

SURF! Busway and Bus Rapid Transit Project
Monterey, California
Small Starts Project Development
(Rating Assigned November 2022)

| Summary Description | |
|---|---|
| Proposed Project: | Bus Rapid Transit 19.5 Miles, 29 Stations |
| Total Capital Cost (\$YOE): | \$66.04 Million |
| Section 5309 CIG Share (\$YOE): | \$22.17 Million (33.6%) |
| Annual Operating Cost (opening year 2025): | \$3.26 Million |
| Current Year Ridership Forecast (2019): | 2,300 Daily Linked Trips 706,200 Annual Linked Trips |
| Horizon Year Ridership Forecast (2040): | 2,800 Daily Linked Trips 855,000 Annual Linked Trips |
| Overall Project Rating: | Medium-High |
| Project Justification Rating: | Medium |
| Local Financial Commitment Rating: | High |

Project Description: Monterey-Salinas Transit (MST) proposes to implement bus rapid transit between the cities of Monterey, Marina, Sand City, Seaside, and Salinas in Monterey County, California. The project includes a six-mile dedicated busway along a former rail right-of-way parallel to California Highway 1; bicycle and pedestrian improvements; and a transit signal prioritization (TSP) system along some segments. No additional vehicles are needed to operate the service. On weekdays, service is planned to operate every 15 minutes from 6:00 am to 10:00 pm. On weekends, service is planned to operate every 30 minutes from 7:30 am to 8:30 pm.

Project Purpose: MST intends for the project to reduce congestion impacts, improve on-time performance, and expand transit ridership in the increasingly congested Highway 1 corridor. The project is planned to serve downtown Salinas and Monterey; beaches; California State University at Monterey Bay; a military and veteran outpatient clinic; and the Monterey Conference Center. It is planned to connect with the Salinas Transit Center and the Monterey Transit Plaza.

Project Development History, Status and Next Steps: MST and its partners selected a Locally Preferred Alternative and included it in the financially constrained long-range transportation plan in July 2018. The project entered Small Starts Project Development in April 2020. MST expects to complete the environmental review process with receipt of a Documented Categorical Exclusion from FTA in December 2022. MST anticipates receiving a Small Starts Grant Agreement in 2024 and opening for revenue service in 2025.

Locally Proposed Financial Plan

| <u>Source of Funds</u> | <u>Total Funds (\$million)</u> | <u>Percent of Total</u> |
|--|--------------------------------|-------------------------|
| Federal: | | |
| Section 5309 CIG | \$22.17 | 33.6% |
| Section 5307 Urbanized Area Formula Program | \$0.07 | 0.1% |
| State: | | |
| State of California Trail and Intercity Capital Program | \$25.00 | 37.9% |
| State of California Assembly Bill 178 | \$2.50 | 3.8% |
| State of California Senate Bill 1 Local Partnership Program | \$0.10 | 0.1% |
| Local: | | |
| Monterey County Measure X | \$15.00 | 22.7% |
| Monterey Bay Air Resources District Local Vehicle Registration Surcharge Fee | \$1.20 | 1.8% |
| Total: | \$66.04 | 100.0% |

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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LAND USE RATING: Medium-Low

- The land use rating reflects population density within ½ mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county.
 - The station areas have an average population density of 2,199 persons per square mile, which corresponds to a Low rating. Employment served by a one-seat ride totals 25,049, corresponding to a Low rating. The ratio of station area to county LBAR housing is 1.19, with about six percent LBAR housing in the surrounding county. This corresponds to a Medium rating.
 - The corridor consists of a mix of higher- and lower-density residential and commercial uses. Outside of the Central Business Districts (CBD), the development character around the existing stations is largely reflective of the single-family residential land uses.
 - The corridor has pedestrian facilities present in the vicinity of most proposed stations. There are extensive sidewalk networks with crosswalks at intersections and curb ramps around existing transit centers. Parking costs \$12 in Monterey and Salinas CBDs, corresponding to a Medium-High rating.

ECONOMIC DEVELOPMENT RATING: Medium-Low

Transit-Supportive Plans and Policies: Medium-Low

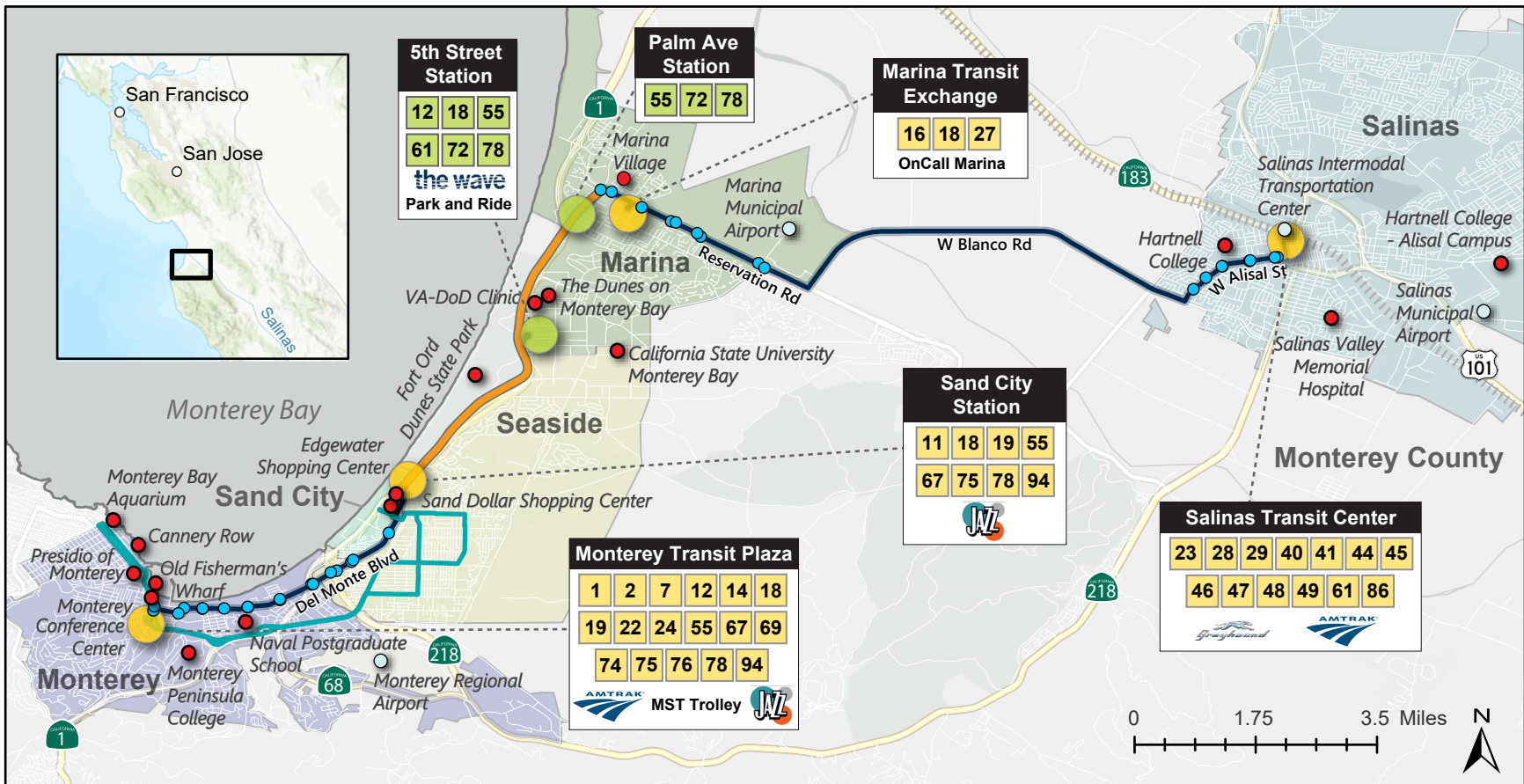
- *Transit-Supportive Corridor Policies:* There are policies and plans within the jurisdictions along the corridor that aim to enhance the transit-friendly character of the corridor and station area development. These include recommendations for increased density and a mix of uses along certain segments.
- *Supportive Zoning Near Transit Stations:* Significant amounts of low-density residential and open area zoning exist within station areas. Some areas of moderate density exist along the alignment in Seaside and in downtown Monterey and Salinas.
- *Tools to Implement Land Use Policies:* There are limited regulatory or financial incentives for transit-oriented development (TOD), except for density bonuses and concessions awarded for the provision of affordable housing. The sponsor is working to engage the development community in station area planning and transit-supportive development through an FTA-funded TOD planning grant.

Performance and Impacts of Policies: Medium-Low

- *Performance of Land Use Policies:* There are developments within the corridor affected by transit-oriented policies including Monterey-Salinas Transit's JAZZ BRT service and two station area development proposals that include housing (affordable and 55+), hotels, office space, and retail.
- *Potential Impact of Transit Investment on Regional Land Use:* There are market-supported opportunities for redevelopment of vacant or underutilized land into mixed-use, commercial, or multi-family residential developments, though zoning limits density in many areas.

Tools to Maintain or Increase Share of Affordable Housing: Medium-Low

- There is a lack of documented evaluation of corridor-specific affordable housing needs and supply.
- Density bonuses and concessions are awarded for the provision of affordable housing.
- In Sand City, the South of Tioga project will include 50+ LBAR housing units for people 55 and older.
- Each of the jurisdictional Housing Element Plans provide percentages of affordable housing that should be dedicated to very- and extremely-low-income households.
- There is little analysis completed or policy in place to account for preserving and increasing LBAR housing in the long-term.



SURF! Busway and BRT Project

Salinas to Monterey, CA

- LEGEND**
- SURF! BRT Route
 - SURF! Busway
 - Jazz BRT Route
 - Amtrak Rail
 - Major Stations (Existing)
 - Major Stations (New)
 - Major Activity Centers
 - Transit Facilities
 - Bus Stops
 - State Routes
 - Highways

ROUTE LIST

| | | | | | |
|----|-----------------------------|-------|------------------------------------|----|-------------------------------------|
| 1 | Asilomar - Monterey | 24 | Carmel Valley Grapevine Express | 55 | Monterey - San Jose (Exp) |
| 2 | Pacific Grove - Carmel | 27 | Watsonville - Marina | 61 | Veteran's Shuttle |
| 7 | Del Rey Oaks - Monterey | 28/29 | Watsonville - Salinas | 67 | Presidio - Marina |
| 11 | Carmel - Sand City | 40 | Spreckels - Alisal - Salinas | 69 | Presidio - Del Monte Center |
| 12 | Monterey - The Dunes | 42 | East Salinas - Westridge | 72 | Presidio - North Salinas |
| 14 | Marina - NPS via La Mesa | 44 | Northridge - Salinas | 74 | Presidio - Preston Park - Toro Park |
| 16 | CSUMB - Marina | 45 | East Market - Creekbridge | 75 | Presidio - Marshall Park |
| 18 | Monterey - Marina via CSUMB | 46 | Natividad | 76 | Presidio - Stillwell Park |
| 19 | CSUMB - Monterey/DMC | 47 | Hartnell East Alisal - West Alisal | 78 | Presidio - Santa Cruz |
| 22 | Big Sur - Monterey | 48 | Salinas - Salinas Airport | 86 | San Jose - King City |
| 23 | Salinas - King City | 49 | Salinas - Santa Rita | 94 | Carmel Rancho - Sand City |