MOBILITY ADVISORY COMMITTEE

1. Define unmet needs and explore solutions
2. Research trends to anticipated future needs
3. Review successes elsewhere for applicability locally

Wednesday, May 26, 2021
Time: 1:00 p.m Pacific Time (US and Canada)

Governor Newsom’s COVID-19 Executive Order N-25-20 allows MST to hold meetings via teleconference and to make meetings accessible electronically to protect public health. The May 26, 2021 meeting of the Mobility Advisory Committee will be held via Zoom conference. There will be NO physical location of the meeting. The public is asked to use the Zoom app for best reception. There may only be limited opportunity to provide oral comments during the meeting. Persons who wish to make public comment on an agenda item are encouraged to submit comments in writing by email to MST at cvalencia@mst.org by 3:00 p.m on Monday, May 24, 2021; those comments will be distributed to the MAC members before the meeting. Members of the public participating by Zoom are instructed to be on mute during the meeting and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

Prior to the meeting, participants should download the Zoom app at: https://zoom.us/download A link to tutorials for use of the Zoom app is: https://support.zoom.us/hc/en-us/articles/206618765-Zoom-Video-Tutorials and https://support.zoom.us/hc/en-us/articles/209743263-Meeting-and-Webinar-Best-Practices-and-Resources

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Join from PC, Mac, Linux, iOS or Android:

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Meeting ID: 986 3264 1071
Dial by your location
+1 669 900 9128 US (San Jose)
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+1 346 248 7799 US (Houston)
+1 646 558 8656 US (New York)
+1 301 715 8592 US (Germantown)
+1 312 626 6799 US (Chicago)
Meeting ID: 914 2507 9662
Find your local number: https://zoom.us/u/aBBDdHu2U
1. CALL TO ORDER
1-1. Roll Call
1-2. Introduction of Members and 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 March 31, 2021 (Chair)

4. NEW BUSINESS
4-1. 2021 Unmet Transit Needs List (Madilyn Jacobsen)
        4-1.1. RECEIVE list of Monterey County’s Unmet Transit Needs;
        4-1.2. PROVIDE input on the Unmet Transit Needs comments for Monterey County; and
        4-1.3. RECOMMEND that the TAMC Board of Directors accept the 2021 Unmet Transit Needs list.
4-2. Appoint (1) MAC member to participate on the MST Core Design Plan (Michelle Overmeyer)

5. PRESENTATION
5-1. Receive an Update Presentation on the SURF! Busway and Bus Rapid Transit Project, and recommend to the MST Board of Directors for approval. (Michelle Overmeyer)
5-2. ITN Monterey County Organization Service Update Presentation (Jessica McKillip)

6. REPORTS AND INFORMATION ITEMS

The Committee will receive these report(s), which do not require action by the Committee.
6-1. MV Transit-MST RIDES Service Update (Douglas Thomson)
6-2. MST Mobility Updates (Kevin Allshouse)

7. SUBJECT ITEM REQUEST

This item(s) will be included on a future agenda for follow-up

8. ANNOUNCEMENTS AND APPRECIATIONS
8-1. Appreciation to MV Driver- Violet Torres (Marzette Henderson)

9. ADJOURN
NEXT MEETING DATE:
Wednesday, July 28, 2021
ZOOM TELECONFERENCE ONLY
1:00 p.m

NEXT AGENDA DEADLINE: Wednesday, July 14, 2021
Please contact MST for accurate meeting date, times and teleconference information or check online at
https://www.mstmobility.org/advisory-committee.htm

Upon request, the Mobility Advisory Committee will provide written agenda materials in appropriate
alternative formats, or disability-related modification or accommodation, including 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 and a brief description of the requested
materials and preferred alternative format or auxiliary aid or service at least 5 days before the meeting.
Requests should be sent to MST- Staff Support, 15 Lincoln Ave. Salinas, CA 93901 or evvalencia@mst.org

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MEETING OF THE MOBILITY ADVISORY COMMITTEE (MAC)

MEETING MINUTES

March 31, 2021

Present: Jessica McKillip ITN Monterey County
         Melissa McKenzie The Carmel Foundation
         Steven Macias The Blind and Visually Impaired Center
         Bobby Merritt Veterans Transition Center
         Madelyn Jacobsen Transportation Agency for Monterey County (TAMC)
         Erika Estrada AAA-Monterey County Dept. of Social Services
         Maureen McEachen Visiting Nurse Association

Absent: Jennifer Ramirez Partnership for Children
        Maria Magaña Central Coast Center for Independent Living (CCCIL)
        Reyna Gross Alliance on Aging

Staff: Norman Tuitavuki Chief Operating Officer
       Kevin Allshouse Mobility Services Coordinator
       Claudia Valencia Mobility Specialist
       Ruben Gomez Mobility Specialist
       Lesley van Dalen Mobility Specialist
       Jose Sanchez Barajas Mobility Specialist
       Yohana Reyes Assistant Mobility Specialist
       Marzette Henderson Contract Transportation Supervisor
       Lisa Rheinheimer Assistant General Manager
       Michelle Overmeyer Director of Planning & Innovation
       Jeanette Alegal-Rocha Executive Assistant to the GM/CEO

Public: Douglas Thomson MV Operations Manager
        Veronica Contreras MV Coach Operator
        Alejandro Fernandez Davita Dialysis
        Miranda Taylor AMBAG

An apology is made for any misspelling of a name.
1. CALL TO ORDER

   1-1. Roll Call

   Chair McKillip called the meeting to order at 1:00 p.m. with roll call taken as the meeting was via Zoom teleconference.

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

   Public comment- None

3. CONSENT AGENDA

   3-1. Approve Minutes of the regular meeting of January 27, 2021.

   Committee Member Merritt made a motion to approve the Minutes and Committee Member Macias seconded. A roll call vote was taken with six votes in favor; McKillip, Mckenzie, Macias, Merritt, Jacobsen, Estrada and four absent; McEachen, Ramirez, Magaña, Gross. The motion passed unanimously.

   Member McEachen joined the meeting at 1:05 p.m

4. MEMBERSHIP

   4-1. Recommend Madilyn Jacobsen to the MST Board of Directors for MAC membership as the primary TAMC representative.

   4-2. Recommend Alejandro Fernandez to the MST Board of Directors for MAC membership as the Davita Dialysis representative.

   Committee Member McKenzie made a motion to approve items 4-1 and 4-2, which was seconded by Committee Member McEachen. A roll call vote was taken with seven votes in favor; McKillip, Mckenzie, Macias, Merritt, Jacobsen, Estrada, McEachen and three absent; Ramirez, Magaña, Gross. The motion passed unanimously.

5. PUBLIC HEARING

   5-1. Unmet Transit Needs Public Hearing.

   Committee Member Jacobsen presented the Unmet Transit Needs process and Chair McKillip opened the discussion for public comments. There being no public comments received, Chair McKillip closed the public hearing.

6. NEW BUSINESS
6-1. Appoint (1) MAC member to the Measure Q Oversight Committee.

Chair McKillip appointed Committee Member Macias to the Measure Q Oversight Committee.

7. PRESENTATION

7-1. RECEIVE presentation on AMBAG and TMC’s 2021 Title VI/LEP Development Process.

Miranda Taylor from AMBAG and Madilyn Jacobsen from TMC presented the 2021 Title VI/LEP Plan Development Process.

8. REPORTS AND INFORMATION ITEMS

8-1. MV Transit- MST RIDES Service Update (Doug Thomson)

8-2. MST Mobility Programs Updates (Kevin Allshouse)

9. SUBJECT ITEM REQUEST

9-1. VNA Presentation (Maureen McEachen)

10. ANNOUNCEMENTS AND APPRECIATIONS

10-1. Member and staff announcements and appreciations.

11. ADJOURN

With no further business to discuss, Chair McKillip adjourned the meeting at 1:42 p.m.

PREPARED BY: Claudia Valencia

REVIEWED BY: Kevin Allshouse
Transportation Agency for Monterey County  
2021 Monterey County Unmet Transit Needs

**Unmet transit needs are placed into the following categories:**
1. Transit service improvement requests that would improve an existing service.
2. Transit service expansion requests that extend a transit route beyond its current limits and fill a gap in service.
3. Capital improvement projects that would enhance existing public transit facilities.

**Transit Needs Timeline**
- **Short term transit improvements** are those that can be implemented in the current service year within MST’s funding limits and without negatively impacting existing services.
- **Long-term transit improvements** are those that would require additional funding beyond MST’s current funding limits. Long-term improvement comments remain on the unmet transit needs comment list until additional funding becomes available.

<table>
<thead>
<tr>
<th>Unmet Need Comment</th>
<th>Year Identified</th>
<th>Category</th>
<th>Timeline</th>
<th>Status in 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service to San Juan Grade Road and Russell Road in Salinas</td>
<td>2014</td>
<td>Category #2: new service, fills a gap</td>
<td>Long-term improvement.</td>
<td>Line 49 service to this area was discontinued due to challenges with on-time performance. The route was shortened to allow for 1-hour frequency in the Bolsa Knolls area. MST is currently working with the City of Salinas and area developers to identify possible public transit service into the planned developments in this area in the next 5 to 10 years.</td>
</tr>
<tr>
<td>Increased frequency on Line 18</td>
<td>2014</td>
<td>Category #1: improves an existing service</td>
<td>Long-term improvement.</td>
<td>Service will require an additional vehicle and driver which cannot be provided at this time without reallocating resources from other areas. CSUMB is working to implement an internal campus shuttle that would complement Line 18.</td>
</tr>
<tr>
<td>More frequent service to Gonzales and Soledad</td>
<td>2014</td>
<td>Category #1: improves an existing service</td>
<td>Long-term improvement.</td>
<td>MST now provides real-time transit information to ease passenger wait times. MST conducted a Salinas Valley Transit Planning Study to identify transit improvements along the US 101 corridor. Additionally, the future King City bus yard (estimated to be completed by Sept. 2021) may improve South County service in the future.</td>
</tr>
</tbody>
</table>
### 2021 Monterey County Unmet Transit Needs

<table>
<thead>
<tr>
<th>Unmet Need Comment</th>
<th>Year Identified</th>
<th>Category</th>
<th>Timeline</th>
<th>Status in 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shuttle service between Pinnacles National Park and Fort Hunter Liggett and King City</td>
<td>2014/2019</td>
<td>Category #2: new service, fills a gap</td>
<td>Long-term improvement.</td>
<td>This shuttle service is cost prohibitive and would require resources being reallocated from other services/areas. Current road conditions are also a safety concern. The City of Soledad is currently studying improvements for the Pinnacles Parkway project, which may consider a park shuttle service.</td>
</tr>
<tr>
<td>Service to San Juan Bautista and Los Baños</td>
<td>2015/2018</td>
<td>Category #2: new service, fills a gap</td>
<td>Long-term improvement.</td>
<td>MST, in collaboration with San Benito County Local Transportation Authority, may explore applying for Federal Intercity bus grant funding options to meet this need in the future.</td>
</tr>
<tr>
<td>Improve the connection between Castroville and Prunedale for access to Gavilan College in Gilroy</td>
<td>2018</td>
<td>Category #1: improves an existing service; Category #2: new service, fills a gap</td>
<td>Long-term improvement.</td>
<td>MST, San Benito County Local Transportation Authority, and Gavilan College to collaborate and identify a strategy to meet this need.</td>
</tr>
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</table>

### Resolved Transit Needs

<table>
<thead>
<tr>
<th>Unmet Need Comment</th>
<th>Year Identified</th>
<th>Year Resolved</th>
<th>Resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>More out of county medical trips that cost less</td>
<td>2014</td>
<td>2017</td>
<td>MST increased the frequency and lowered the cost of out of county medical trips using Measure Q funds in July 2017. An analysis of the enhanced service was conducted fall of 2018.</td>
</tr>
<tr>
<td>Service to Rancho Cielo</td>
<td>2014</td>
<td>2017</td>
<td>MST has donated used buses to Rancho Cielo for service by their students.</td>
</tr>
<tr>
<td>Line 18 does not serve and does not have a bus stop at the new VA Clinic in Marina.</td>
<td>2018</td>
<td>2018</td>
<td>MST installed a bus stop at the new VA Clinic and began serving that stop in the fall of 2018.</td>
</tr>
<tr>
<td>Issue</td>
<td>Year 1</td>
<td>Year 2</td>
<td>Description</td>
</tr>
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<td>----------------------------------------------------------------------</td>
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<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>CSUMB enhanced paratransit service on campus; more accessible vehicles are needed for student mobility on-campus</td>
<td>2015/2016</td>
<td></td>
<td>Not yet resolved; however MST and CSUMB continue to discuss ways to address this need.</td>
</tr>
<tr>
<td>Improved service between South County and the Superior Court of California, County of Monterey in Monterey</td>
<td>2017</td>
<td>2019</td>
<td>MST conducted a Salinas Valley Transit Planning Study to identify transit improvements along the US 101 corridor. While temporarily paused due to the COVID-19 pandemic, MST provides service and a connection can be made via Line 14 and Line 70.</td>
</tr>
</tbody>
</table>
About the Unmet Transit Needs Process

The California Legislature enacted the Transportation Development Act (TDA) in 1971 to improve public transit services and encourage regional transportation coordination. TDA statutes require transportation planning agencies using TDA funds for local streets and roads projects, to implement a public process, including a public hearing, to identify unmet transit needs of transit dependent or disadvantaged persons, and determine if unmet transit needs can be reasonably met.

In its role as the TDA fund administrator, the Transportation Agency for Monterey County annually solicits public input to identify unmet transit needs. Although TAMC no longer allocates TDA funds to local streets and roads, the Agency still continues to solicit public input on unmet transit needs.

The unmet transit needs process begins with public outreach to solicit comments on unmet transit needs. Public hearings to collect comments on unmet transit needs are held at a meeting of TAMC’s Board of Directors and at a meeting of Monterey-Salinas Transit’s Mobility Advisory Committee, which serves as TAMC’s Social Services Transportation Advisory Council. TAMC’s Board of Director’s receives the final unmet transit needs list of comments.

Unmet Transit Need Definition

An unmet transit need is a public transportation need that the public transportation system is not currently meeting and would be expected to generate enough ridership to meet the required 10% farebox recovery ratio pursuant to.

Unmet Transit Need Evaluation

Unmet transit needs are placed into the following categories:

1. **Transit service improvement requests** that would improve an existing service.
2. **Transit service expansion requests** that extend a transit route beyond its current limits and fill a gap in service.
3. **Capital improvement projects** that would enhance existing public transit facilities.

TAMC shares the list of unmet transit needs comments with Monterey-Salinas Transit, the only public transportation provider in the county. The unmet transit needs comments list serves as a public input tool for MST’s short and long term transit service planning and improvements. TAMC works with MST to evaluate comments based on the time frame in which unmet transit needs can be met:

- **Short term transit improvements** are those that can be implemented in the current service year within MST’s funding limits and without negatively impacting existing services.
- **Long term transit improvements** are those that would require additional funding beyond MST’s current funding limits. Long term improvement comments remain on the unmet transit needs comment list until additional funding becomes available.

MST’s Mobility Advisory Committee provides input on the categorized unmet transit needs comments list. This input serves to prioritize needs in the region, and is used to assist prioritizing transit projects as funds become available. The TAMC Board of Directors will receive the final list.
Brief History of Rail Corridor

1880 Rail service began connecting San Francisco to the Hotel Del Monte and Pacific Grove

1971 Rail service ended on the "Del Monte" line

1984 Union Pacific Railroad purchased the Southern Pacific Railroad

2003 TARC purchased the Branch Line for future transit purposes with Proposition 116 funds
Brief History of Rail Corridor

- 2014 TAMC supports the interim transit use of Bus Rapid Transit on the Monterey Branch Line
- 2016 Monterey County voters approve Measure X including rapid bus in the corridor
- 2018 MST completes Monterey Bay Area Feasibility Study of Bus on Shoulder Operations on State Route 1 and the Monterey Branch Line
  - Concluded that the branch line alternative would be the stronger performer compared to other options studied
What is Bus Rapid Transit (BRT)?

**Major Elements**
- Bus only lanes
- Stations
- Vehicles
- Fare collection
- Intelligent transportation systems
- Service and operation

**System Performance**
- Travel time savings
- Reliability
- Identity and image
- Safety and security
- Capacity

**System Benefits**
- Increased ridership
- Transit-supportive land development
- Environmental sustainability
- Capital cost effectiveness
- Operating efficiency
Monterey-Salinas Transit - JAZZ

- 6.75 miles Sand City – Seaside – Transit Plaza – Aquarium
- Traffic Signal Priority (TSP) and transit flow coordination
- Station, street improvements
- Reduced travel time and improved on-time performance
Regional Vision

Mobility at the Speed of Life
SURF! Team

- MST
  - Lisa Rheinheimer, Assistant General Manager
  - Michelle Overmeyer, Director of Planning and Innovation

- TAMC
  - Todd Muck, Deputy Executive Director
  - Madilyn Jacobson, Transportation Planner

- Kimley-Horn & Associates
  - Peter Meyerhofer, Project Lead/Managing Engineer
  - Tad Stearn, Environmental Project Manager
Video Simulation
Del Monte and Palm
- State Parks to convert Beach Range Rd. to vehicle traffic for campground
- Zero-emission buses planned for SURF!
- Better bus service frequency during peak traffic congestion
DESIGN: 5TH STREET STATION (MARINA)
Video Simulation
California/Fremont

Increase Transit Use and Reduce Traffic on Highway 1
**PROJECT BENEFITS**

- **Environmental**
  - Improves air quality with increased transit use and zero-emission buses
  - Reduces greenhouse gas emissions, combats Global Climate Change
  - Reduces microplastics that flow to the Monterey Bay from vehicle tires
  - Provides alternative transportation option for State Parks and the coast for recreational enjoyment

- **Traffic Congestion**
  - Increases transit use
  - Reduces traffic on Highway 1
PROJECT BENEFITS

Mobility and Equity
✓ Improves bicycle connections and adds 1 mile of new bicycle trails
✓ Offers affordable transportation options
✓ Connects low-income residents to healthcare, education, and employment

Transit
✓ Improves travel time reliability for transit riders
✓ Provides more reliable transit options
✓ Enhances transit connections to CSUMB, military neighborhoods, Marina, and beyond
Land Use
✓ Achieves a higher and better near-term use of the inactive Monterey Branch Line corridor while preserving long-term planning options for future light rail
✓ Supports transit-oriented development, access to Housing and Community Development funds
✓ Supports local land use policies, General Plans, Regional, State, and Federal goals
**PROJECT COST AND FUNDING**

**Total Project Cost:** $55.8 M

**Est. construction cost:** $50.7 M

**Secure funding - $15.1 M**
- TAMC Measure X - $15 M
- State Local Partnership - $100,000
- Federal $69,000

**Future funding - $40.6 M**
- State TIRCP - $25 M
- State Active Transportation - $1.3 M
- Community Project Funding - $5 M
- US DOT Capital Investment Grant - $9.3 M
Next Steps

- Board consideration of CEQA document and project
- Final design, permitting, Capital Investment Grant analysis
- Seek State/Federal Funding – Ongoing until fully funded
CEQA  Notice of Preparation (NOP) released August 13, closed September 14, 2020

Initial Study/Mitigated Negative Declaration public comment period March 13, 2021 – April 12, 2021

NEPA  Federal process initiated with FTA as lead agency
Environmental Next Steps

- Public Review IS/MND – closed April 12, 2021
- Public Hearing – May 10, 2021
- Responses to Public Comments, Errata, Final IS/MND, and Board action – June 14, 2021
- NEPA Review – Fall 2021/Winter 2022
- Final Design and Construction – 2021-2027
SURFI Busway and Bus Rapid Transit Project

The SURFI Busway and Bus Rapid Transit Project is part of a larger effort to build a modern, robust mobility network for the Greater Peninsula area. The proposed SURFI line is a Greenhouse Gas Reduction Measure for Highway 101. The project will add a second bus lane to the Highway 101 corridor, reducing congestion and travel times. It is estimated to bring 52,000 passenger miles per day, which translates to a 2% reduction in vehicle miles traveled (VMT) along the corridor. The project will also reduce air pollution and greenhouse gas emissions.

The project is estimated to cost $1.1 billion and is expected to be completed by 2025. The project will improve transportation options for residents and visitors in the San Francisco Peninsula area, including San Bruno, San Mateo, Daly City, and South San Francisco.

The project will include the following features:

- A new dedicated bus lane on Highway 101
- Bus rapid transit stops
- Improved pedestrian and bicycle facilities
- Enhanced connectivity to other transit services
- Reduced travel times and congestion

The project is supported by funding from the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans).

Planned connections to the MUNI and SURFI lines will include stops at the San Bruno and Daly City stations, providing a direct link to downtown San Francisco and the rest of the Peninsula.

The project is expected to create thousands of jobs and generate $1.8 billion in economic activity.

For more information, visit the project website at www.surfi.com.
Recommendation:

Staff requests that the Mobility Advisory Committee support the project and recommend approval to the full MST Board of Directors
MST-MV Dashboard Statistics
FY 2021

RIDES Paratransit Productivity (Passengers Per Vehicle Revenue Hour) PPVRH
FY 2021

<table>
<thead>
<tr>
<th>PPVRH</th>
<th>JUL</th>
<th>AUG</th>
<th>SEPT</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
<th>JAN</th>
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RIDES Paratransit On Time Performance (OTP)
FY 2021

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<thead>
<tr>
<th>On-time Percentage</th>
<th>JUL</th>
<th>AUG</th>
<th>SEPT</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
<th>JAN</th>
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<th>MAR</th>
<th>APR</th>
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<tr>
<td>RIDES OTP FY 2020</td>
<td>90.76%</td>
<td>89.38%</td>
<td>87.51%</td>
<td>90.02%</td>
<td>91.63%</td>
<td>89.93%</td>
<td>88.48%</td>
<td>90.42%</td>
<td>90.38%</td>
<td>94.70%</td>
<td>92.71%</td>
<td>92.34%</td>
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<tr>
<td>RIDES OTP FY 2021</td>
<td>93.76%</td>
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<td>93.87%</td>
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<td>94.71%</td>
<td>94.65%</td>
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<td>94.37%</td>
<td>91.81%</td>
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<td>Contract Standard</td>
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Rides Paratransit Calls Hold Times
FY 2021

% Calls on Hold

JUL AUG SEPT OCT NOV DEC JAN FEB MAR APR MAY JUN

Percent Hold Time % < 180 (s) 90.42% 88.03% 88.31% 90.22% 90.65% 90.05% 89.68% 91.63% 89.64% 88.37%

Contract Standard < 180 (s) 95.00% 95.00% 95.00% 95.00% 95.00% 95.00% 95.00% 95.00% 95.00% 95.00% 95.00%

Percent Hold Time % < 300 (s) 98.46% 97.59% 97.58% 98.40% 97.96% 97.72% 98.61% 96.56% 97.67% 97.52%

Contract Standard < 300 (s) 99.00% 99.00% 99.00% 99.00% 99.00% 99.00% 99.00% 99.00% 99.00% 99.00% 99.00%
MST-MV Dashboard Statistics
FY 2021

RIDES Client Trips with Scheduled Appointment Time(s) Performed On Time
FY 2021

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<tbody>
<tr>
<td>% of On Time Trips</td>
<td>98.14%</td>
<td>97.56%</td>
<td>97.76%</td>
<td>98.34%</td>
<td>98.30%</td>
<td>98.53%</td>
<td>98.07%</td>
<td>97.72%</td>
<td>98.28%</td>
<td>97.92%</td>
<td>0.95</td>
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<tr>
<td>Goal</td>
<td>0.95</td>
<td>0.95</td>
<td>0.95</td>
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RIDES Trip Times - On Time Percent By Distance Set
FY 2021

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<tbody>
<tr>
<td>&lt;2.7 Miles // 39 Minutes Max</td>
<td>99.43%</td>
<td>99.33%</td>
<td>99.29%</td>
<td>99.69%</td>
<td>99.48%</td>
<td>99.96%</td>
<td>99.72%</td>
<td>99.93%</td>
<td>99.37%</td>
<td>99.33%</td>
<td>0.00%</td>
<td>0.00%</td>
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<tr>
<td>&gt;2.7, &lt;17 Miles // 79 Minutes Max</td>
<td>99.83%</td>
<td>99.82%</td>
<td>99.65%</td>
<td>99.86%</td>
<td>99.82%</td>
<td>99.89%</td>
<td>99.92%</td>
<td>99.69%</td>
<td>99.77%</td>
<td>99.84%</td>
<td>0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>&gt;17 Miles // 117 Minutes Max</td>
<td>100.00%</td>
<td>100.00%</td>
<td>100.00%</td>
<td>99.70%</td>
<td>99.67%</td>
<td>100.00%</td>
<td>100.00%</td>
<td>99.38%</td>
<td>99.46%</td>
<td>100.00%</td>
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<tr>
<td>Goal</td>
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