MST
MONTEREY-SALINAS TRANSIT

OCTOBER 2023

MONTHLY REPORT

CONNECTING COMMUNITIES. CREATING OPPORTUNITY. BEING KIND TO OUR PLANET.

PEOPLE

PLANET

PERFORMANCE

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A. Introduction

This Monthly Report is intended to share performance data to the MST Board of Directors, our customers, and stakeholders, information regarding the overall performance of transit operations using the model developed by the Harvard Business School known as the "Triple Bottom Line." In this model, companies measure their performance in the areas of "People, Planet, and Profit." Using this model as a guide, MST presents this Monthly Report measuring data under the categories of People, Planet, and Performance.

Under the category of "People," we share MST's Service and Passenger Profile, Ridership on both fixed-route services and RIDES, and MST in the news.

Under the category of "Planet," we share our positive impact on our planet in terms of GHG reduced from MST riders, single occupant vehicles removed from roads and highways, fleet transition to zero-emissions progress, and fuel conversion from diesel to renewable biofuel.

Under the category of "Performance," we have included data in the areas of operations, maintenance of fleet and facilities, and finance.

Fixed-Route Performance Summary:

Service Delivered		Service Quality	
Ridership	228,473	On-Time Passenger Departures	189,678
Passengers/Vehicle Revenue Hour	12.6	Percent On-Time Departures	83%
Revenue Miles	302,647	On-Time Time Points	78,426
One-Way Trips Operated	25,587	Delayed Time Points	17,012

Systemwide Service:

Boardings reported for the month of October show ridership to be 29.8% higher than in October of 2022, when 175,973 boardings were reported. Over that same timeframe, the amount of revenue hours operated increased by 12.7%, resulting in an 15.2% increase in productivity, from 11.0 Passengers Per Hour (PPH) last October to 12.6 PPH this October.

Seasonal Service:

No seasonal service was operated in October.

MST RIDES Performance Summary:

Service Delivered		Service Quality	
Ridership	10,589	On-Time Passenger Departures	6,414
Passengers/Vehicle Revenue Hour	1.85	Percent On-Time Departures	72.9%
Revenue Miles	98,346		
One-Way Trips Operated	8,792		

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B. People

a. MST Service and Passenger Profile - FY 2023/2024
b. MST Fixed-Route Ridership
c. MST RIDES ADA Paratransit Ridership
d. MST in the News

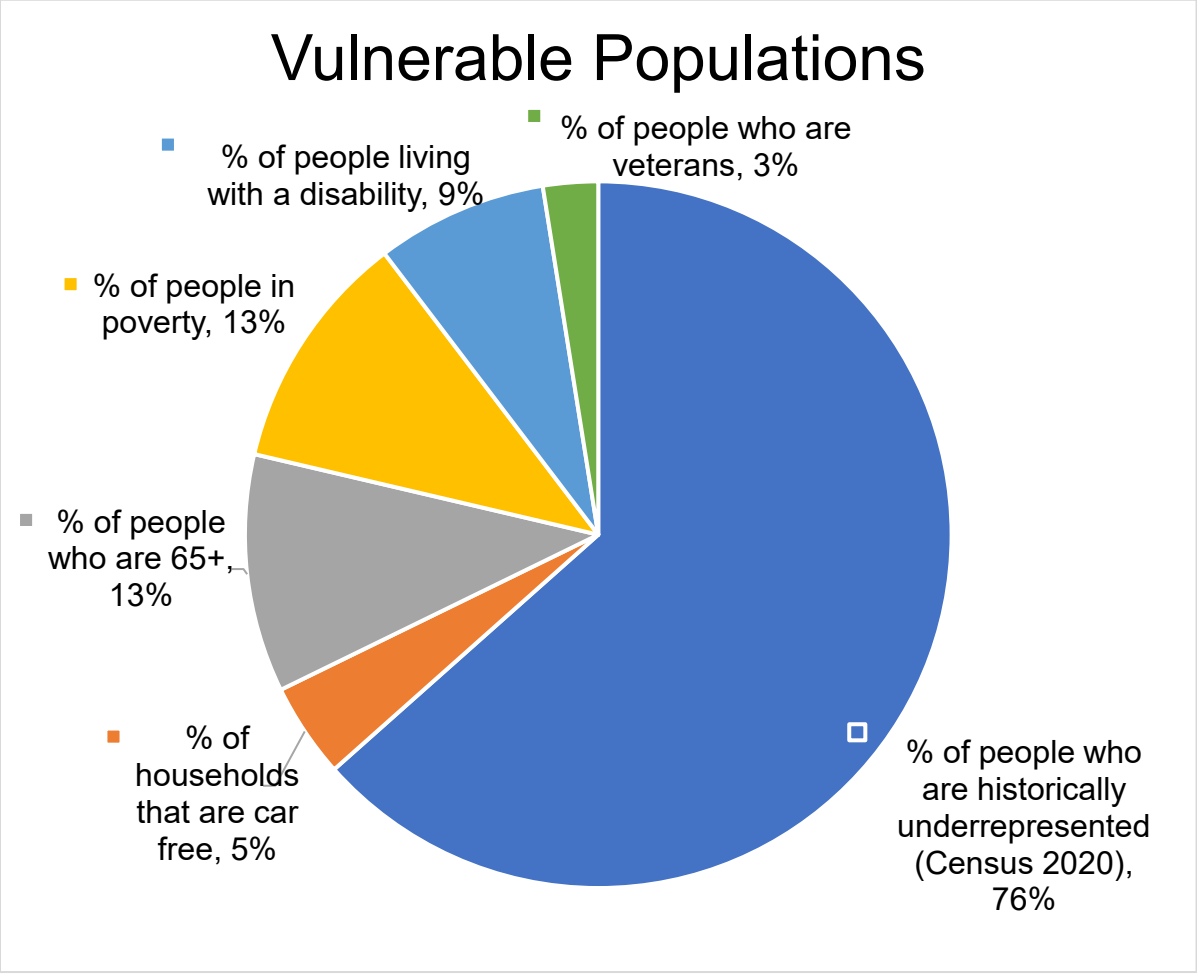
B. People
a. MST Service and Passenger Profile - FY 2023/2024

1. Service Area Profile

33 Transit lines
159 Square miles of service area

Within 15 minutes walking distance* of a transit line and bus stop, there are:

~391,300 People (Census 2020)
~118,500 People employed at jobs located outside the home
~1% Workers who take public transit to work



**Walking distance as measured in distance is .75 miles.*

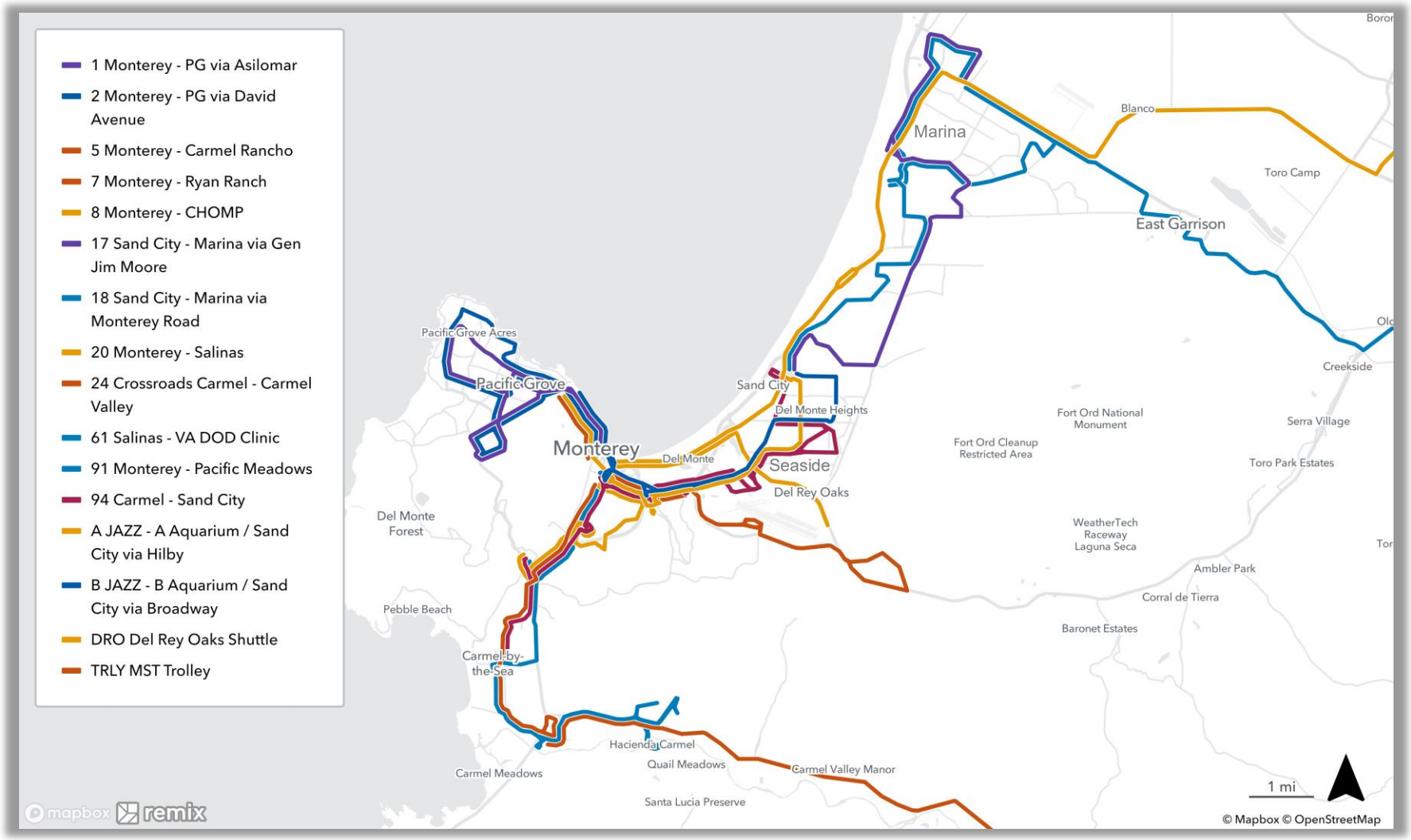
Data source: US Census and American Community Survey reported in Remix data layers (July 2023). Percentages add to over 100% due to multiple options available.

Monterey County Service Area

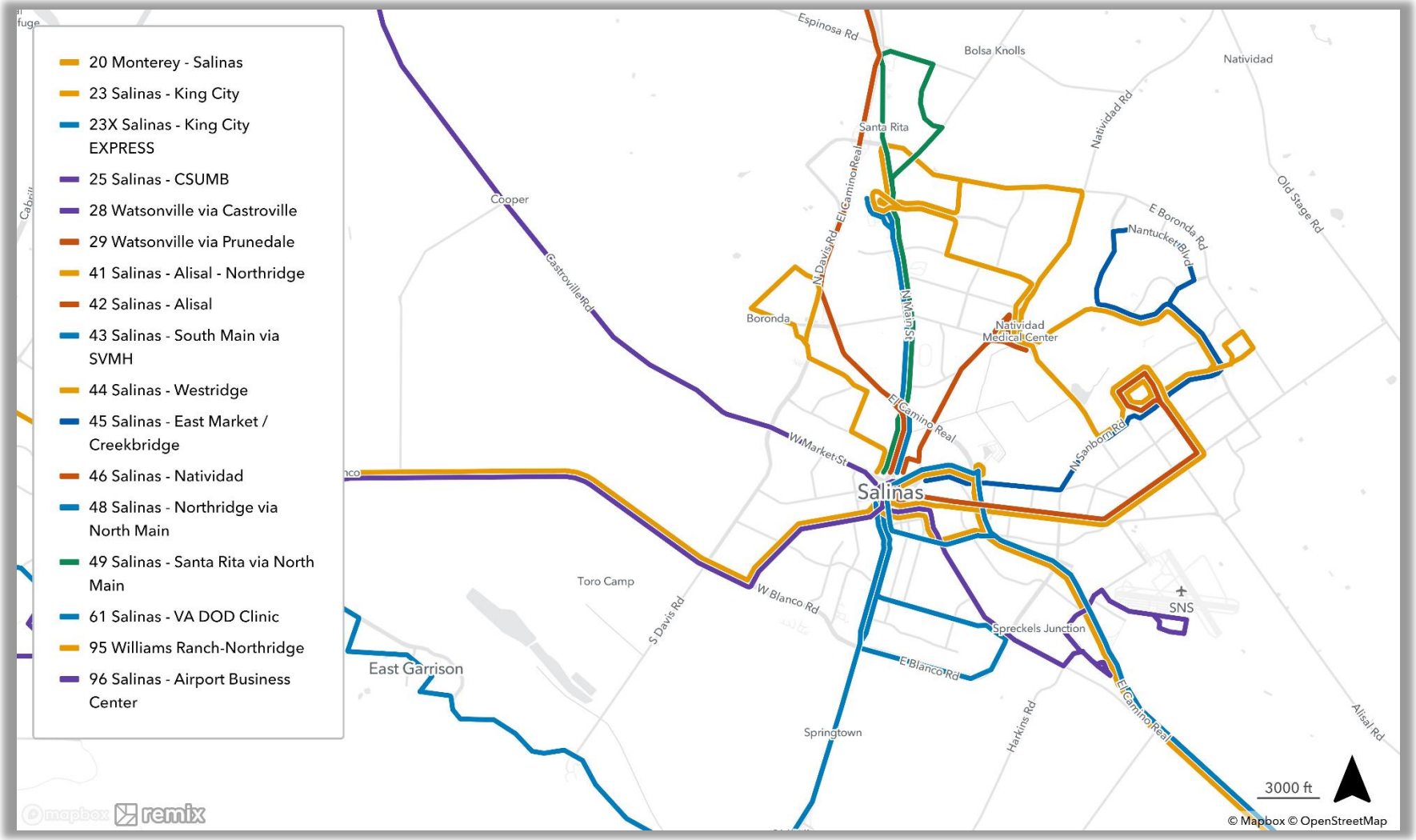
- 1 Monterey - PG via Asilomar
- 2 Monterey - PG via David Avenue
- 5 Monterey - Carmel Rancho
- 7 Monterey - Ryan Ranch
- 8 Monterey - CHOMP
- 17 Sand City - Marina via Gen Jim Moore
- 18 Sand City - Marina via Monterey Road
- 20 Monterey - Salinas
- 23 Salinas - King City
- 23X Salinas - King City EXPRESS
- 24 Crossroads Carmel - Carmel Valley
- 25 Salinas - CSUMB
- 28 Watsonville via Castroville
- 29 Watsonville via Prunedale
- 34 King City
- 41 Salinas - Alisal - Northridge
- 42 Salinas - Alisal
- 43 Salinas - South Main via SVMH
- 44 Salinas - Westridge

- 45 Salinas - East Market / Creekbridge
- 46 Salinas - Natividad
- 48 Salinas - Northridge via North Main
- 49 Salinas - Santa Rita via North Main
- 61 Salinas - VA DOD Clinic
- 84 King City - Paso Robles
- 91 Monterey - Pacific Meadows
- 94 Carmel - Sand City
- 95 Williams Ranch-Northridge
- 96 Salinas - Airport Business Center
- A JAZZ - A Aquarium / Sand City via Hilby
- B JAZZ - B Aquarium / Sand City via Broadway
- DRO Del Rey Oaks Shuttle
- TRLY MST Trolley

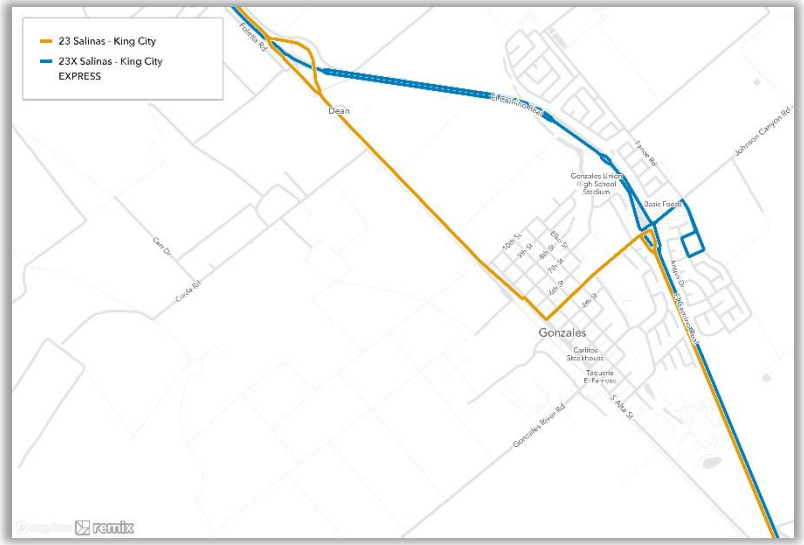
Monterey Peninsula Service Area



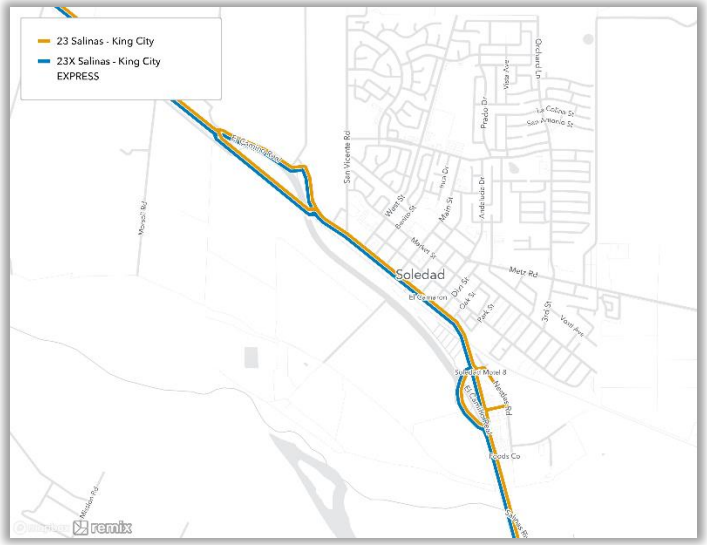
Salinas Service Area



Gonzales Service Area

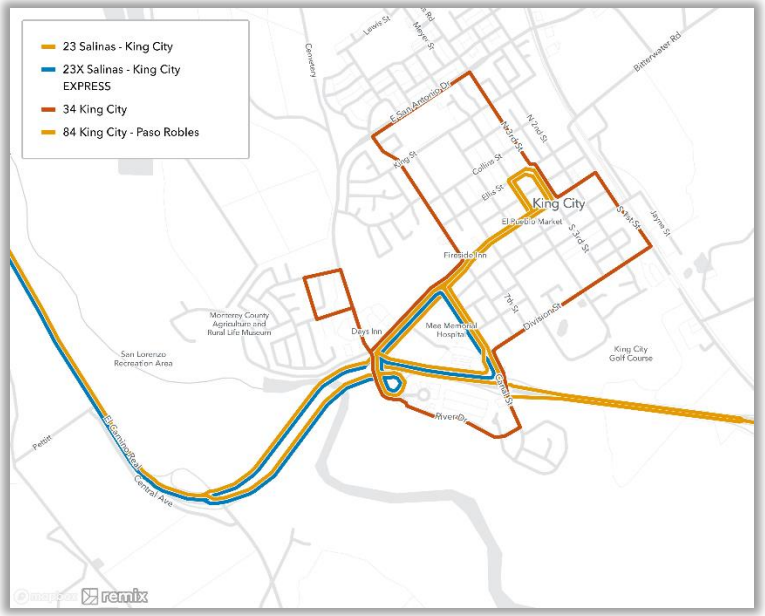


Soledad Service Area

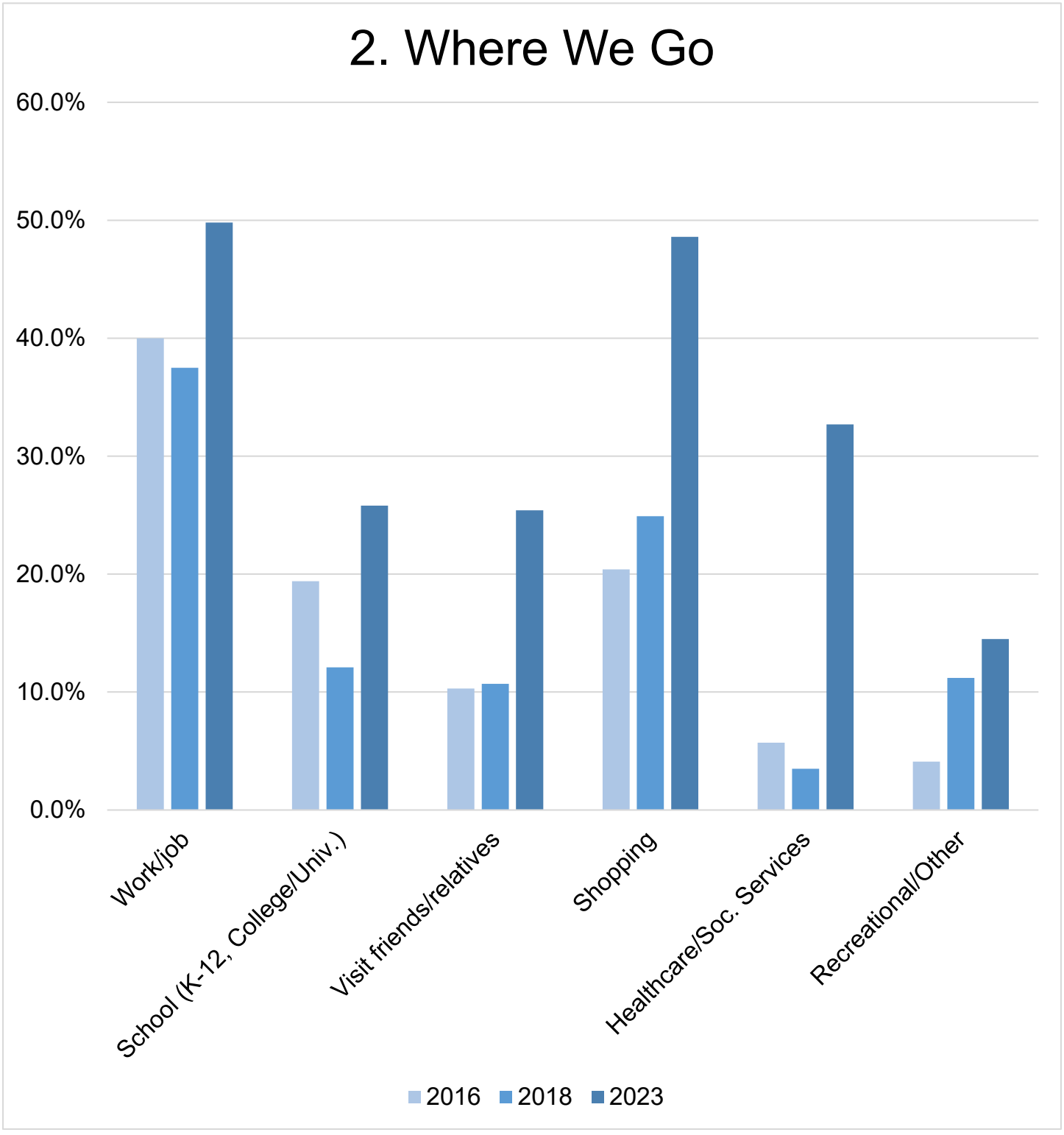


Greenfield Service Area

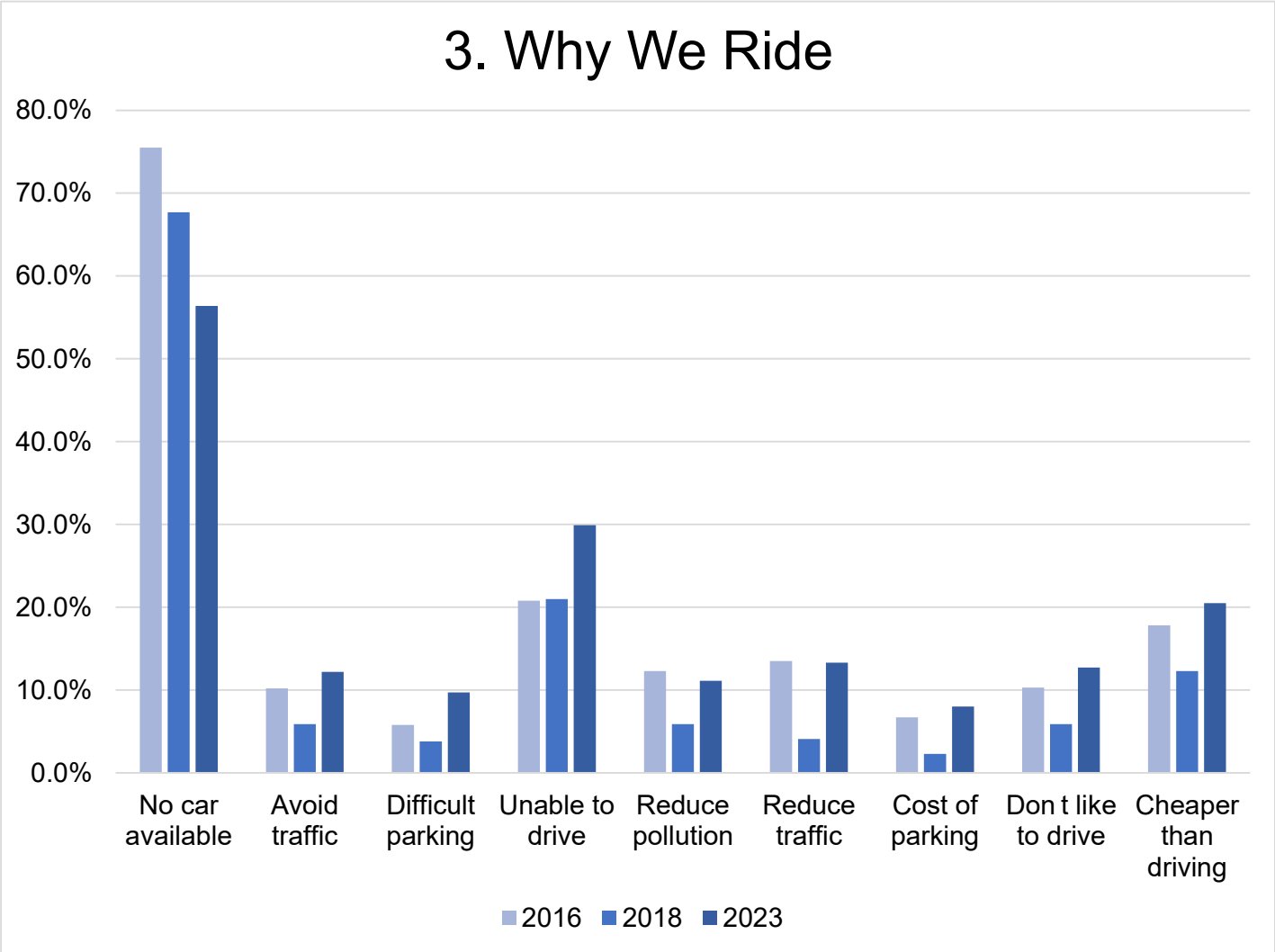
King City Service Area



C. People
a. MST Service and Passenger Profile - FY 2023/2024

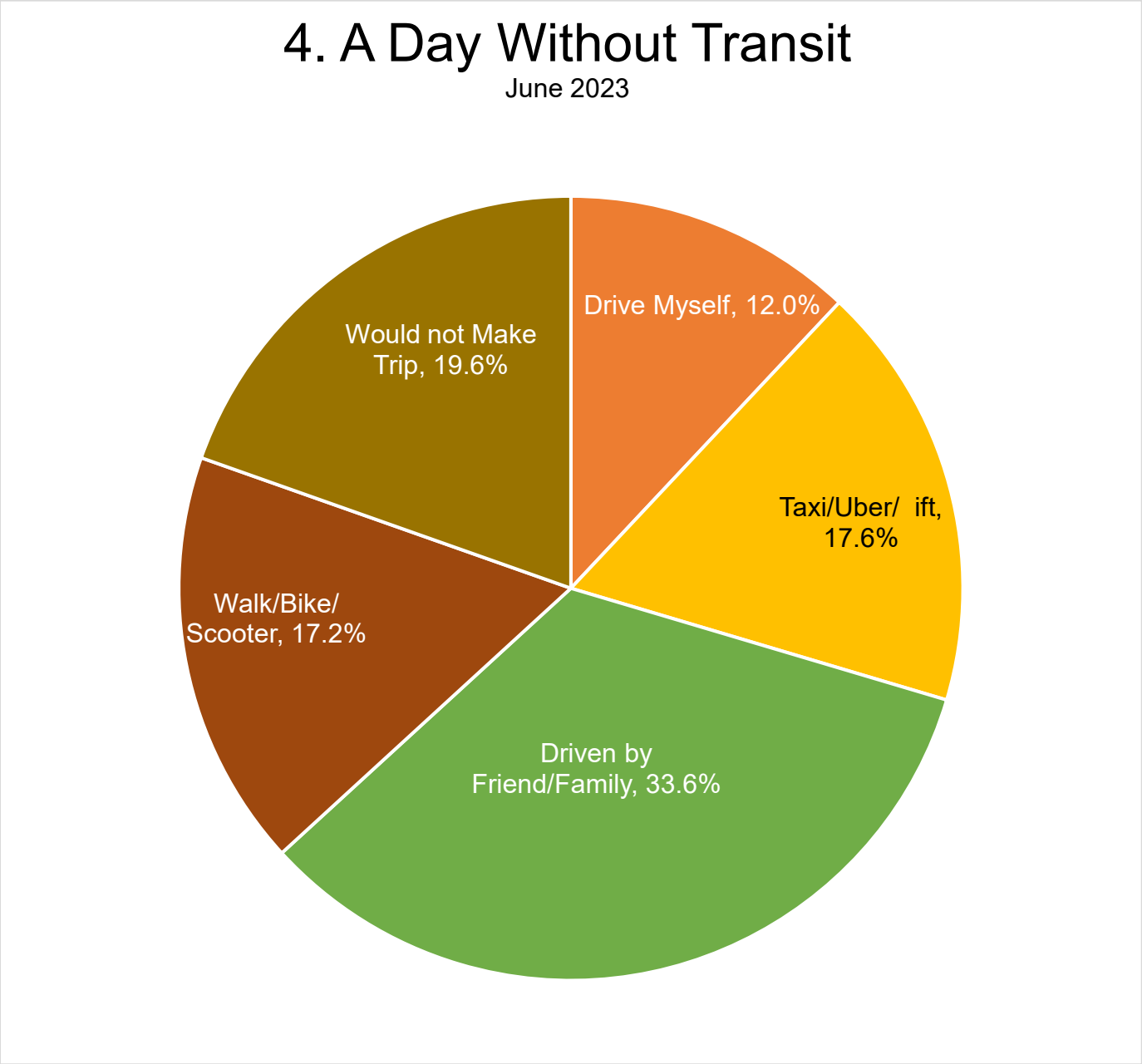


B. People
a. MST Service Area and Passenger Profile - FY 2023/2024



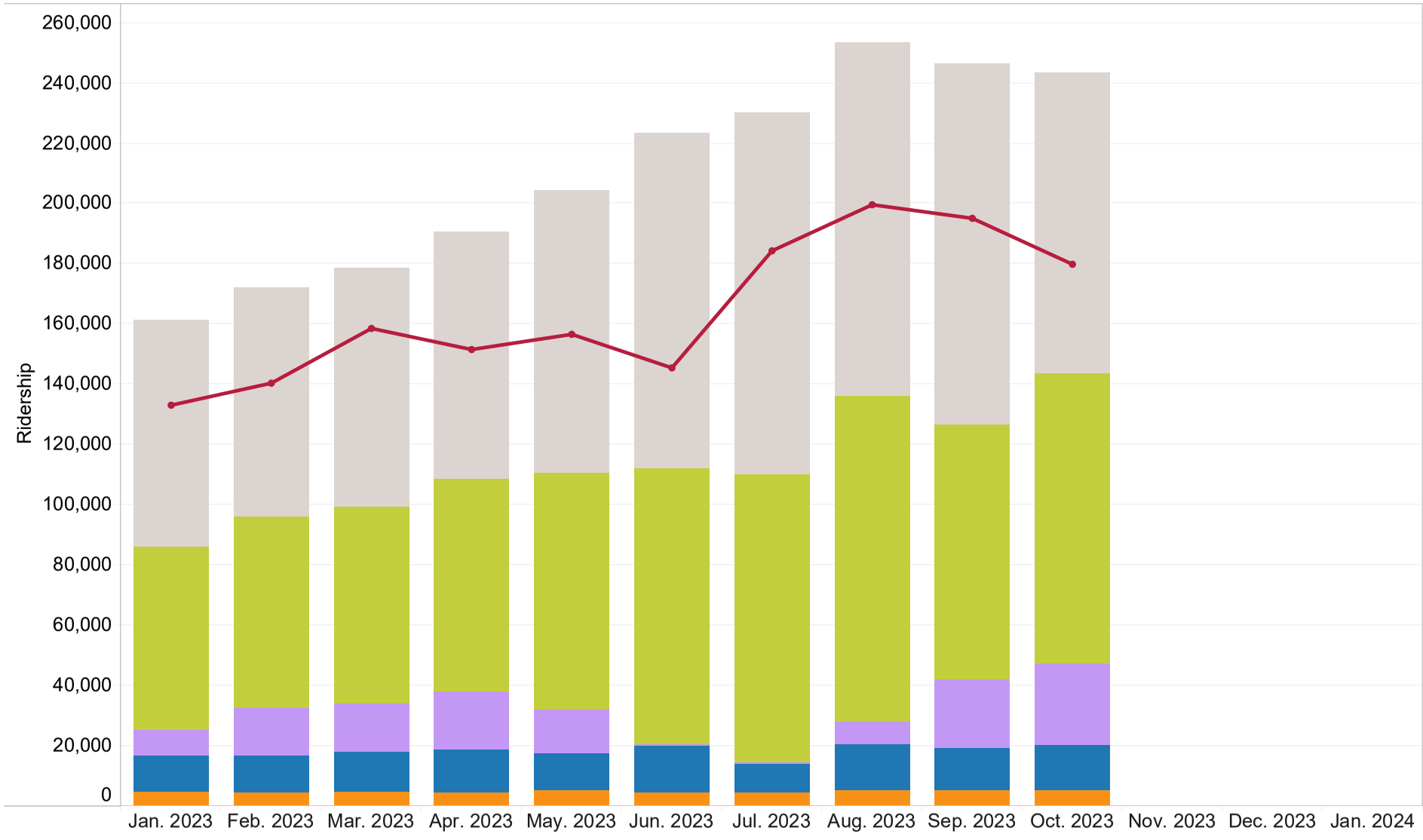
Note: Multiple options available, numbers do not add to 100%.

C. People
a. MST Service and Passenger Profile - FY 2023/2024



B. People
b. MST Fixed-Route Ridership

1. MST Monthly Ridership



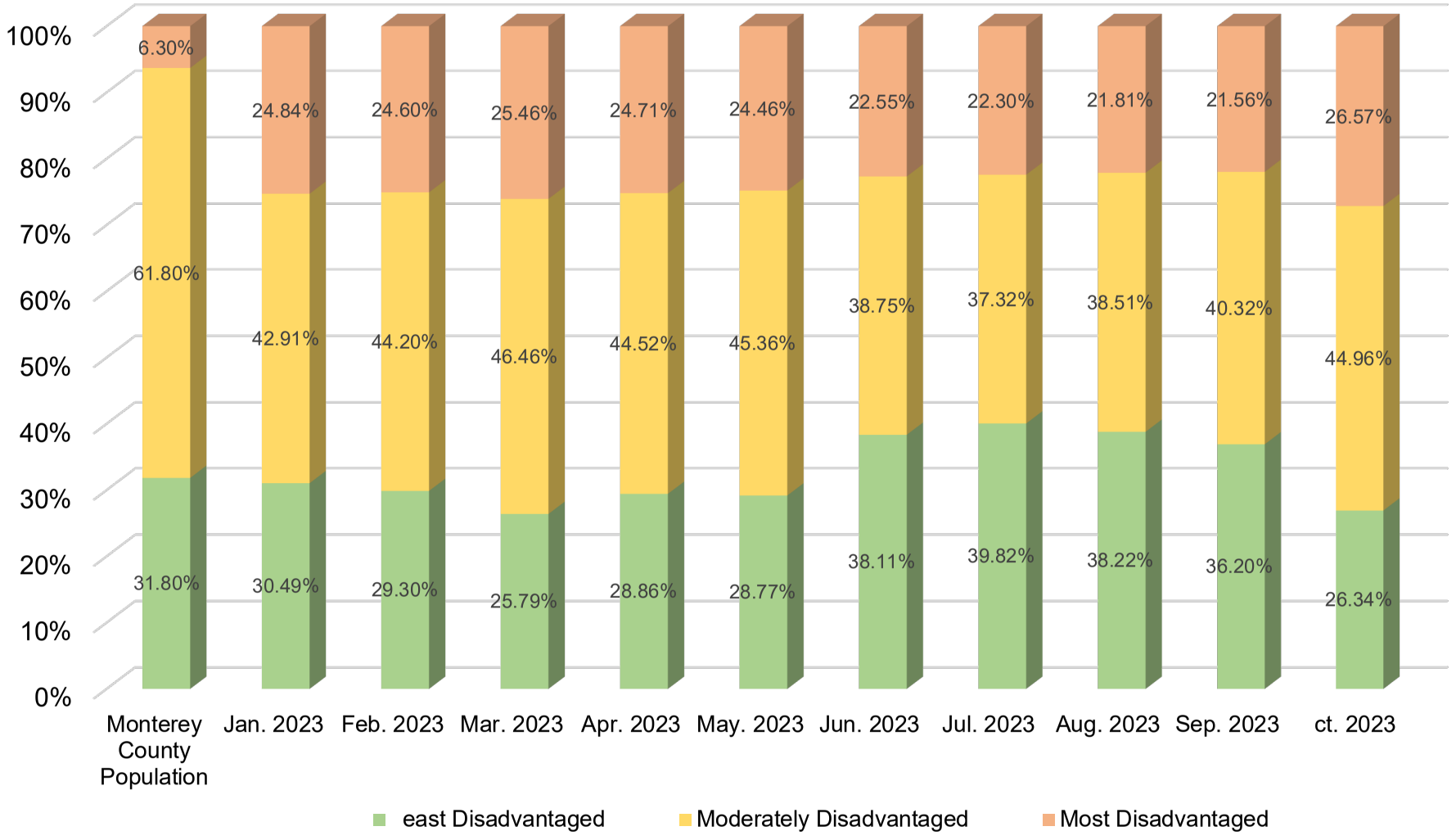
Type of Ridership
Regular Fare
Special Fare
College Fare
Measure Q
Vanpool
Previous Year

*Special Fare includes discounted fare, youth, senior, disabled, veteran, and humanitarian parolee

*Measure Q includes RIDES, Taxi Vouchers, and TRIPS

B. People
b. MST Fixed Route Ridership

2. Departures in Disadvantaged Communities



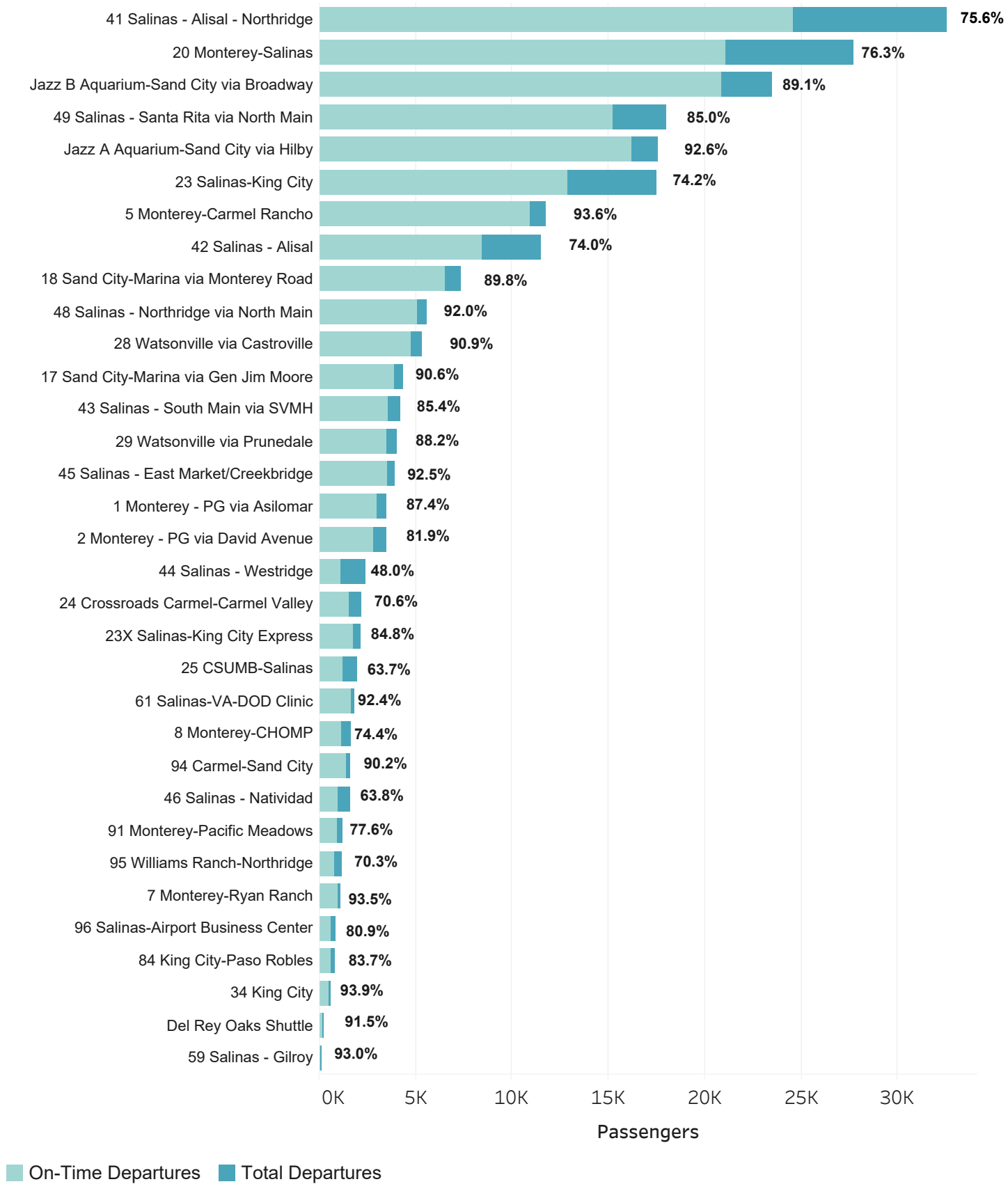
Based on CalEnviroScreen Percentiles; 0-30th = Least; 31st-70th = Moderate; 71st-100th = Most

CalEnviroScreen was designed to help CalEPA identify disadvantaged communities based on geographic, socioeconomic, public health, and environmental hazard criteria as required by SB 535. CalEnviroScreen percentiles are based on Pollution Score multiplied by Population Characteristics Score.

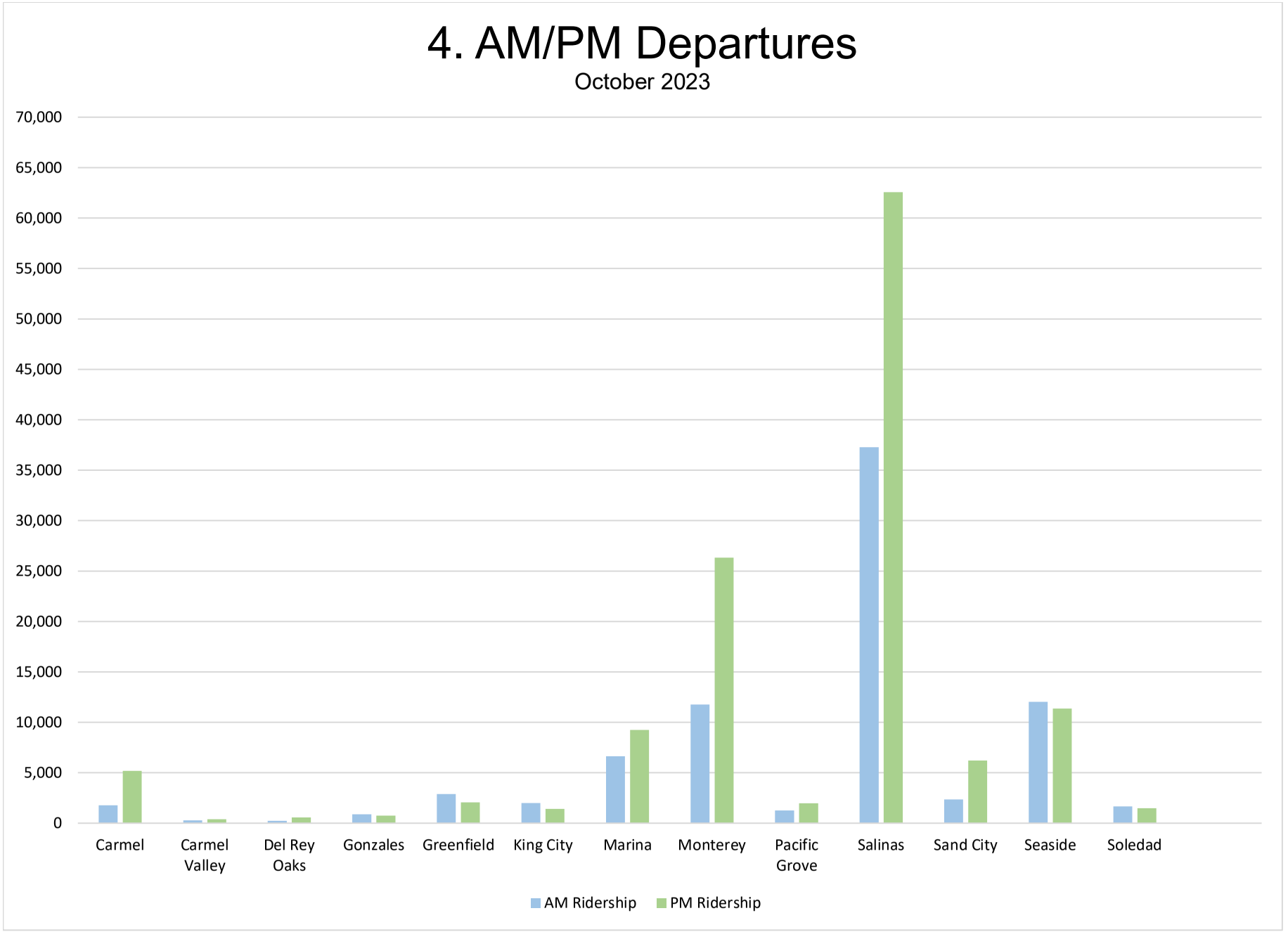
B. People
b. MST Fixed-Route Ridership

3. On-Time Passenger Departures

October 2023



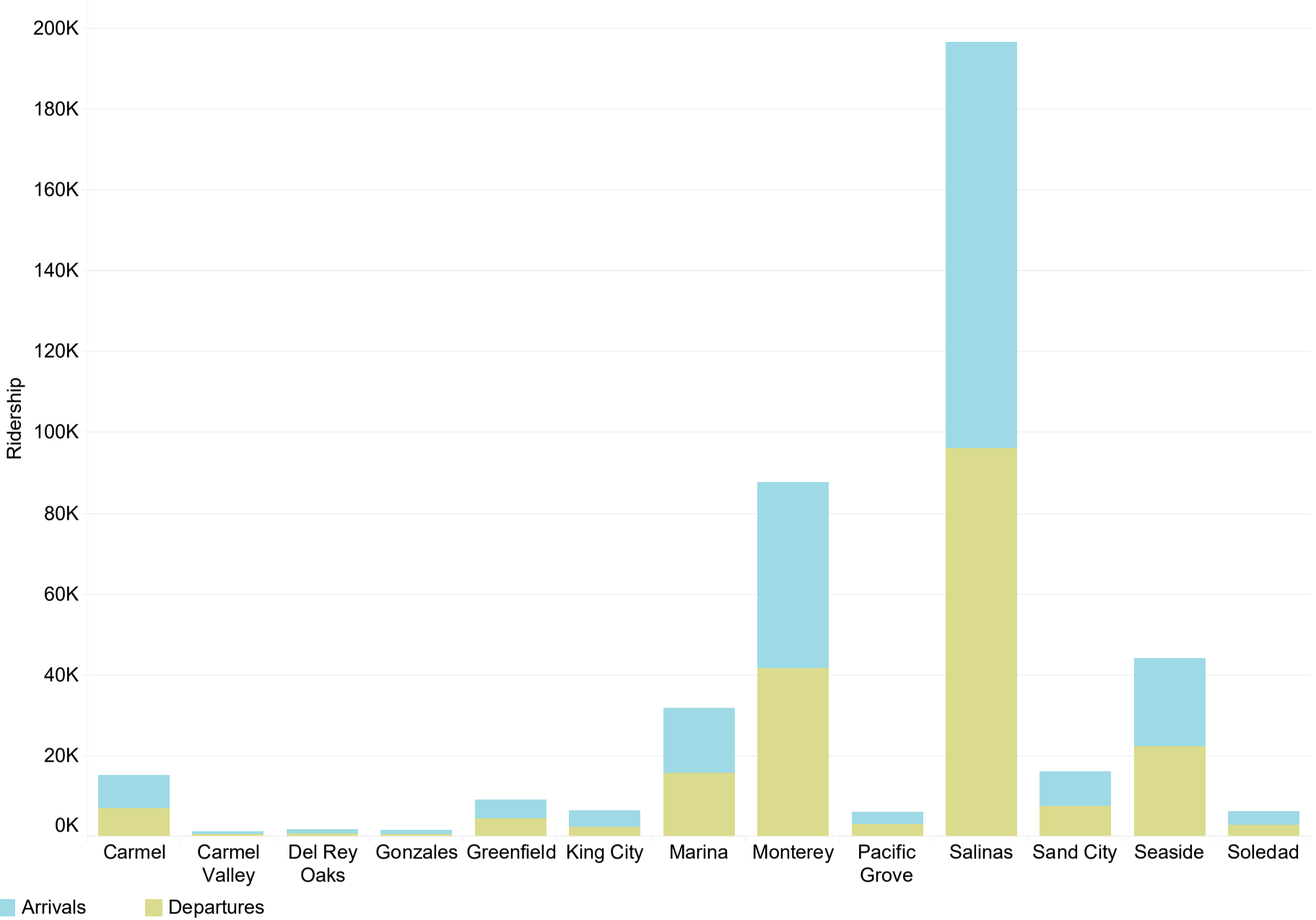
B. People
b. MST Fixed Route Ridership



B. People
b. MST Fixed-Route Ridership

5. Arrivals and Departures by Jurisdiction

October 2023



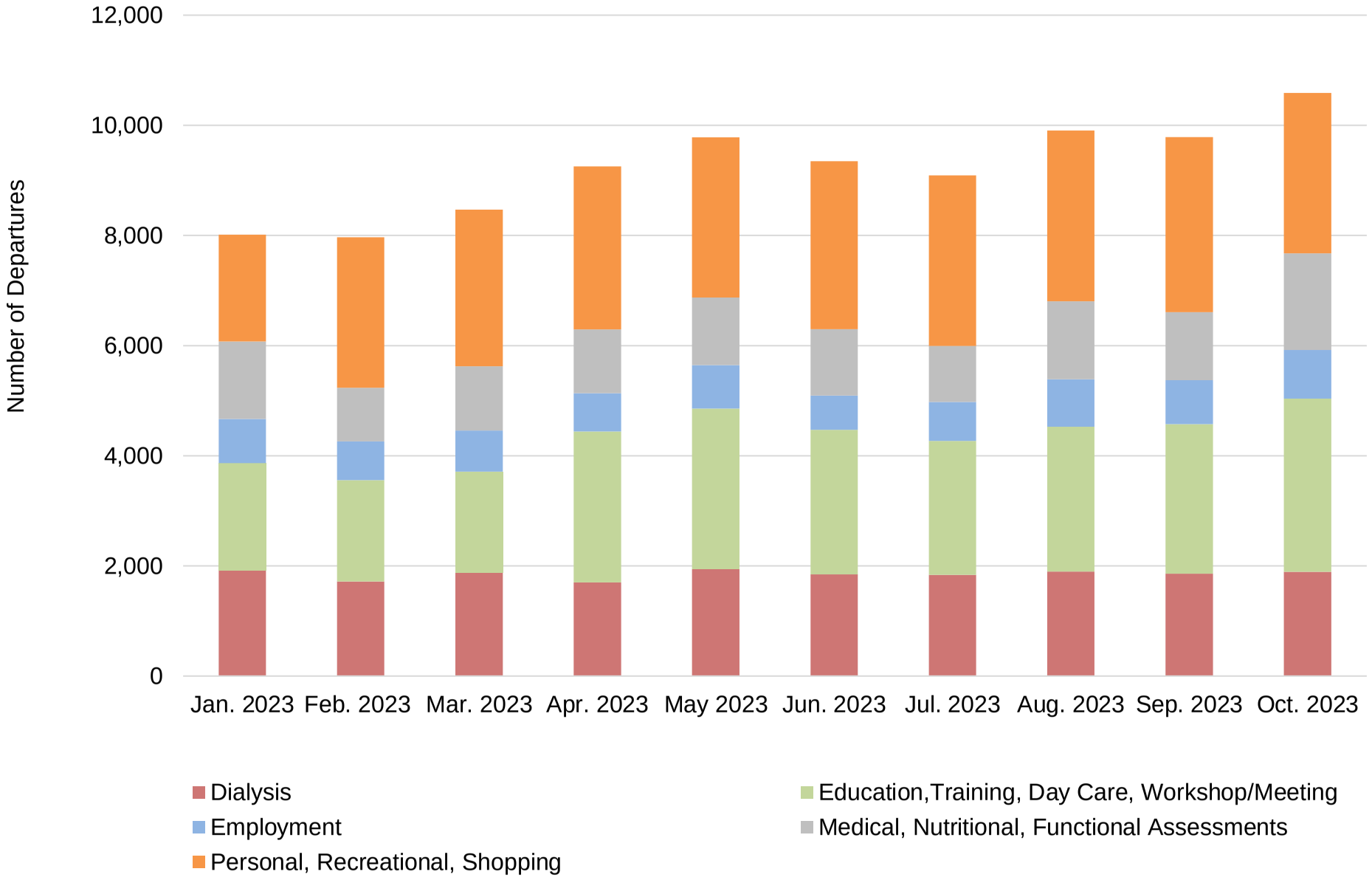
B. People
b. MST Fixed-Route Ridership

6. MST Top 10
By Transit App Clicks – October 2023

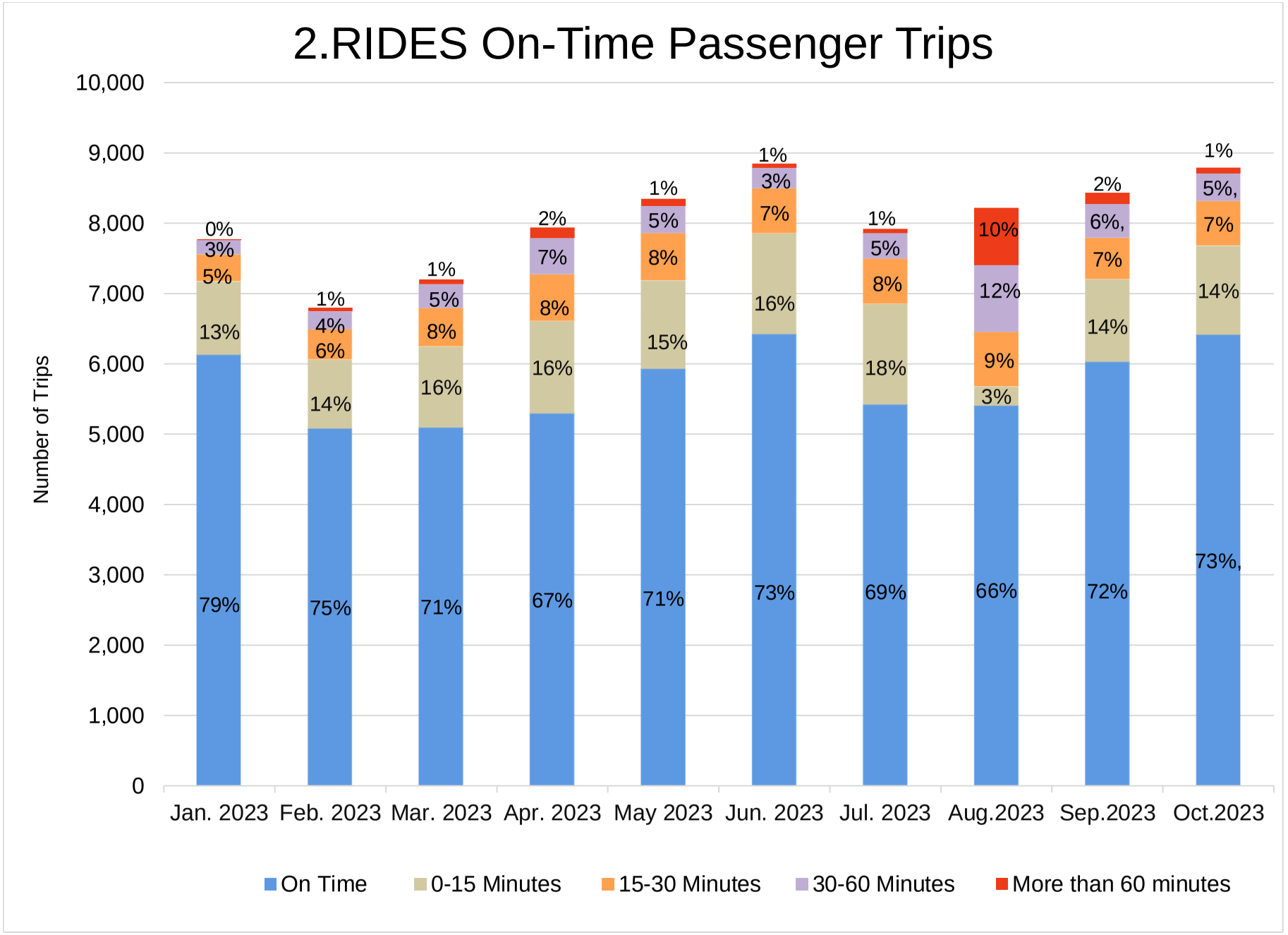
Line		Rider Clicks	Rider Rating
B	JAZZ B Aquarium / Sand City via Broadway	19,859	
A	JAZZ A Aquarium / Sand City via Hilby	16,052	
20	Monterey – Salinas	14,730	
41	Salinas – Alisal – Northridge	8,279	
23	Salinas – King City	6,269	
18	Sand City – Marina via Monterey Road	5,350	
5	Monterey – Carmel Rancho	3,247	
49	Salinas – Santa Rita via North Main	3,171	
17	Sand City – Marina via Gen Jim Moore	3,168	
42	Salinas - Alisal	2,516	

B. People
c. MST RIDES ADA Paratransit Ridership

1. RIDES Passenger Departures and Trip Purpose



B. People
c. MST RIDES ADA Paratransit Ridership



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B. People
d. MST in the News

1. MST in the News and Other Transit Stories

Published news stories include the following:

a. “Over $1 million in new clean California air grants going to help keep Central Coast transit clean” (KION46, 10/10/2023).

b. “Public bus service returns between Santa Clara and Monterey Counties” (The Mercury News, 10/30/23).

c. “Riders thrilled about MST service returning to Gilroy” (KION46, 10/30/23).

d. “MST Television News Coverage Clips” (various, 10/30/23).

e. “Salinas to Gilroy Transit Center” (Rome2Rio, 10/30/23)

f. “The Gilroy Salinas bus route is finally back up and running” (Silicon Valley Business Journal, 10/30/23).

Over $1 million in new clean California air grants going to help keep Central Coast transit clean

By Ricardo Tovar FOLLOW

Published October 10, 2023 10:56 AM

CENTRAL COAST, Calif. (KION-TV)- Governor Newsom said Monday that 60 projects across the state were receiving $114.5 million to help in state efforts to clean and revitalize public spaces.

Two of those projects would help local transit. One is the Santa Cruz Metropolitan Transit District receiving $508,000 for its Bus Stop Improvement Project.

The Monterey-Salinas Transit District also received $570,500 for its Marina Transit Exchange and Shelter Beautification.

For a full list of grants across the state, click here.

Public bus service returns between Santa Clara and Monterey Counties

10/30/2023 4:20 PM
mercnews
Reading Time:
45 sec. here
2 min. at publisher
Qulity Score:
News: 21%
Publisher: 68%

After being shut down for three years during the pandemic, public bus service between Monterey and Santa Clara counties returned on Monday, marking a move towards regular, affordable transit servic...

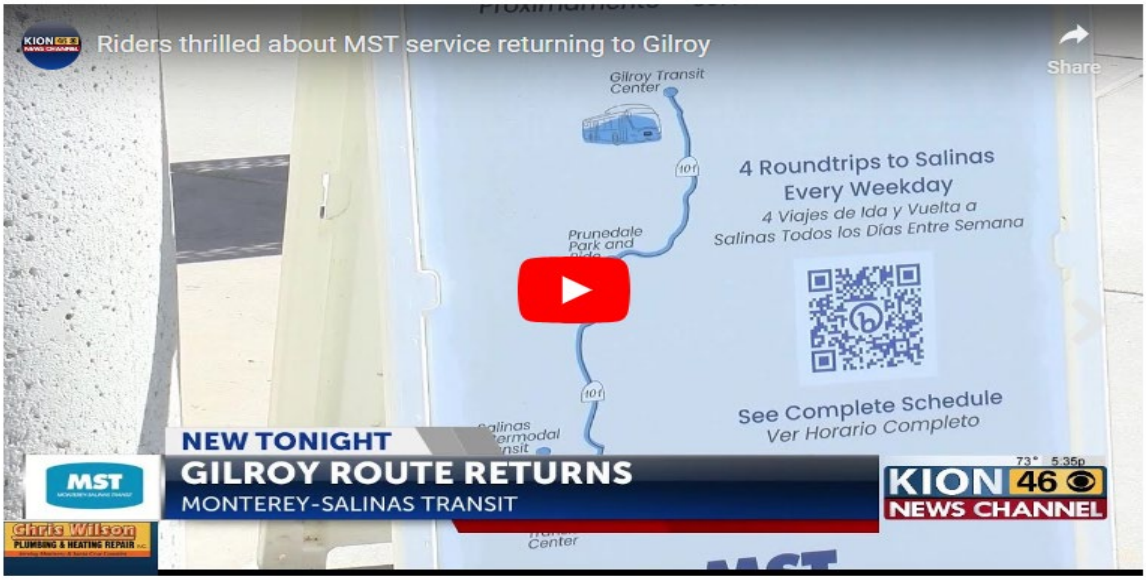
California State Assembly Speaker Robert Rivas speaks at the ribbon cutting ceremony for the opening of a bus route between Salinas and Gilroy. (Luis Melecio-Zambrano)After being shut down for three years during the pandemic, public bus service between Monterey and Santa Clara counties returned on Monday, marking a move towards regular, affordable transit service connecting Silicon Valley to the Central California coast.

The press conference and ribbon cutting at the Gilroy Transit Center was presented jointly by the VTA and Monterey-Salinas Transit District; in attendance were Congresswoman Zoe Lofgren, California Assembly Speaker Robert Rivas, Gilroy Mayor Marie Blankley and more. Monterey-Salinas Transit District CEO Carl Sedoryk cuts the ribbon for a new bus route between Salinas and Gilroy, accompanied by Congresswoman Zoe Lofgren, California Assembly Speaker Robert Rivas, Gilroy Mayor Marie Blankley, as well as representatives from the Valley Transportation Authority, Caltrain, and the Amalgamated Transit Union. (Luis Melecio-Zambrano)

Service first began in 2005, running between Monterey and Diridon Station in San Jose and expanding to reach San Jose Airport in 2016. But after the start of the Covid-19 pandemic in 2020, Monterey-Salinas Transit had to cut back services.

Top Stories FOLLOW 25 Followers

Riders thrilled about MST service returning to Gilroy



By Derrick Ow FOLLOW

October 30, 2023 7:13 PM Published October 29, 2023 6:43 PM

SALINAS, Calif. (KION-TV)- UPDATE ON OCT. 30, 2023 AT 6:33 PM- The Monterey-Salinas Transit officially restarted bus service to Gilroy on Monday morning.

"I'll be taking it because I personally do music and my cousin has a studio in Gilroy, so I think it'd be a good bet to take the bus route," said Quinn Harris lives in Salinas.

Marta Gonzalez who lives in Salinas, who relies on MST as her main source of transportation said it is important that they continue to open more bus routes.

"Its really good because people have more ways to travel to new places," Gonzalez said. "Especially now that that its expensive in this economy, especially with gas,"

Gonzalez says this route will open doors for people who travel to Gilroy to shop at the Gilroy Outlets, and will make it easier for people to get to Mineta International Airport in San Jose.

For $2, Line 59 will go from the Salinas Transit Center to the Gilroy Transit Center for four times a day and five days a week.

Service to Gilroy, Morgan Hill and San Jose had been suspended for the past three years due to the Covid-19 Pandemic.

But after several people voicing their interest for the new route, MST decided to open it.

Lisa Rheinheimer who is Assistant General Manager for MST said that riders really wanted service restored to Santa Clara County. Rheinheimer says the route reopened thanks to a federal grant.

"We were going to San Jose before, but we felt like with the limited resources that we have, getting people to the Gilroy Caltrain station or the Gilroy Transit Center really gave people that opportunity to connect," said Rheinheimer

Steven Colburn who is a MST bus driver drove the route from Salinas to Gilroy on Monday morning. He says although not many took the first ride, he expects it to pick up in the afternoon.

"It's it's a needed route it's the connection between the bay area and us." Colbert said.

As of right now MST says they are staffed for the routes they have, And say they are not looking at opening up and future routes in the future.

For a route list, click here.

Orignal Story

The Monterey-Salinas Transit announced that they will have bus service to Gilroy starting on Monday.

Service to Gilroy, Morgan Hill and San Jose had been suspended for the past three years due to the COVID-19 Pandemic.

MST says that passengers have been regularly requesting service to Santa Clara County for the past three years.

Officials also said that MST will be offering service to Hollister and the San Francisco Bay Area through a partnership with Valley Transit Authority and state funding.

MST will be having a ribbon-cutting ceremony starting on Monday morning at 8 a.m. at the Salinas Transit Center.

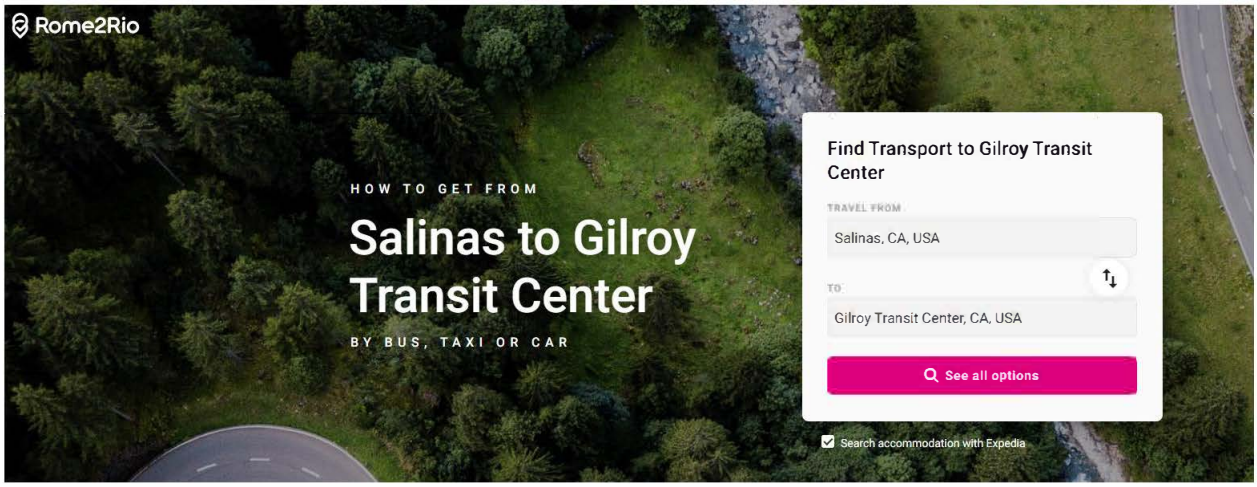

FILE
$2.50
2008
MST
KION NEWS CHANNEL 46
SERVICE RETURNS
MST BUSES FROM SALINAS TO GILROY
KION 46
NEWS CHANNEL


CHICKEN
TOP STORIES
VTA BUS SERVICE RESTORATION TO MONTEREY COUNTY


NEW AT 11
FOX 2
11:11
MONTERY-SALINAS TRANSIT RESUMING GILROY TO SALINAS ROUTE


152
5
GILROY TRANSIT CENTER
101
PRUNEDALE PARK & RIDE
BUS LINE 59
SALINAS INTERMODAL
TRANSIT STATION
BUS LINE RESTORED BETWEEN GILROY AND SALINAS
ABC7 NEWS
abc
4:15
66°


KPIX
CBS NEWS
BAY AREA
5:06 PM
HEADLINES
VTA: BUS LINE 59 TO CONNECT
SANTA CLARA, MONTEREY COUNTIES


Rome2Rio
HOW TO GET FROM
Salinas to Gilroy Transit Center
BY BUS, TAXI OR CAR
Find Transport to Gilroy Transit Center
TRAVEL FROM
Salinas, CA, USA
TO
Gilroy Transit Center, CA, USA
See all options
Search accommodation with Expedia

There are 3 ways to get from Salinas to Gilroy Transit Center by bus, taxi or car

Select an option below to see step-by-step directions and to compare ticket prices and travel times in Rome2Rio's travel planner.

RECOMMENDED OPTION

Bus • 42 min

59 $2 - $4

2 ALTERNATIVE OPTIONS

Taxi • 32 min

28 miles $85 - $110

Drive • 32 min

28 miles $5 - $8

Salinas to Gilroy Transit Center by bus

The bus journey time between Salinas and Gilroy Transit Center is around 42 min and covers a distance of around 29 miles. Operated by Monterey-Salinas Transit, the Salinas to Gilroy Transit Center bus service departs from N Main / Rossi and arrives in Gilroy Train Station. Typically 20 buses run weekly, although weekend and holiday schedules can vary so check in advance.

20
Weekly Buses

42 min
Average Duration

$2
Cheapest Price

See schedules >

What companies run services between Salinas, CA, USA and Gilroy Transit Center, CA, USA?

Monterey-Salinas Transit operates a bus from N Main / Rossi to Gilroy Train Station 3 times a day. Tickets cost $2 - $4 and the journey takes 42 min.

BUS OPERATORS

MST Monterey-Salinas Transit

OTHER OPERATORS

Taxi from Salinas to Gilroy Transit Center

Want to know more about travelling around the world?

Rome2Rio's Travel Guide series provide vital information for the global traveller. Read our range of informative guides on popular transport routes and companies - including Getting to Milan from the airport, How to get from London to Edinburgh and Travelling to the US: What do I need to know? - to help you get the most out of your next trip.

By **LUIS MELECIO-ZAMBRANO** | lmeleciozambrano@bayareanewsgroup.com | Bay Area News Group
PUBLISHED: October 30, 2023 at 3:07 p.m. | UPDATED: October 31, 2023 at 4:03 a.m.

Listen to this article

GILROY — After being shut down for three years during the pandemic, public bus service between Monterey and Santa Clara counties returned on Monday, marking a move towards regular, affordable transit service connecting Silicon Valley to the Central California coast.

"The restoration of this service is a vital connector for thousands who rely on public transit in our communities," said Greg Richardson, chief financial officer of the Valley Transportation Authority at a press conference on Monday. "Our world is getting smaller, we're becoming more connected, and anything that we as a transit service can do to help that connectivity is an advantage for all of us."

The press conference and ribbon cutting at the Gilroy Transit Center was presented jointly by the VTA and Monterey-Salinas Transit District; in attendance were Congresswoman Zoe Lofgren, California Assembly Speaker Robert Rivas, Gilroy Mayor Marie Blankley and more.

"These new transportation projects are lifelines – lifelines for families, for friends, for working, for recreation. And they are reducing our region's carbon footprint," said Rivas at the event. "This is something that ties our region together."

Monterey-Salinas Transit District CEO Carl Sedoryk cuts the ribbon for a new bus route between Salinas and Gilroy, accompanied by Congresswoman Zoe Lofgren, California Assembly Speaker Robert Rivas, Gilroy Mayor Marie Blankley, as well as representatives from the Valley Transportation Authority, Caltrain, and the Amalgamated Transit Union. (Luis Melecio-Zambrano)

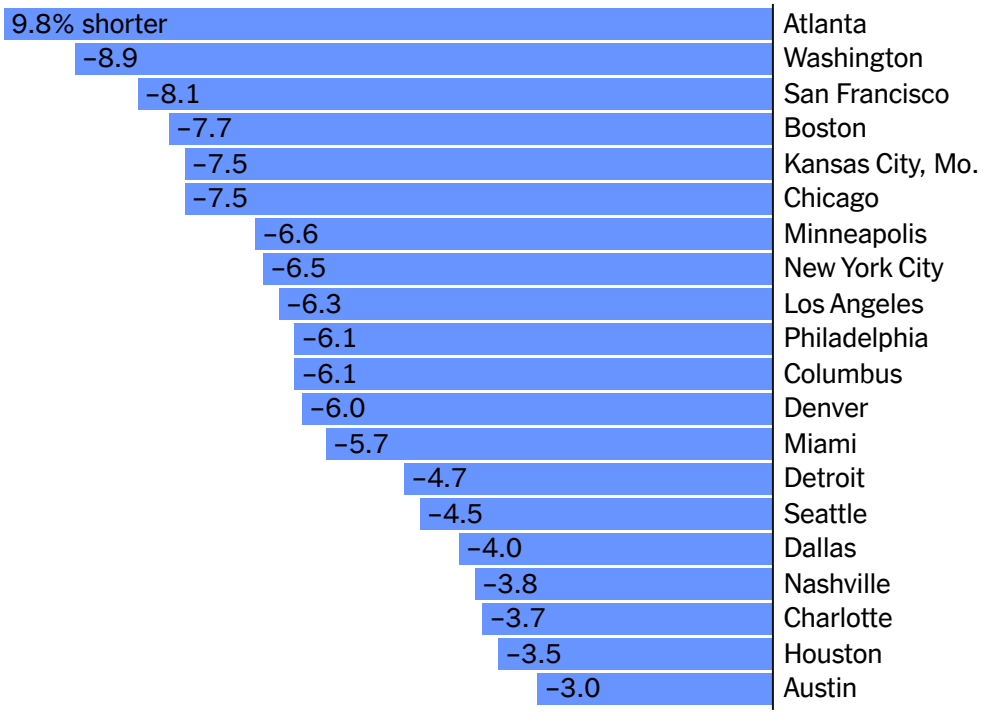
Four round trips between Gilroy Transit Center and Salinas Intermodal Transit Center will be available every weekday, at a cost of $2 per ride. The renewed service is operated by the Monterey-Salinas Transit District and funded by federal dollars administered through Caltrans, as well as by Monterey-Salinas Transit and the Valley Transportation Authority.

Service first began in 2005, running between Monterey and Diridon Station in San Jose and expanding to reach San Jose Airport in 2016. But after the start of the Covid-19 pandemic in 2020, Monterey-Salinas Transit had to cut back services.

However, staff from the organization soon noticed that users were asking for services to be reinstated, said Carl Sedoryk, CEO of Monterey-Salinas Transit District. Many of them were workers who could not afford to live in Silicon Valley, but had to commute for hospitality, service, food, or housekeeping jobs – "not jobs you can do from home," he said.

"And now this provides them an opportunity to lower their cost of transportation, which is the second-highest cost you have next to your housing, so we can help hard-working people get to jobs," said Sedoryk. "That's what we're here for."

Percentage change in duration of one-way commutes from 2019 to 2022



Source: Replica | Note: Change is from autumn of 2019 to autumn of 2022.

Most Americans still have to commute every day. Here's how that experience has changed.

By Lydia DePillis, Emma Goldberg and Ella Koeze Nov. 6, 2023

The average American commute is about 27 minutes. While people in many industries were able to start working from home during the pandemic, recouping their travel time, nearly half of U.S. workers kept devoting a good chunk of their day — sometimes an hour or more — to being in transit.

Pandemic-era commuting has widened several divides: between those who can work remotely and those who can't, and between those who drive and those who use public transportation. The decrease in travel by those able to work remotely has changed the nature of commutes for everyone else — streamlining rush-hour traffic, for example, but making trains run less often.

For some, it has been a mixed blessing. Take Torie Hargreaves, whose commute used to be brutal, often double the 27-minute average. As a nurse at a hospital in Minneapolis, she would leave home shortly after noon, and it could take up to an hour to wind her way up Hiawatha Avenue to the sprawling campus, past construction sites and other bottlenecks.

Before the pandemic, it could sometimes take Torie Hargreaves, a nurse in Minneapolis, nearly an hour to get to work. Now it's about 35 minutes. Jenn Ackerman for The New York Times

Like a majority of Americans, Ms. Hargreaves was unable to do her work at home. She kept driving to the hospital five days a week — in the eerie stillness of the pandemic lockdowns, then the slow resurgence of traffic as life returned to something like normal.

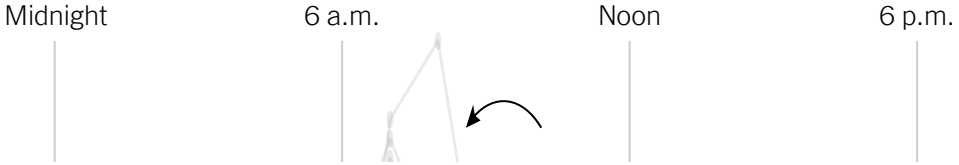
Her journey now takes only about 35 minutes, slightly less than in 2019. That doesn't mean it's easier: Emptier roads have meant faster speeds — according to GPS signals collected and analyzed by the data firm Replica — and less-considerate drivers.

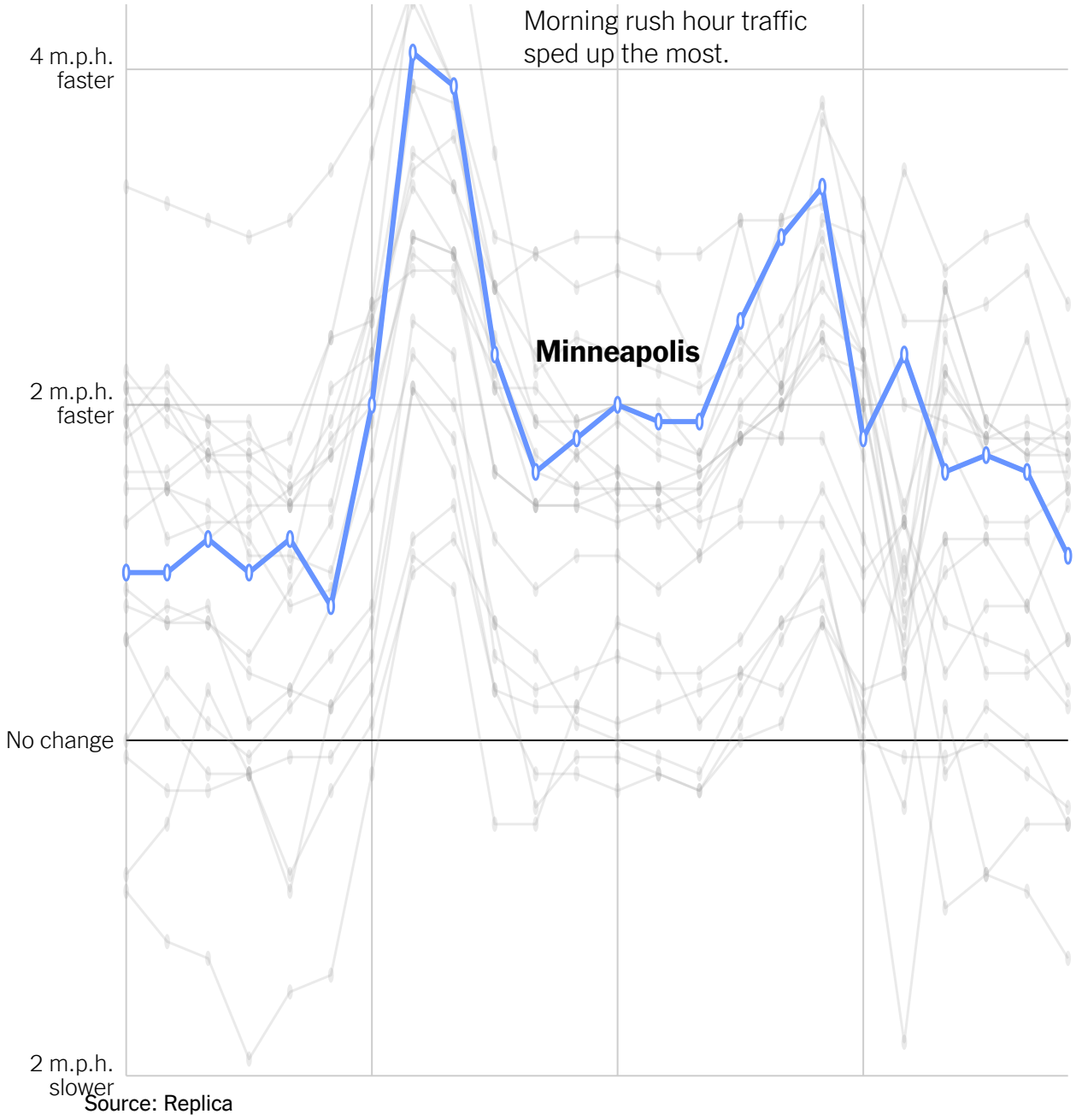
"I notice it a lot when merging or taking turns at lights," Ms. Hargreaves said. "People have gotten to be so much more isolated about their mindset that they aren't aware of their neighbors."

In many cities, postpandemic commutes are faster

Difference in the average driving speeds at each hour of the day in 20 metro areas in autumn 2022 from autumn 2019

Select a metro area: Minneapolis





Source: Replica

But Ms. Hargreaves has at least been able to reclaim some of her home time. That's not the case for Andrea Villanueva, 45, who lives in South Minneapolis and takes the bus to North Minneapolis for her job as a contractor cleaning a grocery store.

For Ms. Villanueva, who leaves for work at 8 p.m. and usually comes home around 7:30 a.m, the 45-minute trips each way became far more challenging during the pandemic, particularly because of rising crime, Covid-19 risks and emptier public transit vehicles that have made her uneasy.

Andrea Villanueva takes the bus to North Minneapolis for her job as a contractor cleaning a grocery store. Jenn Ackerman for The New York Times

“I felt unsafe to travel any more on the bus, but I have to because I don’t know how to drive,” Ms. Villanueva said in Spanish, describing moments when other passengers have grabbed her inappropriately or coughed on her, making her sick.

Ms. Villanueva has sometimes had to change her commuting routines to feel safe, by traveling at different times or asking her brother to accompany her on the bus. “Before, I came home at 5 in the morning,” she added. “But now I don’t come home at 5. I come home when someone can come to take me home.”

Christopher Wiese, an assistant professor of industrial organizational psychology at the Georgia Institute of Technology who studies commuting, says the “quality” of commutes depends less on the time they require, and more on how peaceful and predictable they are. The experiences of white-collar friends and family members whose working lives had suddenly become much more fluid can also make in-person workers feel relatively worse off.

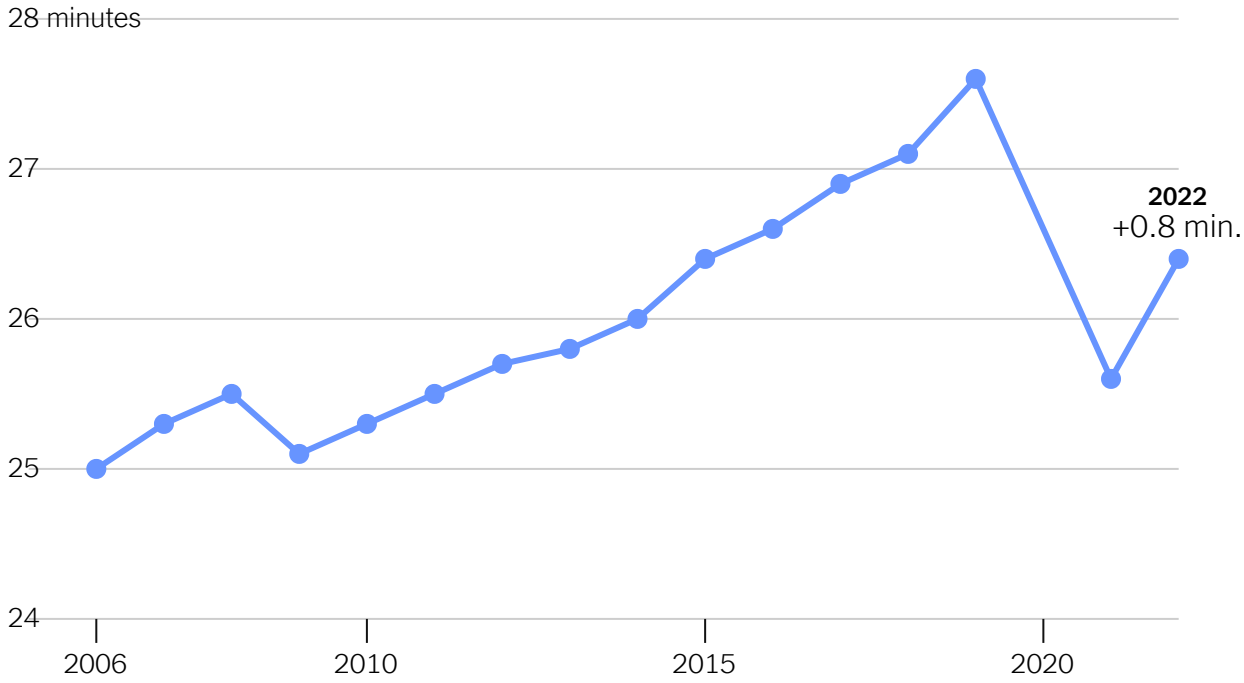
“I think it’s become worse from a psychological sense, and that’s likely because they're not provided an option to not commute,” Dr. Wiese said. “These essential workers may be viewing the same experience through a more negative lens.”

Ms. Hargreaves thinks about that disparity sometimes. A friend works for Target's corporate headquarters in Minneapolis, and usually gets to work at home, a lifestyle that allows for things like joining book clubs and hiking on the weekends. It was enough to make Ms. Hargreaves think about switching careers.

"There's always that temptation and pull," she said. "But ultimately the cause of working at the bedside in a hospital is worth my time."

The American commute got longer, again

Average one-way commute duration



Source: American Community Survey • Note: Average commute length for 2020 is not included. Does not include those who work from home.

In 2006, according to the Census Bureau, the average one-way commute took 25 minutes. By 2019, it was up to 27.6 minutes.

That gradual elongation happened because workers were moving farther from their workplaces, often forced to the margins by the rising cost of housing in job centers. "Super-commuters," who travel hours to get to work, became more common.

Of course, commuting is riven with inequality: Although the gap has been narrowing, Black workers generally still have longer commutes than white people, resulting in part from housing segregation. Workers of color are also disproportionately likely to hold jobs that can't be done from home.

The march of longer commutes shifted into reverse during the pandemic. Although the Census Bureau wasn't able to collect solid results for 2020, by 2021 the average one-way commute had dropped by more than two minutes from 2019.

Why did that happen? In part, those who had longer distances to travel were more likely to stop making the journey, while people who lived closer to their workplaces kept going, bringing down the average.

A more important reason: With fewer employers demanding rigid 9-to-5 schedules, the morning and evening rush hours thinned out. People still drove a lot — running errands in the middle of the day between Zoom meetings — but those who had to commute at traditional times had less traffic to contend with. The resulting higher speeds also resulted in a spike in the per-capita rate of fatalities involving motor vehicle accidents.

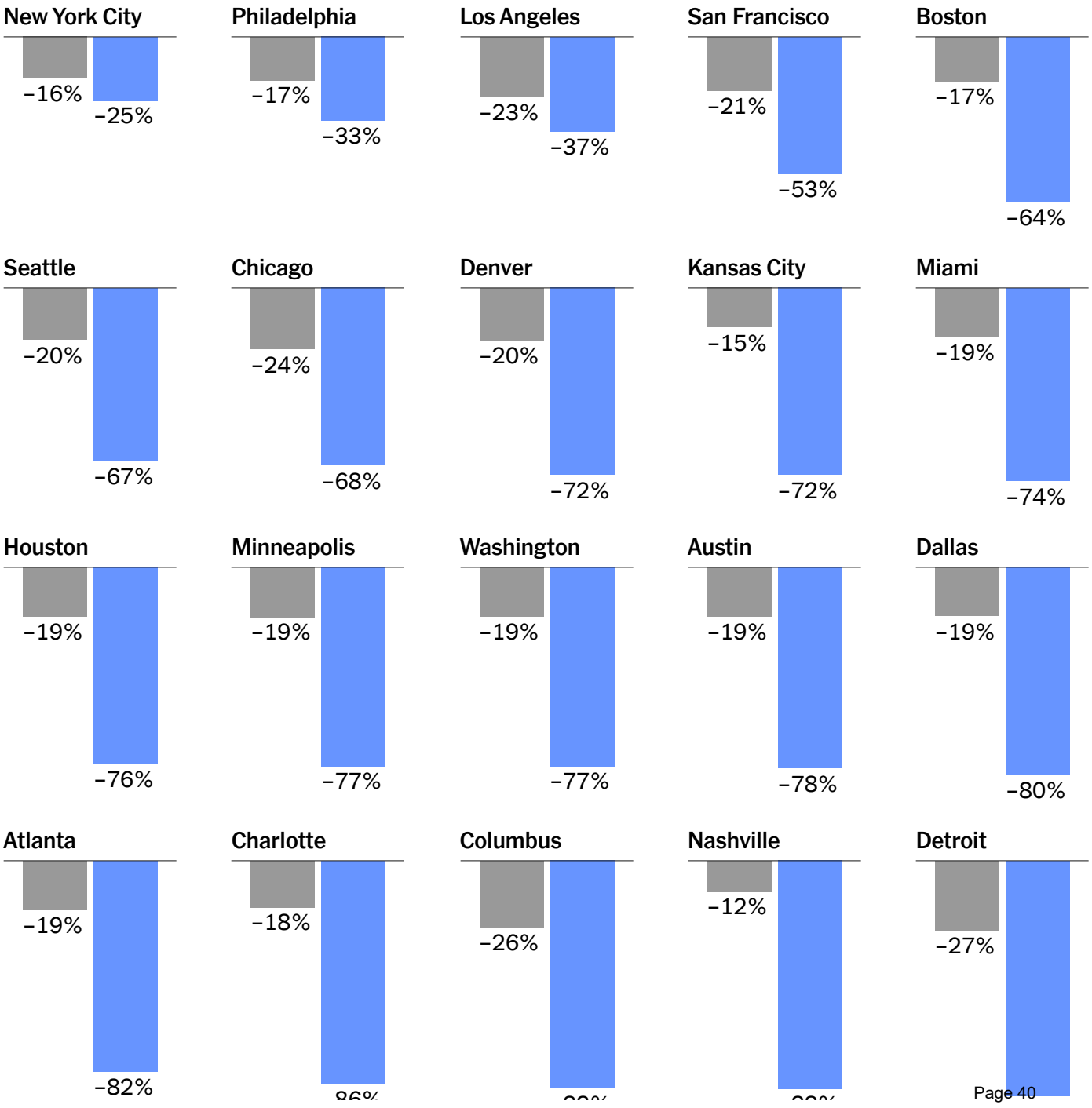
With fewer employers demanding rigid 9-to-5 schedules, the morning and evening rush hours thinned out. Jenn Ackerman for The New York Times

In 2022, as employers started requiring that workers return to the office and highways filled up — especially with freight, as logistics companies rushed to meet the new demands of online shopping — the average one-way commute increased to 26.4 minutes, from 25.6 minutes in 2021. The difference doesn't seem like a lot, but it adds up to millions of hours across the approximately 136 million people who commuted last year.

More granular data from Replica shows where commutes in late 2022 were still the shortest relative to the same quarter in fall of 2019. Commute times in the metropolitan areas surrounding Atlanta, Boston, Chicago, Kansas City, San Francisco and Washington were 7.5 percent to 10 percent lower.

The average commute distance changed much less, an indication that commuters are driving faster — but also, more people are driving. Some of those who could afford to abandon their bus and train commutes did so, first out of fear of infection. Then, having invested in cars and not needing a monthly transit pass because they might need to travel only a couple of days a week instead of five, they stuck to it. The share of people using transit in 2022 was 3.1 percent, according to the Census Bureau, down from 5 percent in 2019.

Many commuters have abandoned public transit since the pandemic
Percent change in 2022 from 2019 in the number of commutes taken on a typical autumn Thursday by either **car** or on **public transit.**



Source: Replica • Note: Car commutes only include rides in privately owned cars, excludes taxis or rideshares.

“Once you taste the freedom and flexibility of a personal automobile, how are you going to put them back on the farm, so to speak?” said Patricia Mokhtarian, a professor of engineering at the Georgia Institute of Technology who also studies commuting. “It’s almost an imperative to justify that decision by using it.”

As the years went on, service disruptions — caused at first by the difficulty of maintaining a full complement of drivers, conductors and maintenance workers as Covid waves swept through the workforce — have started to morph into more permanent changes forced by declining ridership on traditional morning and evening rush routes.

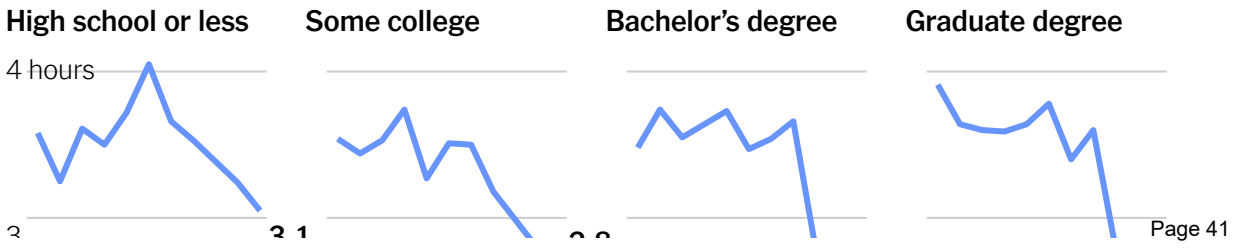
Ridership on San Francisco’s BART system, for example, is down 40 percent from pre-Covid expectations on weekdays. The transit agency, which had already curtailed capacity by retiring older train cars, recently revamped its schedule to redistribute trips across the week — which makes life more difficult for those who still have to get to work every day.

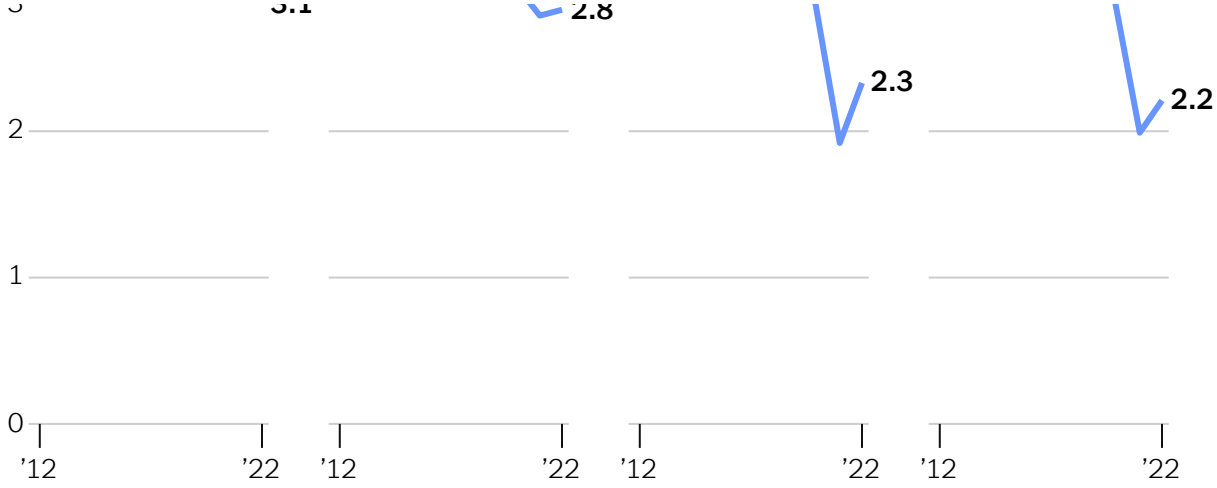
“There are actually fewer trains in what you would think of as peak commute hours, so they can provide more service at other times of the day and on weekends, because weekend ridership has rebounded to a greater degree,” said John Goodwin, assistant director of communications for the area’s Metropolitan Transportation Commission. “So for a lot of riders, that changes the frequency from every 15 minutes to every 20 minutes.”

According to a Labor Department source, the American Time Use Survey, those who commute by public transit spend roughly twice as much time traveling to and from work as people who drive. That relationship remained fairly stable through the pandemic years.

Highly educated workers are spending less time per week commuting

Average hours spent commuting per week by education level for all workers





Source: American Time Use Survey • Note: Data for 2020 is not included. Weekly average is imputed from daily averages.

Those who depend on transit tend to have less education and lower incomes than those who drive. The reduction in commutes for those with college degrees has meant that they now spend less total time per week commuting than workers with only high school educations. Before the pandemic, that relationship was reversed.

Rosalind Tucker, managing director of mobility services at the Atlanta Regional Commission, calls the white-collar transit commuters “choice riders,” in that they typically have the freedom to commute via private automobile or not at all. Blue-collar workers are “lifeline riders,” because transit is all that connects them to their source of income.

Lifeline riders depend on choice riders to keep the system robust, but in the postpandemic era, that relationship has broken down. “A lot of our choice riders, we’re still working to influence them to re-choose transit,” Ms. Tucker said. For example, regional transit operators are working with employers to offer more flexible passes beyond the typical monthly unlimited version, which had been an important revenue source. “We need transit to remain a reliable option for lifeline riders.”

That mission has become more complicated for a couple of reasons. The geography of in-person jobs has shifted slightly, with e-commerce warehouses now employing thousands of people outside city centers, off highway exits without much else around them. And federal Covid-era funding for transit systems is running out, raising the specter of an urban death spiral of fewer riders, higher fares, less revenue and worse service.

Aimee Lee is the deputy executive director of transportation at the Chicago Metropolitan Agency for Planning, which coordinates the area’s many transportation services, including roads. The agency projects an annual shortfall of $730 million for the Regional Transit Authority, starting in 2026, unless it finds a way to plug the hole. Ms. Lee said that would be terrible for people who depend on transit — and also for the employers who depend on them.

“What I fear is if our government agencies bail on transit, and we choose to disinvest from operations there, riders don’t view transit as being a reliable option anymore,” Ms. Lee said. “People can’t afford to work in the region anymore. Businesses don’t have access to their work force.”

Data notes

Replica models commute patterns and overall travel behavior using a variety of sources, including de-identified mobile location data from cell phones, personal vehicles and commercial freight vehicles, as well as anonymized count data from roadway sensors and transit agencies. Throughout this article, Replica’s data is used to compare changes in the autumn of 2022 from the autumn of 2019. The autumn season includes the months of September, October and November in each year.

American Time Use Survey calculations define commutes as trips between work and home; commutes can include brief stops of 30 minutes or less. Methodology is based on “Measuring Commuting in the American Time Use Survey” by Gray Kimbrough (2019). Averages are for all survey respondents who reported doing any work, regardless of whether they had a commute. Weekends and holidays are excluded; weekly totals are extrapolated from daily averages based on a five-day workweek.

Additional contributions from Ben Casselman and Jonathan Wolfe.

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B. People
d. MST in the News

2. MST Press Releases

- “Monterey-Salinas Transit (MST) Awarded Over $500,000 From Clean California Transit Initiative Program” (10/16/2023).
- “Monterey-Salinas Transit (MST) Service Changes Go Into Effect Beginning Saturday, October 28th and Monday, October 30th” (10/23/2023).
- MST Bus Service from Salinas to Gilroy Returns Monday, October 30, 2023” (10/26/2023).

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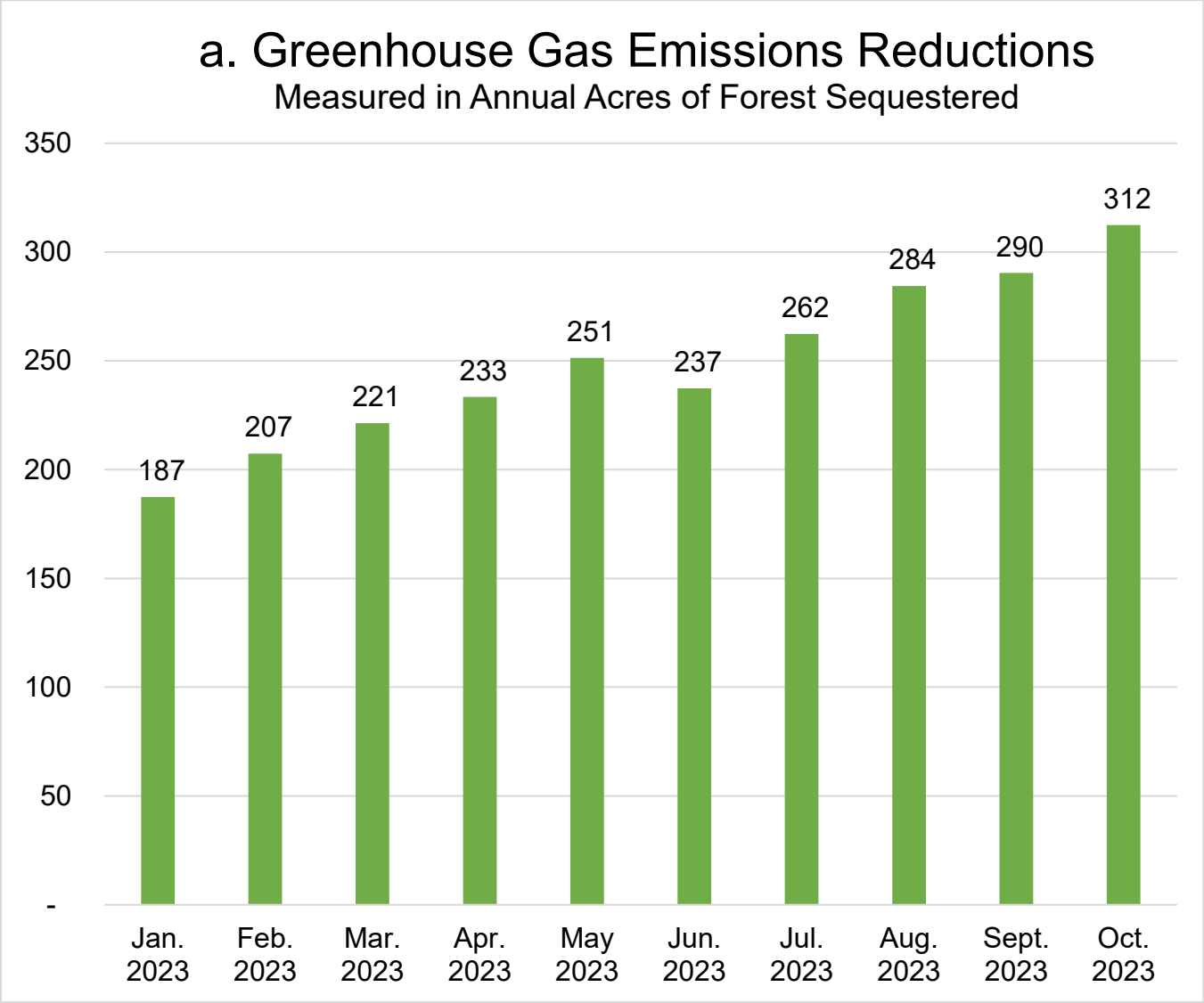
C: Planet

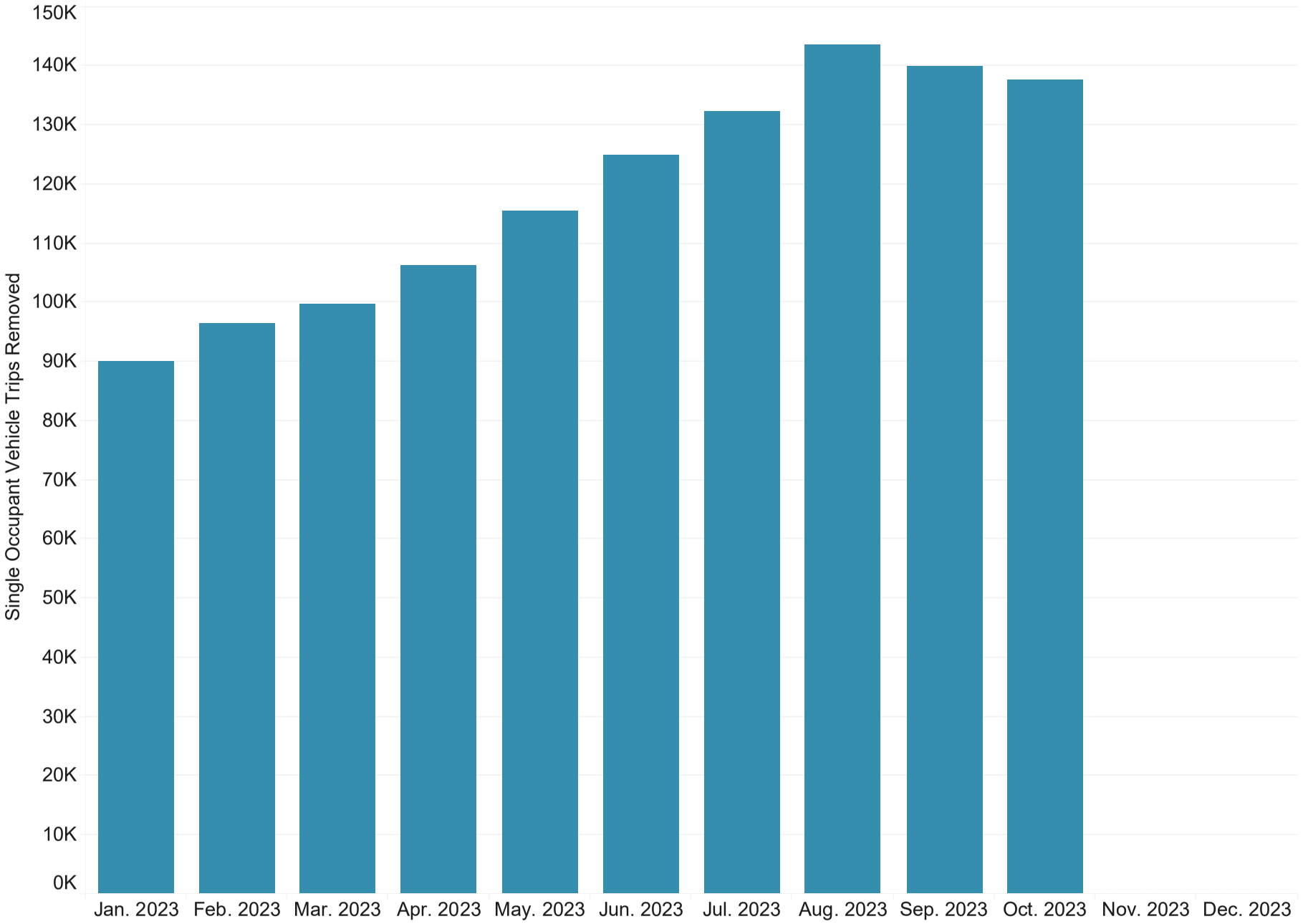
a. Greenhouse Gas Emissions Reductions
b. Single Occupant Vehicle Trips Removed
c. Fleet Transition to Zero-Emissions
d. Fuel Conversion from Diesel to Renewable

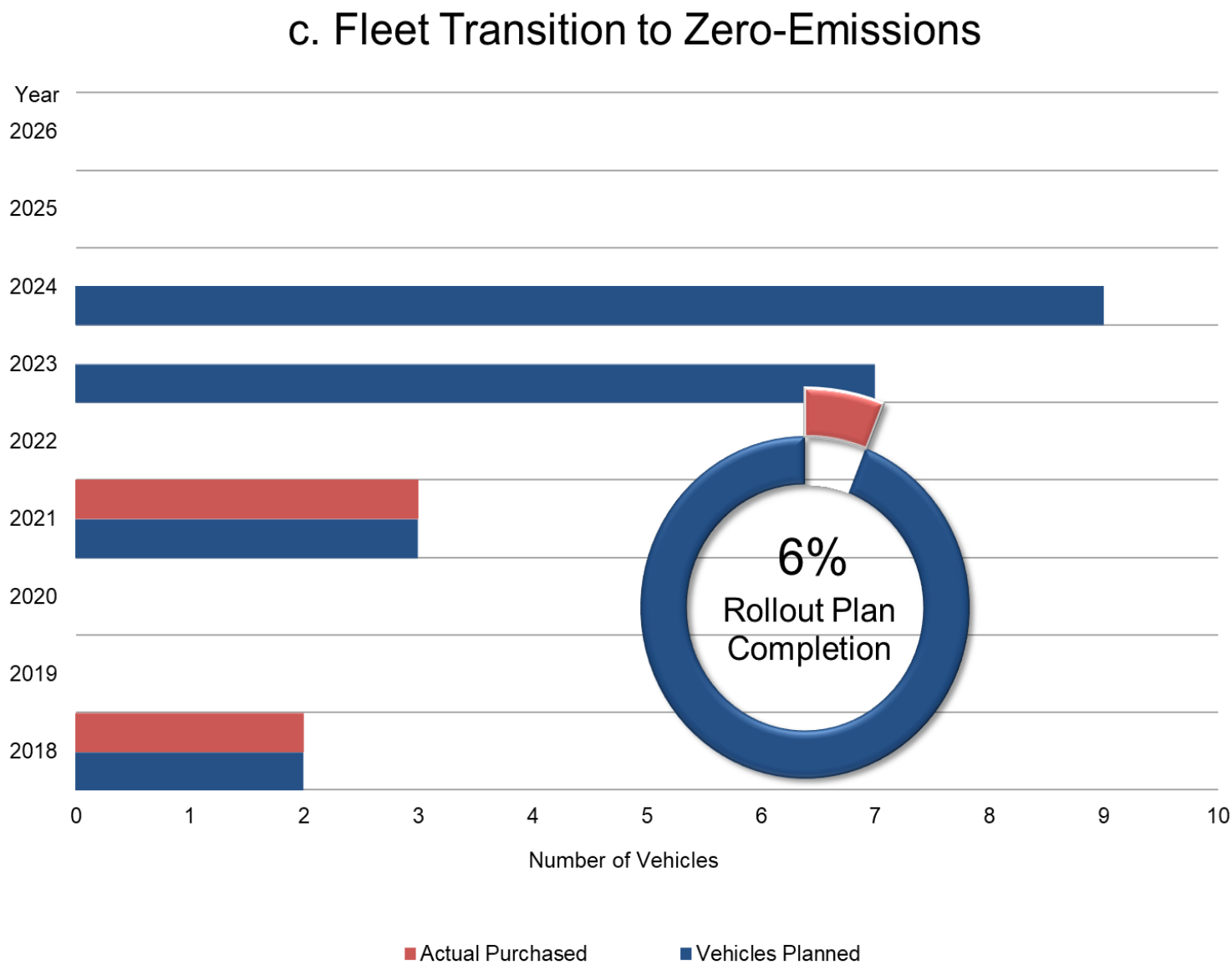
C. Planet



Note: Transit riders reduce greenhouse gas (GHG) emissions by an average of .51 lbs of CO2 per passenger mile. This chart shows the positive impact MST passengers have in reducing GHG. Calculations are based on MST passenger miles and EPA's Greenhouse Gas Equivalencies Calculator.

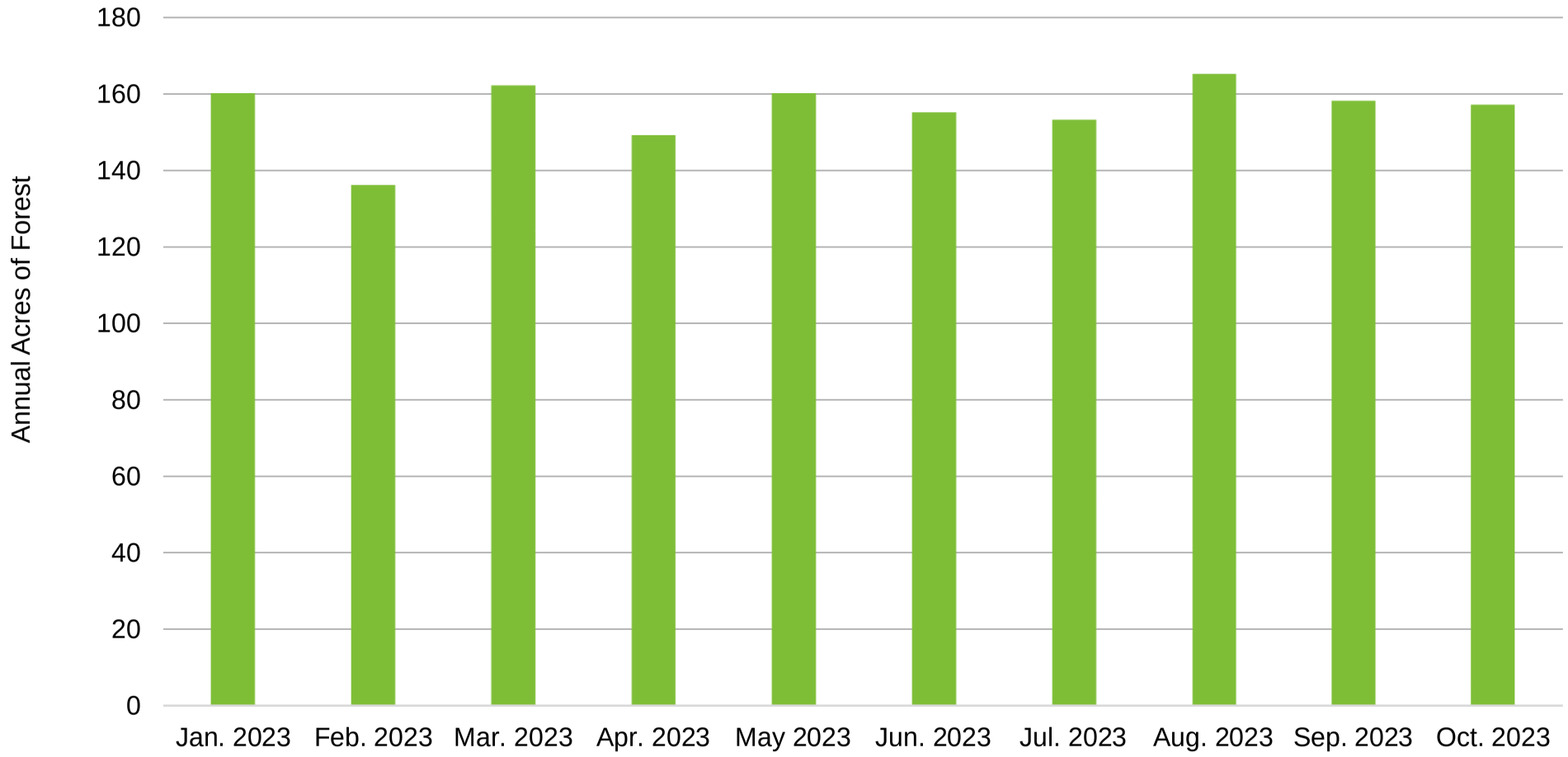
b. Single Occupant Vehicle Trips Removed




c. Fleet Transition to Zero-Emissions
Year
2026
2025
2024
2023
2022
2021
2020
2019
2018
6%
Rollout Plan
Completion
0
1
2
3
4
5
6
7
8
9
10
Number of Vehicles
Actual Purchased
Vehicles Planned

d. Fuel Conversion from Diesel to Renewable

As Measured in Annual Acres of Forest Sequestered



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D. Performance

a. Operations Department
b. Maintenance of Fleet and Facilities
c. Finance Department

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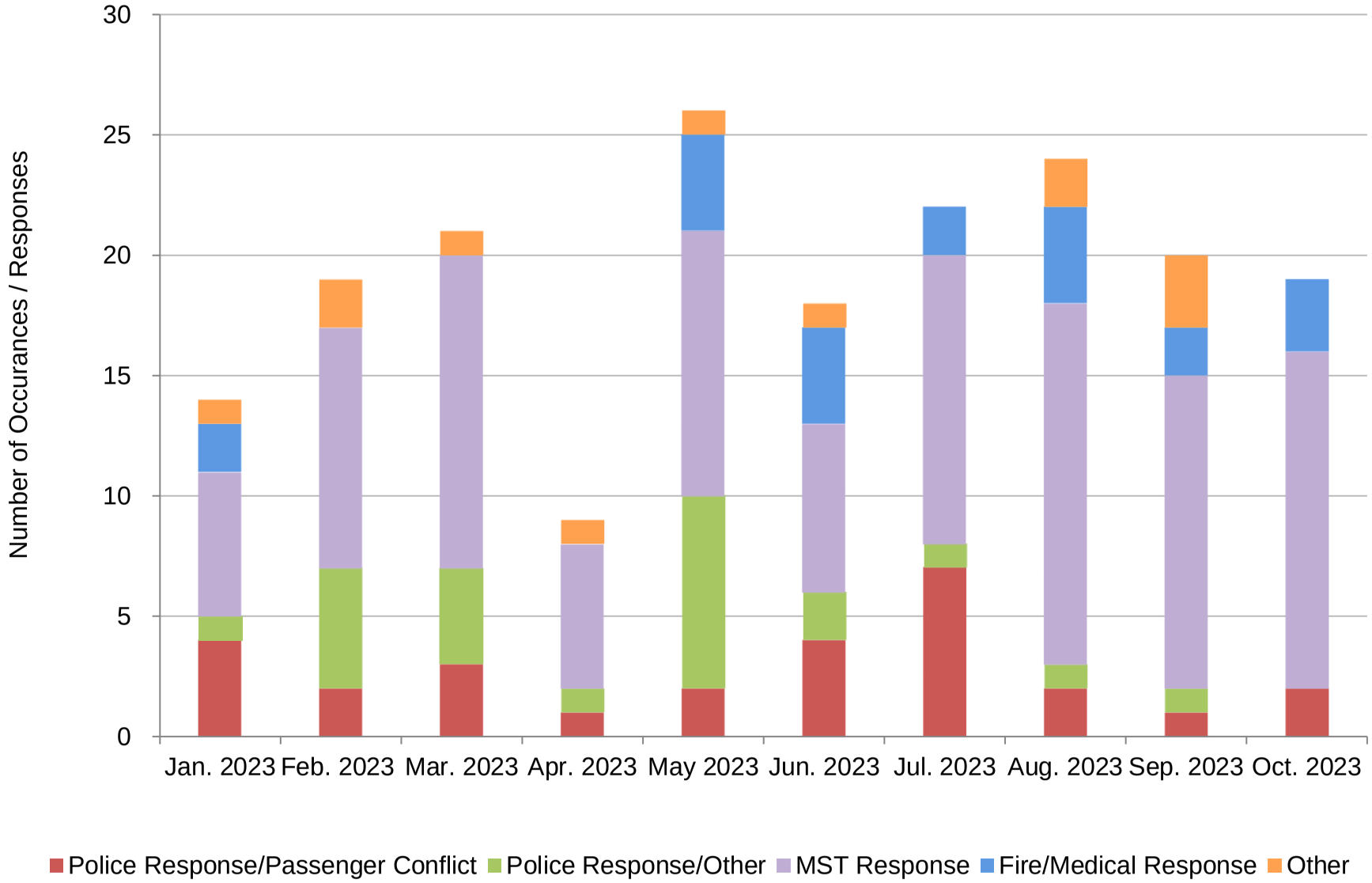
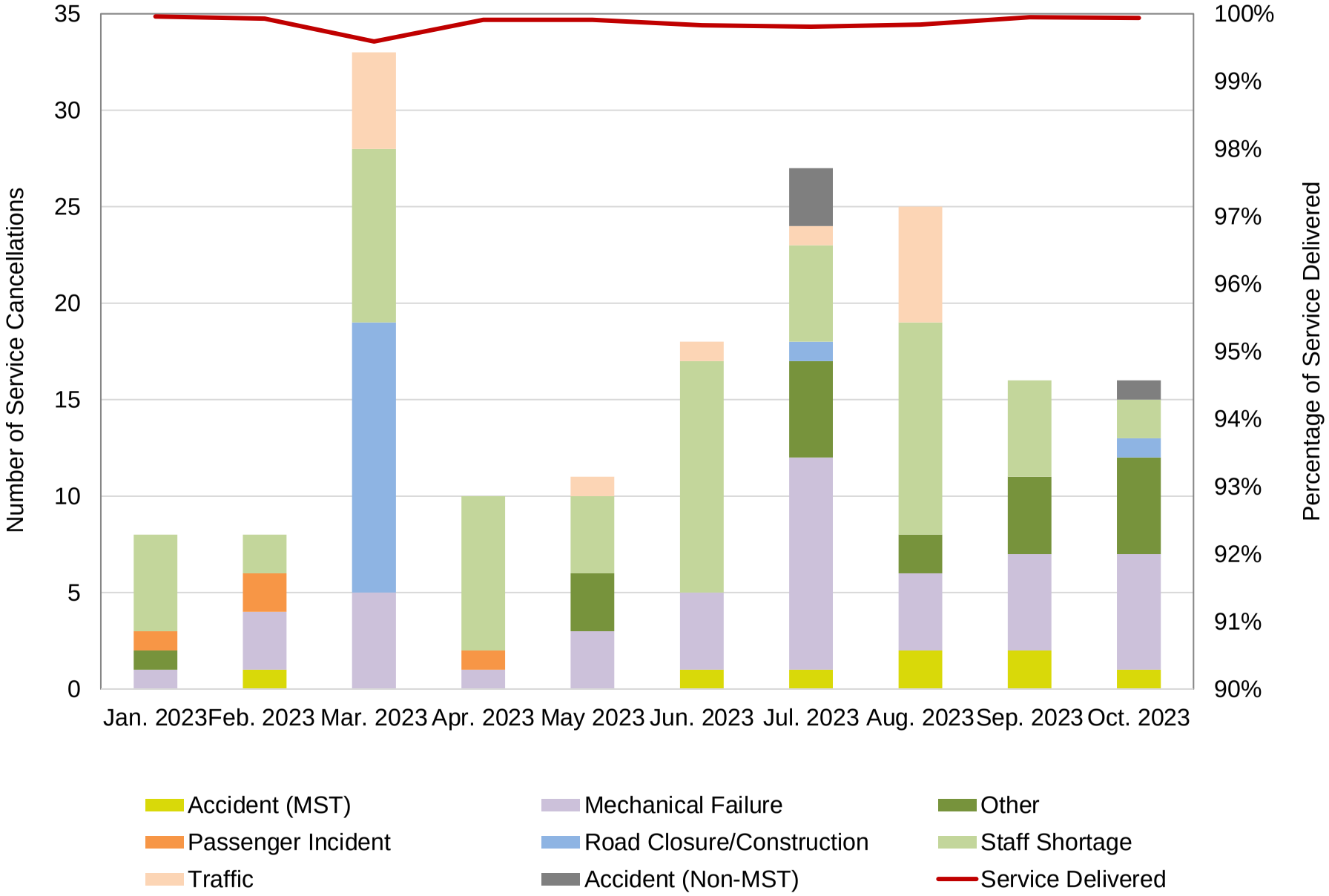
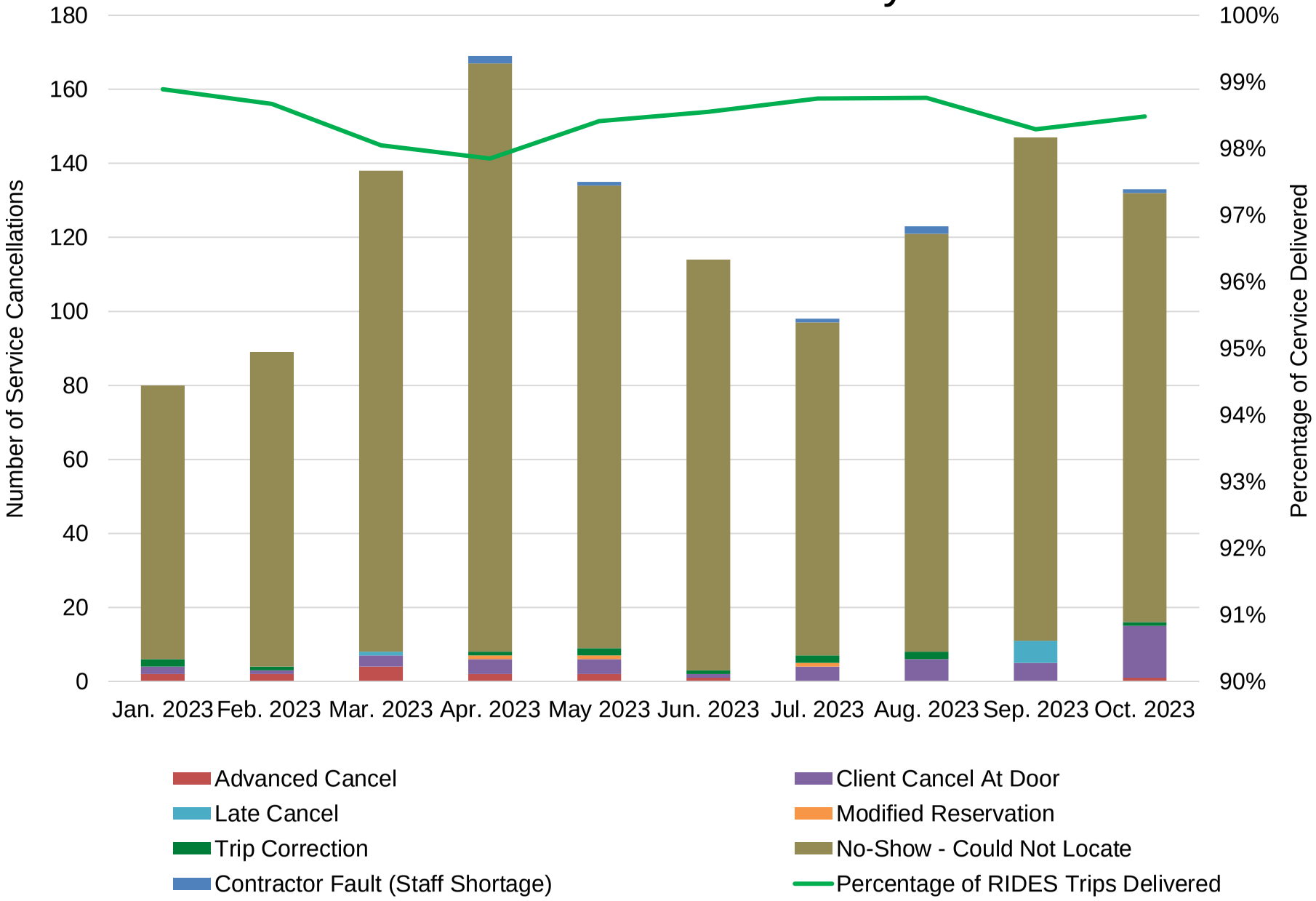
1. Unusual Occurrences and Responses



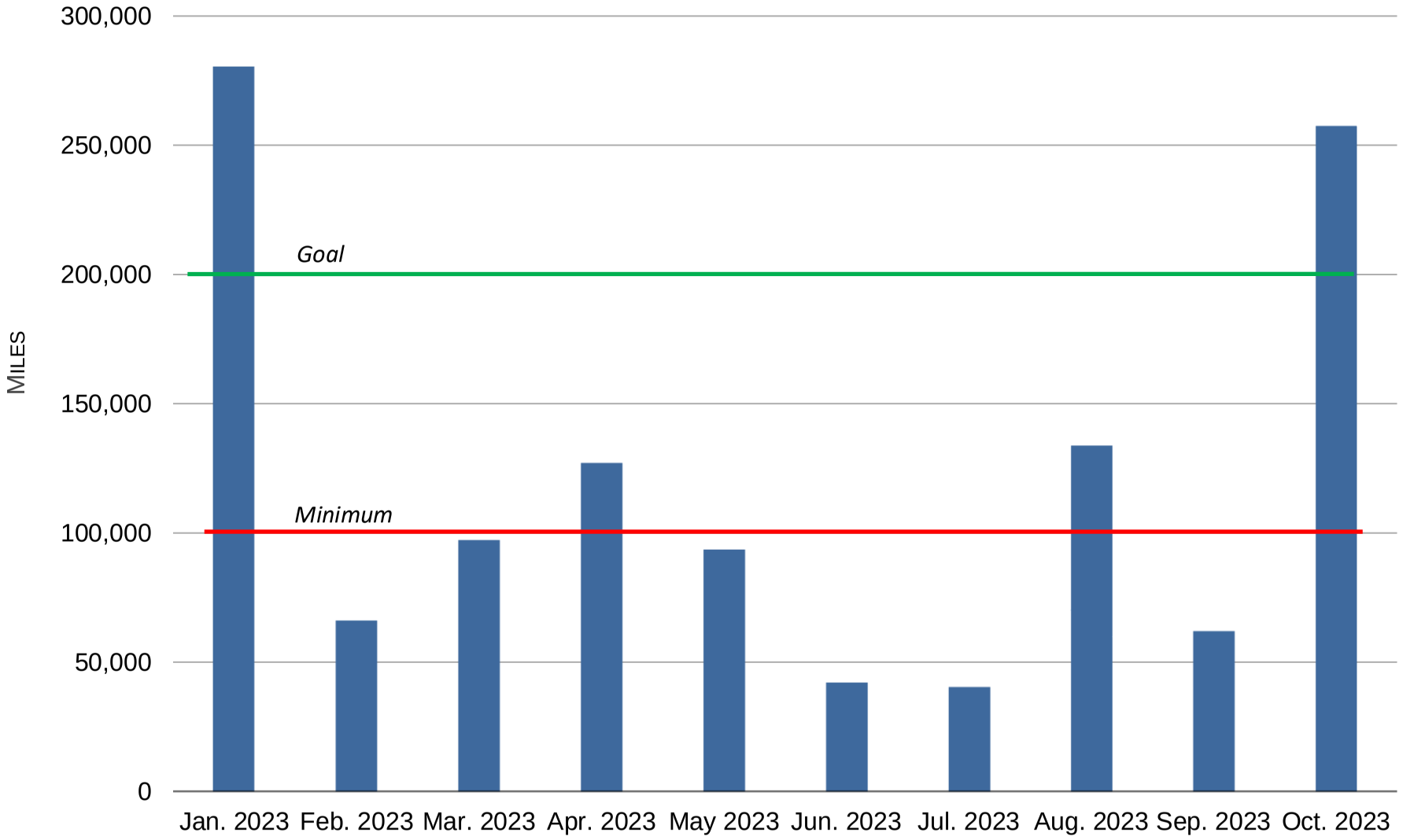
2. Fixed Route Service Cancellations by Reason



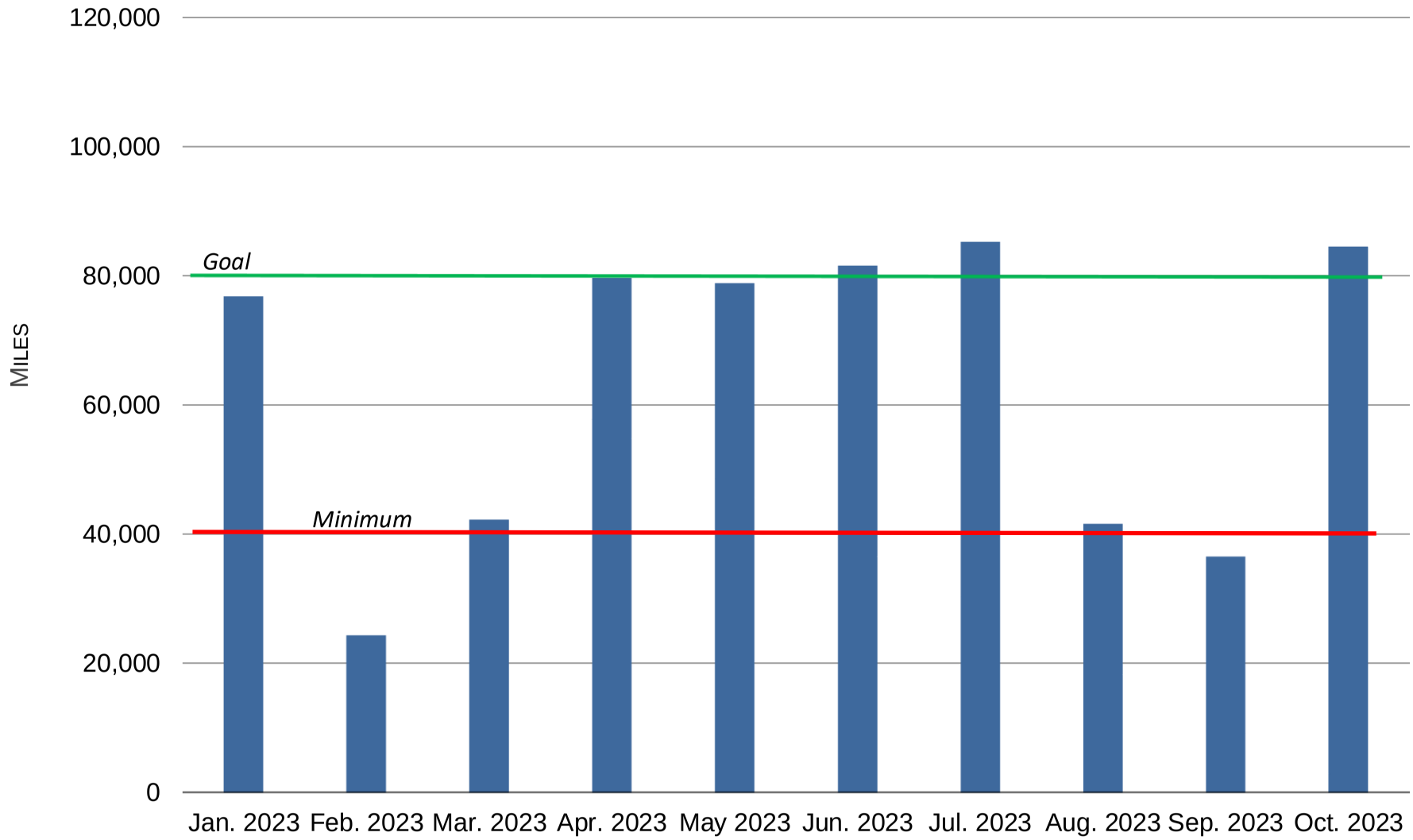
3. RIDES Service Cancellations by Reason



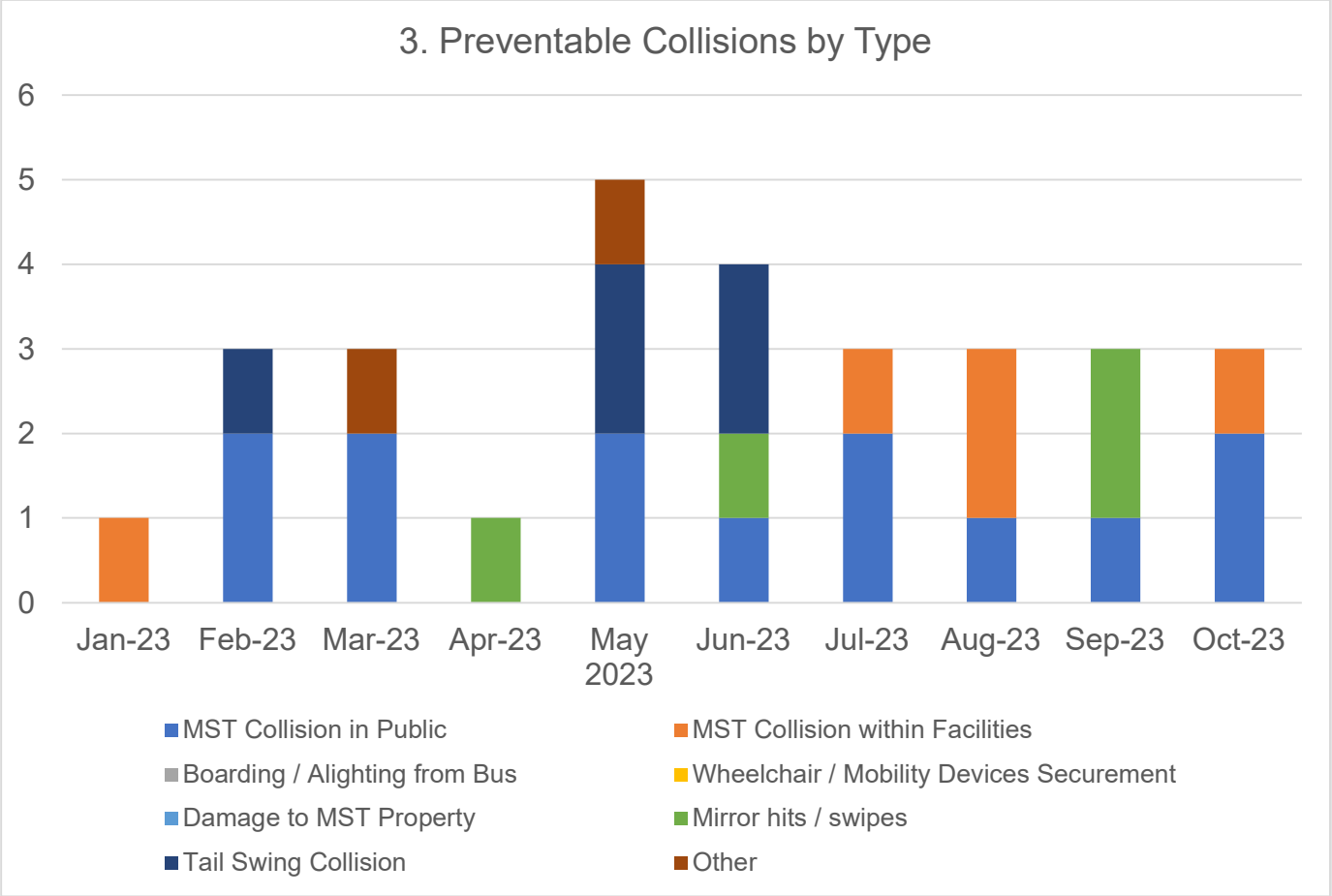
1. Fixed Route
Miles Between Preventable Collisions



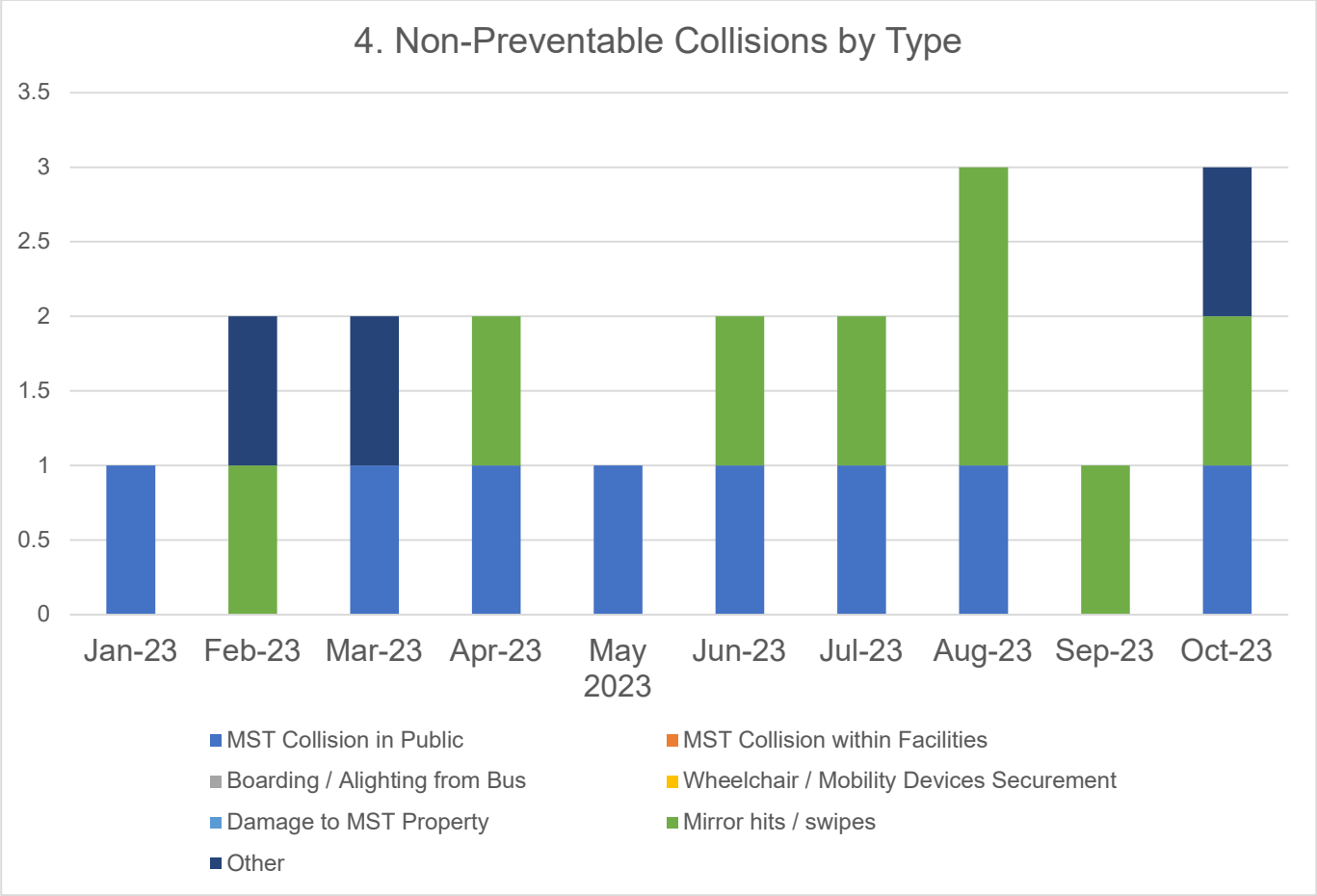
2. RIDES
Miles Between Preventable Collisions



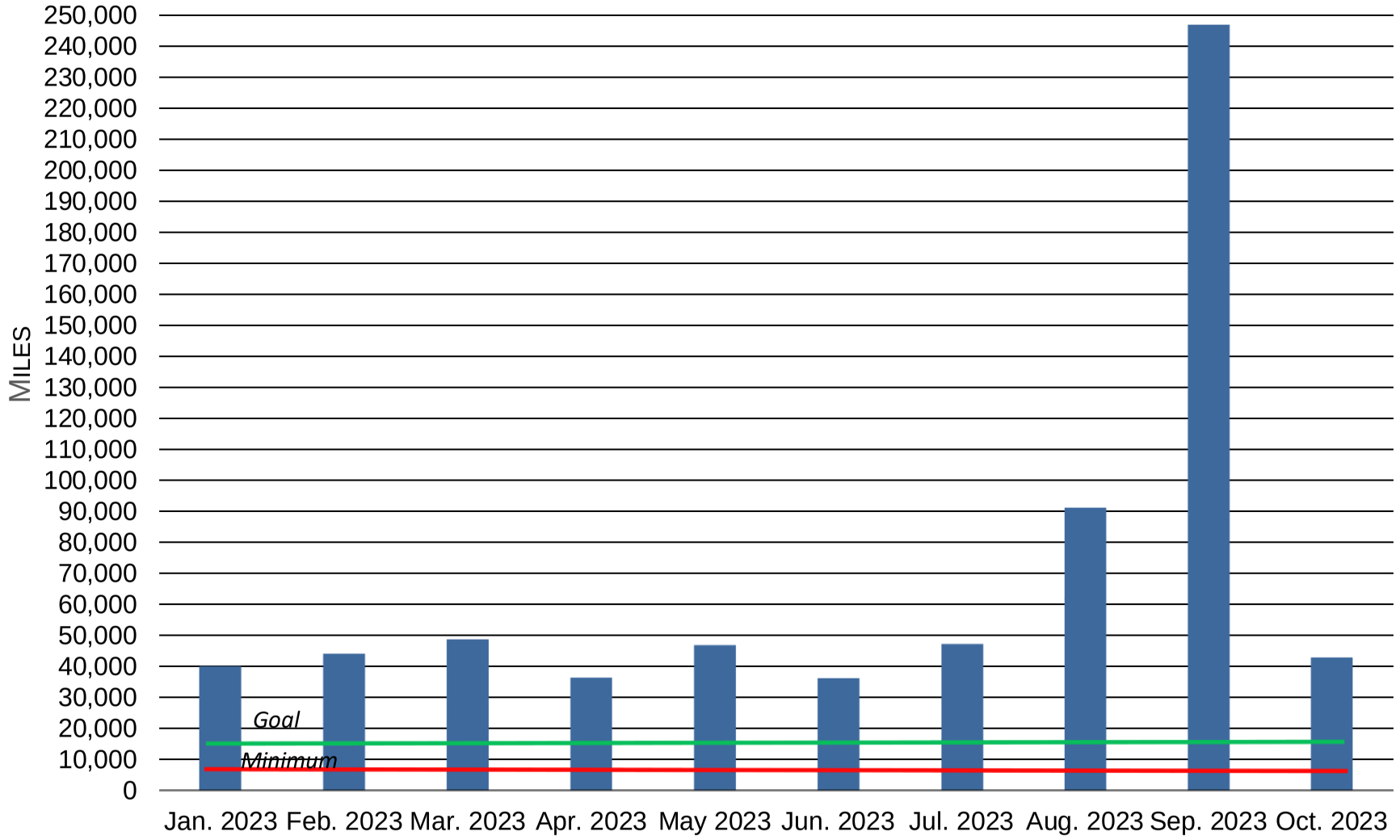
D. Performace
b. Maintenance of Fleet and Facilities



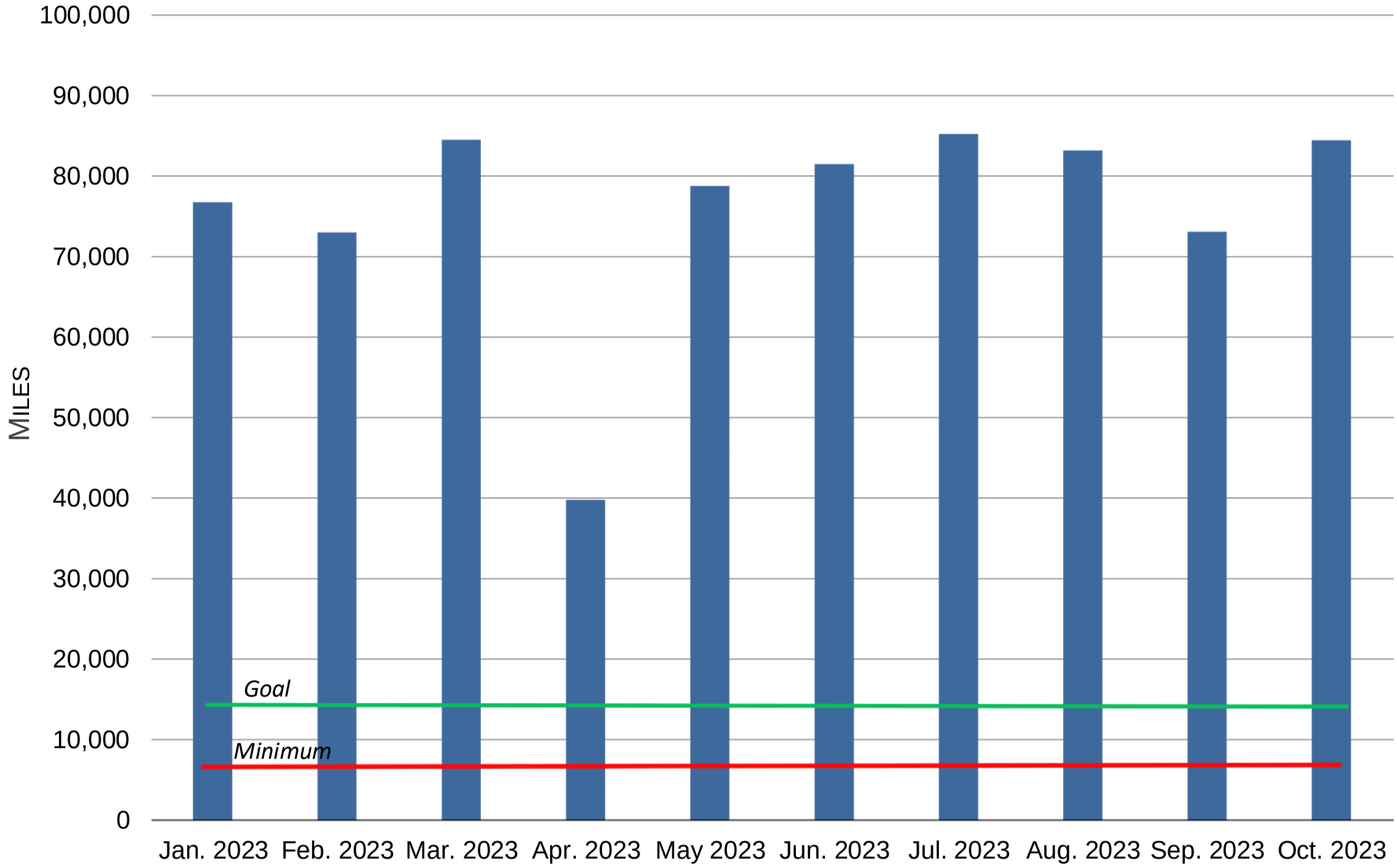
D. Performace
b. Maintenance of Fleet and Facilities



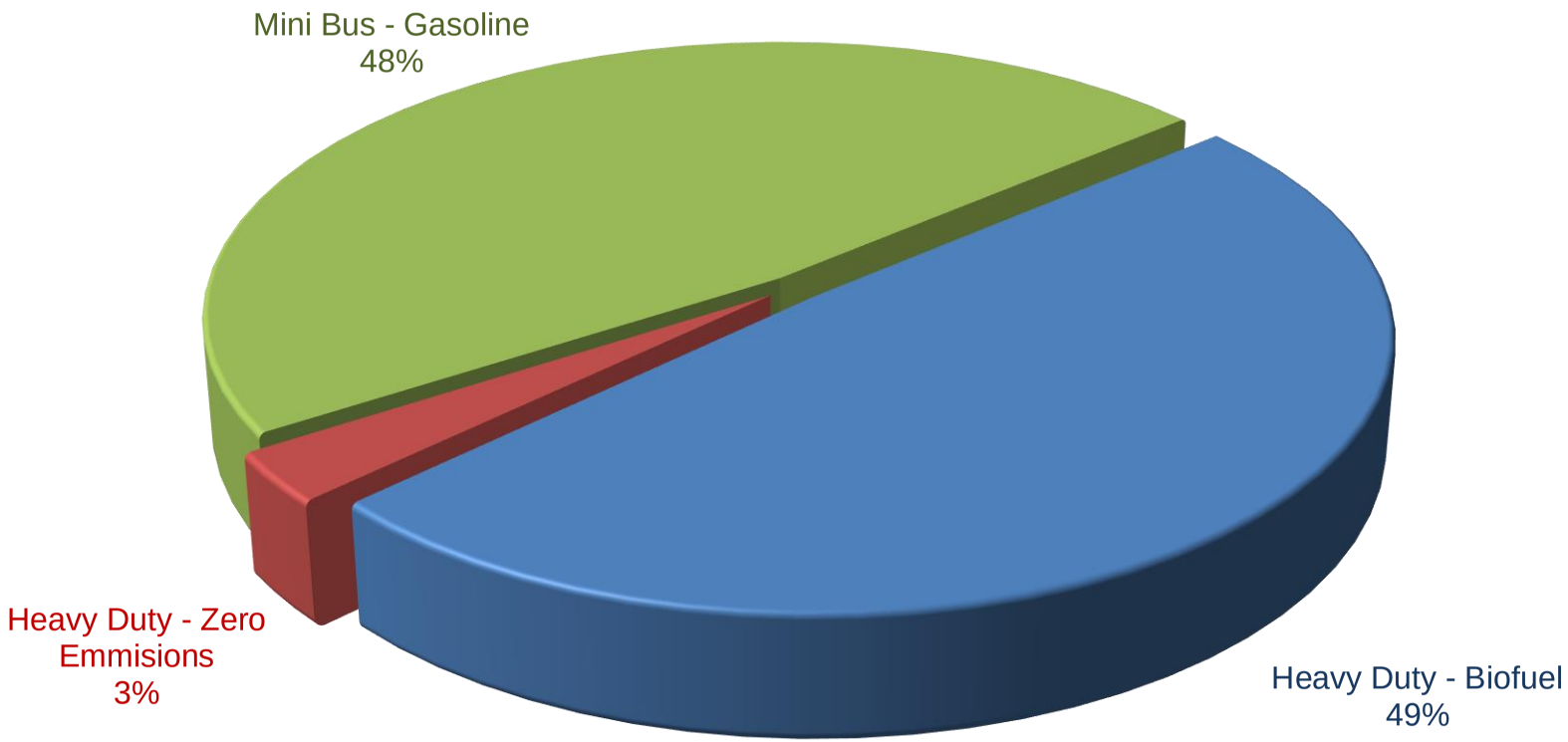
5. Fixed Route
Miles Between Major Mechanical Road Calls



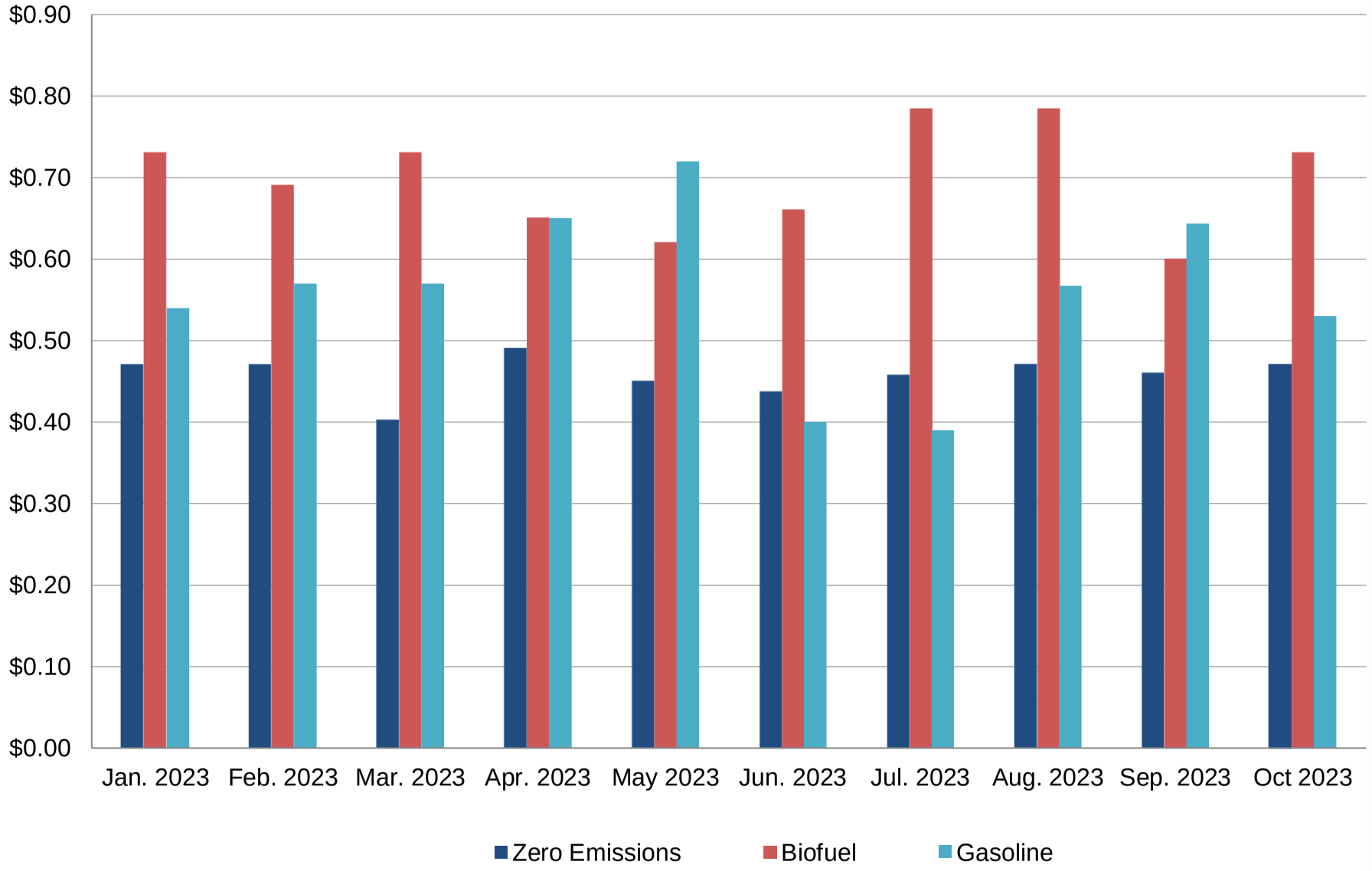
6. RIDES
Miles Between Major Mechanical Road Calls



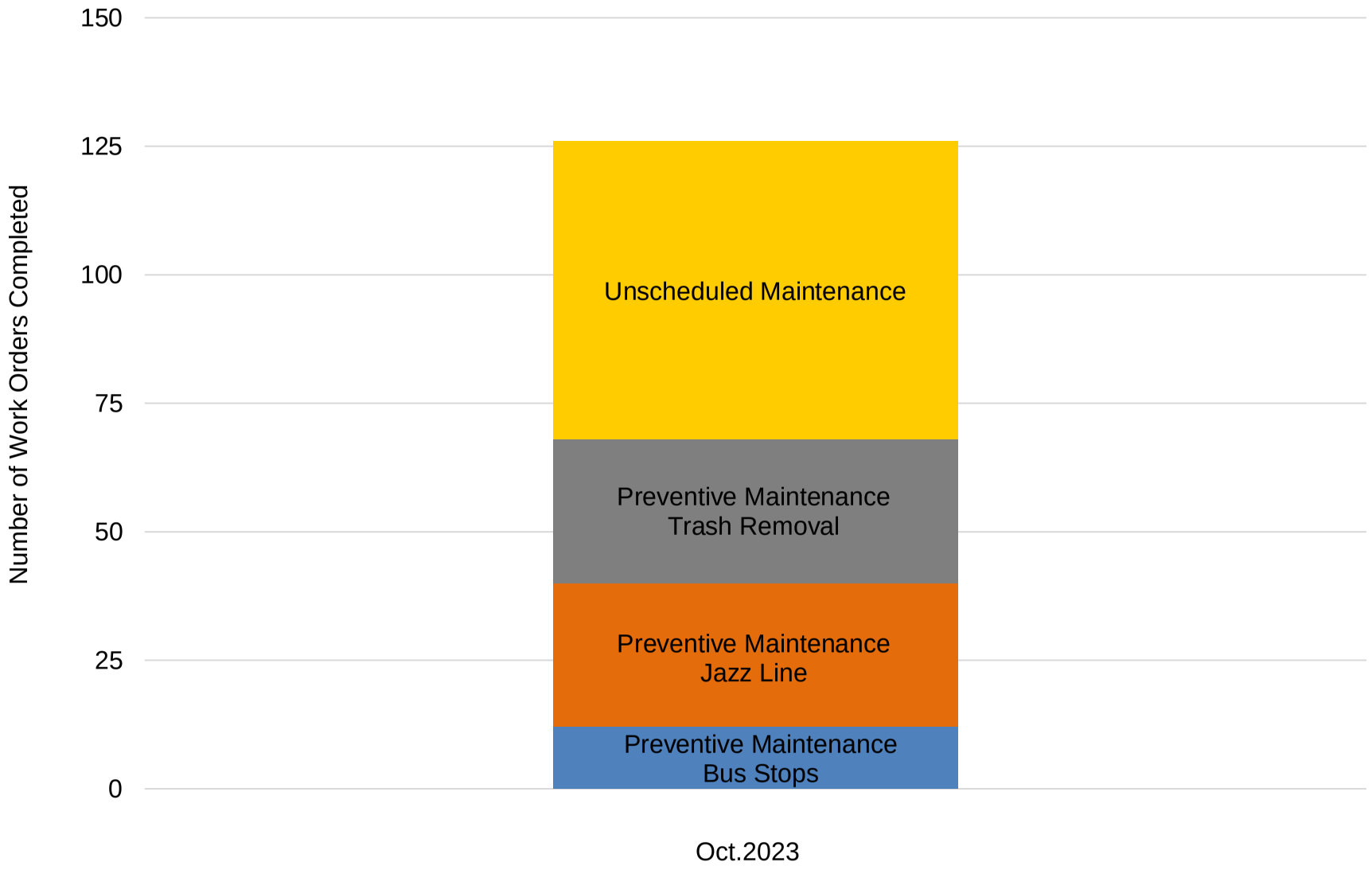
7. Bus Type by Fuel Source



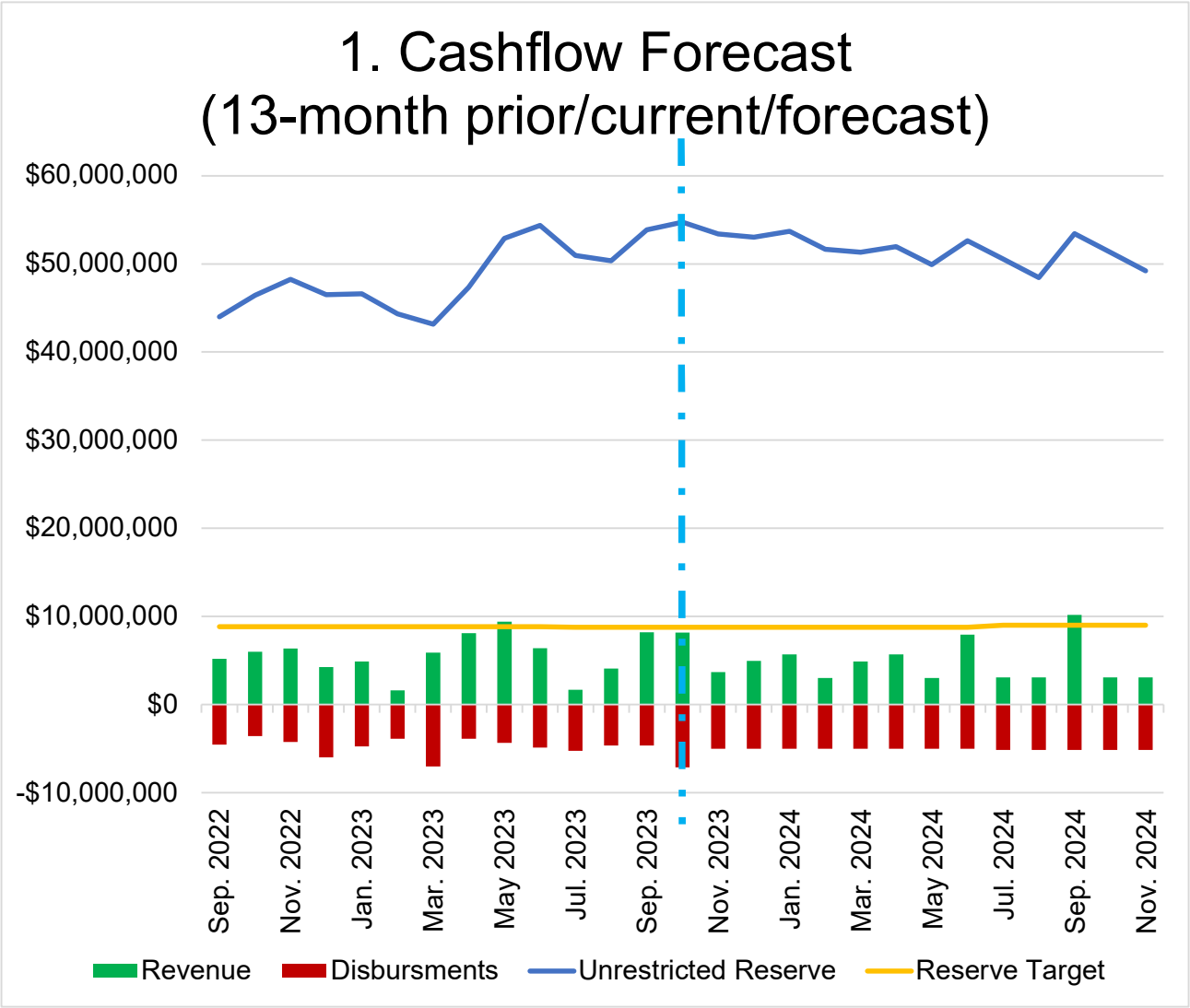
8. Average Cost Per Mile by Fuel Type



9. Maintenance of Bus Stops and Facilities



D. Performance
c. Finance Department



D. Performance
c. Finance Department

2. Fixed-Route: Revenue & Expense

MONTEREY-SALINAS TRANSIT DISTRICT
Period: 10/01/23..10/31/23

Fiscal Start Date: 07/01/23
G/L Budget Filter: FY24, Fund Filter: 001|004|005
All amounts are in USD.

Description	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
Revenue						
Passenger Fares	205,832	180,680	25,152	764,249	722,720	41,529
Special Transit	43,949	66,322	(22,373)	380,562	265,288	115,274
Cash Revenue	113,497	84,249	29,248	738,428	336,996	401,432
Cash Grants & Reimbursement	3,560,415	3,560,415	0	14,285,264	14,241,660	43,604
Total Revenue	**3,923,693**	**3,891,666**	**32,027**	**16,168,503**	**15,566,664**	**601,839**
Expenses						
Labor	1,624,876	1,566,754	58,122	5,851,844	6,267,016	(415,172)
Benefits	1,021,961	1,129,198	(107,237)	4,112,926	4,516,792	(403,866)
Advertising & Marketing	10,621	17,425	(6,804)	27,780	69,700	(41,920)
Professional & Technical	49,178	62,897	(13,719)	231,834	251,588	(19,754)
Outside Services	53,328	55,000	(1,672)	214,213	220,000	(5,787)
Outside Labor	159,890	188,042	(28,152)	558,855	752,168	(193,313)
Fuel & Lubricants	253,131	264,266	(11,135)	937,061	1,057,064	(120,003)
Supplies	46,125	105,131	(59,006)	209,124	420,524	(211,400)
Vehicle Maintenance	73,781	74,999	(1,218)	292,974	299,996	(7,022)
Marketing Supplies	8,642	2,417	6,225	16,828	9,668	7,160
Utilities	72,938	74,038	(1,100)	267,776	296,152	(28,376)
Insurance	126,024	122,041	3,983	488,468	488,164	304
Taxes	20,990	21,120	(130)	47,348	84,480	(37,132)
Purchased Transportation	402,814	480,584	(77,770)	1,681,061	1,922,336	(241,275)
Miscellaneous Expenses	49,868	59,070	(9,202)	164,466	236,280	(71,814)
Interfund transfers	0	(2)	2	0	(8)	8
Pass Thru/Behalf of Others	0	0	0	0	0	0
Interest Expense	3,918	9,167	(5,249)	44,774	36,668	8,106
Leases & Rentals	52,334	46,333	6,001	177,705	185,332	(7,627)
Total Operating Expenses	**4,030,420**	**4,278,482**	**(248,062)**	**15,325,036**	**17,113,928**	**(1,788,892)**
Operating Surplus (Deficit)	**(106,727)**	**(386,816)**	**280,089**	**843,467**	**(1,547,264)**	**2,390,731**

The following fixed-route expenses have negative variances of greater than 5% and have a monetary value greater than $10,000:
None for the month of October.

D. Performance
c. Finance Department

3. RIDES: Revenue & Expense

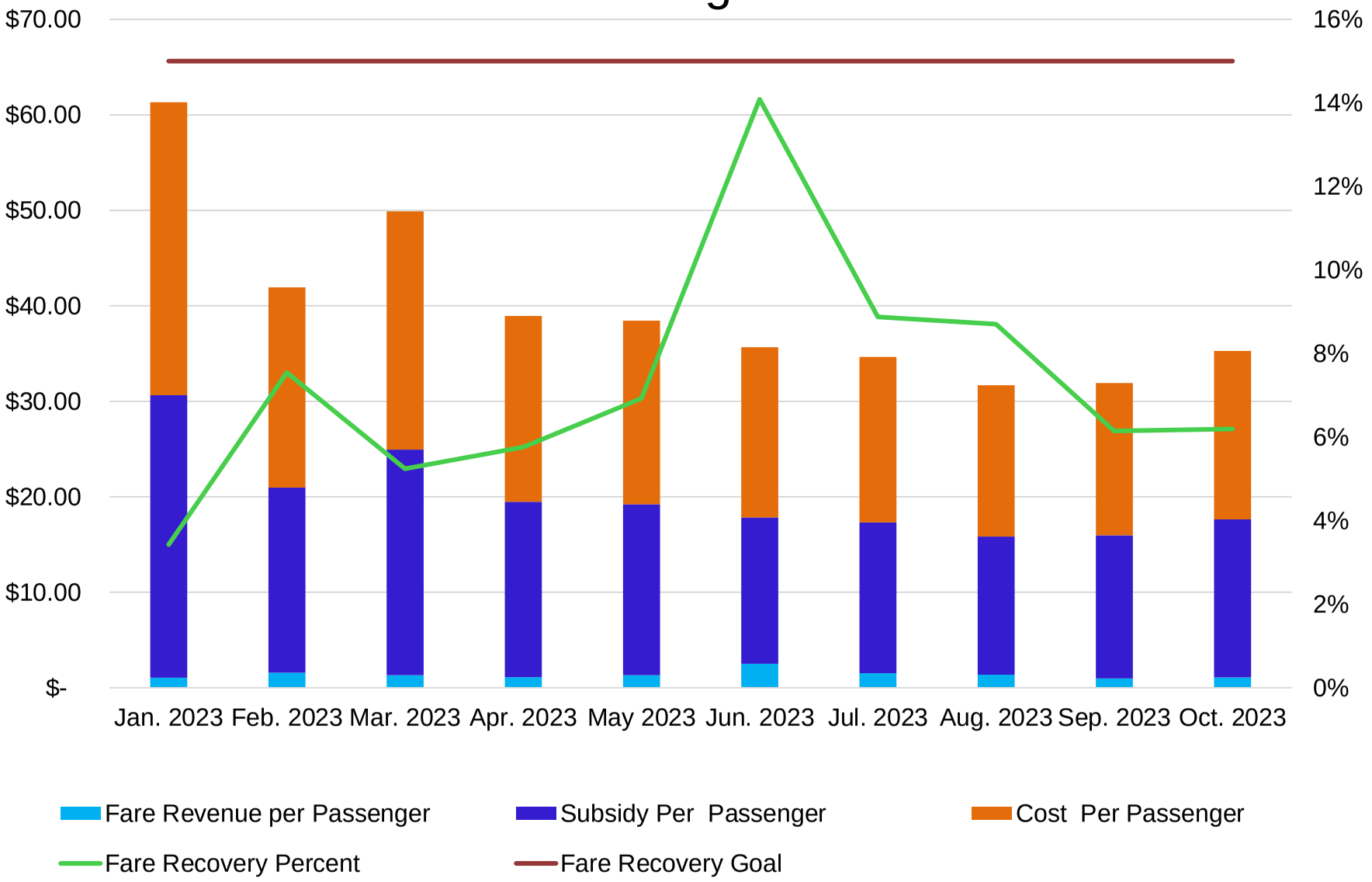
MONTEREY-SALINAS TRANSIT DISTRICT
Period: 10/01/23..10/31/23

Fiscal Start Date: 07/01/23
G/L Budget Filter: FY24, Fund Filter: 002
All amounts are in USD.

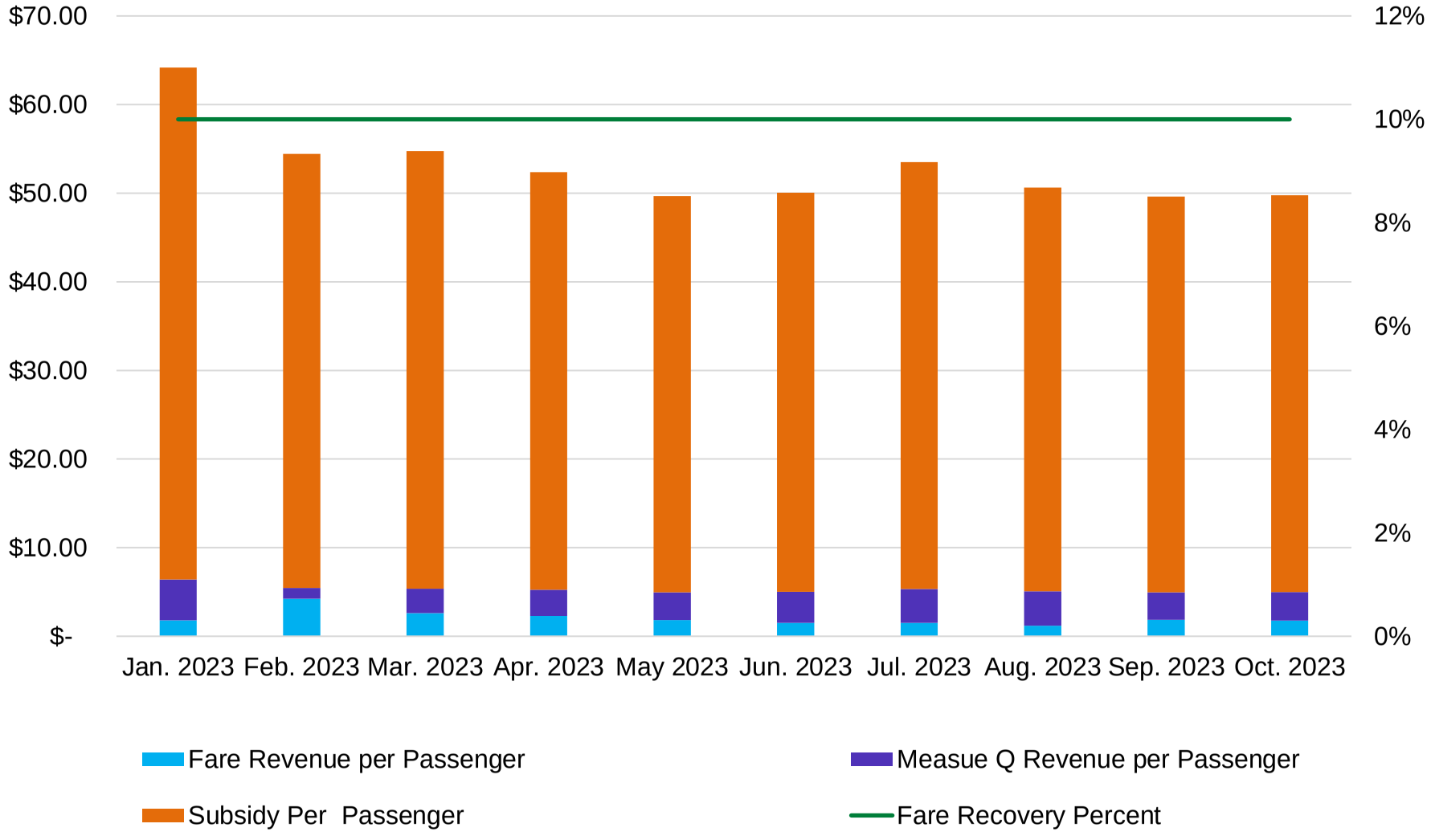
Description	Cur Mo. Actual	Cur Mo. Budget	Cur Mo. Variance	YTD Actual	YTD Budget	YTD Variance
Revenue						
Passenger Fares	13,799	15,000	(1,201)	49,204	60,000	(10,796)
Special Transit	5,030	0	5,030	13,273	0	13,273
Cash Revenue	0	0	0	0	0	0
Cash Grants & Reimbursement	583,053	583,053	0	2,332,212	2,332,212	0
Total Revenue	**601,882**	**598,053**	**3,829**	**2,394,689**	**2,392,212**	**2,477**
Expenses						
Labor	13,320	11,250	2,070	39,032	45,000	(5,968)
Benefits	5,917	6,387	(470)	24,461	25,548	(1,087)
Advertising & Marketing	0	417	(417)	0	1,668	(1,668)
Professional & Technical	0	417	(417)	0	1,668	(1,668)
Outside Services	0	0	0	0	0	0
Outside Labor	20	6,500	(6,480)	80	26,000	(25,920)
Fuel & Lubricants	71,287	66,667	4,620	253,486	266,668	(13,182)
Supplies	711	1,713	(1,002)	3,511	6,852	(3,341)
Vehicle Maintenance	0	0	0	0	0	0
Marketing Supplies	0	167	(167)	0	668	(668)
Utilities	91	120	(29)	306	480	(174)
Insurance	0	0	0	0	0	0
Taxes	0	0	0	0	0	0
Purchased Transportation	415,254	479,584	(64,330)	1,602,249	1,918,336	(316,087)
Miscellaneous Expenses	19,695	18,834	861	76,602	75,336	1,266
Interfund transfers	0	0	0	0	0	0
Pass Thru/Behalf of Others	0	0	0	0	0	0
Interest Expense	0	0	0	0	0	0
Leases & Rentals	698	0	698	698	0	698
Total Operating Expenses	**526,993**	**592,056**	**(65,063)**	**2,000,425**	**2,368,224**	**(367,799)**
Operating Surplus (Deficit)	**74,889**	**5,997**	**68,892**	**394,264**	**23,988**	**370,276**

The following RIDES expenses have negative variances of greater than 5% and have a monetary value greater than $10,000:
None for the month of October.

4. Fixed Route Operating Cost / Revenue Per Passenger



5. RIDES Operating Cost / Revenue Per Passenger

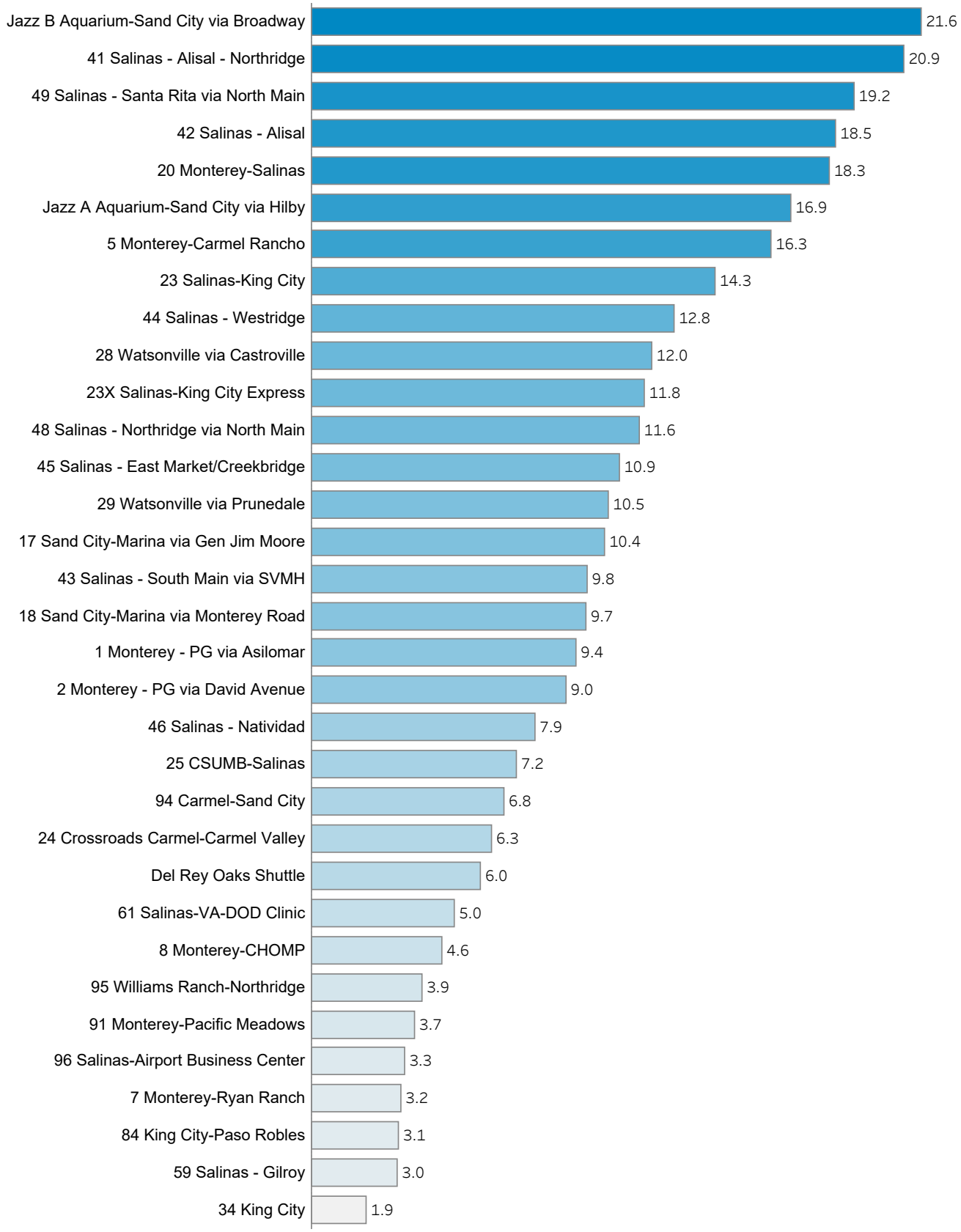


Fare Recovery Goal = 10%

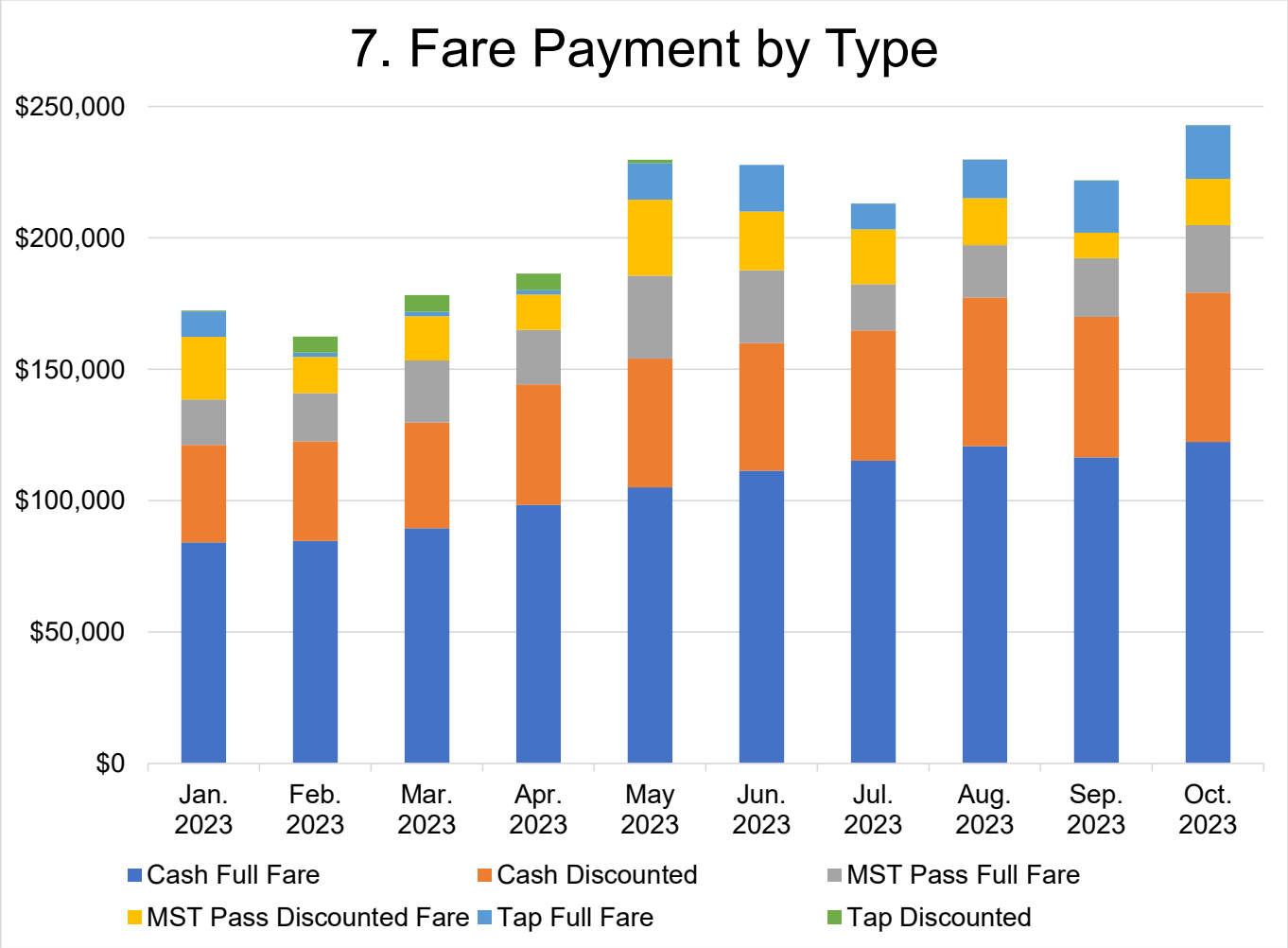
D. Performance
c. Finance Department

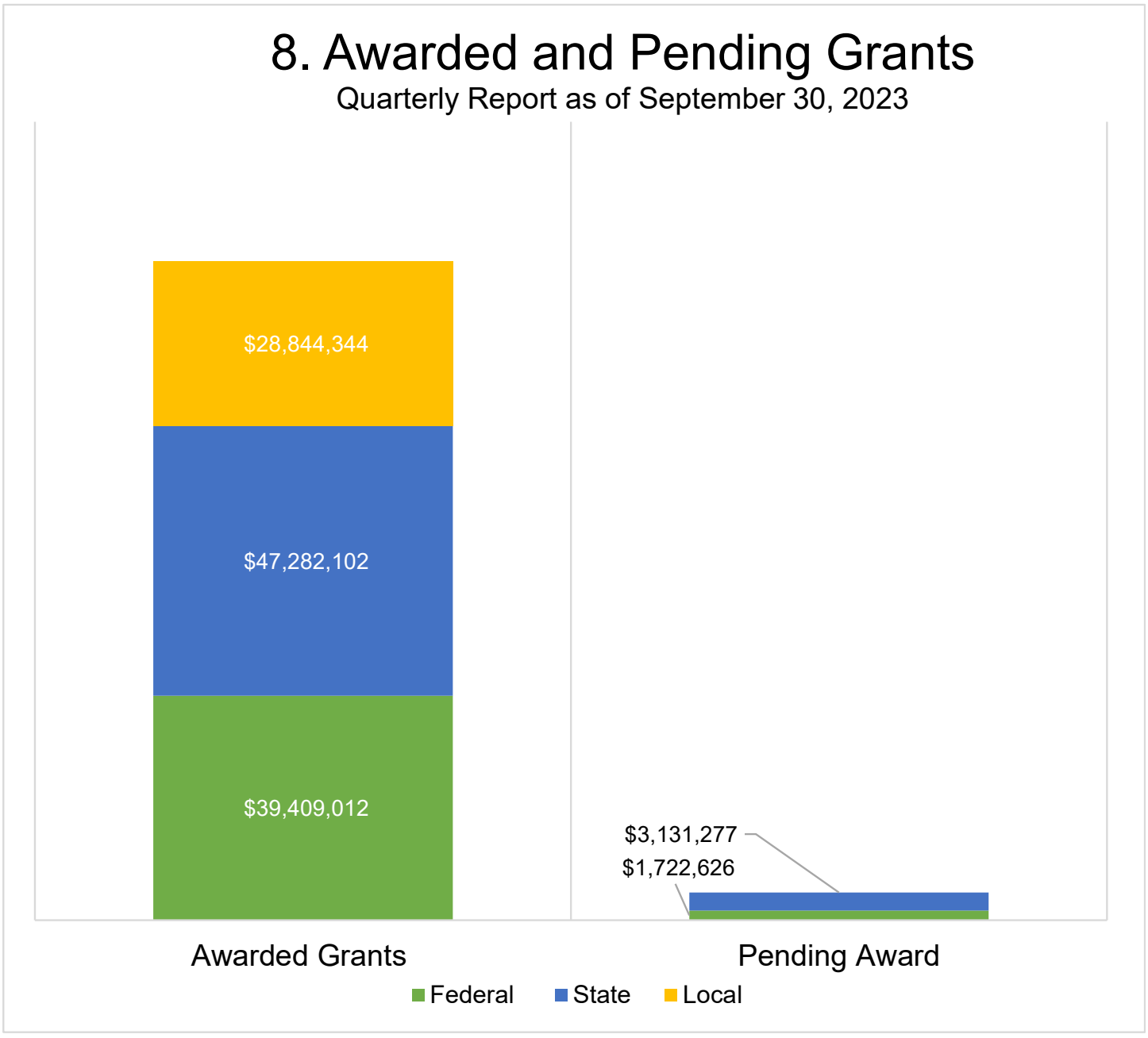
6. Productivity by Line

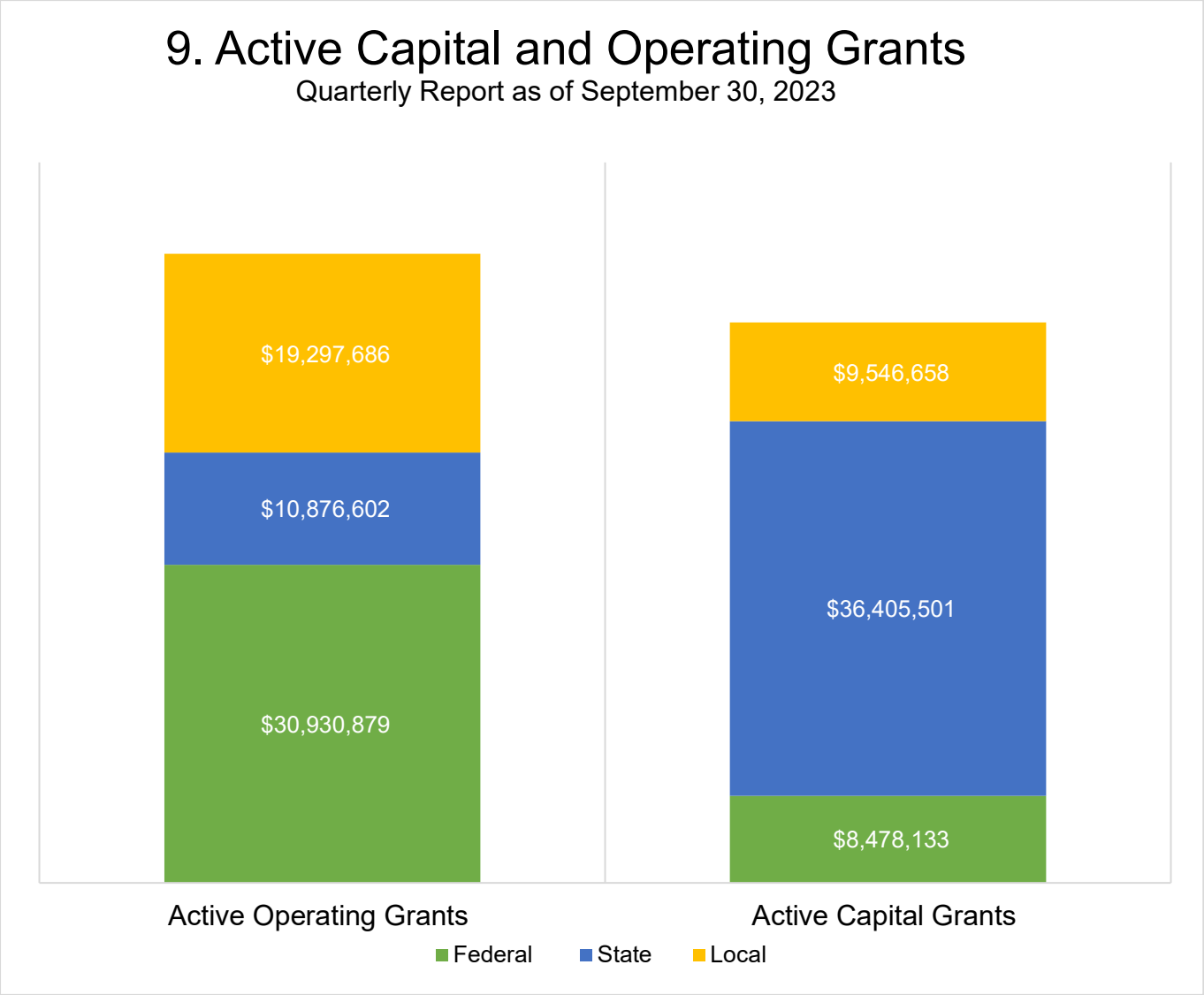
(Passengers/Hour)
October 2023



E. Performance
c. Finance Department




8. Awarded and Pending Grants
Quarterly Report as of September 30, 2023
$28,844,344
$47,282,102
$39,409,012
$3,131,277
$1,722,626
Awarded Grants
Pending Award
Federal
State
Local


9. Active Capital and Operating Grants
Quarterly Report as of September 30, 2023
$19,297,686
$10,876,602
$30,930,879
$9,546,658
$36,405,501
$8,478,133
Active Operating Grants
Active Capital Grants
Federal
State
Local

D. Performance
c. Finance Department