

# TRANSPORTATION COMMITTEE

October 19, 2007

AGENDA ITEM NO.: **1**

**Action Requested: APPROVE**

## TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF OCTOBER 5, 2007

The meeting of the Transportation Committee was called to order by Chair Jim Madaffer (City of San Diego) at 9:06 a.m. See the attached attendance sheet for Transportation Committee member attendance.

### 1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Chairman Ed Gallo (North County Transit District [NCTD]) and a second by Chair Pro Tem Bob Emery (Metropolitan Transit System[MTS]), the Transportation Committee approved the minutes from the September 7, September 20, and September 21, 2007, meetings.

### 2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Mr. Kevin Siva (Southern California Tribal Chairmen's Association) introduced his Aunt, Doctor Catherine Siva Saubel. He stated that she has been instrumental in the growth of the Los Coyotes reservation and has written a number of books. She is also a California State Commissioner on the Native American Heritage Commission and is the first Native American inducted into the National Women's Hall of Fame.

Mayor Jim Desmond commented that the draft Environmental Impact Report has been submitted for Phase One of the Master Plan which covers the short-term fixes for the Airport. He also stated that he would be happy to discuss these plans with anyone interested in discussing the short-term and long-term plans after the meeting.

## CONSENT ITEMS

### 3. LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO RAIL CORRIDOR AGENCY BOARD OF DIRECTORS MEETING REPORT

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak's Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak's fastest growing. The report summarizes the actions from the LOSSAN Board meeting on August 8, 2007.

Action: Upon a motion by Mayor Lori Holt Pfeiler (North County Inland) and a second by Deputy Mayor Jerry Rindone (South County), the Transportation Committee approved Consent Item 3.

## REPORTS

### 7. FY 2009 FEDERAL TRANSPORTATION APPROPRIATIONS PROCESS AND CRITERIA

Victoria Stackwick, Legislative Analyst, presented this item. Each year, SANDAG provides our Congressional delegation with the region's list of high priority transportation projects for consideration during the annual appropriations process. The FY 2009 federal appropriations process is expected to begin in early February of next year. SANDAG needs to develop a list of projects by January 2008. Discretionary funding is anticipated to be limited. Staff proposes to use the same criteria as last year. Eligible projects are expected to be adopted into the Regional Transportation Plan, have non-federal matching funds, and be able to obligate funding in a timely manner. After determination of eligibility, the projects would be further evaluated using information submitted by local jurisdictions. Staff would review the projects using pre-determined evaluation criteria for the Region. The City Heights Community Development Corporation (CHCDC) has also recommended adding two additional evaluation criteria. Ms. Stackwick briefed the committee on projects submitted for the FY 2008 appropriations process with projects totaling \$3.7 million for the Region. After approval of the selection process and criteria, staff will notify affected agencies to submit their projects by Monday, December 17, 2007. The committee will approve the draft list in January 2008 with final approval by the Board of Directors at its meeting in January 2008.

Councilmember Phil Monroe (South County) stated that at a recent Rails to Trails meeting, it was announced that \$25 million of SAFETEA-LU funds were given to regions similar to ours for bike trail networks. It is expected that 50 different sites would be chosen under the follow on funding program and our region would compete very well for these funds.

Chair Madaffer stated that the process has already begun and at a recent meeting of SANDAG representatives and legislative delegates, this issue was discussed with the Chair of the House Transportation Committee, Congressman Jim Oberstar. We are hoping to bring the Chair back to San Diego to ride our bike trail network.

Councilmember Monroe commented that funding is lacking in research and development for transportation congestion relief innovations. He stated that SANDAG needs to take the lead to lobby for federal funds for technological innovations in the region.

Gary Gallegos, Executive Director stated that in about a year, the federal government will begin the process to reauthorize the Transportation Bill, and at that time, we will start to lobby for these funds.

Chairman Gallo requested clarification of whether the projects were listed in priority order, and Ms. Stackwick replied that the listing was geographical not by priority.

Chair Madaffer commented that a member of the public, Anna Daniels, submitted a speaker slip with written comments in support of the City Heights Community Development

Corporation (CHCDC) letter requesting two additional criteria. Chair Madaffer stated that the CHCDC is requesting the following two additional criteria: the project is required to fulfill not yet completed mitigations for an operating transportation facility, and the project will achieve regional environmental justice objectives.

Action: Upon a motion by Chairman Ron Roberts (County of San Diego) and a second by Chair Madaffer, the Transportation Committee discussed and approved the recommended process and criteria including the addition of the two criteria recommended by the CHCDC for selecting transportation projects for the FY 2009 federal appropriations cycle.

#### 8. INTERSTATE 805 (I-805) CORRIDOR UPDATE

Alex Estrella, Senior Transportation Planner presented the item. Caltrans and SANDAG are jointly working on the development of the preliminary engineering and environmental studies for the I-805 Managed Lanes and Bus Rapid Transit project included in the *TransNet* Early Action Program. Mr. Estrella provided a detailed update on the current status and progress of these improvement efforts and the requirement of the Corridor System Management Plan (CSMP), including opportunities for project funding.

In addition, the Transportation Committee was asked to accept up to \$1,000,000 in state planning funds to complete the I-805 CSMP and to amend the Overall Work Program to add \$1,000,000 for consultant services. The purpose of the CSMP is to provide a unified system management concept for managing, operating, improving, and preserving corridor mobility across all modes.

Mr. Gallegos clarified that the funding for the project was increased from \$700,000 to \$1,000,000.

Mayor Pfeiler questioned whether the \$1,000,000 would be enough funding to complete the project.

Mr. Estrella responded that the funds, in addition to the current funding commitment, would be enough to complete the project.

Action: Upon a motion by Deputy Mayor Rindone and a second by Chairman Gallo, the Transportation Committee recommended approval to the SANDAG Board of Directors: (1) to accept up to \$1,000,000 in FY 2008 State Planning and Research funds through the approval of Resolution No. 2008-04; and (2) to amend the FY 2008 Overall Work Program element 70013 to add up to \$1,000,000 for consultant services to develop the I-805 CSMP.

#### 4. PUBLIC HEARING: COMPREHENSIVE FARE ORDINANCE AMENDMENTS

Chair Madaffer opened the public hearing at 10:15 a.m. and explained the procedures for holding a public hearing.

Daniel Levy, Senior Regional Planner presented the item. SANDAG has been responsible for setting all public transit fares in the San Diego region since 2003. The regional fare structure is outlined in the Regional Comprehensive Fare Ordinance (the Ordinance). The Ordinance

needs to be updated to reflect the proposed fare changes. These fare changes are intended to bridge the Metropolitan Transit System's (MTS) budget gap of \$9.2 million. This public hearing was held in accordance with SANDAG Board of Directors Public Participation Policy and provided an opportunity for members of the public to comment on the proposed changes to the Ordinance.

Changes are needed due to the upcoming start of SPRINTER operations, the new ticket vending machines, and to meet funding gaps resulting from budget reductions. MTS informed SANDAG in August that it faced a budget shortfall. MTS proposed fare increases after taking significant actions to increase revenues, reduce staff benefits, and reduce some services. Mr. Levy briefed in detail the proposed changes and the justification for the fare increases requested to include raising local fares, reducing the price of express bus fares, changing the name of the Commuter Express to Premium Express, raising the cash price, and eliminating all cash fare transfers and replacing them with a Regional Day Pass and a Regional Premium Day Pass available on all MTS and North County Transit District (NCTD) services. Mr. Levy explained the fare increases for the Regular and Premium monthly passes, College passes, and other changes such as eliminating the Social Service Day Tripper and other bulk discounts, and lowering the discount for Eco-Passes. Also, MTS would convert the Jury Ticket to a Jury Day Pass. Mr. Levy briefed the committee on the changes to the Interagency Transfers between MTS and NCTD. Transfers would be replaced by the Regional Day Pass and the Regional Premium Day Pass. Mr. Levy also presented the types of comments received by mail for this item and submitted copies of those written comments to the committee. SANDAG is also currently undergoing a Title VI Analysis and study on Limited English Proficiency access impacts that should be completed in October 2007. Mr. Levy also commented that SANDAG is conducting a Regional Fare and Revenue Sharing Study to develop a new fare structure for MTS and NCTD that would unify fares in the Region, take advantage of the Compass Card, simplify the existing structure and ensure revenue needs are met. SANDAG Board of Directors approval of the proposed changes to the Ordinance is scheduled for the Board meeting on October 19, 2007.

Chairman Gallo stated that there was a large number of public speakers and requested the Chair ask any speaker who was repeating a comment already made to make their comments brief or simply state their concurrence with previous comments.

Chair Madaffer replied that the members of the public have the right to speak and are welcome to use their own discretion when speaking as to the length of their comments.

Mayor Ron Morrison, National City, submitted a letter signed by the National City Council in opposition of the fare increases, which he read into the record.

The following speakers are members of the public:

Mary Thompson stated that she is a senior citizen and pays the senior pass price with a transfer. A one-day pass would increase her cost by \$1 each time she uses public transit. She expressed her opposition to the increase to senior fares.

Chairman Roberts questioned Ms. Thompson regarding how often she rides the bus during the month. Ms. Thompson stated that she only rides the bus two or three times a month.

Chairman Roberts stated that she should consider purchasing the monthly pass if she rides transit more than three or four times per month, as she would be saving money in the long term.

Rose Chapin expressed her opposition to increased fares, loss of transfers, and decreased service and stated that buses are already late every day.

Pauline Tompkins stated her opposition to eliminating transfers and suggested that a fee for transfers be instigated instead.

Larry Freeman stated that MTS should focus on types of services provided in order to be more effective so more people will use transit and there would be no need to raise fares.

Ruben Ceballos stated his opposition to raising fares and eliminating transfers. He stated that by doing this MTS would decrease ridership and thus revenue would not increase.

Judith Sorrells concurred with the previous speakers and stated that this meeting is just a guise for increasing fares. She stated that SANDAG has already made the decision to increase fares regardless of what the public says at this meeting. She stated that SANDAG should have researched fares for other cities and held community meetings before making this decision. She stated her opposition to the fare increases and elimination of transfers.

Janet Lynn Powell donated her time to Cyndi Jones.

Cyndi Jones stated that she serves as the chair of the San Diego Disability Action Coalition. She expressed the organization's opposition to the fare increases and submitted a copy of a flyer that her organization has developed. She suggested lowering fares so that ridership would increase or to consider marketing options that would target particular groups and get them more interested in using transit.

Sakara Tcar donated her time to Theresa Quiroz.

Theresa Quiroz stated her opposition to the elimination of transfers and requested that the committee remove this from the ordinance. She stated that the elimination of transfers would have a negative effect on low income riders. She stated that there were other options available to SANDAG and MTS to meet the budget shortfall.

Anna Daniels commented that the 14 percent increase in revenue projected by SANDAG would come from those most frequently used lines that run through our poorest neighborhoods and that the low fare transfers also are from those low income neighborhoods. She stated her opposition to the elimination of transfers. She stated that the elimination of transfers would be a burden to low income passengers. She stated that the demographics of those neighborhoods affected do not allow these passengers the option of a large financial outlay each month to purchase a monthly pass.

Aida Reyes expressed her opposition to fare increases and elimination of transfers. She stated that these changes only affect the poor and low income.

Hilda Chan expressed her opposition to the increase in fares and elimination of transfers. She stated the increases would negatively affect the poor and low income passengers.

Blanca Barrios expressed her opposition to the fare increases.

Marcus Jacinto stated his opposition to fare increases. He stated that the increases would negatively affect low income passengers.

Jana Zawadzki expressed her support of the comments made by the previous public speakers.

Joyce Madrid stated her opposition to the fare increases and that the increases would negatively affect the poor. She stated that she is a long-term bus rider and that she could not afford an increase in bus fares.

David Ross expressed his support of the previous public comments.

Michelle Krug stated that she is a frequent bus rider and expressed her opposition to the fare increases and elimination of transfers. She stated that these changes would negatively affect low income passengers. She also expressed her dissatisfaction in the recent reduction in services. She stated that MTS should increase services which would increase ridership and revenue. She stated that the Caltrans funds for the I-15 Corridor could be reallocated to transit as could other funds.

Wendy Hope and Joyce Brown donated their time to Juan Antonio Ramirez.

Juan Antonio Ramirez commented that the State took public transit spillover funds and asked if there was a way to make the State consider the take-away as a loan and pay back the money with interest and to use that money to balance the MTS budget instead of the fare changes proposed today.

Chair Madaffer requested that Paul Jablonski, Chief Executive Officer, MTS, respond to Mr. Ramirez' questions after the public comment period ended.

Chairman Roberts commented that Mr. Ramirez was one of the few people who understood that the State was taking funds away from transit and the local communities. The take-away was not a loan but a transfer to balance the State budget.

Chair Madaffer recessed the public hearing for a five-minute break at 10:16 a.m.

Chair Madaffer reconvened the public hearing at 10:22 a.m.

Xochitl Codina stated that she is a frequent bus rider. She stated her opposition to the amendment and stated that as written it would discourage the use of public transit. She stated her opposition to increased fares and the elimination of transfers.

Fatima G. stated she is a student on a fixed income and opposes the fare increases.

Melanie Acevedo stated her opposition to the fare increase.

Alex Sachs stated that he is a regular transit rider and that the proposed changes would have a severe negative impact in the Mid-City community. He expressed his opposition to the fare increases.

Connie Saucy stated she is active with the organization, Access to Independence, and expressed her opposition to the elimination of transfers and the creation of the \$5 day pass. She expressed her understanding that there was a take-away of funds by the State but stated that both Social Security and the Cost of Living increases were denied. Ms. Saucy expressed the organization's requests for changes such as a half-price reduction in the cost of a day pass for seniors and disabled and a more consistent format for fares across the Region.

Mark Carlson stated that he has been an MTS rider for 24 years by choice and stated that he has seen the degradation of service and fare increases over the years. He stated that if he were not disabled he would not be able to afford to ride the bus. He expressed his disappointment in the reduction of services and his opposition to the fare increases.

Daniel Hostetter stated his opposition to the fare increases. He stated that after the fares increase to \$90 for a pass, his wife would choose to drive instead of use transit because gas would be cheaper than the bus. He stated the need for effective, convenient, better quality transit service. He expressed his concerns regarding poor bus services and reduction in all services.

Rob Steppke stated that he is a member of the North Park Community Planning Committee and that the committee was concerned with how transfers would affect the one-way passenger. He also expressed his concern that his and the committee's written comments were not available at the meeting.

Chair Madaffer commented that all written communications were available on file for the public to read.

Maria Cortez stated that she is a frequent bus rider and that with the fare increases she would no longer take the bus. The Mid-City area would be negatively affected because the community is low income and would not be able to afford the increases.

Lorraine Leighton expressed her agreement with the previous speakers and stated that at the recent NCTD Board meeting the members voted on a raise in salary. She stated that the Board should use that money to pay for transit instead of their salary increases. She expressed her opposition to the fare increases.

Paul Lambert expressed his opposition to the fare increase. He stated that the fares per route mile are higher than what are paid in other similar-sized communities. He stated that he chooses to take the bus for reasons other than cost but with this increase he would no longer be able to afford to take the bus.

Kathleen Evans-Calderwood expressed her agreement with previous public speakers' comments regarding opposition to the fare increase and elimination of transfers. She stated that she represents a low or fixed income, disabled, refugee, and immigrant community in City Heights that lives at poverty level or below. She stated that she has been active in

bringing transit to the area at federal, state, and local levels. She stated that farebox recovery is not the method to fund transit.

Kimberlee O'Maley stated that she serves as legal advocate for disability rights and expressed her support of the previous speakers. She stated her concern that SANDAG would support these proposed changes to balance the MTS budget by placing the burden of the State take-away on transit passengers. She stated that SANDAG should consider restructuring to operate more like a business instead of increasing fares. She stated that SANDAG should create a task force of community members and staff to review other options to balancing the MTS budget.

Nathan Goedl stated that transfers should remain and that SANDAG should consider a small fee for transfers instead of replacing them with a day pass. He stated that all parties involved in the decision-making process should be made to use public transit so they can see themselves where improvements are needed. He stated that increasing ridership would increase revenues, and SANDAG should decrease fares in order to make transit more affordable and desirable to choice riders.

Chair Madaffer closed the Public Hearing at 10:55 a.m.

Mr. Jablonski stated that MTS does attempt to run itself as a business. MTS is increasing ridership significantly and doing so at a lesser cost. MTS did not take increasing fares lightly, but due to the decrease in state and federal funding, MTS faced a significant budget shortfall. The MTS Board of Directors looked at many other alternatives and even a budget initiative before considering fare increases. MTS looked at increases in revenue sources, cuts in management benefits and compensation packages, and after all those considerations, the next step was a fare increase or further service reductions. MTS is at the minimum level of service possible and feels that there are no more service reductions available. The combination of those service reductions already in place and the increase in fares and other proposed changes does not affect any one group significantly. MTS attempted to make changes that would affect all groups as little as possible and not deny anyone access. Mr. Jablonski stated that approximately 75 percent of riders use some form of pass and that only approximately 10 percent of riders use transfers. Pass prices are good values. Senior Pass fares are only \$15.00, with an expected increase to only \$16.00. The fare increases are equivalent to other communities that are subsidized at a much higher level than MTS. Passenger fares only account for 35 percent of revenues that directly fund service while 80 percent of all costs are directly related to providing service. Mr. Jablonski stated that there is significant abuse of the transfer system. He stated that many other regions charge for transfers. A one-way fare is \$2.25 and if we charge 25 cents for a transfer, a round trip fare would be \$5.00. The logic behind going to a \$5.00 pass allows for passengers to transfer and continue using their pass for other trips. The day pass fee of \$5.00 actually provides for an increased opportunity to travel. MTS also offers half-month passes at half the price so if passengers are not able to afford the full cost of a month pass, they may be able to afford the half-day pass. Mr. Jablonski stated that any changes to the proposal today would mean that MTS would have to cut services. From what we have heard today, most people rely on those services and that is what we need to preserve. He stated his appreciation for the public speakers today and expressed his desire for this type of dialogue at future MTS meetings where transit funding is discussed and asked that those organizations that spoke here today advocate to the legislators to increase transit funding.

Chair Pro Tem Emery requested that Pedro Orso Delgado, Director, Caltrans District 11, respond to the statements regarding transferring of Caltrans funds and Mr. Gallegos to respond to the suggestion of transferring *TransNet* dollars.

Mr. Orso Delgado stated that funds are allocated for highway or transit and that transferring funds from the Federal Highway Administration to the Federal Transit Administration is extremely difficult. Caltrans has been working with SANDAG to build a managed lane system that utilizes the state dollars to a maximum. The managed lane approach builds a system that includes the transit element and expands the ability to have dedicated transit lanes for the Bus Rapid Transit system.

Mr. Gallegos stated that SANDAG is currently transitioning from the original *TransNet* Ordinance to the new *TransNet* extension measure. The first *TransNet* measure caps what funding can be used for operations, and MTS has reached its funding limit. The new measure increases this funding for operations and also brings in more funding for future projects. SANDAG attempted to build in the operational funding with these new projects. The constraints do not allow for flexibility of moving funds but does allow for changing priorities for project funding with the proper two-thirds vote of the SANDAG Board of Directors.

Chairman Roberts commented that he has been a transit advocate for many years, and he is very concerned by many of the comments today. He stated that transit agencies can not make a profit. There is no method of making transit agencies work like a business, although we attempt to use many business practices. If we attempted to run like a business, there would be no transit. Transit is a public service that is subsidized by state and federal funding. Transit depends on the amount of funding available and that determines the operating budget. The available funding has decreased over the years, and expenses have increased significantly. Public transit needs to be sustained. Regarding increased marketing, SANDAG is considering many options for marketing to include public announcements on radio and TV, bus advertising, trolley ad wraps, and incentives for Padres games. The State will continue to take transit funding to balance the State budget. Chairman Roberts stated that the members of this committee are very dedicated to public transit and that SANDAG is considering a ballot measure to increase subsidies to transit in San Diego County. Many other regions have already passed tax measures to subsidize transit. He stated that the City Heights area is one of the most utilized bus lines and that the majority of speakers today were from that area. He commented that many of these riders would be better served by purchasing monthly passes, and they would actually save money over the long term. If a passenger rides the transit system more than three times a month, a monthly pass would be the best, most affordable alternative over time. Chairman Roberts requested that the City Heights Community Development Corporation work with MTS toward establishing a mechanism to assist passengers in purchasing a monthly pass, such as a revolving fund, and stated his commitment to working with them to that end. He stated that many riders who use transfers would also be better served by purchasing a monthly pass. He stated that overall the proposal is fair.

Deputy Mayor Rindone expressed his appreciation to the public speakers for coming today and making comments. He stated that much of the frustration is that voter approved funds were diverted from transit, and we need to express our dissatisfaction to the State for taking these funds. He stated that the California Transit Association would work diligently with the State to make sure this doesn't happen again. He also stated that other similar-sized cities

receive a much greater subsidy than MTS. SANDAG needs to look at opportunities to increase the subsidy for transit. Deputy Mayor Rindone expressed his concern over the senior pass increase of \$1.00 and stated that the increase is necessary. He also stated that NCTD does not use transfers and that purchasing a monthly pass makes better financial sense. He also stated that the comments made by the Mayor of National City were legitimate and requested the City of National City continue a dialogue with MTS to address their concerns and find solutions.

Ms. Charlene Zettel (San Diego Regional Airport Authority [SDRAA]) expressed her appreciation to the public speakers for attending today. She stated her support for the increase in the age limit for the senior pass. She stated that MTS should consider a means of testing to determine whether seniors would be willing to pay more for a pass for increased services. Ms. Zettel also supported Chairman Roberts' comments regarding finding marketing opportunities with organizations like the Padres and other strategic partnerships. As members of various agencies, we all have a commitment to transit and our agencies should work together for joint marketing opportunities and strategies.

5. FIRST READING OF COMPREHENSIVE FARE ORDINANCE AMENDMENTS AND TITLE VI FINDINGS RELATING TO AMENDMENTS

Mr. Levy presented the item and stated that this Committee is asked to adopt findings pursuant to Title VI of the Civil Rights Act regarding proposed amendments to the Regional Comprehensive Fare Ordinance and then hold the first reading of the proposed amendments to the Ordinance. The proposed fare changes were discussed in the public hearing held today. Mr. Levy briefed the committee on the ordinance changes, which include adopting BREEZE fares for the SPRINTER, the MTS fare increase request, and additional changes regarding the new ticket machines and fare media, interagency transfers, new products, and changes to revenue-sharing provisions. Mr. Levy briefed the members on revenue and ridership impacts for 2008 and 2009 and on the Title VI and Limited English Proficiency requirements. The Title VI regulations of the federal government require SANDAG to identify when there are any disproportionate impacts of transit fare increases on low income and racial minority groups. The Title VI analysis found that there were no disproportionate impacts. Mr. Levy stated that all publications, signage, placards, and brochures will be prepared in both English and Spanish. Mr. Levy stated that after consideration of cuts to operating costs, staff benefits and transit service, and initiatives to increase revenues, fare increases were still necessary. In order to gain the same amount of net revenue as the fare increase, MTS would have to cut another 35 percent in services. He stated that the impact of the fare increases would be mitigated over two years. The proposed amendment is balanced in fare increases and service reductions.

Theresa Quiroz, a member of the public stated that the Title VI analysis is inadequate because it does not study the right group of poverty level passengers. The Title VI report requires the study of low income people. The analysis is based on the poverty level set by federal guidelines, which was set at \$20,000 or below for the study. The actual low income level for the San Diego Region is set by Housing and Urban Development at \$59,500 for a family of four. She stated that the analysis states that there are only two options, to cut service or raise fares. There is no discussion of other options that can be done. Ms. Quiroz also referred to a Memorandum from the Federal Highway Administration and Federal Transit Administration

that advises SANDAG on the Title VI analysis process. She stated that SANDAG could not make a finding that low income people were adequately considered in the analysis.

Deputy Mayor Dave Druker (North County Coastal) stated that as NCTD increased fares, people found ways to work the system so they actually pay less. The assumption was that the fare increase would bring in an increase of \$1.00 per passenger, but the actual average fare cost per NCTD passenger is 95 cents. He stated that MTS should not have waited four years to increase or raise fares but should have been raising fares annually so the impact would have been much less. Fares need to increase as costs increase.

Deputy Mayor Rindone requested clarification regarding the statement that the findings have no disproportionate impacts on low income and minority passengers and the finding that 77 percent of passengers are low income or minority and whether SANDAG can make that finding because any other alternative would have a much greater impact.

Mr. Levy responded that the federal Title VI guidelines require the comparison of the impact of fare increases to low income and minorities versus the impact to those who are not low income or minority. He stated that the fares to the premium express services increase proportionately to fares on other services.

Chairman Roberts requested a legal ruling on whether the proper procedure was followed in the Title VI analysis.

Julie Wiley, General Counsel, requested that staff clarify whether the definition used for low income was a state or federal definition.

Mr. Levy stated that the federal poverty line was used in the analysis.

Ms. Wiley confirmed that the federal definition would be the appropriate definition to use for the federal Title VI regulation analysis, and it had been reviewed by Counsel.

Kathy Keehan (Regional Planning Stakeholders Working Group) stated that we have created a system that relies on transfers and eliminating them is working backwards. She stated that instead of eliminating transfers it might be more appropriate to charge for transfers. She said the report states that local sales tax revenue of \$18.5 million is being leveraged into \$240 million of service. She stated that we need that same leverage with highway dollars. She stated that we need to find funding at the state and federal level to fill these budget gaps without cuts to the transit system or fare increases. She expressed her concern on the finding that there is no disproportionate impact to low income or minority passengers. She stated that a 20 percent increase has a very different impact to low income passengers than to non-low income passengers. She requested staff to clarify whether the Title VI regulation takes into account the impact or if the percentage is set across the board.

Mr. Levy confirmed that is the way the regulation was written, and Ms. Wiley verified that statement.

Councilmember Monroe expressed his concern on the public's view of this committee and stated that the members of this committee are the champions of transit and have a difficult

decision to make. He stated that increased ridership does not necessarily equate to increased revenues. Councilmember Monroe stated that every rider on every route including trolley is subsidized by public funds. Specifically, Route 30, which was used by one of the public speakers for today's meeting, is subsidized by a total of \$6.24 for one round-trip fare.

Action: Upon a motion by Vice Chair Jack Dale (East County) and a second by Mayor Pfeiler, the Transportation Committee adopted findings pursuant to Title VI of the Civil Rights Act and held the first reading of the proposed amendments to the Regional Comprehensive Fare Ordinance.

## 9. REGIONAL BIKEWAY PROJECT PROGRESS REPORT

Stephan Vance, Senior Regional Planner presented this item. SANDAG provides funding and project oversight for several regionally significant bikeway projects including the Bayshore Bikeway, Inland Rail Trail, and Coastal Rail Trail. Mr. Vance described in detail the projects and reported on the status of each project identifying interagency coordination and implementation issues and budget deficits that each are facing. SANDAG is undertaking a Regional Bike Plan, which addresses many of these issues.

Lorraine Leighton, a member of the public commented that she uses her bike as a secondary means of transportation.

Deputy Mayor Druker commented that there is a need for grade separation for rail and bike trails as that is the best possible solution for beach access along these bikeway routes.

Councilmember Monroe acknowledged Ben Hueso's efforts on the southern portion of the regional bikeway that runs through the Western Salt ponds. He stated that Rails to Trails is supportive of the regional bike trail system here in the San Diego region. Councilmember Monroe stated that SANDAG will manage the Regional Bike Plan and once the Regional Bike Network is adopted, SANDAG should set aside a portion of *TransNet* funding for the regional network.

Action: This item was presented for information only.

## 6. INTERSTATE 15 BUS RAPID TRANSIT (BRT) MID-CITY STATIONS PLANNING

Mr. Orso Delgado submitted a letter from Caltrans, District 11, stating their opposition to median in-line stations proposed at University Avenue and El Cajon Boulevard in the freeway median. He expressed the District's concerns for pedestrian safety and Caltrans' desire for SANDAG to consider alternatives to station design and location.

Barrow Emerson, Senior Regional Planner, presented this item. Planning for implementation of BRT stations along Interstate 15 (I-15) at El Cajon Boulevard and University Avenue has assumed stations located in the median of the freeway. Operational safety concerns by Caltrans required that an alternative approach be developed based on stations located on the outside of the freeway, either along the shoulders or adjacent to the ramps. An ad hoc working group comprised of SANDAG, community members, Metropolitan Transit System, and City of San Diego representatives will be established to engage the Mid-City community

in a charrette process that will actively engage the community in the development and evaluation of alternative station design concepts for the I-15 El Cajon Boulevard and University Avenue BRT stations. Staff will return to the committee at a future meeting with details on the project charter, working group membership, and other details.

Councilmember Monroe expressed his disappointment in the planning for the stations in the original design of the I-15 corridor and questioned why this safety issue was not identified before now.

Mr. Gallegos stated that the bridges were originally designed for stations in the median to support a light rail system not buses. Staff has worked on different alternatives to mitigate safety issues and to redesign the stations for bus use. Unfortunately, the State is now stating that the median stations are not acceptable for safety reasons.

Jeffrey Tom representing Councilmember Toni Atkins (City of San Diego) submitted written comments in support of the project and read them into the record.

The following are comments from members of the public:

Maria Cortez expressed her disappointment in the delays on the project and the condition of the construction area due to vandalism.

Joyce Brown stated that the centerline bus rapid transit project is important to the community and that the charrette process is welcomed. She would like to see actual residents of the community as a part of the committee.

Theresa Quiroz expressed her support for the item.

Councilmember Monroe requested that staff clarify when the charrette process would begin.

Mr. Gallegos stated that staff is working to keep the project on schedule as an Early Action Project and expects to come back to the committee within 30-60 days with a proposal for next steps.

Wendy Hope expressed her appreciation to the committee for listening to the community and their support of the charrette process. She expressed her support of the project and appreciation to SANDAG for its concern for the safety of the residents. Ms. Hope stated that she looked forward to working with SANDAG on the project to completion.

Juan Antonio Ramirez stated that he has studied this project over the past seven months and according to the Memorandum of Understanding for this project, both light rail and express bus service were planned for this centerline project. He stated that the planning process must support the public's interest and continue its focus on the community.

Alejandra Fairchild expressed her concerns regarding increased bus fares and service reductions.

Action: This item was presented for information only.

10. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for October 19, 2007, at 9 a.m.

11. ADJOURNMENT

Chair Madaffer adjourned the meeting at 12:21 p.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE  
SANDAG TRANSPORTATION COMMITTEE MEETING  
OCTOBER 5, 2007**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Del Mar	David Druker	Member	Yes	
	City of Oceanside		Alternate	Yes	
North County Inland	City of Escondido	Lori Holt Pfeiler	Member	Yes	
	City of Vista	Bob Campbell	Alternate	Yes	
East County	City of Santee	Jack Dale (Vice Chair)	Member	Yes	
	City of La Mesa	Art Madrid	Alternate	No	
South County	City of Chula Vista	Jerry Rindone	Member	Yes	
	City of Coronado	Phil Monroe	Alternate	Yes	
City of San Diego	---	Jim Madaffer (Chair)	Member	Yes	
	---	Scott Peters	Alternate	No	
	---	Ben Hueso	Alternate	Yes	
County of San Diego	---	Ron Roberts	Member	Yes	
	---	Bill Horn	Alternate	Yes	
	---	Greg Cox	Alternate	No	
Metropolitan Transit System	City of Poway	Bob Emery	Member	Yes	
	MTS	Harry Mathis	Alternate	Yes	
North County Transit District		Ed Gallo	Member	Yes	
		Jerome Stocks	Alternate	No	As ex-officio 2 <sup>nd</sup> Chair
		David Druker	Alternate	No	
San Diego County Regional Airport Authority		Charlene Zettel	Member	Yes	
		Jim Desmond	Alternate	Yes	
		Ramona Finnila	Alternate	No	
ADVISORY/LIAISON Caltrans	---	Pedro Orso- Delgado	Member	Yes	
	---	Bill Figge	Alternate	No	
Regional Planning Stakeholders Working Group	---	Sandor Shapery	Member	No	
	---	Gary Nordstrom	Alternate	No	
	---	Kathy Keehan	Alternate	Yes	
SCTCA	---	Kevin Siva	Member	Yes	
	---	Albert Phoenix	Alternate	Yes	