

TRANSPORTATION COMMITTEE

June 20, 2008

AGENDA ITEM NO.: **1B**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF JUNE 6, 2008

The meeting of the Transportation Committee was called to order by Vice Chair Jack Dale (City of Santee) at 9:05 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Matt Hall (North County Coastal) and a second by Councilmember Phil Monroe (South County), the Transportation Committee approved the minutes from the May 16, 2008, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Fred Williams, a member of the public, commented that the transit agencies should offer ticketless purchasing of tickets over mobile phone technology which would lower costs and increase revenue. He also commented that the public transit signs need to be clearer and easier to read so passengers have a better idea of where the routes run. Signs should have more than just a bus number but should also include the start and stop location.

Clive Richard, a member of the public, commented regarding the potential consolidation of the two transit agencies. He also commented that we need to find a way to fund transit.

Don Stillwell, a member of the public, submitted written comments and read them into the record regarding several problems and potential solutions for rerouting and rescheduling buses.

Chuck Lungerhausen, a member of the public, submitted written comments and read them into the record regarding the fare increases due to the State raid on public transportation and transit funding.

Kathy Evans-Calderwood, a member of the public, commented that the May 16, 2008, minutes quoted her incorrectly regarding the research she submitted to SANDAG. Her intention was to say that the committee needs to read the report and do their own homework not that the report does the homework for them. Her other comment was also not correctly reflected but made her comments seem cavalier. She meant to say that the fareboxes do not take the new \$5 bills which creates disparate impact to those passengers carrying only a minimum amount of money because that is all the money they have and because they have the new bills these passengers are not allowed to purchase tickets and

are turned away. She expressed her displeasure in the response by MTS and stated that the transit agencies need to find a solution as soon as possible.

REPORTS

3. CAPITAL PROJECT BUDGET TRANSFER (RECOMMEND)

John Haggerty, Design Engineer, presented the item. He stated that SANDAG implements projects for the Metropolitan Transit System (MTS) that require construction contracting. These projects are included in the SANDAG Capital Improvement Program (CIP) and Program Budget. SANDAG policy requires Board approval for budget changes in amounts over \$500,000, cumulative. This item recommends requesting the Board approve a transfer of \$300,000 into the City College Station Realignment Project resulting in a cumulative budget change of \$550,000. The Transportation Committee previously approved the transfer of \$250,000 from the MTS Capital Program into the City College Station Realignment Project to install a crossover on C Street between 9th Avenue and 10th Avenue in the City of San Diego.

Since that time, San Diego Trolley, Inc. has determined that the 10th Avenue Trolley grade crossing is failing. The crossover should not be installed without replacing the severely deteriorated rail in the adjacent crossing. The estimated additional cost to repair the grade crossing is \$275,000. However, because of the unknown condition of the track prior to opening up the crossing, staff recommends an additional \$25,000 of contingency if the work limits need to be extended or more remedial work is required.

The total amount transferred would be \$300,000 from available State Transportation Assistance funds in the Head Span Replacement Project. This project replaces head spans that are at or near the end of their useful life. Head spans are the wires spanning the Trolley tracks that support the contact wire. The Head Span Replacement Project budget is \$700,000 and is currently in design. The reduction of funding would reduce the number of head spans replaced under this project, requiring additional replacement in future year capital programs. In order to mitigate for shifting funds to C Street, staff would replace the oldest and least reliable head spans first. In addition, staff would utilize the new SANDAG job order construction contracting capability. The job order contract would allow for more head span replacements by reducing design and bidding costs.

Action: Upon a motion by Supervisor Ron Roberts (County of San Diego) and a second by Councilmember Toni Atkins (City of San Diego), the Transportation Committee recommended that the Board of Directors approve the transfer of \$300,000 from the Head Span Replacement Project to the City College Station Realignment Project in order to complete installation of a crossover and reconstruction of a grade crossing on C Street in the City of San Diego.

4. REGIONAL COMPREHENSIVE FARE ORDINANCE

A. SECOND PUBLIC HEARING REGARDING PROPOSED AMENDMENTS TO REGIONAL COMPREHENSIVE FARE ORDINANCE TO MODIFY EXISTING TRANSIT FARE STRUCTURE (HOLD SECOND PUBLIC HEARING)

Dan Levy, Senior Regional Planner, presented the item. He stated that the fare changes being proposed at this time have been requested by MTS and North County Transit District (NCTD) in order to meet the financial needs of the transit agencies, and to make the Regional Comprehensive Fare Ordinance (Fare Ordinance) more consistent with the provisions of the *TransNet* Extension Ordinance. Mr. Levy stated that SANDAG is currently undergoing a Fare Study that has been deferred in order to address this crisis situation but that staff does not feel any actions taken today would be inconsistent with any options presented under the Fare Study.

Mr. Levy stated that two fare hearings are required; one in North County and one in South County. The hearing for the North County area was held on May 30, 2008. He stated that the proposed changes affect services operated by both MTS and NCTD, including Trolley, Breeze, SPRINTER, COASTER, Senior/Disabled/Medicare, ADA Paratransit, and Day Pass fares and the details were provided to the committee members and the public. The first reading of the proposed amendments to the Fare Ordinance will follow the second public hearing today. Additionally, a Title VI analysis to assess the impacts of the proposed fare changes on minorities and low income persons was required and the results of the Title VI Report were provided to the committee and the public.

Mr. Levy stated that the fare changes are needed because the state government has not increased transit funding, sales tax revenues are declining and fuel costs have doubled. The transit agencies can not continue to absorb these increased costs. Additionally, there is a need to simplify and reduce the complexity of the fare structure. Both agencies are taking other actions beyond these fare changes to include service and staff reductions, hiring freezes and deferred capital and maintenance projects.

Mr. Levy briefed the committee on the proposed fare changes for NCTD and MTS to the Fare Ordinance. Proposed changes for NCTD include for the COASTER increasing adult cash fares by \$0.50 on July 1, 2008, and an additional \$0.50 on January 1, 2009, with Senior/Medicare/Disabled (S/M/D) fares remaining equal 50 percent of the adult cash fare, increasing adult monthly passes by \$14.00-\$15.00 on July 1, 2008, and an additional \$14.00-\$15.00 on January 1, 2009, increasing S/M/D monthly pass by \$3.50 on July 1, 2008, and an additional \$3.50 on January 1, 2009, and increasing youth monthly pass by \$7.00 on July 1, 2008, and an additional \$7.00 on January 1, 2009. Proposed changes for the BREEZE and SPRINTER include increasing NCTD day pass by \$0.50 on July 1, 2008, increasing NCTD S/M/D day pass by \$0.25, increasing NCTD adult monthly pass by \$5.00 on July 1, 2008, and increasing NCTD College Monthly Pass by \$5.00 on July 1, 2008. The proposed change for LIFT (Americans with Disabilities Act service) is to eliminate fares for passengers riding Lift who also ride BREEZE or SPRINTER on July 1, 2008. In addition, SANDAG also is proposing as an alternative that the BREEZE/SPRINTER day pass be phased out in December 2008, and be replaced with the Regional Day Pass at \$5.00. Elimination of the BREEZE/SPRINTER Day Pass will only be feasible if the current revenue sharing agreements are also modified in the Ordinance. Discussions with the MTS and NCTD are currently underway to see if these changes can be made as part of these proposed fare changes.

Proposed changes for MTS include implementation of an adult cash fare of \$1.00 and an S/D/M fare of \$0.50 on September 1, 2008 for the Sorrento Valley Coaster Connection (SVCC) and implementation of adult monthly passes as a supplement to 2 and 3 Zone Coaster

passes of \$40.00 per month, an S/D/M pass of \$10.00 per month, and Youth passes of \$20.00 on September 1, 2008.

Proposed changes to San Diego Trolley fares involve eliminating the existing zone structure and replacing it with a flat fare structure. Two possible options are proposed: Option 1 – a flat fare of \$2.25 with no transfers between trolley lines; and Option 2 – a flat fare of \$2.50, with free transfers between trolley lines. Both options produce the same amount of revenue and would retain the existing downtown fare zone with a fare of \$1.25, but each has advantages and disadvantages relative to the issue of transfers between bus and trolley routes. The first option creates consistency between the bus and trolley system in terms of eliminating transfers between routes (bus transfers were eliminated as of January 1, 2008), and having the same \$2.25 cash fare. The \$2.25 cash fare also minimizes the cost for passengers using the buses or trolleys for shorter distanced travel. Passengers traveling on multiple trolley and bus routes have the \$5.00 Regional Day Pass available that allows for unlimited use. The second option charges a higher fare of \$2.50 but allows for travel anywhere on the trolley system, including free trolley to trolley transfers (but does not allow transfers to/from the bus system). This option responds to concerns over the transfers between the Blue and Green Lines at Old Town due to the fact that the new low-floor trolley vehicles used on the Green Line cannot operate south of Old Town until such time as the stations are modified to accept the low-floor vehicles. However, since most passengers make roundtrips, the price of a roundtrip under this option ($2 \times \$2.50 = \5.00) is the same as the Regional Day Pass that passengers would already use under the first option.

It also is proposed that new S/M/D and Youth monthly passes be introduced for the Premium Express Service to be consistent with the *TransNet* Extension Ordinance and regional practice. The new Premium Express youth pass would sell for \$45.00 and the new S/M/D monthly pass would sell for \$22.50 beginning on September 1, 2008.

Proposed fare changes affecting both NCTD and MTS include amending the Ordinance to better reflect the Federal Transit Administration (FTA) guidance and regulations for the ADA Paratransit services operated by NCTD (Lift) and MTS (Access). Two options are to be considered by the Transportation Committee. The first option uses the specific wording from the FTA guidance that up to double the fixed-route fare can be charged, while the second option proposes uses the same wording but adds that the fare be capped at \$5.00 or twice the maximum regular fare for corridor service. The purpose of the cap is to ensure that ADA systems users are not faced with an excessive fare increase as a result of changing the language of the Ordinance.

Regarding the current Regional Monthly Pass, two changes are proposed: (1) transition the current calendar monthly pass to a 30-day rolling pass; and (2) introduce a 14-day rolling pass. A rolling pass allows the user to purchase the pass on any day of the month and is valid from the first day of use for either 14 or 30 days. The proposed changes are in response to issues raised during the last fare change hearing process in 2007 when many people commented on the difficulty of paying for a monthly bus pass at the beginning of the month when rent and other expenses are due. At that time, the Transportation Committee asked that staff evaluate how passes could be made easier to purchase by low income riders. The combination of a rolling pass along with the ability to purchase either a 14-day or 30-day rolling pass will provide a much higher level of convenience and flexibility for transit riders. Both rolling passes are proposed to be introduced in January 2009, in

conjunction with the full implementation of the Compass Card. The 14-day pass would be priced at 60 percent of a 30-day pass to ensure that there is no revenue loss for MTS and NCTD.

For the Regional Premium Day Pass, the proposed change would extend the use of the Pass to the Coaster and increase the fare \$3.00 to \$14.00 effective July 1, 2009. Mr. Levy stated that there would be no changes to the following fares: the regional monthly pass, the senior monthly pass, the youth monthly pass, MTS or NCTD bus single trip prices, the MTS adult day pass, and the premium express adult pass prices.

Mr. Levy commented that a number of public comments were received by letter, e-mail, and phone and were provided for the committee's review. Staff will prepare a summary of these comments, those received at today's public hearing, and the comments received at the May 30, 2008, Transportation Committee meeting public hearing, for the June 6, 2008, Transportation Committee meeting.

The draft final report for the Comprehensive Regional Fare Structure and Revenue Sharing Study will be available later this summer. The aim of the study is develop a new simplified and consolidated fare structure for MTS and NCTD that takes advantage of Compass Card and fairly shares revenue between the systems. Since the start of the study, the fare structure has reduced from over 200 types to just over 50 depending on the outcome of today's meeting. The goal of SANDAG and the consultants is to meet or exceed the revenue needs of the operators with the least impact on ridership. As part of the study process, SANDAG and the fare consultant held a series of five public open houses to discuss fare issues with members of the public. Organizations representing minorities and people of limited means were invited to participate and notices were placed on all transit vehicles, and advertised in local newspapers. More than 125 people turned out and discussed what they like and dislike about the existing fares and provided input on some of the proposed structural changes. The draft report will factor the comments received into the consultant's recommendations on changes to the fare structure and revenue sharing. The draft report, along with a detailed listing of the comments made at the open houses, will be brought to the MTS and NCTD Boards and Transportation Committee for review later this summer. Based on that review, staff will then develop recommendations on a new ordinance for consideration by the Transportation Committee and Board of Directors that would supersede the existing Ordinance and go into effect in January 2009.

David Fischer, a member of the public, stated his opposition to the fare increases and commented that the Sorrento Valley passengers were being singled out with the implementation of the \$40 fare for the shuttle. He commented that the passes were not sufficient to allow him access to both MTS and NCTD routes.

Constance Bradburn, a member of the public, stated her opposition to the fare increases, commented that the increases impact her financially, and stated her opposition to bundling fares for disabled with seniors and youth. She stated her opposition to eliminating transfers. She stated her support for the rolling 30-day bus pass.

Soiree-Leone Sinclair, a member of the public, stated her opposition to the implementation of the shuttle fare in Sorrento Valley and commented regarding the changes in transit routes and their negative impact on the public.

Rose Chapin, a member of the public, stated her opposition to the fare increases and reduction in service routes.

Michelle Beathe, a member of the public, submitted written comments and stated that many buses are running late and if the fares are increasing the service should improve and routes should not be cut.

Linda Smith, a member of the public, expressed her concern in cutting routes and stops for the number 10 bus. She also stated that the transit agencies are buying new buses and they should not be cutting services and raising rates if they can afford new buses.

Melanie Azvedo, a member of the public, stated her opposition to the fare increases and the purchase of new buses.

Maria Cortez, a member of the public, stated her opposition to the fare increases after already raising the cost of the passes in January. She stated that the buses are dirty and the service is limited.

Char Warrick, a member of the public, stated that she was representing several groups of people who could not attend the hearing and stated her opposition to the elimination of the half month pass, elimination of transfers, and to the fare increases. She stated that the rolling 30-day pass was confusing to her.

Mary Bartholomew, a member of the public, stated her appreciation of public transit services. She stated that monthly pass holders provide the majority of income for the transit agencies. She commented that the increase in gas prices has caused more people to take transit and stated that now the buses are too crowded. She commented that only a few stops have trash receptacles. She suggested that maps be provided to monthly pass holders, and that the transit agencies should offer one, two and three week passes for visitors.

Robert Fitzgerald, a member of the public, commented that while there is a need for an increase in revenue, this is an opportunity to provide new services to riders. He commented that the SD Commute web site is difficult to use. He commented that the transit agencies need to provide a more comfortable, efficient system and connect the services in the north with those in the south.

Nicholas Reed, a member of the public, stated his support of the fare increases and that he was one of those at the workshops who suggested the rolling 30-day pass. He commented that while the fare increases are not difficult for him they are for many. He expressed his support for a day pass for seniors and the \$7 day pass for the COASTER.

Kathy Evans-Calderwood, a member of the public, submitted copies of a census document for City Heights Community Planning Area of San Diego and commented that the census contradicts the information provided in today's report. She stated her opposition to the fare increases and the negative and disparate impact on low income passengers.

Leighton Larraine, a member of the public, stated her support of the other speakers' comments in opposition of the fare increase and service changes, and commented on the

changes over the years to transit services. She requested the members of the committee ride transit themselves.

Gil Garcia, a member of the public, made several suggestions based on his observations riding transit. He stated that the transit agencies should try to make the trolley more appealing by using volunteers to reduce costs, serve alcohol on trains in the evenings and breakfast in the mornings, and to make sure riders to the Padres games have actually purchased tickets. He commented that if the committee members ride transit they should let the passengers know who they are and take comments from the public.

David Beadle, a member of the public, commented that he represents the 200 plus COASTER riders and expressed his opposition to the fare increase. He suggested a public, private partnership between MTS, NCTD and companies in the Sorrento Valley area to fund the COASTER connection services and transit in that area in general.

Councilmember Monroe stated that during the presentation Mr. Levy commented that the proposal is to raise the senior/disabled fare to 50 percent of the regular fare but that there was a need to "fix *TransNet*" and asked him to clarify what was meant and how it affects the fare increases. Mr. Levy replied that *TransNet* requires a senior/disabled pass for all services operated and currently there is no senior/disabled monthly pass valid for the premium rural service so the plan is to create a monthly pass to cover both the rural service and MTS express service. Mr. Levy stated that the creation of the pass would not be implemented until the Compass card was also implemented but would have no other affect on the fare increases.

Councilmember Monroe stated that one of the public comments referred to the bundling of senior/disabled passes and he requested clarification from Mr. Levy regarding how any future fare increases would be handled and whether these fares would continue to be bundled. He questioned whether every future fare increase would automatically include a senior/disabled fare increase to maintain the fare at 50 percent of a regular pass.

Mr. Levy replied that future fare increases for senior/disabled passes would be bundled and included in any future proposed fare increases and that the public would have the opportunity to comment at a public hearing. Each type of fare would be presented as an individual fare to maintain full disclosure of the impact to the public and the committee would have the opportunity to vote on the proposed increase for each type of fare as a separate item to include the senior/disabled fare.

Julie Wiley, General Counsel, stated that the committee would have the authority to raise fares for the S/M/D riders up to 50 percent of the regular fare. Each time fare increases were proposed, staff would present what the fare would be if raised up to 50 percent for S/M/D passengers but the committee would have the discretion to un-bundle those fares.

Councilmember Monroe also commented that public agencies are given funds for specific purposes and the money that is given for purchasing new buses has restrictions so that those funds can only be used towards the purchase of new buses. The funds are earmarked for the purchase of new buses and public agencies can't move that money and use it for any other purpose such as for funding operations. Additionally, it is much more costly to

maintain older buses because many are beyond their useful life. Liquid gas buses are much less expensive to operate as well.

Supervisor Roberts stated that he thought the Transportation Committee has full authority for approval of transit agency fare and schedule changes and requested clarification regarding why the reading of the Fare Ordinance was going to the Board of Directors for the second reading and approval.

Ms. Wiley commented that normally amendments to the Fare Ordinance would go to the Transportation Committee for both the first and second reading. The transit agencies have asked for the expedition of the process in order to implement these changes on July 1, 2008. The Transportation Committee and the Board are only allowed to hold first and second readings of Ordinances during a regular meeting. There is a 15-day waiting period after approval of an Ordinance until it can be implemented. In order to meet the deadline of July 1, 2008, we are bringing the second reading to the Board of Directors and the Transportation Committee at the regularly scheduled Board of Directors meeting on June 13, 2008, which is being held jointly with the Transportation Committee. Following the second reading, the Board will be asked to approve the changes to the Fare Ordinance. The next regularly scheduled Transportation Committee is June 20, 2008. If we held the second reading at the June 20, 2008, meeting, the Board would not be able to approve the Transportation Committee actions until its Board meeting on June 27, 2008, thus implementation of the fare changes would not be in effect until mid-July.

Councilmember Hall commented that the transit agencies are mandated by law to meet air quality standards by a certain date and are required to replace or retrofit diesel buses.

Supervisor Roberts commented that the main reason is maintenance and that many of the buses are breaking down causing delays to service and increased costs; the replacement of buses is absolutely necessary. Transit agencies have higher costs and less money and have to make decisions to meet budget constraints and the only options are to raise fares or cut service. Supervisor Roberts also commented that the Fare Study should not have been deferred. The Fare Study should have been available for the Committee to review now so the members can look at all options that may be potentially available.

Councilmember Atkins requested the transit agencies follow up on the comments by the public regarding service and maintenance problems pointed out in the public comments today. She also expressed her appreciation for Councilmember Monroe's comments regarding how funds for the new buses could not be used for operations. There is a need for more funding for both operations and maintenance. Councilmember Atkins expressed her agreement with Supervisor Robert's comments that the Fare Study should have been done by the time of these public hearings.

Councilmember Monroe requested clarification regarding holding a first reading of the Ordinance while still not having final language in the Ordinance because the committee had to determine and vote on several different options to the proposed fare changes. He was under the impression that the Ordinance language had to be final during the first reading or the committee would have to make any changes and hold the first reading again.

Ms. Wiley stated that the committee was provided with the final language as alternative amendments to the fare ordinance. As the committee votes on the options, final language is presented for the ordinance. If the committee approved an option different than one of those presented here, then a first reading would have to be held again, delaying the process.

Councilmember Monroe expressed his concern regarding public notice of the different options and language and Ms. Wiley stated that the public notice mentioned all the various options without distinguishing which option might be selected. Both the committee and the public had the same amount of notice regarding the actual ordinance language when it was disseminated today.

Mayor Dave Druker (North County Coastal) commented that SANDAG has been in discussions with employers in the Sorrento Valley/UTC area to develop public/private partnerships to fund the COASTER connection shuttles.

Councilmember Bob Campbell (North County Inland) stated that we need to communicate to the public how the State's raid on transit and transportation funding has impacted the funding for services in the region. He stated that the public needs to understand that we are forced to take these actions. Also, every increase in fuel costs reduces the amount of funding available for services; each ten cent increase in fuel costs reduces available funding by \$260,000 for NCTD. He stated that the agencies are working to solve the problems with as little impact to the public as possible. He stated that the public should be expressing their concerns to the State government and their legislators.

Paul Jablonski, MTS Chief Executive Officer stated that the federal government determines the useful life of a bus at 12 years and MTS is replacing buses that are 17 years old. We have stretched the life of these buses as far as possible but it is much more costly to maintain the older buses.

Chairman Ed Gallo (NCTD) commented that the transit agencies don't have control over fuel prices or the decrease in sales taxes, but we should have some control over the State taking away transit funding. The public needs to understand that we as transit agencies don't want to cut service or raise rates but have to do what is necessary to meet budget constraints.

B. FIRST READING OF PROPOSED AMENDMENTS TO COMPREHENSIVE FARE ORDINANCE AND TITLE VI FINDINGS RELATING TO AMENDMENTS (ADOPT FINDINGS AND HOLD FIRST READING)

Vice Chair Dale called for the reading of the Ordinance title.

Ms. Wiley read the title into the record: "San Diego Association of Governments Comprehensive Fare Ordinance, an Ordinance Establishing the Regional Fare Pricing Schedule."

Vice Chair Dale called for a motion to waive the further reading of the Ordinance.

Action: Upon a motion by Mayor Lori Pfeiler (North County Coastal) and a second by Councilmember Hall, the Transportation Committee waived the further reading of the Ordinance.

Mr. Levy presented this item and stated that 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 Fare Ordinance. The Fare Ordinance needs to be updated to reflect a number of proposed changes, including fare increases, to address FY 2009 budget shortfalls as requested by MTS and NCTD, and changes to make the Fare Ordinance more consistent with the *TransNet* Extension Ordinance and federal regulations. The Fare Ordinance contains all the recommended changes as reviewed previously and the changes are consistent with the goals and objectives of the Fare Study.

Mr. Levy stated that Title VI of the federal Civil Rights Act and related federal regulations provide for an analysis to be done to determine if there is a disproportionate impact on people of limited means or minority racial groups prior to the implementation of any fare changes. A Title VI assessment has been completed on the proposed fare changes and options. The analysis found that there are no disproportionate impacts on low income or minority (LIM) passengers from the proposed fare changes or options except for the trolley alternatives. The analysis found disparate impacts for both trolley options but the proposed \$2.50 Trolley fare impacted LIM passengers slightly more than the \$2.25 fare since a higher percentage of LIM riders use the Trolley for short distance trips than longer distance trips. Both trolley fare options were found to be in the public interest since the result is significant simplification that makes the system easier to use.

Public hearings were scheduled in accordance with SANDAG Board Policy in order to provide the public with opportunities to comment on the proposed changes. In addition, a telephone voice mail number, an e-mail address, and Web site were available for members of the public who wished to comment, but were unable to attend the two meetings.

Mr. Levy stated that there are optional language choices for the amendments that the Transportation Committee may want to make regarding the proposed changes to provisions in the Fare Ordinance concerning the NCTD and Regional Day Passes, the trolley cash fare, the ADA Paratransit fare, and the Coaster/Premium Day Pass. Mr. Levy reviewed the options for the committee in detail and stated that should the Transportation Committee decide to pursue one or more of these optional amendments, only the language selected today will be included in the Fare Ordinance for the second and final reading at the June 13, 2008, joint meeting with the Transportation Committee and Board of Directors.

In order to enact the proposed changes to the Fare Ordinance, SANDAG must hold two readings of the Fare Ordinance amendments. The second reading is scheduled to occur on June 13, 2008. Unless otherwise specifically identified within the Fare Ordinance, all proposed amendments will go into effect 15 days after final approval by the SANDAG Board of Directors, which is planned for June 13, 2008.

Mr. Jablonski commented that MTS supports the option to set the trolley fare at \$2.50 with free transfers between trolley lines because it is less complicated, easier to enforce and allows more options for passengers. Mr. Jablonski stated that MTS recommended an increase in the downtown fare to \$1.75 which was not reflected in the proposed changes.

He stated that paratransit service fares should reflect that they can be set at double the regular fare per federal guidance. He commented that setting the price for the 14-day pass at 60 percent of the monthly pass is supported by MTS and stated that the agencies need to look at the technology that would allow passengers to pay for their monthly pass in incremental installments. He also stated that we should look at possibly putting in place revolving loan programs and other options for low income passengers.

Robert Noche, a member of the public, commented that setting fares at \$5.00 would help balance the NCTD budget and asked if there would still be bus service on the I-15 after completion of the project. He commented on the reduction in service for bus route 20.

Joyce Brown, a member of the public, submitted written comments and stated that she was representing Jay Powell of the City Heights Development Corporation. She stated that the letter is a restatement of comments previously made to the committee and asked the members to take these comments into consideration before making any final decisions. She commented that if SANDAG is undergoing a Fare Study that should be done in the next few months, they should have waited to propose fare increases until the Fare Study was complete. She commented that she is a member of several organizations that are lobbying the State for funding for transit and public transportation.

Lorraine Leighton, a member of the public, requested that a senior/disabled day pass be created and stated her opposition to the elimination of the second half of the month pass. She stated that the agencies need to instruct their drivers not to question whether a passenger is disabled.

Vice Chair Dale closed the public hearing and Ms. Wiley discussed the alternative options to the language of the Ordinance. She stated that the members should review the current language of the Ordinance and the optional language provided today.

Mayor Pfeiler made a motion which was seconded by Councilmember Monroe to adopt the proposed fare levels and for the alternative options to accept the staff recommendation for number 1 regarding the day pass, staff recommendation for number 2 the premium/COASTER day pass, for the option on number 3 regarding the trolley fares instead of staff's recommendation, and for numbers four and five to adopt staff recommendations.

Councilmember Monroe asked if the motion included the \$1.75 increase for the downtown fare and Mayor Pfeiler stated that it did not as it was her understanding that any changes would cause the Ordinance to be re-written and would delay the adoption of the Ordinance.

Ms. Wiley stated that staff was aware that MTS would request the increase and had prepared alternative language that includes the increase. She stated that if the committee chooses to adopt the increase to \$1.75 the Title VI analysis shows it would cause disparate impact on low income and minority groups and therefore we would not be able to move forward on the Title VI findings and would have to do further analysis, delaying the process.

Chairman Gallo commented that the NCTD Board has not approved an increase in the day pass to \$5.00 and Mayor Pfeiler stated that the option is contingent on the revenue sharing agreement approval.

Mayor Druker stated the NCTD Board does not support the \$5.00 pass but supports the \$4.50 day pass, and the Board based their budget on that amount. He commented that the NCTD Board does not believe a revenue sharing agreement will be implemented by January 1, 2009, because they do not agree on the concept being used to determine the revenue sharing.

Councilmember Hall requested clarification of the default language should the motion currently on the table fail.

Ms. Wiley stated that the current Ordinance language attached to the report shows a phasing out of the NCTD day pass and replaces it with the \$5.00 regional day pass as of January 1, 2009, whereas the alternative language shown on the blue sheet is status quo. So it would make the changes that are shown on the blue sheet calling for deletions of the text added as proposed amendments in the report. Thus the price would remain at \$4.50.

Discussion ensued regarding the proposed amendment language, staff recommendation and how the revenue sharing agreements would affect the fare.

Councilmember Monroe requested that the committee review each of the five options separately and clarify that the staff recommendation is the SANDAG recommendation and whether the options reflect choices from NCTD or MTS. He stated that it appears that the options are SANDAG staff versus transit agency staff and he expressed his displeasure that the agencies are not working together to set the fare changes.

Chairman Gallo commented that the Boards of the two transit agencies, MTS and NCTD, were not included in the process to determine recommendations for each of the options presented today.

Councilmember Monroe asked whether the North County Day Pass option was an NCTD recommended option and Mayor Druker confirmed that it is.

Mayor Pfeiler asked if NCTD made the optional recommendation because they do not feel the revenue sharing agreement discussions are going well and Mayor Druker replied that there is no revenue sharing agreement yet. The position the NCTD Board is taking is that there can be no revenue sharing until we know what the revenues actually are and we won't know that until the compass card is fully implemented.

Discussion ensued regarding pricing of the North County Day Pass consistent with the regional day pass. Mayor Druker stated that NCTD believes that passengers who want to use MTS services with NCTD services will purchase the \$5.00 regional day pass and those that only want to use NCTD service will purchase the \$4.50 North County day pass.

Councilmember Monroe asked if the option for the premium/COASTER day pass was from NCTD and Mayor Druker stated that the NCTD Board has never discussed this option.

Mr. Levy stated that both concepts have been discussed with NCTD staff through the Fare Study and have been agreed upon and included in the Fare Study. The only outstanding item is the revenue sharing agreement.

Councilmember Monroe stated that MTS Board has discussed the options for the trolley fares and expressed his concern that the NCTD Board has not seen or discussed the options presented today affecting fares in their region.

Diane Eidam, Chief Deputy Executive Director stated that at the request of the Joint Committee on Regional Transit (JCRT) the Fare Study has been deferred because of the dire need to address the funding crisis and the need for balanced budgets by July 1, 2008. This is not the optimal approach to fare increases but is an important measure put together by the best of the collective abilities of the NCTD, MTS, and SANDAG staffs for the consideration of this committee. Ms. Eidam stated that we realize that we are putting this committee in a difficult position to make these decisions but our options are severely limited.

Councilmember Monroe commented that it was not apparent that the NCTD and MTS staffs are in agreement with the SANDAG staff.

Councilmember Hall asked whether MTS and NCTD would like to continue this item and not move on it today.

Mayor Druker stated that NCTD did not want to continue the action because they need to have these fare changes implemented as quickly as possible to finalize their budget. NCTD wants this committee to adopt only those options presented by NCTD not the other staff recommendations.

Chairman Harry Mathis (MTS) stated that MTS wants to move forward with this action today.

Vice Chair Dale asked whether the committee members wanted to move on the motion or to review each option individually and either vote on the motion as is or make a substitute motion and the consensus of the committee was to review each option and vote on each one separately.

Mayor Jerome Stocks (Ex-Officio Chair) stated the optional recommendations are contingent on the approval of a revenue sharing agreement and then not implemented until July of 2009. There is time for both transit agency Boards to discuss these options. There is no reason to adopt the contingent options at this time but we should go forward with the recommendations approved by NCTD that are programmed into the NCTD budget.

Mayor Pfeiler withdrew her motion and Vice Chair Dale instructed staff to present each option to the committee for action.

Action: Upon a motion by Mayor Pfeiler and a second by Councilmember Atkins, the Transportation Committee accepted staff recommendation to increase NCTD day pass to \$4.50 (S/D/M \$2.25) on July 1, 2008, and then replace it with a \$5.00 Regional Day Pass on January 1, 2009, if a new revenue sharing agreement is reached. (Motion passed with NCTD, MTS, and South County opposed.)

Discussion ensued regarding the two options for the premium/COASTER day pass and the positions/recommendations of the MTS and NCTD Board members.

Action: Upon a motion by Chairman Gallo and a second by Councilmember Hall, the Transportation Committee recommended maintaining the existing \$11.00 Premium Express Day Pass.

Councilmember Monroe made a motion to adopt the alternative language for the trolley fares and Ms. Wiley commented that the option of setting the flat rate of \$2.50 with free transfers has a greater impact than the staff recommendation of the \$2.25 fare with no free transfers. If the committee chooses the alternative option with more impact, it would require further analysis to determine if additional information would show that \$2.50 is the best choice for the public. Currently the Title VI analysis states that the \$2.25 fare is the best alternative.

Councilmember Monroe pointed out that the alternative option is only a slightly more adverse impact to the public under Title VI than the staff recommendation and requested clarification regarding the impact by the two options.

Ms. Wiley stated that Title VI requires that if you are going to implement a fare increase that would have a disproportionate and adverse impact you can do that as long as you demonstrate that the action meets a substantial need that is in the public interest, and that the alternatives would have a more severe and adverse effect than the preferred alternative. Both options have an impact and staff recommends the alternative that has less impact.

Councilmember Monroe stated that the impact is not statistically significant according to MTS staff and asked why the same analysis could not be used for both options since the difference was so slight.

Ms. Wiley requested Mr. Levy to review the table in the Title VI report that compares the impacts from both the \$2.50 fare and the \$2.25 fare to Title VI riders.

Mayor Stocks commented that Ms. Wiley is not saying the committee can't take the action to approve the \$2.50 option but that, if they do, it affects the Title VI analysis and another analysis would have to be done.

Chairman Mathis commented that MTS would support the \$2.50 option.

Mr. Levy reviewed the table Existing Cash Fare Structure vs. 2008 Cash Fare Structure Alternative in the Title VI analysis which shows the percent change for each fare option.

Ms. Wiley stated that if the \$2.50 fare passes today then further Title VI analysis will have to be done so the Title VI findings would not be made on this item today but would have to be moved forward to the June 13, 2008, Joint Board of Directors/Transportation Committee meeting.

Action: Upon a motion by Councilmember Monroe and a second by Chairman Mathis, the Transportation Committee recommended a flat trolley fare of \$2.50 (S/D/M \$1.25) with free transfers between Trolley lines and downtown zone fare of \$1.25, effective September 1, 2008.

Action: Upon a motion by Chairman Mathis and a second by Councilmember Monroe, the Transportation Committee recommended the federal language for paratransit fare maximums without inclusion of a maximum one way fare.

Mr. Jablonski asked staff if there was any negative impact to revenue from implementing the 30-day rolling pass and staff replied that there was no significant impact to revenue.

Mr. Levy stated that the recommendation only affects the Regional Monthly Pass so the impact to North County is very minimal.

Action: Upon a motion by Chairman Mathis and a second by Councilmember Monroe, the Transportation Committee accepted staff recommendation to replace the existing calendar month Regional Pass with a 30-day rolling pass and introduce a 14-day rolling pass priced at 60 percent (\$41.00) of the 30-day pass effective January 1, 2009, and directed staff to move forward with developing the option to use the technology of the Compass card to monitor the individual's usage such that once a passenger reaches a certain level, the card could give them the best value for their money.

Councilmember Monroe commented that SANDAG currently utilizes technology with the FasTrak system that monitors usage and once a certain level of use is reached, the customer is not charged the monthly fee and stated his support of implementing this same technology with the compass card.

5. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, June 13, 2008, at 9 a.m. and will be held jointly with the Board of Directors. The Policy meeting topic will be public transit funding issues. The next regularly scheduled meeting of the Transportation Committee is on Friday, June 20, 2008, at 9 a.m.

6. ADJOURNMENT

Vice Chair Dale adjourned the meeting at 12:05 p.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
JUNE 6, 2008**

| GEOGRAPHICAL AREA/ ORGANIZATION | JURISDICTION | NAME | MEMBER/ ALTERNATE | ATTENDING |
|--|---------------------|---------------------------|----------------------|-----------|
| North County Coastal | City of Carlsbad | Matt Hall | Member | Yes |
| | City of Del Mar | Dave Druker | 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 Coronado | Phil Monroe | Member | Yes |
| | City of Chula Vista | Jerry Rindone | Alternate | No |
| City of San Diego | ---- | Jim Madaffer (Chair) | Member | No |
| | ---- | Toni Atkins | Alternate | Yes |
| | ---- | Ben Hueso | Alternate | No |
| County of San Diego | ---- | Ron Roberts | Member | Yes |
| | ---- | Greg Cox | Alternate | No |
| | ---- | Bill Horn | Alternate | No |
| Metropolitan Transit System | City of Poway | Bob Emery | Member | No |
| | MTS | Harry Mathis | Alternate | Yes |
| North County Transit District | | Ed Gallo | Member | Yes |
| | | Jerome Stocks | Alternate | Yes |
| | | Chris Orlando | Alternate | No |
| San Diego County Regional Airport Authority | | Charlene Zettel | Member | No |
| | | Jim Desmond | Alternate | No |
| | | Ramona Finnilla | Alternate | No |
| ADVISORY/LIAISON Caltrans | ---- | Pedro Orso-Delgado | Member | Yes |
| | — | Bill Figge | Alternate | Yes |
| SCTCA | — | Albert Phoenix | Member | No |
| | | Shane Chapparosa | Alternate | No |
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