



## MOBILITY ADVISORY COMMITTEE

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

**Meeting Date:** July 27, 2022  
**Meeting Time:** 1:00 PM Pacific Time (US and Canada)  
**Location:** In-Person and Zoom Conference

Due to the expiration of certain directives contained in the Governor's Declaration of Emergency for the State of California (Executive Order N-29-20), Monterey-Salinas Transit Mobility Advisory Committee will hold meetings in-person and via Zoom virtual meeting as indicated below:

### **In-Person Participation:**

The Regular Meeting of the Monterey-Salinas Transit Mobility Advisory Committee in-person meeting will be held on July 27, 2022 at 1:00 PM at 19 Upper Ragsdale Drive, Suite 100. *Members of the public are required to wear a face covering and will be socially distanced in the Board room.*

**OR**

### **Zoom Participation:**

The Regular Meeting of the Monterey-Salinas Transit Mobility Advisory Committee Zoom virtual meeting will be held on July 27, 2022 at 1:00 PM via Zoom conference, click <https://us06web.zoom.us/j/84500836234?pwd=aFQ0YUdjZ3Y0eW94WmtRZ1Myc0Vldz09> and enter the following:

Meeting ID: 845 0083 6234 and Passcode: 652252.

By telephone: (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](mailto:mobility@mst.org) by 3:00 PM on Monday, July 25, 2022; those comments will be distributed to the MST Board of Directors before the meeting. Written comments may be emailed to [mobility@mst.org](mailto:mobility@mst.org), and should include the subject line: "Public Comment Item # (insert the agenda item number relevant to your comment)."*

## **MST District Board and Committee Agendas**

### **Accessibility, Language Assistance, and Public Comments**

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

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

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

**Mail:** MST, Attn: MST Staff Support, 15 Lincoln Ave., Salinas, CA 93901

• **Email:** [mobility@mst.org](mailto:mobility@mst.org) • **Phone:** (888) 678-2871



**TTY/TDD:** 831-393-8111 • 711 Relay

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## **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 30, 2022 (Chair)

## **4. NEW BUSINESS**

4-1. Receive list of Monterey's County's 2022 Unmet Transit Needs (Aaron Hernandez)

4-2. Receive an update on the Measure X Senior & Disabled Transportation Program and provide input on the draft needs assessment and program guidelines (Aaron Hernandez)

## **5. PRESENTATION**

5-1. Receive presentation by Monterey Police Department Community Action Team (Sergeant Jenkins)

5-2. Receive presentation on The Blind & Visually Impaired Center of Monterey County (Steven Macias)

5-3. Receive presentation on the COA Implementation Measure Q Routes (Michelle Overmeyer)

## **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**

## **9. ADJOURN**

**NEXT SCHEDULED MEETING DATE:** September 28, 2022

**1:00 p.m.**

**NEXT SCHEDULED AGENDA DEADLINE:** September 14, 2022

*\*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)

### MEETING MINUTES

March 30, 2022

<b>Present:</b>	Jennifer Ramirez Jessica McKillip Steven Macias Aaron Hernandez Ron Lee Reyna Gross	Partnership for Children ITN Monterey County The Blind and Visually Impaired Center Transportation Agency for Monterey County (TAMC) AAA-Monterey County Dept. of Social Services Alliance on Aging
<b>Absent:</b>	Maria Magaña Alejandro Fernandez Leticia Garcia Bobby Merritt	Central Coast Center for Independent Living (CCCIL) Davita Dialysis The Carmel Foundation Veterans Transition Center
<b>Staff:</b>	Norman Tuitavuki Cristy Sugabo Kevin Allshouse Claudia Valencia Ruben Gomez Marzette Henderson Michelle Overmeyer Sloan Campi Jeanette Alegar-Rocha	Chief Operating Officer Mobility Services Manager Mobility Coordinator Mobility Specialist Mobility Specialist Contract Services Manager Director of Planning & Innovation Planning Manager Executive Assistant/Clerk to the Board
<b>Public:</b>	Douglas Thomson Lucy Casarez Miranda Taylor	MV General Manager Alliance on Aging AMBAG

*Apology is made for any misspelling of a name.*

**1. CALL TO ORDER**

1-1. Roll Call.

Chair Ramirez called the meeting to order at 1:03 p.m. with roll call taken as the meeting was via Zoom teleconference. A quorum was established.

**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 January 26, 2022.

On a motion by Committee Member McKillip, seconded by Committee Member Macias and carried by the following vote, which was conducted by roll call, the Committee approved the Minutes:

<b>AYES:</b>	<b>6</b>	<b>McKillip, Ramirez, Macias, Hernandez, Lee, and Gross</b>
<b>NOES:</b>	<b>0</b>	
<b>ABSENT:</b>	<b>4</b>	<b>Merritt, Magaña, Fernandez, and Garcia</b>
<b>ABSTAIN:</b>	<b>0</b>	

**4. PUBLIC HEARING**

4-1. Unmet Transit Needs Public Hearing (Aaron Hernandez)

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

**5. PRESENTATION**

5-1. Received presentation on AMBAG-2022 Coordinated Public Transit-Human Services Transportation Plan (Miranda Taylor).

There were no public comments.

**6. REPORTS AND INFORMATION ITEMS**

6-1. MV Transit- MST RIDES Service Update (Douglas Thomson)

6-2. MST Mobility Programs Updates (Kevin Allshouse)

There were no public comments on items 6-1. through 6-2.

**7. SUBJECT ITEM REQUEST**

7-1. Committee Member Recommendations for Future Presentations.

**8. ANNOUNCEMENTS AND APPRECIATIONS**

8-1. Committee Member Announcements and Appreciations.

**9. ADJOURN**

**With no further business to discuss, Chair Ramirez adjourned the meeting at 1:38 p.m. (Pacific).**

PREPARED BY: *Claudia L. Valencia*  
Claudia Valencia

REVIEWED BY: *Kevin Allshouse*  
Kevin Allshouse





## Memorandum

**To:** Board of Directors  
**From:** Aaron Hernandez, Assistant Transportation Planner  
**Meeting Date:** June 22, 2022  
**Subject:** Unmet Transit Needs

### **RECOMMENDED ACTION:**

**RECEIVE** list of Monterey County's unmet transit needs.

### **SUMMARY:**

In its role as the Transportation Development Act fund administrator, the Transportation Agency annually seeks public input to identify unmet transit needs in Monterey County prior to allocating Local Transportation Funds. Staff coordinated with Monterey-Salinas Transit to evaluate the unmet transit needs comments received through April 30, 2022.

### **FINANCIAL IMPACT:**

At the February 2021 TAMC Board meeting, the Agency apportioned \$19,297,686 from the Local Transportation Fund to Monterey-Salinas Transit. The Transportation Agency can direct public transit operators to implement new services with Local Transportation Funds available after funding existing services and commitments. Approval of Monterey-Salinas Transit's application for Fiscal Year 2022-23 is expected to occur at the August TAMC Board meeting.

### **DISCUSSION:**

The Transportation Agency annually conducts outreach to identify unmet transit needs. This unmet needs process is associated with the Local Transportation Fund (LTF), which is one of two designated funding sources for public transit created by the California Transportation Development Act (TDA). Local Transportation Funds are generated through a quarter percent of the general sales tax, which are returned to the county by the California State Board of Equalization and apportioned by the Transportation Agency to county jurisdictions through a population-based formula for public transit.

The formation of the Monterey-Salinas Transit District and past unmet transit needs findings dictate how the Transportation Agency allocates Local Transportation Funds. As Monterey-Salinas Transit District members, every city in the county allocates its annual fund apportionment to Monterey-Salinas Transit for public transit services. The County of Monterey is obligated to allocate approximately 50% of its funds off the top of the Transit District for public transit and RIDEs services with 3/4 mile of the existing fixed-routes, which represents the County population inside the 3/4 mile zones specified by the Americans with Disabilities Act. The Transportation Agency's 2010 finding on unmet transit needs allowed Monterey-Salinas Transit to claim the remaining County portion to support existing transit operations countywide.

Prior to allocating these transit funds, the Agency is required to provide for a public hearing and outreach to identify unmet transit needs. The Transportation Development Act statutes required transportation planning agencies using transit funds for local street and road 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. Because the Transportation Agency no longer allocates transit funds to local streets and roads, the Agency is no longer required to adopt a finding on unmet transit needs. However, the Agency still continues to solicit public input on unmet transit needs and places comments into the following categories:

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

The unmet transit needs process is **attached**. The unmet transit needs comment list serves as a public input tool for MST's short- and long-term transit service planning and improvements, and assist in prioritizing transit projects as funds become available. All comments are reviewed with MST staff to consider options to implement requests based on the time frame in which unmet transit needs can be met. The MST Mobility Advisory Committee, which serves as the Transportation Agency's Social Services Transportation Advisory Council, also

reviews the comments received in the annual process during their May meeting. However, this year's May meeting was canceled due to a lack of quorum.

This year, the Transportation Agency received the following comment:

Unmet Need Comment	Year Identified	Category	Timeline	Status in 2022
A pedestrian crossway to safely cross and access bus stops at Bayer and Reservation Rd in Marina	2022	N/A	N/A	This does not meet the definition of an Unmet Transit Need. However, this information will be forwarded to the City of Marina for further review.

In the upcoming fiscal year, MST is unable to meet several of the previously identified unmet transit needs in the **attached** list. For example, improving connections from North Monterey County to Gavilan College in Gilroy is an unmet transit need that is cost-prohibitive at this time. Other needs have been addressed and are listed in the charts as "resolved." The unmet transit needs requests that are not able to be addressed this year will remain on the list and will be part of next year's unmet transit needs process.

Staff recommends the Board of Directors receive the 2022 Unmet Transit Needs List. The allocation of State Transit Assistance and the Transportation Development Act funding is expected to be brought for the Board's consideration in August 2022.

#### **ATTACHMENTS:**

- ▢ Unmet Transit Needs Process
- ▢ 2022 Unmet Transit Needs List



## **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.

**Transportation Agency for Monterey County  
2022 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.

Unmet Need Comment	Year Identified	Category	Timeline	Status in 2022
Service to San Juan Grade Road and Russell Road in Salinas	2014	Category #2: new service, fills a gap	Long-term improvement.	Line 49 will resume service through this area by the end of 2022 with implementation of the Comprehensive Operational Analysis.
Increased frequency on Line 18	2014	Category #1: improves an existing service	Long-term improvement.	CSUMB launched their shuttle service in January 2022 which covers a segment of Line 18. Line 18 currently operates every hour and is planned to continue hourly services with the implementation of the Comprehensive Operational Analysis.
More frequent service to Gonzales and Soledad	2014	Category #1: improves an existing service	Long-term improvement.	The King City bus yard was completed in Fall of 2021. MST has implemented an express service in 2022, Line 23X, which stops at selected bus stops throughout the route. Under the Comprehensive Operational Analysis, Line 23 operates every hour with multiple busses running less than an hour during rush hour periods.

**Transportation Agency for Monterey County  
2022 Monterey County Unmet Transit Needs**

Unmet Need Comment	Year Identified	Category	Timeline	Status in 2022
Shuttle service between Pinnacles National Park and Fort Hunter Liggett and King City	2014/2019	Category #2: new service, fills a gap	Long-term improvement.	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. The National Park Service currently offers Day-Use shuttle service to visitors utilizing their parking lots. The on-site shuttle service connects to the east and west sides of the park.
Service to San Juan Bautista and Los Baños	2015/2018	Category #2: new service, fills a gap	Long-term improvement.	This need is not listed as a priority in the Comprehensive Operational Analysis. However, the San Joaquin Joint Powers Authority is working to bring a new bus route from Merced to San Jose which will include stops in Los Banos and Gilroy.
Improve the connection between Castroville and Prunedale for access to Gavilan College in Gilroy	2018	Category #1: improves an existing service; Category #2: new service, fills a gap	Long-term improvement	MST will work with Santa Clara Valley Transportation Authority to secure funds to re-establish service to Gilroy.

Transportation Agency for Monterey County  
2022 Monterey County Unmet Transit Needs

**Resolved Transit Needs**

Unmet Need Comment	Year Identified	Year Resolved	Resolution
More out of county medical trips that cost less	2014	2017	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.
CSUMB enhanced paratransit service on campus; more accessible vehicles are needed for student mobility on-campus	2015/2016	Not yet resolved; however MST and CSUMB continue to discuss ways to address this need.	Federal ADA requirements and operational constraints of the RIDES service make it challenging for MST to provide this type of paratransit service as CSUMB students have a very narrow window of time to get from one class to another. In Spring 2021, CSUMB released a Request for Proposals for campus shuttle services.
Improved service between South County and the Superior Court of California, County of Monterey in Monterey	2017	2019	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.

**\*Expected Adoption\*** by the TAMC Board of Directors: September 28, 2022

# Measure X Senior & Disabled Transportation Program

Grant Program Guidelines DRAFT

*Fiscal Years 2023/24, 2024/25, and 2025/26*

**Grant Applications Due:**  
**Friday, December 2, 2022 @ 5pm PST**

Transportation Agency for Monterey County  
55-B Plaza Circle  
Salinas, CA 93901  
Phone: (831) 775-0903  
[info@tamcmonterey.org](mailto:info@tamcmonterey.org)

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Measure X Senior & Disabled Transportation Program Grant Program Guidelines DRAFT  
Expected Adoption by the TAMC Board of Directors September 28, 2022

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## INTRODUCTION

### Measure X

The Transportation Agency for Monterey County placed the Transportation Safety & Investment Plan (**Measure X**) on the November 8, 2016 ballot. The measure was approved with 67.7% approval from Monterey County voters. Measure X is anticipated to generate an estimated \$20 million annually for a total of \$600 million over thirty years through a retail transactions and use tax of a three-eighths of one percent (3/8%). The revenue from the sales tax measure will be used to fund transportation safety and mobility projects in Monterey County.

Based on extensive community and stakeholder input, Measure X priorities are to:

- Maintain local roads and repair potholes
- Increase safety and reduce congestion
- Improve transportation for youth, seniors, people with disabilities and working families
- Make walking and biking safer

Measure X funds are divided into two programs:

1. **Local Road Maintenance, Pothole Repairs and Safety:** 60% of Measure X funds are allocated to the County of Monterey and incorporated cities for local street and road safety and maintenance improvements.
2. **Regional Safety, Mobility and Walkability:** 40% of Measure X funds are allocated to regional safety and congestion relief, transit, and bicycle/pedestrian projects.

The Senior & Disabled Transportation Services Program is part of the Regional Safety, Mobility and Walkability Measure X Program.

## **SENIOR & DISABLED TRANSPORTATION SERVICES PROGRAM OVERVIEW**

### **Needs Assessment**

The Transportation Agency conducted a needs assessment to evaluate the transportation needs of seniors and people with disabilities by regional sub-areas of Monterey County.

### **Program Purpose & Goals**

As spelled out in the **Policies & Project Descriptions for the Transportation Safety & Investment Plan:**

1. The purpose of this program is to increase transportation services for seniors and persons with disabilities to support their ability to live independently in their homes and communities.
2. This program will fund non-profit transportation to support seniors and persons with disabilities.
3. This program provides the following benefits:
  - Give seniors more transportation options
  - Support independent travel by people with disabilities
  - Provide safer and more reliable senior transportation services

The intent of this program is to fund projects, programs and operations that meet these goals.

For the purposes of this program, seniors are defined as adults age 65 and over.

## Stakeholders & Representatives

### Monterey-Salinas Transit Mobility Advisory Committee

The MST Mobility Advisory Committee serves as TAMC's Social Services Transportation Advisory Council. In that capacity, the Committee serves as the stakeholder group for the development and implementation of this Measure X program. Membership of the Committee includes representatives from organizations that serve seniors, people with disabilities, veterans, and low-income people. The Committee is comprised of the following organizations:

Monterey-Salinas Transit Mobility Advisory Committee		
United Way Monterey County	Central Coast Center for Independent Living	Independent Transportation Network (ITN) Monterey County
Visiting Nurse Association	Monterey County Area Agency on Aging	Veteran's Transition Center
Interim, Inc.	MC Military & Veteran's Affairs	The Carmel Foundation
Alliance on Aging	The Blind and Visually Impaired Center	Partnership for Children

### Measure X Citizens Oversight Committee

The Transportation Agency's Measure X Citizens Oversight Committee will also participate in the development of the grant guidelines, evaluation of proposals, and in the submittal of recommendations for funding to the Transportation Agency's Board of Directors.

## FUNDING

### Program Budget

This program funding allocation is \$15 million over 30 years, which is approximately \$500,000 per year. Implementation strategies were developed with the assistance of the Monterey-Salinas Transit Mobility Advisory Committee. The Committee recommended funding be available in 3 to 5-year funding cycles.

Approximately \$1.5 million was set aside for each of the program's past 3-year cycles. Funds not expended in the current funding cycle will be carried forward and made available in future cycles.

Organizations may submit one-year or multi-year project funding requests. Organizations can also submit more than one application per grant cycle reflecting different operational or capital needs.

## ELIGIBILITY

### Eligible Applicants

Measure X Senior & Disabled Mobility Program funds are available for:

- 501(c)3 non-profit organizations that serve Monterey County residents.
- Organizations or collaborative projects that are not registered 501(c)3 non-profit organizations can partner with a tax-exempt, 501(c)3 non-profit organization that will serve as a fiscal sponsor for project implementation.
- Public agencies may be eligible if they partner with 501(c)3 non-profit organizations to complete the work included in the grant proposal.

### Eligible Activities & Expenses

This program provides grants for projects that increase transportation services for seniors and persons with disabilities to support their ability to live independently in their homes and communities.

**Eligible activities include, but are not limited to:**

- Purchase or lease of accessible vehicles and vans.
- Purchase of computer hardware, software or other equipment that will support mobility programs.
- Operation expenses directly related to transportation service provided to seniors and/or disabled residents of Monterey County.
- Planning, development, and implementation of mobility service area and/or hours expansions.

- Marketing campaigns to promote mobility services for seniors and persons with disabilities.
- Voucher, mileage reimbursement and/or other trip subsidy programs.

## Measure X Requirements

- The grantee must comply with the program purpose and goals as spelled out in the **Policies & Project Descriptions for the Transportation Safety & Investment Plan**.
- For ease of tracking and to assure full transparency, the grantee must maintain all revenues received and expenditures of these funds accounted for and tracked in its own separate account titled **“Transportation Safety & Investment Plan Account.”** The grantee will not commingle these funds with any other funds.
- Grantees shall use all Measure X funds solely for transportation purposes as defined by your Funding Agreement. Grantees that violate this provision must fully reimburse all misspent funds.
- **Media Requirements.** Organizations selected for funding must use the Measure X logo when promoting projects, programs or services funded by this Measure X program and acknowledge the Measure X program in news releases. Measure X funds can only be used to cover costs proportional to the promotional activities included in the scope of the grant award.
- **Annual Report.** Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation projects, programs, and activities. Awarded applicants will certify in an annual verification submitted to TAMC that these transportation funds were used for eligible expenses. Organizations selected for funding must provide an annual report documenting communities served and success meeting project goals and proposed outcomes.

- **Funding Agreement.** Organizations selected for funding must sign a funding agreement with TAMC.
- **Audits.** TAMC reserves the right to audit organizations that are awarded funding under this project.
- **Quarterly Reimbursement.** Organizations selected for funding are required to complete reporting and invoicing on a quarterly basis. A one-time advancement would be considered.

## Reimbursement Requirements

The project sponsor has three fiscal years (FY 23/24, 24/25, and 25/26) to expend the funds. Expenses can be incurred once the Funding Agreement has been signed by all parties.

Costs are to be invoiced on a quarterly basis and must comply with the Policies & Project Descriptions for the Transportation Safety & Investment Plan. Please see **Appendix A** for a sample quarterly reimbursement timeline.

### **All claims must include the following to be deemed valid for reimbursement:**

- **Quarterly Claim** – Each quarterly claim must include the following to be deemed complete:
  - TAMC claim cover sheet.
  - Project budget with expenses to date and remaining funds.
  - Documentation of competitive procurement selection.
  - Invoices/receipts and applicable backup documentation.
- **Quarterly Progress Report** – Each quarterly progress report must include the following to be deemed complete:
  - Summary of activities to date (including brief discussion on successes, lessons learned and challenges, as applicable).

- Attachments of program deliverables (i.e., number of trips provided, number of non-trip mobility services provided, flyers, news releases, log of grant-funded vehicle trips and maintenance).
- Summary of metrics used to track services provided (i.e., average cost per trip and/or average cost per non-trip mobility services provided).
- Photos of grant funded events or activities.

The Transportation Agency Measure X Senior and Disabled Transportation Program Project Manager, Finance Officer, and Executive Director will review and recommend approval or rejection of the claims.

Please see **Appendix A** for a sample quarterly claim and progress report.

## **SELECTION PROCESS**

### **Step 1: Screen Proposals**

- Applicants submit Proposals to TAMC staff.
- TAMC staff screens proposals for completeness and compliance with the program guidelines. Incomplete or noncompliant Proposals may be removed from the competitive process or TAMC staff may request applicants to provide additional information.

### **Step 2: Score Proposals**

- Proposals will be evaluated by a grant review committee for scoring.
- The grant review committee will be made up of TAMC staff, representatives from the Monterey-Salinas Transit Mobility Advisory Committee, and the Measure X Citizens Oversight Committee.

### **Step 3: On-Site Field Visit**

- Site visits are conducted for the most competitive projects.
- The on-site field visit will be made up of TAMC staff and the grant review committee. Additional information and/or documentation may be requested from applicants.
- Final scoring provided to the Measure X Citizens Oversight Committee.

### **Step 4: TAMC Board of Directors Approval**

- Once Step 3 evaluations have been completed, the Measure X Citizens Oversight Committee submits recommendations for funding to the Transportation Agency's Board of Directors.
- Upon approval by the Board, grant awards are announced. The TAMC Board of Directors maintains discretion in amending the grant awards based on funding availability, and in making full or partial awards.

## **EVALUATION/SCORING CRITERIA**

Information provided during the evaluation process should demonstrate how effectively the Proposal meets Measure X requirements and program goals.

Proposals will be evaluated using the scoring criteria noted in the table below.  
Proposals will receive an initial ranking with a score of 100 points possible.

**Points will be attributed to each category and not to individual questions.**

Scoring Criteria	Points
Program Purpose & Goals	25 points
Program Benefits	30 points
Feasibility	15 points
Geographic Equity	15 points
Cost Effectiveness	15 points
<b>Total Points Possible</b>	<b>100 points</b>

## REQUIRED DOCUMENTATION FOR PROPOSAL

The following documents must be sent to TAMC staff as part of the Proposal:

- 1. Proposal Signature Page** – The signature page of the completed Proposal should be printed and signed by the Authorized Representative and/or Grant Coordinator. The Grant Coordinator will be the main point of contact for the duration of the grant.
- 2. Project Budget** – The project budget provides a cost estimate reflecting all costs associated with the project by fiscal year. Identify costs to be funded by the Measure X grant and costs covered by other funding sources (see **Appendix A** for a sample Project Budget template).
- 3. Project Timeline** – The project timeline outlines the main tasks needed to implement the project and includes a timeline to complete each task.

## STEP 1: SCREEN PROPOSALS

Applicants are required to submit a Proposal to TAMC staff (refer to the Proposal Submittal and Grant Award Timeline section for due dates). Applicants with complete and compliant Proposals will be invited to compete in the next step of the evaluation process.

### **All Proposal submittals will include the following:**

#### **Project Title**

Provide a brief project title.

#### **Organization's History**

Provide a brief description of your organization's history providing services to seniors and/or people with disabilities in Monterey County.

#### **Project Summary and Need**

Describe the project to be funded, including the main services provided and any expected project deliverables. Explain the transportation need that the project is addressing. *Summaries are limited to 1,000 words.*

How many part-time, full-time staff and/or volunteers will be involved in implementing the proposal?

#### **Project Questions**

Applicants must answer the following questions, **as applicable**. If a question does not apply to the project, indicate "not applicable" **with a brief explanation**. Do not leave blank fields. *Answers are limited to 500 words for each question.*

**Program Purpose & Goals – 25 points**

1. Explain how your organization currently supports the transportation needs of seniors and/or people with disabilities. *(500 words max.)*
2. Does your organization provide transportation or purchase transportation from others? Explain. *(500 words max.)*
3. Explain how the project coordinates with, and avoids duplication of, other efforts in the county to increase (provide new or alternate) transportation services to seniors and/or people with disabilities. *(500 words max.)*

**Program Benefits – 30 points**

4. Explain how the Measure X grant funding will increase (provide new or alternate) transportation services to:
  - a. Give seniors more transportation options. *(500 words max.)*
  - b. Support independent travel by people with disabilities. *(500 words max.)*
  - c. Provide safer and more reliable senior transportation services. *(500 words max.)*

**Feasibility – 15 points**

5. Are there any actions required by other organizations to implement the proposed project? *(500 words max.)*
6. What will happen to the proposed project if Measure X grant funding is not awarded (e.g., loss of matching funds, impacts on overall project vision, project momentum, timing difficulties, etc.)? *(500 words max.)*

**Geographic Equity – 15 points**

7. Identify which sub-area of Monterey County (North Monterey County, Greater Salinas Area, Monterey Peninsula, South Monterey County, Big Sur Coast) this project will benefit. *(500 words max.)*
8. Identify which sub-areas (North Monterey County, Greater Salinas Area, Monterey Peninsula, South Monterey County, Big Sur Coast) the proposed project will provide trips. *(500 words max.)*
9. Describe partnerships with other entities and their corresponding roles (if any) in the proposed project. *(500 words max.)*

**Cost Effectiveness – 15 points**

10. Explain how your organization's services are provided:
  - a. Number of trips and average cost per trip. *(500 words max.)*
  - b. Number of non-trip mobility services provided and average cost per non-trip mobility service provided. *(500 words max.)*
11. Submit a completed Project Budget.

## Proposal Submittal and Grant Award Timeline

Date	Task
June 22, 2022	<ul style="list-style-type: none"><li>TAMC Board of Directors releases draft guidelines and needs assessment for public review.</li></ul>
July 27, 2022	<ul style="list-style-type: none"><li>MST Mobility Advisory Committee reviews draft guidelines and needs assessment.</li></ul>
August 16, 2022	<ul style="list-style-type: none"><li>Measure X Citizens Oversight Committee reviews draft guidelines and needs assessment.</li></ul>
September 28, 2022	<ul style="list-style-type: none"><li>Call for projects open.</li></ul>
<u>December 1, 2022</u> <u>@ 12pm PST</u>	<ul style="list-style-type: none"><li><u>Cycle 2 applications due.</u></li></ul>
December 5-21, 2022	<ul style="list-style-type: none"><li>Grant Review Committee meets to score applications.</li></ul>
January 17, 2023	<ul style="list-style-type: none"><li>Grant Review Committee submits funding recommendations to Measure X Citizens Oversight Committee.</li></ul>
February 22, 2023	<ul style="list-style-type: none"><li>TAMC Board of Directors adopts Program of Projects for Fiscal Years 2023/24, 2024/25, 2025/26.</li></ul>

## APPENDIX A

- Sample Quarterly Reimbursement Timeline
- Sample Quarterly Claim
- Sample Quarterly Progress Report
- Sample Project Budget
- Sample Project Timeline

## Sample Quarterly Reimbursement Timeline

### FY 2023/24

Quarter No.	Months Covered	Due Date
Q1	July 2023 – September 2023	October 31, 2023
Q2	October 2023 – December 2023	January 31, 2024
Q3	January 2024 – March 2024	April 30, 2024
Q4	April 2024 – June 2024	July 31, 2024
<b>FY 2023/24 Report</b>	<b>July 1, 2023 – June 30, 2024</b>	<b>December 31, 2024</b>

### FY 2024/25

Quarter No.	Months Covered	Due Date
Q1	July 2024 – September 2024	October 31, 2024
Q2	October 2024 – December 2024	January 31, 2025
Q3	January 2025 – March 2025	April 30, 2025
Q4	April 2025 – June 2025	July 31, 2025
<b>FY 2024/25 Report</b>	<b>July 1, 2024 – June 30, 2025</b>	<b>December 31, 2025</b>

### FY 2025/26

Quarter No.	Months Covered	Due Date
Q1	July 2025 – September 2025	October 31, 2025
Q2	October 2025 – December 2025	January 31, 2026
Q3	January 2026 – March 2026	April 30, 2026
Q4	April 2026 – June 2026	July 31, 2026
<b>Close Out Report</b>	<b>FY 2023/24, 2024/25, and 25/26</b>	<b>July 31, 2026</b>

## Sample Quarterly Claim

### 1. TAMC Claim Cover Sheet

Complete and sign the top section of the TAMC claim cover sheet.

<b>TRANSPORTATION AGENCY FOR MONTEREY COUNTY</b> <b>CLAIM COVER SHEET</b> <b>MEASURE X SENIOR AND DISABLED TRANSPORTATION PROGRAM (Fund 7200)</b> <b>REQUEST FOR REIMBURSEMENT</b>										
Fiscal Year _____	Quarter No. _____									
<p>The <u>[grantee name]</u>, a 501(c)3 non-profit organization in Monterey County, requests reimbursement in the amount of <u>\$[amount]</u>. For the period beginning <u>[month, day, year]</u> and through and inclusive of <u>[month, day, year]</u>.</p> <p>I certify that I am a duly authorized representative of <u>[grantee name]</u> and the request for reimbursement is consistent with the terms of the Measure X Grant Funding Agreement dated <u>[month, day, year]</u> entered into between <u>[grantee name]</u> and the TRANSPORTATION AGENCY FOR MONTEREY COUNTY.</p> <table style="width: 100%;"><tr><td>Total Measure X Grant Amount</td><td>\$ _____</td></tr><tr><td>Amount Invoiced to Date</td><td>\$ _____</td></tr><tr><td>Current Invoice</td><td>\$ _____</td></tr><tr><td>Balance</td><td>\$ _____</td></tr></table>			Total Measure X Grant Amount	\$ _____	Amount Invoiced to Date	\$ _____	Current Invoice	\$ _____	Balance	\$ _____
Total Measure X Grant Amount	\$ _____									
Amount Invoiced to Date	\$ _____									
Current Invoice	\$ _____									
Balance	\$ _____									
_____ Name (Please print)	_____ Signature	_____ Date								
<b>APPROVAL OF TRANSPORTATION AGENCY FOR MONTEREY COUNTY</b>										
<p>I certify that I am duly authorized by the TRANSPORTATION AGENCY FOR MONTEREY COUNTY to approve payment to the <u>[grantee name]</u> in the amount of <u>\$ [amount]</u>. The request for reimbursement is consistent with the Measure X Grant Funding Agreement between the TRANSPORTATION AGENCY FOR MONTEREY COUNTY and <u>[grantee name]</u>.</p>										
<b>1. TAMC Project Manager</b>										
_____ Name (Please print)	_____ Signature	_____ Date								
<b>2. TAMC Director of Finance and Administration</b>										
_____ Name (Please print)	_____ Signature	_____ Date								
<b>3. TAMC Executive Director</b>										
_____ Name (Please print)	_____ Signature	_____ Date								
Date TAMC Received Invoice	Date Invoice Revision Notification Sent	Date Invoice Sent to Accounting								

## 2. Expenses Breakdown

Provide a breakdown of expenses by each expense category included in the **Project Budget**.

### *Expenses*

#### *Personnel*

*Salary Program Manager.....\$*  
*Driver Wages.....\$*  
*Taxes and Benefits.....\$*  
***TOTAL PERSONNEL.....\$***

#### *Other Expenses*

*Program Equipment.....\$*  
*Publications.....\$*  
*Rent and Utilities.....\$*  
*Travel Vouchers.....\$*  
*Vehicle Purchase.....\$*  
***TOTAL OTHER EXPENSES.....\$***  
***TOTAL EXPENSES.....\$***

## 3. Receipts and Quotes

Provide copies of receipts/invoices for grant-related purchases. Include quotes for price comparison and procurement justification. Backup documentation should be separated either by each expense category of the **Project Budget** or separated by the month the expense was incurred.

## Sample Quarterly Progress Report

### 1. Summary of Activities to Date

Provide a brief discussion on successes, lessons learned, and challenges, as applicable. As an example:

*During the first quarter of fiscal year 2020/21, the organization completed the following activities: procurement and purchase of program equipment, developed marketing materials, and recruited two new drivers. This quarter the organization faced challenges recruiting drivers because applicants did not meet all job requirements.*

### 2. Attachments of Program Deliverables

Provide an attachment of program deliverables (i.e., number of trips provided, number of non-trip mobility services provided, flyers, news releases, log of grant-funded vehicle trips, and maintenance, as applicable). As an example:

*Attached to this report are the following program deliverables for the first quarter of fiscal year 2020/21:*

- 1. Program Equipment Specifications*
- 2. Marketing Materials*
- 3. Driver Job Posting*

### **3. Summary of Metrics Used to Track Services Provided**

Provide a summary of metrics used to track services provided (i.e., average cost per trips and/or average cost per non-trip mobility services provided). As an example:

*During the first quarter of fiscal year 2020/21, the organization did not provide any direct services to seniors and/or people with disabilities. However, the average cost of the program equipment is roughly \$7 while the average cost of the marketing materials is approximately \$12.*

### **4. Photos of Grant Funded Events or Activities**

Include at least one photo of grant-funded events or activities. As an example:

*Attached to this report are the following photo(s) for the first quarter of fiscal year 2020/21:*

- 1. Photo of program equipment.*

## Sample Project Budget

The project budget provides a cost estimate reflecting all costs associated with the project by fiscal year. Identify costs to be funded by the Measure X grant and costs covered by other funding sources.

**Name of Organization: Project Title**

	TOTAL Measure X Budget	FY 20/21	FY 21/22	FY 22/23	TOTAL Matching Funds	TOTAL Project Cost
<b>EXPENSES</b>						
<b>Personel Expenses</b>						
Salary Program Manager	\$ 150,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 20,000.00	\$ 170,000.00
Driver Wages	\$ 200,000.00	\$ 66,000.00	\$ 67,000.00	\$ 67,000.00	\$ 25,000.00	\$ 225,000.00
Taxes and Benefits	\$ 60,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 5,000.00	\$ 65,000.00
<b>Total Personel Expenses</b>	<b>\$ 410,000.00</b>	<b>\$ 136,000.00</b>	<b>\$ 137,000.00</b>	<b>\$ 137,000.00</b>	<b>\$ 50,000.00</b>	<b>\$ 460,000.00</b>
<b>Other Expenses</b>						
Program Equipment	\$ 6,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ -	\$ 6,000.00
Publications	\$ 13,500.00	\$ 8,000.00	\$ 3,500.00	\$ 2,000.00	\$ -	\$ 13,500.00
Rent and Utilities	\$ 30,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 30,000.00	\$ 60,000.00
Travel Vouchers	\$ 6,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 3,000.00	\$ 9,000.00
Vehicle Purchase	\$ 75,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ -	\$ 75,000.00
<b>Total Other Expenses</b>	<b>\$ 130,500.00</b>	<b>\$ 47,000.00</b>	<b>\$ 42,500.00</b>	<b>\$ 41,000.00</b>	<b>\$ 33,000.00</b>	<b>\$ 163,500.00</b>
<b>TOTAL GRANT REQUEST</b>	<b>\$ 540,500.00</b>	<b>\$ 183,000.00</b>	<b>\$ 179,500.00</b>	<b>\$ 178,000.00</b>	<b>\$ 83,000.00</b>	<b>\$ 623,500.00</b>

## Sample Project Timeline

The project timeline must outline the main tasks needed to implement the project and include a timeline to complete each task. Sample project tasks are provided below.

### 1. Project Initiation

#### Task 1.1 Project Kick-Off Meeting

- **Brief Task Description:** *[Sample Text: The organization will hold a kick-off meeting with TAMC and other project partners to discuss grant procedures and project expectations including involving, quarterly reporting, and all other relevant project information.]*
- **Project Deliverable:** *[Sample Text: Meeting Notes]*
- **Expected Completion Date:** *[Sample Text: August 2020]*

#### Task 1.2 Release Job Posting for Drivers

- **Brief Task Description:** *[Sample Text: Complete recruitment process for selection of qualified drivers with superb customer services skills.]*
- **Project Deliverable:** *[Sample Text: Job Posting]*
- **Expected Completion Date:** *[Sample Text: October 2020]*

#### Task 1.3 [Task Title]

- **Brief Task Description:** *[provide a brief task description]*
- **Project Deliverable:** *[provide a brief project deliverable description]*
- **Expected Completion Date:** *[provide the month and year of expected completion date]*

### 2. Public Outreach

#### Task 2.1 [Task Title]

- **Brief Task Description:** *[provide a brief task description]*
- **Project Deliverable:** *[provide a brief project deliverable description]*

- **Expected Completion Date:** *[provide the month and year of expected completion date]*

### **3. Transportation Service**

#### Task 3.1 [Task Title]

- **Brief Task Description:** *[provide a brief task description]*
- **Project Deliverable:** *[provide a brief project deliverable description]*
- **Expected Completion Date:** *[provide the month and year of expected completion date]*

### **4. Fiscal Management**

#### Task 4.1 [Task Title]

- **Brief Task Description:** *[provide a brief task description]*
- **Project Deliverable:** *[provide a brief project deliverable description]*
- **Expected Completion Date:** *[provide the month and year of expected completion date]*



# Monterey County Transportation Needs Assessment

for Seniors and Persons with Disabilities

Prepared by the  
Transportation Agency for Monterey County



DRAFT

June 2022

## Chapter 1

### INTRODUCTION

The number of Monterey County residents 75 years of age and older is projected to increase from 19,000 in 2000 to 44,000 in 2030. The health and well-being of seniors and persons with disabilities depends on their ability to travel to health care, engage in social activities, and go shopping independently. The Transportation Agency's Measure X Senior & Disabled Transportation Program currently funds non-profit transportation services to support seniors and persons with disabilities.

#### Purpose of Study

The key objectives of this study are to:

- Review existing transportation services to determine the most effective way to spend current and future Measure X funding for the Senior & Disabled Transportation Services Program;
- Determine where there are gaps in service, potential enhancements, and opportunities for improved coordination; and
- Propose short- and long-term strategies to cover identified gaps.

#### Measure X

In November 2016, voters of Monterey County passed **Measure X** which, by enacting a tax of three-eighths of one percent (0.375%) over a period of thirty (30) years, will help pay for regional and local transportation projects and programs in the Transportation Safety and Investment Plan. The sales tax is expected to generate an estimated \$20 million annually, for a total of \$600 million.

**Measure X** funds are divided into two programs:

1. Local road maintenance, pothole repairs, and safety: 60% of Measure X funds are allocated to the County of Monterey and incorporated cities for specific projects.
2. Regional safety, mobility, and walkability: 40% of Measure X funds are allocated to regional safety and congestion relief, transit, and bicycle/pedestrian projects.

The Transportation Agency's **Senior & Disabled Transportation Services Program** is part of the Regional Safety, Mobility and Walkability Measure X Program. The purpose of this program is to increase transportation services for seniors and persons with disabilities to support their ability to live independently in their homes and communities. Per Measure X policies, this program is intended to fund non-profit organizations.

This program funding allocation is \$15 million over 30 years, which is approximately \$500,000 per year.

## Summary of Cycle 2 Measure X Funded Programs

Approximately \$1.5 million were set aside for the program's second 3-year cycle covering fiscal years 2020/21, 2021/22, and 2022/23 (July 2020 to June 2023). Funds not expended in the current funding cycle will be carried forward and made available in future cycles. **Table 1-1** summarizes the programs awarded funds in the second grant cycle. **Table 1-2** summarizes the work completed by each applicant from January 2021 to December 2021, including funds expended and funds remaining.

**Table 1-1 Cycle 2 Measure X Senior & Disabled Transportation Successful Applications**

Applicant	Project Title	Summary	Total Request	Total Project Budget	Rank	Average Score	Average Rank
Independent Transportation Network (ITN) Monterey County	Dignified Transportation for Seniors and Visually Impaired Adults	24hrs/7days transportation to seniors and visually impaired adults.	\$930,000	\$1,702,834.50	1	97.25	1.2
Alliance on Aging	Senior Transportation Coordination and Advocacy Project	Provide trainings, and advocacy to increase transportation in South and North Monterey County.	\$287,000	\$346,000	2	91.25	1.8
Josephine Kernes Memorial Pool	Transportation for Senior and People with Disabilities to Receive Therapeutic Services at Josephine Kernes Pool	Trip subsidy program to provide low-income senior and disabled residents with transportation to attend therapeutic aquatics.	\$177,000	\$200,859.37	4	80	3.2
Partnership for Children	Transportation Services for Children Living with Serious Illness	Increase existing transportation services for children living with serious illness.	\$297,000	\$682,150	3	88.5	2.6

**Table 1-2 Cycle 2 Summary of Work Completed (January 2021 to December 2021)**

Applicant	Project Title	Summary of Work Completed	Funds Expended	Funds Remaining
Partnership for Children	Transportation Services for Children Living with Serious Illness	<ul style="list-style-type: none"> <li>Purchased one mid-sized vehicle to transport children to Bay Area hospitals.</li> <li>Provided 231 rides for hospital visits, medical appointments, and legal appointments.</li> <li>Added an additional Program Services Coordinator.</li> </ul>	\$111,280.92	\$185,969.08
Josephine Kernes Memorial Pool	Kernes Pool Transportation Voucher Program	<ul style="list-style-type: none"> <li>No Measure X activities were conducted through this year due to COVID-19. The Kernes Adaptive Aquatics' facility and programs were closed during this time, but have resumed in FY 2021-22 Quarter 2.</li> </ul>	\$0	\$128,859.37
Alliance on Aging	Senior Transportation Coordination and Advocacy Project	<ul style="list-style-type: none"> <li>Coordinated steering committees with North and South County stakeholder to help ITN launch their Rural Pilot Expansion Program.</li> <li>Attended outreach events, developed transportation services flyer and coordinated interagency meetings.</li> <li>Distributed MST bus passes.</li> </ul>	\$70,274.64	\$216,725.36
ITN Monterey County	Dignified Transportation of Seniors and Visually Impaired Adults	<ul style="list-style-type: none"> <li>Provided over 5,195 arm-through-arm, door-through-door rides.</li> <li>Added 91 new members and recruited and trained 10 new volunteers.</li> <li>Partnered with Meals on Wheels to delivery lunches 5 days a week during the "Shelter in Place" mandate to over 280 seniors.</li> <li>Expanded partnerships with Alliance on Aging to seniors living in North and South Monterey County Regions.</li> </ul>	\$255,969.55	\$674,030.45

## Local Context

Monterey County covers 3,771 square miles of coastal mountains and valley stretching along 100 miles of the California coastline. The County is considered mostly rural with scattered unincorporated communities and small towns. However, the City of Salinas and the Monterey Peninsula cities are urban in nature.

Monterey County can generally be divided into five sub-areas:

1. **North Monterey County:** including the unincorporated communities of Castroville, Prunedale, Moss Landing, Pajaro and Aromas;
2. **Greater Salinas area:** including Salinas and unincorporated communities to the west;
3. **Monterey Peninsula:** including the cities of Marina, Seaside, Del Rey Oaks, Monterey, Pacific Grove, Carmel-by-the-Sea, and the unincorporated communities of Pebble Beach and Carmel Valley;
4. **South Monterey County:** including the Salinas Valley cities of Gonzales, Soledad, Greenfield and King City, as well as the unincorporated communities of Chualar, San Lucas, San Ardo, and Bradley; and
5. **Big Sur Coast:** between Carmel and San Luis Obispo County.

Seniors are showing a preference to age in place rather than relocate to traditional retirement communities elsewhere. The mild coastal climate also encourages seniors to relocate to the Monterey Bay Area to enjoy their golden years. Seniors and people with disabilities sometimes require out-of-county medical trips to facilities in Santa Clara County and San Francisco.

Due to the range of geographies (rural areas, unincorporated towns, areas surrounding incorporated cities) and client needs in Monterey County, one service type often cannot effectively serve the needs of all seniors and persons with disabilities living in various parts of the County.

**Figure 1-1** illustrates the study area.

## Summary of Prior and Current Studies

The first step of the Study reviews existing studies and planning documents about paratransit and senior mobility services in Monterey County and the Monterey Bay Area region.

**Transportation Alternatives for Rural Areas - A Regional Study**, Association of Monterey Bay Area Governments (AMBAG), 2017

This study provides a high-level overview of the characteristics of the rural communities and the transit services that operate in the Association of Monterey Bay Area Governments (AMBAG) region. The study established rural study areas in Monterey, San Benito and Santa Cruz counties, where strategic investments in transit projects and other transportation services have the best chance for success.

The study provides the following overarching problem statement for alternative transportation in rural areas:

*Transit service in rural communities often lack effectiveness and efficiency due to: cultural and language barriers that inhibit effective public engagement that hampers the planning process; lack of funding and funding partnership opportunities; land uses that do not support high quality transit service; and a lack of policies that govern the appropriate balance between providing regional connectivity and local access.*

#### Findings from this study include:

- Even though a high number of people live relatively close to a transit line, transit service in rural areas tends to be infrequent.
- Land uses that do not support high quality transit service and provide less opportunity for walking or biking.
- Cultural and language barriers can inhibit effective public engagement that hampers the planning process.
- Lack of funding and funding partnership opportunities.
- Lack of policies that govern the appropriate balances between providing regional connectivity and local access.
- Each rural community has its own unique needs – there is no “one strategy fits all”.

#### Potential strategies to rural challenges from these studies include:

- User Subsidized Program with Taxi and Transportation Network Companies: by partnering with taxi companies and transportation network companies (i.e., Uber & Lyft), transit agencies are essentially extending a user subsidy program to provide on-demand rural neighborhood-based transportation at a lower cost, helping user's access destinations within their communities and high quality transit that may be inaccessible otherwise.
- Expansion of Transit Sponsored Vanpools: vanpool groups in rural areas either self-organize or are assisted in organizing by the transit agency. Then the group applies to be a transit sponsored vanpool. While arrangements vary, in general the transit agency supplies the van along with the subsequent maintenance to the group. In return the vanpool group pays a monthly fare that can be shared among members to the transit agency.
- Development of Mobility Hubs & Express Transit Service: mobility hubs are transportation centers located opportunistically that could be served by higher-frequency express transit. These centralized multimodal developments in rural towns can be linked by rapid transit service creating connectivity to urban destinations and the greater region in addition to making short trips within the neighborhood to other destinations.
- Rural Transit Oriented Development: a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable

neighborhood and located near public transportation station or hub. This strategy would be best explored in rural towns and jurisdictions that are linked to major transit corridors and basic town centers already exist. The transit service needed in these areas would need to be served by high quality express type transit service in order to link them to urban areas in a time effective manner.

### **Measure Q Transit Investment Plan for Seniors, Veterans, and People with Disabilities, Monterey-Salinas Transit, 2016**

In November 2014, the voters of Monterey County approved Measure Q, a countywide 1/8-cent sales tax measure for public transit to be used solely to protect transportation programs that serve veterans, seniors, and people with disabilities, and to identify new programs that will meet the mobility needs of these communities. The Measure Q Transit Investment Plan provides guidance on how to invest the approximately \$7.5 million per year that is anticipated to be generated by this tax over 15 years.

The Plan's highest priority is to preserve existing services, including fixed-route capital and technological needs, RIDES ADA paratransit service, senior- and veteran- focused shuttles, taxi vouchers, and bus stop accessibility improvements.

#### **Six new projects are expected to be implemented by 2024:**

1. Expand the MST Navigators program to serve more passengers who need assistance navigating the transit system.
2. Pilot flex voucher program that will allow residents to use vouchers for transportation options in addition to MST's taxi voucher program.
3. Nominate veterans for free passes to honor veterans for their outstanding service or simply to provide extra help
4. Launch a veterans-helping-veterans program that will include training of veterans to help other veterans use public transit
5. Assist families and friends with volunteer driver reimbursements to encourage use of informal mobility support networks
6. Purchase a Paratransit Emergency Response Module to allow MST to dynamically manage ADA paratransit service disruptions due to local or regional emergency situations

#### **Long-Term Projects:**

The Long-Term Vision Plan includes worthy projects that will be considered as additional funding becomes available. Some may be implemented on an incremental basis depending on additional grants or other funding availability.

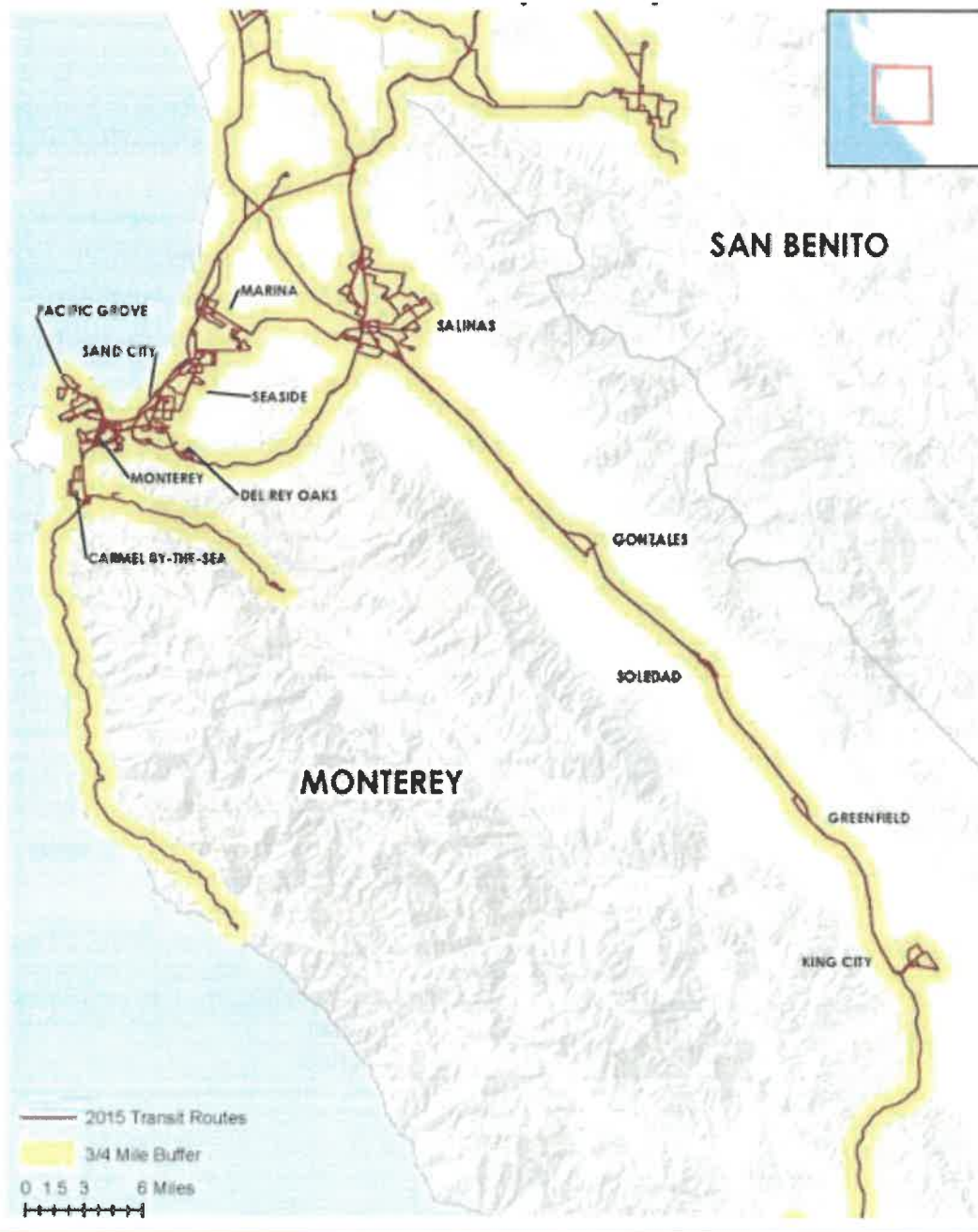
- Taxi Voucher Program expansion to veterans
- Paratransit Easy Wallet that can offer passengers the ability to prepay fares at the time of booking using a virtual account
- Weekly medical transportation pilot program outside of Monterey County
- Community transportation services grant program funding

**Figure 1-1 Map of Study Area**



*Source: Transportation Alternatives for Rural Areas - A Regional Study, Association of Monterey Bay Area Governments (AMBAG), 2017*

## 2015 Transit Routes (including 3/4-mile RIDES ADA service)



*Source: Monterey Bay Area Coordinated Public Transit-Human Services Transportation Plan, Association of Monterey Bay Area Governments (AMBAG), 2018*

### American Community Survey – Statistical Geographic Boundaries

Monterey County is composed of a range of geographies, including rural areas, unincorporated towns, incorporated cities, and areas surrounding incorporated cities. To account for this range of geographies, two statistical boundaries set by U.S. Census Bureau for the American Community Survey (ACS) were used to determine the geographical distribution of seniors and persons with disabilities in Monterey County:

1. **Census Designated Place (CDP)** – the statistical counterpart of incorporated places and are delineated to provide data for settled concentrations of population that are identifiable by name but not legally incorporated under the laws of the state in which they are located.
2. **Census County Division (CCD)** – a subdivision of a county that is relatively permanent statistical area established by the Census Bureau and state and local government authorities. Used for presenting decennial census statistics in those states that do not have well-defined and stable minor civil divisions that serve as local government.

**Table 1-2 Census Designated Places and Census County Divisions in Monterey County**

Census Designated Place (CDP)		Census County Division (CCD)
Incorporated Cities	Unincorporated Towns	Rural Areas
Carmel-by-the-Sea	Aromas	Big Sur
Del Rey Oaks	Boronda	Carmel-by-the-Sea
Gonzales	Bradley	Carmel Valley
Greenfield	Carmel Valley Village	Castroville
King City	Castroville	Gonzales
Marina	Chualar	Greenfield
Monterey	Del Monte Forest	King City
Pacific Grove	Elkhorn	Pajaro
Salinas	Las Lomas	Salinas
Sand City	Lockwood	San Ardo
Seaside	Moss Landing	Seaside-Monterey
Soledad	Pajaro	Soledad
	Pine Canyon	Toro Park
	Prunedale	
	San Ardo	
	San Lucas	
	Spreckles	

Maps included in **Appendix A** and **Appendix B** illustrate the geographical distribution of seniors and people with disabilities in Monterey County, respectively. **Table 1-3** summarizes the senior

and disabled populations in Monterey County. In order to avoid double counting, the population with a disability numbers do not include seniors who are also disabled.

**Table 1-3 Senior and Disabled Populations in Monterey County**

<b>North County</b>					
<b>Jurisdiction</b>	<b>Population</b>	<b>65 and older</b>	<b>65-74</b>	<b>75 and older</b>	<b>Population with a disability</b>
<b>Aromas</b>	2,609	355	260	95	152
<b>Castroville</b>	6,332	725	474	251	485
<b>Elkhorn</b>	998	172	92	80	89
<b>Las Lomas</b>	3,818	157	125	32	219
<b>Moss Landing</b>	31	4	4	0	2
<b>Pajaro</b>	3,509	143	89	54	226
<b>Prunedale</b>	20,538	3,254	2,210	1,044	1,069
<b>TOTAL</b>	<b>37,835</b>	<b>4,810</b>	<b>3,254</b>	<b>1,556</b>	<b>2,242</b>
<b>Greater Salinas Area</b>					
<b>Jurisdiction</b>	<b>Population</b>	<b>65 and older</b>	<b>65-74</b>	<b>75 and older</b>	<b>Population with a disability</b>
<b>Boronda</b>	1,740	180	147	33	76
<b>Salinas</b>	155,281	14,023	8,291	5,732	6,839
<b>Spreckels</b>	373	180	128	52	0
<b>TOTAL</b>	<b>157,394</b>	<b>14,383</b>	<b>8,566</b>	<b>5,817</b>	<b>6,915</b>
<b>Monterey Peninsula</b>					
<b>Jurisdiction</b>	<b>Population</b>	<b>65 and older</b>	<b>65-74</b>	<b>75 and older</b>	<b>Population with a disability</b>
<b>Carmel-by-the-Sea</b>	3,789	1,900	1,154	746	69
<b>Carmel Valley</b>	4,175	1,594	1,265	329	39

<b>Del Monte Forest</b>	3,723	1,789	880	909	22
<b>Del Rey Oaks</b>	1,508	334	224	110	131
<b>Marina</b>	21,857	3,025	1,687	1,338	1,542
<b>Monterey</b>	25,183	5,190	2,693	2,497	933
<b>Pacific Grove</b>	15,083	4,083	2,581	1,502	750
<b>Sand City</b>	310	40	34	6	29
<b>Seaside</b>	33,360	4,219	2,306	1,913	1,891
<b>TOTAL</b>	<b>108,988</b>	<b>22,174</b>	<b>12,824</b>	<b>9,350</b>	<b>5,406</b>
<b>South Monterey County</b>					
<b>Jurisdiction</b>	<b>Population</b>	<b>65 and older</b>	<b>65-74</b>	<b>75 and older</b>	<b>Population with a disability</b>
<b>Bradley</b>	99	23	18	5	7
<b>Chualar</b>	1,413	86	72	14	50
<b>Gonzales</b>	8,348	572	342	230	182
<b>Greenfield</b>	17,565	1,114	823	291	100
<b>King City</b>	13,787	941	698	243	642
<b>Lockwood</b>	351	50	25	25	3
<b>Pine Canyon</b>	2,934	375	172	203	416
<b>San Ardo</b>	628	29	17	12	7
<b>San Lucas</b>	415	23	14	9	13
<b>Soledad</b>	17,070	1,362	806	556	588
<b>TOTAL</b>	<b>62,610</b>	<b>4,575</b>	<b>2,987</b>	<b>1,588</b>	<b>2,008</b>
<b>Big Sur Coast</b>					
<b>Jurisdiction</b>	<b>Population</b>	<b>65 and older</b>	<b>65-74</b>	<b>75 and older</b>	<b>Population with a disability</b>
<b>Big Sur</b>	1,786	332	225	107	77
<b>TOTAL</b>	<b>1,726</b>	<b>332</b>	<b>225</b>	<b>107</b>	<b>77</b>

## Seniors

Approximately 14% of Monterey County's population is age 65 and older (8% are between ages 65-74 and 6% are age 75 and older).

About two-thirds (80%) of Monterey County's senior population live in incorporated cities and one-third (20%) live in unincorporated towns and rural areas.

Most seniors live in the City of Salinas (30% of the County's total senior population). Very few seniors live in the unincorporated towns of Bradley (0%), Moss Landing (0%), Lockwood (0.1%), Pajaro (0.3%), San Ardo (0%), San Lucas (0%) and the City of Sand City (0%).

The highest concentrations of seniors (as a percentage of total population) live in the City of Carmel-by-the-Sea (50%) and the unincorporated town of Spreckels (48%). The lowest concentrations of seniors live in the unincorporated town of Pajaro (4%).

## People with Disabilities

Approximately 9% of Monterey County's population reports a disability.

Over two-thirds (82%) of Monterey County's disabled population live in incorporated cities and nearly one-third (18%) live in unincorporated towns and rural areas.

Most people with disabilities live in the cities of Salinas (41% of the County's total disabled population) and Seaside (11%). Very few people with disabilities live in the unincorporated towns of San Ardo, Bradley, San Lucas, and Chualar (0.1%).

The highest concentrations of disabled populations (as a percentage of total population) live in the incorporated cities of Carmel-by-the-Sea (17%) and Marina (14%). The lowest concentrations of disabled populations live in the unincorporated towns of Lockwood (3%) and Spreckels (0%).

More than three-quarters (76%) of all persons with disabilities are also seniors age 65 and older (Figure 1-2). Most seniors in the County experience ambulatory (16%) and hearing (11%) difficulties (Figure 1-3).

**Figure 1-2 Monterey County's Disabled Population by Age Group<sup>1</sup>**

Age	Total Population	People with Disabilities	% of County's Population
Under 5 years	30,731	185	0.6%
5 to 17 years	82,472	3,529	4.3%
18 to 24 years	97,778	3,924	4.0%
35 to 64 years	148,394	11,231	7.6%
65 to 74 years	34,213	6,688	19.5%
+75 years	23,837	11,525	48.3%

<sup>1</sup> 2016-2020 American Community Survey 5-Year Estimates, Table S1810

To determine disability, the American Community Survey asks questions regarding hearing or visual impairments, cognitive difficulties, difficulty walking or climbing stairs, difficulty dressing or bathing, and difficulty doing errands alone.

The most common disabilities in the county are ambulatory (4%), cognitive (3%), and independent living (3%) (Figure 1-3).

**Figure 1-3 Monterey County's Population by Disability<sup>2</sup>**

Disability Type	Total Population	% of County's Population	Total Seniors with Disability	% of County's over 65 Population
Hearing	11,140	2.7%	7,805	13.4%
Vision	6,738	1.6%	2,607	4.5%
Cognitive	13,734	3.6%	4,995	8.6%
Ambulatory	18,055	4.7%	<b>11,048</b>	<b>19.0%</b>
Self-care	8,650	2.2%	4,890	8.4%
Independent living	13,188	4.3%	7,395	12.7%

### Population Projections

The Association of Monterey Bay Area Governments (AMBAG), the region's metropolitan planning organization (MPO), projects the Monterey County population to increase nearly 12% between 2020 and 2040. The senior population – age 65 and older – is expected to increase by more than 60%.

Figure 1-4 shows the growth of Monterey County's older adult population from AMBAG's 2018 Regional Growth Forecast.

**Figure 1-4 Monterey County Senior Population Projections<sup>3</sup>**

Year	Monterey County Population				
	Overall	65+	65-69	70-84	85+
2020	448,211	66,421	21,582	35,915	8,924
2030	476,588	90,385	22,821	54,889	12,675
2035	489,451	100,044	22,877	59,084	18,083
2040	501,751	108,960	24,406	60,841	23,713

<sup>2</sup> 2016-2020 American Community Survey 5-Year Estimates, Table S1810

<sup>3</sup> AMBAG, 2018 Regional Growth Forecast – Technical Documentation

## Demographics Key Takeaways

- 18% of Monterey County's population qualifies for senior and disabled transportation services.
- Over three-quarters of Monterey County's senior and disabled populations live in incorporated cities.
- About a quarter of Monterey County's senior and disabled populations live in unincorporated towns and rural areas.
- The top three disabilities for seniors are ambulatory, independent living, and hearing difficulties.
- The top three disabilities countywide are ambulatory, cognitive, and independent living.
- The City of Salinas has the greatest concentration of seniors and people with disabilities countywide (about one-third of seniors and two-fifths of people with disabilities in Monterey County live in Salinas).
- The City of Carmel-by-the-Sea has the greatest concentration of seniors per capita (1 out of 2 Carmel residents are seniors).

## Chapter 2

### EXISTING SERVICES

#### Background

The Transportation Agency for Monterey County (TAMC) is designated by the State of California to serve as the regional transportation planning agency (RTPA) for the County. TAMC is responsible for administering some federal and most state funds for public transit service operated by Monterey-Salinas Transit.

There are several different transportation options that seniors and people with disabilities can access in Monterey County. These include fixed-route transit, ADA-mandated paratransit, shuttle services, non-profit transportation services, private transportation such as taxis, Lyft, Uber, and volunteer driver programs. Other transportation options include walking, biking (for limited portions of the population), and driving or being driven by family, friends, or neighbors. Additional transportation-related resources can include subsidized fare/voucher programs, travel training, and information and referral services.

#### Description of Services

Monterey-Salinas Transit (MST) operates several mobility services that provide a variety of travel options that allow travelers to participate fully in their communities. These services are funded partially through customer fares but mostly through grants and allocations from federal, state, and local sources, including public agencies and private foundations. *Some of the services described below have changed or are no longer in service because of the COVID-19 pandemic. This will require further review with MST to identify the current operations for the senior and*

*disabled population. MST is also working on implementing the Comprehensive Operational Analysis which will include some modifications of these services.*

## **FIXED-ROUTE TRANSIT**

MST provides fixed-route bus service to the greater Monterey and Salinas areas - as far as Paso Robles and Big Sur and as far north as Santa Cruz and San Jose. Service originates from two primary service hubs - the Monterey Transit Plaza (in downtown Monterey) and the Salinas Transit Center (in downtown Salinas). From these hubs, 59 routes branch out like spokes on a wheel.

Fixed-route fares range from \$1.50 for local services, \$2.50 for primary services, \$3.50 for regional services, and \$12.00 for commuter buses. A 50% discount is available to people age 18 or younger or age 65 or older; individuals with disabilities; Medicare Card holders; or veterans. Free bus passes are available to active duty military personnel and Department of Defense civilians who qualify under the federal government's transit benefit program.

## **ADA PARATRANSIT (RIDES)**

MST RIDES serves most of the same geographic area as the fixed-route system in the portion of the county between Prunedale and Watsonville in the north and San Lucas in the south (within  $\frac{3}{4}$  of a mile from any of MST's regular bus routes). Outside that area, MST had received a waiver from the Federal Transit Administration that allows the agency not to operate paratransit service in very remote areas in the south part of the county along Highway 1 down to Big Sur.

ADA fares range from \$1.50 for one-way trips up to 2.7 miles, \$2.50 for trips up to 17 miles, and \$3.50 for trips over 17 miles.

### **RIDES Special Transportation (RIDES ST)**

Limited service is available in parts of unincorporated North and South Monterey County that area outside MST's ADA service area for the purpose of traveling into the ADA service area. Once inside the ADA service area, certified RIDES customers may take full advantage of the RIDES program.

The MST RIDES Special Transportation (ST) service is a non-ADA, locally funded transportation program. The service area for North Monterey County includes unincorporated areas within Prunedale, Castroville, and Aromas. The MST RIDES ST service area for South Monterey County extends one mile on either side of Highway 101 from Salinas to Bradley, including the unincorporated community of San Ardo.

Passengers must be ADA Paratransit certified and may use the service for any reason; however, the point of departure must be within specified ST service areas. This service accounts for about 2% of all paratransit rides. There is a \$2.00 surcharge (on top of the RIDES fare) for trips originating or ending in the ST zone(s).

### **Special Medical Trips**

MST Special Medical Trips provides transportation for out-of-county medical appointments four days per month: twice to the San Jose area and twice to the San Francisco area.

This service is available to the general public on a first come/first served basis and must be scheduled at least three days in advance by 5:00 p.m. A round-trip fare is \$20 payable in cash or with MST Special Medical Trips tickets, available at Salinas Transit Center or on board the bus. A personal care attendant (PCA) rides for free when registered with MST. If space is available, other companions may ride for an additional \$20 each. For residents of King City, Greenfield, Soledad, and Gonzales, only designated stops will be served when requested and prior to the 9:00 a.m. departure from Salinas Transit Center. No discounts are available for seniors, people with disabilities, or veterans.

### **TRIPS**

Eligible seniors, veterans, or persons with disabilities living outside MST's service area can request a reimbursement of 40 cents per mile, up to 250 miles per month, to compensate family members and friends who volunteer their time and privately-owned vehicles to transport them. There are no restrictions on trip purpose for this program.

### **SENIOR SHUTTLES**

MST has four Senior Shuttles - community routes that are meant to deliver service for seniors with no transfers required, but with slightly more circuitous routes than other fixed-route lines. These MST lines (91, 92, 94, and 95) are operated daily on fixed routes and schedules and are open to the general public. They serve important shopping, medical, and residential locations.

### **ON-CALL SERVICES (Marina, South County)**

The MST On-Call, or dial-a-ride, services operate year-round and provide public dial-a-ride in designated service corridors in commercial and residential areas within the Cities of Marina, Gonzales, Soledad, Greenfield, and King City. On-Call replaced the fixed-route in places where there was very low ridership in Marina, and MST's South County On-Call system primarily replaced municipally operated general public dial-a-ride services in King City, Greenfield, and Soledad while providing new service to the City of Gonzales.

The Marina On-Call service operates seven days a week between 7 a.m. and 6 p.m. Monday through Friday and between 8 a.m. and 6 p.m. on Saturdays and Sundays; all other On-Call services operate weekdays only beginning as early as 6:30 a.m. and ending as late as 6:30 p.m. Standard fare is \$1.50; a 50% discount is available for people under age 18 or over age 65, Medicare Card holders, and people with disabilities.

### **TAXI VOUCHER PROGRAMS**

MST offers a taxi voucher program to assist seniors, persons with disabilities, and veterans in accessing important locations within their communities. The Taxi Voucher Program has three

categories of taxi vouchers: seniors, persons with disabilities and veterans, each with its own eligibility requirements.

To receive senior vouchers, an individual must be 65 or older, have a valid photo ID, have proof of residency, and be a resident in one of the following communities: Carmel, Carmel Valley, Del Rey Oaks, Marina, Monterey, Pacific Grove, Sand City, Salinas, or Seaside. The vouchers can be obtained at one of the distribution locations in the city in which the senior resides.

To receive vouchers for persons with disabilities, an individual must be certified in the MST RIDES ADA paratransit program. The vouchers are issued on a quarterly basis and will be mailed when requested.

**Veterans Voucher:** To receive the veteran vouchers, veterans may visit one of two distribution locations. A qualified veteran is an individual who served active duty in one of the branches of the US Military. The vouchers are provided on a monthly basis.

Each voucher covers up to \$17 worth of taxi fare, but voucher users must pay a \$3 copay and any amount above \$17 total fare. There is a limited number of vouchers available.

Taxi trips using vouchers must be taken on one of three approved taxi providers:

- Central Coast Cab
- Green Cab
- Yellow Cab

So that this program is available to all qualifying seniors regardless of their disability, MST purchased nine wheelchair-accessible vehicles and has leased them to local taxi providers. Disabled persons have a higher priority for usage of these wheelchair-accessible taxis; however, they usually require advanced reservation.

MST has developed a training program for taxi operators who wish to provide service to MST customers through the MST RIDES ADA Paratransit and the Taxi Voucher Program. The classroom training focuses on providing good customer service to seniors, and persons with disabilities, how to accept taxi vouchers, how to properly serve MST RIDES ADA Paratransit customers, and how to comply with ADA requirements for taxi operators, as well as compliance with Federal Transit Administration requirements which extend to MST contractors and subcontractors.

## TRAVEL TRAINING

Travel training is a program to increase an individual's confidence in using the fixed-route transit system independently. MST's program is available to any individual, including seniors, people with disabilities, and veterans. Training is available on how to use the fixed-route system, how to access specific destinations, and how to use transit with mobility devices. The service is offered free of charge.

## **Navigators**

MST offers a unique program with its Navigators. Navigators are interns and volunteers that provide general assistance to individuals in using the transit system. Navigators help process taxi vouchers, attend community events, assists frail passengers, provide education, and visit senior centers. The program not only assists people in need but also helps individuals develop empathy for these populations. Individuals in need of assistance by a Navigator can contact MST's Mobility Specialists by phone or email.

## **NON-PROFIT TRANSPORTATION SERVICES**

### **ITN Monterey County**

As part of a national network, Independent Transportation Network (ITN) Monterey County is a local non-profit affiliated with the ITN America that offers mobility services to dues-paying members. Anyone who is age 60 or over or is an adult with visual impairments is eligible to become a member. Transportation is provided primarily by volunteers in private vehicles and the cost to riders is sometime less than an equivalent non-subsidized taxi ride. The service is designed to operate like getting a ride from a friend or family member. Drivers will carry packages and provide a steady hand if assistance is needed. Volunteers earn credit toward future trips for friends and family members, as an incentive to provide service in one's free time. Rides are available 24 hours a day, 7 days a week, for any purpose, and any destination within the service area can be served.

Dues are \$50 per year for an individual or \$75 for a family; scholarships are available to assist low-income riders and shared rides are offered at a 20% discount. Rides are paid for through rider and driver accounts; no cash is exchanged. Each ride costs \$4 per trip plus \$1.50 per mile; the average trip cost is \$11.

Ten local communities are currently served by ITN: Carmel, Monterey, Pacific Grove, Pebble Beach, Seaside, Salinas, Toro Park, Carmel Valley, Marina, and Castroville. Through the Cycle 2 period, ITN has been working with local partners to implement their Rural Pilot Expansion Program. This program would bring service to rural North Monterey County, and to South Monterey County, as far as King City. Service is expected to begin in these regions in the summer of 2022.

### **Partnership for Children**

Partnership for Children (PFC) provides transportation services to children and youth living with serious illness who must travel to the closest children's hospitals in the Bay Area for medical care. A two-tiered transport system offers gas cards and direct-services to qualified families. If a family does not have access to transportation or for various reasons can not use a family vehicle, PFC arranges door-to-door direct transports utilizing an agency owned vehicle. For families who utilize the gas card offer, PFC reloads the gas card with the appropriate funds to cover the cost of the trip for each verified medical appointment.

**American Cancer Society Road to Recovery**

The American Cancer Society's Road to Recovery program is a volunteer-driver based mobility program for cancer patients going to and from treatment. Patients must be ambulatory, able to walk unassisted to and from the vehicle, or be accompanied by an assistant. All ages are welcome, but people under age 18 must be accompanied by a parent or caregiver. Requests for transportation must be made at least four days in advance. Transportation is available Monday through Friday between 9 a.m. and 5 p.m. The local office is based in Oakland.

**Veterans Affairs Office Transportation**

The Monterey County Military and Veterans Affairs Office provides transportation for veterans to Palo Alto and San Jose VA clinics. Several other transportation programs are also available to veterans in Monterey County, coordinated through the Veterans Affairs Office:

- Assistance in purchasing and retrofitting wheelchair-accessible vehicles
- Assistance with vehicle repairs and the purchase of used vehicles
- Mobile medical clinics

**SERVICES PROVIDED BY PRIVATE PROVIDERS****Transportation Network Company (i.e., Uber/Lyft)**

Companies that match passengers with drivers via websites and mobile apps on-demand.

**Taxi Services**

Taxi service refers to for-hire automobile travel supplied by private companies with a driver, used by a single passenger or small group of passengers.

**EXISTING SERVICES KEY FINDINGS**

- A variety of transportation services for seniors and persons with disabilities are already available in Monterey County.
- Recent expansion of funds dedicated to transportation services for seniors and people with disabilities through Monterey-Salinas Transit Measure Q (2014) for 15 years and the Transportation Agency's Measure X (2016) for 30 years.
- Transit service in rural communities often lack effectiveness and efficiency due to spread-out land uses that do not support high quality transit service.

## Chapter 3

### OUTCOMES FROM PUBLIC PARTICIPATION AND OUTREACH EFFORTS

#### Stakeholder Interview Summary

TBD

#### Outreach Meeting Summary

TBD

#### Survey Results

TBD

### PUBLIC PARTICIPATION AND OUTREACH KEY FINDINGS

TBD

DRAFT

## Chapter 4

### TRANSPORTATION NEEDS AND GAPS

#### Areawide Mobility Needs

TBD

#### City-based and Unincorporated Areas Needs

##### **CITY-BASED NEEDS**

TBD

##### **UNINCORPORATED AREAS**

TBD

#### Programmatic/Administrative Needs

TBD

DRAFT

## Chapter 5

### STRATEGIES

Strategies are based on a review of prior studies and existing conditions, stakeholder interviews, and outcomes from public participation. Short-term strategies are lower in cost and could be implemented in 1-2 years. Funding could come from current Measure X Senior & Disabled Program or other funding identified by Monterey-Salinas Transit. Long-term strategies would take a longer time to implement and would likely take greater coordination and funding. In addition to Measure X, funding for these strategies could come from federal funding or a future sales tax measure like Measure Q.

#### Short-Term Strategies

- Better coordination of
  - What is it?
  - What need does it solve for Monterey County?
  - Who would be appropriate implementation partners?
  - How much does it cost?
  - Are there any local examples?
  - What are the next steps?

#### Long-Term Strategies

- Better coordination of
  - What is it?
  - What need does it solve for Monterey County?
  - Who would be appropriate implementation partners?
  - How much does it cost?
  - Are there any local examples?
  - What are the next steps?

## Chapter 6

### NEXT STEPS

#### Cycle 3 - Measure X Senior & Disabled Program

TBD

DRAFT

# THE BLIND AND VISUALLY IMPAIRED CENTER OF MONTEREY COUNTY

501(c)3 Non-Profit

# A BRIEF HISTORY

- Incorporated August 12, 1971, as a recreational and educational organization for the blind.
- In 1973, the Center moved to the Pacific Grove facility, having purchased the building from a group of Odd Fellows for \$30,000 with a 20-year renewable lease for \$1/year.
- By 1988, the Center's mission and vision had grown to include rehabilitative services.
- In 1994, the Center received a remodel and additional office space.
- By 2006, a major renovation was completed with the naming of the Marjorie R. McNeely Low Vision Clinic, an Assistive Technology Center, a library/resource area and a community building.

# SERVICES

- Services are available to all Monterey County residents with all levels of vision loss.
- Most of our clients are legally blind or visually impaired.
- Many eye conditions are age related, therefore most of our clients are seniors often with other health challenges (75% of clients 65 or older).
- Macular Degeneration is the leading cause of blindness. Glaucoma, Diabetic Retinopathy, and Cataracts are other leading causes of vision loss.
- The Center provides direct services to about 400 clients per year.

# KEY SERVICES

- Support Services/Case Management
  - Intake of clients needs, intra agency referrals, advocacy, supportive coaching, client monitoring, and psychological components of individuals and caregivers.
- Orientation and Mobility Services
  - Provide purposeful, safe and independent movement. Clients learn long cane skills, indoor protective techniques, sighted guide, street crossing and public transportation use.
- Low Vision Services
  - Assessment, evaluation and training in the use of optical and non-optical aids. Clients learn to maximize usable vision with devices, environmental modifications, lighting, and sensory skills. Handheld magnifiers, telescopes, sunshields, and portable and desktop magnifiers are examples.

# KEY SERVICES

- Rehabilitation Services
  - Help individuals achieve real life tasks safely and with ease. Household maintenance, financial tracking, kitchen safety, cleaning, organization, personal care and eating are all taught.
- Marjorie R. McNeely Low Vision Clinic
  - Specialized Optometrists perform comprehensive exams and evaluates visual needs of the client and prescribes optical aids to so the patient can make best use of their remaining vision.
- Assistive Technology Center
  - Demonstration, Assessment, and instruction in the use of current technology for the blind and visually impaired. Includes CCTV's, handheld magnifiers, talking devices and lighting.

# 2022 GOALS

- Salinas Office
  - HUB Project through Alliance on Aging
  - January 2022
  - Support groups, demonstrations, braille classes, cooking classes, Orientation and Mobility services.
- Pacific Grove Office Renovation
  - March 2022 – August 2022
- AJ Robinson Mobile Clinic
  - San Martin Lions Group mobile clinic for preliminary eye exams and diabetes screenings.

# QUESTIONS?

The Blind and Visually Impaired Center of Monterey County

225 Laurel Avenue, Pacific Grove, CA 93950

Phone: 831-649-3505

Email: [vision@blindandlowvision.org](mailto:vision@blindandlowvision.org)





# BETTER BUS NETWORK MEASURE & ROUTES



**Mobility Advisory Committee Presentation**

**7/27/2022**

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# BACKGROUND

- COA Final Network Plan was adopted 2022
- Implementation planned for Late 2022
- “Better Bus Network”
- Planning staff are now taking a deep dive to operationalize the plan
- Some improvements to efficiencies have been discovered for:
  - Line 61 Salinas- VA-DOD Clinic- Veteran Shuttle
  - Line 95 Williams Ranch-Northridge

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Seniors



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Veterans



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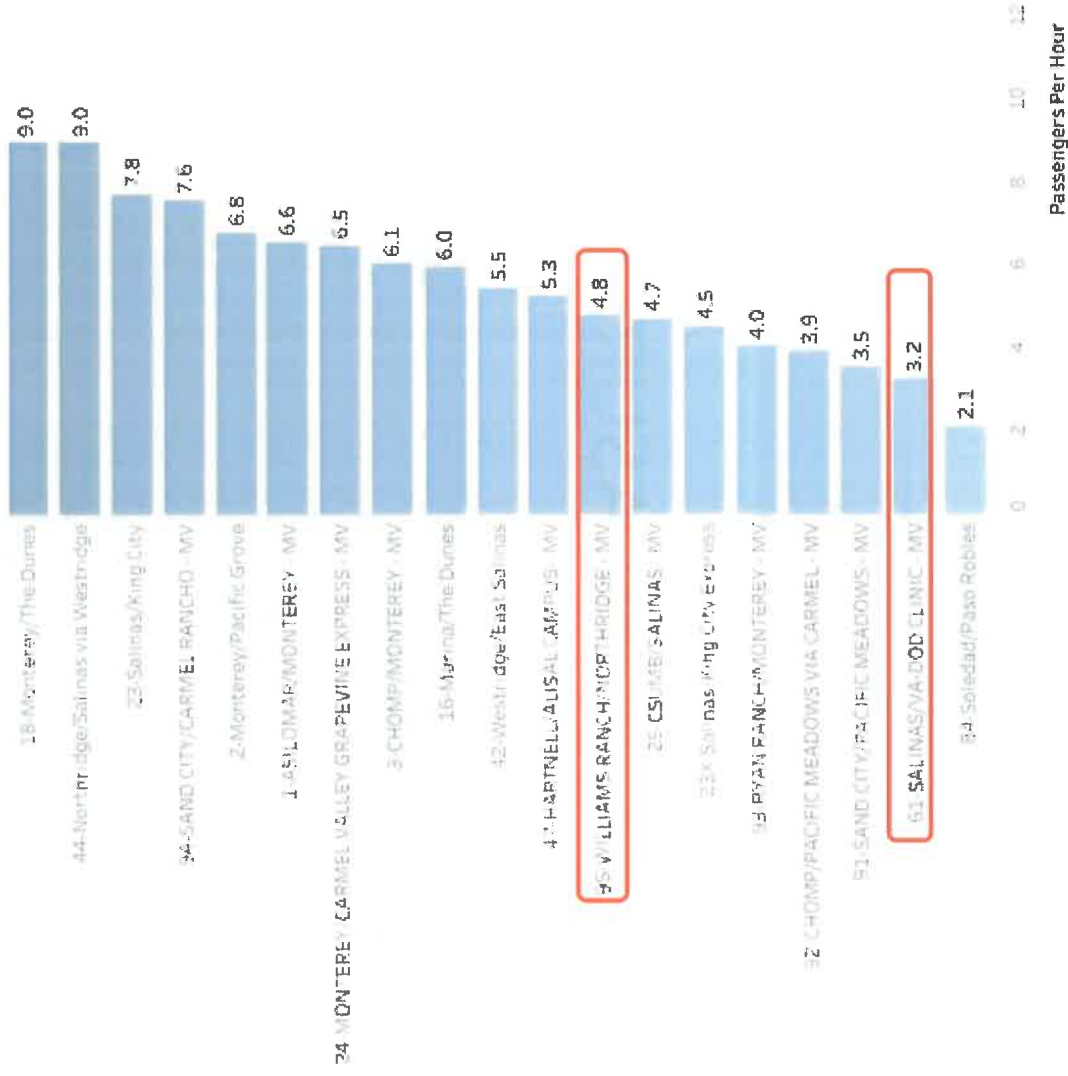
People with  
Disabilities



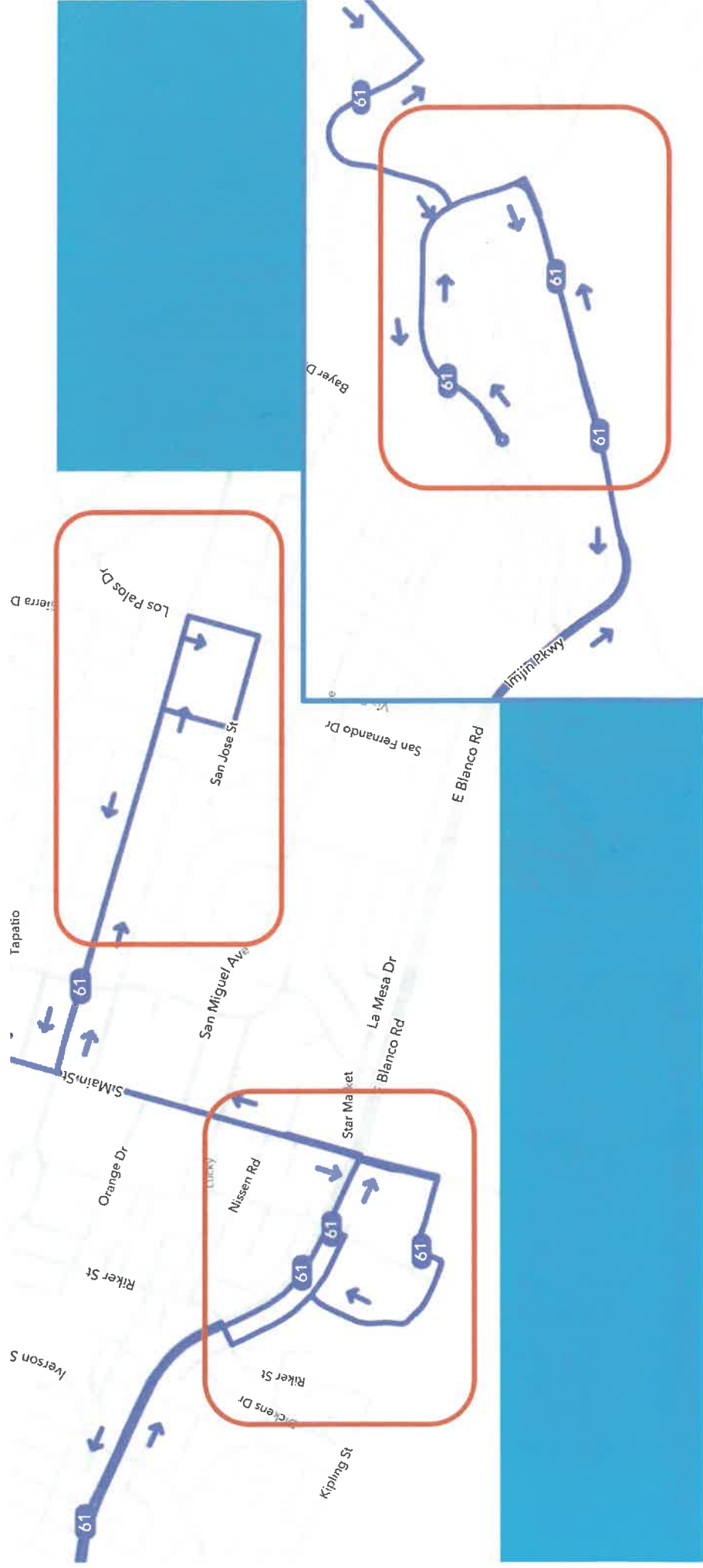
MEASURE Q

# PRODUCTIVITY

- May 2022 data (most productive lines omitted)
- Historically very low productivity on these lines
- Other Measure Q lines are also inefficient and will see some improvements in the Better Bus Network



# ROUTES ARE INEFFICIENT



## ROUTES TAKE A VERY LONG TIME

- Line 95 is a one-way loop that takes nearly 2 hours to complete



# ROUTES ARE NOW DUPLICATIVE

- Line 95 is duplicated by higher-frequency routes:

- 41
- 43
- 45
- 49



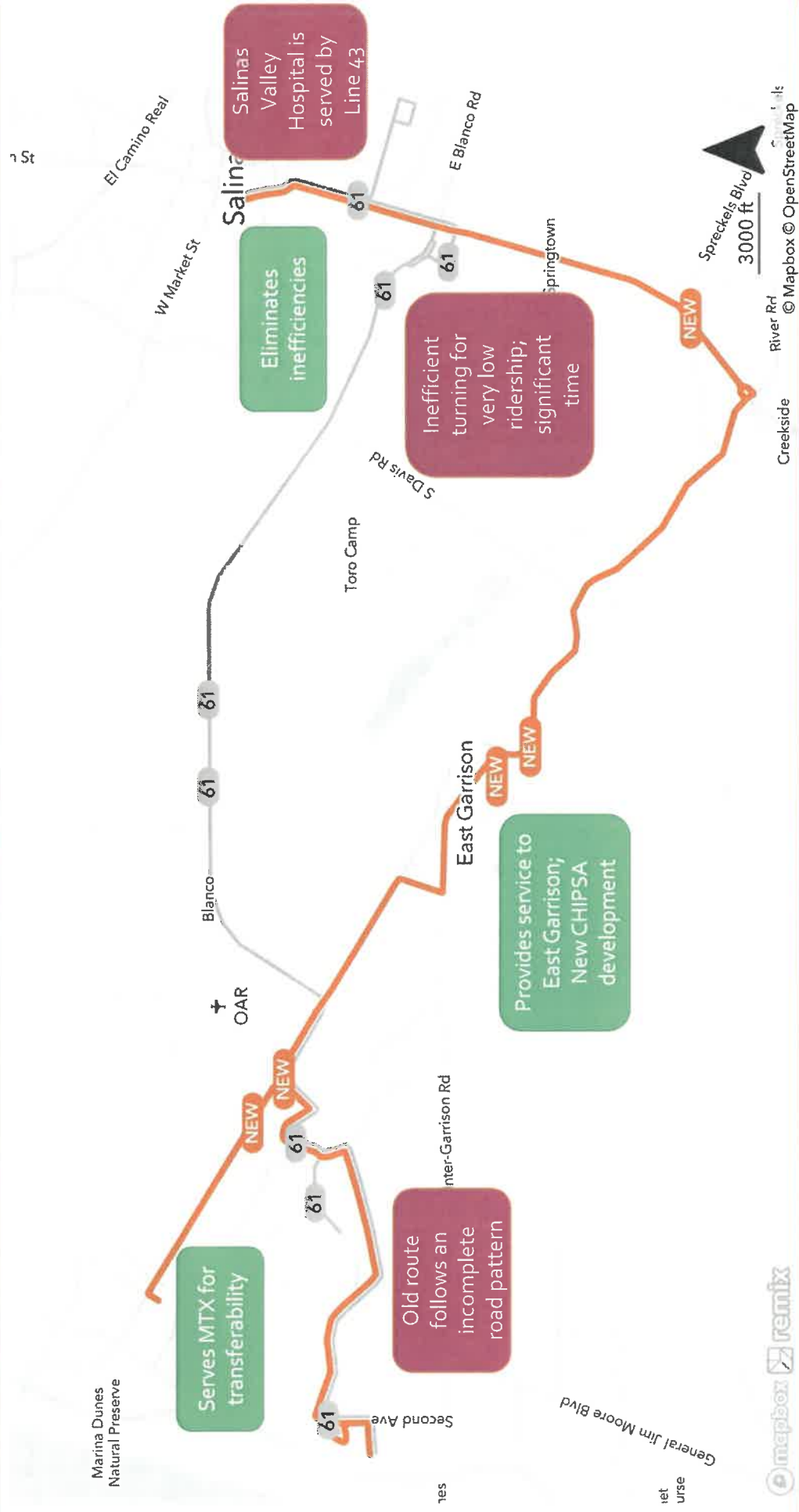
# SCHEDULES ARE NOW DUPLICATIVE



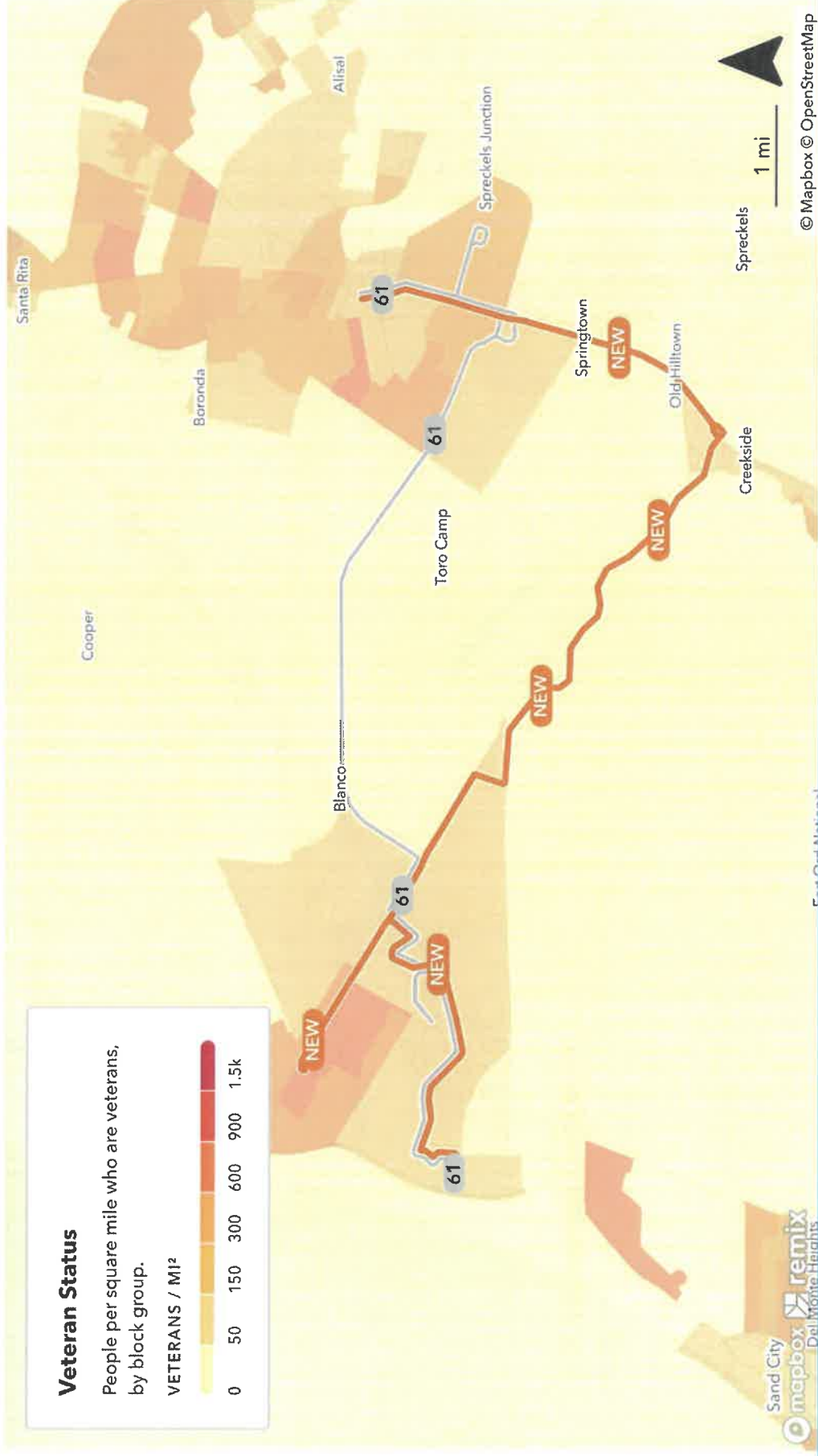


# PROPOSALS – NEW ROUTES

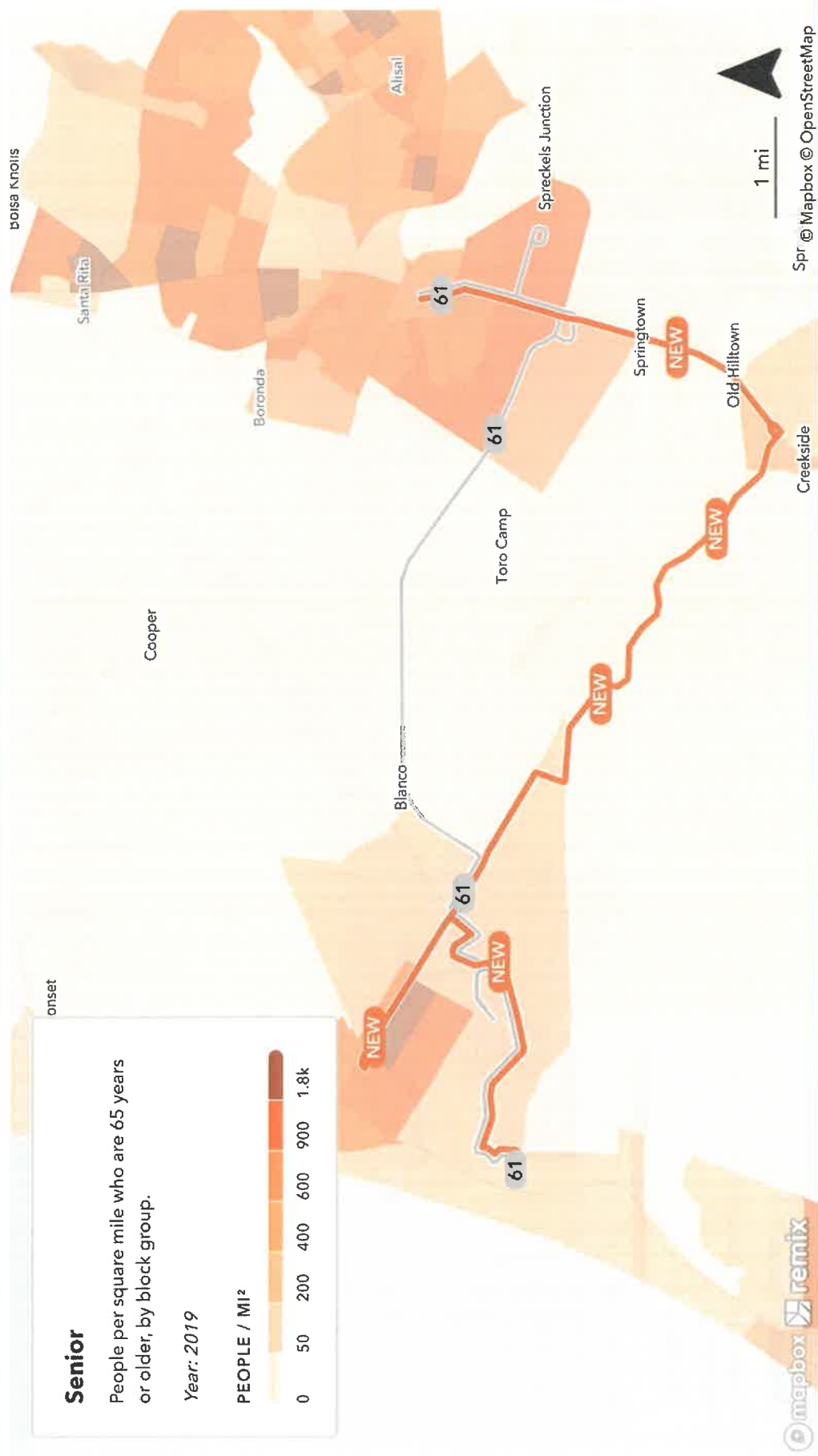




# LINE 61 VETERAN'S SHUTTLE

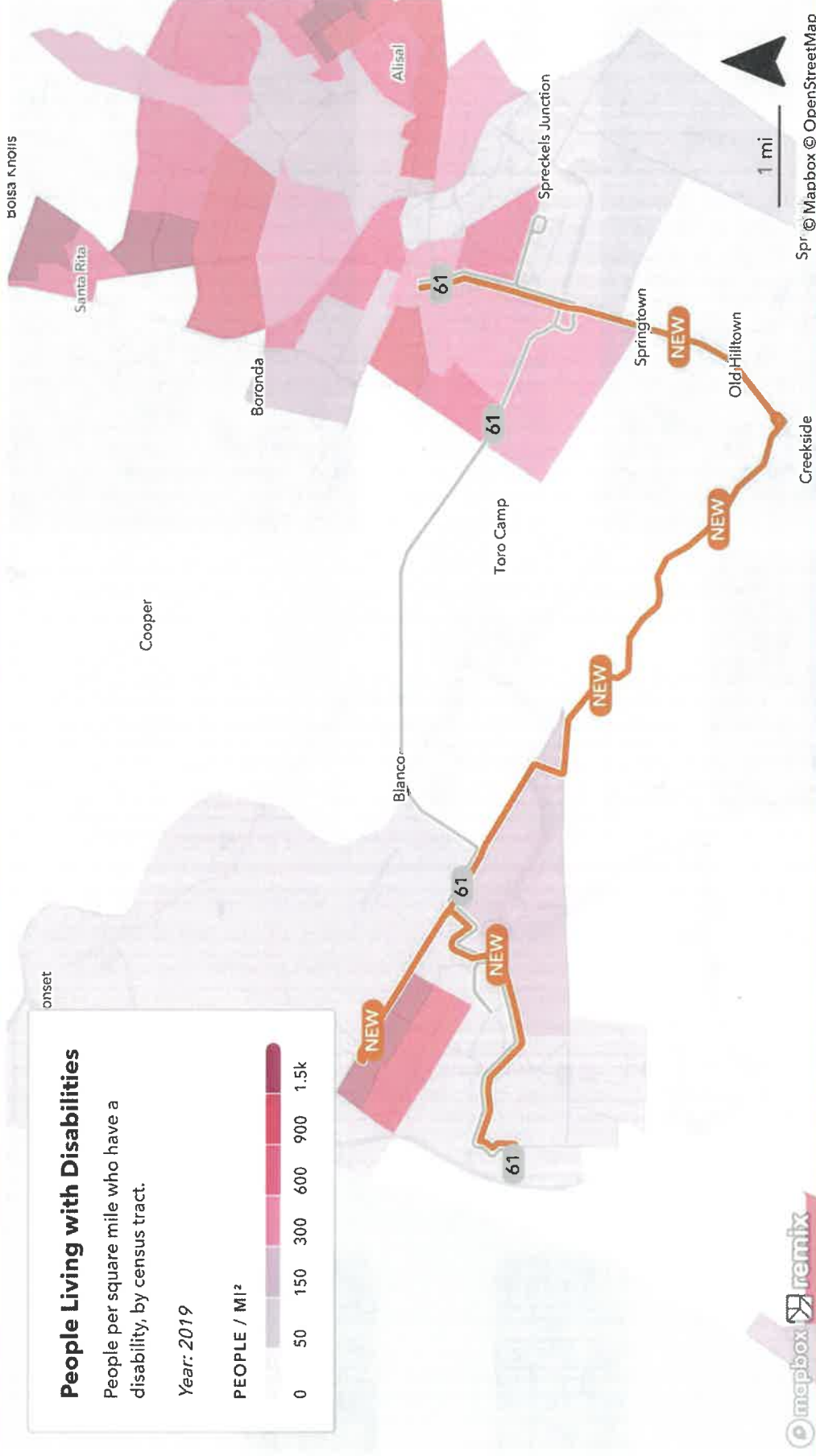


## LINE 61 VETERAN'S SHUTTLE



Spr © Mapbox © OpenStreetMap

## LINE 61 VETERAN'S SHUTTLE

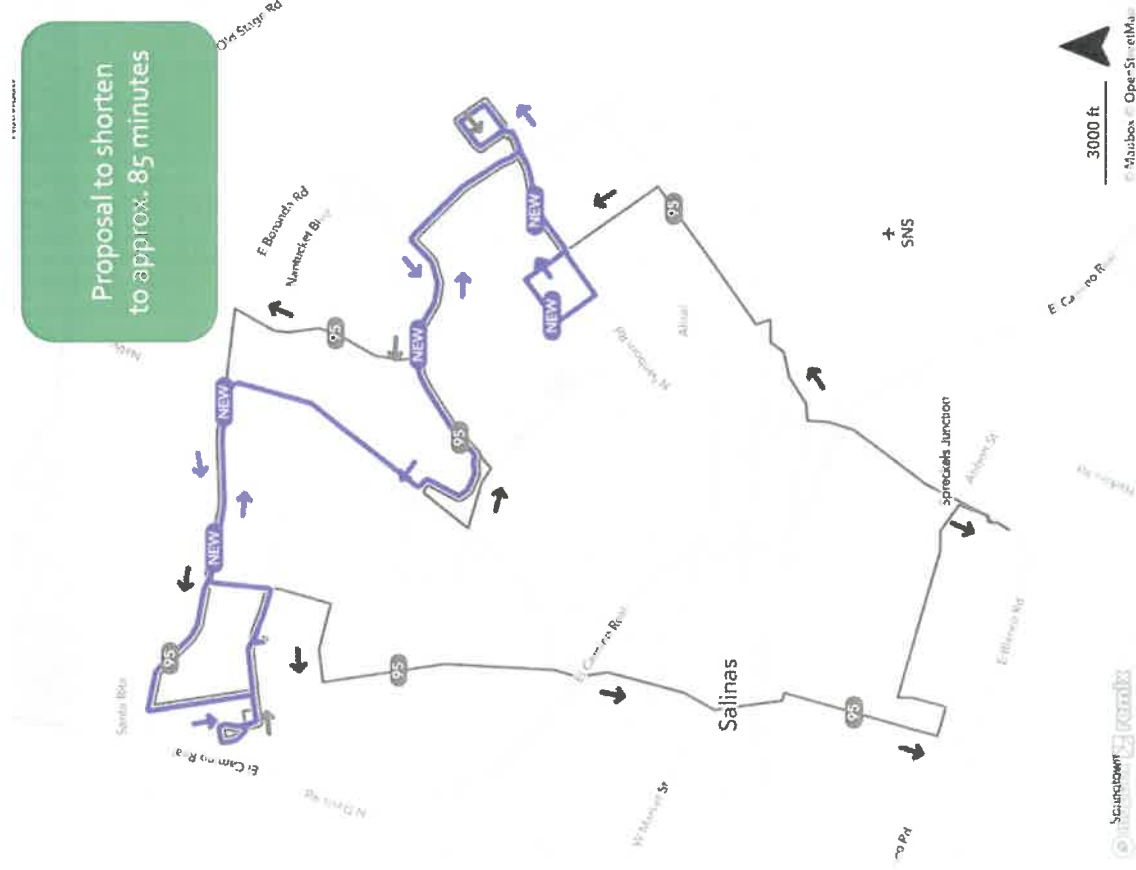


## LINE 61 VETERAN'S SHUTTLE

Long Run Time  
(nearly 2 hours)

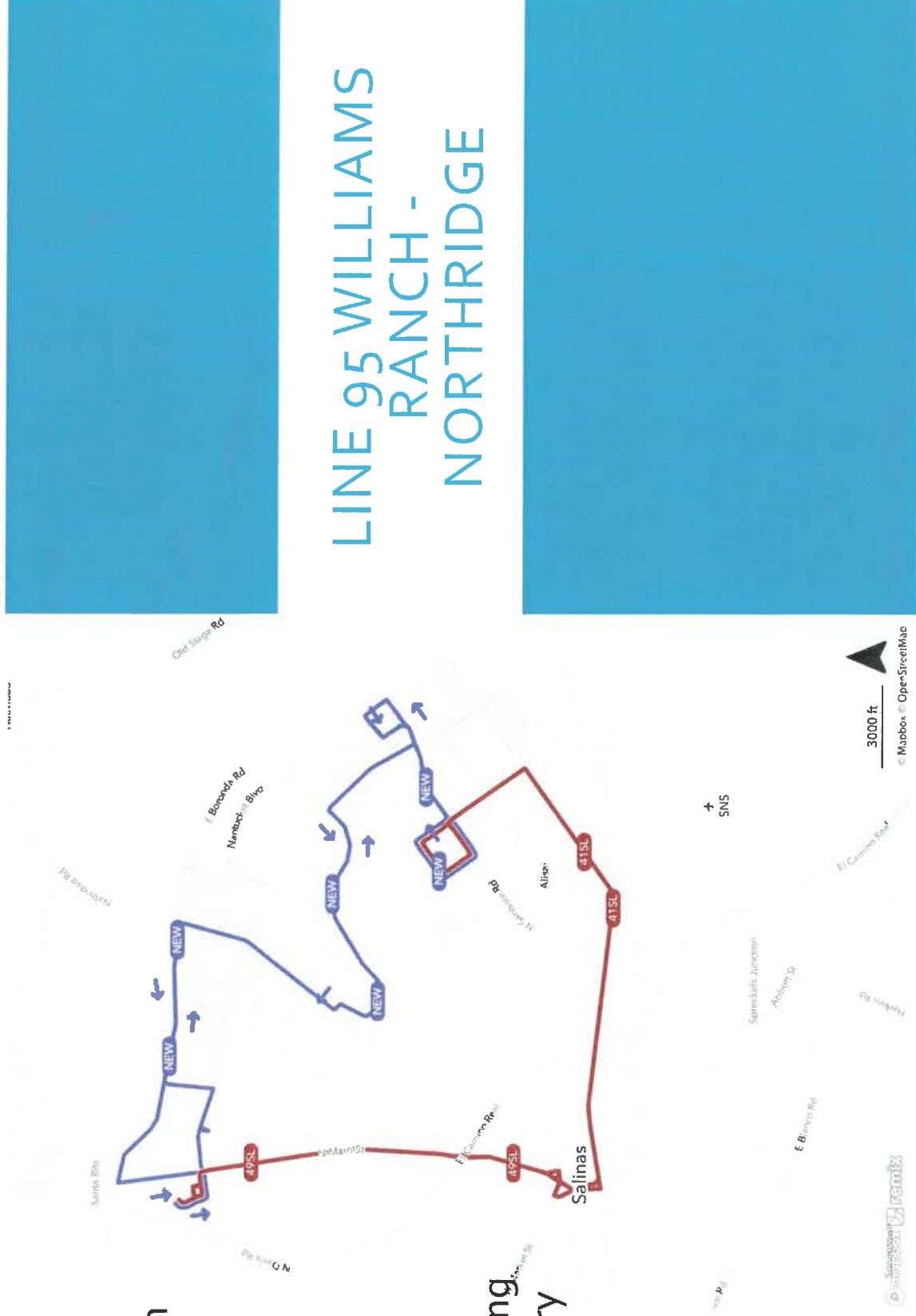
Several  
inefficiencies

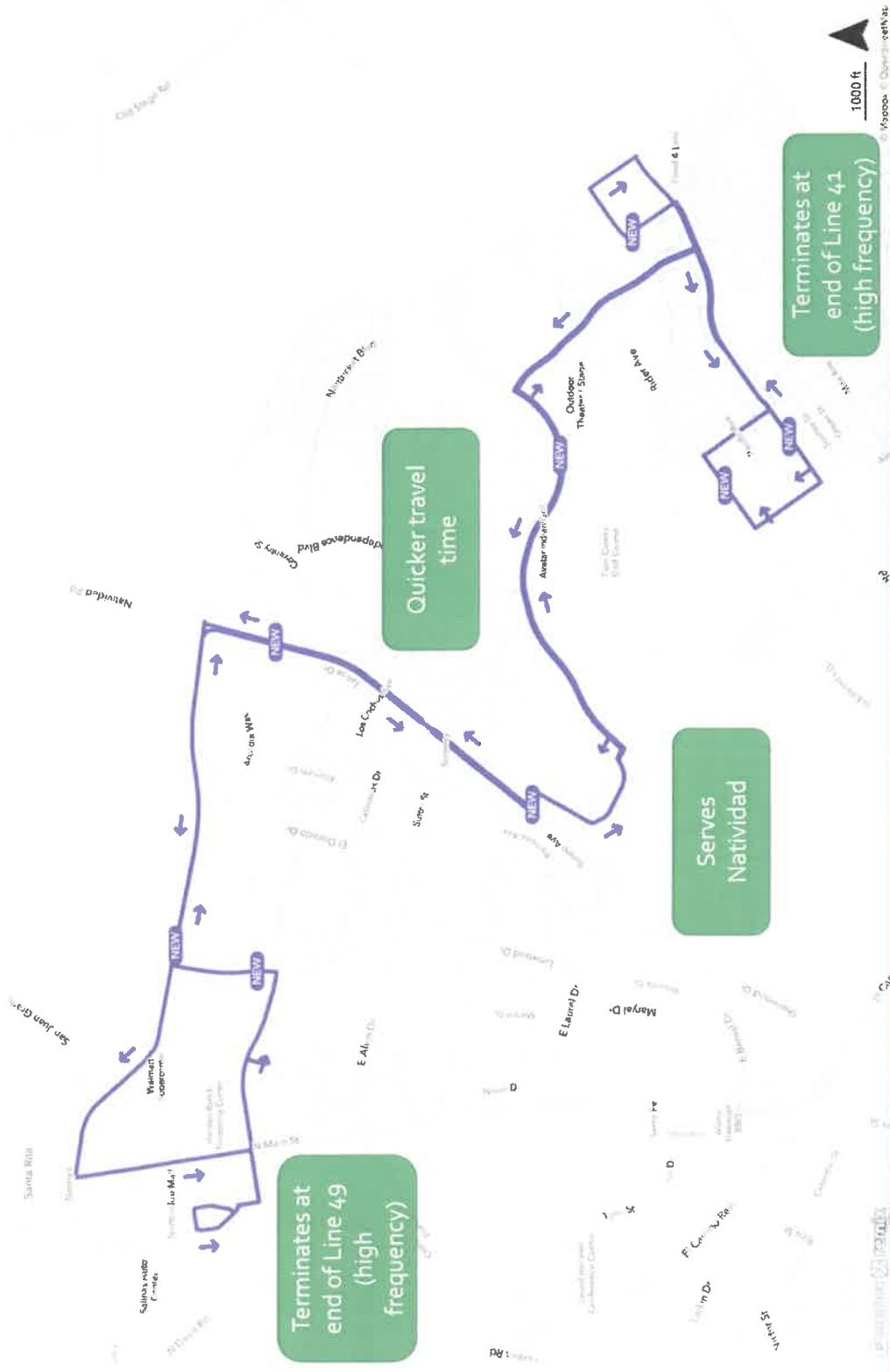
# LINE 95 WILLIAMS RANCH - NORTHRIDGE



Route's termini  
would meet with  
high-frequency  
routes at  
Northridge Mall  
and  
Garner/Sanborn  
(where connecting  
buses come every  
15 minutes)

## LINE 95 WILLIAMS RANCH - NORTHRIDGE



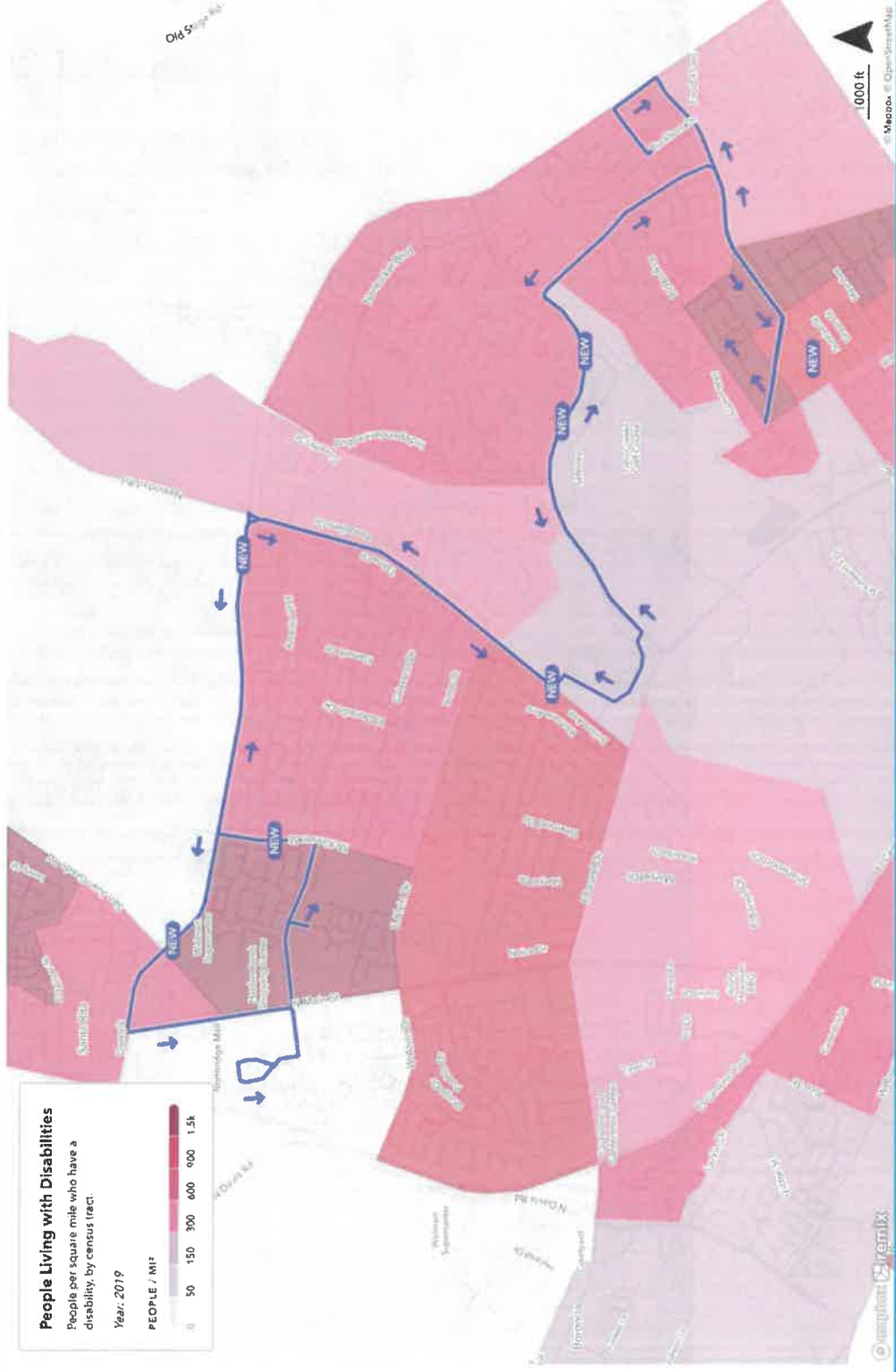


NEW LINE 95 NORTH RIDGE TO LAS ISLAS VIA DEL MONTE





# NEW LINE 95 NORTHBRIDGE TO LAS ISLAS VIA DEL MONTE



## NEW LINE 95 NORTHBRIDGE TO LAS ISLAS VIA DEL MONTE

# SUMMARY

- Line 61

- Estimated run time: 98 minutes.

- Span of service:

- 7:45am -5:45pm weekdays
- 9:45am -5:45pm weekends

- Line 95

- Estimated run time: 85.2 minutes  
(currently 100.7 minutes)

- Span of service:

- 8:00am-6:00pm weekdays
- 10:00am-4:00pm weekends

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# QUESTIONS

Michelle Overmeyer

Director of Planning & Innovation

[movermeyer@mst.org](mailto:movermeyer@mst.org)

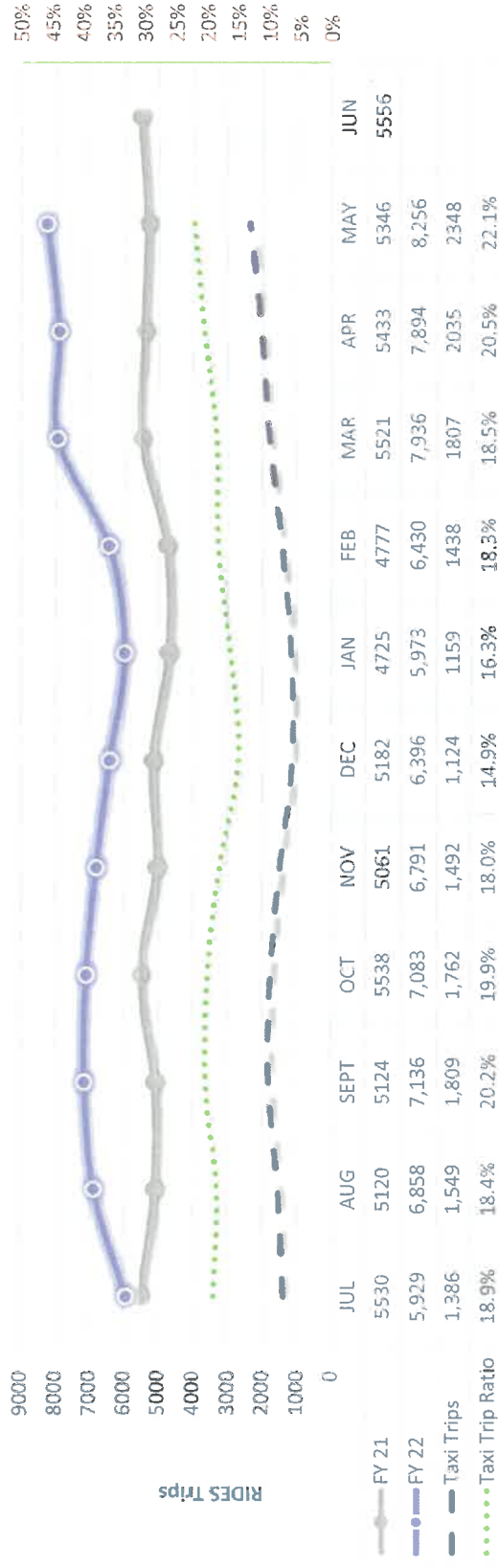
831-264-5877



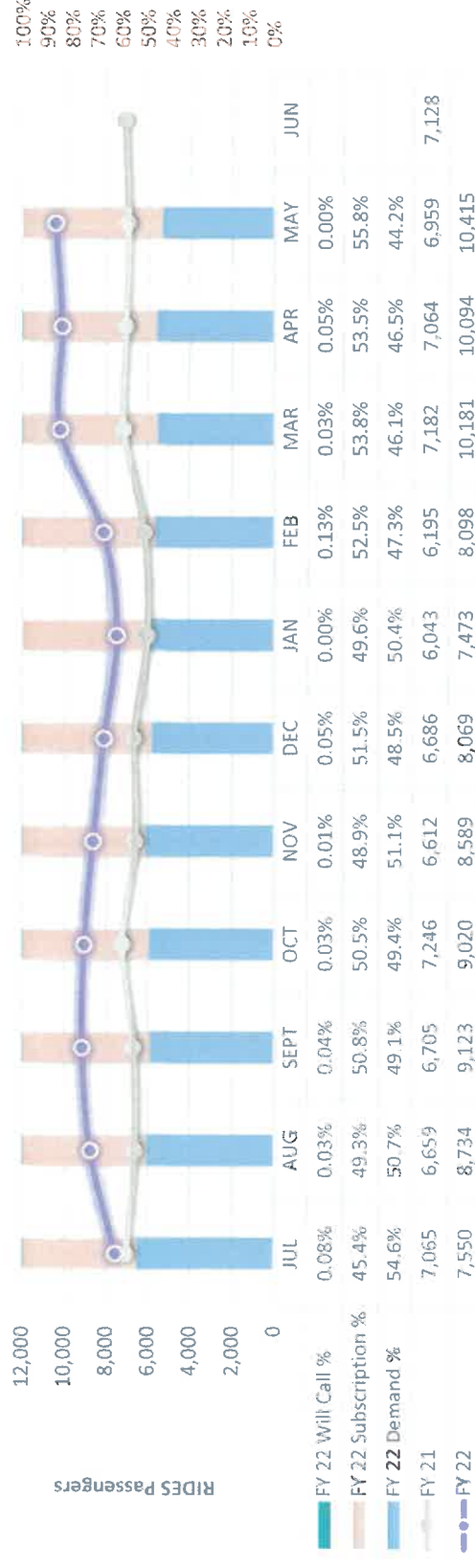


# MST-MV Dashboard FY 2022

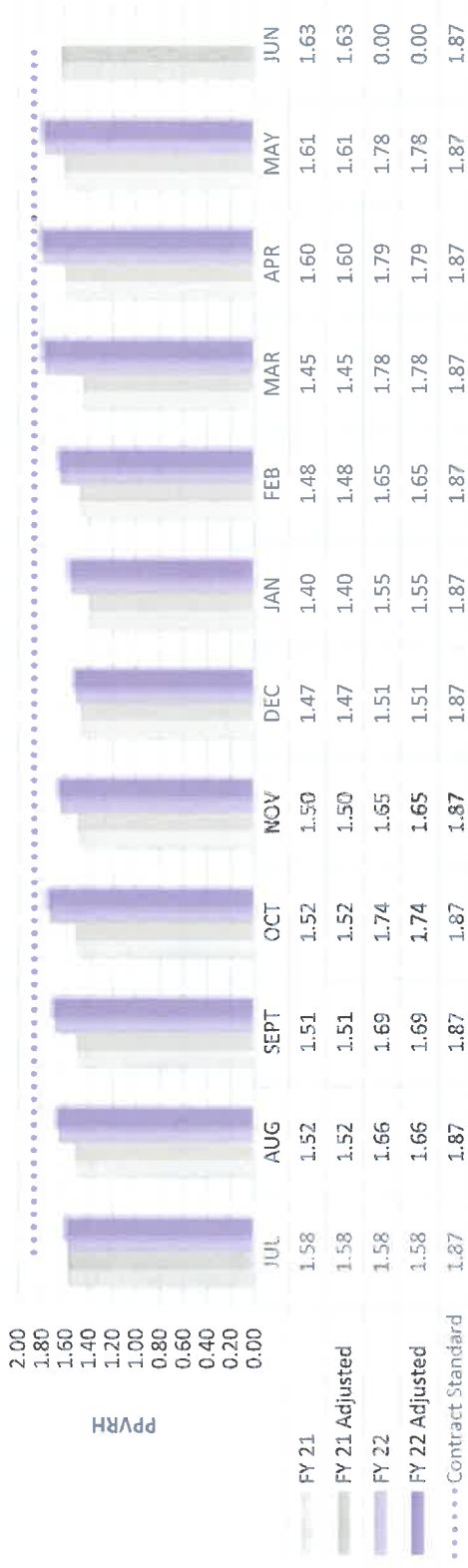
## RIDES Trips



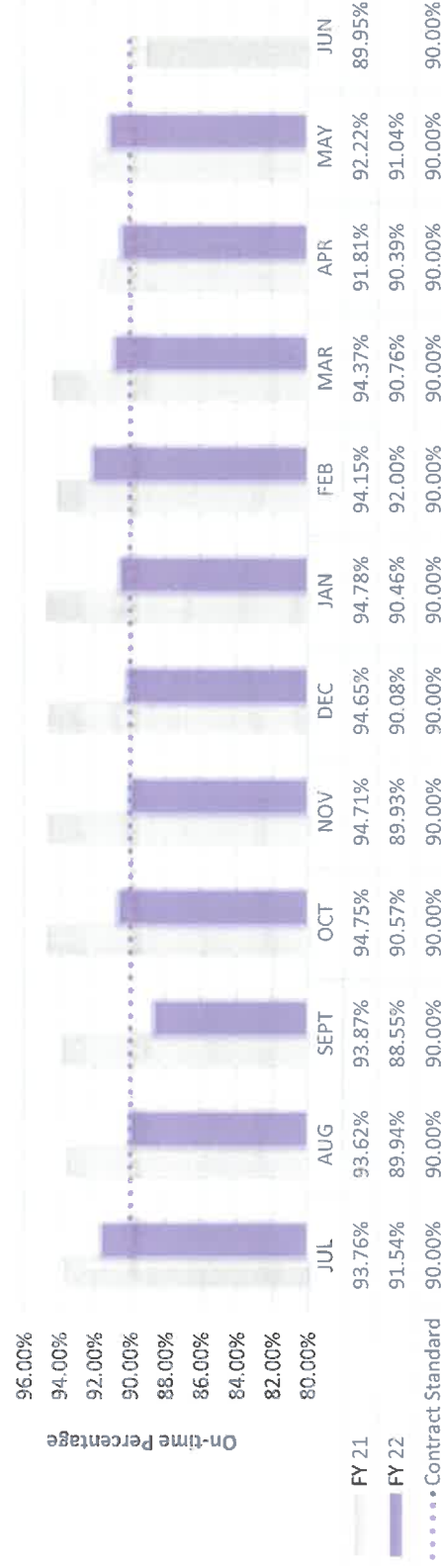
## RIDES Passengers



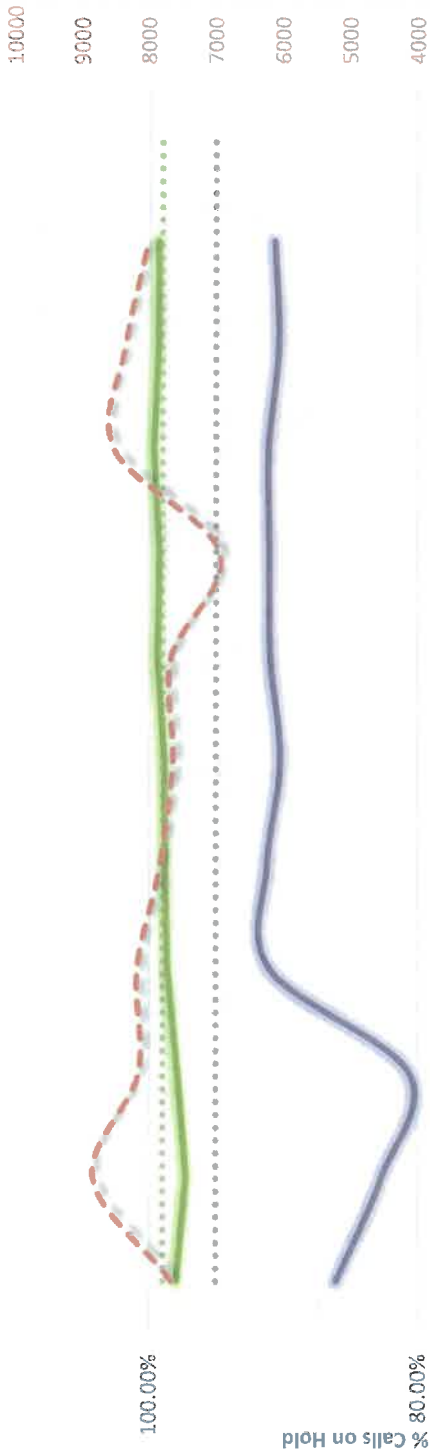
## RIDES Passengers per Vehicle Revenue Hour (P/VRH)



## RIDES On Time Performance (OTP)

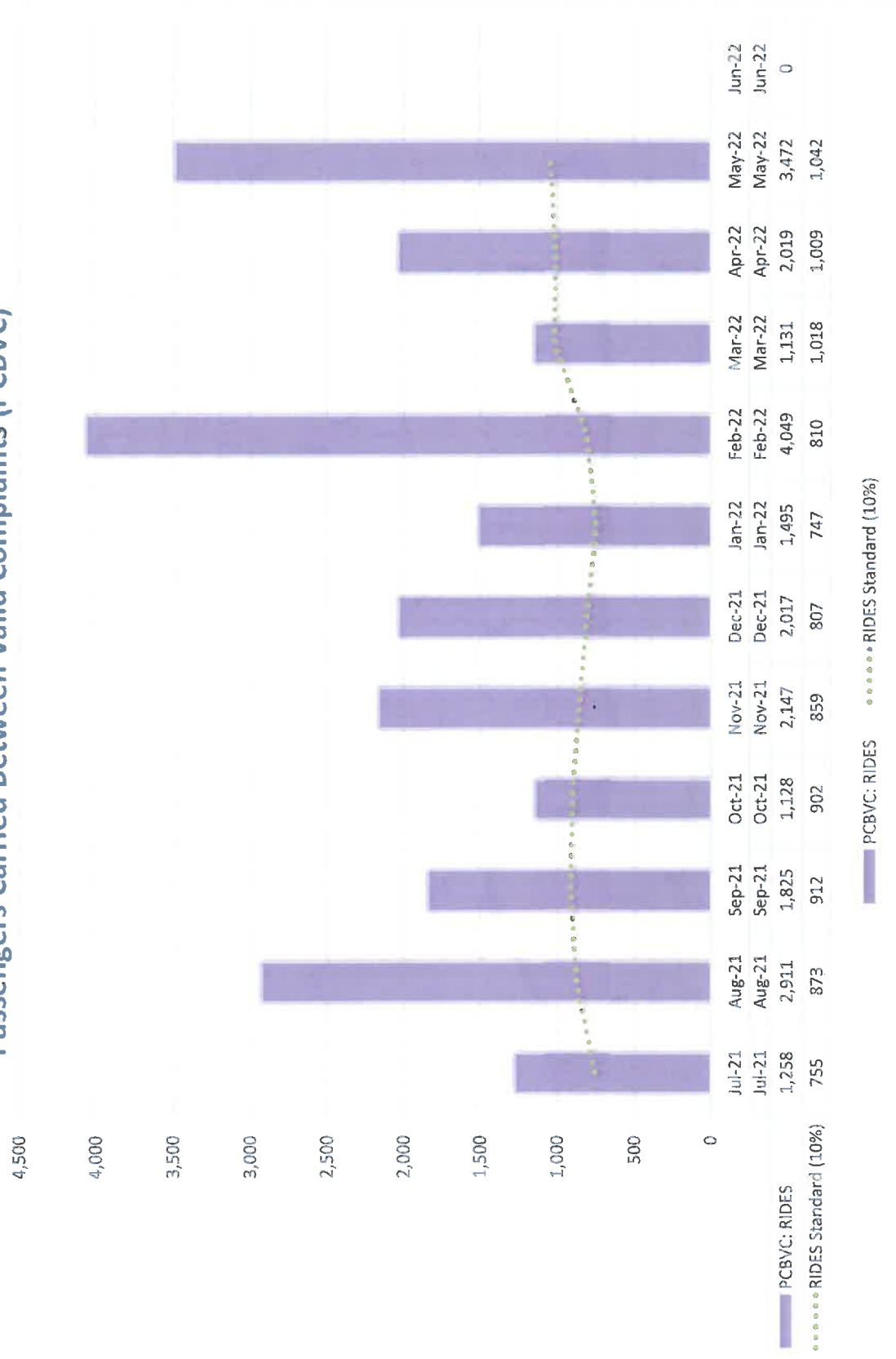


## RIDES Calls Hold Times



## MST RIDES

### Passengers Carried Between Valid Complaints (PCBVC)

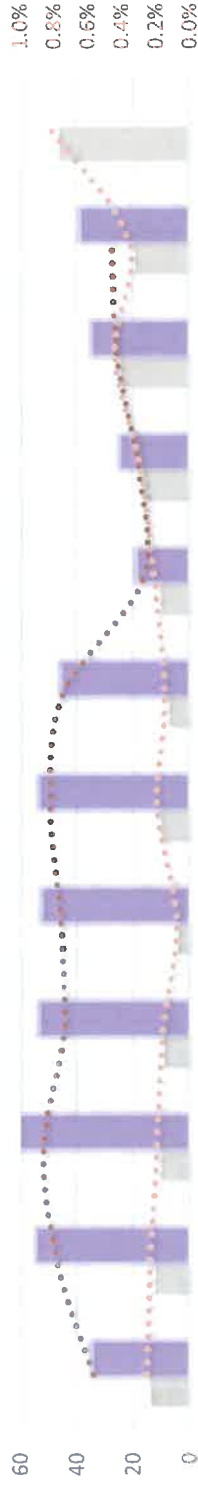


## MV Fixed Route / On-Call Passengers Carried Between Valid Complaints (PCBVC)

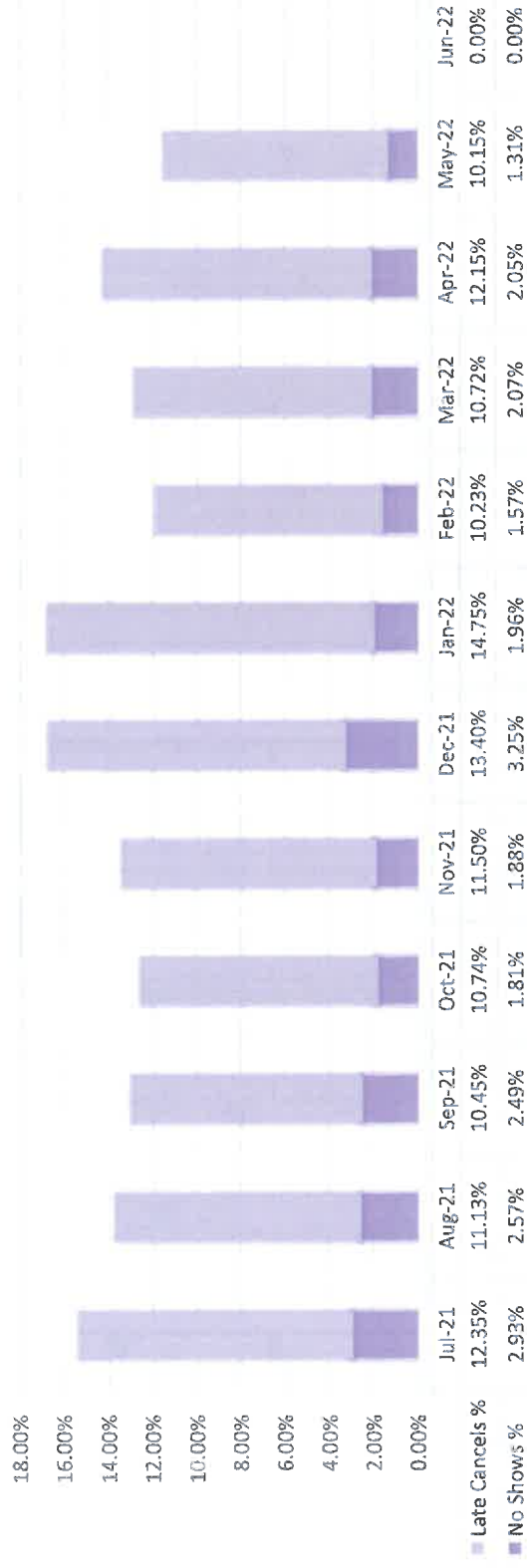


MST-MV Dashboard  
FY 2022

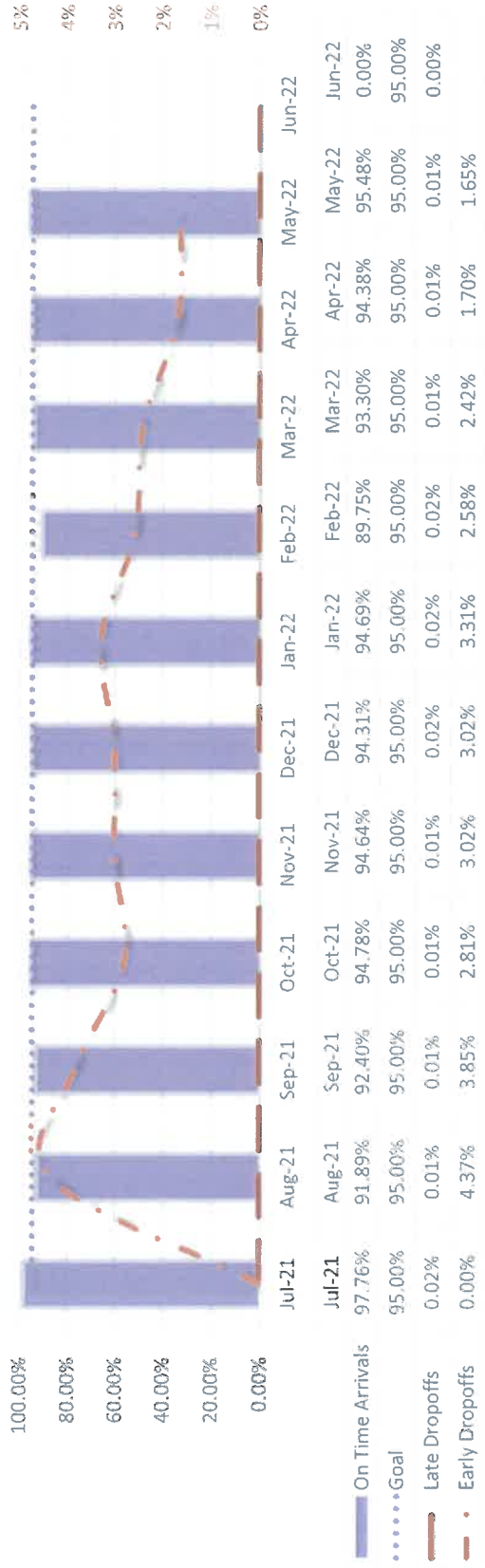
## RIDES Missed Trips FY 21-22



## RIDES No Shows & Late Cancels



## RIDES On Time Dropoffs for Scheduled Appointments



## RIDES On Board Trips Times by Distance Sets

