity would continue over a period of approximately 18 to 24 months." The analysis concludes as follows: "The project could substantially degrade the existing visual character or quality of the site and its surroundings. For construction, this is a *significant* (emphasis added), although temporary, impact of the project."

Although the analysis concludes that this impact is significant, no mitigation measures are presented to reduce this significant impact to a less-than-significant level. Rather, the report author concludes that because the impact is temporary (18 to 24 months), the significant impact does not need mitigation. This significant impact should be further evaluated in an EIR to determine if mitigation measures are feasible.

6. **Significant Visual Impacts from Fencing.** The visual analysis in Appendix 5 includes visual simulations from several "key" viewing points, none of which include locations where fencing is required. The visual analysis addresses fencing under "operational" impacts and concludes, "where fencing is required for boundary demarcation or safety along the State Park interface, the project would utilize fencing type that is consistent with existing State Park fencing or similar types that blend with the environment and provide maximum visibility." The plans available in the initial study do not identify where fencing is required and do not identify what kind of fencing would be proposed where required. Therefore, it is not possible to evaluate the environmental impacts of fencing, especially within the coastal zone. The mere mention of utilizing fencing consistent with existing State Park fencing is not sufficient to understand where the fencing is necessary and what it would look like. This impact should be studied in an EIR. The EIR should address where fencing is required, the design of the fencing including the height, whether it is a significant impact, and what mitigation measures would be required.
7. **Significant Visual Impacts from Retaining Walls.** As presented in the comment above regarding the inadequate project description, the project includes retaining walls, although there is no indication of where they are required, or of their

design and height. The visual analysis in Appendix 5 includes visual simulations from several “key” viewing points, none of which include locations where retaining walls are required. The analysis does not address the visual impacts of retaining walls at all. This impact should be studied in an EIR. The EIR should address where the retaining walls are required, the design of the walls including the height, whether it is a significant impact, and what mitigation measures would be required.

8. **Significant Lighting Impacts.** The project description is nearly silent on lighting that is required for the project. The project description states, “The project will, however, require street/busway/pedestrian lighting (primarily at the Palm/Del Monte bus stop, 5th Street Station and California Avenue Roundabout).” Nowhere in the initial study project description materials could we find any other reference to where lighting is required, and what kind of lighting is proposed. As stated earlier, the project has not been adequately described or designed to a level sufficient to evaluate the environmental impacts of the project.

Appendix 5 attempts to evaluate potential impacts from light and light structures that have yet to be designed and/or their locations identified. The initial study includes a mitigation measure requiring preparation of a lighting plan.

A lighting plan should be included in the project description to be evaluated in the environmental review process. The project should be designed to the level necessary to evaluate the lighting impacts in an EIR. See also our discussion of lighting impacts on sensitive biological resources below.

9. **Cumulative Lighting Impacts.** Appendix 5 includes a cumulative projects lighting impacts discussion on page 5-31, and concludes that the project would not significantly contribute to cumulatively considerable visual or aesthetic impacts. However, this conclusion is flawed for two reasons: the visual impacts of the proposed project are not adequately identified or evaluated in the initial study (see comments above), and the initial study fails to report the visual impacts of cumulative projects within the identified corridor.

Air Quality

10. **Construction Schedule and Air Quality Construction Impacts.** Page 3-24, states that “the overall construction timeline is expected to take 18-24 months to complete, with varying levels of activity in that timeframe.” However, the air quality analysis in Appendix 6 states that demolition and site preparation for the proposed project would begin mid-2021 and last approximately 4 months and that grading and pavement construction would not begin nearly 3 years later in mid-2024 and last approximately 15 months. This discussion also states that the proposed project would require grading of the entire project site over a period of approximately 2 months. Because of the internal inconsistencies regarding the construction schedule, there is no evidence to suggest that the analysis of construction air quality impacts is adequate.
11. **Toxic Air Contaminants (TAC).** The air quality analysis in Appendix 6 includes a substantial discussion about the adverse health effects of toxic air contaminants (TAC) on humans. However, without any analysis, the report draws three conclusions regarding TACs:
 - a. The project is a bus expressway and therefore, would not include sensitive receptors.
 - b. No major existing stationary or area sources of TACs were identified in the project site vicinity.
 - c. The proposed use is not considered a TAC source of potential concern and as a result, the proposed project would not result in increased exposure of sensitive land uses to localized concentrations of TACs that would exceed MBARD’s recommended significance thresholds, and therefore there would be no impact.

While conclusions “a” and “b” may very well be true, they are not relevant to the proposed project’s TAC impacts on sensitive receptors. These conclusions address the potential for TAC impacts from *other sources* on the *proposed project*. CEQA is not concerned about the impacts of the environment on the project, but the project’s impacts on the environment.

Regarding conclusion “c”, there is no supporting evidence to justify the conclusion that the proposed use is not considered a TAC source of potential concern and as a result, the proposed project would not result in increased exposure of sensitive land uses to localized concentrations of TACs that would exceed MBARD’s recommended significance thresholds.

The report identifies 13 groups of sensitive receptors near the construction area (Table 6-4, Sensitive Receptors), but does not address the TAC impacts on these sensitive receptors that would be generated from construction equipment during construction activities. An EIR should be prepared to address construction TACs on nearby sensitive receptors.

12. **Cumulative Air Quality Impacts.** Appendix 6 includes a cumulative projects air quality impacts discussion on page 6-25, and concludes that the project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. However, this conclusion is flawed for two reasons: the TAC construction impacts of the proposed project are ignored in the initial study (see comments above), and the initial study fails to report the air quality impacts of cumulative projects within the air basin.

Biological Resources

13. **Inadequate Project Description.** An adequate evaluation of biological resources is hampered by the lack of project description and detail. As mentioned above, the construction of certain project components has the potential to impact biological resources, such as fencing, retaining walls, retention basins, and lighting. The location and disturbance footprint of these components is not provided as part of the project description. These and other project details are necessary in order to adequately evaluate the project’s potential adverse effects on biological resources.
14. Mitigation measures are proposed that rely on future permitting processes and consultation, such as Section 7 consultation with USFWS and lack quantifications of impacts (p. 54, Denise Duffy and Associates 2021). However, regardless of the efficacy of these mitigation measures (which has not been addressed in the initial

study), they do not excuse the initial study's failure to adequately identify and evaluate the project's potential adverse impacts on biological resources.

15. **Draft Biological Report.** The report used to evaluate biological impacts is a draft, which leads the public to conclude that the report may not be complete. The biological analysis should be finalized and the impacts should be reported in an EIR.
16. **Significant Impact to Monterey Gilia (*Gilia tenuiflora* ssp. *arenaria*).** Monterey gilia is an annual herb found in northern Monterey County and southern Santa Cruz County. It was federally listed as Endangered in 1992 and state listed as Threatened in 1987. The blooming period for Monterey gilia is from April through June and it occurs in sandy openings in habitats that include dune scrub, coastal sage scrub, and maritime chaparral in coastal dunes. As part of the five-year review for the species, the U.S. Fish and Wildlife Service (USFWS) provided funding for range-wide surveys of Monterey gilia, which were completed in 2020. According to the 5-Year Review, Monterey gilia was observed in both new locations and observations recorded in the California Natural Diversity Database (CNDDDB) within the project boundary since 2017 (p.5, USFWS 2020).

The biological report identifies suitable habitat within the project site and acknowledges that a CNDDDB record does overlap with the site near Fort Ord Dunes State Park. Surveys were conducted during the appropriate time of year, however Monterey gilia is an annual species and difficult to survey for since habitat conditions (precipitation, disturbance, invasive species, competition, etc.) may change from year to year, affecting the presence or absence of the species and its abundance in any given year (USFWS 2020).

Monterey gilia is both a federal and state listed species. If found within the project site, impacts to Monterey gilia would require Incidental Take Authorization from both USFWS and the California Department of Fish and Game (CDFW). Habitat for special-status species within the Coastal Zone is also considered Environmentally Sensitive Habitat Areas (ESHA). Potential impacts to Monterey gilia, specifically within the areas of occurrence shown in the 5-year Review, have not been adequately evaluated in the initial study and should be addressed in an EIR.

17. **Significant Impacts to ESHA.** The delineation of ESHA and required buffers is not adequately addressed. ESHA does not just include coastal dune scrub, but also the habitat for special-status species such as Smith's blue butterfly. Figures 3, 4, and 5 in the biological report identify sensitive natural communities and the occurrence of special-status species, however there is little discussion regarding policies contained in the local coastal programs for the cities of Marina, Seaside, Sand City, and the County of Monterey. For example, page 2-31 of the City of Seaside Local Coastal Program states, "A minimum buffer of 50 feet, as measured from the edge of the identified ESHA, shall be required, although larger buffers are encouraged." Potential impacts to ESHA and buffer areas have not been adequately evaluated in the initial study and should be addressed in an EIR.
18. **Significant Impacts to Riparian and Wetland Habitats.** Page 22 of the initial study includes the following: "The project could result in impacts to riparian habitat, waters of the U.S. and/or State," and "See Appendix 7 for detailed discussions on riparian habitat within the project alignment." The biological report in Appendix 7 does not include discussion of riparian or wetland habitats and none are identified on the habitat map. Impacts to riparian and wetland resources should be evaluated in an EIR.
19. **Significant Impacts to Smith's Blue Butterfly Habitat.** The potential impact to Smith's blue butterfly has not been adequately evaluated or quantified. Due to the lack of project description detail, it is unknown how much habitat will be impacted. The best estimate is that all of the habitat identified in the biological surveys would be impacted; approximately 0.24 acres and 208 individual host plants. Impacts are anticipated to be addressed through a combination of implementing protective measures during construction; education; monitoring; avoidance, preservation, and protection of habitat; and where avoidance is not feasible, replacement of SBB habitat impacted at a 1:1 ratio and preparation and implementation of a Restoration Plan. The analysis did not include discussion of anticipated take as a result of construction occurring within already fragmented habitat areas during the flight season or operational impacts from increased vehicular use. The location of suitable onsite or offsite restoration areas was also not included. Impacts to Smith's blue butterfly should be quantified and fully

evaluated in an EIR, including the location and suitability of onsite or offsite restoration areas.

20. **Significant Impacts to Special-Status Plants.** The potential impacts to special-status plants have not been adequately evaluated or quantified. Due to the lack of project description detail, it is unknown exactly how much habitat will be impacted and how many plants will be lost. The best estimate is that all of the habitat and individuals identified in the biological surveys would be impacted. Impacts are anticipated to be addressed through avoidance, preservation, and protection of habitat; and where avoidance is not feasible, replacement of individuals impacted at a 1:1 ratio and preparation and implementation of a Restoration Plan. The location of suitable onsite or offsite restoration areas was not included. Impacts to special-status plants should be quantified and fully evaluated in an EIR, including the location and suitability of onsite or offsite restoration areas.
21. **Significant Impacts as a Result of Increased Lighting.** Artificial lighting has long been known to disorient insects, upset predator-prey relationships, and disrupt breeding activities in species such as the western snowy plover. There are methods of reducing impacts of new lighting on wildlife species, including using shielding, wildlife-friendly (long wavelength) LEDs, and lamps and fixtures designed to direct light downwards. The project description did not include any details regarding the location or type of lighting proposed. Potential impacts to wildlife, particularly the special-status species known to occur at the project site, as a result of increased lighting have not been adequately evaluated in the initial study and should be addressed in an EIR.

Cultural Resources

22. **Archaeological/Historic Resource.** The initial study concludes that the project would have a less-than-significant adverse impact on a previously recorded archaeological resource within ¼ mile of the project's APE is P27-2923. This resource consists of the abandoned Monterey Branch Line (MBL) railroad tracks located within the project corridor (page 8-5), which will be removed with implementation of the project. The initial study does not provide a sufficient

basis for the conclusion that the *removal* of this cultural resource will not have a significant impact on the resource.

Table 8-1 states that the MBL is also an architectural historic resource (Table 8-1). However, CEQA Guidelines section 15126.4 (b)(3) states, "Public agencies should, whenever feasible, seek to avoid damaging effects on *any* (emphasis added) historical resource of an archaeological nature. The following factors shall be considered and discussed in an *EIR* (emphasis added) for a project involving such an archaeological site." The Guidelines continue to suggest ways to mitigate such impacts.

As identified by the CEQA Guidelines, mitigation measures are required to be considered and discussed in an EIR.

23. **Paleontological Impacts.** This section of the initial study does not address the potential for paleontological impacts. Nonetheless, the cultural resources section of the initial study includes a mitigation measure to address paleontological resources if such resources are accidentally discovered during construction activities by construction workers. The inclusion of this mitigation measure indicates that the project may have potential adverse impacts on paleontological resources – impacts that have not been addressed in the initial study. Moreover, the mitigation measure is inadequate as proposed. Specifically, there is no evidence presented to suggest that construction workers have the experience to accurately identify paleontological resources.

The Parsons report, included as Appendix 16, concluded that the project area is considered to have a low to high paleontological sensitivity potential. The Parsons report recommends 5 mitigation measures, including the following: "A Qualified Paleontologist will be retained to supervise monitoring of construction excavations and to produce a Paleontological Monitoring and Mitigation Plan for the proposed project. CEQA defines a qualified vertebrate paleontologist as a person who holds an advanced degree (Master's or higher) in geology, paleontology, biology, or related discipline (exclusive of archaeology) with at least five years of professional experience with paleontologic resources including the collection, identification, and curation of fossil specimens (not

including cultural resources.” The initial study ignores the recommended mitigation measures.

Therefore, an EIR should be prepared to 1) fully address the potential for impacts to significant paleontological resources, and 2) present adequate mitigation measures to mitigate potential impacts to significant paleontological resources.

Greenhouse Gas Emissions

24. **Operational GHG Impacts.** According to the analysis on page 11-14, “mobile sources from the project were calculated with CalEEMod based on the trip generation from the project Traffic Study. Project operations involve a BRT project that would use zero emission buses to comply with CARB’s ICT Rule that would not generate emissions.” This implies that the GHG analysis assumed 100% of the buses would be zero emissions. However, according to the project description on page 3-20, MST is not required to complete the transition to 100% zero emissions until 2040. Therefore, the GHG analysis underestimates the project’s impact through 2040.

Hydrology and Water Quality

25. **Water Use.** Page 13-12 of Appendix 13 states, “The project would not require the use of nor withdraw groundwater for use in construction or operation of the site.” However, mitigation measure SC AQ 2-1 requires the project applicant, here, which is MST, to do the following:
- a. water graded/excavated areas and active unpaved roadways, unpaved staging areas, and unpaved parking areas at least twice daily;
 - b. sow exposed ground areas that are planned to be reworked at dates greater than one month after initial grading with a fast germinating, non-invasive grass seed, and water until vegetation is established during construction activities;
 - c. Use street sweepers, water trucks, or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site; and

- d. Place gravel on all roadways and driveways as soon as possible after grading. In addition, construct busway lanes and bus boarding infrastructure as soon as possible after grading unless seeding, soil binders, or frequent water application are used.

These measures will obviously require the use of water, which directly undermines the statement in the initial study that the project will not require the use of water during construction. Furthermore, the initial study fails to discuss potential sources of water, the adequacy of the water supply, or the potential secondary impacts of these mitigation measures on water quality.

- 26. **Water Quality Impacts.** Impact HYD-1 states, "The project is subject to stringent water quality control standards which would prevent potential degradation of local surface water or groundwater quality. This is a less than significant impact." This impact statement is confusing and contradictory. It implies that although the project is required to prevent water quality degradation, it will result in water quality degradation but that water quality impact is less than significant. The initial study fails to identify or evaluate the potential impact, and does not provide any factual basis for the conclusion that the unidentified impact would be less than significant.

The discussion continues to talk about regulations, but provides no evidence regarding how the project will comply. The project description indicates there will include a Stormwater Pollution Prevention Plan (SWPPP) and a series of detention areas adjacent to the busway to collect, treat and percolate runoff; however, these detention areas are not identified on the project plans, which are included in Appendix 4. This is a project-level IS/MND but the project has not been designed to the detail necessary to understand the water quality impacts of the project.

- 27. **Erosion, Flooding, and Exceeding the Capacity of the Stormwater System.** Impact HYD-2 states, "The project could alter the existing drainage pattern of the site, but would not cause substantial erosion, cause flooding or exceed the capacity of the existing stormwater system. This is a less than significant impact." This impact statement is confusing. It implies that the project would cause erosion, flooding, and exceed the capacity of the existing stormwater system,

although these impacts would be less than significant. However, the discussion that follows this impact statement appears to contradict this impact statement. For example, "Additionally, any new stormwater drainage facilities installed on site would be designed and sized in accordance with applicable County standards so that the project *would not exceed* (emphasis added) the capacity of the existing stormwater system."

Once the project is adequately designed for environmental analysis, an EIR should be prepared to fully evaluate water quality impacts, as well as erosion and flooding impacts.

Noise

28. **Construction Noise.** The report concludes that construction noise could be significant but because the project would comply with the allowable construction hours set forth in Seaside Municipal Code Section 9.12.030, Marina Municipal Code Section 9.24.040, and Chapter 10.60 of the County County's Code of Ordinances and all construction equipment would be equipped with properly operating and maintained mufflers and other state required noise attenuation devices, helping to reduce noise at the source, construction noise impacts to nearby receptors would be less than significant."

However, neither the City of Seaside, City of Marina, nor the County of Monterey are permitting the project and therefore, there is no mechanism to ensure the project complies with restricting construction hours. There is also no mechanism to ensure all construction equipment would be equipped with properly operating and maintained mufflers and other state-required noise attenuation devices, reducing the significant impact to a less than significant level. Without adequate mitigation, the construction noise impacts are significant. Construction noise impacts should be evaluated *and mitigated* in an EIR.

29. **Construction Noise Cumulative Impacts.** Appendix 14 includes a cumulative construction noise impacts discussion on page 14-29, and concludes that the "project's construction noise levels would not exceed the FTA noise standards and would comply with the allowable construction hours and maximum noise

limits set forth by the cities of Seaside, Marina, Sand City, and County of Monterey. There would be periodic, temporary, noise level increases that would cease upon completion of construction activities. The project would contribute to other proximate construction noise impacts if construction activities were conducted concurrently. However, based on the noise analysis provided, the project's construction-related noise impacts would be less than significant." However, this conclusion is flawed because no mitigation was presented to ensure the project-level construction noise is less than significant.

Transportation Impact Analysis

30. **Draft Transportation Impact Analysis.** The report used to evaluate transportation impacts is a draft, which leads the public to conclude that the report may not be complete. The transportation analysis should be finalized and the impacts should be addressed in an EIR.
31. **Transportation Impacts.** The draft transportation impact analysis concludes that significant impacts will be mitigated by the project's proposed improvements, as well as those anticipated in the future by various local agencies. There are two flaws with this conclusion:
 - a. The report does not identify the proposed project's improvements. Page 28, which includes the chapter "Proposed Project", includes one paragraph that reads as follows: "As described in the introduction chapter, this project will extend approximately six miles along California's coastline in Monterey County and will connect three key cities within the county (Marina, Seaside, and Sand City). The MST SURF! Busway and Bus Rapid Transit Project begins at the existing Marina Transit Exchange and has three stops strategically located along the corridor before terminating in the heart of Sand City at the intersection of Contra Costa Street and Broadway Avenue. The proposed transit stop locations are: Palm Avenue at Del Monte Boulevard, 5th Street multimodal location, and the Sand City transit center on Playa Avenue. The project proposes to add express service in both directions during peak commute times to improve the travel time by avoiding the Highway 1 during the heavily congested peak periods."

There is not sufficient detail about the proposed project to ascertain how the proposed project will mitigate significant transportation impacts.

- b. Regarding the improvements anticipated in the future by local agencies, the report does not provide any basis for assuming that these improvements will be implemented in time to mitigate the proposed project's impacts, as the proposed project itself is not required to mitigate the impacts.

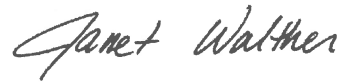
The transportation analysis should be finalized and provide a detailed explanation of the proposed project's improvements that would mitigate the impact, and provide evidence that the improvements anticipated in the future by local agencies will be implemented prior to the proposed project significantly affecting the transportation system.

This concludes our review of the initial study. Please let us know if you have any questions.

Sincerely,



Teri Wissler Adam
Senior Principal



Janet Walther, MS
Principal Biologist

Teri Wissler Adam

VICE PRESIDENT/SENIOR PRINCIPAL

PROFESSIONAL EXPERIENCE

Ms. Wissler Adam joined the firm in 1991 and has been a principal since 2001. Her area of expertise is in California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance.

Ms. Wissler Adam directs the CEQA and NEPA compliance projects for the firm. She has been responsible for a large variety of private projects, including residential, commercial, industrial, mixed-use, and large specific plan and general plan projects. She has also managed several projects for public facilities, such as recycled water projects, roadway projects, bikeway projects, bridge projects, elementary schools, high schools, and college campuses, and other public facilities, such as health clinics, landfills, child development centers, and federal research facilities. She has represented public clients throughout Monterey County, San Benito County, Santa Clara County, Merced County, San Luis Obispo County, San Mateo County, Santa Cruz County, and as far south as Los Angeles County.

EDUCATION

B.S. California Polytechnic State University at San Luis Obispo, Business Administration, Concentration in Environmental Management, 1991

PROFESSIONAL ACHIEVEMENTS

- Presenter, CEQA Seminar, Lorman Education Services
- Presenter, CEQA Workshop, Association of Environmental Professionals
- Contributor, *Environmental Mitigation Handbook*, California's Coalition for Adequate School Housing, February 2009
- Past Director/President/Newsletter Editor, Monterey Bay Area Chapter, Association of Environmental Professionals

PROFESSIONAL ASSOCIATION

- Member, Association of Environmental Professionals

Janet Walther, MS

PRINCIPAL BIOLOGIST

PROFESSIONAL EXPERIENCE

Ms. Walther joined the firm in 2003 and has been working in the field of biology since 2000. She is responsible for performing botanical and wildlife surveys; wetland and waters of the U.S. determinations; data analysis; and reports in support of management agreements, permits, and mitigation monitoring. She assists clients in complying with the Federal Endangered Species Act, California Endangered Species Act, Sections 401 and 404 of the Clean Water Act, California Fish and Game Code, and local (county and/or city) regulations.

Ms. Walther works with clients to design projects to avoid or minimize impacts to threatened and endangered species. Where impacts are unavoidable, she helps create mitigation strategies and the application documents necessary to obtain the required permits, including habitat conservation and land management plans.

In addition to her experience in biological survey and reporting, Ms. Walther is responsible for preparation of environmental documents in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). She produces a variety of graphics for use in environmental and natural resources documents and routinely works with ArcGIS, AutoCAD, and Adobe Illustrator/Photoshop.

In previous positions, Ms. Walther inventoried both native and non-native species in compliance with regulatory requirements, and assisted in preparing California Energy Commission Applications for Certification for four major power plant projects in California. She also conducted biological survey work in southern California and the High Desert and wetland and endangered species survey work in Nevada, Arizona, Georgia, and Florida.

EDUCATION

- M.S. California State University Monterey Bay, Coastal Watershed Science and Policy, 2014
- B.S. California Polytechnic State University at San Luis Obispo, Ecology and Systematic Biology, 2000 - Concentration: Environmental Management

CERTIFICATES AND TRAINING

- Biology and Management of California Tiger Salamander Workshop, Elkhorn Slough Coastal Training Program, 2007
- Biology and Management of California Red-legged Frog Workshop, Elkhorn Slough Coastal Training Program, 2007
- OSHA 40-hr HAZWOPER Certificate, 2001 and 8-hr Refresher Training, 2002-2007
- California Pesticide Application Certification, 2003/2004
- Army Corps of Engineers Wetland Delineation Training, 2002

PROFESSIONAL ACHIEVEMENT

- Contributor, *Environmental Mitigation Handbook*, California's Coalition for Adequate School Housing, February 2009

Michelle Overmeyer

From: Steve Kennedy <samsca@gmail.com>
Sent: Saturday, April 10, 2021 10:37 PM
To: Michelle Overmeyer
Subject: Fwd: SURF! Busway and Bus Rapid Transit Project - Notice of Intent to Adopt a Mitigated Negative Declaration
Attachments: Paving the Coast!.pdf

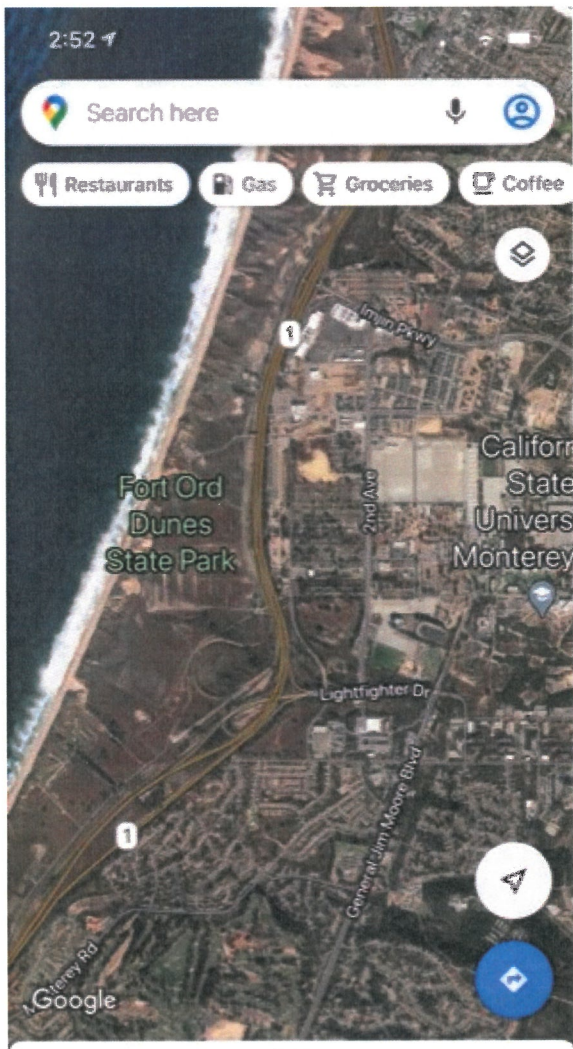
[EXTERNAL EMAIL NOTICE]

CAUTION: This email originated from outside of the MST organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Michelle, I don't know if you need my full physical address as well, it is:
Stephen Kennedy
1817 Delancey Drive
Salinas, Ca.
93906

From: Stephen Kennedy <samsca@gmail.com>
Date: April 10, 2021 at 10:42:30 AM PDT
To: Michelle Overmeyer <movermeyer@mst.org>
Cc: Kevin Dayton <kdayton@laborissuessolutions.com>
Subject: SURF! Busway and Bus Rapid Transit Project - Notice of Intent to Adopt a Mitigated Negative Declaration

Comments below in pdf and screenshot attached. Thank you.



Latest in Seaside

- Explore
- Commute
- Saved
- Contribute
- Updates

November 16, 2020;

Updated April 9, 2021 (Public Comments Re: Mitigated Negative Declaration

(MND) MST's Surf! Busway & Bus Rapid Transit Project:

MST Latest Proposal for Paving the Coast!

The February 2011 Alternatives Analysis for the Monterey Peninsula Fixed-Guideway Study - Volume 2: Locally Preferred Alternative as commissioned by the Transportation Agency for Monterey County provides the proper concept and analysis for obtaining what is needed in this environmental sensitive area:

Agriculture and tourism are the two largest generators of jobs on the Peninsula, and together contribute a significant proportion of total economic development in Monterey County. Both of these land uses are highly dependent on a sound environmental foundation. The Area offers everything from a world-recognized produce market whose farms feed a large part of the country, to a haven for the fragile Monterey Bay aquatic sanctuary. The need to sustain the viability of these enterprises through sound environmental practices is both obvious and practical.¹

The Monterey Salinas Transportation Agency (MST) is now proposing with engineering drawings being prepared at this time (with taxpayer dollars) to provide an alternative paved roadway on a segment off Scenic Highway 1, that will allow faster commute times for riders utilizing MST. Instead of looking at alternative means for the effective transporting of individuals via a bus system, MST has proposed to build addi-

¹ Transportation Agency for Monterey County (TAMC) Alternatives Analysis for the Monterey Peninsula Fixed Guideway Corridor Study, Volume 2: Locally Preferred Alternative, February 2011

tional roadways in a bio sensitive area and in an area that has been considered a scenic corridor since the early 60's.

The redevelopment of Fort Ord provided a system of roadways that includes new express roadways such as General Jim Moore which runs from CSUMB to Canyon Del Rey running parallel to the Highway 1 Scenic Highway.² General Moore Blvd is considered an express roadway and MST minimally utilizes. It is considered the fastest way to reach Seaside less than a 10 minute drive 6 miles and could easily be used as an alternative to Line 19 services, particularly as a substitute route as an express line between Bunker Hill/Yorktown and Del Monte Center.³

The statements made by MST is that it needs an alternative and paving an additional roadway in a very sensitive area, where such may even be in conflict with walkers/bike riders with crossovers for large buses and a narrow under Scenic Highway 1 existing underpass is the only solution. The Monterey Peninsula Recreational Trail (also known as the Monterey Coastal Trail) extends approximately 18 miles between Castroville and Pacific Grove is a Class 1 Bikeway. The incompatibility of having large buses that may or may not carry any bus riders is very concerning. Interference with riders and walkers when buses are traveling at a much higher speed, even if separated is disconcerting at the least and can be unnecessarily dangerous particularly with cross flow intersections (even if controlled - bike riders many times will attempt to beat or may ig-

² See Google map screenshot of General Moore Avenue showing an expensive four lane roadway running parallel to Scenic Hwy 1.

³ Note: This could be a non-stop express line that could easily travel from Bunker Hill & Yorktown via General Jim Moore to Canyon Del Rey and to the Monterey-Salinas Hwy connecting into Hwy 1 north to the Del Monte Center.

nore such cross over points). The small underpass (under Scenic Highway 1) is also incomparable with walkers and bikers attempting to share such.

Fully utilizing General Moore Blvd and adding express lines for weekends and weekdays is the best solution for those needing to reach such places as the Del Monte Shopping Center and in a timely manner with a simple route change from General Moore to Hwy 68 (West) to Highway 1, which bypasses Highway 1 blockage, that occurs north of the Hwy 68 Highway 1 interchange.

So putting in non-polluting buses on a new roadway bypassing those who may be stuck in tourist related or even workforce Scenic Highway 1 slow down, will result in a higher level of ridership? ⁴ This is very much conjecture and regarding tourists who normally stay in accommodations in the southern area (Seaside/Monterey/Pacific Grove areas, very few would take the Surf bus system.⁵

Chapter 6 of the Fixed-Guideway Study provides a Financial Plan and Table 6-3 points out that the taxpayers have already spent \$17,659,275.00 in the “Advance Right-Of-Way Acquisition Phase” and the “Planning And Conceptual Design Phase”. The taxpayer funding was from Proposition 116 (Clean Air and Transportation Improvement Act of 1990):

Findings and Declarations:

(Section) 99601. The people of California find and declare all of the following:

⁴ Ridership becomes a multiple of same individuals actually using a bus system. Metrics can be very misleading (intentionally or not) when the system counts those getting on and also those getting off, as well as when changing bus lines...the single passenger becomes a multiple number. It does not reflect the true number, but is rather exploded based on the term “ridership”. If we counted number of passengers (riders) in a vehicle we would include getting in/out of the vehicle and if we stop at a store and back on - it multiplies.

⁵ Draft Transportation Impact for the MST Surf! Kimley-Horn & Assoc. Dec. 2020

(a) Rail transportation results in cleaner air, less energy use, more transportation opportunities for those who cannot drive, and less crowding on already overcrowded streets and highways.

(b) For these reasons, it is appropriate to use state general obligation bonds to finance rail infrastructure.

(c) This part will result in implementation of part of an overall transportation plan which will provide cleaner air and better transportation options for all Californians.⁶

Even in the Alternatives Analysis - Volume 2: Locally Preferred Alternative it plainly states, "The long-proposed Highway 1 widening projects may never gain approval from an environmental impact status, regardless of funding."⁷ So why would the Coastal Commission or even a properly drawn up EIR provide any type of reasoning for approval of the current MST proposal for a frontage road build out running beside this Scenic Highway?⁸

Even in the OverView of the Surf! Busway and Bus Rapid Transit Project, it states:

"Surf! will utilize the Monterey Branch Line rail alignment, which linked the Peninsula with San Francisco from 1880 to 1971. The Transportation Agency for Monterey County (TAMC) purchased the unused line in 2003 to preserve it as a transportation corridor, and light rail is the long term vision for the corridor if the cost becomes feasible in the future."

I am very concern that the removal of the existing rails including the current rail bed (rocks and railroad ties) will not only be a wasteful expense but one of major dis-

⁶ Part 11.5. Clean Air and Transportation Improvement Act of 1990 Chapter 1. General Provisions (Citation Added Proposition 116) Underlined for emphasis.

⁷ Op cit., Alternatives Analysis pp.

⁸ Violation of the Federal Coastal Zone Management Act (CZMA) of 1972, which is under the jurisdiction of the California Coastal Commission and their applicable policies, including protecting and where feasible restoring coastal resources.

posal issues (including new TWW disposal rules). Particularly, when such could be re-worked and utilized for a new light rail system.

Again, if the MST Board feels that this is a current solution in reducing pollution, they really should study what type of negative carbon offset occurs with the use of paving material such as asphalt or utilizing cement or even a recycled mix.⁹ This is sensitive land that with any type of construction will result in violations of the Environmental Protection Act. It is also not necessary with the current layout of roadways, such as General Jim Moore Blvd., which could be utilized with little cost and create the same efficiency in mobility for those riders of MST.

The Surf! Busway and Bus Rapid Transit Project, includes a statement relating to Maintenance - downplaying greatly issues associated with roadway maintenance. Statement made: "Due to occasional blowing sand from nearby sand dunes, particularly in the southern portion of the busway, regular sweeping and sand removal may be required". Maybe required?? For heaven sakes! Current maintenance by the park system and other jurisdictions, including CalTrans in this area requires an expensive ongoing maintenance system relating to not only to Highway 1, but also the Class 1 bikeway (Monterey Coastal Trail). The proposed roundabout which may not be considered part of this study, but has been previously reference and is well documented is located with a sand dune that is 100 feet high close to the bus roundabout proposal.

I can see why they did not include this in this study, due to the amount of required engineering including very high retaining walls, which in my opinion would fail with blowing sand filling up behind such and finally falling over the engineered walls.

⁹ Appendix 11, pp 13 Const GreenHouse Gas Emissions Table 11-2 - does not discuss the use of Portland cement in retaining walls or actual roadway material, which has a very high rate of carbon emissions when producing. Is this Environmental Clearance deficient?

With Climate Change and a more robust climate, I am dismayed how cavalier this study would make such a statement regarding “blowing sand”.¹⁰

I am also very concern that MST’s current proposal will result in delaying or canceling the work and jeopardizing monies put into TAMC’s Monterey Peninsula Fixed-Guideway Study. This project/study has utilized monies from the taxpayers in the sums of over \$17.6 million dollars to acquire land (Proposition 116 for Rail purpose only: \$9,238,475 and (SB 620 for the sum of \$2,961,000) and it maybe a violation of the guidelines, where such would have to be paid back with interest, if the Fixed Guideway project is not fulfilled timely or not at all. Again, Proposition 116 is dedicated to rail projects, not additional or dedicated bus lanes. I believe the acquisition costs for the Right of Ways would be subject to repayment.¹¹

Have the policy makers (MST Board of Directors) and others taken their eyes off the target regarding the utilization of the existing rail systems in Monterey for a better tomorrow or even today? The previous preferred use (February 2011) *Alternatives Analysis for the Monterey Peninsula Fixed-Guideway Study - Volume 2: Locally Preferred Alternative* and the subsequent purchasing of rail right of ways was what the public and the policy makers decided was the right thing to do. Funding was provided and accomplished. Federal language for the expansion of light-rail by providing funds to utilize such is clear.

MST and Monterey can do the right thing. Utilizing existing roadways (General Moore) in a more efficient manner will provide better customer service for passengers

¹⁰ Appendix 3, Page 3-2 Chapter 3.6.4 Maintenance and Security

¹¹ Refer to Table 6-3 Monterey Peninsula Fixed Guideway Capital Cost Financial Plan - tasks and amounts spent (Column 7)

and will also save the taxpayer of local cities who are subsidizing MST operations and maintenance each and every year.

The Federal and State of California Coastal Act is also what the public wanted and still wants regarding the protection of our coastal lands. Is MST so narrow in focus that they are now using taxpayer funds and grants to undermine the spirit of both the California Coastal Act and also the Scenic Highway Act?

Attachment: Screenshot - Google map

SURF! Busway and Bus Rapid Transit Project

Social Equity Evaluation

Introduction

On the federal, state and local levels, policy makers have made it a priority to address social equity, environmental justice, and transportation projects. This Social Equity Evaluation outlines these priorities at all levels including a new Rapid Equity Lens analysis performed by a cross-sectional team of MST staff.

California Social Equity Priorities

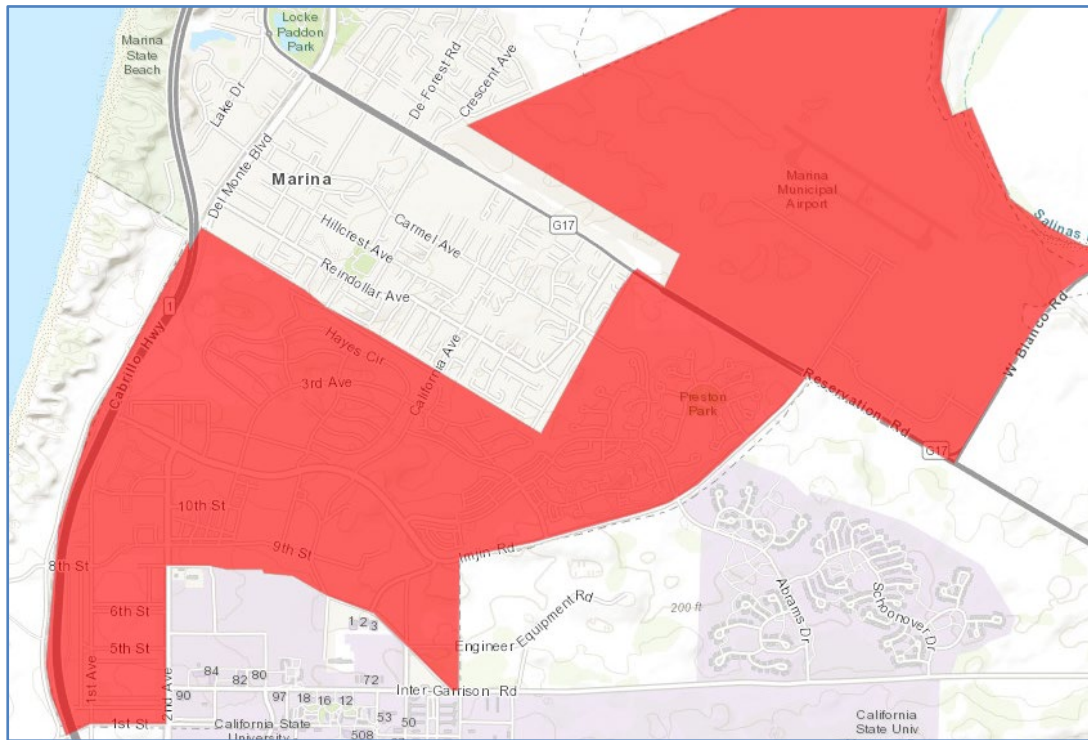
Many communities in the state are burdened by a disproportionate share of environmental pollution, while also facing socioeconomic and health challenges. Disadvantaged communities (as defined by SB 535 [De Leon]) are identified by the California Environmental Protection Agency (CalEPA) as the top 25% most impacted census tracts in the California Environmental Health Screening Tool, CalEnviroScreen.

This screening tool is used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. Low-income communities and households are defined as census tracts and households, respectively, that are either at or below 80% of the statewide median income, or at or below the threshold designated as low-income by the California Department of Housing and Community Development's 2016 State income limits (AB 1550 [Gomez]).

The state has made intentional decisions to direct resources toward a common purpose: the revitalization of disadvantaged communities and the pursuit of environmental justice. Many of the grant programs to which MST staff apply use the CalEnviroScreen tool as a measure of a project's potential to meet state goals for addressing social equity. In some instances, state funding is not awarded unless an applicant can demonstrate that their proposed project will benefit state-defined disadvantaged communities.

As shown below, the proposed SURF! project will immediately serve a census tract that has been defined as one in the state's top 25th percentile for high amounts of pollution and low-income populations.

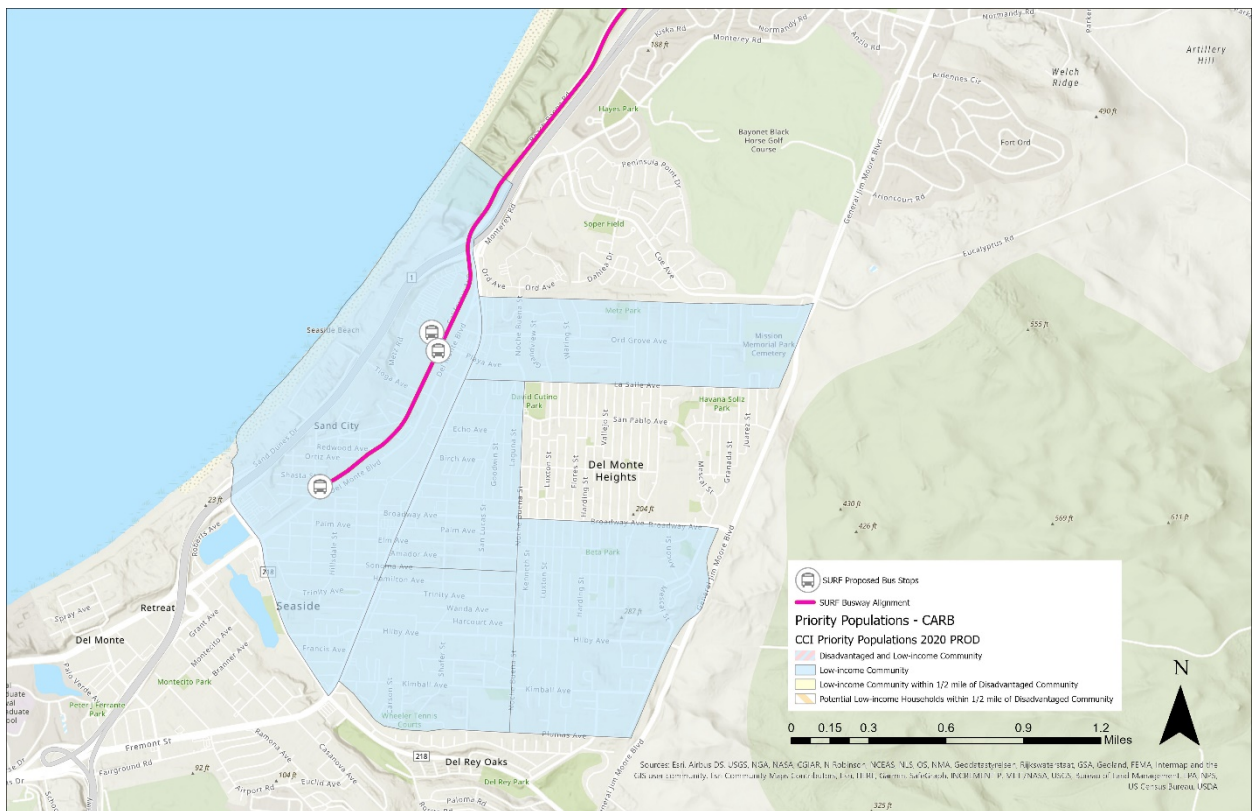
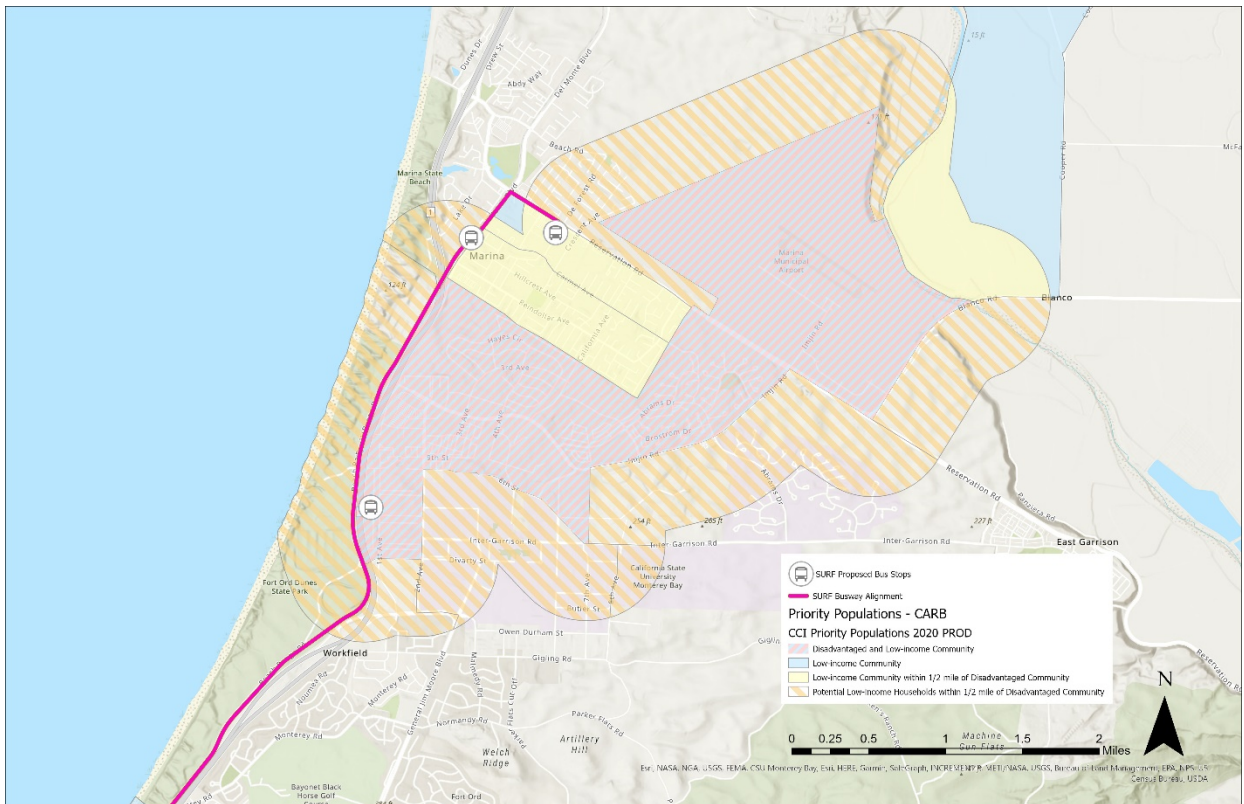
State-defined Disadvantaged Community:



Source:

<https://oehha.maps.arcgis.com/apps/View/index.html?appid=c3e4e4e1d115468390cf61d9db83efc4>

According to CalEnviroScreen, California has the biggest network of freeways in the country. Its cities are known for heavy traffic. Traffic density is a measure of the number of vehicles on the roads in an area. Non-whites, Latinos, low-income people, and people who speak a language other than English often live in or near areas with high traffic. The project area is within the state's 64th percentile for traffic density.



Source: <https://webmaps.arb.ca.gov/PriorityPopulations/>

CalEnviroScreen also looks at housing burden. The indicator is the percent of households in a census tract that are both low income (making less than 80% of their county's median family income) and severely burdened by housing costs (paying greater than 50% of their income for housing costs). The SURF! project area is within the state's 88th percentile for housing burden.

MST Rapid Equity Lens

Staff is exploring a new Rapid Equity Lens to understand how decisions made by MST impact certain populations including low-income, minority, those overburdened by transportation costs but with less access to transit.

The Rapid Equity Lens includes a set of questions to help MST staff identify and prioritize equity opportunities when actions are taken. The Rapid Equity Lens also helps MST review its policies, service reductions, fare increases, and projects for potential adverse impacts on people of color, lower income households, and historically marginalized groups as an alternative to conducting a more complex and intensive federal Title VI equity analysis. The Title VI equity analysis is also not a requirement of MST due to the small size of the largest urbanized population.

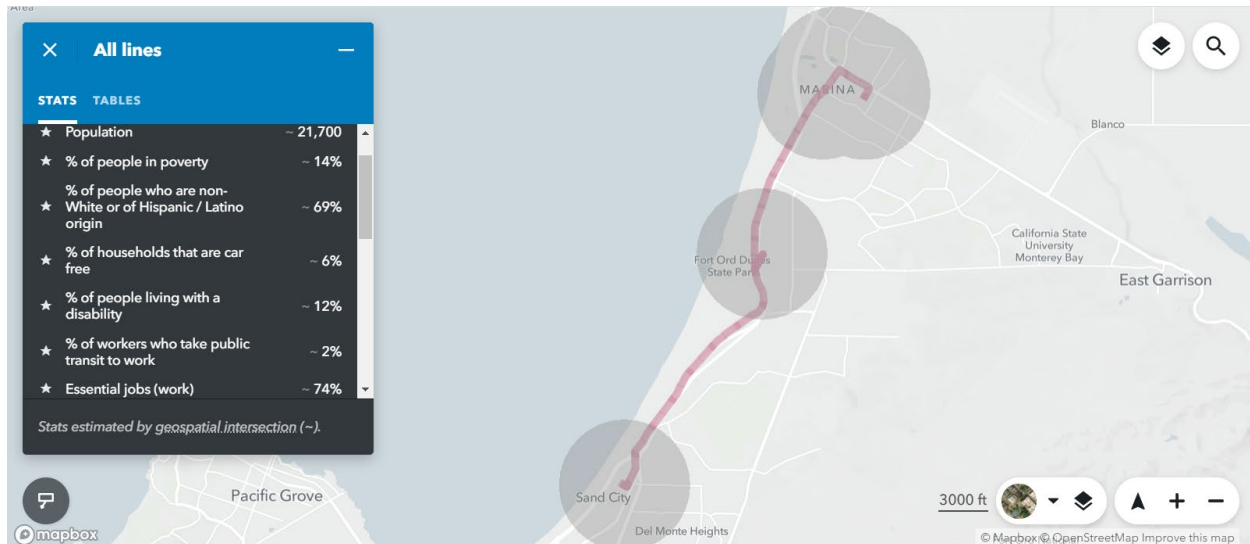
A cross-sectional group of MST staff reviewed the Project from a social equity lens and concluded the following:

After a thorough review of the project, the MST Rapid Equity Lens review group for the SURF! Busway and Bus Rapid Transit Project believes that the SURF! project in its totality re-enforces the goal of supporting equity for transit customers and serves a population in need of quality public transportation services. The community served by the busway includes those living within the Monterey County low-income poverty bracket, non-White or of Hispanic/Latino origin populations, households that are car free, people living with a disability, workers who currently take public transportation, and workers in essential jobs. More community engagement opportunities exist to help refine the hardscape and urban design details, especially at the north end of the project.

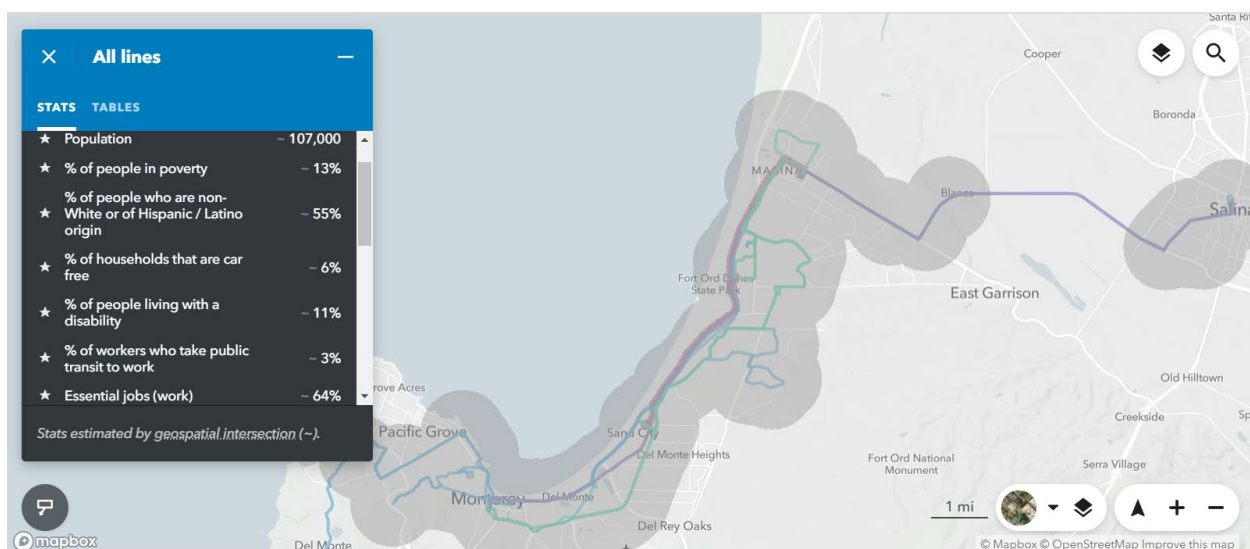
It is also important to view the SURF! project and associated service within the context of MST services which do not start and end within the boundaries of the defined project. It is for this reason that equity information is provided below using the Remix planning platform showing American Community Survey data layers on population, percent in poverty, percent who are non-White or of Hispanic/Latino origin, percent of households that are car free, percent in poverty, percent living with a disability, percent of people who take public transit to work, and essential jobs.

Considering all MST service lines either operating on the SURF! busway or connecting service, the SURF! project benefits nearly half the population of Monterey County supporting those vulnerable populations with needed opportunities for essential jobs, healthcare, and shopping.

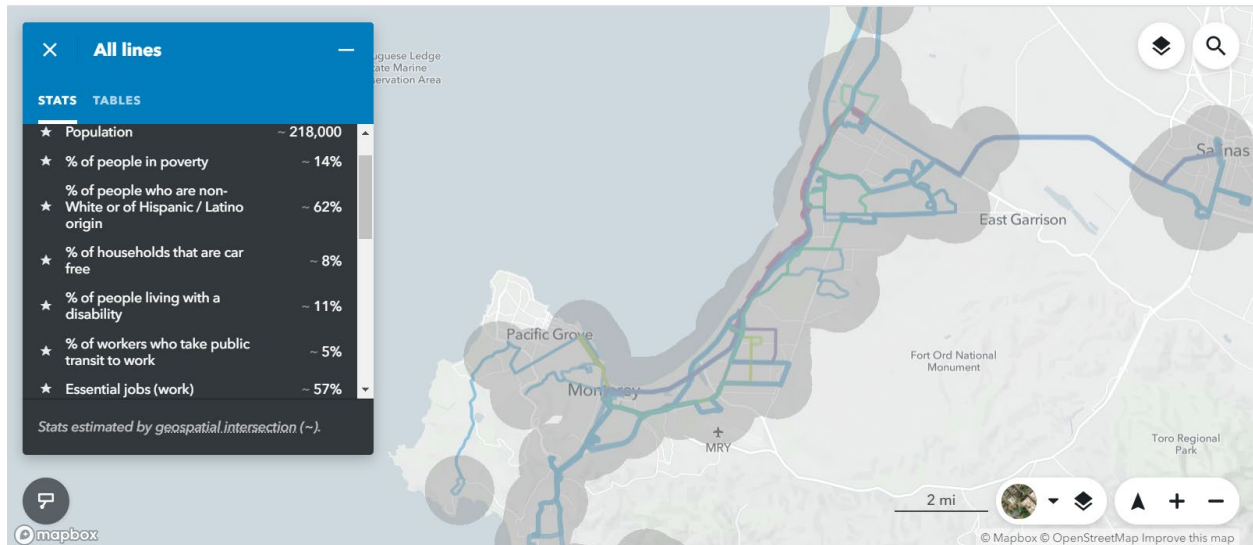
MST SURF!-only service within $\frac{3}{4}$ mile of bus stops between Marina Transit Exchange to Sand City Station using the busway:



MST transit service within $\frac{3}{4}$ mile of bus stops which benefit from operating on the SURF! busway (current lines 18, 20, 21, and 75 (as of June 1, 2021)):



MST transit service within $\frac{3}{4}$ mile of bus stops operating on the SURF! busway or connecting to other MST transit services:



**EZEQUIEL REBOLLAR
JUNE 2021
EMPLOYEE OF THE MONTH**

WHEREAS, each month Monterey-Salinas Transit District 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, Ezequiel Rebollar began his career with Monterey-Salinas Transit (MST) District in April of 2014 as an Information Technology Technician. His skill set is an asset to the IT department. His friendly disposition and technical knowledge ensure that systems run as smoothly as possible; and

WHEREAS, Ezequiel Rebollar has led a state-mandated upgrade to MST's phone system at all facilities for 911 calls. He ensured that the upgraded telephone system's technical and user configurations were transferred correctly between the old and new builds; and

WHEREAS, Ezequiel Rebollar has been proactive with assisting MST employees who needed to access the MST network remotely during the COVID-19 pandemic. He ensured that his daily duties of helping with other computer-related hardware or technical issues were carried out diligently.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors of Monterey-Salinas Transit District recognizes Ezequiel Rebollar as Employee of the Month for June 2021; and

BE IT FURTHER RESOLVED that Ezequiel Rebollar is to be congratulated for his outstanding performance, dedication, and supreme effort toward the success of MST fulfilling its mission.

THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT DISTRICT PASSED AND ADOPTED RESOLUTION 2021-26 this 14th day of June 2021.

Dan Albert
Board Chair

Carl G. Sedoryk
Board Secretary

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Board Administrative Performance Committee (BAPC)
ZOOM Teleconference Meeting

Minutes

May 10, 2021
9:00 a.m.

Present:	Mike LeBarre (Chair) David Burnett Luis Alejo	City of King City of Marina County of Monterey
Absent:	John Gaglioti Yanely Martinez Dave Pacheco (Vice Chair)	City of Del Rey Oaks City of Greenfield City of Seaside
Staff:	Carl Sedoryk Lisa Rheinheimer Norman Tuitavuki Kelly Halcon Mark Eccles Michelle Overmeyer Jeanette Alegar-Rocha Andrea Williams Ikuyo Yoneda-Lopez Marzette Henderson Deanna Smith Lisa Cox Alvin Johnson Dave Bielsker	General Manager/CEO Assistant General Manager Chief Operating Officer Director of HR & Risk Management Director of Information Technology Director of Planning & Innovation Deputy Secretary General Accounting & Budget Manager Marketing & Customer Service Manager Contract Services Manager Civil Rights Officer Risk and Safety Manager Transportation Manager Transit Scheduler
Counsel:	David Laredo	General Counsel, De Lay & Laredo
Public:	Don Gilchrest	Thomas Walters & Associates

1. **CALL TO ORDER**

Chair LeBarre called the meeting to order at 9:00 a.m. with roll call taken as the meeting was held via ZOOM teleconference. Directors Alejo, Burnett, LeBarre, were present and Directors Gaglioti, Martinez, and Pacheco were absent. A quorum was established.

2. PUBLIC COMMENTS 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 Comment - None

3. CONSENT AGENDA

- 3-1. Approve Minutes of the Board Administrative Performance Committee of March 8, 2021. (Jeanette Alegar-Rocha)

Public Comment - None

Director Burnett made the motion to approve item 3-1 on the consent agenda, which was seconded by Director LeBarre. A roll call vote was taken with 3 votes in favor: Directors Alejo, Burnett, LeBarre and 3 absent: Directors Gaglioti, Martinez, and Pacheco. The motion passed.

4. ACTION ITEMS

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

The Committee received a report from Carl Sedoryk on Board agenda item 7-1 MST Administrative Performance.

Public Comment - None

- 4-2. Receive State Legislative Advocacy Update. (Michelle Overmeyer)

The Committee received an update from Michelle Overmeyer on Board agenda item 7-3 State Legislative Advocacy Update.

Public Comment - None

- 4-3. Receive Federal Legislative Update. (Carl Sedoryk/Don Gilchrest)

The Committee received an update from Don Gilchrest of Thomas Walters and Associates on Board agenda item 7-2 Federal Legislative Report.

Public Comment - None

- 4-4. Review Draft FY22 and FY23 Operating and Capital Budget Assumptions. (Lisa Rheinheimer/Andrea Williams)

The Committee received and reviewed the draft FY22 and FY23 Operating and Capital Budget Assumptions.

Public Comment - None

- 4-5. Receive Contactless Fare Payment Demonstration Update. (Lisa Rheinheimer)

The Committee received an update on the Contactless Fare Payment Demonstration with the announcement that MST will launch the Contactless Fare Payment technology on May 11, 2021.

Public Comment - None

- 4-6. Review Survey of Board and Staff Regarding Vaccination Status and Return to In-Person Public Meetings and Provide Direction. (Carl Sedoryk)

The Committee reviewed the Survey of Board and Staff Regarding Vaccination Status and Return to In-Person Public Meetings and provided comments to staff. Staff will provide recommendations at the June 14 board meeting.

Public Comment - None

5. CLOSED SESSION

As permitted by Government Code §54957 et seq. of the State of California, the Committee 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. COMMENTS AND ANNOUNCEMENTS

None.

7. ADJOURN

There being no further business, Chair LeBarre adjourned the meeting at 9:54 a.m.

PREPARED BY:


Jeanette Alegar-Rocha

REVIEWED BY:


Carl G. Sedoryk

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MEETING OF THE MST BOARD OF DIRECTORS

MEETING MINUTES

May 10, 2021

Present:	Jeff Baron	City of Carmel-by-the Sea
	John Gaglioti	City of Del Rey Oaks
	Lorraine Worthy	City of Gonzales
	Yanely Martinez	City of Greenfield
	Mike LeBarre	City of King
	David Burnett	City of Marina
	Dan Albert	City of Monterey
	Tony Barrera	City of Salinas
	Mary Ann Carbone	City of Sand City
	Dave Pacheco	City of Seaside
	Anna Velazquez	City Soledad
	Luis Alejo	County of Monterey
Absent:	Joe Amelio	City of Pacific Grove
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
	Andrea Williams	General Accounting, Budget Manager
	Jeanette Alegar-Rocha	Deputy Secretary
	Marzette Henderson	Contract Services Manager
	Ikuyo Yoneda-Lopez	Marketing & Customer Service Manager
	Alvin Johnson	Transportation Manager
	Tiziano Minelli	Operations Supervisor
	Elena Grigorichina	Operations Analyst
	Matthew Deal	Grants Analyst
	Sloan Campi	Transit Planning Manager
	Emma Patel	Transit Planning Assistant
	David Bielsker	Transit Scheduler
	Daniel Aquino	Scheduling Assistant

Claudia Valencia
Jose Barajas
Ruben Gomez
Sandra Amorim
Beronica Carriedo
Fred Simkins

Mobility Specialist
Mobility Specialist
Mobility Specialist
Procurement and Contracts Manager
Community Relations Coordinator
ATU Local 1225

Counsel: David Laredo
Heidi Quinn
Michael D. Laredo

General Counsel, De Lay & Laredo
Senior Associate Counsel, De Lay & Laredo
Associate Counsel, De Lay & Laredo

Public: Daniel Constantino
Jennifer Kuan
Douglas Thomsen
Debbie Hale
Marilyn Jacobsen
Todd Muck
Theresa Wright
Kevin Dayton
Andrea Renny
Steve Kennedy
Molly Erickson

Jarrett Walker + Associates
Jarrett Walker + Associates
MV Transportation
Transportation Agency for Monterey County
Transportation Agency for Monterey County
Transportation Agency for Monterey County
Transportation Agency for Monterey County
Monterey Peninsula Chamber of Commerce
City of Monterey
Member of the Public
Stamp Erickson

Apology is made for any misspelling of a name.

1. CALL TO ORDER

1-1. Roll Call.

Chair Albert called the meeting to order at 10:00 a.m. with roll call taken as the meeting was via ZOOM teleconference. A quorum was established.

1-2. Pledge of Allegiance.

The pledge of allegiance was led by Chair Albert

1-3. Review Highlights of the agenda. (Carl Sedoryk)

General Manager/CEO Carl Sedoryk reviewed the highlights of the agenda.

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Clerk to the Board, Jeanette Alegar-Rocha provided phone-in participants instructions to raise hands and to unmute for public comment.

Public Comment –

Steve Kennedy had a ridership question for Carl Sedoryk which will be followed-up by staff.

3. CONSENT AGENDA

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

- 3-1. Adopt Resolution 2021-24 recognizing Tiziano “Tim” Minelli, Operations Supervisor as Employee of the Month for May 2021. (Norman Tuitavuki)
- 3-2. Receive Draft Minutes of the MST Board Operations Performance Committee Meeting on April 12, 2021. (Jeanette Alegar-Rocha)
- 3-3. Approve Minutes of the MST Board Meeting on April 12, 2021. (Jeanette Alegar-Rocha)
- 3-4. Receive Report on Lost and Found Items Left on MST Property for the Month of January 2021. (Sonia Wills)
- 3-5. Financial Reports – March 2021. (Lori Lee)
 - a) Accept report of March 2021 Cash Flow
 - b) Approve March 2021 Disbursements
 - c) Accept Report of March 2021 Treasury Transactions
- 3-6. Receive Draft Minutes of the MAC Committee on March 31, 2021. (Claudia Valencia)
- 3-7. Appoint Membership of Alejandro Fernandez, Social Worker for the DaVita Dialysis Center to Mobility Advisory Committee (MAC). (Cristy Sugabo)
- 3-8. Reject Claim by Berriz Law Group on Behalf of Sonia Gomez Garcia and Her Daughter Betsy Clemente Gomez. (Lisa Cox)
- 3-9. Reject Claim by Megeredchian Law on Behalf of Jose Reyes Limon. (Lisa Cox)
- 3-10. Reject Claim by Megeredchian Law on Behalf of Miguel Perez. (Lisa Cox)

End of Consent Agenda

Public Comment – None

Director Gaglioti made the motion to approve all items on the consent agenda, which was seconded by Director Velazquez. A roll call vote was taken with 12 voting in favor: Albert, Alejo, Barrera, Baron, Burnett, Carbone, Gaglioti, LeBarre, Martinez, Pacheco, Velazquez, Worthy and 1 absent: Amelio. The motion passed.

4. RECOGNITIONS AND SPECIAL PRESENTATIONS

- 4-1. Employee of the Month, Tiziano Minelli, May 2021. (Sloan Campi)
- 4-2. Receive Staff Report on Activities Related to the COVID-19 Pandemic Incident Response and Recovery Planning to Date and Provide Direction, If Needed. (Carl Sedoryk)

The MST Board received the Staff Report on Activities Related to the COVID-19 Pandemic Incident Response and Recovery Planning to Date.

Public Comment – None

- 4-3. Receive Presentation on the Comprehensive Operational Analysis and Refer to Board Operations Performance Committee. (Michelle Overmeyer)
(No Enclosure)

Director LeBarre made the motion to refer the Comprehensive Operational Analysis from Jarrett Walker + Associates to the Board Operations Performance Committee which was seconded by Director Gaglioti. A roll call vote was taken with 12 voting in favor: Albert, Alejo, Barrera, Baron, Burnett, Carbone, Gaglioti, LeBarre, Martinez, Pacheco, Velazquez, Worthy and 1 absent: Amelio. The motion passed.

5. PUBLIC HEARINGS

- 5-1. 1. Open Public Hearing
 - a. Receive an update on the SURF! Busway and Bus Rapid Transit Project
 - b. Receive public comment on the project and the draft Initial Study/ Mitigated Negative Declaration prepared pursuant to the California Environmental Quality Act (CEQA).
 - i. Open Public Comment
 - ii. Close Public Comment
- 2. Continue the public hearing to the June 14th MST Board meeting at 10:00 AM for these limited purposes:
 - a. Consider findings and adopt the final Initial Study/ Mitigated Negative Declaration;
 - b. Approve the Mitigation Monitoring and Reporting Program; and
 - c. Approve the project. (Michelle Overmeyer)

Clerk to the Board, Jeanette Alegar-Rocha provided phone-in participants instructions to raise hands and to unmute for public comment.

Chair Albert opened the public hearing for the following:

- a. Receive an update on the SURF! Busway and Bus Rapid Transit Project
- b. Receive public comment on the project and the draft Initial Study/Mitigated Negative Declaration prepared pursuant to the California Environmental Quality Act (CEQA).

Public Comments –

Kevin Dayton from the Monterey Peninsula Chamber of Commerce expressed support for the SURF! Project to manage traffic congestion and did not want to see the state's environmental review process used for the purpose of stopping the project.

Steve Kennedy, a member of the public, commented that there are other route solutions including using General Jim Moore Boulevard instead and expressed concerns related to advertising on the bus.

Chair Albert closed public comment and the public hearing will continue to the June 14th MST Board meeting at 10:00 a.m. for these limited purposes; a) consider findings and adopt the final Initial Study/Mitigated Negative Declaration; b) Approve the Mitigation Monitoring and Reporting Program; and c) Approve the project.

6. ACTION ITEMS

None.

7. REPORTS & INFORMATION ITEMS

The Board will receive and file these reports, which do not require action by the Board.

- 7-1. General Manager/CEO Report – March 2021
- 7-2. Federal Legislative Advocacy Report – March 2021
- 7-3. State Legislative Advocacy Update
- 7-4. Staff Trip Reports – None
- 7-5. Correspondence – None

8. BOARD REPORTS, COMMENTS, AND REFERRALS

- 8-1. Reports on Meetings Attended by Board Members at MST Expense.
(AB 1234)
- 8-2. Board Member Comments and MST Announcements.
 - a. Contactless Fare Payment Demonstration Update

Carl Sedoryk announced that MST will launch the Contactless Fare Payment Technology on May 11, 2021.

- 8-3. Board Member Referrals for Future Agendas.

9. CLOSED SESSION

Members of the public may address the Board on any matter related to Closed Session. 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 individually, through staff, or on a subsequent agenda. (Please refer to page 1 of the agenda for instructions)

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.

- 9-1. Conference with Labor Negotiations; Gov. Code Sections §54956.9 and §54957.7. (Dave Laredo)
The Board will meet with its negotiators regarding compensation and benefits for the General Manager/CEO.


General Counsel, Dave Laredo reported for item #9-1 that general direction was provided by the Board to form a subcommittee but no reportable action was taken.

10. ATTACHMENTS

- 10-1. The Detailed Monthly Performance Statistics and Disbursement Journal for March 2021 can be viewed online within the GM Report at <http://mst.org/about-mst/board-of-directors/board-meetings/>

11. ADJOURN

With no further business to discuss, Chair Albert adjourned the meeting at 12:28 p.m. (Pacific)

PREPARED BY: 
Jeanette Alegar-Rocha

REVIEWED BY: 
Carl G. Sedoryk

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To: Board of Directors
From: Sonia Wills, Customer Service Supervisor
Subject: Disposal of Unclaimed Items Left on MST Property

RECOMMENDATION:

Receive Report on Lost and Found Items Left on MST Property for the Month of February.

FISCAL IMPACT:

There are no fiscal impacts to receiving this report.

POLICY IMPLICATIONS:

Your Board adopted MST's Disposal of Lost and Found Property Policy.

DISCUSSION:

Per MST's revised Disposal of Lost and Found Property policy during shelter in place adopted on April 6, 2020, MST shall suspend collection and storage of lost personal items with an estimated value of less than \$100. Unless prohibited by law, lost and found personal items with an estimated value of less than \$100 shall be treated as potentially hazardous and disposed of immediately. These items include but are not limited to umbrellas, articles of clothing, pill containers, glasses, etc.

Items reasonably estimated with a value of greater than \$100 shall only be handled by employees wearing personal protective equipment (such as gloves, masks, etc.), and stored in a secure area to limit possible exposure of COVID-19 to MST employees. All wallets/purses with identifying information and Driver's License or Identification Cards will continue to be retained for 90 days before being disposed. MST attempts to contact the owners of Lost and Found items with identifying information.

Item(s) with an estimated fair market value of \$100 or more:

1 - LG v40 ThinQ phone

PREPARED BY: 
Sonia Wills

REVIEWED BY: 
Carl G. Sedoryk

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To: Board of Directors
From: Lori Lee
Subject: **FINANCIAL REPORTS – APRIL 2021**

RECOMMENDATION:

1. Accept report of April 2021 cash flow presented in Attachment #1
2. Approve April 2021 disbursements listed in Attachment #2
3. Accept report of April 2021 treasury transactions listed in Attachment #3

FISCAL IMPACT:

The cash flow for April is summarized below and is detailed in Attachment #1.

Beginning balance April 1, 2021	\$22,003,361.88
Revenues	5,841,832.44
Disbursements	<u><5,178,713.81></u>
Ending balance April 30, 2021	<u><u>\$22,666,480.51</u></u>

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.

DISCUSSION:

By the end of April 2021, using the Board Approved FY 2021 Mid-Year Budget Adjustments, MST had a \$2,676,131 year-to-date surplus to budget on the fixed-route operations and a \$393,667 surplus to budget on the MST RIDES operations, resulting in an overall year-to-date surplus of \$3,069,798.

The following fixed-route expenses have negative variances of greater than 5% and have a monetary value greater than \$5,000 as seen in the April Budget vs. Actual reports contained in Attachment #4:

1. Labor – This 9.3% negative variance for the month of April can be attributed to the correction of a prior month accrual entry. The onetime reclass was needed to align the fiscal year-to-date balances to actual. For the fiscal year, this category remains below budget.
2. Fuel & Lubricants – This 7.7% negative variance for the month of April can be attributed to MST's fuel cost per gallon continuing to increase. While the average cost per gallon for both diesel and gasoline for the fiscal year remains below budget – staff is actively monitoring and using the information to calculate fuel costs for the upcoming fiscal year 2022.

The financial impact of the COVID-19 pandemic began in mid-March 2020 when the agency began ordering sanitizing and cleaning supplies and the Shelter In Place Order was issued by the Monterey County Health Department. During the month of March, MST spent \$60,630 on COVID-19 supplies (PPE). This amount includes \$10,280 for MV bus sanitation for February 2021 service. This information will be provided for each finance report until the pandemic is over.

A detail of disbursements can be viewed within the GM Report at:
<http://www.mst.org/about-mst/board-of-directors/board-meetings/>

ATTACHMENT(S):

1. April 2021 Cash Flow
2. April 2021 Disbursements
3. April 2021 Treasury Transactions
4. April 2021 Budget vs. Actual

PREPARED BY: 
Lori Lee

REVIEWED BY: 
Carl G. Sedoryk

(REVENUES & DISBURSEMENTS)**CASH FLOW**

Beginning balance 04/01/2021 22,003,361.88

Revenues

Passenger Revenue	162,999.56	
DOD Revenue	6,385.78	
LTF / STA / SGR	2,743,753.31	
TIFIA Loan Proceeds	1,037,082.97	
Sales Tax	841,169.45	
Grants	1,045,557.43	
Interest Income	469.30	
Non Transit Revenue	4,414.64	
Total Revenues	5,841,832.44	5,841,832.44

Disbursements

Operations (See Attachment #2)	4,146,113.96	
Capital	1,032,599.85	
Total Disbursements		(5,178,713.81)

Ending balance 04/30/2021 **22,666,480.51**

COMPOSITION OF ENDING BALANCE

Checking - Mechanics Bank	645,130.23
Local Agency Investment Fund (LAIF)	7,207,974.39
Money Market - Mechanics Bank MM	9,081,864.68
Money Market - Mechanics Bank	1,985,913.73
Money Market - LCTOP	1,942,092.17
Money Market - State of Good Repair	1,298,801.05
Money Market - FOR A/Other	485,489.51
Bank of America - Escrow	8,988.25
Petty cash fund, STC Coin Machine, and 2 change funds	10,226.50
Total	22,666,480.51

PAYROLL ACCOUNT

April 9 Payroll & Related Expenses	538,533.06	
April 23 Payroll & Related Expenses	565,915.73	
PERS & 457	419,486.06	
Garnishments	2,880.62	
PERS Health Insurance	<u>342,564.97</u>	
	1,869,380.44	1,869,380.44

GENERAL ACCOUNT

Disbursements on Attached Summary	3,168,412.43	
Paydown Loans	64,337.13	
Workers Comp. Disbursements	61,037.00	
Interest Expense	9,735.96	
CDTFA Payments	3,703.00	
Bank Service Charge	<u>2,107.85</u>	
	3,309,333.37	3,309,333.37

Total Disbursements	<u>5,178,713.81</u>
Less Capital Disbursements & Transfers	(1,032,599.85)
Operating Disbursements	<u><u>4,146,113.96</u></u>

DISBURSEMENTS SUMMARY:
GENERAL ACCOUNT DISBURSEMENTS FOR April 01, 2021 - April 30, 2021

CHECK PRINT DATE	CHECKS	TOTAL
Accounts Payable 04/02/2021	59095 - 59199	368,646.59
Accounts Payable 04/07/2021	59200 - 59200	36,694.70
Accounts Payable 04/13/2021	59201 - 59207	537.51
Accounts Payable 04/16/2021	59208 - 59329	1,145,316.95
Accounts Payable 04/15/2021	59330 - 59337	1,294,702.95
Accounts Payable 04/30/2021	59338 - 59483	322,513.73
TOTAL		<u>3,168,412.43</u>

CHECKS \$100,000 AND OVER

VENDOR	BOARD APPROVED	CHECK	CHECK DATE	AMOUNT
DIEDE CONSTRUCTION, INC	South County Facility Board Approved 12/09/19	59337	4/15/21	1,258,507.75
CALIF TRANSIT INS POOL	Quarterly Insurance Premium	59225	4/16/21	227,489.77
MV TRANSPORTATION	Recurring Expense	59279	4/16/21	547,278.46

PURCHASES BETWEEN \$50,000 AND \$99,999

VENDOR	GENERAL MANAGER APPROVED	CHECK	CHECK DATE	AMOUNT
None				

CURRENT COVID-19 RELATED ACCUMULATED EXPENSES

Expenses paid through 05/14/2021	1,285,574.81
Payroll and benefits for payperiods 3/7/20-5/14/2021 paid	<u>2,387,532.90</u>
	<u>3,673,107.71</u>
MV Transportation Inc. - Amendment #7:	
COVID-19 expenses reimbursed to date	<u>119,787.52</u>
Total MV COVID-19 expenses reimbursed to date	<u>119,787.52</u>

COVID-19 related expenses have been tracked since the beginning of the pandemic. Expenses include personal protective equipment, cleaning supplies, additional janitorial services, and public information materials. Payroll and benefits costs are included under the Families First Coronavirus Response Act (FFCRA or Act), which requires certain employers to provide employees with paid sick leave or expanded family and medical leave for reasons related to COVID-19. Additional expenses include paying standby employees while they remain in a state of readiness, administrative staff time dedicated to COVID-19 response, and costs related to community services.

**TREASURY TRANSACTIONS
FOR APRIL 2021**

LAIF ACCOUNT

<u>Date</u>	<u>Account</u>	<u>Description</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
Balance Forward at 04/01/2021					7,207,974.39
Quarterly interest earned - 0.44%					7,207,974.39
Local Agency Investment Fund:					
LAIF Treasury Balance at 04/30/2021					7,207,974.39

MECHANICS BANK MM ACCOUNT

<u>Date</u>	<u>Account</u>	<u>Description</u>	<u>Deposit</u>	<u>Withdrawal</u>	<u>Balance</u>
Balance Forward at 04/01/2021					3,216,043.30
04/08/21	308	AP/Payroll		600,000.00	2,616,043.30
04/16/21	308	LTF	1,367,301.56		3,983,344.86
04/16/21	308	Fed CARES	5,718,215.00		9,701,559.86
04/16/21	308	TIFIA Loan	526,366.13		10,227,925.99
04/16/21	308	Fed South County	340,478.00		10,568,403.99
04/16/21	308	LTF	1,280,462.98		11,848,866.97
04/16/21	308	TIFIA Loan	510,716.84		12,359,583.81
04/16/21	308	AP/Payroll		367.98	12,359,215.83
04/16/21	308	AP/Payroll		530,000.00	11,829,215.83
04/16/21	308	AP/Payroll		2,350,000.00	9,479,215.83
04/22/21	308	AP/Payroll		600,000.00	8,879,215.83
04/26/21	308	LCTOP	202,450.23		9,081,666.06
04/30/21		Interest	198.62		9,081,864.68
MECHANICS MM Balance at 04/30/2021					9,081,864.68

MONTEREY-SALINAS TRANSIT DISTRICT

Revenue & Expense - Consolidated

Budget vs Actual

For the Period from April 1, 2021 to April 30, 2021

(Amounts are in USD)

(Includes Fund: 001|004|005)

(Includes G/L Budget Name: BUDFY21)

	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
Revenue						
Passenger Fares	136,341	138,299	-1,958	1,320,905	1,382,990	-62,085
Special Transit	7,651	6,545	1,106	51,884	65,450	-13,566
Cash Revenue	6,980	14,747	-7,767	113,401	147,470	-34,069
Cash Grants & Reimbursement	4,149,058	4,155,439	-6,381	41,567,155	41,554,390	12,765
Total Revenue	4,300,031	4,315,030	-14,999	43,053,344	43,150,300	-96,956
Expenses						
Labor	1,355,688	1,240,610	115,078	11,837,757	12,406,100	-568,343
Benefits	798,151	876,670	-78,519	8,669,881	8,766,700	-96,819
Advertising & Marketing	5,080	9,826	-4,746	72,466	98,260	-25,794
Professional & Technical	91,903	88,986	2,917	613,384	889,860	-276,476
Outside Services	43,950	47,661	-3,711	446,425	476,610	-30,185
Outside Labor	128,297	166,895	-38,598	1,127,514	1,683,220	-555,706
Fuel & Lubricants	152,314	141,430	10,884	1,250,297	1,414,300	-164,004
Supplies	43,375	95,516	-52,141	554,764	955,160	-400,396
Vehicle Maintenance	61,255	87,267	-26,012	700,127	872,670	-172,543
Marketing Supplies	314	2,667	-2,353	5,992	26,670	-20,678
Utilities	48,640	63,256	-14,616	484,683	632,560	-147,877
Insurance	110,059	112,943	-2,884	1,116,575	1,129,430	-12,855
Taxes	11,210	10,158	1,052	88,224	101,580	-13,356
Purchased Transportation	383,010	382,422	588	3,642,643	3,824,220	-181,577
Miscellaneous Expenses	37,637	34,618	3,019	285,279	346,180	-60,901
Interfund transfers						
Pass Thru/Behalf of Others						
Interest Expense	12,525	15,000	-2,475	135,122	150,000	-14,878
Leases & Rentals	28,937	41,966	-13,029	388,959	419,660	-30,701
Total Operating Expenses	3,312,346	3,417,891	-105,545	31,420,093	34,193,180	-2,773,087
Operating Surplus (Deficit)	987,685	897,139	90,546	11,633,251	8,957,120	2,676,131

MONTEREY-SALINAS TRANSIT DISTRICT

Revenue & Expense - Consolidated

Budget vs Actual

For the Period from April 1, 2021 to April 30, 2021

(Amounts are in USD)

(Includes Fund: 002)

(Includes G/L Budget Name: BUDFY21)

	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
Revenue						
Passenger Fares	23,368	7,663	15,705	103,303	76,630	26,673
Special Transit	2,011		2,011	14,960		14,960
Cash Revenue						
Cash Grants & Reimbursement	383,173	383,173		3,831,730	3,831,730	
Total Revenue	408,552	390,836	17,716	3,949,993	3,908,360	41,633
Expenses						
Labor	11,272	9,604	1,668	93,181	96,040	-2,859
Benefits	7,424	7,983	-559	77,704	79,830	-2,126
Advertising & Marketing		417	-417		4,170	-4,170
Professional & Technical		417	-417		4,170	-4,170
Outside Services						
Outside Labor	12,590	9,399	3,191	92,782	93,990	-1,208
Fuel & Lubricants	39,099	35,307	3,792	344,437	353,070	-8,633
Supplies	496	2,050	-1,554	4,135	20,500	-16,365
Vehicle Maintenance						
Marketing Supplies						
Utilities	120	120		1,200	1,200	
Insurance						
Taxes						
Purchased Transportation	274,129	311,362	-37,233	2,816,304	3,113,620	-297,316
Miscellaneous Expenses	12,664	14,177	-1,513	126,583	141,770	-15,187
Interfund transfers						
Pass Thru/Behalf of Others						
Interest Expense						
Leases & Rentals	3,768		3,768			
Total Operating Expenses	361,563	390,836	-29,273	3,556,326	3,908,360	-352,034
Operating Surplus (Deficit)	46,989		46,989	393,667		393,667

MEETING OF THE MOBILITY ADVISORY COMMITTEE (MAC)

MEETING MINUTES

March 31, 2021

Present:	Jessica McKillip Melissa McKenzie Steven Macias Bobby Merritt Madilyn Jacobsen Erika Estrada Maureen McEachen	ITN Monterey County The Carmel Foundation The Blind and Visually Impaired Center Veterans Transition Center Transportation Agency for Monterey County (TAMC) AAA-Monterey County Dept. of Social Services Visiting Nurse Association
Absent:	Jennifer Ramirez Maria Magaña Reyna Gross	Partnership for Children Central Coast Center for Independent Living (CCCIL) Alliance on Aging
Staff:	Norman Tuitavuki Kevin Allshouse Claudia Valencia Ruben Gomez Lesley van Dalen Jose Sanchez Barajas Yohana Reyes Marzette Henderson Lisa Rheinheimer Michelle Overmeyer Jeanette Alegar-Rocha	Chief Operating Officer Mobility Services Coordinator Mobility Specialist Mobility Specialist Mobility Specialist Mobility Specialist Assistant Mobility Specialist Contract Transportation Supervisor Assistant General Manager Director of Planning & Innovation Executive Assistant to the GM/CEO
Public:	Douglas Thomson Veronica Contreras Alejandro Fernandez Miranda Taylor	MV Operations Manager MV Coach Operator Davita Dialysis AMBAG

An apology is made for any misspelling of a name.

1. CALL TO ORDER

1-1. Roll Call

Chair McKillip called the meeting to order at 1:00 p.m. with roll call taken as the meeting was via Zoom teleconference.

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment- None

3. CONSENT AGENDA

3-1. Approve Minutes of the regular meeting of January 27, 2021.

Committee Member Merritt made a motion to approve the Minutes and Committee Member Macias seconded. A roll call vote was taken with six votes in favor; McKillip, McKenzie, Macias, Merritt, Jacobsen, Estrada and four absent; McEachen, Ramirez, Magaña, Gross. The motion passed unanimously.

Member McEachen joined the meeting at 1:05 p.m

4. MEMBERSHIP

4-1. Recommend Madilyn Jacobsen to the MST Board of Directors for MAC membership as the primary TAMC representative.

4-2. Recommend Alejandro Fernandez to the MST Board of Directors for MAC membership as the Davita Dialysis representative.

Committee Member McKenzie made a motion to approve items 4-1 and 4-2, which was seconded by Committee Member McEachen. A roll call vote was taken with seven votes in favor; McKillip, McKenzie, Macias, Merritt, Jacobsen, Estrada, McEachen and three absent; Ramirez, Magaña, Gross. The motion passed unanimously.

5. PUBLIC HEARING

5-1. Unmet Transit Needs Public Hearing.

Committee Member Jacobsen presented the Unmet Transit Needs process and Chair McKillip opened the discussion for public comments. There being no public comments received, Chair McKillip closed the public hearing.

6. NEW BUSINESS

6-1. Appoint (1) MAC member to the Measure Q Oversight Committee.

Chair McKillip appointed Committee Member Macias to the Measure Q Oversight Committee.

7. PRESENTATION

7-1. RECEIVE presentation on AMBAG and TAMC's 2021 Title VI/ LEP Development Process.

Miranda Taylor from AMBAG and Madilyn Jacobsen from TAMC presented the 2021 Title VI/ LEP Plan Development Process.

8. REPORTS AND INFORMATION ITEMS

8-1. MV Transit- MST RIDES Service Update (Doug Thomson)

8-2. MST Mobility Programs Updates (Kevin Allshouse)

9. SUBJECT ITEM REQUEST

9-1. VNA Presentation (Maureen McEachen)

10. ANNOUNCEMENTS AND APPRECIATIONS

10-1. Member and staff announcements and appreciations.

11. ADJOURN

With no further business to discuss, Chair McKillip adjourned the meeting at 1:42 p.m.

PREPARED BY: *Claudia L. Valencia*
Claudia Valencia

REVIEWED BY: *Kevin Allshouse*
Kevin Allshouse

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To: Board of Directors
From: Lisa Cox, Risk and Security Manager
Subject: Liability Claim Rejection

RECOMMENDATION:

Reject claim by the claimant Maria Aguilar de Ramirez.

FISCAL IMPACT:

Undetermined amount claimed.

POLICY IMPLICATIONS:

None.

DISCUSSION:

The claim was submitted on May 10, 2021 by Maria Aguilar de Ramirez regarding an incident that occurred on March 6, 2021. The claimant was a passenger on an MST bus that was involved in an accident when the driver of another vehicle ran a red light.

It has been determined that the current claim submitted has failed to comply with the California Tort Claims Act and is insufficient. The claimant initially provided a specific claim amount however, she has since provided an additional medical bill and has indicated that additional bills are being received. The claimant's failure to provide a specific claim amount has prompted the recommendation to have this claim rejected in its entirety.

The above claim is under investigation. If any Board member desires further information on this claim, they may request it be discussed in closed session.

PREPARED BY:  APPROVED BY: 
Lisa Cox Carl Sedoryk

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To: Board of Directors
From: Sandra Amorim, Procurement and Contracts Manager
Subject: Contract Award for Financial Audit Services

RECOMMENDATIONS:

Award a three-year contract to Eide Bailly for financial audit services in the amount of \$37,120 annually with a total not to exceed \$111,360 and authorize staff to extend the contract for up to two additional one-year periods upon satisfactory performance.

FISCAL IMPACT:

Funding is included in FY2022 and FY 2023 operating budget.

POLICY IMPLICATIONS:

Your Board approves all contracts of \$100,000 or more.

DISCUSSION:

Federal and State laws require financial audit services be performed each year by a certified public accountant. The audit covers the general purpose financial statements for each year, compliance with laws and regulations related to federal financial assistance and a Schedule of Federal Financial Assistance. In addition, the auditor provides information and support in the preparation of the California State Controller's Report and the Federal Transportation Administration's National Transit Database Report and federal TIFIA loan compliance.

Request for Proposals were sent to firms around California as well as advertised in local newspapers and posted to MST's website. MST received two proposals, one proposal from the incumbent auditor, Eide Bailey, and a second proposal from Maze and Associates, Inc.

After staff review of both proposals, Eide Bailly was selected as most closely matching the evaluation criteria requirements and therefore scored the highest. Staff also considered a best practice of alternating between auditors. After researching

trusted literature, staff concluded that it is an acceptable practice to remain with the same auditor for multiple years and in many cases the same auditor would be an asset to the district. Scoring results are listed below:

Proposer	Cost	Score
Eide Bailly	\$37,180	97
Maze and Associates	\$32,710	90

In addition, because only two proposals were received, MST evaluated Eide Bailly's submitted cost proposal to determine if their price is fair and reasonable. In that regard, we reached out to Santa Cruz Metropolitan Transportation District (METRO) and San Joaquin Regional Transit District (SJRTD) to determine costs for their audit services. The pricing for the agencies is listed below:

Santa Cruz METRO	\$46,500
SJRTD	\$38,820

The pricing being proposed by Eide Bailly is lower than the cost currently being paid by similar sized agencies, and within an acceptable range of the other proposal received from Maze and Associates. Therefore, staff finds the pricing provided to be fair and reasonable and therefor recommends the Board award the contract to Eide Bailly. Approval of this action also authorizes staff to extend the contract for up to two additional one-year periods upon satisfactory performance.

ATTACHMENT(S):

None

PREPARED BY: Sandra Amorim REVIEWED BY: Carl G. Sedoryk
Sandra Amorim Carl G. Sedoryk

To: Board of Directors

From: Lisa Rheinheimer, Assistant General Manager

Subject: Proposed FY 2022 and FY 2023 Operating and Capital Budget

RECOMMENDATION:

1. Receive Presentation on Proposed FY 2022 and FY 2023 Operating and Capital Budget,
2. Conduct Public Hearing to Hear Public Comments on the Proposed FY 2022 and FY 2023 Operating and Capital Budget,
3. Adopt Proposed FY 2022 and FY 2023 Operating and Capital Budget,
4. Approve Resolution 2021-27 Authorizing the Filing of Federal Grant Applications, and
5. Authorize staff to apply to the Transportation Agency for Monterey County for Transportation Development Act Local Transportation Funds and State Transit Assistance for FY 2022.

FISCAL IMPACT:

New this year, MST has prepared a 2-year budget to help plan the future, for both operating and capital needs.

The Proposed FY 2022 and FY 2023 Operating and Capital Budget includes both an operating and capital budget. Each of the operating and capital budgets are comprised of two service centers: Fixed Route Bus and MST RIDES (paratransit).

For comparison purposes, the proposed FY 2022 Operating budget is \$52.2 million, which is an increase of 14% compared to the FY 2021 Mid-Year budget of \$45.7 million.

The proposed FY 2022 capital budget is \$15.2 million and represents a 48.9% decrease over the FY 2021 budget largely due to finalizing construction of the South County Operations and Maintenance Facility. Grant revenues make up 92.4% of the capital budget in FY 2022.

This report is will summarize the Proposed FY 2022 and FY 2023 Operating and Capital Budget in terms of 1) Revenues, 2) Operating Budget, and 3) Capital Budget as described below:

1. Revenues

Overall, revenues are anticipated at \$53.3 million and a decrease of 6% as compared to the FY 2021 Mid-Year Budget. This decrease is a result of the decline in federal aid for COVID-19 relief. Other sources of revenue are expected to increase as compared to the Mid-Year Budget. Below is a summary of some of the revenue highlights:

- A. **Ending Free Weekends in Salinas:** Since 2017, MST has offered free weekend service in Salinas as part of a state grant. Those funds have been depleted and no replacement source has been identified. For these reasons, the 'Ride the 40's on Us' campaign will discontinue on June 30, 2021. However, this budget includes free Sundays, systemwide between July 4 – September 6, 2021.
- B. **Partnership revenues from the military, schools, universities, and City of Monterey:** The budget assumes that these contributions will increase as compared to Mid-Year as the economy reopens, vaccines are widely administered, and schools go back to in-person status. CSUMB staff have initiated discussions about transit service levels for fall semester. The City of Monterey has committed \$90,000 of funding for Friday – Sunday service between July 3- September 6. The Monterey Aquarium has committed to fund its historical 20% or \$70,000 towards daily service during this time period. While the level of funding support from the City of Monterey is well below pre-COVID levels, MST may use remaining CRSSA Act funding to fund this important tourism-related traffic reduction program for daily summer service in 2021 only.
- C. **Measure Q sales taxes and Local Transportation Funds:** Both of these fund sources are collected based on retail sales taxes. Surprisingly, the collection of sales taxes will increase by 8%-11% as the economy kicks back into gear. The LTF and Measure Q revenue sources typically make up 50%-60% of the budget.
- D. **State Transit Assistance funds:** These funds are estimated to increase by 33% as compared to Mid-Year. State Transit Assistance funds are generated by a State sales tax on diesel fuel and distributed to transit operators based on population as well as revenues generated by the transit agency. While the population of Monterey County will likely not change significantly, the amount of fare revenue generated by MST will decrease. At the time of budget preparation, the Governors May Revise was released and included increases in State Transit Assistance. However, the specific amount available to MST was not known.

- E. **Federal Transit Administration Funds:** The Federal Aid packages will continue to support the budget over the next year. Traditional FTA funding will begin to support the FY 2023 budget when the Federal Aid funding is depleted and runs out in FY 2022. In FY 2022, MST's federal apportionment amount is approximately \$16.6 M to support the COVID-19 recovery. This amount is available without any local match requirement and equals approximately 2 years worth of regular federal funding.

2. Operating Budget

The FY 2022 operating budget contemplates no increase to the MST fare structure with no significant service expansions and/or reductions. The FY 2022 operating budget also assumes an increase in staffing by 3 FTEs. The 2-year FY 2022 and FY 2023 budget is included in Attachment 1.

	FY 2021 (\$)	FY 2022 (\$)	% Change	FY 2023 (\$)	% Change
<u>Fixed Route Bus</u>					
<u>Operating Revenue</u>	<u>51,780,360</u>	<u>46,888,699</u>	<u>-9.4%</u>	<u>38,938,255</u>	<u>-17.0%</u>
<u>Capital</u>	<u>29,327,501</u>	<u>15,191,960</u>	<u>-48.2%</u>	<u>11,440,375</u>	<u>-24.7%</u>
<u>Sub-Total</u>	<u>81,107,861</u>	<u>62,080,659</u>	<u>-23.5%</u>	<u>50,378,630</u>	<u>-18.8%</u>
<u>MST RIDES</u>					
<u>Operating Revenue</u>	<u>4,690,032</u>	<u>6,481,340</u>	<u>38.2%</u>	<u>6,889,450</u>	<u>6.3%</u>
<u>Capital</u>	<u>468,000</u>	<u>45,000</u>	<u>-90.4%</u>	<u>46,350</u>	<u>3.0%</u>
<u>Sub-Total</u>	<u>5,158,032</u>	<u>6,526,340</u>	<u>26.5%</u>	<u>6,935,800</u>	<u>6.3%</u>
<u>Fixed Route/RIDES Combined</u>					
<u>Operating Revenue</u>	<u>56,470,392</u>	<u>53,370,039</u>	<u>-5.5%</u>	<u>45,827,705</u>	<u>-14.1%</u>
<u>Capital</u>	<u>29,795,501</u>	<u>15,236,960</u>	<u>-48.9%</u>	<u>11,486,725</u>	<u>-24.6%</u>
<u>Overall Revenue Total</u>	<u>86,265,893</u>	<u>68,606,999</u>	<u>-20.5%</u>	<u>57,314,430</u>	<u>-16.5%</u>
<u>Summary</u>					
<u>Operating Revenues</u>	<u>56,470,392</u>	<u>53,370,039</u>	<u>-5.5%</u>	<u>45,827,705</u>	<u>-14.1%</u>
<u>Operating Expenses</u>	<u>45,721,855</u>	<u>52,174,339</u>	<u>14.1%</u>	<u>55,132,905</u>	<u>5.7%</u>
<u>Operating/Capital Reserves</u>	<u>10,748,537</u>	<u>1,195,700</u>	<u>-88.9%</u>	<u>-9,305,200</u>	<u>-878.2%</u>

3. Capital Budget

The FY 2022 and FY 2023 capital budgets are taken from the first two years of the new 5-Year Capital Improvement Program for FY 2022-2026. The CIP is included as an appendix to the Budget. Of the \$26.7 million capital budget for FY 2022 and FY 2023, 8.2% or \$2.2 million is identified as General Fund, mostly for the purchase of a new enterprise resource management (ERP) system. The current system for managing MST's accounts, processing payroll, and managing accounts payable is outdated and will no longer be supported by the maker in spring 2022. The remaining \$24.5 million is for construction of the South County Operations and Maintenance Facility project, replacement buses, and the next phase of the planning for the SURF! Busway and Bus Rapid Transit project.

POLICY IMPLICATIONS:

Each fiscal year, your Board adopts a budget for MST's two service centers: Fixed Route Bus and MST RIDES (paratransit). In addition, your Board adopts a capital budget for vehicle, infrastructure, and technology expenditures which generally exceed \$1,000.

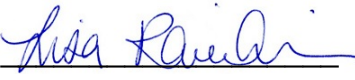
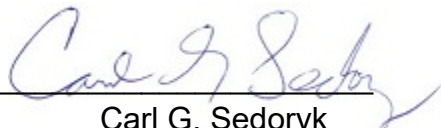
Through MST's enabling legislation and Bylaws, the Board is tasked with adopting an annual budget after a public hearing has been conducted and noticed in a newspaper of general circulation. The public hearing notice was circulated in the Monterey Herald and Californian in English and Spanish on May 30th.

DISCUSSION:

The proposed FY 2022 and FY 2023 Budgets, including each of these sub-budgets, is balanced with the aid of federal emergency funding. As with the previous year, staff will monitor revenues, expenses, legislation, and economic conditions as it relates to MST's financial health and recovery.

ATTACHMENTS:

1. Proposed FY 2022 and FY 2023 Operating and Capital Budget
2. Resolution 2021-27

PREPARED BY:  REVIEWED BY: 
Lisa Rheinheimer Carl G. Sedoryk



Monterey-Salinas Transit District

FY 2022 & FY 2023

**PROPOSED
BUDGET**

July 1, 2022 – June 30, 2023

Acknowledgements

Board of Directors

Dan Albert, Chair, City of Monterey
Anna Velazquez, Vice-Chair, City of Soledad
Jeff Baron, City of Carmel-by-the-Sea
John Gaglioti, City of Del Rey Oaks
Lorraine Worthy, City of Gonzales
Yanely Martinez, City of Greenfield
Mike LeBarre, City of King City
David Burnett, City of Marina
Joe Amelio, City of Pacific Grove
Tony Barrera, Chair, City of Salinas
Mary Ann Carbone, City of Sand City
David Pacheco, City of Seaside
Luis Alejo, County of Monterey

MST Staff

Carl G. Sedoryk, General Manager/CEO
Lisa Rheinheimer, Assistant General Manager
Norman Tuitavuki, Chief Operating Officer
Michelle Overmeyer, Director of Planning & Innovation
Kelly Halcon, Director of HR & Risk
Mark Eccles, Director of Information Technology
Andrea Williams, Accounting & Budget Manager
Paul Lopez, Facilities Manager
Frank Marcos, Maintenance Manager

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1. General Manager/CEO Budget Message

TO: Monterey-Salinas Transit District Board of Directors, Community Members, and Employees

FROM: Carl Sedoryk, General Manager/CEO

I am pleased to present the FY 2021/22 - FY 2022/23 Budget for your review and consideration. Over the FY 2020/21 year, MST met the COVID-19 pandemic head on by protecting our employees and passengers from the virus and contributing to the overall community recovery. Over the next two (2) years, we will support the Strategic Plan presented to the Board in April 2021. We will work with the Board, our employees, and the community to accomplish many goals and keep key projects moving forward.

I am confident that the entire MST workforce will continue to provide our community the essential public service they depend upon to get to work, medical appointments, shopping, or wherever they want to go. The last year was extremely challenging and required patience, dedication, commitment, and resilience in the face of unpredictable and ever-changing conditions. Our employees' dedication to serving the public is a major force that keeps MST moving forward and will allow us to get through the pandemic even stronger.

While preparing the annual budget, we examine our programs, service and financial operations, along with various economic forecasts and funding estimates from our regional, state and federal partners, to develop an overall financial outlook covering the next two years. The pandemic has impacted Monterey County and the region's economic growth, but there are many signs of hope. Local economic conditions and retail spending play major roles in the generation of sales tax revenue, which is a critical source of operating revenue for MST.

The ten-year economic expansion came to an abrupt halt in March 2020 when much of the economy shut down due to the pandemic. While initial forecasts for the impact on sales tax were dire, reality turned out to not be quite as severe as many feared. In late 2020, many indicators pointed to a "K-shaped" recovery, where some sectors, such as online retailers, software, home improvement and housing, were and continue to do as well as or even better than before, while others including restaurants, travel and in-person entertainment, would continue to suffer until herd immunity is reached and people feel more comfortable returning to normal.

As of May 27, 2021, 42.2% of Californians were fully vaccinated and 60% of Monterey County residents had received at least one (1) vaccine dose. As more vaccinations get into arms and the economy re-opens without many restrictions, it appears that a strong economic rebound will be on the horizon with a slower recovery among restaurants, travel and in-person entertainment.

Although the future looks brighter, funding and fare revenues generated from traditional MST partnerships with the military, colleges, universities and MST Trolley will likely remain depressed for the next two years. As a result, MST will rely on the federal economic relief packages to shore up the budget over the next two years and continue directing our resources to providing services that support “Whole Community” recovery as directed in the board adopted COVID-19 Recovery Plan.

In order to return to pre-COVID levels of revenue and ridership, MST will seek to reinvigorate existing partnership opportunities and identify new partners to gain back riders. Additionally, MST is reviewing our entire transit system to identify opportunities to provide more meaningful transit in those areas where demand for transit is greatest through a Comprehensive Operational Analysis with a final report in late 2021.

From a financial and budget perspective, there is still a lot of recovery to come, however MST’s conservative fiscal practices have provided adequate reserves to maintain our operating and capital programs for the next two years.

2. Budget Summary

As we contemplate the Budget for fiscal years 2021/22 and 2022/23, the following items have been factored into the budget:

Service

- Normal service changes will occur for the seasonality of transit including the fall back to school and summer tourist season.
- Implementation of changes resulting from recommendations in the Comprehensive Operational Analysis.



Safety

- Physical barriers will continue to be used to keep passengers and drivers a safe distance from one another.
- Personal Protective Equipment (PPE) will continue to be provided to staff and the public, including the face covering mandate.
- Disinfecting buses and office spaces means more work for our maintenance and janitorial teams.
- All CDC, FTA, State and County guidelines for social distancing will be followed.

Financial

- Sales tax revenues will marginally increase but long-range impacts are still unknown.
- Fare revenues will continue to be low as compared to before March 2020.
- Transit service levels will remain lower than previous levels, resulting in depressed levels of farebox revenues.
- Increased expenses due to extra safety measures including intensive cleaning and PPE supplies.
- Federal revenues through traditional sources as well as the emergency help from CRRSA and the ARP will support the budget over the next two years.

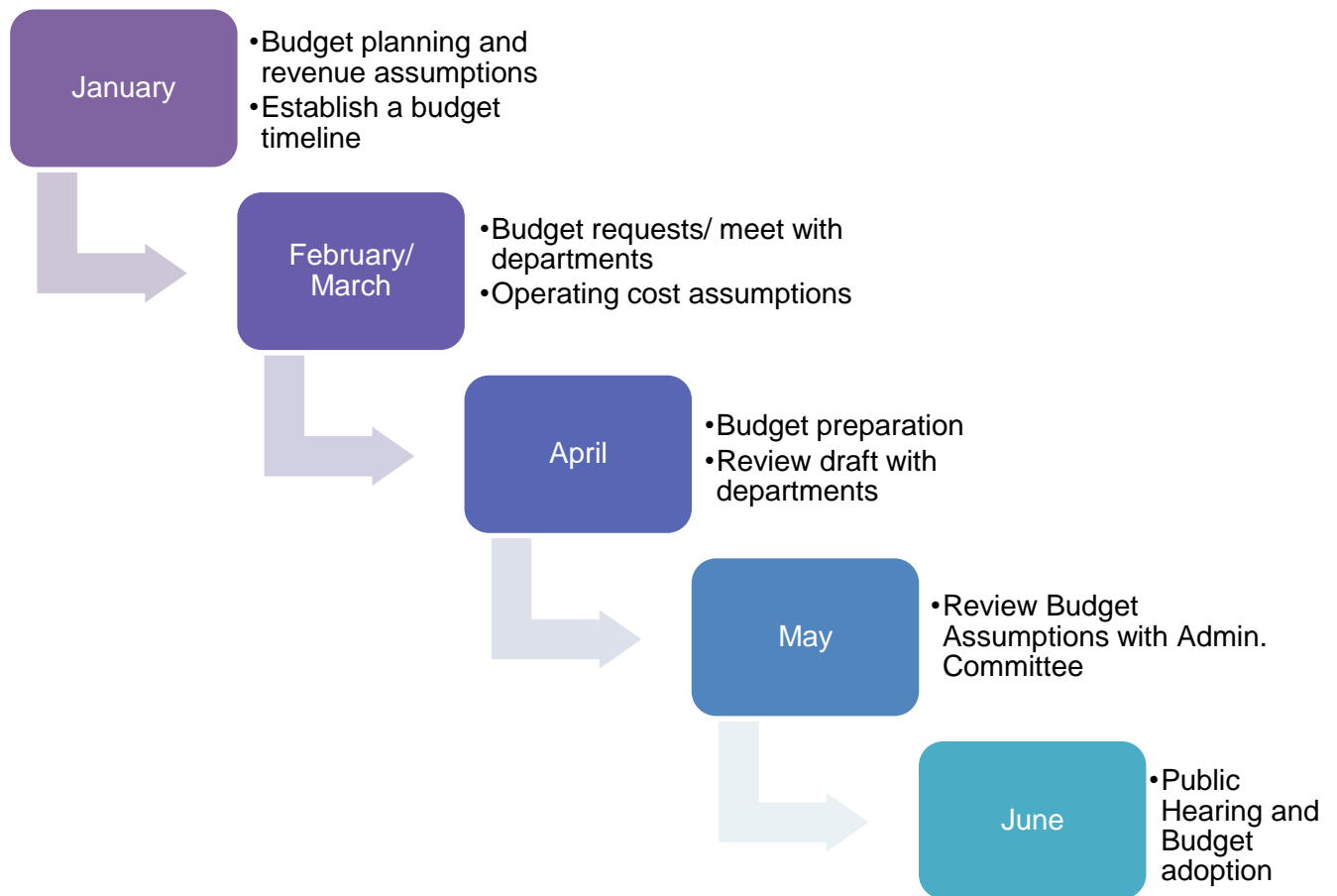
Employees

- Public transportation as an essential service means that employees continued to work in person.
- Administrative employees may continue to work remotely in accordance with the work from home policy.
- In-person meetings may resume as the workforce and community receive vaccinations.
- No furloughs or reductions in force are anticipated as we move into the next two fiscal years.



3. Budget Preparation and Adoption Process

MST follows the general process below when preparing and adopting the 2-year budget on an annual basis.



4. Monterey-Salinas Transit District Mission

Advocating and delivering quality public transportation as a leader within our community and industry.

Our Vision

A fully funded public transit system providing quality, valued, and affordable mobility and transportation services for the people in Monterey County.

We Believe In...

- **Using Good Judgment**
- **Achieving Win/Win Outcomes**
- **Mutual Respect**
- **Teamwork**
- **Acting with Dignity, Trust, Cooperation, and Loyalty**
- **Constant Measurable Improvement**
- **Recognizing Achievement of Results**

Strategic Goals

The Board responded to a survey to rank the importance of the seven strategic priorities or goals. The goal to *develop and maintain adequate and stable long-term revenues* was rated as the most important, with 83% of Board Members rating it as “critically important.” The second most important goal, with 58% of Board Members giving the “critically important” rating, was *provide quality transit and mobility management service*. All of the other goals can be considered of secondary importance.

The following are the strategic priorities and goal statements that MST will pursue over the next four years to coincide with two budget cycles of 2 years each. For each goal, the Board while working together with the Executive Leadership Team, has formulated initial objectives and desired outcomes. Easy to track performance goals and Indicators of success were defined to track relative progress towards the objectives and outcomes.

Discrete tactics to be utilized taken towards the accomplishment of the strategic goals will be defined in each annual budget action plan during the life of the strategic plan. Measurement of progress towards strategic goals will be included in monthly performance dashboards, quarterly action plan updates, and through other reporting systems as directed by the Board.

5. FY 2022 - 2025 Goals, Objectives, and Action Plan

Goal #1: Develop and Maintain Adequate and Stable Long-Term Revenues.

Objectives/Outcomes:

Retain and grow public/private and public/public partnerships, fare-pricing strategies and revenue generation from the use of MST assets as a means to generate the revenue required to construct needed capital facilities, purchase vehicles, sustain current and future transit services, and maximize the value of MST services to the community.

Through education and advocacy, encourage policymakers and the general public to enact legislation at local, state, and federal levels to provide sustained funding sources that will support the future growth of Monterey County's public transportation system.

Performance Goals and Indicators of Success:

- Seek and execute competitive grants, public/private partnership funding agreements, and public/private financing to leverage funding received by formulas.
- Maintain adequate funding and cash reserves to support 2-year operating plans and 5-year constrained capital plan and comply with board policy.
- Identify potential funding sources for any emerging unfunded operating expenses or capital projects.
- Ensure annual financial and operating efficiency performance results fall within board approved budget and financial performance dashboard acceptable ranges.

Tactics:

- ✓ Adopt and execute annual state and federal legislative programs.
- ✓ Utilize debt financing from bonds, private financing, and other sources as appropriate.
- ✓ Identify additional partnerships to fund transit services outside of traditional tax sources.

- ✓ Maintain adequate cash reserves to support a state of good repair for assets.
- ✓ Identify grant opportunities to leverage local funds for transit projects.
- ✓ Research a permanent extension of Measure Q and/or opportunities for local funding to support fixed-route services and required infrastructure.
- ✓ Develop 2-year operating budget and 5-year Capital Improvement Program process.

Goal #2: Provide Quality Transit and Mobility Service for the Communities We Serve.

Objectives/Outcomes:

Develop and implement services, infrastructure, and technologies to meet and exceed the expectations of customers and maximize the value of MST in the community. Expand public/private, military, and educational partnerships. Continue to explore and implement new technologies and practices that enhance the overall customer experience, improve safety and sustainability, attract new customers, retain existing customers, and motivate employees.

Performance Goals and Indicators of Success:

- Annual passenger boarding grows rate grows in a direct relationship with regional employment and population trends.
- Recover 100% of annual pre pandemic passenger boarding by FY 2025.
- Receive an overall satisfaction with MST services rating of 80% from customers and stakeholders in biennial surveys.
- Ensure annual operating performance indicators fall within board approved budget and performance dashboard ranges in the areas of safety, operational effectiveness, on-time performance, customer satisfaction, employee satisfaction, and stakeholder satisfaction.
- Each year increase annual transit utilization by students and educational institutions.

Tactics:

- ✓ Continuation of programs that reward safe behavior.
- ✓ Fine-tune existing service to improve convenience and on-time performance.

- ✓ Monitor operating, maintenance, and financial performance statistics monthly and implement programs to support continuous improvement.
- ✓ Continue to monitor autonomous vehicle technology and implement as appropriate.
- ✓ Develop and improve workforce development programs.
- ✓ Continue planning activities for SURF! Busway and BRT transit improvements.
- ✓ Maintain MST Trolley contract with City of Monterey.
- ✓ Upgrade and enhance technologies to improve customer experience.
- ✓ Continue planning a comprehensive regional BRT system and apply for funding, as appropriate.
- ✓ Maintain and develop partnerships with alternative mobility providers, including taxis, vanpool, and transportation network company (TNC) to improve mobility options.
- ✓ Implement service plan utilizing South County operations and maintenance facility.
- ✓ Formulate and implement a 5-year Capital Improvement Program (CIP).
- ✓ Complete Comprehensive Operational Analysis (COA) and implement recommended transit network improvements.

Goal #3: Improve Board Protocols and Recommend Best Practices to Achieve Effective and Efficient Board Operations and Board Meeting Management.

Objectives/Outcomes:

Maintain and grow governance board to be fully involved, fully integrated, well informed, and well-functioning in their policy decision making process.

Performance Goals and Indicators of Success:

- Receive an annual overall satisfaction rating with board performance, staff support and board training and development opportunities from 85% of MST Board of Directors.
- Conduct at least one Strategic Planning workshop each year to review strategic plan progress and to review/reaffirm board adopted goals.

- Provide semi-annual updates and opportunities for review of Board policies.
- Conduct Transit 101 training on a variety of topics for Board members and provide opportunities for board members to participate in transit workshops and conferences.

Tactics:

- ✓ Continue to offer board member development opportunities.
- ✓ Monitor board reporting practices to make better use of limited time available for board meetings.
- ✓ Survey board members to determine overall satisfaction rating with board performance, staff support and board training and development opportunities.
- ✓ Continue regular CEO/Board member one-on-one sessions.
- ✓ Conduct continuous review of board adopted policies and update as needed.

Goal #4: Promote Policies and Practices that Encourage Environmental Sustainability and Resource Conservation.

Objectives/Outcomes:

Implement economically sound and environmentally friendly resource conservation policies that reduce dependence on scarce natural resources and the potential for negative impacts on our environment including reducing negative impacts of transportation-related to greenhouse gas emissions and global climate change.

Performance Goals and Indicators of Success:

- Meet or exceed annual Zero Emission Bus procurement requirements of the Innovative Clean Transit Rule.
- Increase annual capital budget funding for technologies and programs that reduce consumption and related costs of water, electric and natural gas and provide annual report results of investments made to date.
- Reduce by 50% consumption of pre-pandemic levels fossil and non-renewable fuels by FY 2025.
- Provide funding in capital plan for solar energy and energy storage technologies and procure appropriate technologies as funding allows.

- Seek appropriate recognition for achieving reducing greenhouse gas emissions, implementing zero-emissions goals, and other related resource conservation activities and achievements.

Tactics:

- ✓ Participate in national, state, and regional transit conferences, meetings, and zero-emission forums, user groups, etc., that identify and outline changes to federal and California Air Resources Board (CARB) emission requirements.
- ✓ Maintain a dialogue with CARB staff regarding emission requirements and emission reduction strategies.
- ✓ Complete CARB mandated Zero Emission Bus (ZEB) Roll Out Plan and develop capital financing plan to implement adopted goals.
- ✓ Identify opportunities for energy, water, gas, and other resource conservation programs.
- ✓ Implement ZEB vehicle, equipment, infrastructure, energy storage, and other technologies identified in ZEB Roll Out Plan.
- ✓ Monitor emerging technologies and determine cost-effective sustainable technologies and implement as appropriate.

Goal #5: Educate the Public on MST Services Through Promotion, Communication and Advocacy.

Objectives/Outcomes:

Attract new and retain existing riders and improve support for MST by utilizing effective marketing, promotion of brand identity, and communication techniques and by applying greater focus in meeting whole community and stakeholder needs.

Performance Goals and Indicators of Success:

- Achieve increased awareness of MST transportation and mobility services and the value they provide by community members in biennial surveys.
- Annually Increase patronage and usage of the MST RealTime suite of and traveler information tools.
- Implement information campaigns that results in positive news media coverage of MST.

- Sustain and grow favorable community engagement through social media.

Tactics:

- ✓ Implement and develop coordinated, multi-media, bilingual media communications and advertising programs and including an emphasis on providing relevant messaging to youth markets.
- ✓ Improve MST online and social media presence and utilize new and emerging technologies to communicate with new markets.
- ✓ Encourage transit-friendly land-use planning through further dissemination of the Designing for Transit manual.
- ✓ Implement targeted marketing education and promotional efforts designed towards major employers, students, visitors, senior groups, hospitality industry, and non-traditional customers.
- ✓ Develop an MST brand to market MST services and recruit future employees.
- ✓ Incorporate MST brand into all communication/marketing materials and fleet.

Goal #6: Promote Organizational Values to Maintain High-Quality Relationships with MST Employees, Contractors, Vendors, Board Members, and Community Stakeholders.

Objectives/Outcomes:

Promote individual and organizational safety, efficiency, and effectiveness and enhance the satisfaction of our customers, employees, partners, board members, and other key stakeholders.

Performance Goals and Indicators of Success:

- Receive 80% of employees, customers, and stakeholders surveyed indicate overall satisfaction with MST services, practices and programs.
- Conduct at least two meeting each year between MST executive leadership team and the elected leadership of the Amalgamated Transit Union, Local 1225 and Monterey-Salinas Transit Employee Association.
- Maintain an accident frequency/severity experience that is within lowest 10% of shared indemnity pool members.
- Provide monthly, or more frequent, updates from MST leadership to the workforce and community-at-large utilizing a variety of communication media.

Tactics:

- ✓ Recognize and celebrate individual and group achievements in support of MST's mission, vision, values, goals, and objectives.
- ✓ Conduct attitude and opinion surveys to gauge satisfaction of riders, non-riders, employees, and stakeholders.
- ✓ Improve communication with all employees and the Amalgamated Transit Union (ATU) leadership.
- ✓ Ensure employment contracts with ATU and Monterey-Salinas Transit Employee Association (MSTEA) agreements, work rules, and training are in place to promote a diverse, inclusive and equitable workplace, free from unlawful harassment supporting individual dignity and mutual cooperation in support of MST mission, values and goals.
- ✓ Develop and implement targeted marketing and promotional efforts designed towards major employers, students, senior groups, hospitality industry, tourists, and non-traditional riders will also assist in growing ridership.
- ✓ Develop and implement workforce recruitment, training, development, and succession plans to ensure a proper staff structure is in place that supports the mission, vision, and values to meet strategic goals and objectives.
- ✓ Develop innovative methods of communication to MST stakeholders.
- ✓ Promote employee incentives for recruitment.
- ✓ Develop a Spanish language social media presence.

Goal #7: Enhance Industry Leadership for Like-Sized Agencies within California and the United States.

Objectives/Outcomes:

Develop and implement programs and practices that distinguish MST as a leader within the public transit industry.

Indicators:

- MST staff shall participate in a leadership role in local, state and national industry trade associations.

- Seek and receive recognition and acknowledgement for programs and practices that show innovation and best practices.

Tactics:

- ✓ Seek appointment to leadership positions within appropriate national, state, and local trade, business and community associations, and committees.
- ✓ Develop and implement innovative programs that enhance the overall customer experience, improve safety and sustainability, reduce costs, attract new customers, retain existing customers, motivate employees, and reflect well on MST and the public transit industry in general.
- ✓ Implement targeted marketing, educational and promotional efforts designed towards major employers, students, visitors, senior groups, hospitality industry, and non-traditional customers.

6. FY 2022 and FY 2023 Draft Budget



A. Budget Summary

General Overview

Keeping in mind the primary mission, strategic plan, objectives, and the extraordinary circumstances and recovery efforts of the COVID-19 global pandemic for FY 2022 and FY 2023, management has approached this budget cycle with the intention of providing your Board with a quality-driven, programmatic budget and at the same time recognizing financial uncertainties. The key business drivers listed below helped to inform this 2-year operating and capital Budget.

Key Business Drivers:

- Respond to and recover from a global pandemic to deliver safe public transportation services.
- Operate safely, efficiently and effectively.
- Maintain and/or increase customer satisfaction.
- Strengthen employee development and satisfaction.
- Enhance support by MST members and other stakeholders.

B. FY 2022-2023 2-Year Project Action Plan

1. Initiate development and implementation plan of MST Branding initiative per Marketing Plan. July 2021
2. Initiate comprehensive campaign to promote increased inclusivity, diversity, and equity of employment of underrepresented groups within MST's workforce. September 2021
3. Complete construction and commence operations from South County Operations and Maintenance Facility. December 2021
4. Complete demonstration of contactless fare payment and mobile ticketing solution and determine feasibility of continuing technology on MST fixed route, MST RIDES and MST subsidized taxi services. October 2021
5. Begin implementation of Zero Emission Bus (ZEB) Roll Out Plan: Focus on ZEB vehicles, equipment, infrastructure, and develop long term funding plan to include public-private partnerships. December 2021.

6. Initiate East Alisal BRT and Salinas Transit Center (STC) Relocation Study as funding allows. January 2022
7. Upgrade/replace MST voice communication systems. December 2021
8. Develop plan to address outdated information technology legacy systems and continue implementation of 2019 – 2021 Information Technology Strategic Action Plan. December 2021
9. Finalize Comprehensive Operational Analysis and begin implementation of board approved service changes to fixed route and Measure Q funded services along with supporting staffing plan. March 2022
10. Execute contract for purchased transportation services to include Fixed Route, On Call, and RIDES Paratransit service. May 2022.
11. Complete environmental and preliminary engineering (October 2021), and begin final design, and continue documentation for FTA Capital Investment Grant (CIG) project evaluation, rating, and approval for SURF! Busway and Bus Rapid Transit Project (BRT). June 2022
12. Conduct fixed facility review for location new/rehabilitated Salinas Operations and Maintenance Facility. June 2022
13. Determine feasibility of MST administered Vanpool Program to supplement existing fixed-route and mobility services. June 2022
14. Refine and renew post-COVID partnership programs for Hartnell College, Monterey Peninsula College, CSUMB, City of Monterey/Monterey Bay Aquarium, Naval Post Graduate School and Presidio of Monterey. July 2022
15. Seek opportunities to identify how MST services and amenities can better support the mobility needs of Monterey County homeless populations. September 2022
16. Promote and participate in planning efforts for autonomous vehicle infrastructure where such technology would best support MST operations. June 2023
17. Initiate research to determine levels of community support for local funding initiatives to support long term investments including fixed route operations, BRT and ZEB infrastructure investments. June 2023

C. FY 2022-2023 Ongoing and Recurring Action Items

1. Continue efforts to ensure passenger and employee safety and security.
2. Continue transit activities within board adopted operational and financial performance standards.
3. Continue efforts to finance and maintain a state of good repair for MST fleet, facilities and supporting infrastructure.
4. Maintain ongoing community partnerships and seek new opportunities as appropriate.
5. Develop and implement service levels, facilities, policies, and procedures appropriate to funding availability and community requirements.
6. Actively participate in state and national trade associations to support issues of local concern.
7. Continue employee training and development opportunities through partnerships with local colleges, universities, trade associations, and vendors.
8. Provide administrative support in service to Monterey County Regional Taxi Authority and Monterey-Salinas Transit Corporation.
9. Ensure compliance with federal, state, and local regulations, and conduct regular review of policies and practices.
10. Adopt and execute federal and state legislative programs.
11. Continue marketing and community outreach programs to promote and educate the communities we serve regarding the benefits of MST mobility services.
12. Continue board development/educational activities and policy reviews.
13. Continue to adopt policies and adapt practices to existing Emergency Operations plan to address impacts to the operations and workforce of MST and ensure safety and cyber security of MST data and telecommunications systems, networks, and programs.
14. Continue to seek funding from grant sources and extra governmental partnerships to maintain and expand mobility services.
15. Continue programs to support employment diversity, inclusiveness and equity for MST employees and customers.

D. General Budget Structure

The MST budget is divided into two service centers:

1. Fixed Route BUS: provides for operation of buses on fixed routes, MST lines which operate on a specified route at fixed times, and the MST On Call general public dial-a-ride services.
2. MST RIDES: provides for paratransit operation of small buses, vans, and taxis, and complies with the Americans with Disabilities Act.

Each service center budget is balanced; that is, expenditures do not exceed revenues plus reserve. However, there are still a number of unknowns about the future due to the recovery from COVID-19 and as such, there are a wide range of outcomes over the next 2 years.

Each service center has an operating budget and a capital budget. The operating budget covers day-to-day expenses associated with operating transit services. It is funded primarily with passenger fares, federal grants, state transit assistance, local transportation funds (generated by 1/4% of the state sales tax), partnerships with third party agreements/contracts/MOUs (colleges, Department of Defense, Monterey trolley, etc.) and advertising revenue.

Measure Q funding primarily supports the paratransit budgets with a small amount of support for the fixed-route service center to support MST's services for seniors, veterans, and persons with disabilities using regular buses.

The capital budget is derived from the first two (2) years of the 5-Year Capital Improvement Program (CIP). The capital budget provides for purchases of accountable, non-consumable property. This primarily includes vehicle purchases, facilities improvements, equipment, and large public works-type projects. MST continuously applies for federal and state sources to support the majority of capital funding needs.

E. FY 2022-FY2023 Budget Characteristics

Revenue Assumptions

The FY2022-FY2023 budget assumes minimal increases in revenues which are based on retail sales and fuel taxes while at the same time increasing federal financial assistance through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021 enacted December 27, 2020, and the American Rescue Plan (ARP) enacted March 11, 2021. Regular federal assistance will remain constant.

Revenues derived from the Transportation Development Act – Local Transportation Fund and State Transit Assistance will grow compared to FY2021 funding levels. Any additional State aid in the Governor's May Revise will further help support the budget.

The budget contemplates no increase to the MST fare structure, with no significant service expansions and/or adjustments as compared to pre-pandemic service levels. However, results of the Comprehensive Operational Analysis were not known at the time of budget preparation.

Of note, the 'Ride the 40's with Us' free fare program on the weekends in Salinas ends on June 30, 2021. However, during the summer between Independence Day and Labor Day, throughout MST's service area transit will be free on Sundays.

The budget also assumes an uptick in revenue from public/private and public/public partnerships as compared to FY2021. At the end of FY 2021, minimal service from the former Fort Ord area to the Presidio of Monterey resumed with financial support through the federal transit benefit program. Local colleges and universities will resume in-person classes but the contribution from CSUMB specifically was unknown at budget preparation. For these reasons, the budget assumes that partnership revenues will come in lower than pre-COVID levels but higher than FY2021.

Revenues to support the capital budget are from capital grants, apportionments, and MST's capital reserve. MST will aggressively seek federal and state grants to further support the capital budget so that a minimal amount of capital reserve is needed.

Expenditure Assumptions

The FY 2022-2023 budget assumes a steady state in terms of expenditures which are based on implementing any service changes resulting from:

- South County Service Planning study.
- Start of service out of the South County Operations and Maintenance Facility planned for Fall 2021.
- Implementation of any service changes from the Comprehensive Operational Analysis currently underway.
- Special projects identified in the capital improvement program including the SURF! Busway and Bus Rapid Transit Project.
- Debt repayment for the low-interest federal loan provided to MST under the Build America Bureau Rural Project Initiative as part of the TIFIA program for the South County Operations and Maintenance Facility project. MST will continue to make interest-only payments in the months of July and January until principal payments are due in 2026.

- Increased expenditures are expected as a result of opening the South County Operations and Maintenance Facility in terms of janitorial, outside services, and possibly staffing. Other increases are in the categories of fuels and lubricants, health, liability, and property insurance.

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FY 2022-2023 Budget

DETAILED BUDGET

Monterey - Salinas Transit		FY2022 BUDGET					FY2023 BUDGET				
Proposed Budget FY2022 and FY2023						BUDGET FY2021 (ADJ) BUDGET FY2022 VARIANCE OVER/ (UNDER)					BUDGET FY2022 BUDGET FY2023 VARIANCE OVER/ (UNDER)
	FY2021 TOTAL MID-YEAR BUDGET	FY2022 TOTAL YEAR FIXED ROUTE	FY2022 TOTAL YEAR RIDES	FY2022 TOTAL YEAR MEASURE Q- FR	FY2022 TOTAL YEAR COMBINED		FY2023 TOTAL YEAR FIXED ROUTE	FY2023 TOTAL YEAR RIDES	FY2023 TOTAL YEAR MEASURE Q- FR	FY2023 TOTAL YEAR COMBINED	
VEHICLE REVENUE HOURS (PROJECTED)	252,356	211,960	86,359	-	298,319	45,963	218,319	88,950		307,269	8,950
REVENUE											
CASH REVENUE											
PASSENGER FARES	1,751,544	2,074,500	115,000	-	2,189,500	437,956	2,593,125	143,750	-	2,736,875	547,375
TROLLEY	-	90,000	-	-	90,000	90,000	603,000	-	-	603,000	513,000
OTHER LOCAL, SC,	-	-	-	-	-	-	-	-	-	-	-
REVENUE - DOD	61,608	87,000	-	-	87,000	25,392	108,750	-	-	108,750	21,750
SPECIAL FARES - OTHER	16,932	418,000	-	-	418,000	401,068	756,500	-	-	756,500	338,500
ADVERTISING	117,024	150,000	-	-	150,000	32,976	300,000	-	-	300,000	150,000
OTHER AUXILIARY REVENUE	48	1,000	-	-	1,000	952	1,000	-	-	1,000	-
INVESTMENT INCOME	56,808	36,000	-	-	36,000	(20,808)	36,000	-	-	36,000	-
TAXI LEASE REVENUE	-	-	-	-	-	-	-	-	-	-	-
OTHER NON-TRANSPORTATION	3,084	3,100	-	-	3,100	16	3,100	-	-	3,100	-
TOTAL REVENUE	2,007,048	2,859,600	115,000	-	2,974,600	967,552	4,401,475	143,750	-	4,545,225	1,570,625
LTF OPERATING FUNDS	16,456,704	18,342,184	-	-	18,342,184	1,885,480	18,709,000	-	-	18,709,000	366,816
LTF/RSTP SWAP FUNDS	-	-	-	-	-	-	-	-	-	-	-
APCD FUNDS	-	-	-	-	-	-	-	-	-	-	-
CAP AND TRADE	275,232	255,000	-	-	255,000	(20,232)	-	-	-	-	(255,000)
OTHER LOCAL FUNDS	-	-	-	-	-	-	-	-	-	-	-
SALES TAX	9,629,196	-	6,366,340	4,065,060	10,431,400	802,204	-	6,745,700	3,894,400	10,640,100	208,700
STATE OPERATING FUNDS	3,006,756	3,992,555	-	-	3,992,555	985,799	4,072,406	-	-	4,072,406	79,851
FEDERAL 5307 FORMULA FUNDS	-	-	-	-	-	-	6,768,500	-	-	6,768,500	6,768,500
FEDERAL 5307 CARES/CRRSAA/ARPA ACT	22,410,552	15,500,000	-	-	15,500,000	(6,910,552)	-	-	-	-	(15,500,000)
FEDERAL 5311 RURAL FUNDS	-	823,700	-	-	823,700	823,700	767,874	-	-	767,874	(55,826)
FEDERAL 5311 CARES ACT	2,294,916	735,400	-	-	735,400	(1,559,516)	-	-	-	-	(735,400)
FEDERAL 5311F INTERCITY FUNDS	-	-	-	-	-	-	-	-	-	-	-
FEDERAL 5311F CARES ACT	313,416	315,200	-	-	315,200	1,784	324,600	-	-	324,600	9,400
FEDERAL 5316 JARC FUNDS	-	-	-	-	-	-	-	-	-	-	-
FEDERAL 5303 FUNDS	-	-	-	-	-	-	-	-	-	-	-
FEDERAL 5313B FUNDS	-	-	-	-	-	-	-	-	-	-	-
FEDERAL 5317 FUNDS - NF	-	-	-	-	-	-	-	-	-	-	-
OTHER FEDERAL FUNDS	76,572	-	-	-	-	(76,572)	-	-	-	-	-
CASH GRANTS & REIMBURSEMENT	54,463,344	39,964,039	6,366,340	4,065,060	50,395,439	(4,067,905)	30,642,380	6,745,700	3,894,400	41,282,480	(9,112,959)
TOTAL REVENUE	56,470,392	42,823,639	6,481,340	4,065,060	53,370,039	(3,100,353)	35,043,855	6,889,450	3,894,400	45,827,705	(7,542,334)

Monterey - Salinas Transit		FY2022 BUDGET					FY2023 BUDGET				
Proposed Budget FY2022 and FY2023		BUDGET FY2021 (ADJ) BUDGET FY2022 VARIANCE OVER/ (UNDER)					BUDGET FY2022 BUDGET FY2023 VARIANCE OVER/ (UNDER)				
	FY2021 TOTAL MID-YEAR BUDGET	FY2022 TOTAL YEAR FIXED ROUTE	FY2022 TOTAL YEAR RIDES	FY2022 TOTAL YEAR MEASURE Q- FR	FY2022 TOTAL YEAR COMBINED		FY2023 TOTAL YEAR FIXED ROUTE	FY2023 TOTAL YEAR RIDES	FY2023 TOTAL YEAR MEASURE Q- FR	FY2023 TOTAL YEAR COMBINED	
EXPENSES											
LABOR											
COACH OPERATORS WAGES	6,239,484	7,173,900	-	-	7,173,900	934,416	7,420,100	-	-	7,420,100	246,200
COACH OPERATOR OVERTIME	614,952	1,510,554	-	-	1,510,554	895,602	1,484,020	-	-	1,484,020	(26,534)
OTHER WAGES	7,923,864	8,191,000	136,500	309,600	8,637,100	713,236	8,478,300	140,600	318,900	8,937,800	300,700
OTHER OVERTIME	224,268	225,000	-	-	225,000	732	225,000	-	-	225,000	-
TOTAL LABOR	15,002,568	17,100,454	136,500	309,600	17,546,554	2,543,986	17,607,420	140,600	318,900	18,066,920	520,366
BENEFITS											
PERS	2,730,273	2,898,400	12,700	29,600	2,940,700	210,427	3,102,100	13,000	30,400	3,145,500	204,800
INSURANCE	3,701,148	3,947,500	32,000	32,000	4,011,500	310,352	4,460,675	36,160	36,160	4,532,995	521,495
IN LIEU INSURANCE	159,588	158,400	-	9,600	168,000	8,412	163,200	-	9,600	172,800	4,800
OTHER FRINGE BENEFITS	25,080	25,200	-	-	25,200	120	25,200	-	-	25,200	-
PAYROLL TAXES	305,250	339,600	2,700	6,400	348,700	43,450	346,200	2,800	6,500	355,500	6,800
WORKERS COMPENSATION EXPENSE	921,936	900,000	14,000	15,100	929,100	7,164	927,000	14,500	15,600	957,100	28,000
HOLIDAYS	760,752	863,300	6,700	15,100	885,100	124,348	892,300	6,900	15,500	914,700	29,600
PERSONAL LEAVE	1,830,144	1,888,700	14,800	31,100	1,934,600	104,456	1,951,300	15,200	32,000	1,998,500	63,900
UNIFORMS	86,964	79,800	300	2,000	82,100	(4,864)	84,400	300	2,000	86,700	4,600
AUTO ALLOWANCE	28,896	34,000	-	-	34,000	5,104	35,020	-	-	35,020	1,020
TUITION REIMBURSEMENT	9,000	9,000	-	-	9,000	-	9,000	-	-	9,000	-
SAFETY AWARD & EE RECOGNITION	56,808	58,800	-	-	58,800	1,992	58,800	-	-	58,800	-
TOTAL BENEFITS	10,615,839	11,202,700	83,200	140,900	11,426,800	810,961	12,055,195	88,860	147,760	12,291,815	865,015
ADVERTISING & MARKETING											
MARKETING SERVICES	117,912	153,000	5,000	6,000	164,000	46,088	113,000	5,000	5,000	123,000	(41,000)
TROLLEY MARKETING	5,004	5,000	-	-	5,000	(4)	5,000	-	-	5,000	-
TOTAL ADVERTISING & MARKETING	122,916	158,000	5,000	6,000	169,000	46,084	118,000	5,000	5,000	128,000	(41,000)
PROFESSIONAL & TECHNICAL											
PHYSICAL EXAMS	12,504	13,500	-	-	13,500	996	13,500	-	-	13,500	-
BANK SERVICES	85,008	50,000	-	-	50,000	(35,008)	51,000	-	-	51,000	1,000
AUDITORS	35,328	40,000	-	-	40,000	4,672	41,200	-	-	41,200	1,200
ARMORED CAR	97,392	135,000	-	-	135,000	37,608	137,700	-	-	137,700	2,700
LEGAL SERVICES	123,252	200,000	-	-	200,000	76,748	200,000	-	-	200,000	-
CONTRACT NEGOTIATION	40,008	20,000	-	-	20,000	(20,008)	25,000	-	-	25,000	5,000
DIRECTORS FEES	15,000	15,600	-	-	15,600	600	15,600	-	-	15,600	-
BROCHURE DELIVERY	1,500	1,500	-	-	1,500	-	1,500	-	-	1,500	-
HEARING COSTS	-	-	-	-	-	-	-	-	-	-	-
CONSULTING	593,772	169,000	-	55,000	224,000	(369,772)	59,000	-	50,000	109,000	(115,000)
RECRUITING SERVICES	15,000	15,000	-	-	15,000	-	15,000	-	-	15,000	-
INSPECTION	25,008	56,400	5,000	-	61,400	36,392	57,050	5,000	-	62,050	650
DRUG TESTING	16,008	17,000	-	-	17,000	992	17,000	-	-	17,000	-
OTHER PROFESSIONAL	13,056	23,200	-	-	23,200	10,144	15,000	-	-	15,000	(8,200)
CONSULTING - GRANT FUNDED	-	137,900	-	-	137,900	137,900	-	-	-	-	(137,900)
TOTAL PROFESSIONAL & TECHNICAL	1,072,836	894,100	5,000	55,000	954,100	(118,736)	648,550	5,000	50,000	703,550	(250,550)

Monterey - Salinas Transit

FY2022 BUDGET

FY2023 BUDGET

Proposed Budget
FY2022 and FY2023

	FY2021 TOTAL MID-YEAR BUDGET	FY2022 TOTAL YEAR FIXED ROUTE	FY2022 TOTAL YEAR RIDES	FY2022 TOTAL YEAR MEASURE Q- FR	FY2022 TOTAL YEAR COMBINED	BUDGET FY2021 (ADJ) BUDGET FY2022 VARIANCE OVER/ (UNDER)	FY2023 TOTAL YEAR FIXED ROUTE	FY2023 TOTAL YEAR RIDES	FY2023 TOTAL YEAR MEASURE Q- FR	FY2023 TOTAL YEAR COMBINED	BUDGET FY2022 BUDGET FY2023 VARIANCE OVER/ (UNDER)
OUTSIDE LABOR											
CUSTODIAL SERVICES	324,624	344,500	-	-	344,500	19,876	351,400	-	-	351,400	6,900
SECURITY SERVICES	247,308	321,100	-	-	321,100	73,792	335,100	-	-	335,100	14,000
BUS PAINTING	45,156	42,000	-	-	42,000	(3,156)	74,500	-	-	74,500	32,500
HAZARDOUS WASTE DISPOSAL	75,000	75,000	-	-	75,000	-	77,250	-	-	77,250	2,250
LAUNDRY	164,064	216,500	-	-	216,500	52,436	220,800	-	-	220,800	4,300
SHOP EQUIPMENT REPAIR	11,448	12,700	-	-	12,700	1,252	21,300	-	-	21,300	8,600
SUPPORT VEHICLES REPAIR	28,128	26,000	-	-	26,000	(2,128)	42,300	-	-	42,300	16,300
TOWING	15,828	27,000	-	-	27,000	11,172	27,800	-	-	27,800	800
BUS WASHER MAINTENANCE	5,004	3,600	-	-	3,600	(1,404)	5,200	-	-	5,200	1,600
ELECTRICAL, PLUMBING , ROOFING	50,004	29,000	-	-	29,000	(21,004)	51,500	-	-	51,500	22,500
COPIER & OFFICE EQUIP REPAIR	6,504	5,000	-	1,500	6,500	(4)	5,000	-	1,500	6,500	-
COMPUTER MAINTENANCE	1,199,044	1,227,000	78,000	2,400	1,307,400	108,356	1,273,600	81,900	2,400	1,357,900	50,500
SEAT REPAIRS	4,560	1,300	-	-	1,300	(3,260)	6,400	-	-	6,400	5,100
BUILDING AND EQUIPMENT MAINT	182,820	205,000	-	-	205,000	22,180	188,400	-	-	188,400	(16,600)
TELEPHONE EQUIPMENT REPAIR	1,008	1,000	-	-	1,000	(8)	1,000	-	-	1,000	-
PARTS CLEANING	4,068	5,000	-	-	5,000	932	6,600	-	-	6,600	1,600
RADIO REPAIRS	70,008	70,000	-	-	70,000	(8)	73,500	-	-	73,500	3,500
OTHER OUTSIDE LABOR	182,004	150,000	-	-	150,000	(32,004)	167,800	-	-	167,800	17,800
MAINTENANCE SHOP	15,000	7,500	-	-	7,500	(7,500)	15,000	-	-	15,000	7,500
GROUPS MAINTENANCE	52,296	69,800	-	-	69,800	17,504	69,800	-	-	69,800	-
PEST CONTROL	6,504	8,700	-	-	8,700	2,196	8,700	-	-	8,700	-
TEST UNDERGROUND TANKS	9,204	12,300	-	-	12,300	3,096	12,300	-	-	12,300	-
FIRE EXTINGUISHER SERVICE	5,004	6,700	-	-	6,700	1,696	6,700	-	-	6,700	-
TOTAL OUTSIDE LABOR	2,704,588	2,866,700	78,000	3,900	2,948,600	244,012	3,041,950	81,900	3,900	3,127,750	179,150
FUEL, GAS AND TIRES											
DIESEL - REVENUE	1,000,008	1,833,800	-	112,600	1,946,400	946,392	2,014,000	-	140,700	2,154,700	208,300
LUBRICANTS - REVENUE	120,636	160,000	-	-	160,000	39,364	180,000	-	-	180,000	20,000
ELECTRICITY - REVENUE	26,208	26,200	-	-	26,200	(8)	26,200	-	-	26,200	-
GAS	75,000	81,000	-	-	81,000	6,000	89,100	-	-	89,100	8,100
FUEL PURCHASES - MV	898,992	406,200	548,700	-	954,900	55,908	456,900	617,300	-	1,074,200	119,300
TIRES & TUBES	300,000	255,000	-	-	255,000	(45,000)	262,700	-	-	262,700	7,700
TOTAL FUEL & LUBRICANTS	2,420,844	2,762,200	548,700	112,600	3,423,500	1,002,656	3,028,900	617,300	140,700	3,786,900	363,400

Monterey - Salinas Transit

FY2022 BUDGET

FY2023 BUDGET

Proposed Budget FY2022 and FY2023		BUDGET FY2021 (ADJ) BUDGET FY2022 VARIANCE OVER/ (UNDER)					BUDGET FY2022 BUDGET FY2023 VARIANCE OVER/ (UNDER)				
FY2021 TOTAL MID-YEAR BUDGET	FY2022 TOTAL YEAR FIXED ROUTE	FY2022 TOTAL YEAR RIDES	FY2022 TOTAL YEAR MEASURE Q- FR	FY2022 TOTAL YEAR COMBINED			FY2023 TOTAL YEAR FIXED ROUTE	FY2023 TOTAL YEAR RIDES	FY2023 TOTAL YEAR MEASURE Q- FR	FY2023 TOTAL YEAR COMBINED	
MATERIALS AND SUPPLIES											
MARKETING SUPPLIES	32,004	32,000	-	5,000	37,000	4,996	27,000	-	6,000	33,000	(4,000)
BUS ADVERTISING EXPENSE	-	-	-	-	-	-	-	-	-	-	-
PRINTING	57,264	40,000	8,000	9,250	57,250	(14)	40,000	8,000	11,250	59,250	2,000
RIDERS GUIDES	40,008	20,000	-	-	20,000	(20,008)	20,000	-	-	20,000	-
MAPS	4,008	4,000	-	-	4,000	(8)	4,000	-	-	4,000	-
TICKETS	4,008	-	-	-	-	(4,008)	-	-	-	-	-
PASSES	51,000	25,000	-	-	25,000	(26,000)	25,000	-	-	25,000	-
BROCHURES	5,508	-	2,000	3,500	5,500	(8)	-	2,000	3,500	5,500	-
TRANSFERS	-	-	-	-	-	-	-	-	-	-	-
MISC MARKETING	24,000	65,000	-	9,500	74,500	50,500	50,000	-	10,500	60,500	(14,000)
HAZARDOUS MATERIAL CONTAINMENT	12,000	8,000	-	-	8,000	(4,000)	12,000	-	-	12,000	4,000
COMPUTER SUPPLIES	60,000	60,000	-	-	60,000	-	63,000	-	-	63,000	3,000
SAFETY & PROTECTIVE SUPPLIES	165,576	269,400	-	1,800	271,200	105,624	270,850	-	1,800	272,650	1,450
TROLLEY SUPPLIES	7,884	10,300	-	-	10,300	2,416	10,600	-	-	10,600	300
BUILDING CLEANING SUPPLIES	66,996	89,400	-	-	89,400	22,404	89,400	-	-	89,400	-
TRANSIT CENTER/PLAZA SUPPLIES	6,000	6,000	-	-	6,000	-	6,000	-	-	6,000	-
SHELTER & BUS STOP SUPPLIES	75,000	100,000	-	-	100,000	25,000	100,000	-	-	100,000	-
OTHER SUPPLIES	45,012	40,000	5,000	50,000	95,000	49,988	40,000	5,000	50,000	95,000	-
SHOP SUPPLIES	135,468	226,700	-	-	226,700	91,232	233,400	-	-	233,400	6,700
OFFICE SUPPLIES/EQUIPMENT	95,388	115,500	1,000	3,500	120,000	24,612	115,500	1,000	3,500	120,000	-
POSTAGE & EXPRESS SERVICE	15,672	13,160	4,500	1,200	18,860	3,188	13,160	4,500	1,200	18,860	-
COPY MACHINE PAPER	-	-	-	-	-	-	-	-	-	-	-
REVENUE VEHICLE PARTS	975,000	905,000	-	-	905,000	(70,000)	932,200	-	-	932,200	27,200
SUPPORT VEHICLE PARTS	25,008	25,000	-	-	25,000	(8)	25,000	-	-	25,000	-
FAREBOX PARTS	32,184	57,200	-	-	57,200	25,016	59,000	-	-	59,000	1,800
BUS WASHER SUPPLIES	10,008	10,000	-	-	10,000	(8)	10,000	-	-	10,000	-
WARRANTY LABOR & PARTS	-	-	-	-	-	-	-	-	-	-	-
PARTS CLEANING	-	-	-	-	-	-	-	-	-	-	-
FUEL IS./DISPENSER PARTS	5,004	5,000	-	-	5,000	(4)	5,000	-	-	5,000	-
TOTAL MATERIALS AND SUPPLIES	1,950,000	2,126,660	20,500	83,750	2,230,910	280,910	2,151,110	20,500	87,750	2,259,360	28,450
UTILITIES											
WATER & FIRE PROTECTION	50,004	66,700	-	-	66,700	16,696	66,700	-	-	66,700	-
TELEPHONE LINE SERVICE	140,004	160,000	-	-	160,000	19,996	168,000	-	-	168,000	8,000
PG&E	352,500	356,000	-	-	356,000	3,500	363,120	-	-	363,120	7,120
ALARM SERVICE	83,004	87,000	-	-	87,000	3,996	88,740	-	-	88,740	1,740
DISPOSAL & SEWER	63,000	83,000	-	-	83,000	20,000	84,660	-	-	84,660	1,660
CELLULAR PHONES/PAGERS	72,000	68,640	1,440	1,920	72,000	-	70,100	1,440	1,920	73,460	1,460
TOTAL UTILITIES	760,512	821,340	1,440	1,920	824,700	64,188	841,320	1,440	1,920	844,680	19,980

Monterey - Salinas Transit

FY2022 BUDGET

FY2023 BUDGET

Proposed Budget
FY2022 and FY2023

	FY2021 TOTAL MID-YEAR BUDGET	FY2022 TOTAL YEAR FIXED ROUTE	FY2022 TOTAL YEAR RIDES	FY2022 TOTAL YEAR MEASURE Q- FR	FY2022 TOTAL YEAR COMBINED	BUDGET FY2021 (ADJ) BUDGET FY2022 VARIANCE OVER/ (UNDER)	FY2023 TOTAL YEAR FIXED ROUTE	FY2023 TOTAL YEAR RIDES	FY2023 TOTAL YEAR MEASURE Q- FR	FY2023 TOTAL YEAR COMBINED	BUDGET FY2022 BUDGET FY2023 VARIANCE OVER/ (UNDER)
INSURANCE											
PHYSICAL DAMAGE EXPENSE	90,000	50,000	-	-	50,000	(40,000)	61,300	-	-	61,300	11,300
RECOVERIES PHYSICAL DAMAGES	-	-	-	-	-	-	-	-	-	-	-
LIABILITY EXPENSE	1,150,008	902,400	-	-	902,400	(247,608)	1,039,700	-	-	1,039,700	137,300
OTHER INSURANCE PREMIUMS	115,308	123,000	-	-	123,000	7,692	131,600	-	-	131,600	8,600
TOTAL INSURANCE	1,355,316	1,075,400	-	-	1,075,400	(279,916)	1,232,600	-	-	1,232,600	157,200
TAXES											
PROPERTY TAX	7,584	7,600	-	-	7,600	16	7,600	-	-	7,600	-
VEHICLE LICENSE & REGISTRATION	504	500	-	-	500	(4)	500	-	-	500	-
DIESEL SALES TAX	83,208	162,710	-	-	162,710	79,502	178,700	-	-	178,700	15,990
DIESEL FUEL USE TAX	8,808	9,695	-	-	9,695	887	10,650	-	-	10,650	955
GASOLINE TAX	3,792	3,130	-	-	3,130	(662)	3,440	-	-	3,440	310
OTHER TAXES	18,000	18,000	-	-	18,000	-	18,000	-	-	18,000	-
TOTAL TAXES	121,896	201,635	-	-	201,635	79,739	218,890	-	-	218,890	17,255
PURCHASED TRANSPORTATION											
PURCHASED TRANSPORTATION	7,637,592	3,427,200	5,155,700	656,400	9,239,300	1,601,708	4,134,075	5,467,700	697,725	10,299,500	1,060,200
TAXI VOUCHERS/PILOT TRAVEL REIMB	687,816	-	200,000	487,800	687,800	(16)	-	200,000	526,000	726,000	38,200
TOTAL PURCHASED TRANSPORTATION	8,325,408	3,427,200	5,355,700	1,144,200	9,927,100	1,601,692	4,134,075	5,667,700	1,223,725	11,025,500	1,098,400
MISCELLANEOUS EXPENSES											
SUBSCRIPTIONS	20,004	20,000	-	-	20,000	(4)	20,000	-	-	20,000	-
APTA DUES	36,576	37,300	-	-	37,300	724	37,900	-	-	37,900	600
CTA DUES	16,248	18,600	-	-	18,600	2,352	19,700	-	-	19,700	1,100
CHAMBER AND OTHER DUES	37,008	37,000	-	-	37,000	(8)	37,000	-	-	37,000	-
CAL ACT DUES	1,740	1,740	-	-	1,740	-	1,740	-	-	1,740	-
STAFF TRAVEL	10,008	29,300	-	6,000	35,300	25,292	44,000	-	6,000	50,000	14,700
STAFF TRAINING	35,004	24,800	5,000	7,000	36,800	1,796	35,100	5,000	7,000	47,100	10,300
BOARD TRAVEL	5,004	10,700	-	-	10,700	5,696	16,000	-	-	16,000	5,300
AD & PROMOTION MEDIA	30,000	30,000	-	-	30,000	-	-	-	-	-	(30,000)
LEGAL ANNOUNCEMENTS	15,000	18,000	-	-	18,000	3,000	18,000	-	-	18,000	-
AD MEDIA RECRUITING	4,008	4,000	-	-	4,000	(8)	4,000	-	-	4,000	-
PERMITS	15,000	20,000	-	-	20,000	5,000	20,000	-	-	20,000	-
SALES TAX REVENUE EXPENSE	349,932	-	197,300	132,700	330,000	(19,932)	-	209,800	126,800	336,600	6,600
OTHER MISC. EXPENSE	10,008	10,000	-	-	10,000	(8)	10,000	-	-	10,000	-
INTERFUND TRANSFERS	-	(1,926,990)	-	1,926,990	-	-	(1,638,045)	-	1,638,045	-	-
TOTAL MISCELLANEOUS EXPENSES	585,540	(1,665,550)	202,300	2,072,690	609,440	23,900	(1,374,605)	214,800	1,777,845	618,040	8,600

Monterey - Salinas Transit

FY2022 BUDGET

FY2023 BUDGET

Proposed Budget FY2022 and FY2023	BUDGET FY2021 (ADJ)					BUDGET FY2022					BUDGET FY2023				
	FY2021 TOTAL MID-YEAR BUDGET	FY2022 TOTAL YEAR FIXED ROUTE	FY2022 TOTAL YEAR RIDES	FY2022 TOTAL YEAR MEASURE Q- FR	FY2022 TOTAL YEAR COMBINED	FY2022 VARIANCE OVER/ (UNDER)	FY2023 TOTAL YEAR FIXED ROUTE	FY2023 TOTAL YEAR RIDES	FY2023 TOTAL YEAR MEASURE Q- FR	FY2023 TOTAL YEAR COMBINED	FY2023 VARIANCE OVER/ (UNDER)				
OTHER AGENCY EXPENSES															
PASS THROUGH/BEHALF OF OTHERS	-	-	-	-	-	-	-	-	-	-	-				
TOTAL OTHER AGENCY EXPENSES	-	-	-	-	-	-	-	-	-	-	-				
INTEREST EXPENSE															
INTEREST EXPENSE	180,000	183,600	-	-	183,600	3,600	143,300	-	-	143,300	(40,300)				
TOTAL INTEREST EXPENSE	180,000	183,600	-	-	183,600	3,600	143,300	-	-	143,300	(40,300)				
LEASES & RENTALS															
ANTENNA/ SATELLITE RENTAL	20,004	20,000	-	-	20,000	(4)	20,000	-	-	20,000	-				
RESTROOM - MONTEREY	72,000	74,200	-	-	74,200	2,200	74,200	-	-	74,200	-				
EQUIPMENT RENTALS	37,152	108,600	-	-	108,600	71,448	110,500	-	-	110,500	1,900				
POSTAGE METER RENTAL	10,008	10,000	-	-	10,000	(8)	10,000	-	-	10,000	-				
BUILDING RENT	364,428	305,700	-	134,500	440,200	75,772	334,000	-	136,900	470,900	30,700				
TOTAL LEASES & RENTALS	503,592	518,500	-	134,500	653,000	149,408	548,700	-	136,900	685,600	32,600				
TOTAL OPERATING EXPENSES	45,721,855	41,672,939	6,436,340	4,065,060	52,174,339	6,452,484	44,395,405	6,843,100	3,894,400	55,132,905	2,958,566				
OPERATING SURPLUS (DEFICIT)	10,748,537	1,150,700	45,000	-	1,195,700	(9,552,837)	(9,351,550)	46,350	-	(9,305,200)	(10,500,900)				
CAPITAL EXPENDITURE		1,150,700	45,000	-	1,195,700		1,037,000	46,350	-	1,083,350	(112,350)				
TOTAL SURPLUS (DEFICIT)		-	-	-	-		(10,388,550)	-	-	(10,388,550)					

FY2022 & FY2023 BUDGET
Part A. Fixed Route Operating Budget

REVENUES

	MID-YEAR FY2021	Proposed FY2022	Proposed FY2023
Passenger Revenues	1,659,588	2,074,500	2,593,125
Farebox and pass sales			
Special Local Fares	78,540	595,000	1,468,250
Contracts/Partnerships (Department of Defense, Colleges, Trolleys, Amtrak, etc.)			
Associated Transit Revenues	117,024	150,000	300,000
Advertising			
Non-Transportation Revenues	59,940	40,100	40,100
Interest income, Other Auxiliary Revenue			
Local Cash Grants	16,456,704	18,342,184	18,709,000
Local Transportation Funds (LTF), Reserves, Mandated Set-asides			
Other Local Funds	-	-	-
APCD Funds	-	-	-
APCD Funds			
Cap and Trade Funds	275,232	255,000	-
Cap and Trade Funds			
Sales Tax	-	-	-
Sales Tax Measure Q			
State Cash Grants	3,006,756	3,992,555	4,072,406
State Transit Assistance			
Federal Cash Grants	25,095,456	17,374,300	7,860,974
Includes Federal Transit Administration Section 5307, Section 5311, Section 5311(f), CARES/CRRSAA/ARPA Act 5307, CARES Act 5311, 5311(f), Other Federal Funds			
TOTAL REVENUES	\$ 46,749,240	\$ 42,823,639	\$ 35,043,855

FY2022 & FY2023 BUDGET
Part A. Fixed Route Operating Budget

EXPENSES

	<u>MID-YEAR FY2021</u>	<u>Proposed FY2022</u>	<u>Proposed FY2023</u>
Salaries and Wages	14,602,320	17,100,454	17,607,420
Wage increase due to Amalgamated Transit Union Local No. 1225 and MSTEA contractual agreements			
Fringe Benefits	10,384,623	11,202,700	12,055,195
Increase in wages causes personal leave and holiday benefits to increase			
Services	3,726,664	3,918,800	3,808,500
Security services, outside labor, computer maintenance, marketing, auditors, armored car, consulting, and other services			
Fuel, Gas and Tires	1,912,152	2,762,200	3,028,900
Costs for diesel, unleaded, lubricants and tires			
Materials and Supplies	1,892,076	2,126,660	2,151,110
Vehicle maintenance parts, cleaning and office supplies, postage and printed materials			
Utilities	757,224	821,340	841,320
Telephone, power, gas, water/sewer and alarm services			
Insurance	1,355,316	1,075,400	1,232,600
Liability, property and other insurance			
Taxes	121,896	201,635	218,890
Fuel, sales and property taxes			
Purchased Transportation	3,466,248	3,427,200	4,134,075
Purchased transportation contracts for MV Transportation for fixed-route, On Call and trolley services			
Pass Through Expense	-	-	-
Pass through on behalf of others			
Miscellaneous	(2,590,584)	(1,481,950)	(1,231,305)
Training, travel, ad media, dues, subscriptions, permits, sales tax revenue expense, interfund transfer to Measure Q, and interest expense			
Leases and Rentals	672,768	518,500	548,700
MST's radio antenna site, Watsonville Transit Center, 19 Upper Ragsdale Assoc. Fees, JLW, Restroom facilities lease, and Storage unit rental			
TOTAL EXPENSES	\$ 36,300,703	\$ 41,672,939	\$ 44,395,405
FY2022 & FY2023 OPERATING SURPLUS/(DEFICIT)	\$ 10,448,537	\$ 1,150,700	\$ (9,351,550)

FY2022 & FY2023 BUDGET
Part B. MST RIDES Operating Budget

REVENUES

	MID-YEAR FY2021	Proposed FY2022	Proposed FY2023
Passenger Revenues	91,956	115,000	143,750
Farebox and ticket book sales			
Special Local Fares	-	-	-
Contracts/Partnerships (Department of Defense, Colleges, Trolleys, Amtrak, VTA, etc.)			
Sales Tax	4,598,076	6,366,340	6,745,700
Sales Tax Measure Q			
State Cash Grants	-	-	-
State Transit Assistance			
TOTAL REVENUES	<u>\$ 4,690,032</u>	<u>\$ 6,481,340</u>	<u>\$ 6,889,450</u>

EXPENSES

	MID-YEAR FY2021	Proposed FY2022	Proposed FY2023
Salaries and Wages	115,248	136,500	140,600
Two FTE equivalents			
Fringe Benefits	95,796	83,200	88,860
Health, dental, life and vision insurance, PERS retirement benefits, personal leave and workers compensation insurance			
Services	122,796	88,000	91,900
Professional Services			
Fuel, Gas and Tires	423,684	548,700	617,300
Unleaded, lubricants and tires			
Materials and Supplies	24,600	20,500	20,500
Vehicle maintenance parts, cleaning and office supplies, postage and printed materials			
Utilities	1,440	1,440	1,440
Telephone, power, gas, water/sewer and alarm services, cellular phones			
Purchased Transportation	3,736,344	5,355,700	5,667,700
MV Transportation, Inc., taxi vouchers			
Miscellaneous	170,124	202,300	214,800
Sales tax revenue expense and staff travel and training			
TOTAL EXPENSES	<u>\$ 4,690,032</u>	<u>\$ 6,436,340</u>	<u>\$ 6,843,100</u>
FY2022 & FY2023 OPERATING SURPLUS/(DEFICIT)	<u>\$ -</u>	<u>\$ 45,000</u>	<u>\$ 46,350</u>

FY2022 & FY2023 BUDGET
Part C. MST Measure Q Operating Budget

REVENUES

	<u>MID-YEAR FY2021</u>	<u>Proposed FY2022</u>	<u>Proposed FY2023</u>
Passenger Revenues	-	-	-
Farebox and ticket book sales			
Sales Tax	5,031,120	4,065,060	3,894,400
Sales Tax Measure Q			
Federal Cash Grants	-	-	-
CARES Act 5307			
TOTAL REVENUES	<u>\$ 5,031,120</u>	<u>\$ 4,065,060</u>	<u>\$ 3,894,400</u>

EXPENSES

	<u>MID-YEAR FY2021</u>	<u>Proposed FY2022</u>	<u>Proposed FY2023</u>
Salaries and Wages	285,000	309,600	318,900
Mobility staff			
Fringe Benefits	135,420	140,900	147,760
Health, dental, life and vision insurance, PERS retirement benefits, personal leave and workers compensation insurance			
Services	50,880	64,900	58,900
Professional Services			
Fuel, Gas and Tires	85,008	112,600	140,700
Unleaded, lubricants and tires			
Materials and Supplies	33,324	83,750	87,750
Vehicle maintenance parts, cleaning and office supplies, postage and printed materials			
Utilities	1,848	1,920	1,920
Telephone, power, gas, water/sewer and alarm services			
Purchased Transportation	1,122,816	1,144,200	1,223,725
MV Transportation, Inc., taxi vouchers			
Miscellaneous	3,186,000	2,072,690	1,777,845
Sales tax revenue expense and staff travel and training and Interfund transfer from Fixed Route			
Leases and Rentals	130,824	134,500	136,900
MST's radio antenna site, and 201 Pearl Street in Monterey, and 15 Lincoln Street Salinas			
TOTAL EXPENSES	<u>\$ 5,031,120</u>	<u>\$ 4,065,060</u>	<u>\$ 3,894,400</u>
FY2022 & FY2023 OPERATING SURPLUS/(DEFICIT)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

Monterey-Salinas Transit

Personnel Staffing - Fiscal Years 2022 and 2023

Operations:

Assistant General Manager/Chief Operating Officer
 Coach Operators - Full Time*
 Coach Operators - Full Time Extra Board
 Coach Operators - Occupational Injuries*
 Coach Operators - Part Time (Limited Duty)
 Director of Transportation Services
 Chief Operating Officer
 Transit Manager
 Operations Superintendent
 Operations Supervisor
 Operations Analyst
 Communications System Supervisor
 Communications System Specialists
 ITS Technician
 Contract Services Manager
 Mobility Services Manager
 Mobility Services Coordinator
 Mobility Specialist
 Mobility Assistant
 Trainer

Total Operations

FY2021 Mid Year Budget Adj	Net Additions (Reductions)	FY2022 Budget	FY2023 Budget
-		-	-
126		126	126
-		-	-
1		1	1
-		-	-
-		-	-
1		1	1
1		1	1
2		2	2
9		9	9
1		1	1
1		1	1
6		6	6
2		2	2
1		1	1
1		1	1
1		1	1
4		4	4
1		1	1
2		2	2
160	-	160	160

Vehicle Maintenance:

Maintenance Manager
 Fleet Superintendent
 Fleet Supervisors
 Maintenance Analyst
 Mechanics
 Electronic Technician
 Utility Service Worker
 Inventory Supervisor
 Inventory Clerk

Total Vehicle Maintenance

1		1	1
1		1	1
3		3	3
-	1	1	1
23		23	23
2		2	2
10	2	12	12
1	(1)	-	-
3		3	3
44	2	46	46

Facilities:

Facilities Manager
 Facilities Technician III
 Facilities Technician II
 Facilities Technician I

Total Facilities

1		1	1
1		1	1
1		1	1
5	1	6	6
8	1	9	9

Monterey-Salinas Transit

Personnel Staffing - Fiscal Years 2022 and 2023

Administration:

	FY2021 Mid Year Budget Adj	Net Additions (Reductions)	FY2022 Budget	FY2023 Budget
General Manager/CEO	1		1	1
Assistant General Manager	1		1	1
Director of Information Technology	1		1	1
Director of Human Resources/Risk Management	1		1	1
Director of Planning and Innovation	1		1	1
General Accounting & Budget Manager	1		1	1
Capital Projects Manager	1		1	1
Civil Rights Officer	1		1	1
Planning Manager	1		1	1
Procurement and Contracts Manager	1		1	1
Human Resources Manager	1		1	1
Information Technology Administrator	1		1	1
Marketing and Customer Service Manager	1		1	1
Risk & Security Manager	1		1	1
Business Development/Transit Planner	-		-	-
Compliance Analyst	1		1	1
Grants Analyst	1		1	1
Schedule/Planning Analyst	1		1	1
Transit Scheduler	1		1	1
Accountant	1		1	1
Transit Planning Assistant	1	(1)	-	-
Associate Planner		1	1	1
Executive Assistant to the GM	1		1	1
Community Relations Coordinator	1		1	1
Information Technology Technician	1		1	1
Customer Service Supervisor	1		1	1
Payroll Specialist	1		1	1
Human Resources Assistant	2		2	2
Accounting Technician	1		1	1
Marketing Assistant	-		-	-
Office Administrator	1		1	1
Scheduling Assistant	1		1	1
Customer Service Representative/Spanish Translator	5		5	5
MST interns	-		-	-
CSUMB Interns (part-time)**	1		1	1
Total Administration	36	-	36	36
MST Total Personnel Staffing	248	3	251	251

* As Coach Operators with occupational injuries recover, they return to work as full-time Coach Operators.

** Position funded by CSUMB

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FY 2022-2023 BUDGET

CAPITAL

Appendix: FY2022-2026 Capital Improvement Program



Monterey-Salinas Transit District

FY 2022-2026

Capital Improvement Program

June 2021



Acknowledgments

With support from the Board of Directors and the Executive Leadership Team, MST staff work to align, optimize, and manage financial resources. This Capital Improvement Program helps to guide the District's financial planning efforts; supports the prioritization of projects; helps inform the development of MST's operating budget, capital budget and other management plans and reports; and supports special programs and projects.

MST Board of Directors

Chair, Dan Albert, City of Monterey
Vice-chair, Anna Velazquez, City Soledad
Jeff Baron, City of Carmel-by-the Sea
John Gaglioti, City of Del Rey Oaks
Lorraine Worthy, City of Gonzales
Yanely Martinez, City of Greenfield
Mike LeBarre, City of King
David Burnett, City of Marina
Joe Amelio, City of Pacific Grove
Tony Barrera, City of Salinas
Mary Ann Carbone, City of Sand City
Dave Pacheco, City of Seaside
Luis Alejo, County of Monterey

MST Contributors

Carl Sedoryk, General Manager/CEO
Lisa Rheinheimer, Assistant General Manager
Norman Tuitavuki, Chief Operating Officer
Mark Eccles, Director of Information Technology
Frank Marcos, Maintenance Manager
Paul Lopez, Facilities Manager
Scott Taylor, IT Manager
Andrea Williams, General Accounting & Budget Manager
Michelle Overmeyer, Director of Planning & Innovation
Matt Deal, Grants Analyst

Cover page photo credit: David Williams, Superintendent for Diede Construction on the South County Operations and Maintenance Facility Project

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1. Introduction

This Capital Improvement Program (CIP) summarizes Monterey-Salinas Transit District's (MST's) capital financial plan for the period FY22-FY26. The CIP aims to:

- Develop a fiscally constrained 5-year program of projects to support the MST transit system.
- Review and forecast capital revenue sources between FY 22-26 and assess the District's financial capacity to carry out proposed capital investments.
- Allow regional transportation partners, the MST Board of Directors, and MST staff to formulate strategies in advance of potential financial challenges.
- Inform federal, state, and regional partners about the financial challenges and opportunities to implementing the Innovative Clean Transit rule.
- Inform requests for federal, state, and regional funds.
- Provide transparent and accessible information to the MST Board and community about transit projects and programs of regional significance.
- Serve as an implementation tool to support the MST Strategic Plan's goals, objectives, and strategies.

MST's capital plans are driven by the MST Strategic Plan, as adopted by the Board of Directors as part of the FY2021/22-FY2022/23. The District has committed to advancing the Mission statement: "Advocating and delivering quality public transportation as a leader within our community and industry." The financial and project readiness forecast in the CIP is based on the best available information at the time of publication and outlines a financial scenario based on that information. The CIP will be updated as new information becomes available during the annual budget preparation process.

2. Overview of the MST System

2.1 History

MST began operations in 1973 as Monterey Peninsula Transit formed by a joint-powers agreement and, by 1981, included the City of Salinas by consolidating two separate municipal public transit systems into a viable network of local service throughout a 110 square-mile service area. In 1997, MST began operation of RIDES, a demand-response paratransit service for persons with disabilities which had been previously operated by the County government. Over the years, MST's service area has expanded to what is as of fiscal year 2020 approximately 295 square miles.

As of July 1, 2010, the MST Joint Powers Agency was replaced by the Monterey-Salinas Transit District, which was created through legislation (AB 644 Caballero) passed by the California Legislature and signed into law by Governor Arnold Schwarzenegger. The borders of the MST District are contiguous with those of the County of Monterey. Monterey County is located along the Central Coast of California, bordered to the south by San Luis Obispo County, the west by the Pacific Ocean, the east by San Benito County, and the north by Santa Cruz County.

2.2 Governance

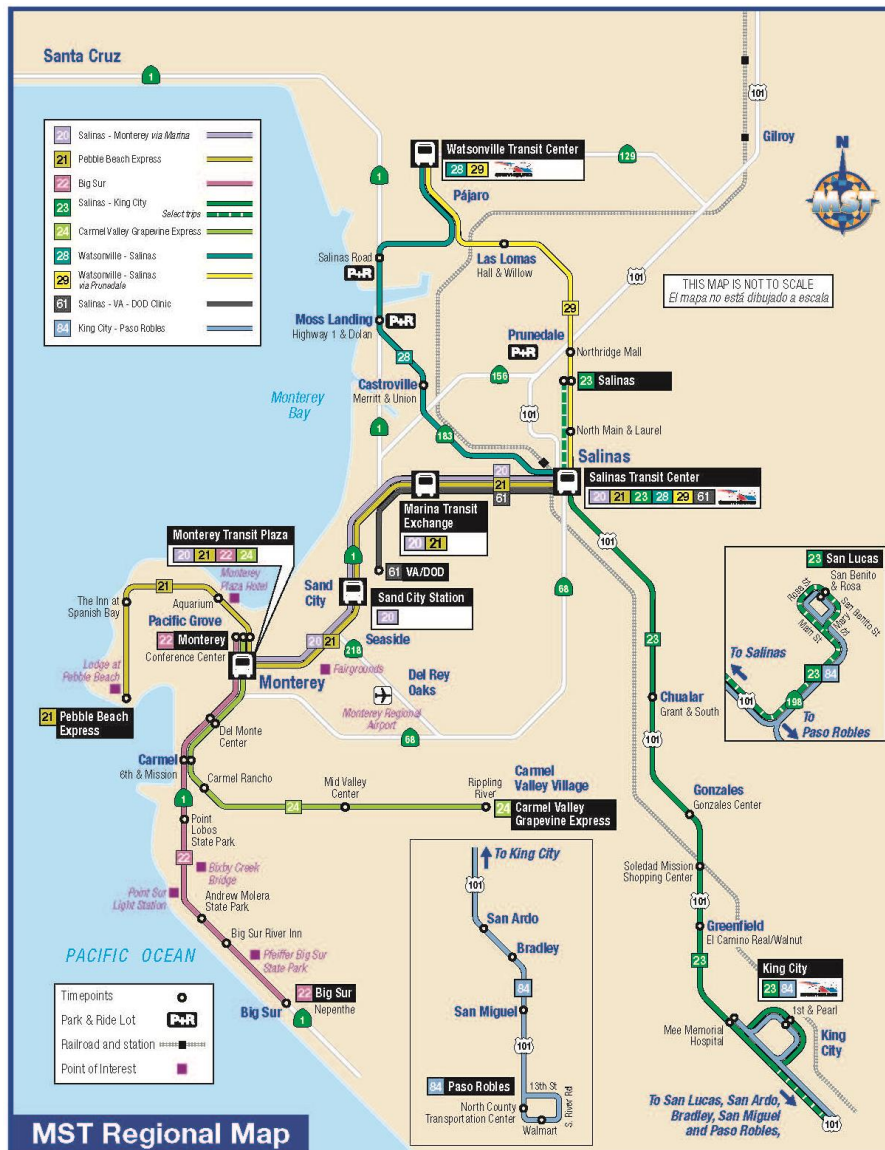
MST is governed by a board of directors composed of one representative from each member jurisdiction. Each member jurisdiction will appoint a regular member as well as an alternate member to the MST board of directors. Each member has one vote. Membership in the District is limited by the County of Monterey and the incorporated cities within the County. Board members may be elected officials or officers or employees of the appointing member. The current membership includes only elected officials.

At the present, thirteen Board members form MST's governing board. Members of the MST Board provide strategic and policy guidance to achieve MST's mission. The Chair of the MST Board of Directors serves a two-year term along with a Vice-chair.

2.3 Areas Served and Services Provided

MST provides bus transit services throughout Monterey County and north into downtown Watsonville, as well as south to San Miguel, Paso Robles, and Templeton in northern San Luis Obispo County. There is no other organization within Monterey County with a similar scope of public transportation service.

Figure 2: MST Regional Map



Note: MST served Aptos and Santa Cruz in Santa Cruz County, Gilroy and San Jose in Santa Clara County prior to the COVID-19 pandemic and plans to serve these out of county areas in the future as part of recovery.

In FY 2021, MST's fixed-route bus system consisted of thirty-four routes, down from sixty-one the previous year. Of the thirty-four routes, sixteen are operated by MST personnel, eighteen routes are operated by MV Transportation, Incorporated (MV).

In FY 2020, vehicles on MST routes traveled approximately 3,785,000 miles and carried 3,082,463 passengers. RIDES, MST's paratransit service, transported approximately 196,000 persons with disabilities on 39 specially equipped minibuses, minivans, and sedans.

In addition to MST's fixed-route and ADA paratransit services, MST provides an On Call demand-response service in the cities of Marina, Gonzales, Soledad, Greenfield, and King City. Mobility services, funded with Measure Q revenues, support special transportation including taxi vouchers, special medical trips to Santa Clara, Palo Alto, and San Francisco, a travel reimbursement program, travel training, and navigators to help others ride the bus.

2.4 Physical Infrastructure and Capital Assets

2.4.1 Bus – Rolling Stock

MST's fleet consists of 100 heavy duty Gillig buses, 2 BYD and 2 GILLIG battery electric buses, 9 trolley-style buses, 105 light duty buses, and support vehicles.



2.4.2 Bus Support Equipment, Facilities & ITS

MST support equipment, facilities and ITS infrastructure consist of equipment which support bus maintenance, unforeseen facility improvements, and information technology hardware to support the work of MST staff. From time to time, these pieces of equipment, facilities and technology need replacing or new technology becomes available to support ongoing operations.

2.2.3 Communications and Radio Equipment

MST communications and radio equipment support the necessary function of operating a transit system. From time to time, communication and radio equipment needs to be replaced or upgraded.

2.2.4 Safety and Security

The safety and security system consists of access control to MST facilities, onboard cameras, and station area cameras to provide for the Department of Homeland Security measures and Federal Transit Administration (FTA) requirements necessary of

transit operations. From time to time, safety and security equipment must be replaced or upgraded.

2.2.5 Preventative Maintenance

Preventative maintenance includes major components to keep buses running longer as well as shop tools and equipment. An efficient and well-functioning preventative maintenance program is vital to ensuring that the MST bus fleet is in a state of good repair.

2.2.6 Bus Stations and Stops

Bus stations and stops includes upgrades, renovations, or replacements of existing stops and stations as well as new major new transit infrastructure. The new SURF! Busway and Bus Rapid Transit Project is considered new transit infrastructure. Keeping the existing bus stops and stations in a state of good repair helps defer major investments in the future and extends its useful life.



2.2.7 Major Facilities Expansion and Rehabilitation

Major facilities expansion and rehabilitation includes facilities used for operations and maintenance, mobility services, administration, and customer service. Efficient and well-functioning facilities are vital to ensuring that MST is meeting the mission of the organization and expectations of the public.

3. MST Strategic Plan, Goals, and 2-Year Action Plan

3.1 Strategic Plan

On an annual basis, the MST Board of Directors conducts a strategic planning session at its January meeting. The result is a Strategic Plan which represents the collaboration of the MST Board of Directors and staff to develop a multi-year vision and identify strategic priorities to focus MST resources and energies.

Monterey-Salinas Transit District Mission

Advocating and delivering quality public transportation as a leader within our community and within our industry.

Our Vision

A fully funded public transit system providing quality, valued, and affordable mobility and transportation services for the people in Monterey County.

We Believe In...

- Using Good Judgment
- Achieving Win/Win Outcomes
- Mutual Respect
- Teamwork
- Acting with Dignity, Trust, Cooperation, and Loyalty
- Constant Measurable Improvement
- Recognizing Achievement of Results

3.2 Strategic Plan Goals

- Goal #1: Develop and Maintain Adequate and Stable Long-Term Revenues.
- Goal #2: Provide Quality Transit and Mobility Service for the Communities We Serve.
- Goal #3: Improve Board Protocols and Recommend Best Practices to Achieve Effective and Efficient Board Operations and Board Meeting Management.
- Goal #4: Promote Policies and Practices that Encourage Environmental Sustainability and Resource Conservation.

- Goal #5: Educate the Public on MST Services Through Promotion, Communication and Advocacy.
- Goal #6: Promote Organizational Values to Maintain High-Quality Relationships with MST Employees, Contractors, Vendors, Board Members, and Community Stakeholders.
- Goal #7: Enhance Industry Leadership for Like-Sized Agencies within California and the United States.

3.3 2-Year Action Plan

The 2-Year Action Plan accompanies the Strategic Plan to support the mission, vision, goals, objectives, outcomes, indicators and tactics. The 2-Year Action Plan is updated annually during the Board's strategic planning session in January ahead of the budget preparation process.

Below is a list of actions to be taken over the next two years which support the Strategic Plan and CIP actions are specifically identified in *italics* and **bold**:

FY 2021/22 and FY 2022/23: 2 Year Project Action Plan

1. Initiate development and implementation plan of MST Branding initiative per Marketing Plan. July 2021
2. Initiate comprehensive campaign to promote increased inclusivity, diversity, and equity of employment of underrepresented groups within MST's workforce. September 2021
3. ***Complete construction and commence operations from South County Operations and Maintenance Facility. December 2021***
4. ***Complete demonstration of contactless fare payment and mobile ticketing solution and determine feasibility of continuing technology on MST fixed route, MST RIDES and MST subsidized taxi services. October 2021***
5. ***Begin implementation of Zero Emission Bus (ZEB) Roll Out Plan: Focus on ZEB vehicles, equipment, infrastructure, and develop long term funding plan to include public-private partnerships. December 2021.***
6. ***Initiate East Alisal BRT and Salinas Transit Center (STC) Relocation Study as funding allows. January 2022***
7. Upgrade/replace MST voice communication systems. December 2021

8. ***Develop plan to address outdated information technology legacy systems and continue implementation of 2019 – 2021 Information Technology Strategic Action Plan. December 2021***
9. Finalize Comprehensive Operational Analysis and begin implementation of board approved service changes to fixed route and Measure Q funded services along with supporting staffing plan. March 2022
10. Execute contract for purchased transportation services to include Fixed Route, On Call, and RIDES Paratransit service. May 2022.
11. ***Complete environmental and preliminary engineering (October 2021), and begin final design, and continue documentation for FTA Capital Investment Grant (CIG) project evaluation, rating, and approval for SURF! Busway and Bus Rapid Transit Project (BRT). June 2022***
12. ***Conduct fixed facility review for location new/rehabilitated Salinas Operations and Maintenance Facility. June 2022***
13. Determine feasibility of MST administered Vanpool Program to supplement existing fixed-route and mobility services. June 2022
14. Refine and renew post-COVID partnership programs for Hartnell College, Monterey Peninsula College, CSUMB, City of Monterey/Monterey Bay Aquarium, Naval Post Graduate School and Presidio of Monterey. July 2022
15. Seek opportunities to identify how MST services and amenities can better support the mobility needs of Monterey County homeless populations. September 2022
16. Promote and participate in planning efforts for autonomous vehicle infrastructure where such technology would best support MST operations. June 2023
17. Initiate research to determine levels of community support for local funding initiatives to support long term investments including fixed route operations, BRT and ZEB infrastructure investments. June 2023

FY 2022: Ongoing and Recurring Action Items

1. Continue efforts to ensure passenger and employee safety and security.
2. Continue transit activities within board adopted operational and financial performance standards.
3. ***Continue efforts to finance and maintain a state of good repair for MST fleet, facilities and supporting infrastructure.***
4. Maintain ongoing community partnerships and seek new opportunities as appropriate.

5. *Develop and implement service levels, **facilities**, policies, and procedures appropriate to funding availability and community requirements.*
6. Actively participate in state and national trade associations to support issues of local concern.
7. Continue employee training and development opportunities through partnerships with local colleges, universities, trade associations, and vendors.
8. Provide administrative support in service to Monterey County Regional Taxi Authority and Monterey-Salinas Transit Corporation.
9. Ensure compliance with federal, state, and local regulations, and conduct regular review of policies and practices.
10. Adopt and execute federal and state legislative programs.
11. Continue marketing and community outreach programs to promote and educate the communities we serve regarding the benefits of MST mobility services.
12. Continue board development/educational activities and policy reviews.
13. Continue to adopt policies and adapt practices to existing Emergency Operations plan to address impacts to the operations and workforce of MST and ensure safety and cyber security of MST data and telecommunications systems, networks, and programs.
14. Continue to seek funding from grant sources and extra governmental partnerships to maintain and expand mobility services.
15. Continue programs to support employment diversity, inclusiveness and equity for MST employees and customers.

4. Capital Improvement Program

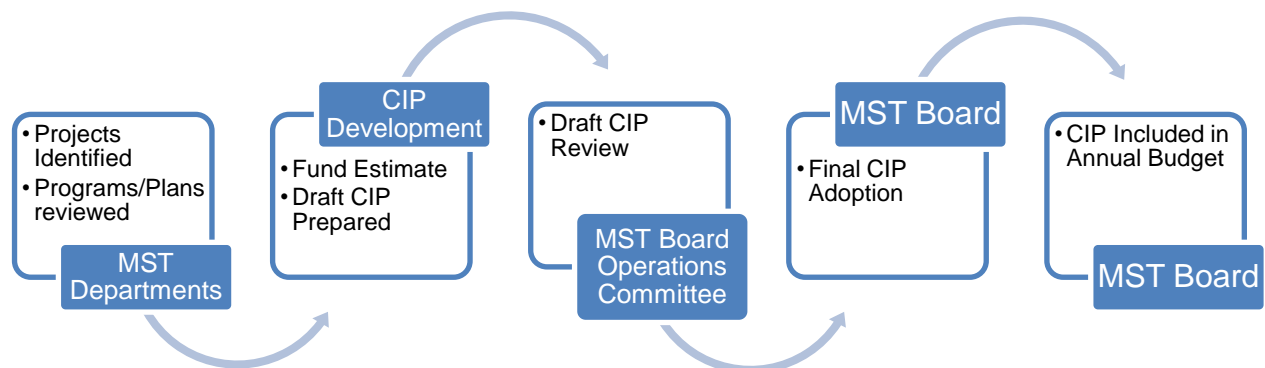
4.1 About the CIP

The MST FY 2022-2026 Capital Improvement Program includes projects that will receive funding over the next 5 years and represents over \$85.8 million in region-wide investment. Projects include new transportation infrastructure, vehicle and equipment purchases, as well as investments in technology.

4.2 CIP Development Process

MST staff from the Capital, Facilities, Maintenance, and Information Technology departments contributed to the identified needs contained in this CIP. Focus was given to safety and maintaining a state of good repair as well as technology advancements in the transit industry.

After capital projects are nominated by MST departments, a 5-year estimate of capital funding helps to narrow the number of projects to match reasonably expected revenue. Following review by the Board Operations Performance Committee of the Draft CIP, the first two years of projects are included in the annual 2-year Budget. The following flow chart shows the CIP development process and how it supports the annual Budget:



4.3 CIP Consistency with Other Programs and Plans

This CIP is internally and externally consistent with these programs and plans:

- Adopted MST FY 2021 Operating and Capital Budget

- TAMC 2045 RTP Project List as presented to the Association of Monterey Bay Area Governments Board of Directors on March 10, 2021 for the MTP/SCS
- FFY 2020-2021 to 2023-2024 Metropolitan Transportation Improvement Program prepared by the Association of Monterey Bay Area Governments

4.4 Capital Improvement Program Categories

The CIP projects are segregated into 7 categories which match federal funding categories. The following provides a brief description of each category:

4.4.1 Bus – Rolling Stock

Rolling stock includes MST's heavy duty buses, battery electric vehicles, trolley-style buses, cutaway mini-buses, and support vehicles. Most things with wheels are included on this list of rolling stock.

4.4.2 Bus Support Equipment, Facilities & ITS

MST support equipment, facilities and ITS infrastructure consist of equipment which support bus maintenance, unforeseen facility improvements, and information technology hardware to support the work of MST staff.

4.4.3 Communications and Radio Equipment

MST communications and radio equipment support the necessary function of operating a transit system.

4.4.4 Safety and Security

The safety and security system consists of access control to MST facilities, onboard cameras, and station area cameras to provide for the Department of Homeland Security measures necessary of transit operations.

4.4.5 Preventative Maintenance

Preventative maintenance includes major components to keep buses running longer as well as shop tools and equipment. An efficient and well-functioning preventative maintenance program is vital to ensuring that the MST bus fleet is in a state of good repair.

4.4.6 Bus Stations and Stops

Bus stations and stops includes upgrades, renovations, or replacements of existing stops and stations as well as new major new transit infrastructure.

4.4.7 Major Facilities Expansion and Rehabilitation

Major facilities expansion and rehabilitation includes facilities used for operations and maintenance, mobility services, and customer service. Efficient and well-functioning facilities are vital to ensuring that MST is meeting the mission of the organization and expectations of the public.

4.5 Capital Funding: Committed and Secure Funds

MST LOCAL AND VOTER-APPROVED FUNDING

MST is eligible for and receives local funds to support public transportation capital projects through competitive grants as well as from two local measures. The CIP anticipates \$7 million in local funding between FY22 and FY26, including:

Measure Q

MST placed Measure Q on the November 2014 ballot and Monterey County voters approved Measure by 72% of the vote. Measure Q is a 15 year and authorizes the imposition of a retail transactions and use tax with the proceeds to be invested in services and projects which benefit seniors, Veterans, and people with disabilities. The Measure extends from 2015 through 2030. Planned investments are summarized in the Measure Q Transit Investment Plan and associated updates. Consistent with spending objectives reported to the Measure Q Oversight Committee, this Capital Improvement Program assumes that the majority of funding will be spent delivering service with \$256,000 being set aside as the local match for federal 5310 funding for vehicle replacements. A total of 16 RIDES vehicles will be replaced over the programming period.

Measure X

The Transportation Agency for Monterey County placed the Transportation Safety & Investment Plan known as Measure X on the November 8, 2016 ballot and the measure was approved with 67.7% approval from Monterey County voters.

The measure is anticipated to generate an estimated \$20 million annually for a total of \$600 million over thirty years through a retail transactions and use tax of three-eighths' of one percent (3/8%). The revenue from the sales tax measure will be used to fund transportation safety and mobility projects in Monterey County. Measure X funds will be used for the SURF! Busway and Bus Rapid Transit Project (\$15 million) as well as for the South County Operations and Maintenance Facility project (\$10.4 million).

AB 2766

Since 1991, the AB 2766 Subvention Fund Program provides a funding source to cities and counties to develop clean transportation programs and reduce vehicle emissions. These funds are managed locally through the Monterey Bay Air Resources District and distributed yearly on a competitive basis. When grants have been awarded to MST, funding has been used as a local match to leverage other state and federal programs. Funding from this source is dependent on Air Resources District grant awards on a yearly basis.

Fort Ord Reuse Authority (dissolved as of July 1, 2020)

The Fort Ord Reuse Authority issued bonds in June 2020 to remove blighted buildings in the former Fort Ord. MST's allocation from the bond sale was \$186,000 and will be used to demolish an old building in a severe state of disrepair.

MST Financing

From time to time, MST has the need to finance capital projects including rolling stock, property and buildings, and construction. Financial loans are available from the commercial banking market as well as through the Build America Bureau under the TIFIA program. In October 2020, MST entered into an agreement under the TIFIA Rural Project Initiative and will repay this loan with a pledge of Local Transportation Funds provided through the Transportation Development Act. This \$8.5 million loan was necessary to fill a funding gap for the South County Operations and Maintenance Facility.

STATE FUNDING OPPORTUNITIES

MST is eligible for and receives State of California funds through the competitive grant process as well as from formula programs. The CIP anticipates \$33.5 million in state funding between FY22 and FY26, including:

California Transit and Intercity Rail Capital Program (TIRCP)

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (2014), to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. MST, in

partnership with the Transportation Agency for Monterey County, will seek funding for the construction phase of the SURF! Busway and Bus Rapid Transit Project.

Low Carbon Transit Operations Program (LCTOP)

The Low Carbon Transit Operations Program provides operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities.

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)

The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) is a voucher whereby purchasers (MST) can buy vehicles that are cleaner, quieter, and in line with California Air Resources Board regulations. The vouchers incentive the purchase of zero-emission vehicles that reduce the incremental cost of commercial vehicles.

Senate Bill (SB) 1

State of Good Repair Senate Bill (SB) 1, passed in April 2017, provides for new operating and capital funding sources for public transit. SB1 establishes a new “Transportation Improvement Fee” (TIF) under the Vehicle License Fee law. The TIF is based on a vehicle’s current market value and ranges from \$25 to \$175. Fee revenues are dedicated to the STA program (\$105 million per year) for state of good repair investments. MST anticipates that State of Good Repair funding will be \$1.6 M but dependent on market value.

Another program that receives funding under SB1 is the Local Partnership Program (LPP). LPP provides funding to counties, cities, transit districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. The program provides funding to local and regional agencies to improve aging Infrastructure, road conditions, active transportation, transit and rail. There is both a formulaic and competitive component to LPP. MST anticipates that LPP funding at \$5.5 million over the next 5 years.

FEDERAL TRANSIT ADMINISTRATION – CAPITAL FUNDS

MST is eligible for and receives Federal Transit Administration (FTA) funds through the competitive grant process as well as from formula programs. The CIP anticipates \$43.8 million in federal funding between FY 2021/22 and FY2025/26, including:

FTA Section 5310

The 5310 program for the Enhanced Mobility of Seniors and Individuals with Disabilities improves mobility by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation service plans, designs, and construction to meet the special transportation needs of seniors and individuals with disabilities in large urbanized (more than 200,000), small urbanized (50,000 - 200,000), and rural (fewer than 50,000) areas. Eligible projects include both traditional capital investment and non-traditional investment which go beyond the Americans with Disabilities Act complementary paratransit services. Funding is anticipated to range from \$180,000-\$270,000 on an annual basis.

FTA Section 5339

The federal Bus and Bus Facilities program funds new and replacement buses in addition to bus-related equipment and facilities. Eligible projects include fleet or service expansions, maintenance and transfer facilities, terminals, passenger shelters, the bus portion of intermodal facilities, computers, garage equipment and bus rebuilds. Grants are awarded by the Federal Transit Administration to states and local governments, as well as to sub-recipients including public agencies, private companies and non-profit organizations in public transportation. The program has both discretionary and competitive components. MST anticipates receiving nearly \$8 million in Section 5339 funding in this CIP.

FTA Section 5307 (traditional, CARES, CRRSAA, and ARPA)

The Federal Section 5307 Urbanized Area Formula program provides funds to urbanized areas and state Governors for transit capital and operating assistance, and for transportation-related planning. Eligible uses include planning, engineering, design, and evaluation of transit projects; technical transportation-related studies; capital investments in bus and bus-related activities; capital investments in new and existing fixed guideway systems; and signals, communications, and computer hardware and software. The Federal Transit Administration administers 5307 grants. These formula-based grants are awarded on population, population density, passenger miles, and revenue/route miles for various modes.

The addition of funding under the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), and the American Rescue Plan Act of 2021 (ARPA) supports the ongoing operational and capital improvement program needs of transit agencies across the U.S. in response to the COVID-19 pandemic and requires no local match.

In total, MST anticipates receiving \$1.8 million in Section 5307 traditional funding for capital needs over the 5-year period.

Capital Investment Grants (CIG)

This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years. MST will continue to seek small starts project approval under the CIG program. MST anticipates that it will seek \$27 million in funding under the CIP program for construction of the SURF! Busway and Bus Rapid Transit Project to match State TIRCP funding.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

MST received a federal very low-interest loan for construction of the South County Operations and Maintenance Facility project in October 2020. The federal loan will be used in FY 2021/22 to fund the remaining cost of the project (\$4.4 million), scheduled to be operational in fall 2021.

4.6 Capital Improvement Program Summary

MST is actively working on multiple fronts to create a safer and more reliable experience both on and off transit. MST brings together in one place a long list of projects and planning efforts underway to support the goals of the Strategic Plan. Route changes and service improvements will be implemented after the Comprehensive Operational Analysis concludes in 2021. The result may be to reallocate limited resources where they are needed most. Implementation and expansion of the bus rapid transit JAZZ service with the new SURF! Busway and Bus Rapid Transit Project is a major component of the CIP where frequent and reliable service will be at the core.

Updating and replacing our transit fleet which complies with the Innovative Clean Transit (ICT) Rule is a focus in years 2 and 4 of the CIP. The ICT requires that 25% of new buses purchased in years 2026, 2027 and 2028 need to be zero-emission buses (ZEB). The physical infrastructure to support ZEBs will begin in earlier years. Making safety improvements are also an important focus of this CIP.

Over the next five years, the MST will roll out an unprecedented investment in transit infrastructure and service improvements, including:

- Replacing aging buses and expanding our transit fleet to increase service capacity, improve safety, comfort, reliability, and maintaining a state of good repair.
- Completing the South County Operations and Maintenance Facility.
- Completing the planning, design and construction of the SURF! Busway and Bus Rapid Transit project.
- Maintaining a state of good repair at MST facilities.
- Making the transit system smarter and more reliable by investing in new technology, improving integration between traffic signals and transit, and improving real-time transit information.



CIP Program Summary Table

Capital Program	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	5-Year Total	Unfunded
A - Bus Rolling Stock	\$4,991,260	\$6,179,725	\$1,660,460	\$2,528,374	\$1,922,371	\$17,282,190	\$14,089,967
B - Bus Support Equipment and Facilities/ITS	\$1,535,000	\$1,315,000	\$0	\$0	\$0	\$2,850,000	\$4,443,520
C - Communication/ Radio Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
D - Safety & Security	\$12,000	\$1,332,000	\$13,000	\$13,000	\$14,000	\$1,384,000	\$0
E - Preventative Maintenance	\$43,700	\$25,000	\$25,000	\$25,000	\$25,000	\$143,700	\$0
F - Bus Stations / Stops	\$2,236,000	\$2,000,000	\$0	\$52,000,000	\$0	\$56,236,000	\$0
G - Major Facilities Expansion / Rehab	\$6,419,000	\$635,000	\$275,000	\$275,000	\$275,000	\$7,879,000	\$20,700,000
Grand Total	\$15,236,960	\$11,486,725	\$1,973,460	\$54,841,374	\$2,236,371	\$85,774,890	\$39,233,487
ICT Compliance	\$0	\$4,695,000	\$0	\$719,919	\$0	\$5,414,919	\$280,081

5.0 CIP Program Detail

Capital Improvement Program
5-Year Capital Fund Estimate

Source Funding Program		FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	5-Year Total
Federal Funding	FTA 5310	180,000	185,400	190,962	196,691	270,122	1,023,176
	FTA 5311(f)	264,000	339,900	280,078	360,600	371,418	1,615,995
	FTA 5339	4,221,985	3,757,000	-	-	-	7,978,985
	FTA 5307 Traditional	328,500	363,075	316,679	376,991	388,300	1,773,545
	FTA 5307 CARES Act	-	-	-	-	-	-
	FTA TIFIA	4,434,000	-	-	-	-	4,434,000
	FTA CIG	-	-	-	27,000,000	-	27,000,000
State Funding	LCTOP	400,000	1,213,000	275,000	594,919	275,000	2,757,919
	TIRCP				25,000,000		25,000,000
	HVIP						
	SB 1 SGR	240,000	1,320,000	-	-	-	1,560,000
	SB1 LPP	1,786,775	1,225,000	825,000	825,000	825,000	5,486,775
Local Funding	Measure Q	45,000	46,350	47,741	49,173	67,531	255,794
	Measure X	2,000,000	2,000,000	-	-	-	4,000,000
	AB 2766	-	-	-	400,000	-	400,000
	FORA	186,000	-	-	-	-	186,000
	MST Finance	-	-	-	-	-	-
	MST Capital Budget	1,150,700	1,037,000	38,000	38,000	39,000	2,302,700

A - Bus Rolling Stock

Cost escalation at 3% starting in FY 2022/23

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2021/22	A1	Replace Heavy-Duty Fixed Route Buses (5 Units)	\$2,925,000															\$0	\$0	\$2,925,000	\$0
	A2	Replace Medium-Duty / Light-Duty Fixed Route Buses (4 Units)	\$480,000		\$264,000		\$216,000											\$480,000	\$0	\$0	\$480,000
	A3	Replace Cutaway Paratransit Buses (3 Units)	\$225,000	\$180,000									\$45,000					\$225,000	\$0	\$0	\$225,000
	A4	Replace Non-Revenue Vehicles: Passenger Vehicles RU's (6 Units)	\$150,000				\$75,000					\$75,000						\$150,000	\$0	\$0	\$150,000
	A5	Replace Non-Revenue Vehicles: Transit Connect (1 Units)	\$30,000				\$15,000					\$15,000						\$30,000	\$0	\$0	\$30,000
	A6	Replace Non-Revenue Vehicles: Shop Truck (1 Units)	\$45,000				\$22,500					\$22,500						\$45,000	\$0	\$0	\$45,000
	A7	Purchase Replacement Heavy-Duty & Medium Duty Buses (4 & 4 Units)	\$4,061,260			\$2,521,985						\$1,539,275						\$4,061,260	\$0	\$0	\$4,061,260
	A8																	\$0	\$0	\$0	\$0
	A9																	\$0	\$0	\$0	\$0
	A10																	\$0	\$0	\$0	\$0
	A11																	\$0	\$0	\$0	\$0
	A12																	\$0	\$0	\$0	\$0
Subtotal Bus Rolling Stock:			\$7,916,260	\$180,000	\$264,000	\$2,521,985	\$328,500	\$0	\$0	\$0	\$0	\$1,651,775	\$45,000	\$0	\$0	\$0	\$0	\$4,991,260	\$0	\$2,925,000	\$4,991,260

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2022/23	A1	Replace Heavy-Duty Fixed Route Buses (6 Units)	\$3,615,300									\$740,025						\$740,025	\$0	\$2,875,275	\$740,025
	A2	Replace Medium-Duty / Light-Duty Fixed Route Buses (5 Units)	\$618,000		\$339,900		\$278,100											\$618,000	\$0	\$0	\$618,000
	A3	Replace Cutaway Paratransit Buses (3 Units)	\$231,750	\$185,400									\$46,350					\$231,750	\$0	\$0	\$231,750
	A4	Replace Non-Revenue Vehicles: Passenger Vehicles RU's (3 Units)	\$77,250				\$38,625					\$38,625						\$77,250	\$0	\$0	\$77,250
	A5	Replace Non-Revenue Vehicles: Transit Connect (0 Units)	\$0				\$0					\$0						\$0	\$0	\$0	\$0
	A6	Replace Non-Revenue Vehicles: Shop Truck (2 Units)	\$92,700				\$46,350					\$46,350						\$92,700	\$0	\$0	\$92,700
	A7	ICT Compliance Electric Buses & Charging Infrastructure (2 Gillig / 2 BYD / 4 ChargePoint)	\$4,420,000			\$3,757,000				\$663,000								\$4,420,000	\$0	\$0	\$4,420,000
	A8																	\$0	\$0	\$0	\$0
	A9																	\$0	\$0	\$0	\$0
	A10																	\$0	\$0	\$0	\$0
	A11																	\$0	\$0	\$0	\$0
	A12																	\$0	\$0	\$0	\$0
Subtotal Bus Rolling Stock:			\$9,055,000	\$185,400	\$339,900	\$3,757,000	\$363,075	\$0	\$0	\$663,000	\$0	\$825,000	\$46,350	\$0	\$0	\$0	\$0	\$6,179,725	\$0	\$2,875,275	\$6,179,725

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2023/24	A1	Replace Heavy-Duty Fixed Route Buses (5 Units)	\$3,103,133									\$737,476						\$737,476	\$0	\$2,365,658	\$737,476
	A2	Replace Medium-Duty / Light-Duty Fixed Route Buses (4 Units)	\$509,232		\$280,078		\$229,154											\$509,232	\$0	\$0	\$509,232
	A3	Replace Cutaway Paratransit Buses (3 Units)	\$238,703	\$190,962									\$47,741					\$238,703	\$0	\$0	\$238,703
	A4	Replace Non-Revenue Vehicles: Passenger Vehicles RU's (3 Units)	\$79,568				\$39,784					\$39,784						\$79,568	\$0	\$0	\$79,568
	A5	Replace Non-Revenue Vehicles: Transit Connect (0 Units)	\$0				\$0					\$0						\$0	\$0	\$0	\$0
	A6	Replace Non-Revenue Vehicles: Shop Truck (2 Units)	\$95,481				\$47,741					\$47,741						\$95,481	\$0	\$0	\$95,481
	A7																	\$0	\$0	\$0	\$0
	A8																	\$0	\$0	\$0	\$0
	A9																	\$0	\$0	\$0	\$0
	A10																	\$0	\$0	\$0	\$0
	A11																	\$0	\$0	\$0	\$0
	A12																	\$0	\$0	\$0	\$0
Subtotal Bus Rolling Stock:			\$4,026,117	\$190,962	\$280,078	\$0	\$316,679	\$0	\$0	\$0	\$0	\$825,000	\$47,741	\$0	\$0	\$0	\$0	\$1,660,460	\$0	\$2,365,658	\$1,660,460

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2024/25	A1	Replace Heavy-Duty Fixed Route Buses (6 Units)	\$3,835,472									\$743,045						\$743,045	\$0	\$3,092,427	\$743,045
	A2	Replace Medium-Duty / Light-Duty Fixed Route Buses (5 Units)	\$655,636		\$360,600		\$295,036											\$655,636	\$0	\$0	\$655,636
	A3	Replace Cutaway Paratransit Buses (3 Units)	\$245,864	\$196,691									\$49,173					\$245,864	\$0	\$0	\$245,864
	A4	Replace Non-Revenue Vehicles: Passenger Vehicles RU's (3 Units)	\$81,955				\$40,978					\$40,978						\$81,955	\$0	\$0	\$81,955
	A5	Replace Non-Revenue Vehicles: Transit Connect (1 Units)	\$32,782				\$16,391					\$16,391						\$32,782	\$0	\$0	\$32,782
	A6	Replace Non-Revenue Vehicles: Shop Truck (1 Units)	\$49,173				\$24,587					\$24,587						\$49,173	\$0	\$0	\$49,173
	A7	ICT Compliance Electric Bus Purchase (1 Unit)	\$1,000,000							\$319,919					\$400,000			\$719,919	\$0	\$280,081	\$719,919
	A8																	\$0	\$0	\$0	\$0
	A9																	\$0	\$0	\$0	\$0
	A10																	\$0	\$0	\$0	\$0
	A11																	\$0	\$0	\$0	\$0
	A12																	\$0	\$0	\$0	\$0
Subtotal Bus Rolling Stock:			\$5,900,882	\$196,691	\$360,600	\$0	\$376,991	\$0	\$0	\$319,919	\$0	\$825,000	\$49,173	\$0	\$400,000	\$0	\$0	\$2,528,374	\$0	\$3,372,508	\$2,528,374

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2025/26	A1	Replace Heavy-Duty Fixed Route Buses (3 Units)	\$3,292,113									\$740,587						\$740,587	\$0	\$2,551,526	\$740,587
	A2	Replace Medium-Duty / Light-Duty Fixed Route Buses (3 Units)	\$675,305		\$371,418		\$303,887											\$675,305	\$0	\$0	\$675,305
	A3	Replace Cutaway Paratransit Buses (4 Units)	\$337,653	\$270,122									\$67,531					\$337,653	\$0	\$0	\$337,653
	A4	Replace Non-Revenue Vehicles: Passenger Vehicles RU's (3 Units)	\$84,413				\$42,207					\$42,207						\$84,413	\$0	\$0	\$84,413
	A5	Replace Non-Revenue Vehicles: Transit Connect (1 Units)	\$33,765				\$16,883					\$16,883						\$33,765	\$0	\$0	\$33,765
	A6	Replace Non-Revenue Vehicles: Shop Truck (1 Units)	\$50,648				\$25,324					\$25,324						\$50,648	\$0	\$0	\$50,648
	A7	ICT Compliance Heavy-Duty ZEB buses (1 unit)																\$0	\$0	\$0	\$0
	A8	ICT Compliance Light-Duty ZEB buses (1 unit)																\$0	\$0	\$0	\$0
	A9																	\$0	\$0	\$0	\$0
	A10																	\$0	\$0	\$0	\$0
	A11																	\$0	\$0	\$0	\$0
	A12																	\$0	\$0	\$0	\$0
Subtotal Bus Rolling Stock:			\$4,473,897	\$270,122	\$371,418	\$0	\$388,300	\$0	\$0	\$0	\$0	\$825,000	\$67,531	\$0	\$0	\$0	\$0	\$1,922,371	\$0	\$2,551,526	\$1,922,371

5 Year Total	\$31,372,156	\$1,023,176	\$1,615,995	\$6,278,985	\$1,773,545	\$0	\$0	\$982,919	\$0	\$4,951,775	\$255,794	\$0	\$400,000	\$0	\$0	\$0	\$0	\$17,282,190	\$0	\$14,089,967	\$17,282,190
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Cost escalation at 3% starting in FY 2022/23

FY 2022/23	B1	Replace ITS Software & Hardware for Fixed Route Fleet	\$2,000,000														\$0	\$0	\$2,000,000	\$0	
	B2	Replace ITS Software & Hardware for Paratransit & Smaller Fleet	\$1,000,000														\$0	\$0	\$1,000,000	\$0	
	B3	Replace CJW Shop Air Compressors (2 Units)	\$40,000								\$40,000						\$40,000	\$0	\$0	\$40,000	
	B4	Replace CJW Bus Wash System	\$130,000														\$0	\$0	\$130,000	\$0	
	B5	Purchase Striping Machine	\$6,000														\$0	\$0	\$6,000	\$0	
	B6	Upgrade / Purchase of Hybrid (Cell, Data/Radio) AVL System (\$8.5k / 123 Units)	\$1,045,500														\$0	\$0	\$65,000	\$0	
	B7	ICT Compliance Charging Infrastructure CJW	\$275,000							\$275,000							\$275,000	\$0	\$0	\$275,000	
	B8	New ERP System (replace Navision) (50% FY22 and 50% FY23 of \$2.0m)	\$1,000,000														\$0	\$1,000,000	\$0	\$1,000,000	
	B9																\$0	\$0	\$0	\$0	
	B10																\$0	\$0	\$0	\$0	
	B11																\$0	\$0	\$0	\$0	
	B12																\$0	\$0	\$0	\$0	
Subtotal Bus Support & Equip:			\$5,496,500	\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$315,000	\$1,000,000	\$3,201,000	\$1,315,000

[illegible]

5 Year Total	\$8,274,020	\$0	\$0	\$0	\$0	\$0	\$0	\$675,000	\$0	\$175,000	\$0	\$0	\$0	\$0	\$850,000	\$2,000,000	\$4,443,520	\$2,850,000
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C - Communication/ Radio Equipment
 Cost escalation at 3% starting in FY 2022/23

Fiscal Year	No.	Description	Cost	5310	5311(f)	5330	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TRCP/HVP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2021/22	C1																	\$0	\$0	\$0	\$0
	C2																	\$0	\$0	\$0	\$0
	C3																	\$0	\$0	\$0	\$0
	C4																	\$0	\$0	\$0	\$0
	C5																	\$0	\$0	\$0	\$0
	C6																	\$0	\$0	\$0	\$0
	C7																	\$0	\$0	\$0	\$0
	C8																	\$0	\$0	\$0	\$0
	C9																	\$0	\$0	\$0	\$0
	C10																	\$0	\$0	\$0	\$0
	C11																	\$0	\$0	\$0	\$0
	C12																	\$0	\$0	\$0	\$0
Subtotal Communications / Radio Equip:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FY 2022/23	C1																	\$0	\$0	\$0	\$0
	C2																	\$0	\$0	\$0	\$0
	C3																	\$0	\$0	\$0	\$0
	C4																	\$0	\$0	\$0	\$0
	C5																	\$0	\$0	\$0	\$0
	C6																	\$0	\$0	\$0	\$0
	C7																	\$0	\$0	\$0	\$0
	C8																	\$0	\$0	\$0	\$0
	C9																	\$0	\$0	\$0	\$0
	C10																	\$0	\$0	\$0	\$0
	C11																	\$0	\$0	\$0	\$0
	C12																	\$0	\$0	\$0	\$0
Subtotal Communications / Radio Equip:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FY 2022/24	C1																	\$0	\$0	\$0	\$0
	C2																	\$0	\$0	\$0	\$0
	C3																	\$0	\$0	\$0	\$0
	C4																	\$0	\$0	\$0	\$0
	C5																	\$0	\$0	\$0	\$0
	C6																	\$0	\$0	\$0	\$0
	C7																	\$0	\$0	\$0	\$0
	C8																	\$0	\$0	\$0	\$0
	C9																	\$0	\$0	\$0	\$0
	C10																	\$0	\$0	\$0	\$0
	C11																	\$0	\$0	\$0	\$0
	C12																	\$0	\$0	\$0	\$0
Subtotal Communications / Radio Equip:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FY 2024/25	C1																	\$0	\$0	\$0	\$0
	C2																	\$0	\$0	\$0	\$0
	C3																	\$0	\$0	\$0	\$0
	C4																	\$0	\$0	\$0	\$0
	C5																	\$0	\$0	\$0	\$0
	C6																	\$0	\$0	\$0	\$0
	C7																	\$0	\$0	\$0	\$0
	C8																	\$0	\$0	\$0	\$0
	C9																	\$0	\$0	\$0	\$0
	C10																	\$0	\$0	\$0	\$0
	C11																	\$0	\$0	\$0	\$0
	C12																	\$0	\$0	\$0	\$0
Subtotal Communications / Radio Equip:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FY 2025/26	C1																	\$0	\$0	\$0	\$0
	C2																	\$0	\$0	\$0	\$0
	C3																	\$0	\$0	\$0	\$0
	C4																	\$0	\$0	\$0	\$0
	C5																	\$0	\$0	\$0	\$0
	C6																	\$0	\$0	\$0	\$0
	C7																	\$0	\$0	\$0	\$0
	C8																	\$0	\$0	\$0	\$0
	C9																	\$0	\$0	\$0	\$0
	C10																	\$0	\$0	\$0	\$0
	C11																	\$0	\$0	\$0	\$0
	C12																	\$0	\$0	\$0	\$0
Subtotal Communications / Radio Equip:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Year Total			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

D - Safety & Security

Cost escalation at ~3% starting in FY 2022/23

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2021/22	D1	Natural / Man-Made Disaster Funding	\$12,000															\$0	\$12,000	\$0	\$12,000
	D2																	\$0	\$0	\$0	\$0
	D3																	\$0	\$0	\$0	\$0
	D4																	\$0	\$0	\$0	\$0
	D5																	\$0	\$0	\$0	\$0
	D6																	\$0	\$0	\$0	\$0
	D7																	\$0	\$0	\$0	\$0
	D8																	\$0	\$0	\$0	\$0
	D9																	\$0	\$0	\$0	\$0
	D10																	\$0	\$0	\$0	\$0
	D11																	\$0	\$0	\$0	\$0
	D12																	\$0	\$0	\$0	\$0
Subtotal Safety & Security :			\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$12,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2022/23	D1	Upgrade/ Purchase Vehicle Based Security Camera System (165 Units)	\$1,320,000								\$1,320,000							\$1,320,000	\$0	\$0	\$1,320,000
	D2	Natural / Man-Made Disaster Funding	\$12,000															\$0	\$12,000	\$0	\$12,000
	D3																	\$0	\$0	\$0	\$0
	D4																	\$0	\$0	\$0	\$0
	D5																	\$0	\$0	\$0	\$0
	D6																	\$0	\$0	\$0	\$0
	D7																	\$0	\$0	\$0	\$0
	D8																	\$0	\$0	\$0	\$0
	D9																	\$0	\$0	\$0	\$0
	D10																	\$0	\$0	\$0	\$0
	D11																	\$0	\$0	\$0	\$0
	D12																	\$0	\$0	\$0	\$0
Subtotal Safety & Security :			\$1,332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,320,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,320,000	\$12,000	\$0	\$1,332,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2023/24	D1	Natural / Man-Made Disaster Funding	\$13,000															\$0	\$13,000	\$0	\$13,000
	D2																	\$0	\$0	\$0	\$0
	D3																	\$0	\$0	\$0	\$0
	D4																	\$0	\$0	\$0	\$0
	D5																	\$0	\$0	\$0	\$0
	D6																	\$0	\$0	\$0	\$0
	D7																	\$0	\$0	\$0	\$0
	D8																	\$0	\$0	\$0	\$0
	D9																	\$0	\$0	\$0	\$0
	D10																	\$0	\$0	\$0	\$0
	D11																	\$0	\$0	\$0	\$0
	D12																	\$0	\$0	\$0	\$0
Subtotal Safety & Security :			\$13,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000	\$0	\$13,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2024/25	D1	Natural / Man-Made Disaster Funding	\$13,000															\$0	\$13,000	\$0	\$13,000
	D2																	\$0	\$0	\$0	\$0
	D3																	\$0	\$0	\$0	\$0
	D4																	\$0	\$0	\$0	\$0
	D5																	\$0	\$0	\$0	\$0
	D6																	\$0	\$0	\$0	\$0
	D7																	\$0	\$0	\$0	\$0
	D8																	\$0	\$0	\$0	\$0
	D9																	\$0	\$0	\$0	\$0
	D10																	\$0	\$0	\$0	\$0
	D11																	\$0	\$0	\$0	\$0
	D12																	\$0	\$0	\$0	\$0
Subtotal Safety & Security :			\$13,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000	\$0	\$13,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2025/26	D1	Natural / Man-Made Disaster Funding	\$14,000															\$0	\$14,000	\$0	\$14,000
	D2																	\$0	\$0	\$0	\$0
	D3																	\$0	\$0	\$0	\$0
	D4																	\$0	\$0	\$0	\$0
	D5																	\$0	\$0	\$0	\$0
	D6																	\$0	\$0	\$0	\$0
	D7																	\$0	\$0	\$0	\$0
	D8																	\$0	\$0	\$0	\$0
	D9																	\$0	\$0	\$0	\$0
	D10																	\$0	\$0	\$0	\$0
	D11																	\$0	\$0	\$0	\$0
	D12																	\$0	\$0	\$0	\$0
Subtotal Safety & Security :			\$14,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$14,000

5 Year Total	\$1,384,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,320,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,320,000	\$64,000	\$0	\$1,384,000
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E - Preventative Maintenance

Cost escalation at 3% starting in FY 2022/23

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2021/22	E1	Catalyst & DPF Stock for South County O&M	\$18,700															\$0	\$18,700	\$0	\$18,700
	E2	Shop Tools and Equipment	\$25,000															\$0	\$25,000	\$0	\$25,000
	E3																	\$0	\$0	\$0	\$0
	E4																	\$0	\$0	\$0	\$0
	E5																	\$0	\$0	\$0	\$0
	E6																	\$0	\$0	\$0	\$0
	E7																	\$0	\$0	\$0	\$0
	E8																	\$0	\$0	\$0	\$0
	E9																	\$0	\$0	\$0	\$0
	E10																	\$0	\$0	\$0	\$0
	E11																	\$0	\$0	\$0	\$0
	E12																	\$0	\$0	\$0	\$0
Subtotal Preventative Maintenance:			\$43,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,700	\$0	\$43,700

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2022/23	E1	Shop Tools and Equipment	\$25,000															\$0	\$25,000	\$0	\$25,000
	E2																	\$0	\$0	\$0	\$0
	E3																	\$0	\$0	\$0	\$0
	E4																	\$0	\$0	\$0	\$0
	E5																	\$0	\$0	\$0	\$0
	E6																	\$0	\$0	\$0	\$0
	E7																	\$0	\$0	\$0	\$0
	E8																	\$0	\$0	\$0	\$0
	E9																	\$0	\$0	\$0	\$0
	E10																	\$0	\$0	\$0	\$0
	E11																	\$0	\$0	\$0	\$0
	E12																	\$0	\$0	\$0	\$0
Subtotal Preventative Maintenance:			\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2023/24	E1	Shop Tools and Equipment	\$25,000															\$0	\$25,000	\$0	\$25,000
	E2																	\$0	\$0	\$0	\$0
	E3																	\$0	\$0	\$0	\$0
	E4																	\$0	\$0	\$0	\$0
	E5																	\$0	\$0	\$0	\$0
	E6																	\$0	\$0	\$0	\$0
	E7																	\$0	\$0	\$0	\$0
	E8																	\$0	\$0	\$0	\$0
	E9																	\$0	\$0	\$0	\$0
	E10																	\$0	\$0	\$0	\$0
	E11																	\$0	\$0	\$0	\$0
	E12																	\$0	\$0	\$0	\$0
Subtotal Preventative Maintenance:			\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2024/25	E1	Shop Tools and Equipment	\$25,000															\$0	\$25,000	\$0	\$25,000
	E2																	\$0	\$0	\$0	\$0
	E3																	\$0	\$0	\$0	\$0
	E4																	\$0	\$0	\$0	\$0
	E5																	\$0	\$0	\$0	\$0
	E6																	\$0	\$0	\$0	\$0
	E7																	\$0	\$0	\$0	\$0
	E8																	\$0	\$0	\$0	\$0
	E9																	\$0	\$0	\$0	\$0
	E10																	\$0	\$0	\$0	\$0
	E11																	\$0	\$0	\$0	\$0
	E12																	\$0	\$0	\$0	\$0
Subtotal Preventative Maintenance:			\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2025/26	E1	Shop Tools and Equipment	\$25,000															\$0	\$25,000	\$0	\$25,000
	E2																	\$0	\$0	\$0	\$0
	E3																	\$0	\$0	\$0	\$0
	E4																	\$0	\$0	\$0	\$0
	E5																	\$0	\$0	\$0	\$0
	E6																	\$0	\$0	\$0	\$0
	E7																	\$0	\$0	\$0	\$0
	E8																	\$0	\$0	\$0	\$0
	E9																	\$0	\$0	\$0	\$0
	E10																	\$0	\$0	\$0	\$0
	E11																	\$0	\$0	\$0	\$0
	E12																	\$0	\$0	\$0	\$0
Subtotal Preventative Maintenance:			\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000

5 Year Total \$143,700 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$143,700 \$0 \$143,700

F - Bus Stations / Stops

Cost escalation at 3% starting in FY 2022/23

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2021/22	F1	SURF! Busway - CIG, PS&E	\$2,000,000											\$2,000,000				\$2,000,000	\$0	\$0	\$2,000,000
	F2	Fort Ord Blight Removal	\$186,000													\$186,000		\$186,000	\$0	\$0	\$186,000
	F3	South County Bus Stops	\$50,000															\$0	\$50,000	\$0	\$50,000
	F4																	\$0	\$0	\$0	\$0
	F5																	\$0	\$0	\$0	\$0
	F6																	\$0	\$0	\$0	\$0
	F7																	\$0	\$0	\$0	\$0
	F8																	\$0	\$0	\$0	\$0
	F9																	\$0	\$0	\$0	\$0
	F10																	\$0	\$0	\$0	\$0
	F11																	\$0	\$0	\$0	\$0
	F12																	\$0	\$0	\$0	\$0
Subtotal Bus Stations / Stops:			\$2,236,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$186,000	\$0	\$2,186,000	\$50,000	\$0	\$2,236,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2022/23	F1	SURF! Busway - CIG, PS&E, CON	\$2,000,000											\$2,000,000				\$2,000,000	\$0	\$0	\$2,000,000
	F2																	\$0	\$0	\$0	\$0
	F3																	\$0	\$0	\$0	\$0
	F4																	\$0	\$0	\$0	\$0
	F5																	\$0	\$0	\$0	\$0
	F6																	\$0	\$0	\$0	\$0
	F7																	\$0	\$0	\$0	\$0
	F8																	\$0	\$0	\$0	\$0
	F9																	\$0	\$0	\$0	\$0
	F10																	\$0	\$0	\$0	\$0
	F11																	\$0	\$0	\$0	\$0
	F12																	\$0	\$0	\$0	\$0
Subtotal Bus Stations / Stops:			\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2023/24	F1	SURF! Busway	\$0															\$0	\$0	\$0	\$0
	F2																	\$0	\$0	\$0	\$0
	F3																	\$0	\$0	\$0	\$0
	F4																	\$0	\$0	\$0	\$0
	F5																	\$0	\$0	\$0	\$0
	F6																	\$0	\$0	\$0	\$0
	F7																	\$0	\$0	\$0	\$0
	F8																	\$0	\$0	\$0	\$0
	F9																	\$0	\$0	\$0	\$0
	F10																	\$0	\$0	\$0	\$0
	F11																	\$0	\$0	\$0	\$0
	F12																	\$0	\$0	\$0	\$0
Subtotal Bus Stations / Stops:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2024/25	F1	SURF! Busway- CON, CM	\$52,000,000						\$27,000,000	\$25,000,000								\$52,000,000	\$0	\$0	\$52,000,000
	F2																	\$0	\$0	\$0	\$0
	F3																	\$0	\$0	\$0	\$0
	F4																	\$0	\$0	\$0	\$0
	F5																	\$0	\$0	\$0	\$0
	F6																	\$0	\$0	\$0	\$0
	F7																	\$0	\$0	\$0	\$0
	F8																	\$0	\$0	\$0	\$0
	F9																	\$0	\$0	\$0	\$0
	F10																	\$0	\$0	\$0	\$0
	F11																	\$0	\$0	\$0	\$0
	F12																	\$0	\$0	\$0	\$0
Subtotal Bus Stations / Stops:			\$52,000,000	\$0	\$0	\$0	\$0	\$0	\$27,000,000	\$25,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000,000	\$0	\$0	\$52,000,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2025/26	F1	SURF! Busway	\$0															\$0	\$0	\$0	\$0
	F2																	\$0	\$0	\$0	\$0
	F3																	\$0	\$0	\$0	\$0
	F4																	\$0	\$0	\$0	\$0
	F5																	\$0	\$0	\$0	\$0
	F6																	\$0	\$0	\$0	\$0
	F7																	\$0	\$0	\$0	\$0
	F8																	\$0	\$0	\$0	\$0
	F9																	\$0	\$0	\$0	\$0
	F10																	\$0	\$0	\$0	\$0
	F11																	\$0	\$0	\$0	\$0
	F12																	\$0	\$0	\$0	\$0
Subtotal Bus Stations / Stops:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

5 Year Total \$56,236,000 \$0 \$0 \$0 \$0 \$0 \$0 \$27,000,000 \$25,000,000 \$0 \$0 \$0 \$4,000,000 \$0 \$186,000 \$0 \$56,186,000 \$50,000 \$0 \$56,236,000

G - Major Facilities Expansion / Rehab

Cost escalation at 3% starting in FY 2022/23

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2021/22	G1	CJW Fixed Facility Analysis	\$45,000															\$0	\$45,000	\$0	\$45,000
	G2	South County Operations & Maintenance	\$6,134,000			\$1,700,000			\$4,434,000									\$6,134,000	\$0	\$0	\$6,134,000
	G3	LAB Generator Upgrades	\$240,000								\$240,000							\$240,000	\$0	\$0	\$240,000
	G4																	\$0	\$0	\$0	\$0
	G5																	\$0	\$0	\$0	\$0
	G6																	\$0	\$0	\$0	\$0
	G7																	\$0	\$0	\$0	\$0
	G8																	\$0	\$0	\$0	\$0
	G9																	\$0	\$0	\$0	\$0
	G10																	\$0	\$0	\$0	\$0
	G11																	\$0	\$0	\$0	\$0
	G12																	\$0	\$0	\$0	\$0
Subtotal Major Facilities Expansion / Rehab:				\$0	\$0	\$1,700,000	\$0	\$0	\$4,434,000	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,374,000	\$45,000	\$0	\$6,419,000
FY 2022/23	G1	MTX Repair, Refurbish, and Beautify	\$65,000									\$65,000						\$65,000	\$0	\$0	\$65,000
	G2	STC Exterior Improvements	\$250,000									\$250,000						\$250,000	\$0	\$0	\$250,000
	G3	CJW Storage Areas	\$45,000									\$45,000						\$45,000	\$0	\$0	\$45,000
	G4	Repair Concrete at CJW Yard	\$150,000															\$0	\$0	\$150,000	\$0
	G5	Replace Concrete at CJW Yard	\$300,000															\$0	\$0	\$300,000	\$0
	G6	CJW Arch/Design/Env	\$250,000															\$0	\$0	\$250,000	\$0
	G7	Solar / Battery Charging Infrastructure	\$275,000							\$275,000								\$275,000	\$0	\$0	\$275,000
	G8																	\$0	\$0	\$0	\$0
	G9																	\$0	\$0	\$0	\$0
	G10																	\$0	\$0	\$0	\$0
	G11																	\$0	\$0	\$0	\$0
	G12																	\$0	\$0	\$0	\$0
Subtotal Major Facilities Expansion / Rehab:				\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$360,000	\$0	\$0	\$0	\$0	\$0	\$635,000	\$0	\$700,000	\$635,000
FY 2023/24	G1	CJW Rehab / Reconstruction	\$0															\$0	\$0	\$0	\$0
	G2	Solar / Battery Charging Infrastructure	\$275,000							\$275,000								\$275,000	\$0	\$0	\$275,000
	G3																	\$0	\$0	\$0	\$0
	G4																	\$0	\$0	\$0	\$0
	G5																	\$0	\$0	\$0	\$0
	G6																	\$0	\$0	\$0	\$0
	G7																	\$0	\$0	\$0	\$0
	G8																	\$0	\$0	\$0	\$0
	G9																	\$0	\$0	\$0	\$0
	G10																	\$0	\$0	\$0	\$0
	G11																	\$0	\$0	\$0	\$0
	G12																	\$0	\$0	\$0	\$0
Subtotal Major Facilities Expansion / Rehab:				\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$0	\$275,000
FY 2024/25	G1	CJW Rehab / Reconstruction	\$0															\$0	\$0	\$0	\$0
	G2	Solar / Battery Charging Infrastructure	\$275,000							\$275,000								\$275,000	\$0	\$0	\$275,000
	G3																	\$0	\$0	\$0	\$0
	G4																	\$0	\$0	\$0	\$0
	G5																	\$0	\$0	\$0	\$0
	G6																	\$0	\$0	\$0	\$0
	G7																	\$0	\$0	\$0	\$0
	G8																	\$0	\$0	\$0	\$0
	G9																	\$0	\$0	\$0	\$0
	G10																	\$0	\$0	\$0	\$0
	G11																	\$0	\$0	\$0	\$0
	G12																	\$0	\$0	\$0	\$0
Subtotal Major Facilities Expansion / Rehab:				\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$0	\$275,000
FY 2025/26	G1	CJW Rehab / Reconstruction	\$20,000,000															\$0	\$0	\$20,000,000	\$0
	G2	Solar / Battery Charging Infrastructure	\$275,000							\$275,000								\$275,000	\$0	\$0	\$275,000
	G3																	\$0	\$0	\$0	\$0
	G4																	\$0	\$0	\$0	\$0
	G5																	\$0	\$0	\$0	\$0
	G6																	\$0	\$0	\$0	\$0
	G7																	\$0	\$0	\$0	\$0
	G8																	\$0	\$0	\$0	\$0
	G9																	\$0	\$0	\$0	\$0
	G10																	\$0	\$0	\$0	\$0
	G11																	\$0	\$0	\$0	\$0
	G12																	\$0	\$0	\$0	\$0
Subtotal Major Facilities Expansion / Rehab:				\$20,275,000	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$20,000,000	\$275,000
5 Year Total			\$20,275,000	\$0	\$0	\$1,700,000	\$0	\$0	\$4,434,000	\$1,100,000	\$240,000	\$360,000	\$0	\$0	\$0	\$0	\$0	\$7,834,000	\$45,000	\$20,700,000	\$7,879,000

RESOLUTION 2021-27

**RESOLUTION AUTHORIZING THE FILING OF APPLICATIONS WITH THE
DEPARTMENT OF TRANSPORTATION, UNITED STATES OF AMERICA, FOR
FEDERAL TRANSPORTATION ASSISTANCE GRANTS AUTHORIZED BY 49 U.S.C.
CHAPTER 53; TITLE 23, UNITED STATES CODE, OR OTHER FEDERAL
STATUTES ADMINISTERED BY THE FEDERAL TRANSIT ADMINISTRATION,
FOR FINANCIAL ASSISTANCE.**

WHEREAS, the Federal Transit Administration (FTA) is authorized to award grants for mass transportation programs of projects and budgets; and

WHEREAS, a contract with the FTA for financial assistance will impose certain obligations upon the applicant, including the provision of the local share of project costs in each program; and

WHEREAS, it is the goal of the applicant that minority business be utilized to the fullest extent possible in connection with this project, and that definitive procedures shall be established and administered to ensure that minority business shall have the maximum opportunity to compete for contracts when procuring construction contracts, supplies, equipment contracts, or consultant and other services.

NOW, THEREFORE BE IT RESOLVED by the Board of Directors of Monterey-Salinas Transit District:

1. That the General Manager / CEO, or his or her delegate, is authorized to execute and file an application for federal assistance on behalf of Monterey-Salinas Transit District with the Federal Transit Administration for federal assistance to aid in the financing of planning, capital, and operating projects pursuant to Section 5208(f), 5304, 5307, 5308, 5310, 5311, 5311(f), 5312, 5313, 5316, 5317, 5318, 5320, 5322, 5339, and 5340 authorized by 49 U.S.C. Chapter 53, title 23, United States Code, or other federal statutes authorizing a project administered by the Federal Transit Administration, and
2. That the General Manager / CEO, or his or her delegate, is authorized to execute and file with its applications the annual certification and assurances and other documents the Federal Transportation Administration requires before awarding a federal assistance grant or cooperative agreement, and
3. That the General Manager / CEO, or his or her delegate, is authorized to furnish such additional information as the Federal Transportation Administration may require in connection with the application for the program of projects and budget, and

4. That the General Manager / CEO, or his or her delegate, is authorized to set forth and execute affirmative minority business policies in connection with the program of projects and budget procurement needs, and
5. That the General Manager / CEO, or his or her delegate, is hereby authorized to execute the grant agreements on behalf of Monterey-Salinas Transit District with the Federal Transportation Administration for aid in the financing of the planning, capital and operating program of projects and budget.

CERTIFICATION

The undersigned duly qualified Carl G. Sedoryk, General Manager / CEO, acting on behalf of Monterey-Salinas Transit District, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Monterey-Salinas Transit District Board of Directors.

Dan Albert
Chairperson

Carl G. Sedoryk
Secretary

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF MONTEREY-SALINAS TRANSIT DISTRICT this 14th day of June, 2021 by the following vote:

AYES: Directors:

NOES: Directors:

ABSENT: Directors:

ATTEST: Directors:

Jeanette Alegar-Rocha
Clerk to the Board

To: Board of Directors

From: C. Sedoryk, General Manager/CEO

Subject: Monthly Report – April 2021

Attached is a summary of monthly performance statistics for the Transportation, Maintenance, and Administration departments for April 2021. (Attachments 1 – 4)

The CEO continues to participate in a variety of pandemic recovery task forces including the California Transit Association COVID-19 task force and the Monterey County Community Collaborative Task Force

Attachment #1 – Dashboard Performance Statistics – April 2021

Attachment #2 – Operations Dept. Report – April 2021

Attachment #3 – Facilities & Maintenance Dept. Report – April 2021

Attachment #4 – Administration Dept. Report – April 2021

Attachment #5 – FY 2021 Action Plan Status Update – April 2021

A complete detail of Monthly Performance Statistics can be viewed within the GM Report at <http://www.mst.org/about-mst/board-of-directors/board-meetings/>

PREPARED BY: _____


Carl G. Sedoryk

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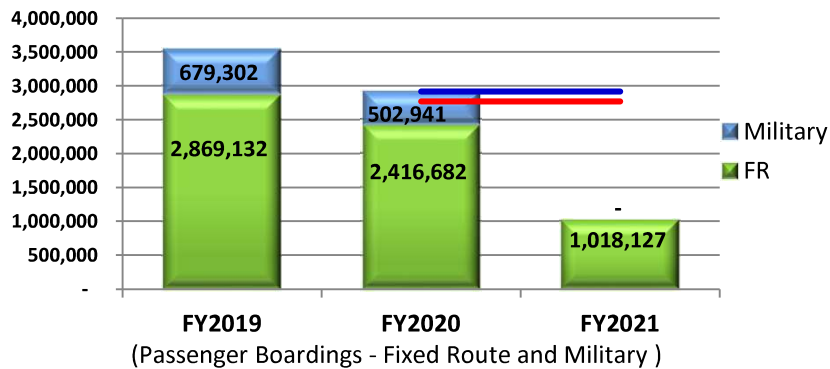
MST Fixed Route

YTD Dashboard Performance Comparative Statistics

July - April

Fiscal Years 2019-2021

Ridership



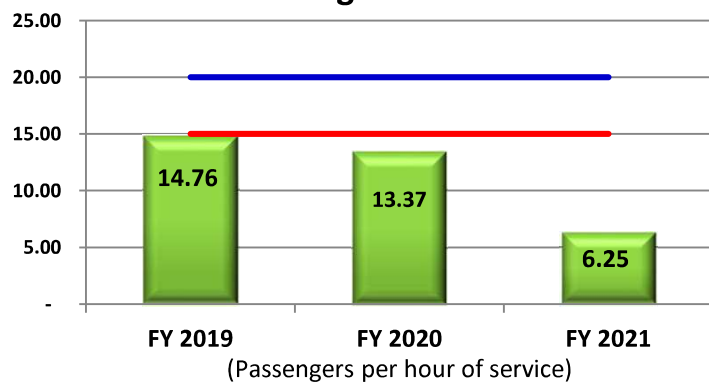
Goal = 2,919,623 passengers

Minimum = 2,773,642 passengers

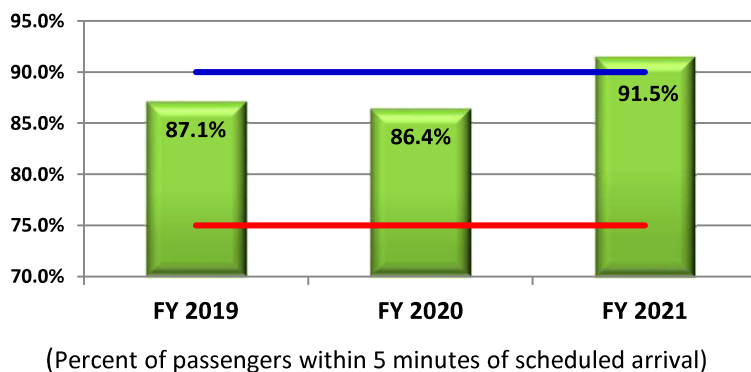
Goal = 20 passengers p/h

Minimum = 15 passengers p/h

Passengers Per Hour



On Time Performance



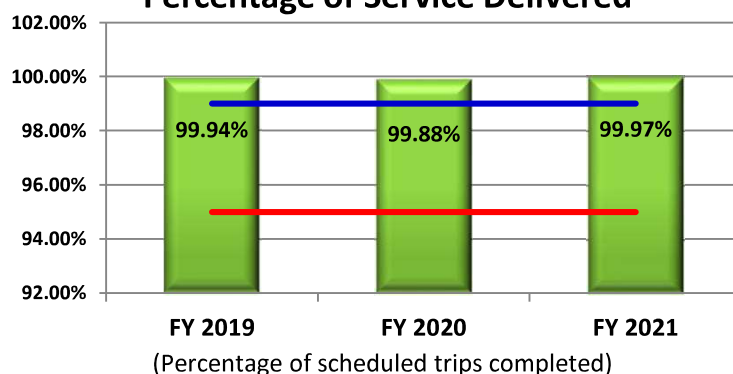
Goal = 90% on time

Minimum = 75% on time

Goal = 99% completed

Minimum = 95% completed

Percentage of Service Delivered

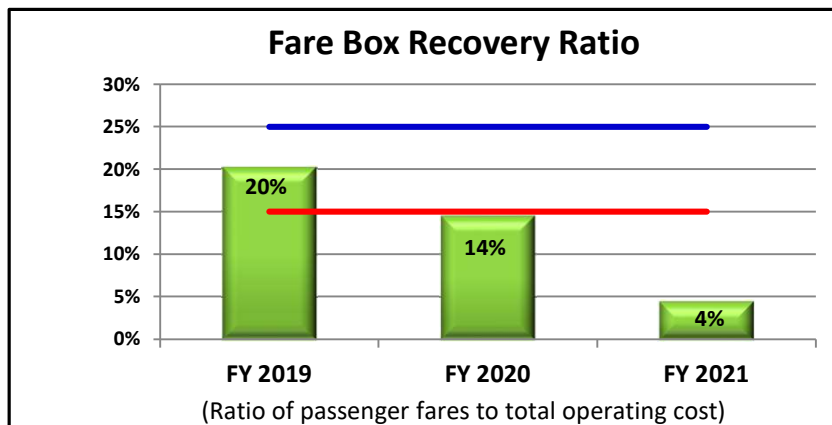


MST Fixed Route

YTD Dashboard Performance Comparative Statistics

July - April

Fiscal Years 2019-2021

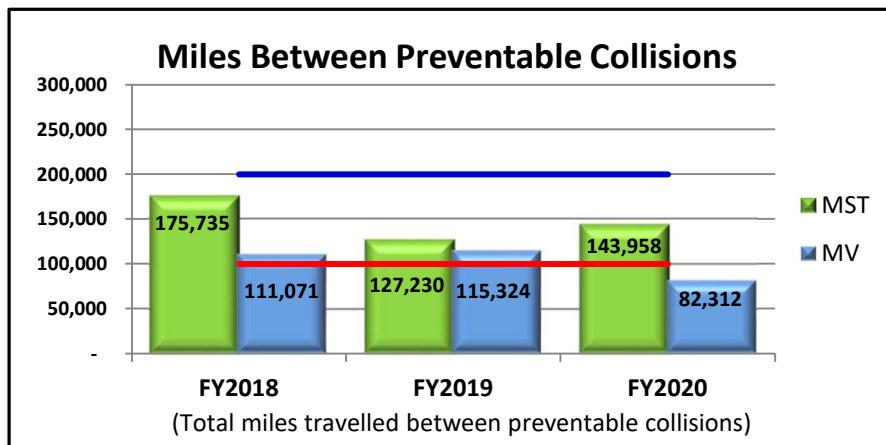
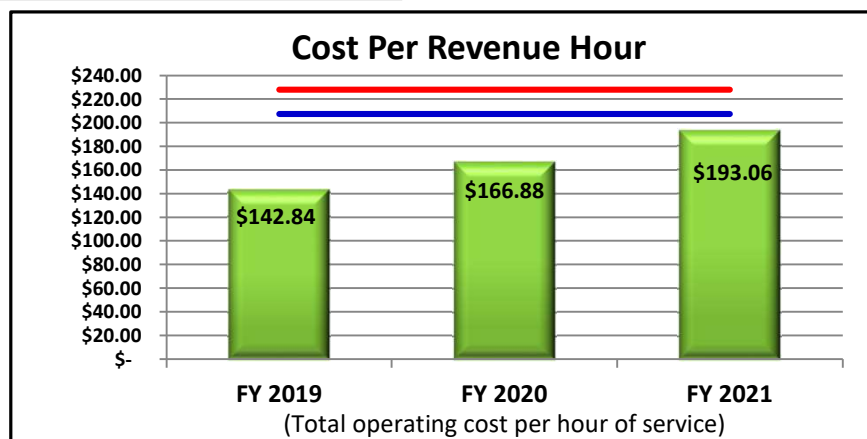


Goal = 25%

Minimum = 15%

Goal = \$207.33 per RH

Maximum = \$228.07 per RH

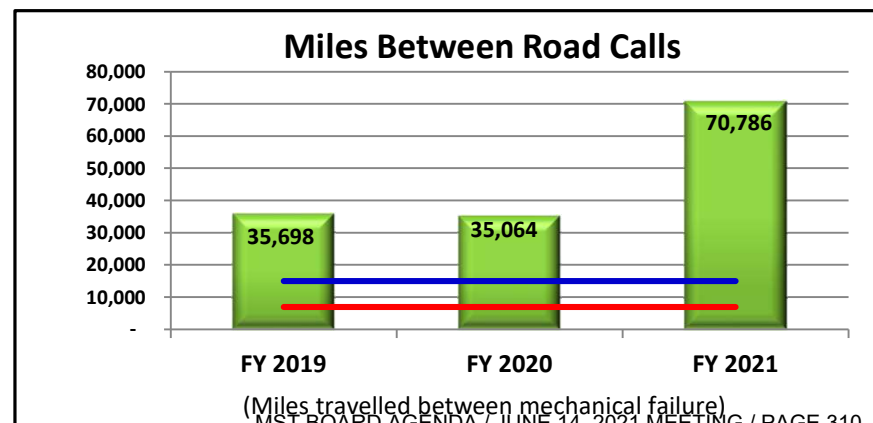


Goal = 200,000 Miles

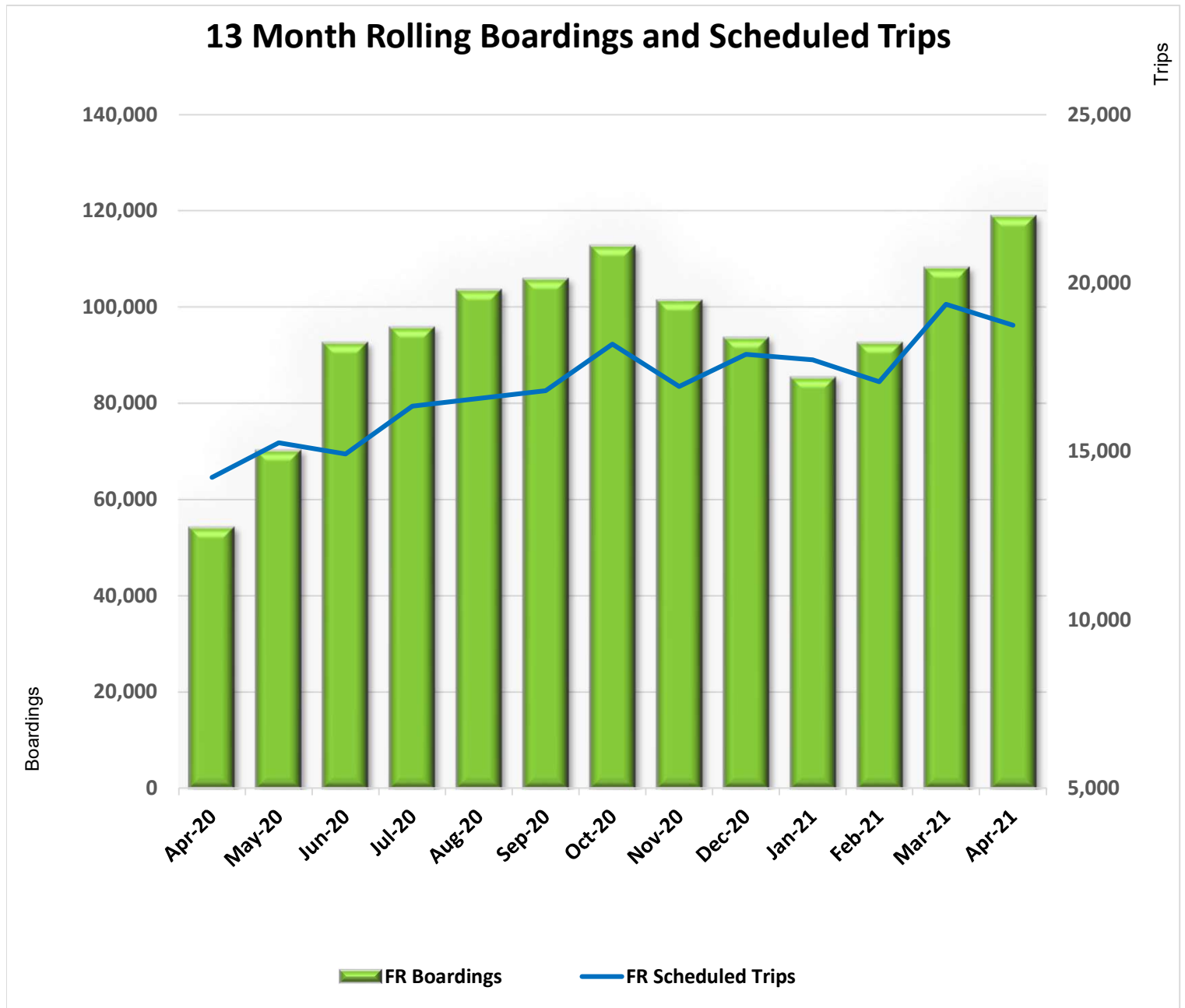
Minimum = 100,000 Miles

Goal = 15,000 Miles

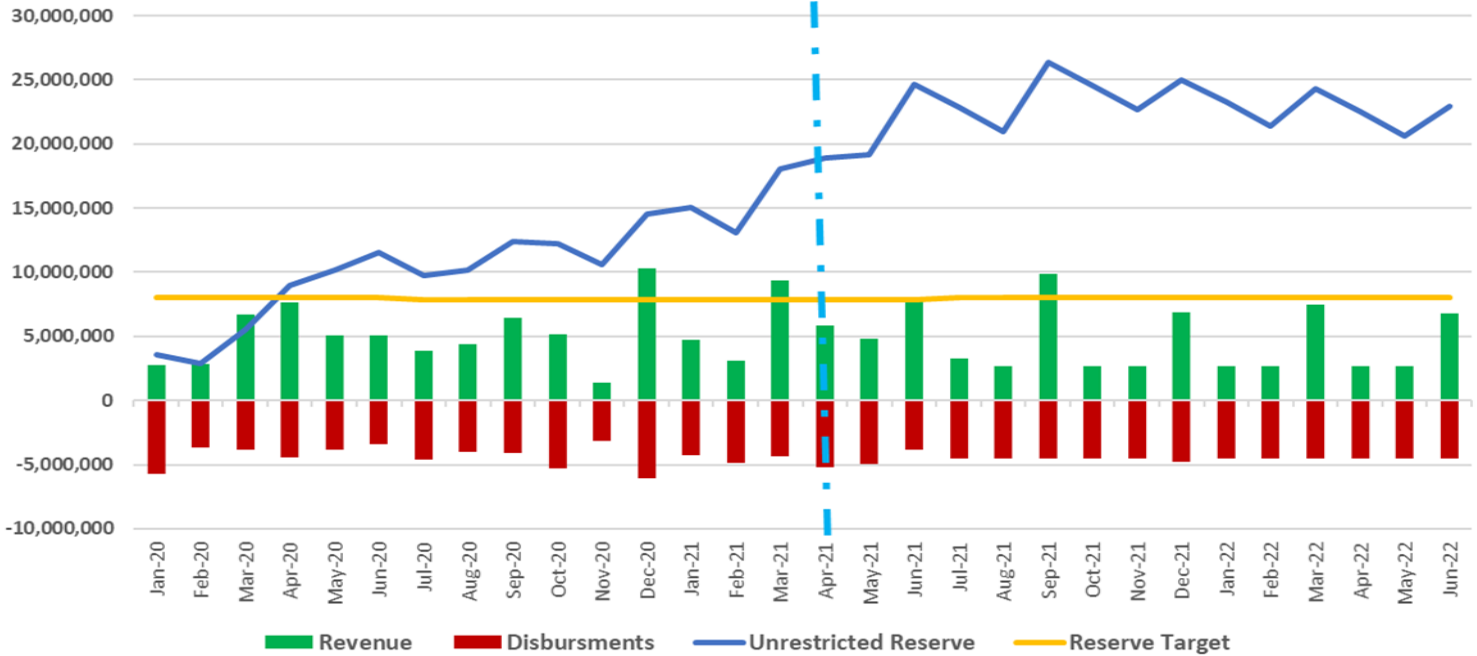
Minimum = 7,000 Miles



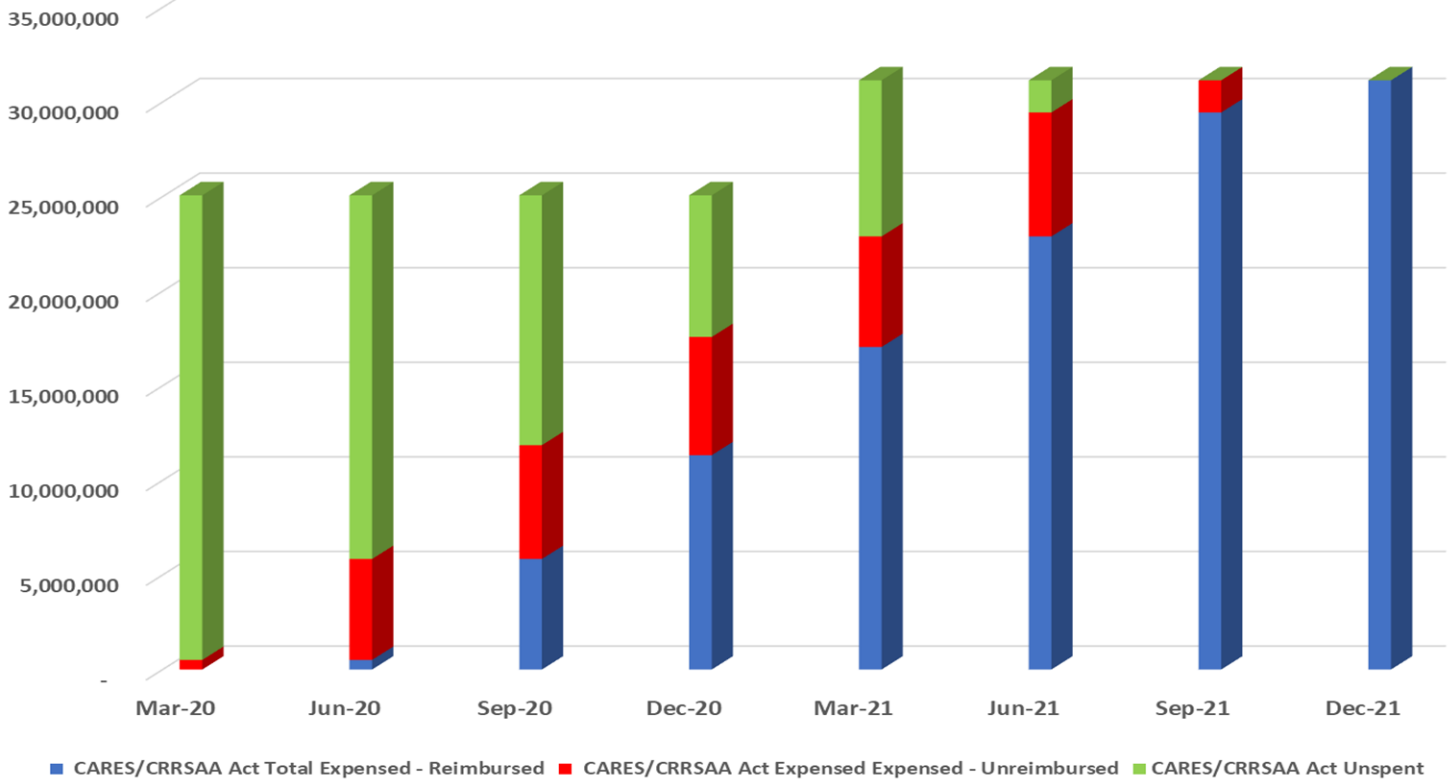
COVID-19 MST Statistics and Projections



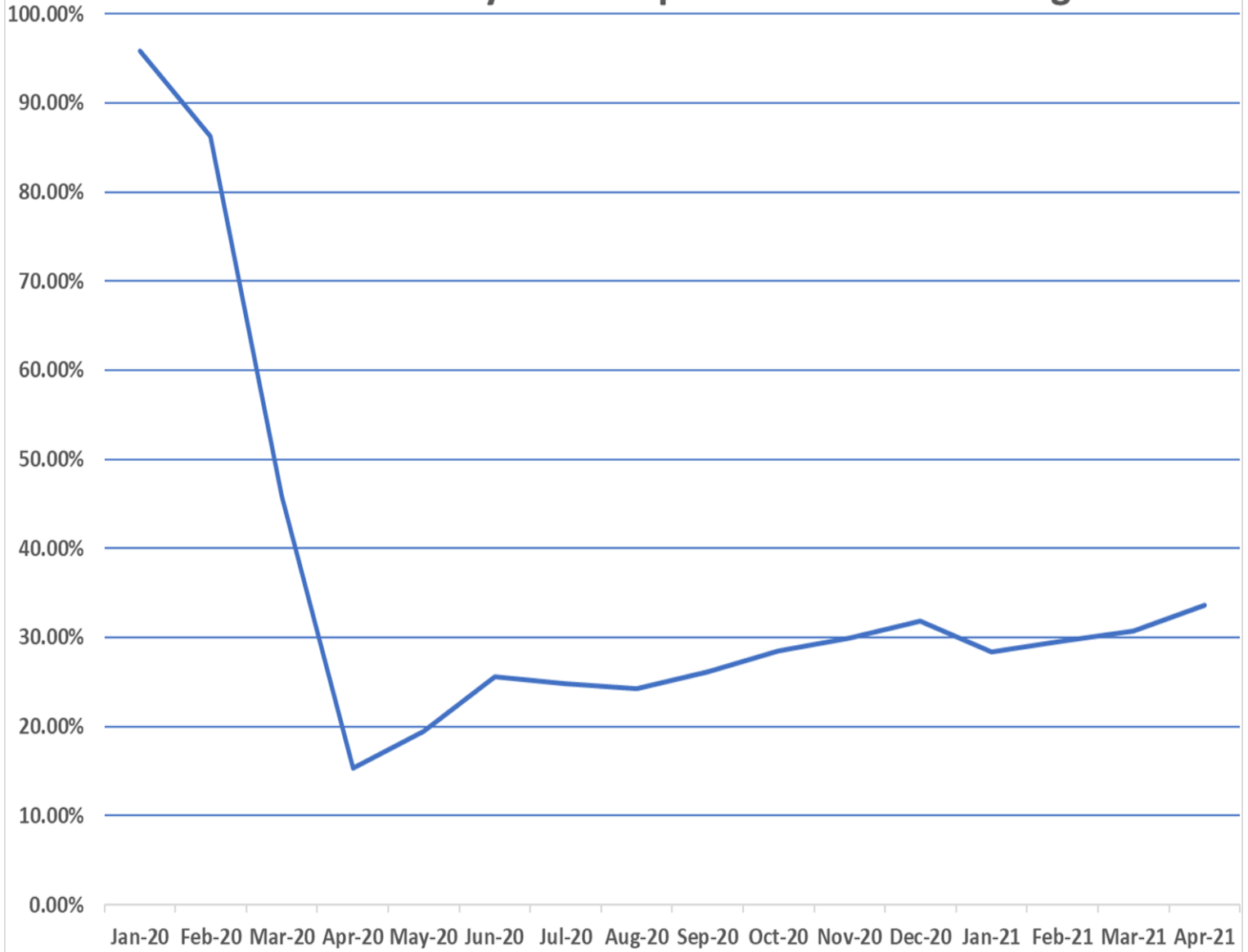
Cash Flow Projections Jan 20 - June 22



CARES/CRRSAA Act Funds



Percent of Monthly Ridership from CY17-19 Average

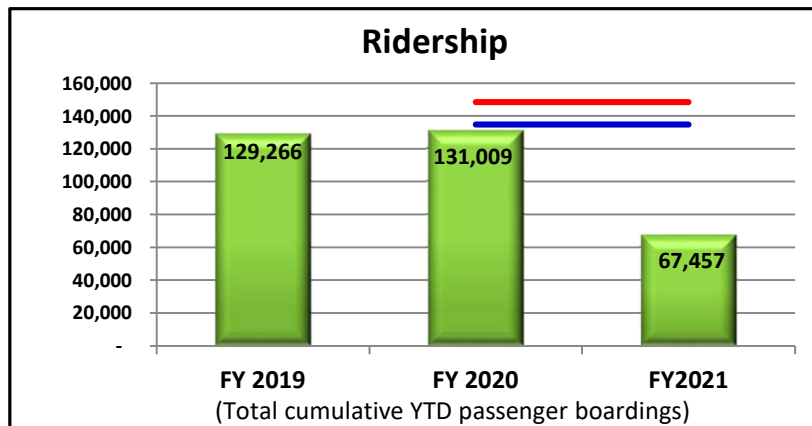


MST RIDES

YTD Dashboard Performance Comparative Statistics

July - April

Fiscal Years 2019-2021

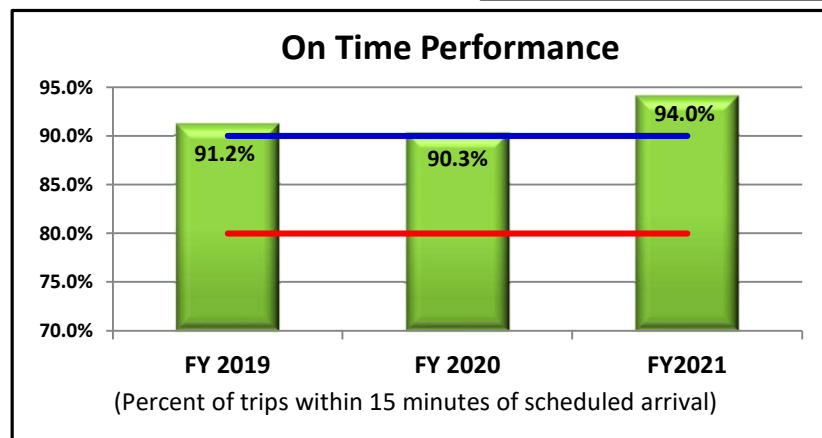
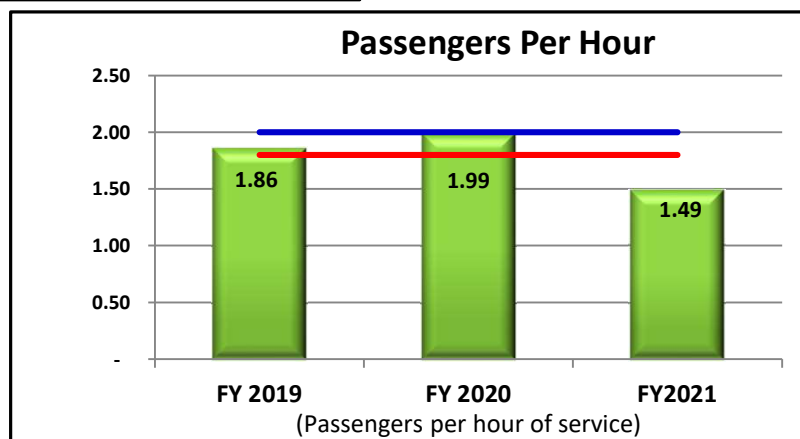


**Goal = 134,939
passengers**

**Maximum = 148,433
passengers**

**Goal = 2.0
passengers p/h**

**Minimum = 1.8
passengers p/h**

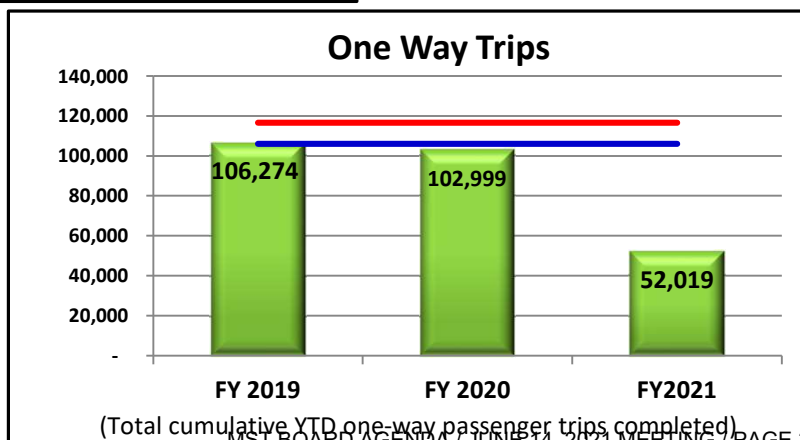


Goal = 90% on time

Minimum = 80% on time

**Maximum = 116,698
one-way trips**

**Goal = 106,089
one-way trips**

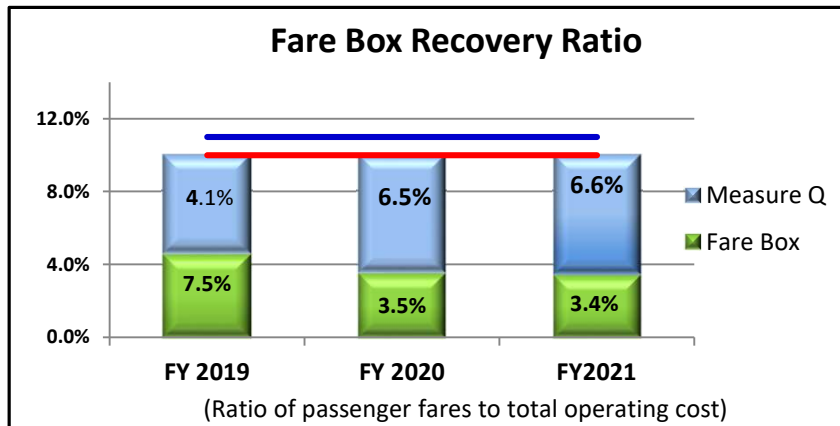


MST RIDES

YTD Dashboard Performance Comparative Statistics

July - April

Fiscal Years 2019-2021

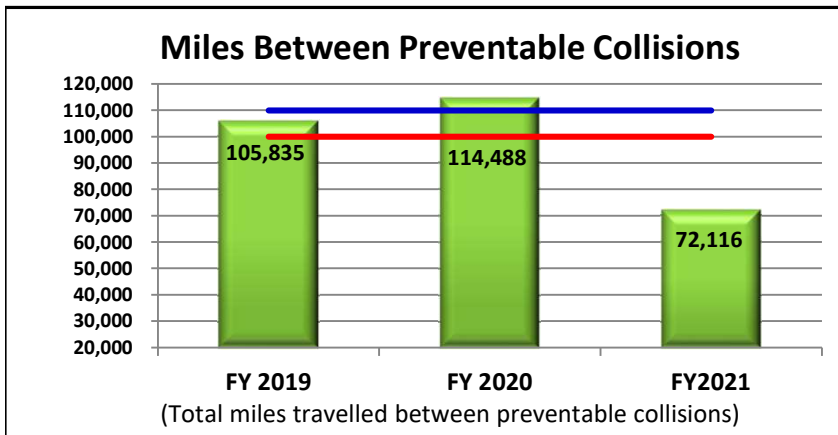
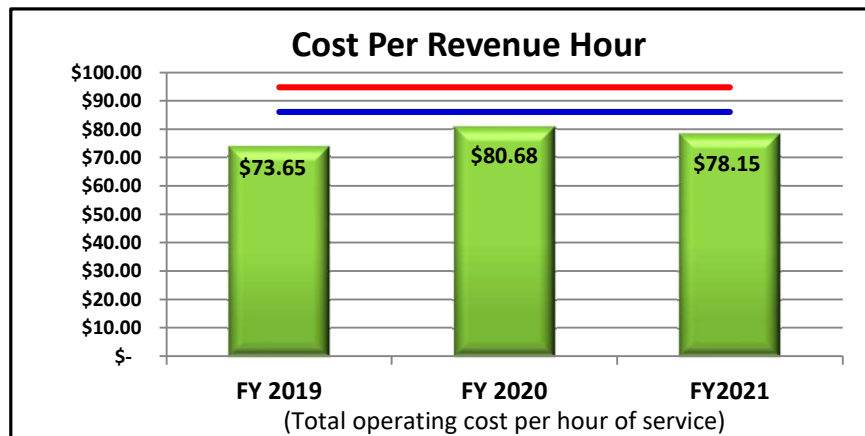


Goal = 11%

Minimum = 10%

Goal = \$86.13 per RH

Maximum = \$94.74 per RH

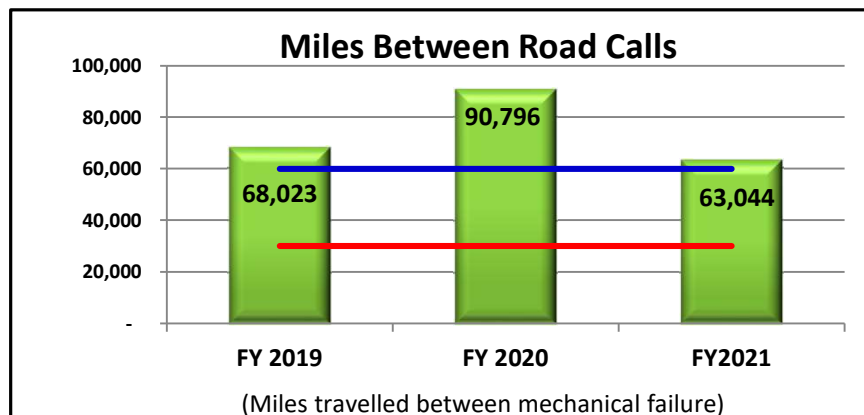


Goal = 110,000 Miles

Minimum = 100,000 Miles

Goal = 60,000 Miles

Minimum = 30,000 Miles

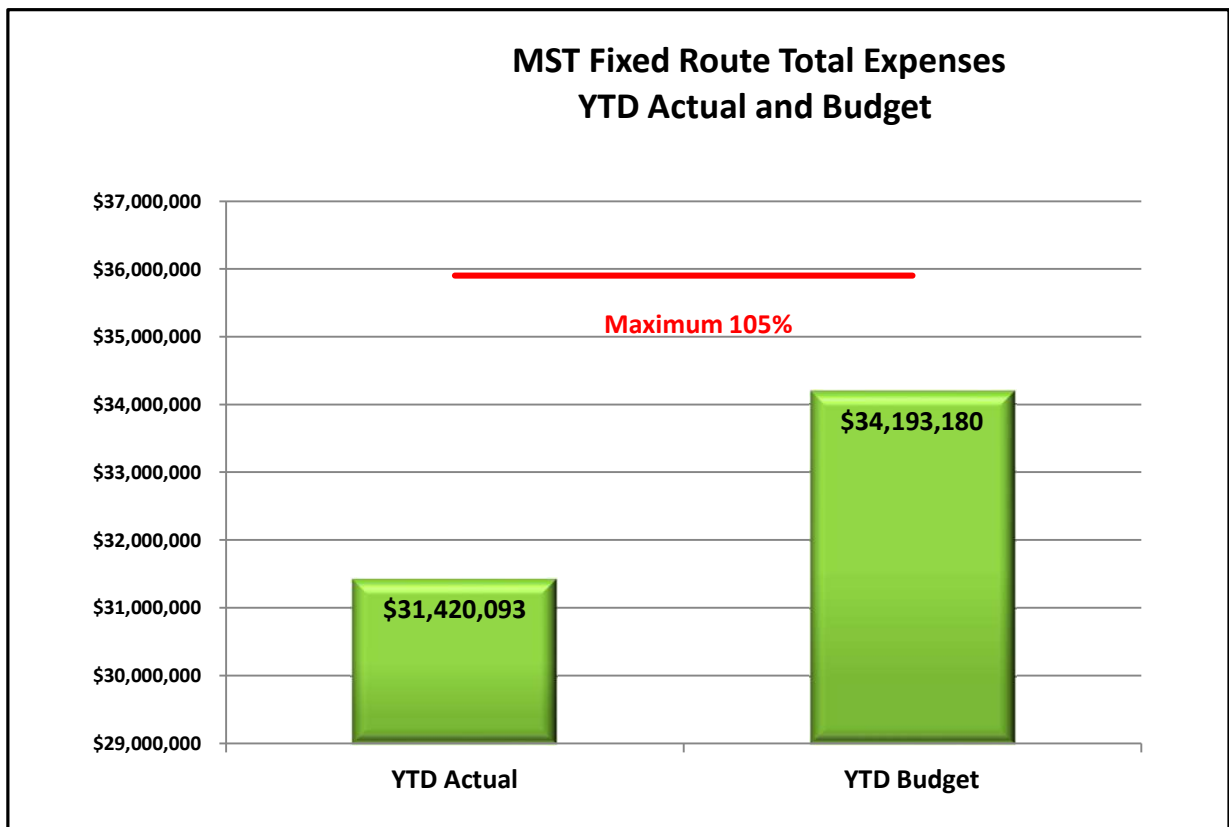
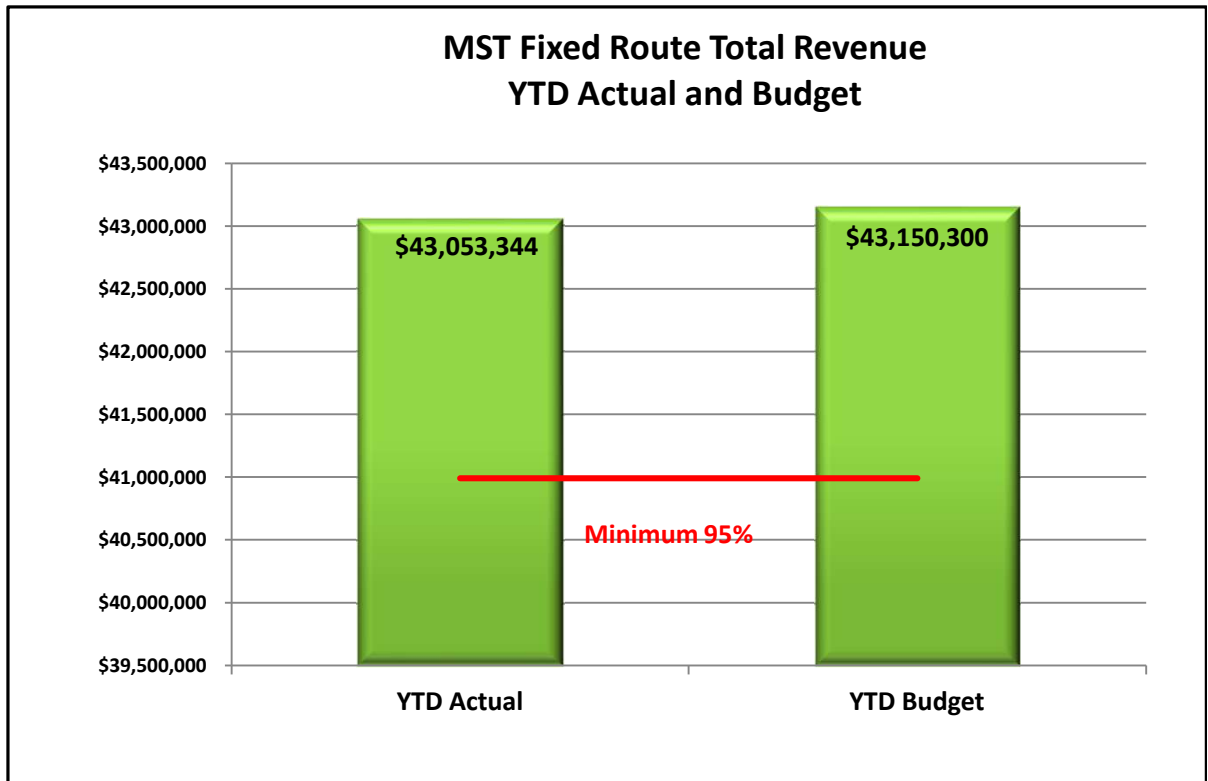


MST Fixed Route

Financial Performance Comparative Statistics

July - April

Fiscal Year 2021

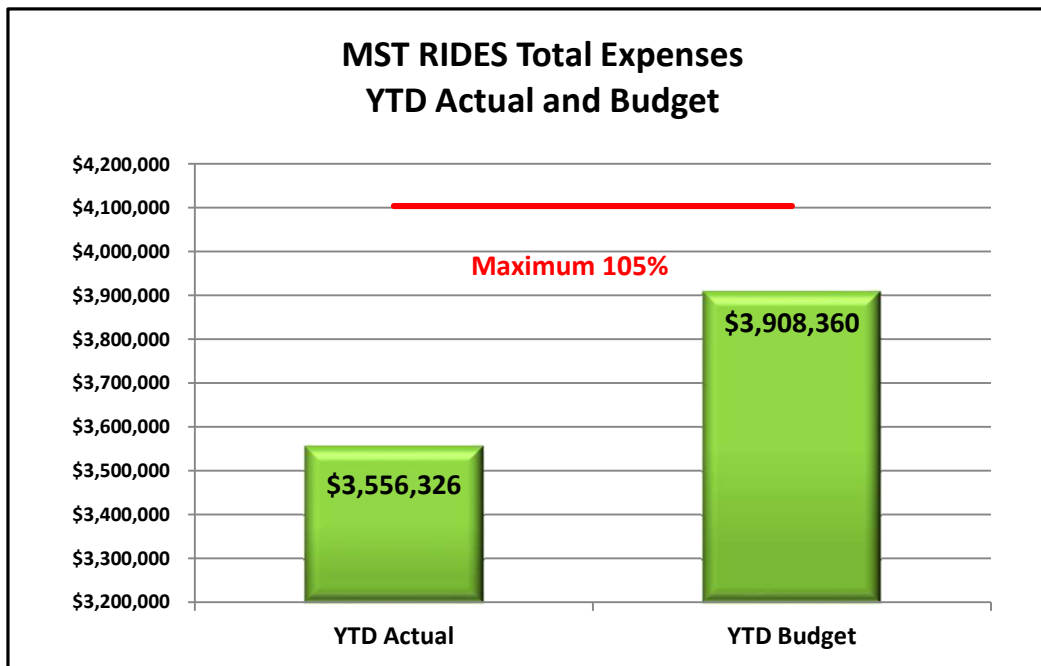
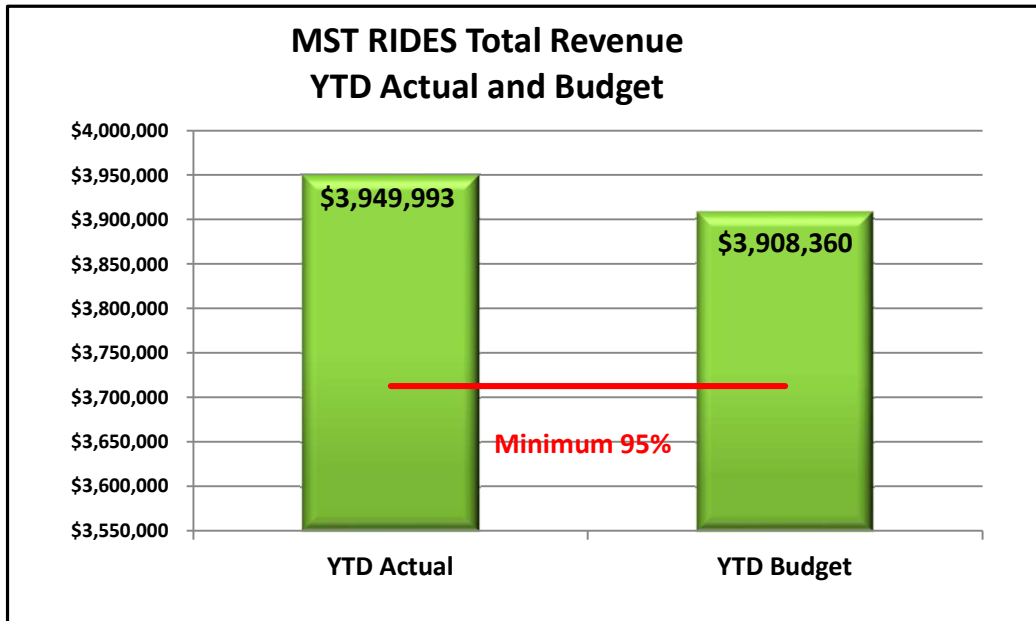


MST RIDES

Financial Performance Comparative Statistics

July - April

Fiscal Years 2019-2021



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ATTACHMENT 2

Date: June 1, 2021

To: Carl Sedoryk, General Manager / C.E.O.

From: **NKT** Norman K. Tuitavuki, Chief Operating Officer

Cc: MST Board of Directors

Subject: **Transportation Department Monthly Report – April 2021**

FIXED ROUTE BUS OPERATIONS:

System-Wide Service: (Fixed Route & On-Call Services):

Preliminary boarding statistics indicate ridership reached 118,917 in April 2021, which represents a 119% increase compared to April 2020's ridership of 54,242. For the fiscal year to date, passenger boardings have decreased 65% from last year.

Month over month, MST's productivity has improved. Productivity increased from 4.0 passengers per hour in March 2021 to 6.90 passengers per hour in April of this year.

Supplemental / Special Services:

None

System-Wide Statistics:

- Ridership: 118,917
- Vehicle Revenue Hours: 17,170
- Vehicle Revenue Miles: 256,674
- System Productivity: 6.9 Passengers Per Vehicle Revenue Hour
- One-Way Trips Provided: 18,744

Time Point Adherence: Of 93,668 total time-point crossings sampled for April, the Transit Master™ system recorded 12,069 delayed arrivals to MST's published time-points system-wide. This denotes that **87%** of all scheduled arrivals at published time-points were on time. (See *MST Fixed-Route Bus ~ On Time Compliance Chart FY 2020 - 2021.*)

Note: Service arriving later than **5** minutes beyond the published time point is considered late. The on-time compliance chart, (attached), reflects system-wide “on-time performance” as a percentage of the total number of reported time-point crossings.

Service Canceled: As listed below, there were a total of six (6) service cancellations in April for both directly operated and contracted services:

Total Trips Completed: 24,953			
Category	MST	MV	%
Accident	1	0	16.6%
Mechanical Failure	0	1	16.6%
Unknown	1	0	16.6%
Staff Shortage	3	0	50%
Totals	5	1	100.00%

Documented Occurrences: MST Coach Operators are required to complete an occurrence report for any unusual incident that occurs during their workday. The information provided within these 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 April 2020 and 2021:

Occurrence Type	April-20	April-21
Collision: MST Involved	0	6
Medical Emergency	1	2
Object Hits Coach	1	0
Passenger Conflict	2	3
Passenger Fall	0	4
Other	0	1
Totals	4	16

CONTRACTED TRANSPORTATION SERVICES:

MST RIDES ADA / ST Paratransit Program:

Preliminary boarding statistics for the MST RIDES program reflect that for April 2021 there were 7,064 passenger boardings. This denotes a 23% increase in passenger boardings compared to April of 2020, (5,465). For the fiscal year – passenger boardings have decreased by 49% over FY 2020.

Note: This sharp decline in passenger boardings is attributed to the COVID-19 crisis and the March 2020 county-wide shelter in place order.

- Productivity for April 2021 was 1.7 passengers per hour, increasing from 1.4 passengers per hour the previous month (March 2021).
- For April 2021, 92% of all scheduled trips for the MST RIDES program arrived on time, above the expected 90% standard.

COMMUNICATIONS CENTER:

In April, MST's Communications Center summoned public safety agencies on three (3) separate occasions to MST's transit vehicles and facilities:

Agency	Incident Type	Number of Responses
Police	Passenger Disturbance / Other	1
EMS	Passenger Medical Emergency / Injury	2

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ATTACHMENT 3

Date: June 1, 2021

To: Carl Sedoryk, General Manager/CEO

From: **NKT** Norman K. Tuitavuki, Chief Operating Officer

Subject: **Maintenance Department Monthly Report – April 2021**

This report summarizes the performance and major activities of the Maintenance Department as well as fuel and operating expenses during the month.

FY21 Fuel Budget:	Average Fuel Price April 2021:	Average Fuel Price: FY2021
Diesel: \$2.75	\$2.61	\$2.16
Gasoline: \$2.85	\$3.30	\$2.70

Period:	Revenue Fleet: Operating Cost Per Mile:	Revenue Fleet: Miles Between Major Mechanical Road Calls:¹
April: 2021	\$1.12	26,947
YTD: FY 2021	\$1.23	59,556
FY 2020	\$1.05	26,819
FY 2019	\$0.93	30,183

¹ **Minimum:** 7,000 Miles; **Goal:** 15,000 Miles

Department Activities/Comments:

In April 2021, MST traveled nearly 27,000 miles between major mechanical failures – well above the 15,000-mile goal. The Miles Between Road Calls (MBRC) performance above the target goal is expected and can be attributed to the decrease in the overall number of hours and miles MST has traveled in response to the COVID-19 pandemic.

MST's operating cost per mile decreased slightly in April compared to the previous month (March 2021). Staff continues to focus their efforts on cleaning, disinfecting, repairing, and maintaining all MST vehicles.

MST's April 2021 fuel cost per gallon remained relatively close to March 2021 pricing. The cost per gallon for gasoline decreased by .03 cents while diesel increased by .14

cents. Staff is actively monitoring and using the information to calculate fuel costs for the upcoming fiscal year 2022. Additionally, staff has targeted July 1, 2021, as the date to begin transitioning from ultra-low sulfur diesel (ULSD) to renewable diesel.

In April, staff continued supporting the King City construction project by attending meetings, visiting the construction site, and responding to questions from the construction project team. Maintenance and Inventory Control staff continued their work towards fully implementing Trapeze EAM – software that enhances management and workforce scheduling in the Maintenance and Facilities Department. Finally, staff continues working with HDR to complete MST's ZEB Roll-Out Plan that guides the agency towards complying with California's Innovative Clean Transit (ICT) Rule.

Prepared by: Norman K. Tuitavuki
Norman Tuitavuki

Reviewed by: Carl G. Sedoryk
Carl G. Sedoryk

ATTACHMENT 4

Date: June 1, 2021

To: C. Sedoryk, General Manager/CEO

From: Lisa Rheinheimer, Assistant General Manager; Michelle Overmeyer, Director of Planning /Innovation, Andrea Williams, General Accounting & Budget Manager; Mark Eccles, Director of Information Technology; Kelly Halcon, Director of Human Resources/Risk Management; Sonia Wills, Customer Service Supervisor.

Subject: **Administration Department Monthly Report – April 2021**

The following significant events occurred in Administration work groups for the month of April 2021:

Human Resources

Total employment levels for April 2021 are summarized as follows:

Positions	Budget FY21	Actual	Difference
Coach Operators F/T	126	120	-6
Coach Operators Limited Duty	0	0	0
CO Occupational Injuries	1	0	-1
Operations Staff	37	31	-6
Maintenance & Facilities	53	47	-6
Administrative (Interns 1 PT)	31	28	-3
Total	248	226	-22

*Total budget numbers do not include the C/O on Long Term Leave as those numbers are already reflected in the Coach Operators/Trainees number.

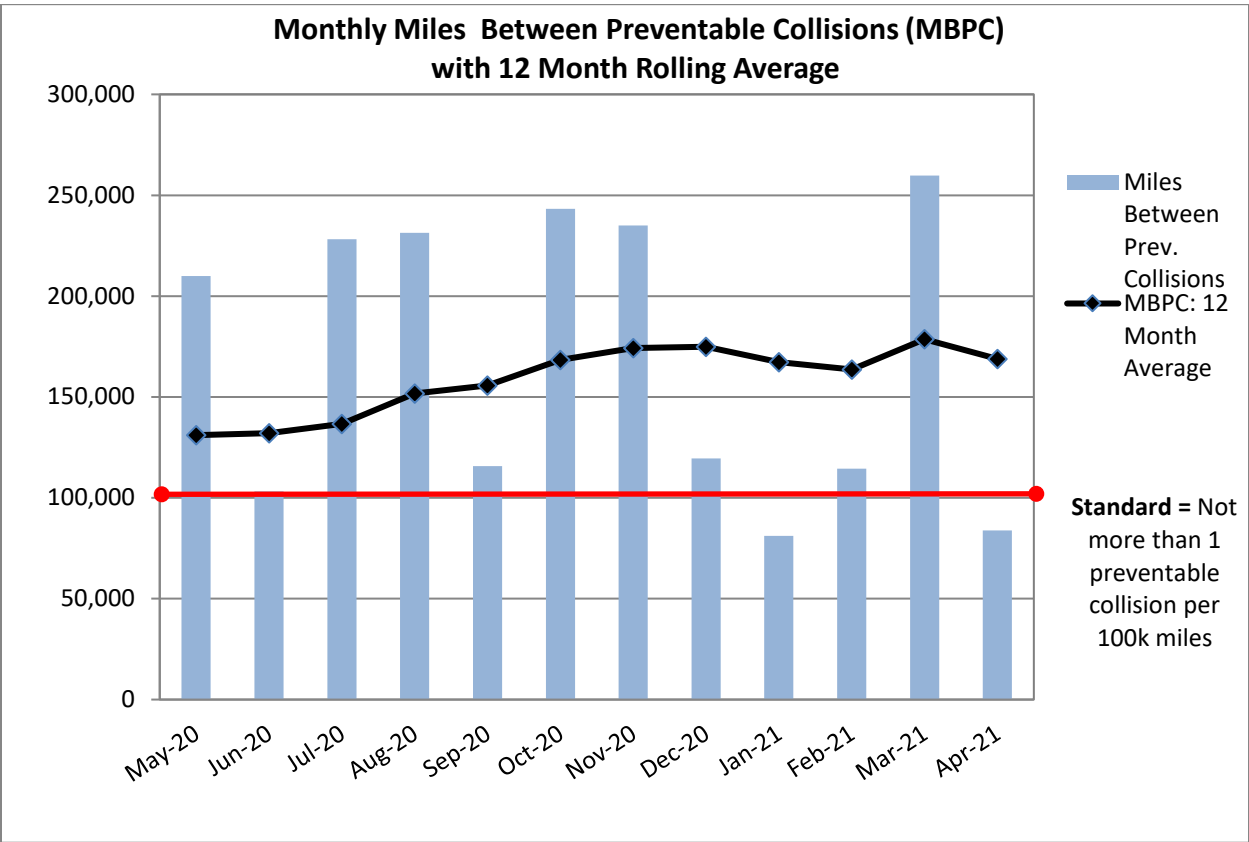
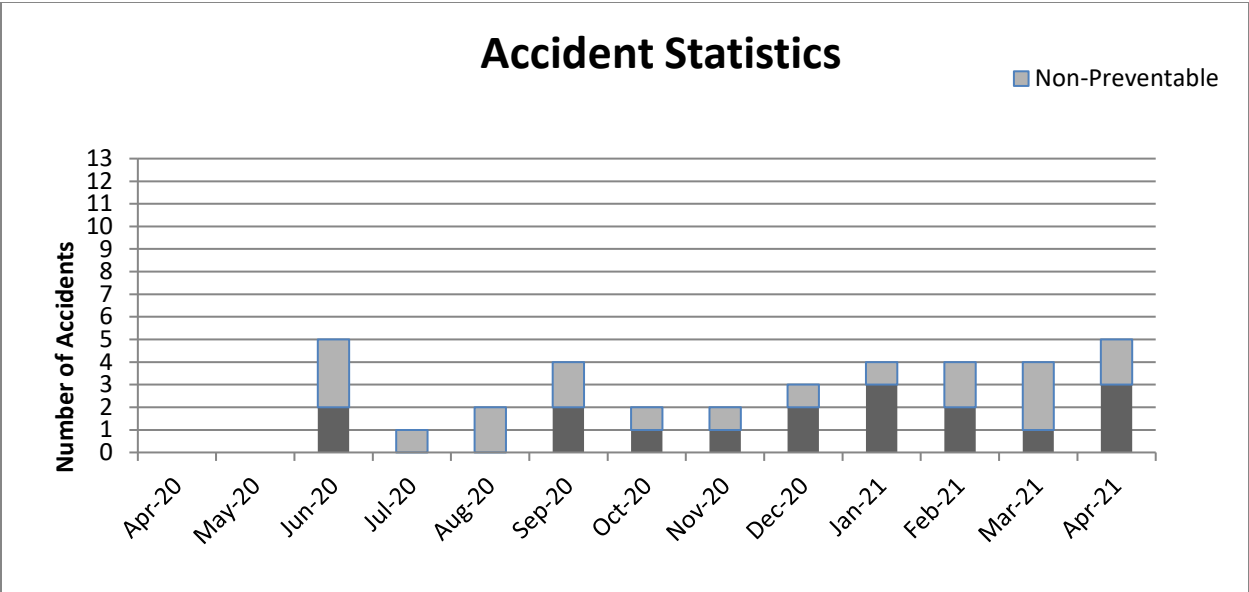
<i>April Worker's Compensation Costs</i>	
<i>Indemnity (paid to employees)</i>	\$22,324.57
<i>Other (includes Legal)</i>	\$22,998.45
<i>Medical includes Case Mgmt, UR, Rx & PT</i>	\$15,713.98
<i>TPA Administration Fee</i>	\$5,708.33
<i>Excess Insurance</i>	\$6,583.17
<i>Total Expenses</i>	<i>\$73,328.50</i>
<i>Reserves</i>	<i>\$802,430.05</i>
<i>Excess Reserved</i>	<i>(0)</i>
<i># Ending Open Claims</i>	<i>29</i>

Training

Description	Attendees
Annual Coach Operator Verification of Transit Training	16
Post-Accident/Incident Re-training	2
Emergency Management Institute: FEMA 100-Intro to Incident Command System	1
Liebert, Cassidy, Whitmore: Maximizing Performance Through Evaluation, Documentation and Corrective Action	3
Return to Work refresher training	1
In-Service Training: Salinas Street at W. Alisal Successful Right-Hand Turn	16
Maintenance Safety Training: Fatigue, knee safety, inspections	14
Harassment Prevention for Transit Employees	16
In-Service Training: VISA Contactless Fare 2021	19
Forklift Re-Certification Training	2
Sedgewick-Transit Defensive Driving: Making better driving decisions and reducing complacency	19
In-Service Training: Zonar Training	2
Maintenance Safety Training: Back safety, hearing loss myths and facts, ladders and falls accident, fork lift, fire safety and extinguisher use	4

Risk Management

Description	April 2021 Preventable		April 2020 Preventable	
	Yes	No	Yes	No
POV Vehicle hits MST Vehicle	0	2	0	0
MST Preventable Accidents	3	0	0	0
TOTAL	3	2	0	0



Customer Service Update

Service Report Type	MST	Other Provider*	# of valid reports	% of reports received**	April 2020	% of reports received**
ADA Compliance	0	0		0.0%	0	0.0%
Agency Policy	0	0		0.0%	0	0.0%
Bus Stop Amenities	0	0		0.0%	3	7.3%
Carried By	0	0		0.0%	0	0.0%
Discriminatory behavior by employee	0	0		0.0%	0	0.0%
Early Departure	0	0		0.0%	0	0.0%
Employee Other	2	4	1/4*	18.2%	0	0.0%
Facilities Vandalism	0	0		0.0%	0	0.0%
Fare / Transfer Dispute	1	0		3.0%	2	4.9%
Full Bus / Left Behind	0	0		0.0%	0	0.0%
Harassment by Employee	0	0		0.0%	0	0.0%
Improper Driving	0	1		3.0%	3	7.3%
Improper Employee Conduct	3	2	2/1*	15.2%	4	9.8%
Inaccurate Public Information	1	0		3.0%	1	2.4%
Late Arrival	0	0		0.0%	0	0.0%
Late Departure	0	0		0.0%	0	0.0%
No Show	0	0		0.0%	3	7.3%
Off Route	0	0		0.0%	0	0.0%
Overcrowding	0	0		0.0%	0	0.0%
Passed By	4	1	2	15.2%	6	14.6%
Passenger Conduct	0	0		0.0%	0	0.0%
Passenger Injury	1	0	1	3.0%	0	0.0%
Reasonable Modification	0	0		0.0%	0	0.0%
Request To Add Service	4	1	3/1*	15.2%	0	0.0%
Request To Reduce Service	0	0		0.0%	0	0.0%
Routing	0	0		0.0%	0	0.0%
Service Animal	0	0		0.0%	0	0.0%
Service Other	4	3	3/2*	21.2%	15	36.6%
Service Schedule	1	0	1	3.0%	3	7.3%
Taxi	0	0		0.0%	0	0.0%
Title VI Complaint	0	0		0.0%	0	0.0%
Unsafe Conditions	0	0		0.0%	1	2.4%
Vehicle Maintenance	0	0		0.0%	0	0.0%
Sub total reports	21	12				
Grand Total MST and *Other Provider		33		100.0%	41	100.0%

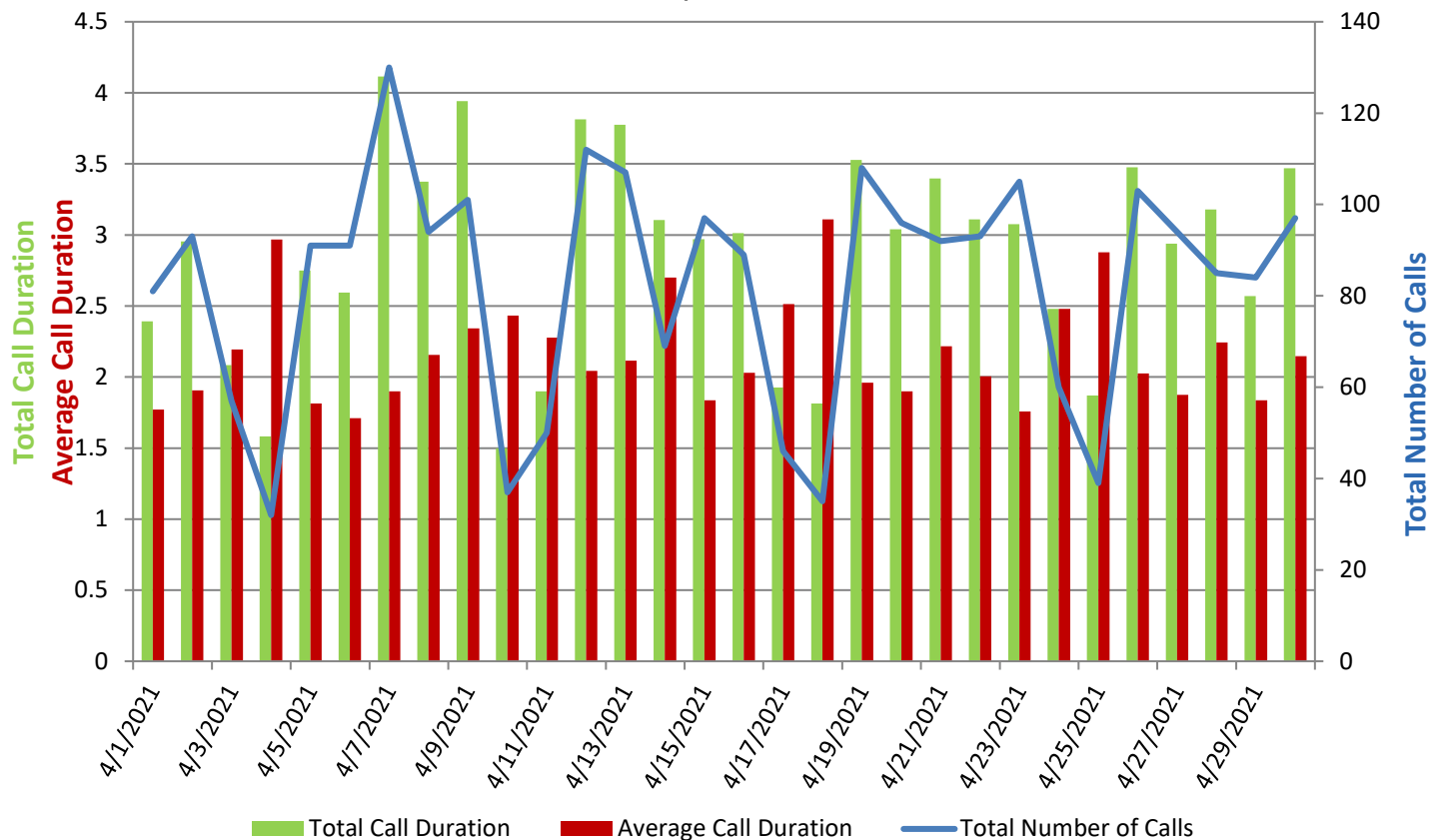
*Operated by MV Transportation or taxi provider

**Numbers may not add up exactly due to rounding

Customer Service Call Center Report:

During the month of April 2021, MST received a total of 2,468 calls which lasted a total of 85 hours and 44 minutes. The average call duration was two minutes and five seconds (2:05). MST received the most number of calls on Wednesday, April 7, at 130. Of the total number of calls, 463 (18%) were routed to RealTime bus arrival information. Call volume was heaviest during the weekdays and lightest during the weekends, although average call duration spikes on the weekends due to the fact that there are no customer service representatives on duty. Rather, customers are attempting to get information from MST's pre-recorded automated system, which appears to take more time.

Customer Service Call Center Report April 2021



Finance Update

General Accounting/Accounts Payable

During the month of April, staff processed timely and accurate payments to vendors, recorded appropriate revenues, and prepared monthly financial reporting and analysis. Throughout the month, staff gathered the information necessary to prepare the Fiscal Year 2022 & 2023 Budget to present to the Board Administrative Performance Committee (BAPC) in May and then to the Board of Directors in June for final consideration for approval. Additionally, staff is continuing to track all COVID-19 related expenses necessary to claim expense reimbursements from FEMA, CARES, and CRRSA Act in the next coming months.

Payroll

First quarter tax returns were completed and filed. Routine changes and adjustments to payroll records were maintained along with filing of all federal, state, and retirement reports and payments on a timely basis. Payroll continued to provide hours and earnings reports upon request to MST departments.

Grants

During the month of April, staff drafted, followed up on, and responded to pending applications and requests for reimbursement under the 5307 Traditional, 5307 CRRSAA, 5307 CARES Act, 5311 CARES Act, 5311(f) CARES Act, 5311 CRRSA Act, LCTOP, 5339 Low-No, 5311 Traditional, 5311(f) Traditional, 5339 Bus and Bus Facilities, and TIFIA programs. In addition to attending several webinars for future grant opportunities, staff also participated in webinars regarding the American Rescue Plan Act, FTA's Capital Investments Grant program, and the CRRSA Act grant program. Staff also participated in several meetings regarding current and future projects including bus procurements, SURF! Busway and BRT, South County Operations and Maintenance Facility, the Comprehensive Operational Analysis project, and assisted in drafting the 5 Year Capital Improvement Program. Update meetings with internal staff were ongoing to address status changes to various active or pending grants and requests for reimbursements. Staff also submitted applications for the next round of the CA Cap and Trade's LCTOP Program, FTA's Low or No Emissions Grant Program, Federal Local Transportation Priorities, and Federal Member Designated Funding programs.

Purchasing

During the month of April, staff provided support and direction to staff on a variety of procurement objectives. The first is managing internal transactions for ordering and receiving goods and services, and handling procurement data. Staff worked to improve the efficiency of transactional flow, reporting and assisting Project Managers with support for vendor engagement and contracting processes. Staff also worked on large procurements, including Enterprise Resourcing Planning (ERP) software, and including an RFP for Universal Mobile Ticketing, Invitation for Bid (IFB) for Oils and Lubricants and an RFP for Financial Audit Services. Staff also spent time reviewing minor

agreements for services and products. Staff is currently reviewing the MST Procurement Manual for updates and revisions, and meeting with counsel to develop a procurement training program for staff.

Information Technology Update

Due to the on-going COVID-19 pandemic, staff continued to offer support for remote computer access for administrative and management employees to continue working from home. This support included helping with any issues for video conference meetings and laptop configuration, as required.

Staff worked with Operations and Maintenance Department personnel in monitoring and configuration of the (ITS) equipment installed on the vehicles and in the MST Communication Center. Staff monitored and configured the software for the Trapeze Automatic Vehicle Location (AVL) systems on the fixed-route and Paratransit fleets. Staff monitored and configured the fixed-route real-time bus arrival/departure system.

Staff monitored and configured the Trapeze Enterprise Asset Management (EAM) vehicle maintenance system. Staff have delayed the upcoming implementation of the Facilities module, due to the COVID-19 pandemic. Staff continued to support the users of the Serenic Navision accounting/payroll system. Staff monitored and configured the functionality of the customer service database. Staff retrieved the RealTime text data and IVR data for the Customer Service monthly report. Staff ensured that the WiFi systems installed on 15 buses used on the commuter routes were working as designed. Staff monitored and configured the Giro Hastus run cutting/planning system.

Staff worked on the configuration and upcoming deployment of the Contactless Fare demonstration.

Staff monitored the AT&T-managed Voice-Over-Internet Protocol (VOIP) telephone system and prepared for the upcoming upgrade to the system. Staff continued to support other MST staff members as needed, proactively ensuring that all were supported fully with their IT requirements. Staff received over 100 IT support-related emails and telephone calls that were responded to in a timely manner.

Marketing Update

MST RealTime Usage:

2020	Text	RealTime Phone	CSR Phone	App Sessions	App Users
April	1,731	363	2,327	34,426	1,622
May	2,067	462	2,320	42,906	1,524
June	2,671	627	2,905	53,533	1,806
July	2,505	715	3,111	60,189	1,765
August	1,944	631	2,670	55,239	1,673

September	2,020	446	2,477	53,881	1,653
October	2,031	413	2,380	54,396	1,601
November	1,752	397	1,206*	51,661	1,531
December	1,758	330	2,087	45,999	1,378
2021					
January	1,565	303	1,998	40,466	1,345
February	1,687	349	2,012	46,488	1,336
March	1,565	410	2,306	50,296	1,432
April	2,111	463	2,468	61,562	1,631

**For the period between November 16-27, AT&T encountered technical difficulties, and no calls were reported. If the issue can be resolved, data for this period will be updated in a future report.*

Published news stories include the following: “Vaccinating Monterey County’s vulnerable” (Monterey Herald, 4/15/21).

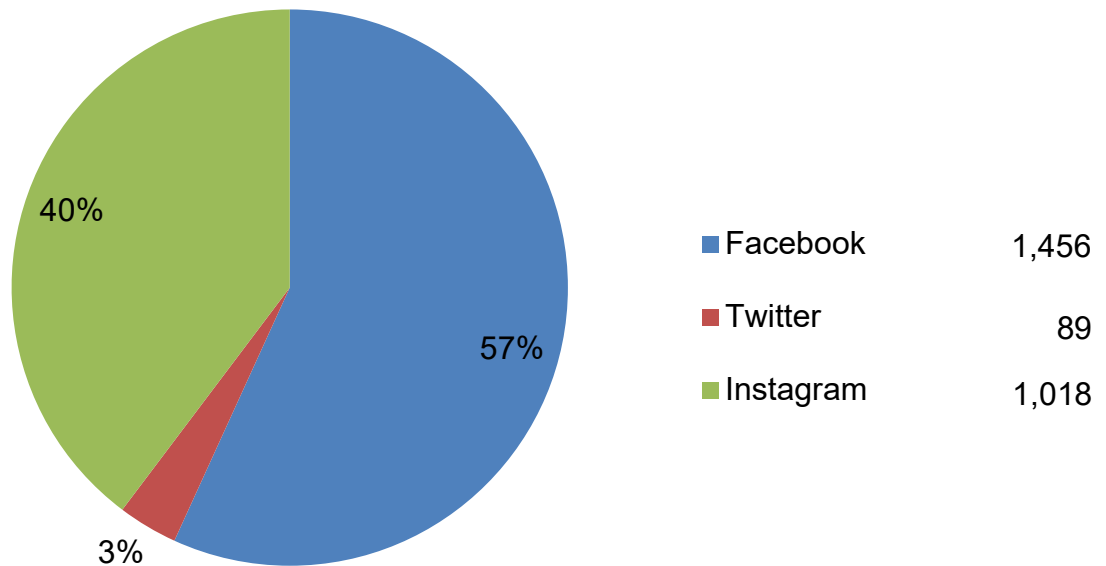
Press releases sent include: “Monterey-Salinas Transit Announces Real-time Information Available Through Newly Endorsed App *Transit*” (4/9/21).

Projects: Support Human Resources department with posting of vaccination clinics in Monterey County on Employee Only Instagram page; continue to share information and coordinate sales of Low Carbon Transportation Operations Program (LCTOP) School Pass Program bus passes to school districts within Monterey County; continue to participate in Contactless Fare Payment Demonstration Project; provide marketing support to MST Mobility Services related to MAC Committee, Navigator Program, Senior Transit Day, and other Mobility services offered; continue to collaborate with and support efforts of other departments related to agency-wide projects and initiatives including Comprehensive Operational Analysis (COA), SURF!, pandemic recovery; and carry out all communication regarding service, resources, and agency updates to the community, partners, and media.

Collaborative/Meeting/Committees: Attend Mobility Department support meetings, participated in Active Referral Network (ARN) meeting, Contactless Fare Payment Demonstration Project meetings, SURF! project meetings, COVID Emergency Operations Center (EOC) meetings, Service Delivery Working Group, as well as monthly MST Employee Townhall meetings.

Social Media Performance:

Social Fans



Overview by Social Media Platform:

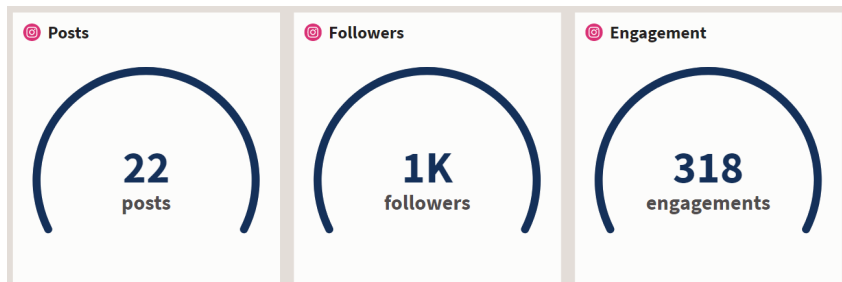
New! Twitter



Facebook



Instagram



Notes: On Twitter, "following" someone means that you will see their tweets (Twitter updates) in your personal timeline. Twitter lets you see who you follow and also who is following you. Followers are people who receive other people's Twitter updates.

A Facebook "fan" is a user who likes a particular Facebook page. Users who "like" a page are able to receive updates from that page's administrator through status updates, posted content, and event invitations. A list of pages a fan has liked will appear on his or her profile page.

"Engagement" is the sum of likes and comments received by all posts.

"Traffic" is the total number of clicks on all the links posted.

Planning Update

During the month of April, staff efforts continued to be focused on the COVID-19 pandemic. With the Governor's announcement on April 7th that the state would be re-opening June 15th, planning staff began focusing more heavily on recovery. The May 29th service change was being developed.

In light of the Governor's announcement to re-open the state June 15th, discussions began again with the two local community colleges, as well as CSUMB. Staff began coordinating on the 2021-2022 school year contracts for MST bus service and college free fare programs.

MST's Comprehensive Operational Analysis (COA) was underway. The COA is an intensive planning study that will guide the agency in its operation as it recovers from the pandemic. Throughout the month, staff continued to respond to data requested by the consultant.

Staff continued working with U.S. Army Garrison Presidio staff. At the Garrison Commander's request, MST would plan a single bus stop, centrally located, on the base. Additionally, MST was instructed to use only Private Bolio Gate for ingress and egress. As such, a route and schedule for the new Line 75 were developed. Planning staff coordinated with MST's training staff, and a safety check was completed on April 7th to ensure the new routing on base would be safe for MST buses. Coordination with

MST Facilities was also underway to remove all other MST bus stop infrastructure on the base.

Staff is working with the South County cities to develop plans to update bus stops for the new Line 23 route and new fixed route circulator service for each city. Staff has contacted public works departments for the four cities and is developing a work plan for each city to ensure that proposed bus stops are ADA compliant, and to confirm the routes as proposed.

The Automatic Passenger Counter (APC) certification for Motorbus Purchased Transportation (MBPT) mode has been completed and submitted to NTD. This request is the result of a months-long process after the COVID-19 protective barriers caused a disruptive effect in the APCs, which prevented accurate readings. Through staff's work with UTA, the consultant for the APCs, the problem has been corrected, and once NTD accepts the certification, the data will be usable by MST. MST anticipates receiving some questions from NTD in the upcoming weeks, then formal certification.

MST has a working GIS that is up and running. Staff have been organizing and gathering data and exploring features within the new system. Staff has also begun collaborating with AMBAG to ensure consistency with regional data in order to begin exploring new innovations through app development.

Throughout the month, staff continued participating in meetings with various local agencies, including the Transportation Agency for Monterey County and Association of Monterey Bay Area Governments.

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Thomas Walters & Associates, Inc.
Washington, DC

June 1, 2021

TO: Carl Sedoryk

FROM: Don Gilchrest

The following report summarizes actions taken on behalf of Monterey-Salinas Transit in May.

Biden Fiscal Year 2022 Budget

Just before Memorial Day weekend, the Biden Administration released its fiscal year 2022 budget request to Congress, which provides the detailed funding proposals that are needed for Congress to move ahead on appropriations legislation. We are continuing to advocate in coordination with APTA, the California Transit Association, and the Bus Coalition for MST's funding priorities for the fiscal year 2022 appropriations cycle. We also provided our local delegation with budget justifications for their use in supporting key programs with the Appropriations Committees.

Because surface transportation programs are functioning under a one-year extension of the authorizations that were provided by the *Fixing America's Surface Transportation Act*, the Biden budget does not assume an increase in the FTA formula programs for transit. The transit formula programs, which provide the main federal assistance that MST relies upon, would be funded at \$10.15 billion, the same as in fiscal year 2021. If a new multi-year authorization for surface transportation programs is enacted this year, that proposed funding level would increase.

We have also continued to advocate for additional funding for key transit programs above and beyond the authorized limits from the FAST Act. Last year, Congress added \$517 million to transit programs from the general fund as a supplement above the authorized levels. The Biden budget proposes to continue this approach by including a \$550 million general fund supplement. Of that amount, \$250 million would be allocated to zero-emission buses and infrastructure, \$200 million would go to transit modernization competitive grants, \$50 million for climate resilience, and \$50 million for integrated smart mobility projects.

We also work in support of funding for FTA's Capital Investment Grants program because MST has previously received funding through it for bus rapid transit and is currently seeking support for the SURF! Busway and BRT Project. Under the Biden budget, the Capital Investment Grants/New Starts program would be funded at \$2.5 billion, a 23 percent increase.

The next steps in the budget process will be for the House Appropriations Committee to draft its versions of the FY 2022 funding bills in the later part of June so that the full House can vote on the measures in July. The process in the Senate is expected to be slower and less predictable.

Surface Transportation Programs

The House Transportation and Infrastructure Committee is expected to draft a multi-year bill to reauthorize federal surface transportation programs during the first few weeks of June. The legislation will build on H.R. 2, the *Moving Forward Act*, which was passed by the House last July, but which was not taken up by the Senate during the 116th Congress. H.R. 2 proposed a \$494 billion reauthorization of surface transportation programs, which was then made the core of a larger effort to fund other forms of infrastructure.

In the Senate, the Environment and Public Works Committee took the first step in the reauthorization process on May 26 by passing the *Surface Transportation Reauthorization Act of 2021 (STRA)*, which is a five-year, \$304 billion highway funding reauthorization bill. Other Senate Committees will have to draft portions of the legislation that will authorize the rail and public transit provisions as well as the revenue provisions that would be needed to pay for this spending. Although there is no announced schedule for action by those Senate committees, if they follow the general approach taken so far, it will mean an increase in the authorization for transit programs of 22 percent above the current baseline (inflation-adjusted) funding levels.

As reauthorization legislation moves through the House and the Senate, the issue of climate change is going to be a key negotiating point because progressives members are pushing for much more aggressive mitigation efforts through federal transportation spending. One of the ways that the STRA seeks to address this is through a new Carbon Reduction Formula Program that would be funded at a total of \$6.42 billion. This funding could be used for a wide variety of programs: traffic monitoring, management, and control facility or program, certain public transportation projects, on-road and off-road trail facilities for pedestrians and bicyclists, advanced transportation and congestion management technologies, infrastructure-based intelligent transportation systems capital improvements and other related strategies.

Infrastructure

In addition to the highway bill, President Biden and Congressional Democrats are pushing for aggressive investments by the federal government to revamp the economy and stimulate economic growth. In late March, President Biden released an outline of his proposed \$2.2 trillion *American Jobs Plan*, which includes a proposed \$85 billion for public transit modernization. The *Jobs Plan* would also provide \$140 billion to support electric vehicles, of which \$25 billion would go for replacing diesel transit buses with electric.

While the reauthorization of surface transportation programs is moving ahead through the normal legislative process that requires bipartisan support for action in the Senate, the process for enacting the *American Jobs Plan* is still very much up in the air. There is the expectation that some or all of the Biden proposals will be moved through the expedited procedures of budget reconciliation. However, negotiations in the Senate are still ongoing over whether a more bipartisan and limited

approach will be taken. Speaker Pelosi has said she wants to vote on the infrastructure package before the House breaks for the July 4 holiday.

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To: Board of Directors

From: Michelle Overmeyer, Director of Planning and Innovation

Subject: State Legislative Advocacy Update

Governor Newsom released the May Revision on May 14th. The historic May Revision includes \$11 Billion for the *California Comeback Plan*. The plan will put California in a good position to advance zero emission buses and infrastructure and to leverage federal investment to help in the effort. Highlights of the *California Comeback Plan* are provided below.

- **Zero-Emission Buses and Trucks** – \$1.4 billion to demonstrate and purchase or lease “green” buses and trucks. (*Funding Source: \$1.3 billion in General Fund, \$87 billion in Air Pollution Control Fund*)
- **Priority Transit and Rail Projects** – \$1 billion for transit and rail projects statewide that improve rail and transit connectivity between state and regional/local services. (*Funding Source: \$1 billion in General Fund*)
- **Zero-Emission Rail and Transit Equipment Purchase and Infrastructure** – \$407 million to demonstrate and purchase or lease state-of-the-art clean bus and rail equipment and infrastructure that eliminate fossil fuel emissions and intercity rail and intercity bus frequencies. (*Funding Source: \$100 million in General Fund, \$280 million Public Transportation Account, and \$27 million in federal funds*)
- **Los Angeles Olympics** – \$1 billion to deliver critical projects in time for the 2028 Olympic Games. (*Funding Source: \$1 billion in General Fund*)
- **High Priority Grade Separations and Grade Crossing Improvements** – \$500 million to support critical safety improvements throughout the state. (*Funding Source: \$500 million in General Fund*)
- **High-Speed Rail** – \$4.2 billion to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds. (*Funding Source: \$4.2 billion in Proposition 1A*)
- **State Highway Rehabilitation and Local Roads and Bridges** – \$2 billion to support the advancement of priority State Highway Operation and Protection Program (SHOPP) projects, Interregional Transportation Improvement Program (ITIP) projects, and local road and bridge investments. (*Funding Source: \$1.1 billion in special funds, \$968 million in federal funds*)



- **Active Transportation** – \$500 million to General Fund to advance projects that increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance efforts to regional agencies to achieve GHG goals. (*Funding Source: \$500 million in General Fund*)

Staff anticipates that these funds will be administered through existing state programs including the Transit and Intercity Rail Capital Program (TIRCP), rather than newly developed state grant programs. In that regard, staff will be involved in the updated grant program guidelines in the areas in which MST might be eligible to compete for state grant funding.

The California Environmental Quality Act (CEQA) requires a lead agency to prepare and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.

AB 1260 (Chen) would establish a temporary CEQA exemption for public transit agency projects that construct or maintain infrastructure to charge or refuel zero-emission trains. While MST does not operate electric trains, staff is interested in this bill. There is potential for amendments that could benefit future MST projects like extension of the BRT network throughout our county, so we are tracking this one.

SB 44 (Allen) is a companion measure to SB 288 (Wiener) for transformative transportation projects. It is geared toward projects that have to go through the full EIR process. This proposed bill creates expedited judicial review. If passed, this bill would require CEQA litigation to be resolved within 270 days. MST remains focused on any proposed legislation that would assist in meeting state goals for reducing greenhouse gas emissions.

PREPARED BY:  REVIEWED BY: 
Michelle Overmeyer Carl G. Sedoryk