



December 13, 2016

Mr. Mark Williams, Mailstop 3E  
Air Resources Board  
P.O. Box 2815  
Sacramento, CA 95812

***Subject: Suggestions for Volkswagen \$800M 10-year Zero Emission Vehicle Investment Commitment in California***

Dear Mr. Williams:

Monterey-Salinas Transit (MST) staff participated in the public workshop ARB hosted on Friday, December 2, 2016 and appreciates this opportunity to comment on the development of the Zero Emission Vehicle (ZEV) Investment Plan.

**Agency Background**

MST was created by California law AB 644 and formed July 1, 2010. Current members of the district are the cities of Carmel, Del Rey Oaks, Gonzales, Greenfield, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City, Seaside, Soledad and the County of Monterey. The MST board of directors appoints the agency's general manager/CEO. MST has a staff of nearly 250 employees, which includes operations, maintenance and facilities, and administration. MST serves a 295-square mile area of Monterey County, Santa Cruz County, Santa Clara County and San Luis Obispo County.

**Equity for all Consumers**

MST is the sole public transportation provider in Monterey County, which includes disadvantaged communities as defined by California SB535. Many residents in those disadvantaged communities are transit-dependent and do not have access to private automobiles. For this reason, it is imperative that the ZEV Investment Plan include public transit, since this may be the only way these disadvantaged populations can access ZEVs. As an equitable means to reach all California consumers, public transit should be included in each of the four categories the Investment Plan is required to address.

*Advocating and delivering quality public transportation as a leader within our community and industry.*

**Transit District Members** Monterey County • Carmel-by-the-Sea • Del Rey Oaks • Gonzales • Greenfield • King City • Marina • Monterey  
Pacific Grove • Salinas • Sand City • Seaside • Soledad **Administrative Offices** 19 Upper Ragsdale Drive, Suite 200 Monterey, CA 93940  
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**Life of Investment**

The Partial Consent Decree requires \$200 Million spent in each 30-month period. Public transit must be included during the entire 10-year investment and should be a component in each of the four 30-month funding cycles.

**Public Access to Fueling Infrastructure**

As with many other California transit agencies, transit centers are generally dwelling areas where medium and heavy duty vehicles have designated right-of-way, and passenger cars are prohibited for safety reasons. Because of this, it is challenging for a public transit agency to coordinate with fueling areas open to the public for personal vehicles. Consideration should be given toward funding public transit charging infrastructure without regard to private vehicle access.

**Workforce Development**

As with any major shift in an industry, workforce development is important to maintain a labor pool capable of keeping up with new technology. The ZEV Investment Plan must consider workforce development and education for those working in the transportation industry now and in the future in order for the electric vehicle market to truly succeed in California. To accomplish this ZEV workforce development and education, we encourage consideration of the Southern California Regional Transportation Training Consortium ([www.scrttc.com](http://www.scrttc.com)), of which MST is an active member.

**Green City Initiative**

All issues identified above should be incorporated into a Green City Initiative with features capable of being replicated in multiple parts of California.

We appreciate the opportunity to assist ARB in this important endeavor. For additional information, please contact me (831) 264-5001.

Sincerely,



Carl G. Sedoryk  
General Manager/CEO