



## **MOBILITY ADVISORY COMMITTEE MEETING AGENDA AND NOTICE**

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

### **Mobility Advisory Committee Participation:**

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

### **Member Diana Jimenez Participation:**

**Location: Monterey County Social Services - 730 La Guardia, Salinas, CA 93906  
via Zoom**

<https://us06web.zoom.us/j/84500836234?pwd=aFQ0YUdj3Y0eW94WmtRZ1Myc0Vldz09>

Meeting ID: 845 0083 6234 and Passcode: 652252.

### **Member Jessica McKillip Participation:**

**Location: The Hub ITN Monterey – 236 Monterey St, Salinas, CA 93901  
via Zoom**

<https://us06web.zoom.us/j/84500836234?pwd=aFQ0YUdj3Y0eW94WmtRZ1Myc0Vldz09>

Meeting ID: 845 0083 6234 and Passcode: 652252.

### **Public Participation**

Public participation for the Monterey-Salinas Transit Mobility Advisory Committee is available in-person at 19 Upper Ragsdale Drive, Suite 100, as well as virtually via Zoom, telephone, and email. To participate virtually, click

<https://us06web.zoom.us/j/84500836234?pwd=aFQ0YUdj3Y0eW94WmtRZ1Myc0Vldz09>

and enter the following:

Meeting ID: 845 0083 6234 and Passcode: 652252.

To attend by telephone, dial (669) 900-6833 same Meeting ID: 845 0083 6234 and Passcode: 652252.

*Public comments may be made either in person, via Zoom, or via email. Members of the public may attend the Committee Meeting in person and request to speak to the Committee Members when the Chair calls for public comment. Persons who wish to make public comment on an agenda item are encouraged to submit comments in writing by email to MST at [mobility@mst.org](mailto:mobility@mst.org) by 3:00 PM on Friday, September 22, 2023; those comments will be distributed to the MAC Members before the meeting. Written comments may be emailed to [mobility@mst.org](mailto:mobility@mst.org) and should include the subject line: "Public Comment Item # (insert the agenda item number relevant to your comment)."*

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

Agendas and materials related to an item on this agenda submitted to the Board after distribution of the agenda packet are available for public inspection at the Monterey-Salinas Transit Administration Building at 19 Upper Ragsdale Dr., Suite 200, Monterey, CA, 93940 during normal business hours. Agendas and other informational materials related to this meeting may be requested within 72 hours of the meeting date.

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

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

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

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

**TTY/TDD:** 831-393-8111 • 711 Relay



888-678-2871 / Free language assistance

Asistencia de Lenguaje Gratuito /Libreng tulong para sa wika

**Group: Mobility Advisory Committee**

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

**1. CALL TO ORDER**

1-1. Roll Call

1-2. Introduction of Guests

**2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA**

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

**3. CONSENT AGENDA**

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

**4. NEW BUSINESS AND ACTION ITEMS**

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

## 5. PRESENTATIONS

## 6. REPORTS AND INFORMATION ITEMS

*The Committee will receive these report(s), which do not require action by the Committee.*

6-1. MV Transit and MST RIDES Services Update. (David Cox) (Page 29)

6-2. MST Mobility Updates. (Cristy Sugabo)

## 7. SUBJECT ITEM REQUEST

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

## 8. ANNOUNCEMENTS AND APPRECIATIONS

## 9. ADJOURN

**NEXT SCHEDULED MEETING DATE:** November 29, 2023

**1:00 p.m.**

**NEXT SCHEDULED AGENDA DEADLINE:** November 15, 2023

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

*Please contact MST for accurate meeting date, times and **teleconference** information or check online at <https://www.mstmobility.org/advisory-committee.htm>*

**Blank Page**

**MEETING OF THE MOBILITY ADVISORY COMMITTEE (MAC)**

***DRAFT MEETING MINUTES***

**July 26, 2023  
1:00 pm (Pacific)**

<b>Present:</b>	Jennifer Ramirez Jessica McKillip Steven Macias Aaron Hernandez Bobby Merritt Reyna Gross Diana Jimenez Leticia Garcia Maria Magaña	Partnership for Children ITN Monterey County The Blind and Visually Impaired Center Transportation Agency for Monterey County (TAMC) Veterans Transition Center Alliance on Aging AAA-Monterey County Dept. of Social Services The Carmel Foundation Central Coast Center for Independent Living (CCCIL)
<b>Absent:</b>	Alejandro Fernandez	DaVita Dialysis
<b>Staff:</b>	Kevin Allshouse Cristy Sugabo Ruben Gomez Scott Taylor Ezequiel Rebollar Rolando Munoz Sonjé Dayries Michael Kohlman Emma Patel	Contract Services Manager Mobility Services Manager Mobility Coordinator Information Technology Manager IT Technician Customer Service Representative Compliance Analyst Chief Information Officer Interim Planning Manager
<b>Public:</b>	David Cox Sid Noonari Sara Housman Heather Adamson Alissa Guthier	MV Operations Manager ITN Monterey County County of Monterey Health Department AMBAG Transportation Agency for Monterey County (TAMC)

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

**1. CALL TO ORDER**

- 1-1. Roll Call
- 1-2. Introduction of Guests

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

**2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA**

There were no public comments.

**3. CONSENT AGENDA**

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

There were no public comments.

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

**4. NEW BUSINESS**

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

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

**5. PRESENTATION**

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

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

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

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

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

**6. REPORTS AND INFORMATION ITEMS**

- 6-1. MV Transit-MST RIDES Service Update (Kevin Allshouse/David Cox)

6-2. MST Mobility Programs Updates (Cristy Sugabo)

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

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

**7. SUBJECT ITEM REQUEST**

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

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

**8. ANNOUNCEMENTS AND APPRECIATIONS**

**None**

**9. ADJOURN**

**With no further business to discuss, Chair Macias adjourned the meeting at 2:22 p.m. (Pacific Time).**

PREPARED BY:



Ruben Gomez

REVIEWED BY:



Cristy Sugabo



**Blank Page**

To: MST Mobility Advisory Committee

From: Lisa Rheinheimer, Assistant General Manager

Subject: MST SURF! Busway and Bus Rapid Transit Project

**RECOMMENDATION:**

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

**FISCAL IMPACT:**

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

**POLICY IMPLICATIONS:**

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

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

## **DISCUSSION:**

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

### **What is the Project?**

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

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

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

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

### **What are some of the Project benefits for our community?**

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

Additionally, with over 1 mile of new multiuse trails, the SURF! Project provides better access to and from the Beach Range Road trail connections to Fort Ord Dunes State Park at the north and south ends of the Project. MST and the design team deliberately planned the project to increase access for bicyclists, pedestrians, and wheeled travelers connecting to the beach and to the coast.

In June 2021, MST staff conducted a Rapid Equity Lens evaluation of the SURF! project. The Equity Lens also helps MST review its policies, service reductions, fare increases, and other projects – both small and large – for potential adverse impact on people of color, lower income households, and historically marginalized groups as an alternative to conducting a Title VI equity analysis. The Rapid Equity Lens found that the SURF! project supports transportation equity. It will serve a state-defined disadvantaged community and low-income populations with an affordable commuting option to access employment and educational opportunities, as well as vital healthcare services. The results of the Rapid Equity Lens can be found in **Attachment 4**.

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

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



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

The Project has accomplished the following milestones:

January 2020	Began preliminary engineering, planning, and environmental review
February 2020	Project team conducted bicycle tour of project
July 2021	MST Board Approved Project and Certified CEQA Environmental Documentation
December 2022	Construction Manager/General Contractor hired

January 2023	FTA issued Categorical Exclusion under the National Environmental Policy Act
January 2023	65% Design Complete
Ongoing	Outreach and public information totaling over 3,000 interactions
April 2023	Begin Coastal Development Permit Application process

The Project team is working on the following milestones:

Apr. 2023-Mar. 2024	Coastal Development Permits from Coastal Commission, Sand City, and Marina
July 2023 – Mar. 2024	Other permits from PG&E, cities, and miscellaneous
Jan. 2024-Aug. 2024	Funding allocations and agreements with State and FTA
Sept. 2024-Sept. 2026	Construction
January 2027	Begin SURF! Bus Rapid Transit (BRT) service

For the Coastal Development Permits with the Coastal Commission, City of Sand City, and City of Marina, the Mobility Advisory Committee may consider submitting a letter of support for the SURF! Project. A draft letter is attached (Attachment 2) for the Committee's consideration.

#### ATTACHMENT(S):

Web Attachment 1: MST SURF! webpage: <https://mst.org/about-mst/planning-development/surf/>

Attachment 2: Letter from MAC Supporting Coastal Development Permit Approvals

Attachment 3: SURF! Project Flyer

Attachment 4: SURF! Busway and Bus Rapid Transit Project - Rapid Equity Lens

PREPARED BY:  REVIEWED BY:   
 Lisa Rheinheimer Carl G. Sedoryk



September 27, 2023

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

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

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

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

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

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

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

- The Project will provide all residents of Marina, Seaside, and Sand City and those using Line 20 Salinas-Monterey with more frequent and reliable transit service for work, grocery shopping, healthcare services, and education.
- The Project increases access and improves reliability for persons with disabilities, seniors, and veterans using MST ADA paratransit services.

- The Project also removes gaps and increases trails to Fort Ord Dunes State Park via the Beach Range Road trail extensions at the north and south ends of the project.
- Bus rapid transit service will remove transit buses from the heavily congested Highway 1 corridor and provide an attractive alternative to stop and go conditions.

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

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

Thank you for your time and consideration.

Sincerely,

Steven Macias  
Chair, Mobility Advisory Committee

CC:

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

Attachment 3  
Our Newest  
**Busway &  
Bus Rapid Transit**  
Project



**SURF!**  
EXPRESS

**MST**



 Zero-Emissions buses help keep our air clean.



# SURF!

## EXPRESS

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

**Reduces  
commute  
trip times**  
up to

**16**

**MINUTES**



### Marina

Marina Transit Exchange

VA Hospital

New 5th Street Station

CSUMB

PARTNERSHIP



Sand City

Sand City Station

Seaside

Monterey



## Funding

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

## Shared Vision

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

As MST's first bus rapid transit project, the Jazz line includes themed bus stops, real-time, next bus electronic signs, and frequent service connecting people living or working in Seaside, Del Rey Oaks, Pacific Grove and Monterey to downtown and New Monterey businesses, shopping, and education. If implemented, the proposed SURF! Project will include high-quality bus transit with fast, comfortable, and cost-

effective services. It does this with dedicated bus-only lanes, iconic stations, SURF!-themed bus stops or stations, modern fare collection, and fast and frequent operations. Future connections to and from the SURF! line will include rapid transit service along the Marina-Salinas Multimodal Corridor from the Dunes to downtown Salinas and beyond through the Alisal Corridor. As the communities of Monterey County grow and depend on transit services, future phases of rapid transit service will develop along the US 101 corridor, connecting the Salinas Valley to the Central Coast.

# 1


MILE

of new  
bicycle trail  
connections

and improvements  
to the Monterey Bay  
Recreational Trail



3,300  
Annual  
Metric Tons  
CO<sub>2</sub>  
SAVED



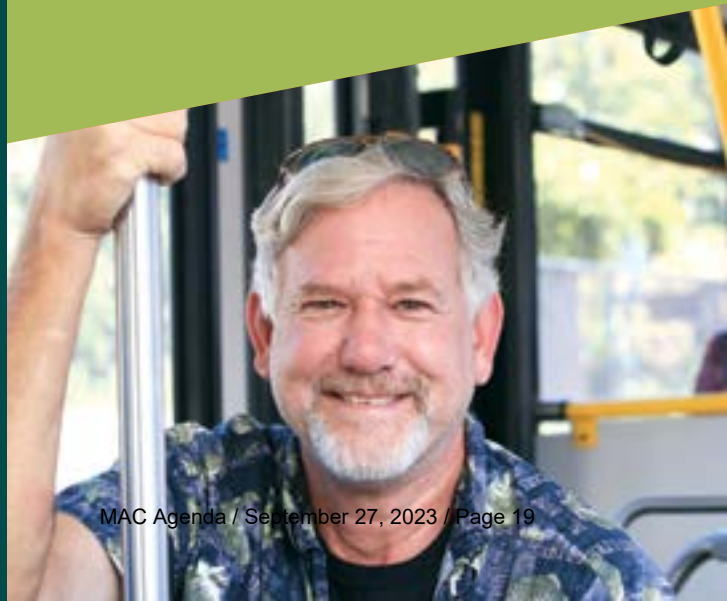


## Benefits

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

## Beneficios

- ✓ mejora  
*la movilidad*
- ✓ crea  
*empleos bien remunerados*
- ✓ reduce  
*el tráfico*
- ✓ mejora  
*la calidad del aire*
- ✓ conecta  
*senderos para bicicletas*
- ✓ preserva  
*el corredor para el futuro  
servicio ferroviario*





Los autobuses de cero emisiones ayudan a mantener nuestro aire limpio.



## Nuestro nuevo proyecto de Vías y Autobuses de Tránsito Rápido

# SURF!

EXPRESS

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

Reduce los tiempos de viaje hasta

# 16

MINUTOS



Marina

Marina Transit Exchange

VA Hospital

Nueva Estación de la calle 5

CSUMB

ASOCIACIÓN



Sand City

Sand City Station

Seaside

Monterey





## Fondos



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

## Visión compartida

¡El SURF propuesto! El proyecto es el próximo gran proyecto de tránsito rápido de MST y parte de un esfuerzo mayor para reducir la congestión y mejorar las conexiones de tránsito dentro de las comunidades del condado de Monterey. Como el primer proyecto de autobús de tránsito rápido de MST, la línea Jazz incluye paradas de autobús temáticas, señales electrónicas del próximo autobús en tiempo real y servicio frecuente que conecta a las personas que viven o trabajan en Seaside, Del Rey Oaks, Pacific Grove y Monterey con el centro de la ciudad y negocios de New Monterey, compras y educación. Si se implementa, la propuesta SURF! El proyecto incluirá transporte en autobús de alta calidad con servicios rápidos, cómodos y

económico. Lo hace con carriles exclusivos para autobuses, estaciones icónicas, paradas o estaciones de autobús con temática SURF!, una colección de tarifas moderna y operaciones rápidas y frecuentes. Futuras conexiones desde y hacia SURF! La línea incluirá un servicio de tránsito rápido a lo largo del Corredor Multimodal Marina-Salinas desde los Dunes hasta el centro de Salinas y más allá a través del Corredor Alisal. A medida que las comunidades del condado de Monterey crecen y dependen de los servicios de tránsito, las fases futuras del servicio de tránsito rápido se desarrollarán a lo largo del corredor de la US 101, conectando el Valle de Salinas con la Costa Central.

# 1

MILLA

**de nuevas conexiones de senderos para bicicletas**

y mejoras al sendero recreativo de la bahía de Monterey



# 3,300

**Toneladas Métricas Anuales**

# CO<sub>2</sub>

**AHORRADAS**



# MST

MONTEREY-SALINAS TRANSIT

**1-888-MST-BUS1**

(1-888-678-2871)

TDD 831-393-8111

**www.mst.org**

## Customer Service Locations

### Monterey Bus Stop Shop

201 Pearl Street

Monterey, CA 93940

### Salinas Transit Center

110 Salinas Street

Salinas, CA 93901

### Marina Transit Exchange

280 Reservation Road

Marina, CA 93933

## MST RealTime

**Real Easy!** Bus arrival information at your fingertips.

Text, Phone, App or Map

**¡Muy fácil!** La información de llegada los autobuses ya está a su alcance. Texto, Teléfono, App y Mapas.



(888) 678-2871

Free language assistance

Asistencia de lenguaje gratuito

Libreng tulong para sa wika

Hỗ trợ ngôn ngữ miễn phí

무료 언어 지원



Printed on recycled paper with 30% PCW

(including post-consumer waste) using low VOC soy inks.

***Designed to move you.***

Big Sur

Carmel

Carmel Valley

Castroville

Chualar

Del Rey Oaks

Elkhorn

Gonzales

Greenfield

King City

Marina

Monterey

Moss Landing

Pacific Grove

Pajaro

Paso Robles

Pebble Beach

Prunedale

Salinas

San Ardo

San Jose

San Lucas

San Miguel

Sand City

Seaside

Soledad

Spreckels

Watsonville

## SURF! BUSWAY AND BUS RAPID TRANSIT PROJECT

### RAPID EQUITY LENS

---

This Rapid Equity Lens (Equity Lens, Lens) includes a set of questions to help MST staff identify and prioritize equity opportunities when actions must be taken quickly. The Equity Lens also helps MST review its policies, service reductions, fare increases, and other projects – both small and large – for potential adverse impact on people of color, lower income households, and historically marginalized groups as an alternative to conducting a Title VI equity analysis<sup>1</sup>. This is not a program but, rather, a tool to ensure that equity is considered and a part of the decision-making process.

#### What is Equity?

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

#### When Should You Use the Rapid Equity Lens?

The Equity Lens should be used for actions or decisions that:

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

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

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

---

<sup>1</sup> MST does not meet the criteria established by the Federal Transit Administration requiring a transit agency to conduct a Title VI service equity analysis prior to major service changes or fare increases.

All questions should be answered to the best extent possible before a decision is made. If you have any questions regarding this process, please contact MST's Civil Rights Officer for assistance. ***The Assessment should be completed by a diverse group within the project team, including staff with a variety of experiences, knowledge, backgrounds, and skillsets.*** The completed form should be emailed to the *Civil Rights Officer* at CRO@mst.org. A summary of the Rapid Equity Lens should be included in all reports for which it has been applied, including board reports or other documents, as part of the evaluation process.

## RAPID EQUITY WORKSHEET

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

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

**Proposed Action Summary:** Construct a new bus-only facility and implement new BRT service.





**1. Will the Project positively benefit and/or negatively impact any of the following groups?**

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

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

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

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

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

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

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

There were no barriers identified that would prevent someone from using transit services operating along the SURF! busway. Benefits to others were identified including bicycle riders with access to bike racks on buses as well as improvements to active transportation trail connections and supportive infrastructure at the 5<sup>th</sup> Street Station.

For those potentially impacted in #1 above, a further explanation is provided below:

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

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

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

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

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

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

There is an opportunity to lead some community engagement efforts including design charettes

in Marina. The area of focus would be between Palm/Del Monte and the freeway overpass.

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

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

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

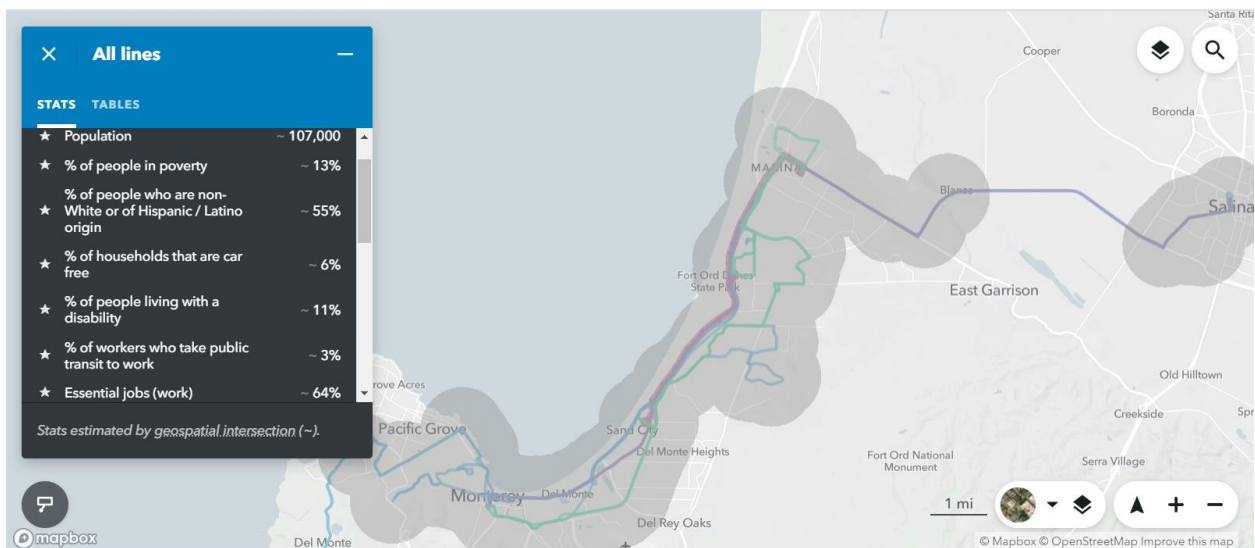
## 7. Conclusion

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

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

## EQUITY FOCUS COMMUNITIES MAP

The map below shows the population served within  $\frac{3}{4}$  mile of the new SURF! service as well as existing transit lines which will utilize the busway after completion of construction. Demographic stats are also included in the table.



**Blank Page**

## MV

### Trips by Purpose



The report counts comp trips. Date range: 07/27/2023 - 09/19/2023. Transportation company: MV. Provider types: Normal. Counted passenger types: clients, assistants, children, companions, other passengers. Information is grouped by month.  
Cancel Types: None.

	2023/07	2023/08	2023/09	Total for purpose
COMMT MTNG	2	2	1	5
DIALYSIS	216	1,285	699	2,200
EDUCATION\TRAINING\DAY CARE	309	2,169	1,284	3,762
EMPLOYMENT	55	353	181	589
FUNCT ASSESSMENT	1	14	5	20
MEDICAL	121	779	347	1,247
NUTRITIONAL	0	9	13	22
PERSONAL/RECREATIONAL	305	1,776	1,032	3,113
SHELTERED WORKSHOP	5	36	14	55
SHOPPING	23	166	49	238
Total for period	1,037	6,589	3,625	11,251

## Taxi

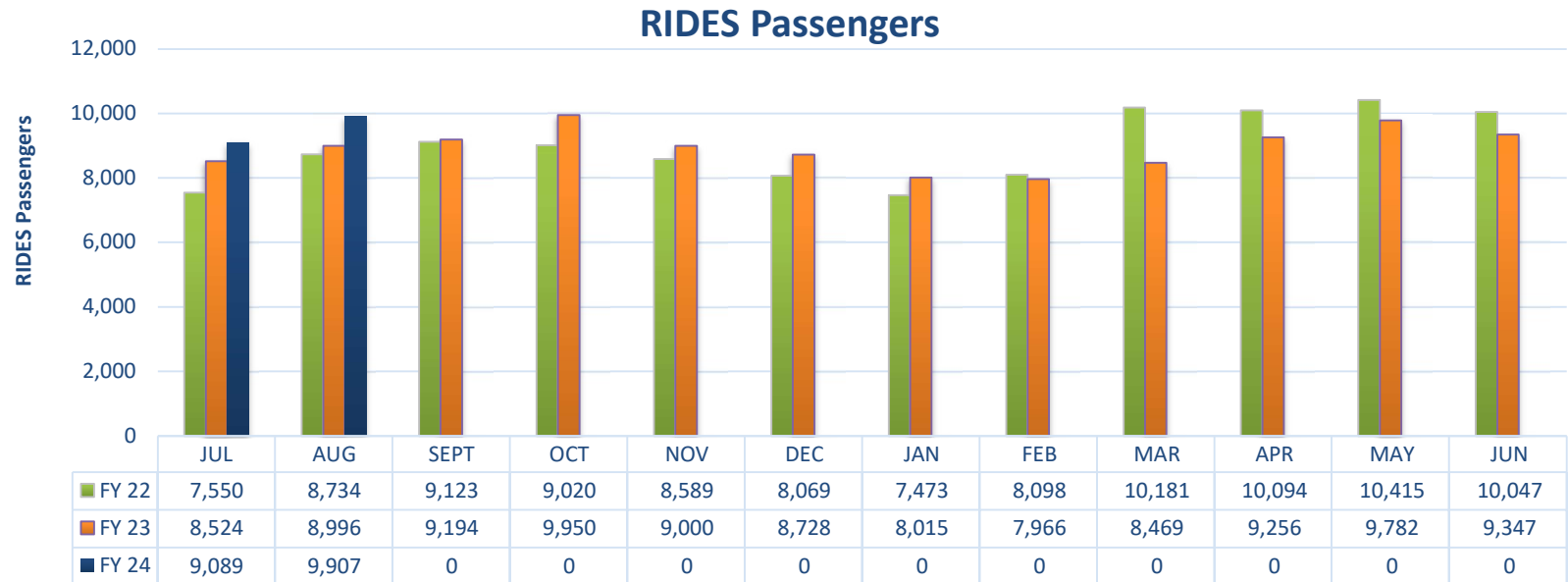
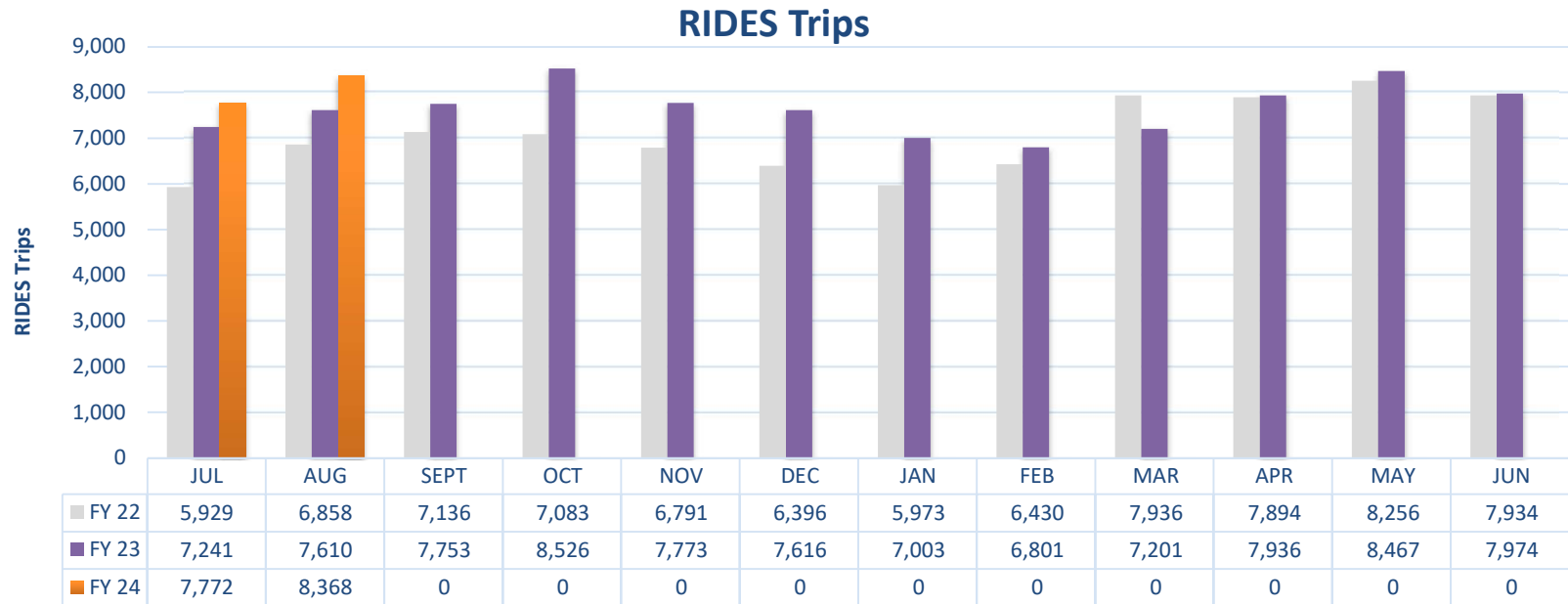
### Trips by Purpose



The report counts comp trips. Date range: 07/27/2023 - 09/19/2023. Transportation company: Yellow Cab Co.. Provider types: Normal, Trips Only. Counted passenger types: clients, assistants, children, companions, other passengers. Information is grouped by month.  
Cancel Types: None.

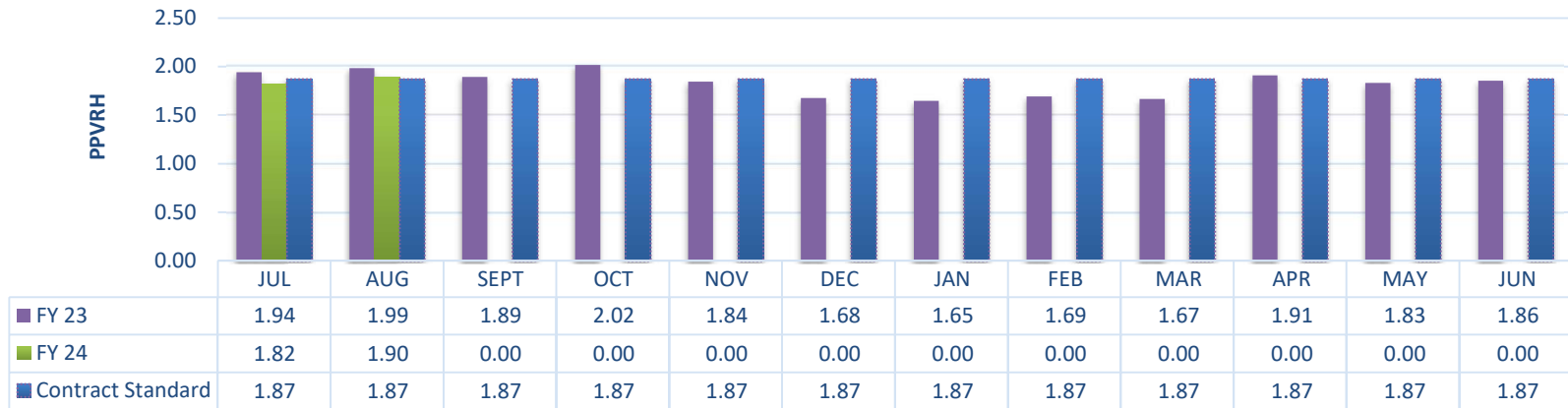
	2023/07	2023/08	2023/09	Total for purpose
DIALYSIS	69	611	384	1,064
EDUCATION\TRAINING\DAY CARE	38	408	301	747
EMPLOYMENT	55	508	276	839
FUNCT ASSESSMENT	0	7	2	9
MEDICAL	46	602	296	944
NUTRITIONAL	1	6	1	8
PERSONAL/RECREATIONAL	114	1,074	796	1,984
SHELTERED WORKSHOP	2	16	8	26
SHOPPING	10	86	56	152
Total for period	335	3,318	2,120	5,773

**MST-MV Dashboard  
FY 2024**

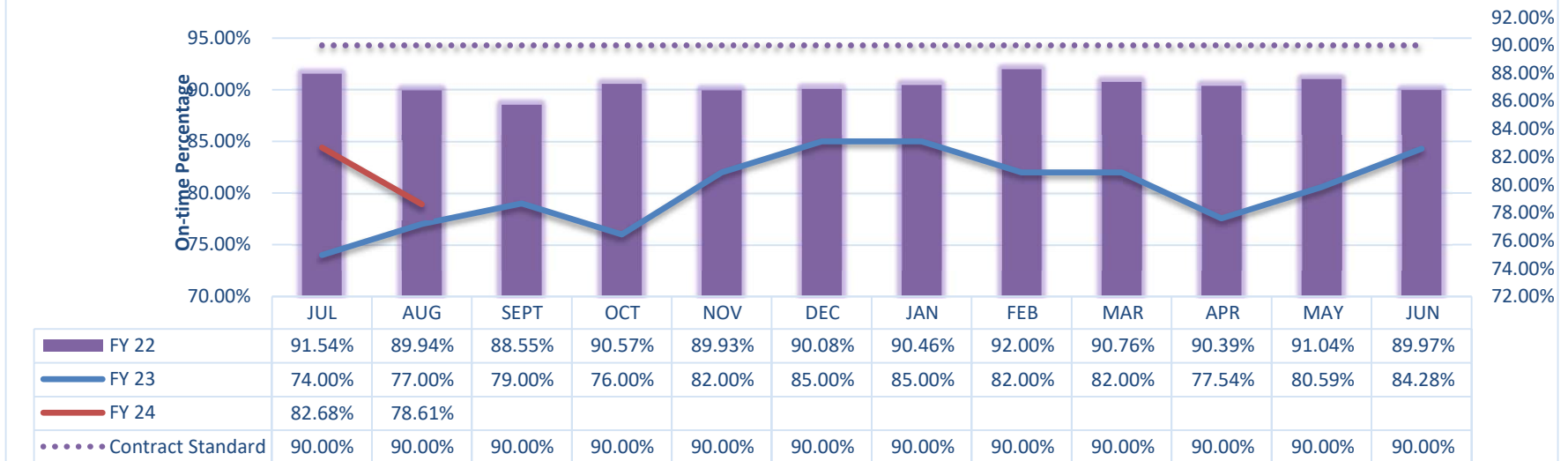


**MST-MV Dashboard  
FY 2024**

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

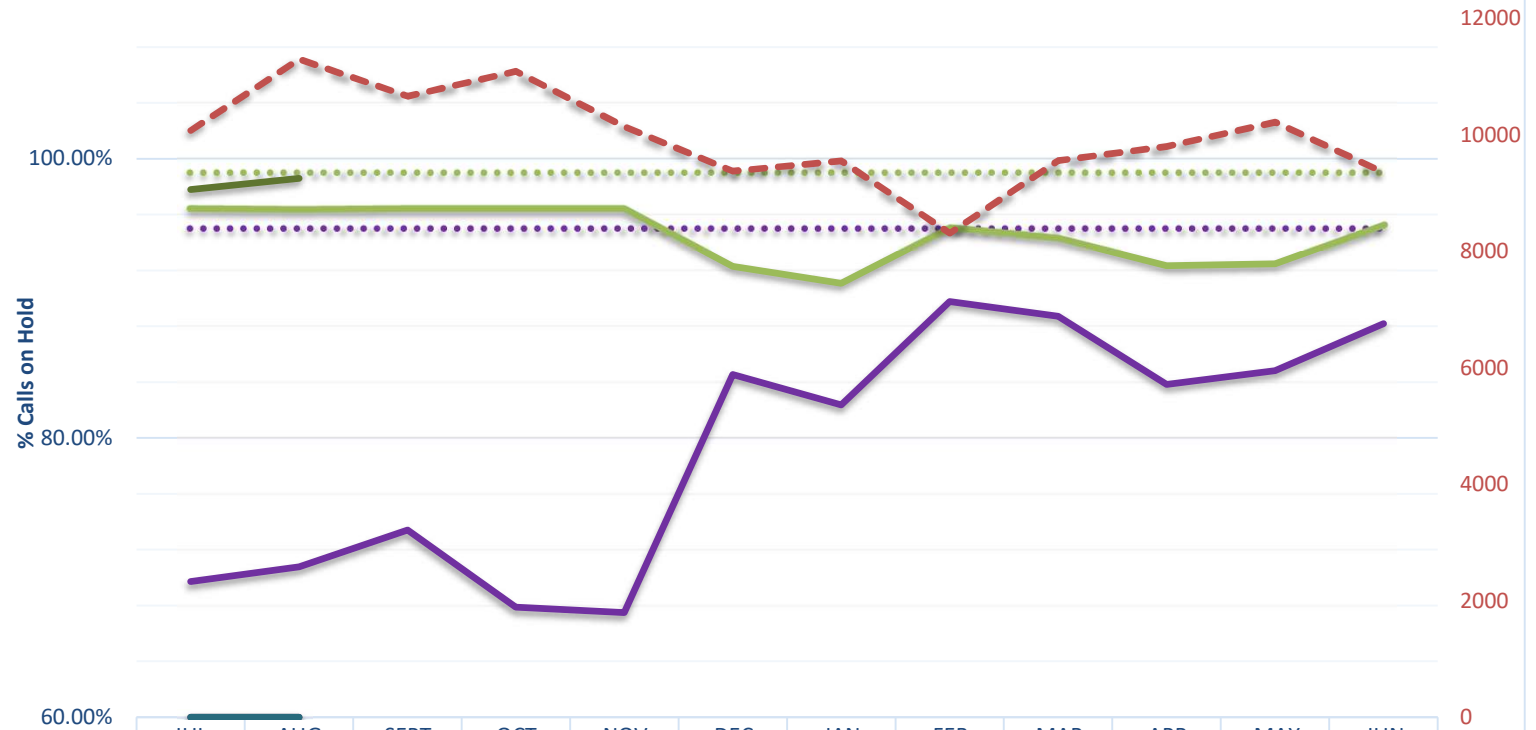


### RIDES On Time Performance (OTP)



MST-MV Dashboard  
FY 2024

### RIDES Calls Hold Times

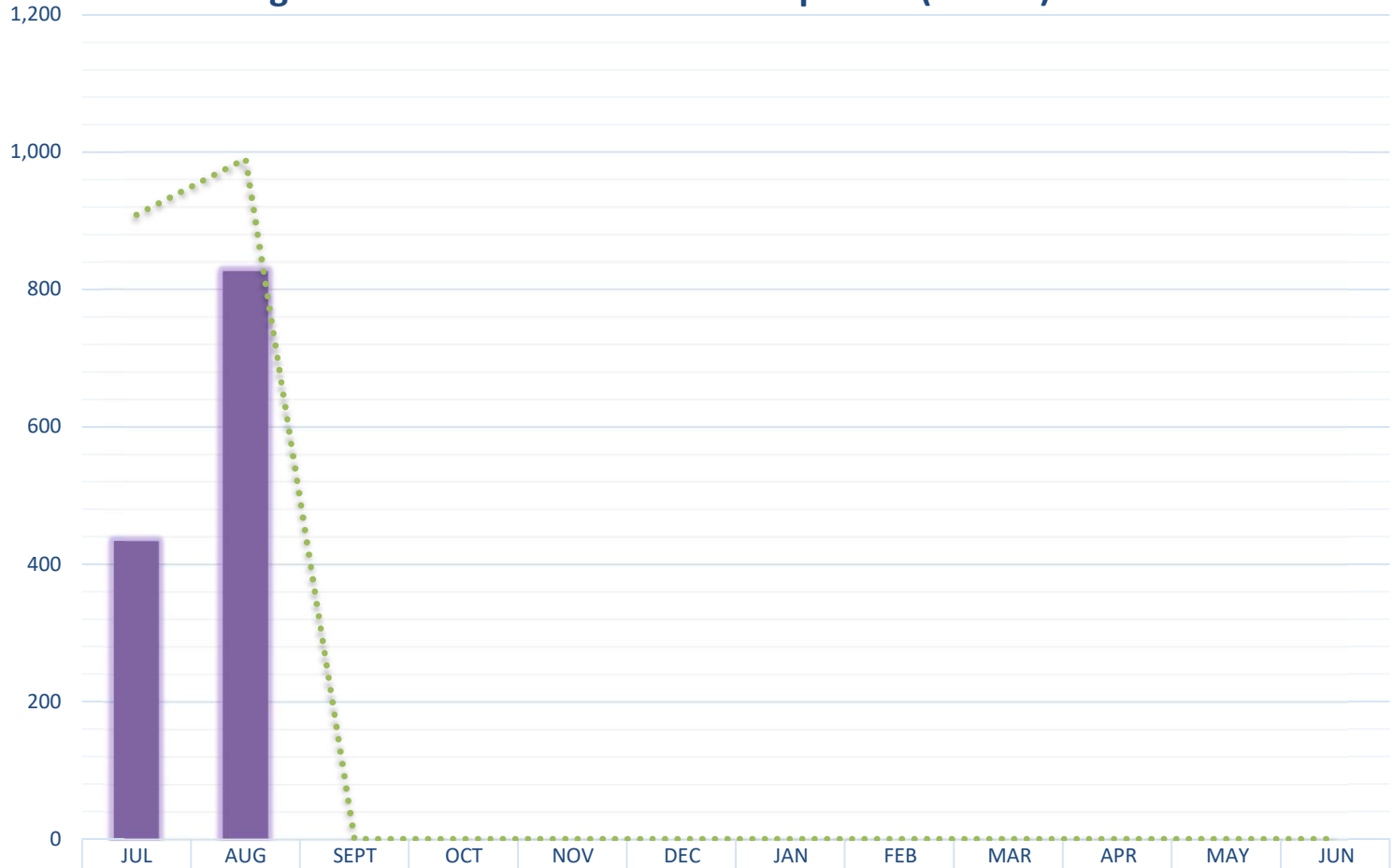


	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Contract Standard <180 (s)	95.00%	95.00%	95.00%	95.00%	95.00%	95.00%	95.00%	95.00%	95.00%	95.00%	95.00%	95.00%
Contract Standard <300(s)	99.00%	99.00%	99.00%	99.00%	99.00%	99.00%	99.00%	99.00%	99.00%	99.00%	99.00%	99.00%
FY 23 <180(s)	69.71%	70.77%	73.40%	67.89%	67.51%	84.55%	82.36%	89.79%	88.72%	83.84%	84.81%	88.18%
FY 23 <300(s)	96.43%	96.36%	96.43%	96.43%	96.43%	92.30%	91.09%	95.07%	94.30%	92.33%	92.47%	95.28%
FY 23 Calls Received	10087	11312	10676	11102	10154	9389	9567	8322	9568	9812	10231	9365
FY 24 <180(s)	88.55%	89.30%										
FY 24 <300(s)	94.89%	96.43%										
FY 24 Calls Received	9070	9267										



## MST RIDES

### Passengers Carried Between Valid Complaints (PCBVC)



PCBVC: RIDES	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
	433	826	0	0	0	0	0	0	0	0	0	0
RIDES Standard (10%)	909	991	0	0	0	0	0	0	0	0	0	0

PCBVC: RIDES      RIDES Standard (10%)