Meeting Date: September 27, 2023
Meeting Time: 1:00 PM Pacific Time (US and Canada)
Location: In-person and Zoom Conference

Mobility Advisory Committee Participation:

The Regular Meeting of the Mobility Advisory Committee in-person meeting will be held on September 27, 2023, at 1:00 pm at 19 upper Ragsdale Dr, Suite 100.

Member Diana Jimenez Participation:

Location: Monterey County Social Services - 730 La Guardia, Salinas, CA 93906 via Zoom
https://us06web.zoom.us/j/84500836234?pwd=aFQ0YUdjd3Y0eW94WmtRZ1Myc0Vldz09

Meeting ID: 845 0083 6234 and Passcode: 652252.

Member Jessica McKillip Participation:

Location: The Hub ITN Monterey – 236 Monterey St, Salinas, CA 93901 via Zoom
https://us06web.zoom.us/j/84500836234?pwd=aFQ0YUdjd3Y0eW94WmtRZ1Myc0Vldz09

Meeting ID: 845 0083 6234 and Passcode: 652252.

Public Participation

Public participation for the Monterey-Salinas Transit Mobility Advisory Committee is available in-person at 19 Upper Ragsdale Drive, Suite 100, as well as virtually via Zoom, telephone, and email. To participate virtually, click https://us06web.zoom.us/j/84500836234?pwd=aFQ0YUdjd3Y0eW94WmtRZ1Myc0Vldz09 and enter the following:

Meeting ID: 845 0083 6234 and Passcode: 652252.

To attend by telephone, dial (669) 900-6833 same Meeting ID: 845 0083 6234 and Passcode: 652252.
Public comments may be made either in person, via Zoom, or via email. Members of the public may attend the Committee Meeting in person and request to speak to the Committee Members when the Chair calls for public comment. Persons who wish to make public comment on an agenda item are encouraged to submit comments in writing by email to MST at mobility@mst.org by 3:00 PM on Friday, September 22, 2023; those comments will be distributed to the MAC Members before the meeting. Written comments may be emailed to mobility@mst.org and should include the subject line: “Public Comment Item # (insert the agenda item number relevant to your comment).”

**Accessibility, Language Assistance, Public Comments - MST District Board and Committee Agendas, Public Hearing, Pre-bids, Other Public Meetings**

Agendas and 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 Administration Building at 19 Upper Ragsdale Dr., Suite 200, Monterey, CA, 93940 during normal business hours. Agendas and other informational materials related to this meeting may be requested within 72 hours of the meeting date.

Upon request, Monterey-Salinas Transit will provide written materials in appropriate alternative formats, including disability-related modifications or accommodations, auxiliary aids, or services to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number, description of the requested materials, and preferred alternative format or auxiliary aid or service at least three working days prior to the meeting at the address below.

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

- **Mail**: MST, Attn: MAC Staff Support, 15 Lincoln Ave., Salinas, CA 93901
- **Email**: mobility@mst.org
- **Phone**: (888) 678-2871
- **TTY/TDD**: 831-393-8111 • 711 Relay
  888-678-2871 / Free language assistance
  Asistencia de Lenguaje Gratuito /Libreng tulong para sa wika
Group: Mobility Advisory Committee

Members:
- Steven Macias: The Blind and Visually Impaired Center
- Jennifer Ramirez: Partnership for Children
- Jessica McKillip: ITN Monterey County
- Aaron Hernandez: Transportation Agency for Monterey County (TAMC)
- Bobby Merritt: Veterans Transition Center
- Reyna Gross: Alliance on Aging
- Diana Jimenez: AAA-Monterey County Dept. of Social Services
- Leticia Garcia: The Carmel Foundation
- Maria Magaña: Central Coast Center for Independent Living (CCIL)
- Alejandro Fernandez: DaVita Dialysis

Staff:
- Cristy Sugabo: Mobility Services Manager
- Ruben Gomez: Mobility Coordinator

1. CALL TO ORDER
   1-1. Roll Call
   1-2. Introduction of Guests

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

   Members of the public may address the Committee on any matter not on the agenda. There will be a time limit of not more than three minutes for each speaker. The Committee will not discuss or take action, but may ask questions, on matters brought up under this item during the meeting but may choose to follow-up at a later time, either through staff or on a subsequent agenda. (Please refer to page 1 of the agenda for instructions)

3. CONSENT AGENDA
   3-1. Approve Minutes of the Regular Meeting of July 26, 2023. (Ruben Gomez) (Page 6)

4. NEW BUSINESS AND ACTION ITEMS
   4-1. MST SURF! Busway and Bus Rapid Transit Project. (Lisa Rheinheimer) (Page 10)
       1. Received Update on the SURF! Busway and Bus Rapid Transit Project
       2. Approve a Letter to the California Coastal Commission, Sand City, and Marina Recommending Approval of a Coastal Development Permit, and
       3. Provide Input on Project Amenities, Retaining Walls, and Fencing.
5. PRESENTATIONS

6. REPORTS AND INFORMATION ITEMS
   The Committee will receive these report(s), which do not require action by the Committee.

   6-1. MV Transit and MST RIDES Services Update. (David Cox) (Page 29)
   6-2. MST Mobility Updates. (Cristy Sugabo)

7. SUBJECT ITEM REQUEST
   This item(s) will be included on a future agenda for follow-up.

8. ANNOUNCEMENTS AND APPRECIATIONS

9. ADJOURN

   NEXT SCHEDULED MEETING DATE: November 29, 2023
   1:00 p.m.
   NEXT SCHEDULED AGENDA DEADLINE: November 15, 2023

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

   Please contact MST for accurate meeting date, times and teleconference information or check online at https://www.mstmobility.org/advisory-committee.htm
MEETING OF THE MOBILITY ADVISORY COMMITTEE (MAC)

DRAFT MEETING MINUTES

July 26, 2023
1:00 pm (Pacific)

Present:
Jennifer Ramirez Partnership for Children
Jessica McKillip ITN Monterey County
Steven Macias The Blind and Visually Impaired Center
Aaron Hernandez Transportation Agency for Monterey County (TAMC)
Bobby Merritt Veterans Transition Center
Reyna Gross Alliance on Aging
Diana Jimenez AAA-Monterey County Dept. of Social Services
Leticia Garcia The Carmel Foundation
Maria Magaña Central Coast Center for Independent Living (CCCIL)

Absent:
Alejandro Fernandez DaVita Dialysis

Staff:
Kevin Allshouse Contract Services Manager
Cristy Sugabo Mobility Services Manager
Ruben Gomez Mobility Coordinator
Scott Taylor Information Technology Manager
Ezequiel Rebollar IT Technician
Rolando Munoz Customer Service Representative
Sonjé Dayries Compliance Analyst
Michael Kohlman Chief Information Officer
Emma Patel Interim Planning Manager

Public:
David Cox MV Operations Manager
Sid Noonari ITN Monterey County
Sara Housman County of Monterey Health Department
Heather Adamson AMBAG
Alissa Guther Transportation Agency for Monterey County (TAMC)

Apology is made for any misspelling of a name.
1. CALL TO ORDER
   1-1. Roll Call
   1-2. Introduction of Guests

   Chair Macias called the meeting to order at 1:01 p.m. A quorum was established. Member Ramirez arrived at 1:05 p.m. Member Jimenez arrived at 1:09 p.m. Members Fernandez noted as absent and member Magaña attended the meeting via Zoom and noted as a non-voting member.

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

   There were no public comments.

3. CONSENT AGENDA
   3-1. Approve Minutes of the regular meeting of Meeting 29, 2023 (Chair)

   There were no public comments.

   On a motion by Committee Member Merritt, seconded by Committee Member McKillip, the Committee approved the Minutes unanimously.

4. NEW BUSINESS
   4-1. Attendance Confirmation Feedback Request (Steven Macias)

   Member Macias mentioned a full year calendar invitation, email reminders, and phone calls would be helpful. Member McKillip recalled a full year calendar invitation was past practice. Member Magaña mentioned phone calls and text messages are helpful. Member Hernandez suggested using an alternate location and a full year calendar invitation.

5. PRESENTATION
   5-1. AMBAG Draft 2023 Public Participation Plan (Heather Adamson)
   5-2. CCCIL In-Service Presentation (Maria Magaña)
   5-3. ITN Rural Project Updates (Jessica McKillip)

   Item 5-1: The Committee received a presentation from Heather Adamson, on the AMBAG Draft 2023 Public Participation Plan.

   Item 5-2: The Committee received a presentation from Maria Magaña, on CCCIL Services.

   Item 5-3: The Committee received a presentation from Jessica McKillip, on updates from the ITN Rural Project.

   There were no public comments on items 5-1 through 5-3.

6. REPORTS AND INFORMATION ITEMS
   6-1. MV Transit-MST RIDES Service Update (Kevin Allshouse/David Cox)
6-2. MST Mobility Programs Updates (Cristy Sugabo)

Item 6-1: The Committee received a report from David Cox, MV Transportation on MST fixed-route and RIDES transit service.

Item 6-2: The Committee received an update from Cristy Sugabo, MST Mobility Manager, on Mobility Programs.

7. SUBJECT ITEM REQUEST

Member Gross expressed concern that seniors from Chualar to King City no longer have access to their closest bus stop locations. She stated that seniors walk a mile to Taylor Farms Family Health & Wellness Center, and Soledad seniors walk farther to the bus stop from their apartments.

Member Magaña asked what the process is to request a bus stop bench near the Montecito Apartments in the Salinas area. She inquired on behalf of a senior who expressed concern that the bus stop does not have a bench to sit on while waiting for the bus.

8. ANNOUNCEMENTS AND APPRECIATIONS

None

9. ADJOURN

With no further business to discuss, Chair Macias adjourned the meeting at 2:22 p.m. (Pacific Time).
To:      MST Mobility Advisory Committee

From:    Lisa Rheinheimer, Assistant General Manager

Subject: MST SURF! Busway and Bus Rapid Transit Project

RECOMMENDATION:

1. Receive update on the SURF! Busway and Bus Rapid Transit Project,
2. Approve a letter to the California Coastal Commission, Sand City, and Marina recommending approval of a Coastal Development Permit, and
3. Provide input on certain components of the Project including amenities, retaining walls, and fencing.

FISCAL IMPACT:

The SURF! Project is currently fully funded with Federal, State, and local grant sources. The Transportation Agency for Monterey County Measure X funding supported the initial pre-construction funding to help match over $51 million in Federal and State dollars for construction.

POLICY IMPLICATIONS:

MST included the SURF! Busway and Bus Rapid Transit Project in its Action Plan and Strategic Plan since 2018 after reviewing several options to increase transit frequency and reliability through the congested Highway 1 corridor. The Monterey Bay Area Feasibility Study of Bus on Shoulder and the Monterey Branch Line found that reusing the inactive rail corridor as an exclusive busway would provide the best frequency and reliability for our passengers along with the greatest potential for increasing ridership.

The MST Board of Directors approved the SURF! Project in July 2021 by approving a California Environmental Quality Act (CEQA) Initial Study and Mitigation Monitoring and Reporting Program. The Board took further action in March 2023 when it approved taking an additional CEQA exemption under Senate Bill 922, allowing for lead agencies to exempt certain overwhelmingly beneficial types of projects like the SURF! Project.
DISCUSSION:

MST began planning the SURF! Project in early 2020 by hiring Kimley-Horn to perform preliminary engineering and environmental review/documentation consulting work. As noted above, this effort culminated in approval of the SURF! Project by the MST Board of Directors in July 2021.

What is the Project?

There are two phases of the SURF! Project including construction of the busway, multiuse trails, traffic signal priority, stations, and amenities and then the ongoing transit service.

The SURF! busway is a bus-only roadway to be constructed within the inactive rail corridor between Palm/Del Monte in Marina and California/Playa in Sand City/Seaside. Only zero-emissions buses will be allowed to travel on the new busway with the exception of police, fire, and AMR responding to incidents and accidents.

Bus Rapid Transit service is when service is frequent, convenient, and implemented with the passenger as the focus. SURF! service will be every 15 minutes on weekdays and 30 minutes on weekends. The initial transit line to use the busway will be Line 20 Salinas-Monterey which currently operates every 30 minutes weekdays and every 60 minutes weekends.

When complete, the Project will get buses out of Highway 1 traffic congestion, construct 1 mile of multiuse trails connecting to the Fort Ord Dunes State Park, install traffic signal upgrades for better traffic flow in Marina, and utilize only zero-emissions buses.

What are some of the Project benefits for our community?

The SURF! Project will provide better transit service, more travel time options, and improved on time performance. Our passengers will have several options to board a bus and can expect that buses will arrive to their destination without the irregularity of traffic conditions on Highway 1.

Additionally, with over 1 mile of new multiuse trails, the SURF! Project provides better access to and from the Beach Range Road trail connections to Fort Ord Dunes State Park at the north and south ends of the Project. MST and the design team deliberately planned the project to increase access for bicyclists, pedestrians, and wheeled travelers connecting to the beach and to the coast.
In June 2021, MST staff conducted a Rapid Equity Lens evaluation of the SURF! project. The Equity Lens also helps MST review its policies, service reductions, fare increases, and other projects – both small and large – for potential adverse impact on people of color, lower income households, and historically marginalized groups as an alternative to conducting a Title VI equity analysis. The Rapid Equity Lens found that 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. The results of the Rapid Equity Lens can be found in Attachment 4.

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.

Now that the project team has participated in, conducted, or presented at over 115 meetings, outreach events, and other public forums, the final design elements are ready for additional public input. MST released a slido.com public survey to hear from residents and community members about design options for color scheme, fencing, retaining walls, and other features. The online survey can be taken by accessing the following QR code:

What is the status of the SURF! Project and what are the next steps?

The Project has accomplished the following milestones:

- **January 2020**: Began preliminary engineering, planning, and environmental review
- **February 2020**: Project team conducted bicycle tour of project
- **July 2021**: MST Board Approved Project and Certified CEQA Environmental Documentation
- **December 2022**: Construction Manager/General Contractor hired
January 2023  FTA issued Categorical Exclusion under the National Environmental Policy Act
January 2023  65% Design Complete
Ongoing  Outreach and public information totaling over 3,000 interactions
April 2023  Begin Coastal Development Permit Application process

The Project team is working on the following milestones:

<table>
<thead>
<tr>
<th>Date Range</th>
<th>Milestone Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apr. 2023-Mar. 2024</td>
<td>Coastal Development Permits from Coastal Commission, Sand City, and Marina</td>
</tr>
<tr>
<td>July 2023 – Mar. 2024</td>
<td>Other permits from PG&amp;E, cities, and miscellaneous</td>
</tr>
<tr>
<td>Jan. 2024-Aug. 2024</td>
<td>Funding allocations and agreements with State and FTA</td>
</tr>
<tr>
<td>Sept. 2024-Sept. 2026</td>
<td>Construction</td>
</tr>
<tr>
<td>January 2027</td>
<td>Begin SURF! Bus Rapid Transit (BRT) service</td>
</tr>
</tbody>
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For the Coastal Development Permits with the Coastal Commission, City of Sand City, and City of Marina, the Mobility Advisory Committee may consider submitting a letter of support for the SURF! Project. A draft letter is attached (Attachment 2) for the Committee’s consideration.

ATTACHMENT(S):

- Web Attachment 1: MST SURF! webpage: [https://mst.org/about-mst/planning-development/surf/](https://mst.org/about-mst/planning-development/surf/)
- Attachment 2: Letter from MAC Supporting Coastal Development Permit Approvals
- Attachment 3: SURF! Project Flyer
- Attachment 4: SURF! Busway and Bus Rapid Transit Project - Rapid Equity Lens

PREPARED BY: Lisa Rheinheimer  REVIEWED BY: Carl G. Sedoryk
September 27, 2023

Dan Carl, District Director  
Central Coast & Central Coast (North)  
California Coastal Commission  
725 Front Street, Suite 300  
Santa Cruz, CA 95060

Vibeke Norgaard, City Manager  
City of Sand City  
1 Pendergrass Way  
Sand City, CA 93955

Layne Long, City Manager  
City of Marina  
211 Hillcrest Avenue  
Marina, CA 93933

SUBJECT: Support for Monterey-Salinas Transit SURF! Busway and Bus Rapid Transit Project

Dear Mr. Carl, Mr. Long, and Ms. Norgaard:

The Mobility Advisory Committee is appointed by the MST Board of Directors to represent the interests of seniors, veterans, persons with disabilities, and those with mobility and access needs within Monterey County. The Committee advises the MST Board of Directors on recommended actions to improve the quality of Americans with Disabilities Act (ADA) paratransit and social services transportation in the areas of policy, service planning, and projects among others.

I am writing on behalf of the Committee to express our enthusiastic support for the Monterey-Salinas Transit (MST) SURF! Busway and Bus Rapid Transit Project. This Project will be a vital step towards addressing environmental and transportation challenges facing Monterey County and improving the quality of life and ease of access for residents and visitors. We support the Project for the following reasons:

- The Project will provide all residents of Marina, Seaside, and Sand City and those using Line 20 Salinas-Monterey with more frequent and reliable transit service for work, grocery shopping, healthcare services, and education.
- The Project increases access and improves reliability for persons with disabilities, seniors, and veterans using MST ADA paratransit services.
• The Project also removes gaps and increases trails to Fort Ord Dunes State Park via the Beach Range Road trail extensions at the north and south ends of the project.
• Bus rapid transit service will remove transit buses from the heavily congested Highway 1 corridor and provide an attractive alternative to stop and go conditions.

This Project is an investment in our community and in our collective future. When complete, the SURF! Project will positively impact thousands of transit riders every day and continuing into the future. This generational undertaking is for our residents and communities, our kids, grandkids, and our environment.

We strongly encourage the California Coastal Commission, the City of Sand City and City of Marina to approve a Coastal Development Permit for the SURF! Busway and Bus Rapid Transit Project to move the Project forward to its successful completion.

Thank you for your time and consideration.

Sincerely,

Steven Macias
Chair, Mobility Advisory Committee

CC:
– Todd Muck, Executive Director, Transportation Agency for Monterey County
– Katie Butler, District Supervisor, California Coastal Commission
– Breylen Ammen, Coastal Planner, California Coastal Commission
– Kevin Kahn, Central Coast District Manager, California Coastal Commission
– Guido Persicone, Community Development Director, City of Marina
– Alyson Hunter, Planning Services Manager, City of Marina
– Zane Mortensen, Associate Planner, City of Sand City
Our Newest

**Busway & Bus Rapid Transit Project**

**SURF EXPRESS**

**MST**
The proposed SURF! Busway and Bus Rapid Transit Project is part of a larger effort to build a modern mobility network to move people at the speed of life and enhance transit connections within the Monterey Peninsula and beyond. The SURF! Project is a proposed 6-mile bus-only corridor from Marina to Sand City and Seaside along the underutilized and publicly owned rail corridor. With heavy traffic on Highway 1, transit riders will enjoy a faster connection between home and work or wherever they go.
Funding

In 2016, 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 will be used to match other State and Federal busway and transit funding programs for which the project may qualify.

Shared Vison

The proposed SURF! Project is MST’s next big rapid transit project and part of a larger effort to reduce congestion and enhance transit connections within the communities of Monterey County.

As MST’s first bus rapid transit project, the Jazz line includes themed bus stops, real-time, next bus electronic signs, and frequent service connecting people living or working in Seaside, Del Rey Oaks, Pacific Grove and Monterey to downtown and New Monterey businesses, shopping, and education. If implemented, the proposed SURF! Project will include high-quality bus transit with fast, comfortable, and cost-effective services. It does this with dedicated bus-only lanes, iconic stations, SURF!-themed bus stops or stations, modern fare collection, and fast and frequent operations. Future connections to and from the SURF! line will include rapid transit service along the Marina-Salinas Multimodal Corridor from the Dunes to downtown Salinas and beyond through the Alisal Corridor. As the communities of Monterey County grow and depend on transit services, future phases of rapid transit service will develop along the US 101 corridor, connecting the Salinas Valley to the Central Coast.

1 MILE of new bicycle trail connections and improvements to the Monterey Bay Recreational Trail

3,300 Annual Metric Tons CO₂ SAVED
Benefits

- enhances mobility
- creates well-paying jobs
- reduces traffic
- improves air quality
- connects bike trails
- preserves the corridor for future rail service

Beneficios

- mejora la movilidad
- crea empleos bien remunerados
- reduce el tráfico
- mejora la calidad del aire
- conecta senderos para bicicletas
- preserva el corredor para el futuro servicio ferroviario
Los autobuses de cero emisiones ayudan a mantener nuestro aire limpio.

Nuestro nuevo proyecto de Vías y Autobuses de Tránsito Rápido

¡El SURF propuesto! El Proyecto de vías y autobuses de tránsito rápido es parte de un esfuerzo mayor para construir una red de movilidad moderna para mover a las personas a la velocidad de la vida y mejorar las conexiones de tránsito dentro de la Península de Monterey y más allá. ¡El SURF! El proyecto es una propuesta de corredor exclusivo para autobuses de 6 millas desde Marina a Sand City y Seaside a lo largo del corredor ferroviario subutilizado y de propiedad pública. Con mucho tráfico en la autopista 1, los pasajeros del transporte público disfrutarán de una conexión más rápida entre el hogar y el trabajo o donde sea que vayan.
Fondos

En 2016, los votantes aprobaron la Medida X que identificó hasta $15 millones en fondos para el proyecto Highway 1 Traffic Relief - Busway, que desde entonces fue renombrado como SURF! Proyecto de Vías y Autobuses de Tránsito Rápido. La medida X se utilizará para coincidir con otros programas de vías de autobús y tránsito de financiación estatal y federal para los que el proyecto puede calificar.

Visión compartida

¡El SURF propuesto! El proyecto es el próximo gran proyecto de tránsito rápido de MST y parte de un esfuerzo mayor para reducir la congestión y mejorar las conexiones de tránsito dentro de las comunidades del condado de Monterey. Como el primer proyecto de autobús de tránsito rápido de MST, la línea Jazz incluye paradas de autobús temáticas, señales electrónicas del próximo autobús en tiempo real y servicio frecuente que conecta a las personas que viven o trabajan en Seaside, Del Rey Oaks, Pacific Grove y Monterey con el centro de la ciudad y negocios de New Monterey, compras y educación. Si se implementa, la propuesta SURF! El proyecto incluirá transporte en autobús de alta calidad con servicios rápidos, cómodos y económico. Lo hace con carriles exclusivos para autobuses, estaciones icónicas, paradas o estaciones de autobús con temática SURF!, una colección de tarifas moderna y operaciones rápidas y frecuentes. Futuras conexiones desde y hacia SURF! La línea incluirá un servicio de tránsito rápido a lo largo del Corredor Multimodal Marina-Salinas desde los Dunes hasta el centro de Salinas y más allá a través del Corredor Alisal. A medida que las comunidades del condado de Monterey crecen y dependen de los servicios de tránsito, las fases futuras del servicio de tránsito rápido se desarrollarán a lo largo del corredor de la US 101, conectando el Valle de Salinas con la Costa Central.
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TDD 831-393-8111
www.mst.org

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Paso Robles
Pebble Beach
Prunedale
Salinas
San Ardo
San Jose
San Lucas
San Miguel
Sand City
Seaside
Soledad
Spreckels
Watsonville

Printed on recycled paper with 30% PCW (post-consumer waste) using low VOC soy inks.
This Rapid Equity Lens (Equity Lens, Lens) includes a set of questions to help MST staff identify and prioritize equity opportunities when actions must be taken quickly. The Equity Lens also helps MST review its policies, service reductions, fare increases, and other projects – both small and large – for potential adverse impact on people of color, lower income households, and historically marginalized groups as an alternative to conducting a Title VI equity analysis. This is not a program but, rather, a tool to ensure that equity is considered and a part of the decision-making process.

**What is Equity?**
Within the public transportation sector, equity can be viewed as a process to address racial, socioeconomic, and gender disparities and an outcome that ensures fair and just access to opportunities and basic needs including food, jobs, housing, education, healthcare, mobility options, and healthier communities. It is achieved when one’s outcomes in life are not predetermined by racial, geographic, or social preconceptions. It requires decision-makers to be informed and sensitive to the needs-based impact and implementation of services, programs, and policies that reduce and prevent disparities.

**When Should You Use the Rapid Equity Lens?**
The Equity Lens should be used for actions or decisions that:

1) will impact a major service change as defined by MST Public Hearing Policy, safety, or customer experience as defined by change in fare policy,
2) do not otherwise require another equity analysis, or
3) will result in a major capital investment project with potential impacts to the public we serve or policy change impacting the above.

The Lens should be used early and throughout the decision-making process. By grounding MST’s decisions within an atmosphere of concern for equitable outcomes, we assert our commitment that historically marginalized communities and others facing disparities of access to opportunities are not left behind as we respond or maneuver quickly.

**How Should You Use the Rapid Equity Lens?**

1 MST does not meet the criteria established by the Federal Transit Administration requiring a transit agency to conduct a Title VI service equity analysis prior to major service changes or fare increases.
All questions should be answered to the best extent possible before a decision is made. If you have any questions regarding this process, please contact MST’s Civil Rights Officer for assistance. The Assessment should be completed by a diverse group within the project team, including staff with a variety of experiences, knowledge, backgrounds, and skillsets. The completed form should be emailed to the Civil Rights Officer at CRO@mst.org. A summary of the Rapid Equity Lens should be included in all reports for which it has been applied, including board reports or other documents, as part of the evaluation process.

**RAPID EQUITY WORKSHEET**

**Team Members:** Sloan Campi, Marzette Henderson, Cristy Sugabo, Beronica Carriedo, Lisa Rheinheimer, Norman Tuitavuki, and Deanna Smith.

**Proposed Action Title:** Construct the SURF! Busway and implement Rapid Transit Service

**Proposed Action Summary:** Construct a new bus-only facility and implement new BRT service.
1. **Will the Project positively benefit and/or negatively impact any of the following groups?**

<table>
<thead>
<tr>
<th>Negative Impact?</th>
<th>Category</th>
<th>Positive Impact?</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maybe</td>
<td>People who are non-White or of Hispanic/Latino origin</td>
<td>Yes</td>
<td>People who are non-White or of Hispanic/Latino origin</td>
</tr>
<tr>
<td>No</td>
<td>People living with a disability(ies)</td>
<td>Yes</td>
<td>People living with a disability(ies)</td>
</tr>
<tr>
<td>No</td>
<td>Equity Focus Communities (Page 3)</td>
<td>Yes</td>
<td>Equity Focus Communities (Page 3)</td>
</tr>
<tr>
<td>No</td>
<td>Other marginalized communities (LEP, women, older adults, other)</td>
<td>Yes</td>
<td>Other marginalized communities (LEP, women, older adults, other)</td>
</tr>
<tr>
<td>No</td>
<td>Women-owned businesses, DBEs, Disabled veterans, other</td>
<td>Yes</td>
<td>Women-owned businesses, DBEs, Disabled veterans, other</td>
</tr>
<tr>
<td>No</td>
<td>School aged children, colleges, universities</td>
<td>Yes</td>
<td>School aged children, colleges, universities</td>
</tr>
</tbody>
</table>

2. **Could this present an equity opportunity?**  ✔Yes or ☐No

(An “equity opportunity” is a decision that is designed to enhance positive impacts or reduce negative impacts for historically marginalized communities or others facing disparities in access to opportunities.)

The SURF! Project will provide more meaningful transit service, better quality of life for riders so they can spend less time on the bus with faster service using the SURF! corridor.

Non-rider residents of the apartments next to the busway in Marina may be inconvenienced by the corridor between Palm to the freeway overpass but this inconvenience presents an opportunity for community engagement through the design process.

3. **Who will benefit from and/or be burdened by this decision?**

(Are there barriers that will prevent some people from benefiting from this decision? Physical ability, affordability, isolated communities, other)

There were no barriers identified that would prevent someone from using transit services operating along the SURF! busway. Benefits to others were identified including bicycle riders with access to bike racks on buses as well as improvements to active transportation trail connections and supportive infrastructure at the 5th Street Station.
For those potentially impacted in #1 above, a further explanation is provided below:

<table>
<thead>
<tr>
<th>Negative Impact?</th>
<th>Category</th>
<th>Positive Impact?</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maybe</td>
<td>People who are non-White or of Hispanic/Latino origin</td>
<td>Yes</td>
<td>People who are non-White or of Hispanic/Latino origin</td>
</tr>
<tr>
<td></td>
<td>For those living in the apartments on the west side of the rail corridor in Marina on Marina Drive, walking/crossing over the TAMC rail right-of-way to get to the convenience store across Del Monte will no longer be an option. Instead of walking for 2 minutes across gravel and rail road tracks, people will walk for up to 10 minutes to get to the convenience store.</td>
<td></td>
<td>The mitigating factor for those living in the apartments on the west side of the rail corridor on Marina Drive is the construction of a new bicycle and pedestrian facility for better access to the intersections of Palm and Reindollar. For those with a disability, access will be improved considerably.</td>
</tr>
<tr>
<td>Maybe</td>
<td>People in poverty</td>
<td>Yes</td>
<td>People in poverty</td>
</tr>
<tr>
<td></td>
<td>Same as above</td>
<td></td>
<td>In addition to the above, access to meaningful transportation will help support low-income households with better travel and reliability on public transit.</td>
</tr>
</tbody>
</table>

4. **How will the decision prioritize the needs of the populations identified above?**

(What are the consequences of not implementing this action and are they worse for those populations?)

The consequences of not moving forward with the SURF! project will be longer travel times on MST buses as traffic continues to get worse. Transit service guarantee will worsen. MST will not be able to meet the region’s transit demand as growth continues.

5. **What are the strategies to mitigate any potential negative consequences of this decision?**

(Please include specific examples related to community engagement, messaging, outreach, etc. If unknown now, revisit this tool if unintended negative consequences occur.)

There is an opportunity to lead some community engagement efforts including design charettes
in Marina. The area of focus would be between Palm/Del Monte and the freeway overpass.

6. **How will you proceed with the action and how will you monitor impact to the identified populations above?**

   *(Summarize any adjustments or changes made to the decision due to the utilization of the rapid equity assessment.)*

The SURF! Team may monitor project progress, provide community engagement opportunities and communication.

7. **Conclusion**

   Summarize the REL analysis for inclusion for a board memo, if appropriate.

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.

**EQUITY FOCUS COMMUNITIES MAP**

The map below shows the population served within ¼ mile of the new SURF! service as well as existing transit lines which will utilize the busway after completion of construction. Demographic stats are also included in the table.
### MV

#### Trips by Purpose


<table>
<thead>
<tr>
<th></th>
<th>2023/07</th>
<th>2023/08</th>
<th>2023/09</th>
<th>Total for period</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMM MT/NG</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>DIALYSIS</td>
<td>216</td>
<td>1,285</td>
<td>699</td>
<td>2,200</td>
</tr>
<tr>
<td>EDUCATION/TRAINING/DAY CARE</td>
<td>309</td>
<td>2,169</td>
<td>1,264</td>
<td>3,762</td>
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<tr>
<td>EMPLOYMENT</td>
<td>55</td>
<td>353</td>
<td>181</td>
<td>509</td>
</tr>
<tr>
<td>Punct Assessment</td>
<td>1</td>
<td>14</td>
<td>5</td>
<td>20</td>
</tr>
<tr>
<td>Medical</td>
<td>121</td>
<td>779</td>
<td>347</td>
<td>1,247</td>
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<tr>
<td>Nutritional</td>
<td>0</td>
<td>9</td>
<td>13</td>
<td>22</td>
</tr>
<tr>
<td>Personal/Recreational</td>
<td>305</td>
<td>1,776</td>
<td>1,032</td>
<td>3,113</td>
</tr>
<tr>
<td>Sheltered Workshop</td>
<td>5</td>
<td>36</td>
<td>14</td>
<td>55</td>
</tr>
<tr>
<td>Shopping</td>
<td>23</td>
<td>106</td>
<td>49</td>
<td>230</td>
</tr>
<tr>
<td><strong>Total for period</strong></td>
<td><strong>1,037</strong></td>
<td><strong>6,589</strong></td>
<td><strong>3,625</strong></td>
<td><strong>11,251</strong></td>
</tr>
</tbody>
</table>

### Taxi

#### Trips by Purpose


<table>
<thead>
<tr>
<th></th>
<th>2023/07</th>
<th>2023/08</th>
<th>2023/09</th>
<th>Total for period</th>
</tr>
</thead>
<tbody>
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<td>DIALYSIS</td>
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<td>611</td>
<td>384</td>
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<tr>
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<td>408</td>
<td>301</td>
<td>747</td>
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<tr>
<td>Employment</td>
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<td>508</td>
<td>276</td>
<td>830</td>
</tr>
<tr>
<td>Punct Assessment</td>
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<td>7</td>
<td>2</td>
<td>9</td>
</tr>
<tr>
<td>Medical</td>
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<td>944</td>
</tr>
<tr>
<td>Nutritional</td>
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<td>6</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>Personal/Recreational</td>
<td>114</td>
<td>1,074</td>
<td>796</td>
<td>1,984</td>
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<tr>
<td>Sheltered Workshop</td>
<td>2</td>
<td>16</td>
<td>8</td>
<td>26</td>
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<tr>
<td>Shopping</td>
<td>10</td>
<td>86</td>
<td>56</td>
<td>152</td>
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<tr>
<td><strong>Total for period</strong></td>
<td><strong>335</strong></td>
<td><strong>3,318</strong></td>
<td><strong>2,120</strong></td>
<td><strong>5,773</strong></td>
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</table>
MST-MV Dashboard
FY 2024

RIDES Passengers per Vehicle Revenue Hour (P/VRH)

<table>
<thead>
<tr>
<th>Month</th>
<th>FY 23</th>
<th>FY 24</th>
<th>Contract Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>JUL</td>
<td>1.94</td>
<td>1.82</td>
<td>1.87</td>
</tr>
<tr>
<td>AUG</td>
<td>1.99</td>
<td>1.90</td>
<td>1.87</td>
</tr>
<tr>
<td>SEPT</td>
<td>1.89</td>
<td>0.00</td>
<td>1.87</td>
</tr>
<tr>
<td>OCT</td>
<td>2.02</td>
<td>0.00</td>
<td>1.87</td>
</tr>
<tr>
<td>NOV</td>
<td>1.84</td>
<td>0.00</td>
<td>1.87</td>
</tr>
<tr>
<td>DEC</td>
<td>1.68</td>
<td>0.00</td>
<td>1.87</td>
</tr>
<tr>
<td>JAN</td>
<td>1.65</td>
<td>0.00</td>
<td>1.87</td>
</tr>
<tr>
<td>FEB</td>
<td>1.69</td>
<td>0.00</td>
<td>1.87</td>
</tr>
<tr>
<td>MAR</td>
<td>1.67</td>
<td>0.00</td>
<td>1.87</td>
</tr>
<tr>
<td>APR</td>
<td>1.91</td>
<td>0.00</td>
<td>1.87</td>
</tr>
<tr>
<td>MAY</td>
<td>1.83</td>
<td>0.00</td>
<td>1.87</td>
</tr>
<tr>
<td>JUN</td>
<td>1.86</td>
<td>0.00</td>
<td>1.87</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Month</th>
<th>FY 22</th>
<th>FY 23</th>
<th>FY 24</th>
<th>Contract Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>JUL</td>
<td>91.54%</td>
<td>74.00%</td>
<td>82.68%</td>
<td>90.00%</td>
</tr>
<tr>
<td>AUG</td>
<td>89.94%</td>
<td>77.00%</td>
<td>78.61%</td>
<td>90.00%</td>
</tr>
<tr>
<td>SEPT</td>
<td>88.55%</td>
<td>79.00%</td>
<td>90.00%</td>
<td>90.00%</td>
</tr>
<tr>
<td>OCT</td>
<td>90.57%</td>
<td>76.00%</td>
<td>90.00%</td>
<td>90.00%</td>
</tr>
<tr>
<td>NOV</td>
<td>89.93%</td>
<td>82.00%</td>
<td>90.00%</td>
<td>90.00%</td>
</tr>
<tr>
<td>DEC</td>
<td>90.08%</td>
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<td>90.00%</td>
<td>90.00%</td>
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<tr>
<td>JAN</td>
<td>90.46%</td>
<td>85.00%</td>
<td>90.00%</td>
<td>90.00%</td>
</tr>
<tr>
<td>FEB</td>
<td>92.00%</td>
<td>82.00%</td>
<td>90.00%</td>
<td>90.00%</td>
</tr>
<tr>
<td>MAR</td>
<td>90.76%</td>
<td>77.54%</td>
<td>90.00%</td>
<td>90.00%</td>
</tr>
<tr>
<td>APR</td>
<td>90.39%</td>
<td>82.00%</td>
<td>90.00%</td>
<td>90.00%</td>
</tr>
<tr>
<td>MAY</td>
<td>91.04%</td>
<td>77.54%</td>
<td>90.00%</td>
<td>90.00%</td>
</tr>
<tr>
<td>JUN</td>
<td>89.97%</td>
<td>84.28%</td>
<td>90.00%</td>
<td>90.00%</td>
</tr>
</tbody>
</table>
**MST-MV Dashboard**

**FY 2024**

<table>
<thead>
<tr>
<th>Contract Standard &lt;180 (s)</th>
<th>JUL</th>
<th>AUG</th>
<th>SEPT</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
<th>JAN</th>
<th>FEB</th>
<th>MAR</th>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>95.00%</td>
<td>95.00%</td>
<td>95.00%</td>
<td>95.00%</td>
<td>95.00%</td>
<td>95.00%</td>
<td>95.00%</td>
<td>95.00%</td>
<td>95.00%</td>
<td>95.00%</td>
<td>95.00%</td>
<td>95.00%</td>
</tr>
<tr>
<td>Contract Standard &lt;300(s)</td>
<td>99.00%</td>
<td>99.00%</td>
<td>99.00%</td>
<td>99.00%</td>
<td>99.00%</td>
<td>99.00%</td>
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<td>99.00%</td>
<td>99.00%</td>
<td>99.00%</td>
<td>99.00%</td>
</tr>
</tbody>
</table>

**FY 23 %<180(s)**

- JUL: 69.71%
- AUG: 70.77%
- SEP: 73.40%
- OCT: 67.89%
- NOV: 67.51%
- DEC: 84.55%
- JAN: 82.36%
- FEB: 89.79%
- MAR: 88.72%
- APR: 83.84%
- MAY: 84.81%
- JUN: 88.18%

**FY 23 %<300(s)**

- JUL: 96.43%
- AUG: 96.36%
- SEP: 96.43%
- OCT: 96.43%
- NOV: 96.43%
- DEC: 92.30%
- JAN: 91.09%
- FEB: 95.07%
- MAR: 94.30%
- APR: 92.33%
- MAY: 92.47%
- JUN: 95.28%

**FY 23 Calls Received**

- JUL: 10087
- AUG: 11312
- SEP: 10676
- OCT: 11102
- NOV: 9389
- DEC: 9567
- JAN: 8322
- FEB: 9568
- MAR: 9812
- APR: 10231
- MAY: 9365
- JUN: 9365

**FY 24 %<180(s)**

- JUL: 88.55%
- AUG: 89.77%
- SEP: 89.30%

**FY 24 %<300(s)**

- JUL: 94.89%
- AUG: 96.43%

**FY 24 Calls Received**

- JUL: 9070
- AUG: 9267

---

**RIDES Calls Hold Times**

- % Calls on Hold
  - JUL: 0%
  - AUG: 0%
  - SEP: 0%
  - OCT: 0%
  - NOV: 0%
  - DEC: 0%
  - JAN: 0%
  - FEB: 0%
  - MAR: 0%
  - APR: 0%
  - MAY: 0%
  - JUN: 0%

- RIDES Calls Hold Times (Graph)

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**MAC Agenda / September 27, 2023 / Page 32**
MST Rides
Passengers Carried Between Valid Complaints (PCBVC)

- PCBVC: RIDES
  - JUL: 433
  - AUG: 826
  - SEPT: 0
  - OCT: 0
  - NOV: 0
  - DEC: 0
  - JAN: 0
  - FEB: 0
  - MAR: 0
  - APR: 0
  - MAY: 0
  - JUN: 0

- RIDES Standard (10%)
  - JUL: 909
  - AUG: 991
  - SEPT: 0
  - OCT: 0
  - NOV: 0
  - DEC: 0
  - JAN: 0
  - FEB: 0
  - MAR: 0
  - APR: 0
  - MAY: 0
  - JUN: 0